

MBTA Communities Zoning Requirements

Public Forum

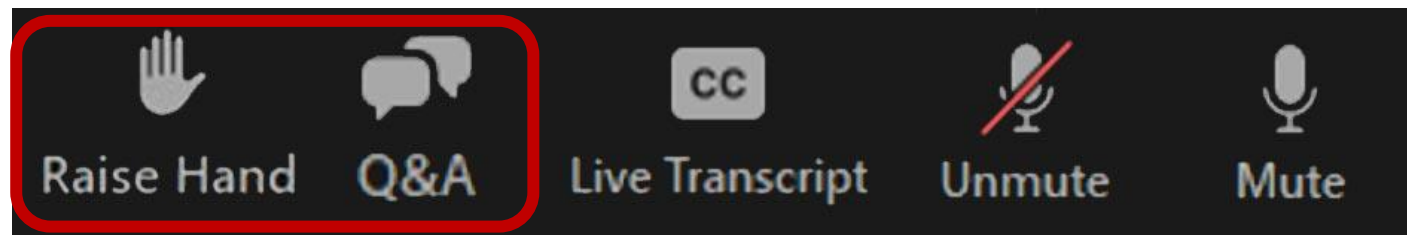
November 30, 2023



Milton Department of Planning and Community Development

Meeting Format

- This meeting is being held using the Zoom webinar product. Presenters and speakers are on screen, while those watching the meeting are off-screen as “attendees.”
- If you’d like to make a comment or ask a question during the Question and Comment period
 - Use the “Raise Hand” button
 - For attendees on the phone, you can raise your hand by pressing *9, and mute and unmute yourself by pressing *6.



Resources

townofmilton.org/MiltonMBTA

The screenshot shows the Town of Milton website. The header includes the town seal and name, navigation links (GOVERNMENT, BOARDS & COMMITTEES, DEPARTMENTS, COMMUNITY, HOW DO I...), and a search bar. The main content area is titled 'PLANNING & COMMUNITY DEVELOPMENT' and includes an overview, mission, and work section. A sidebar on the left lists various resources, with a red arrow pointing to the 'Massachusetts Bay Transportation Authority (MBTA) Communities Multi-Family Zoning Requirement' link.

Massachusetts Bay Transportation Authority (MBTA) Communities Multi-Family Zoning Requirement

Affordable Housing Lottery: 34 Fairbanks Road

Local Rapid Recovery Plan

Master Plan Implementation Committee

Milton Zoning Map

Planning Board

Plans & Studies +

Sign Review Documents

Transportation Studies & Resources +

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PLANNING & COMMUNITY DEVELOPMENT

Overview

The Milton Planning Department is responsible for coordinating the Town's planning activities and staffing the Planning Board, and primarily concentrates on economic development, housing strategy, and open space issues.

Our Mission

To assure careful stewardship of the town, including the land, environment, water, air, energy, etc. through attention to municipal planning and project review, and by providing guidance and protection to ensure a high quality of life for Milton residents today and into the future.

Our Work

Town planning involves research and analysis, strategic thinking, urban design, public consultation, policy recommendations, implementation and management, and development of land in the public interest.

The work of the Planning Department has an important influence on the property values in the Town and on our bond rating. Our efforts have contributed to Milton's AAA bond rating, and to our qualifications and reputation as an award-winning community that has been repeatedly voted by experts to be among the

Contact Us

Planning and Community Development

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Hours

Monday through Thursday
8 am to 5 pm

Friday
8 am to 1:30 pm



What is the MBTA Communities law?

Enacted as part of the economic development bill in January 2021, new Section 3A of M.G.L. c. 40A (the Zoning Act) requires that an MBTA community shall have at least one zoning district of reasonable size in which **multi-family housing** (three or more units) is permitted **as of right** and meets other criteria set forth in the statute:

- Minimum gross density of **15 units per acre**
- Not more than ½ miles from a commuter rail station, subway station, ferry terminal or bus station, if applicable.
- No age restrictions
- Suitable for families with children.

Towns that do not comply with the new requirements will be ineligible for **MassWorks, Housing Choice, and Local Capital Projects** funds.



What is the MBTA Communities law?

The MBTA Communities Law is a mandate for Towns to create zoning, **not a mandate** for Towns to create new housing. The theory behind the law is to loosen restrictive zoning laws and enable property owners to meet intense demand for housing in Greater Boston.

- If Town Meeting passes zoning and the Executive Office of Housing and Livable Communities deems it compliant with the law, then Milton is compliant **regardless of how many housing units are eventually produced.**



What are HLC's guidelines?

Under authority granted by the statute, the Executive Office of Housing and Livable Communities (HLC) issued final compliance guidelines on August 10, 2022.

HLC's guidelines categorize MBTA communities by their level of transit service. Milton, along with 12 other inner core communities, was classified as a rapid transit community.

Among other requirements in the guidelines, rapid transit communities have a deadline of **December 31, 2023** to adopt compliant zoning.



What requirements must Milton meet?

The Section 3A statute and HLC's guidelines lay out certain thresholds our zoning district must meet to comply with the law. Our district must

- Have an overall density of **15 units per acre**
- Be at least **50 acres** in area
- Be capable of accommodating new units equivalent to 25% of the Town's existing year-round housing units
 - For Milton, this unit capacity number is **2,461 units**
- Have at least **50%** of its unit capacity and minimum area located **within a half-mile of transit**
- At least one subdistrict must represent 50% of the total area of the district



A Note on Unit Capacity

The unit capacity calculation treats every parcel as a blank canvas.



Unit capacity is a metric invented by the Commonwealth to judge compliance with Section 3A. It is an **abstract figure** meant to judge zoning; it is **not a tool meant to predict buildout**. When and if parcels get redeveloped is a function of the real estate market, the broader economy, the circumstances of individual property owners, and many other factors.

A Note on Unit Capacity

Milton Register, January 28, 1938

TOWN MEETING DAY
TO ACT UPON
ZONING BYLAW
Prompt And Favorable Vote
Likely—Changes Made In
Zoning Map Explained At
Planning Board Hearing
Which Has Lively Few
Minutes

Joseph D. Leland, chairman of the special committee, said these changes were made in response to suggestions and investigations since the previous Planning Board hearing. As changed the zoning map provides for a population of 60,000 people.

When it was passed in 1938, Milton's current zoning bylaw was projected to create unit capacity to accommodate **60,000 residents**. Milton hasn't reached even half that in the course of 85 years.



Options for Compliance

Location

- The location and size of districts within a $\frac{1}{2}$ mile of transit is determined by how much Developable Area exists in that area. Milton's Developable Area is reduced by the fact that the Mattapan Trolley hugs the Neponset River and the border with Boston; a significant fraction of the $\frac{1}{2}$ mile radius is either on state property or not in Milton.
 - The HLC guidelines allow Milton to locate as much as **50 percent** of our compliant zoning districts **outside of the $\frac{1}{2}$ mile transit radius**

Subdistricts

- The Town can create multiple subdistricts--with different requirements, in different areas--with the following restrictions
 - **At least half** of the district needs to be contiguous
 - Subdistricts need to be a minimum of **five acres**



Options for Compliance

Dimensional Requirements

- Dimensional requirements like height, setbacks, and density do not need to be uniform across subdistricts, as long as the average of all the subdistricts meet the law's minimum requirements for density, reasonable size, and as-of-right permitting.
 - Example: One subdistrict comprising half the total district can have a density of five units per acre, and another district comprising the second half of the total district can have a density of twenty-five units per acre.

The flexibility in HLC's guidelines can help the Town craft districts that minimize change to the physical character of residential neighborhoods.



Milton 3A & MMU Districts

- Within Half Mile of Transit Stops
- East Milton Square
- Blue Hills Parkway Corridor
- Mattapan Station
- Eliot Street Corridor
- Milton/Central Avenue Station
- East (MMU)
- Bridge
- West (MMU)
- Granite Avenue
 - North
 - South



Zoning Subdistricts

We are proposing **six subdistricts** (some with further sub-subdistricts) to comprise our overall zoning district.

Each subdistrict is tailored to match, as much as possible, the **existing built environment** via restrictions on height, density, setbacks, and open space requirements.



East Milton Square



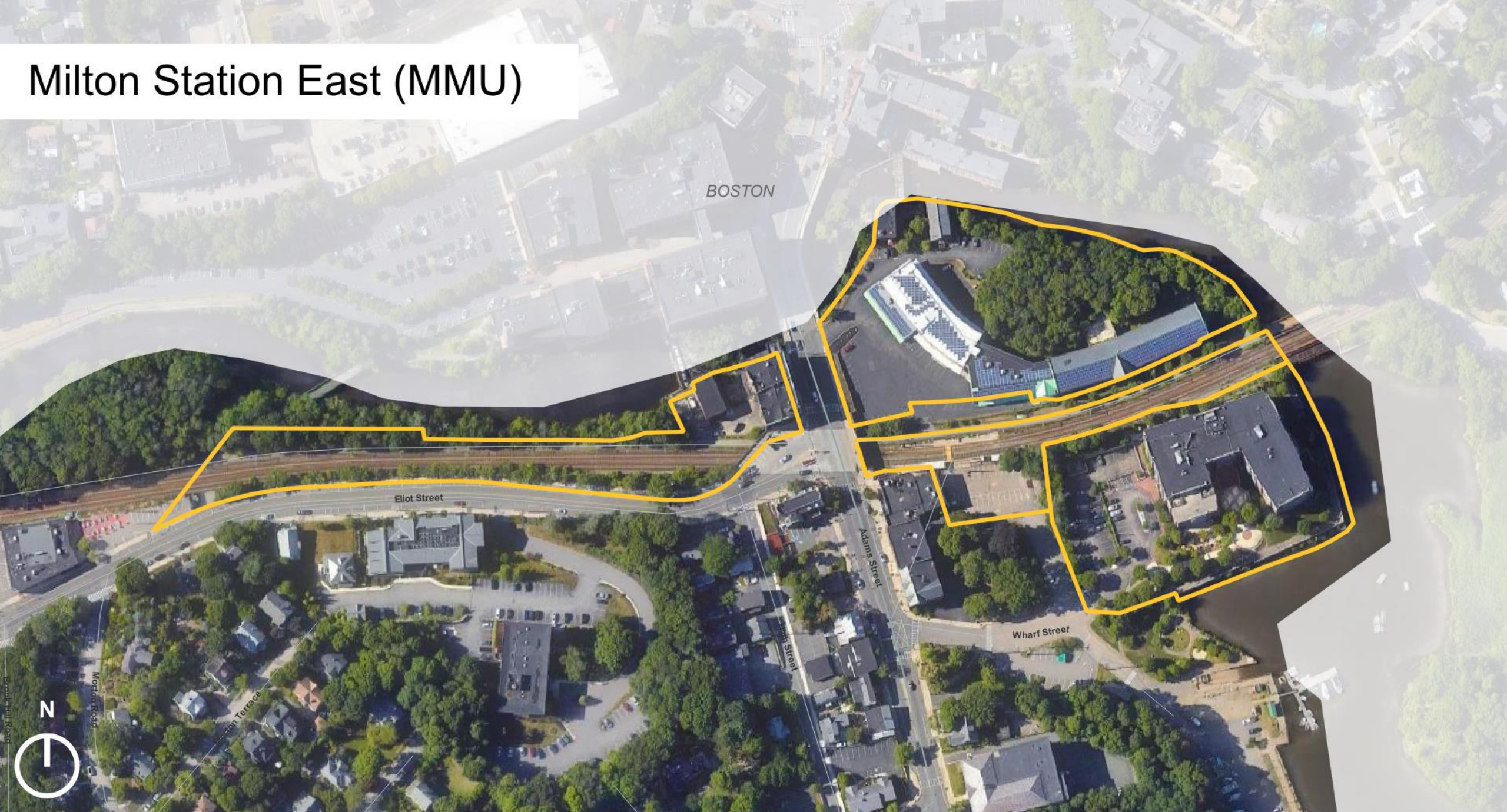
Granite Ave North



Granite Ave South



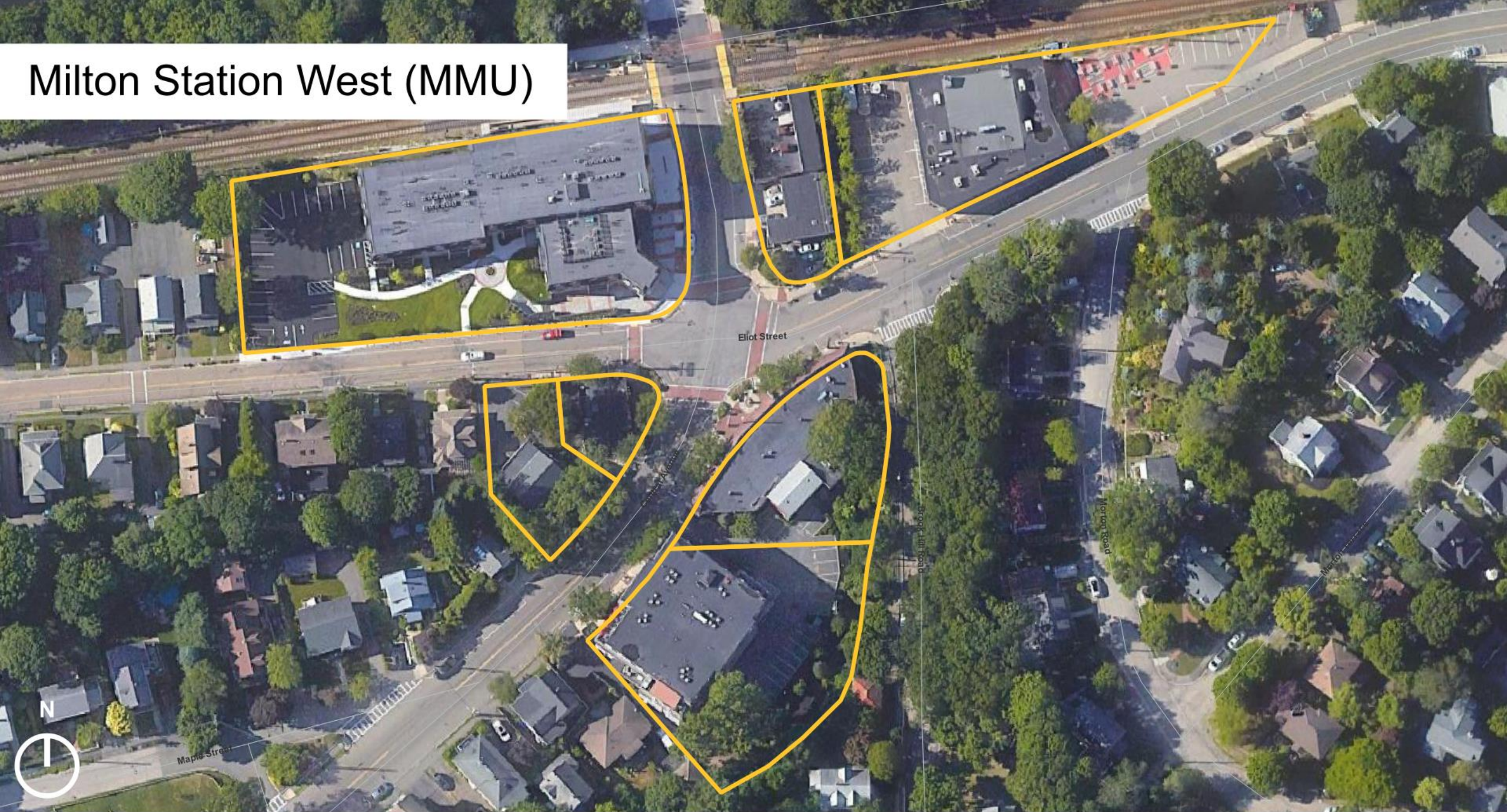
Milton Station East (MMU)



Milton Station Bridge



Milton Station West (MMU)



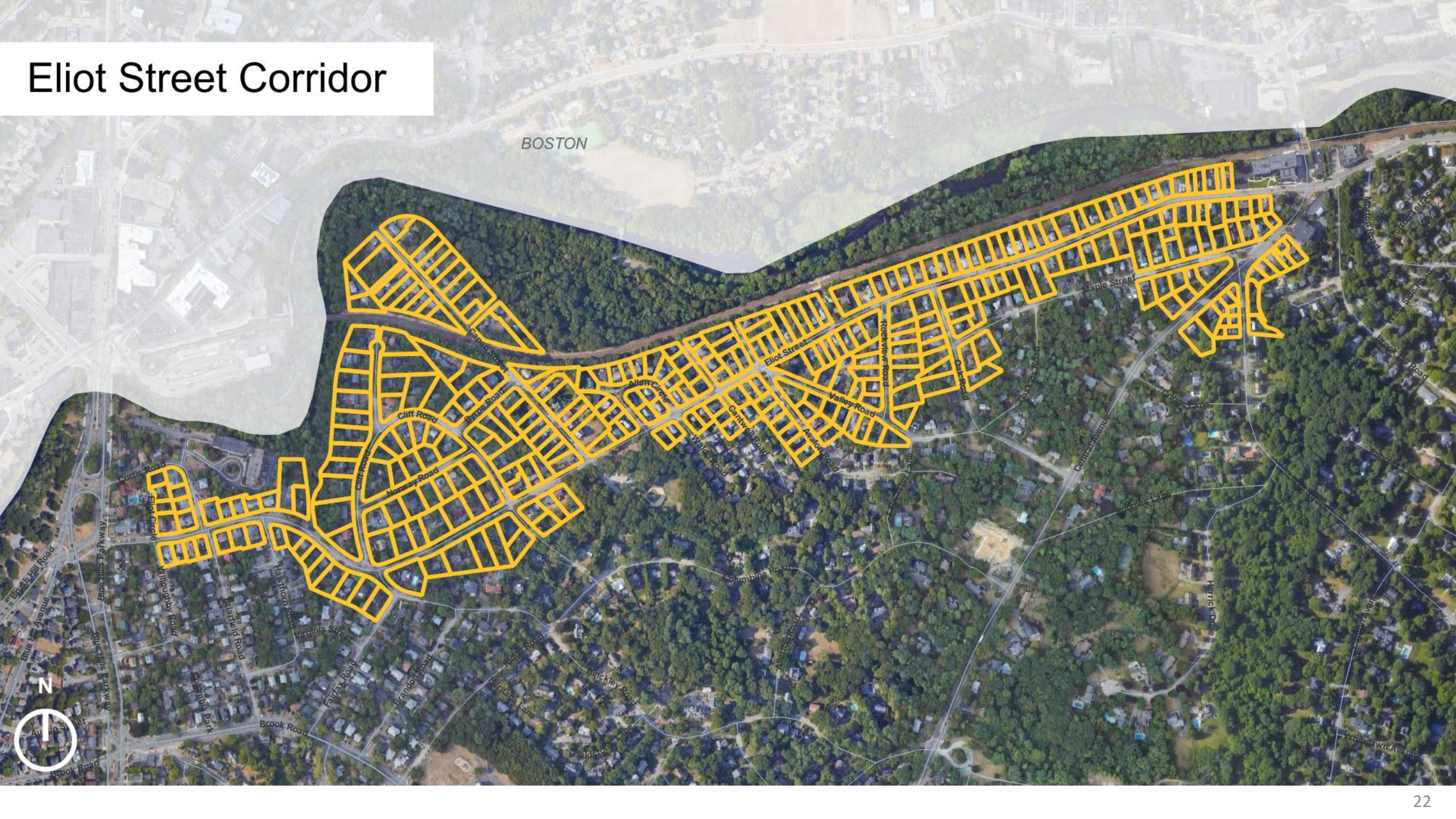
Mattapan Station



Blue Hills Parkway Corridor



Eliot Street Corridor



Option 1n Revised

Compliance Model Summary

	Key Model Inputs							Model Outputs							
Subdistrict	Max. units/ acre	FAR	Max. unit/lot	Min. Lot Size	Max. Parking Spaces per Unit	Max. Bldg Height (stories)	Max. % Bldg + Parking Coverage	Unit Capacity	Acreage	Density Denominator	Modeled Density	% Land in Contiguous Subdistricts	% Land in Transit Area	% Units in Transit Area	% Unit Target Met by 3A District Alone
Granite Ave North	45	1.1	n/a	n/a	1.5	6	60%	171	3.8	2.8	60.6		contributing	contributing	3A
Granite Ave South	45	1.1	n/a	n/a	1.5	4.5	60%	530	11.8	11.3	46.8				3A
Mattapan Station	45	1.1	n/a	5,000 sf	1	6	60%	183	5.1	4.4	42.0	contributing	contributing	contributing	3A
Milton Station East (MMU)	40	1.0	n/a	n/a	1	6	60%	325*				contributing	contributing	contributing	MMU
Milton Station Bridge	40	1.0	n/a	n/a	1	4.5	60%	185	4.6	4.6	40.0	contributing			3A
Milton Station West (MMU)	40	1.0	n/a	n/a	1	4.5	60%	114*				contributing			MMU
East Milton Square	30	n/a	n/a	n/a	1	2.5	60%	423	20.6	20.6	20.6				3A
Eliot Street Corridor - Tier 1	n/a	0.7	3	7,500 sf	1	2.5	60%	219	47.0	47.0	4.7	contributing	contributing	contributing	3A
Eliot Street Corridor - Tier 2	n/a	0.52	3	10,000 sf	1	2.5	60%	177	20.2	20.2	8.8	contributing	contributing	contributing	3A
Eliot Street Corridor - Tier 3	n/a	0.35	3	15,000 sf	1	2.5	60%	84	14.7	14.7	5.7	contributing	contributing	contributing	3A
Blue Hills Pkwy Corridor	30	0.7	n/a	7,500 sf	1	2.5	50%	175	16.6	16.6	10.6	contributing	contributing	contributing	3A
TOTAL								2,586	144.4	143	15.1	75.0%	77.2%	54.5%	87.2%
COMPLIANCE TARGET								2,461	50	n/a	15	50%	50%	50%	Min. 75%

Option 1n Revised

Detailed Zoning Parameters

	Setbacks				Coverage	Height		Max. Parking Spaces per Unit	Max Units per Acre	FAR	Max Units per Lot	Min Lot Size
Subdistrict	Min. Front Setback	Min. Side Setback	Min. Both Side Setbacks	Min. Rear Setback	Max. % Bldg + Parking Coverage	Max. Bldg Height (stories)	Max. Bldg Height (feet)					
Granite Ave North	20'	10'	20'	30'	60%	6	75'	1.5	45	1.1	<i>n/a</i>	<i>n/a</i>
Granite Ave South	20'	10'	20'	30'	60%	4.5	60'	1.5	45	1.1	<i>n/a</i>	<i>n/a</i>
Mattapan Station	15'	5'	20'	30'	60%	6	75'	1	45	1.1	<i>n/a</i>	<i>n/a</i>
Milton Station East (MMU)	15'	5'	20'	30'	60%	6	75'	1	40	1.0	<i>n/a</i>	<i>n/a</i>
Milton Station Bridge	15'	5'	20'	30'	60%	4.5	60'	1	40	1.0	<i>n/a</i>	<i>n/a</i>
Milton Station West (MMU)	15'	5'	20'	30'	60%	4.5	60'	1	40	1.0	<i>n/a</i>	<i>n/a</i>
East Milton Square	15'	5'	20'	30'	60%	2.5	42'	1	30	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>
Eliot Street Corridor - Tier 1	15'	5'	20'	20'	60%	2.5	35'	1	<i>n/a</i>	0.7	3	7,500 sf
Eliot Street Corridor - Tier 2	15'	5'	20'	20'	60%	2.5	35'	1	<i>n/a</i>	0.52	3	10,000 sf
Eliot Street Corridor - Tier 3	15'	5'	20'	20'	60%	2.5	35'	1	<i>n/a</i>	0.35	3	15,000 sf
Blue Hills Pkwy Corridor	20'	5'	20'	20'	50%	2.5	35'	1	30	0.7	<i>n/a</i>	7,500 sf

Milton 3A & MMU Districts

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

Modeled Capacity: 228

Modeled Capacity: 480

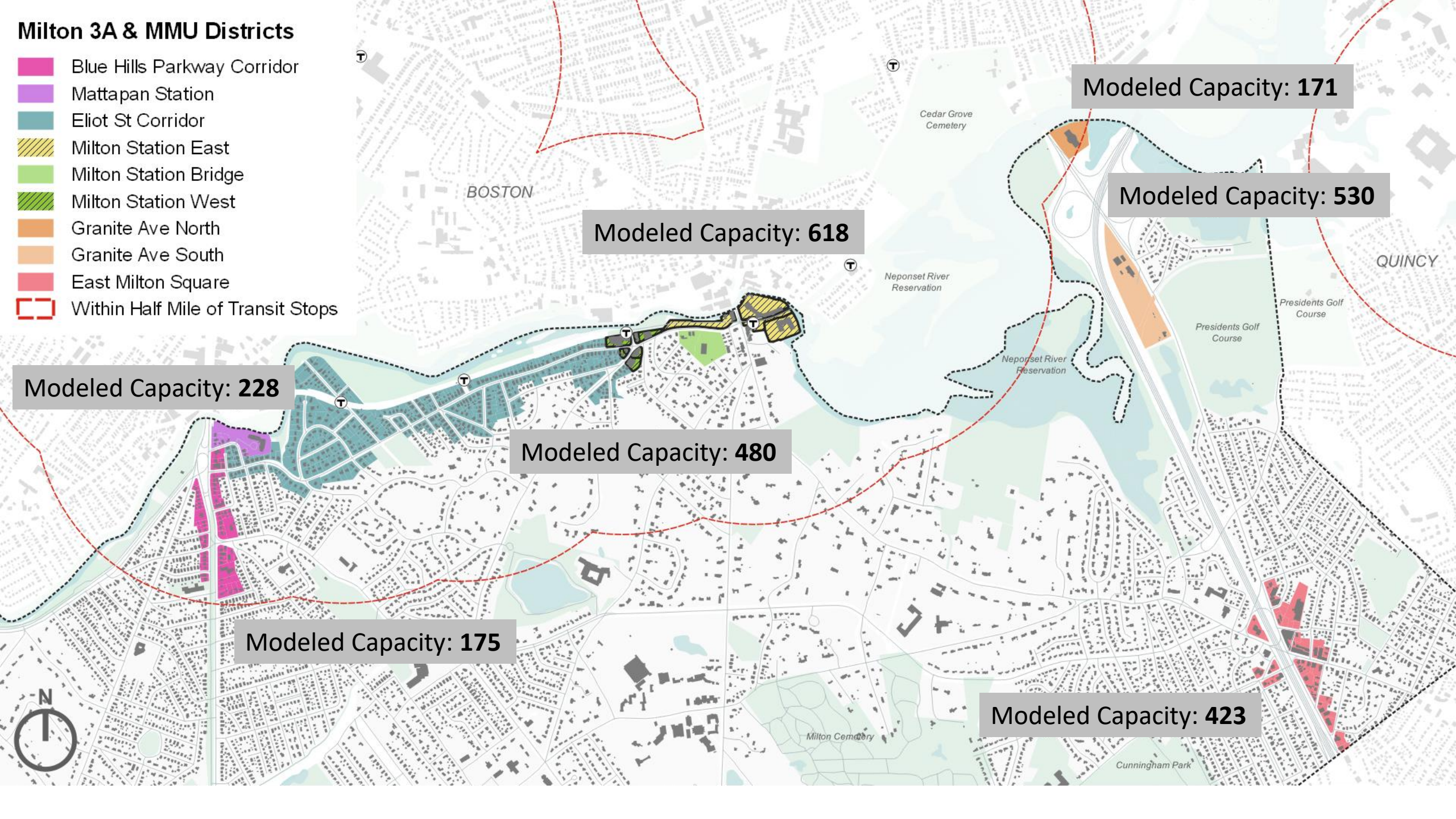
Modeled Capacity: 618

Modeled Capacity: 171

Modeled Capacity: 530

Modeled Capacity: 423

Modeled Capacity: 175



Mandatory Mixed-Use Zone

The original HLC guidelines permitted new zoning to allow mixed-use, but prohibited a requirement that zones be mixed-use.

Recent changes to the guidelines now allow towns to create a Mandatory Mixed-Use (MMU) District that includes up to **25% of their unit capacity** total.

- This is technically not a 3A compliant district, so using this option has implications for our overall compliance metrics

In order to preserve commercial uses in the **Milton Village and Central Avenue** business districts, we have selected the Milton/Central Avenue Station East and West subdistricts as Mandatory Mixed-Use districts. **Article 2** in your warrant would establish this designation.



Site Plan Review

Planning Board Review: Projects built under our MBTA Communities zoning will be subject to **Site Plan Review** by the Planning Board. Although the Planning Board does not have the ability to reject a zoning-compliant project, it can place **reasonable conditions** on a project to mitigate **traffic, stormwater, design, and other impacts**.

- The zoning outlines a site plan review procedure, including material submission requirements.
- Projects subject to site plan review must have a **public hearing** at the Planning Board, which requires public advertising, abutter notification, and public comment.



Development Standards

In addition to requirements regulating height, density, and setbacks, the MBTA Communities zoning article includes development standards that will help shape projects and ensure they are as consistent with Milton's planning goals as possible. These standards include:

- **Parking maximums for residential uses**: to ensure that projects **do not produce excessive parking**, which would bring additional traffic and congestion to Milton's streets, the zoning sets a maximum number of parking spaces a development can provide.
 - In a survey of 200 multifamily buildings in Inner Core communities, the Metropolitan Area Planning Council found that an average of **30% of required parking spaces were empty** at peak times. This indicates that zoning tends to require more parking than is necessary for a given project.



Development Standards

- **Open space and recreation**: Open space requirements are designed to prioritize usable open space and thoughtful landscaping that contributes visual interest and screening where needed. Additionally, larger projects are required to have a play area or common space for use by children living in the project.
- **Design standards**: Requirements about building orientation, location of building entrances, and site planning will help new projects fit in with the existing neighborhood context.
 - **Design guidelines**: The zoning also allows the Planning Board to adopt more detailed design guidelines in the future.



Affordable Housing

HLC's guidelines allow towns to include in their zoning an affordability requirement of up to **10% of units**. Milton's zoning includes this 10% requirement.

- The guidelines allow for a greater affordability requirement (up to 20%) if an independent financial analysis demonstrates that local projects would still be feasible with such a requirement. Town staff are in the process of commissioning such an analysis; an increased affordability requirement would be subject to a zoning amendment by a future Town Meeting.



How Did We Get Here

Since early this year, we have been working with various technical assistance consultants to determine the right location for zoning subdistricts, the right dimensional parameters for projects in those subdistricts, and the right development standards and review procedures. Discussion, feedback, and outreach has happened via

- **28** Planning Board meetings
- **8** public forums
- **484** online survey responses
- **4** listening posts at the Milton Farmers Market
- A mailing included in every property's water bill
- Social media and Town website posts
- Direct outreach to Town Meeting members



How Did We Get Here

In addition to the compliance guidelines, the following principles animated our work. These principles were derived from previous planning efforts, input from elected leaders, and input from residents:

- Preserve the physical character of the Town
- Do not exceed the requirements in the statute and guidelines
- Disincentivize teardowns
- Avoid rezoning historic districts and parcels with historic structures
- Zone larger, non-residential parcels to prevent displacement and minimize impacts
- Take advantage of existing multifamily housing
- Site districts in transit- and amenity-rich areas

These principles are not ironclad rules, but rather provided a guide to decisions on where and how to zone.



How Did We Get Here

We tested **30 options** to get to the final approach to compliance presented on the final warrant for the December 4th Special Town Meeting.

1. Early Studies (May - July 2023): 6 options
2. Fundamental Options (August 2023): 2 options
3. Option 1 Variants (September - October 2023): 19 options
4. Refinements of Option 1n: 3 rounds of refinement
5. Final Warrant



How Did We Get Here

Certain fundamental challenges related to our compliance requirements and guiding principles emerged early in our efforts.

- Requirement to include **at least half** of our unit capacity and minimum land area in the transit area/have a **contiguous subdistrict** representing half of our unit capacity means at least some portion of the single-family neighborhood along Eliot Street needs to be zoned.
- Desire to **preserve the physical character** of the Town and **disincentivize teardowns** means that density is **low** in the Eliot Street (3 units per parcel)
- This results in a very **low overall density** for that subdistrict, which must be made up by **higher density** in other subdistricts.



How Did We Get Here

- This also limits the type of other subdistricts we could zone
 - If we zone large parcels to a sufficient density, they would generate **too many units**
 - If we zone many small parcels, we encounter the same issue as in the Eliot Street corridor, or else run the risk of **tear-downs** and **out-of-character** developments
 - Mid-sized parcels—where we can achieve significant density without excessive numbers of units—allow us to raise our overall density to the required 15 units per acre without drastically exceeding the 2,461 unit capacity threshold.
 - These parcels also need to be **consistent** with our guiding principles



How Did We Get Here

May 2023 Initial Tests

	Model Inputs						Model Outputs						
Subdistrict	Max. units/acre	Max. unit/lot	Min. Lot Size	Min. Parking Spaces per Unit	Max. Bldg Height (stories)	Max. % Bldg + Parking Coverage	Unit Capacity	Acreage	Modeled Density	% Land in Contiguous Subdistricts	% Land in Transit Area	% Units in Transit Area	% Units in Mixed Use Subdistrict
Transit Area Subdistrict 1	n/a	3	5,000 sf	1	2.5	n/a	2,331	311	7.7				
Transit Area Subdistrict 2	n/a	4	10,000 sf	1	2.5	n/a	880	230	3.3				
Granite Ave	40	n/a	n/a	1		n/a	391	12	34.5				
East Milton	30	n/a	n/a	1		n/a	1,059	23	46.4				
TOTAL							4,661	576	8.3 units/acre	-	-	-	-
COMPLIANCE TARGET							2,461	50 acres	15 units/acre	50%	50%	50%	25% (max)

How Did We Get Here

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
TOTAL	2,845 units	234.9 ac.	102.3 ac.	23.8 Units/Acre = 2,433 Units/102.3 Acres
Compliant?	YES. Minimum 2,461 units required.	YES. Minimum 50 acres required	N/A	YES. 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.

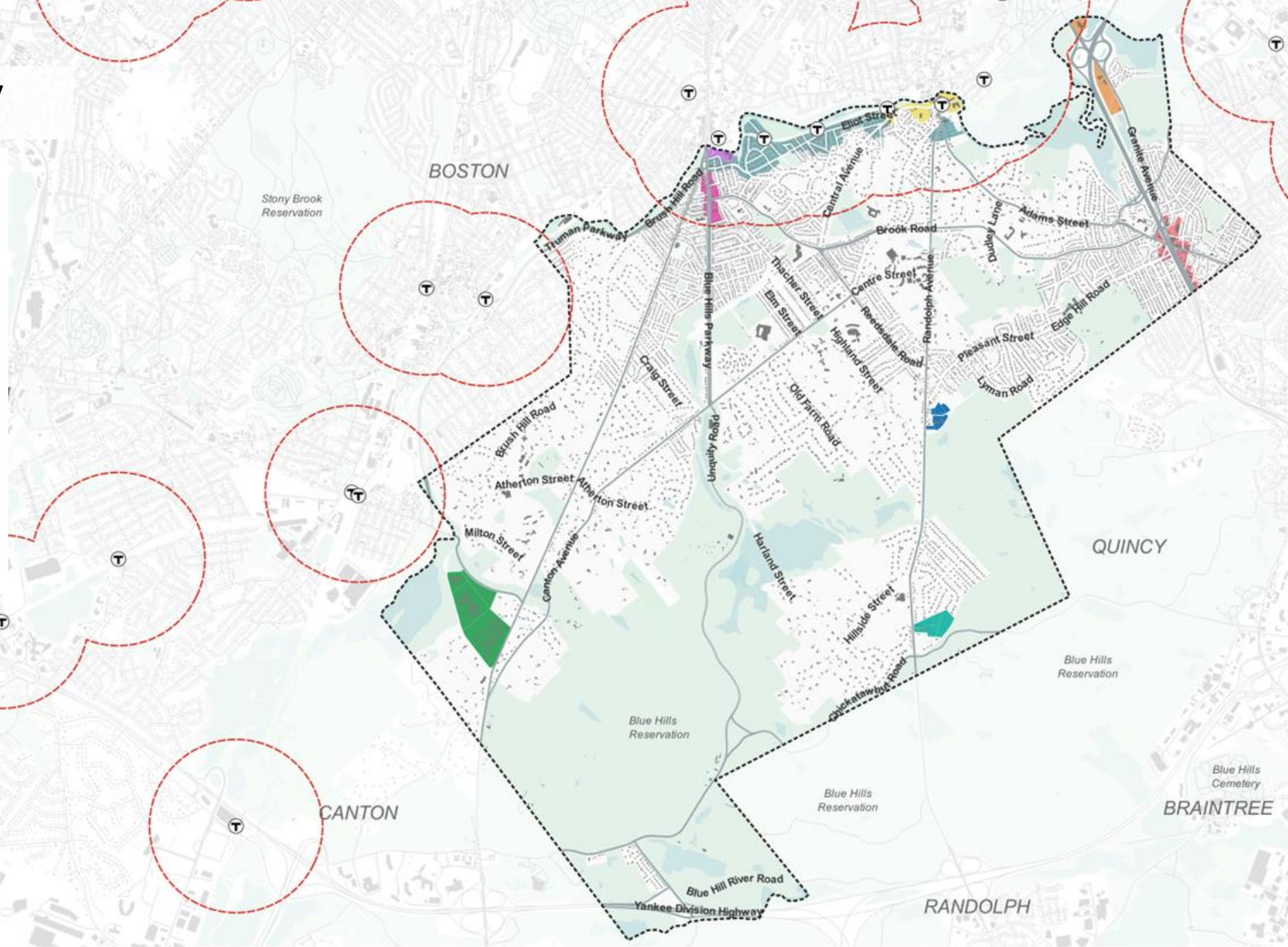


Townwide Summary

Milton Subdistricts Considered

- Granite Ave
- East Milton Square
- Milton Station
- Mattapan Station
- Revised Transit Area Triplex
- Blue Hills Parkway Corridor
- Randolph Ave & Access Rd
- Randolph Ave South
- Brush Hill Rd

AGREED TO ELIMINATE (8/23)



How Did We Get Here

August 2023: Fundamental Options

	Model Outputs					
Option	Unit Capacity	Acreage	Modeled Density	% Land in Transit Area	% Units in Transit Area	% Units in Mixed Use Subdistrict
Option 1 <i>(With East Milton Square)</i> <ul style="list-style-type: none"> ● Granite Ave ● Mattapan Station ● Milton Station* ● East Milton Square ● Transit Area Triplex 	2,508	134.5 acres	19.2 units/acre	76%	64%	17%
Option 2 <i>(Without East Milton Square)</i> <ul style="list-style-type: none"> ● Granite Ave ● Mattapan Station ● Milton Station ● Randolph Ave & Access Rd ● Randolph Ave South ● Transit Area Triplex 	2,468	133 acres	19.3 units/acre	77%	61%	n/a
COMPLIANCE TARGET	2,461	50 acres	15 units/acre	50%	50%	25% (max)

How Did We Get Here

Option 1 Variations

September - October 2023

19 Options Were Tested

Option 1a: All Priority Preferred Parameters (9/7)

Option 1b: All Priority Preferred Parameters + Reduction in Density for Mattapan & Milton Station (9/7)

Option 1c: All Priority Preferred Parameters + Reduction in Density Mattapan/Milton Stations & Granite Ave (9/7)

Option 1d: All Revised Districts with Planning Board Suggested Parameters (9/14)

Option 1e: All Revised Districts with Equity-Minded Parameters (9/14)

Option 1f: Revised Districts, without Blue Hills Buffer (9/14)

Option 1g: Revised Districts, without Blue Hills Triplex, Using Transit Area “Fourplex” Boundary Modification (9/14)

Options 1h-1l were developed based on 9/14 feedback, but were never shown because they were non-compliant (9/26)

Option 1m: Compliance with Mandatory Mixed Use + Transit Area Triplex (9/26)

Option 1n: Compliance with Mandatory Mixed Use + Transit Area Triplex, with calculation refinements (9/28)

Option 1o: non-compliant (9/28)

Option 1p: Tiered Transit Area, No Mandatory Mixed Use (9/28)

Option 1q: Mandatory Mixed Use + Transit Area Triplex + Randolph Ave & Access Rd (9/28)

Option 1r:

Option 1s:

Summary of Feedback from 8/24 Planning Board Meeting

Key Takeaways & Next Steps

1. Preference was for Option 1, which included the following subdistricts:
 - a. Granite Ave
 - b. Mattapan Station
 - c. Milton Station
 - d. East Milton Square
 - e. Transit Area Triplex
2. Desire was to retain Milton Station as a mixed-use subdistrict, per recent State guidance.
3. Within Option 1, the Board wanted to see options that showed the impact of the following changes:
 - a. Decrease **East Milton Square** building height from **4 stories** > **2.5 stories**
 - b. Decrease **Transit Area Triplex** building height from **3 stories** > **2.5 stories**
 - c. Increase **Transit Area Triplex** minimum lot size from **5,500sf** > **7,500sf**
 - d. Expand **Transit Area Triplex** and include a **Blue Hill Ave Corridor** subdistrict with different parameters
 - e. Add maximum lot coverage to all subdistricts (to preserve open space)

Summary of Feedback from 9/7 Planning Board Meeting

Key Takeaways & Next Steps

1. Existing small-lot residential neighborhoods (e.g. Transit Area Triplex and Blue Hills Parkway Corridor)

- a. There was a concern about incentivizing teardowns: “we would like to see more of what we’re used to seeing, and want to avoid teardowns”
- b. There was a desire to see buildout visualizations in these areas to understand what zoning parameters are contextually appropriate, that would allow for additions to existing homes versus requiring teardowns and new construction (e.g. setbacks, coverage, and height)
- c. Reducing density and maintaining controls on the form in these areas remains a priority, and there was a willingness to let the Granite Ave, Milton Station, and Mattapan Station areas increase in density if needed to allow increased controls in existing small-lot residential neighborhoods

2. Transit Area “Triplex”

- a. Remove national register historic properties along Adams St
- b. Test a 10,000sf min and 4 units/lot, add parcels that are a good fit with this new criteria

3. Blue Hills Parkway Corridor

- a. Reduce density
- b. Consider adding a minimum lot size

4. Blue Hills “Triplex” (new)

- a. Create a new district surrounding the Blue Hills Parkway Corridor to capture existing 2-family areas
- b. Allow 3 floors
- c. Allow building & parking coverage % climb to 60%, 5,000sf min

5. Granite Ave

- a. Prioritize reduction in building and parking coverage percentage to arrive at a site plan with more breathing room
- b. Allow more height if needed to compensate for prioritizing site plan

Summary of Feedback from 9/14 Planning Board Meeting

Establish two viable paths to compliance with alternative approaches to the Transit Area - Transit Area Triplex vs. Tiered Transit Area.

1. Existing small-lot residential neighborhoods (e.g. Transit Area Triplex and Blue Hills Parkway Corridor)

- a. Transit Area Triplex: 9/7 boundary (removing historic properties to the East) w/ 7,500sf min lot size and 3 units
- b. Tiered Transit Area: 9/14 boundary w/ tiered 7,500sf min lot size and 3 units / 10,000sf min lot size and 4 units

2. Granite Ave

- a. Prioritize reduction in building and parking coverage percentage to arrive at a site plan with more breathing room
- b. 6 story at northern parcel / 4 story on all other parcels

3. Milton Station

- a. 6 story at eastern edge / 4.5 story on all other parcels

4. Mattapan Station

- a. Shift small parcels into Blue Hill Parkway Corridor Subdistrict
- b. Allow 6 stories on remaining large parcel

5. Brush Hill Road (last resort)

- a. Test middle parcel only (on Brush Hill Rd, Fuller Village) at 15 units/acre or whatever is needed to help overall compliance

6. Buildout Scenarios & Zoning Parameter Refinement

- a. Show Granite Ave buildout scenarios with new parameters in mind
- b. Confirm heights for mixed-use

Detailed Compliance Model Changes & Refinements (9/28)

Two new key concepts

1. Subdistrict Acreage vs. Density Denominator

- a. Certain types of land are excluded (e.g. wetlands).
- b. Because this has a negligible impact in Milton, we were not including it previously when we were at a conceptual level.
- c. Now that we are getting into greater detail, we have added this parameter to give you a more precise understanding of compliance.
- d. The Density Denominator is used to calculate your density in lieu of the simple District Acreage.

2. Mandatory Mixed Use (MMU) Unit Capacity “Offset” Interpretation

- a. 3A Districts must meet compliance targets in every way except the unit capacity.
- b. There was initially quite a bit of confusion about how to calculate this.
- c. Because of the widespread confusion, EOHLC hosted a one-hour session last Friday (9/22) to clarify expectations and correct procedures with all consultants. We attended and asked critical clarification questions with Milton’s context and considerations in mind.
- d. At that 9/22 EOHLC session, we learned that the way we calculated density for scenarios with MMU previously was incorrect in one key way, and therefore MMU was incorrectly serving as a density booster. Now that we have corrected the calculation method to align with the latest State guidance, you’ll see that it is more challenging to meet the density targets.
- e. We have still found pathways to compliance with this adjustment.

Option 1n Refinement

October 2023

These refinements of Option 1n incorporated FAR and other refinements based on more precise calculations and development test-fitting.

1. 10/23: Slightly revised parcel boundaries & FAR
2. 10/26: Mattapan Station Small Parcel Rules & Tiered Eliot Street Corridor FAR Scheme
3. 10/30: Parking minimums to parking maximums

Fiscal Impact

The Planning Board commissioned RKG Associates to perform a fiscal impact analysis of our MBTA Communities zoning.

RKG analyzed Town department budgets to determine costs that are likely to increase with the addition of a new household, including police, fire, public works, schools, and general government.

To estimate a realistic buildout scenario, RKG also performed a Rate of Change analysis to model which parcels in our zoning districts were likely to be redeveloped.



METHODOLOGY

The Rate of Change Analysis uses a financial feasibility model for multifamily development that derives land value utilizing market return metrics, asking rents, and construction costs.

The analytical approach can be simplified into the following steps:

- Identify development scenarios based on height, unit, parking, and affordability requirements.
- Run a financial feasibility model for each scenario based on market factors (e.g., rents, rates, construction costs, return expectations).
- Using target return metrics from the following step, derive land values required to meet an Internal Rate of Return (IRR) of 15%.
- Identify parcels that currently have land values below the established threshold. These are parcels with the highest probability for turnover and redevelopment if the zoning is changed.

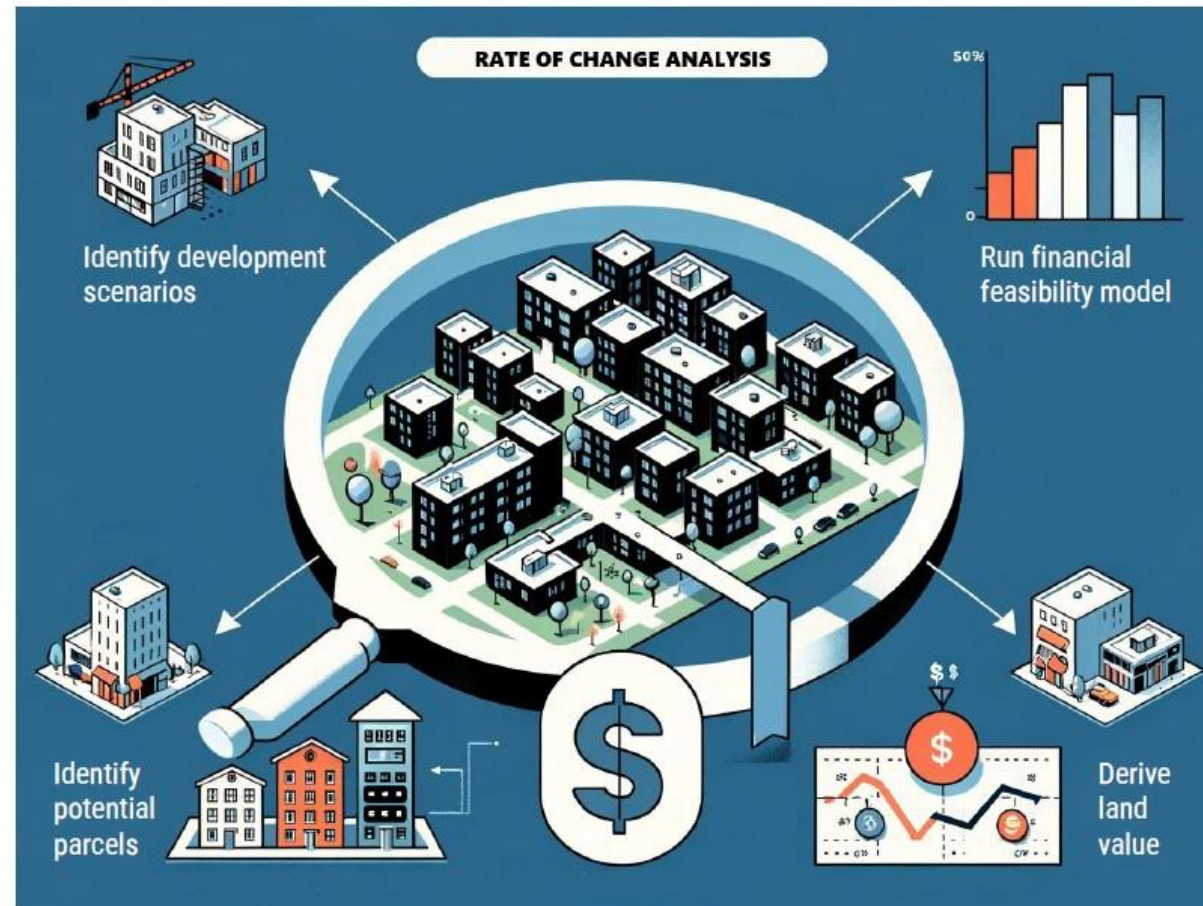


Image Source: RKG Associates, Inc.

SCENARIOS FOR FISCAL MODELING

2 RATE OF CHANGE – NO PARKING REQUIRED

Change Model – No Parking				
District Name	Total Units	Market Units	Affordable Units	Estimated School Aged Children
Granite Ave North	0	0	0	0
Granite Ave South	530	477	53	54
Mattapan Station	12	11	1	1
Milton Station Bridge	0	0	0	0
East Milton Square	66	59	7	8
Blue Hills Parkway Corridor	96	96	0	10
Eliot St Corridor Tier 1	0	0	0	0
Eliot St Corridor Tier 2	0	0	0	0
Eliot St Corridor Tier 3	0	0	0	0
Milton Station West	51	46	5	6
Milton Station East	216	194	22	22
TOTALS	971	884	88	101

RKG assumed 10% affordability across all districts with the exception of Blue Hills and Eliot Street where parcels are likely not large enough to create more than 10 units and trigger Inclusionary Zoning requirements.

Districts with 0 in the unit columns reflect no projected redevelopment potential based on current vs. modeled land values.

The Rate of Change model results were filtered for those parcels where projected land values were more than 25% higher than current values. This indicates the potential to create value through new development/redevelopment and a higher likelihood of change in the future. RKG estimates this scenario could generate as many as 101 school aged children from the newly constructed units only.

FISCAL MODEL RESULTS BY SCENARIO

District Name	Full Build Out		Change Model - No Parking		Change Model - Parking	
	Units	Net Fiscal Impact	Units	Net Fiscal Impact	Units	Net Fiscal Impact
Granite Ave North	171	\$66,191	0	\$0	0	\$0
Granite Ave South	530	\$224,651	530	\$224,651	530	\$224,651
Mattapan Station	183	\$74,000	12	\$6,954	12	\$6,954
Milton Station Bridge	185	\$67,055	0	\$0	0	\$0
East Milton Square	423	\$180,339	66	\$14,934	66	\$14,934
Blue Hills Parkway Corridor	175	\$71,950	96	\$38,406	96	\$38,406
Eliot St Corridor Tier 1	219	\$95,574	0	\$0	0	\$0
Eliot St Corridor Tier 2	177	\$72,998	0	\$0	0	\$0
Eliot St Corridor Tier 3	84	\$40,493	0	\$0	0	\$0
Milton Station West	114	\$44,460	51	\$12,879	51	\$12,879
Milton Station East	325	\$138,127	216	\$91,718	134	\$53,321
TOTALS	2,586	\$1,075,838	971	\$389,542	889	\$351,145

The Full Build Out scenario assumes all modeled parcels are subject to redevelopment/new development over time resulting in a total of 2,586 newly built units across the Districts. The Change Model scenarios assume only a portion of those new units are built resulting in a lower net fiscal impact to the town. It is worth noting that in the Change Model scenarios, some existing development will remain and continue to generate property taxes and municipal costs as they do today. These scenarios are intended to show the fiscal impact of all new development in each District under these three scenarios.

Infrastructure

A number of residents have asked **who is responsible** for new infrastructure needed to service projects built under MBTA Communities zoning.

One of the virtues of zoning for **infill development** is that new units are built where roadway, transit, water, and sewer **capacity already exist**.

From the compliance guidelines: “But compliance with Section 3A **does not require** a municipality to install new water or wastewater infrastructure, or **add to the capacity** of existing infrastructure, to accommodate future multi-family housing production within the multi-family zoning district.”



Infrastructure

From Section 3-2 of the Town's Sewer Regulations

- The Director may require an evaluation of a proposed sewer connection, performed by a Massachusetts Registered Professional Engineer, to assess the impact the additional flow would have on the public sewer. The cost of said evaluation shall be borne by the applicant. A permit application may be denied if the additional flow is determined to have adverse effect on the public sewer.

Additionally, every sewer permit requires an inflow/infiltration (I/I) fee or mitigation. New connections are required to remove **four gallons** of I/I for every one gallon they add to the system, or pay an in-lieu fee. This allows DPW to address groundwater leakage and illegal connections to the sewer system, **which improves efficiency and capacity** for the whole Town.



Infrastructure

From Section 4-2 of the Town's Water Regulations on Fire Services, which multifamily buildings would be required to have:

Prior to construction, the owner shall conduct a hydrant flow test to determine the available volume and pressure at the location of the fire service. The test shall be conducted by an independent testing agency and scheduled in advance with the Department. The owner shall be responsible for all charges related to the flow test and shall submit a flow test report as part of the application.

Sufficient flow for fire service is also regulated by National Fire Protection Association regulations. By requiring **adequate flow** for fire safety needs, we ensure that there is **more than enough capacity** for domestic needs.



Wrapping Up

Articles 1 and 2 are the products of more than nine months of discussion, analysis, testing, and iteration of geographic district boundaries, dimensional parameters, and review procedures.

Our development of these subdistricts and zoning language were guided by principles drawn from previous planning efforts like the Master Plan, the Housing Production Plan, the report of the Equity and Justice for All Committee, other planning documents, and feedback from Town officials and residents.

We were also constrained by the requirements of the statute and the compliance guidelines.



Wrapping Up

Our testing and iterating showed that there are many potential paths to technical compliance; half of the 30 iterations we tested met the thresholds outlined in the compliance guideline.

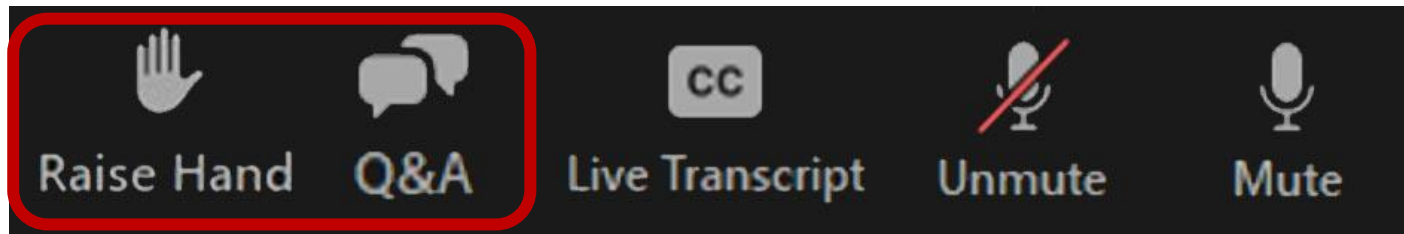
Getting to the final outcome on the warrant was an exercise in tradeoffs and prioritizing competing planning priorities. Other potential subdistricts would not meet as many of the guiding principles as those in Article 1.

We believe that Article 1 represents the best combination of compliance with the state's guidelines and adherence to Milton's planning priorities.



Question and Comment

- If you'd like to make a comment or ask a question during the Question and Comment period
 - Use the “Raise Hand” button
 - For attendees on the phone, you can raise your hand by pressing *9, and mute and unmute yourself by pressing *6.
 - We won't be using the Q&A function tonight





Thank you!

