

# The 25% Plan

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**Introducing the MBTA Zoning Plan  
endorsed by Citizen's Petition**

*Follow along!*



# What's Going On?

- **Milton has a July deadline for compliance.**
- **The Courts have explicitly ruled:**
  - The law is Constitutional
  - It is enforceable.
  - The regulations and classification are legal.
- **Citizen's petition forwards the Planning Board's 25% plan (verbatim) to Town Meeting.**



# 25% Plan

PROTECTS OUR FINANCIAL FUTURE	OTHER OPTIONS STILL AVAILABLE	MAKES SMART HOUSING AND PLANNING POLICY CHOICES
<ul style="list-style-type: none"><li>• Avoids Costly Litigation.</li><li>• Keeps us Eligible for Grants.</li><li>• Attracts new property tax revenue.</li><li>• Mandates commercial investment where residents desire.</li></ul>	<ul style="list-style-type: none"><li>• Zoning can be changed.(1)</li><li>• If there is desire for further engagement with the state on any of the concerns that have been raised, we can.</li></ul>	<ul style="list-style-type: none"><li>• Opportunity</li><li>• Control</li><li>• Financial growth</li></ul>

(1) Towns that have tweaked their MBTA zoning: Norfolk, Lexington



# Positive Fiscal Impact

## *The Research*

- *Based on a review of multiple empirical studies of actual towns - tax revenue from Multifamily development, **especially mixed-use development**, significantly offsets new service costs.*

Delaware Valley Regional Planning Commission, Multifamily Housing Impacts Literature Review, 2006. [www.dvrpc.org](http://www.dvrpc.org)

- **MA-specific data:** *“new housing offers net fiscal benefits to both municipalities and the state.”*

Rapoza and Goodman, “The Fiscal Impact of New Housing Production in Massachusetts,” in *Benchmarks: The Journal of the Massachusetts Economy*, 2019.

- Data suggests that multifamily housing can help **resolve education funding crises** by increasing tax revenue while adding relatively low number of new school-age children.

Dr. Troy Lau, Stoneham-based scholar.

# The Plan



# ...A note about amendments

1. Fairmount District: Replace “Eliot Street” with “Truman Parkway, Beacon Street Circle, Beacon Street, Carlson Road and Smith Road” [this was a typo]
2. Milton Station: Change Maximum Units/Acre from 40 to 44. [**Requested by HLC in comments provided on June 11, 2025**]
3. Replace the attached black & white map with a color copy.

# Milton Asked for a Better, Compliant Plan

We asked Milton Neighbors what their thoughts are on the “No” vote.

Here were some of the responses:

**“I am excited to see a new Planning Board plan!”**

**THE MILTON SCENE**

WHERE MILTON NEIGHBORS MEET

“We’re not saying no and we’re not saying never. We’re just saying it can be better.”

**-Denny Swenson**

Chair of the No for Milton Campaign, 2024

# This Plan *is* Better:



**More balanced**



**More transit-  
focused**



**Lower Impact**



**Modest  
Neighborhood  
Changes**





# More Balanced

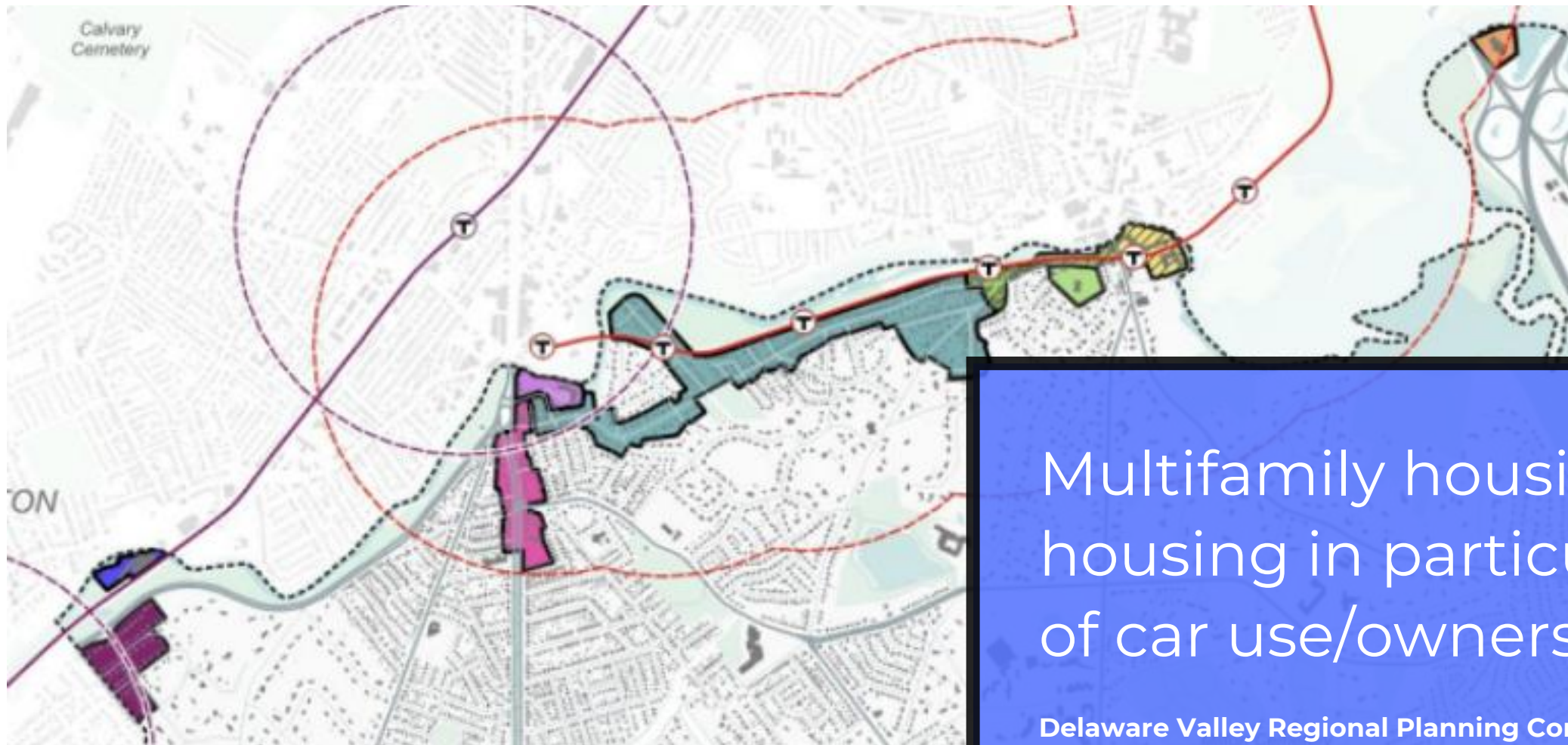
Percentage of Zoning

	2023 Plan <i>(rejected by referendum)</i>	2025 25% Plan
East Milton	43.5% <i>(55% Net New)</i>	15.8% <i>(19.7% Net New)</i>
Eliot Street Corridor <i>(and surrounding area)</i>	56.5% <i>(44% Net New)</i>	61.9% <i>(55.8% Net New)</i>
Other <i>(Randolph Ave, Fairmount, and Paper Mill)</i>	0%	22.3% <i>(24% Net New)</i>

# ✓ Transit-Focused

78% of zoning is in transit area (.5 mile radius).

*Only 50% required*



Multifamily housing in general -- transit-oriented housing in particular--promotes relatively low levels of car use/ownership.

Delaware Valley Regional Planning Commission, Multifamily Housing Impacts Literature Review, 2006.  
[www.dvrpc.org](http://www.dvrpc.org)



# ✓ Lower Impact

Takes advantage of existing multifamily housing to decrease the net new zoned units.



“Net New” in 2023 plan = ~2000

“Net New” in 2025 25% plan = ~1,500

↓ ***25% Reduction in New Units***

*Compared to 2023*

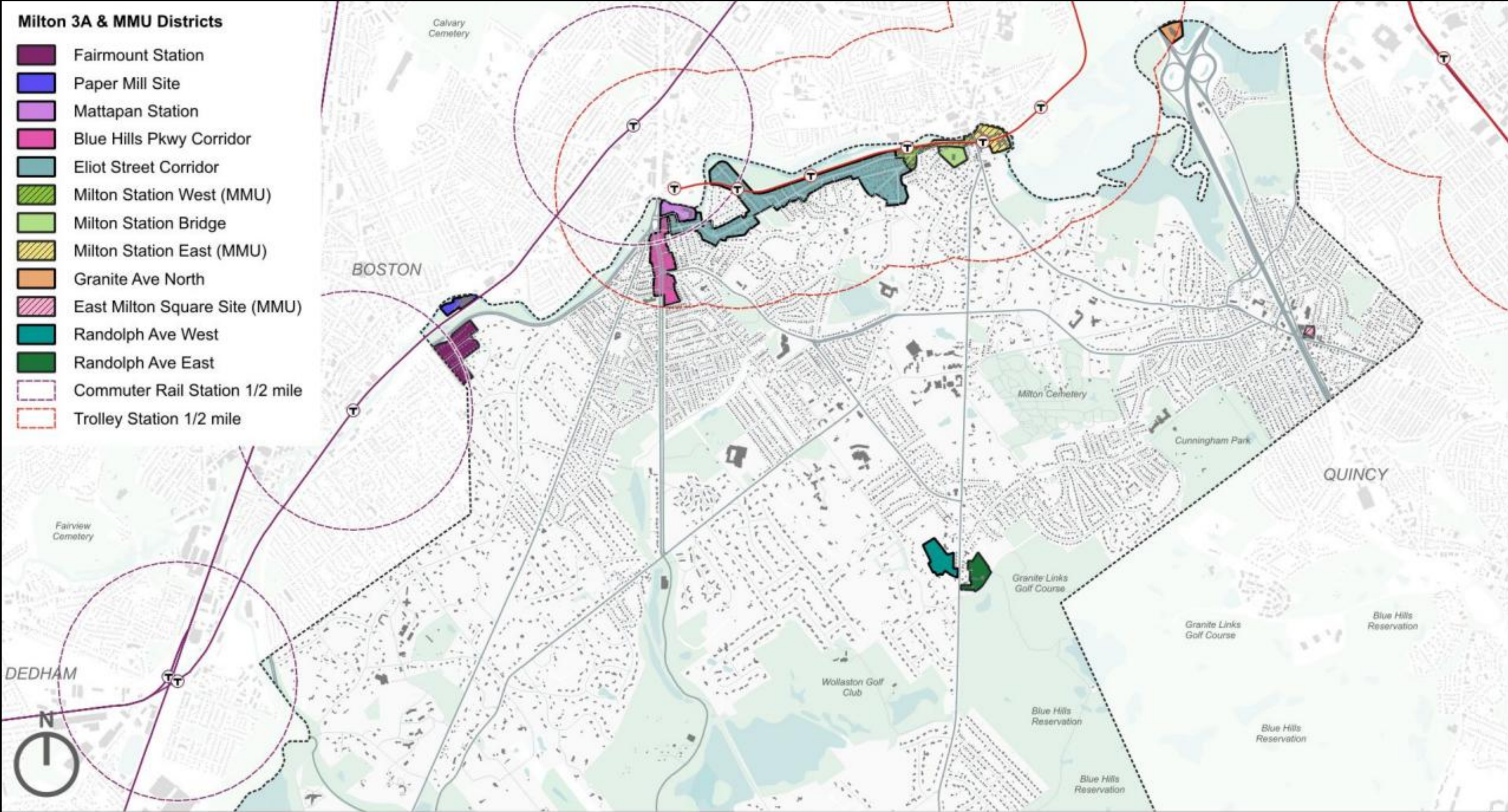
In practice,  
maximum  
~15% increase  
in total homes

# ✓ Modest Changes

- Majority of geography capped at 3-family homes.
- More restrictive than current zoning.
- Site Plan Review is required.
- Reduces likelihood of 40Bs.
- Provides opportunity to resident-owners to redevelop their own property.









# Why?

## Paper Mill

- Near Commuter Rail.
- Already zoned for multifamily.

## Fairmount

- Near Commuter Rail.
- 3-unit/2.5 story maximum is feasible.

## Blue Hills Parkway

- Walk to trolley and commuter rail.
- Small lots limits size of development.

## Mattapan Station

- Within trolley area.
- Walk to amenities
- Already has multifamily housing we can count.

## Eliot Street Corridor

- Within trolley area.
- Walk to amenities.
- 3-unit/2.5 story maximum.

## Randolph East

- Receive credit for incoming 40B.
- Potential for future 40Bs.
- Bus service.

## Milton Station

- Within trolley area.
- Walk to amenities.
- Mandatory Mixed Use (MMU).
- Has multifamily housing we can count.

## Granite Ave North

- Within trolley area.
- Walk to amenities.

## East Milton Square

- Receive credit for incoming 40B.
- MMU

## Randolph West

- Receive credit for incoming 40B.
- Bus service.



# More Resources

Virtual learning experience with interactive map.



<https://tinyurl.com/5447537s>



# Thank You





# References

Delaware Valley Regional Planning Commission, Multifamily Housing Impacts Literature Review, 2006. [www.dvrpc.org](http://www.dvrpc.org)

Dain, Upzone Update: [Special Permits as a Counterintuitive Route for Permitting Reform](#), BostonIndicators.org

EOHLC, [75 Percent of MBTA Communities Approve Multifamily Districts to Create More Housing](#)

Lau, [Single vs. Multi-Family Housing, an Analysis of Housing Needs, Tax Assessments, and School Impacts](#)

Metropolitan Area Planning Council (MAPC), [School Enrollment and Housing Production](#).

Mikula, [The MBTA Communities Act, Three Years Later](#), The Pioneer Institute

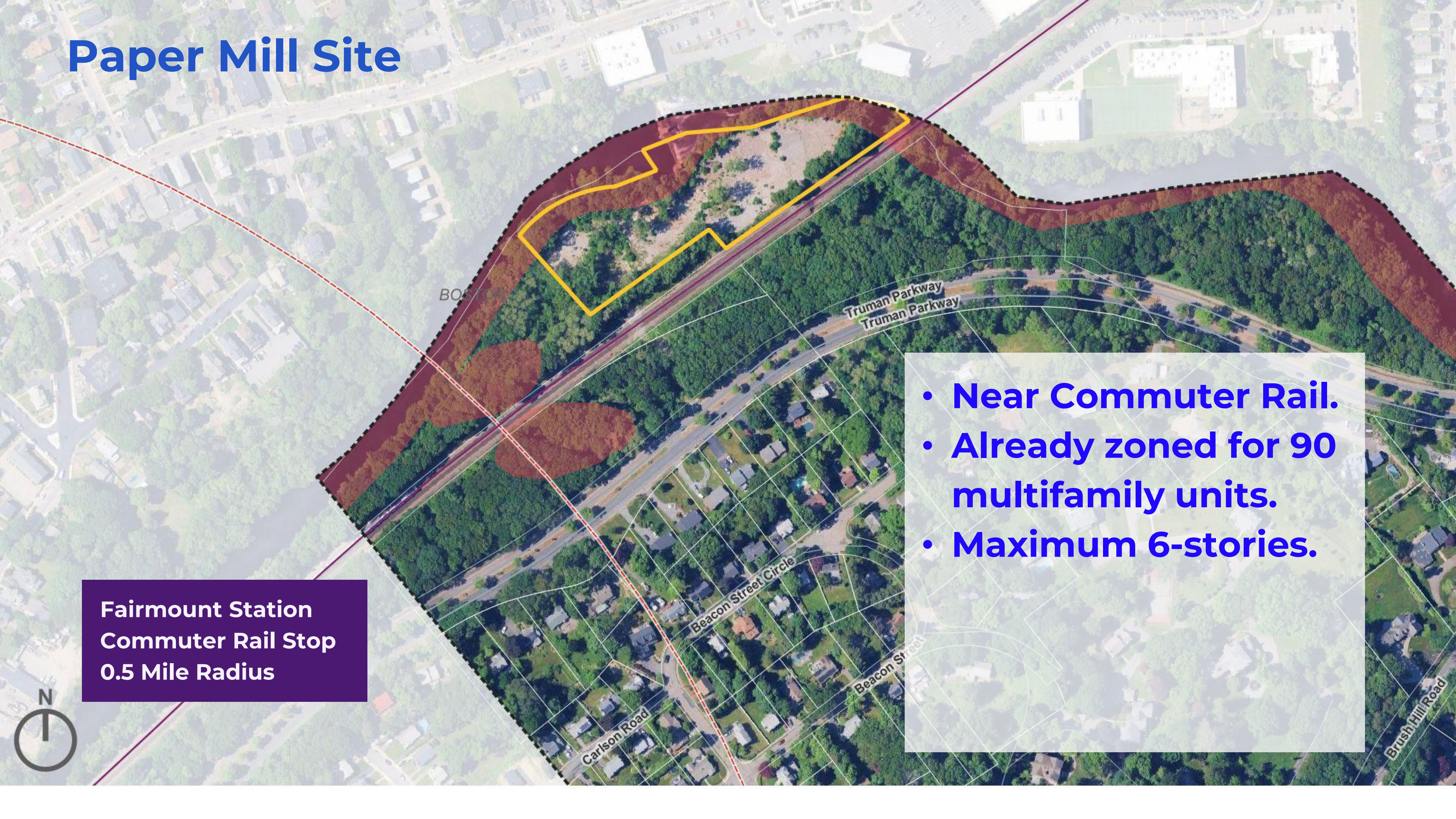
Rapoza and Goodman, [“The Fiscal Impact of New Housing Production in Massachusetts,”](#) in Benchmarks: The Journal of the Massachusetts Economy, 2019.



# Paper Mill Site

Fairmount Station  
Commuter Rail Stop  
0.5 Mile Radius

- Near Commuter Rail.
- Already zoned for 90 multifamily units.
- Maximum 6-stories.



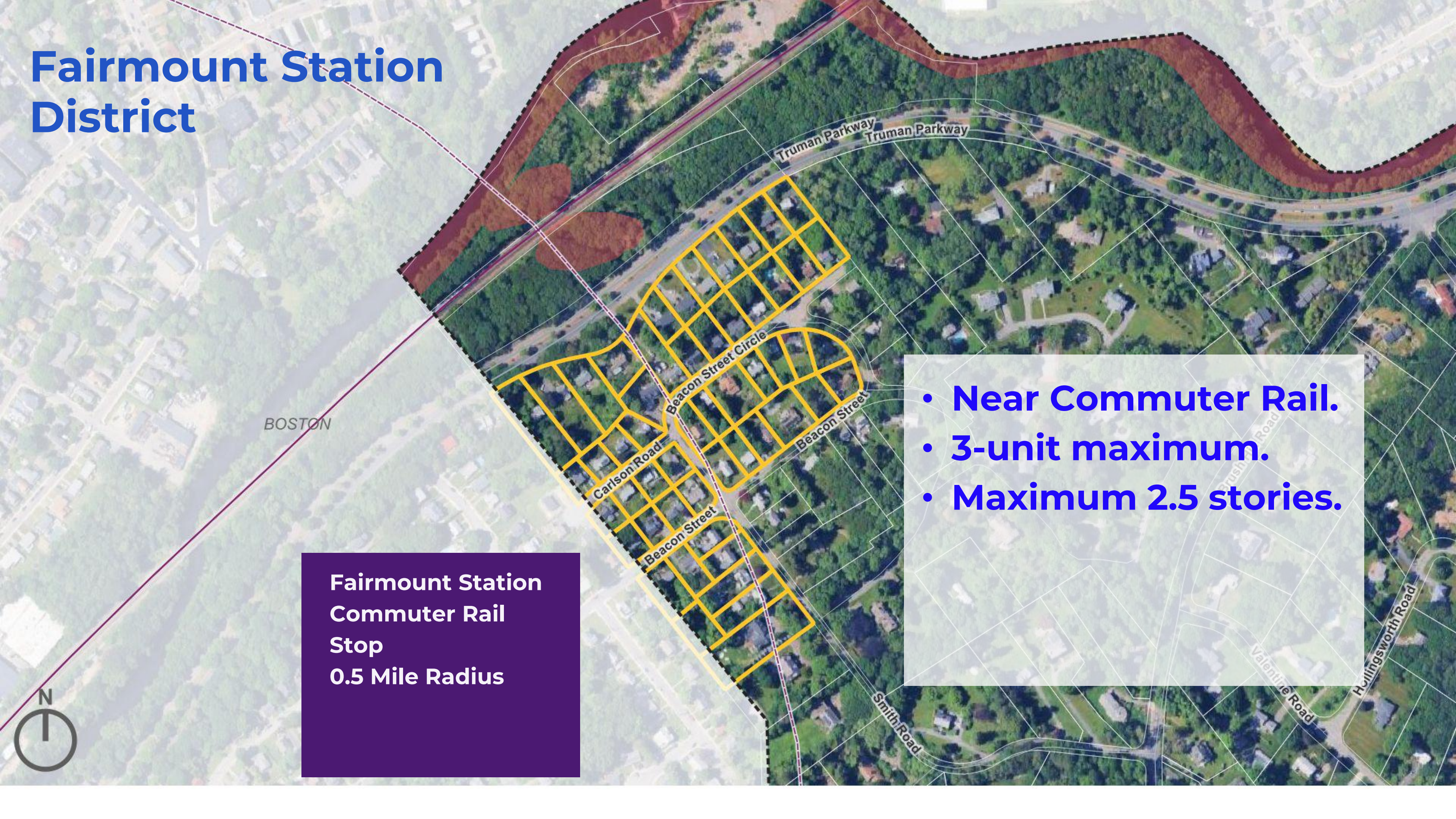


# Fairmount Station District

BOSTON

Fairmount Station  
Commuter Rail  
Stop  
0.5 Mile Radius

- Near Commuter Rail.
- 3-unit maximum.
- Maximum 2.5 stories.





# Blue Hills Pkwy Corridor

Within Trolley Station Area,  
Partially within Blue Hill Ave  
Commuter Rail Station Area

Blue Hill Ave Station  
Commuter Rail Stop  
0.5 Mile Radius

Adjacency:  
Blue Hills Station

- Near both Commuter Rail and Trolley.
- Maximum 2.5 stories.





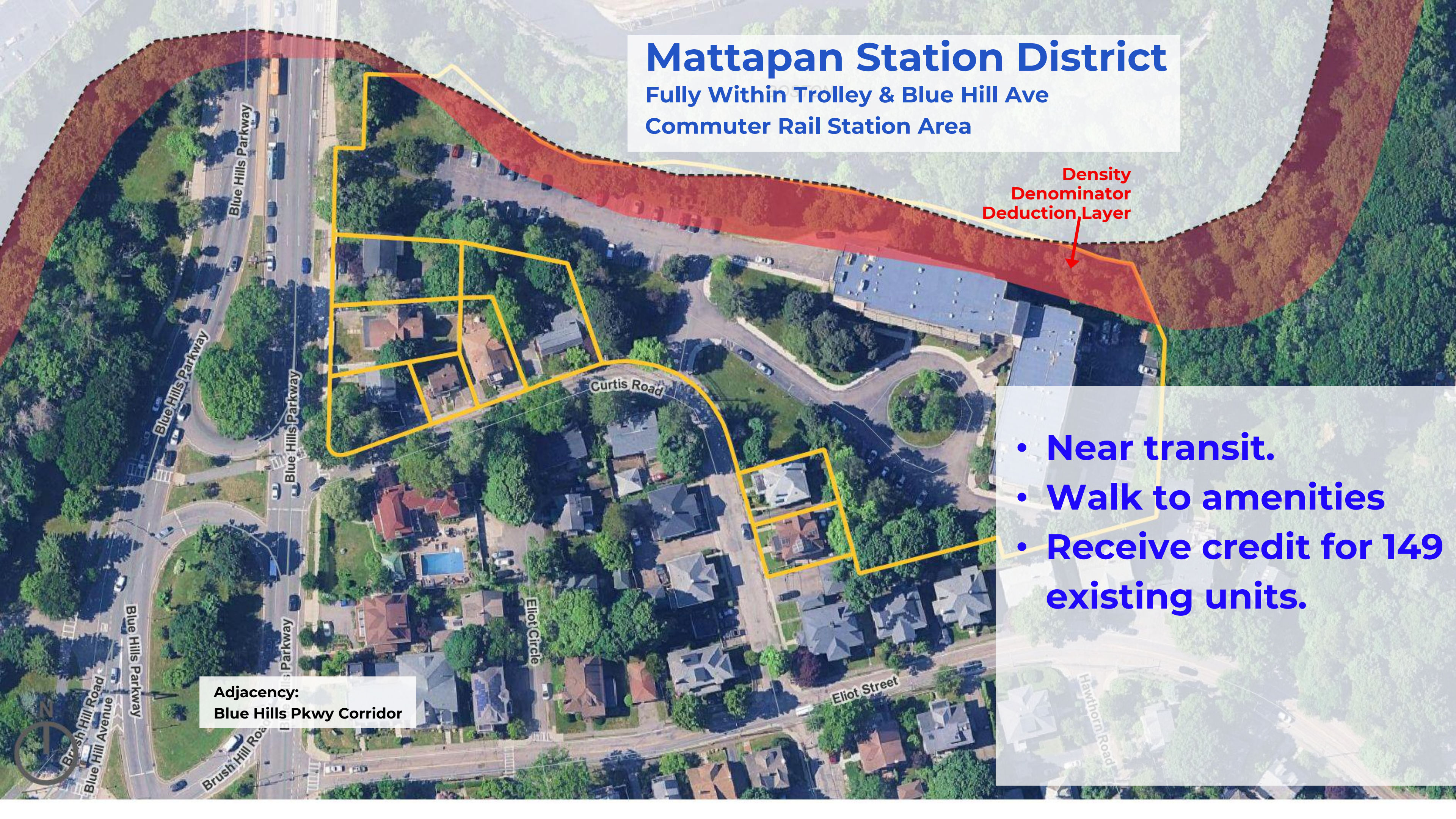
# Mattapan Station District

Fully Within Trolley & Blue Hill Ave  
Commuter Rail Station Area

Density  
Denominator  
Deduction Layer

- Near transit.
- Walk to amenities
- Receive credit for 149 existing units.

Adjacency:  
Blue Hills Pkwy Corridor





# Eliot Street Corridor

## Within Trolley Station Area

Blue Hill Ave Station  
Commuter Rail Stop  
0.5 Mile Radius

Adjacency:  
Blue Hills Station

Adjacency:  
Blue Hills Pkwy Corridor

- Transit corridor.
- Walkable amenities
- Maximum 3-unit homes.
- Maximum 2.5 stories.

Milton Hill Historic District



# Milton Station

Within Trolley station area, includes some Mandatory Mixed Use (MMU) subdistricts

Adjacency:  
Blue Hills Station

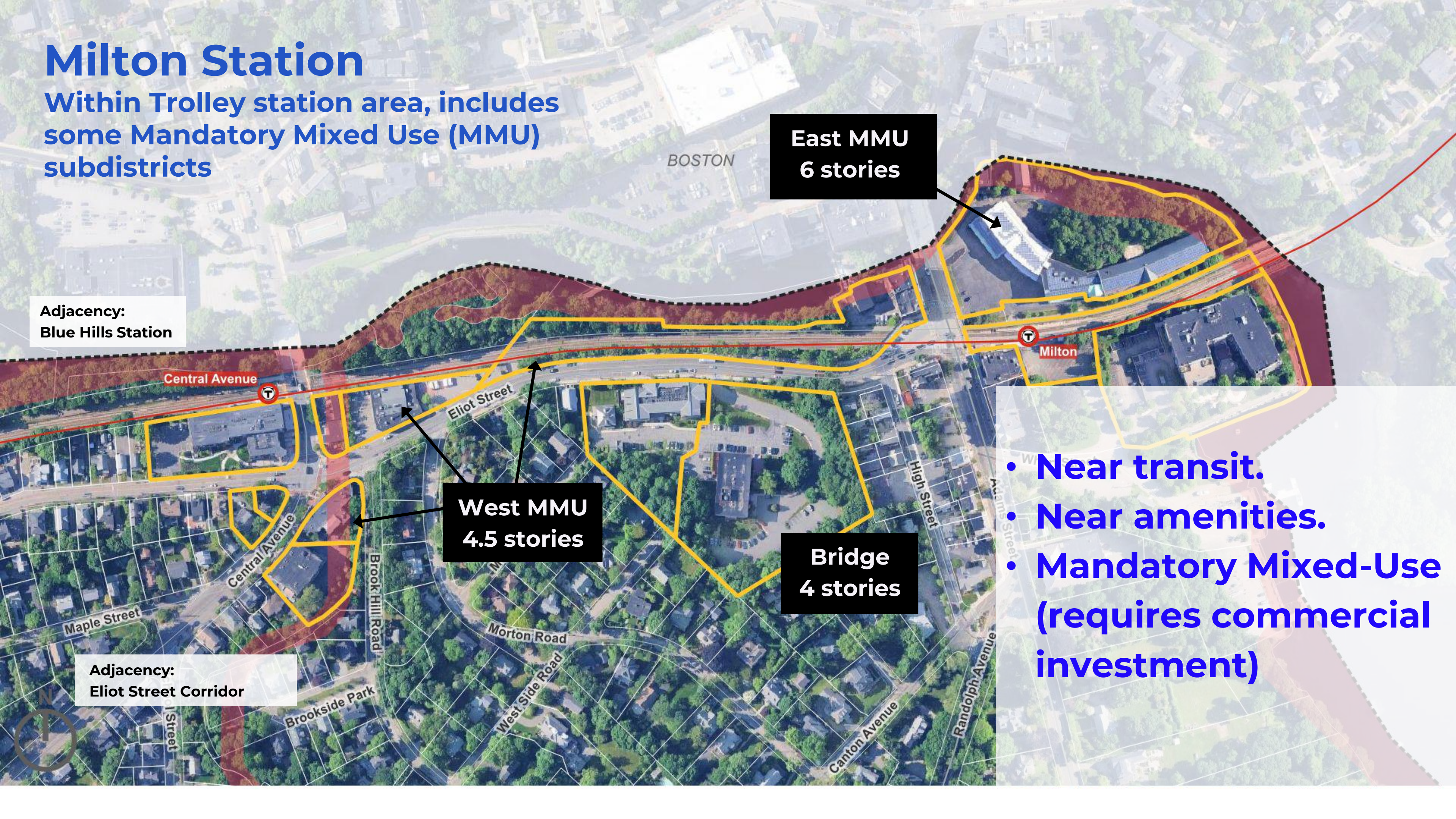
East MMU  
6 stories

West MMU  
4.5 stories

Bridge  
4 stories

Adjacency:  
Eliot Street Corridor

- Near transit.
- Near amenities.
- Mandatory Mixed-Use (requires commercial investment)





# Granite Ave North

Partly in Transit Station Area

**Ashmont Station**  
**Red Line Stop**  
0.5 Mile Radius

- Near transit and highway.
- Near amenities in EMS.
- 6-story maximum.

**Butler Station**  
**Mattapan Trolley Stop**  
0.5 Mile Radius





# East Milton Square Site

Area: 1.2 acres

*No density denominator deduction*

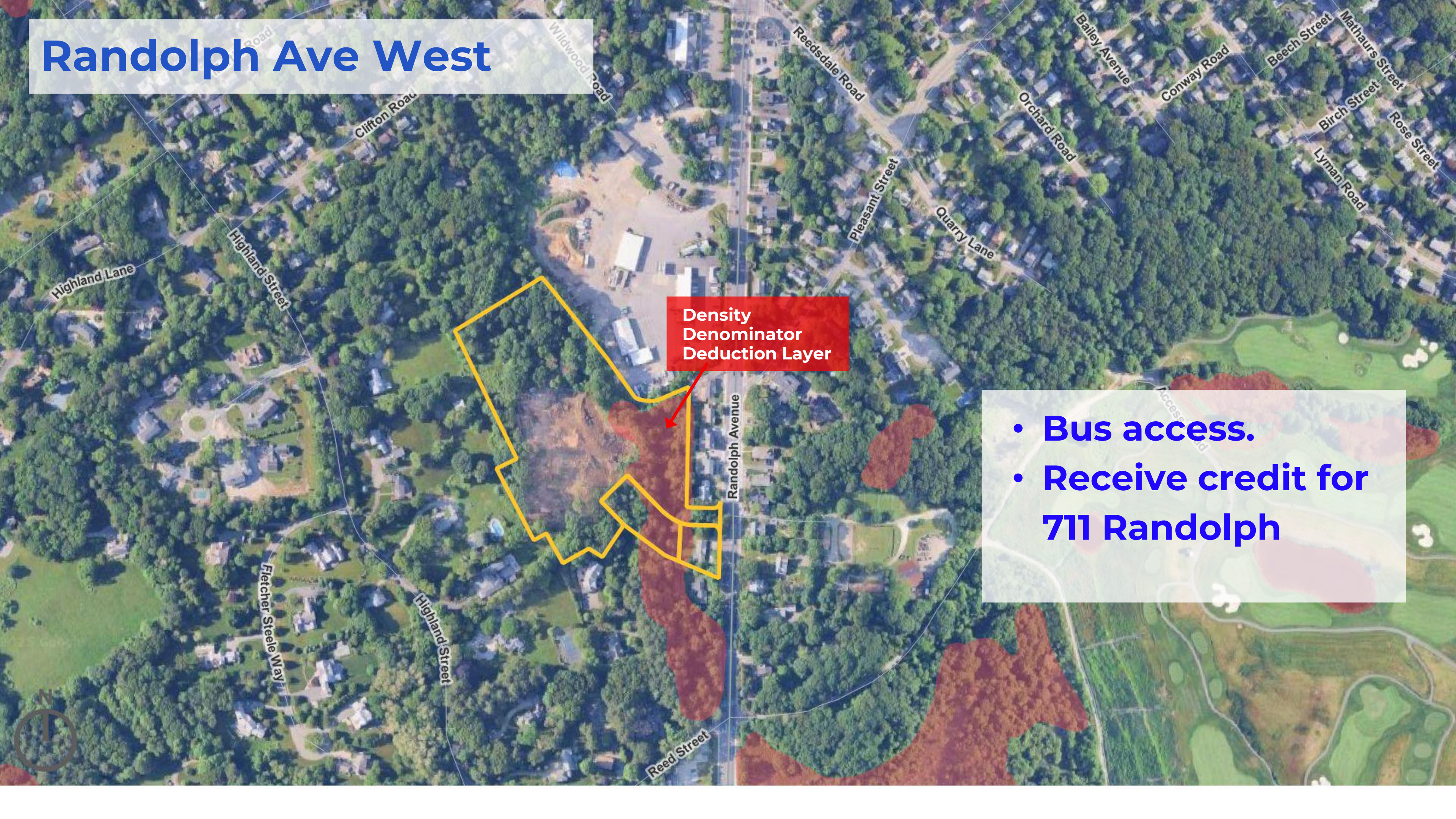
## Exception Updates:

If used as a MMU district, it is not subject to the 5-acre minimum rule.

- Walk to amenities
- Receive credit for incoming Falconi project.



# Randolph Ave West



Density  
Denominator  
Deduction Layer

- Bus access.
- Receive credit for 711 Randolph



# Randolph Ave East

Adjacency:  
711 Randolph Ave.

Combined  
Ownership

40B Proposal  
40 units, ~1 acre

- Bus access.
- Receive credit for incoming 40B.
- Reduces potential for future 40Bs.



## The MBTA Communities Act Presentation

Subdistrict	Key Model Inputs							Model Outputs							
	Max. units/acre	FAR	Max. unit/lot	Min. Lot Size	Max. Parking Spaces per Unit	Max. Bldg Height (stories)	Min. % Open Space	Unit Capacity	Acreage	Density Denominator	Modeled Density	% Land in Contiguous Subdistricts	% Land in Transit Area	% Units in Transit Area	% Unit Target Met by 3A District Alone
Granite Ave North	66	1.55	n/a	n/a	n/a	6	30%	251	3.8	2.8	89.6		contributing	contributing	3A
Paper Mill Site	50	1.2	n/a	n/a	n/a	6	30%	179	3.6	2.7	57.4				3A
Milton Station East (MMU)	44	1	n/a	n/a	1	6	40%	265	n/a	n/a	n/a				MMU
Milton Station West (MMU)	31	0.75	n/a	n/a	1	4.5	40%	153	n/a	n/a	n/a				MMU
Milton Station Bridge	45	0.95	n/a	n/a	1	4.5	40%	191	4.6	4.6	41.5	contributing			3A
Mattapan Station	45	1.1	n/a	5,000 sf*	1	6	40%	183	5.1	4.4	41.6	contributing	contributing	contributing	3A
Blue Hills Pkwy Corridor	30	0.5	n/a	6,000 sf	1	2.5	50%	179	16.6	16.6	12.6	contributing	contributing	contributing	3A
Eliot Street Corridor**	n/a	0.5**	3	6,000 sf**	1	2.5	40%	555	67.3	67.3	8.2	contributing	contributing	contributing	3A
Fairmount Station District**	n/a	0.5**	3	6,000 sf**	1	2.5	40%	159	15.7	15.7	11.8		contributing	contributing	3A
East Milton Sq Site (MMU)	120	2.75	n/a	n/a	n/a	4.5	10%	139	n/a	n/a	n/a				MMU
Randolph Ave West	16	0.4	n/a	n/a	1.5	2.5	40%	131	8.1	6.4	20.5				3A
Randolph Ave East	13	0.3	n/a	n/a	1.5	2.5	40%	82	6.6	6.1	13.4				3A
TOTAL								2,467	131.8	126.9	15.0	71%	80%	58%	79%
COMPLIANCE TARGET								2,461	50	n/a	15	50%	50%	50%	Min. 75%

**Note:** The first story of MMU districts are presumed to generate no residential units, so we need to build in one story in addition to the 3.5 residential floors required to reach the desired unit target for this district discussed at the prior Planning Board meeting.

\* at 5,000sf one unit is allowed, and for each unit thereafter 1,000sf of additional lot area is required  
 \*\* FAR scales down with each 2,000 sf lot size increment to align with a roughly 3,000 sf building envelope. Rules are: 8,000sf = 0.38 / 10,000sf = 0.3 / 12,000sf = 0.25 / 14,000sf = 0.21.

Fairmount Station  
Area Total:  
**338**

Blue Hills  
Total:  
**362**

Eliot St Corridor  
Total:  
**555**

Milton Village  
Total:  
**609**

East Milton  
Total:  
**390**

Randolph Ave  
Total:  
**213**