



Town of Milton, MA

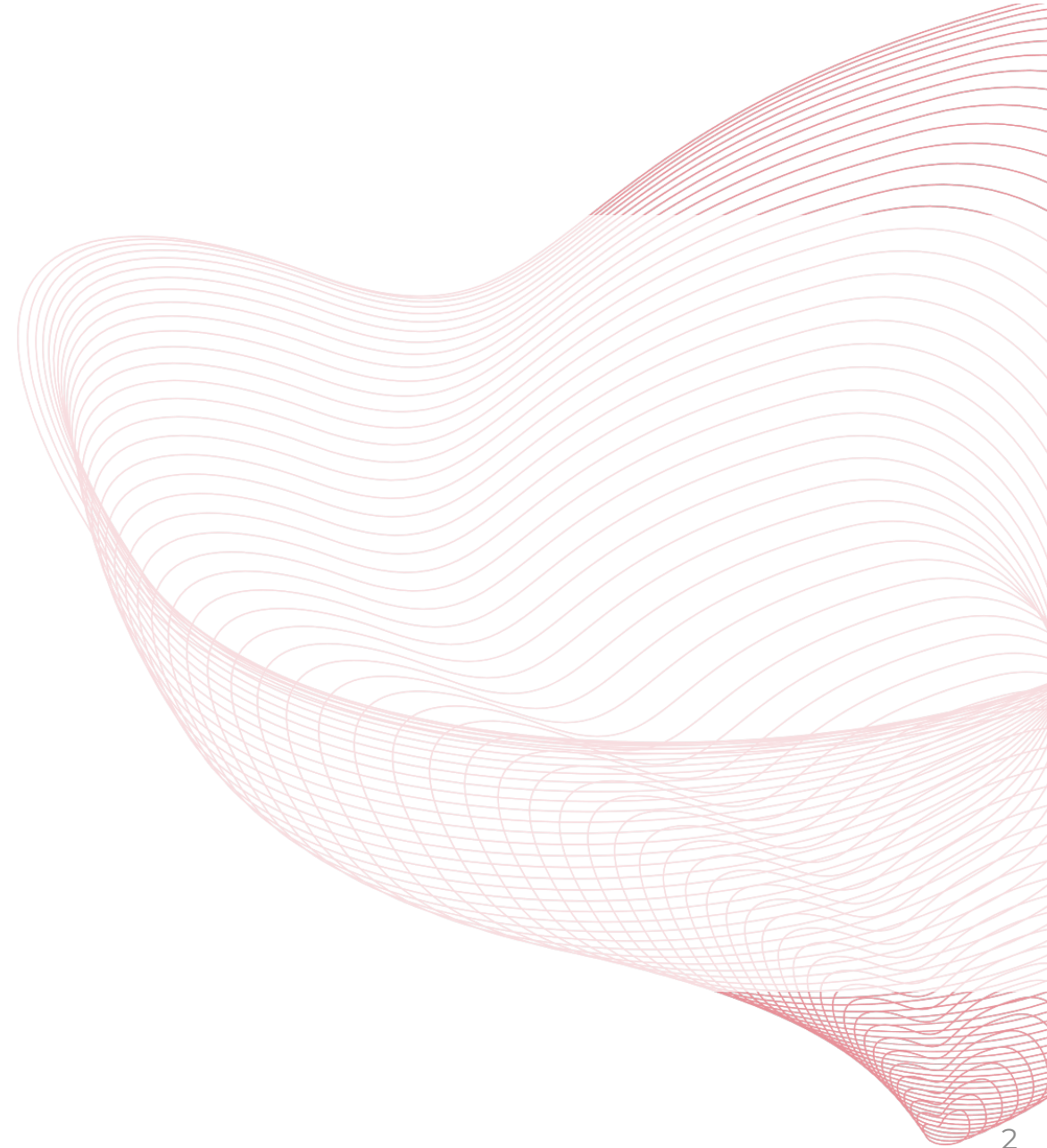
Impact Analysis of MBTA Districts

Final Report
December 2023



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Introduction and Purpose

The Town of Milton, Massachusetts is required under Chapter 40A Section 3A to comply with the newly enacted MBTA Communities law. As a community under the rapid transit category, Milton is required to zone for no less than 2,461 dwelling units in one or more designated zoning districts across the town. As required by the law, a portion of the total acreage of the district(s) and unit capacity must be located within a half-mile radius of the MBTA trolley stations. To meet or exceed the requirements set forth in the MBTA Communities Compliance Guidelines, Milton has been working with a consulting firm to select locations for zoning districts, test for compliance with the Guidelines, and draft zoning that would allow for multi-family housing to be constructed as-of-right.

In addition to the work of developing compliant districts and zoning, the town issued a separate RFP to hire a consulting firm to measure the potential impacts of rezoning to allow for multi-family housing as-of-right. This request included measuring the potential fiscal impact to the town to determine if there would be a financial benefit or loss when comparing gross property tax revenue of new development and the municipal service costs new residents may require. Impacts outside of fiscal were also included such as schools, public safety, changes in parking, changes in affordable housing, and changes in open space.

Over the course of several months, RKG Associates, Inc. (RKG) worked closely with the Milton Planning Board and town staff across many departments to quantify the potential fiscal impact of the MBTA districts and new zoning. This included the creation of a fiscal impact model measuring the net fiscal benefit or loss of the build-out of each MBTA district. RKG utilized an industry standard incremental fiscal impact methodology which measures the incremental impact on the town's general fund budget with each new unit of housing constructed. The increment is derived by determining "fixed" costs and "incremental" costs across every line item in the town's annual budget. Fixed costs are those that are not expected to increase with the addition of a new housing unit, while incremental costs are expected to increase the town's overall costs to support new housing units. For example, it is unlikely the town would hire a new Police Chief with each new incremental housing unit but there may be a need to hire additional police officers and equip those new staff as new housing is constructed and occupied. Once all town costs are categorized as fixed or incremental, RKG then compares incremental costs to potential gross property tax revenue to determine if new development is a net positive or negative to Milton.

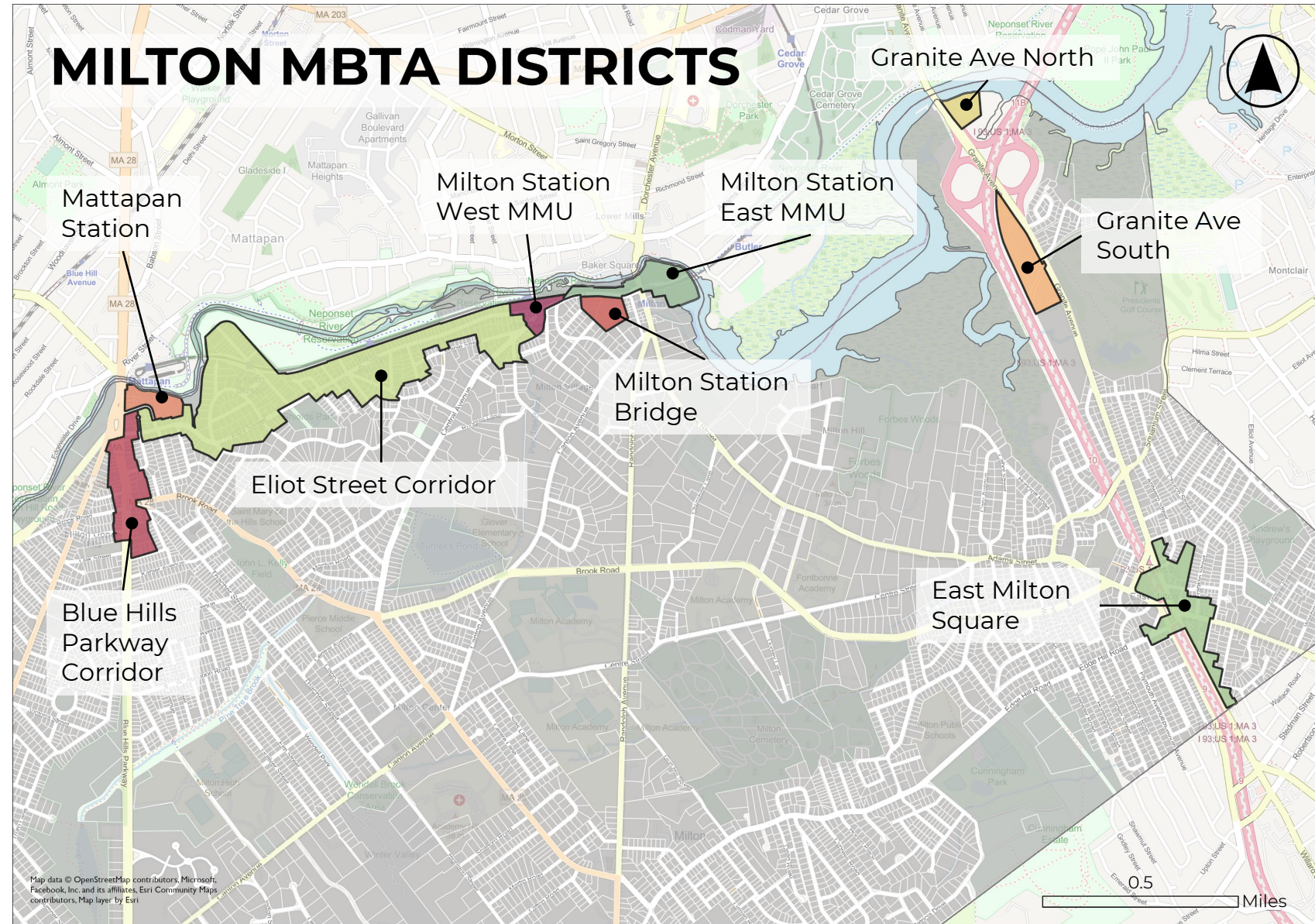
The methodology and results of the impact analysis are described in more detail throughout the report and serve as a point in time analysis using the most recent budget information available to estimate the potential impacts of the MBTA Communities rezoning effort on the Town of Milton.

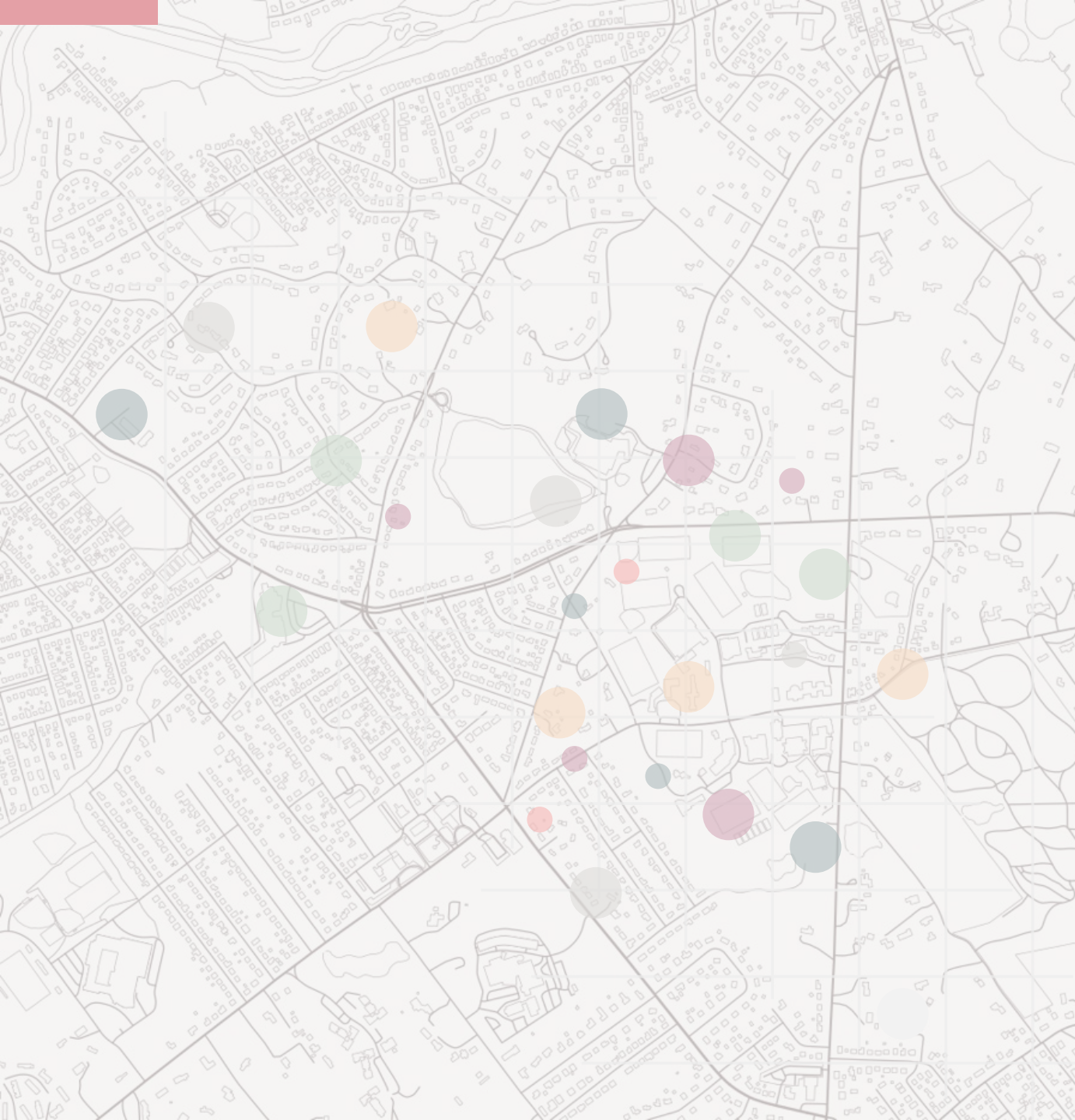
MBTA District Overview

The Town and its consultant developed a set of potential MBTA districts and accompanying zoning regulations that it believes will meet the MBTA Compliance Guidelines set for Milton.

The version of the districts, zoning, and compliance models dated 11-14-2023 were provided to RKG to determine the total number multifamily housing units that could be allowed under the proposed zoning.

These models and districts were then used by RKG as our primary inputs into the fiscal impact model and the calculations of other impacts to the town. The figure below illustrates the location of the districts being considered by the Town of Milton.





Fiscal Impact Analysis Overview & Methodology

FISCAL IMPACT MODEL METHODOLOGY

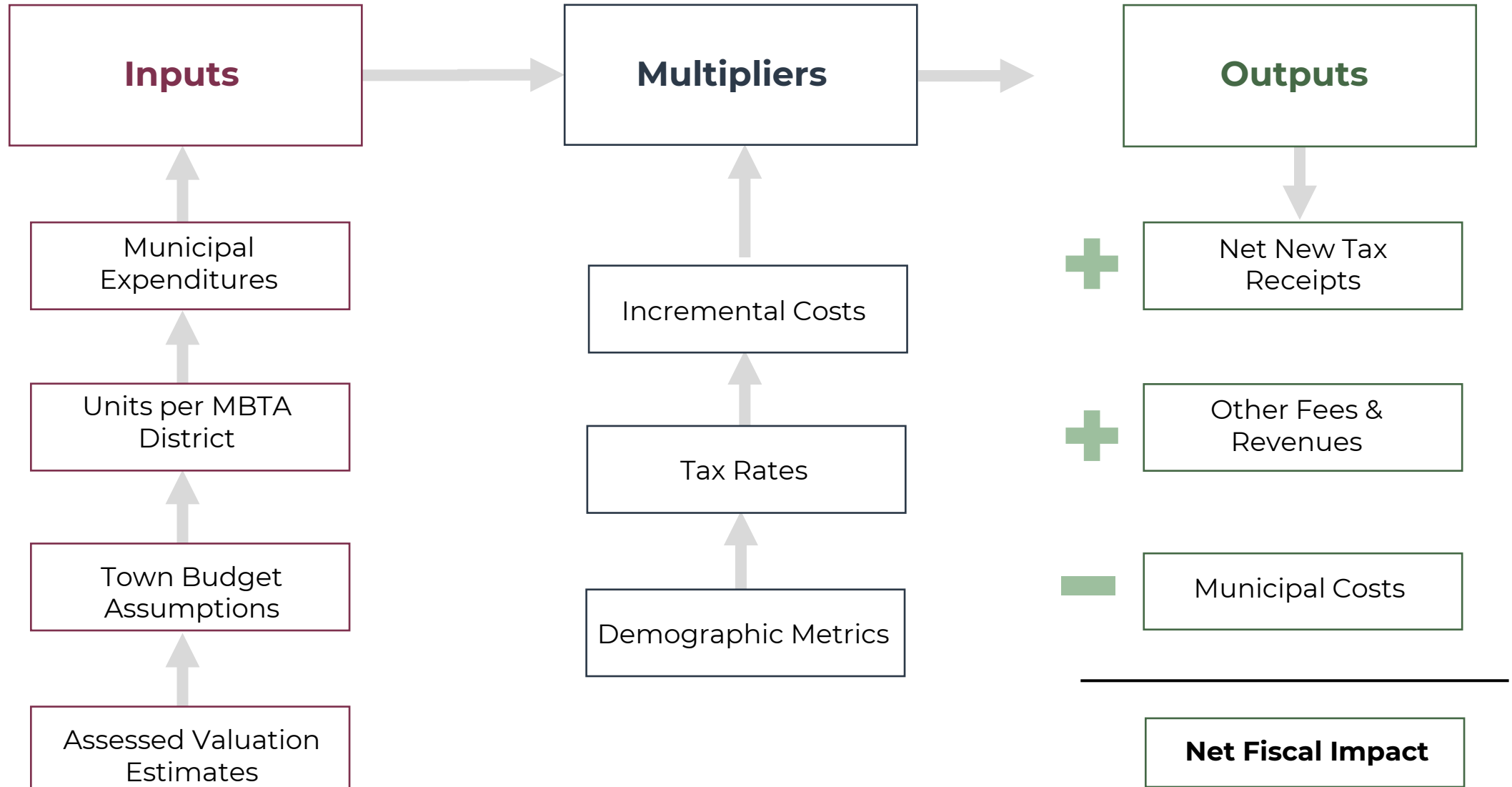
A fiscal impact analysis estimates the municipal revenues and costs associated with development and growth. Revenues include local taxes (property, excise, etc.) and various fees and other payments, while costs include the provision of municipal services (public safety, education, public works, general government, etc.). While several approaches exist to determine fiscal impacts, all are based on the common assumption that current local operating costs and revenues are the best basis for determining future costs and revenues. These approaches therefore utilize recent data on municipal service costs in the host community, as well as current tax rates and other revenue sources to calculate the net fiscal impact.

The primary focus is on the town's General Fund since that is typically where tax revenues and most municipal service costs are accounted. RKG applied an incremental cost approach to both the General Fund and the town's school budget to determine the cost borne by the town resulting from both residential and commercial development. The approach involves looking at the line-items of each budget to determine if an expenditure is either fixed or incremental. Fixed costs are costs which would occur irrespective of development, an example being the salary of the Police Chief, this is unlikely to be impacted by new development. Conversely, the costs associated with police officer wages and equipment are classified as incremental as they are likely to change based on the addition of more residents in town that may result from new residential development.

Fiscal impact approaches are 'static', that is, they assume that the project (or district in this case) is fully built-out and housing is occupied. This assumption allows a comparison of the financial effect of the entire district on municipal costs and revenues. While most residential developments are constructed over a multi-year period, municipal costs and revenues occur in equal proportions, therefore this steady-state approach does not detract from the appropriateness or accuracy of this method. It should also be noted that the fiscal impact analysis is only concerned with local public costs and expenditures, and not with state or other jurisdictional funding. For this fiscal impact analysis, RKG constructed a model to measure the fiscal impacts for the potential build-out of each MBTA District as of the latest iteration in November 2023.

The diagram on the next page illustrates at a high level the flow of information and inputs that go into RKG's fiscal impact model.

FISCAL IMPACT MODEL FLOW



FISCAL IMPACT MODEL ASSUMPTIONS

To test the fiscal impact of Milton's proposed MBTA Districts, RKG Associates constructed a fiscal impact model to understand the potential tax revenues from new development compared to the municipal and school costs to support that development. The fiscal impact model relies on numerous data points and assumptions regarding potential revenues from the development and anticipated municipal and school costs.

To estimate municipal revenues, RKG utilized the town's most recent property tax rate and existing property values and tax collections. To estimate the future valuation of new multi-family housing, RKG used construction costs on a per square foot basis as a proxy for generating future assessed values as Milton does not have many newly built multi-family buildings to use as market comps.

For municipal and school costs, RKG was provided with over 40 budget spreadsheets covering all departments and municipal costs which were then assigned a value of fixed or incremental to derive per household costs in the fiscal impact model. For school costs, RKG utilized the most current school budget worksheets from the MA Department of Elementary and Secondary Education (DESE) and assigned values for fixed and incremental costs. These school costs are then applied to the projections of future school children that may reside in the new multi-family housing if built.

KEY MODEL ASSUMPTIONS

- Town tax rates
- Construction costs
 - Based on costs researched by RKG
- Existing property values and taxes
- Unit capacity numbers for each MBTA District
- Incremental governmental expenditures
 - General government
 - Public safety (police and fire)
 - Public works
 - Schools
- Student generation rates per unit

FISCAL IMPACT MODEL ASSUMPTIONS

To derive potential property taxes, RKG had to develop estimates for future assessed values. Since Milton does not currently have many newly built multi-family buildings to use as comparisons, we utilized hard construction costs on a per square foot basis as a proxy for future assessed value. These were generated using construction cost estimates from RS Means, a third-party construction cost estimation service. Costs/values were developed for one-, two-, and three-bedroom apartment units as well as for-sale condos and townhomes (although the fiscal impact analysis was only modeling multi-family rental impacts).

The table on the right shows the cost estimates on a per unit basis which serve as the proxy for assessment values. To derive the total property taxes for each district, the total unit count from the MBTA Compliance models are allocated out by bedroom count using a formula of 10% studios, 45% one-beds, 35% two-beds, and 10% three-beds. Each unit is multiplied by its projected value, then summed for the district, and lastly the tax rate is applied to derive total gross property tax value.

It is likely that once new buildings are constructed, the town’s assessor would apply an income-based approach to valuation potentially increasing the amount of property taxes paid to the town.

CONSTRUCTION COST ASSUMPTIONS

Residential Type	Gross SQFT per Unit	Per SQFT Cost	Total Value per Unit
Studio Apartments	550	\$250	\$137,500
One Bed Apartments	750	\$250	\$187,500
Two Bed Apartments	1,050	\$250	\$262,500
Three Bed Apartments	1,250	\$250	\$312,500
For-Sale Condominium	1,250	\$400	\$500,000
For-Sale Townhome	1,600	\$400	\$640,000

Source: RS Means, RKG Associates 2023

ESTIMATING MUNICIPAL COSTS

The flip side to the property tax/revenue component of the fiscal impact model are the municipal service costs. To estimate municipal service costs, RKG reviewed the Town’s FY24 line-item budget for each department that consisted of over 40 individual budget spreadsheets. Within each department’s budget, RKG identified costs that are likely to increase with the addition of a new household in town (incremental costs). We anticipate costs such as police staff salaries, library expenditures, or maintenance of recreation fields to increase with new households while a department head’s salary or hours for Town Counsel to experience little to no impact (fixed costs).

RKG identified all costs that are likely to vary (incremental costs) with the addition of new households as a subset of the Town’s total operational budget. Our variable costs account for 18% of the Town’s departmental budgets as shown in the table to the right.

The “Other” category accounts for items such as debt service, unemployment, retirement, and insurance. In our experience, these line items are not likely to increase substantially with the addition of a new housing unit. It is also very difficult to predict future changes in these line items as fewer employees could retire over time, employees in the pension system could pass away, and future debt service levels could change.

Once the incremental budget is established, it must be apportioned to residential and non-residential uses to properly account for the impact of residential multi-family housing. For that we use a breakout of assessed value from the MA Department of Revenue (DOR) which shows 96% of Milton’s assessed value driven by residential with 2% driven by commercial/industrial property.

Variable Costs by Town Department (FY24)

Use Category	Variable Budget	Total Budget	% of Total
General Gov’t	\$1,068,201	\$9,710,915	11%
Public Safety - Fire	\$4,236,753	\$6,230,519	68%
Public Safety - Police	\$4,409,885	\$8,166,454	54%
Public Works	\$767,339	\$5,480,993	14%
Other	\$0	\$27,745,354	0%
TOTALS	\$10,482,178	\$57,334,235	18%

Source: Town of Milton FY24 Budget, RKG Associates.

Assessed Value by Property Class (2022)

Class	Value	% of Total
Residential	\$7,786,822,687	96%
Commercial/Industrial	\$162,613,378	2%
Total	\$8,113,005,205	98%

Source: MA DOR 2022, RKG Associates.
Remaining 2% is personal property tax.

ESTIMATED MUNICIPAL COSTS

After calculating the incremental costs by department and the share of the incremental budget allocated to residential uses, we must calculate municipal costs on a per household (HH) basis. This forms the basis of our estimates for calculating future costs of the housing in the MBTA Districts.

The cost allocation by land use table to the right summarizes the calculations used to estimate the per HH cost. The incremental budget for impacted departments is aggregated into four primary cost categories:

- Public Safety – Fire
- Public Safety – Police
- Public Works
- General Government (all departments that aren't listed above)

The incremental budget for each service category is multiplied by the residential share of total assessed value on the prior page and then divided by the total number of households in Milton per the 2021 American Community Survey's Five-Year estimates. This formula provides the incremental per household costs that new housing units in the MBTA Districts may generate.

The municipal costs per household and per MBTA District can then be compared to the gross property tax revenues described on the prior pages to begin the process of calculating the net fiscal impact to the town from MBTA District development.

Total Households in Milton

Category	Totals
Total Households (HHs)	9,235

Source: US Census 2017-2021 Estimates.

Cost Allocation for Residential Units

Cost Category	Variable Budget	Cost per HH
General Gov't	\$1,025,473	\$111.04
Public Safety - Fire	\$4,067,283	\$440.42
Public Safety - Police	\$4,233,490	\$458.42
Public Works	\$736,645	\$79.77
Other	\$0	\$0.00
TOTALS	\$10,062,891	\$1,090

Source: Town of Milton FY24 Budget, RKG Associates.

ESTIMATING EDUCATION COSTS

Recognizing education costs are often the single largest line item in a town’s budget, RKG developed estimates for the number of school aged children that could result from the addition of each residential unit in the MBTA Districts and an incremental cost per pupil. School costs, like municipal costs, are then deducted from the gross property tax estimates for each District to project the net fiscal impact of the build-out of each District.

The industry standard for developing estimates for new school children is to use school aged children (SAC) ratios that are applied to new development on a per unit basis. To develop the SAC ratios for Milton’s MBTA Districts, RKG utilized multiple sources of information including the 2017 Residential Demographic Multipliers report for Massachusetts, actual SAC ratios from existing multi-family properties in Milton, and RKG’s proprietary list of residential development projects and SAC ratios from around the Greater Boston region.

RKG then calculated an incremental education cost specific to Milton’s school budget based on 2022 budget information provided by the Department of Elementary and Secondary Education (DESE). Using local costs only (net of state aid and grants), the estimated incremental cost to educate a child in the Milton District was **\$9,753**. This accounts for **62%** of the full cost to educate a child in Milton of \$14,952.

By multiplying the local cost to educate a child by the number of school children in each MBTA District we can estimate total education costs. These costs, along with municipal costs, are then then netted against the gross property tax revenue for each scenario later in this analysis.

SCHOOL ASSUMPTIONS

Use Category	SAC Ratio per Unit	Budget Category	FY22 General Fund	% of Total School Budget	Per Pupil Cost
Studio/One Bed - MKT	0.00	Instructional Leadership	\$6,209,898	9%	\$1,416
Two Bed – MKT	0.05	Teachers	\$28,392,469	41%	\$6,473
Three Bed – MKT	0.80	Other Teaching Services	\$4,256,444	6%	\$970
Condo – MKT	0.12	Instructional Materials	\$496,456	1%	\$113
Townhome – MKT	0.43	Transportation	\$1,227,514	2%	\$280
Studio/One Bed – AFF	0.00	Pupil Services	\$2,192,751	3%	\$500
Two Bed – AFF	0.05	Totals	\$42,775,532	62%	\$9,753
Three Bed – AFF	1.20				
Condo – AFF	0.12				
Townhome – AFF	0.43				

Source: DESE 2022, Residential Demographic Multipliers for Massachusetts, 2017, Town of Milton SAC Metrics, RKG Associates SAC Database.

ESTIMATING MBTA DISTRICT IMPACTS – SCENARIO DEVELOPMENT

To more accurately represent the potential build-outs of each MBTA District, RKG developed three scenarios for the town to review and consider each with their own analysis of net fiscal impacts. Recognizing that development within the MBTA Districts may not happen all at once and some parcels may never redevelop, RKG analyzed the fiscal impacts of different scenarios for change in each MBTA District. The full build-out scenario assumes all 2,586 multi-family units (as estimated in the MBTA Compliance models) are built over time. This represents the scenarios with the greatest level of change to the town. Scenarios 2 and 3 are based on a rate of change model which estimates the potential for parcels to redevelop over time based on an analytic formula to provide Milton with some estimates of likely change over time compared to a wholesale redevelopment of every parcel in the MBTA Districts. The scenarios are described below, and the rate of change methodology is discussed on the following page.

1 FULL BUILD OUT

This scenario utilized the MBTA Compliance Model's unit capacity number for each MBTA District to calculate fiscal impacts.

2 RATE OF CHANGE – NO PARKING REQUIRED

This scenario utilized RKG's Rate of Change model as applied to each MBTA District. The rate of change was applied to each parcel in each MBTA District from which we estimated the number of units Milton could anticipate being built in each District over time. This scenario did not require parking as part of the Rate of Change modeling.

3 RATE OF CHANGE – PARKING REQUIRED

This scenario utilized RKG's Rate of Change model as applied to each MBTA District. The rate of change was applied to each parcel in each MBTA District from which we estimated the number of units Milton could anticipate being built in each District over time. This scenario required parking as part of the Rate of Change modeling.

RATE OF CHANGE 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:

1. Identify development scenarios based on height, unit, parking, and affordability requirements.
2. Run a financial proforma model for each development scenario based on market factors (e.g., rents, rates, construction costs, return expectations).
3. Using target return metrics from the following step, derive land values required to meet an Internal Rate of Return (IRR) of 15%.
4. 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.

Effectively, the rate of change analysis is using current market assumptions and return expectations coupled with feasible development scenarios to back into land values that would make projects work within each district. Using that land value as a benchmark for each scenario, values above would suggest that land would be too expensive for redevelopment while land cheaper than the estimated benchmark value would have a higher likelihood to be redeveloped. The further the current land value is from the benchmark value, the greater the potential to capture value through a redevelopment opportunity.

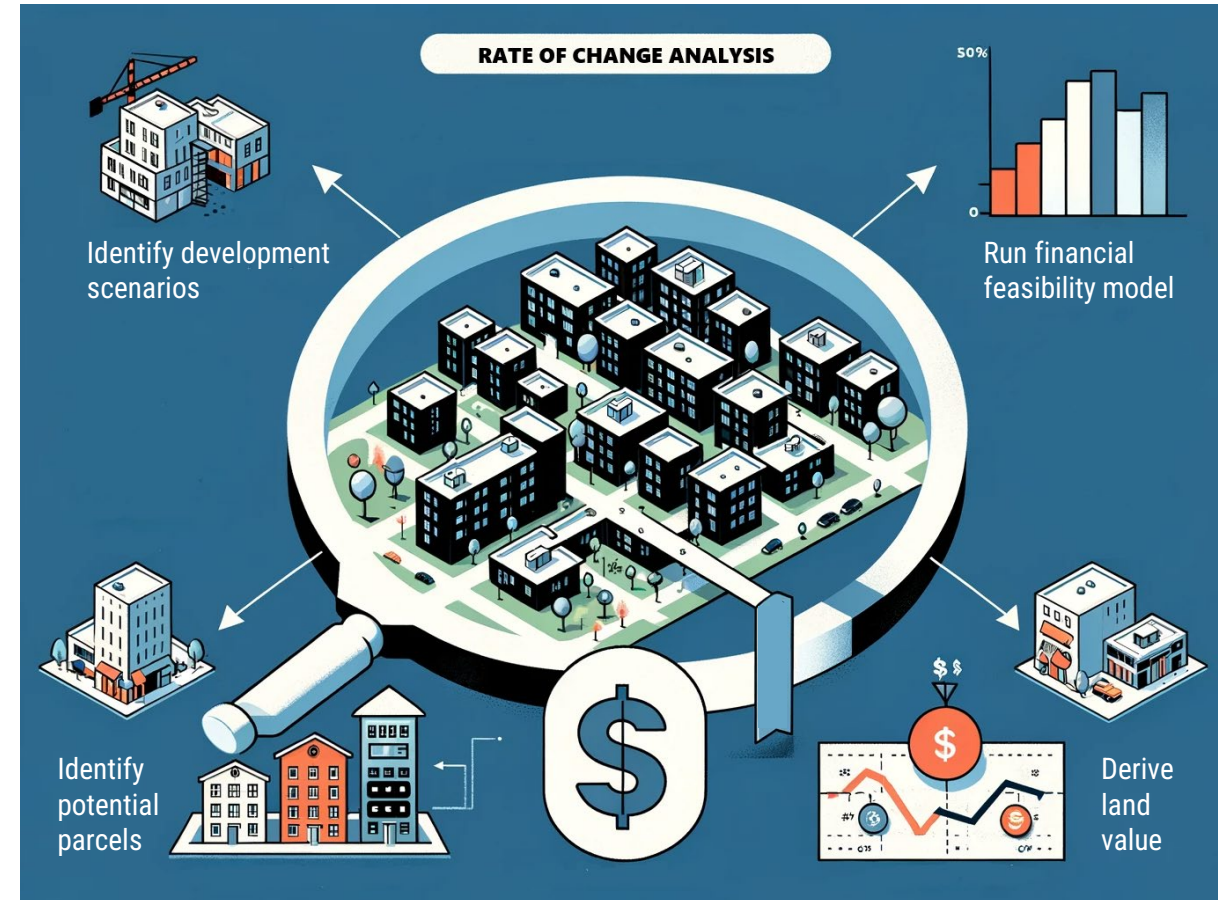


Image Source: RKG Associates, Inc.

SCENARIOS FOR FISCAL MODELING

The next three pages of the report detail the build-out assumptions for each of the three scenarios and highlight the following for each individual MBTA District the town is considering:

- Total Units in Each District
- Breakdown of Market vs. Affordable Units in each District
- Estimated Number of School Aged Children Resulting from New Housing in Each District

This first scenario represents the full build-out and unit capacity as modeled and presented in the town’s most recent MBTA Compliance Models by District (November 2023).

If all parcels were built out as modeled, it results in a zoning capacity for 2,586 units of which 193 units would be deed-restricted affordable housing. RKG estimates this scenario could generate as many as 265 school aged children from the newly constructed units only. This does not account for any movement of households from existing units in Milton to the new units in each District.

1 FULL BUILD OUT

Full Build Out				
District Name	Total Units	Market Units	Affordable Units	Estimated School Aged Children
Granite Ave North	171	154	17	18
Granite Ave South	530	477	53	54
Mattapan Station	183	165	18	19
Milton Station Bridge	185	167	19	20
East Milton Square	423	381	42	43
Blue Hills Parkway Corridor	175	175	0	18
Eliot St Corridor Tier 1	219	219	0	22
Eliot St Corridor Tier 2	177	177	0	18
Eliot St Corridor Tier 3	84	84	0	8
Milton Station West	114	103	11	12
Milton Station East	325	293	33	33
TOTALS	2,586	2,393	193	265

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.

SCENARIOS FOR FISCAL MODELING

In Scenario 2, RKG applied the Rate of Change model to each of Milton’s MBTA Districts to understand the potential for future build-out and redevelopment. In this scenario, RKG filtered for those parcels where projected land values were more than 25% higher than current values which we used as an indicator for the potential to create value through new development/redevelopment and a higher likelihood of change in the future. The development proforma model used to generate land value assumed no parking would be required in this scenario as the town looks to adopt a parking maximum approach to parking requirements which could technically result in the provision of no parking. Not including parking in the proforma lowers overall development costs and in theory generates a higher land value per unit that could be supported.

Scenario 2 results in a total of 971 units across the MBTA Districts compared to 2,586 in the full build scenario on the previous page. Units are split between 884 market rate units and 88 deed-restricted affordable units.

RKG estimates this scenario could generate up to 101 school aged children from the newly constructed units only. This does not account for any movement of households from existing units in Milton to the new units in each District.

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.

SCENARIOS FOR FISCAL MODELING

In Scenario 3, RKG again applied the Rate of Change model to each of Milton’s MBTA Districts to understand the potential for future build-out and redevelopment. In this scenario, we also filtered for those parcels where projected land values were more than 25% higher than current values which we used as an indicator for the potential to create value through new development/redevelopment and a higher likelihood of change in the future. The development proforma model used to generate land value assumed parking would be required at a rate of 1.5 parking spaces per residential unit. By including parking in this scenario and proforma we account for some parking costs which increases overall development costs and in theory generates a lower land value per unit that could be supported.

Scenario 3 results in a total of 889 units across the MBTA Districts compared to 2,586 in the full build scenario on the previous page. Units are split between 810 market rate units and 79 deed-restricted affordable units.

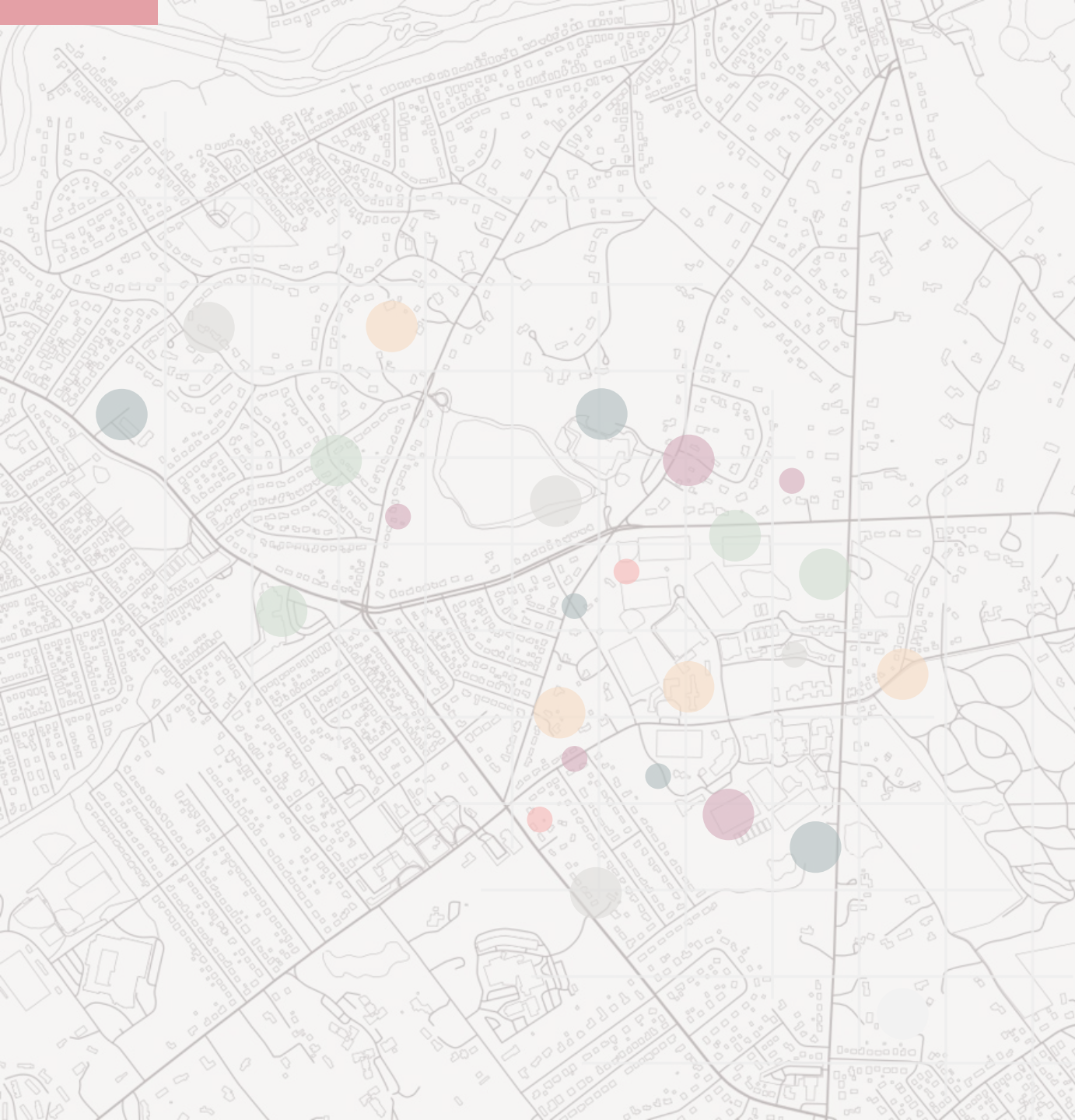
RKG estimates this scenario could generate up to 93 school aged children from the newly constructed units only. This does not account for any movement of households from existing units in Milton to the new units in each District.

3 RATE OF CHANGE – PARKING REQUIRED

Change Model - Parking				Estimated School Aged Children
District Name	Total Units	Market Units	Affordable Units	
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	134	121	13	14
TOTALS	889	810	79	93

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.



Fiscal Impact Results by District

FISCAL MODEL RESULTS BY SCENARIO

The table below shows the results of the fiscal impact analysis for each MBTA District across all three scenarios. The net fiscal impact amount for each district and scenario is the **gross property tax estimate – municipal cost estimate – school cost estimate**. If all modeled parcels in each MBTA District under the Full Build scenario actually redeveloped, the town could realize a net increase in property tax revenue of \$1.076M per year. The two change model scenarios yield \$389,000 and \$351,000, respectively, as they are not anticipated to see as much redevelopment as the Full Build scenario.

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.

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

Source: Milton Budget Data, RKG Associates.

PUPIL GENERATION AND COSTS

The table below shows the estimated number of school children that could result from each MBTA District under the three scenarios and the incremental costs associated with educating those children. This analysis does not account for children already living in units on the parcels that are presumed to redevelop. This analysis also does not account for household movement within Milton from existing single-family units to multi-family units which could potentially make more single-family homes available for families with children. This is simply measuring the potential school aged children generation based on new development in each District.

District Name	Full Build Out		Change Model - No Parking		Change Model - Parking	
	Pupils	Incremental Cost	Pupils	Incremental Cost	Pupils	Incremental Cost
Granite Ave North	18	\$175,549	0	\$0	0	\$0
Granite Ave South	54	\$526,648	54	\$526,648	54	\$526,648
Mattapan Station	19	\$185,302	1	\$9,753	1	\$9,753
Milton Station Bridge	20	\$195,055	0	\$0	0	\$0
East Milton Square	43	\$419,368	8	\$78,022	8	\$78,022
Blue Hills Parkway Corridor	18	\$175,549	10	\$97,527	10	\$97,527
Eliot St Corridor Tier 1	22	\$214,560	0	\$0	0	\$0
Eliot St Corridor Tier 2	18	\$175,549	0	\$0	0	\$0
Eliot St Corridor Tier 3	8	\$78,022	0	\$0	0	\$0
Milton Station West	12	\$117,033	6	\$58,516	6	\$58,516
Milton Station East	33	\$321,841	22	\$214,560	14	\$136,538
TOTALS	265	\$2,584,476	101	\$985,026	93	\$907,004

Source: DESE 2022, Residential Demographic Multipliers for Massachusetts, 2017, Town of Milton SAC Metrics, RKG Associates SAC Database.

OTHER REVENUE

In addition to the net benefit of property taxes from the build-out of the Districts, Milton could also realize additional tax receipts to support local Community Preservation Act funds and additional vehicle excise taxes from new residents registering their vehicles in Milton. For the excise tax calculations, RKG assumes 100% of the units would be occupied by residents who do not currently have their vehicles registered in Milton as there is no way to calculate what percentage may be moving from one residence in Milton to another. It is also worth noting the vehicle excise tax is based on the age of the vehicle and as the vehicle depreciates over time, so does the amount of excise tax paid by the owner. Excise tax is calculated on a per household basis taking the total vehicle assessments in 2022 and dividing that the number of occupied households in Milton.

District Name	Full Build Out		Change Model – No Parking		Change Model – Parking	
	CPA Taxes	Vehicle Taxes	CPA Taxes	Vehicle Taxes	CPA Taxes	Vehicle Taxes
Granite Ave North	\$4,289	\$86,795	\$0	\$0	\$0	\$0
Granite Ave South	\$13,288	\$269,014	\$13,288	\$269,014	\$13,288	\$269,014
Mattapan Station	\$4,587	\$92,886	\$298	\$6,091	\$298	\$6,091
Milton Station Bridge	\$4,637	\$93,901	\$0	\$0	\$0	\$0
East Milton Square	\$10,606	\$214,703	\$1,649	\$33,500	\$1,649	\$33,500
Blue Hills Parkway Corridor	\$4,382	\$88,825	\$2,397	\$48,727	\$2,397	\$48,727
Eliot St Corridor Tier 1	\$5,488	\$111,158	\$0	\$0	\$0	\$0
Eliot St Corridor Tier 2	\$4,433	\$89,840	\$0	\$0	\$0	\$0
Eliot St Corridor Tier 3	\$2,100	\$42,636	\$0	\$0	\$0	\$0
Milton Station West	\$2,857	\$57,863	\$1,270	\$25,886	\$1,270	\$25,886
Milton Station East	\$8,141	\$164,961	\$5,416	\$109,636	\$3,359	\$68,015
TOTALS	\$64,808	\$1,312,582	\$24,318	\$492,854	\$22,261	\$451,233

Source: Milton CPA Surcharge Data, Milton Excise Tax Revenue, RKG Associates.

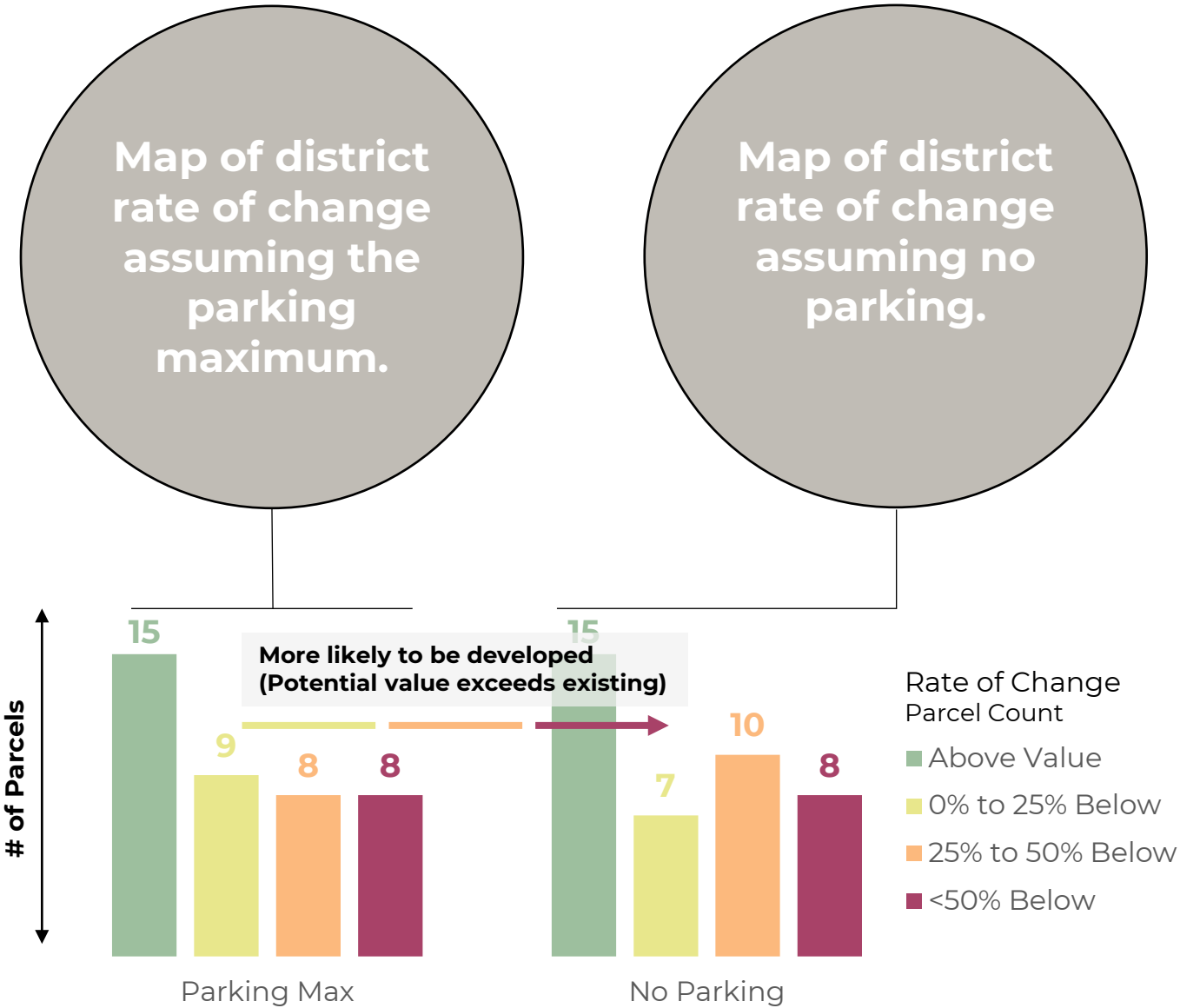
RESULTS OVERVIEW

This results overview page mirrors the structure of the following rate of change analysis results pages for each district. Information on this slide describe what each portion of the results page is depicting and the inputs and assumptions that derive those results.

District Requirements	
Height	District requirements from MBTA Compliance Model
Max DU / AC	
FAR	
Minimum Lot Size	
Model Scenario	
Construction Type	Development Scenario Assumptions (Representative of average project type in district)
Units	
Parking Max	
Parking Type	
Fiscal Impact Analysis	
Full Build	Results of the Fiscal Impact Analysis for District
No Parking	
Parking	

Parking Max Scenario

No Parking Max Scenario

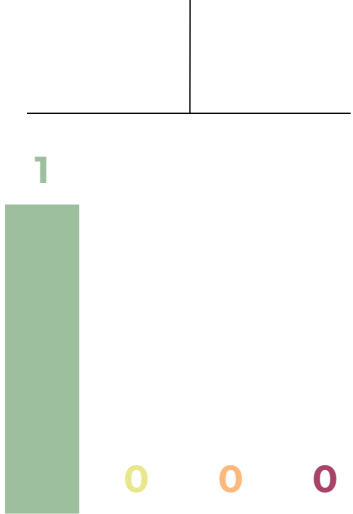
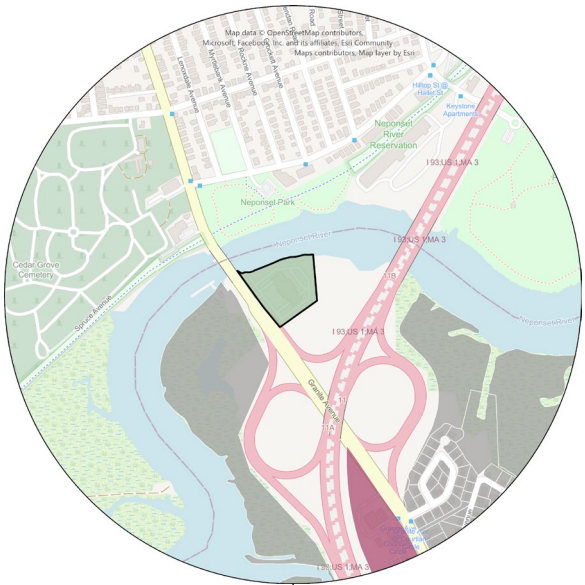


Source: MassGIS, Town of Milton, CoStar, EOHLC, RSMears

GRANITE AVE NORTH

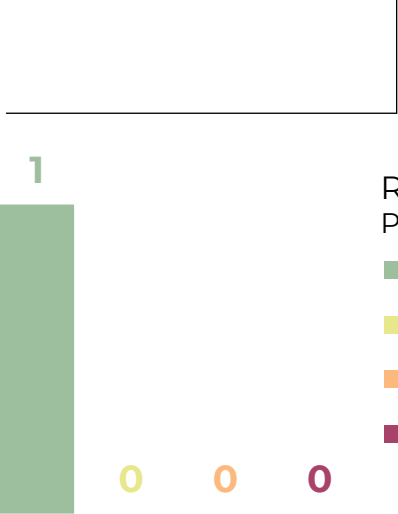
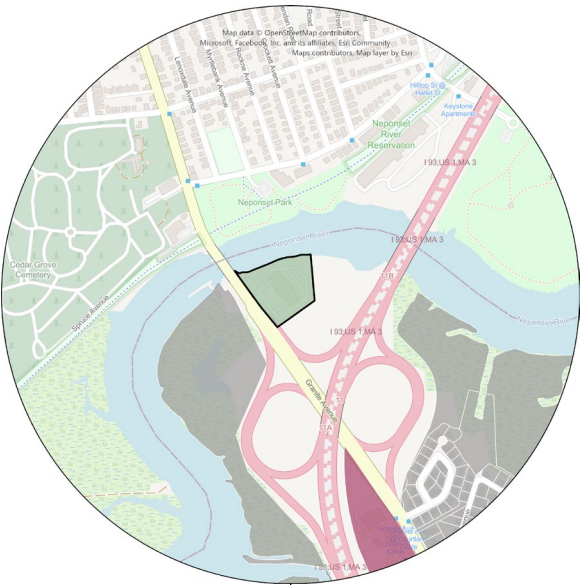
District Requirements	
Height	6
Max DU / AC	45
FAR	1.1
Minimum Lot Size	-
Model Scenario	
Construction Type	Stick over Podium
Units	200
Parking Max	1.5
Parking Type	Structured
Fiscal Impact Analysis	
Full Build	\$66,191
No Parking	\$0
Parking	\$0

Parking Max Scenario



Parking Max

No Parking Max Scenario



No Parking

Rate of Change
Parcel Count

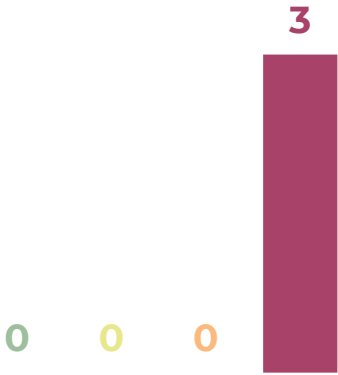
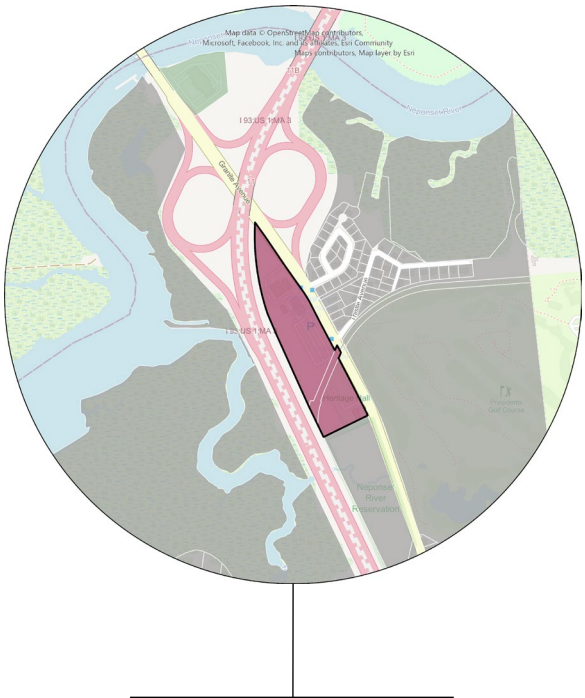
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- 25% to 50% Below
- <50% Below

Source: MassGIS, Town of Milton, CoStar, EOHLC, RSMeans

GRANITE AVE SOUTH

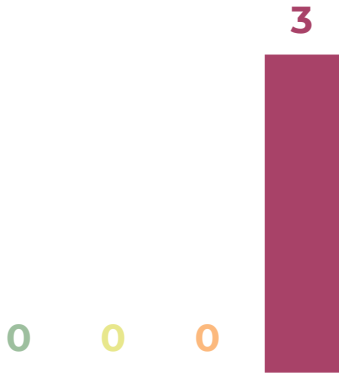
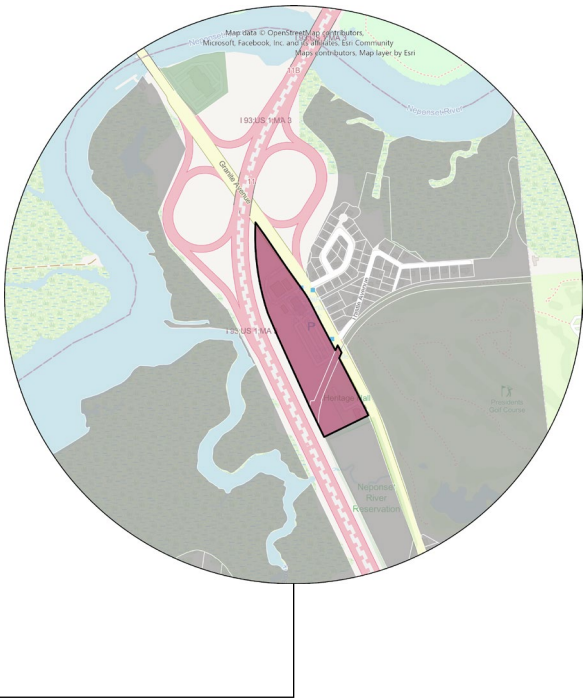
District Requirements	
Height	4.5
Max DU / AC	45
FAR	1.1
Minimum Lot Size	-
Model Scenario	
Construction Type	Stick over Podium
Units	150
Parking Max	1.5
Parking Type	Structured
Fiscal Impact Analysis	
Full Build	\$224,651
No Parking	\$224,651
Parking	\$224,651

Parking Max Scenario



Parking Max

No Parking Max Scenario



No Parking

Rate of Change
Parcel Count

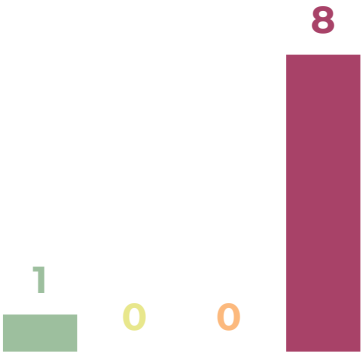
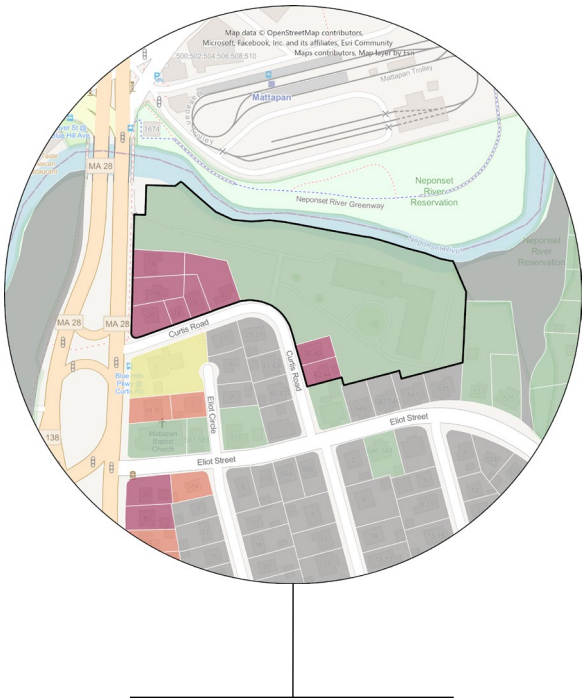
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- <50% Below

Source: MassGIS, Town of Milton, CoStar, EOHLC, RSMeans

MATTAPAN STATION

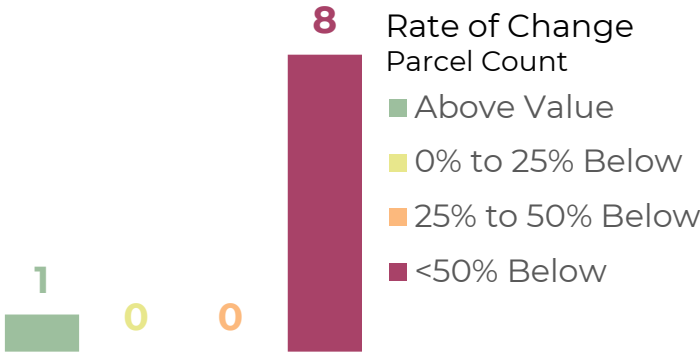
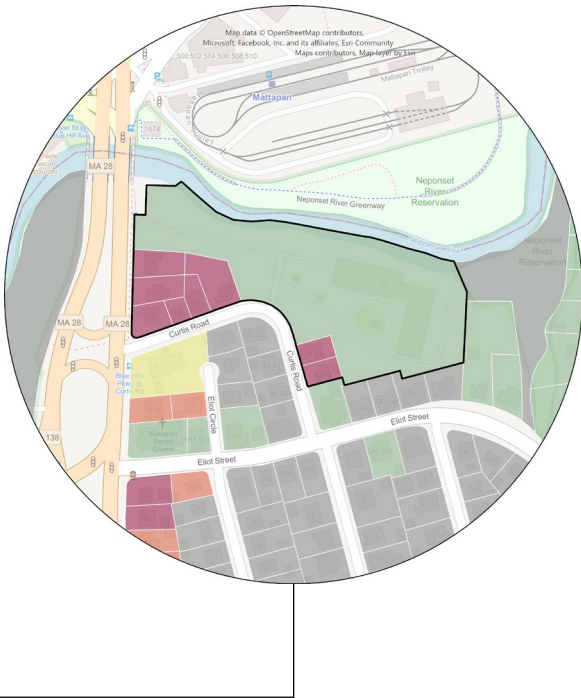
District Requirements	
Height	6
Max DU / AC	45
FAR	1.1
Minimum Lot Size	-
Model Scenario	
Construction Type	Stick over Podium
Units	150
Parking Max	1
Parking Type	Structured
Fiscal Impact Analysis	
Full Build	\$74,000
No Parking	\$6,954
Parking	\$6,954

Parking Max Scenario



Parking Max

No Parking Max Scenario



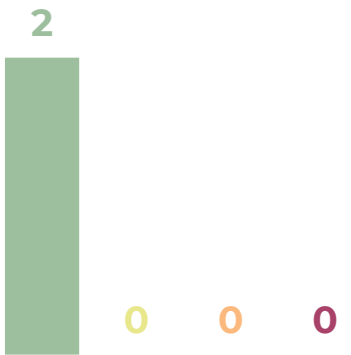
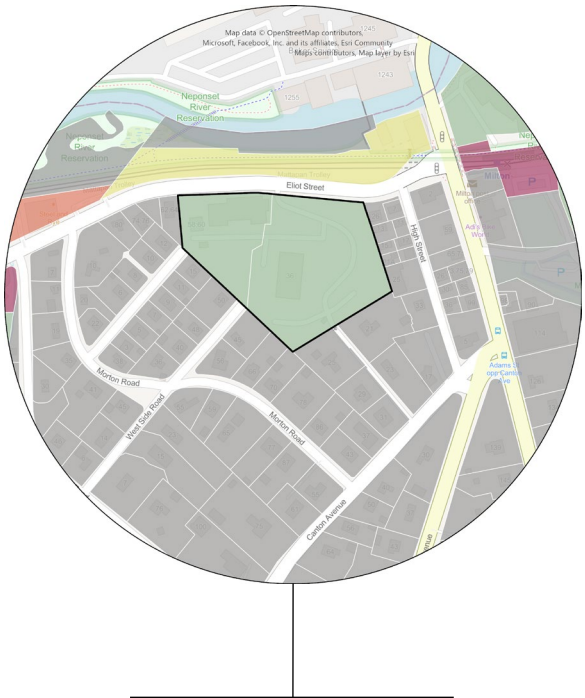
No Parking

Source: MassGIS, Town of Milton, CoStar, EOHLC, RSMeans

MILTON STATION BRIDGE

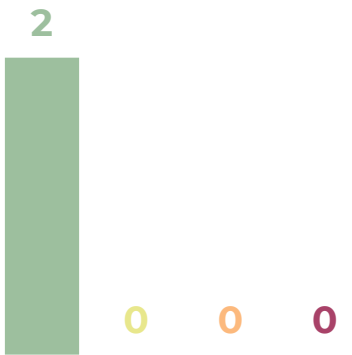
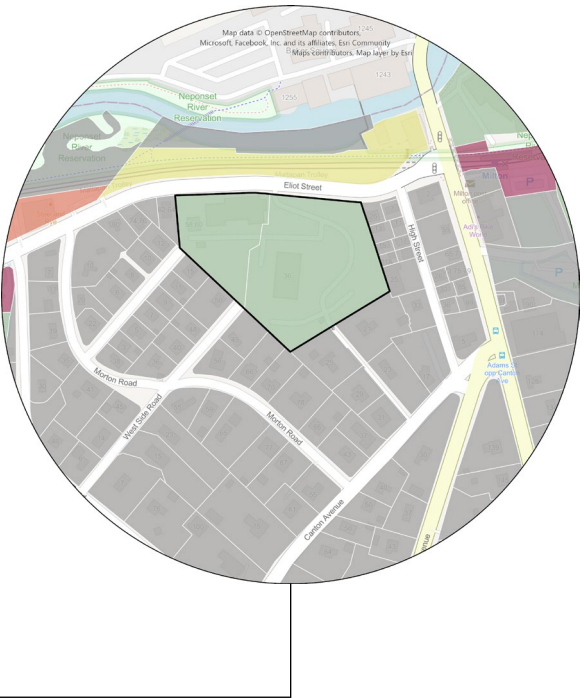
District Requirements	
Height	4.5
Max DU / AC	40
FAR	1
Minimum Lot Size	-
Model Scenario	
Construction Type	Stick over Podium
Units	100
Parking Max	1
Parking Type	Structured
Fiscal Impact Analysis	
Full Build	\$67,055
No Parking	\$0
Parking	\$0

Parking Max Scenario



Parking Max

No Parking Max Scenario



No Parking

Rate of Change Parcel Count

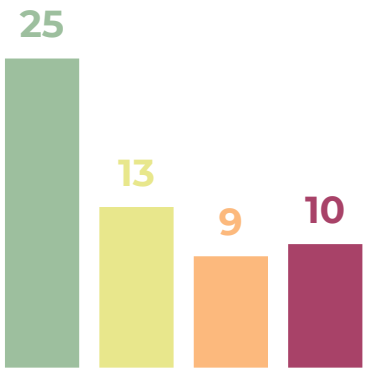
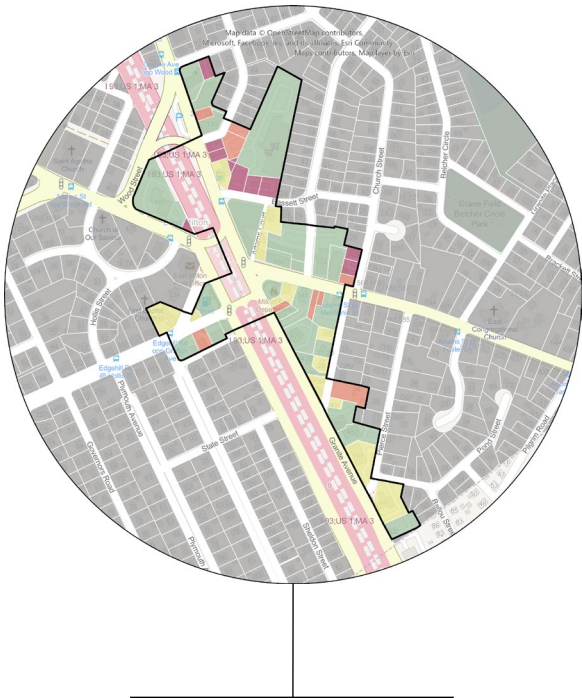
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- 25% to 50% Below
- <50% Below

Source: MassGIS, Town of Milton, CoStar, EOHLC, RSMeans

EAST MILTON SQUARE

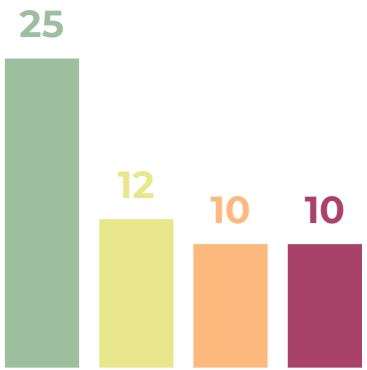
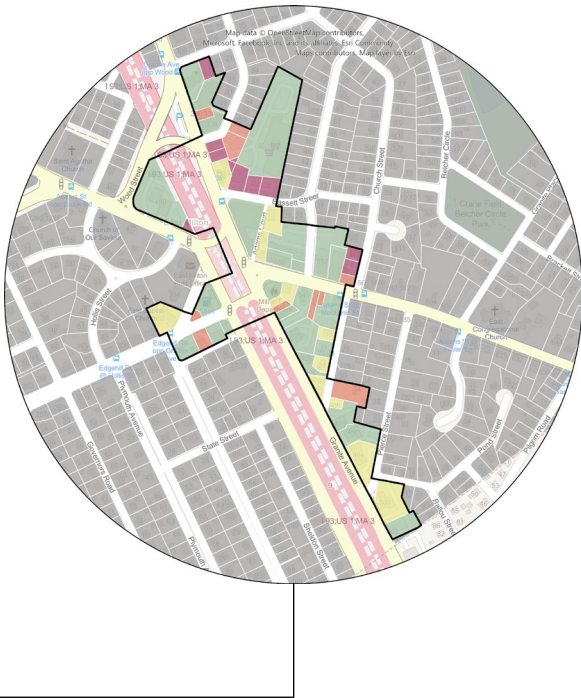
District Requirements	
Height	2.5
Max DU / AC	30
FAR	-
Minimum Lot Size	-
Model Scenario	
Construction Type	Stick
Units	10
Parking Max	1
Parking Type	Surface
Fiscal Impact Analysis	
Full Build	\$180,339
No Parking	\$14,934
Parking	\$14,934

Parking Max Scenario



Parking Max

No Parking Max Scenario



No Parking

Rate of Change
Parcel Count

- Above Value
- 0% to 25% Below
- 25% to 50% Below
- <50% Below

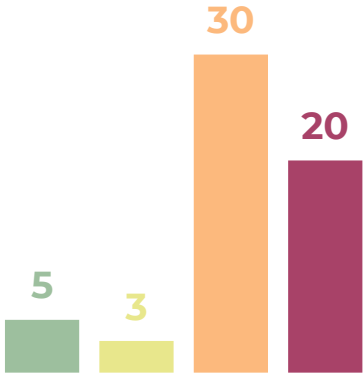
Source: MassGIS, Town of Milton, CoStar, EOHLC, RSMeans

BLUE HILLS PKWY CORRIDOR

District Requirements	
Height	2.5
Max DU / AC	30
FAR	0.7
Minimum Lot Size	7,500 SF
Model Scenario	
Construction Type	Stick
Units	15
Parking Max	1
Parking Type	Surface
Fiscal Impact Analysis	
Full Build	\$71,950
No Parking	\$38,406
Parking	\$38,406

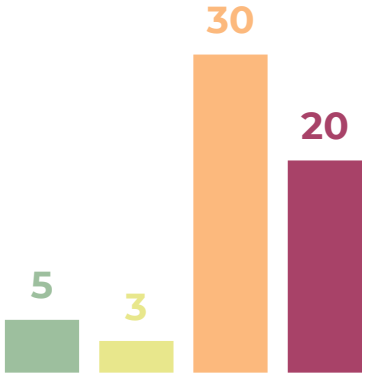
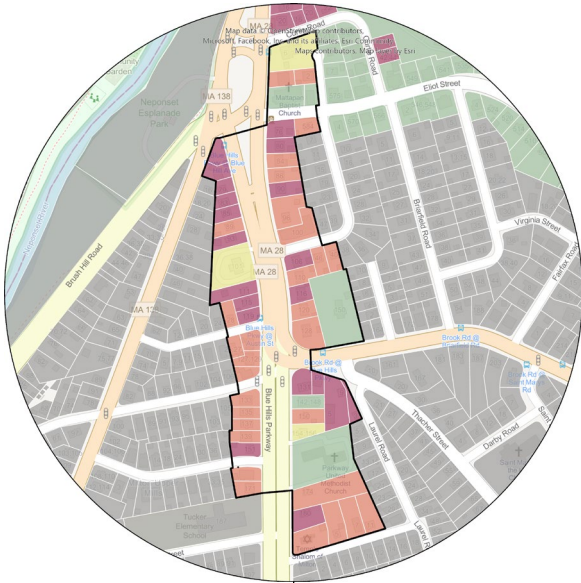
Source: MassGIS, Town of Milton, CoStar, EOHLC, RSMeans

Parking Max Scenario



Parking Max

No Parking Max Scenario



No Parking

Rate of Change Parcel Count

- Above Value
- 0% to 25% Below
- 25% to 50% Below
- <50% Below

ELIOT STREET CORRIDOR TIER I

District Requirements	
Height	2.5
Max DU / AC	-
FAR	0.7
Minimum Lot Size	7,500 SF
Model Scenario	
Construction Type	Stick
Units	3
Parking Max	1
Parking Type	Surface
Fiscal Impact Analysis	
Full Build	\$95,574
No Parking	\$0
Parking	\$0

Parking Max Scenario



147

0

1

0

Parking Max

No Parking Max Scenario



147

0

1

0

No Parking

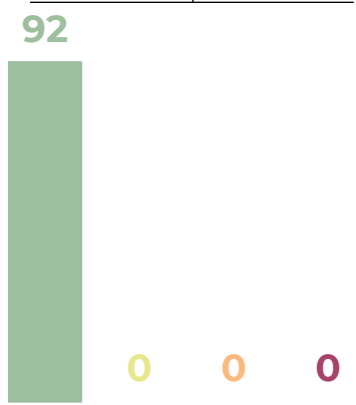
Rate of Change
Parcel Count

- Above Value
- 0% to 25% Below
- 25% to 50% Below
- <50% Below

ELIOT STREET CORRIDOR TIER 2

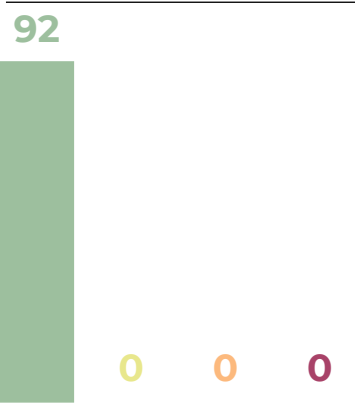
District Requirements	
Height	2.5
Max DU / AC	-
FAR	0.52
Minimum Lot Size	10,000 SF
Model Scenario	
Construction Type	Stick
Units	3
Parking Max	1
Parking Type	Surface
Fiscal Impact Analysis	
Full Build	\$72,998
No Parking	\$0
Parking	\$0

Parking Max Scenario



Parking Max

No Parking Max Scenario



No Parking

Rate of Change Parcel Count

- Above Value
- 0% to 25% Below
- 25% to 50% Below
- <50% Below

Source: MassGIS, Town of Milton, CoStar, EOHLC, RSMeans

ELIOT STREET CORRIDOR TIER 3

District Requirements	
Height	2.5
Max DU / AC	-
FAR	0.35
Minimum Lot Size	15,000 SF
Model Scenario	
Construction Type	Stick
Units	3
Parking Max	1
Parking Type	Surface
Fiscal Impact Analysis	
Full Build	\$40,493
No Parking	\$0
Parking	\$0

Parking Max Scenario



23

0

0

0

Parking Max

No Parking Max Scenario



23

0

0

0

No Parking

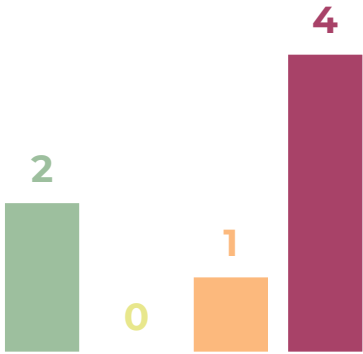
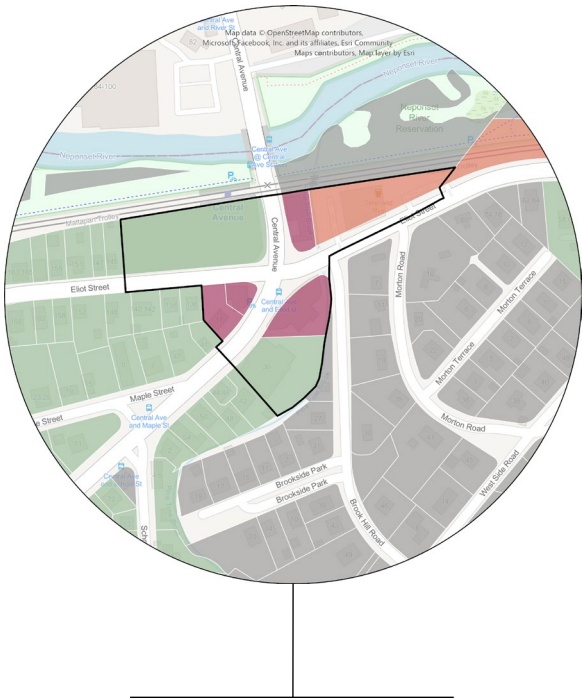
Rate of Change
Parcel Count

- Above Value
- 0% to 25% Below
- 25% to 50% Below
- <50% Below

MILTON STATION WEST

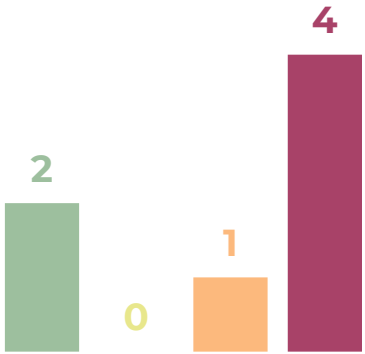
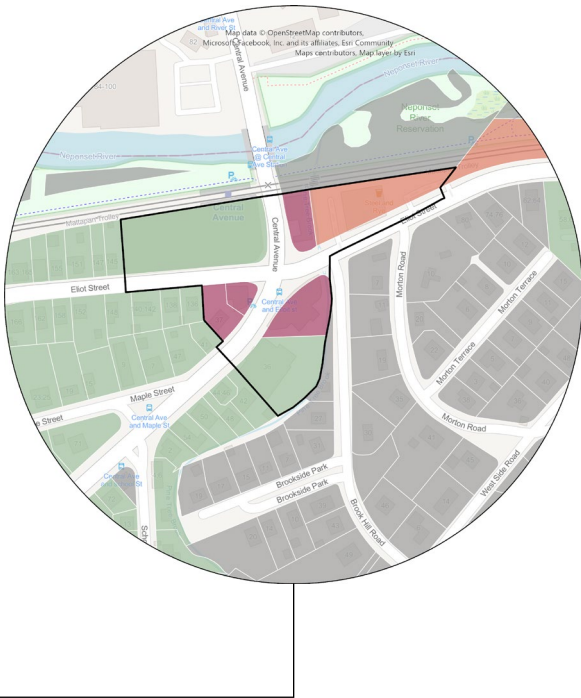
District Requirements	
Height	3.5
Max DU / AC	40
FAR	1
Minimum Lot Size	-
Model Scenario	
Construction Type	Stick
Units	40
Parking Max	1
Parking Type	Surface
Fiscal Impact Analysis	
Full Build	\$44,460
No Parking	\$12,879
Parking	\$12,879

Parking Max Scenario



Parking Max

No Parking Max Scenario



No Parking

Rate of Change Parcel Count

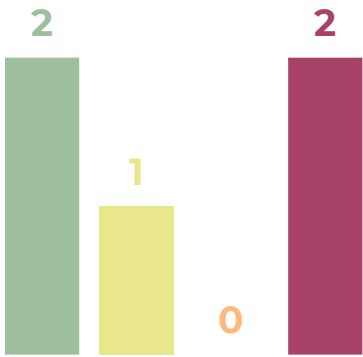
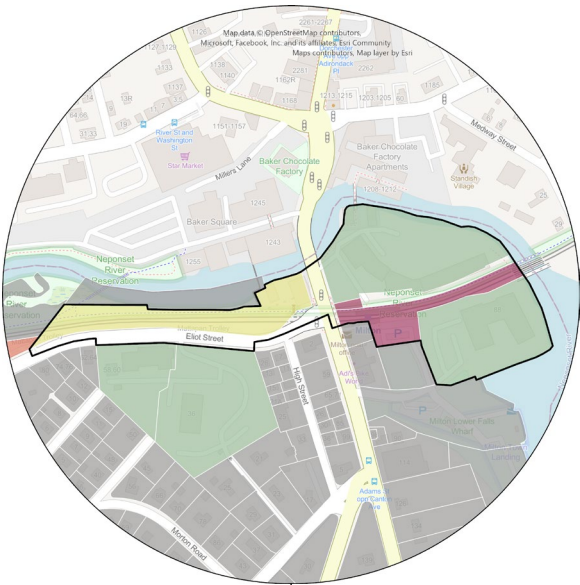
- Above Value
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- 25% to 50% Below
- <50% Below

Source: MassGIS, Town of Milton, CoStar, EOHLC, RSMeans

MILTON STATION EAST

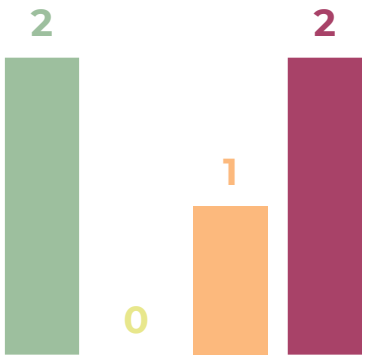
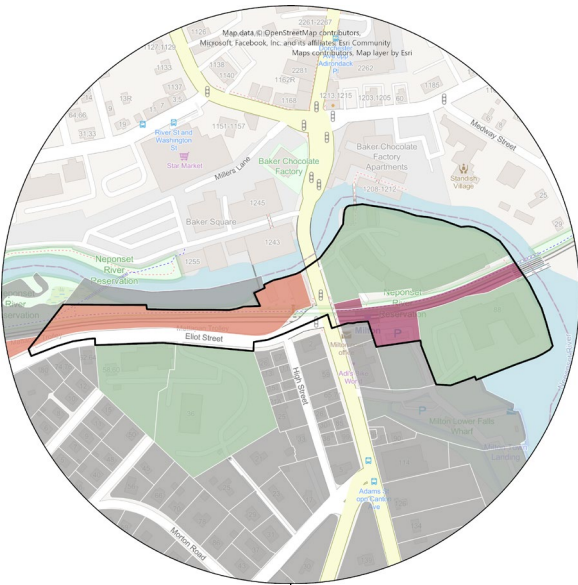
District Requirements	
Height	5
Max DU / AC	40
FAR	1
Minimum Lot Size	-
Model Scenario	
Construction Type	Stick over Podium
Units	100
Parking Max	1
Parking Type	Structured
Fiscal Impact Analysis	
Full Build	\$138,127
No Parking	\$91,718
Parking	\$53,321

Parking Max Scenario



Parking Max

No Parking Max Scenario

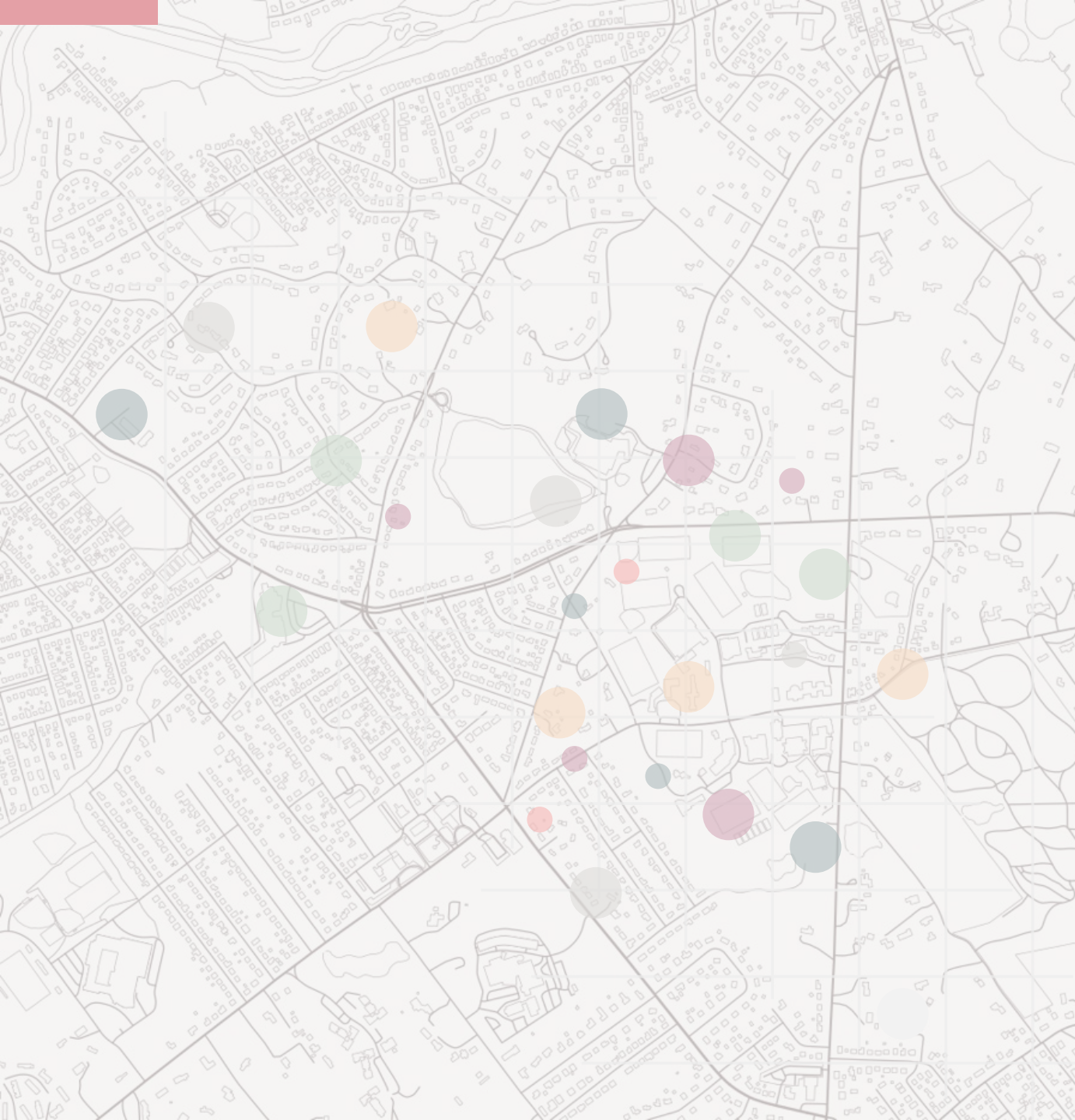


No Parking

Rate of Change Parcel Count

- Above Value
- 0% to 25% Below
- 25% to 50% Below
- <50% Below

Source: MassGIS, Town of Milton, CoStar, EOHLC, RSMeans



Other Impacts

OTHER IMPACTS

AFFORDABLE HOUSING PRODUCTION

At the request of the town, RKG also quantified other impacts from the rezoning of the MBTA Districts. The first impact is the change in total affordable units across each scenario. Currently there are 231 affordable housing units within the proposed MBTA Districts as identified on the town’s Subsidized Housing Inventory (SHI). By applying a 10% Inclusionary Zoning threshold to all projected development in the Districts, the Town could see an additional 193 affordable units so long as the two existing developments with affordable units in Mattapan Station and East Milton Square remained as they are today. The total number of affordable units shrinks considerably under the rate of change analysis for the no parking and parking scenarios at 88 units and 79 units, respectively.

District Name	Existing Affordable Units	Full Build Affordable Units	No Parking Affordable Units	Parking Affordable Units
Granite Ave North	0	17	0	0
Granite Ave South	0	53	53	53
Mattapan Station	139	18	1	1
Milton Station Bridge	0	19	0	0
East Milton Square	92	42	7	7
Blue Hills Parkway Corridor	0	0	0	0
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	0	11	5	5
Milton Station East	0	33	22	13
TOTALS	231	193	88	79

Existing affordable units within the proposed MBTA Districts were identified using the Town’s Subsidized Housing Inventory (SHI) as provided by the Executive Office of Housing and Livable Communities (EOHLC). RKG mapped the location of each SHI development to determine overlap with proposed MBTA Districts.

OTHER IMPACTS

ON-SITE PARKING PROVIDED

The second impact analysis looked at parking accommodations. Existing parking requirements in Milton’s Zoning Bylaw range from 1 space per unit for single family and duplexes to 2 spaces per unit for multifamily housing. Under the proposed MBTA Communities zoning, there would be established parking maximums, effectively making it possible for developer to provide no parking on-site.

To compare existing parking availability today to parking that could be provided under the full build-out of the MBTA Districts, RKG used a parking ratio of 1.5 spaces per unit to generate the existing parking and either 0 parking for the “Future Low Parking” scenario or between 1 and 1.5 spaces per unit for the “Future High Parking” scenario depending on the district.

District Name	Estimated Existing Parking	Estimated Future Parking - Low	Delta Low Scenario	Estimated Future Parking - High	Delta High Scenario
Granite Ave North	0	0	0	257	257
Granite Ave South	2	0	-2	795	794
Mattapan Station	224	0	-224	183	-41
Milton Station Bridge	102	0	-102	185	83
East Milton Square	146	0	-146	423	278
Blue Hills Parkway Corridor	110	0	-110	175	66
Eliot St Corridor Tier 1	614	0	-614	480	-134
Eliot St Corridor Tier 2					
Eliot St Corridor Tier 3					
Milton Station West	117	0	-117	114	-3
Milton Station East	138	0	-138	325	187
TOTALS	1,451	0	-1,451	2,937	1,486

High Parking Scenario – utilizes 1.5 spaces per unit for Granite Ave Districts and 1.0 spaces per unit for all others.

OTHER IMPACTS

DEDICATED OPEN SPACE PER UNIT

The final impact analysis looked at dedicated open space within each district. Within the proposed MBTA Districts today there are just over 3 acres of publicly owned protected open spaces. To understand the impact new multifamily housing could have on these open spaces and access to these spaces, RKG created a ratio of acres per unit of housing measuring both existing units in the Districts today and the ratio if the Districts were to build out according to the proposed zoning.

Overall, there is very little existing open space in the Districts today resulting in a ratio of 0.003 acres of open space per existing housing unit. That ratio drops to 0.001 acres per housing unit under the full build out scenario.

District Name	Existing Open Space	Unit Count Existing	Existing Open Space	Unit Count Full Build	Per Unit Current	Per Unit Full Build
Granite Ave North	0.00	0	0	171	0.000	0.000
Granite Ave South	0.00	1	0	530	0.000	0.000
Mattapan Station	0.72	149	1	183	0.005	0.004
Milton Station Bridge	0.00	68	0	185	0.000	0.000
East Milton Square	0.00	97	0	423	0.000	0.000
Blue Hills Parkway Corridor	0.60	73	1	175	0.008	0.003
Eliot St Corridor Tier 1	0.00	409	0	219	0.000	0.000
Eliot St Corridor Tier 2	0.00	0	0	117	0.000	0.000
Eliot St Corridor Tier 3	0.00	0	0	84	0.000	0.000
Milton Station West	0.00	78	0	114	0.000	0.000
Milton Station East	1.80	92	2	325	0.020	0.006
TOTALS	3.12	967	3.12	2,586	0.003	0.001

This definition of open space does not consider setbacks or private open space on parcels of land as a comparison to existing conditions is very challenging to calculate. Therefore, the focus of this metric is on publicly accessible and owned open space that serves as an asset to all who live in Milton.

MBTA Communities Impact Assessment

Milton, MA

December 2023