

Town of Milton, Massachusetts
Milton Master Plan
Preserving Our Past, Planning Our Future

VOLUME III:
PUBLIC PROCESS



Consultant Team:
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preserving our past
planning our future

December 2014

ACKNOWLEDGEMENTS

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ALSO

Frank Schroth, MyTownMatters,
<http://02186.mytownmatters.com>

And for hosting public workshops:

Deborah Felton, Fuller Village
William Adamczyk, Director, Milton Public Library
Milton Public Schools
;Celebrate Milton!
Cunningham Park

*...and the concerned residents, business owners, Town officials
and staff who devoted their time, energy and imagination to the
making of this plan.*

MILTON MASTER PLAN VOLUME III: PUBLIC PROCESS

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| 1. Introduction

VOLUME III: APPENDIX TO THE MASTER PLAN PUBLIC PROCESS

PUBLIC FORUMS

The plan was developed with significant input from the public, including:

2 Town-wide Public Meetings

3 Roundtable Discussions

*1 Topic Workshop
(Housing)*

3 Open Houses

*2 Guided Tours
(town-wide, commercial districts)*

44 Leadership Interviews

20 Comment Boards in 4 locations

10 Steering Committee Meetings

4 Meetings with the Planning Board

1 Town Department Heads Roundtable

1 booth at ;Celebrate Milton!

Phase I of the planning process held a number of forums and documented the public’s input at these. Phase II provided additional opportunities for input (as listed below); a number of meetings were held and widely publicized. Additionally, people were invited to submit their written comments on “comment boards” located in various “high profile” locations throughout the Town, throughout the summer. **Social Media** was also used to encourage discussions as master <http://o2186.mytownmatters.com> blog. An estimated three-hundred and twenty (320) people participated in the process.

VOLUME III documents the **VOICES OF MILTON**; the hundreds of residents, business owners, town officials and Committee members who participated in formulating this plan.

This Appendix provides a detailed listing of the various forums.



MASTER PLAN PROCESS

1. Validation of Preliminary **VISION and GOALS** as developed in Phase I (see ending pages of this Appendix)
2. **INVENTORY of Existing Conditions.** Information was collected, compiled and documented for each of the seven (7) Master Plan elements (see Volume II)
 - o Land Use and Zoning
 - o Natural Resources, Open Space and Recreation
 - o Housing , Population and Neighborhoods
 - o Economic Development
 - o Historic and Cultural Resources
 - o Transportation and Circulation
 - o Public Facilities and Services

The Inventory was conducted by:

- o Review of relevant documents
- o Interviews with Town department heads, committees boards & other relevant stakeholders
- o Walking & driving tours of Town & selected focus areas

Inventory findings were summarized in a series of SUMMARY SHEETS (see Volumes I and II).

3. **OPPORTUNITIES, CHALLENGES AND PRIORITIES** were identified. A series of ROUNDTABLE DISCUSSIONS were

held with local experts, town officials, and residents. The purpose of these was to develop a meaningful **IMPLEMENTATION PLAN** (this is presented in Volume I).

Master Plan Goals

(based on public input)

1. Preserve Milton’s Character
2. Support Health & Wellness
3. Improve Housing & Neighborhoods
4. Support Economic Development
5. Improve Transportation and Circulation
6. Continue to Provide High Quality Municipal Facilities, Services & Infrastructure
7. Strengthen Our Capacity to Plan

Promoting environmental sustainability is addressed throughout the Plan, where relevant.

A Master Plan for Milton

LIST OF VENUES

The following is a detailed list of forums held as part of this Master Planning process.

PUBLIC FORUMS

Town-wide Public Workshop *(March 1, 2014)*

Roundtable Discussions

- **Healthy Milton**
(March 25, 2014)
- **Vibrant Commercial Centers**
(April 30, 2014)
- **Housing Workshop**
(May 22, 2014)
- **Housing and Neighborhoods**
(June 11)

Open House *(June 14, 2014)*

Presenting the Plan *(Sept. 29, 2014)*

GUIDED TOURS

GUIDED DRIVING TOUR OF MILTON

January 15 and 18, 2014

The Master Plan consultant's and Committee's tours of Milton held on January 15 and 18 touched all of the town's borders, the MBTA High Speed trolley stops, the three golf course, four business districts, six ponds, the cemetery, Cunningham Park, Curry College, Milton Academy, the 7,000 acre Blue Hills and 750 acre Neponset River D.C.R. Reservations, the undeveloped land on the Landfill Access Road, Hillside Street, upper Canton Avenue and Brush Hill Road, the proposed Ch. 40B sites including Milton Muse, Meg Lane, Hamilton's Ford Ranch Road/Hillside Street and 131 Eliot Street. Institutional properties were viewed including the Eustis Estate 80 acres owned by Historic New England, the 22 acre Wakefield Charitable Trust, the Bartol Estate 80 acres over which D.C.R. owns further development rights. The former estate of Governor Roger Wolcott, owned by Kenneth Carberry, 19 acres of which reportedly are on the market, and the estate of Governor Henry Joseph Gardner, also known as the St. Pius rectory, which has a sale pending were visited, along with a number of other undeveloped parcels.

A Master Plan for Milton

GUIDED WALKING TOUR OF COMMERCIAL DISTRICTS (led by Paul Traverse):
April 28, 2014

Three members of the Master Plan Committee led a tour of the commercial districts in order to give the Consultant Team a more in-depth understanding of the layout and issues in each of the commercial districts. Some business owners were interviewed informally.



Members of the Consultant Team and the Master Plan Committee on a guided walking tour of Milton's commercial districts

LEADERSHIP INTERVIEWS

The following individuals were interviewed on at least one occasion; their informed input was incorporated into the master plan.

William Adamczyk, Director, Milton Library

Daniel D. Haacker, Assistant Director, Milton Library

Therese Desmond Sills, Cemetery Superintendent

Joseph Lynch, Director, DPW

John Thomas, Town Engineer, DPW

Brian Carlisle, Assistant Director, DPW

Allan Bishop, Town GIS, DPW

Mary Ann Sullivan, Director, Council on Aging

Police Chief Richard Wells, Milton Police Department

Fire Chief Jack Grant, Milton Fire Department

Mary Gormley, Superintendent of Milton Public Schools

Glenn Pavlicek, Assistant for Business, School Department

John Phelan, Assistant Superintendent for Curriculum and Personnel

David Perdios, Director, Department of Parks and Recreation

A Master Plan for Milton

Michael Blanchard, Assistant Town Manager

Lee Toma, Chair, Bicycle Advisory Committee

Caroline Kinsella, Town Nurse

Bill Clark, Director, Planning & Community Development; and
Traffic Commission

Bill Ritchie, Director, Consolidated Facilities

Alex Whiteside, Chair, Planning Board

Denis Keohane, Chair, Board of Selectmen

John Kiernan, Chair, Conservation Commission

Robert MacKenzie, DCR/Blue Hills Reservation/Parkway

Norman Smith, Director, Mass. Audubon/Trailside Museum

Judy Lehrer Jacobs, Executive Director, Friends of the Blue Hills

Bruce Alexander, Trustee and Park Manager, Cunningham Park

Dennis Camp, The Trustees of Reservations

Mark Smith, Executive Director, Mary M.B. Wakefield Trust

Karen Sunnarborg, Consultant, Milton Housing Production Plan

Chamber of Commerce

Milton Conservation Commission

Stephen O'Donnell, Trustee, Historic Society

Steve O'Donnell, Chair, Historical Commission

Tom Mullen, Kelley & Rege Properties, Inc. Realtors

Ned Corcoran, attorney

Keith & Linda Mills, Proprietors, Esprit du Vin

Vance Welch, owner, Abby Park Restaurant

Paul Maduri, owner, Fitness Unlimited

Tom Nutile, Director of Marketing & Public Relations Harrington
Hospital (Southbridge, MA)

Peter Healy, Presidents and CEO of Milton Hospital

Dennis Glynn, Director of Facilities Services, Milton Academy

Kenneth Quigley, President, Curry College

Steve Morash, Chair of Fire Department Space Needs Committee

Tom Hess, member of Fire Department Space Needs Committee

A Master Plan for Milton

ADDITIONAL MEETINGS

- Roundtable Discussion with Town Department Heads (May 2014)
- Meetings with the Planning Board
 - March 13, 2014
 - May 15, 2014
 - June 5, 2014
 - September 11, 2014

COMMENT BOARDS

Comments Boards were prepared for an Open House on June 14, 2014. These boards were then made available throughout the Town during the summer months in order to provide an additional opportunity for individuals to express their opinions.

The Boards were located at the Town Hall and the Library. The boards were also on display and available for comment at Fuller Village (October 19, 2014) and at ;Celebrate Milton! (October 5, 2014)

STEERING COMMITTEE MEETINGS

The Steering Committee met on the following dates:

October 22, 2013

November 26, 2013

January 30, 2014

February 10, 2014

March 11, 2014

April 15, 2014

May 27, 2014

June 24, 2014

September 8, 2014

October 16, 2014

A Master Plan for Milton

The following Vision Statement was developed based on public input in Phase I of the master planning process and then validated in Phase II.

Vision for the future of Milton

Milton is one community strengthened by diversity and knit together by shared values. We are committed to preserving our natural and historic resources and our heritage of residential and pastoral character while celebrating our differences in people, neighborhoods and ideas to foster balance, resilience and vitality.



Community Circle with Martha Lyon Landscape Architecture, LLC, Community Preservation Association & AECOM Engineers

PHASE I VISION

The Town of Milton held a Visioning session at Cunningham Park on May 22, 2002. Based on the results of those discussions, the following DRAFT Vision Statement was prepared¹:

Milton's shared vision comes from the hearts and minds of the community members who engaged in Phase I of the master planning process and who shared ideas about what we like about Milton and about what we would like to see change. The commonalities indicate shared beliefs, values, and desires, and are the basis for our community vision.

Milton's community vision is the picture that we have painted of our town's future; it's an inspiration and a focus on what is possible. It answers the question "Where do we want to go," and articulates our dreams and hopes. In the context of the Master Plan, our goals define the results that we expect after having taken actions outlined in the plan.

Milton is one community strengthened by diversity and knit together by shared values. We are committed to preserving our natural

¹ from <http://www.brownwalkerplanners.com/documents/milton/VisionSummary1x17.pdf>

resources and our heritage of residential and pastoral character while celebrating our differences in people, neighborhoods and ideas to foster balance, resilience and vitality.

For Milton to evolve in alignment with our vision residents, businesses and civic and social leaders must work together in planning, reviewing, and managing processes that are open, inclusive, respectful, and proactive.

We must encourage a high level of participation in community governance and management and provide the necessary town staff to support our efforts.

at the core of our vision is our small town atmosphere that is a treasured contrast to the urban centers along our borders.

We will protect it by preserving and managing our natural areas and open landscapes, our street and shade trees, and the scale and density of our neighborhoods and commercial centers that set us apart.

Milton is a community of neighborhoods, each with their own unique character.

We will support each with the services and infrastructure needed to assure they prosper. We will focus on convenient access to community parks, trails, transit and services, and on providing housing to accommodate a variety of households.

A Master Plan for Milton

Throughout Milton we will create places for planned and chance community activities and events.

We will maintain facilities and create a variety of programs within our community gathering, play, and recreation areas to strengthen our social capital and support our sense of community.

East Milton Square, Milton Village and the Central Avenue Business District provide us with opportunities to create thriving community centers.

We will advance town policies and regulations that allow strategic growth of these mixed used centers with compatibly scaled buildings, distinctive public spaces, and a safe and efficient network of roads and parking and pedestrian amenities.

Town of Milton Master Plan 6

We see East Milton Square anchored by Milton Market Place, restaurants and retail businesses that bring life to the street fronts, and supported by offices and residential units above.

We envision Granite Avenue connecting East Milton Square to the Neponset River with a coordinated streetscape and pedestrian way.

We see Milton Village and the Central Avenue Business District strengthened with more active businesses, enhanced by a mix of housing options, connected to the river and harbor, and linked by sidewalks, trails and transit.

To bring about the changes we want, we will support the business community through zoning and permitting that is clear and responsive and provides for timely decisions. Our efforts will create a strong and diversified economic base capable of sustaining the public infrastructure and services we desire.

Milton's public schools will continue their reputation of excellence, offering a broad-range of opportunities for academic and physical development that provides a platform for achieving success.

We will continue to support our public as well as our private schools and colleges and focus efforts on creating a safe and welcoming town for students of all ages as well as for staff and faculty.

Milton will enjoy a connected transportation system that provides access to opportunities within and outside of town to residents of all ages and financial means.

We will manage traffic to minimize congestion and maximize safety and improve access to transit, commercial areas, civic centers and recreational facilities with sidewalks, cyclist amenities, parking and safety features.

We will assure that components of our transportation network are interconnected, and that operations and schedules meet the needs of our residents and visitors.

A Master Plan for Milton

We will create distinctive gateways at the entrances to our town (Blue Hill Avenue, Adams Street, Granite, Avenue, Randolph Avenue, and Central Avenue) that are representative of our community.

Milton values its many cultural, educational, religious and medical institutions for the contributions they make to the town's character, vitality, health and economy.

We will develop effective collaborations with our institutions to assure our collective visions are in harmony and the town's policies and regulations provide both protection and support.

Milton will be prepared for the challenges that come with change from within and beyond our borders.

We will strengthen our local planning capacity by encouraging more citizens from throughout our community to participate on our boards and committees and by creating forums for public input that are transparent and inclusive.

We will work with surrounding communities, regional agencies and the Commonwealth to assure a holistic approach to planning.

Our vision and goals are clear, but not finite, or final. As we work together to reach our vision and goals we will continue to assess the direction we are going, and the means by which we are getting there.



2. Outreach Materials



Milton Master Plan **PLANNING OUR FUTURE TOGETHER**

The members of the Master Plan Committee, appointed by the Planning Board, are pleased to update you on this once in a generation undertaking

Milton is reviewing its view to the future and developing a master plan...

The underlying themes and goals presented on the reverse side of this page will form the foundation upon which an implementation plan will be developed. The ideas are based on input received throughout this process as well as on a review of input received in Phase I of the master plan. A town-wide forum was held on March 1st where these issues were discussed. Approximately 125 Milton residents gathered at Fuller Village to help generate ideas regarding the future of Milton – what to preserve, what to enhance, what to change. They subsequently prioritized these ideas. The Committee & Consultant Team are in the process of identifying strategies for achieving the desired goals.

What will Milton be like in 5 years? 10 years? 20 years? If we do not plan for the future, will the Town stay the same? What would change? What do we love about our Town? How do we retain what we love? What could

PROCESS

Town-wide Public Workshop

(March 1, 2014)

Roundtable Discussions

- Healthy Milton
(March 25, 2014)
- Vibrant Commercial Centers
(April 30, 2014)
- Housing and Neighborhoods
(coming up on June 11)
- Roundtable Discussion with Town Department Heads *(May 2014)*
- Discussion(s) with area institutions

Open House *(June 14, 2014)*

Presenting the Plan *(Sept. 29, 2014)*

Inventory of Existing Conditions

- Review of relevant documents
- Interviews with Town department heads, committees boards & other relevant stakeholders
- Walking & driving tours of Town & selected focus areas

The Members of the Master Plan Committee

*Cheryl Tougias
David DeFilippo
Dick Burke
Ellen DeNooyer
Taber Keally
Wally Sisson*

*Glenn Pavlicek
John Kiernan
John Cronin
Paul Traverse
Tom Hurley
Emily Keys Innes*





Milton Master Plan

PLANNING OUR FUTURE TOGETHER

Master Plan Goals

(based on public input)

- **Preserve Milton's Character** (including enhancing natural & historic features)
- **Support Health & Wellness** (including opportunities for recreation & community gathering)
- **Improve Housing & Neighborhoods** (including preserving existing housing and being proactive in providing affordable housing and meeting a variety of needs)
- **Support Economic Development** (Primarily in vibrant commercial centers)
- **Improve Transportation and Circulation** (including minimizing congestion and maximizing safety and improving non-auto access, bicycles, pedestrian, public transit)
- **Continue to Provide High Quality Municipal Services & Infrastructure**
- **Strengthen Our Capacity to Plan**

Promoting environmental sustainability will be addressed throughout the Plan, where relevant.

Underlying Themes

(in community conversation)

Increase and improve connections

- Providing safer, more pleasant walking and biking connections
- Increasing access to information regarding existing resources
- Increasing opportunities for community gathering to strengthen community connections

Promote a multi-generational Milton

- Providing wholesome activities for youth (including recreation, safe ways to get around town and a community/teen center)
- Taking care of seniors and support their healthy aging "in place"

Preserve Milton's character while guiding desirable change

Ensuring that the Town's character is respected while, at the same time...

- Providing a wider range of housing types
- Creating vibrant commercial districts for increasing the tax base, more places for retail and dining
- Preserving open space



For more information please visit...

Town of Milton website: www.townofmilton.org

Milton Master Plan Tumblr Site: www.miltonmasterplan.tumblr.com



HEALTHY MILTON ROUNDTABLE



March 25, 2014
7:00 p.m. – 9:00 p.m
Tucker School

Purpose: The purpose of the Roundtables is to invite experts and others working on related efforts to participate in developing strategies for addressing key issues identified in the planning process.

Three themes emerged in the conversation with the community as needing further discussion; roundtables are being held for each (see back side of page for more details). The first is being organized around the themes of health and wellness, for Milton as a community and for Milton's residents.

A HEALTHY MILTON

According to the World Health Organization, health is “a state of complete physical, mental, and social well-being and not merely the absence of infirmity.” *A healthy community* as described by the U.S. Department of Health and Human Services Healthy People 2010 report is one that “continually creates and improves both its physical and social environments, helping people to support one another in aspects of daily life and to develop to their fullest potential.

Healthy places are those designed and built to improve the quality of life for all people who live, work, worship, learn, and play within their borders. They also provide easy access and connectivity to other communities – places where every person is free to make choices amid a variety of healthy, available, accessible, and affordable options.”¹



A healthy community is one that promotes the well being of its residents by providing opportunities for physical fitness as well as for community gathering, which in turn fosters social cohesion, and does both in an equitable manner. Promoting healthy living is a growing priority for many communities.

Municipalities can help to support, promote and encourage us to return to a more physically active and healthier life. Additional benefits of getting out doors and out of cars include opportunities for interacting with neighbors as well as reducing the consumption of fuel and its negative impacts on the environment.



Please join us in this important discussion, the main objective being to develop strategies to make Milton a healthier community both as a town and for its residents as individuals.

¹ <http://www.cdc.gov/healthyplaces/about.htm>



HEALTHY MILTON ROUNDTABLE

Milton is proud of its open space and rural characteristics and visitors are often surprised at the natural beauty of the area so close to a major city. At the same time automobile oriented development in the last fifty years and other factors have often worked against walking and biking and resulted in fewer opportunities for everyday exercise. Identifying opportunities for healthy living and making reasonable accommodations will result in a safer and more comfortable life style for everyone. Often those most affected are senior citizens, residents with physical disabilities, and teenagers.

Public Forum Priorities

On March 1, 2014 approximately 125 Milton residents gathered to discuss ways of achieving the evolving common vision for the future. The following emerged as the **participants' top 10 priorities**:

- Bicycle and pedestrian improvements
- Affordable and mixed use housing supported by impact assessment & needed infrastructure, including aesthetic conversion of historic structures into multi-family units
- Community/senior/youth center
- Pass the Community Preservation Act
- Neighborhood-oriented services (small convenience shops, café, small grocer, etc.)
- Traffic calming
- Mixed use districts
- Better integrate MDC and DCR land
- Continue to maintain recently renovated school facilities

When asked “What Makes Milton Unique?” residents said:

“a little bit of country only minutes away from the rock and roll of Boston”

“community gardens, open space, farm, skiing”

“access to Blue Hills, Neponset River, ocean and semi-rural feeling”

TOPIC	DISCUSSION POINTS	DATE	LOCATION
Healthy Milton	<ul style="list-style-type: none"> • Walking/biking • Recreation • Community Gathering • Community/Youth Center • Healthy lifestyle choices • Aging in place • Youth activities • Sustainability 	March 25, 2014 7:00 p.m. – 9:00 p.m.	Tucker School
Housing & Neighborhoods	<ul style="list-style-type: none"> • Housing for a multi-generational Milton • Affordable housing • 40 B • Preserving town character and new housing • Neighborhood-oriented retail and services 	Date: TBA 7:00 p.m. – 9:00 p.m.	Location: TBA
Vibrant Mixed Use Districts	<ul style="list-style-type: none"> • Commercial districts • Housing upper stories • Preserving town character • Pedestrian/bike improvements • Parking • Tax base, permitting 	April 10, 2014 7:00 p.m. – 9:00 p.m.	Cunningham Hall



Press Release

Date: February 11, 2014

Re: A once in a generation opportunity: be involved in developing our Town's Master Plan!

What will Milton be like in 5 years? 10 years? 20 years? If we do not plan for the future, will the Town stay the same? What would change? What do we love about our Town? How do we retain what we love? What could be different? How shall we go about making Milton an even better place to live, work, and play? What can we do to protect what we most appreciate about our Town and prepare for future contingencies?

The members of the Planning Board and the Master Plan Committee are excited to invite you to join this once-in-a-generation opportunity, that of participating in developing a master plan for our Town (the last one was completed in 1974).

Phase I of the Master Plan kicked off the process by bringing the community together to begin to identify shared values and common concerns. We will build on these efforts and continue and expand the community conversation. There will be more in-depth discussions that will include the identification of strategies to help address the issues identified.

In order for the Plan to be a living document, one that is viable, useful, and useable, it must be built on the input of those who will use it and be affected by it. The success of the Plan is contingent upon the success of the outreach and participation process. This is why the plan will be developed with significant input from the public. We hope to see many of Milton's residents and business owners at the forums planned. All are invited to help shape our Town's future together!

March 1: Pubic Forum: Refining Vision & Goals & Sharing Findings on Inventory of Existing Resources

Location: Fuller Village

Time: 9:00 a.m. – 12:00 a.m.

March 25: Roundtable Discussion*

Location: Tucker School

Time: 7:00 p.m.

April 10: Roundtable Discussion*

Location: Cunningham Hall

Time: 7:00 p.m.

April 15: Roundtable Discussion*

Location: TBA

Time: 7:00 p.m.

June 14: Master Plan Open House

Location: Library

Time: Saturday 9:30a.m. – 12:30p.m.

September 29: Public Forum: Presenting the Plan

Location: High School Auditorium

Time: 7:00 p.m.

Also numerous **stakeholder interviews** with Milton institutions, community groups and Town department heads are planned for the months ahead.

* Topics to be decided following Public Forum on March 1, 2014.



Draft Milton Master Plan _ Master Plan Committee: TAKE HOME

A Master Plan is a once in a generation opportunity to:

- Take stock
- Update
- Respond to demographic & other changes
- Be proactive
- Ensure Milton’s desirable features are preserved
- Identify shared values

KEY UNDERLYING THEMES

The following themes emerged as important in all discussions.

Increase & improve connections

- Provide safer, more pleasant walking and biking connections

- Increase access to information regarding existing resources

- Increase opportunities for community gathering to strengthen community connections

Promote a multi-generational Milton

- Provide wholesome activities for youth (including recreation, safe ways to get around town and a community/teen center)

- Take care of seniors and support their healthy aging “in place”

Preserve Milton’s character while guiding desirable change and

- Provide a wider range of housing types

- Create vibrant commercial districts for increasing the tax base, more places for retail and dining

- Preserve open space

For the full Draft Plan, see:

http://www.townofmilton.org/Public_Documents/MiltonMA_BComm/MP/MP

#	Master Plan Goals and Objectives
1	TO PRESERVE MILTON’S CHARACTER <ul style="list-style-type: none"> • Preserve and Enhance Natural Features • Preserve and Enhance Historic Features • Preserve and Enhance the Individual Character of Each of Milton’s Neighborhoods, Including the natural & historic features of each
2	TO PROMOTE HEALTH & WELLNESS <ul style="list-style-type: none"> • Wellness through recreation and fitness • Community Gathering and Social Capital
3	TO IMPROVE HOUSING & NEIGHBORHOODS <ul style="list-style-type: none"> • Maintain & Enhance Milton’s existing housing stock • Increase and expand range of housing types • Preserve the Character of Milton’s neighborhoods
4	TO PROMOTE ECONOMIC DEVELOPMENT <ul style="list-style-type: none"> • Consider economic development town-wide opportunities • Create vibrant mixed-use centers in existing districts <ul style="list-style-type: none"> ○ Improve Milton Village and Central Avenue ○ Improve East Milton Square ○ Improve Northern Granite Avenue
5	TO IMPROVE TRANSPORTATION & CIRCULATION <ul style="list-style-type: none"> • Improve and maintain transportation facilities for all modes • Improve access, mobility, & safety for pedestrians, bicyclists and transit
6	TO PROVIDE HIGH QUALITY PUBLIC FACILITIES & SERVICES <ul style="list-style-type: none"> • Maintain & improve town facilities • Continue to provide state-of-the-art municipal services • Provide support to specific demographic groups in town
7	TO STRENGTHEN OUR CAPACITY TO PLAN <ul style="list-style-type: none"> • Encourage participation in town governance & improve communication between town government & residents • Develop effective collaborations with area institutions • Increase capacity to be proactive and plan for the long term • Make decisions that ensure environmental sustainability

Draft Milton Master Plan __ Master Plan Committee: TAKE HOME

IMPORTANT HIGHLIGHTS OF THE PLAN

PRESERVE TOWN CHARACTER. Many of the recommendations are cognizant of the strong desire on the part of Milton residents to preserve the natural and historic features that contribute to the Town’s character.

CREATE MIXED USE DISTRICTS. Both in order to create more of a place for Milton residents to enjoy as well as to add to the tax base, it is recommended that the existing commercial districts be made more vibrant by making streetscape improvements, encouraging additional retail and restaurants, as well as housing located above shops. This will reduce the need for Milton residents to shop and dine in other Towns, provide more opportunities to connect with neighbors in Town, and offer more housing options.

INCREASE RANGE OF HOUSING. There is a need for more variety in housing types, including smaller, more affordable housing for Milton seniors wishing to downsize, young people who wish to live in Milton, but cannot afford to do so, as well as others. Additionally, there is a trend towards smaller units located in walkable neighborhoods. In order to meet this housing demand, the Plan proposes a number of policy changes to encourage the creation of a wider range of housing types. Additionally, the Plan addresses the preservation of large historic estates by recommending their conversion to multi-family housing units.

PROMOTE WALKING AND BIKING. There is a significant increase in the awareness of the connection between planning and health and wellness. Milton residents placed a high priority on making improvements to the ability to walk and bike in a safe and pleasant manner. They are interested in doing so recreationally, but also as an alternative to auto travel. Many of the recommendations revolve around ways of implementing these.

DEVELOP CIVIC CORE. The existing area in Town where the Town Hall, Library, Police Department, Senior Center, Fire Station and Town gazebo are located, is currently underutilized. There is much potential for this area to fulfill a number of master planning goals including providing opportunities for the community to gather, to run into friends and meet new people, as well opportunities for recreation for all ages. Several recommendations are aimed at creating this “Town Center,” which Milton currently lacks.

FORM PARTNERSHIPS. A significant portion of land is owned and managed by non-profit institutions. It is recommended that the relationships between Milton and the medical and educational institutions that are located in Town be strengthened, and that mutually beneficial collaboration be sought. Additionally, as many of the institutions are non-profit, it is recommended that alternatives to tax contributions be explored.

Implementation will require:

- additional staff, committees and boards
- more diverse volunteers
- additional funding sources
- significant additions/changes to existing zoning bylaw

FREQUENTLY ASKED QUESTIONS REGARDING MASTER PLANNING

What is a Master Plan?

- A “basis for decision making” about future development (the state strongly encourages communities to do develop plans to guide their future MGL Ch. 41 Sec 81D)
- A process whereby participants work together to create a plan of action based on a town’s values & goals
- A set of priorities for addressing the full range of issues facing a town

Why Master Plan?

- **It is a “once –in-a-generation” opportunity to take stock.** The purpose of a master plan is to affirm the town's commitment to a set of core values to be used as a lens through which to view information and make future decisions. Articulating a clear vision and set of goals and then outlining the steps to achieve these, help to frame subsequent discussions regarding how to prioritize and make decisions moving forward, and setting up the tools with which to implement these.
- **Demographic changes, new economic trends, technological and other changes including climate change also make it important to update the town's resource allocation.** Since the last master plan in 1974, the Town has undergone significant change, including a 27% percent decrease in population. The composition of the Town has also changed. Although 38% of Milton’s residents are of Irish descent and 78% are primarily White, nearly 15% of the population in Milton is African American, and a growing number are Asian and Hispanic. The population is also aging in Milton. The Plan will need to respond to these changing demographics.
- **Having a master plan allows Milton to be proactive, to be well positioned when opportunities arise, and also puts the Town in a better position to obtain grant funding.** Rather than react to proposals and unexpected changes, a master plan puts the Town in a position of having a way of guiding decision-making regarding the future so that these decisions can be made in a more systematic and deliberate manner. This is also helpful in applying for grants because it demonstrates having a Plan provides a stronger context.
- **Finally, as Milton is a very desirable place to live, development pressures can threaten the very qualities that draw people to the town. A master plan will identify these qualities and recommend tools and other mechanisms to preserve and enhance the features that make Milton special.** Often people feel that if they don’t want anything much to change, then there’s nothing much to do. However, doing nothing does not result in “no change.” All too often towns lament as a valued historic building or open field or stone wall seem to suddenly disappear as development pressures take form. Communities must actively endeavor to preserve what they cherish and to ensure that their regulations support their image of a desired future. To this end, a community must ensure that its leaders understand what its residents agree is desirable. In order to develop this shared vision, as many points of view of possible must be involved in crafting this vision and goals for the community’s future. It is in this way that a master plan can truly reflect the community and be credible.

SCHEDULE OF MASTER PLAN EVENTS

March 1: Public Forum: Refining Vision and Reviewing Existing Resources

Location: Fuller Village

Time: 9:00 a.m. – Noon

March 25: Roundtable Discussion*

Location: Tucker School

Time: 7:00 p.m.

April 10: Roundtable Discussion*

Location: Cunningham Hall

Time: 7:00 p.m.

April 15: Roundtable Discussion*

Location: American Heritage Hall

Time: 7:00 p.m.

June 14: Master Plan Open House

Location: Library or Pierce Lobby or High School Lobby

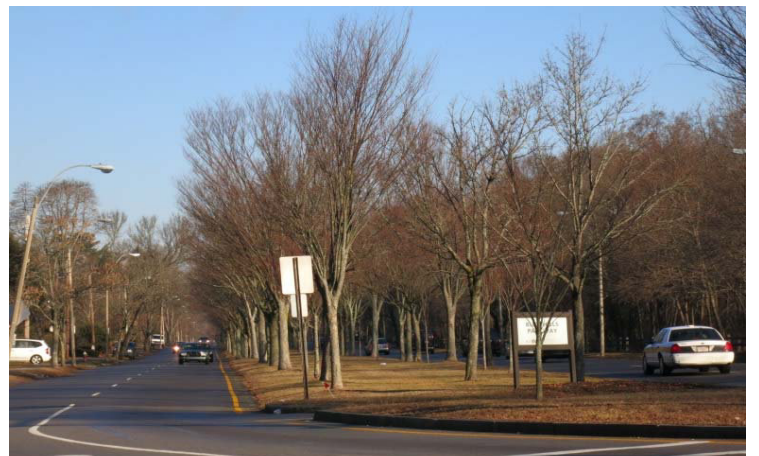
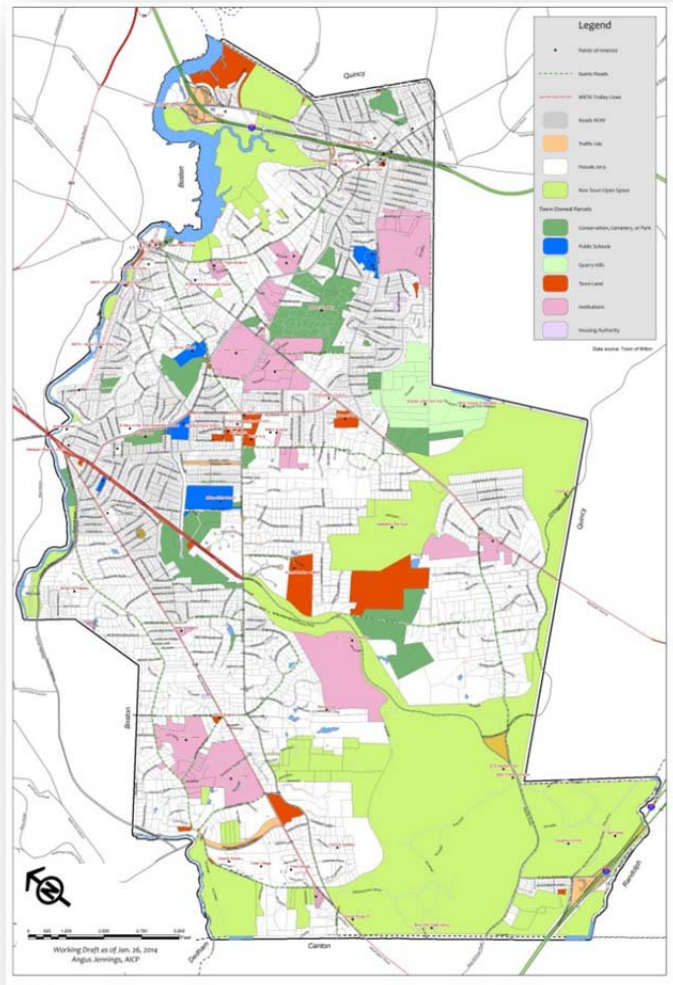
Time: Saturday morning

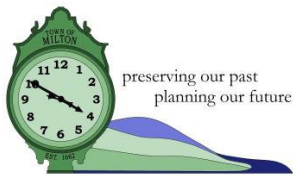
September 29: Public Forum: Presenting the Plan

Location: High School Auditorium

Time: 7:00 p.m.

** Topic(s) to be decided following public forum*





Milton Master Plan Roundtable

YOU ARE INVITED....Wednesday, April 30, 2014 at 7 PM



Purpose: Work on the Milton Master Plan, sponsored by the Milton Planning Board, includes Roundtables to invite experts to participate in developing strategies for addressing key issues identified in the planning process.

Three themes emerged as needing further discussion in the conversation with the community; roundtables are being held for each (see back side of page for more details). You are invited to attend all Roundtables, but you have been particularly identified as having a special interest in the topic and/or having expertise to contribute to the discussion regarding:

VIBRANT MIXED USE DISTRICTS

The Town of Milton has four current business districts, and the focus of this Roundtable is to optimize these districts as vibrant centers with mixed uses which may include retail, dining, housing, and opportunities for community gathering such as pocket parks, recreation, and cultural activities. Such **Vibrant Mixed-Use Districts** are important features of a well-rounded community. In addition to adding to the tax base, they provide places for running errands and pleasurable activities such as having a meal, and can become the living room of a community. It is in such places where people run into each other spontaneously or plan to meet; these connections contribute to our community.



Recent national preference studies have shown that home buyers are willing to make tradeoffs in house size and price to live in homes that are in walkable neighborhoods. In one recent survey, 60 percent of respondents reported that they favor a neighborhood with a mix of houses and stores and other businesses that are easy to walk to, rather than neighborhoods that require more driving between home, work and recreation.¹ At the first Roundtable, it was recognized that existing neighborhoods offer great opportunities to prioritize investments in walking and cycling infrastructure to build on our strengths.

Younger (coming of age Millennials) and older Americans (aging baby boomers) are increasingly both looking for similar things, namely vibrant, mixed use districts in which to live, work and play.

“Both of these huge demographic groups want something that the U.S. housing market is not currently providing: small, one-to-three-bedroom homes in walkable, transit-oriented, economically dynamic, and job-rich neighborhoods.”²

¹ For example, National Association of Realtors, “Latest Consumer Preference Survey, from NAR’s Smart Growth Program,” <http://economistsoutlook.blogs.realtor.org/2013/12/03/latest-consumer-preference-survey-from-nar’s-smart-growth-program/>

² Patrick C. Doherty and Christopher Leinberger, Washington Monthly, Nov./Dec. 2010



Milton Master Plan Roundtable

YOU ARE INVITED...Wednesday, April 30, 2014 at 7 PM

Amenities of vibrant mixed use districts can include:

- Safe routes for riding bikes to work & shopping
- Public transportation within an easy walk
- Shops or restaurants within an easy walk to house
- Places to walk or exercise for fun
- Sidewalks, and connections to destinations
- Parks and playgrounds within walking distance
- Choice of housing types as well as range of price points
- Easy walk to school, shops and restaurants
- Living in a community with people at all stages in life, e.g. adults, families with children, older people, etc.



Please join us in this important discussion, the main objective being to develop strategies to enhance Milton's existing business districts as Vibrant Mixed Use Districts.

TOPIC	DISCUSSION POINTS	DATE	LOCATION
Healthy Milton (COMPLETED)	<ul style="list-style-type: none"> • Walking/biking • Recreation • Community Gathering • Community/Youth Center • Aging in place • Youth activities • Sustainability 	March 25, 2014 7:00 p.m. – 9:00 p.m.	Tucker School
Vibrant Mixed Use Districts	<ul style="list-style-type: none"> • Commercial districts • Housing on upper floors • Development & town character • Pedestrian/bike improvements • Parking • Tax base, permitting 	Wednesday, April 30, 2014 7:00 p.m. – 9:00 p.m.	Glover School
Housing & Neighborhoods	<ul style="list-style-type: none"> • Housing for a multi-generational Milton • Affordable housing and 40B • Non-conforming commercial use • Preserving town character and new housing • Neighborhood-oriented retail and services 	June (date to be confirmed) 7:00 p.m. – 9:00 p.m.	Cunningham Hall

Please note! Due to allergic sensitivities, attendees are asked to please refrain from wearing any fragrances. Thanks!

Please let us know if you are able to attend with an RSVP.

- The Milton Master Plan Committee

Community Circle with A.G. Jennings, LLC; Martha Lyon Landscape Architecture, LLC & AECOM Engineers

Project updates online at <http://miltonmasterplan.tumblr.com> and <https://www.facebook.com/Milton.Master.Plan>



MILTON MASTER PLAN: ROUNDTABLE #3



Purpose: The Planning Board and Master Plan Committee would like to invite experts to participate in developing strategies for addressing key issues identified in the planning process.

Three themes emerged in the conversation with the community as needing further discussion; roundtables were held for the other two (see back side of page for more details). This is the third and last in the series.

You are invited because you have a special interest in housing and neighborhoods and/or have expertise to contribute to the discussion regarding:

HOUSING & NEIGHBORHOODS

Milton has distinct neighborhoods, each with its own character. Master Plan discussions up to this point indicate that the following housing and neighborhoods topics need further clarification through public discussion:

- Actions on affordable housing including inclusionary zoning provisions, and use of and locations for comprehensive permits for housing (Chapter 40B).
- Desirability of more and denser housing in commercial centers (e.g. apartments above stores or offices).
- Permits for and use of accessory apartments (including occupancy requirements).
- Means of regulating further residential development on existing estates
- Ways of dealing with non-conforming uses and creating neighborhood oriented services
- How to deal with institutional uses in residential neighborhoods.
- Means of promoting infill housing on existing vacant lots and land.
- How to create desirable housing mixes in neighborhoods to provide a strong sense of place through harmonious architecture, superior landscaping design, and enough variety to provide interest and identity and a range of housing prices.



Recent national preference studies have shown that home buyers are willing to make tradeoffs in house size and price to live in homes that are in walkable neighborhoods. In one recent survey, 60 percent of respondents reported that they favor a neighborhood with a mix of houses and stores and other businesses that are easy to walk to, rather than neighborhoods that require more driving between home, work and recreation.¹

Younger (coming of age Millennials) and older Americans (aging baby boomers) are increasingly both looking for similar things, namely vibrant, mixed use districts in which to live, work and play.

Many families continue to prefer single-family homes. How can Milton accommodate this variety in needs and preferences and should the Town try to do so in all areas of town?

¹ For example, National Association of Realtors, "Latest Consumer Preference Survey, from NAR's Smart Growth Program," <http://economistsoutlook.blogs.realtor.org/2013/12/03/latest-consumer-preference-survey-from-nar's-smart-growth-program/>



MILTON MASTER PLAN: ROUNDTABLE #3

Master Plan Goal: To provide a range of housing types

- *What kind of housing is needed in Milton? For whom?*
- *How can Milton meet the needs of seniors, young people, and others who may not want or be able to afford, a large, free-standing single family house?*
- *Can and should Milton provide a variety of choices for different stages in the lifecycle, range of price points, variety of preferences or should these needs be met elsewhere?*
- *Where should such housing be located?*
- *What should it look like?*
- *What policies should be employed to create it?*
- *How shall we address existing non-conforming and institutional uses in neighborhoods?*



Please join us in this important discussion that will focus on identifying strategies to meet Milton's housing needs.

TOPIC	DISCUSSION POINTS	DATE	LOCATION
Healthy Milton (COMPLETED)	<ul style="list-style-type: none"> • Walking/biking • Recreation • Community Gathering • Community/Youth Center • Aging in place • Youth activities • Sustainability 	March 25, 2014 7:00 p.m. – 9:00 p.m.	Tucker School
Vibrant Mixed Use Districts (COMPLETED)	<ul style="list-style-type: none"> • Commercial districts • Housing upper stories • Development & town character • Pedestrian/bike improvements • Parking • Tax base, permitting 	April 30, 2014 7:00 p.m. – 9:00 p.m.	Glover School
Housing & Neighborhoods	<ul style="list-style-type: none"> • Housing for a multi-generational Milton • Affordable housing • 40B • Preserving town character and new housing • Neighborhood-oriented retail and services • Existing non-conforming and 	June 11, 2014 7:00 p.m. – 9:00 p.m.	Cunningham Hall Please note! Due to allergic sensitivities, attendees are asked to please refrain from wearing any fragrances

Community Circle with Martha Lyon Landscape Architecture, LLC; Community Preservation Assoc. & AECOM Engineers

Project updates online at <http://miltonmasterplan.tumblr.com> and <https://www.facebook.com/Milton.Master.Plan>



MILTON MASTER PLAN: ROUNDTABLE #3

	institutional uses in neighborhoods		
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TOP KEY 20 RECOMMENDATIONS

The following represents a list of the top twenty (20) recommendations regarded as key for achieving the goals and objectives laid out by the master plan. These stand out as the highest priority among all the proposed actions. Many of these recommendations fulfill more than one of the seven master plan goals.

Which do you think are most important?

Circle your top 3 to help us prioritize.

The order in which

they are listed is of no particular significance.

The full Implementation Plan can be found in the Implementation Chapter of the Draft report.

1. PRESERVE MILTON’S HISTORIC CHARACTERISTICS by facilitating preservation of historic buildings and landscapes through a strengthened **Demolition Delay Bylaw**; the establishment of **Local Historic Districts**; the amendment of the zoning by to better protect the remaining historic estates.

2. ENSURE THAT NEW DEVELOPMENT IS IN KEEPING WITH THE TOWN’S CHARACTER by creating **Design Guidelines** for commercial areas and establishing a **Design Review Board**.

3. ADOPT A GREAT ESTATES BY-LAW that would encourage preservation of large historic homes and their lovely landscapes as they are valued for their contribution to the town’s character and self image.

4. DEVELOP A CONSERVATION STRATEGY for preserving open space that includes **updating the Open Space & Recreation Plan** (2006-2011) and identifying priority parcels for preservation.

5. ADDRESS NON-CONFORMING USES AND DIMENSIONS non-by declaring them “pre-zoning” or “grandfathered properties” and allowing them by right to expand to prescribed limits.

6. CREATE A VISION FOR EACH COMMERCIAL DISTRICT, involving residents and business-owners and encourage mixed uses and more activity by passing a **Mixed Use Overlay District** provision that encourages housing over retail. Also develop a **Parking and Traffic Management Plan** for each district.

7. PROVIDE SMALL-SCALE COMMERCIAL USES IN THE NEIGHBORHOODS by grandfathering existing non-conforming commercial uses and encouraging the creation of additional ones in desired locations.

8. ADDRESS PARKING ISSUES, especially in commercial districts. Develop a Parking Plan. Consider **metered or paid parking**.

9. PASS INCLUSIONARY ZONING provision to help create a range of housing types for different stages in the lifecycle, including housing that is affordable to younger families and seniors on a fixed income, wishing to downsize and people like teachers and fire fighters who work in Milton but cannot afford to live there.



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10. DEVELOP A GATEWAY SIGN PROGRAM

to define entry into Town in a way that is aesthetically pleasing and compatible with Milton’s character.

11. LAUNCH A HEALTHY MILTON INITIATIVE,

focusing on health and wellness including promoting walking, biking, healthy and local food, healthy life style choices and community gathering. Also recreation for all ages.

12. MAKE BIKING AND WALKING SAFER AND MORE PLEASANT,

throughout Town by maintaining roadways for all users; completing and implementing the **Bicycle Master Plan** and completing repairs and **extending sidewalks**.

13. INCREASE ACCESS TO THE NEPONSET RIVER

and enhance the sense of “being on the water.” Encourage more kayaking and canoeing.

14. PROVIDE SUPPORT TO A SIGNIFICANTLY INCREASING SENIOR POPULATION

wishing to “age in place.”

15. PROVIDE MORE WHOLESOME ACTIVITIES FOR TEENAGERS

by creating more places for them to go including the possibility of sharing an expanded Senior Center and increased use of Cunningham Park and other existing facilities.

16. CREATE A CIVIC CENTER,

by better connecting the existing municipal uses (incl. the Town Hall, Senior Center, Fire Station, Library & Police Station). Construct a “**Center Playground**” for all ages on the park between Town Hall and the Senior Center.

17. EXPLORE FUNDING OPTIONS.

Consider various state and federal grant programs including **Community Transformation Grants, MassDOT funding, and passing the Community Preservation Act.**

18. ADOPT AN INSTITUTIONAL AND/OR HEALTHCARE OVERLAY DISTRICT

to encourage desirable uses, including commercial spin-offs related with the medical and educational properties for mutually beneficial benefits

19. Form a PARTNERSHIP WITH DCR

for a more mutually beneficial coordination of future planning.

20. MAINTAIN MUNICIPAL BUILDINGS

by continuing to invest in preventive maintenance of all facilities.

ADDITIONAL COMMENTS

Name: _____
Email: _____

Where is Milton Going?

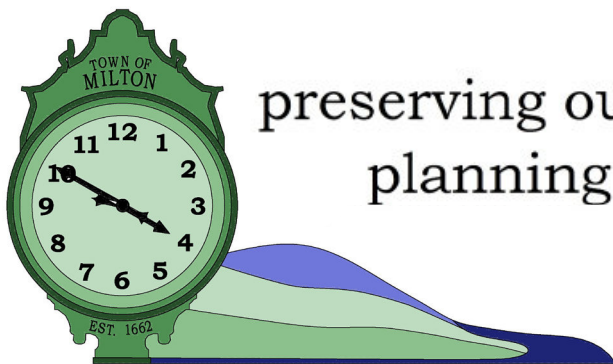
Once in a generation, we get to decide.

Last year, members of the Milton community came together to discuss their visions for the future of Milton.

Over the past six months, members of the Milton Planning Board and the Milton Master Plan Committee worked with a team of consultants to establish how our community vision will become reality.

We've held public forums, open houses, and roundtables. The consultant team has met with department heads and interviewed people throughout Milton.

Now it's your turn!
Join the discussion:
your voice is important.



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<http://miltonmasterplan.tumblr.com> • [facebook.com/Milton.Master.Plan](https://www.facebook.com/Milton.Master.Plan)

milontownmasterplan@gmail.com

We have informational boards on display at the Milton Public Library and Town Hall throughout the summer – and an online survey is coming soon! But if you don't have a chance to participate in those ways, please help us and help Milton by filling out the table below and returning this page to the person who handed it to you.

These statements do **not** represent final strategies or the opinions of the Master Plan Committee or the Planning Board – they are an attempt to clarify some of the topics we have discovered in the process to date. Each statement is written in the positive form – please tell us if you agree or disagree with the statement.

Thank you for your thoughts!

CHECK ONE ANSWER FOR EACH STATEMENT:	Yes	No	With Conditions
I shop in other towns because parking is a problem in our business areas.			
I shop in other towns because Milton does not have the goods or services I want.			
I shop in other towns because it is more convenient for me to do so.			
Housing above retail is a good idea for some or all of our business districts.			
Some or all of our business districts should be expanded.			
New housing types should be available in Milton.			
Large houses should be able to be converted into condominiums.			
Townhouses with surrounding open space should be built on large estates.			
Multifamily buildings should be built on large estates.			
Multifamily buildings should be built near our business districts.			
Multifamily buildings should be built within a five minute walk of where I live.			
Affordable housing should be built throughout Milton.			
Affordable housing should be built near our business districts.			
Affordable housing should be built within a five minute walk of where I live.			
The Senior Center should be converted into a Community Center with activities for teenagers.			
Small retail uses should be allowed near Town Hall to make it more of a community center.			
As a community, we value our historic buildings.			
As a community, we value our open space.			
There are many activities for all ages.			
It is safe and easy to drive everywhere I want to go.			
It is safe and easy to walk everywhere I want to go.			
It is safe and easy to bike everywhere I want to go.			
I support relaxing restrictions on in-law apartment as a way of helping to provide alternative housing for senior citizens.			
Bed and Breakfasts should be allowed in Milton			
Bed and Breakfasts should be allowed within a five minute walk of where I live.			
New zoning is needed to encourage the owners of existing commercial uses in residential neighborhoods to improve their properties.			
New zoning is needed to allow new neighborhood services or small retail in residential areas.			
New zoning is needed to allow new neighborhood services or small retail in residential areas within a five minute walk of where I live.			

Where is Milton Going?

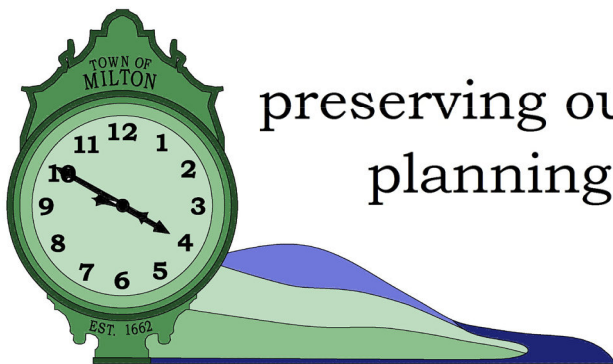
Once in a generation, we get to decide.

March 1 Saturday Public Forum
Fuller Village, 1372 Brush Hill Road
9am-12pm

Food • Childcare • Door Prizes (including Red Sox tickets)

Last year, members of the Milton community came together to discuss their visions for the future of Milton. On March 1, we will begin to decide how, where, and when our community vision becomes reality.

***Join the discussion:
your voice is important.***



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<http://miltonmasterplan.tumblr.com> • [facebook.com/Milton.Master.Plan](https://www.facebook.com/Milton.Master.Plan)

milontownmasterplan@gmail.com

Where is Milton Going?

How do we get there?

Once in a generation, we get to decide.

September 29 Public Forum
Milton High School Auditorium
7-9pm

Members of the Milton community worked together this spring to discuss how our visions for the town become reality.

On September 29, the consultant team and members of the Master Plan Committee will **present the draft Milton Master Plan** and the recommended action steps.

We want to know what **you** think.

***Join the discussion:
your voice is important.***



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http://www.townofmilton.org/Public_Documents/MiltonMA_BComm/MP/MP

milontownmasterplan@gmail.com

Where is Milton Going?

Once in a generation, we get to decide.

Over the past two years, members of the Milton Planning Board and the Milton Master Plan Committee have joined with Milton residents to establish and evaluate strategies to turn our visions for Milton into reality. We have had the assistance to two talented teams of consultants in this process. The draft plan is here: http://www.townofmilton.org/Public_Documents/MiltonMA_BComm/MP/MP.

Our last two open houses in this process are as follows:

October 19, 1-4pm

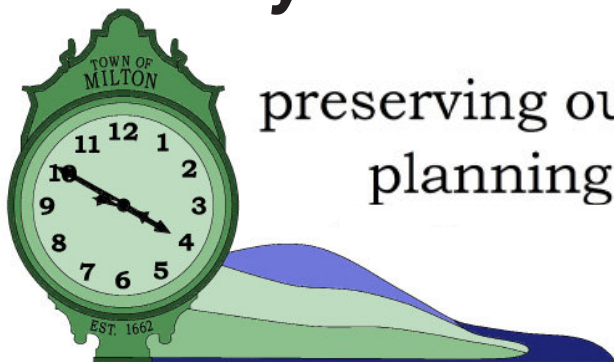
Fuller Village 1372 Brush Hill Road

October 25, 1-4pm

Keys Community Room, Milton Public Library

On October 27, Town Meeting members will vote on whether to establish a Master Plan Implementation Committee. The Master Plan consultant team will incorporate all the public input from the October public forum and open houses and deliver the final Milton Master Plan to the Planning Board in November for its consideration and vote.

***Join the discussion:
your voice is important.***



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KEY UNDERLYING THEMES

A Master Plan is a once in a generation opportunity to:

- Take stock
- Update
- Respond to demographic & other changes
- Be proactive
- Ensure Milton’s desirable features are preserved
- Identify shared values

The following themes emerged as important in all discussions.

#	Master Plan Goals and Objectives
1	TO PRESERVE MILTON’S CHARACTER <ul style="list-style-type: none"> • Preserve and enhance natural features • Preserve and enhance historic features • Preserve and enhance the individual character of each of Milton’s neighborhoods, including the natural & historic features of each
2	TO PROMOTE HEALTH & WELLNESS <ul style="list-style-type: none"> • Wellness through recreation and fitness • Community gathering and social capital
3	TO IMPROVE HOUSING & NEIGHBORHOODS <ul style="list-style-type: none"> • Maintain & enhance Milton’s existing housing stock • Increase and expand range of housing types • Preserve the character of Milton’s neighborhoods
4	TO PROMOTE ECONOMIC DEVELOPMENT <ul style="list-style-type: none"> • Consider economic development town-wide opportunities • Create vibrant mixed-use centers in existing districts <ul style="list-style-type: none"> ○ Improve Milton Village and Central Avenue ○ Improve East Milton Square ○ Improve Northern Granite Avenue
5	TO IMPROVE TRANSPORTATION & CIRCULATION <ul style="list-style-type: none"> • Improve and maintain transportation facilities for all modes • Improve access, mobility, & safety for pedestrians, bicyclists and transit
6	TO PROVIDE HIGH QUALITY PUBLIC FACILITIES & SERVICES <ul style="list-style-type: none"> • Maintain & improve town facilities • Continue to provide state-of-the-art municipal services • Provide support to specific demographic groups in town
7	TO STRENGTHEN OUR CAPACITY TO PLAN <ul style="list-style-type: none"> • Encourage participation in town governance & improve communication between town government & residents • Develop effective collaborations with area institutions • Increase capacity to be proactive and plan for the long term • Make decisions that ensure environmental sustainability

Increase and improve connections

- Provide safer, more pleasant walking and biking connections
- Increase access to information regarding existing resources
- Increase opportunities for community gathering to strengthen community connections

Promote a multi-generational Milton

- Provide wholesome activities for youth (including recreation, safe ways to get around town and a community/teen center)
- Take care of seniors and support their healthy aging “in place”

Preserve Milton’s character while guiding desirable change and...

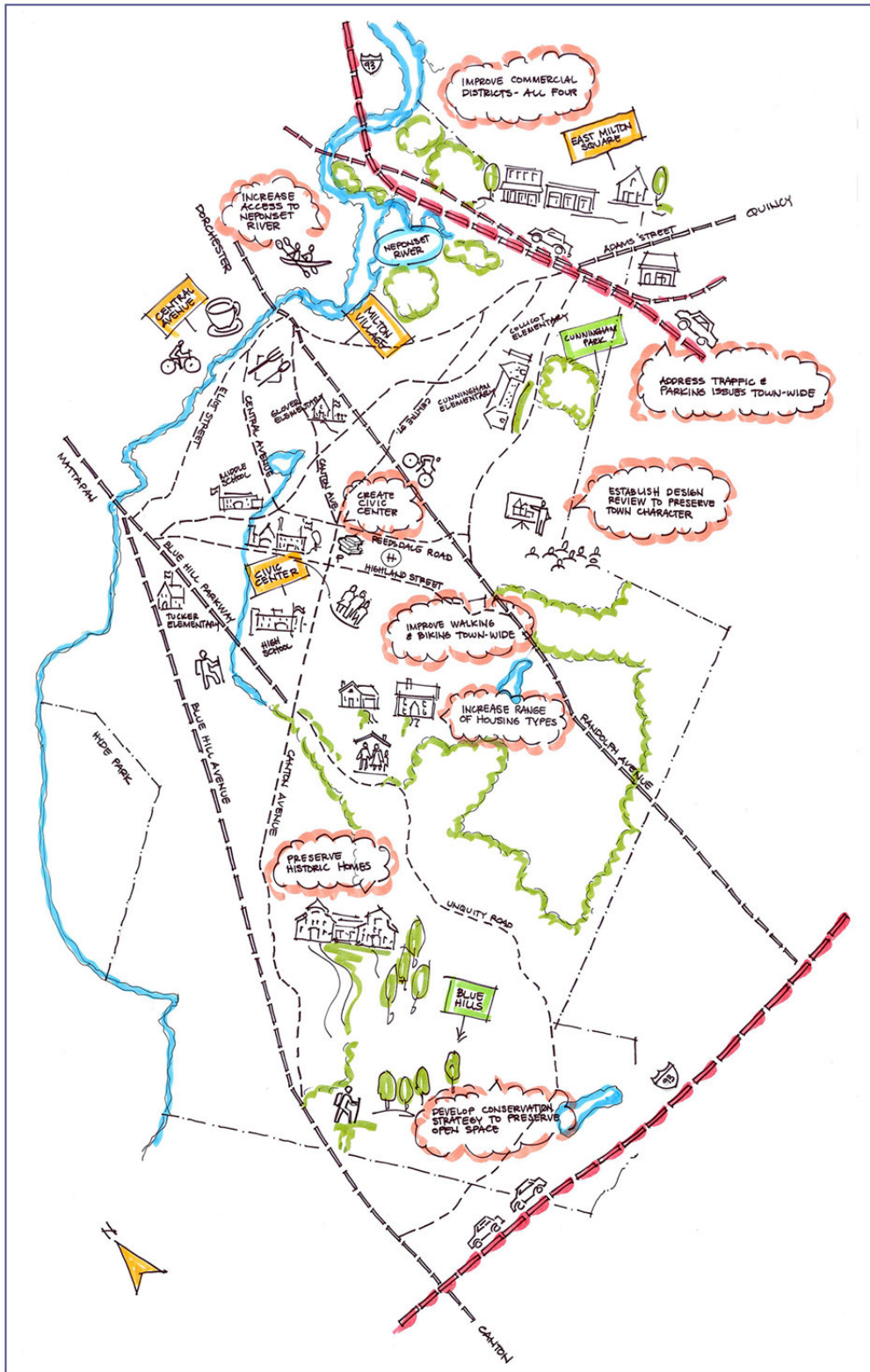
- Provide a wider range of housing types
- Create vibrant commercial districts for increasing the tax base, more places for retail and dining
- Preserve open space

For the full Draft Plan, see:
http://www.townofmilton.org/Public_Documents/MiltonMA_BComm/MP/MP



Draft Milton Master Plan - Master Plan Committee

IMPORTANT HIGHLIGHTS OF THE PLAN





Draft Milton Master Plan - Master Plan Committee

PHASE II PUBLIC FORUMS

More than 500 residents, business owners, and town staff participated in shaping this Master Plan. In addition to the public forums held during Phase I of the master planning process, Phase II solicited significant input from the public, including:

- 2 Town-wide Public Meetings
- 3 Roundtable Discussions (Housing, Economic Development, Healthy Milton)
- 1 Topic Workshop (Housing)
- 3 Open Houses
- 2 Guided Tours (town-wide, commercial districts)
- 44 Leadership Interviews
- 20 Comment Boards
- 10 Steering Committee Meetings
- 4 Meetings with the Planning Board
- 1 Town Department Heads Roundtable
- 1 Booth at Celebrate Milton

KEY RECOMMENDATIONS

The following represents a list of the top twenty (20) recommendations regarded as key for achieving the goals and objectives laid out by the master plan. These stand out as the highest priority among all the proposed actions. Many of these recommendations fulfill more than one of the seven master plan goals. **The order in which they are listed is of no particular significance.** The full Implementation Plan can be found in the Implementation Chapter of the Draft report.

1. **PRESERVE MILTON’S HISTORIC CHARACTERISTICS** by facilitating preservation of historic buildings and landscapes through a strengthened **Demolition Delay Bylaw**; the establishment of **Local Historic Districts**; the amendment of the zoning by to better protect the remaining historic estates.
2. **ENSURE THAT NEW DEVELOPMENT IS IN KEEPING WITH THE TOWN’S CHARACTER** by creating **Design Guidelines** for commercial areas and establishing a **Design Review Board**.
3. **ADOPT A GREAT ESTATES BY-LAW** that would encourage preservation of large historic homes and their lovely landscapes as they are valued for their contribution to the town’s character and self image.
4. **DEVELOP A CONSERVATION STRATEGY** for preserving open space that includes **updating the Open Space & Recreation Plan** (2006-2011) and identifying priority parcels for preservation.
5. **ADDRESS NON-CONFORMING USES AND DIMENSIONS** non-by declaring them “pre-zoning” or “grandfathered properties” and allowing them by right to expand to prescribed limits.
6. **CREATE A VISION FOR EACH COMMERCIAL DISTRICT**, involving residents and business-owners and encourage mixed uses and more activity by passing a **Mixed Use Overlay District** provision that encourages more retail with housing on upper stories. Also develop a **Parking and Traffic Management Plan** for each district.



Draft Milton Master Plan - Master Plan Committee

7. PROVIDE SMALL-SCALE COMMERCIAL USES IN THE NEIGHBORHOODS by grandfathering existing non-conforming commercial uses and encouraging the creation of additional ones in desired locations.

8. ADDRESS PARKING ISSUES, especially in commercial districts. Develop a Parking Plan. Consider **metered or paid parking**.

9. PASS INCLUSIONARY ZONING provision to help create a range of housing types for different stages in the lifecycle, including housing that is affordable to younger families and seniors on a fixed income, wishing to downsize and people like teachers and fire fighters who work in Milton but cannot afford to live there.

10. DEVELOP A GATEWAY SIGN PROGRAM to define entry into Town in a way that is aesthetically pleasing and compatible with Milton's character.

11. LAUNCH A HEALTHY MILTON INITIATIVE, focusing on health and wellness including promoting walking, biking, healthy and local food, healthy life style choices and community gathering. Also recreation for all ages.

12. MAKE BIKING AND WALKING SAFER AND MORE PLEASANT, throughout Town by maintaining roadways for all users; completing and implementing the **Bicycle Master Plan** and completing repairs and **extending sidewalks**.

13. INCREASE ACCESS TO THE NEPONSET RIVER and enhance the sense of "being on the water." Encourage more kayaking and canoeing.

14. PROVIDE SUPPORT TO A SIGNIFICANTLY INCREASING SENIOR POPULATION wishing to "age in place."

15. PROVIDE MORE WHOLESOME ACTIVITIES FOR TEENAGERS by creating more places for them to go including the possibility of sharing an expanded Senior Center and increased use of Cunningham Park and other existing facilities.

16. CREATE A CIVIC CENTER, by better connecting the existing municipal uses (incl. the Town Hall, Senior Center, Fire Station, Library & Police Station). Construct a "**Center Playground**" for all ages on the park between Town Hall and the Senior Center.

17. EXPLORE FUNDING OPTIONS. Consider various state and federal grant programs including **Community Transformation Grants, MassDOT funding, and passing the Community Preservation Act**.

18. ADOPT AN INSTITUTIONAL AND/OR HEALTHCARE OVERLAY DISTRICT to encourage desirable uses, including commercial spin-offs related with the medical and educational properties for mutually beneficial benefits

19. Form a **PARTNERSHIP WITH DCR** for a more mutually beneficial coordination of future planning.

20. MAINTAIN MUNICIPAL BUILDINGS by continuing to invest in preventive maintenance of all facilities.

Implementation will require:

- additional staff, committees and boards
- more diverse volunteers
- additional funding sources
- significant additions/changes to existing zoning bylaw

3. Summary of Public Input



A MASTER PLAN FOR MILTON

SUMMARY OF PUBLIC INPUT FROM TOWN-WIDE PUBLIC FORUM

“Refining the Vision, Reviewing Existing Resources, and Identifying Strategies for “Getting There”

WHERE: Fuller Village

WHEN: March 1, 2014

9:00 – 12:00 a.m.

The purpose of the forum was to invite the Milton community to come together review and refine the preliminary vision and set of goals for the Town’s future and to review and assess the Town’s existing resources. Additionally participants were asked to identify strategies to achieve the goals developed based on previous public input and stakeholder interviews. This will be the foundation of the master plan to guide decision-making regarding Milton’s future over the next two decades.

Approximately 125 residents attended the forum. A brief presentation was made by the consultants to provide an overview of the process and purpose. Participants were then asked to visit 8 Goal Stations located around the room. At each Goal Station participants were greeted by a member of the Master Plan Steering Committee and were instructed to add their comments to the existing goals, objectives and strategies by writing these on post-it notes. Participants were given the opportunity to visit all of the goal stations and then they were each given 5 dots with which to prioritize ideas within each goal. They were instructed to use up to 3 dots on any one item. After participants had prioritized the strategies proposed to achieve each of the eight goals, they were given 3 large gold dots to use in any way they pleased to prioritize any idea written anywhere in the room. They were instructed to use up to 2 large gold dots on any one item.

A group of teens was available to provide childcare and to lead children in visioning exercises. The teens also came up with their own thoughts about the planning process and presented these to the larger group.

The forum was characterized by a high level of energy and participants seemed very engaged. Many stayed over the three hours the forum was scheduled for to continue discussions with their fellow Miltonians, members of the Steering Committee and/or members of the Consultant Team.



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Underlying Themes

The following themes seemed to be a part of much of the community conversation.

1. Health and Wellness

- Health of Residents: Support fitness in everyday life by providing safe and pleasant routes to walk and bike, including
 - Traffic calming
 - Improved walking and biking facilities (sidewalks and bike lanes)
 - Recreational facilities
 - Healthy lifestyle choices
- Health of Community: Provide opportunities for community gathering that support social cohesion and build social capital
 - Community center and better use of existing resources
 - Connectivity
 - Community celebration space
- Health of the Environment: Ensure environmental sustainability
 - Clean the Neponset River
 - Address airport noise
 - Renewable energy sources

2. Multi-generational Milton

- Provide wholesome activities for youth including:
 - Recreation
 - Safe ways to get around town
 - Community/teen center for supervised socializing and other activities
- Take care of seniors and support their healthy aging in place including:
 - providing opportunities to downsize into more affordable and more manageable housing units
 - providing opportunities for lifelong learning, socializing, fitness and cultural activities

3. Preserve character while guiding desirable change.

A concern regarding ensuring that the Town's character be respected while making changes such as:

- Providing a wider range of housing types for seniors, young families, low and mid-income families
- Creating mixed use districts for increasing the tax base, more places for retail and dining, and opportunities for smaller housing units and community gathering
- Preserve open space



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What Makes Milton Unique?

Participants were asked to identify what makes Milton unique; this is what they said.

Its location

Bucolic composition

A little bit country only minutes away from “Rock & Roll” in Boston

The people! Many brilliant ideas!

Metro location

Town C.O.A. services

Educational facilities

Small town feel

Open space

Proximity to Boston

French immersion program

Community gardens

Farm

Ski

No kill animal shelter

No ads

Little businesses

One kind of residential housing – mostly single family

Green space

Tree-lined streets

Diversity and respect

Outdoor space & history (esp. Revolutionary)

So close to Boston and open green space

History of environment here- Blue Hills Observatory, Mass Audubon Founder, Charles Eliot/Blue Hills Reservation, ACECs

Proximity and easy access to Boston & Blue Hills, Neponset River, ocean and preservation of semi-rural feeling

1938 Zoning Bylaws: don't change them, don't make exceptions



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More Detailed Documentation of Public Input Participant priorities, ordered by small dots

Comment	small	large
Bicycle and pedestrian improvements.	138	15
Provide affordable and mixed-use housing in locations that can support it; ensure that 40B developments are supported by impact assessment; complete the housing production plan.	98	19
Create a community/senior/youth center (either new building or better use of existing facilities); support expanded use of the library.	84	8
Pass the CPA!	70	19
Incentives to preserve historic structures and their settings, including their aesthetic conversion to multifamily.	56	9
Create neighborhood-oriented services. Ensure new development does not negatively impact neighborhoods; keep commercial development small (convenience stores, coffee shops, small grocer, etc.) and notify neighborhoods early in the process. Locate this development within walking distance of homes.	53	13
Increase community awareness of, enjoyment of, and access to Neponset riverfront (including cleaning, vista enhancement, and expansion of river trail bikeway).	45	4
Implement traffic calming.	44	4



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Create mixed-use districts.	30	7
Create a partnership with MDC and DCR.	29	5
Continue to maintain recently-renovated school facilities.	27	3
Develop partnerships and collaborate with area institutions.	26	1
Address airplane noise.	22	3
Improve Town Meeting.	21	2
Proposed "Milton Brook Walk".	20	0
Design guidelines for commercial areas.	19	1
Maintain old growth trees to prevent destruction of sidewalks, and plant new trees.	17	4
Develop a conservation strategy.	16	5
Develop neighborhood plans for individual neighborhoods.	16	1
Incentives for open space in new development.	16	0
Address blight by enforcing maintenance of buildings.	16	5
Reduce congestion, and discourage cut-through traffic, at critical roadways.	16	1
Improve access to public transit.	16	3
Improve spaces and opportunities for community celebration.	11	2
Town-wide Healthy Milton Initiative.	11	5
Ensure that all neighborhoods have access to recreational facilities.	9	2



A MASTER PLAN FOR MILTON

Participant priorities, ordered by large dots

Comment	small	large
Provide affordable and mixed-use housing in locations that can support it; ensure that 40B developments are supported by impact assessment; complete the housing production plan.	98	19
Pass the CPA!	70	19
Bicycle and pedestrian improvements.	138	15
Create neighborhood-oriented services. Ensure new development does not negatively impact neighborhoods; keep commercial development small (convenience stores, coffee shops, small grocer, etc.) and notify neighborhoods early in the process. Locate this development within walking distance of homes.	53	13
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Town-wide Healthy Milton Initiative.	11	5
Increase community awareness of, enjoyment of, and access to Neponset riverfront (including cleaning, vista enhancement, and expansion of river trail bikeway).	45	4



A MASTER PLAN FOR MILTON

Implement traffic calming.	44	4
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Address airplane noise.	22	3
Improve access to public transit.	16	3
Improve Town Meeting.	21	2
Improve spaces and opportunities for community celebration.	11	2
Ensure that all neighborhoods have access to recreational facilities.	9	2
Develop partnerships and collaborate with area institutions.	26	1
Design guidelines for commercial areas.	19	1
Develop neighborhood plans for individual neighborhoods.	16	1
Reduce congestion, and discourage cut-through traffic, at critical roadways.	16	1
Proposed "Milton Brook Walk".	20	0
Incentives for open space in new development.	16	0



A MASTER PLAN FOR MILTON

Participant Priorities by Goal

The following strategies received the most support (determined by the number of dots participants used to indicate priority). They are listed by goal.

1.0 Preserve Milton's Character

- Create a partnership with the MDC and DCR to better incorporate the Blue Hills Reservation, the Neponset River estuarine properties, and the Lower Neponset River Path into the community.
- Develop a conservation strategy for preserving open space to be endorsed and implemented jointly by the Milton Land Conservation Trust and Milton Conservation Commission.
- Create design guidelines for commercial areas that address changes to existing buildings and infill of new buildings; establish a design review board to implement the guidelines.
- Create a plan specifically for neighborhood improvements; encourage each neighborhood to develop their own neighborhood plan.
- Revise the existing zoning bylaw to provide incentives for retaining open space as part of new housing/commercial development.
- Expand existing networks of pedestrian and bike routes to encourage alternative forms of transportation.

2.0 Create Opportunities for Community Gathering, Recreation, and Support Health & Wellness

- Consider proposed "The Milton Brook Walk."
- Construct a community center that would allow the Parks & Recreation Department to expand programming to residents of all ages (including expanding senior center, better use of existing resources)
- Continue collaborative efforts with the Neponset River Watershed Association to clean up the Neponset River.
- Support the work of DCR and the NRWA to maintain/expand the Neponset River Bike Trail/Greenway.
- Expand the existing network of bike lanes with improved lane markings and signage.
- Consider ways of addressing the noise coming from airplanes flying above Milton.
- Launch a town-wide Healthy Milton Initiative focused on wellness (e.g. walkability, bike-ability, healthy food, healthy lifestyle choices.)



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3.0 Support Economic Development Primarily in Mixed Use Centers

- Encourage pedestrian and bicycle orientation and opportunities for community gathering (e.g. outdoor seating, public benches, bike racks, pocket parks, etc.).
- Encourage business investment in commercial zoning districts, increasing the commercial tax base, while minimizing the impact on local services
- Examine opportunities to streamline permitting
- Ensure that new commercial development does not negatively impact residential areas, natural and/or historic resources.
- Limit neighborhood commercial uses to small-scale businesses (e.g. convenience stores, coffee shops, cafes, restaurants, pubs, small grocery, etc.).
- Identify preferred concept for East Milton Square to improve circulation and access for all modes, pedestrian and bicycle safety, and parking efficiency
- Increase riverfront access and activities
- Redevelop Hendrie's site

4.0 Preserve Existing Housing and Provide a Range of Housing Types

- Take steps to facilitate the preservation, including adaptive reuse as appropriate, of the many large pre-depression era homes that could be repurposed to ensure their continued viability in the context of changing demographics and household characteristics
- Ensure that 40B developments are supported by traffic evaluation/assessment
- Ensure that new housing does not destroy historic buildings or be visible on scenic roadways; define setbacks
- Complete the housing production plan in order to improve the Towns ability to manage growth including Comprehensive Permit proposals



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5.0: Support Excellence in Education

- Improve high school program so that it is ranked within the top 20 schools in the Boston metro area.
- Continue enforcement of housing by-laws to reduce/prevent non-residents from enrolling in Milton public schools: make housing ordinance stricter regarding conditions that are considered acceptable
- Continue to maintain the recently renovated school facilities.
- Continue discussions with private educational institutions regarding ways of sharing resources, especially with regard to recreational and meeting facilities.
- Support library's efforts to provide diverse programming.

6.0: Improve Transportation and Circulation

- Identify and fund improvements to reduce congestion at critical roadways and intersections
 - *Upper Canton Ave needs major improvement to slow traffic speed from Rt 138 + add sidewalk connector to Blue Hill*
- Develop a Bicycle Master Plan to identify short-term and long-term improvements
 - Complete planned bicycle projects, and Identify areas and funding for new bike rack, lockers, and cages
- Identify locations where there are gaps in the sidewalk/crosswalk system and where safety improvements are needed
 - Enforce shoveling of sidewalks within 24 hours of storms especially on major pedestrian routes and school routes.
 - Identify locations for well placed sidewalks and trails so that residents can access trolley and buses safely without having to use an automobile.
- Advance Milton Brook Walk project

7.0: Continue to Provide High Quality Services and Infrastructure

- Continue to maintain the recently renovated school facilities
- Support the library's efforts to expand its role as a community center for all ages
- Improve infrastructure to support alternative modes of transportation -Support DPW in their efforts to implement the Pavement Management Plan to maintain the Town's roadways and sidewalk system
- *Explore options for improving the Fire Department's facilities –*



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- Continue to work on 10 year Storm Water System Improvement Plan
- Adopt the Community Preservation Act (CPA).
- Increase the tax base by encouraging more businesses to open in specific business locations.
- Encourage small centers of higher density. Include housing + services. (currently all shopping is out of town)

8.o: Strengthen Our Capacity to Plan

- Create any necessary committees to support master plan goals.
- Improve Town Meeting
- Develop effective collaborations with these institutions to assure that their visions for the future are aligned with the Town's and that the Town's policies and regulations provide both protection and support.
- Identify opportunities to extend walking and biking trails to adjacent communities.
- Develop an information education/campaign to inform residents about the benefits of the CPA and proceed to Town Meeting to pass it.

Other

- Be more proactive and intentional about recruiting younger crowds & people of color in the planning process
- Need Community Preservation Act



A MASTER PLAN FOR MILTON

OTHER

Ideas for Strategies and Comments	Small Dots (public)	Large gold dots (Public)
<ul style="list-style-type: none"> Families of color not included in planning; no voice Be more proactive and intentional about recruiting younger crowds & people of color in the planning process 	3	
<ul style="list-style-type: none"> Need Community Preservation Act 	2	1
<ul style="list-style-type: none"> This town should be a mecca for artist overflow from Boston & Jamaica Plain 	1	
<ul style="list-style-type: none"> Schools should become more progressive & enlightened with focus more on projects, learning, art, special behavior 	1	
<ul style="list-style-type: none"> How will 40B impact schools already at capacity 		
<ul style="list-style-type: none"> Liquor license should only be given to establishments also serving meals 		



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TEEN VOICE

A group of 5 teens provided their perspective on a vision for Milton's future.

GOOD

- education
- restaurants
- Blue Hills
- Cunningham Pool
- hospital
- close to Boston
- good schools / French program
- what activities are there open to teens on the weekends

BAD

- limited weekend activities
- money
 - trash
 - sports
 - prom

Teenagers on the weekend find themselves bored, unoccupied, with limited activities to attend. We have come up with a solution! Milton should introduce a community center. Some possible ideas are game room, filled with air hockey, pool table, ping pong, rock climbing, food center (café), bowling, basketball courts...This is a way to keep teens busy and out of trouble.



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Comments: Is there anything you would like to add/change?

Disrespect for zoning. This is what gives our town its unique character that preserves value.
Urban blight caused by negligent absentee landlords
Lack of zoning enforcement, leaf and snow removal on passage ways.
Funding for Tree warden necessary – it's a safety as well as responsible maintenance issue
Preserving the bucolic ambiance of Town of Milton

Question: What issue(s) do you think this process should most focus on?

Diversity: economic and racial; gives our town life
More cameras on traffic central lights to reduce congestion
Roadway repair
Land use planning and innovative cluster development
Traffic
Increasing old age population
#1 Improve quality of environment to improve our health
Positioning ourselves so we can be assertive about planning, not reactive
Bringing townspeople together by planning

Additional Comments

Work with Massport and FAA to reduce dramatically flight routes over our town.
Town Administration lacks transparency; goals are inconsistent with Plan
Maintaining adequate funding for Milton Council on Aging programs

1.0 PRESERVE MILTON'S CHARACTER

GOAL STATEMENT: Preserve Milton's character characterized by its small town atmosphere, natural and historic features and the contrast these create when compared to the urban centers along the Town's borders.

Objective: Preserve and enhance natural features (continued)		
Ideas for Strategies and Comments	Small Dots	Large Gold Dots
<ul style="list-style-type: none"> • Increase community awareness regarding the Neponset River waterfront. <ul style="list-style-type: none"> ○ <i>Make a superfund plan to clean up the chemicals from the Neponset River</i> ○ <i>Improve access to the Neponset west of dams</i> ○ <i>Neponset River is an asset to the Town and its character (and history). Let's showcase it more and open it up for recreation</i> ○ <i>[Construct] bike pathways to resources; connect the River to the Blue Hills</i> 	9	0

1.0 PRESERVE MILTON'S CHARACTER

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Objective: Preserve and enhance historic features		
Ideas for Strategies and Comments	Small Dots	Large Gold Dots
<ul style="list-style-type: none"> • Create Identify methods of increasing stewardship of historic resources. 	3	2
<ul style="list-style-type: none"> • Develop incentives (tax or otherwise) for property owners to preserve historic structures and their settings. <ul style="list-style-type: none"> ○ <i>Increase stewardship of historic resources through taxation and by building type (such as housing)</i> ○ <i>Need a Town plan for housing to deal with 40B issues</i> ○ <i>Provide tax incentives for home/land-owners to retain open space</i> ○ Add "toll" on Randolph Avenue (State item). Ask for State Police enforcement on State roads to reduce deaths ○ MDC/DCR properties in need of trash removal 	3 1 6 1	0
<ul style="list-style-type: none"> • Seek National Register and/or National Historic Landmark status to eligible properties. <ul style="list-style-type: none"> ○ <i>[Place] marker for Buckminster Fuller Birthplace</i> 	1 1	0

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Objective: Preserve and enhance historic features (continued)		
Ideas for Strategies and Comments	Small Dots	Large Gold Dots
<ul style="list-style-type: none"> • Encourage income-producing properties to seek Historic Investment Tax Credits as part of redevelopment financing. <ul style="list-style-type: none"> ○ <i>Use old buildings for low income housing (vs. non-profits)</i> 	1	0
<ul style="list-style-type: none"> • Create design guidelines for commercial areas that address changes to existing buildings and infill of new buildings; establish a design review board to implement the guidelines. <ul style="list-style-type: none"> ○ <i>Establish design guidelines and review construction/alterations within historic districts</i> ○ <i>Assist neighborhoods with association group development for 1) safety issues; 2) development issues. Include association reports in Town-wide social media plan</i> 	11	0

Objective: Preserve and enhance Milton's neighborhoods including the natural and

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historic features in each as well as the UNIQUE CHARACTER OF EACH, INCLUDING different scales and densities		
Ideas for Strategies and Comments	Small Dots	Large Gold Dots
<ul style="list-style-type: none"> • Create a plan specifically for neighborhood improvements; encourage each neighborhood to develop their own neighborhood plan. <ul style="list-style-type: none"> ○ <i>Use the Red Hat Building on Adams Street for a boat/crew/kayak house by the Neponset River Landing</i> ○ <i>Continue to support adoption of CPA ("DITTO THIS")</i> ○ <i>Revisit CPA – when/how can we do this?</i> 	<p>10</p> <p>2</p> <p>2</p> <p>2</p>	<p>0</p> <p></p> <p>1</p> <p>2</p>
<ul style="list-style-type: none"> • Revise the existing zoning bylaw to provide incentives for retaining open space as part of new housing/commercial development. <ul style="list-style-type: none"> ○ <i>Stop using spot zoning!</i> ○ <i>Support reuse of historic buildings</i> 	<p>11</p> <p>2</p> <p>1</p>	<p>0</p> <p></p> <p></p>

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Objective: Preserve and enhance Milton's neighborhoods including the natural and historic features in each as well as the UNIQUE CHARACTER OF EACH, INCLUDING different scales and densities (continued)		
Ideas for Strategies and Comments	Small Dots	Large Gold Dots
<ul style="list-style-type: none"> • Develop a plan to restore Milton's boulevards, including re-planting street trees with urban-tolerant species. <ul style="list-style-type: none"> ○ <i>Making a commitment to planting trees in an environmentally sustainable and appropriate manner; invite residents to invest in sponsoring trees to maintain health and well-being</i> ○ <i>Make the current tree planting more well-known</i> ○ <i>Solicit private donations for trees (create a fund to purchase and replace trees each year)</i> ○ <i>Maintain trees either trim or replace for walking on sidewalks</i> 	6	2 1
<ul style="list-style-type: none"> • Expand existing networks of pedestrian and bike routes to encourage alternative forms of transportation. 	17	0
<ul style="list-style-type: none"> • Focus on convenient access to community parks, trails, transit and services. 	5	0

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Objective: Preserve and enhance Milton's neighborhoods including the natural and historic features in each as well as the UNIQUE CHARACTER OF EACH, INCLUDING different scales and densities (continued)		
Ideas for Strategies and Comments	Small Dots	Large Gold Dots
<ul style="list-style-type: none"> • Restore Milton's playgrounds. <ul style="list-style-type: none"> ○ <i>Restore playground equipment; lots of families use the "ancient" playgrounds and play-scapes, etc.</i> ○ <i>Add public restrooms at playgrounds and sports fields</i> 	<p>5</p> <p>3</p>	0
<ul style="list-style-type: none"> • Implement traffic calming to reduce vehicle speed where relevant. <ul style="list-style-type: none"> - <i>Implement traffic plans that protect our neighborhoods and reduce commuter traffic; more "DO NOT ENTER" streets needed</i> 	6	0
<ul style="list-style-type: none"> • Address blight appearing in some neighborhoods <ul style="list-style-type: none"> - Enforce maintenance of buildings, especially absentee landlords ○ <i>Greater enforcement of the building code against absentee landlords who are not maintaining property</i> 	<p>7</p> <p>1</p>	2

1.0 PRESERVE MILTON'S CHARACTER

GOAL STATEMENT: Preserve Milton's character characterized by its small town atmosphere, natural and historic features and the contrast these create when compared to the urban centers along the Town's borders.

Objective: Create distinctive gateways into Town (Blue Hill Avenue, Adams Street, Granite Avenue, Randolph Avenue & Central Avenue) that are representative of Milton (continued)		
Ideas for Strategies and Comments	Small Dots	Large Gold Dots
<ul style="list-style-type: none"> • Implement traffic calming devices in a coordinated consistent approach to reduce speeds, discourage cut-throughs and provide greater safety for pedestrians, bicyclists and motorists. <ul style="list-style-type: none"> ○ <i>Develop sidewalk bike path [on] Upper Canton Avenue</i> ○ <i>Increased pedestrian and cycling access to Milton will make Milton an even more desirable town to live in</i> 	5	0

1.0 PRESERVE MILTON'S CHARACTER

GOAL STATEMENT: Preserve Milton's character characterized by its small town atmosphere, natural and historic features and the contrast these create when compared to the urban centers along the Town's borders.

? BURNING QUESTION: *What are the most important natural and historic features in Milton – ones that should absolutely be retained?*

Ideas for Strategies and Comments	Small Dots	Large Gold Dots
○ <i>Preserve open space in neighborhoods and rural nature in community</i>	4	1
○ <i>Blue Hills, Turner Pond, historic buildings/housing and trees</i>	0	0
○ <i>Yes to affirmative action for minorities; men in elementary education; women in sciences; men in health services; etc. No to discrimination in housing</i>	5	1
○ <i>Preserve privately-owned open space – encourage restrictions; tax advantages for keeping out of development route</i>	0	0

1.0 PRESERVE MILTON'S CHARACTER

GOAL STATEMENT: Preserve Milton's character characterized by its small town atmosphere, natural and historic features and the contrast these create when compared to the urban centers along the Town's borders.

? BURNING QUESTION: *What features do you think should be included in a gateway design standard?*

Ideas for Strategies and Comments	Small Dots	Large Gold Dots
○ <i>Improvement of commercial areas in gateways – Brook Road; Blue Hills Parkway</i>	0	0

2.0 CREATE OPPORTUNITIES FOR COMMUNITY GATHERING, RECREATION AND SUPPORT HEALTH AND WELLNESS

GOAL STATEMENT: To create opportunities for planned and chance encounters throughout Town by maintaining facilities to support community gathering and creating facilities to support community gathering, play and recreation to strengthen social capital and support Milton's sense of community.

Objective: Improve and increase opportunities for recreation		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Provide greater financial support to the Parks and Recreation Department for hiring of recreation staff and development of more programs. <ul style="list-style-type: none"> ○ <i>Joint financial venture with Town and Cunningham Park to provide services(?)</i> ○ <i>Work with Cunningham Park to provide better youth facilities</i> ○ <i>Add a Milton YMCA with pool, class rooms, gym and courts</i> ○ <i>Help Cunningham Foundation in maintaining park</i> 	2	0
<ul style="list-style-type: none"> • Identify and development more fields for soccer and baseball. <ul style="list-style-type: none"> ○ <i>Expand focus of youth sports to open space for all</i> ○ <i>Improve drainage at Flatley Field (frequently unused)</i> ○ <i>More playing fields (soccer, baseball)</i> 	2 1	0
<ul style="list-style-type: none"> • Identify locations for outdoor basketball courts to allow for pick-up games. 	0	0

2.0 CREATE OPPORTUNITIES FOR COMMUNITY GATHERING, RECREATION AND SUPPORT HEALTH AND WELLNESS

GOAL STATEMENT: To create opportunities for planned and chance encounters throughout Town by maintaining facilities to support community gathering and creating facilities to support community gathering, play and recreation to strengthen social capital and support Milton’s sense of community.

Objective: Improve and increase opportunities for recreation (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Increase public access to and enjoyment of the River. <ul style="list-style-type: none"> ○ Kayaks at East Milton Landing ○ Yes! ○ Restore Turner’s Pond landscape with (1) more trees, (2) replace ornamentals, (3) get rid of invasive plants, (4) screen view of Glover School ○ Expand and enhance wharf area for recreation ○ Create water access and recreation at Central Avenue ○ Add a canoe launch at Capen Street ○ Kayak rental and storage at Central Avenue and Town Wharf 	<p>5</p> <p>1</p> <p>1</p>	<p>0</p>
<ul style="list-style-type: none"> • Consider proposed “The Milton Brook Walk.” 	<p>14</p>	<p>0</p>
<ul style="list-style-type: none"> • Provide more wholesome activities for teenagers. 	<p>4</p>	<p>0</p>

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GOAL STATEMENT: To create opportunities for planned and chance encounters throughout Town by maintaining facilities to support community gathering and creating facilities to support community gathering, play and recreation to strengthen social capital and support Milton's sense of community.

Objective: provide opportunities for community gathering		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> Encourage the work of WE ARE MILTON and other organizations in the hosting of more town-wide events. 	0	0
<ul style="list-style-type: none"> Construct a community center that would allow the Parks & Recreation Department to expand programming to residents of all ages. <ul style="list-style-type: none"> Better maintenance of existing playgrounds Enhance playgrounds which are minimalist Activities without kids No need for more buildings! Utilize current buildings for community Schools/DPW need to collect refundable bottles instead of scavengers (one of whom funded her son's Harvard education); add/offer red BINS to put refundable items for Boosters or DPW to collect 	18 2 4	3 1

2.0 CREATE OPPORTUNITIES FOR COMMUNITY GATHERING, RECREATION AND SUPPORT HEALTH AND WELLNESS

GOAL STATEMENT: To create opportunities for planned and chance encounters throughout Town by maintaining facilities to support community gathering and creating facilities to support community gathering, play and recreation to strengthen social capital and support Milton’s sense of community.

Objective: provide opportunities for community gathering (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Improve community celebration space(s) and opportunities. <ul style="list-style-type: none"> ○ <i>Social neighborhood events, then coordinate neighborhoods playing musical chairs through town as teams, two neighborhoods per team.</i> ○ <i>Provide accessibility for all disabled residents/visitors; disabilities under ADA include so much more than wheelchair access – read the ADA laws and include all people</i> ○ <i>Open schools for teenagers to use.</i> ○ <i>Teens meet with Cunningham Park officials – bowling, movies, etc., field house, open basketball time, walking time</i> ○ <i>Winter Farmer’s Market</i> 	<p>2 1</p> <p>4</p> <p>1 1</p>	<p>0</p> <p>2</p>
<ul style="list-style-type: none"> • Consider creation of a community dog park. <ul style="list-style-type: none"> ○ <i>YES! More for dogs!</i> ○ <i>Or work cooperatively to formalize existing area(s) in a respectful, constructive manner.</i> 	<p>3</p>	<p>0</p>

2.0 CREATE OPPORTUNITIES FOR COMMUNITY GATHERING, RECREATION AND SUPPORT HEALTH AND WELLNESS

GOAL STATEMENT: To create opportunities for planned and chance encounters throughout Town by maintaining facilities to support community gathering and creating facilities to support community gathering, play and recreation to strengthen social capital and support Milton’s sense of community.

Objective: support health and wellness		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Continue collaborative efforts with the Neponset River Watershed Association to clean up the Neponset River. <ul style="list-style-type: none"> ○ Encourage DCR to implement cutting and vista enhancement along the Neponset River as in the Neponset River Plan ○ Neponset River is an underappreciate asset of the Town; it can be a focal point for family-friendly canoeing, kayaking, walking and biking 	<p>20</p> <p>1</p> <p>1</p>	<p>0</p>
<ul style="list-style-type: none"> • Support the work of DCR and the NRWA to maintain/expand the Neponset River Bike Trail/Greenway. 	<p>9</p>	<p>2</p>
<ul style="list-style-type: none"> • Expand the existing network of bike lanes with improved lane markings and signage. <ul style="list-style-type: none"> ○ YES! 	<p>12</p>	<p>1</p>
<ul style="list-style-type: none"> • Host town-wide athletic events, such as 5K road races and sprint triathlons utilizing the Town’s roads/recreation areas. <ul style="list-style-type: none"> ○ Closing major roads for races can be disruptive. Not everyone knows when races are scheduled – traffic gets shunted off to residential streets. Find another way! ○ Town-wide kayaking and canoeing event! 	<p>3</p> <p>2</p>	<p>0</p>

2.0 CREATE OPPORTUNITIES FOR COMMUNITY GATHERING, RECREATION AND SUPPORT HEALTH AND WELLNESS

GOAL STATEMENT: To create opportunities for planned and chance encounters throughout Town by maintaining facilities to support community gathering and creating facilities to support community gathering, play and recreation to strengthen social capital and support Milton’s sense of community.

BURNING QUESTION: *What are some ways (e.g. venue, event, other) that we can bring more of Milton’s residents together more frequently?*

Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> Open House night at the Police Station and Town Hall concerts are great! 	5	1
<ul style="list-style-type: none"> Improved kayak, canoe, rowing at Milton Wharf 	0	0
<ul style="list-style-type: none"> Plan “walking tours” based on 350th committee’s historic signs – being made and placed by Milton’s 350th Committee 	0	0
<ul style="list-style-type: none"> Creating an atmosphere of inclusivity that crosses more invisible boundaries drawing in less-connected groups 	0	0
<ul style="list-style-type: none"> How can we influence the type of new business that comes in? Less real estate offices; more cafes. 	0	0
<ul style="list-style-type: none"> Encourage more events at Wharf in summer – not just a once-a-week farmer’s market 	0	0
<ul style="list-style-type: none"> Neponset River festival 	2	0

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Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> Less focus on kids’ activities 	0	0

 **BURNING QUESTION:** Do you think Milton should create a Community Center for all (including seniors & youth)?

Ideas for Strategies and Comments	Small Dots	Large Dots
ANSWER TO THE QUESTION (in general)	8	1
<ul style="list-style-type: none"> Approach Cunningham Park about developing a “Teen Center” – it doesn’t have to be bowling oriented. 	1	0
<ul style="list-style-type: none"> Yes – seniors by day and teens at evenings - make better use of Cunningham Hall for kids and teens 	0	0
<ul style="list-style-type: none"> Yes – geared toward young families (Seniors have a center already) 	0	0

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Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> <i>No – the magic is not equal to the building – it is in the people and the programming</i> 	0	0
<ul style="list-style-type: none"> <i>Milton should open existing spaces for different uses – e.g. school auditoriums, Senior Center</i> 	3	0
<ul style="list-style-type: none"> <i>Excellent idea – a place for all ages to gather and communicate</i> 	0	0
<ul style="list-style-type: none"> <i>Yes – especially for young teenagers</i> 	0	0
<ul style="list-style-type: none"> <i>There IS a community center – current Council on Aging can be used by all ages now!</i> 	0	0
<ul style="list-style-type: none"> <i>40% of Milton is under 45 years old – families with kids; MORE, not less kids' activities</i> 	0	0
<ul style="list-style-type: none"> <i>Youth center for 9 – 15 year olds. Example: paying Cunningham for the use of the hall for bowling for boys' night or girls' night.</i> 	5	1
<ul style="list-style-type: none"> <i>Very nice community center for just teens – well run – with rock-climbing wall, bowling, snack bar, etc.</i> 	0	0

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Use tally marks and add comments on Post it notes for “Other”

Yes	No	Expand senior center for all ages to share	New building on town park (behind Town Hall	Other
		(2 Dots)	<ul style="list-style-type: none"> Not a new building, but new and increased use of open space here (2 Dots) 	<ul style="list-style-type: none"> Need CPA (3 Dots) Have clear plan about on-street parking (resident stickers)

3.0 SUPPORT ECONOMIC DEVELOPMENT PRIMARILY IN MIXED USE CENTERS

Goal Statement: To make Milton’s business districts distinctive and active throughout the day and evening, offering a variety of merchandise, services, and experiences to meet every day needs and to support a socializing for the community by supporting the creation of mixed-use development in desired locations to increase tax revenues and create vibrant centers

FOCUS AREA: EAST MILTON SQUARE

We see East Milton Square anchored by Milton Market Place, the Fruit Center, restaurants and retail businesses that bring life to the street fronts, and supported by offices and residential units above.

Ideas for Strategies and Comments	Small Dots	Large Dots
Improve traffic and circulation.	16	1
Create more parking spaces in East Milton Square, if possible.	13	1
Continue enforcement of time limitations at metered parking to ensure that parking turns over regularly in prime retail spaces	4	
Work with employers to direct employees toward parking spaces further away from building entrances in order to keep those spaces available for patrons.	2	1
Work with landlords to encourage infill development; encourage them to rent at reasonable rates, as feasible, to support locally owned businesses	6	1
Identify preferred concept for East Milton Square to improve circulation and access for all modes, pedestrian and bicycle safety, and parking efficiency	12	6

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Ideas for Strategies and Comments	Small Dots	Large Dots
Improve signage, including wayfinding signage to assist patrons to locate existing parking and destinations	6	
Implement complete street design standards for new development to ensure pedestrian-oriented design	10	
Identify mechanisms to fund improvements, including consideration of public/private financing mechanisms such as the Local Infrastructure Development Program	2	
Invest in and encourage streetscape improvements including pedestrian amenities and attractive street furniture including planters	19	
Redevelop movie theater	13	2
<i>Reopen Movie theater</i> <i>Reopen Allen Street</i> <i>Remove Billboards or Town wide ban</i> <i>Expand Boundaries of Commercial Area</i> <i>Improve pedestrian crossing of Adams Street</i>	3 4 7 4 4	1

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For East Milton Square, identify:

Characteristics	Characteristics	Needed Improvements	Desired Uses	Desired Connections	Other Comments
Positive	Negative				
	<p><i>Need to streamline approval process</i></p> <p><i>No coherent plan - just happens</i></p> <p><i>Real estate offices</i></p>	<p><i>Bike racks and bike parking</i></p> <p><i>Needs to be more pedestrian friendly</i></p> <p><i>Pedestrian crossing on Adams St.</i></p>	<p><i>Better sign controls</i></p> <p><i>Coffee shops</i></p> <p><i>Movie Theater</i></p>	<p><i>Bike lane or bike-able sidewalks connecting to Quincy or Adams, Squantum and Granite/Willard Streets</i></p>	<p><i>Milton needs a shopping plaza like Legacy Place</i></p> <p><i>No parking meters in shopping areas</i></p> <p><i>Support Milton art center</i></p> <p><i>Shuttle connecting E. Milton Sq. and Milton Village</i></p>

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FOCUS AREA: GRANITE AVENUE

We envision Granite Avenue connecting East Milton Square to the Neponset River with a coordinated streetscape and pedestrian way.

Ideas for Strategies and Comments	Small Dots	Large Dots
Make Granite Avenue more bike friendly (including connecting Milton Village and CABD).	18	1
Increase riverfront access and activities	25	2
Identify required mitigation measures if the MassDOT site is redeveloped.	2	
Invest in and encourage streetscape improvements including pedestrian amenities and attractive street furniture including planters.	6	
Ensure that redevelopment is physically attractive	5	1
Mitigate concerns regarding traffic impacts of potential development	5	
Protect natural resources in the surrounding area	16	

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Ideas for Strategies and Comments (continued)	Small Dots	Large Dots
Ideas for redevelopment (although not a clear consensus regarding these): Bed & Breakfast, Grocer, Restaurant, Recreation and Affordable Housing)	11	
<i>Mixed use development</i> <i>Improve connectivity for existing residential abutters</i> <i>Assisted living facility</i> <i>Grocery Store (Trader Joe’s, Whole Foods)</i>	3 1 8 8	5

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For Granite Avenue, identify:

Characteristics	Characteristics	Needed Improvements	Desired Uses	Desired Connections	Other Comments
Positive	Negative				
<p>Granite Ave Blvd walking and biking</p> <p>Provide dedicated bike lane</p>		<p>Modern professional office space</p> <p>Encourage safe bike paths (3)</p> <p>More bike racks</p>	<p>Assisted living facility</p> <p>Grocery Store</p> <p>Medical Offices</p> <p>Quality Hotel - Conference Center & restaurant development</p> <p>Motel at Granite Ave lot</p>	<p>Connect E. Milton to Neponset Trail</p> <p>Rail trail from Granite Ave to State Street Bank</p>	<p>New business should not compete with existing uses</p> <p>Mass DOT site is ideal for mixed uses</p> <p>Don't let residential area veto important traffic improvements</p> <p>Buy Santander Bank land - Parking garage</p>

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FOCUS AREA: MILTON VILLAGE AND CENTRAL AVENUE BUSINESS DISTRICT

We see Milton Village and the Central Avenue Business District strengthened with more active businesses, enhanced by a mix of housing options, connected to the river and harbor, and linked by sidewalks, trails and transit.

Ideas for Strategies and Comments	Small Dots	Large Dots
Capitalize on waterfront resources and improve boat ramp area.	16	3
Improve pedestrian environment and facilities including pedestrian signal timing	7	
Improve safety for pedestrians	7	
Improve parking efficiency	9	1
Invest in and encourage streetscape improvements including pedestrian amenities and attractive street furniture including planters.	1	
Redevelop Hendrie’s site	20	10
Complete and extend the bike path beyond the Central Avenue trolley station	11	
Better connect to Milton Village and Central Avenue along Eliot Street	13	

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Ideas for Strategies and Comments (continued)	Small Dots	Large Dots
<i>Open up Milton Yacht Club to more uses</i>	3	
<i>Hendrie’s side - Mixed uses</i>	1	1
<i>Promote a better mix of use - More outdoor meeting areas</i>	3	

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For Milton Village and the Central Avenue Business District, identify:

Characteristics	Characteristics	Needed Improvements	Desired Uses	Desired Connections	Other Comments
Positive	Negative				
		<p>Central Ave area needs parking</p> <p>Improve Professional office spaces</p> <p>Need more bike racks</p> <p>Enhance waterfront access for all users (2)</p> <p>Build low tide access for crew teams</p> <p>Parking</p>	<p>Parking for MBTA trolley users (4)</p>	<p>Path to Glover School</p>	<p>Force action at Hendrie’s site</p> <p>Need CPA</p> <p>More frequent and reliable trolley service</p> <p>business Incubator space</p>

4.0 PRESERVE EXISTING HOUSING AND PROVIDE A RANGE OF HOUSING TYPES

GOAL STATEMENT: To preserve existing housing stock and provide a range of housing types for people throughout their lifecycle and with a diversity of needs

Objective: Maintain existing housing stock		
Ideas for Strategies and Comments	Small Dots	Large Dots
Take steps to facilitate the preservation, including adaptive reuse as appropriate, of the many large pre-depression era homes that could be repurposed to ensure their continued viability in the context of changing demographics and household characteristics	16	5
Enforce regulations that oblige landlords to maintain their properties	11	3
Consider instituting a pre-rental inspection program to enforce code compliance in rental properties	4	
<ul style="list-style-type: none"> • <i>Pursue zoning changes preventing large buildings too close to street or neighbors</i> • <i>Curry College should be limited to 100' - 150' setback for some of their structures</i> • <i>Housing values decrease if the yard looks like a dumping ground - enforce rules</i> • <i>Look at zoning for older family members in existing large single family homes</i> • <i>Provide options for large estate preservation -</i> • <i>Too many absentee landlords are not maintaining properties. Building inspector needs to be more active in enforcing code in these situations</i> • <i>One bedroom rentals for young people who want to live in Milton</i> • <i>Smaller housing units needed for seniors and young people</i> • <i>Promote "green" new housing incentives and promote solar</i> 	3	

4.0 PRESERVE EXISTING HOUSING AND PROVIDE A RANGE OF HOUSING TYPES

GOAL STATEMENT: To preserve existing housing stock and provide a range of housing types for people throughout their lifecycle and with a diversity of needs

Objective: Be proactive in providing affordable housing (including addressing 40B)		
Ideas for Strategies and Comments	Small Dots	Large Dots
Ensure that 40B developments are supported by traffic evaluation/assessment	22	3
Ensure that new housing does not destroy historic buildings or be visible on scenic roadways Define setbacks	10	3
Redevelop existing properties	12	
Consider innovative zoning mechanisms to channel new mixed income or higher density residential developments towards those locations with the infrastructure and conditions to support this use	22	3
<ul style="list-style-type: none"> • <i>Allow greater density - do not be afraid of school impacts and be afraid of school impacts</i> • <i>Responsible expansion of mixed use developments can help Milton increase its affordable housing stock</i> • Control over paving of house lots • Inclusionary zoning on site 		

4.0 PRESERVE EXISTING HOUSING AND PROVIDE A RANGE OF HOUSING TYPES

GOAL STATEMENT: To preserve existing housing stock and provide a range of housing types for people throughout their lifecycle and with a diversity of needs

Objective: Increase the variety of housing types to meet the needs of a greater variety of households while retaining harmonious with the character of the neighborhood		
Ideas for Strategies and Comments	Small Dots	Large Dots
Complete the housing production plan in order to improve the Towns ability to manage growth including Comprehensive Permit proposals	29	10
Allow conversion of large homes to multi-family, subject to particular design and performance standards	11	1
Increase the supply of mid priced, modest homes	4	
Encourage the production of additional market rate one and two bedroom units	4	
Create senior housing within walking distance of stores , restaurants, public transportation	4	
Work with habitat for humanity, South Shore for 1 st Milton house	11	2
Allow “In-Law” apartments in owner-occupied houses so that senior and lower cost housing can be created.	11	3

4.0 PRESERVE EXISTING HOUSING AND PROVIDE A RANGE OF HOUSING TYPES

GOAL STATEMENT: To preserve existing housing stock and provide a range of housing types for people throughout their lifecycle and with a diversity of needs

<p>BURNING QUESTION:</p> <p>The June 2004 Milton Community Development Plan (EO 418 Plan) identifies several geographic locations with potential for housing such as multi-family units. Are these locations consistent with today's Policy objectives in the Town? Are there additional sites that should also be considered in more detail during the Master Plan process</p>		
<p>BURNING QUESTION:</p> <p>What criteria should be considered when siting affordable housing.</p> <ul style="list-style-type: none"> • <i>Walking to stores, public transportation</i> • <i>Proactive 40B planning to minimize impact on current neighborhood</i> • <i>Integrate into neighborhoods, don't isolate it in one place, build it into the fabric of the Town</i> • <i>Quality construction congruent with neighborhood</i> • <i>Disrupting the rural nature of the neighborhood, maintaining the continuity of housing types</i> 		

5.0 SUPPORT EXCELLENCE IN EDUCATION

GOAL STATEMENT: To continue to support the public school system so that it retains its reputation of excellence, offering the town's citizens a broad range of opportunities for intellectual and physical development; also support the private schools and colleges that contribute to our sense of a well-educated town and other institutions that provide educational opportunities.

Objective: SUPPORT MILTON'S PUBLIC SCHOOL SYSTEM		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> Improve high school program so that it is ranked within the top 20 schools in the Boston metro area. 	22	1
<ul style="list-style-type: none"> Continue enforcement of housing by-laws to reduce/prevent non-residents from enrolling in Milton public schools: make housing ordinance stricter regarding conditions that are considered acceptable (e.g. disallow basement apartments, stricter definition of how many people must be related to be considered a household). 	15	1
<ul style="list-style-type: none"> Continue to maintain the recently renovated school facilities. 	18	2
<ul style="list-style-type: none"> <ul style="list-style-type: none"> <i>Schools need physical plant maintenance.</i> 		
<ul style="list-style-type: none"> <i>Maintain French program.</i> 	3	
<ul style="list-style-type: none"> <i>Stop cutting the school budget! We cut teachers and art and library every year: this won't keep our schools great.</i> 	6	3
<ul style="list-style-type: none"> <i>Maintain recess and gym. Provide motor breaks throughout the day for our active population who has trouble sitting still.</i> 	3	
<ul style="list-style-type: none"> <i>Address achievement gap needs of low income and kids of color</i> 	1	

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Objective: SUPPORT MILTON’S PUBLIC SCHOOL SYSTEM		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> Increase exchanges between schools and community/resources at large; i.e., local scientist visits classroom, students use town open space for science exploration. Reduce waste generated by the school. Systematically train students, faculty, and administration to recycle. 	2	
<ul style="list-style-type: none"> Support flipped classroom concept. Increased use of technology. 	5	
<ul style="list-style-type: none"> Encourage families to remain in Milton Public Schools through 12th grade. 	5	1
<ul style="list-style-type: none"> Examine and improve compliance with the Americans with Disabilities Act 		
<ul style="list-style-type: none"> Examine and improve air quality to reduce chemical/carcinogen exposure from 1) fragrances 2) cleaning products 3) pesticides 		
<ul style="list-style-type: none"> Put cameras in classrooms 	1	
<ul style="list-style-type: none"> Why do we claim to have “excellent” schools? What are the criteria that define excellence? 		
<ul style="list-style-type: none"> My concern is that this might decrease diversity of the student population. I believe diversity is important to help all students be best prepared to be active citizens in our country. 		

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Objective: SUPPORT MILTON'S PUBLIC SCHOOL SYSTEM		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Offer healthier foods at public school events. 	5	
<ul style="list-style-type: none"> • Don't forget about the arts in education and project-based learning, as we are swept up in MCAs and PARCC [?]. 	3	
<ul style="list-style-type: none"> • Encourage/develop middle-school athletics. 		
<ul style="list-style-type: none"> • It seems we are not recycling enough at the schools? 		
<ul style="list-style-type: none"> • Student/teacher ratio too high; teacher aides needed. 	4	
<ul style="list-style-type: none"> • Enhance opportunities for all students to bike and walk to schools. 	1	
<ul style="list-style-type: none"> • Explore greater use of joint use agreements (www.jointuse.org) 	1	
<ul style="list-style-type: none"> • Stop trying to make the public schools private...at the payers' dollars! 		
<ul style="list-style-type: none"> • Did you know that the French program that attracts so many to Milton is being watered down and not equivalent to what it was 10 years ago? How is this going to affect housing prices in the future? 		2
<ul style="list-style-type: none"> • Let's not limit families in our town. Let's have diversity. If more schools are needed BUILD THEM. We all got free education. 	4	

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Objective: SUPPORT MILTON'S PUBLIC SCHOOL SYSTEM		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Maintain what buildings we have. 		
<ul style="list-style-type: none"> • <i>Explore/coordinate educational programs with any or all educational entities.</i> 		
<ul style="list-style-type: none"> • <i>Consider a volunteer program similar to Boston Partners in Education, in which volunteers read to children at lunchtime once per week.</i> 	2	
<ul style="list-style-type: none"> • <i>Continue to support to maintain facilities! Continue to attract quality educators.</i> 		
<ul style="list-style-type: none"> • Figure out a way to quantitatively evaluate teachers. 	3	
<ul style="list-style-type: none"> • <i>Federal funds for technology upgrades?</i> 	1	
<ul style="list-style-type: none"> • Reduce class sizes! 	4	2
<ul style="list-style-type: none"> - <i>Classes are generally larger than ideal. Finding ways to decrease class size is a huge priority for me.</i> 		
<ul style="list-style-type: none"> - <i>Smaller classes.</i> 		

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Objective: SUPPORT MILTON-BASED PRIVATE SCHOOLS AND COLLEGES		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> Nurture relationships between the Town and private institutions to ensure coordinated efforts are made to create a safe and welcoming town for students, staff, and faculty. 		
<ul style="list-style-type: none"> Continue discussions with private educational institutions regarding ways of sharing resources, especially with regard to recreational and meeting facilities. 	13	
<ul style="list-style-type: none"> Reduce noise and light pollution from Curry College field. 	2	
<ul style="list-style-type: none"> <i>Re-instate enrichment programs like Future Problem Solvers. Pay staff extra to lead programs, if necessary.</i> 		
<ul style="list-style-type: none"> <i>Improved integration of students with special needs in appropriate inclusion opportunities. Improve behavioral supports for classrooms.</i> 		
<ul style="list-style-type: none"> <i>Negotiate fair pilot programs from private institutions.</i> 	4	
<ul style="list-style-type: none"> <i>Unbundle classes—unschooling/homeschooling friendly</i> 		

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Objective: PROVIDE OPPORTUNITIES FOR LIFE LONG LEARNING		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> Support library's efforts to provide diverse programming. 	10	
<ul style="list-style-type: none"> Support and enhance relationships between the Council on Aging, the Library, and the public schools. 	7	
<ul style="list-style-type: none"> Consider opening the Kidder Branch Library one day a week for a children's reading hour. 	3	
<ul style="list-style-type: none"> <i>Kidder Library as community center?</i> 		
<ul style="list-style-type: none"> <i>Community effort to develop and support organized afterschool programs at the library for kids who spend their afternoons there.</i> 		
<ul style="list-style-type: none"> <i>Teacher-student ratio, classroom sizes too big. Need more TAs or smaller class sizes.</i> 	1	1
<ul style="list-style-type: none"> <i>Hire diverse teachers.</i> 	3	
<ul style="list-style-type: none"> <i>Figure out how to make Cunningham 2-strand (2 French / 2 English)</i> 	1	2

5.0 SUPPORT EXCELLENCE IN EDUCATION

GOAL STATEMENT: To continue to support the public school system so that it retains its reputation of excellence, offering the town's citizens a broad range of opportunities for intellectual and physical development; also support the private schools and colleges that contribute to our sense of a well-educated town and other institutions that provide educational opportunities.

Objective: PROVIDE OPPORTUNITIES FOR LIFE LONG LEARNING (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • <i>Small branch libraries that children can walk to encourage learning and reading more than one they have to wait to visit.</i> 		
<ul style="list-style-type: none"> • <i>Involvement in broad range of national Ed. initiatives: science fair, math olympiad, history day, etc.</i> 		

Burning Question: WHAT MORE CAN THE TOWN DO TO CONTINUE TO SUPPORT EDUCATION FOR ALL?		
<ul style="list-style-type: none"> • <i>Budget \$ / student school funding in line with our regional peer communities with similar demographics.</i> 		
<ul style="list-style-type: none"> • <i>Support more intense use of Cunningham Park Facility.</i> 	1	1

6.0 TRANSPORTATION AND CIRCULATION

GOAL STATEMENT: Make needed improvements to the road network and provide alternative transportation options for moving in and around Milton, including a well-connected system of paths, sidewalks and trails, and better access to the trolley and buses.

Objective: MANAGE TRAFFIC TO MINIMIZE CONGESTION AND MAXIMIZE SAFETY, AND IMPROVE NON-AUTO ACCESS TO TRANSIT, COMMERCIAL AREAS, CIVIC CENTERS AND RECREATIONAL FACILITIES		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Complete planned improvements at Blue Hills Parkway/Brook Road and Tucker School. <ul style="list-style-type: none"> ○ Finally get state approval for walk lights at Tucker School on Blue Hills Ave and Blue Hills Parkway ○ More Pedestrian Crossings 	<p>7</p> <p>1</p>	<p>1</p>
<ul style="list-style-type: none"> • Optimize signal timing and phasing at major intersections to reduce congestion and discourage cut-through traffic on local streets. 	<p>5</p>	<p>1</p>
<ul style="list-style-type: none"> • Develop a town-wide Traffic Calming Plan to reduce cut-through traffic and speeds on: <ul style="list-style-type: none"> - Canton Avenue - Brook Road - Reedsdale Road - Central Avenue - Blue Hills Parkway - Blue Hill Avenue - Governor's Road - Eliot Street - Adams Street - Granite Avenue - Unquity Road - Highland Street - Eliot Street 	<p>18</p>	<p>3</p>

6.0 TRANSPORTATION AND CIRCULATION

GOAL STATEMENT: Make needed improvements to the road network and provide alternative transportation options for moving in and around Milton, including a well-connected system of paths, sidewalks and trails, and better access to the trolley and buses.

Objective: MANAGE TRAFFIC TO MINIMIZE CONGESTION AND MAXIMIZE SAFETY, AND IMPROVE NON-AUTO ACCESS TO TRANSIT, COMMERCIAL AREAS, CIVIC CENTERS AND RECREATIONAL FACILITIES (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
○ <i>These goals need to take into consideration historical sections of town such that historical character can be preserved.</i>	1	
○ <i>Help!!! Reedsdale is deadly esp w/kids. We can't use it + have gotten no help from town/police – even a speed gun thing</i>	3	
○ <i>Add Bike lanes + reduce vehicle lane width where possible – Central Avenue, Blue Hill Pkwy, etc.</i>	1	
○ <i>More enforcement of these major roads – make cutting through Milton less attractive (and safer)</i>	1	
○ <i>Make Highland St a 1-way street or limit access from Canton Ave.</i>	1	
○ <i>Lodge Street</i>		
○ <i>Hillside, Harland and Forest Streets</i>	2	
○ <i>Reduce traffic on side streets during commute hours.</i>	1	
○ <i>Randolph Ave</i>		
○ <i>Traffic calming on all cut through streets</i>		
○ <i>Blue Hill Terrace</i>		

6.0 TRANSPORTATION AND CIRCULATION

GOAL STATEMENT: Make needed improvements to the road network and provide alternative transportation options for moving in and around Milton, including a well-connected system of paths, sidewalks and trails, and better access to the trolley and buses.

Objective: MANAGE TRAFFIC TO MINIMIZE CONGESTION AND MAXIMIZE SAFETY, AND IMPROVE NON-AUTO ACCESS TO TRANSIT, COMMERCIAL AREAS, CIVIC CENTERS AND RECREATIONAL FACILITIES (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> ○ Walking/Biking path along Randolph Ave. Sidewalk too close to high speed traffic ○ Distinguish through streets vs. local streets. Restrict connections. Accept reality of large traffic flow at commute. ○ Improve roads but also implement traffic calming measures 	1	
<ul style="list-style-type: none"> ● Identify preferred alternative for E. Milton Square and advance project to improve circulation, access, safety and parking. <ul style="list-style-type: none"> ○ Adams St should go straight through E. Milton Sq (both ways) – will reduce congestion 	2 4	
<ul style="list-style-type: none"> ● Seek additional town funding for Pavement Management Program. <ul style="list-style-type: none"> ○ <i>Repaving roads shortfall needs to be addressed, can't continue to underfund this!</i> ○ <i>Pavement management greater investment = priority (roads are?)</i> 	2	1
<ul style="list-style-type: none"> ● Improve parking efficiency in business districts. <ul style="list-style-type: none"> ○ <i>More off street parking in Sq/Central Village</i> ○ Traffic + Parking enforcement, signs tickets, no <u>meters</u> 	3	
<ul style="list-style-type: none"> ● Develop alternatives to improve traffic and drop-off operation at Glover and Cunningham/Collicot Schools. 	4	

6.0 TRANSPORTATION AND CIRCULATION

GOAL STATEMENT: Make needed improvements to the road network and provide alternative transportation options for moving in and around Milton, including a well-connected system of paths, sidewalks and trails, and better access to the trolley and buses.

Objective: MANAGE TRAFFIC TO MINIMIZE CONGESTION AND MAXIMIZE SAFETY, AND IMPROVE NON-AUTO ACCESS TO TRANSIT, COMMERCIAL AREAS, CIVIC CENTERS AND RECREATIONAL FACILITIES		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Incorporate complete street design elements to roadways when they are repaved/reconstructed. 	1	
<ul style="list-style-type: none"> • Coordinate roadway and utility projects to reduce construction impacts and achieve economy of scale benefits. 	4	
<ul style="list-style-type: none"> • Contact GPS system companies regarding posting local cut-through routes, e.g. Governor's Road. <ul style="list-style-type: none"> ○ + Churchills Lane 	4 1	
<ul style="list-style-type: none"> • Consider obtaining funding for a traffic unit within the MPD. <ul style="list-style-type: none"> ○ Traffic enforcement for speed + stop sign, Canton Ave, Brush Hill Rd ○ Reduce speed limit on Granite Ave ○ More DPW crews cleaning street + sidewalks on off business hours 6 AM-7 AM ○ Better police enforcement ○ No police enforcement for cut throughs, speed, other law enforcement 	2	1

6.0 TRANSPORTATION AND CIRCULATION

GOAL STATEMENT: Make needed improvements to the road network and provide alternative transportation options for moving in and around Milton, including a well-connected system of paths, sidewalks and trails, and better access to the trolley and buses.

Objective: IMPROVE BICYCLE INFRASTRUCTURE		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Develop a Bicycle Master Plan to identify short-term and long-term improvements including facilities on: <ul style="list-style-type: none"> - Central Avenue - Granite <ul style="list-style-type: none"> ○ <i>Create a physical barrier between bike lanes and main roads(Reedsdale, Pleasant, Edgehill). It is hard to encourage your children to ride their bike to school when they constantly report cars veering in bike lane</i> ○ <i>Open bike path access along Eliot St for safe use of biking options. Present more research on safety improvements + in neighborhoods with bike paths</i> ○ <i>Increase bike accessibility</i> 	12	
<ul style="list-style-type: none"> • Complete planned bicycle projects on Adams Street, Central Avenue/Glover School, and Neponset Greenway. 	8	
<ul style="list-style-type: none"> • Bicycle Committee to coordinate with Traffic Commission and DPW to implement/maintain facilities annually. 	1	
<ul style="list-style-type: none"> • Coordinate with adjacent communities to connect to other bicycle facilities. 	2	
<ul style="list-style-type: none"> • Identify areas and funding for new bike rack, lockers, and cages including Milton Station and Ashmont Station. <ul style="list-style-type: none"> ○ <i>Secure bike cage at Mattapan Station</i> ○ <i>Add bike racks at playgrounds (a second comment on note – “Yes”)</i> 	6	1
<ul style="list-style-type: none"> • Continue bicycle education programs at schools. 	1	

6.0 TRANSPORTATION AND CIRCULATION

GOAL STATEMENT: Make needed improvements to the road network and provide alternative transportation options for moving in and around Milton, including a well-connected system of paths, sidewalks and trails, and better access to the trolley and buses.

Objective: IMPROVE BICYCLE INFRASTRUCTURE (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none">• Consider providing Hubway Stations at business districts.<ul style="list-style-type: none">○ <i>Hubway at MBTA stations and in denser neighborhoods for commuters</i>○ <i>Everything on this board DITTO!</i>	2 1	

6.0 TRANSPORTATION AND CIRCULATION

GOAL STATEMENT: Make needed improvements to the road network and provide alternative transportation options for moving in and around Milton, including a well-connected system of paths, sidewalks and trails, and better access to the trolley and buses.

Objective: IMPROVE PEDESTRIAN CONNECTIONS, EXPERIENCE AND SAFETY		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> Continue and expand participation of elementary schools in Safe Routes to School Program. 	3	
<ul style="list-style-type: none"> Identify measures to retain school crossing guards. 		
<ul style="list-style-type: none"> Identify locations where there are gaps in the sidewalk/crosswalk system and where safety improvements are needed such as: <ul style="list-style-type: none"> - Upper Canton Avenue to connect with trails - Canton Avenue at library - East Milton Square - Paul's Bridge - Brush Hill Road - Reedsdale Road - Randolph Avenue - Around schools ○ Gaps "or none" ○ Smith Road no sidewalks ○ Sidewalks ○ Sidewalk – one side or other on Upper Canton Ave for Safety ○ Improve sidewalks on Granite Ave between E. Milton Sq + the future development bear the Neponset ○ Develop mileage marked walkways + Blue Hill Parkway ○ Put more crosswalks with lights on Truman Parkway so people can cross more easily to use walking path 	5	
	6	3
	1	
	2	7
	6	4

6.0 TRANSPORTATION AND CIRCULATION

GOAL STATEMENT: Make needed improvements to the road network and provide alternative transportation options for moving in and around Milton, including a well-connected system of paths, sidewalks and trails, and better access to the trolley and buses.

Objective: IMPROVE PEDESTRIAN CONNECTIONS, EXPERIENCE AND SAFETY (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> Identify locations where high visibility thermoplastic crosswalks are needed. 		
<ul style="list-style-type: none"> Identify potential pedestrian connections between neighborhoods, schools and commercial areas. 	1	
<ul style="list-style-type: none"> Identify locations where handicap ramps are needed. 		
<ul style="list-style-type: none"> Advance Milton Brook Walk project. 	6	
<ul style="list-style-type: none"> Optimize timing at signalized intersections to reduce delay for pedestrians and replace old pedestrian signal heads with countdown pedestrian signals heads. 	6	
<ul style="list-style-type: none"> Enforce shoveling of sidewalks within 24 hours of storms especially on major pedestrian routes and school routes. <ul style="list-style-type: none"> YES! Snow shoveling is critical to pedestrians + bikes Storm snow removal, If the MDPW town plows dumps snow on a sidewalk /school bus pick up site, Should they clean it up? Hinckley + Eliot Street 	5	
<ul style="list-style-type: none"> Require new development projects to include measures and mitigation to encourage non-automotive use. 	3	

6.0 TRANSPORTATION AND CIRCULATION

GOAL STATEMENT: Make needed improvements to the road network and provide alternative transportation options for moving in and around Milton, including a well-connected system of paths, sidewalks and trails, and better access to the trolley and buses.

Objective: IMPROVE PARKING EFFICIENCY IN BUSINESS DISTRICTS (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Replace and update parking signage. <ul style="list-style-type: none"> ○ <i>More signs for parking</i> 	2	
<ul style="list-style-type: none"> • Evaluate the need for reduced parking supply recognizing carpool/rideshare and non-auto alternatives. 		
<ul style="list-style-type: none"> • Improve/increase parking at MBTA stations. <ul style="list-style-type: none"> ○ <i>Only public transportation to T stops will reduce parking issues</i> ○ <i>Longer term meters on Milton streets, 2 hours is max now</i> 		
<ul style="list-style-type: none"> • Consider providing ZipCar or other auto sharing spaces in business districts. 	1	

6.0 TRANSPORTATION AND CIRCULATION

GOAL STATEMENT: Make needed improvements to the road network and provide alternative transportation options for moving in and around Milton, including a well-connected system of paths, sidewalks and trails, and better access to the trolley and buses.

Objective: INCREASE ACCESS TO TROLLEY AND BUSES		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Identify locations for well placed sidewalks and trails so that residents can access trolley and buses safely without having to use an automobile. <ul style="list-style-type: none"> ○ <i>There are no sidewalks for Val/Hollingsworth/Amor? – should be</i> 	8	
<ul style="list-style-type: none"> • <i>Improve/increase parking at MBTA stations.</i> <ul style="list-style-type: none"> ○ <i>Free resident parking at MBTA trolley stops to support local riders</i> ○ <i>Hubway and bike cages would ease parking demand at MBTA stations</i> ○ <i>Restore Central Ave T station to its former beauty</i> ○ <i>MBTA trolley is big town service/selling point. Support resident riders</i> 	4 2 1	1 1
<ul style="list-style-type: none"> • Readville MBTA upgrades? 	1	
<ul style="list-style-type: none"> • Review school bus schedules and pricing policies. <ul style="list-style-type: none"> ○ <i>School bus pricing – sad face drawing</i> 		

6.0 TRANSPORTATION AND CIRCULATION

GOAL STATEMENT: Make needed improvements to the road network and provide alternative transportation options for moving in and around Milton, including a well-connected system of paths, sidewalks and trails, and better access to the trolley and buses.

Objective: INCREASE ACCESS TO TROLLEY AND BUSES (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Identify ways to improve transit service to the senior and student populations. <ul style="list-style-type: none"> ○ Shuttle buses! ○ Shuttles to neighborhoods from T stops ○ More frequent reliable trolley service ○ During storm + snow, the T no longer serves Valley Rd or Capen St. ○ Shuttle buses + bike paths tracks ○ Wider area of public transportation encourages seniors to stay in their homes – rather than sell to family with children in school – helps keep balance ○ Make Milton existing transit more attractive to use 	<p>1</p> <p>1</p>	

6.0 TRANSPORTATION AND CIRCULATION

GOAL STATEMENT: Make needed improvements to the road network and provide alternative transportation options for moving in and around Milton, including a well-connected system of paths, sidewalks and trails, and better access to the trolley and buses.

? BURNING QUESTIONS: Would you favor a town-wide traffic calming program to reduce cut-thru traffic and speeds even if it impacts your travel time?		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> QUESTION <i>Upper Canton Ave needs major improvement to slow traffic speed from Rt 138 + add sidewalk connector to Blue Hill</i> <i>Yes, unfortunately need to add speed bumps on major roads</i> <i>Need thoughtful planning – cooperation from Milton Police. Past attempts to work a town + police have failed</i> <i>Identify cut-through streets to keep/segregate commuter traffic out of neighborhoods</i> <i>Supply public transportation for streets that don't have any (Canton Ave)</i> <i>Reopen Adams St. Traffic is very bad in E. Milton Sq</i> <i>Yes! Traffic calming! More pedestrian crossings in middle of blocks</i> <i>Yes!</i> <i>Yes Please!</i> <i>Reopen Adams St in East Milton – It is OK to walk a block to do business – Isn't it bad for everyone to sit in idling cars to go around the blocked intersection – Did anyone study how the fire engines will be affected?</i> 	<p>13</p> <p>1</p> <p>1</p>	<p>2</p>

7.0 CONTINUE TO PROVIDE HIGH QUALITY SERVICES AND INFRASTRUCTURE

GOAL STATEMENT: To maintain and improve town-owned facilities, as well as the services the Town provides, and to meet current and future needs, include that of continuing to become more efficient and effective and to support Milton’s residents to “age in place.”

Objective: MAINTAIN AND IMPROVE TOWN FACILITIES		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Renovate/Repair or build a new DPW facility. <ul style="list-style-type: none"> ○ Only priority if the current DPW yard can be put to better use ○ DPW yard needs to be improved/expanded – maybe developed? ○ DPW facility is not a priority ○ Can DPW be relocated to open that space to be developed and provide better space for DPW? ○ Replace DPW at better location or put other town services together fire/police stations/DPW 	<p>5</p> <p>1</p>	<p>1</p>
<ul style="list-style-type: none"> • Continue to maintain the recently renovated school facilities; prepare for future need to replace infrastructure as all the buildings will age at the same time as they were constructed simultaneously (also See Goal 5.0 for more strategies related to school facilities). <ul style="list-style-type: none"> ○ Consider needs of young families ○ How about a teen center? 	<p>8</p> <p>5</p>	<p>3</p>
<ul style="list-style-type: none"> • Bring the Town Hall up to handicap code and make needed renovations and repairs. <ul style="list-style-type: none"> ○ Bring all Buildings in line with ADA requirements ○ Town Hall should be accessible to all citizens and should have handicap access ○ Tear down town hall, poorly designed inefficient 	<p>5</p>	<p>1</p>
<ul style="list-style-type: none"> • Replace town playgrounds; consider creating a “center playground” near Town Hall. <ul style="list-style-type: none"> ○ Need better toddler centered playgrounds with cushioned surfaces and good fencing and sight lines for parents 	<p>1</p>	

7.0 CONTINUE TO PROVIDE HIGH QUALITY SERVICES AND INFRASTRUCTURE

GOAL STATEMENT: To maintain and improve town-owned facilities, as well as the services the Town provides, and to meet current and future needs, include that of continuing to become more efficient and effective and to support Milton’s residents to “age in place.”

Objective: MAINTAIN AND IMPROVE TOWN FACILITIES (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Support the Cemetery in their efforts to obtain additional burial space in contiguous parcels. <ul style="list-style-type: none"> ○ <i>Do we really need to expand the cemetery?</i> ○ <i>Do not expand cemetery</i> ○ <i>Solicit private charitable donations to increase the cemetery’s perpetual care fund and repair/replace the roads in the cemetery</i> 	1	
<ul style="list-style-type: none"> • Support the library’s efforts to expand its role as a community center for all ages and to this end to add parking spaces, improve outdoor space and increase programming. <ul style="list-style-type: none"> ○ <i>Our library is wonderful. Expand, expand parking please</i> ○ <i>Establish Robust Café at Town Library. Use profits to support infrastructure</i> ○ <i>Library is limited by current size of parking lot. More parking would allow more people to use the library</i> 	14	
<ul style="list-style-type: none"> • Improve infrastructure to support alternative modes of transportation -Support DPW in their efforts to implement the Pavement Management Plan to maintain the Town’s roadways and sidewalk system <ul style="list-style-type: none"> ○ <i>Clearly marked and safe bike lanes to reduce cars on our roads</i> ○ <i>Pave roads</i> 	10	1

7.0 CONTINUE TO PROVIDE HIGH QUALITY SERVICES AND INFRASTRUCTURE

GOAL STATEMENT: To maintain and improve town-owned facilities, as well as the services the Town provides, and to meet current and future needs, include that of continuing to become more efficient and effective and to support Milton’s residents to “age in place.”

Objective: CONTINUE TO PROVIDE MILTON RESIDENTS WITH TOP NOTCH PUBLIC SAFETY SERVICES		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Explore options for improving the Fire Department’s facilities - All three fire stations are inadequate and will need renovation/new construction <ul style="list-style-type: none"> ○ Think about putting new fire station near police station – lots of land ○ Need plan to fix/replace fire station ○ The Fire Dept space needs committee will be recommending to town meeting that all three fire stations be replaced with new buildings at or near their current locations. We consider this to be a very high priority. ○ Fire Dept not a priority given many requirements for residential commercial fire detector systems ○ Provide police/fire technology to identify specific medical handicap needs per structure 	<p style="text-align: center;">8</p> <p style="text-align: center;">1</p>	<p style="text-align: center;">2</p> <p style="text-align: center;">1</p>
<ul style="list-style-type: none"> • Support the Police Department’s needs for additional resources needed to combat crime and manage traffic <ul style="list-style-type: none"> ○ Consider need for additional staff ○ Explore funding a traffic unit within the MPD 	<p style="text-align: center;">2</p>	
<ul style="list-style-type: none"> • Other <ul style="list-style-type: none"> ○ <u>Sustainability</u> Town own and develop fiber optic system ○ Historic Town Barn located by the DPW Firehouse, 100 years old, restoration plans in progress (Beth Neville, Brian Doherty) 		

7.0 CONTINUE TO PROVIDE HIGH QUALITY SERVICES AND INFRASTRUCTURE

GOAL STATEMENT: To maintain and improve town-owned facilities, as well as the services the Town provides, and to meet current and future needs, include that of continuing to become more efficient and effective and to support Milton’s residents to “age in place.”

Objective: CONTINUE TO PROVIDE MILTON WITH STATE-OF-THE-ART MUNICIPAL SERVICES		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Support DPW in their effort to implement the Infiltration/Inflow Reduction Plan to help identify ways to rehabilitate the system so that cost savings are realized. 	1	
<ul style="list-style-type: none"> • Support DPW in their efforts to complete and implement the Water Master Plan that identifies ways of increasing the system’s efficiency. 	1	
<ul style="list-style-type: none"> • Continue to work on 10 year Storm Water System Improvement Plan; also: <ul style="list-style-type: none"> ○ Consider mitigation funds to support infrastructure for and management of Stormwater ○ Consider Stormwater utility and assess fees based on impervious surface ○ Improve Stormwater By-law to reduce Total Maximum Daily Load <ul style="list-style-type: none"> - <i>I think everyone needs to hear Joe Lynch’s description of this to understand how this works. A la Town Meeting 2013, * put it in the paper, etc.</i> - <i>Milton should upgrade stormwater management to reduce pollution in our rivers + streams</i> - <i>Consider stormwater utilities?, which will include non-profits if land owners are charged a fee</i> - <i>Town water & sewer needs Master Plan before complete replacement is?</i> - <i>Inspect all sewer connections</i> 	7	1

7.0 CONTINUE TO PROVIDE HIGH QUALITY SERVICES AND INFRASTRUCTURE

GOAL STATEMENT: To maintain and improve town-owned facilities, as well as the services the Town provides, and to meet current and future needs, include that of continuing to become more efficient and effective and to support Milton’s residents to “age in place.”

Objective: CONTINUE TO PROVIDE MILTON WITH STATE-OF-THE-ART MUNICIPAL SERVICES (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Continue to negotiate beneficial agreements for the disposal of solid waste and recyclable items. <ul style="list-style-type: none"> ○ <i>Join/create multiple towns for contracting services such as trash removal</i> 	<p>1</p> <p>1</p>	
<ul style="list-style-type: none"> • Other <ul style="list-style-type: none"> ○ <i>Accept the gift of the town land for the animal shelter</i> ○ <i>Accept the gift of a new Milton animal shelter</i> ○ <i>Decide on (find) a location for a new dog pound</i> 	<p>1</p> <p>1</p> <p>4</p>	

7.0 CONTINUE TO PROVIDE HIGH QUALITY SERVICES AND INFRASTRUCTURE

GOAL STATEMENT: To maintain and improve town-owned facilities, as well as the services the Town provides, and to meet current and future needs, include that of continuing to become more efficient and effective and to support Milton’s residents to “age in place.”

Objective: CONTINUE TO EXPLORE WAYS OF INCREASING COST EFFECTIVENESS AND FUNDING OF FACILITIES AND SERVICES		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Phase repairs, renovations and prevent maintenance following the Consolidated Facilities Building Conditions Assessment Plan. <ul style="list-style-type: none"> ○ <i>Timely maintenance + repair will save \$ in the long run.</i> 	5	
<ul style="list-style-type: none"> • Adopt the Community Preservation Act (CPA). <ul style="list-style-type: none"> ○ <i>When can we revisit this? Yes!</i> ○ <i>Need CPA</i> ○ <i>CPA would help the town preserve open space, which is particularly vulnerable to 40B development</i> 	28 1	12
<ul style="list-style-type: none"> • Increase the tax base by encouraging more businesses to open in specific business locations. <ul style="list-style-type: none"> ○ <i>We all agree on the need to increase the tax base, but we need a lot of work to figure out how!</i> ○ <i>Increase # of business zones comm./Res mix</i> ○ <i>Only <u>very small</u> businesses!</i> ○ <i>We need business Yes!</i> 	23	2
<ul style="list-style-type: none"> • Improve Water, Sewer and Stormwater efficiencies. <ul style="list-style-type: none"> ○ Revisit water and sewer regulations 	4	

7.0 CONTINUE TO PROVIDE HIGH QUALITY SERVICES AND INFRASTRUCTURE

GOAL STATEMENT: To maintain and improve town-owned facilities, as well as the services the Town provides, and to meet current and future needs, include that of continuing to become more efficient and effective and to support Milton’s residents to “age in place.”

Objective: CONTINUE TO EXPLORE WAYS OF INCREASING COST EFFECTIVENESS AND FUNDING OF FACILITIES AND SERVICES (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Adopt a by-law to prevent households from depositing snow in street. <ul style="list-style-type: none"> ○ Establish system to inform residents about obligations to remove snow from sidewalks and add enforcement mechanism ○ <i>Negligent absentee landlords attention to snow & leaf removal in fall and winter</i> 	<p>1</p> <p>1</p>	
<ul style="list-style-type: none"> • Establish a fine structure for unpaid taxes. 	6	
<ul style="list-style-type: none"> • Develop a system to efficiently coordinate roadway and utility projects to reduce construction impacts and achieve economy of scale benefits. <ul style="list-style-type: none"> ○ <i>Maintenance of streetscape + landscape to preserve the ? nature + atmosphere of Town of Milton.</i> 	4	
<ul style="list-style-type: none"> • Continue to explore the most cost effective ways to provide services and negotiate best deals with other providers. <ul style="list-style-type: none"> ○ <i>Sustainability – Town own and develop fiber optic system</i> ○ <i>Town develop high speed fiber optic system as a utility</i> 	5	

7.0 CONTINUE TO PROVIDE HIGH QUALITY SERVICES AND INFRASTRUCTURE

GOAL STATEMENT: To maintain and improve town-owned facilities, as well as the services the Town provides, and to meet current and future needs, include that of continuing to become more efficient and effective and to support Milton’s residents to “age in place.”

Objective: PROVIDE SUPPORT TO ELDERLY RESIDENTS WHO WISH TO “AGE-IN-PLACE”		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Identify needs of seniors, any existing or future gaps in programs, policies and regulations <ul style="list-style-type: none"> ○ <i>Age in place very important</i> ○ <i>Taxes & lack of public transportation are the two biggest roadblocks to seniors staying in their home or staying Milton</i> 		
<ul style="list-style-type: none"> • Expand senior center and consider option of creating a Community Center, shared by all ages. <ul style="list-style-type: none"> ○ <i>Do not expand Sr, Center, but expand programs? To accommodate cultural + intellectual life, Yes</i> 	5	
<ul style="list-style-type: none"> • Increase programming for socializing and wellness as the number of YES rises as baby boomers continue to come of age. 		
<ul style="list-style-type: none"> • Recruit more volunteers to conduct outreach to homebound seniors. <ul style="list-style-type: none"> ○ <i>Find ways to support elders with snow shoveling</i> 	2	
<ul style="list-style-type: none"> • Encourage the development of smaller housing units providing opportunities for seniors to downsize and still remain close to family members and friends in Milton <ul style="list-style-type: none"> ○ <i>Housing developed w/seniors in mind benefits residents who wish to remain in Milton when downsizing</i> ○ <i>All the housing we can get!; want to stay here</i> ○ <i>Facilitate development of Sr. housing to downsize. Make a priority.</i> 	7	

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Objective: PROVIDE SUPPORT TO ELDERLY RESIDENTS WHO WISH TO “AGE-IN-PLACE” (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Encourage such housing to be located near childcare facilities for interaction and support; also near walkable commercial centers and with access to public transportation. <ul style="list-style-type: none"> ○ <i>Need to encourage small centers of higher density. Include housing + services. All of our shopping is out of town.</i> ○ <i>Mixed use in East Milton – look above the shops. Accessory units – need more flexibility, co-housing for seniors</i> ○ <i>Mixed use development</i> 	<p>4</p> <p>3</p>	

7.0 CONTINUE TO PROVIDE HIGH QUALITY SERVICES AND INFRASTRUCTURE

GOAL STATEMENT: To maintain and improve town-owned facilities, as well as the services the Town provides, and to meet current and future needs, include that of continuing to become more efficient and effective and to support Milton’s residents to “age in place.”

? BURNING QUESTIONS: HOW WILL MILTON PAY FOR IMPROVING AND INCREASING MUNICIPAL SERVICES AND FACILITIES?		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> ○ <i>Expand the deck over the expressway, w taxable commercial</i> ○ <i>End expensive non-productive studies especially traffic studies which gather dust or don't solve any problems!</i> ○ <i>Increase state funding for infrastructure/road projects. Increase general unrestricted aid to cities + towns from the state. Index local aid to increase in state revenue.</i> ○ <i>Support green sustainable infrastructure</i> ○ <i>Move DPW Yard</i> ○ <i>Stop institutional encroachment on tax base. Non-profits should continue to pay taxes on properties purchased, i.e. Curry College</i> ○ <i>Apply for more grants in all Depts to increase overall revenues</i> ○ ○ <i>Increase commercial tax base</i> ○ <i>Build commercial tax bases</i> ○ <i>Nourish use of recycling & composting, zero waste system</i> 	<p>2</p> <p>3</p> <p>1</p>	

8.0 STRENGTHEN OUR CAPACITY TO PLAN

GOAL STATEMENT: To strengthen our capacity to plan for the future so that Milton is resilient, adaptive, and sustainable, Milton’s residents, business and civic and social leaders need to work together in order to be effective in moving forward towards achieving the desired vision; the planning and management processes should be open, inclusive, respectful, and proactive.

Objective: ENCOURAGE A HIGH LEVEL OF PARTICIPATION IN COMMUNITY GOVERNANCE AND MANAGEMENT AND IMPROVE COMMUNICATION BETWEEN TOWN GOVERNMENT AND RESIDENTS		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> Recruit more citizens to participate on boards and committees and ensure that they represent the more diverse composition of the town’s population. 	5	1
<ul style="list-style-type: none"> Create forums for public input that are transparent and inclusive. 	5	
<ul style="list-style-type: none"> Create any necessary committees to support master plan goals. 	7	
<ul style="list-style-type: none"> Create a clear process for formalized review of all plans utilizing a technical review committee. 	3	
<ul style="list-style-type: none"> Provide a variety of ways for residents to contact Town government. 	4	
<ul style="list-style-type: none"> Add two members to both Planning Board and Board of Selectmen. 	6	
<ul style="list-style-type: none"> Improve communication with residents. 		1
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Use various modes (news media, local cable, etc.) 	1	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Ensure process is open, welcoming, and transparent. 	1	

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Objective: ENCOURAGE A HIGH LEVEL OF PARTICIPATION IN COMMUNITY GOVERNANCE AND MANAGEMENT AND IMPROVE COMMUNICATION BETWEEN TOWN GOVERNMENT AND RESIDENTS (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> ○ Increase the use of “plain language to decrease the intimidation factor. 		
<ul style="list-style-type: none"> ○ Use of bilingual/trilingual summaries. 		
<ul style="list-style-type: none"> • Improve Town Meeting 	6	1
<ul style="list-style-type: none"> • Enforce the attendance of Town Meeting members. 		
<ul style="list-style-type: none"> • Publish Town Meeting attendance, including those leaving early. 	2	
<ul style="list-style-type: none"> • Decrease the size of Town Meeting. 		
<ul style="list-style-type: none"> • Allow residents to call in comments when watching Town Meeting on Cable TV. 		
<ul style="list-style-type: none"> • Increase awareness regarding what Town Meeting is. 	2	
<ul style="list-style-type: none"> • Specifically encourage younger residents and lower-income residents to get involved. 	4	
<ul style="list-style-type: none"> ○ <i>Banners with news on roadways; electronic sign with rolling news.</i> 		

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Objective: ENCOURAGE A HIGH LEVEL OF PARTICIPATION IN COMMUNITY GOVERNANCE AND MANAGEMENT AND IMPROVE COMMUNICATION BETWEEN TOWN GOVERNMENT AND RESIDENTS (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
○ <i>Planning is dysfunctional and reactive, and we need to make it proactive and effective. The master plan is a good first step but we need big improvements to the Planning Board.</i>		
○ <i>Planning now is reactionary; change that.</i>	2	1
○ <i>Term limits for boards.</i>		
○ <i>Add 3 water and sewer commissions.</i>	5	
○ <i>Planning Board should be a 3-year term.</i>		
○ <i>Outreach to younger families for Town involvement meetings.</i>	1	
○ <i>Diversity of boards and committees should be a top priority.</i>		
○ <i>Increase participation of 30-50 year olds and explain processes better As a new town meeting member, the process is intimidating with formatting and rules that are not thoughtfully explained. You learn by doing only.</i>		
○ <i>Increase selectmen and planning board.</i>		

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Objective: ENCOURAGE A HIGH LEVEL OF PARTICIPATION IN COMMUNITY GOVERNANCE AND MANAGEMENT AND IMPROVE COMMUNICATION BETWEEN TOWN GOVERNMENT AND RESIDENTS (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
○ Yes to increase up OB and selectmen.		
○ Publish emails sent to selectmen concerning town matters.		
○ All emails to town hall should be acknowledged and responded to.		
○ Support CPA.		
○ Town meeting members must show up; candidates must state <u>positions</u> (vs. describe family structures).		
○ Empower town administrator to act as town <u>manager</u> —department oversight and coordination needed. (i.e. recent bond issue SNAFU is good example of what happens without professional oversight and management.)		
○ Replace the moderator and powerpoints that are off topic.		
○ Insert step in electoral process—if not all town meeting spots being run for, reach out to add candidates, especially because many do not understand how easy it is to run, get elected, and participate.	2	

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Objective: ENCOURAGE A HIGH LEVEL OF PARTICIPATION IN COMMUNITY GOVERNANCE AND MANAGEMENT AND IMPROVE COMMUNICATION BETWEEN TOWN GOVERNMENT AND RESIDENTS (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> I am not sure there is any need for two more members of the Planning Board or Board of Selectmen. Town offices should be available hours other than M-F 9-5. 		
<ul style="list-style-type: none"> I think Town Meeting works well for Milton. 		
<ul style="list-style-type: none"> Improve website to 1) make notices about upcoming meetings easier to find (e.g. calendar of meetings for whole town) 2) present current issues affecting the town (e.g. separate pages with documents and info organized by topic, such as an “airplane noise” page, page for each 40B proposal) 	3	
<ul style="list-style-type: none"> Keep town meeting discussions brief, speedy, and relevant. 	4	
<ul style="list-style-type: none"> Use social media to gather ideas, suggestions, complaints. 	1	
<ul style="list-style-type: none"> Increase the responsibility of the town administrator. 		
<ul style="list-style-type: none"> Publicize Town Meeting to new residents; how to join, where it is, etc. 		
<ul style="list-style-type: none"> Limit speakers’ time and make sure they stay on topic; try to limit time of speakers with redundant comments. 	1	

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Objective: ENCOURAGE A HIGH LEVEL OF PARTICIPATION IN COMMUNITY GOVERNANCE AND MANAGEMENT AND IMPROVE COMMUNICATION BETWEEN TOWN GOVERNMENT AND RESIDENTS (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> ○ <i>Do not decrease the size of Town Meeting! It is the voice of the town. Encourage people to run.</i> 	1	
<ul style="list-style-type: none"> ○ <i>Town meeting WORKS! Keep it!</i> 		

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Objective: DEVELOP EFFECTIVE COLLABORATIONS WITH THE CULTURAL, EDUCATIONAL, RELIGIOUS, AND MEDICAL INSTITUTIONS IN TOWN		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> Develop effective collaborations with these institutions to assure that their visions for the future are aligned with the Town’s and that the Town’s policies and regulations provide both protection and support. 	11	1
<ul style="list-style-type: none"> Develop agreements regarding sharing resources. 	1	1
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Artist space (adults not kids). 		
<ul style="list-style-type: none"> <ul style="list-style-type: none"> All drugs should be dispensed at a pharmacy. 		
<ul style="list-style-type: none"> <ul style="list-style-type: none"> www.jointuse.org Best practices in joint use agreements. 		
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Pass CPA Act. 		
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Support the temple, don’t fight them; creates hostile environment. 		
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Prepare for land to be put on the market by large town institutions; CPA would help. 		
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Get state laws changed so all pay real estate taxes. 		

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Objective: DEVELOP EFFECTIVE COLLABORATIONS WITH THE CULTURAL, EDUCATIONAL, RELIGIOUS, AND MEDICAL INSTITUTIONS IN TOWN (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> ○ <i>Fire department guidelines need to be modified to foster reduced visual impact of roadways and curb cuts.</i> 		
<ul style="list-style-type: none"> • Develop effective collaborations with these institutions to assure that their visions for the future are aligned with the Town’s and that the Town’s policies and regulations provide both protection and support. 	11	1
<ul style="list-style-type: none"> ○ <i>Create traffic plan that protects neighborhoods and side streets. More do not enter signs for commuter traffic.</i> 		
<ul style="list-style-type: none"> ○ <i>Comprehensive review of zoning bylaws—appoint a committee to review and modernize them.</i> 		
<ul style="list-style-type: none"> ○ <i>Review of town bylaws as well.</i> 	1	
<ul style="list-style-type: none"> ○ Take advantage of state funds to collaborate programs with other towns. 		
<ul style="list-style-type: none"> ○ Curry, Milton Academy, Milton Hospital have to be part of the plan. 		

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Objective: WORK WITH SURROUNDING COMMUNITIES TO DEVELOP A REGIONAL APPROACH WHEN MUTUALLY BENEFICIAL		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Identify opportunities to extend walking and biking trails to adjacent communities. 	15	
<ul style="list-style-type: none"> ○ Encourage public art. 		
<ul style="list-style-type: none"> ○ I-95/I-93 wetlands mitigation project would add trails connecting Milton, Canton, Dedham, Westwood, with access to Route 128 Station and new residences and shopping; NEED TO SUPPORT THIS. 		
<ul style="list-style-type: none"> ○ Work with neighboring communities on traffic/transportation issues. (example, Governor’s Road) 		
<ul style="list-style-type: none"> ○ Become a Complete Streets town. 	1	
<ul style="list-style-type: none"> ○ Milton should build on its strengths (Blue Hills, Neponset River)and emphasize safe walking and biking routes. 		
<ul style="list-style-type: none"> ○ Abandoned rail right of way from Granite Ave to State Street Bank in Quincy could be a good bike/ped trail. 		
<ul style="list-style-type: none"> ○ All large property owners must develop master plans (Milton Academy, Curry, hospital). 		

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Objective: DEVELOP CAPACITY TO BE PROACTIVE AND PLAN FOR THE LONG TERM FUTURE (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> Hire needed staff to help implement master plan and other goals—hire an Assistant Planner. 	3	1
<ul style="list-style-type: none"> Develop an information education/campaign to inform residents about the benefits of the CPA and proceed to Town Meeting to pass it. 	37	8
<ul style="list-style-type: none"> Undertake audits of departments and identify ways of increasing efficiency and cost effectiveness. 	12	
<ul style="list-style-type: none"> Revise zoning so that it offers a more expedient process for decision-making. 	3	
<ul style="list-style-type: none"> Identify funding sources for project review. 		
<ul style="list-style-type: none"> Create a committee to review and revise bylaws. 	6	1
<ul style="list-style-type: none"> Evaluate planned/proposed private sector development projects and identify mitigation measures that are needed to address infrastructure and other impacts. 	2	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> <i>Establish water/sewer enterprise funds as required by law.</i> 		
<ul style="list-style-type: none"> <ul style="list-style-type: none"> <i>Before CPA vote establish parameters for use no new construction, no ball fields, preserve history and true open space (woods and fields)</i> 		

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Objective: DEVELOP CAPACITY TO BE PROACTIVE AND PLAN FOR THE LONG TERM FUTURE (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> ○ <i>Town needs CPA to have a fund when land suddenly becomes available. How else can we preserve open space?</i> 		
<ul style="list-style-type: none"> ○ <i>Committees do seem to torture anyone who wants to do anything. Hopefully a Master Plan will establish guidelines that will speed decision-making.</i> 		

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Objective: CONTINUE TO MAKE DECISIONS REGARDING THE FUTURE THAT ENSURE ENVIRONMENTAL, ECONOMIC AND SOCIAL SUSTAINABILITY		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> • Continue to focus on implementing sustainability measures for the environment. 	1	2
<ul style="list-style-type: none"> ○ Continue to apply for Green Communities grant opportunities and lead by example by continuing efforts to update municipal buildings so they are increasingly energy efficient. 	2	
<ul style="list-style-type: none"> ○ Provide incentives to private residents and business owners so that they reduce their energy consumption. 	3	
<ul style="list-style-type: none"> ○ Explore ways of supporting local food production. 	4	
<ul style="list-style-type: none"> ○ Explore use of alternative sources of energy. 	2	
<ul style="list-style-type: none"> ○ Create an industrial scale kitchen waste collection (removing organics from the waste stream). 		
<ul style="list-style-type: none"> ○ Continue to increase recycling rate. 	1	
<ul style="list-style-type: none"> ○ Consider establishing a Swap Center at the DPW recycling center. 	8	

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Objective: CONTINUE TO MAKE DECISIONS REGARDING THE FUTURE THAT ENSURE ENVIRONMENTAL, ECONOMIC AND SOCIAL SUSTAINABILITY (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> Continue to provide support to those with less so that Milton continues to be an economically diverse community; support organizations that provide food to those in need. 	2	
<ul style="list-style-type: none"> Continue to make an effort to bring together people from different backgrounds so that the diversity of Milton’s residents is more integrated into “one Milton”. 		
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Develop and promote a partnership with local solar panel installers—increase alternative energy usage. 	1	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> More resources to know how to evaluate for solar. 	1	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Online autorenewal subscription/purchase of trash stickers. 		
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Improve DPW and add more community features. 		
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Expand recycling. 	1	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> We must recycle at all town-run buildings! 	3	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Artist space. 	1	

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Objective: CONTINUE TO MAKE DECISIONS REGARDING THE FUTURE THAT ENSURE ENVIRONMENTAL, ECONOMIC AND SOCIAL SUSTAINABILITY (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
○ Expand recycling center—doesn’t take wood or other land debris.	2	
○ Compost—see California.	1	
○ Fabric recycling.		
○ Expand recycling center hours, and capacity—paints/other hazardous wastes,		
○ More frequent hazardous waste collection to prevent random dumping.	1	
○ Milton is diverse; let’s build more diversity; many “like” communities are less diverse so let’s build on that.	1	
○ Milton has “green” strengths to work with; we can make Milton better by emphasizing our close proximity to Blue Hills, ocean, Neponset River, and Boston! Let’s support and promote access to other local environment.		
○ My co-worker’s new dad and child [?] will not look at Milton because the school system does not meet their standards—improve school system.		
○ Establish planning districts to focus objectives to the specific needs of specific areas.		

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Objective: CONTINUE TO MAKE DECISIONS REGARDING THE FUTURE THAT ENSURE ENVIRONMENTAL, ECONOMIC AND SOCIAL SUSTAINABILITY (continued)		
Ideas for Strategies and Comments	Small Dots	Large Dots
<ul style="list-style-type: none"> ○ <i>Better access to safe disposal of hazardous materials.</i> 		
<ul style="list-style-type: none"> ○ <i>Forum participants much older than town as a whole—bring in younger feedback.</i> 		
<ul style="list-style-type: none"> ○ <i>Lack of diversity at this forum is a problem.</i> 		

Burning Question: WHAT MORE SHOULD THE TOWN DO TO BE MORE SUSTAINABLE, TO CARE FOR THE FUTURE OF THE ENVIRONMENT?		
<ul style="list-style-type: none"> • <i>Compost (see California).</i> 	1	

A Master Plan for Milton: a Town-wide effort in 2014

Opening Public Forum

Saturday March 1, 2014
Fuller Village



Community Circle with A. G. Jennings, LLC – Martha Lyon Landscape Architecture, LLC - AECOM

Milton Master Plan Committee

- Emily Keys Innes, Chair
- John Cronin
- David Defilippo
- Dick Burke
- Cheryl Tougias
- Tom Hurley
- Paul Traverse
- John Kiernan
- Taber Keally
- Stephen Affanatto
- Wally Sisson
- Glenn Pavlicek
- Ellen DeNooyer

Town of Milton Staff

Bill Clark, Town Planner

Consultant Team

- Daphne Politis, AICP
- Angus Jennings, AICP
- Martha Lyon, ASLA
- Jeff Maxtutis, AICP



Community Circle with A. G. Jennings, LLC – Martha Lyon Landscape Architecture, LLC - AECOM

Master Plan Committee Working Groups

Town of Milton Master Plan		Working Group Members												
		Emily Kravitz	John O'Connell	Daniel Williams	Paula Burke	Cheryl Tougas	Tom Hurdley	Paul Traversa	Taber Kealy	John Kierman	Stephen Afanato	Wally Sisson	Glenn Pavlicek	Ellen Destrover
Plan Element	Land Use													
	Housing													Angus
	Economic Development													
	Open Space & Recreation													
	Natural Resources													Martha
	History & Cultural Resources													
	Public Facilities & Services													Daphne
	Transportation & Circulation													Jeff
Chair is ex officio liaison														
														Consulting Lead

Purpose of Working Groups
 To create a partnership with the Consultant leading the specific master plan element so that:
 - the working group could help to access existing resources, as available;
 - the working group could help identify individuals to interview or otherwise include and help find their contact information;
 - the working group will be responsible for reviewing the specific chapter and help to ensure that the draft is reviewed by other relevant parties, as appropriate.



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What is a Master Plan?

- A “basis for decision making” about future development
MGL Chapter 41 Sec 81D
- A **process** leading to a plan of action based on a town’s values & goals
- A set of **priorities** for addressing the full range of issues facing a town

What to preserve?
 What to change?
 Concerns?
 Improvements?



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Why Plan?

- Take stock, review objectives, direction and priorities
- Examine resource allocation: existing and optimal
- Last complete plan - 1974
- Be proactive and affect future decision making
- Support eligibility for grant programs and public funds

How can we make Milton an even better place to live, work and play?



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“Changes are not permanent, but change is”

- Planning, by nature, is the process of managing change over time.
- The amount of private investment in Milton real estate in any given year can be expected to greatly exceed public investment in capital or infrastructure
- How to channel new investment in ways that strengthen – and do not detract from – the community?

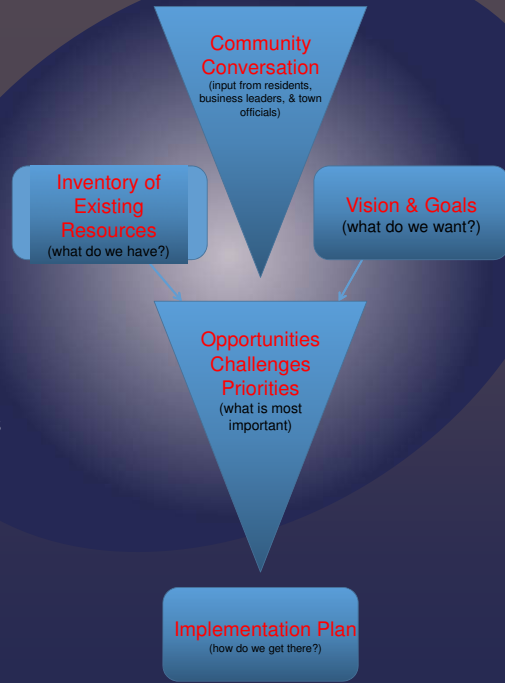
Land use change is generally regulated by zoning and zoning overrides (by way of comprehensive permits)



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What is the Process?

- Confirm and refine vision and goals
- Inventory and assess existing conditions and future needs
- Develop an implementation plan
 - Strategies for fulfilling goals and objectives
 - Phased action steps
 - Responsible leads and partners



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Where are we in the participation process?

Vision and Goals (Refine and Confirm)

Review Existing Resources

Begin to Identify Strategies

This morning, and ongoing, including online into May

TODAY

Roundtable Discussions

- Tuesday, March 25, 7PM **Tucker School**, 187 Blue Hills Parkway
- Thursday, April 10, 7PM **Cunningham Hall**, 75 Edge Hill Road
- Tuesday, April 15, 7PM **American Heritage Hall**, 114 Granite Ave

Master Plan Open House

- Saturday, June 14, **American Legion Hall**, 114 Granite Ave

Public Forum: Presenting the Plan

- Monday, September 29, 2014, **Milton High School**



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Existing Conditions Town's Resources

- Historic and Cultural Resources
- Natural Resources, Open Space and Recreation
- Land Use and Zoning
- Economic Development
- Housing & Neighborhoods
- Traffic and Circulation
- Public Services and Facilities



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Existing Conditions Research & Assessment

- Review of Town documents, previously completed plans
- Research and compilation of existing data
- Guided tours of Milton
- Stakeholder interviews:
 - 25 to date including Town department Heads, committees and boards
 - More planned
- Site visits of key locations



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FINALLY... on to the purpose of today's Forum

- Review and Refine Vision and set of Goals & Objectives
- Review and Assess Existing Conditions of Town Resources
- Refine Prior Strategies, and Identify New Ones
- Begin to Identify physical locations for preservation and/or improvement
- Recognize resource constraints: **PRIORITIZE**



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Review of Phase I Vision: What Most People Appreciated



Town Character

- Natural & historic features
- “Semi-rural feel”
 - Small town atmosphere
 - Distinctive neighborhoods, grand estates & open spaces

Education

- Excellent public schools system
- Other educational institutions in Town including Town library, private schools and colleges

Open Spaces & Recreational Opportunities

- Blue Hills, Neponset River, Golf courses, Cunningham Park, ponds, waterfront



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Review of Phase I Vision: What Most People Were Concerned About

- **Lack of vitality of business districts**
 - Lack of retail, dining & entertainment options
 - Opportunities for running into people & community gathering
 - Loss of opportunity to diversify tax base
- **Process of community planning**
 - Need for improved communication between government & residents
 - Lack of diverse participation on the part of residents



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Review of Phase I Vision: What Most People Were Concerned About

- **Lack of Variety of Housing Types**
 - To meet the needs of greater range of households
 - Be compatible with neighborhood character
 - Address 40B
- **Traffic Congestion**
 - Desire for alternative modes of transportation
 - Desire for integrated system of sidewalks, trails, bike paths, bus & trolley routes



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Preliminary Goals

(based on Phase 1)

- Preserve Milton's character
- Create opportunities for community gathering and recreation, and support health and wellness
- Support economic development, primarily in mixed use centers
- Preserve existing housing and provide a range of housing types



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Preliminary Goals

- Support excellence in education
- Improve transportation and circulation
- Continue to provide high quality services and infrastructure
- Strengthen capacity to plan



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Important Considerations



- Schools are at or near capacity. New housing development will add more school children to the system. How can Milton’s resources be managed to allow the Town to welcome new families, and their children?
- In the near term, what kinds of development can be supported that will not impact the school population?
- Need for increased funding to pay for existing and future public facilities and services. How will these be paid for?



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Important Considerations



- Increase in senior population, many of whom wish to “age in place”
- Changing attitudes towards health, wellness and the environment
 - Increased interest in walking, biking, public transit
- Trend in younger and older generations in what they consider to be desirable housing type
 - Smaller units within walkable mixed use centers with access to public transportation



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...Today we begin the work of developing an implementation plan...

based on:

- Vision, goals and objectives
- Strategies to achieve the vision and goals
- Action steps to implement the strategies, placed in order of priority



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...Today we begin the work of developing an implementation plan...

Next Steps will include:

- Roundtable with Town department heads
- More stakeholder interviews
- Roundtables on topics that emerge from community conversation
- Identification of lead and partners
- Identification of funding where relevant
- Phasing and priorities



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THANK YOU!

We thank you for your contribution to work toward preserving our past and planning our future...

Be Involved!

miltonmasterplan.tumblr.com
weekly questions today
and weekly through May 5 Town Meeting

Stay Informed!

mytownmatters
The Milton Times

Town of Milton website: www.townofmilton.org



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...and more thanks!

YOU!



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Where is Milton Going?

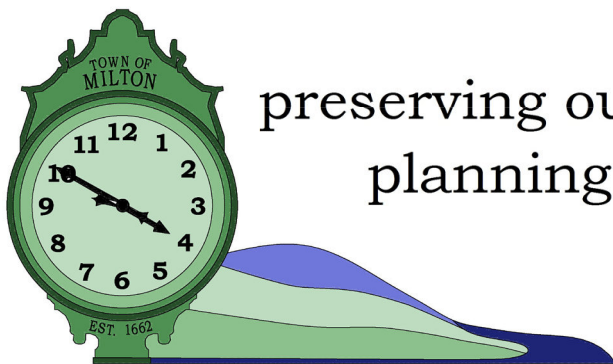
Once in a generation, we get to decide.

March 1 Saturday Public Forum
Fuller Village, 1372 Brush Hill Road
9am-12pm

Food • Childcare • Door Prizes (including Red Sox tickets)

Last year, members of the Milton community came together to discuss their visions for the future of Milton. On March 1, we will begin to decide how, where, and when our community vision becomes reality.

***Join the discussion:
your voice is important.***



preserving our past
planning our future

Sponsored by the Milton Planning Board and the Master Plan Committee.

<http://miltonmasterplan.tumblr.com> • [facebook.com/Milton.Master.Plan](https://www.facebook.com/Milton.Master.Plan)

milontownmasterplan@gmail.com



MILTON MASTER PLAN

Roundtable #1 – **Healthy Milton** – March 25, 2014
Notes from Discussion (as recorded on large pads)

There were 50 participants in the Healthy Milton Roundtable; they were invited to discuss the goal as articulated below.

GOAL: TO PROMOTE A HEALTHY MILTON

To sustain the health of Milton residents by improving wellness and environmental sustainability; creating and maintaining facilities to support gathering and strengthen social capital; easing Milton residents' ability to access and navigate the town.

Participants were invited provide their thoughts on strategies to achieve the following three objectives:

- Enhance Wellness & Ensure Environmental Sustainability
- Foster Community Gathering & Increase Social Capital
- Improve circulation and traffic and getting around town

Priorities

Roundtable participants identified the following priorities:

Traffic calming

Connectivity through improved communication and enhanced pedestrian and bicycle access

Maximize use of existing buildings for more community usage

Create a Town Calendar and provide more information regarding existing resources

Enhance the Civic Center, create more reasons to go there, improve connections to help promote sense of community; involve youth and businesses

Low Hanging Fruit (“Ripe Apples”)

Roundtable participants identified the following action items as being relatively low cost and easy to accomplish:

Improving and increasing communication regarding existing resources

Food trucks, pop-up plaza in “Civic center”

Coordination and cross promotion of events

CoC promotions

Test temporary traffic calming devices (using plastic speed bumps)

Enforce speed limits on busses on Central Ave



MILTON MASTER PLAN

Roundtable #1 – **Healthy Milton** – March 25, 2014
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OBJECTIVE: Enhance Wellness

IDENTIFY AND DEVELOP ADDITIONAL RECREATIONAL FACILITIES AS NEEDED

Neighborhood Facilities. Broader array – geared toward active use for social intersection and intergenerational programming (i.e. bocce, picnic tables badminton, outdoor tables with fixed chess boards, etc.)

Ballfields don't have restrooms – this is challenging for families with children

Use of outdoor spaces for active programming: not just sports, but for yoga classes, etc. too

Involve multiple cooperative organizers (serving different constituencies within the community) to engage a broader range of people. Involve both Town and non-town resources (i.e. churches, community/neighborhood associations). Examples: Friends of Blue Hills; Milton Youth; early childhood group; health clubs; town businesses; Milton Hospital.

How to ensure coordination – among the many different groups – for planning events? Master calendar of events? Who would create, maintain this?

RESTORE, REPAIR AND MAINTAIN EXISTING RECREATIONAL FACILITIES

Need to maintain tennis courts – great sport for all generations.

Rec Dept. budget is totally fee supported – the Town doesn't allocate any base budget for Rec Dept.- the Parks and Recreation Department cannot be the only one to advertise programs.

Distance between crosswalks is sometimes too far; should provide for more mid-block crossings.

Publicize info about when public resources (such as tennis courts, track, ball fields) are otherwise subscribed (i.e. schedules school practice, etc)

ENSURE THAT ALL NEIGHBORHOODS HAVE ACCESS TO RECREATION

Neighborhood safety ties in with bike and pedestrian safety.

Existing courts and other neighborhood facilities need to be better publicized.

The Blue Hills Parkway, for example, is a great neighborhood walking area, but the conditions of the pedestrian route (i.e. sidewalks) is very poor.

INCREASE ENJOYMENT OF AND ACCESS TO THE NEPONSET RIVER

Boat ramp at Milton Wharf is a great amenity. The boat ramp (along with associated parking) needs to be expanded/completed, and better promoted. River is clean. Would benefit from lockable canoe racks. Can parking be provided at Milton Boat Club.



MILTON MASTER PLAN

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A kayak rental outlet at Central Ave or Milton Village would be well received (could be good use for Swift Hat Factory). A bicycle rental shop at Central Ave would be good.

LAUNCH A TOWN-WIDE HEALTHY MILTON INITIATIVE, FOCUSED ON WELLNESS

Hospital and Town working together; timing may be right to expand this ongoing collaboration; many of the necessary pieces are in place.

Hospital awards a number of small grants: healthy eating, fitness for the elderly, etc. Look to Town to help the Hospital understand what the needs are, inform how to allocate grant funding.

Look to the Town of Weymouth for an example of a health town initiative.

Milton Brook Walk should be a part of this.

(Milton Hospital is a possible lead for this), including incorporating into the Hospital Community Benefits Program (community health assessment, coordination of existing events)

Look into Mass. Department of Public Health and Center for Disease Control funding possibilities

Include schools, the Council on Aging as partners

Involve Youth Corps: leadership skills, themed participation in Healthy Milton Initiative, grant funded summer program (Parks Department).

REVIEW PUBLIC FACILITIES FOR POTENTIAL TO CONTRIBUTE TO INDIVIDUAL HEALTH AND WELLNESS

Concern about air quality and noise impacts resulting from air traffic overhead.

East Milton Square Park – right over the highway – concern about air quality, particulate matter etc.

INCREASE ACCESS TO LOCAL FOOD/SECURITY

Existing Resources

Community Garden near Cunningham Park

- Encourage the creation of more community gardens
- Consider creating a Community Orchard

Brookwood Farm on DCR Blue Hills non-profit

School Gardens :they exist at most of the schools ,but some are not being used, do more

Food Pantry is serving more people all the time, is located at the Parkway United Methodist Church



MILTON MASTER PLAN

Roundtable #1 – **Healthy Milton** – March 25, 2014
Notes from Discussion (as recorded on large pads)

OBJECTIVE: Protect the Environment for the Future

SUSTAINABLE MILTON

Provide incentives to private facilities to invest in enhanced water and energy conservation measures, including/especially for new construction. (Noted that Stretch Code in effect). (Town seen to be leading by example in this regard, but want more private sector investments).

Site plan review should include review of “green” aspects of proposed building.

See Consolidated Facilities Report for code compliance of public facilities update.

Town could maintain and publicize a database of grants available to support private business energy efficiency upgrades, such as through the Utilities. Encourage schools and Consolidated Facilities to make better use of these.

Potential to further reduce solid waste, and now food waste, from trash stream. Cost and environmental benefits.

Alternative Energy Commission will release report soon on Greenhouse gasses (GHG). 37% from transportation.

Encourage greater use of public transit: making walkable paths to stations and Safe Routes to School – lowers GHG.

Neighborhood Association is working with Curry College on reducing noise and light pollution from college athletic field.

Include the Alternative Energy Committee as a partner in these efforts.

OBJECTIVE: Improve and Increase Opportunities for Community Gathering and Social Capital

EXPAND USE OF EXISTING FACILITIES TO SUPPORT EXPANDED PROGRAMMING

Used to be a Youth Center (in Thatcher Building), Youth Commission. Became more difficult to get participation as it become more formal. Would like to create a space, perhaps through adaptive reuse of existing public space(s), to ensure programming for teens, pre-teens. Engage youth – or facilitate youth leadership – of the actual work to program activities (kids know what they need, so it makes sense to involve them in the planning).



MILTON MASTER PLAN

Roundtable #1 – **Healthy Milton** – March 25, 2014
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Senior Center is a possible site for expansion to include a youth center (every day, 20-50 kids come to the Library after school, mostly from the middle school, and they use wifi, laptops, TVs – they need a place to do all of these things)

Youth Corps. Give teens a purpose. Could be organized around service, or conservation. (Kids 13-14 years old are ideal for this).

Increase awareness of existing facilities, what they offer and when.

CREATE ADDITIONAL FACILITIES

Use of Cunningham Park at night is often because the schools aren't available (to the teens) at that time, and also because custodial use is expensive. The Library functions as a community center now (see comment above).

The First Congregational Church has a youth center in the basement with a ping-pong table, pool table, couches. Encourage more churches to open their basements for use by teens and/or the community at large.

The fact that the schools require paying for a custodian results in under-usage of this town-owned resource. Could have more open gyms at the schools.

CREATE A CIVIC CENTER

What comprises a "civic center?" A place to meet people and go and have a cup of coffee.

Gatherings at the town gazebo in the summer – but no place to get a cup of coffee.

Expanded café in the Library. Potential to set up outdoor tables. Staffing this with local youth. (Noted that parking at Library is already a challenge).

Better, safer pedestrian connections in/near Town Center; incl. particular concern re traffic, and ped safety, along Canton Ave.

Would like more lively, activated Town Square.

- Make the gazebo more available for events.
- Use the space in front of the Police Department lawn, e.g. Farmer's Market (currently on Thursdays at Neponset Wharf by T-station, could be at civic center on Saturdays)
- Encourage a food trucks, coffee carts and temporary seating and umbrellas, etc. to create a test "pop up plaza" (the Town could issue permits for this).

(Don't overlook insurance considerations associated with greater public use)

Could a shuttle be established that runs around town on a regular basis, such as by broadening allowances for use of COA shuttles?



MILTON MASTER PLAN

Roundtable #1 – **Healthy Milton** – March 25, 2014
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Would like enhanced paths, walks around Town Center. Walnut Street.

Address parking issues.

Include the Milton Chamber of Commerce as a partner.

The Town should approach area churches and ask to rent space and create a coffeeshop

Conduct an urban design study of the green space around the civic core, including the old police station, in order to make them livelier and more active. Consider walking lanes, especially for seniors.

CREATE AN ATMOSPHERE OF INCLUSIVITY

“No Place for Hate,” and “We Are Milton” are ways of bringing people together

Publicize spaces that are available for community and neighborhood association meetings.
(Neighborhood associations need gathering spaces)

Town could provide a list of existing neighborhood associations, information on how to get involved etc. on the town’s website. Alert realtors to the existence of neighborhood associations, when marketing residential and commercial properties.

“Celebrate” Neighborhood Association by promoting their activities and achievements and encouraging interaction and ideas sharing across groups.

Develop a Cable TV show on how to start a neighborhood association.

OBJECTIVE: Improve access, circulation and residents’ ability to navigate around Town

MAKING WALKING VIABLE AND SAFE

Milton Brook Walk

Goal to connect 4 bodies of water

Poor sidewalk condition on Blue Hills Parkway

Neponset Valley Parkway / Brush Hill Road – concern about pedestrian safety

In considering roadway enhancements, need to balance with historical community character (i.e. tradeoffs between new sidewalks and existing street trees, etc). Apply different design standards according to the character of each area.

Fowl Meadow at Brush Hill Road?

Enforce requirements for snow clearance from sidewalks, and brush trimming, to maintain the pedestrian environment.



MILTON MASTER PLAN

Roundtable #1 – **Healthy Milton** – March 25, 2014
Notes from Discussion (as recorded on large pads)

Get input from neighborhood associations when considering roadway improvements.

More traffic calming measures needed in town

Pedestrian connection from Unquity Road / link to Blue Hills so that people don't take the car to then go hiking.

Install bag dispensers on public land for dog waste

Frequency of crosswalks on state-owned roadways – sometimes not enough

Canton /Reedsdale – not enough time to cross

Canton Avenue needs traffic calming.

Create a fitness walk with mileage signage and other markers of interest. Have a map made up of walking loops and bike paths (bike shop interested in funding this?)

Expand the Safe Routes to School program.

Some neighborhoods are isolated in terms of being able to walk, even the Safe Routes to School program is difficult to implement in these areas and parents end up driving their children to a place where they can walk from.

SUPPORT BIKING

Better utilize Cunningham Park – bowling, signage on walking paths, promote amenities –keep parked cars out of bike lanes here.

Create a map of local walking and biking routes: distances, etc.

No bike racks

Support for Hubway bicycle sharing, especially In schools, civic center, public transit and recreational facilities as well as commercial areas – 10 bikes can be accommodated at one parking spot – provide coupons for use (e.g. if wearing helmet); e.g. distributed at the Farmers' Market

Place bike cages at MBTA stops, at schools, and in other dense areas.

There is no bicycle parking at ball fields (lacrosse, soccer etc)

Given limitations on capital investment potential, invest in bike/ped infrastructure in areas with the greatest demand: transit; schools; areas of higher density housing, concentrations of jobs.

IMPLEMENT TRAFFIC-CALMING

Randolph Ave: 3 major accidents this winter alone. Cars go too fast to allow for safe cycling, walking.

Tucker Street would benefit from traffic calming.



MILTON MASTER PLAN

Roundtable #1 – **Healthy Milton** – March 25, 2014
Notes from Discussion (as recorded on large pads)

Consider creating one-way streets (Highland Street) to reduce cut-through traffic (with provision for 2-way emergency access)

Laurel & Taylor Streets?

Need for a comprehensive town-wide study of traffic flows and volumes in order to understand big picture and prioritize potential investments.

Need to look at State-owned roads, including crossings and walks, as the State does not provide many crossing opportunities.

Bump-outs along major corridors would be a plus – consider trying these “with plastic test systems” in a few designated spots.

On Central Ave, have seen dangerous passing by cars, poor pavement. Funding of \$1M for improvements?

Look comprehensively, town-wide, at traffic calming strategies.

There’s need for a traffic signal near the Tucker School on Rt. 138, discussed before.

Children driven short distance to bus stops on Governors Rd instead of walking

Move buses to Garden Street?

Walking from senior housing to the library and other nearby areas is difficult; need to adapt signalization to accommodate seniors crossing.

ADDITIONAL ITEMS

Zoning and development impacts on schools and quality of life.

People need to be educated about the impacts of chemicals from pesticides, runoff etc.

Consider addressing noise pollution, e.g. from leaf blowers, hedge cutters, etc.

Promote health and aesthetic benefits of trees, street trees.

Ensure that buses observe the speed limits.

Connect town better

Community website

Town Calendar

Preserve open space

The town should provide bags for dog waste.

GOAL: TO PROMOTE A HEALTHY MILTON

GOAL STATEMENT: TO SUSTAIN THE HEALTH OF MILTON RESIDENTS BY IMPROVING WELLNESS AND ENVIRONMENTAL SUSTAINABILITY; CREATING AND MAINTAINING FACILITIES TO SUPPORT GATHERING AND STRENGTHEN SOCIAL CAPITAL; EASING MILTON RESIDENTS' ABILITY TO ACCESS AND NAVIGATE THE TOWN.

According to the World Health Organization, health is “a state of complete physical, mental, and social well-being and not merely the absence of infirmity.” **A healthy community** as described by the U.S. Department of Health and Human Services Healthy People 2010 report is one that “*continually creates and improves both its physical and social environments, helping people to support one another in aspects of daily life and to develop to their fullest potential. Healthy places are those designed and built to improve the quality of life for all people who live, work, worship, learn, and play within their borders. They also provide easy access and connectivity to other communities – places where every person is free to make choices amid a variety of healthy, available, accessible, and affordable options.*”¹

A healthy community is one that promotes the wellbeing of its residents by providing opportunities for physical fitness as well as for community gathering, which in turn fosters social cohesion, and does both in an equitable manner. Promoting healthy living is a growing priority for many communities. Municipalities can help to support, promote and encourage us to return to a more physically active and healthier life. Additional benefits of getting out doors and out of cars include opportunities for interacting with neighbors as well as reducing the consumption of fuel and its negative impacts on the environment.

The way we plan, design, and build our communities can have a significant impact on the health of those who live there as well as on the health of the community as a whole, on the strength of its social fabric, and therefore, on its ability to support residents throughout their lifecycle. The environment in which we live, work and play has a direct effect on our physical and psychological wellbeing. Municipalities can and should take an active role in promoting the health and wellness of their residents.

Milton is proud of its open space and rural characteristics and visitors are often surprised at the natural beauty of the area so close to a major city. At the same time automobile oriented development in the last fifty years and other factors have often worked against walking and biking and resulted in fewer opportunities for everyday exercise. Identifying opportunities for healthy living and making reasonable accommodations will result in a safer and more comfortable life style for everyone. Often those most affected are senior citizens, residents with physical disabilities, and teenagers.

OVERVIEW OF KEY POINTS

- Milton has a population of approximately 27,000, a figure which has remained relatively stable over the past century. **The population is aging and is expected to grow, with a continued increase expected in the number of seniors.** With this shift in population will come a need for increased senior wellness-related services, including social programming and efforts to expand health awareness.
- Milton’s 7,000 acres of open space, including 115 acres of Town-maintained property, provide extensive opportunities for all forms of recreation, including hiking, golf, skiing, ice skating, sailing, swimming, boating, as well as team sports (soccer, baseball, football, tennis, etc.). **At the same time, demand for Town-maintained recreational facility use currently exceeds available space.** There is a need for additional playing fields, as well as a community center to provide a central location for recreation activities. In addition, Milton’s playgrounds, rebuilt in the mid-1990s, have

¹ <http://www.cdc.gov/healthyplaces/about.htm>

GOAL: TO PROMOTE A HEALTHY MILTON

not been upgraded since, and many do not meet contemporary accessibility (ADA) codes.

- Milton currently has **just one Community Supported Agriculture (CSA)** farm – the Brookwood Farm, located on the Milton-Canton line – that provides residents with the opportunity to purchase locally-grown produce. The Town also hosts a weekly farmer’s market at the Wharf area, but during the growing season only (no winter market).
- While the Town’s civic buildings, including the library, town hall, fire station, police station and senior center are all located within walking distance of one another, **they lack a safe pedestrian network connecting them to one another.**
- Milton hosts some community-wide events, however **they have not always reached all segments of the population.**
- **Traffic on some of Milton’s roads travels at high speeds, and many of the roads lack bike lanes,** making them unsafe for pedestrians attempting to cross, and for bicyclists.

OPPORTUNITIES FOR CREATING A HEALTHY MILTON

- The addition of a Town-owned and managed community center would allow the Parks and Recreation Department to expand its programming to include a larger cross-section of the population.
- Creating opportunities for multi-generational interaction and wholesome activities for teens would help to support healthy community goals.
- Restoration of Milton’s playgrounds, including the addition of bike racks at all, would help promote greater use of them.

- Improved pedestrian and other connections within the buildings of the civic core (library, town hall, police station, fire station, senior center), would provide a safer, more amenable environment for Milton residents.
- Increased numbers of community-wide events such as WE ARE MILTON, and summer events at the Wharf, would provide opportunity for residents to gather and socialize.
- Improved access to the Neponset River, for pedestrians, bicyclists, and water-users would provide expanded recreation opportunities

PRELIMINARY KEY RECOMMENDATIONS

ENHANCING WELLNESS & ENSURING ENVIRONMENTAL SUSTAINABILITY

The relationship between physical activity and health is well established. Physical activity when integrated with everyday life -- “active living” – has been demonstrated to be a strong preventive health measure, for both physical and mental health.

Taking care of the environment is also a way to take care of ourselves. Supporting initiatives that contribute to the sustainability of the environment often contribute to a healthier environment for both humans and animals. It is also a way to ensure that Milton remains a place for our children to live long, healthy and productive lives.

- Expanding offerings of the Parks and Recreation Department by hiring of recreation staff and developing more programs for a broader cross-section of the Town’s population; identifying and developing more fields for soccer and baseball; upgrading the Town’s playgrounds
- Undertaking a “healthy town initiative” including a town-wide campaign to improve health and wellness town-wide may help to encourage healthy lifestyle choices (coordination of existing resources, providing guidance and encouragement for healthy lifestyle choices

GOAL: TO PROMOTE A HEALTHY MILTON

- Supporting the existing “Sustainable Milton” and/or launching “Green Milton” effort geared toward promoting recycling; supporting green sustainable public infrastructure; promoting production and consumption of locally grown food; promoting home-based energy conservation measures
- Continuing efforts to clean up the Neponset River, expand rainbow smelting and make the riverfront accessible to water-users including kayakers, canoeists, rowers

“It’s important to turn off our computers and do things in the real world.” (humorist Andy Borowitz)²

FOSTERING COMMUNITY GATHERING & INCREASING SOCIAL CAPITAL

Social capital refers to the individual and community time and energy that is available for things such as community improvement, social networking, civic engagement, personal recreation, and other activities that create bonds between individuals and groups. The fabric of a community, its connections, both physical as well as the opportunities that people have to experience themselves as community; these in turn effect the development of social capital.

Social capital is often related to social cohesion, which in turn, is an important indicator of the overall health of a community. This is sometimes measured by the percent of adult residents responding in agreement with observations such as “people around here are willing to help their neighbors” and “people in this neighborhood can be trusted.” Creating opportunities for community gathering, both formal and informal increase the sense of community reduces

isolation (especially for mothers with young children, seniors, newcomers, single/divorced individuals, etc.) and results in an increased sense of belonging to a community and therefore having a stake in preserving and improving it.

- Establishing a community recreation center, owned and managed by the Town, to provide expanded program to residents of all ages
- Developing a civic core or “town center” by integrating the existing library, town hall, police station, fire station, and senior center through enhanced pedestrian connections and other amenities
- Encouraging more community-wide events including and expanded farmer’s market, concerts at town hall, etc.
- Creating an atmosphere of inclusivity that crosses invisible boundaries as a way of drawing in less-connected groups; continuing to provide support to those with less, including organizations that provide food for those in need

² “Is the web driving us mad?” <http://www.thedailybeast.com/newsweek/2012/07/08/is-the-internet-making-us-crazy-what-the-new-research-says.html>

GOAL: TO PROMOTE A HEALTHY MILTON

GETTING AROUND TOWN

Our car dependent lives, especially those of us living in suburbia, have a number of consequences, on the individual, family and on the community as a whole; these include:

- Obesity
- Dependence on family members to drive younger and older (senior) family members
- Contributes to larger carbon footprint, pollution and use of fuel
- Social isolation which in turn leads to a reduction of social capital (individuals' willingness to invest their time in the community)

Some ways of improving “getting around town” include:

- Expanding biking and pedestrian opportunities by increasing public access to the River; supporting the work of DCR and the Neponset River Watershed Association to expand the Neponset River Bike Trail/Greenway; supporting efforts to develop a “Milton Brook Walk”
- Implementing traffic-calming devices to reduce speeds, discourage cut-throughs, and provide greater safety for pedestrians, motorists and bicyclists

“Danish statistics show that every 6 miles biked instead of driven saves 31/2 pounds of carbon dioxide emissions and 9 cents in health care costs. But many cite happiness among the chief benefits of bicycle commuting.”³

³ “In Denmark, Pedaling to Work on a Superhighway,
<http://mobile.nytimes.com/article;jsessionid=7FEACA11E0FC99C7669719E64D8BC20E?a=949100&f=19>

GOAL: TO PROMOTE A HEALTHY MILTON

OBJECTIVE: WELLNESS & ENVIRONMENTAL SUSTAINABILITY:

Enhance wellness and ensure environmental sustainability

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRIORITY
Identify and develop additional recreational facilities as needed		Identify locations for <ul style="list-style-type: none"> • Fields for soccer & baseball • outdoor basketball courts and allow for pick-up games • provide more athletic options for pre-school children • Provide greater financial support to the Parks and Recreation Department for hiring of recreation staff and development of more programs for a broader cross-section of the Town's population. 				
Restore, repair and maintain existing recreational facilities		<ul style="list-style-type: none"> • Playgrounds <ul style="list-style-type: none"> ○ Make necessary repairs and updates ○ Provide bike racks at playgrounds 				
Ensure that all neighborhoods have access to recreation						

GOAL: TO PROMOTE A HEALTHY MILTON

<p>Increase enjoyment of and access to the Neponset River</p>		<ul style="list-style-type: none"> • Improve kayak, canoe and rowing offerings at Milton Wharf • Increase community awareness regarding the Neponset River waterfront, • provide better access and improved connections between the River and the Blue Hills • Continue collaborative efforts with the Neponset River Watershed Association to clean up the Neponset River and expand rainbow smelting 				
<p>Launch a town-wide Healthy Milton initiative focused on wellness (including walkability, bike-ability, healthy food/eating, healthy lifestyle choices)</p>		<ul style="list-style-type: none"> • Increase awareness of links between health, wellness & the environment • Organize activities and events that promote health and wellness <ul style="list-style-type: none"> ○ Plan “walking tours” based on the 350th Committee’s historic signs (made and placed by Milton’s 350th Committee) ○ Host town-wide athletic events, such as 5K road races and sprint triathlons utilizing the Town’s roads/recreation areas 				
<p>Support school efforts to promote student health and wellness</p>		<ul style="list-style-type: none"> • Maintain school recess and gym programs; provide motor breaks throughout 				

GOAL: TO PROMOTE A HEALTHY MILTON

		<p>the school day for the active population that has trouble sitting still</p> <ul style="list-style-type: none"> • Offer healthy foods at public school events • Encourage/develop middle school athletics 				
<p>Review public facilities for code compliance, air quality and other factors with potential to contribute to individual health and wellness</p>		<ul style="list-style-type: none"> • Examine and improve compliance with the Americans with Disabilities Act in schools and throughout Town • Examine and improve air quality to reduce chemical/carcinogen exposure from fragrances, cleaning products and pesticides at schools and elsewhere throughout Town 				

<p>Continue to focus on implementing sustainability measures for the environment, including energy conservation, local food production, and use of alternative sources of energy, recycling, and kitchen waste collection.</p>		<ul style="list-style-type: none"> • Promote recycling efforts Town-wide, including schools • Reduce noise and light pollution from Curry College field • Support green sustainable public infrastructure • 				
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OBJECTIVE: COMMUNITY GATHERING & SOCIAL CAPITAL

GOAL: TO PROMOTE A HEALTHY MILTON

Improve and increase opportunities for community gathering and expansion of social capital

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRORITY
<p>Expand use of existing facilities to support expanding recreational, social, educational, and other programming to residents of all ages</p>		<ul style="list-style-type: none"> • Open existing public facilities, such as school auditoriums and the Senior Center, for use by the community • Support the library's efforts to expand its role as a community center for all ages and to this end add parking spaces, improve outdoor spaces, and increase programming • Provide more wholesome activities for teenagers <ul style="list-style-type: none"> ○ Make better use of Cunningham Park/Hall for children and teens (9 to 15 year olds), in addition to bowling • Support Milton's senior population <ul style="list-style-type: none"> ○ Increase programming for socializing and wellness as the number of YES rises as baby-boomers come of age 				
<p>Create additional facilities for use by the community</p>		<ul style="list-style-type: none"> • Consider using the historic fire station (if rebuilt in a different location) or expanding the senior center for use as a community center with the front yard converted to a community gathering space • Consider expanding the senior center to share with all ages 				

GOAL: TO PROMOTE A HEALTHY MILTON

Consider the creation of a community dog park						
Create a Civic Center by Better integrating existing civic core with improve pedestrian and other connections between uses/ activities (library, town hall, police station, fire station, senior center)		<ul style="list-style-type: none"> • Address parking capacity issues • Improve walking/biking connections • Consider creating a “center playground” near Town Hall • 				
Increase and broaden community events		<ul style="list-style-type: none"> • Encourage the work of WE ARE MILTON and other organizations in the hosting of more town-wide events • Improve community celebration space(s) and opportunities • Continue and expand Open House night at the Police Station, and the Town Hall concerts • Encourage more events at the Wharf in summer, in addition to the once-per-week farmer’s market • Support the Neponset River festival 				

GOAL: TO PROMOTE A HEALTHY MILTON

<p>Create an atmosphere of inclusivity that crosses more invisible boundaries, drawing in less-connected groups</p>		<ul style="list-style-type: none"> • Promote equal opportunity for minorities, men and women, and prevent housing discrimination • Continue to provide support to those with less so that Milton continues to be an economically diverse community; support organizations that provide food to those in need • Continue to make an effort to bring together people from different backgrounds so that the diversity of Milton's residents is more integrated into "One Milton" 				
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GOAL: TO PROMOTE A HEALTHY MILTON

OBJECTIVE: GETTING AROUND TOWN

Improve access, circulation and residents' ability to navigate around Town

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRIORITY
Continue efforts to make ensure that walking is a viable safe and pleasant option for getting around town.		<ul style="list-style-type: none"> • Support the work of DCR and the Neponset River Watershed Association to maintain and expand the Neponset River Bike Trail/Greenway • Focus on convenient access to community parks, trails, transit and services • Support efforts to develop a “Milton Brook Walk” • Identify opportunities to extend walking and hiking trails to adjacent communities • Identify locations where crosswalks are needed • Identify locations for sidewalks & trails so residents can access trolley and buses safely without using car 				
Continue efforts to support bicycling for recreation, transportation and commuting		<ul style="list-style-type: none"> • Develop a Bicycle Master Plan • Expand the existing network of bike lanes with improved lane markings and signage • Complete and extend the bike path beyond the Central Avenue trolley station • Focus on convenient access to community parks, trails, transit and 				

GOAL: TO PROMOTE A HEALTHY MILTON

		<p>services</p> <ul style="list-style-type: none"> Identify areas & funding for new bike racks, lockers & cages 				
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<p>Implement traffic calming to reduce vehicle speeds, discourage cut-throughs, and provide greater safety for pedestrians, bicyclists and motorists</p>		<ul style="list-style-type: none"> Develop a Town-wide Traffic Calming Plan to reduce cut through traffic and speed. 				
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<p>Improve parking efficiency</p>		<ul style="list-style-type: none"> In business districts At MBTA stops 				
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GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

GOAL STATEMENT: TO MAKE MILTON'S BUSINESS DISTRICTS DISTINCTIVE AND ACTIVE THROUGHOUT THE DAY AND EVENING, OFFERING A VARIETY OF MERCHANDISE, SERVICES, AND EXPERIENCES TO MEET EVERY DAY NEEDS AND TO SUPPORT A SOCIALIZING FOR THE COMMUNITY BY SUPPORTING THE CREATION OF MIXED USE DEVELOPMENT IN DESIRED LOCATIONS TO INCREASE TAX REVENUE AND CREATE VIBRANT CENTERS.

According to the National Association of Realtors, home buyers are willing to make tradeoffs in house size and price to live in homes that are in walkable neighborhoods. One recent survey reported that 60 percent of respondents favor a neighborhood with a mix of houses and stores and other businesses that are easy to walk to, rather than neighborhoods that require more driving time between home, work and recreation. ¹

Vibrant centers with mixed uses including housing, retail, dining, and opportunities for community gathering such as pocket parks, recreation, and cultural activities are important features of a well-rounded community. In addition to adding to the tax base, if such a center provides places for running errands as well as for pleasurable activities such as having a meal, it becomes the living room of a community. It is in such vibrant mixed use districts where people can run into each other spontaneously or plan to meet; these connections contribute to a stronger sense of community.

Amenities of vibrant mixed use districts can include:

- Safe routes for riding bikes to work & shopping
- Public transportation within an easy walk
- Shops or restaurants within an easy walk to house
- Places to walk or exercise for fun
- Sidewalks, and connections to destinations
- Parks and playgrounds within walking distance
- Choice of housing types as well as range of price points

¹ National Association of Realtors, "Latest Consumer Preference Survey, from NAR's Smart Growth Program," <http://economistsoutlook.blogs.realtor.org/2013/12/03/latest-consumer-preference-survey-from-nar's-smart-growth-program/>

- Easy walk to school, shops and restaurants
- Living in a community with people at all stages in life, e.g. adults, families with children, older people, etc.

WHAT WE HEARD FROM MILTON RESIDENTS

- Strengthen Milton's tax base by expanding commercial development
- Provide range of housing (smaller, affordable, in walkable districts, near T)
- Provide more retail and dining options, also for family-friendly places and children's activities (currently go out of Town for many of these)
- Create more opportunities for community gathering
- Protect town character (residential, natural, historic)
- Desire to have more active commercial districts to shop, dine, run errands and connect to community
- Some people have suggested a need for bed and breakfast/hotel
- Much concern regarding the perceived/reported lack of parking
- Some fear of change and of new development not being attractive and/or in keeping with Milton's character

OVERVIEW OF KEY POINTS

- **Milton has four mixed centers: East Milton Square, Milton Village, Central Avenue Business District and Northern Granite Avenue**
 - Each district has a slightly different set of issues; all have much potential for improvement (to become more vibrant, revenue producing, as well as becoming very attractive places to live, shop, dine and socialize)
- **All four districts are located in the more northern portion of Town; the principal shopping district being East Milton Square**
- **Less than 1% of the land area in Milton is zoned for business.**
- **There are several properties that are currently occupied by commercial uses that are not zoned as such (non-conforming uses)**
- The town depends primarily on residential property taxes. Businesses contribute 3.8% of the town's property value.
- Milton has many institutions that do not pay any property tax.

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

- Commercial real estate activity in the mixed use districts is higher than in many years.
- Milton has a population of approximately 27,000, a figure which has remained relatively stable over the past century. The population is aging and is expected to grow, with a continued increase expected in the number of seniors. Seniors will demand alternative housing such as assisted living facilities. **As seniors sell their homes, they will become more available to young families.**
 - Senior population is increasing and desiring a wider range of housing options
- There are existing areas of mixed use that would not be allowed under current zoning
- Young people growing up in Milton reportedly cannot afford to live in town; having smaller more affordable units would provide more options to them.
- Milton housing growth was higher than population growth between 2000 and 2010, 5.6% and 3.6%, respectively.
- Milton's median income for 2011 was \$104,357, 66% higher than the state average.
- Milton has a high proportion of single-family homes and less housing diversity than many communities.
- The median cost for single-family homes (\$460K) and apartments (\$1,268) are high. **More than one-third of Milton's residents cannot afford to buy a home in town today.**
- **There is an increase in demand for smaller, multi-family units of housing located in walkable mixed use centers with easy access to public transit.**

- While the Town's civic buildings, including the library, town hall, fire station, police station and senior center are all located within walking distance of one another, there are no food, drink and retail establishments and a lack of a clearly-defined pedestrian network.
- **All groceries are bought out of Town, especially on west side of Town there are no convenience or grocery stores.**

OPPORTUNITIES FOR CREATING VIBRANT MIXED USE DISTRICTS

- Improved transit, walking, and biking connections between Milton's mixed use districts would reduce reliance on autos and parking and enliven neighborhoods.
- Consider incorporating Complete Street design standards on roadways including streetscape amenities.
- Under existing zoning, an additional 1,000 houses can be built.
- Improve signage and wayfinding including clear signage for locating and regulating parking.
- Identify potential new parking areas in mixed use districts including at MBTA stations.
- Consider providing parking meters to improve turn-over for businesses.
- Complete proposed East Milton Square Plan to improve circulation, access, and parking.
- Complete re-development projects including movie theater (East Milton Village); MassDOT park-and-ride lot; Hendrie's.
- Streamline the development approval process
- Improved riverfront access and activities along Granite Avenue.

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

- Consider need and location for supermarket and assisted living facility.
- Additional eating and retail amenities in civic core along with improved pedestrian connections would create a more active, vibrant, and safe area.
- Improved access to the Neponset River, for pedestrians, bicyclists, and water-users would provide expanded recreation opportunities
- Encourage business investment in commercial zoning districts
- Limit neighborhood oriented services to small scale businesses
- Locate neighborhood services within walking distance of residential neighborhoods
- Identify preferred concept for East Milton Square to improve circulation, access and safety for all modes and parking efficiency

PRELIMINARY KEY RECOMMENDATIONS

- Consider Mixed Use Overlay Districts to encourage housing over retail and other mixed uses.
- Consider developing transition zones going from commercial to mixed use to residential development/uses.
- Developing a civic core or “town center” by integrating the existing library, town hall, police station, fire station, and senior center through enhanced pedestrian connections and other amenities
- Improve bike, walk, transit connections between mixed use districts including Milton Brook Walk
- Invest in and encourage streetscape improvements including pedestrian amenities
- Increase and/or improve parking efficiency
- Improve public access to the River
- Encourage/recruit desirable businesses to locate in the business
- Ensure that new commercial development does not negatively impact residential, natural and/or historic resources
- Streamline permitting, licensing and other regulatory functions
- Identify preferred redevelopment use of MassDOT park-and-ride (supermarket, B&B, restaurant, housing, assisted living)
- Make Granite Avenue more bike friendly
- Redevelop Hendrie’s Site
- Complete and extend bike path beyond Central Avenue MBTA station
- Coordinating with non-profit institutions to contribute to infrastructure improvement
- Consider the addition of more commercial uses/sites/districts, in other sections of Town (existing districts are all at the fringes).

OBJECTIVES

- 1.1. Consider Economic Development and ways of increasing the tax base Town-wide
- 1.2. Create Vibrant Mixed Use Centers in Strategic Locations
- 1.3. Improve East Milton Square Business District
- 1.4. Improve Milton Village Business District
- 1.5. Improve Central Avenue Business District
- 1.6. Improve Northern Granite Avenue Business District

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

EAST MILTON SQUARE

Assets

- Comfortable pedestrian scale along Adams Street
- Existing retail, restaurants & offices
- Fruit Center complex
- Location provides easy access from Expressway
- Many people living within walking distance
- Arts, Culture & Civic uses (e.g. Post Office, Arts Center)

Challenges/Constraints

- Reported lack of adequate parking
- Granite Ave edge is unpleasant and unsafe for pedestrians and bicyclists
- Southeast Expressway cuts through and divides creating two sides
- Granite Avenue is a State road
- Traffic lights in wrong location (often missed) & light cycle needs study
- Vehicles backing into traffic
- Existing Square “park” underutilized

Opportunities

- Theater proposed for reuse (restaurant)
- Bowling Alley – bring back to life?
- Some large lots – potential to convert to other uses in future (including parking)?
- Deck over more of turnpike
- Parking to be created on deck over turnpike
- Metered parking

NORTHERN GRANITE AVENUE

Assets

- River, nice views and yacht club
- Access to nature
- Flatley Company & medical offices (@ 2 Granite Ave.)
- Easy access from Expressway

Challenges/Constraints

- Residential neighborhoods with concerns regarding redevelopment
- Linear and disjointed area with pockets of activity
- Granite Avenue is a state road

Opportunities

- American Legion building – renovate, rebuild or relocate
- DOT grant available for some improvements (sidewalk & beautification)
- Connect bike path to trail
- State DPW site – reuse?
- Parking lot – opportunity for reuse

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

MILTON VILLAGE

Assets

- River, Milton Yacht Club, public boat ramp
- 88 Wharf housing & restaurant development
- Riverwalk
- Stunning views, beautiful historic architecture
- MBTA station + parking
- Farmer's market
- People living in & around area including condos, artist live/work studios
- Connection to retail & restaurants on Dorchester side of river

Challenges/Constraints

- Topography creates some separation & makes perpendicular connections difficult
- Difficult parking (topography & space constraints)

Opportunities

- Better connections to the river
- Parcel in front of Storage facility: additional condos?
- Verizon building – reuse?
- Red Hat building – move? Reuse?
- Expand commercial district to include Hill Street, provide incentives to connect to Milton Village
- Better connect to Central Avenue and adjacent residential neighborhoods

CENTRAL AVENUE

Assets

- Existing retail and dining establishments
- Housing located within very close walking distance
- Recent streetscape improvements
- Proximity to trolley

Challenges/Constraints

- Lacks focal point/gathering space
- Inconsistent scale (one story buildings next to 4-5 story)
- Limited possibilities within existing zoning & structures

Opportunities

- Create more of a cohesive sense of place (e.g. consistent paving & other streetscape amenities throughout)
- Hendrie's building – redevelop for commercial ground floor/housing above
- More infill development (in adjacent parcels, upper stories)
- Establish gateway into town
- Better connect to Milton Village and adjacent residential

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

OBJECTIVE 1.1.: CONSIDER ECONOMIC DEVELOPMENT & WAYS OF INCREASING THE TAX BASE TOWN-WIDE

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRIORITY
Encourage business investment in commercial zoning districts <ul style="list-style-type: none"> ○ 		<ul style="list-style-type: none"> • Streamline permitting, licensing and other regulatory functions <ul style="list-style-type: none"> ○ Improve communications between boards and commissions to expedite approval/permit process ○ Hold a Kick-off meetings with prospective businesses and develop and distribute a pre-application package ○ Bring all departments together for initial meeting ○ Hold a focus group with existing businesses to understand how to make specific improvements to the process ○ Create clear, transparent & well communicated set of steps ○ Make process smoother and faster with clear communicated set of expectations from the beginning ○ Encourage the Commission on Disabilities to work with developers, help with funding, variances, making accessibility improvements • Develop a process to discuss redevelopment that includes residents, business owners and the town. 				
Increase capacity for identifying & attracting desirable businesses		<ul style="list-style-type: none"> • Consider creating a Committee for each of the mixed use districts or Economic Development Commission for Town-wide orientation 				

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

OBJECTIVE 1.1.: CONSIDER ECONOMIC DEVELOPMENT & WAYS OF INCREASING THE TAX BASE TOWN-WIDE

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRORITY
		<ul style="list-style-type: none"> • Crowd-source (at location and/or on-line) what businesses residents would like to see in specific locations • Increase capacity at Planning Department (Economic Development Officer) • Encourage Group Homes developments • Explore potential for attracting medical office space and off-site housing at Curry College 				
Consider relocating DPW		<ul style="list-style-type: none"> • Identify potential sites • Consider new uses for DPW site (some supported reuse as supermarket) 				
Address non-conforming uses		<ul style="list-style-type: none"> • Develop an approach to dealing with such properties that encourages owner investment <ul style="list-style-type: none"> ○ Be more flexible about requirements • Create overlay district(s) in areas where both commercial and housing are deteriorated to encourage investment and improvement • Review area near Blue Hills on Randolph; south of Readsdales (in past sparked a lot of interest) 				
Work with non-profits to encourage "spin offs"	Curry College Hospital	<ul style="list-style-type: none"> • Support medical offices which may result from Hospital expansion • Support Curry College efforts in providing additional housing 				
Consider other ways of increasing tax base		<ul style="list-style-type: none"> • Identify desirable locations for multi-family housing 				

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

OBJECTIVE 1.2: CREATE VIBRANT MIXED USE CENTERS IN STRATEGIC LOCATIONS

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRIORITY
Develop a Plan for each business district		<ul style="list-style-type: none"> • Identify boundaries for each district and identify new potential areas, e.g. Blue Hill Avenue and Randolph Avenue • Create a vision for each district involving existing landlords & merchants as much as possible • Make appropriate zoning changes to support desired development (e.g. consider providing incentives) <ul style="list-style-type: none"> ○ Consider Mixed Use Overlay Districts in strategic locations (existing business districts); provide density bonus in exchange for improvement ○ Consider creating transition zones from commercial to mixed use to residential. • Develop a parking & traffic management plan for each district (including improving pedestrian & bicycle connections) • Consider developing some form of a “Business Improvement District” to encourage upgrades/expansion to existing businesses 				
Encourage development of more commercial uses/ districts in other parts of town		<ul style="list-style-type: none"> • Limit neighborhood oriented services to small scale businesses • Locate neighborhood services within walking distance of residential neighborhoods • Ensure that new commercial development does not negatively impact residential, natural and/or historic resources • Consider geographic dispersion/access for all neighborhoods to convenience stores, etc., especially in southwestern part of Town (e.g. 				

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

OBJECTIVE 1.2: CREATE VIBRANT MIXED USE CENTERS IN STRATEGIC LOCATIONS

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRORITY
		along Blue Hill Avenue(<ul style="list-style-type: none"> • Consider design review (guidelines and review entity) to ensure positive, sensitive change • Develop appropriate parking requirements 				
Create a Civic Center by Better integrating existing civic core with improve pedestrian and other connections between uses/ activities (library, town hall, police station, fire station, senior center)		<ul style="list-style-type: none"> • Explore ways of encouraging eating/retail to support uses <ul style="list-style-type: none"> ○ Test concept by creating a “pop up plaza “with food trucks, etc. • Address parking capacity issues • Improve walking/biking connections • Consider creating a “center playground” near Town Hall • Consider expanding Senior Center for use by all ages 				
Support alternative modes of transportation		<ul style="list-style-type: none"> • Encourage pedestrian and bicycle travel and opportunities for public gathering • Consider creating a “Bicycle Friendly Business District” • Improve walk, bike and transit connections between mixed use districts • Consider a town shuttle bus between districts • Provide public amenities such as public restrooms, water bubbler, public bulletin board, visitor center in mixed use centers • Consider a town-wide shuttle connecting the residential neighborhoods with the business districts (especially for seniors and teens) 				
Develop beautification strategies		<ul style="list-style-type: none"> • Review Signage By-law; formally approve as guidelines <ul style="list-style-type: none"> ○ consider encouraging blade signs • Provide incentives to landowners/merchants 				

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

OBJECTIVE 1.2: CREATE VIBRANT MIXED USE CENTERS IN STRATEGIC LOCATIONS

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRORITY
		to beautify (e.g. planting) <ul style="list-style-type: none"> Reward landlords who improve their property with good press Consider developing design guidelines and Design Advisory or Review Board Consider ways of indicating that districts are gateways into Town (e.g. arch welcoming to , e.g. East Milton Square) 				
Address parking issues		<ul style="list-style-type: none"> Promote alternative modes of travel (non-auto) Encourage police enforcement of parking regs Develop parking plan to help manage existing spaces Explore more shared parking opportunities 				

OBJECTIVE 1.3: IMPROVE EAST MILTON SQUARE BUSINESS DISTRICT

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRORITY
Identify strategies to encourage mixed use development		<ul style="list-style-type: none"> Identify preferred concept for East Milton Square to improve circulation, access and safety for al modes and parking efficiency Invest in and encourage streetscape improvements including pedestrian amenities 				
Consider expanding commercial district		<ul style="list-style-type: none"> Consider Mixed Use Overlay District to encourage retail on ground floor, housing above Consider rezoning Mechanic and Bassett Streets from residential to commercial with parking Improve existing commercial areas on Granite Ave. (including sidewalks, traffic calming, & other streetscape improvements) 				

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

OBJECTIVE 1.3: IMPROVE EAST MILTON SQUARE BUSINESS DISTRICT

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRIORITY
Identify and support redevelopment opportunities		<ul style="list-style-type: none"> • Encourage redevelopment of movie theater • Consider reusing the historic fire station for community use or private development such as a restaurant) <ul style="list-style-type: none"> ○ Consider combining with adjacent parcels for larger scale redevelopment 				
Encourage & implement streetscape improvements		<ul style="list-style-type: none"> • Encourage merchants to form a Business Improvement District • Make public investment in paving, street furniture, sidewalk repairs, and other amenities 				
Increase opportunities for community gathering and recreation	Arts Center	<ul style="list-style-type: none"> • Support improvements on park on deck • Provide more street furniture along Adams Street and other locations • Create safe & pleasant walking loop 				
Improve connections		<ul style="list-style-type: none"> • Explore ways of better connecting the two sides on either side of the Expressway • Improve pedestrian & bicycle amenities <ul style="list-style-type: none"> ○ landscape, provide seating ○ raised crosswalks • Improve connections to Neponset River and trail (especially between the EMS park and trail) • Look at pedestrian crossings in relationship to parking • Create a loop for walking linked to parking • Use parking on deck park to connect the two sides of the Square • Provide bicycle accommodations to connect with west side of town 				

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

OBJECTIVE 1.3: IMPROVE EAST MILTON SQUARE BUSINESS DISTRICT

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRIORITY
Address parking issues	See Howard, Stein Hudson traffic & parking analysis (refer to their recommendations) MAPC	<ul style="list-style-type: none"> Develop parking management plan to maximize use of existing spaces Consider installing parking meters to increase turnover for businesses Consider town purchase of private property to increase parking supply Consider constructing parking structure Consider diagonal, back-in parking Improve pedestrian connections between parking and destinations 			Chamber of Commerce	
Address traffic, especially from Exoressway to Granite Ave.		<ul style="list-style-type: none"> Consider working with State to study changes to Expressway Ramp system to reduce traffic impact in the Square (including considering a bypass system) 				
Add focal point		<ul style="list-style-type: none"> Make more of a focal point of the park on deck over Expressway Design welcome arch/gateway structure Add water bubbler for pedestrians/bicyclists 				

OBJECTIVE 1.4.: IMPROVE MILTON VILLAGE BUSINESS DISTRICT

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRIORITY
Identify strategies to encourage mixed use development		<ul style="list-style-type: none"> Develop an overall concept for Milton Village Consider Mixed Use Overlay District to encourage retail on ground floor, housing above <ul style="list-style-type: none"> Encourage development of senior housing 				

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

OBJECTIVE 1.4.: IMPROVE MILTON VILLAGE BUSINESS DISTRICT

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRIORITY
		<ul style="list-style-type: none"> • Consider creating a transition zone from commercial to mixed use to residential. • Invest in and encourage streetscape improvements including pedestrian amenities • Increase riverfront access and circulation including boat ramp area • Review High Street uses & zoning • Provide incentives for prospective businesses that will serve patrons at all times of day • Develop a Crowd Sourcing campaign where residents identify desired businesses 				
Improve connections		<ul style="list-style-type: none"> • Better connect Milton Village and Central Avenue along Eliot Street focusing on walk, bike and transit connections • Better connect to retail & restaurants in Dorchester • Complete and extend bike path beyond Central Avenue MBTA station • Improve perpendicular connections to High Street • Add wayfinding signs for drivers and cyclists and pedestrians on Neponset Greenway • Improve bicycle connections to the east side of town 				

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

OBJECTIVE 1.4.: IMPROVE MILTON VILLAGE BUSINESS DISTRICT

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRIORITY
Address parking issues		<ul style="list-style-type: none"> Look for additional parking areas, including at MBTA station 				
Consider reuse/redevelopment opportunities		<ul style="list-style-type: none"> Condo development in front of Storage facility Verizon Building? Swift Hat factory building (Insert Ripe Apple) <ul style="list-style-type: none"> Support current proposal to move the building to Town-owned land further down the hill (provide public restrooms, water bubbler, visitor’s center, etc.) Develop organizational structure & long-term lease mechanism Work with Disability Commission to help with compliance issues/historic structures² Provide incentives for redevelopment of older structures Develop cluster housing that will provide walking opportunities for seniors 				
Create more opportunities for community gathering	Farmer’s Market Artist live/work studios	<ul style="list-style-type: none"> Build on existing Farmer’s Market 				
Provide a focal point		<ul style="list-style-type: none"> Opportunity exists at redevelopment site in front of Storage facility 				

² See Boston and Cambridge examples of Commission on Disability that helps small businesses with making accessibility improvements (including securing funding)

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

OBJECTIVE 1.5.: IMPROVE CENTRAL AVENUE BUSINESS DISTRICT

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRIORITY
Identify strategies to encourage mixed use development		<ul style="list-style-type: none"> Develop an overall concept for Central Avenue District Consider Mixed Use Overlay District to encourage retail on ground floor, housing above Consider creating a transition zone from commercial to mixed use to residential. Consider expanding commercial area Make an effort to attract more diversified retail establishments 				
Improve connections		<ul style="list-style-type: none"> Invest in and encourage streetscape improvements including pedestrian amenities Better connect Milton Village and Central Avenue along Eliot Street focusing on walk, bike and transit connections Complete and extend bike path beyond Central Avenue MBTA station 				
Identify and support redevelopment opportunities		<ul style="list-style-type: none"> Redevelop Hendrie's Site (consider parking as part of this redevelopment) Increase height of existing one-story commercial Consider 131 Elliot Street for housing redevelopment 				
Identify ways of increasing the sense of place		<ul style="list-style-type: none"> Consistent paving throughout district Blade signs on retail Create a focal point Provide more outdoor seating/places for gathering Add wayfinding signs to Neponset Trail and 				

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

OBJECTIVE 1.5.: IMPROVE CENTRAL AVENUE BUSINESS DISTRICT

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRORITY
		for trail users to be aware of shops				
Increase opportunities for community gathering and recreation		<ul style="list-style-type: none"> Increase riverfront access and circulation including boat ramp area Encourage canoe/bike rental to locate here Capitalize on fact that bike riders gather here (encourage music, coffee shops, etc.) 				
Address parking issues	Commuters & bike riders are parking recently creating a more serious parking issue; concern regarding where guests & relatives of Hendries' residents will park	<ul style="list-style-type: none"> Look for additional parking areas, including at MBTA station Reserve town-owned property at Hendrie's for parking? Consider low parking requirements for new housing projects Consider converting 36 Central Avenue into off-street parking 				

OBJECTIVE 1.6.: IMPROVE NORTHERN GRANITE AVENUE BUSINESS DISTRICT

STRATEGY	EXISTING RESOURCES	ACTIONS	FUNDING NEED	NOTES	LEAD & PARTNERS	PRORITY
Identify strategies to encourage mixed use development	currently zoned residential lots; non-conforming uses	<ul style="list-style-type: none"> Develop an overall concept for Northern Granite Ave Develop long term plan including desired uses, parking, public restrooms, a small museum, recreation, bike paths, etc. Attract businesses that can serve Milton as well as Dorchester 				#1

GOAL: PROMOTE VIBRANT MIXED USE DISTRICTS

<p>Beautify & make area feel more pleasant and better connected</p>	<p>Some state funding available (up to \$10,000) for streetscape improvements</p>	<ul style="list-style-type: none"> • Increase riverfront access and circulation • Make Granite Avenue more bike friendly • Invest in and encourage streetscape improvements including pedestrian amenities • Consider ways of indicating gateway to Town including an arch • Develop a focal point 				
<p>Identify reuse opportunities</p>	<p>Granite Avenue Park & Ride Committee is currently analyzing options (recommendations will be made to BOS in May)</p> <p>American Legion currently planning for building</p>	<ul style="list-style-type: none"> • Identify preferred redevelopment use of MassDOT park-and-ride (e.g. supermarket, B&B, restaurant, housing, assisted living) • State DPW site? • American Legion site? <ul style="list-style-type: none"> ○ Rezone to allow it to operate as a function hall 				
<p>Improve connections</p>		<ul style="list-style-type: none"> • Better connect to Dorchester, Neponset Greenway Trail • Town-owned granite railroad right-of-way could be promoted as an historic site & used as a trail to Quincy and to provide waterfront access 				



Vibrant Mixed Use Districts: A Master Plan Roundtable

Purpose: The Roundtable is open to the public and will be a facilitated discussion with local and other “experts,” individuals involved in efforts related to and/or with an interest in the topic. The idea is that together we may arrive at useful strategies for addressing relevant issues. Forming partnerships among individuals, institutions and businesses working towards similar goals is an intended by-product of holding the roundtable.

AGENDA

April 30, 2014

7:00 p.m. – 9:00 p.m.

Glover School

- 7:00 **Introduction to Topic**
Overview of Key Points
Review of Goals and Objectives developed with public input
- 7:15 **Objective: Economic Development:**
To encourage mixed uses (commercial, office and housing) in strategic locations in order to expand the tax base, provide housing alternatives and additional shopping and dining options for residents; and also to encourage non-automobile travel to and within these districts.
- 7:30 **Focus Area:** East Milton Square
Identify strategies for improving the business district of East Milton Square
- Focus Area:** Milton Village
Identify strategies for improving the business district of Milton Village
- Focus Area:** Granite Avenue
Identify strategies for improving the business district of Granite Avenue
- Focus Area:** Central Avenue
Identify strategies for improving the business district of Central Avenue
- 8:30 Report Back
Add Other Thoughts
Prioritization

To stay “in the loop,” see: miltonmasterplan.tumblr.com & Town of Milton website: www.townofmilton.org



Milton Master Plan: Affordable Housing DRAFT for Information & Discussion

Definition of Affordable Housing

There are a number of definitions of affordable housing as federal and state programs offer various criteria. For example, HUD generally identifies units as affordable if gross rent (including costs of utilities borne by the tenant) is **no more than 30% of a household's net adjusted income** (with a small deduction for each dependent, for child care, for extraordinary medical expenses, etc.) or if the carrying costs of purchasing a home (mortgage, homeowners association fees, property taxes and insurance) are typically not more than 30% of net adjusted income.

2013 HUD AREA INCOME LEVELS FOR THE BOSTON AREA

Number of Persons in Household	30% of Median Income	50% of Median Income	60% of Median Income	80% of Median Income
1	\$19,850	\$33,050	\$39,660	\$47,150
2	22,650	37,800	45,360	53,900
3	25,500	42,500	51,000	60,650
4	28,300	47,200	56,640	67,350
5	30,600	51,000	61,200	72,750
6	32,850	54,800	65,760	78,150
7	35,100	58,550	70,260	83,550
8+	37,400	62,350	74,820	88,950

About 30% (approximately 2,835) of Milton's households would be income-eligible for affordable

Affordable housing can also **defined according to percentages of median income** for the area as summarized in the table above. Housing subsidy programs are typically targeted to particular income ranges depending upon programmatic goals. *Extremely low-income housing* is directed to households with incomes at or below 30% of area median income as defined by the U.S. Department of Housing and Urban Development (\$25,500 for a family of three for the Boston area) and *very low-income* is defined as households with income between 31% and 50% of area median income (\$42,500 for a family of three).

- **Sixty percent (60%) of area median income** is used for the limit of a number of *rental subsidy programs*
- Low- and moderate-income generally refers to the range between **51% and 80% of area median income**
- *First-time home buyer programs* typically apply income limits of **up to 80% of area median income**.
- The *Community Preservation Act* allows resources to be directed to those within a somewhat higher income range – **100% of area median income**.



Milton Master Plan: Affordable Housing DRAFT for Information & Discussion

Milton's Inventory of Affordable Housing

Milton has 426 units or 4.42% of its 9,641 year-round housing units included in its Subsidized Housing Inventory (SHI)¹, up from 380 units in 2004. In total, 89% of the Town's subsidized housing is for the elderly, 3% is for families, and about 8% is for people with special needs. These units are listed in the table on the page four of this handout. Of the 426 SHI units:

- 52 are public housing units, 347 are privately owned
- 27 involve units in group homes supported by the state Department of Developmental Disabilities or Department Mental Health.
- All units involve rentals, and all of the privately owned subsidized housing is for the elderly.

The Milton Housing Authority (MHA) administers 52 units of **public housing**, 40 for the elderly and disabled and twelve (12) for families.

- Demand for the town's subsidized housing is very strong, particularly for the family units. According to the Milton Housing Authority, there were about 600 households on the waiting list for elderly and disabled units, including 39 Milton residents.
- The length of the wait on this list ranges from two to three years, with the disabled experiencing longer waits. The wait for family units is at least five years and currently the wait list includes about 50 families, including a few Milton residents.
- The Housing Authority has two handicapped accessible units and waits are at least five years.

The Housing Authority has also been administering 144 **Section 8 housing vouchers** although federal cutbacks have decreased these vouchers to 133.

- These rental vouchers enable income-eligible households to find housing in the private market with the voucher subsidizing the difference between a Fair Market Rent (FMR) and a percentage of the household's income. Until recently, voucher holders were able to find units in Milton without too much difficulty.
- Spikes in rental costs have resulted in fewer participants being able to find qualifying units with only about one-third of vouchers holders leasing units in Milton.



Milton Master Plan: Affordable Housing DRAFT for Information & Discussion

Milton Residences for the Elderly (MRE)

The privately owned housing is all run by the **Milton Residences for the Elderly (MRE)**.

- MRE manages the **Fuller Village** development with 321 units. While 25% of the units are affordable to households earning at or below 80% of area median income, the state has only allowed 33 of these units to be counted as part of the Subsidized Housing Inventory, largely due to the added complexity of the life lease arrangement under which these units are financed.
 - The Town is continuing to work with MRE to try to establish the status of permanent affordability under Chapter 40B for these affordable units.
 - The market rate prices for Fuller Village were priced significantly lower than market comparables, the most expensive two-bedroom unit selling for \$355,000 with a monthly maintenance fee of \$1,490 and the affordable units selling typically for around \$288,000 with a monthly fee of \$1,180.
 - There are 63 applicants on the wait list for the affordable units and 97 waiting for market rate units. Since there are far fewer affordable units, the wait times for these units are longer.
 - The development has 13 handicapped accessible residences, one for the hearing impaired, and an additional 27 units that are partially accessible with walk-in showers.
- MRE also owns and manages **Winter Valley Housing**, which has 161 affordable elderly units counted by DHCD, of which there is a mix of assisted living, one-bedroom, two-bedroom, and efficiency units.
 - Most of the units are subsidized but some are market rate but still with quite affordable rents at \$879 for one-bedrooms and \$962 for two-bedrooms. There were 155 applicants on their wait list, 50 who were Milton residents.
 - Some of the applicants were also grown children who live in Milton and are trying to relocate their parents in the community. Wait times ranged from about a year and a half for the subsidized units to up to four years for the market units because there are far fewer of them available.
- One of its developments, **Unquity House**, includes 139 units of elderly housing:
 - 99 one-bedroom apartments with about 37 applicants on the wait list and another 40 studio apartments with a handful of applicants.
 - The average wait time for units is about a year.





Milton Master Plan: Affordable Housing DRAFT for Information & Discussion

Milton' Subsidized Housing Inventory

Project Name	# SHI Units	Project Type/ Subsidizing Agency	Use of a Comp. Permit	Affordability Expiration Date
65 Miller Avenue*	40	Rental – elderly disabled/DHCD	No	Perpetuity
121 Central Avenue**	8	Rental – special needs/DHCD	No	Perpetuity
753 Blue Hill Avenue**	2	Rental – special needs/DHCD	No	Perpetuity
Eliot Street*	2	Rental – families/DHCD	No	Perpetuity
Central Avenue*	2	Rental – families/DHCD	No	Perpetuity
Lothrop Avenue*	2	Rental – families/DHCD	No	Perpetuity
Brook Road*	2	Rental – families/DHCD	No	Perpetuity
Tucker Street*	2	Rental – families/DHCD	No	Perpetuity
Unquity House	139	Rental – elderly/MassHousing	No	2014
Winter Valley Housing	129	Rental – elderly/HUD	No	2020
Winter Valley Phase II	32	Rental – elderly/HUD	No	2031
Fuller Village Phase II	33	Rental -- elderly/DHCD	No	Perpetuity
DDS Group Homes	20	Special Needs Rental/DDS	No	NA
DMH Group Homes	7	Special Needs Rental/DMH	No	NA
TOTAL	426	399 rentals, 27 special needs	No 40B	

Source: Massachusetts Department of Housing and Community Development, May 22, 2013

* Milton Housing Authority units

** Group homes that are owned & managed by MHA but services are provided to residents by outside vendors

There are also several additional developments, representing nine (9) total units, which should be included on the SHI including the following:

102 Blue Hill Avenue. There are two (2) family units at 102 Blue Hill Avenue that are owned and managed by the MHA and mistakenly not included on the SHI.

Work, Inc. Special Needs Housing. Work, Inc. has built special needs housing for five (5) disabled residents in a state-of-the-art special facility that leveraged significant amounts of federal and state funding.

36 Central Avenue. This mixed residential and commercial development includes 18 residential units of which two (2) are affordable and occupied. These units were permitted through the Town's Planned Unit Development (PUD) bylaw and should be added to the SHI as Local Action Units (LAU).



Milton Master Plan: Affordable Housing DRAFT for Information & Discussion

Milton's Subsidized Units Currently Listed on the SHI

- In addition to the nine (9) units referenced above that are eligible for inclusion, the total number of units is 435 units or 4.5% of Milton's year-round housing
- **This means that Milton falls short of the 10% goal established under M.G.L. Chapter 40B by 529 units**
- In addition, the base number increases every ten (10) years on the basis of the federal census and hence in 2020 a new base of year-round housing units will be established.
- In any event, **the 10% goal is an arbitrary number used statewide, and is not founded on identified need at the local level.** As long as Milton remains below the 10% goal and is not making substantial progress in reaching it, the town remains vulnerable to development proposals that may conflict with existing zoning and the town's vision for its future. Several developers are currently in the process of submitting or exploring comprehensive permit applications, however, **none of the current SHI units involved a comprehensive permit.**

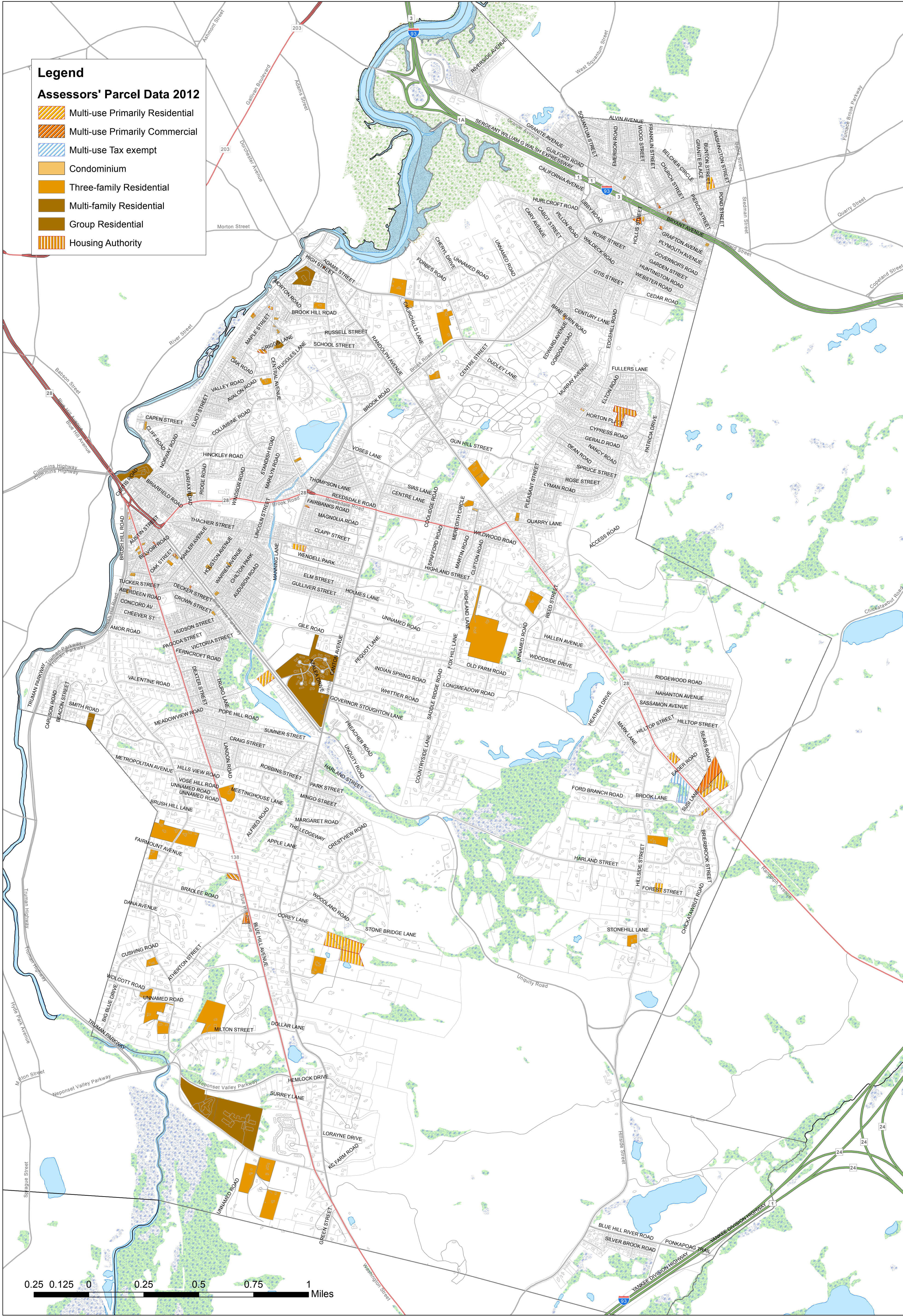
Questions for consideration and discussion

- What kind of housing is needed in Milton? For whom?
- Where should such housing be located?
- What should it look like?
- What policies should be employed to create it?
- What concerns do you want to be sure we address?

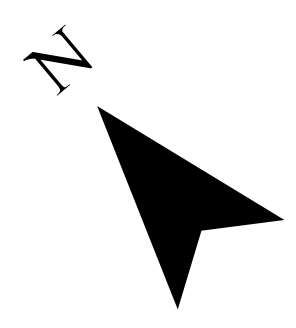


Milton Master Plan: Affordable Housing DRAFT for Information & Discussion

NOTES



Date: 5/22/2014



Milton Multi-Family Housing



Milton Master Plan

HOUSING IN MILTON: ADDITIONAL ISSUES

Please fill in and return to us... what do you think about the following:

1. In-law apartments: *As the population ages, there may be more of a need for such apartments in order to help families care for their elder parents. In-law apartment units are allowed for a temporary period, the household must go back to the Zoning Board of Appeals every 3 years and when an individual leaves, they no longer have permission to be used as a separate unit. Currently there are many such "apartments" being used in town, however, only about 20 of them have been approved.*

QUESTIONS:

1.1. Do you think in-law apartments should be promoted as a way of helping to provide alternative housing for senior citizens? _____

1.2 Should there be restrictions on them? If so, what kind? _____

2. Bed and Breakfast. *Milton has several significant educational institutions with students coming to attend from outside Milton. When parents visit there is currently no hotel or other such place for them to stay. The Town's location close to the convention center and easy access to the Red Line (T) to Boston may also make it a good location for such an establishment. Additionally, it could provide a place for visiting relatives to stay. The Town currently has no regulations or rules for inspections regarding such establishments at the moment.*

QUESTIONS:

2.1. Are you in favor of Bed and Breakfast lodgings being created in Milton?

Yes _____ No _____

1.2. Why or Why not? _____

2.1. Would you support one opening next door to your house? If so, what restrictions would you want in place? _____



Milton Master Plan

HOUSING IN MILTON: Handout B

DEFINITION OF AFFORDABLE HOUSING: There are a number of definitions of affordable housing as federal and state programs offer various criteria

For example,

HUD generally identifies units as affordable if gross rent¹ is no more than 30% of a household's net adjusted income² or if the carrying costs of purchasing a home³ is not more than typically 30% of net adjusted income.

If households are paying more than these amounts, they are described as experiencing housing affordability problems; and if they are paying 50% or more for housing, they have severe housing affordability problems and cost burdens.

Affordable Housing defined according to percentage of median income: 2013 HUD AREA INCOME LEVELS FOR THE BOSTON AREA

Number of Persons in Household	30% of Median Income	50% of Median Income	60% of Median Income	80% of Median Income
1	\$19,850	\$33,050	\$39,660	\$47,150
2	22,650	37,800	45,360	53,900
3	25,500	42,500	51,000	60,650
4	28,300	47,200	56,640	67,350
5	30,600	51,000	61,200	72,750
6	32,850	54,800	65,760	78,150
7	35,100	58,550	70,260	83,550
8+	37,400	62,350	74,820	88,950

Affordable housing can also defined according to percentages of median income for the area as summarized in Table II-1. Housing subsidy programs are typically targeted to particular income ranges depending upon programmatic goals.

According to 2011 census estimates, approximately 2,835 households or about 30% of Milton's households would currently be income-eligible for affordable housing using the 80% of area median income criterion. This is based on income estimates alone and does not take financial assets into consideration.

¹ (including costs of utilities borne by the tenant)

² (with a small deduction for each dependent, for child care, for extraordinary medical expenses, etc.)

³ (mortgage, homeowners association fees, property taxes and insurance)



Milton Master Plan

HOUSING IN MILTON: Handout B

Extremely low-income housing is directed to households with incomes at or **below 30% of area median income** (\$25,500 for a family of three for the Boston area)¹.

Very low-income is defined as households with income **between 31% and 50% of area median income** (\$42,500 for a family of three).

Sixty percent (60%) of area median income is used for the limit of a number of **rental subsidy programs** including the Low Income Housing Tax Credit Program and HOME Rental Program (\$51,000 for a three person household).

Low- and moderate-income generally refers to the range **between 51% and 80% of area median income** (\$66,150 for a family of three).

First-time homebuyer programs typically apply income limits of **up to 80% of area median income**.

The **Community Preservation Act** allows resources to be directed to those within a somewhat higher income range **100% of area median income**.

DEFINITION OF INCLUSIONARY ZONING:

Inclusionary zoning refers to provisions that allow, or require, developers of housing and other land uses to include a given percentage of their proposed housing units to be affordable according to an agreed on definition of affordability.

Some inclusionary zoning provisions allow equivalent **cash payments in the place of housing units**. Non-residential uses are required to make cash payments that are used for affordable housing.

The affordable housing **units can be located on-site or off-site**. These provisions can be made mandatory, as in the case of Cambridge, Arlington and Groton, MA; or they can be made voluntary, as in the case of many cities and towns in Massachusetts.

Bonus incentive provisions can be part of either voluntary or mandatory provisions in the form of expedited permitting, increased density, increased building height, and reduced setback lines and requirements for open space and parking, cost off-sets through tax breaks and fee reductions.

Proportions of housing units to be made affordable usually **range from 10% to 15%**. Density bonuses can range up to 30% over the underlying zoning. Special permits are required to use the inclusionary zoning provisions so local officials and the public can get a more detailed look at projects, than would be the case for development permitted by-right under zoning.

Inclusionary zoning provisions may also include **a housing unit threshold** (such as ten units or more) identify income targets for population to be served, and identify control periods and mechanisms (for example permanent deed restrictions). These specific requirements may be covered by regulatory agreements between the town and the developer.

For more information see [Smart Growth, Smart Energy Toolkit](#), Commonwealth of Massachusetts, 2007 Edition.

Milton Master Plan



Housing and Neighborhoods Roundtable

Purpose: The Roundtable is open to the public and will be a facilitated discussion with local and other “experts,” individuals involved in efforts related to and/or with an interest in the topic. The idea is that together we may arrive at useful strategies for addressing relevant issues. Forming partnerships among individuals and agencies working towards similar goals is an intended by-product of holding the roundtable.

AGENDA

Cunningham Hall

June 11, 2014

7:00 p.m. – 9:00 p.m.

- 7:00 **Presentation**
Overview of Key Points
Review of Goals and Definitions
- 7:15 **Break Out into Small Groups**
Discuss housing issues related to specific geographic areas of Milton
- 8:30 Report Back
Prioritization



Milton Master Plan

HOUSING IN MILTON: Handout A

MASTER PLANNING GOAL: *To provide a variety of housing types to provide options for different age groups, stages in the life cycle and incomes.*

EXISTING MILTON HOUSING

- There are 9,700 dwelling units in total (2010 Census)
- Approximately 90% of housing is single family
- 82% of housing units are owner occupied; 18% are renters
- Average assessed value of single family homes is \$507,054 (FY 2011)

Affordable Housing is defined in a number of ways based on median household income, household size and average metropolitan household income. See Handout B for more information

- Only 4.5% of Milton's housing is counted towards the state's 10% (40B) affordable housing goal

HOUSING NEED IN MILTON

- Population projected to increase by only 3% by 2030
- # of households projected to increase by 14% by 2030
- The number of seniors (65 and over) is expected to increase 87% more than 2010 by 2030
- Family formation population (age 25 to 34) is expected to increase 5% between 2010 and 2030
- 1/3 of current residents could not afford to buy an average priced home in Milton today
- Increasing number of smaller households
- Demand for subsidized units is very strong with long waiting lists for elderly & disabled units
- There are many persons on the waiting lists for senior housing (for both affordable & market rate units)

REGIONAL TRENDS

SENIORS

Are seeking to downsize in walkable, compact centers where they...

- can afford to live on a fixed income
- no longer have to drive
- don't have a house and yard to maintain
- have less square footage to furnish and clean
- have more opportunities for socializing and running into people

YOUTH

Are concerned about...

- affordability of housing
- fitness as a part of everyday life (walking, biking)
- having opportunities for socializing
- protecting the environment
- using alternative modes of transportation (including public transit)
- utilizing less energy



Milton Master Plan

HOUSING IN MILTON: Handout A

HOW: Some policy options for achieving a variety of housing types (see Handout B for more information)

- Inclusionary Zoning
- 40 B
- Compact Neighborhoods
- 40 R Mixed Use
- Mixed Use Overlay Districts
- Home Ownership Programs
- Housing Trust (Use CPA funds, gifts, grants) to:
 - Develop affordable units on Town-owned parcels
 - Purchase existing units & convert
 - Buy down market rate units & make deed restricted
 - Subsidize units to make them affordable
- Local Initiative Programs

WHAT MILTON RESIDENTS TOLD US

- *“Milton is a family-oriented residential community”*
- *Many seniors wish to stay in Milton but would like additional housing options (e.g. one floor, smaller units, elevators, complete service condos, etc.)*
- *Young people who grew up in Milton are having a hard time finding housing affordable to them*
- *Lack of workforce housing (e.g. for teachers, fire fighters, etc.)*
- *Desire to protect town character*

WHERE: Potential locations for affordable housing

- Allow/promote accessory units
- Promote residential located above retail
- Condominium conversion/creation
- Created smaller units on large estates
- Developable parcels (mostly in Brush Hill area)
- Existing modest dwelling units (subsidize, buy down, etc.)
- Approx. 150 empty lots scattered around Town (2004 MAPC)
- 260 house vacant house lots in undeveloped tracts zoned for residential use
- Mixed use zones around business districts

POTENTIAL IMPACTS

- Fiscal impacts, especially schools
- Town character

OTHER CONSIDERATIONS

- Priority to town residents
- Priority to Milton town employees (regardless of where they live)
- Capacity to oversee process
- Political will

Milton Master Plan: Additional Questions Provided at Housing Roundtable June 11, 2014

Comments Received

Last updated July 4, 2014

1 In-Law Apartments

1.1 Do you think in-law apartments should be promoted as a way of helping to provide alternative housing for senior citizens?

- A. Yes – if they have enough parking to cater to the increase in the use of the house
- B. Yes – and other family members!
- C. Yes. I think they are an important family resource and should also be allowed or conversion for boomerang children or any other boarder or resident in a home
- D. Yes
- E. Yes

1.2 Should there be restrictions on them? If so, what kind?

- A. No response
- B. No
- C. Yes, they should be regulated for code issues through IDS and parked appropriately
- D. No response
- E. Sufficient off-street parking must be available on the property

2 Bed and Breakfast

2.1 Are you in favor of Bed and Breakfast lodgings being created in Milton?

- A. Yes
- B. Yes
- C. Yes
- D. Yes
- E. Yes

2.2 Why or why not?

- A. If they have the lot size
- B. Why – great opportunity to provide income
- C. We have institutional uses creating demand and could also provide short-term housing for out of town guests
- D. It is an attractive community with close proximity to Boston, one of the top tourist destinations. This would allow small local businesses

- E. I think there is a need, given the presence of Milton Academy and Curry College in town. Would also bring in some additional revenue

2.3 Would you support one opening next door in your house? If so, what restrictions would you want in place?

- A. Yes. Lighting, parking, must conduct business on own property
- B. Yes – no restrictions
- C. Absolutely as long as it could be parked appropriately and was built according to zoning
- D. Yes. Noise limits at night, adequate parking or access to transit
- E. I live in an area with small lots. A B&B is more appropriate for a large lot because of the need for parking and a large enough structure to operate a B&B (bedrooms and food service). Board of Health will need to regulate B&Bs

3 Convenience stores and other small-scale shops in the neighborhoods

3.1 Do you think these uses should be grandfathered into the zoning (and become conforming) so that if the owners would like to make improvements to their property they can do so without requiring a special permit?

- A. Must receive special permit and must take into account the neighbors safety and security
- B. Do not grandfather!
- C. Yes – and expanded
- D. No response
- E. Generally, yes. Substantial revisions should require approval though. Smaller renovations should be by right

3.2 Do you think it is desirable to have additional small-scale commercial areas in residential neighborhoods and if yes, where are some desirable locations?

- A. Yes, beside the pre-existing grandfathered units
- B. Yes – Route 28 area! Blue Hill Ave!
- C. Yes. Intersections of Main and Main in all neighborhoods. In Milton Center
- D. Yes. Southern Blue Hill Avenue, Randolph Avenue, Granite Avenue, Town Center
- E. Blue Hills Parkway, Route 138

4 Additional Comments

- A. No response
- B. No response
- C. Milton is a beautiful town. It is clinging to a way of life that isn't in line with how most families live today. We want amenities, service, the ability to care for our parent – but in a separate area of our home. We want good infrastructure and service but want to offset the cost with income for the resources we also need referenced above. We need all kinds of housing – two families, condos, starter homes, family homes and estates. We are uniquely

positioned with space and varied neighborhoods to provide all of this without hurting the town character

- D. No response
- E. No response

A Master Plan for Milton:
a Town-wide effort in 2014

ROUNDTABLE
DISCUSSION on
HOUSING

Wednesday, June 11, 2014
Cunningham Hall



What is a Master Plan?

- A “basis for decision making” about future development
MGL Chapter 41 Sec 81D
- A **process** leading to a plan of action based on a town’s values & goals
- A set of **priorities** for addressing the full range of issues facing a town

What to preserve?

What to change?

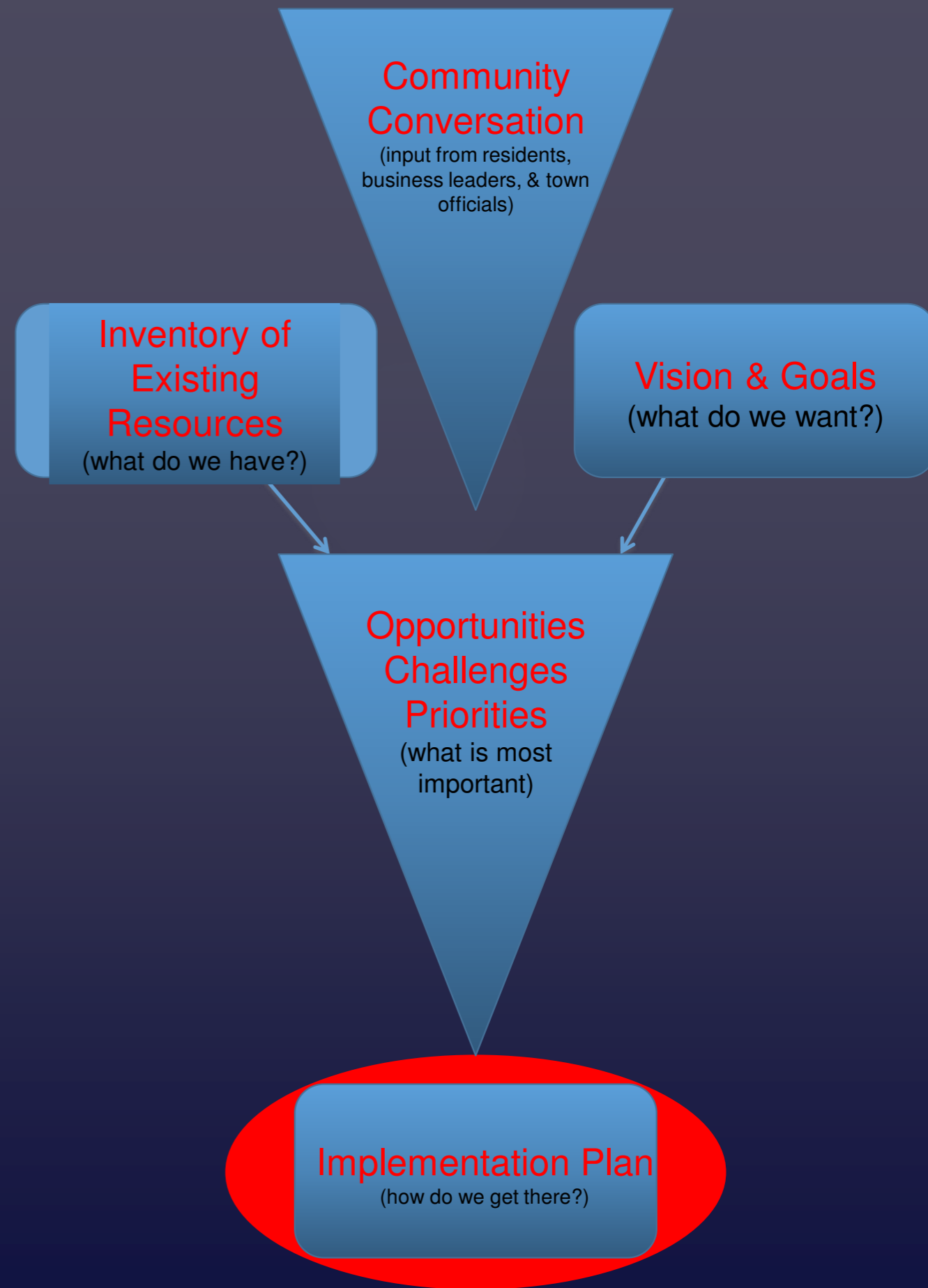
Concerns?

Improvements?



WHERE ARE WE IN THE PROCESS?

- What do we have?
- What do we want?
- What is most important?
- How do we get there??



PLANNING FOR MILTON'S FUTURE

SEVEN GOALS

- Promote a healthy Milton
- Preserve housing and neighborhoods and provide a range of housing types
- Promote economic development in vibrant mixed-use centers
- Preserve Milton's character
- Strengthen Milton's capacity to plan
- Provide high quality services and infrastructure
- Improve transportation and circulation



WHAT WE FOUND: EXISTING HOUSING

- There are 9,700 dwelling units in total (2010 Census)
- Approximately 90% of housing is single family
- 82% of housing units are owner occupied; 18% are renters
- Average assessed value of single family homes is \$507,054 (FY 2011)
- Average single family property bill is \$7,134 (FY 2011)



WHAT WE FOUND: EXISTING HOUSING

- Approx. $\frac{3}{4}$ of all housing units were constructed prior to 1960
- The average home has 3-4 bedrooms
- Only 4.5% of Milton's housing is counted towards the state's 10% (40B) affordable housing goal
- Milton Housing Authority gives preference to:
 - Veterans who live in Town
 - Other town residents
 - Anyone who works in Town (regardless of where they live)



WHAT WE FOUND: HOUSING NEED

- Population projected to increase by only 3%
- # of households projected to increase by 14%
- The number of seniors (65 and over) is expected to increase 87% more than 2010 by 2030
- Family formation population (age 25 to 34) is expected to increase 5% between 2010 and 2030
- 1/3 of current residents could not afford to buy an average priced home in Milton today



WHAT WE FOUND: HOUSING NEED

- Increasing number of smaller households
- Demand for subsidized units is very strong with long waiting lists for elderly & disabled units
- There are many persons on the waiting lists for senior housing (e.g Fuller Village, Winter Valley Housing & Unquity House);
 - Long lists for both affordable & market rate units



WHAT WE FOUND: REGIONAL HOUSING TRENDS

SENIORS

Are seeking to downsize in walkable, compact centers where they...

- can afford to live on a fixed income
- no longer have to drive
- don't have a house and yard to maintain
- have less square footage to furnish and clean
- have more opportunities for socializing and running into people

YOUTH

Are concerned about....

- affordability of housing
- fitness as a part of everyday life (walking, biking)
- having opportunities for socializing
- protecting the environment
- using alternative modes of transportation (including public transit)
- utilizing less energy



WHAT WE HEARD FROM MILTON RESIDENTS

- “Milton is a family-oriented residential community”
- Many seniors wish to stay in Milton but would like additional housing options (e.g. one floor, smaller units, elevators, complete service condos, etc.)
- Young people who grew up in Milton are having a hard time finding housing affordable to them
- Lack of workforce housing (e.g. for teachers, fire fighters, etc.)
- Desire to protect town character



POTENTIAL IMPACTS OF HOUSING

- **Fiscal Impact:** Milton's public schools are currently at capacity
 - Additional children in system will impact class size
 - Will need to consider ways of accommodating
- **Impacts on town character**
 - Define set backs
 - Design guidelines (massing, height, features, etc.)
 - Buffer landscaping



POLICY OPTIONS FOR ACHIEVING VARIETY OF HOUSING TYPES

- Inclusionary Zoning
- 40 B
- Compact Neighborhoods
- 40 R Mixed Use
- Mixed Use Overlay Districts
- Home Ownership Programs
- Local Initiative Programs



POLICY OPTIONS FOR ACHIEVING VARIETY OF HOUSING TYPES

- Housing Trust (Use CPA funds, gifts, grants, etc.) to:
 - Develop affordable units on Town-owned parcels
 - Purchase existing units & convert
 - Buy down market rate units & make deed restricted
 - Subsidize units to make them affordable



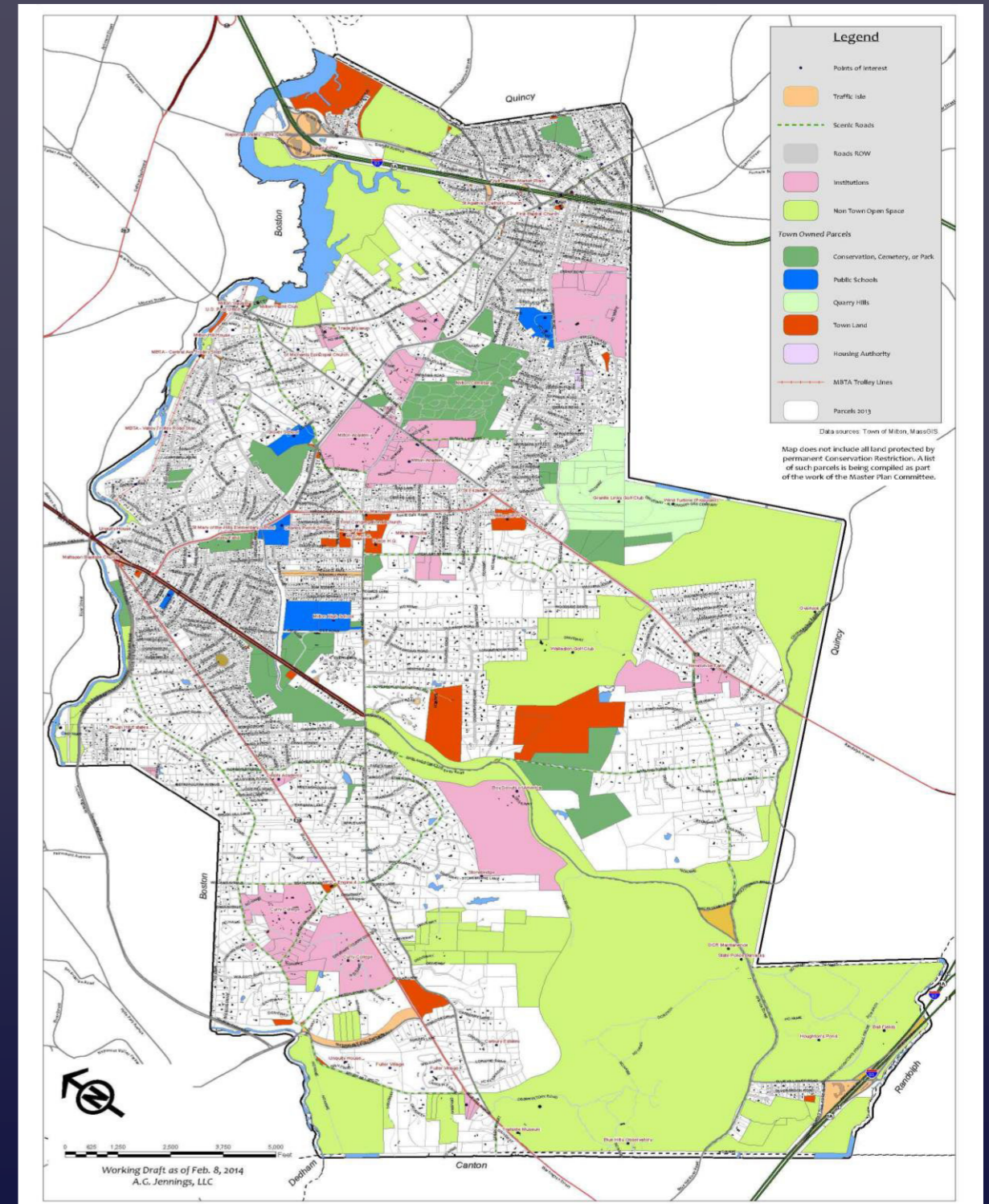
POLICY OPTIONS FOR ACHIEVING VARIETY OF HOUSING TYPES

- Allow/promote accessory units
- Promote residential located above retail
- Condominium conversion/creation
- Created smaller units on large estates



LOCATIONS FOR ADDITIONAL HOUSING

- Approx. 150 empty lots scattered around Town (2004 MAPC)
- 260 house lots in undeveloped tracts
- Business districts
 - Residential located above retail
- Mixed use zones around business districts



WHAT MAKES FOR A BALANCED COMMUNITY?

Variety of Housing Options



WHAT MAKES FOR A BALANCED COMMUNITY?

Supporting All Ages, Stages in the Lifecycle & Income Levels



Community Circle with Martha Lyon Landscape Architecture, LLC , Community Preservation Assoc. &- AECOM

WHAT MAKES FOR A BALANCED COMMUNITY?

Reusing existing housing stock

Housing stock
will turn over...
especially if
alternatives
exist for seniors



WHAT MAKES FOR A BALANCED COMMUNITY?

Preservation of the Town's Character
Define parameters



HOW WILL WE MAKE DECISIONS REGARDING POLICY DIRECTIONS?

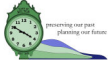
- Review housing facts
- Review housing need
- Consider precedents (from other towns)
- Include consideration of impacts
- Study policy alternatives



HOW WILL WE MAKE DECISIONS REGARDING POLICY DIRECTIONS?

- Break out into small discussion groups
 - Consider housing needs and options
 - Look at specific areas in Town
- Report Back
- Next Steps in the Master Planning process





Milton Master Plan: Housing and Neighborhoods Roundtable

There were 32 participants in the Housing and Neighborhoods Roundtable held at Cunningham Hall on June 11, 2004. Participants were invited to discuss the goal as articulated below.

GOAL: TO PROVIDE A VARIETY OF HOUSING TYPES

To provide a variety of housing types to in order to provide options for different age groups, stages in the life cycle and incomes.

Participants were invited provide their thoughts on strategies to achieve this goal. Discussions included housing for an increasing senior population, young people, workforce housing (e.g. for teachers, fire fighters, etc.), those with fixed incomes, lower incomes, and those desiring an option other than single family detached housing.

Participants were presented with a brief overview of housing issues in Milton (e.g. existing housing, housing needs, future demographic and other related trends). They were then asked to join a small group discussion focused on one of the five census tracts in Milton. Each group discussed housing town-wide and then identified issues specific to their particular geographic area of town. The results of these discussions are summarized in the pages that follow.

Highlights

Participants seemed to agree that:

- Milton needs more housing options, especially affordable, smaller units for older and younger residents
- They would like more vibrant business districts for shopping, dining and community gathering and neighborhood-oriented services in the residential neighborhoods so that they can run errands close by.
- More housing should be developed near commercial areas and transit; biking and walking should be made safer/more pleasant throughout town.
- Milton has natural and historical features that contribute to its character ; care should be taken to preserve these
- New tools are needed to help guide future housing development in Town
- The community most people would prefer Milton to be like is Hingham
- The place where most people would live if they couldn't live in Milton is Brookline



SUMMARY

A. Town-Wide

1. In terms of housing and neighborhoods, what communities do you think Milton is comparable to?

Participants identified the following communities as being most comparable. Belmont, Winchester and Wellesley came up more than once.

- “Milton is Unique”
- Newton, Belmont
- Medford (diversity)
- Wellesley, Needham, Hingham, Newton, Winchester, Brookline, Weston
- Belmont, Needham, Winchester, Hingham, Dedham – but without shops, restaurants, -2-3 families, age of housing stock, proximity to Boston, trolley, open space, large lots/small lots, central business district, same size population, historical
- Westwood, West Roxbury, Canton, Needham, Hingham, Belmont, Winchester, Wellesley

2. Which communities would you like Milton to be like? Why?

The community most frequently mentioned by participants as the one they most wanted Milton to be like was Hingham.

- “As it is!”
- Newton, Hingham, Lexington, Bedford, Concord
- Newton, Brookline, Hingham
- Both for the vibrancy as well as for increasing the tax base, but mostly for the vibrancy
- Hingham, Lincoln, Needham
 - Large and modest historical preservation, open space, center of town (like Needham)
 - Milton advantage: locally owned businesses, open space – biking, hiking
 - Small lots, modest size houses – kids playing on streets, and large lots with large houses – diverse in range
 - Need to preserve character – concern about abutting towns – concern about aesthetics of these towns
- Winchester
- Wellesley Because of commercial
- Hingham Because of its concentrated downtown
- Lexington
- Bedford
- Cohasset



3. If you couldn't live in Milton, where would you want to live (locally)? Why?

The community most frequently mentioned by participants as the one they would like to live in if they couldn't live in Milton was Brookline.

- Brookline, Quincy, West Roxbury, Canton, Dover
- Newton, Dorchester, Brookline - Because of accessibility to shopping and amenities
- Lincoln, Cambridge, Brookline
- Hingham Because of accessibility to shopping and amenities
- Lexington Because of accessibility to shopping and amenities
- Newton Because of accessibility to shopping and amenities
- Brookline
- Acton
- Wayland

4. What housing needs do you feel are currently unmet or poorly met in Milton? For whom are there no or limited housing choices?

Affordable housing for first time buyers, "in-between" housing and seniors were most frequently cited as being unmet or poorly met in Milton.

- Starter homes <\$450, condos, lack of affordable housing
- Affordability to young families, modest size housing
- Home Inc. with no age restriction
- "I want to get those amenities in my own town. I'm tired of going to someone else's town to do my shopping." Sense of exclusiveness, culture, arts and theater. Special balance between urban and suburban
- "I want there to be a walkable, distinct, vibrant, local feeling in our commercial center. It should have an urban feel."
- Missing in-between housing – size and stages in the life cycle
- Missing condos, first time home buying
- Entry level housing
- Smaller housing
- Ability to make additions to older houses – difficulty with renovations
- Condominiums – availability
- Over 55 – age restricted housing



5. What, in your opinion, are the main housing issues, town-wide?

The majority of participants identified affordable housing as a priority and the need for new zoning, a review of non-conforming uses, and a greater range of housing options as the main housing issues in Milton.

- Affordable housing
- Non conforming (to zoning & big problem) – mostly dimensional.
- Pepsi plant
- 40B changes character. Especially in less dense areas
- Need some gaps filled with sidewalks and pathways in Milton Village and Central Ave
- Parking not really an issue in common areas in neighborhood
- 10%-12.5% affordable units. 12.5% did not pass at town meeting
- Town needs more self confidence and better sense of self

Affordability	5
Non-conformance with zoning	5
Need for new zoning tools like accessory apts and inclusionary zoning	5
Mixed use	3
Diversity of housing types	2
Over housing of small families	1
Traffic and parking	0
Maintaining condition of housing units	0

Affordability to young families	13
Affordability for all ages, condos, divorcees	3
Housing you can walk to amenities	
Transit	
Bike trails	

More options	10
Affordable housing plan	5
Impact on schools	3
Manage housing growth	3
Senior housing near commercial areas	2
Managing 40B	1
First time home buyers	1

Need for more flexibility in zoning regulations	13
Affordability	6
Need for a greater mix of housing options	5
High taxes	4
Difficulty in making renovations	2



B. Focus on Census Tract

The following discussions were focused on specific geographic areas in Milton.

1. What are some defining features of this area of town?

East Milton Square

No parking, traffic, square itself, highway, all 3 zones, income diversity

Milton Village – N/A

Milton Center

Fire station, Town Hall, library, police station, historic churches, Turner's Pond, Milton Academy, DPW, Copeland, COA, forest/marshland, Thatcher Farm, Newcomb Farm, Tedeschi's, non-conforming use, landscaping shops, Randolph Ave – State Highway

Brush Hill

Open space, topography, wildlife (deer, ticks), historic homes, used to be more horse stables

Columbine/Center Street

- Small lots
- Older neighborhood
- Close to public transportation
- Multi-family rental units (concentrated in northwest corner of area)
- Starter homes
- Absentee Landlords = Lack of care
- Spillovers from Mattapan
 - Congestion
 - Traffic
- Partner with Boston to make improvements to Mattapan Square Area for example a Transit Oriented Development



2. What is missing in this area of Town? (kind of housing, convenience store, recreation)

East Milton Square

Better infrastructure, better commercial mix, lack of adequate space, lack of open space, traffic plan, traffic and parking enforcement

Milton Village – N/A

Milton Center

- Small commercial area, access to ball fields, more town houses clustered along Randolph Ave near the commercial area
- Development similar to Brookline village or Hingham or Mashpee Common, doctor's offices near the hospital (would add traffic during the day but not at rush hour)
- Local, neighborhood oriented services: convenience stores, boutique, dry cleaner, small Trader Joes, local pharmacy, bank
- Create ball fields in area adjacent to golf course in corner created by Access Road behind Quarry Lane

Brush Hill

Public transit, bicycling difficult, lack of sidewalks – some like character w/out better traffic control (Scituate → dedicated bike/ped)

Columbine/Center Street

- Convenience shopping
- Coffee shop
- Neighborhood gathering places/restaurant, etc.
- Residential over shopping
- Open space

3. Where in this part of Town do you think more housing could be accommodated? Any ideas regarding how? (Incl. criteria)

East Milton Square

Mixed use, Granite Ave

Milton Village – N/A

Milton Center

A lot of the area is pretty much built out, cannot accommodate a lot of additional housing because there are flood plains and some of the land belongs to DCR



Brush Hill

- Large houses → convert to condos?
- Large lots are open to 40B developers → town approach property owners of large lots and work with on re-zone?
- Tools?
- No additional senior multi-family market?
- 4 developments exist

Columbine/Center Street

- Already congested
- Conversion of existing houses
- Housing over commercial
- Conversion to condominiums
- Some larger lots could be divided and accommodate more units
- Also more housing could be accommodated in the East Milton Square area

4. What concerns do you have about housing in this part of Town? What can be done to address these?

East Milton Square

Parking, open space, traffic safety enforcement, home office

Milton Village

- Two areas similar (Milton Village + Center St./Columbine) – should be treated together
- Some upscaling going on
- Some properties should be demolished

Milton Center

- Concern: 40B proposals that are large in scale
- What can be done: Along Randolph Ave – mixed use with retail along the street and apartments above
- Want traffic calming
- Example of desirable housing complexes: The Meadows in Hingham, Brookline Village

Brush Hill

Preservation of open space, housing types and character, density
Housing for special needs adults/disability

Columbine/Center Street – N/A



5. What, in your opinion, are the main housing issues in this area of Town?

East Milton Square

Habitat for Humanity

Milton Village – N/A

Milton Center

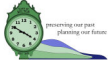
We want commercial that is neighborhood oriented	10
Traffic	8
Lack of housing diversity	3
Pending 40B	2

Brush Hill

Preservation of open space, housing types and character, density	13
Open space	4
Large lots vulnerable to 40B	2
Large houses can be converted to condos	1
Lack of sidewalks	1
Historic homes	1
Housing for special needs adults/disability	1

Columbine/Center Street

Absentee Landlords	11
Better use of River	11
More open space	3
Better design guidelines	2
More places for neighborhood gatherings/block parties	2



DOCUMENTATION BY CENSUS TRACT

East Milton Square

Focus on Census Tract

1. What are some defining features of this area of town?

No parking, traffic, square itself, highway, all 3 zones, income diversity

2. What is missing in this area of Town? (kind of housing, convenience store, recreation)

Better infrastructure, better commercial mix, lack of adequate space, lack of open space, traffic plan, traffic and parking enforcement

3. Where in this part of Town do you think more housing could be accommodated? Any ideas regarding how? (Incl. criteria)

Mixed use, Granite Ave

4. What concerns do you have about housing in this part of Town? What can be done to address these?

Parking, open space, traffic safety enforcement, home office

5. What, in your opinion, are the main housing issues in this area of Town?

Condos

Habitat for Humanity

Milton Village

B. Focus on Census Tract

1. What are some defining features of this area of town?

2. What is missing in this area of Town? (kind of housing, convenience store, recreation)

3. Where in this part of Town do you think more housing could be accommodated? Any ideas regarding how? (Incl. criteria)

4. What concerns do you have about housing in this part of Town? What can be done to address these?

Two areas similar (Milton Village + Central St Columbine) – should be treated together

-Some upscaling going on; Some properties should be demolished



5. What, in your opinion, are the main housing issues in this area of Town? N/A

Milton Center

B. Focus on Census Tract

1. What are some defining features of this area of town?

Fire station, Town Hall, library, police station, historic churches, Turner’s Pond, Milton Academy, DPW, Copeland, COA, forest/marshland, Thatcher Farm, Newcomb Farm, Tedeschi’s, non-conforming use, landscaping shops, Randolph Ave – State Highway

2. What is missing in this area of Town? (kind of housing, convenience store, recreation)

-Small commercial area, access to ball fields, more town houses clustered along Randolph Ave near the commercial area

-Development similar to Brookline village or Hingham or Mashpee Common, doctor’s offices near the hospital (would add traffic during the day but not at rush hour)

-Local, neighborhood oriented services: convenience stores, boutique, dry cleaner, small Trader Joes, local pharmacy, bank

-Create ball fields in area adjacent to golf course in corner created by Access Road behind Quarry Lane

3. Where in this part of Town do you think more housing could be accommodated? Any ideas regarding how? (Incl. criteria)

A lot of the area is pretty much built out, cannot accommodate a lot of additional housing because there are flood plains and some of the land belongs to DCR

4. What concerns do you have about housing in this part of Town? What can be done to address these?

Concern: 40B proposals that are large in scale

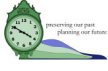
What can be done: Along Randolph Ave – mixed use with retail along the street and apartments above

Want traffic calming

Example of desirable housing complexes: The Meadows in Hingham, Brookline Village

5. What, in your opinion, are the main housing issues in this area of Town?

We want commercial that is neighborhood oriented	10
Traffic	8
Lack of housing diversity	3
Pending 40B	2



Brush Hill

B. Focus on Census Tract

1. What are some defining features of this area of town?

Open space, topography, wildlife (deer, ticks), historic homes, used to be more horse stables

2. What is missing in this area of Town? (kind of housing, convenience store, recreation)

Public transit, bicycling difficult, lack of sidewalks – some like character w/out better traffic control (Scituate → dedicated bike/ped)

3. Where in this part of Town do you think more housing could be accommodated? Any ideas regarding how? (Incl. criteria)

Large houses → convert to condos?

Large lots are open to 40B developers → town approach property owners of large lots and work with on re-zone?

Tools?

No additional senior multi-family market?

4 developments exist

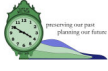
4. What concerns do you have about housing in this part of Town? What can be done to address these?

Preservation of open space, housing types and character, density

Housing for special needs adults/disability

5. What, in your opinion, are the main housing issues in this area of Town?

Preservation of open space, housing types and character, density	13
Open space	4
Large lots vulnerable to 40B	2
Large houses can be converted to condos	1
Lack of sidewalks	1
Historic homes	1
Housing for special needs adults/disability	1



Columbine/Center Street Group

B. Focus on Census Tract

1. *What are some of the defining features of this area of town?*

Small lots

Older neighborhood

Close to public transportation

Multi-family rental units (concentrated in northwest corner of area)

Starter homes

Absentee Landlords = Lack of care

Spillovers from Mattapan

Congestion

Traffic

Partner with Boston to make improvements to Mattapan Square Area for example a Transit Oriented Development

2. *What is missing in this area of Town? (kind of housing, convenience store, recreation)*

Convenience shopping

Coffee shop

Neighborhood gathering places/restaurant, etc.

Residential over shopping

Open space

3. *Where in this part of Town do you think more housing could be accommodated?*

Already congested

Conversion of existing houses

Housing over commercial

Conversion to condominiums

Some larger lots could be divided and accommodate more units

Also more housing could be accommodated in the East Milton Square area

4. *We skipped 4 to finish in time.*

5. *What do you consider to be the most important housing issues in the area of town?*

Absentee Landlords – 11 dots

Better use of River – 11 dots

More open space – 3 dots

Better design guidelines – 2 dots

More places for neighborhood gatherings/block parties – 2 dots



ADDITIONAL ISSUES

Participants were given a questionnaire to solicit their input on the following three issues. Their responses are documented below.

1. In-law apartments

1.1 Do you think in-law apartments should be promoted as a way of helping to provide alternative housing for senior citizens?

- a. Yes
- b. Yes
- c. Yes. I think they are an important family resource and should also be allowed for conversion for boomerang children, or any other boarder or resident in a home.
- d. Yes – if they have enough parking to cater to the increase in the use of the house.
- e. Yes – and other family members!

1.2 Should there be restrictions on them? If so, what kind?

- a. Off street sufficient parking must be available on the property
- b. –
- c. Yes they should be regulated for code issues through ISD and (?) appropriately.
- d. –
- e. No.

2. Bed and breakfast

2.1 Are you in favor of Bed and Breakfast lodgings being created in Milton?

Yes: 5

No: 0

2.2 Why or why not?

- a. I think there is a need, given the presence of Milton Academy and Curry College in town. Would also bring in some additional revenue.
- b. It is an attractive community with close proximity to Boston, one of the top tourist destinations. This could allow small local businesses.
- c. We have institutional uses creating demand and could also provide short-term housing for out of town guests.
- d. If they have the lot size.
- e. Great opportunity to provide income.



2.3 Would you support one opening next door to your house? If so, what restrictions would you want in place?

- a. I live in an area with small lots. A B+B is more appropriate for a large lot because of the need for parking and a large enough structure to operate a B+B (bedrooms and food service). Board of Health will need to regulate B+B's.
- b. Yes. Noise limits at night, adequate parking or access to transit.
- c. Absolutely, as long as it could be (?) appropriately and was built according to zoning.
- d. Yes, lighting, parking, must conduct business on own property.
- e. Yes – no restrictions.

3. Convenience stores & other small-scale shops in the neighborhoods

3.1 Do you think these uses should be grandfathered into the zoning (and become conforming) so that if the owners would like to make improvements to their property they can do so without requiring a special permit?

- a. Generally, yes. Substantial revisions should require approval though. Smaller renovations should be by right.
- b. –
- c. Yes. And expanded.
- d. Must receive special permit and must take into account the neighbor. Safety and security.
- e. Do not grandfather!

3.2 Do you think it is desirable to have additional small-scale commercial areas in residential neighborhoods and if yes, where are some desirable locations?

- a. Blue Hills Pkwy, Rte 138
- b. Yes. Southern Blue Hill Ave, Randolph Ave, Granite Ave, town center
- c. Yes. Intersections of Main in all neighborhoods. In Milton center.
- d. Yes, beside the pre-existing grandfather units.
- e. Yes - Rt 28 area! Blue Hill Ave!

Additional comments

Milton is a beautiful town. It is clinging to a way of life that isn't in line with how most families live today. We want amenities, services, the ability to care for our parents – but in a separate area of our home. We want good infrastructure and service but want to offset the cost with income from the resources we also need referenced above. We need ALL kinds of housing – 2 family, 3 family, condos, starter homes, family homes and estates. We are uniquely positioned with space and various neighborhoods to provide all of this without losing the town character.

Milton Master Plan

Socio-Economic Data for Milton's Neighborhoods from the 2012 American Community Survey of the U. S. Census Bureau

Subject	Milton Center Neighborhood		Brush Hill Neighborhood		Columbine/Center St. Neighborhood	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
HOUSEHOLDS BY TYPE						
Total households	2,018	100%	934	100%	2,220	100%
Family households (families)	1,441	71.4%	609	65.2%	1,732	78.0%
With own children under 18 years	714	35.4%	215	23.0%	906	40.8%
Married-couple family	1,271	63.0%	565	60.5%	1,264	56.9%
With own children under 18 years	635	31.5%	215	23.0%	666	30.0%
Male householder, no wife present, family	36	1.8%	17	1.8%	73	3.3%
With own children under 18 years	36	1.8%	0	0.0%	47	2.1%
Female householder, no husband present, family	134	6.6%	27	2.9%	395	17.8%
With own children under 18 years	43	2.1%	0	0.0%	193	8.7%
Nonfamily households	577	28.6%	325	34.8%	488	22.0%
Householder living alone	530	26.3%	307	32.9%	352	15.9%
65 years and over	359	17.8%	239	25.6%	184	8.3%
Households with one or more people under 18 years	728	36.1%	285	30.5%	958	43.2%
Households with one or more people 65 years and over	742	36.8%	428	45.8%	478	21.5%
Average household size	2.61	(X)	2.54	(X)	2.97	(X)
Average family size	3.21	(X)	3.34	(X)	3.31	(X)
EDUCATIONAL ATTAINMENT						
Population 25 years and over	3,657	100%	1,879	100%	4,283	100%
Less than 9th grade	29	0.8%	13	0.7%	48	1.1%
9th to 12th grade, no diploma	82	2.2%	38	2.0%	92	2.1%
High school graduate (includes equivalency)	581	15.9%	397	21.1%	915	21.4%
Some college, no degree	435	11.9%	168	8.9%	675	15.8%
Associate's degree	291	8.0%	109	5.8%	284	6.6%
Bachelor's degree	1,298	35.5%	512	27.2%	1,268	29.6%
Graduate or professional degree	941	25.7%	642	34.2%	1,001	23.4%

Milton Master Plan

Subject	Milton Center Neighborhood		Brush Hill Neighborhood		Columbine/Center Street Neighborhood	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
POPULATION IN HOUSEHOLDS	5,257	100%	2,375	100%	6,604	100%
Householder	2,018	38.4%	934	39.3%	2,220	33.6%
Spouse	1,256	23.9%	569	24.0%	1,279	19.4%
Child	1,726	32.8%	589	24.8%	2,518	38.1%
Other relatives	206	3.9%	266	11.2%	212	3.2%
Nonrelatives	51	1.0%	17	0.7%	375	5.7%
Unmarried partner	20	0.4%	11	0.5%	191	2.9%
SCHOOL ENROLLMENT						
Population 3 years and over enrolled	1,537	100%	2,168	100%	2,026	100%
Nursery school, preschool	195	12.7%	65	3.0%	160	7.9%
Kindergarten	89	5.8%	39	1.8%	208	10.3%
Elementary school (grades 1-8)	552	35.9%	302	13.9%	796	39.3%
High school (grades 9-12)	341	22.2%	123	5.7%	431	21.3%
College or graduate school	360	23.4%	1,639	75.6%	431	21.3%
RESIDENCE 1 YEAR AGO						
Population 1 year and over	5,289	100%	3,978	100%	6,464	100%
Same house	5,033	95.2%	3,325	83.6%	5,526	85.5%
Different house in the U.S.	241	4.6%	615	15.5%	938	14.5%
Same county	192	3.6%	74	1.9%	476	7.4%
Different county	49	0.9%	541	13.6%	462	7.1%
Same state	22	0.4%	191	4.8%	205	3.2%
Different state	27	0.5%	350	8.8%	257	4.0%
Abroad	15	0.3%	38	1.0%	0	0.0%
VETERAN STATUS						
Civilian population 18 years +	4,021	100%	3,386	100%	4,737	100%
Civilian veterans	337	8.4%	237	7.0%	328	6.9%
DISABILITY STATUS						
Total Civilian Noninstitutionalized	5,311	100%	3,863	100%	6,604	100%
With a disability	604	11.4%	371	9.6%	441	6.7%
Under 18 years	1,290	100%	614	100%	1,867	100%
With a disability	32	2.5%	4	0.7%	12	0.6%
65 years and over	1,019	100%	565	100%	677	100%
With a disability	284	27.9%	246	43.5%	180	26.6%

Milton Master Plan

Socio-Economic Data for Milton's Neighborhoods from the 2012 American Community Survey of the U. S. Census Bureau

Subject	Milton Village Neighborhood		East Milton Neighborhood	
	Estimate	Percent	Estimate	Percent
HOUSEHOLDS BY TYPE				
Total households	1,720	100%	2,146	100%
Family households (families)	1,223	71.1%	1,747	81.4%
With own children under 18 years	732	42.6%	810	37.7%
Married-couple family	871	50.6%	1,393	64.9%
With own children under 18 years	591	34.4%	749	34.9%
Male householder, no wife present, family	58	3.4%	125	5.8%
With own children under 18 years	58	3.4%	25	1.2%
Female householder, no husband present, family	294	17.1%	229	10.7%
With own children under 18 years	83	4.8%	36	1.7%
Nonfamily households	497	28.9%	399	18.6%
Householder living alone	468	27.2%	315	14.7%
65 years and over	286	16.6%	190	8.9%
Households with one or more people under 18 years	757	44.0%	878	40.9%
Households with one or more people 65 years and over	542	31.5%	694	32.3%
Average household size	2.79	(X)	2.90	(X)
Average family size	3.36	(X)	3.28	(X)
EDUCATIONAL ATTAINMENT				
Population 25 years and over	3,091	100%	4,244	100%
Less than 9th grade	73	2.4%	0	0.0%
9th to 12th grade, no diploma	134	4.3%	114	2.7%
High school graduate (includes equivalency)	382	12.4%	600	14.1%
Some college, no degree	408	13.2%	495	11.7%
Associate's degree	176	5.7%	433	10.2%
Bachelor's degree	936	30.3%	1,368	32.2%
Graduate or professional degree	982	31.8%	1,234	29.1%

Milton Master Plan

Subject	Milton Village Neighborhood		East Milton Neighborhood	
	Estimate	Percent	Estimate	Percent
POPULATION IN HOUSEHOLDS	4,798	100%	6,222	100%
Householder	1,720	35.8%	2,146	34.5%
Spouse	876	18.3%	1,360	21.9%
Child	1,825	38.0%	2,362	38.0%
Other relatives	191	4.0%	260	4.2%
Nonrelatives	186	3.9%	94	1.5%
Unmarried partner	123	2.6%	15	0.2%
SCHOOL ENROLLMENT				
Population 3 years and over enrolled in school	1,472	100%	1,775	100%
Nursery school, preschool	129	8.8%	121	6.8%
Kindergarten	112	7.6%	144	8.1%
Elementary school (grades 1-8)	558	37.9%	684	38.5%
High school (grades 9-12)	450	30.6%	351	19.8%
College or graduate school	223	15.1%	475	26.8%
RESIDENCE 1 YEAR AGO				
Population 1 year and over	4,745	100%	6,199	100%
Same house	4,342	91.5%	5,506	88.8%
Same county	132	2.8%	321	5.2%
Different county	216	4.6%	329	5.3%
Same state	150	3.2%	300	4.8%
Different state	66	1.4%	29	0.5%
Abroad	55	1.2%	43	0.7%
VETERAN STATUS				
Civilian population 18 years +	3,463	100%	4,640	100%
Civilian veterans	203	5.9%	349	7.5%
DISABILITY STATUS				
Total Civilian Noninstitutionalized Population	4,803	100%	6,227	100%
With a disability	608	12.7%	603	9.7%
Under 18 years	1,340	100%	1,587	100%
With a disability	32	2.4%	39	2.5%
65 years and over	624	100%	941	100%
With a disability	332	53.2%	367	39.0%



Milton Master Plan

HOUSING IN MILTON: Handout C

Definition of Chapter 40B: 40B is a state statute that strongly encourages communities to host at least 10 percent affordable housing.

Under the law, eligible developments featuring mixed-income and affordable housing can be granted comprehensive permits by a Local Zoning Boards of Appeals (ZBA). Comprehensive permits streamline and consolidate the typically lengthy local permitting process.

- For a development to be eligible, it must use government housing programs or funds approved under 40B, reserve a percentage of housing for low-income households, and ensure that **at least a quarter of the planned units include long-term affordability restrictions.**
- If a qualified development is denied a comprehensive permit by a ZBA in a community with less than 10 percent of its housing affordable, **the developer may appeal the decision to the state Housing Appeals Committee (HAC).** The HAC reviews the case, weighing regional need for affordable housing against stringent interpretations of the development's potential impact on public health, safety, and welfare.
- Communities with more than 10 percent of its housing affordable may still grant applications for comprehensive permits, but the local decision may not be appealed to the HAC.
- Where a community stands relative to the 10 percent standard **is tracked in the Department of Housing and Community Development (DHCD)'s Subsidized Housing Inventory (SHI).**
- Which units are **"affordable"** and count towards the 10 percent standard is **defined** not by only their price relative to local or state median incomes but **by use of the state, federal, and quasi-governmental programs** approved under 40B. The state is also concerned with monitoring the process to ensure that the affordable housing units created are made available to those in need. *Please see the various levels of affordability shown on the table in Handout B.*

Definitions

HAC: Housing Appeals Committee

DHCD: Department of Housing and Community Development

SHI: Subsidized Housing Inventory

Milton Master Plan

HOUSING IN MILTON: Handout C

Local Opposition. Because it establishes requirements that can be counter to local interests, 40B has consistently met with local resistance. **Reasons for this opposition include claims that:**

- the comprehensive permit granted under 40B limits the ability of municipalities to plan according to sustainable development principles
- 40B forces municipalities to accept developments out of scale with established community character
- 40B had no provisions to address growing local concerns about the additional service costs of new housing developments
- while there may be housing units in the municipality that meet income affordability requirements, the State does not necessarily count these towards their goal of 10%.
- The 10% goal is a moving target as more housing continues to be built, more affordable housing needs to be created in order to keep the percentage up.

Nonetheless, 40B has been the Commonwealth's most important affordable housing production policy since its establishment, especially in suburban areas. In part because of local resistance, 40B has not been able to significantly increase the supply of affordable housing throughout the Commonwealth. **According to the SHI, as of January 2006, affordable units accounted for 10 percent or more of the housing stock in only 47 of the state's 351 communities.**

As problems with affordability continued to mount in the Commonwealth, the Romney administration changed the nature of the housing debate by establishing new policy priorities to promote smart growth.

- An Office of Commonwealth Development was established in 2003 to integrate the actions of several state departments in the interest of promoting smart growth in the state.
- **Smart growth** refers to mixed-use development concentrated around transportation nodes and community centers. It is a way of more efficiently utilizing existing as well as new infrastructure as well as promoting community building by establishing housing near opportunities for gathering and casual interaction.



Milton Master Plan
May 28, 2014

Town Department Heads Roundtable

AGENDA

1. Brief overview of Milton's Master Plan Process
 - a. Purpose
 - b. Process
 - c. Highlight Findings
 - d. Goals

2. Discussion of Department Head Priorities
 - a. Future Trends, Changing Concepts and Best Practices regarding:
 1. regional approaches
 2. introduction of new technologies
 3. changing demographics
 4. other
 - b. Department Goals over time
 - c. Other

3. Other Issues
 - a. Coordination/Collaboration with Area Institutions
 - b. Potential Funding
 - c. Other?

Project updates online at <http://miltonmasterplan.tumblr.com> and
<https://www.facebook.com/Milton.Master.Plan>

Town Department Heads

Board of Selectmen, Chair

Town Administrator

Assistant Town Administrator

Planning Director

Police Chief

Fire Chief

DPW Director

Consolidated Facilities Director

Assessor

Town Clerk

Accountant

Treasurer

IT director

Health Director

Council on Aging Director

Library Director

Cemetery Director

Park Department Director Building Commissioner

School Department

Retirement

Milton Master Plan Open House
June 14, 2014

Comments Posted on Boards

Last updated July 4, 2014

1 Economic Development: What do you think the Town should do to make parking more efficient and to increase its availability?

- Parking is not the issue – attracting quality retail is
- Town resists development
 - Town yard
 - Temple Shalom
 - Not in quaint Milton
 - Not in my backyard
 - Until that is fixed, no real development, tax relief on property owners and no encouragement of neighborhood services/walking/biking
- Take a look at MAPC conference materials
- Yes to grocery store – good for Town and jobs for kids
- Community Policing used to enforce parking – get the police out of their cards to enforce parking

2 Housing: What kind of housing is needed, for whom, and where should it be located?

- Co-housing – look at for older residents
- Inclusionary zoning now
- What about the mentally ill?
- Empty nesters moving to Dorchester – build walkable homes
- (Posted next to quote on completing the Housing Production Plan) Let's do this now!

3 Schools: What are your thoughts about whether and how our school facilities could be expanded to accommodate higher enrollments?

- Small is better

4 Historic Resources: What are some other strategies for preserving our historic buildings and landscapes?

- Re-plant trees should be #1
- Community Preservation Act should be reconsidered
- Consider “sensitive” and “sensible” conversion of large homes and barns/out-buildings) multi-unit condos

- Town-owned historic structures should be part of historic preservation plan i.e. fire stations
- (Posted next to Expand Demolition Delay Bylaw to all buildings over 50 years in age) No
- Swift Hat House: Find a way to repurpose – in new location down the slope – potential for affordable housing, space for public bathrooms for farmers market, etc.
- (Posted next to comment above) I agree about the Swift Hat House
- Get rid of yacht club, build housing, join with Swift Hat property

5 Transportation: Which transportation improvements do you feel are most important to make?

- Long term strategy for East Milton Square on both sides of highway
- Hold utilities to better patching standards – they’ve ruined major roads
- Why extensive curbing along unpopulated Randolph Avenue, but none where needed in residential areas?
- Improve sidewalks
- No sidewalks in Hollingsworth to Valentine and roads never built to spec – no safe walking – no way to cross 138
- Continue synchronizing traffic lights via sensor systems. Present ones work very well
- I disagree with complete streets – there do not have to be sidewalks everywhere!
- (Posted pointing to comment above) If there were traffic calming and speed enforcement in place, sidewalks not so necessary. Without these, lack of sidewalks or bike lanes is unsafe
- Safe biking

6 Town Gown Relationships: How can Milton be more involved in the activities of the institutions located in Town and in which ways can these institutions become more involved in Town activities?

- (Posted beneath *What Milton Has*) All of the above is not enough for the Town services these institutions use
- Convene a Town Gown conference

7 Non-Conforming Uses: How should Milton address the issue of non-conforming uses so that owners are supported in their efforts to make improvements, but the Town’s character is protected and preserved?

- Rezone existing nonconforming business use to allow redevelopment for other business uses
- Allow extensions of nonconformities so long as new nonconformity is not created
- Allow remaining non conforming lots in old subdivisions to be developed
- Eliminate the restriction on the number of stories to encourage the replication of Federal and Victorian homes
- Allow modifications that are conforming on non-conforming structures

8 Civic Center: How can the Town's Civic Center be improved so that it becomes more of a place for our community?

- Maybe a supermarket with other amenities?
- Improve the pedestrian connections between the Town Hall and Library
- Traffic is hazardous for pedestrians and bicyclists – bad sight lines, speeders
- FYI – Playground Planners of Milton (PPOM) tried to construct (donate!!) one central playground 20-25 years ago

9 Recreation: How can recreational opportunities for all ages be expanded in Milton?

- (Posted below What Milton Has) The Brook Walk is a good idea to achieve these goals, hopefully at a lower cost than other options
- Does the park department perceive a need?

10 Seniors: How shall we provide housing appropriate for our seniors? Should the Senior Center be converted into a Community Center (thus better integrating the elderly with the rest of the community while also providing youth with a place to go? What else might seniors need?

- Winter Valley has problems filling its assisted living apartments – the most reasonably priced in the area
- National trends is seniors are staying in their homes or more cluster housing
- Yes – senior center should be teen center in the evening



Milton's Master Plan

1A ECONOMIC DEVELOPMENT

What Milton Wants

(representative quotes from Milton residents)

“It would be great if we could increase the tax base by having more vibrant business districts.”

“It would be nice if there were more shops, restaurants and even a grocery store in Milton.”

“Milton's tax base should be strengthened by expanding commercial development.”

“Provide more family-friendly retail and dining opportunities in commercial centers.”

“Create more opportunities for community gathering.”

“There is a lack of parking in all commercial districts, especially East Milton”

“Commercial change and new development must be kept attractive and in agreement with Milton's existing commercial character.”



What Milton Has

(findings from inventory of existing conditions)



- The Town has four business districts, East Milton Square, Milton Village, Central Avenue Business District and Northern Granite Avenue
- All four districts are located in the northern portion of town, the principal district being East Milton Square.
- Less than 1% of Milton's land area is zoned for business.
- There are several properties that have businesses in non-business zoned land. These are non-conforming uses.
- The vast majority of property tax is generated by residential uses. Business uses contribute only 3.8% to the town's property tax base.
- Milton has many property tax-exempt institutions. They do make negotiated PILOT (payment in lieu of taxes) payments.
- There is a perceived parking shortage in business districts.
- There is a lack of neighborhood businesses.
- Commercial real estate activity levels are relatively high.
- There is a potential to redevelop MassDOT lot on Granite Avenue
- Residents need to shop out of town for many goods and services



Milton's Master Plan

1B ECONOMIC DEVELOPMENT

GOAL

(developed based on public input)

Increase the vibrancy of Milton's business districts by making it easier to find parking.

POTENTIAL STRATEGIES:

Participants identified parking as an obstacle; some potential strategies include:

- Have the Town acquire off-street parking
- Provide paid parking (meters or parking stations)
- More shared parking
- Relax parking requirements
- More stringent enforcement of parking regulations
- Make it easier, safer and more pleasant to walk and bike to business districts

QUESTIONS:

What do you think the Town should do to make parking more efficient and to increase its availability?

(attach your comments here)



Milton's Master Plan

2A HOUSING

What Milton Wants

(representative quotes from Milton residents)

- “We need more housing options for seniors so they can downsize, have less to clean, less to maintain.”
- “It would be nice to have smaller, more affordable units in walkable town centers where young people can live.”
- “Preserve large homes through adaptive reuse to maintain their character.”
- “Ensure that 40B developments are supported by traffic evaluation/assessment.”
- “Ensure that new housing does not destroy historic buildings or become visible on scenic roadways.”
- “Complete the Housing Production Plan and obtain state approval for it to improve the Town's ability to manage growth including 40B Comprehensive Permit proposals.”
- “Provide affordable and mixed use housing in areas that can support it.”
- “Enforce regulations that oblige landlords to maintain their properties.”
- “Promote in-law apartments in single family homes where older family members can live.”
- “Promote ‘green’ new housing incentives including solar energy.”



What Milton Has

(findings from inventory of existing conditions)



- Housing growth was higher than population growth between 2000 and 2010 at 5.6% and 3.6%, respectively, reflective of increasing numbers of smaller households.
- Milton has a considerably higher level of owner-occupancy than the county and state.
- Milton has less housing diversity with a higher proportion of single-family detached homes.
- Milton's housing units are larger than the county and state average sizes.
- Housing costs are higher in Milton with median house prices of \$460,000 and average rents of about \$1,600 requiring incomes of \$96,250 and \$70,000, respectively.
- Housing growth was lower than county and state levels between 2000 and 2010.
- Milton is virtually built-out for housing. Only about 260 new units can be built on vacant land zoned for single family residences.



Milton's Master Plan

2B HOUSING

GOAL

(developed based on public input)

Increase range of housing options

POTENTIAL STRATEGIES:

Use zoning and incentives to create:

- Townhouses
- Apartments above retail
- Condominiums
- Smaller units on existing estates, preserving estate
- Housing for seniors
- Housing affordable to young people, people working in Town
- Accessory/in-law apartments in existing housing
- Housing with inclusionary provisions*
- Other?

**Inclusionary zoning refers to provisions that allow, or require, developers of housing and other land uses to include a given percentage of their proposed housing units to be affordable according to an agreed on definition of affordability.*

QUESTION:

What kind of housing is needed, for whom, and where should it be located?

(attach your comments here)



Milton's Master Plan 3A SCHOOLS

What Milton Wants

(representative quotes from Milton residents)

- “We moved here because of the schools”
- “Keeping up our excellent schools is important to our property values.”
- “Let’s not limit families in our town. Let’s have diversity, it’s important to our children’s education. If more schools are needed, build them.”
- “Reduce class size, it has recently crept up.”



What Milton Has

(findings from inventory of existing conditions)



- Existing recently renovated schools are at capacity; any additional housing development that brings families will add children to the system
- A slight decrease in enrollments is expected in the long run (over the next 20 years)
- Some schools are experiencing a slight increase in class size and other issues related to increased enrollment



- School construction program resulted in renovating all the schools at the same time so it is reasonable to expect that they will need upgrading, repairs and replacement, somewhat simultaneously



A Master Plan for Milton 3B SCHOOLS

GOAL

(developed based on public input)

Maintain school facilities and increase the capacity of the school system

POTENTIAL STRATEGIES:

- Add on to the existing schools
- Move 5th grade to the middle school, freeing up some space at the elementary schools
- Make do with temporary measures until the expected decline in school enrollments kicks in
- Develop a plan to accommodate the increase in the number of school children attending schools in the short and mid-term

QUESTION:

What are your thoughts about whether and how our school facilities could be expanded to accommodate higher enrollments?

(attach your comments here)





Milton's Master Plan

4A HISTORIC RESOURCES

What Milton Wants

(representative quotes from Milton residents)

“Our historic buildings and landscapes contribute tremendously to the visual appeal, to the value of properties, and to the overall high quality of life.”

“A lot of important historical events have taken place in Milton over several centuries of human history, involving many significant historic figures. We need to remember these, and celebrate them.”

“The challenge, for the next twenty years, will be to retain our significant buildings, while at the same time allowing for the type of new development – especially housing – needed by the Town.”



What Milton Has

(findings from inventory of existing conditions)



- A comprehensive, town-wide *Historic Preservation Plan*, completed in 1988 by the Milton Historical Commission with preservation consultant Edith Clifford
- Over 2000 inventoried historic areas, properties, structures listed in the Massachusetts Cultural Resources Inventory System (MACRIS)
- Five National Register Historic Districts as well as several listings for individual buildings
- Historic homes of several individuals and families of regional and national significance, including the Hutchinson, Forbes, and Saltonstall families
- A nine-month Demolition Delay Bylaw that applies to total demolition of properties built before 1919
- Several tree-lined historic boulevards
- As many as 31 landscapes designed by Frederick Law Olmsted and/or his sons, and several by former Olmsted firm associate Warren H. Manning



Milton's Master Plan

4B HISTORIC RESOURCES

GOAL

*(developed based on public
input)*

Protect Milton's
heritage and character
by preserving historic
buildings and
landscapes

POTENTIAL STRATEGIES:

- Create Local Historic Districts around the Town's most historically-sensitive areas
- Expand the Demolition Delay Bylaw to include all buildings over 50 years in age
- Establish and create design guidelines, overseen a Design Review Board, to ensure preservation of character in both historic and new buildings
- Develop a plan to re-plant street trees throughout Town

QUESTION:

What are some other strategies for preserving our historic buildings and landscapes?

(attach your comments here)



Milton's Master Plan

5A TRANSPORTATION

What Milton Wants *(representative quotes from Milton residents)*

- “You cannot walk or bike on Randolph Avenue.”
- “GPS sends cars through Milton to avoid traffic on the Expressway.”
- “It would be great to have a town shuttle for teens and others to get around.”
- “We need more sidewalks and bike lanes throughout Town connecting the business districts, recreational facilities and access to the River.”



What Milton Has *(findings from inventory of existing conditions)*



- Good access to regional transit and highway system
- New Pavement Management System
- Safe Routes to School Program
- Traffic Commission whose purpose is to make transportation improvements
- Bicycle accommodations on several main roads, some missing links
- Congestion, cut-through traffic, trucks and speeding on several roadways
- Perceived parking shortage in commercial district
- Missing sidewalks
- Lack of pedestrian and bicycle connections to commercial districts
- Neponset River



A Master Plan for Milton

5B TRANSPORTATION

GOAL

(developed based on public input)

Improve access, circulation and safety for all transportation modes

POTENTIAL STRATEGIES:

- Provide shuttle bus
- Improve walking and biking connections between commercial districts
- Increase parking on commercial districts and implement paid parking
- Improve signage & way-finding
- Incorporate Complete Streets standards
- Develop Traffic Calming program
- Improve access to Neponset River
- Implement E. Milton Square improvements
- Implement pedestrian safety improvements
- Optimize timings at signalized intersections

QUESTION:

Which transportation improvements do you feel are most important to make?

(attach your comments here)



Milton's Master Plan

6A TOWN GOWN RELATIONSHIPS

What Milton Wants

(representative quotes from Milton residents)

“Milton has many property tax exempt institutions. They do not make negotiated PILOT (payment in lieu of taxes) payments.”

“Nurture relationships between the Town and private institutions to ensure coordinated efforts are made to create a safe and welcoming town for students, staff and faculty.”

“Continue discussions with private educational institutions regarding ways of sharing resources, especially with regard to recreational and meeting facilities.”

“Work together with large institutions to identify and encourage mutually beneficial spin offs.”



What Milton Has

(findings from inventory of existing conditions)



- Curry College currently allows the Town to use its athletic fields and some of the meeting and event spaces
- Milton Academy allows residents to use its outdoor track for running.
- Milton Hospital participates in a number of community-oriented programs including with the Council on Aging



6B TOWN GOWN RELATIONSHIPS

GOAL

(developed based on public input)

To identify ways to continue to build a mutually beneficial relationship between the Town and area institutions

POTENTIAL STRATEGIES:

- Develop a memorandum of understanding regarding ways in which institutions can be more integrated and contribute to the Town
- Hold casual conversations with leadership at the area institutions, keeping an informal relationships and open channels of communication
- Review what other Towns do to formalize their relationship with institutions located within their borders
- Request that the Town be privy to any plans for expansion and that the Town participate in impact assessment of such plans

QUESTION:

How can Milton be more involved in the activities of the institutions located in Town and in which ways can those institutions become more involved in Town activities?

(attach your comments here)



Milton's Master Plan

7A NON-CONFORMING USES

What Milton Wants

(representative quotes from Milton residents)

“I can't make improvements on my house because it was built before zoning was passed.... I have to go through an approval process that doesn't guarantee that I will be granted the permitting for the renovations I need to update the house to meet contemporary needs.”

“Stop using 'spot zoning'!”



What Milton Has

(findings from inventory of existing conditions)



- Many of Milton's houses and commercial establishments were built prior to zoning and in many cases do not comply with today's regulations, especially with regard to dimensional requirements.
- Owners cannot increase the size of a non-conforming structure unless a variance is granted; neighbor opposition can lead to denial of variance request.
- An estimated 75% of housing in Residence C area is non-conforming to the existing zoning (lot sizes, setbacks, height).
- Some non-conforming non-residential (e.g. commercial uses include):
 - Knights of Columbus (Brook Rd) and businesses next door, Food Mart, auto business
 - Tedeschi's (2 locations) Randolph Ave, off of Thatcher
 - Convenience store on Pleasant (formerly named Matrakis)
 - Copeland properties (Newcomb Farms, other businesses in former Pepsi plant)
 - Solomondo property - construction company, on Blue Hill Avenue
 - Part of East Milton Square – part of Fruit Center, Jubinville properties on Adams St, property across the street from those



Milton's Master Plan

7B NON-CONFORMING USES

GOAL

(developed based on public input)

To protect Milton's residential neighborhoods from unfavorable impacts of non-conforming uses while simultaneously making it easier for residents and business owners to improve their properties

POTENTIAL STRATEGIES:

- Special permit could replace the need for variance, since the variance standard is difficult to achieve (IV A of the zoning bylaw)
- Modify by-laws so that variances are acquired more easily
- Clarify definitions so that permitting does not get hung up due to lack of clarity
- Create a distinction between projects requiring minor and major review
- Grandfather all existing non-conforming uses converting them to conforming

QUESTION:

How should Milton address the issue of non-conforming uses so that owners are supported in their efforts to make improvements, but the town's character is protected and preserved?

(attach your comments here)



Milton's Master Plan

8A CIVIC CENTER

What Milton Wants *(representative quotes from Milton residents)*

“Wouldn't it be great if there was more of a feeling of town center where you could run into people you know and spend more time in the area where the Town Hall and the Library are?”

“There is no there there.”

“What we need is a place to have coffee and hang out... maybe even some food... like other towns that have a real town center.”



What Milton Has *(findings from inventory of existing conditions)*



Cluster of civic core uses that are currently poorly connected and do not feel like a place:

1. Library
2. Town Hall
3. Police Station
4. Council on Aging
5. Gazebo
6. Fire Station
7. Park
8. High School





Milton's Master Plan

8B CIVIC CENTER

GOAL

(developed based on public input)

To create a “town center” where residents can run into each other and feel a stronger and more connected sense of community

POTENTIAL STRATEGIES:

- Improve the pedestrian connections between the different uses (e.g. Town Hall and Library)
- Expand the Senior Center and convert it into a Community Center
- Build a “center playground” on the town lawn behind Town Hall
- Put up a “pop-up plaza” with a coffee cart and food trucks and some lawn chairs near the gazebo or in front of the Police Station.

QUESTION:

How can the Town's Civic Center be improved so that it becomes more of a place for our community?

(attach your comments here)





Milton's Master Plan

9A RECREATION

What Milton Wants

(representative quotes from Milton residents)

“The extent of residents’ demand for public recreation facilities outpaces the amount of available space”

“Many Milton residents are walking and cycling enthusiasts, but the sidewalks are in poor condition, and the roads are unsafe”

“The Neponset River Watershed Association has made great progress in the cleanup of the Neponset River, and we need to support and help further the organization’s efforts”



What Milton Has

(findings from inventory of existing conditions)



- Twenty-two properties maintained by the Parks and Recreation Department
- 110-acre Cunningham Park with a large outdoor pool
- The Blue Hills Reservation, with hiking, mountain-biking, horseback-riding and skiing trails
- The Neponset River Bike Trail and Greenway
- An active movement to create a Brook Walk, linking Milton’s several brooks to the Neponset River Greenway



Milton's Master Plan

9B RECREATION

GOAL

(developed based on public input)

To provide recreational facilities for all ages and access to these opportunities in all parts of Town

POTENTIAL STRATEGIES:

- Construct a Town-owned community center to allow the Parks and Recreation Department to expand programming for all ages
- Upgrade the existing playgrounds to meet contemporary standards and codes
- Develop a park space around the civic core of the Town (Town Hall, Library, Senior Center)
- Promote the creation of pocket parks in commercial areas to foster community gathering
- Expand the existing network of bicycle lanes
- Increase access and connections to the Neponset River

QUESTION:

How can recreational opportunities for residents of all ages be expanded in Milton?

(attach your comments here)





Milton's Master Plan 10A SENIORS

What Milton Wants

(representative quotes from Milton residents)

““We need to take care of our seniors by providing them with the necessary supports so that they can age in place.”

““We need more housing that is good for older residents to downsize.”

““We need assisted living facilities, home visitation services, and health care for our older more frail residents.”



What Milton Has

(findings from inventory of existing conditions)



- A number of senior housing developments are currently located in Milton; all report relatively long waiting lists.
- A dramatic increase in the elderly population is expected: The number of seniors (65 and over) is projected to increase 87% more than 2010 by 2030
- The expectations of the baby boomers are different than previous generations (would like to be more integrated into the community, interested in wellness, life long learning, and socializing)
- Seniors are living longer and are therefore in need of support longer... e.g. when they are no longer able to drive or even take the senior van.





Milton's Master Plan

10B SENIORS

GOAL

(developed based on public input)

To provide Milton's increasing senior population the necessary support so that they are able to "age in place."

POTENTIAL STRATEGIES:

- Expand programming at the Senior Center; involve youth
- Provide housing for seniors that is smaller and within walking distance of goods & services
- Encourage the development of assisted living quarters

QUESTIONS:

How shall we provide housing appropriate for our seniors? Should the Senior Center be converted into a Community Center (thus better integrating the elderly with the rest of the community while also providing youth with a place to go)? What else might seniors need?

(attach your comments here)

PRESENTING A MASTER PLAN FOR MILTON

Public Forum: September 29, 2014

Summary of Public Comment



WHAT: A Town-wide Public Forum: “Presenting the Plan”

Purpose:

To invite the Milton community to come together review the Draft Implementation Plan. This is organized around the seven goals developed based on public input at previous public forums. It represents the core of the Master Plan and identifies strategies to achieve the goals we have set out for the Town. This will be the foundation of the master plan to guide decision-making regarding Milton’s future over the next two decades.

WHERE: Milton High School

WHEN: September 29, 2014, 7:00 – 9:00 p.m.

Fifty (50) Milton residents, members of Town boards and commissions and Town officials attended the final public presentation of the Draft Master Plan for their reactions and comment. The Master Plan Committee and Consultants began with a presentation summarizing the process and the key features of the Plan. Participants were then asked to walk through seven “implementation booths” staffed by Committee members. The main strategies proposed to achieve each of the goals and related objectives were presented on large format wall sheets. Participants were asked to comment and at the end, to prioritize. Additionally, a list of “ripe apples” (low-hanging fruit) were also presented for participants to view, comments on, add to, and prioritize.

Overall, the Plan seemed well received by those present. There was much positive feedback and lively discussion. Many also offered some new thoughts and ideas to include in the Final Report. The following is a documentation of participants’ priorities and their comments.

PRESENTING A MASTER PLAN FOR MILTON

Public Forum: September 29, 2014

SUMMARY OF PARTICIPANTS PRIORITIES

The following strategies received the most support from participants. They are listed in the order of number of dots they received (participants were given six dots with which to identify their priorities).

Support **bicycling** for recreation, transportation & commuting (9)
Increase enjoyment of and access to the **River** (9)
Create a **pop up plaza** at the Civic Center (9)
Establish **bicycle** friendly business districts (9)
Develop a **Swap and Shop Center** (9)
Reduce **airplane noise** and pollution (9)
Be inclusive of **residents of different backgrounds** (8)
Support and encourage the creation of **affordable housing** (8)
Develop a conservation strategy for preserving **open space** (7)
Provide more wholesome activities for **teens** (7)
Hold a Youth Summit to help identify **youth needs** (7)
Begin an educational campaign to increase awareness regarding the benefits of the **Community Preservation Act** (7)

ALSO:

Add a member of the **Bicycle** Advisory Committee to the Traffic Commission (6)
Create methods of increasing stewardship of **historic residential properties** (5)
Facilitate preservation & adaptive reuse of **historic houses** (5)
Encourage business investment in **commercial areas** (5)
Increase awareness regarding existing resources by creating a **Town Calendar** (5)
Make a **dog-friendly park** (5)
Provide information to residents regarding how to **protect the environment** (5)
Establish a **Design Review Board** (5)

NOTE: The following strategies can be combined to create the top three priorities:

Make improvements to bicycling (total=24)

- Add a member of the Bicycle Advisory Committee to the Traffic Commission (6)
- Establish bicycle friendly business districts (9)
- Continue efforts to support bicycling for recreation, transportation & commuting (9)

Increase activities for teens (total = 14)

- Provide more wholesome activities for teens (7)
- Hold a Youth Summit to help identify youth needs (7)

Protect historic properties (total =10)

- Create methods of increasing stewardship of historic residential properties (5)
- Facilitate preservation & adaptive reuse of historic houses (5)

Many of the comments made suggestions regarding:

- How to improve meeting senior needs.
- How to include more people in planning for the future (younger people, multi-cultural, use of technology, neighborhood associations)
- Additionally, some participant's felt there was too much emphasis on meeting senior needs, while others felt there was too much on meeting the needs of youth. It probably is a matter of perspective, that is, depending on where one sits, they tend to see things from a different angle.

PRESENTING A MASTER PLAN FOR MILTON

Public Forum: September 29, 2014

PARTICIPANT PRIORITIES AND COMMENTS

Participants at the forum were each given 6 dots to use across the seven goals to express what they consider to be the most important strategies. Post-it notes were also available to them for making comments. The following is a summary of their responses.

NOTE: **Orange** font indicates new public input. *Italics* indicates a quote.

GOAL 1: PRESERVE TOWN CHARACTER

Areas of greatest concern:

- Developing a conservation strategy for preserving open space and scenic views and for monitoring recreation needs (7 Dots)
- Create methods of increasing stewardship of historic residential properties (5 Dots)

Actions to add:

- Requiring native plantings at all town buildings and in front of all businesses
- Developing a neighborhood incentive plan for planting of new trees
- Re-designing playgrounds so that they serve a broader range of age

Goal 1: Preserve Town Character Objective	Strategy	Action Step	# of dots
1.1 Preserve and enhance natural features	2. Develop a conservation strategy for preserving open space and scenic views and for monitoring recreation needs	All	7
	3. Continue efforts to clean up the Neponset River and promote cleanup of Brownfield sites	All	3

PRESENTING A MASTER PLAN FOR MILTON

Public Forum: September 29, 2014

Comments:

- Have the Town take an active role in deer population control
- Involve Boy Scouts and churches in the sponsor and cleanup of specific areas
- Require native plantings at Town buildings and in front of all businesses (Milton has been certified as an official wildlife habitat community)
- Forbes House Museum would like to be a better resource to the Town
- Have open space include open skies with fewer airplanes and less noise and pollution
- Involve neighboring Boston neighborhoods, Boston Natural Areas Network (BNAN) and The Trustees of Reservations (TTOR) in cleanup efforts at the Neponset
- Organize a yearly neighborhood volunteer cleanup, similar to that held for Pine Brook
- Launch an effort with DPW to manage the shade tree population
- Develop a neighborhood incentive plan for planting of new trees (between Neighborhood Associations and Homeowners)
- Remove Knotweed from Pine Tree Brook environs (it is taking over)
- Preserve Milton’s farms

Goal 1: Preserve Town Character Objective	Strategy	Action Step	# of dots
1.2 Preserve and enhance historic features	1. Create methods of increasing stewardship of historic residential properties	All	5

Comments:

- Preserve our quiet spaces and neighborhoods – less airplane noise please
- Strengthen Demolition Delay Bylaw to preserve historic buildings
- Pass the CPA
- Preserve and protect the Forbes House Museum and its open space

PRESENTING A MASTER PLAN FOR MILTON
Public Forum: September 29, 2014

Goal 1: Preserve Town Character Objective	Strategy	Action Step	# of dots
1.3 Preserve and Enhance the Character of Milton's neighborhoods	2. Minimize impact of vehicular traffic on neighborhood character	Encourage use of alternative forms of transportation	1
	3. Restore Milton's playgrounds	All	1

Comments:

- What is meant by "boulevards?"
- \$20,000 - \$30,000 is required annually to fund replacement of trees
- Additional partners for boulevard restoration: DCR and MassDOT
- Additional partners for minimizing impact of vehicular traffic on neighborhoods: Neighborhood Associations
- A snow-shoveling ordinance is needed to encourage walking
- Cunningham Park's fields and pools are the only playgrounds in good condition; needs of others are ongoing
- Playgrounds should be re-designed to serve an broader age range

Goal 1: Preserve Town Character Objective	Strategy	Action Step	# of dots
1.4 Create distinctive gateways into Town	1. Create recognizable gateways at all entrances into Town	All	1

Comments:

- Create a youth center at the Swift Hat House
- Additional partner: Bunny Thomas (Randolph Avenue)

PRESENTING A MASTER PLAN FOR MILTON

Public Forum: September 29, 2014

GOAL 2: PROMOTE HEALTH AND WELLNESS

Areas of greatest concern:

- Increasing enjoyment of and access to the Neponset River (9 Dots)
- Providing wholesome activities for teens (7 Dots)

Actions to add:

- Creating river access via the abandoned Granite Railroad right-of-way off Granite Avenue

- Developing the Forbes House Museum as a community center, and also a center for intergenerational programs
- Using the Swift Hat House as a teen activity center

Additional Strategy:

- Develop a Trail Network Plan to promote trails, create maps and signage, secure access to the abandoned Granite Railroad bed

Goal 2: Promote Health and Wellness Objective	Strategy	Action Step	# of dots
2.1 Wellness through recreation and physical fitness	2. Repair existing and develop additional recreation facilities as needed	All	1
	3. Ensure access to recreation for all neighborhoods	All	1
	4. Increase enjoyment of and access to the River	Improve kayak, canoe and rowing offerings	9
	6. Review public facilities or health factors	Review air quality and noise impacts (planes)	2
	7. (Additional strategy) Develop a Trail Network Plan	-Promote all trails -Create maps and signage -Take over abandoned Granite Railway right-of-way	1

PRESENTING A MASTER PLAN FOR MILTON
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Goal 2: Promote Health and Wellness Objective	Strategy	Action Step	# of dots
		Partners: -Pine Tree Brook Association -DCR (Blue Hills & Neponset) -Park and Recreation Department -Friends of the Blue Hills -BNAN/TTOR -NRWA	

NOTE: Orange font indicates new public input

Comments:

- Ulin Rink should become a recreation center in summer; Milton should take back management of rink from Curry; do not renew the lease
- Regenerate “Playground Planners of Milton” to help plan playground improvements and creation of new playgrounds
- Playground should be “open air” but with a roof (i.e. 4 season) and no walls or locked gates
- An off-lease dog park would be greatly appreciated
- Turn the small park between the Kelly Field tennis courts and Pierce School into a dog park by enclosing with a fence
- Provide more gardening space
- Ensure there are enough parks for youth sports
- Extend Harbor Walk access to water from harbor and connected to Forbes Field
- Create river access via the abandoned Granite Railroad right-of-way off Granite Avenue
- Have a kayak rental site at the Lower Mills Wharf, like at the Charles River and in Cambridge, and also at Milton Landing and Central Avenue
- Additional partners for the town-wide Healthy Milton initiative: Blue Hills Cycling Club, New England Mountain Bike Association, local bike shops (Dave’s, Ashmont Cycles, Landrys), Milton Farmers’ Market
- Enlist some of the neighborhood fitness centers to sponsor some activities to reduce cost and planning burden
- The Town needs to be more vocal and active in finding solutions to the severe increases in airplane noise and pollution; Town should actively monitor noise and pollution

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Goal 2: Promote Health and Wellness Objective	Strategy	Action Step	# of dots
2.2 Community gathering and social capital	1. Create a civic center by better connecting existing municipal uses	All	1
		Construct a "Center Playground"	2
	2. Provide more wholesome activities for teens	All	7
	3. Identify needs of senior population	All	1

Comments

- Provide for a "pop up plaza" in all seasons (colder weather)
- Consider re-using old fire station for food trucks, café, etc.
- Make civic center car-free (with parking at edges)
- Develop the Forbes House Museum as a community center
- Increase access to Cunningham Park basketball court (make availability better known)
- Use the Swift Hat House as a teen activity center
- Leverage the knowledge of the many social workers in town in organizing a youth center
- Ask Milton Academy to host teen activities for town youth
- Ask churches to bring their youth groups together for shared town activities
- Encourage multi-cultural use of town gazebo (for example, a Haitian food and music festival, food trucks)
- Expand communication means about town events beyond word-of-mouth
- Additional partner for increasing community events: Celebrate Milton!
- Make greater use of the Forbes House Museum for intergenerational programs

PRESENTING A MASTER PLAN FOR MILTON

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GOAL 3: IMPROVE HOUSING AND NEIGHBORHOODS

Areas of greatest concern:

- That care be given to location and amenities for senior housing
- To complete Housing Production Plan, update zoning and allow developers to pay in to Affordable Housing Trust so that affordable housing is created
- Concern regarding development pressure on historic homes

Actions to add:

- Consider modern, micro, communal and other innovative housing ideas, not just traditional apartments
- Utilize Facebook in order to reach and include neighborhood associations

Goal 3: Improve Housing and Neighborhoods Objective	Strategy	Action Step	Comments	# of dots
3.1. Maintain and Enhance Milton's existing housing stock	1. Preserve existing housing stock		<i>Allow in-law apartments in barns/garages NOT attached to the primary house</i> <i>Who will pay for inspections? The landlord. With turnover in rental properties, this could delay rentals</i>	
	2. Facilitate preservation & adaptive reuse of historic houses		<i>Great strategies but we can't count on our Planning Board to lead!</i> <i>Condos or rental?</i> <i>Consider tax credits for historic house renovations</i> <i>Time-sensitive! The pressure is on to develop these properties now!</i>	5

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Goal 3: Improve Housing and Neighborhoods Objective	Strategy	Action Step	Comments	# of dots
3.2. Increase and Expand the Range of Housing Types	1. Create smaller housing units		<i>Consider modern, micro, communal, new ideas... not just apartments as we know them</i>	1
	2. Increase market rate and subsidized housing for the elderly		<p><i>Consider location and already in place amenities when deciding on where elderly housing should go</i></p> <p><i>A priority for Milton</i></p> <p><i>Elderly housing should be within walking distance to commercial areas... East Milton Square or Central Avenue</i></p> <p><i>Support non-profit senior housing with expansion and upgrading support like Winter Valley and Unquity House.</i></p>	1
	3. Support and encourage the creation of affordable housing		<p><i>Allow developers to "pay in" to the Affordable Housing Trust instead of creating affordable units</i></p> <p><i>Complete Housing Production Plan so that Milton is not forced into mandated decisions by the State</i></p> <p><i>Update zoning by-laws to address the 21rst century</i></p> <p><i>Projects for future housing should be planned so that current</i></p>	8

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Goal 3: Improve Housing and Neighborhoods Objective	Strategy	Action Step	Comments	# of dots
			<i>infrastructure is not overtaxed or require higher costs (e.g. new sewer lines, water)</i>	
3.3. Preserve the character of Milton's neighborhoods	1. Develop neighborhood plans for individual neighborhood plans		<p><i>Milton offers so many great neighborhoods that to me is what separates us from surrounding towns</i></p> <p><i>Neighbors should be directly involved in planning for their neighborhoods</i></p> <p><i>Milton has affordable neighborhoods in my opinion. I happen to live in one. However there is a stigma associated with certain areas of town that make them less "appealing" – I believe a strong movement needs to be made so that ALL areas of town are considered desirable.</i></p>	
	2. Ensure that new housing does not destroy historic buildings or detract from the visual qualities of scenic roadways		<i>New development should be in keeping with the existing character of the neighborhood</i>	
	4. Support neighborhood associations		<i>Utilize Facebook. There are a few groups Milton Neighbors and Milton Yard Sale that would be great to leverage, and a new group in addition would help</i>	3

PRESENTING A MASTER PLAN FOR MILTON

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GOAL 4: PROMOTE ECONOMIC DEVELOPMENT

Areas of greatest concern:

- Parking
- Curry College housing on perimeter of campus
- Prevalence of real estate and insurance offices in commercial districts
- Adding Design Review may make process more difficult

Actions to add:

- Develop a first rate arts/entertainment concept (use local museums & historic sites to act as an additional draw for shoppers, etc.)
- Invite BI Hospital to create more of a connection with seniors by establishing a Wellness Center

Goal 4: Promote Economic Development Objective	Strategy	Action Step	Comments	# of dots
4.1 Create Vibrant Mixed Use Centers in Existing Business Districts	1. Develop a Plan for each commercial district			2
	2. Develop beautification strategies		<p><i>Get rid of mattress sign, it is an eyesore</i></p> <p><i>There is discussion of streamlining permitting but also adding Design Review (another step) – why not integrate Design Review into Planning Board?</i></p>	
	3. Encourage and implement streetscape improvements		<p><i>Ensure development of Hendries space fits the surrounding area & contains commercial space</i></p> <p><i>Promote and make it easier to open a wider variety of commercial spaces (no more real estate offices, banks etc._</i></p>	4

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Goal 4: Promote Economic Development Objective	Strategy	Action Step	Comments	# of dots
			<p><i>Develop Wharf area for easier access to water for non-motorized boating</i></p> <p><i>Get Hendries project moving; small scale grocer on first floor would be helpful to the area</i></p>	
	4. Develop a Parking Management Plan		<p><i>Redesign East Milton space over expressway to provide more parking with safe access across Granite Street</i></p> <p><i>If the Park and Ride is full everyday, where are these communities going to find parking?</i></p>	1
4.2. Consider economic development and other ways of increasing the tax base	1. Encourage business investment in commercial areas		<p><i>Give people in surrounding towns a reason to shop and eat in Milton</i></p> <p><i>Develop a first rate arts/entertainment strategy</i></p> <p><i>Use local museums and historic sites to create destination locations for fun, shoppers, etc.</i></p>	5
	2. Increase capacity for attracting desirable businesses		<i>More diversity in shops; East Milton Square is not</i>	2
	3. Address non-conforming uses			3

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Goal 4: Promote Economic Development Objective	Strategy	Action Step	Comments	# of dots
	4. Work with non-profits to encourage desirable “spin offs”		<i>Consider small scale commercial near (walking distance) from Curry to serve students</i> <i>Have BI Hospital create more of a connection with seniors as in an Activity Center for Well-Being</i> <i>Curry housing should not be on the perimeter of their campus</i>	2
	5. Encourage development of small-scale neighborhood-oriented shops in residential areas		<i>More retail and restaurant options; less real estate & insurance offices; family restaurants</i>	3

MILTON VILLAGE AND CENTRAL AVENUE DISTRICT

- *“fully utilize Hutchinson Field; make it an urban park.”*

EAST MILTON SQUARE

- *“cut through traffic problem, very significant impact on this neighborhood of East Milton Square”*

IMPROVE NORTHERN GRANITE AVENUE DISTRICT

- *“Riverfront access: transfer abandoned Granite railroad right-of-way to Parks Department. This will create an amenity to attract people to this new business district.”*
- *“need major improvements to Granite Avenue to make it bike and pedestrian friendly and connect to East Milton Square.”*
- *“2014 Massachusetts Transportation Bond Bill includes authorization for up to \$10 million for Granite Ave. improvements. However, funds have not been allocated yet. Advocates should push for this funding.”*

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GOAL 5: IMPROVE TRANSPORTATION AND CIRCULATION

Key comments to incorporate into the Implementation Plan:

- Involve Neighborhood Associations in discussions of transportation improvements – (Trans & Improve Capacity to Plan, Making Connections)
- Review MBTA bus routes (Trans)
- Transportation options for seniors to hospital, shuttle, etc. (Trans, other?)

Overall, the #1 issue was supporting bicycle accommodations.

Goal 5: Improve Transportation and Circulation Objective	Strategy	Action Step	# of dots
5.1 Improve & Maintain Transportation Facilities for All Modes	1. Identify a strategy for funding roadway & sidewalk improvements	Identify roadway & sidewalk projects & associated funding need	1
	2. Identify capacity & safety improvements at critical intersections	Identify & fund improvements at critical roadways and intersections	1
5.2 Improve Getting Around Town for Pedestrians, Bicyclists & Transit Users	2. Continue efforts to support bicycling for recreation, transportation & commuting	Expand on Bicycle Advisory Committee's Plan to develop full bicycle master plan	9

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	3. Develop traffic calming & complete streets	Develop a town-wide Traffic Calming Plan Provide additional crosswalk & sidewalks where needed, especially near schools	2
	4. Improve transit service & connections	Study feasibility of town-wide shuttle	1
	5. Inventory parking conditions in commercial areas & review current parking policies	Explore ways to increase parking supply	1

PRESENTING A MASTER PLAN FOR MILTON

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GOAL 6: PROVIDE QUALITY PUBLIC FACILITIES, SERVICES & INFRASTRUCTURE

Areas of greatest concern:

- Too much focus on senior population; need to balance with needs of younger families
- Expense of water
- Cunningham Park is underutilized

Actions to add:

- Form newcomers club
- Partner with faith communities in welcoming newcomers
- Encourage library to develop educational programming around cultural awareness

Goal 6: Provide Quality Public Facilities, Services & Infrastructure Objective	Strategy	Action Step	Comments	# of dots
6.1. Maintain and improve town facilities	1. Ensure that school buildings continue to be well-maintained		<i>Maintain our buildings!</i>	
	2. Provide adequate facilities for public safety		<i>New site needed for new East Milton Fire Station (for traffic and space reasons). Where? New us for existing fire station?</i>	1
	4. Provide adequate recreational facilities to all parts of Town and for all ages		<i>This plan seems to focus heavily on senior population. This needs to be balanced with the needs of younger families moving to Town;</i>	

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Goal 6: Provide Quality Public Facilities, Services & Infrastructure Objective	Strategy	Action Step	Comments	# of dots
			<i>consider updating many of the playgrounds in Town</i>	
	6. Consider a Community Center		<i>Forbes House museum property?</i> <i>Move forward on a Milton Dog Pound and Animal Shelter</i> <i>Animal Shelter</i>	1
6.2. Continue to provide Milton residents with state-of-the-art services	1. Ensure adequate water supply, both quantity and quality		<i>Water is getting too expensive. Maintaining a garden is no longer affordable for some</i>	
6.3. Provide support to specific demographics	1. Support a growing elderly population wanting to age in place	Provide and/or give incentives to business owners to provide benches	<i>"easy just do it"</i>	2
	2. Support teens in their expressed desire for "more to do"		<i>"Cunningham Park is underutilized lower priority from #1</i>	

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Goal 6: Provide Quality Public Facilities, Services & Infrastructure Objective	Strategy	Action Step	Comments	# of dots
	3. Be inclusive of residents of different backgrounds		<i>"Form a newcomers club"</i> <i>leverage faith communities as welcoming communities</i> <i>Introduce youth jobs program – helping youth to get part time jobs in Milton</i> <i>Encourage library to create educational programming on different cultures (e.g. black history, native American history, ect.)</i>	8

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GOAL 7: STRENGTHEN OUR CAPACITY TO PLAN

Areas of greatest concern:

- Look at each part/neighborhood of town and develop specific goals for these
- Careful of moving too fast; additional development needs careful consideration

Actions to add:

- Use Facebook to reach other demographics
- Expand Town website to include more information not exclusive to town government
- Get youth involved in cable TV, social media and have a teen calendar of events
- Make Cable TV a full-time professional enterprise (as in other

towns)

- Stop printing Town Warrant; instead post it on-line
- Provide tax incentives for lawn reduction, food growing and native planting
- Help fund solar options at senior housing to lower heating and electricity costs
- Consider new regulations for new activities such as chickens on residential properties
- Add member of community from neighborhood associations (rotating) to Traffic Commission

Additional Strategy:

- Reduce airplane noise and pollution

Goal 7: Strengthen Our Capacity to Plan Objective	Strategy	Action Step	Comments	# of dots
7.1 Encourage participation and improved communication in town government	1. Recruit more residents to participate on boards and committees	Actively recruit younger, lower income and minority residents	<i>Create a Facebook page for the master plan to engage across demographics A master plan Facebook page will get input from demographics not represented at these forums; publicize these meetings better!</i>	2
	2. Ensure that planning & Town management processes are transparent & welcoming		<i>Improve, especially planning process to fund and prioritize</i>	2

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Goal 7: Strengthen Our Capacity to Plan Objective	Strategy	Action Step	Comments	# of dots
	3. Improve communication between town government & residents		<i>Website is focused on government and should include other entities in calendar and news Get youth involved in cable TV, social media and have a teen calendar of events Turn cable TV into a real, viable, full-time professional enterprise as in other towns Stop printing and mailing Town Meeting warrants at great expense. Post online and increase promotion</i>	
7.2 Develop effective collaborations with cultural, educational, religious and medical institutions in Town	1. Develop effective collaborations		<i>We have begun a Milton non-profits group</i>	
	2. Work with institutions to mitigate impacts on the Town & residents		<i>Consider having alumni/residents with connection to interact on committee with institutions</i>	
	3. Develop agreements regarding sharing resources		<i>Non-profits can enhance educational experience for students</i>	
7.3 Work with surrounding communities to develop a regional approach	1. Identify opportunities for cooperation with surrounding communities		<i>Include neighborhood associations among partners</i>	1
	2. Identify opportunities for		<i>Add partners:</i>	1

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Goal 7: Strengthen Our Capacity to Plan Objective	Strategy	Action Step	Comments	# of dots
	improving connections to adjacent communities		<i>MAPC DCR BNAN/Trustees of Reservations Friends of the Blue Hill Dedham Environmental Coordinator</i>	
7.4 Develop the capacity to be proactive and plan for the long term	2. Adopt new tools that help achieve goals		<i>Prioritize streamlining zoning challenges to move elements of the master plan forward</i>	3
	3. Explore funding alternatives			1
	5. Improve project review process			1
	6. Develop planning districts to help focus and direct improvements that are neighborhood-oriented		<i>There needs to be an effort to review the larger geographic areas of the town and develop a set of goals for each. These are high level goals and objectives. The details of planning for these are needed.</i>	
7.5. Continue to make decisions that protect environmental sustainability	1. Continue efforts to implement sustainability measures to protect the environment		<i>Encourage recycling; raise fees?</i>	
	2. Review By-laws for their sustainability features		<i>Plus through the lens of climate change</i>	1
	3. Explore ways of using alternative sources of energy		<i>Help fund solar options at senior housing to lower heating and electricity costs</i>	

PRESENTING A MASTER PLAN FOR MILTON
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Goal 7: Strengthen Our Capacity to Plan Objective	Strategy	Action Step	Comments	# of dots
	4. Support local food production		<i>Tax incentives for lawn reduction, food growing, native planting</i> <i>Support gardening at senior housing; Garden Club could get involved</i> <i>Add partners: BNAN/Trustees of Reservations Mary M.B. Wakefield Estate</i> <i>New regulations for such things as chickens on residential properties</i>	
	5. Continue efforts to improve waste disposal	Consider creating a “Swap & Shop Center”	<i>Awesome idea</i> <i>Yes! Other towns have a site or an event</i>	

PRESENTING A MASTER PLAN FOR MILTON

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RIPE APPLES

Participants were given 5 dots with which to indicate their priorities with regarding to the following “low hanging fruit” or ripe apples.

GOAL/ELEMENT	RIPE APPLE	COMMENTS	# OF DOTS
Improve Housing	Amend Accessory by-law	<i>All these sound like good ideas</i>	2
	Explore opportunities for streamlining the permit approval process for affordable housing		3
	Consider instituting a Pre-rental inspection code compliance for rental properties		1
Create more vibrant mixed use districts	Create a committee for each of the commercial districts		3
	Crowd source for ideas regarding what businesses residents would like to see	<i>Great idea!</i>	2
	Publically acknowledge business owners for beautification of their properties		1

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GOAL/ELEMENT	RIPE APPLE	COMMENTS	# OF DOTS
	Establish bicycle friendly business districts		9
Improve Walking & Biking	Add a member of the Bicycle Advisory Committee to the Traffic Commission	<i>Add community member (rotating) depending on area; community member should be from area neighborhood association</i>	6
	Expand on Bicycle Advisory Committee's Plan to develop full Bicycle Master Plan		2
Provide more opportunities for community gathering	Increase community use of existing municipal facilities (e.g. schools, Senior Center)		1
	Increase awareness regarding existing resources by creating a Town Calendar and improving the Town's website		5
	Hold a Youth Summit to help identify youth needs and desires. Create a Youth Commission to represent the "Teen Voice"	<i>Careful of moving too fast, additional development always needs careful consideration</i> <i>Make sure to recruit a typical youth (not just youth leaders)</i>	7

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GOAL/ELEMENT	RIPE APPLE	COMMENTS	# OF DOTS
	Identify ways of increasing the use of Cunningham Park, especially for teens and children		4
	Invite a graduate student class for an area university to develop an urban design concept for the “civic center”		
	Create a “pop up plaza” in the Civic Center to test the idea of having food, drinks, and seating in this area by permitting and providing temporary seating, food trucks and coffee carts		9
	Make a dog-friendly park		5
	Support neighborhood associations	<i>Less neighborhood association involvement</i> <i>Utilize facebook groups “Milton Neighbors” and “Milton Yardsale” to leverage the large town membership in these groups</i>	

PRESENTING A MASTER PLAN FOR MILTON
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GOAL/ELEMENT	RIPE APPLE	COMMENTS	# OF DOTS
	Expand the farmer's market with more convenient hours, i.e. weekends!		
	New/enhanced playgrounds are needed, but there are plenty of opportunities for simple improvements. Plant new trees for increased shade; new sandboxes/fix gates so that they lock!		
Increase the tax base	Begin an educational campaign to increase awareness regarding the benefits of the Community Preservation Act		7
	Explore PILOT options with area institutions		2
Promote environmental sustainability	Provide information to home owners regarding how they can convert to solar energy.		2
	Create a community composting site	<i>Explore cemetery as such a site; they already have some composting there</i> <i>Approve and promote the use of brown water to recycle and reuse water from home to garden</i>	4

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GOAL/ELEMENT	RIPE APPLE	COMMENTS	# OF DOTS
	Expand recycling center hours		3
	Promote recycling efforts town-wide		1
	Develop a Swap and Shop center	<i>Need to create a "coffee hour" to socialize during swap and shop</i>	9
	Establish a Task Force on Exotic Species to develop program for controlling/eradicating invasive plant species		1
	Institute a Town Flea Market to promote reuse and community gathering	<i>Someone started a Milton yard sale facebook page that is now huge. Perhaps coordination with the organizer and that group can help make this a reality</i>	4
	Provide information to residents regarding how to protect the environment		5
Improve communication between Town Hall and Participation in town governance	Provide clear information regarding rules and roles of Town government, how to participate, etc.		4

PRESENTING A MASTER PLAN FOR MILTON
Public Forum: September 29, 2014

GOAL/ELEMENT	RIPE APPLE	COMMENTS	# OF DOTS
	Actively recruit additional volunteers to better reflect population		4
Preserve Town Character	Establish a Design Review Board		5
	Increase awareness among residents regarding ways of preserving natural & historic features		4
	Establish a Shade Tree Committee	<i>Love this idea</i>	2
	Establish an historic plaque program	<i>Great idea</i>	2
	Launch an awards program to honor property owners' care of historic buildings and landscapes		2
OTHER	Reduce airplane noise & pollution		9

NOTE: Orange font indicates new public input

PRESENTING A MASTER PLAN FOR MILTON

Public Forum: September 29, 2014

GENERAL COMMENTS ON THE MASTER PLAN

Participants were asked to answer three questions regarding the Plan. These were written on the back of their agenda. The following are their responses.

1. WHICH FEATURES OF THE PLAN DO YOU MOST APPRECIATE?

- *Developing our community in all aspects. We have a great community. I often find people don't know about our town because unless you know someone who lives here, there really is not a big draw to our town. Is that a positive or a negative? I guess that's what the master plan is for.*
- *The protection of green space and creating more affordable and smaller-sized housing*
- *Having more of a center where people can meet is great*
- *I am impressed with the hard work. I am amazed at how you were able to compile so much input/comments*
- *Broad scope of topics covered – I feel that participants have been heard and well represented in writing*
- *I appreciate the depth of the Plan. All areas of “quality of life” are included.*
- *I enjoyed the process of choosing priorities, placing dots and sticky notes.*
- *Historic Preservation and Community Center*
- *Encouraging input from neighborhoods*
- *Creating support groups with town sanction, e.g. airplane noise*
- *Effort to insert the preservation of Milton historical properties into Plan*
- *Addressing concerns of teenagers. I feel it is a huge problem in town: lack of “things to do”*
- *Proactive actions that expand on Milton's strengths and enhance them for the 21st century: bikes, water recreation, trees, native plants, old and young, small commercial development*
- *Protecting the environment and quality of life*
- *Youth activities*
- *Aging in place*
- *Not much*

PRESENTING A MASTER PLAN FOR MILTON

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- *It appears to be both comprehensive and flexible recommending processes by which decisions can be made (or re-made) instead of dictating specific solutions in specific situations.*
- *Affordable housing for young and old*
- *Creating [opportunities for] connections for people*
- *Green space and bike, walking access*
- *Preserving land and historic homes*
- *More commercial vitality in business zones*

2. IS THERE ANYTHING THAT CONCERNS YOU ABOUT THE PLAN?

- *Implementation*
- *We need a parking by-law in this Town*
- *There is already too much traffic going through Milton so adding new commercialization to alleviate taxes or to create places where people can meet needs to be careful NOT to create more traffic!*
- *People are not going to like paid parking – myself included.*
- *There is a gap between goals and specific examples. All ideas are great until they become specific.*
- *Not presently – except to be sure to talk to the non-profits in Milton – like the Forbes House Museum*
- *Identifying specific roads/intersections for change*
- *Curry College has housing – should be encouraged in their interior of campus; not perimeter; need input from Neighborhood Associations*
- *Poor percentage of residents participating in Master Plan meetings*
- *It's too big – I found it overwhelming.*
- *Effect on our taxes*
- *Our streets are a mess. Where is fixing this in the Plan?*
- *I don't like paid parking in Milton!*
- *Gateway signs are stupid*
- *Walking is a joke! No sidewalks on many streets!*

PRESENTING A MASTER PLAN FOR MILTON

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- *I don't think [it is right] that the Town's destiny belongs to you few*
- *I think the Civic Center might need to be somewhere else*
- *How to go about expanding commercial development, to attract independent local businesses and create Milton as a destination*
- *That the issue/problem of airplane noise and pollution is not being addressed*
- *Main concern is that the many recommendations that require funding will not make it through Town Meeting. Milton has a poor record of making proactive investment (such as maintaining town buildings so that they don't deteriorate).*
- *The continued lack of commercial tax base*

3. IS THERE ANYTHING ABOUT THE PLAN THAT YOU FIND DIFFICULT TO UNDERSTAND?

- *A strategy may fulfill multiple goals. It is hard to keep track of strategies. Can a different/additional format be used to communicate (e.g. a grid)?*
- *No – easy to read panels, clearly written*
- *No*
- *Plan goals seem quite straightforward, but too numerous to accomplish*
- *Will people actually implement the Plan? How do we hold ourselves accountable?*
- *Yes – why airplane noise and pollution are not addressed! Protect our quiet neighborhoods and spaces*
- *I don't know because I haven't been given a copy of it*
- *We don't have any money to do all this!*
- *How will design review process integrate with current Planning Board review to avoid contradictory recommendations and additional red tape*
- *I don't understand non-conforming uses for zoning*

PRESENTING A MASTER PLAN FOR MILTON

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4. ADDITIONAL COMMENTS

- *Thank you for all your efforts. Excellent job.*
- *Too much traffic and too much commercial development on the land brings down the quality of life A LOT!*
- *I gave my contact info on each sign-up sheet at various forums, but was never contacted as a reminder about events; a simple way to reach out further. Opportunity missed to get more people in the room each time!*
- *Great presentation and forum*
- *Town's people lack of participation in Master Plan meetings is concerning. These are major decisions for the Town's future decided by a relative few.*
- *I am very concerned about all the 40Bs popping up. I feel it is dividing the Town. We need to address the concerns fro changing zoning in the {??} neighborhoods or parts of Milton.*
- *Thank you for your hard work*
- *The Master Plan is incomplete if it does not address increased airplane noise and pollution. Increased flights and runways over our town greatly decrease the quality of life in Milton*
- *I think this Master Plan is too vague. I think this Master Plan does not represent all residents of Milton. The power over many should not be in the hands of you few!!*
- *Work on attracting more people for the town's committees and boards*
- *It would be helpful to open up the comment period to include an on-line survey*
- *Expanded farmer's market with more convenient hours*

OTHER

"Why isn't the master plan printed out for all to read!"

Milton Master Plan: Public Input
Celebrate Milton: October 5, 2014

**Celebrate Milton Short Survey on Top 20 Recommendations:
 Participant Priorities**

Visitors to the Master Plan Booth were given a two page summary of the Plan, the opportunity to view the Plan Concept Map and then asked to select their priority three of the top 20 recommendations by circling these. Sixty-seven (67) individuals participated. They included a wide range of demographics.

Top 6:

- Preserve Milton’s historic characteristics
- Develop a conservation strategy
- Create a vision for each commercial district
- Ensure that new development is in keeping with the Town’s character
- Provide more wholesome activities for teenagers
- Provide small-scale commercial uses in the neighborhoods

Next 6:

- Make walking and biking safer
- Increase access to the Neponset
- Pass inclusionary zoning
- Address parking issues
- Launch a Healthy Milton Initiative
- Create a Civic Center

RESULTS		
#		Votes
1	Preserve Milton's Historic Characteristics	22
2	Ensure that new development is in keeping with the Town's character.	18
3	Adopt a great estates bylaw	7
4	Develop a conservation strategy.	22
5	Address non-conforming uses.	3
6	Create a vision for each commercial district	19
7	Provide small-scale commercial uses in neighborhoods.	18
8	Address parking issues.	12
9	Pass inclusionary zoning.	13
10	Develop a gateway sign program.	1
11	Launch a healthy Milton initiative.	12
12	Make biking and walking safer and more pleasant.	17
13	Increase access to the Neponset River.	14
14	Provide support to a significantly increasing senior population.	2
15	Provide more wholesome activities for teenagers.	19
16	Create a civic center	8
17	Explore funding options.	5
18	Adopt an institutional and/or healthcare overlay district.	0
19	Form a partnership with DCR.	2
20	Maintain municipal buildings.	1

Milton Master Plan: Public Input
Celebrate Milton: October 5, 2014

Additional Comments

- Additional support for high school students seeking jobs
- Why no green energy options? Green energy
- This is excellent work! We need more commercial amenities in town and I think this plan can help with that. Thank you for giving your time to this!
- Enhance cultural scene. Develop center in East Milton Square. Book concerts! Draw people to concerts in square.
- I think the deck over the turnpike should be a focal point: green space, water fountain, signs with welcome to Milton. Turning it into a parking lot will NOT solve our parking problem.
- I would like to see development with attention to revenue and budgetary needs.
- No on metered or paid parking in 8.
- Sidewalks are dangerous everywhere in town. Highland Street is a mess. Main roads should have curbstones. Identify run down buildings and homes in town and work to buy for town use or charitable use.

Top 20 Key Recommendations: Prioritization Exercise
 Celebrate Milton!
 October 5, 2014

Top 20 Key Recommendations: Prioritization Exercise
 Celebrate Milton!
 October 5, 2014

RAW DATA																				RAW DATA	Notes	
#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
45		1		1													1					
46					1				1				1									
47							1					1	1									
48	1							1							1							
49		1				1								1								
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51		1		1		1						1										
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63		1															1				1	
64						1									1	1						
65	1		1	1							1	1	1									
66	1		1										1									
67				1							1	1		1								
68		1		1								1										
Total	22	18	7	22	3	19	18	12	13	1	12	17	14	2	19	8	5	0	2	1		

I think the deck over the turnpike should be a focal point: green space, water fountain, signs with welcome to Milton. Turning it into a parking lot will NOT solve our parking problem.

Question on woding over number 6 - resolved in new surveys
 Three stars on question 15
 Chose #10 as least important

I would like to see development with attention to revenue and budgetary needs.
 More commerical to broaden tax base

In-law apartments

Linked 1 and 3 and 11, 12, and 13

No on metered or paid parking in 8.

Sidewalks are dangerous everywhere in town. Highland Street i mess. Main roads should have curbstones. Identify run down buildings and homes in town and work to buy for town use or charitable use.

Milton Master Plan: Milton Chamber of Commerce
September 16, 2014
Comments Posted on Boards

1 Economic Development

- More nice restaurants
- No more nail salons
- Nicer sidewalk decorations
- More business opportunities
- More business zones! Less than 1% zoned for business is ABSURD
- Clothing stores!
- Bakery!
- Another grocery store other than Fruit Center
- Planters and flowers needed
- Baker/sandwich & salad shop needed
- More parking
- Better crosswalks
- Need more businesses
 - Nice restaurants
 - Grocery
 - Clothing
 - Bakery
- Beautify the square: flower pots, etc.
- I think the town should have more than 1% business zoned areas
- Sidewalk decorations
- Outdoor restaurant seating
- Fancy up square that people want to shop/walk around
- Work to expand the business base in the commercial zones
- Help seek grants to upgrade the business district
- Add trees everywhere. Small flowering ones
- Help businesses upgrade space by cooperative inspection work
- More businesses throughout town (find a spot for Trader Joes!)
- Two-way on Church Street
- Restaurants in East Milton
- For East Milton Square
 - Gas lamps would be attractive
 - Keep cleanup program

Parking Meters

- No parking meter of any kind!
- No parking meters
- Requesting no parking meters in East Milton Square
- No parking meters

- No parking meters!
- No parking meters please
- Please no parking meters
- No parking meters
- No parking meters
- No parking meters!
- Parking meters are bad for business & hurt the community
- No parking meters
- No parking meters in East Milton or parking stations
- No parking meters in East Milton Square or Central Ave or Adams St. Milton Village

Milton Master Plan Open House at Fuller Village
October 19, 2014
Comments Posted on Boards

1 Economic Development: What do you think the Town should do to make parking more efficient and to increase its availability?

- Parking needs to be enforced, esp. near MBTA stations
- Pay stations will deter commuters from parking all day + raise funds for the Town
- Improve pedestrian access to reduce dependence on cars
- Add secure bike parking at MBTA stations
- Hubway bike share would allow commuters to travel between residential neighborhoods and business districts/train stations, using much less space
- Put a street across in E. Milton Square – for about 5 or more years the town has been playing with it time to finish it
- Can we increase police for safety in E. Milton? People don't like to park away from the square because it feels dangerous.
- Parking is a principal need for shopping purposes. To improve Milton based shopping economy parking offstreet is needed.
- Parking – increase some spots from 30 mins to 1 hour
- Park in front or across from the Post Office and walk to shops. Change the cross walk from across the fire station to corner of Adams +
- Do not start charging for parking, it will draw business away from local shops
- Open to limited commercial

2 Housing: What kind of housing is needed, for whom, and where should it be located?

- More small stores + shopping areas + middle class neighborhoods
- Provide more lower cost housing so that we will not be vulnerable to 40B development
- Help to preserve open space with cluster housing
- Cluster housing of smaller units near shopping areas. May attract younger residents
- Close to public transportation + commercial areas
- Allow Garden types (villas) that are smaller and clustered. While more dense, units can be more affordable
- Much more middle class housing. This is very important. More middle priced housing
- Off Adams Street on Milton Hill
- Stop trying to put 40B units in Milton's most exclusive neighborhoods

3 Schools: What are your thoughts about whether and how our school facilities could be expanded to accommodate higher enrollments?

- We have built wonderful school facilities. Please, please, please let us maintain those capital investment. Do not let them decay through lack of maintenance

- Since the need will be temp. move 5th graders to middle school, rather than adding on to schools seems preferable
- Please do not move 5th grade to Middle School. Other strategies such as expanding school buildings should be the focus.
- Add classrooms space in existing schools
- Move 5th to Pierce keep neighborhood schools as much as possible in lower grades to keep transportation costs down and build communities that can walk to school

4 Historic Resources: What are some other strategies for preserving our historic buildings and landscapes?

- Consistent groups trying to preserve historically significant buildings make sense
- Provide some assistance through financial and physical support to those groups who are trying to preserve such historic treasures
- Middle income housing
- Update historic preservation plan from 1988
- Work to pass Comm. Preservation Act for Milton so we stop losing money to other towns
- Historic Bldgs should be over 100 years old to be considered in this class. Demo delay should apply to the age of building if over 50. Most houses would be historic

5 Transportation: Which transportation improvements do you feel are most important to make?

- Better enforcement of speed limit. Constant speeding on Canton, Randolph, and 138
- Increase availability of parking
- Been almost killed @the Brush Hill Rd Neponset Valley Pky intersection, Please see that it is reconstructed
- Brush Hill Rd is a disaster of traffic during work week. Almost impossible to navigate between 4 and 6 pm.
- Stop sign at Brush Hill + Milton St!!!
- Fix E. Milton Sq. Increase parking
- More street signs on the “major streets” eg. Canton 138
- Brush Hill Rd. + Neponset Valley Pkwy. in a new design needs a 3-way stop sign. It is a 1 mile pkwy to Stop + Shop. 3 way stops works at Fuller Village and across RR bridge in Readville. Tell the State of MA
- Complete E. Milton Sq + complete Adams across the square
- Improve the intersection of Blue Hill Ave, Blue Hills Parkway, Brush Hill Rd and Eliot Street
- Intersection of B. Hill Rd + Neponset Valley Pkwy
- Optimizing and (changing)? (synching timing at lights) in busy area is a very good idea
- I think implementation of paid parking is not a good idea at all, it would drive people away from using in town businesses because there are many areas to shop in nearby that do not charge for parking
- Across in Neponset River, ? parking, signage, cabining?
- Lane diets on Brook Rd from Blue Hills Pkwy to Central Avenue and Reedsdale from Canton Ave to Randolph. Replace on travel lane with a turning lane and remove the other travel lane for improved resident/pedestrian/bike safety

- Improved intersection Brush Hill & Neponset Valley Parkway
- Second! Improve for drivers, pedestrians and bikes
- I am concerned with the lack of sidewalks and busy streets that children must walk down to get to school. For example, portions of School St near Glover have children walking in the road + cars that cut through at high speed
- Speeders through stop sign at Fuller Village are prevalent + dangerous. A camera at top of stop sign would target speeders
- More parking and more stores like Canton has, look out Canton

6 Town Gown Relationships: How can Milton be more involved in the activities of the institutions located in Town and in which ways can these institutions become more involved in Town activities?

- Work on light + noise issue w Curry College
- More of recent get together of everyone in the Town
- Sharing educational institutions recreational resources with town residents is a great idea especially for facilities the town does not offer such as an indoor swimming pool
- Curry needs to be a better neighbor, esp. regarding noise + light pollution

7 Non-Conforming Uses: How should Milton address the issue of non-conforming uses so that owners are supported in their efforts to make improvements, but the Town's character is protected and preserved?

- Tough question. Be more tolerant of changes more small stores
- Committee to make major changes to zoning to evaluate rules and make more uniform and less spot
- Spot zoning is a problem. Hopefully an intelligent master plan can recommend a fairer, more comprehensive approach

8 Civic Center: How can the Town's Civic Center be improved so that it becomes more of a place for our community?

- Civic center is not connected to any shopping areas. People are not drawn to the area in their daily activities
- The Civic Center is best left as is – a reflection of the towns roots & personality
- I'm fine with it now. If people want to hang out, the more commercial areas like E. Milton, Central and Milton Village work better

9 Recreation: How can recreational opportunities for all ages be expanded in Milton?

- Encourage Cunningham Foundation to have more programming for teens. All emphasis now is on young kids and elderly. Crack down on kids drinking in park
- Add bike racks at playgrounds
- Lane diet on Brook Road to make parking safer for families using the park
- Create riverfront access by turning the abandoned granite railroad ROW into a park
- Keep up good work on the Neponset River Assoc.
- Cunningham Park the perfect site for an enlarged Community Center
- Make greater use, for everyone, for Milton Landing. The river should be for all, not only out of town boat owners

- Celebrate Milton was excellent, more things like it

10 Seniors: How shall we provide housing appropriate for our seniors? Should the Senior Center be converted into a Community Center (thus better integrating the elderly with the rest of the community while also providing youth with a place to go? What else might seniors need?

- Milton is a wonderful town for seniors. We should encourage more integration of seniors into our school, library and civic organizations
- Support another Milton Village
- The Senior Center could be converted provided it is greatly enlarged + facilities for Sr are included. Check out the Medfield Community use for Senior + other community events
- Milton Village is excellent give it continue support
- Senior Center could involve all ages
- Help people stay in their homes longer

Milton Master Plan Open House at Milton Public Library

October 25, 2014

Comments Posted on Boards

1 Economic Development: What do you think the Town should do to make parking more efficient and to increase its availability?

- I don't believe East Milton is suited for the # of businesses located there now. The square is a disaster in regards to walking, driving, parking and living anywhere near it. No more commercial expansion.
- How about a high end restaurant, bagel shop. Drive-thru Dunkin' Donuts somewhere on Brook Rd., or Highland Ave, Canton Ave. Spread the burden.
- Need small supermarket like a Trader Joe
- Move along the demotion of the Hendrie's building.
- Expand commercial development to strengthen tax base. Keep parking expansion in mind a preserve open space.
- Provide local bus service so not everyone has to drive.
- Have the town acquire off-street parking. More stringent enforcement of parking regulations on Eliot Street near Bank of America.
- Implement a bike sharing program. Build actual dividers between bike land and road on large street like Brook Rd.
- Strongly feel we should allow a coffee shop/restaurant in the town's civic center. Would be well utilized by all who work or visit in that area.
- A second deck is needed.
- Example: Dedham Center. East Milton: Restructure sidewalks so they are very wide a more user friendly. Create town parking facility walking distance to stores. If access is safe and visually pleasing people will be happy to use.
- Do not allow new business to open without their own definite/business owned parking for all employees + customers. We are very tired of seeing East Milton Square business employees park all day + night at our residential door step.

2 Housing: What kind of housing is needed, for whom, and where should it be located?

- Let's "get with it" already on either 1) promoting affordable housing (to the 10% level) or 2) implementing a Housing Production Plan.
- Build up the affordable units so that they are not forced down our throats by developers.
- Ensure that development is supported by traffic studies. Keep set backs. Consider what happens when snow is plowed + set-backs are ignored.
- Smaller units on existing estate preserving open space + set backs is desired.
- Preserve large houses by allowing Bed & Breakfast units. Apply Cluster Zoning to say Carbury Estate.
- Preserve open space.

3 Schools: What are your thoughts about whether and how our school facilities could be expanded to accommodate higher enrollments?

- Reduce the waste in school and better allocation of funds to manage large class sizes.
- Why do we need to increase the capacity of school system? 5th graders – too young for middle school culture.

4 Historic Resources: What are some other strategies for preserving our historic buildings and landscapes?

- How about a self-led tour (MAP, smartphone apps?) like a “Freedom Trail,” to all the historic sites listed on this signboard? Who knows where they all are?
- It is so important to maintain historic buildings. Make it a priority.
- Dedicate on annual basis part of Ch 90 to tree replacements. Also 20k is needed annual as separate budget article to restore a practice abandoned 10 yrs ago for tree replacements
- Potential strategies historic Don't expand Demolition Delay Bylaw to include Bldg over 50 years old. Make it 100 years old. Plan to plant st. trees there already is a plan just no money.

5 Transportation: Which transportation improvements do you feel are most important to make?

- Bicycles safety – important
 - Get exercise
 - Reduce auto use
 - Reduce fatness in children
- Bike trail (or sidewalk) to connecting to Trailside museum & no sidewalks past Dollar Lane on canton Ave (No sidewalks on rte 38 Past Curry College etc.) so don't have to drive to use Blue Hills Trails
- Shuttle for teens + others low price
- Develop traffic calming
- Optimize signal timing

6 Town Gown Relationships: How can Milton be more involved in the activities of the institutions located in Town and in which ways can these institutions become more involved in Town activities?

- Consider: lateral compensation from tax free institutions. Example: extreme discount rate for Milton residence involving summer/sport camps or continuing education. Use of facilities to host concerts, are events – etc.
- Cunningham Park is not providing enough rec opportunity for all
- As Milton Academy is relatively central to town can they offer something else? Previously we used tennis courts.

7 Non-Conforming Uses: How should Milton address the issue of non-conforming uses so that owners are supported in their efforts to make improvements, but the Town's character is protected and preserved?

- No comments.

8 Civic Center: How can the Town's Civic Center be improved so that it becomes more of a place for our community?

- Make more use of outdoor space at Library
- Move Farmers Mkt to Town Hall area? Encourage the idea of a “Popup” shopping site.
- Explore venture w/ private developer(s) to create new town center w/ civic and commercial and residential (see Miramar Town Center in Broward County FL for example)
- Create outdoor theater space for plays. Concerts, etc. In lieu of or in addition to gazebo
- Need a coffee place. Totally agree we need a meeting place in the town’s center. Consider either
 - 1. The land between the Police Station + Canton Ave
 - 2. The land between the Library + the Hospital on Reedsdale Rd.
- Connections for pedestrians between the M.P.L. + town hall need to be improved for overflow parking at Library Events
- Tried the central playground behind Town Hall in the ‘80’s. Raised \$80,000 for it. Killed because people thought kids from Mattapan would come. Couldn’t have that!!
- Expand Senior Center to be Community Center. Coffee + simple stuff to buy.
- “Center Playground” would be great in front of the police station. There is space + it can be patrolled.

9 Recreation: How can recreational opportunities for all ages be expanded in Milton?

- Cunningham Foundation does not do enough.
- Note: The main Brook Walk concept follows Pine Tree Brook all the way from the edge of the Blue Hills (near Ulin Rink) to the Neponset at Central Ave.
- Create one or two areas for sport complexes. Not just baseball but fields for soccer, lacrosse, field hockey and maybe include tennis, basketball courts. Would promote teen activities, adult leagues, etc. Maybe some jv w/ colleges/schools in area.
- Get rid of yacht club – exclusive club. Open up river.
- Teen center

10 Seniors: How shall we provide housing appropriate for our seniors? Should the Senior Center be converted into a Community Center (thus better integrating the elderly with the rest of the community while also providing youth with a place to go? What else might seniors need?

- If the senior center becomes a community center CARE must be taken to keep respect for senior citizens. More parking would obviously be needed.
- Senior center should definitely become community center at night. This is town property. Seniors do not own this building. With a park across the street that would be intergenerational.
- YES, this town needs a community center – even if only in the evening. The Library and Cunningham Hall are not enough.
- The Senior Center should be maintained as such. At present we have Cunningham Hall previously used for youths.

Other

- How many Milton Residents are in the know about the “Master Plan”? Can fliers be mailed to addresses much like warrant notices are mailed?

Milton Master Plan: Boards at Town Hall and Library
July 14 – September 15, 2014
Comments Posted on Boards

1 Economic Development: What do you think the Town should do to make parking more efficient and to increase its availability?

- 1. There are lots of parking space along Bryant Ave that are unused.
 - 2. More parking space could be added along Granite Ave between Quincy line and Citizens Bank
 - 3. Make Adams Street E+W a thruway instead of blocked: current pattern backs up idling traffic, extends wait at lights and forces drivers to stop at 3 lights going West to East, all of which is completely counter to what food traffic flows should be.
 - PS the major parking uses occur when Fitness Unlimited patrons flood the E. Milton Sq. area with cars they drive to park close by instead of walking 1-2 blocks!
- More parks + open space
 - More places for sports
 - Community Center
- Central Ave Hendries Project. Would be nice to have a convenience store the Central Ave area could be a walk friendly neighborhood with all shops
- Change Adams Street back

2 Housing: What kind of housing is needed, for whom, and where should it be located?

- New housing could include in-law suite to accommodate aging parents who can live with their family
- Affordable housing leads to problems. Problem people w/ entitlement attitude we do not need that
- I'm over 60 but not ready to live in "senior housing," as I wish a bit of a garden to share. But my income is under 40k and will soon be only Social Security income so rent is using 50% of my pre-tax income. I need affordable housing 33% of income or less. Milton Resident for 18 years, 15 prior to divorce.
- I would love to see Milton establish a historical commission that monitors what changes are done to homes & commercial buildings. It would be great to preserve our historical community. Some properties are kept so poorly, it reflects negatively on Milton. These property owners should be held responsible. I don't like seeing new developments. We should preserve/re-purpose what we have.

3 Schools: What are your thoughts about whether and how our school facilities could be expanded to accommodate higher enrollments?

- Make do...do **not** add on to existing schools. Maintaining will only increase our taxes that are too high already. The middle class will be squeezed out of Milton.
- More biddies.
- Definitely move 5th grade to Pierce.
 - Hire more teachers.
 - Use flex space at Elem. School for extra classrooms
 - Smaller SPED classes to smaller spaces, thus freeing up a few extra full-size classrooms @ Elem. Schools.

- Dedicated Rooms for Reading Specialists, OT, Psych. combined to free up rooms.
- 7/21/14 When it comes to education, we must never “make do.” Today’s students will be tomorrow’s citizens who will (I hope) vote and take leadership positions. Small classes are more effective. We know that. Look at private schools. If we must raise taxes, the raise taxes. Cut backs, if we must, in other areas. Above all – bring back the French immersion program FOR ALL. No lottery. The French program is the jewel in Milton’s education course.
- Moving 5th grade to Pierce good idea
- The school budget is the largest in the town. Yet the MCAS results are poor in comparison to the amount Milton spends on education. Any proposals should be impact neutral on the tax rate. If parents want more services/athletic options etc. from the schools then those parents should contribute/pay for them not the general tax payer.
- DO NOT Add 5th grade to the middle school. It would be a travesty! Use existing spaces – Community schools do not need and office in a public school. Utilize the space that exists!

4 Historic Resources: What are some other strategies for preserving our historic buildings and landscapes?

- We need more businesses in town, especially near the high school/town hall/library/police station area
- Increase protection for historic homes/structures and focus residential development in higher-density clusters near existing transportation – decreasing pressure on older buildings elsewhere.
- Re 4B poster To say that buildings built over 50 years ago deserve “demolition delay by-law” consideration is ludicrous; that’s 1964! Historic? Absurd!! Keep this by-law as it is.

5 Transportation: Which transportation improvements do you feel are most important to make?

- I would recommend cutting back on trees that block the view of signs. Also the trees block clear view of streets at intersections.
- Do no destroy Manning Park on Adams St/Granite Ave at Babcock Bridge!!
- Paid parking! Are you crazy.
- No Paid Parking It killed Quincy Square + will do the same to Milton
- 1. The traffic light in East Milton Square (if you are standing directly in front of the fire station this would be the traffic light immediately to your right on Granite Avenue) does not always stay green for a long-enough time. There have been times when I exit off the highway and get stuck on Granite Ave getting through this light for a full 8 to 10 minutes.
 - 2. There are potholes and bumps on Granite Ave to dodge shortly after passing through the above mentioned light. They seem to never get fixed.
 - 3. Why did the Adams Street overpass in E. Milton Square get blocked off so early – long before any other changes to this area?
 - 4. Like a lot of other places, Milton is much too private-car dependent for people to get around and the roadways though town have become much too crowded during the commute times!
 - 5. Fundamental problem = Too many people driving too much.

6 Town Gown Relationships: How can Milton be more involved in the activities of the institutions located in Town and in which ways can these institutions become more involved in Town activities?

- A better recreational dept –
 - offering an indoor play area for children
 - offering classes year round
- I think schools w/ their tax exempt status have a responsibility to be good stewards in this small town + there is so much more Milton Academy could be doing + sharing. They are not going to do it w/o Town pressure – residents have to put pressure on them + look to other private schools + towns for good examples. I am really glad someone is paying attention to this issue.
- All educational and religious properties are to be taxed at the full appraisal rate and give us beleaguered homeowners and businesses relief!!! None of this crappy PILOT shite!!
- All property owned by seniors (over age 65) should be tax exempt for the school portion. We have already put three generations through primary education. Enough is enough!

7 Non-Conforming Uses: How should Milton address the issue of non-conforming uses so that owners are supported in their efforts to make improvements, but the Town's character is protected and preserved?

- Please limit development. Increased density means decreased quality of life. Open space is what we all cherish + deserve.
- I would love to see more variety in the business establishments in Milton w/ zoning to concentrate these things in Milton's existing city centers. A family friendly restaurant would be good & a large business to support Milton's tax base.

8 Civic Center: How can the Town's Civic Center be improved so that it becomes more of a place for our community?

- The town could buy some surrounding houses and create a small commercial area.
- Add benches to park area to create more friendly gathering area.
- Your master plan is a wonderful idea – BUT there is a major roadway running thru the middle of it. Putting a footbridge across the road is one idea but not practical; people will still dodge traffic to get across the street. Unless you can block the roadway – divert the traffic to other roads you would have to try traffic lights. Just keep in mind the East Milton Sq. project, where the “park for seniors: to sit in is now is becoming a parking lot.
- Nice idea to improve the “Town Centre,” unfortunately an active + thriving town center needs multi-use (permanent) shops, restaurants + housing. We already have business districts which we should be doing more for. Look at successful communities w/ thriving business + community district. Plenty of communities – Hingham, Wellesley, Northampton, Madison, CT, Summit, NJ. So sad that Milton does not have little sandwich shops that stay open past 3PM with seating for families, friends, etc...(not another pizza place, please) Please borrow ideas from thriving, successful community centers. We have the demographics to support this.
- Rebuild the fire house forget the playground
 - Leave the senior center as is – expand it as such
- Activate parcel 7 (playground)
 - Save the firehouse
 - Consider a country store (convenience/gas station)

- Community garden behind fire house
- 1. Good suggestions about community center – that’s where food should be – indoors + out
 - 2. And playground
 - 3. A push for walk signal between Town Hall + Lib – on the flat part of street
- We need a really nice playground in this area.
- Improve town hall area. Shopping centers have anchor stores to draw people. We need businesses to move into this area.
 - Coffee shops
 - Yoga studios
 - Gift shop
 - Restaurant
- Build a really nice playground w/ spray park, benches, shade
- Does the MMP include the 3 new proposed fire stations?

9 Recreation: How can recreational opportunities for all ages be expanded in Milton?

- Large outdoor facility & pools that are for all ages. Current Cunningham is for small kids needs not for teen, lane swimming, etc.
- A covered playground with space for sports, so kids can play “outdoors” regardless of rain or snow. No need to lock, or unlock doors (unlike the school gyms)
- 9/16/14 The need for further field space is necessary in town. Our public HS has an overscheduled turf field that limits the practice time of other HS participants. This concern should be backed up by the youth use in town which is highly regulated by the Park + Rec. dept.

10 Seniors: How shall we provide housing appropriate for our seniors? Should the Senior Center be converted into a Community Center (thus better integrating the elderly with the rest of the community while also providing youth with a place to go? What else might seniors need?

- Milton Seniors need a stable tax rate. Most seniors are on a fixed or declining income. Medical costs and real estate taxes are severe draws on their annual income.
- Some seniors have no family nearby and need someone to accompany them to hospital test. Even willing to pay, could there be a list of people who could assist.
- The Senior Center should be converted to a community center so that the elderly are not segregated and so that others in Milton can take advantage of the space. There are many talented people in Milton who could volunteer to teach classes or workshops for all ages and abilities.
- There is a need for a separate community center. The library’s programs are too packed, especially for children.

Other

- One \$1 bill

Milton Master Plan: Comments from Town Meeting Members

October 27, 2014

Comments Posted on Boards

Last updated November 2, 2014

Note: The number preceding each statement is the number of the returned survey and is tied to the records in the Prioritization Exercise. Missing numbers in the sequence indicates no response to that question on that survey.

1 What do you most appreciate about the Plan?

- (4) The time spent by those involved. Maintaining the integrity + core of the Town of Milton was an important aspect of the Committee.
- (17) An opportunity to arrive at a consensus as to the issues that should have addressed and prioritized in maintaining our wonderful community. It also looks at other avenues for further improvements.
- (22) Commercial district development.
- (23) The plan seems to include all aspect for the future development of our town. Also see additional comments below.
- (27) That it reflects most of my own concerns/hopes.
- (30) You pretended to include all voices.
- (30) I appreciate the fact that the vast majority of Miltonians are very pleased with our town and its developments.
- (34) People were able to give their input.
- (36) It give a good balance of moving the Town forward while still keeping the character that has made Milton what it is today.
- (39) The Plan is comprehensive and detailed, I appreciate the obvious effort by the Committee.
- (44) It's thoroughness.
- (47) Efforts made to reach the people of Milton.
- (49) Exhaustive look at whole town.
- (51) The Planning process has catalyzed a dialogue about how change can and should be shaped in Milton. Ignoring the fact that change is inevitable has resulted in a hodge podge of special permits as related to specific projects proposed. This reactive approach has not served the Town in whole as much as individual developers in particular.
- (57) I appreciate all the initiatives.
- (58) It makes a strong attempt to balance and include competing desires and needs of the Town.
- (59) The fact that it exists and aims to give the town and its residents a way to focus their energy and finances in a coherent, proactive fashion.
- (62) Coherent. Takes into account all aspects of town...young, old, business, recreation.
- (65) Comprehensiveness.
- (72) I found it difficult to restrict it to [?] 3!
- (74) Comprehensive planning effort with lots of opportunity for public input.
- (76) It's looking at Milton's future, not just present time.
- (78) I most appreciate the inclusive process you created for gathering input from all community members.
- (82) The process – which has engaged public input.

- (86) Public input ✓
- (87) Not everyone loves living in Milton. Please stop saying that we do.
- (88) The effort taken to get town input.
- (89) This is all B.S. You are trying to build a utopia that will lack infrastructure that works.
- (90) That the Committee is looking at providing safer, more pleasant walking conditions within the Town. East Milton is the largest commercial district within the Town and nothing is done to provide a safe environment for children in that area.
- (91) It was created with extensive public input. I believe it captures the Town's values.
- (92) That town members were so involved.
- (93) Effort of committee and consultants in soliciting input from stake holders and residents.

2 Is there anything that concerns you about the Plan?

- (1) Enforcement and detail, specific, implementation. The current plan seems general + sometimes vague. Too much "enforcement" is in the hands of BoS.
- (3) No attention given to Ulin Rink which is an important facility to Town of Milton and should be run for Milton's benefit for a long time.
- (4) The Ulin Rink should have been a priority in the plan. The facility is a 6/7 million dollar facility that is available to the Town for 25 years. Not only is the facility used for ice skating but in the past used as a "coffee house" for our young children to congregate. How was this omitted?
- (5) The Ulin Rink should be kept as an asset of the Town of Milton for the 25 year lease.
- (8) Need to formulate a plan which honors current districting.
- (9) There is not enough affordable housing. Many more units are required.
- (17) No.
- (18) Additional traffic on Granite Ave.
- (23) See #8. Paid parking in the commercial areas would discourage potential customers to visit shops in these areas.
- (27) Excited about the thought of smart growth (walkable coffee shops, etc.) but worried if the execution will match the vision...will it actually become what was first envisioned? For example, if the commercial development means more realty offices and no coffee shops I will be angry + feel resentful that the vision was not implemented as intended.
- (28) My concern is that the consultants didn't reach out to the neighborhoods for their input regarding their positions.
- (29) The cost of the items on the list.
- (30) The cost of it.
- (38) Why did we spend \$125,00 on something which the committee will ignore what the citizens think is important.
- (39) Because it is so broad, it is disconcerting to consider how it will be effectively implemented without getting bogged down.
- (44) No.
- (48) No consideration for parks and recreation other than biking and walking.
- (51) There is not.
- (57) That it will not be fulfilled.
- (58) I am concerned that it does not adequately account for the recent growth in young families with school age children by including improved playground and possible need to expand schools.

- (59) How we move from aspiration to enactment.
- (62) Only that we may not be able to implement due to cost/funding sources.
- (70) Consider the density of all proposals.
- (74) Not enough specific implementation recommendations or buy in by public officials.
- (76) I think all of these recommendations are important. I'd like to see all of them implemented not just a few! * ↑business, maintain atmosphere of town, ↑ activities for teenagers, improve parking, create town center.
- (81) Recommendation #7 – small-scale commercial development in neighborhoods – this is undoubtedly one of the most controversial and potentially divisive issues in Milton.
- (82) I don't know why we need a Master Plan. We have active selectmen, an active Town Meeting, and an active Warrant Committee. I think this plan gives too much power to the majority. Also older people tend to not use the internet, social media, etc. and their view will be less heard.
- (85) Why expand commercial uses in neighborhoods? Look at the mess around Thayer Nursery. Keep commercial separate from housing.
- (87) Little to no attention to real costs of plans. No financial planning.
- (88) Worried about spread of business into residential.
- (89) Fixing streets, pipes, etc. are much more important, There are very few streets to drive on. This must become priority.
- (90) That the Traffic Commission will do nothing about the above...
- (91) Providing for changing residential to commercial zoning described in #5 + #7.
- (93) Length of documents may discourage people from reading them.

3 Is there anything you find difficult to understand about the Plan?

- (4) No.
- (17) No.
- (23) Gateway sign program.
- (27) I haven't read it that carefully but hope that are plans to promote civic engagement by our diverse population, not just those who are always typically engaged, For example, there is a vibrant Haitian Community and it would be great to promote Economic entrepreneurship re: maybe promote a Haitian bakery or something really interesting that promotes economic development.
- (39) Certain issues affected by the MP seem to be already subject to existing bylaws etc. (i.e. conservation, non-conforming uses, other zoning issues).
- (44) No.
- (51) No.
- (53) Don't understand ITEM 18: Adopt an institutional/and/or Healthcare Overlay District.
- (57) None.
- (58) No.
- (62) No.
- (74) No.
- (76) Timeframe for implementation.
- (81) I have not read it sufficiently to comment yet.
- (85) How can we possibly preserve open space while addressing all the development that the plan calls for? So many of the recommendations are mutually exclusive, making it difficult to understand how all these recommendations can be accomplished.

- (87) No but it is unrealistic.
- (91) #12/#13 Difficult to understand how the residents along the trolley line who have expanded the size of their lots by incorporating publicly owned land into private space for personal uses where able to block public access to the bike path along the Trolley Line corridor. This change in the original plan puts bicycles back on Eliot Street and removed the benefit of safe biking on the path.

4 Additional Comments

- (5) The Town should enforce the “Public Skating” hours regulations set forth by DCR. This would help accomplish the Master Plans goal of #15 place for teenagers to go on Friday nights, Saturday + Sundays. (Also #19) (Also #11)
- (8) Things like Ulin Rink should become a more important Town resource.
- (17) Well designed.
- (22) Congratulate the Master Planning Committee.
- (23) Re: #4. We should make another attempt as a town to pass a CPA [? ?] to purchase not only open space but building on land available.
- (26) The safety of walking in different arts of the Town us of concern, East Milton comes to mind but there are other areas. There is a need to increase safe walking in + around town. I think safety is a crucial issue for kids, teens, the elderly and anyone who isn’t driving, It is a town wide issue that all of the town departments need to work together to address this issue + problem solve.
- (27) Thank you for all your hard work!!
- (29) Planning is always a helpful tool! I attended several of the forums and did not feel that these mtgs. Welcomed the average person’s opinion. Plans need to be made but not at the expense of increased taxes.
- (30) We must continue to decrease the reliance upon residential tax rates. This has been and will continue to be a most difficult.
- (33) Unfortunate that more people in the Town did not participate in the process. 500 were mentioned – a very small number of residents considering our size.
- (38) Diversity is devisive [sic].
- (44) Thank you for all your efforts!
- (49) Thank you for all your hard work on this plan.
- (51) Best wishes as you move forward. In general people fear change. In Milton, a town that prides itself as being better than average, our percent of people afraid of change seems also above average.
- (56) More affordable housing.
- (57) I graciously appreciate all the hard work and talent that went into the Plan. I thank the Committee.
- (62) Form partnership w/ DCR is smart. It was #4.
- (70) The plan should address the 7 hours of traffic gridlock 5 days a week – the traffic is overwhelming and a threat to safety to residents of all ages.
- (72) Many great ideas!
- (74) Good luck moving into implementation.
- (76) So glad this is being addressed. Please focus on increasing commercial capabilities in smart ways that won’t diminish the beauty of our town but will create more opportunities for funding our programming besides just residential tax base!!! Use Dedham & Needham centers as a model(s) on how to revitalize areas with mixed use. Walkable areas!
- (78) Thank –you!!

- (81) Implementation of a tree management & planting plan – incorporated into Milton bylaws is critical.
- (83) The open space and historic attributes make Milton Milton!
- (86) The Plan appears to be very comprehensive #1 to me is a healthy environment.
- (87) The town has a responsibility to plan for increased services needs (e.g. traffic enforcement) in areas of increased business use.
- (89) As is this will be a huge waste of money and resources.
- (90) Thank you for your work.
- (91) Wished we could have selected our top 5 items.
- (92) Would love more park/rec center created.
- (93) I am concerned that implementation will not be a priority for the Planning Board and Selectmen.
- (94) It's all fine – good job Committee. I just hope the plan doesn't end up gathering dust.

Top 20 Key Recommendations: Prioritization Exercise
 Celebrate Milton!
 October 5, 2014

Top 20 Key Recommendations: Prioritization Exercise
 Celebrate Milton!
 October 5, 2014

RAW DATA																				RAW DATA	Notes	
#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
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68		1		1								1										
Total	22	18	7	22	3	19	18	12	13	1	12	17	14	2	19	8	5	0	2	1		

I think the deck over the turnpike should be a focal point: green space, water fountain, signs with welcome to Milton. Turning it into a parking lot will NOT solve our parking problem.

Question on woding over number 6 - resolved in new surveys
 Three stars on question 15
 Chose #10 as least important

I would like to see development with attention to revenue and budgetary needs.
 More commerical to broaden tax base

In-law apartments

Linked 1 and 3 and 11, 12, and 13

No on metered or paid parking in 8.

Sidewalks are dangerous everywhere in town. Highland Street i mess. Main roads should have curbstones. Identify run down buildings and homes in town and work to buy for town use or charitable use.

Top 20 Key Recommendations: Prioritization Exercise
 Fuller Village Open House
 October 19, 2014

Top 20 Key Recommendations: Prioritization Exercise
 Fuller Village Open House
 October 19, 2014

RAW DATA																				RAW DATA	Notes	
#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
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20						1	1			1												
Total	6	6	3	3	2	9	4	3	6	0	1	3	1	4	1	3	3	0	0	2		

Anyone travelling Brush Hill Rd where it intersects with Neponset Valley Pkwy + Milton St. find it a dangerous area - a challenge at any time of day. Hundreds travel that route daily - it is a gateway to shopping etc. + the route is of major concern
 Pay parking in any form is a very bad idea it would decrease use local vendors

1 Thank you for your work organizing this process.
 *Parking and Traffic Management Plan

#1: 7, #2: 8, #3: 2
 Fire Stations need to be replaced. Long overdue.
 Move financial support by the Town to the COA.

Tree planting plan needed
 Shade tree planting plan must be restored

Top 20 Key Recommendations: Prioritization Exercise
Milton Public Library Open House
October 25, 2014

Top 20 Key Recommendations: Prioritization Exercise
Milton Public Library Open House
October 25, 2014

RAW DATA																				Notes		
#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
1					1	1															1	
2				1		1		1							1							<p>(underlined "involving residents" and "Parking and Traffic Management Plan" under #6.</p> <p>The zoning issue is real. Milton should encourage family growth. We have a unique setting and proximity to Boston. It has made Milton a town of interest to young people who wish to stay close to the city while starting a family. Its homes are non-conforming due to construction pre-zoning, we should allow for improvements w/n or to the existing non-conforming structure. If we are not flexible, young families will be forced to decide to stay in Milton in a house that may not be modern enough/too small or move out of Milton.</p> <p>Promotion of commercial base should be of utmost importance to provide a tax base and meet desires of younger generation moving in, raising families and desiring in-town dining, entertainment and shopping options. The success of Steel + Rye is proof of the pent-up demand.</p> <p>Neponset River should be a focus in a couple of ways, recreation and commercial. Creating walking paths/bike paths that link River, Blue Hills, and town should be a focus. Perhaps the existing Neponset Trail could be expanded. Milton Village could be a unique area to focus mixed-use development, it would be a nice extension of improvements at Lower Mills. You could provide the smaller unit housing requests that have been a common theme. You could encourage shopping, dining, entertainment in a waterfront setting.</p>
3					1	1	1															
4							1		1		1										<p>I like the idea of categorizing initiatives as near term/easier to do (low-hanging fruit), mid-term, and longer-term. And getting to work on all of them via a decided schedule.</p> <p>9. Underlined "create a range of housing types" and "seniors on a fixed income". Bed + Breakfast for large houses so can afford to stay in the house they love!</p> <p>16. Underlined "senior Center" and "Construct a "Center Playgorund" for all ages in the park." Did that, neighbors objected! In 1980s raised \$80,000.</p>	
5									1			1				1						
6								1						1				1				<p>I love the town of Milton. We have a great community and facilities. The ideas presented are great to ponder. It seems a lot presented already exist here we just need to improve/develop them.</p> <p>#11-1, #2-2, #8-3. #10 and #16 crossed out.</p>
7		1				1							1									
8		1						1			1											
9						1			1							1						
Total	0	2	0	1	2	5	2	3	3	0	2	1	1	1	1	2	1	0	0	1		



preserving our past
planning our future

Sponsored by the Milton Planning Board and the Master Plan Committee.
<http://miltonmasterplan.tumblr.com> • miltontownmasterplan@gmail.com

Results from survey of Town Meeting Members October 27 and 28, 2014

Town Meeting members chose their top three priorities of the twenty key recommendations from the Master Plan Consultant Team. Ninety-six Town Meeting Members answered the survey and many of them also answered four questions on the reverse of the prioritization exercise.

Top 5 Recommendations

1.	Recommendation #2	Ensure that new development is in keeping with the Town's character.
2.	Recommendation #6	Create a vision for each commercial district.
3.	Recommendation #1	Preserve Milton's historic characteristics.
4.	Recommendation #4	Develop a conservation strategy (to preserve open space).
5.	Recommendation #14	Provide support to a significantly increasing senior population.

Comments

Note: The number preceding each statement is the number of the returned survey and is tied to the records in the Prioritization Exercise. Missing numbers in the sequence indicates no response to that question on that survey.

1 What do you most appreciate about the Plan?

- (4) The time spent by those involved. Maintaining the integrity + core of the Town of Milton was an important aspect of the Committee.
- (17) An opportunity to arrive at a consensus as to the issues that should have addressed and prioritized in maintaining our wonderful community. It also looks at other avenues for further improvements.
- (22) Commercial district development.
- (23) The plan seems to include all aspects for the future development of our town. Also see additional comments below.
- (27) That it reflects most of my own concerns/hopes.
- (30) You pretended to include all voices.
- (30) I appreciate the fact that the vast majority of Miltonians are very pleased with our town and its developments.
- (34) People were able to give their input.
- (36) It gives a good balance of moving the Town forward while still keeping the character that has made Milton what it is today.
- (39) The Plan is comprehensive and detailed, I appreciate the obvious effort by the Committee.
- (44) It's thoroughness.
- (47) Efforts made to reach the people of Milton.
- (49) Exhaustive look at whole town.
- (51) The Planning process has catalyzed a dialogue about how change can and should be shaped in Milton. Ignoring the fact that change is inevitable has resulted in a hodgepodge of special permits as related to specific projects proposed. This reactive approach has not served the Town.

in whole as much as individual developers in particular.

- (57) I appreciate all the initiatives.
- (58) It makes a strong attempt to balance and include competing desires and needs of the Town.
- (59) The fact that it exists and aims to give the town and its residents a way to focus their energy and finances in a coherent, proactive fashion.
- (62) Coherent. Takes into account all aspects of town...young, old, business, recreation.
- (65) Comprehensiveness.
- (72) I found it difficult to restrict it to [?] 3!
- (74) Comprehensive planning effort with lots of opportunity for public input.
- (76) It's looking at Milton's future, not just present time.
- (78) I most appreciate the inclusive process you created for gathering input from all community

members.

- (82) the process – which has engaged public input.
- (86) Public input ✓
- (87) Not everyone loves living in Milton. Please stop saying that we do.
- (88) The effort taken to get town input.
- (89) This is all B.S. You are trying to build a utopia that will lack infrastructure that works.
- (90) That the Committee is looking at providing safer, more pleasant walking conditions within the Town. East Milton is the largest commercial district within the Town and nothing is done to provide a safe environment for children in that area.
- (91) It was created with extensive public input. I believe it captures the Town's values.
- (92) That town members were so involved.
- (93) Effort of committee and consultants in soliciting input from stake holders and residents.

2 Is there anything that concerns you about the Plan?

- (1) Enforcement and detail, specific, implementation. The current plan seems general + sometimes vague. Too much “enforcement” is in the hands of BoS.
- (3) No attention given to Ulin Rink which is an important facility to Town of Milton and should be run for Milton's benefit for a long time.
- (4) The Ulin Rink should have been a priority in the plan. The facility is a 6/7 million dollar facility that is available to the Town for 25 years. Not only is the facility used for ice skating but in the past used as a “coffee house” for our young children to congregate. How was this omitted?
- (5) The Ulin Rink should be kept as an asset of the Town of Milton for the 25 year lease.
- (8) Need to formulate a plan which honors current districting.
- (9) There is not enough affordable housing. Many more units are required.
- (17) No.
- (18) Additional traffic on Granite Ave.
- (23) See #8. Paid parking in the commercial areas would discourage potential customers to visit shops in thee areas.
- (27) Excited about the thought of smart growth (walkable coffee shops, etc.) but worried if the execution will match the vision...will it actually become what was first envisioned? For example, if the commercial development means more realty offices and no coffee shops I will be angry + feel resentful that the vision was not implemented as intended.
- (28) My concern is that the consultants didn't reach out to the neighborhoods for their input regarding their positions.
- (29) The cost of the items on the list.
- (30) The cost of it.
- (38) Why did we spend \$125,00 on something which the committee will ignore what the citizens think is important.
- (39) Because it is so broad, it is disconcerting to consider how it will be effectively implemented without getting bogged down.
- (44) No.
- (48) No consideration for parks and recreation other than biking and walking.
- (51) There is not.
- (57) That it will not be fulfilled.
- (58) I am concerned that it does not adequately account for the recent growth in young families with school age children by including improved playground and possible need to expand schools.
- (59) How we move from aspiration to enactment.
- (62) Only that we may not be able to implement due to cost/funding sources.
- (70) Consider the density of all proposals.
- (74) Not enough specific implementation recommendations or buy in by public officials.
- (76) I think all of these recommendations are important. I'd like to see all of them implemented not just a few! * [up arrow] business, maintain atmosphere of town, [up arrow] activities for teenagers, improve parking, create town

center.

- (81) Recommendation #7 – small-scale commercial development in neighborhoods – this is undoubtedly one of the most controversial and potentially divisive issues in Milton.
- (82) I don't know why we need a Master Plan. We have active selectmen, an active Town Meeting, and an active Warrant Committee. I think this plan gives too much power to the majority. Also older people tend to not use the Internet, social media, etc. and their view will be less heard.
- (85) Why expand commercial uses in neighborhoods? Look at the mess around Thayer Nursery.
- (87) Little to no attention to real costs of plans. No financial planning.
- (88) Worried about spread of business into residential.
- (89) Fixing streets, pipes, etc. are much more important, There are very few streets to drive on. This must become priority.
- (90) That the Traffic Commission will do nothing about the above...
- (91) Providing for changing residential to commercial zoning described in #5 + #7.
- (93) Length of documents may discourage people from reading them.

3 Is there anything you find difficult to understand about the Plan?

- (4) No.
- (17) No.
- (23) Gateway sign program.
- (27) I haven't read it that carefully but hope that are plans to promote civic engagement by our diverse population, not just those who are always typically engaged, For example, there is a vibrant Haitian Community and it would be great to promote Economic entrepreneurship re: maybe promote a Haitian bakery or something really interesting that promotes economic development.
- (39) Certain issues affected by the MP seem to be already subject to existing bylaws etc. (i.e. conservation, non-conforming uses, other zoning issues).
- (44) No.
- (51) No.
- (53) Don't understand ITEM 18: Adopt an institutional/and/or Healthcare Overlay District.
- (57) None.
- (58) No.
- (62) No.
- (74) No.
- (76) Timeframe for implementation.
- (81) I have not read it sufficiently to comment yet.
- (85) How can we possibly preserve open space while addressing all the development that the plan calls for? So many of the recommendations are mutually exclusive, making it difficult to understand how all these recommendations can be accomplished.
- (87) No but it is unrealistic.
- (91) #12/#13 Difficult to understand how the residents along the trolley line who have expanded the size of their lots by incorporating publicly owned land into private space for personal uses where able to block public access to the bike path along the Trolley Line corridor. This change in the original plan puts bicycles back on Eliot Street and removed the benefit of safe biking on the path.



preserving our past
planning our future

4 Additional Comments

- (5) The Town should enforce the “Public Skating” hours regulations set forth by DCR. This would help accomplish the Master Plans goal of #15 place for teenagers to go on Friday nights, Saturday + Sundays. (Also #19) (Also #11)
- (8) Things like Ulin Rink should become a more important Town resource.
- (17) Well designed.
- (22) Congratulate the Master Planning Committee.
- (23) Re: #4. We should make another attempt as a town to pass a CPA [?] to purchase not only open space but building on land available.
- (26) The safety of walking in different parts of the Town is of concern, East Milton comes to mind but there are other areas. There is a need to increase safe walking in + around town. I think safety is a crucial issue for kids, teens, the elderly and anyone who isn't driving, It is a town wide issue that all of the town departments need to work together to address this issue + problem solve.
- (27) Thank you for all your hard work!!
- (29) Planning is always a helpful tool! I attended several of the forums and did not feel that these mtgs. Welcomed the average person's opinion. Plans need to be made but not at the expense of increased taxes.
- (30) We must continue to decrease the reliance upon residential tax rates. This has been and will continue to be a most difficult.
- (33) Unfortunate that more people in the Town did not participate in the process. 500 were mentioned – a very small number of residents considering our size.
- (38) Diversity is divisive [sic].
- (44) Thank you for all your efforts!
- (49) Thank you for all your hard work on this plan.
- (51) Best wishes as you move forward. In general people fear change. In Milton, a town that prides itself as being better than average, our percent of people afraid of change seems also above average.
- (56) More affordable housing.
- (57) I graciously appreciate all the hard work and talent that went into the Plan. I thank the Committee.
- (62) Form partnership w/ DCR is smart. It was #4.
- (70) the plan should address the 7 hours of traffic gridlock 5 days a week – the traffic is overwhelming and a threat to safety to residents of all ages.
- (72) Many great ideas!
- (74) Good luck moving into implementation.
- (76) So glad this is being addressed. Please focus on increasing commercial capabilities in smart ways that won't diminish the beauty of our town but will create more opportunities for funding our programming besides just residential tax base!!! Use Dedham & Needham centers as a model(s) on how to revitalize areas with mixed use. Walkable areas!
- (78) Thank –you!!
- (81) Implementation of a tree management & planting plan – incorporated into Milton bylaws is critical.
- (83) The open space and historic attributes make Milton Milton!
- (86) The Plan appears to be very comprehensive #1 to me is a healthy environment.
- (87) The town has a responsibility to plan for increased services needs (e.g. traffic enforcement) in areas of increased business use.
- (89) As is this will be a huge waste of money and resources.
- (90) Thank you for your work.
- (91) Wished we could have selected our top 5 items.
- (92) Would love more park/rec center created.
- (93) I am concerned that implementation will not be a priority for the Planning Board and Selectmen.
- (94) It's all fine – good job Committee. I just hope the plan doesn't end up gathering dust.



| 4. Appendices

Projected School Enrollments 2013 - 2024

<u>Year</u>	<u>K-12</u>	<u>Difference*</u>	<u>% Change*</u>
2013-2014	3846	0	0.0
2014-2015	3861	15	0.4
2015-2016	3865	4	0.1
2016-2017	3881	16	0.4
2017-2018	3888	7	0.2
2018-2019	3870	-18	-0.5
2019-2020	3862	-8	-0.2
2020-2021	3861	-1	0.0
2021-2022	3844	-17	-0.4
2022-2023	3824	-20	-0.5
2023-2024	3808	<u>-16</u>	<u>-0.4</u>
Total Change		-38	-1.0

Source: NESDEC 2013-2014 School Enrollment Projections.
12/19/2013

* From Prior Year

Milton's Projected Population by Age Groups

<u>Age Group</u>	<u>2010</u>		<u>2020</u>		<u>2030</u>	
	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>
Under 5 Years	1544	5.7	1250	4.6	1223	4.4
5 to 9 Years	1968	7.3	1278	4.7	1278	4.6
10 to 14 Years	1941	7.2	1821	6.7	1862	6.7
15 to 19 Years	2313	8.6	1930	7.1	1806	6.5
20 to 24 Years	1779	6.6	1468	5.4	1334	4.8
25 to 34 Years	1955	7.2	2800	10.3	2418	8.7
35 to 44 Years	3422	12.7	2773	10.2	3224	11.6
45 to 54 Years	4238	15.7	4422	16.3	3808	13.7
55 to 64 Years	3686	13.7	3712	13.7	3085	11.1
65 to 74 Years	1861	6.9	3337	12.3	4197	15.1
75 to 84 Years	1497	5.5	1604	5.9	2612	9.4
85 Years and Over	<u>799</u>	<u>3.0</u>	<u>788</u>	<u>2.9</u>	<u>945</u>	<u>3.4</u>
Total	27003	100.1	27183	100.1	27792	100.0
Pop. Age 65+	4157	15.4	5729	21.1	7754	27.9

School Age Population

5 to 19 Years	6222	23.1	5029	18.5	4947	17.8
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Sources: 2010 U. S. Census of Population and
the MAPC Metrofuture Population Projections

Comparison of Projected School Enrollments with Projected School Age Children

Table 5 - Demographic Data for 30-Minute Commute Zone Around Selected Region Locations

Criteria	U.S. Avg.	Berkshire	West	Central North	Central South	Metro West	Merrimack Valley	Metro Boston	Southeast
Location		Pittsfield	Springfield	Fitchburg	Worcester	Marlborough	Lowell	Boston	Dartmouth
Estimated Population (2006)	-	117,900	626,500	269,900	423,600	366,800	1,272,800	2,107,500	1,359,000
Growth Rate (%) (2000 – 2006)	6.4	-15.7	1.1	3.8	3.4	1.6	0.9	-2.8	-1.3
Adult Population With HS Only Education (%)	30.2	33.4	32.1	30.4	27.8	19.9	28.8	24.8	26.3
Adult Population With 4-Year+ Education (%)	27.0	26.9	22.5	26.6	29.7	49.9	31.5	39.3	13.8
Median Age of Population (Years)	36.4	42.8	36.4	35.7	33.3	38.2	34.5	33.5	33.6
Population in 25-34 Year Old Age Cohort (%)	13.3	10.4	12.8	11.9	13.1	10.3	11.6	15.8	13.5
% Unemployment Rate (2007 Avg.)	4.6	3.8	4.6	5.3	4.4	3.8	4.8	4.1	6.1

■ Potential issue
 ■ Potential positive for certain situations

Source: Claritas /U.S. Census Bureau (2006) and U.S. Department of Labor (2007)

A partnership between the Metropolitan Area Planning Council & the Boston Indicators Project at the Boston Foundation

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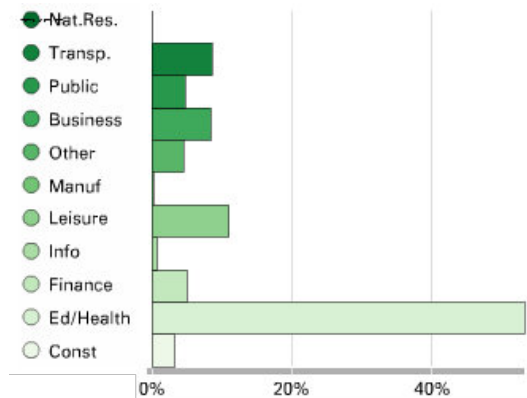
START A DATA SEARCH: Topic:

Economy for Milton

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Employment by Sectors

Year(s): 2010 • Source: MA EOLWD ES-202



Click image for interactive Weave Visualization.

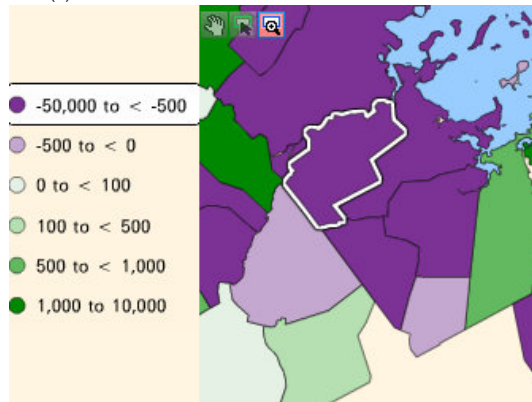
Employment by Sectors: Table

Year(s): 2010 • Source: MA EOLWD ES-202

Attributes	MILTON
All Industries, 2010	5,400
Goods Producing Sector, 2010	193
Service-Providing Sector, 2010	5,207
Natural Resources and Mining, 2010	0
%Natural Resources and Mining, 2010	0.0
Construction, 2010	180
% Construction, 2010	3.3
Manufacturing, 2010	13
% Manufacturing, 2010	0.2
Trade,Transportation and Utilities, 2010	464
% Trade,Transportation and Utilities, 2010	8.5
Information, 2010	42

Employment Change

Year(s): 2000-2010 • Source: MA EOLWD ES-202



Employment Change: Table

Year(s): 1986-2010 • Source: MA EOLWD ES-202

Attributes	Milton
Employment Change, 2000-2010	-651
Employment Change, 1990-2000	18
Employment, 2010	5,400
Employment, 2009	5,403
Employment, 2008	5,359
Employment, 2007	5,402
Employment, 2006	5,894
Employment, 2005	5,889
Employment, 2004	6,054
Employment, 2003	6,000
Employment, 2002	5,962
Employment, 2001	6,078

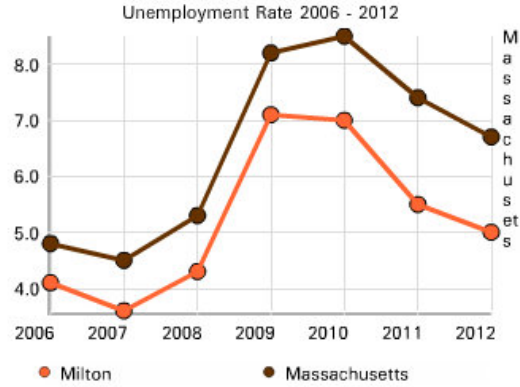
[Unemployment Rate, 2006-2011:Table](#)

[Unemployment Rate, 2006-2012](#)

Year(s): 2006-2011 • Source: MA EOLWD ES-202

Attributes	Milton
Unemployed Rate, 2011	5.5
Unemployed Rate, 2010	7
Unemployed Rate, 2009	7.1
Unemployed Rate, 2008	4.3
Unemployed Rate, 2007	3.6
Unemployed Rate, 2006	4.1
Unemployed Population, 2011	771
Unemployed Population, 2010	947
Unemployed Population, 2009	960
Unemployed Population, 2008	583
Unemployed Population, 2007	489
Unemployed Population, 2006	558

Year(s): 2006-2012 • Source: MA Department of Labor and Workforce Development



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Milton Master Plan

A Town-Wide Work in Progress in 2014

Central Avenue Business District

ASSETS

- Existing retail and dining establishments
- Housing located within very close walking distance
- Recent streetscape improvements
- Proximity to trolley
- _____
- _____

CHALLENGES

- No focal point/gathering space
- Inconsistent scale (one story buildings next to 4-5 story)
- Limited possibilities within existing zoning and structures
- _____
- _____

OPPORTUNITIES

- Create more of a cohesive sense of place
- Redevelop Hendrie's building with commercial on ground floor/housing above
- Promote infill development
- Adding housing over first floor retail
- Opportunities for transition zones from commercial, to mixed-use, to housing
- _____
- _____



Milton Master Plan

A Town-Wide Work in Progress in 2014

Milton Village

ASSETS

- River, Riverwalk Milton Yacht Club, public boat ramp
- 88 Wharf
- Stunning views, beautiful historic architecture
- MBTA station and parking
- Farmer's market
- People living in and around area
- Connection to retail and restaurants across River
- _____
- _____

CHALLENGES

- Topography creates some separation; makes perpendicular connections difficult
- Difficult parking (topography & space constraints)
- _____
- _____

OPPORTUNITIES

- Better connections to the River
- Potential condominium development on parcel in front of storage facility
- Potential re-use of Verizon building, if feasible
- Potential revival of Swift Hat Factory building
- Potential expanded commercial district to include Hill Street
- Better connect to Central Avenue and adjacent residential neighborhoods
- Adding housing over first floor retail



Milton Master Plan

A Town-Wide Work in Progress in 2014

Milton Village (cont'd)

- Opportunities for transition zones from commercial, to mixed-use, to housing
- _____
- _____



Milton Master Plan

A Town-Wide Work in Progress in 2014

East Milton Square

ASSETS

- Comfortable pedestrian scale along Adams Street
- Existing retail, restaurants, offices, Art Center, civic institutions
- Fruit Center complex
- Easy access from Expressway
- Many people living within walking distance
- Arts, Culture & Civic uses (e.g. Post Office, Arts Center)
- _____
- _____

CHALLENGES

- Reported lack of adequate parking
- Granite Avenue edge unpleasant and unsafe for pedestrians and bicyclists
- Southeast Expressway cuts through and divides
- Traffic volumes during peak hours create cut-through impacts
- Granite Avenue is a State road
- Traffic lights in wrong location
- Vehicles backing into traffic
- Existing Square “park” underutilized
- Future re-use of fire station?
- _____
- _____



Milton Master Plan

A Town-Wide Work in Progress in 2014

East Milton Square (cont'd)

OPPORTUNITIES

- Better utilization of existing commercial areas on Granite Avenue
- Highway divides district – needs better connection to tie the two sides together
- Potential to reuse theater
- Potential to revive bowling alley
- Potential to convert underutilized lots to other uses (including parking)
- Potential to expand deck over more of Expressway
- Potential to create parking on deck over Expressway
- Reuse opportunities for Fire Station?
- Adding housing over first floor retail
- Opportunities for transition zones from commercial, to mixed-use, to housing
- _____
- _____



Milton Master Plan

A Town-Wide Work in Progress in 2014

Northern Granite Avenue

ASSETS

- Pleasant views of Neponset River
- Yacht club
- Access to nature
- Flatley Company and medical offices
- Easy access from Expressway

- _____
- _____

CHALLENGES

- Residential neighborhoods with concerns regarding redevelopment
- Linear and disjointed area with pockets of activity
- Granite Avenue controlled by State, has heavy vehicular traffic & minimal accommodations for pedestrians & bicyclists

- _____
- _____

OPPORTUNITIES

- Potential to renovate, rebuild or relocate American Legion building
- DOT grant could fund some improvements
- Potential to connect bike path to trail
- Potential to reuse the State DPW site
- Opportunity to reuse parking lot

- _____
- _____

NOTE: The Granite Ave. Park & Ride Study Committee has been analyzing use options for the State DPW site and is expected to make its recommendations to the Board of Selectmen in May.

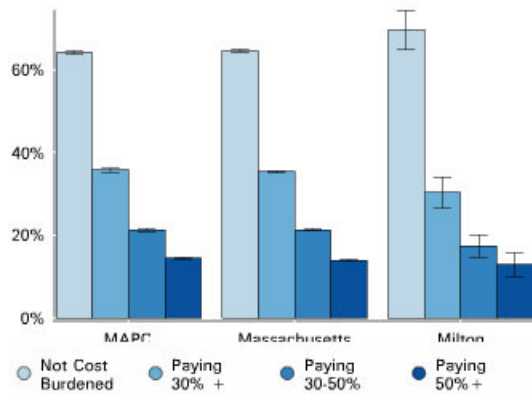
Milton Community Snapshot

Milton is categorized by MAPC as an Established Suburb. These residential suburbs are characterized by single-family homes on moderately-sized lots, with a relatively affluent population. Multifamily housing and commercial developments are limited in their extent, though some have major employment and retail centers. They still contain remnants of vacant developable land for single family subdivisions or new office/industrial parks.

Housing

Owners Housing Cost Burden

Year(s): 5yr Avg 2007-11 • Source: ACS



Housing

Owners Housing Cost Burden: Table

Year(s): 5yr Avg 2007-11 • Source: ACS

Attributes	Milton
Owner occupied housing units	7,338
Owner occupied housing units, Margin of Error	439.0
Owner occupied housing units (less those for	7,331
Owner occupied housing units (less those for	449.3
Owner occupied housing units Not cost burde	5,108
Owner occupied housing units Not cost burde	470.3
Owner occupied housing units paying 30% or	2,223
Owner occupied housing units paying 30% or	308.8
Owner occupied housing units paying 30 - 50'	1,276
Owner occupied housing units paying 30 - 50'	219.9
Owner occupied housing units paying 50% or	947
Owner occupied housing units paying 50% or	216.8

Housing

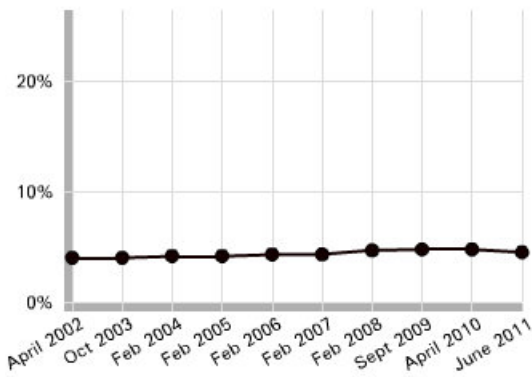
% Subsidized Housing Inventory

Year(s): 2002-2011 • Source: DHCD

Housing

% Subsidized Housing Inventory:Table

Year(s): 2002-2011 • Source: DHCD



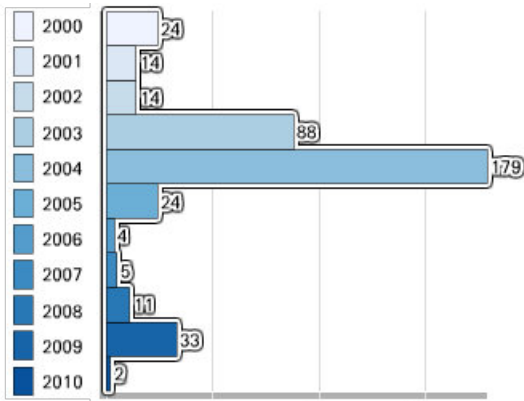
Attributes	Milton
Subsidized Housing Inventory, April 2002	366
% SHI: April 2002	4.0%
Subsidized Housing Inventory, Oct 2003	366
% SHI: Oct 2003	4.0%
Subsidized Housing Inventory, Feb 2004	380
% SHI: Feb 2004	4.1%
Subsidized Housing Inventory, Feb 2005	380
% SHI: Feb 2005	4.1%
Subsidized Housing Inventory, Feb 2006	393
% SHI: Feb 2006	4.2%
Subsidized Housing Inventory, Feb 2007	394
% SHI: Feb 2007	4.2%

Housing

Housing

Total Building Permits

Year(s): 2000-2010 • Source: Census



Total Building Permits:Table

Year(s): 2000-2010 • Source: Census

Attributes	MILTON
Total Building Unit Permits, 2000-2010	398
Total Building Unit Permits, 2010	2
Total Building Unit Permits, 2009	33
Total Building Unit Permits, 2008	11
Total Building Unit Permits, 2007	5
Total Building Unit Permits, 2006	4
Total Building Unit Permits, 2005	24
Total Building Unit Permits, 2004	179
Total Building Unit Permits, 2003	88
Total Building Unit Permits, 2002	14
Total Building Unit Permits, 2001	14
Total Building Unit Permits, 2000	24

Milton Community Snapshot

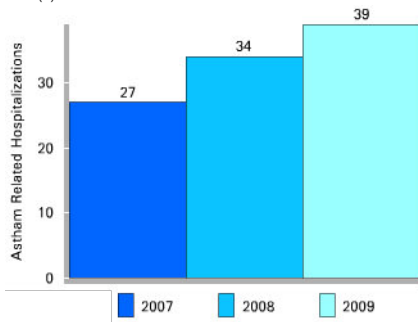
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Public Health

Asthma Related Hospitalizations

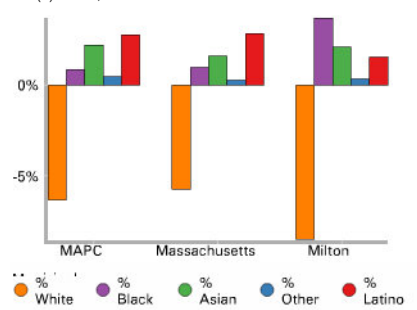
Year(s): 2007-09 • Source: MA DPH



Demographics

Change in Racial/Ethnic Share

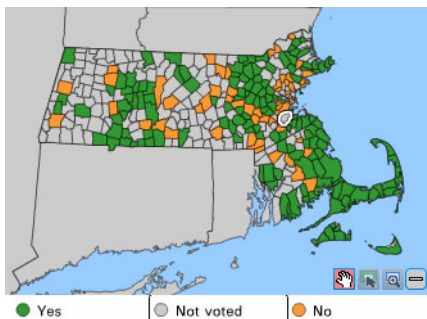
Year(s): 2000,2010 • Source: Census



Civic Vitality & Governance

Community Preservation Act Votes

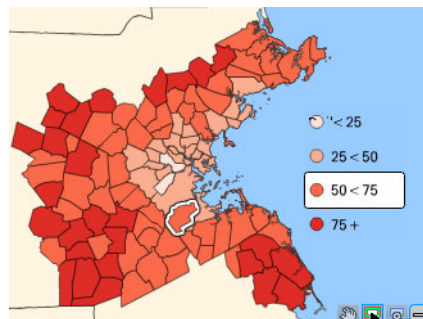
Year(s): 2011 • Source: Community Preservation Coalition



Transportation

Daily Vehicle Miles

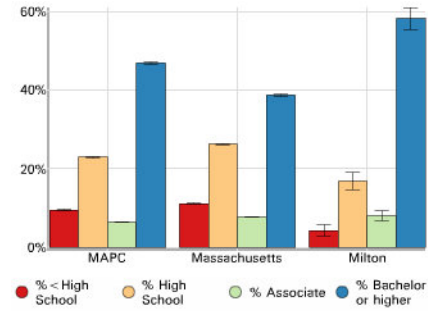
Year(s): 2005-07 • Source: MassGIS



Education

Educational Attainment, 25+ years

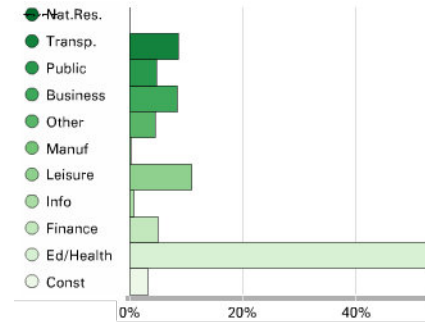
Year(s): 5yr Avg 2007-11 • Source: ACS



Economy

Employment by Sectors

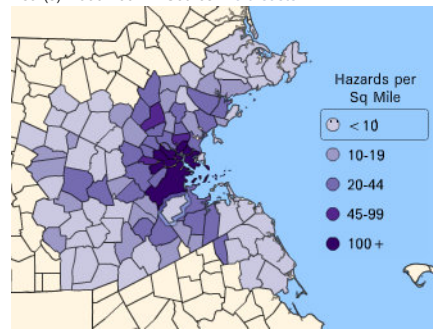
Year(s): 2010 • Source: MA EOLWD ES-202



Environment & Energy

Environmental Hazards

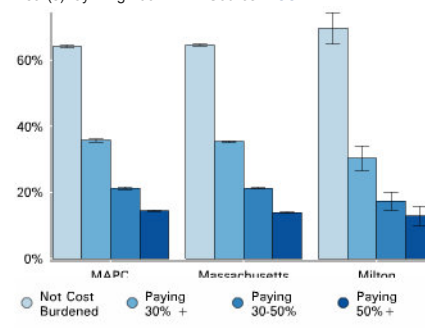
Year(s): 1990-2004 • Source: Northeastern



Housing

Owners Housing Cost Burden

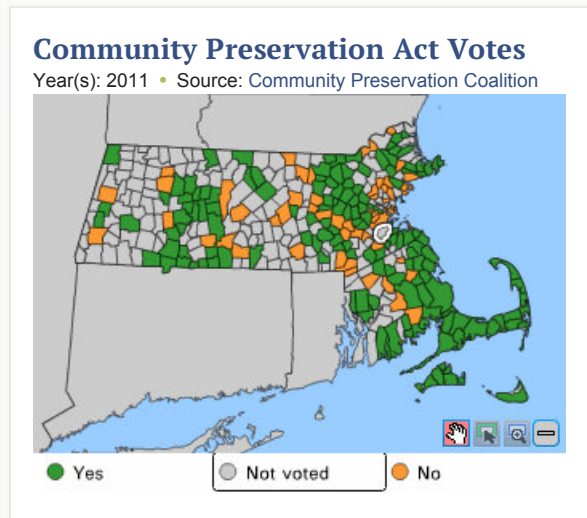
Year(s): 5yr Avg 2007-11 • Source: ACS



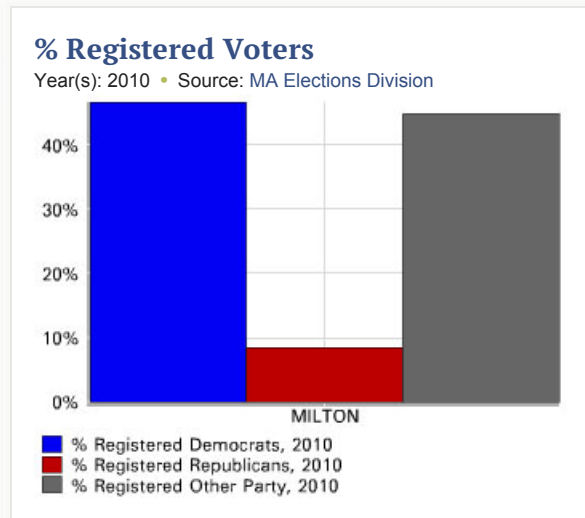
Milton Community Snapshot

Milton is categorized by MAPC as an Established Suburb. These residential suburbs are characterized by single-family homes on moderately-sized lots, with a relatively affluent population. Multifamily housing and commercial developments are limited in their extent, though some have major employment and retail centers. They still contain remnants of vacant developable land for single family subdivisions or new office/industrial parks.

Civic Vitality & Governance



Civic Vitality & Governance

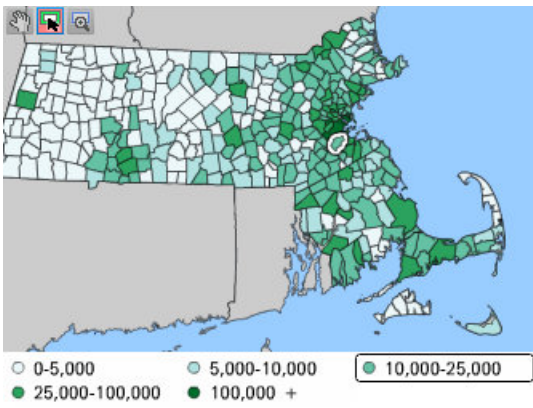


Civic Vitality & Governance



Civic Vitality & Governance





Attributes	MILTON
Registered Voters, 2010	18,461
Registered Democrats, 2010	8,609
Registered Republicans, 2010	1,568
Registered Other Party, 2010	8,275
% Registered Democrats, 2010	46.63
% Registered Republicans, 2010	8.49
% Registered Other Party, 2010	44.82



Master Plan Inventory Work: Data Exhibit

Economic Development Goal Station
Housing Goal Station

Milton Master Plan Forum
Saturday March 1, 2014

"Market Basket" Communities for the Town of Milton due to Economic, Quality of Life or Other Elements

	Size of Town (sq. mi.)	Population	40B SHII	Avg. Res. Home Value	Avg. Res. Tax Bills	Avg. Rents	% Tax Exempt Property
			4/30/2013				
Andover	32.1		9.3	\$ 548,860	\$ 7,967	\$ 735	8.5
Belmont	4.7	24,729	3.8	\$ 757,904	\$ 10,359	\$ 1,616	10.8
Braintree	14.5	36,249	7.7	\$ 365,241	\$ 3,960	\$ 1,180	7.5
Brookline	6.8	58,732	8	\$ 373,702	\$ 4,390	\$ 1,728	10.8
Canton	19.6	21,561	10	\$ 462,419	\$ 5,805	\$ 1,860	8.8
Dedham	10.6	24,729	10.8	\$ 385,198	\$ 5,937	\$ 1,426	14.5
Hingham	26.29	19,882	6.3	\$ 659,994	\$ 7,973	\$ 1,226	6.3
Holliston	19	13,547	4.2	\$ 394,464	\$ 7,090	\$ 1,064	4.6
Lexington	12.7	31,394	11.2	\$ 691,470	\$ 10,441	\$ 1,887	7.6
MILTON	13.3	26,257	4.4	\$ 519,035	\$ 6,929	\$ 1,268	11.8
Needham	12.7	28,886	7.6	\$ 700,739	\$ 8,416	\$ 1,380	7.3
N. Andover	27.76	27,196	6.2	\$ 469,012	\$ 6,559	\$ 1,268	9.0
Sharon	24.2	17,612	7.2	\$ 428,672	\$ 8,583	\$ 1,432	9.1
Wellesley	10.02	27,982	6.2	\$ 1,009,640	\$ 12	\$ 1,375	9.3
Westborough	20.52	18,272	9.3	\$ 422,996	\$ 8,134	\$ 1,011	8.0
Westwood	11.1	14,618	9.2	\$ 636,918	\$ 9,601	\$ 969	6.0
Weymouth	21.6	53,743	8.1	\$ 299,544	\$ 3,634	\$ 1,121	11.2
Winchester	6.3	20,810	1.9	\$ 762,067	\$ 9,839	\$ 1,366	5.3

Source: DHCD SHI of 4/30/13

The Town of Milton relative to its "Market Basket"

	Size of Town (sq. mi.)	Population	40B SHII	Avg. Res. Home Value	Avg. Res. Tax Bills	Avg. Rents	% Tax Exempt Property
			4/30/2013				
Market Basket Average	16.3	27,423	7.3	\$ 549,326	\$ 6,979	\$ 1,328	8.7
MILTON	13.3	26,257	4.4	\$ 519,035	\$ 6,929	\$ 1,268	11.8
Milton's position (of 18)	10	8	15	9	11	10	2

Data presentation: A.G. Jennings, LLC on behalf of Community Circle and the Town of Milton Master Plan Committee.

Sources: information provided by members of Housing and Economic Development Working Groups..



Master Plan Inventory Work: MAPC Metro Future Population Projections

Economic Development Goal Station
Housing Goal Station

Milton Master Plan Forum
Saturday March 1, 2014

Prior and Recent Census Data

AGE	1990	2000	2010	2010 (%)
0 - 4	1,745	1,640	1,544	5.7%
5 - 9	1,670	1,832	1,968	7.3%
10-14	1,487	2,064	1,941	7.2%
15-19	1,718	1,959	2,313	8.6%
20-24	1,910	1,301	1,779	6.6%
25-29	1,610	1,037	913	3.4%
30-34	1,840	1,496	1,042	3.9%
35-39	2,224	1,981	1,485	5.5%
40-44	1,931	2,231	1,937	7.2%
45-49	1,413	2,295	2,113	7.8%
50-54	1,160	1,860	2,125	7.9%
55-59	1,205	1,222	2,100	7.8%
60-64	1,319	910	1,586	5.9%
65-69	1,268	960	1,036	3.8%
70-74	1,083	987	825	3.1%
75-79	969	901	785	2.9%
80-84	683	698	712	2.6%
85 plus	490	688	799	3.0%
	25,725	26,062	27,003	

Projections

2020		2030	
Status Quo	Smarter Region	Status Quo	Smarter Region
1,327	1,319	1,376	1,438
1,684	1,685	1,732	1,806
1,797	1,816	1,611	1,616
2,337	2,393	2,084	2,128
1,562	1,637	1,447	1,524
988	1,046	1,039	1,119
1,419	1,491	1,295	1,417
1,463	1,503	1,584	1,685
1,568	1,590	2,029	2,126
1,660	1,675	1,679	1,730
1,880	1,903	1,542	1,582
1,969	1,988	1,553	1,582
1,870	1,886	1,659	1,692
1,899	1,915	1,802	1,828
1,526	1,537	1,818	1,841
879	885	1,631	1,651
597	603	1,118	1,131
757	769	794	809
27,183	27,640	27,792	28,705

Population over age 60:

21.3%

27.7%

27.5%

31.7%

31.2%

Data presentation by A.G. Jennings, LLC on behalf of Community Circle and the Milton Master Plan Committee.

Sources: MAPC; Metro Boston Data Common.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT CH40B SUBSIDIZED HOUSING INVENTORY

Milton

DHCD ID #	Project Name	Address	Type	Total SHI Units	Affordability Expires	Built w/ Comp. Permit?	Subsidizing Agency
2000	n/a	65 Miller Ave.	Rental	40	Perp	No	DHCD
2001	n/a	121 Central Ave.	Rental	8	Perp	No	DHCD
2002	n/a	753 Blue Hill Avenue	Rental	6	Perp	No	DHCD
2003	n/a	Blue Hill Avenue	Rental	2	Perp	No	DHCD
2004	n/a	Eliot Street	Rental	2	Perp	No	DHCD
2005	n/a	Central Avenue	Rental	2	Perp	No	DHCD
2006	n/a	Lothrop Avenue	Rental	2	Perp	No	DHCD
2007	n/a	Brook Road	Rental	2	Perp	No	DHCD
2008	n/a	Tucker Street	Rental	2	Perp	No	DHCD
2009	Unquity House	30 Curtis Road	Rental	139	2014	No	MassHousing
2010	Winter Valley Housing	Highland & Canton Aves.	Rental	129	2020	No	HUD
2011	Winter Valley Phase II	600 Canton Avenue	Rental	32	2031	No	HUD
4374	DDS Group Homes	Confidential	Rental	20	N/A	No	DDS
4586	DMH Group Homes	Confidential	Rental	7	N/A	No	DMH
8719	Fuller Village Phase II	Blue Hills Rd		33	perp	NO	DHCD
Milton Totals				426	Census 2010 Year Round Housing Units		9,641
					Percent Subsidized		4.42%

The Massachusetts towns and cities with the largest property-tax increases in 2014

Use the drop-down menu below to search for state-approved property tax rates in the fiscal year that ends June 30, 2014. Leave the menu on "All towns and cities" and click "Search" for a complete listing of all Massachusetts municipalities, ranked by year-over-year changes in residential property tax rates

 [Search Again](#)

Town/city: Milton
Date of rate approval by state: 12/10/2013

RESIDENTIAL RATES

Residential rate - FY 2014 \$14.99
Residential rate - FY2013 \$14.70
Residential rate, 1-year change (%) 2.0%

COMMERCIAL RATES



Commercial rate - FY2014 \$22.97
Commercial rate - FY2013 \$22.54
Commercial rate, 1-year change (%) 1.9%

INDUSTRIAL RATES

Industrial rate - FY2014 \$22.97
Industrial rate - FY2013 \$22.54
Industrial rate, 1-year change (%) 1.9%

[Update](#)

[Back](#)

Record of 2  

Creating Balanced Communities: Lessons in Affordability from Five Affluent Boston Suburbs



Produced by:

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February 2005

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Editors:

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Founded in 1969, BPI is a public interest law and policy center dedicated to equal justice and to enhancing the quality and equity of life for all people living in the Chicago region.

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Cover Photos: Greenwood Meadows Development, Andover, Massachusetts;
Battle Road Farm Development, Lincoln, Massachusetts

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I. Introduction



Greenwood Meadows, Andover, MA

Housing costs in the greater Boston area are among the highest in the nation. According to the National Association of Realtors, the Boston metropolitan area had the third highest median sales price for single-family homes in the nation in 2003.¹ Developable land in suburban Boston is growing scarce, and construction costs have been steadily rising. In fact, Boston ranks third among large US cities in per-unit construction costs.²

As a result, the Boston area is facing a serious affordable housing crisis: one that threatens continued economic growth, encourages sprawl, and contributes to serious traffic congestion and air pollution. Seniors are finding themselves priced out of communities in which they've spent their lives, and young couples can't afford to return to the communities where they grew up to raise their own children.

Chapter 40B, the Massachusetts Comprehensive Permit Law, has played a critical role in addressing this shortage. The law requires local governments to allow developers of affordable housing to apply to the local Zoning Board of Appeals for a Comprehensive Permit, which includes all the required local approvals needed for development.³ It also authorizes a State Housing Appeals Committee to review developers' appeals of local government denials in communities with less than 10% affordable housing.⁴ Chapter 40B has resulted in the creation of approximately 35,000 units of housing since the early 1970s.

However, notwithstanding Chapter 40B, affluent communities in the Boston region have recognized the importance of addressing this shortage on their own. High-end suburbs have aggressively developed creative local policies and programs other than 40B to create much-needed housing for those who work and live in their communities. Despite scarce land, astronomical land costs, and high property values, communities very similar to affluent Chicago suburbs have proven it is indeed possible to create attractive, moderately priced housing for seniors and for the workforce—in many cases without any public subsidy.

The five Boston suburbs highlighted on this year's Affordable Housing Leadership Tour demonstrate a variety of ways in which affluent towns have created moderately priced housing

¹ National Association of Realtors Metropolitan Median Prices. 3rd Quarter 2004. Available online at www.realtor.org/research.nsf/Pages/MetroPrice. Metropolitan statistical areas (MSA) as defined by the US Office of Management and Budget as of 1992.

² *Boston Indicators Report 2002*. The Boston Foundation.

³ Developments must include at least 25% affordable housing to access Chapter 40B.

⁴ **The Massachusetts standard is a much stricter standard than the Illinois 10% standard.** In order for units to count towards the 10% exemption, they must either be subsidized or deed restricted. The Illinois law includes any unit that is considered affordable according to the census, regardless of whether or not it is deed restricted to remain affordable or subsidized. By the Massachusetts standard, even the City of Chicago would be hard pressed to meet the 10% exemption.

that meets local needs and fits with the character of the community. Some towns use flexible zoning and negotiations with developers, others use inclusionary housing, and still others use publicly owned land and public subsidies to create and preserve more moderately priced housing. All have recognized that having a diversity of housing options for seniors and working families is critical to the economic vitality and quality of life in their communities.

This report illustrates how five affluent suburbs have acted locally to meet the need for a wider range of housing options. **The report is followed by six lessons Chicago area communities can draw upon as they consider how to best address the need for affordable housing in their own communities.**

II. Andover, Massachusetts

Housing prices in Andover have been steadily rising for many years, making Andover one of the Boston region's most affluent suburbs. Andover's proximity to Boston and access to major interstates continue to make it a particularly desirable community. With a median income of almost \$100,000 and a median homes sales price of over \$550,000, Andover has

grown increasingly unaffordable to those who work and live there. In fact, according to the Andover Housing Partnership Committee, the majority of existing Andover households could not afford to purchase their own homes in the current market.⁵ Yet despite high land costs and little opportunity for development (only 1.7% of Andover's total assessed land remains available for residential development),⁶ Andover has succeeded in making 10% of its housing stock permanently affordable. Andover has used the state statute known as Chapter 40B, the Comprehensive Permit Law, to negotiate and grant zoning concessions to developers who include a minimum amount of affordable housing in their developments.

<u>Andover at a Glance</u>	
2000 Population	31,247
Land Area (Sq. Miles)	31.01
Median Household Income ('03)	\$98,660
Median Sales Price ('02)	\$559,000
Distance from Boston	20 miles N
Percent Affordable Under MA Law	10%



Brookside Estates, Andover, MA

Brookside Estates

Brookside Estates is a 168-unit mixed-income rental development built under Chapter 40B, also known as the Massachusetts Comprehensive Permit Law. One-quarter of the units (42) are affordable to households at 50% of the Area Median Income (\$41,350 for a family of four in 2004).⁷ Of the 42 affordable units, 18 units are one-bedroom, two units are two-bedroom, and 22 units are three-bedroom. The affordable units are virtually indistinguishable from the market-rate units from the outside.

While state funding helped to finance Brookside Estates, flexible zoning and additional density were the critical factors in making the affordable component possible. Because the development included 25% affordable housing, Andover was able to use the 40B Comprehensive Permit process to allow the developer additional density to make the development financially feasible.⁸

⁵ *Who Can Purchase Homes in Andover?* Andover Housing Partnership Committee Fact Sheet. <http://andoverma.gov/boards/#ahpc>.

⁶ *Andover Community Development Plan – Housing Element*. Andover Community Development and Planning Department. May 2004.

⁷ The Area Median Income figures are based on the entire Boston metropolitan region.

⁸ In order to grant any zoning change in Massachusetts (such as increased density), the change or concession must be approved by a super-majority vote at a "Town Meeting" where every town resident is permitted to vote. By using Chapter 40B, Massachusetts towns can circumvent the Town Meeting process and grant zoning changes and concessions at the Zoning Board of Appeals.

Brookside Estates is currently undergoing a condo conversion. However the town of Andover successfully negotiated to ensure that no affordable tenants will be displaced. All of the market-rate rental units will be converted to condominiums while 28 of the affordable units will remain rental. The remaining affordable rental units (14) will be converted to affordable condominiums. Half of these new condos will be affordable to households earning 60% of the Area Median Income and half will be affordable to households earning 80% of the Area Median Income.⁹

Greenwood Meadows

Greenwood Meadows is a 24-unit mixed-income ownership development consisting of single-family detached homes. Six of the homes (25%) are affordable and have three or four bedrooms. The affordable homes are selling for \$199,000 while the market-rate homes, which are virtually indistinguishable, are selling for \$600,000.



Greenwood Meadows, Andover, MA

Greenwood Meadows required no public subsidy to finance the affordable homes. Using the Chapter 40B process, the town allowed the developer to build on quarter-acre lots for each home instead of the 30,000 square foot lots normally required under the zoning code.

Other Affordable Housing Tools Used in Andover

In addition to using the 40B process and flexible zoning to negotiate with developers, Andover has employed a number of other creative local tools and policies to increase the supply of moderately priced housing.

Andover Housing Partnership: The Andover Housing Partnership is a committee of citizens appointed by the Board of Selectmen (Village Board) to act as a resource for housing related activities. The Housing Partnership has been an active force in the development and preservation of affordable housing in Andover. Such local housing partnerships, a model used extensively throughout the region, provide an opportunity for community input. The Housing Partnership works to educate the community regarding the need for affordable housing and helps to generate political will. They also work with developers and make policy recommendations to the Board of Selectmen.

Community Land Trust: Andover is home to the Andover Community Land Trust, a private non-profit organization which holds and owns land in order to create and preserve affordable housing. Since its inception in 1992, the Land Trust has acquired two lots through private donation. One single-family home has already been completed, and another is in progress. Both homes will be affordable in perpetuity.¹⁰

⁹ Phone interview with Susan Stott, Andover Housing Partnership Committee member. December 2004. 60% of the AMI was \$49,620 for a family of four in 2004, and 80% of the AMI was \$66,150 for a family of four in 2004.

¹⁰ Ibid.

Zoning Bylaws (Zoning Ordinance): Andover’s zoning bylaws require any application for a Planned Development-Multifamily Dwelling (PD-MD) or Planned Development-Mixed Use (PD-MU) that contains residential to include a 15% affordable component.¹¹ The zoning bylaws also give the Zoning Board of Appeals authority to issue a special use permit which modifies dimensional standards for existing nonconforming lots in order to create affordable housing.¹²

Andover continues to pursue a variety of tools to create moderately priced housing for seniors and the workforce. The town is examining a number of additional possibilities including:¹³

- Creation of a multi-family zone around the central business district
- Fee reductions in exchange for discounted rents (thereby making existing rental housing affordable)
- Establishment of a Housing Trust Fund
- Use of municipal property for the development of affordable housing

III. Lincoln, Massachusetts



Battle Road Farm, Lincoln, MA

<u>Lincoln at a Glance</u>	
2000 Population	8,056
Land Area (Sq. Miles)	14.37
Median Household Income ('03)	\$88,894
Median Sales Price ('03)	\$975,000
Distance from Boston	13 miles NW
Percent Affordable Under MA Law	9%

With a median home sales price of \$975,000 and a median income of almost \$90,000, Lincoln remains one of the most prosperous suburbs in the Boston area. Lincoln’s desire to maintain its historic and rural character has made the development of affordable housing challenging; **more than 40% of the town’s land has been purchased and is**

protected for conservation.¹⁴ Further, the majority of developable land in Lincoln is zoned **single-family residential with a two-acre lot size minimum.**¹⁵ Despite such obstacles, Lincoln maintains a strong commitment to the development of moderately priced housing and has used creative tools to become one of just over 30 communities in Massachusetts to achieve 10% affordability.¹⁶ Lincoln has stood at the helm of the development process, initiating and directing the development of what is considered to be the flagship affordable housing development in the region: Battle Road Farm.

¹¹ Section 7.2.4 Article VIII Andover Code.

¹² Section 7.8.1 Article VIII Andover Code.

¹³ Andover Housing Partnership Fact Sheet. Available online at: <http://andoverma.gov/planning/>.

¹⁴ Town of Lincoln Consolidated Housing Plan, March 2003.

¹⁵ Ibid.

¹⁶ To have over 30 communities surpass the 10% affordability level is a laudable achievement given the difficulty of meeting the Massachusetts standard. If the Massachusetts standard was applied in Illinois, almost every municipality in the state would be below 10% affordable housing.

Battle Road Farm

Battle Road Farm, a 120-unit mixed-income condominium development, has won several architectural and design awards and serves as a model for affordable housing development. The town of Lincoln initiated and drove the development process for Battle Road Farm. The Town planned carefully for the purchase and development of the site to ensure that the development included a substantial affordable component. After Lincoln acquired the land in the late 1980s, Lincoln voters approved the sale of the 24-acre site to developers at below market cost. Voters also approved a rezoning of the site for 120 units of housing, with 40% of them affordable.¹⁷



Battle Road Farm, Lincoln, MA

The developer of the office park site adjacent to Battle Road Farm contributed \$150,000 to offset the cost and \$650,000 for access road reconstruction and alignment. The development also received a grant from the state for infrastructure, and mortgage financing for qualified buyers through the state's housing finance agency.

The initial purchase price for the affordable units in the late 1980s ranged from \$86,000 for a two-bedroom unit to \$130,000 for a three-bedroom unit. The initial purchase price for the market-rate units ranged from \$179,500 for a two-bedroom to \$239,500 for a three-bedroom. The affordable units are deed restricted to remain affordable in perpetuity.

Other Affordable Housing Tools Used in Lincoln



Battle Road Farm, Lincoln, MA

Not only has Lincoln acquired and used publicly owned land to create more moderately priced housing, they have also used a variety of other creative tools to address local housing needs.

Development Bonus: Lincoln's zoning bylaws (ordinance) includes a density bonus of the lesser of 20% or 10 units on certain developments provided that 50% of the additional units are priced affordable to low- or moderate-income households.¹⁸

¹⁷ In Massachusetts, municipalities that are not cities use the Town Meeting as their legislative body. A majority of voters present at a Town Meeting must approve any proposed zoning variances, changes, or concessions. In Illinois, the Village Board alone would vote to approve the rezoning of a parcel of land.

¹⁸ Section 14.4.1 Lincoln Zoning Bylaws

The Massachusetts Community Preservation Act (CPA):¹⁹ In 2002, Lincoln voters approved a 1.5% property tax surcharge to be used for open space preservation, historic preservation, and affordable housing. Last spring, Lincoln voters approved an increase in the surcharge to 3%.²⁰

The Lincoln Foundation: The Lincoln Foundation is a private non-profit organization working to develop and maintain affordable housing throughout Lincoln. One of their critical functions is to retain the right of first refusal on any of the Battle Road Farm homes to ensure they remain permanently affordable. The Lincoln Foundation has also purchased, financed, and rehabbed other properties in Lincoln.

Access to Federal Funds: Lincoln recently joined other communities as part of the MetroWest HOME consortium. Lincoln is now eligible to receive an annual allocation of federal HOME dollars.²¹

Lincoln is also considering other creative approaches to help meet the growing need for moderately priced housing, including:

- An accessory apartment affordability program that includes incentives such as property tax abatements or refunds
- An inclusionary zoning ordinance
- Buy-down of existing units using CPA and private funds

IV. Concord, Massachusetts

A reputation for high-quality schools, access to highways and public transportation, and a distinguished history have all made Concord an extremely desirable community in which to live. Concord remains an affluent community with a median income of \$107,000 and a median home sales price of \$659,000. Like many of its neighbors, housing prices have increased dramatically, making Concord unaffordable for many who live and work in the community. **Despite the fact that Concord is zoned almost exclusively for single-family homes**, Concord has worked to balance its need for a more diverse housing stock with its desire to maintain the town's rural and historic traditions, including the preservation of open space. Concord has used a variety of tools to create more moderately priced housing. In addition to donating town-owned land for development, Concord has also used the 40B process to negotiate with developers and provide some flexibility

Concord at a Glance

2000 Population	16,993
Land Area (Sq. Miles)	24.92
Median Household Income ('03)	\$107,000
Median Sales Price ('03)	\$659,000
Distance from Boston	18 miles N
Percent Affordable Under MA Law	5%

¹⁹ The Massachusetts Community Preservation Act (CPA) is enabling legislation that allows municipalities to adopt a municipal Community Preservation Fund through a surcharge of up to 3% on local property taxes. Massachusetts communities have limited local taxing powers. The CPA allows towns to tax themselves and receive a state match. Communities must allocate at least 10% of all funds to open space, historic preservation, and affordable housing. The remaining 70% may be allocated to any of the three areas.

²⁰ Phone interview with Lincoln Town Planner Mark Whitehead. December 2004.

²¹ Massachusetts Housing Partnership, *Taking the Initiative: Guidebook on Creating Local Affordable Housing Strategies*. March 2003.

in the zoning code. Concord's non-profit Housing Trust, in partnership with a private developer, has also played a critical role in the creation of moderately priced housing.

Elm Brook Homes



Elm Brook Homes, Concord, MA

Elm Brook Homes, a single-family development consisting of 12 homes, was developed by the Concord Housing Trust in partnership with a private developer. The town of Concord donated 13 acres of land for the project. Elm Brook was developed under the town's Planned Residential Development provision, which provides for a density bonus when affordable units are included. The homes are all three-bedroom and are deed restricted to remain affordable to households at a variety of income levels. Three of the homes are affordable to households at 80% of the Area Median Income, and these homes count towards Concord's 10% requirement

under Chapter 40B. Two of the homes are affordable to households at 110% of the Area Median Income, and seven of the homes are affordable to households at 140% of the Area Median Income. The sales prices for all the homes were below market rate, and preference was given to those with a Concord connection (e.g. those who live or work in Concord).²²

Concord Homes

Concord Homes is a 19-unit homeownership development with five affordable homes. The 10.88 acre site is a 40B development on industrial zoned land. The affordable sales price was \$94,500. Through the use of Chapter 40B, Concord was able to negotiate with developers and provide some zoning flexibility to create five affordable homes *without any public dollars involved*.

Other Affordable Housing Tools used in Concord

Incentive Zoning: Both the Residential Cluster Development (RCD) and the Planned Residential Development (PRD) provisions in Concord's zoning law provide density bonuses for developments that include an affordable component. Under the RCD provision, density may be increased up to 40% in exchange for the donation of lots to the town for affordable housing. The PRD provision allows for an increase in density if the development includes one or more units of affordable housing.²³

Second Story Residential By Right: Concord permits owners of commercial property in business districts to add second story residential units to existing buildings "by right." No special permits are required.

²² Town of Concord Planned Production Housing Plan. June 2004.

²³ Ibid.

Community Preservation Act: Concord voters approved a 1.5% property tax surcharge in November of 2004. These funds, which are used for open space, historic preservation, and affordable housing, provide new flexible resources to the community.

Concord Housing Trust and the Concord Housing Foundation: The Concord Housing Trust is a non-profit housing development corporation created and run by local residents. The Trust focuses on development, site acquisition, and rehabilitation and plays an important role in outreach and education regarding affordable housing. The Concord Housing Foundation, created by the Trust, serves as a fundraising vehicle. In 2001, the Foundation raised more than \$250,000.²⁴

V. Lexington, Massachusetts

Lexington at a Glance

2000 Population	30,355
Land Area (Sq. Miles)	16.40
Median Household Income ('03)	\$108,947
Median Sales Price ('03)	\$615,000
Distance from Boston	11 miles NW
Percent Affordable Under MA Law	7%

Despite a median home sales price of over \$600,000 and very little developable land, Lexington has achieved 7% affordability under the Massachusetts Chapter 40B standard. Through the use of an informal inclusionary zoning policy that effectively functions as a mandatory requirement, Lexington has taken an activist role in the creation of moderately priced housing. Lexington is also home to LexHAB,

a non-profit that develops and manages properties throughout the Town.

Lexington has one of the most effective inclusionary zoning policies in the region even though they lack a formal inclusionary zoning ordinance. The zoning code contains no mandates and offers no bonuses. **Instead, the zoning code states that affordability is a “significant public benefit” that will be weighed in all discretionary actions, including rezoning and special permits.**²⁵ While Lexington has not decided to mandate affordable units as part of new development, they have made it clear that doing so is critical to obtaining discretionary approvals. This policy has resulted in the creation of a significant number of new affordable homes.

LexHAB: In addition to Lexington’s informal inclusionary zoning policy, the Lexington Housing Assistance Board (LexHAB) has also played a critical role in Lexington’s affordable housing efforts. LexHAB is a non-profit housing trust that builds and manages affordable housing in Lexington. LexHAB does not sell its homes; instead it rents all of its housing (at affordable levels) in order to generate an ongoing stream of income. LexHAB was initially financed through a \$1,000,000 payment of fee-in-lieu funds (secured by the town of Lexington through negotiations with a private developer on one market-rate development) and now sustains itself through the rental income generated by the affordable units it manages. LexHAB has been an incredibly active force in affordable housing development and preservation in Lexington.

²⁴ Ibid.

²⁵ Lexington’s Comprehensive Plan entitled, *The Lexington We Want*. Adopted 2002.

The four examples listed below were the result of the informal inclusionary zoning requirement and the work of LexHAB.

<u>Sample of Lexington Affordable Housing Sites on Tour</u>	
Muzzey Condos	<ul style="list-style-type: none"> • Former school converted to limited equity condos • 12 permanently affordable units owned by LexHAB
Lowell Street Condos	<ul style="list-style-type: none"> • Town meeting rezoning • Six units of 62 donated to LexHAB through negotiations with developer
Johnson Farm Condos	<ul style="list-style-type: none"> • Created under Inclusionary Zoning • LexHAB received 2 units for \$180,000 while market-rate units sold for \$1,000,000
Rangeway Street	<ul style="list-style-type: none"> • Tax title lot • Homes built at no cost by Minuteman Tech students

VI. Bedford, Massachusetts

<u>Bedford at a Glance</u>	
2000 Population	12,595
Land Area (Sq. Miles)	13.74
Median Household Income ('03)	\$98,974
Median Sales Price ('03)	\$489,000
Distance from Boston	15 miles NW
Percent Affordable under MA Law	4.5%

The median sales price for single-family homes in Bedford increased more than 100% between 1992 and 2002.²⁶ Bedford now has a median income of \$98,974 and a median sales price of \$489,000. The high cost of housing, land, and construction remain serious challenges to the creation of moderately priced housing in Bedford. However, the town has

used a variety of tools to create much-needed affordable housing. Bedford has a comprehensive strategy that:

- targets the development of town-owned properties in order to ensure discounted acquisition costs
- focuses on refinancing existing housing or creating accessory apartments
- looks for areas of town that can accommodate higher density, such as industrial or commercial areas

The Village at Concord Road

The Village at Concord Road is a mixed rental and homeownership project to be completed this year. The six-acre parcel will include eight for-sale homes and 12 rental apartments located in

²⁶ Town of Bedford Affordable Housing Plan for Planned Production Regulation. September 2003.

six duplex town homes. Two of the homes and three of the rental units will be affordable to households at 80% of the Area Median Income (\$66,150 for a family of four in 2004).²⁷ The affordable for-sale units are expected to sell for \$125,000 while the affordable rental units are expected to rent for \$950 per month. The project, developed through the state's Local Initiative Program (also known as the "friendly 40B" program in which towns give zoning concessions in exchange for affordable housing without going through the traditional 40B process), will average about 3.1 units per acre. The development did not require any state or federal subsidy; instead increased density made the affordable component possible.²⁸

Bedford Meadows

Bedford Meadows is an award-winning homeownership development characterized by cluster housing and extensive open space. Like the Village at Concord Road, Bedford Meadows was developed through the state's Local Initiative Program. The town used the 40B process to avoid the delays and inefficiencies of the Town Meeting. Ten of the 40 homes are affordable to households at 80% of the Area Median Income. These homes are scattered throughout the 25-acre parcel.

Other Affordable Housing Tools Used in Bedford

Community Preservation Act: Bedford was the first community in the state to adopt the Community Preservation Act. Bedford voters approved a 3% property tax surcharge to be used for open space, historic preservation, and affordable housing. Bedford has used these funds to hire a housing consultant, assist a non-profit with the purchase of a duplex which was converted to affordable condos, and to provide pre-development support for a rental development.

The Bedford Housing Trust: The Bedford Housing Trust, created in 1994, is a private nonprofit organization that raises funds to support affordable housing activities. The Bedford Housing Trust has been instrumental in securing land and financing for affordable housing activities.

The Bedford Housing Partnership: The Bedford Housing Partnership, appointed by the Board of Selectmen, encourages the growth of affordable housing in Bedford. Among their other activities, the Housing Partnership in Bedford monitors the ownership and resale of the affordable units in Bedford Meadows. Like other Housing Partnerships, they also work to build public support and political will for affordable housing and continually look for new development opportunities.

Incentive Zoning: Bedford's zoning ordinance provides for a density bonus in Planned Residential Developments if 50% of the additional units but not less than 10% of the total units in the PRD are affordable and subject to deed restrictions. Only single-family units and accessory units are permitted. Bedford's General Bylaws also require that any new residential subdivision set aside land (10% of the project but no less than one-half acre) to be used for

²⁷ Again, this is 80% of the median income for the entire metropolitan area around Boston.

²⁸ Bedford Comprehensive Affordable Housing Plan. January 2002.

affordable housing. The land can be set aside for purchase by the town, or the developer can build affordable units or pay a fee-in-lieu.²⁹

Bedford’s zoning bylaw also permits the development of accessory units by right if they meet certain requirements.

The Condo Buy-Down Project: The condo buy-down program is funded by CPA dollars.

Access to Federal Funds: Bedford recently joined other communities as part of the MetroWest HOME consortium. Bedford is now eligible to receive an annual allocation of federal HOME dollars.

Bedford’s Affordable Housing Action Strategy³⁰

<u>Strategy</u>	<u>Response</u>
<ul style="list-style-type: none"> • Establish reliable and predictable funding sources 	<ul style="list-style-type: none"> • Joined a HOME Consortium • Passed CPA • Established an Affordable Housing Trust Fund
<ul style="list-style-type: none"> • Use zoning and land use regulations to promote affordable housing 	<ul style="list-style-type: none"> • Reviewed zoning bylaws and regulations to ensure consistency with planning goals • Offers density bonus under planned residential development • Encourages accessory apartments, mixed-use development, and alternative types of development for seniors
<ul style="list-style-type: none"> • Preserve existing affordable housing 	<ul style="list-style-type: none"> • Monitors privately owned, subsidized inventory • Identified funds and mechanisms to ensure continued affordability of first-time homeowner units upon turnover
<ul style="list-style-type: none"> • Develop on Town-owned sites • Expand homeownership opportunities 	<ul style="list-style-type: none"> • Identified six potentially suitable sites • Use of soft second mortgage

²⁹ Town of Bedford Affordable Housing Plan for Planned Production Regulation. September 2003.

³⁰ Table from Massachusetts Housing Partnership, *Taking the Initiative: Guidebook on Creating Local Affordable Housing Strategies*. March 2003.

VII. Conclusion

Affluent suburbs in both the Boston region and the Chicago region face similar challenges to the development of moderately priced housing: little developable land and prohibitively high land costs. Yet despite such obstacles, many high-end Boston suburbs have been working steadily and successfully to create a more diverse housing stock so that seniors, young families, municipal workers, teachers, and others can afford to stay in their communities or live where they work.

The success of these suburbs is due to a number of factors including:

- A strong commitment on the part of local government to address local needs
- Action-oriented housing plans with specific implementation steps and timetables
- A commitment to building and maintaining local support among town residents. (Massachusetts communities have done so in part through the use of Local Housing Partnerships)
- Creative use of town-owned land
- The use of flexible zoning and negotiations with developers
- Inclusionary zoning policies
- Collaboration with for-profit and non-profit developers
- The creation of non-profit organizations such as Community Land Trusts and Housing Trusts
- An understanding that affordable housing can be done in smart growth fashion, and that housing and open space can go hand-in-hand

The experience of these prosperous Boston suburbs offers a variety of models for Chicago area suburbs to consider as they work to address the need for moderately priced housing locally. Most important, these suburbs demonstrate that it is possible for affluent suburbs with little available land and high land costs to create attractive, moderately priced housing that fits the local character and meets local needs.

VIII. Lessons Learned from Affluent Massachusetts Suburbs

- 1. Chicago area communities can negotiate with developers and use flexible zoning to help create more moderately priced housing.** In all five of these affluent Boston suburbs, we saw how municipalities were able to negotiate with developers and grant zoning concessions to create affordable housing, often with no public tax dollars involved. For example, by permitting smaller lot sizes at Greenwood Meadows in Andover (quarter-acre lots instead of 30,000 square foot lots), 24 homes, six of them affordable, were created where just a fraction of that number would have normally been permitted.

In Concord, town officials negotiated with developers and provided some zoning flexibility to create five affordable homes with no public subsidy as part of Concord Homes, a single-family development with 19 homes.

Chicago area communities could also permit smaller homes on smaller lots and could offer zoning relief in other ways (reduced parking, additional density, fee waivers, etc.) to negotiate with developers for the inclusion of affordable homes. Unlike Massachusetts, where such zoning concessions usually must go through the difficult “Town Meeting” process (unless 40B is used), Illinois municipalities can provide these zoning concessions through the PUD process or at the municipal board level.

- 2. Chicago area communities can raise revenues locally to create and preserve moderately priced housing.** Lincoln, Concord, and Bedford, along with over 70 other Massachusetts communities, chose to increase local property taxes by 1% to 3% (with state matching dollars) to help fund affordable housing activities. Lexington raised \$1 million in fee-in-lieu payments, secured by the town through negotiations with private developers, to provide start-up financing for the local non-profit developer LexHAB.

Like Lexington, Chicago area communities could also raise local revenues through the negotiation of “in-lieu” payments from developers. In communities already facing a shortage of moderately priced housing, new market-rate development tends to further drive up land costs and property values, making affordable development even more difficult. Communities can negotiate with developers for monetary contributions to help address the affordability problem. These contributions can be placed into a local housing trust fund to be used for a variety of affordable housing activities. These funds could also go to a separate non-profit entity (as was done in Lexington with LexHAB) for the acquisition of land or the development of affordable housing.

Home rule communities in the Chicago area could also consider a very modest property tax increase to support affordable housing activities. Local communities could further consider other revenue sources for affordable housing such as a tear-down tax or a condo conversion tax. Highland Park, for example, has instituted a \$10,000 tear-down tax that goes into the city’s affordable housing trust fund. Highland Park has generated over \$900,000 for affordable housing activities since 2002.

- 3. Chicago area communities can establish local non-profits driven by residents to help address the need for moderately priced housing.** Andover, Lincoln, Lexington, Concord, and Bedford have all created private non-profits that purchase, finance, and rehab affordable housing. Similarly, Chicago area communities could consider the creation of a Community Land Trust that keeps homes affordable in perpetuity or could create a non-profit organization to manage a Housing Trust Fund. Highland Park, for example, has established a non-profit Community Land Trust that holds land and leases the homes on the land. The Highland Park Land Trust recently completed and sold six new affordable town homes.
- 4. Chicago area communities can pass voluntary or mandatory inclusionary zoning ordinances.** An inclusionary housing ordinance requires a certain percentage of any new development to be priced affordably, and it offers developers certain cost offsets in return. In Lexington, we saw how effective an inclusionary zoning policy, *even an informal policy*, could be. The town has made it clear that the inclusion of affordable housing is critical in obtaining any discretionary approvals. Lexington used such discretionary situations to negotiate for new affordable homes or fee-in-lieu payments. Chicago area suburbs could consider inclusionary housing through the PUD process or passage of a full ordinance. Highland Park passed the region's first inclusionary zoning ordinance in 2002. It requires any development over five units to price 20% of the homes affordably.
- 5. Chicago area communities can create local affordable housing committees.** The Housing Partnership model has been used extensively throughout the Boston area. Housing Partnerships are committees of citizens appointed by Boards of Selectmen (Village Boards) to identify opportunities for new development, work with developers, and build public support and political will. In Andover, for example, the Housing Partnership has been deeply involved with all the affordable housing that has been created. The Partnership works with developers from the outset and monitors the affordable homes to ensure that they stay affordable for the long-term. Chicago area suburbs could consider the creation of such committees, either through a Housing Commission, or as an independent body, to promote the creation of affordable housing.
- 6. Chicago area communities can use publicly owned land (where available) to create moderately priced housing.** Lincoln, Massachusetts, one of the most affluent suburbs in the Boston area, has strategically directed the development of affordable housing in large part through the use of town-owned land. The town of Lincoln initiated and drove the development process for Battle Road Farm, a 120-unit mixed income condominium development. The Town planned carefully for the purchase and development of the site to ensure that the development included a substantial affordable component. Chicago area communities could also examine the development of town-owned land, where appropriate, for moderately priced housing.



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Compact Neighborhoods

This is a new tool, like [Smart Growth Zoning \(40R\)](#) in its eligible locations and as-of-right zoning, but it has different residential density and affordability requirements. Participating communities are eligible for preference in discretionary funding and possible Chapter 40B relief. For communities that are interested in maintaining control over land use decisions by planning ahead and getting credit for denser, as-of-right zoning, this tool provides another choice.

There are two specified density thresholds under Compact Neighborhoods which must allow for:

- a minimum of 4 units per acre for single family development
- a minimum of 8 units an acre for multi-family (any structure with more than one unit)

Compact Neighborhoods is explained further in the following document: [Compact Neighborhoods Policy](#)  (effective November 14, 2012)

[Compact Neighborhood Zoning \(CNZ\) Application](#) 

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Below are a few images that portray examples of development that could be compatible with Compact Neighborhoods.



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Planning — December 2013

Don't Fence Me In

Encouraging the integration of seniors into community life.

By Anna Gagne, AICP, Michael Tunte, and Sarah Horn

Planners can play a major role in creating alternatives to "Geezerville" — the typical isolated, age-segregated nursing home. Retirement community operators are increasingly finding that seniors expect more than shuffleboard and cafeteria meals. Residents want to know how they can retain their independence and maintain relationships with people of all generations throughout the community. What is located within walking distance? Can I take classes at the local college? Where can I shop for the grandchildren? Where can I volunteer my time? Can my daughter join me at the gym?

Seniors are asking questions like these in increasing numbers. As a result, retirement housing projects and care centers are becoming less like gated communities and more seamlessly integrated into their surroundings.

The success of these new developments, providing places for seniors to live engaged, active, postretirement lives, is due in part to the creation of thoughtful policies and partnerships. A crucial part of the equation is careful planning that considers how people want to live — and how that affects existing and future land use. Community planning with a goal of senior integration has resulted in some innovative approaches that recast the relationship of senior housing and services to land use, transportation, and site design.

These approaches recognize that loneliness and social isolation are known risk factors for various health and related problems among older people. In fact, social isolation is one of the four top issues that the AARP Foundation, a charitable affiliate of the member organization, focuses on, along with hunger, income, and housing. AARP acknowledges the built environment and livability of a community as highly influential in reducing social isolation.

The AARP Public Policy Institute's Livable Communities: An Evaluation Guide (2005) outlines eight categories that contribute to greater livability for seniors: transportation, walkability, safety and security, shopping, housing, health services, recreation and cultural activities, and caring community. Additional categories in the World Health Organization's Global Age-Friendly Cities (2007) guide include social participation, respect and social inclusion, civic participation and employment, communication and information, and outdoor spaces.

Senior living models have emerged that explore how the principles of livability apply specifically to older adults. Planners will find these principles useful to consider in community planning, especially as the number of people over the age of 50 increases and their concepts of retirement continue to evolve.



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When it comes to senior housing, planners face a basic question: What is the appropriate land-use designation for a retirement community? This question has come to the forefront as seniors choose to move from family-oriented neighborhoods to all-inclusive living arrangements that meet their lifestyle and health needs. These retirement communities continue to explore opportunities for mixed use and mixed density living that are more complex than a traditional residential designation.

Traditionally, zoning ordinances allow a nursing home in high-density residential districts or in commercial districts. Mixed use or PUD zoning may be an alternative zoning option. A Planning Advisory Service Report on nursing homes, published in 1964, suggests that appropriate zone locations for nursing homes had not yet been created. The document provides one example of the need for greater evaluation of zoning limitations that prohibit nursing homes from being located in or adjacent to low-density residential neighborhoods. Nearly 50 years later, restrictive zoning continues to limit senior housing and care facilities and there is little guidance for planners pondering locational considerations and dimensional standards such as minimum lot sizes and parking requirements.

One model of senior living is the continuing care retirement community. CCRCs combine three levels of care on a single campus in a neighborhood setting. The inclusion of independent living apartments or town houses, assisted living facilities, and skilled nursing units provides a long-term home for older adults as their health needs change. Today, there are almost 1,900 CCRCs throughout the U.S., according to the nonprofit organization LeadingAge, and many of them have found innovative ways to mix land uses on-site and in the surrounding community to create more opportunities for socialization and integration, redefining rigid land-use categories.

CCRCs deviate from traditional zoning because in addition to flexible housing options they include a coordinated system of services and amenities such as a geriatric-doctor's office, beauty salon, small business center, performance center, woodworking studio, and health and wellness programs.

"CCRCs were once looked at as enclaves, but where the industry is now [looking] at them as assets for all the seniors in the community," says Dennis Boggio, a principal with Lantz-Boggio Architects, PC, which dedicates a great part of its work to senior living. Each generation of seniors has its own expectations, he says, and the current group wants more and more to be integrated into the fabric of community life.

"In this sense, CCRCs should not only have social programs that serve the people who live there, but they should also provide social and service lifelines to seniors in the greater community. Some seniors want to continue living in their homes and there are plenty of cases where they should," Boggio says.

A broader vision

This broader vision is demonstrated in The Point, a community center for arts and education located next to the C.C. Young Senior Living and Care Center in Dallas. Both C.C. Young residents and nonresidents can become members of the community center, which. The center provides classes, lectures, musical and other performances, art exhibitions, computer training, a fitness center, and a meditation chapel. Part of the center's success is due to the more than 60 partner organizations that enhance the programs and services offered.

In San Antonio, Texas, the Sky Lounge, a fine dining restaurant on the top floor of a senior-living building, is another example of design aimed at integration. The 2011 renovation process for this high-rise building in Air Force Village, a senior-living community for military retirees that was originally built in 1969, involved asking residents, focus groups, and board members how best to expand the social opportunities for residents.

Architect Daniel Cinelli, a principal at Perkins Eastman, explains that the spaces provide residents with more than meals. They also provide gathering places for friends, family, and retired military officers from all over the county. Residents enjoy inviting guests to this popular restaurant not just because of its location and convenience, but also because it addresses a common problem for older adults in public places: The room acoustics are designed with seniors' hearing needs in mind, Cinelli points out.

The Tulsa Jewish Retirement and Health Center in Oklahoma is another unique arrangement of independent living, assisted living, and health center combined with the Sherwin Miller Museum of Jewish Art, the Mizel Jewish Community Day School, an auditorium, sports complex, and community center. Again, it is an example of a mixed use development that provides an opportunity for residents to share their interests with a larger community.





In the mix

In addition to planning retirement communities that are hubs for the larger public, designers of these places are also looking outward for synergy with the rest of the community and region. Site selection for senior housing and care communities includes an assessment of the complementary uses within a short walk, bike ride, or shuttle service area.

For a CCRC looking for a location in the small mountain town of Basalt, Colorado (pop. below 4,000), it was important to determine how the existing community might enhance senior living and how the new residents might contribute to the town. Design Workshop (the authors' firm) has had an office in the region for the past 40 years, so it was able to use its local knowledge and relationships to identify and assess the possibilities. Another design partner, Lantz-Boggio Architects, worked to maintain a residential feel for the proposed neighborhood design while also building on the town's spirit of hospitality.

There were hurdles to overcome. As in many small towns and mountain communities, housing to serve seniors is scarce in this region. The mountain topography requires most homes to include steps, and winter snow and ice make it difficult for seniors to maintain their independence. Further, the walkable town centers in this region typically contain only a small portion of the housing stock, providing few options for seniors who want the convenience of more dense development.

The Basalt CCRC has been designed to address these issues, to accommodate the need for affordable comprehensive care, and to promote multigenerational inclusiveness. Now in the planning stage, the CCRC is expected to include 18 independent living cottages, 78 independent living apartments, and 54 skilled nursing-assisted living units along with amenities and services for residents.

The development site was selected because of its close proximity to charming downtown Basalt, which offers shopping, dining, a post office, a library, grocery stores, churches, and a farmers market. A one-mile bike or shuttle ride delivers residents there.

Excellent transportation options open up even more of the region. The site is within walking distance of the nation's first Rural Bus Rapid Transit system, which provides access to amenities located up and down the Roaring Fork Valley. A heavily used, 43-mile regional bike path that runs along the property connects to neighboring towns. This ease of mobility — without dependency on cars — helps seniors overcome the isolation that is commonly found in rural communities.

The Basalt CCRC site is nestled between a well-established residential neighborhood, the city-owned community garden, and a high school — all of which offer a chance for different generations to intermix. Retirees can volunteer at the high school, share classroom space, use the outdoor track, and cheer the home team at Friday night football games. In turn, high school students looking for health care training and volunteer opportunities can find them at the CCRC. Nonresidents will be invited to share in activities hosted at the CCRC multipurpose rooms, small auditorium, and theater.

Buildings are organized around a central green space, pond, and healing and recreational gardens, with walkways that connect buildings and outdoor spaces in a manner that is sensitive to residents with reduced mobility or vision. Finally, an important community asset is a child day care and preschool center, which allows residents to interact with youngsters and enjoy the sound of their play and laughter.

To make this integration and mix of uses possible, the site was rezoned to a "P" Public use, which allows for uses that are nonprofit or serve a public purpose. More than 80 percent of CCRCs are organized by nonprofit groups, many of them religious institutions, according to LeadingAge. In the case of the Basalt CCRC, the Aspen Valley Foundation, a nonprofit community foundation, is championing the cause and partnering with a nonprofit child care provider.

Unique and tailored configurations of uses also break the mold of traditional development standards such as parking and open space ratios, water use rates, building setbacks, and fencing requirements. Such innovations encourage planners and designers to take the lead in eliminating the limitations that have literally and figuratively fenced seniors in.

The authors are staff members of Design Workshop. Anna Gagne, an associate and senior project manager, is a professional planner. Michael Tunte, a senior project manager, is a landscape architect who specializes in urban design. Sarah Horn is a project assistant who previously worked as an urban planner and legislative aide and policy analyst for the city of Milwaukee.

Resources

Images: Top — Isolation is nearly impossible at the CCRC in Basalt, Colorado. The community itself provides a spectrum of living options, amenities, and services, and it is near downtown Basalt, with shopping, volunteer opportunities, and local and regional transportation options. Photo courtesy Design Workshop. Bottom — Residents of Oakcreek Senior Cohousing nurturing its garden — and community. Photo courtesy Kay Stewart/Oak Creek Community.

For health statistics, see www.healthdailyonline.com. For consumer information, see www.leadingage.org.

The AARP Foundation is at www.aarp.org/foundation.

Colorado Culture Change Coalition: www.coculturechange.org

Pioneer Network: www.pioneernetwork.net

Exempla Colorado Lutheran Home: www.exemplalutheran.org/clh

Green House Project: www.thegreenhouseproject.org

See www.planning.org for Planning Advisory Service reports and other materials on senior housing. Also: "Aging in Place — Suburban Style" (*Planning*, July 2013).

Senior Cohousing: An Option for Boomers

By Larry L. Lawhon, AICP

Senior cohousing, a twist on the cohousing model, is gaining popularity with some baby boomers as they reach age 65. According to the Cohousing Association of the United States, there are more than 200 cohousing communities in this country. Generally speaking, cohousing encourages design, planning, and communal interaction by residents, who also own their homes and a share of the "common house."

Today, only six cohousing communities are exclusively for seniors, but several others are in the planning stage. Some are designed for seniors but do not restrict residents by age. Still others are designed to be multigenerational.

The human scale of cohousing communities allows residents to live with less space, use less energy, and reduce automobile dependence while also offering housing sized to their changing needs. Senior cohousing also reduces isolation because residents continually interact: A common house includes shared dining and leisure amenities.

In many cases, cohousing residents are actively engaged in the predevelopment stage and work with a facilitator or architect. They determine community design and consider incorporation of accessible, universal, renewable energy, or green design elements; placement of parking and open spaces; and guidelines for community engagement.

Hurdles may include zoning and site plan approval plus opposition from surrounding residents who see higher densities as a threat. Still, local planning offices typically review cohousing as a planned unit development, or use a similar approach, and address concerns of both the city and adjacent residents.





Oakcreek Senior Cohousing

Completed in 2012 in Stillwater, Oklahoma, Oakcreek Senior Cohousing was constructed on a 7.5-acre site and consists of 24 one-story, single-family attached homes in groups of four. Oakcreek residents participated in a neighborhood-by-design process, linking with the architectural firm of McCamant & Durrett Architects of Nevada City, California. Residences are one- and two-bedroom units, ranging from 703 to 1,190 square feet. Each dwelling has its own kitchen, living room, bedroom, and bath, with universal design features.

Sidewalks and shallow front gardens among the four-unit buildings, as well as front porches on all units, encourage interaction. A centrally located common house is complete with a shared kitchen and dining areas, living spaces, craft rooms, and three guest bedrooms with baths; one bedroom could be adapted for an on-site caregiver. Parking is located on the site's perimeter, and buildings and sidewalks have no steps or stairs. Oakcreek residents (now numbering 32) own their homes and may sell as they choose.

Silver Sage Cohousing

Within the innovative Holiday Neighborhood in Boulder, Colorado, is Silver Sage Cohousing, completed in 2007. Compactly built on one acre, it includes 16 houses designed to accommodate the needs of near-seniors, seniors, and empty nesters. One- and two-bedroom units range from 860 to 1,913 square feet.

"If somebody just wants a place to live and doesn't want to commune with their neighbors, this is not for them," says Annie Russell, one of Silver Sage's 25 residents. Residents helped design the community in collaboration with the firms of McCamant & Durrett Architects, Bryan Bowen Architects, and Wonderland Hill Development Company, the latter two from Boulder. The features that appeal to older adults include accessibility, a luxurious common house, a central courtyard area that serves as the hub of the community, and the latest sustainable features, such as solar collectors on the south-facing facade that provide 50 percent of Silver Sage's domestic hot water.

The Silver Sage common house includes kitchen, dining, and living areas, two guest rooms with private baths, and crafts, media, exercise, and meditation rooms. The community has convenient access to transit and the city's bike trails, and residents are committed to active involvement.

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Image: A resident and caregiver cooking together at Exempla Colorado Lutheran Home in Arvada. Photo courtesy Exempla Colorado Lutheran Home.

Changing the Culture of Long-Term Care

By Debbie Sullivan Reslock, AICP

Sharing a room and having someone else decide when you should wake up or take a shower was once typical for those living in nursing homes. But today the movement known as culture change is redefining how and where long-term care is delivered.

It starts with staff assignments: the same caregivers and residents work together regularly, allowing them to form relationships and deinstitutionalize the care. Staff schedules and management styles also shift in order to meet residents' needs and respect their choices. And although building design changes are often involved, culture change starts with a philosophy.

"A traditional nursing home puts the task before the person, with the emphasis on physical care and a one-size-fits-all model," says Penny Cook, executive director of the Colorado Culture Change Coalition. "But when a home has changed its culture and is based on relationships, all aspects of care are individualized and true community is created." Residents (or their loved ones) make their own decisions, and caregivers are considered guests in the home.

Having more control over their daily lives, residents can make some of the same choices they did when they lived in their own homes: when to sleep, wake up, bathe, and eat (as well as what to eat, with a greater variety in meal choices); how to decorate their room, using personal items and their own furniture; and what activities to participate in and the ability to create their own schedules. Culture change also often involves resident councils that allow participation in facility decision making.

According to the Pioneer Network, a nonprofit organization that advocates for culture change, facilities that follow these practices may have less staff turnover and higher occupancy rates. And ability to pay isn't a factor. Pioneer notes that on average at least half of the residents in culture change homes are covered by Medicaid.

Cook says that up-front costs like remodeling or adding new systems certainly do require financial resources, but she adds that these investments can end up saving money in the long run. When residents decide what and when they want to eat, food costs decline and residents' health improves, she says. When residents and caregivers work closely together, any changes or problems are more quickly detected. And empowering employees in these new roles creates staff loyalty.

"All of these things add up to a home gaining a strong reputation in their community and attracting people who want to live and work there," Cook says.

people who want to live and work there," Cook says.

Organizations sometimes renovate their existing buildings to create separate neighborhoods and a more home-like scale. Susan Black, administrator of Exempla Colorado Lutheran Home in Arvada, describes some of the changes implemented in the past 10 years, including the addition of a kitchen that the residents can use. They've also eliminated alarms, overhead paging, uniforms, and the use of bibs during meals, all of which contribute to improving the quality of life for their residents.

In new developments, others have turned to a smaller model. One example is The Green House Project, founded by geriatrician Bill Thomas, a leader in the fight to stop institutionalizing the elderly. Each Green House unit typically accommodates 10 to 12 people and is licensed as a skilled nursing home. Residents have their own private room and bath, which connect to a common living area, kitchen, and dining room. Together with staff, they establish a daily routine that meets their preferences and needs.

All this is gaining traction. Cook notes that 44 states now have Culture Change Coalitions, and many states have enhanced reimbursement through Medicaid for homes that meet certain culture change criteria. Colorado, she adds, is one of the states with an advanced Pay for Performance Program that offers financial incentives to long-term care facilities following these principles.

The market will demand alternative long-term housing options as the elderly population continues to grow and seeks out better facilities and home care services. Organizations that want to institute culture change practices should think big and start small, says Black.

"They need to become a visionary and take risks," she says. "The biggest hurdle is to get nursing departments to change how they practice, as well as the support of management and leadership. But first they need to accept that the current way of doing things doesn't work."

Debbie Sullivan Reslock is a partner with Reslock and Sullivan in Evergreen, Colorado.



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AGING IN COMMUNITY

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Draft Policy Guide Review: Directions & Timeline

- Deadline for Chapter & Division comments:
March 25, 2014
Submit via email to govtaffairs@planning.org
- Deadline for Chapter Delegate appointments:
March 31, 2014
Submit via email to LJorgenson@planning.org
- Delegates receive revised policy guides:
April 14, 2014
- Delegate Assembly Preview Webinar:
April 17, 2014 at 2:00 pm ET
- Delegate Assembly:
April 26, 2014 in Atlanta

INTRODUCTION

The American Planning Association (APA) supports the creation and integration of housing, land-use, transportation, and social service systems that support a high quality of life for people of all ages and abilities. A multigenerational planning approach ensures that the needs of all residents are met and that older members of our communities are not at risk of social isolation, poverty, declining health, and poor economic well-being. The APA recognizes that the aging of the population creates a unique opportunity and responsibility to apply sound planning approaches and policy to improve communities to serve the needs of older adults, independent to frail. The planning community can be a leader in encouraging comprehensive approaches and mobilizing resources to enhance the quality of life of our aging population. A shared vision should advance strategies in community engagement, housing, transportation, land-use and zoning, economic well-being, and the overall community support structures.

DEFINITION AND BENEFITS OF AGING IN COMMUNITY

Aging in community means that older adults are able to live as independently as possible as members of the community of their choice. For some, this means growing older in a long-time home; for others, it means transitioning to a more appropriate and supportive setting but still in their community. During a lifetime, people develop connections to place and form important social relationships within their neighborhoods and communities. Sustaining these relationships plays an important role in aging well. Planners play a key role in the provision of the structures and services that either support or hinder resident well-being, interdependence, productivity, and prosperity.

GUIDING POLICIES FOR AGING IN COMMUNITY

1. **Actively Involve Older Adults and Engage the Aging Perspective in the Planning Process**

Older adults are the experts on their own lives, so effective planning in all dimensions – physical design, social and community supports - must involve older adult participation on an ongoing basis. Older adults are producers, consumers, leaders, community, and family members, and when their potential is



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maximized, people of all ages benefit. Planners also must take a lead role in bringing together leaders across sectors to assess and plan for the needs of older adults living in their jurisdictions.

2. Ensure a Range of Affordable Housing Options are Available for Older Adults

The promise of aging in community can be challenging to deliver. Communities should make provisions for ensuring a continuum of housing options to support older adults ranging from those who are fully independent to those requiring progressively more assistance in daily life. Policies and programs should promote affordability, safety, and accessibility, incorporate enabling design-based home modifications, and foster upkeep and sustainability of the housing stock. The design of homes should be adaptable and allow different generations or types of households to live in a single home, as well as allow for technologies, devices and in-home management systems that optimize active aging. In addition, planners will need to work diligently to ensure access to fair housing, and address the disparate impacts of housing location and availability for elders of all races and incomes.

3. Ensure Access to Quality Transportation Options for Older Adults

A range of transportation choices, including grassroots services such as shared autos, is critical for older adults to be able to maintain their independence. Transforming transportation systems to maximize connections with land-uses critical to older adults, particularly housing, health care, and human services will enhance the livability of our communities. Viable options can directly benefit older adults, their caregivers, as well as health care workers or emergency responders. Funding mechanisms should support new and improved transportation options. Funding transportation components such as benches, and bus shelters, good lighting, cross walks that are well marked, crossing signals with adequate time to cross for persons of all abilities is essential. Education of planners, transportation engineers, and the people who use transportation systems is imperative. When transportation systems are properly designed and implemented, they can be a key resource for helping individuals to maintain their independence and mobility by ensuring accessibility to destinations.

4. Use Land-Use and Zoning Tools to Create Welcoming Communities for Older Adults

In many communities planning for an aging population often has been limited to concerns over providing space for nursing homes and age-restricted housing. As planners, we recognize that the location of where we develop housing is equally as important as what type of housing we build, as is proximity to essential goods and services. Policies, investments, and new tools such as form-based codes should help create a built environment that intentionally provides opportunities for older people to easily participate in community life and activities. This allows them to age in community and not in isolated age-specific enclaves. Because mobility limitations may increase with age, it is important to facilitate quality of life for older adults by creating mixed-use, well-connected neighborhoods with access to pharmacies, grocery stores, parks and cultural activities. This includes the maintenance of sidewalks and lights for safe and walkable neighborhoods.

5. Support the Economic Well-Being of Older Adults and their Caregivers

Local economic development policies and planning should address the needs of community members of all ages and income levels. When economic development policies and local businesses recognize the needs and assets of older adults as consumers, workers, mentors, and entrepreneurs, resilient economies are built. Additionally, formal and informal caregivers represent a large and largely invisible and undercounted component of local economies. Caregivers should be recognized and considered in planning, land-use, and economic policy development. Home care workers, in particular, need access to efficient transportation and affordable housing options.

6. Strengthen the Community Assets of and Supports for Older Adults

Planners need to design policy and planning responses that address the needs of older adults and also take advantage of the contributions of older adults in all community contexts – urban, suburban and rural. Inadequate physical design must be recognized as a barrier and addressed to ensure segments of our society are not excluded. Community services and the assets that older adults and their social networks represent are key complements to physical design. Communities that incorporate opportunities and services for older adults in all aspects of economic, land-use and transportation planning and zoning will allow older adults and their families to engage more fully in community and economic activities and also reduce the individual and societal costs of institutionalizing older adults who could be better cared for in community settings. Moreover, community inclusion of older adults will reduce both individual and societal costs associated with institutionalization. And, greener buildings may improve the health of its occupants.

POLICY RECOMMENDATIONS

The following policy recommendations advance strategies in each of these areas.

1. Actively Involve Older Adults and Engage the Aging Perspective in the Planning Process

General Policy Position 1-1: The APA supports community engagement of older adults in all dimensions of planning. Planners must reach out to all members of the community, making participation possible across age, language, class, race, gender, sexual orientation, immigration status, ability and technology barriers.

Specific Policy Position 1-1A: Planners should develop mechanisms to regularly consult with older adults on specific plans and policies. Planning paradigms such as Complete Streets, Transit-Oriented Development and Traditional Neighborhood Design should be systematically reviewed from an aging perspective. For older adults particularly, it is important to consider meeting times, physical accessibility of locations, transportation options, accessibility of oral and written communications, and relevant agendas. Planners must actively seek out those who are homebound, who speak languages other than English and those who may not have access to computers. Family caregivers can also provide planners with insight into their needs and desires, and those of their loved ones.

Reasons to support: Jurisdictional plans should reflect the input and experience of people of all ages who live in different circumstances and with different abilities.

General Policy Position 1-2: The APA encourages planners to meet with public, private, and community stakeholders (including older adults) in their jurisdictions to assess, discuss, and develop strategies to address unmet needs as well as apply the strengths of older adults living in their jurisdictions.

Specific Policy Position 1-2A: Planners should foster opportunities for community-wide dialogue to bring together professionals from a variety of fields, including transportation, planning, physical and mental health, architecture, geriatrics, gerontology, housing, faith communities, and social work to identify appropriate community designs to support and involve older adults throughout their lifetime. Planners should align the goals of aging in community with broader local community priorities to gain trust and participation in the process.



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Reasons to Support: The aging of the population demands a fundamental shift in planning in order to maximize the engagement of older adults and minimize the economic, social and health challenges that will otherwise overwhelm communities. Anticipating this demographic change early facilitates developing key relationships, coordinating critical strategies as well as creating new options. Finding common themes and opportunities to work with other strategic alliances will prove beneficial. Collaborative efforts allow partners to advance initiatives more quickly, share resources, and leverage funding.

2. Ensure that a Range of Affordable Housing Options are Available for Older Adults

General Policy Position 2-1: The APA supports federal funding for the production of new and preservation of existing low-income rental housing, including subsidies and financing structures that ensure long-term viability of affordable rental housing developments.

Reasons to Support: Demographic trends including longer life expectancies are anticipated to increase the demand for affordable rentals, especially by the increasing number of low- and extremely-low income households, and older adults on fixed incomes. Preserving existing affordable rental housing offers cost advantages over new construction, especially if funding for new subsidized housing is limited.

Specific Policy Position 2-1A: The APA supports programs such as the Low-Income Housing Tax Credit (LIHTC) Program and increased allocations, as well as increased funding for Community Development Block Grants (CDBG), the HOME Investment Partnerships Program and funding to capitalize the National Housing Trust Fund (NHTF).

Reasons to Support: Since its creation as part of corporate income tax reform in 1986, LIHTC has become the principal source of development equity for the production of low-income housing nationwide, including specific state-based allocations for senior housing. Over time, existing projects often lack sufficient resources to make necessary retrofits and are faced with raising rents to meet this need. Resources should be directed to preservation and recapitalization of existing affordable housing projects, particularly, senior housing. The NHTF was authorized by Congress in 2008, and once funded can become a mainstay of capital for the development of affordable senior housing and other forms of affordable housing that can serve people of all ages.

General Policy Position 2-2: The APA supports strategies that ensure quality housing choices for older adults, such as the maintenance of the existing housing stock through direct financial assistance from loan and grant programs, mortgage default avoidance education, home maintenance assistance, and weatherization assistance programs.

Reasons to Support: The maintenance of the existing housing stock is not only critical to older adults, but also to their neighborhoods. Keeping homes affordable reduces deferred maintenance and its cumulative effects on the functioning, appearance, and quality of the home and neighborhood. Energy-efficiency improvements contribute to a high-performing housing stock and healthy neighborhoods.

General Policy Position 2-3: The APA supports adopting policies, ordinances and incentives that include enabling design - design that enables residents of varying levels of physical ability to live - in all multifamily housing and single family residential and advocates its use in housing assisted with federal subsidies.

Reasons to Support: Whether by ordinances or incentives, communities should explore the benefits of design features that enable residents with a range of ages and abilities to live as independently and interdependently as possible across their lifespan. With longer life expectancies and with less personal and societal economic resources available, minimizing or eliminating the need to retrofit a home, especially when on a fixed income is a practical solution. If home modifications are needed, they should



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be affordable and from providers who understand the needs of older adults, Enhancing the mobility and independence of people of all abilities, young as well as old, contributes to community vitality. Accessible housing environments may be considered a public health issue via building codes and a civil rights issue from a disability perspective.

General Policy Position 2-4: The APA supports the preservation and modernization of federally-assisted housing for older residents; including the U.S. Department of Housing and Urban Development (HUD) Section 202 Supportive Housing for the Elderly, and the U.S. Department of Agriculture 515 and 521 programs.

Reasons to Support: Affordability is a major factor determining where older people live and their quality of life, especially for those with a fixed, low-, or extremely-low incomes. There are long open and closed waiting lists, and the need for Section 202 and Section 515 senior housing continues to increase as people with limited incomes age. The Seniors Commission Report shows that by 2020, there will be 2.6 million Older Americans who require assistance with activities of daily living or have cognitive or mental disabilities living at or below 150% of poverty. At the same time fiscal constraints have limited the construction of new units and the rehabilitation of existing units. This affordable housing shortage is a serious problem. Planners should initiate a dialogue with providers of federally-assisted housing to identify collaborative opportunities to assist in the rehabilitation of the housing stock and explore mechanisms and innovative models to create new housing units.

3. Ensure Access to Quality Transportation Options for Older Adults

General Policy Position 3-1: The APA recommends that local, state, federal, and private entities evaluate and modify their transportation planning policies and practices to ensure accessibility, affordability, convenience and safety for older adults of all abilities.

Specific Policy Position 3-1A: The APA suggests designing for the specific needs and abilities of older adults of each component of the transportation systems, including physical attributes (e.g., interior spaces, sidewalks, lighting, large button crosswalk controls, retro-reflective signs and pavement paint, low floor buses with stop enunciators, seating at bus stops) and information features (e.g., signage, schedules and website).

Specific Policy Position 3-1B: The APA supports the adoption of policies and implementation of plans consistent with the principles of Complete Streets, whereby everyone has convenient, safe, and reliable transportation options regardless of whether they choose to get around by car, bicycle, on foot, or by public transportation, and regardless of age and ability.

Specific Policy Position 3-1C: The APA urges states to explicitly address the needs and capacity of older road users (drivers, passengers, and non-motorized) in their transportation plans including their Strategic Highway Safety Plans.

Specific Policy Position 3-1D: The APA supports cost benefit analyses of age- sensitive designs and systems to identify the best use of resources and potential savings in both transportation and broader community budgets.

Specific Policy Position 3-1E: Planners should advocate for funding to plan and develop well-integrated pedestrian and bicycle paths, trails and facilities.

Reasons to Support: Age-sensitive design and proper maintenance of the transportation system enables persons of all ages and abilities to benefit from system investments. Residents who are forced to navigate



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a system that doesn't address age-related changes will experience a lowered level of functioning, leading to reduced mobility, increased dependence on family and community supports, and be at greater risk for falls and other accidents. The consequence of poor environmental design is costly—to individuals, families, and the community. Communities earn a greater return on investment from enabling design.

General Policy Position 3-2: The APA supports the education of the general public, stakeholders, decision makers, planners and older adults on the components of transportation systems and the effects such systems have on daily living.

Specific Policy Position 3-2A: The APA should continue to support educational activities for planners, as well as other professionals in related disciplines, on enabling design to ensure that planning and design professionals understand how their work impacts older adults' mobility and overall quality of life.

Specific Policy Position 3-2B: The APA supports educational activities geared towards older adults and their support networks as well as the general public. All citizens must be more aware of and better-educated on transportation options and their successful use, including public transportation, mobility management, driver and car assessment programs, and other public and private services.

Reasons to Support: Communities benefit when their planners and designers are well versed in design methods that result in enabling environments. Similarly, educational programs, such as transit travel training, encourage greater use of the transportation system by older adults, connecting them to community activities and services and potentially lowering the overall cost of providing transportation.

General Policy Position 3-3: The APA supports increased local, state, and federal funding, and coordination of, fixed-route public transportation, specialized transportation (including demand responsive, paratransit, and human services transportation), and intercity bus and rail transit. The overall goal is a well-integrated or connected transportation system to ease moving from one mode of transport to another (e.g., bus to rail, etc.)

Reasons to Support: People differ in their degree of physical and cognitive ability, especially among the oldest community members. As such a variety of transportation options are needed. Fixed route bus and rail services will meet the needs of many able to navigate their communities independently. Demand responsive service may be the most cost-effective form of public transportation in rural areas. For those unable to access fixed-route service, specialized transportation services, including human services transportation, provide an invaluable lifeline. Coordination of public, specialized, and human services transportation results in more efficient and effective service delivery.

General Policy Position 3-4: The APA supports policies that create incentives for private resources to support specialized transportation services for older adults, including volunteer driver programs, rideshare programs, and demand responsive paratransit service.

Specific Policy Position 3-4A: Congress should adjust the Internal Revenue Service charitable mileage deduction rate to the higher business-related mileage deduction rate to encourage participation in volunteer driver programs (in 2014, a \$0.42 difference).

Specific Policy Position 3-4B: States should establish policies that protect volunteer drivers from unreasonable or unfair increases in liability or insurance rates that arise solely from volunteer driver status.



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Specific Policy Position 3-4C: States and localities should exempt non-profit volunteer driver programs from livery laws when those programs collect payment for rides to help cover operating expenses.

Specific Policy Position 3-4D: States should establish policies that exempt non-profit volunteer driver programs from car dealership laws that impede their ability to exchange vehicles from older adults for transportation service.

Specific Policy Position 3-4E: Specialized transportation providers should be encouraged to reach out to hospitals, clinics, nursing homes, assisted living facilities, employers, etc. to help fund their services.

Reasons to Support: Public funding for specialized transportation has not kept pace with growing demand. In some cases, private sector resources may be harnessed simply by removing legal barriers. In other cases, outreach to non-traditional funders can result in untapped resources for community benefit. After all, community transportation providers often transport the patients and residents of the above institutions. Employers benefit from reduced time off work when their employees can rely on community transportation services for family members.

General Policy Position 3-4: The APA recognizes the importance of transportation systems to the health and well-being of older adults.

Reasons to Support: The availability of transportation options facilitates personal independence. Older adults in many communities rely on their own personal vehicle for transportation, and if that option is restricted or removed, older adults may become isolated and depressed, as well as lose their ability to contribute to the economy and the community. This can be a particular problem in rural and suburban areas, but also in urban areas. Maintaining social connections is critical for the health and well-being of older adults.

4. Use Land-use and Zoning Tools to Create Welcoming Communities for Older Adults

General Policy Position 4-1: The APA recognizes that a gap exists between the needs and abilities of older adults and the design of the built environment throughout most communities and supports policies which eliminate this gap, using land-use and zoning as a vehicle for creating enabling environments to raise the level of functioning and independence of older adults.

Specific Policy Position 4-1A: The APA supports the development of zoning policies for accessible Accessory Dwelling Units (ADUs), which are recognized as an important mechanism to allow people to remain in their communities. ADUs can support caregiving and provide a source of essential income.

Specific Policy Position 4-1B: The APA recognizes that the scale of development impacts an aging population with mobility concerns and supports policies that encourage smaller minimum floor areas, smaller lot sizes, and more compact development.

Specific Policy Position 4-1C: The APA supports land-use policies and building codes for the development and application of enabling design standards (such as large-button cross walk controls, large font signage, wayfinding and zero-step entries in housing) to ensure that design is accessible at a human-scale throughout a community.

Reasons to Support: Enabling design standards which respect the varied needs and abilities of older adults can decrease demand for services, increase housing choice, and increase level of functioning,



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independence, physical activity, social interaction, community involvement, and civic and economic engagement.

General Policy Position 4-2: The APA supports planning policies and zoning regulations that foster mixed-use development as opportunities to co-locate services, land-uses, and programs to offer a continuum of affordable, supportive living options for healthier, independent living.

Reasons to Support: A jurisdiction's policies, services, settings and structures affect people's ability to age actively in community. For example, policies such as tax abatements may lead to aging-in-community by going beyond minimum accessibility levels when transit-oriented. Optimizing opportunities for health, participation and security will enhance the quality of life as people age. Communities must provide the structures and services to support active aging including the redesign and retrofit of community centers and neighborhood hubs to serve as one-stop resource centers for wellness and social engagement including the joint use of schools, churches and other community institutions.

General Policy Position 4-3: The APA supports policies and zoning that facilitates the infrastructure including emerging technologies needed to promote and sustain aging in community and maintenance of day-to-day functioning, engagement, and contribution to community life.

Reasons to Support: Older adults often require supportive and enabling living environments to compensate for physical and social changes associated with aging. The use of new technologies for affordable home-centric assistance products and broadband connectivity provide social engagement and stimulation, a sense of purpose, safety and healthcare applications to cope with and embrace aging, including innovative, "smart home" models and environments that access in-home healthcare and wellness options, caregiving, and social and learning opportunities. Planners need to be flexible and address planning and zoning barriers to emerging home-centric options.

General Policy Position 4-4: The APA recognizes that physical and social connectivity such as lighting and wayfinding are critical for the health and well-being of older adults. The APA supports policies that create seamless physical and social networks that facilitate improved health, economic opportunity, and community engagement.

Specific Policy Position 4-4A: Planners should support community development policies that require homes, neighborhoods, goods, services, and community facilities to be physically connected to each other by a variety of comfortable, safe, and logical mobility options.

Specific Policy Position 4-4B: Planners should promote zoning changes that support an efficient transportation network, such as mixed use development, transit-oriented development, and higher density development as appropriate for the community.

Specific Policy Position 4-4C: Planners should advocate for community parks and open space that offer opportunities to improve and maintain physical health and well-being, as well as park amenities to meet the needs of those with mobility and sensory issues.

Specific Policy Position 4-4D: Planners should advance policies that permit and encourage community gardening that offers opportunities for social connectivity, physical activity, and healthy food choices.

Specific Policy Position 4-4E: Planners should eliminate physical and regulatory barriers as needed to promote communities with connected and accessible informal and formal gathering spaces, both indoor and outdoor



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Reasons to support: Parks and recreation facilities and community amenities provide opportunities for not only physical activity, but education, nature study, and environmental awareness. Proper nutrition is a key to maintaining good health; farmer's markets and community gardens can facilitate healthy eating and access to fresh fruits and vegetables as well as opportunities for social engagement.

5. Support the Economic Well-Being of Older Adults

General Policy Position 5-1: The APA supports economic development policies that address the needs of people of all ages.

Specific Policy Position 5-1A: Planners should promote age-friendly businesses that facilitate access and use by older adults.

Reasons to support: Older adults and their caregivers represent an under-recognized market segment; serving these groups offers a new business niche that can meet the needs of older adults while at the same time promoting economic development.

Specific Policy Position 5-1B: Planners should promote workforce development programs for and by older adults.

Reasons to Support: Older adults continue to work long past traditional retirement age. For many, the supplemental income is critical for reducing poverty. Also older adults provide a skilled labor force for the local economy. Finally, work is valued by many as a way to stay engaged in community life. Additionally, tapping into the experience, skills, and wisdom of older adults can offer tremendous educational and training benefits to younger workers.

General Policy Position 5-2: The APA supports the development of policies and programs that recognizes the importance of informal caregivers (and often family members who are unpaid) as integral supports for the aging population.

Specific Policy Position 5-2A: Planners should change planning and zoning codes to allow child and elder care in residential settings and to allow older adults and caregivers to reside together.

Specific Policy Position 5-2B: Public and private sector employers should support informal caregiving by offering flexible work hours, referral to caregiver resources in the community, on-site support groups for working caregivers, and discounted backup home care for emergency needs.

Reasons to support: Most caregiving is informal – from neighbors helping neighbors to family caregivers to car shares and time banks. Planners can facilitate these informal networks and link them to formal support systems. The caregiver support ratio (number of potential caregivers aged 45 to 64 for each person aged 80 and older is expected to decline sharply, placing increasing demands on local services. Today, women outnumber men as caregivers three to one. Leaving the primary burden of care for children and elders on women is poor economic policy, inequitable toward women and has been shown to reduce women's health and economic well-being in older age. Long-term lifetime earnings and subsequent retirement benefits are negatively affected by the inequitable care burden that women face throughout their lifetimes. Formal child care, elder care and other social service supports, including transportation, are critical economic infrastructure for healthy aging.

General Policy Position 5-3: The APA believes that local, state and federal policy should not discriminate by gender, immigration status, employment status or family definition.



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Specific Policy Position 5-3A: Planners should remove discriminatory definitions of family from zoning codes

Reasons to support: People live in all types of households. Discriminatory family definitions unnecessarily burden older adults who wish to cohabitate for financial or other reasons, including the LGBT and immigrant communities of elders. Discriminatory practices undermine the potential for new, more innovative housing arrangements that promote household sharing across generations and non-family members.

Specific Policy Position 5-3B: Planners should design policies that encourage economic access for all ages.

Reasons to Support: Immigration status and work in the informal sector can render subsets of older adults ineligible for appropriate income support and necessary health insurance. Planners have an ethical obligation to support federal, state and local policies that overcome such discrimination. The perception of growing inequality – especially among residents outside the labor force, e.g., children and older adults – must be addressed through public policies at all levels – federal, state and local. Planners should be careful not to deepen inequalities through policies that privilege the financially well-off.

6. Strengthen the Community Assets of and Supports for Older Adults

General Policy Position 6-1: The APA supports an “age in everything” approach to planning, where older adults are considered in all program and facility planning along with green building practices to ensure healthy environments. This is especially critical in suburban and rural areas, where there may not be the population to support “older adult only” services, but where modification of existing assets makes them useful to older adults.

Reasons to Support: Currently, housing and services designed for older adults are principally age-segregated (senior housing, senior centers, home-delivered meals, adult day care, etc.) This service design model has several unintended negative effects: it reinforces ageism, as there is less contact with older people by other generations; areas with smaller populations or fewer resources lack many of these facilities; the many existing community assets (libraries, schools, parks, public transportation, cultural institutions, and businesses) are often not physically accessible and inviting to older adults. Communities – large and small—where individuals of all ages, identities, and abilities have opportunities to both contribute and receive efforts, talents, and assistance promote interdependence and connectedness that make people happy and communities resilient.

General Policy Position 6-2: Planners should recognize that interdependencies between generations are beneficial to communities.

Specific Policy Position 6-2A: The APA supports planning policies and zoning regulations that foster mixed-use development as opportunities to co-locate services and programs to offer a continuum of affordable housing and service options for healthier, independent living.

Reasons to support: Interdependencies between generations are beneficial to communities, including both the critical role of informal family caregivers in caring for older adults and the critical role of older adults within families (caring for grandchildren, contributing to household support, providing emotional support and performing other key domestic roles). Communities where people of different generations live in proximity, work together and engage in civic activities together are more sustainable and more resilient. A community's policies, services, settings and structures support and enable people to age



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actively in community. Optimizing opportunities for maintaining health, participation and security will enhance the quality of life as people age. Communities must provide the structures and services to support active aging, including the redesign and retrofit of community centers and neighborhood hubs to serve as one-stop resource centers for wellness and social engagement, including the joint use of schools, churches and other community institutions.

General Policy Position 6-3: The APA believes that planners are key leaders who can help ensure that older adults remain active and engaged in their community and that support services are easy to access so that frail older adults may continue to reside in the community and improve their health and quality of life.

Reasons to Support: Older adults represent untapped, vital natural resources for communities, contributing their talents and experience to social, cultural, economic, and civic life. Care-related services are an economic investment, not just expenditures. They provide the foundation for economic development and critical support to family caregivers. For communities which lack physical design to support aging in place, services (transportation, home delivered meals, etc.) can provide the necessary complement to ensure full functionality over the life course. Services for older adults can be linked to services for children and caregivers thereby increasing access and quality of life for all. Such shared services also help build political will for community financing.

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RELATIONSHIP TO OTHER POLICY GUIDES OF THE AMERICAN PLANNING ASSOCIATION

This Policy Guide is related to other Policy Guides adopted by the American Planning Association in recent years, including:

1. Smart Growth Policy Guide (adopted 2012)
2. Surface Transportation Policy Guide (adopted in 2010)
3. Housing Policy Guide (adopted in 2006)
4. Other policy guides addressing food systems planning, security, neighborhood collaboration, sustainability and public redevelopment all indirectly address the needs of the elderly.

Please refer directly to these closely allied policy guides for additional policy reference on those topics: <http://planning.org/policy/guides/>.

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The Boston Globe

Opinion

PAUL MCMORROW

Four development ideas Boston should steal

By [Paul McMorrow](#) | GLOBE COLUMNIST APRIL 29, 2014

FOR THE past 20 years, development in Boston has happened in a disjointed, unpredictable manner. Mayor Marty Walsh took office promising to smooth out construction approvals for both developers and residents. Boston has a lot of catching up to do on this front, and Walsh's team should start by looking outside City Hall. Here are four good ideas from other cities that Boston planners should steal.

■ **Make upzoning easy.** Boston isn't Houston. It can't grow by loosening its belt and spilling outward. If Boston is going to keep growing, that growth will have to come around subway nodes. Transit enables developers to build far more densely than they would be able to in, say, West Roxbury. But for every Jackson Square or Downtown Crossing, where developers have successfully harnessed subway access to launch transformative housing developments, there's an Andrew Square or a Forest Hills or a North Station, where residents have pushed for development parameters that minimize or ignore the subway stop next door.

CONTINUE READING BELOW ▼

Chicago successfully linked transit to development across the city in one swoop. Chicago's [transit-oriented zoning](#) gives automatic height and density bonuses to new developments close to any subway stop. The [zoning bonuses reward larger](#)

developments on main streets, and limit incursions onto smaller side streets. And by kicking in automatically, upzoning around transit means that the easiest building to construct is the type of building the city most wants to promote.

■ **Ask for help.** High-stakes, bare-knuckled battles tend to break out when residents see development as something that happens to them. So Cambridge's redevelopment authority is trying to change the way residents interact with new development, by bringing them in at the beginning of the development process. The agency is asking residents to tell it which potential projects most need its attention. By crowdsourcing its priorities, Cambridge hopes residents will use development as a tool for improving their neighborhoods.

Boston could drain much of the acrimony from neighborhood development if it got residents into the habit of driving development forward, rather than reacting to it. Is the Seaport more receptive to ambitious housing projects than the Back Bay is? Does Allston-Brighton need a big push on bike lanes, or on rapid rail service to Kendall Square? What's the bigger impediment to development in Roxbury, a glut of publicly held real estate, or the snarled concrete moat of Melnea Cass Boulevard? The easiest way to know is to ask.

■ **Put math before politics.** No issue divides developers, municipal bureaucrats, and neighborhood residents like parking. When these three sides come together in peace, it's usually by saddling new developments with the requirement to build far more off-street parking than anyone needs. Over-building parking is bad for everyone. It's wasteful, it worsens traffic congestion, and it drives up the cost of housing for drivers and non-drivers alike. Boston regularly requires developers to over-build parking because residents often refuse to believe how little their neighbors actually drive.

This same dynamic led King County, Wash., to map residential parking usage two years ago. The county published its data in a map that shows actual car ownership levels, down to the city block, in Seattle and its close-in suburbs. The map is a tool for

both residents and developers to understand the actual impacts of new development. It grounds parking regulations in hard data, and makes outlandish parking demands much tougher sells.

■ **Get competitive.** European governments love design and development competitions because good things happen when groups of smart people converge on a single issue, and are asked to one-up each other. Design competitions generate long menus of solutions to thorny development problems. Somerville is currently auditioning developers for its ambitious Union Square redevelopment effort, but American governments don't make developers and architects compete nearly as often as they should.

Boston is currently wrestling with its response to sea level rise. The city owns a decrepit parking garage in a prime downtown spot. It has more land than it knows what to do with around Dudley Square and along the Fairmount Line. It's staring at a huge blank slate at the former Beacon Park railyard in Allston. City Hall doesn't need to know what to do with any of these sites; it just needs to cast a wide net among others who do.

Paul McMorrow is an associate editor at Commonwealth Magazine. His column appears regularly in the Globe.

The New York Times - U.S.

Breaking Out of the Library Mold, in Boston and Beyond

By KATHARINE Q. SEELYE MARCH 7, 2014

BOSTON — An old joke about libraries goes like this: A boy walks into a library and asks for a burger and fries. “Young man!” the startled librarian reprimands. “You are in a library.” So the boy repeats his order, only this time, he whispers.

So much has changed in libraries in recent years that such a scene may not be so far-fetched. Many libraries have become bustling community centers where talking out loud and even eating are perfectly acceptable.

The Boston Public Library, which was founded in 1848 and is the oldest public urban library in the country, is moving rapidly in that direction. With a major renovation underway, this Copley Square institution is breaking out of its granite shell to show an airier, more welcoming side to the passing multitudes. Interior plans include new retail space, a souped-up section for teenagers, and a high-stool bar where patrons can bring their laptops and look out over Boylston Street.

“You’ll be able to sit here and work and see the world go by,” said Amy Ryan, president of the library, on a recent tour. “We’re turning ourselves outward.”

Such plans might shock anyone who thought that in the digital age, libraries — those hushed sanctuaries of the past — had gone the way of the Postal Service.

“Just the opposite,” said Susan Benton, president and chief executive of the Urban Libraries Council. “Physical visits and virtual visits are off the charts.”

At Boston’s central library alone, the number of physical visits jumped to 1.72 million in 2013, up by almost half a million from 2012.

Library usage has increased across the country for a variety of reasons, librarians say, including the recession, the availability of new technology and because libraries have been reimagining themselves — a necessity for staying relevant as municipal budgets are slashed and e-books are on the rise. Among the more innovative is the Chicago Public Library, which offers a free [Maker Lab](#), with access to 3-D printers, laser cutters and milling machines. The Lopez Island Library in



The Boston Public Library’s major renovation project is underway at its Johnson building.

Washington State offers [musical instruments for checkout](#). In upstate New York, the Library Farm in Cicero, part of the Northern Onondaga Public Library, [lends out plots of land](#) on which patrons can learn organic growing practices.

Along with their new offerings, libraries are presenting a dramatically more open face to the outside world, using lots of glass, providing comfortable seating, as much for collaborative work as solitary pursuits, and allowing food and drink.

“This is what’s happening at a lot of libraries, the creation of an open, physical environment,” said Joe Murphy, a librarian and library futures consultant based in Reno, Nev. “The idea of being inviting isn’t just to boost attendance but to maximize people’s creativity.”

Libraries have long facilitated the “finding” of information, he said. “Now they are facilitating the creating of information.”

That will be evident at the Boston library’s new section for teenagers. Teen Central is to become what is known as “homago” space — where teenagers can “hang out, mess around and geek out.” It will include lounges, restaurant booths, game rooms and digital labs, as well as software and equipment to record music and create comic books. The vibe will be that of an industrial loft, with exposed pipes and polished concrete floors, what Ms. Ryan called “eco-urban chic.”

“The sand is shifting under our business,” she said.

“When I started out in the ’70s, you would walk up to the reference desk and ask a question and I would find an answer. Today it’s the opposite. People turn to librarians to help them sift through the 10 million answers they find on the Internet. We’re more like navigators.”

At least the Boston library will still feature books. One library, in San Antonio, has done away with them. The [BiblioTech](#) is nothing but rows of computers, e-readers and an “iPad bar.”

Its goal is the same as that of traditional libraries: To help patrons access information. But whether the community will take to it is another question. The Santa Rosa branch [library in Tucson went all digital](#) in 2002, but a few years later, it brought back books. A lot of content was not available digitally, and patrons wanted print.

While e-books are gaining popularity, print is still king. In 2012, 28 percent of adults nationwide read an e-book, according to the Pew Research Center, while 69 percent read a print book. Only 4 percent of readers are “e-book only,” the center reported.

In Boston, the physical changes reflect the evolving nature of libraries. All renovations are to the Johnson building, designed by Philip Johnson and opened in 1972, when libraries were more monastic and inward looking.

William L. Rawn III, the architect whose firm is overseeing the project, said his goal was the opposite, to “get the energy of the city into the library and the energy of the library out to the city.”

The Johnson building was built as an addition to the original, much-loved classic library, which contains stunning features like Bates Hall, its cathedral-like main reading room.

The addition is an imposing, gray granite behemoth whose floor-to-ceiling windows are blocked from street view by 112 large vertical granite slabs that ring the outside of the building. The entryway is an empty cavern with all the warmth of an armed fortress.

“The big granite walls inside are incredibly stultifying,” Mr. Rawn said. “That space is just a miserable space to walk through. It’s like you’re traversing a DMZ.”

The reimagined lobby will have an open lounge area with new books and casual seating, and retail space, which could be anything, Ms. Ryan said, “from a coffee shop to a high-tech experimental outlet to an exercise space with stationary bikes.”

The exterior has been declared a landmark, so the Boston Landmarks Commission must approve each change. But plans now call for the removal of 95 of the granite slabs, so the lounge and retail space will be visible from the street, and for the tinted glass to be replaced with clear glass, brightening the interior.

Clifford V. Gayley, a principal architect in Mr. Rawn’s firm, said the new entryway would create a sense of “porosity,” with “easy flow in and out.”

As it happens, the entrance, on Boylston Street, is close to the finish line of the Boston Marathon, where bombs last year killed three people and injured more than 260 others. With this wound at their front door, the architects are even more determined for the library to be inviting.

“This is a strong statement of pride in the city and its civic life, in spite of what happened across the street,” Mr. Gayley said. “The library is opening its doors and not retreating behind solid walls.”

HEALTHY COMMUNITY: A DEFINITION

“A healthy community is one that strives to meet the basic needs of all residents; it is guided by health equity principles in the decision-making process; it empowers organizations and individuals through collaboration, civic and cultural engagement for the creation of safe and sustainable environments. Vibrant, livable and inclusive communities provide ample choices and opportunities to thrive economically, environmentally and culturally, but must begin with health.”



Source: <http://cproundtable.org/publications/healthy-communities-definition/>

Dialogue: How Are Developers Accommodating Walking and Cycling?

By [Sarah Jo Peterson](#)

March 10, 2014

Four developers working in Houston; London; Memphis and Nashville, Tennessee; and Seattle share their experiences with the market for walkable and bicycle-friendly development.

What are your experiences? Add them in the comment section below, and *Urban Land* will revisit lessons learned in a future article.

Russell (Rusty) Bloodworth is with Boyle Investment Company, active in Memphis and Nashville; Matt Griffin is managing partner at the Pine Street Group in Seattle; Nick Searl is a partner at Argent LLP in London; and Matthew Stovall is president of SD+A in Houston.



Bike racks outside of a local bike store at Via6 in Seattle, Washington.

We hear a lot about growing demand for communities where people can safely walk and bike. How do you see this playing out in your markets?

Russell Bloodworth: There is a much greater understanding today in Nashville and Memphis that walkable communities are desirable. Part of the reason is the clear success of neighborhoods designed for the pedestrian. Recent attention to healthier lifestyles is part of the story, but I feel another important component is the existence of successful new communities built since 1980 that the market has come to appreciate.

Matt Griffin: Walkability is everything for us. A great apartment site has to be in a walkable neighborhood and near good mass transit. Our Via6, in Seattle, has a “walkability score” of 100 out of 100. Walkability is about more than being healthy; getting out of the car makes life simpler and better. But it’s also about economics. Amazon’s decision to locate in downtown Seattle was huge; they realized that walkable, vibrant urban neighborhoods help recruit talent.

Related: [Embracing the Street: Policies Aimed at Transportation Safety Help Land Development](#)

Nick Searl: These issues are increasingly becoming more important to the thought process behind developments and communities—not only in London, but in the U.K.’s other cities, suburbs, and rural communities as well. There is a growing awareness that walking and cycling, whether for recreation or commuting, forms a vital part of a healthy lifestyle. London, in particular, is looking to discourage the use of private vehicles in the city. The new and improved cycle routes through the city, bicycle hire schemes, and the increased cycle parking at the main

transport nodes are significant contributors to this effort. Although London is still early in the process, travel trends, the political will to do more, and a commitment to the necessary investments are undeniable.

Matthew Stovall: The communities in the Houston region whose home values have remained stable over the years have walking/biking trails and easy access to amenities like coffee shops, service retail, and restaurants, as well as safe access to schools, churches, and community centers. Houston's inner city has seen a huge wave of young professionals, empty nesters, and families move into redeveloping communities that, through the help of Tax Increment Reinvestment Zones (TIRZs), have improved the pedestrian realm. For my houses in the inner city, I have buyers who work in the suburbs, but they would rather live closer to restaurants, parks, and culture.

How have you seen taking walking and biking into account helping a development project to succeed?

Bloodworth: We have found a strong correlation in Memphis and Nashville between pedestrian and bike amenities and demand. We are retrofitting some of our older projects to overcome hurdles to easy pedestrian and bike movement, and have gotten great traction in the market with our newer, more pedestrian-scaled developments. Our recent projects in the Nashville market—Meridian and Berry Farms—have doubled the absorption pace we expected, and a good part of the reason is that they both offer something the older developments didn't offer. They are intentionally permeable and cater to the pedestrian above all.

Griffin: Our Via6 project combines walkability, good mass transit, and top-quality bicycle amenities. Our market niche is urban workers who don't necessarily want to own a car. Via6 has been open a year and is 90 percent leased, six to nine months ahead of expectations. It has 654 apartments and 15,000 square feet of community-oriented retail, but only 430 parking stalls for cars. Bike amenities for residents include special entrances off the alley that connect to about 240 bike stalls and a bike wash with stands and tools for maintenance. For the community, a bike shop holds classes and lends bicycles for residents' short-term use. For commuters, a bicycle club provides storage for 100 to 150 bikes, a drop-off service for maintenance, and locker rooms with showers. The club costs only \$15 a month. The Velo Bike Shop and ViaBike Club make Via6 a bike-friendly hub for the neighborhood.

Searl: We are developing 8 million square feet of mixed use at King's Cross in London: offices, residential, retail, university, school, and leisure facilities. Fundamental to the project is connecting into the fabric of the city and encouraging free flow for cyclists and pedestrians. For example, the main north-south route into the development prohibits private vehicles. Our experience shows that buildings are more marketable in genuinely sustainable places.

Stovall: Our projects have mainly been urban infill development in midtown and the Museum District of Houston. Most of the submarket is connected to downtown and the Texas Medical Center via the city grid. We recognize that Houstonians love their cars and don't intend on giving them up. However, because parking is expensive and limited at many inner-city locations, we're seeing more people walking and riding bikes over the past five years. Local residents and patrons are taking advantage of the bike-share program the city recently initiated. The sidewalks have improved so much that it's common to see joggers running around the community. Not only does pedestrian and bicycle infrastructure make it easier to market, it's imperative to have the infrastructure in place before development can really take off, particularly in the urban core

Do you see investors starting to consider pedestrian and bicycle access and safety?

Bloodworth: We are doing a major urban project with Northwestern Life Insurance Company in downtown Nashville called Capital View. Northwestern has been very tuned into the issues, partially from their experience in our Meridian project and other well-conceived projects nationwide. We may owe part of our participation to that fact.

Griffin: We developed the largest apartment project ever built in one phase in downtown Seattle. We picked the site because of the walkability and access to the Westlake Transit hub. We built Via6 with 100 percent equity. The investment community clearly wants to be in walkable, vibrant neighborhoods that attract the knowledge workers who allow Seattle to compete on a global scale.

Searl: Investors and funding institutions in the U.K. now have a general appreciation that reasonable expenditures on provisions for cycling, walking, and running add significant value and marketability to investments and reduce the risk of vacant space.

Do you do something different to market your projects' bicycle and walking amenities?

Bloodworth: We help sponsor Walks for Cancer, etc., in our communities, but to date we have not done as much as we could have done and should have done. It is a great idea. We've got in place literally miles of connected trails along a three-mile stretch of one of our Memphis projects (Humphreys Center). The trails are heavily used; they've changed the perception of the project and the surrounding area. We need to take more advantage of the trails from a marketing point of view.

Griffin: We did a lot of marketing around the Velo Bike Shop and ViaBike Club; they became part of our identity. We advertised with the Cascade Bicycle Club. We teamed up with the Downtown Seattle Association and Commute Seattle during Bike to Work Month, which they hold every May. We took a high-visibility role in sponsoring activities, including offering the services of our bike mechanics. We want bicyclists coming into downtown to see us as a bicycling hub.

Searl: The whole London market is becoming more and more sophisticated in catering to cyclists, pedestrians, and runners. Developers compete by providing more cycle parking spaces than regulations require and providing locker, shower, and secure drying rooms on par with the quality found in a health club. They provide for bicycle maintenance and offer cycle safety training.

So much about walking and biking depends on what happens in the neighborhood or community; how can developers address these issues?

Bloodworth: The mayor of Memphis last year signed an executive ordering really pushing forward **a complete-streets initiative stimulated in part by our local ULI district** [council]. We also pushed for a \$2.6 million HUD sustainability grant to create a plan for knitting together over 400 miles of trails and greenways in our region. That plan will be completed later in 2014. Getting the smaller municipalities and the larger ones on the same page is an effort that takes time, talent, and money. Until then, the "network" will remain fragmented. Our firm has given over six miles of greenways along our major tributaries to help accelerate the creation of a connected network, but getting the pieces tied together is still a difficulty.

Stovall: We make the connection between biking, walking, and parking for cars in our work in Houston. When we have a project with a high parking demand, we promote shared parking with nearby properties, in addition to bike parking. When the project has more casual establishments, such as a fitness center or casual restaurants, we'll add more bike parking to help relieve vehicle parking pressures.

Griffin: As I often ask, "Have you ever been in a great city that wasn't a great city to walk in?" The city of Seattle is doing a lot to support walking and biking, and, while not every block in downtown Seattle is great, most are. Developers need to continue to create great streets where people want to walk. That's our responsibility.

Searl: Connectivity, accessibility, and safety for pedestrians and cyclists all need citywide initiatives to be successful. Developers should not assume someone else is going to do it. In the U.K., developers often make financial contributions to wider-scale initiatives that are then implemented by local authorities. Get involved!

Interviews conducted and condensed by Sarah Jo Peterson.

NHC Affordable Housing Policy Review

VOLUME 2 • ISSUE 1

NATIONAL HOUSING CONFERENCE

JANUARY 2002

Inclusionary Zoning: Lessons Learned in Massachusetts



The United Voice for Housing

NHC Affordable Housing Policy Review

NHC Affordable Housing Policy Review seeks to offer a balanced nonpartisan view of complex housing policy issues. This publication encourages discussion and commentary from all who choose to engage in a responsible dialogue on the housing needs of this nation. Published on an occasional basis, *NHC Affordable Housing Policy Review* provides insight into NHC's positions on key housing concerns and also includes other housing industry policy perspectives.

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The United Voice for Housing

The National Housing Conference

NHC Affordable Housing Policy Review is published by the National Housing Conference (NHC), a nonprofit 501(c)(3) membership association dedicated to advancing affordable housing and community development causes. A membership drawn from every industry segment forms the foundation for NHC's broad, nonpartisan advocacy for national policies and legislation that promote suitable housing in a safe, decent environment. NHC members consist of nationally known experts in affordable housing and housing finance, including state and local officials, community development specialists, builders, bankers, investors, syndicators, insurers, owners, residents, labor leaders, lawyers, accountants, architects and planners, and religious leaders. **NHC is the United Voice for Housing.**

The Massachusetts Housing Partnership Fund

The Massachusetts Housing Partnership (MHP) Fund is the only public agency in the United States that uses mandatory lines of credit from the banking industry to provide long-term loans for affordable housing and neighborhood development. Established by an act of the Massachusetts Legislature in 1985, MHP has helped more than 7,000 low-income families buy their first home, financed the construction or rehabilitation of more than 20,000 housing units and helped organize housing partnerships in more than 200 cities and towns across the state. Since 1990, under the provisions of an interstate banking law, MHP has secured more than \$500 million in below market financing to preserve and support affordable housing in the Commonwealth.

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Preamble

In October 2000, the National Housing Conference (NHC) released a journal entitled *Inclusionary Zoning: A Viable Solution to the Affordable Housing Crisis?* That journal focused on inclusionary zoning as a tool that could be implemented at the state or local level to address affordable housing needs and described the steps taken to implement inclusionary zoning policies in Montgomery County, Maryland.

This journal, a collaborative effort between the National Housing Conference and the Massachusetts Housing Partnership Fund (MHP), once again explores the issue of inclusionary zoning, but does so this time by reviewing the experiences of select cities and towns in Massachusetts where inclusionary zoning has been used to produce affordable housing.

The authors contributing to this issue of *NHC Affordable Housing Policy Review* were selected for their experience and involvement in the use of inclusionary zoning in Massachusetts and represent some of the best thinkers and practitioners in the state on this subject. They include academics, local program administrators, and housing developers. In offering differing perspectives on this subject, we hope to present a balanced view of the strengths, weaknesses, successes and limitations this approach has had in Massachusetts.

The Board and members of NHC wish to express their appreciation to the authors and to the MHP Fund for all their efforts to broaden the base of understanding on this subject. Through this effort NHC seeks to find new ways to further assist the more than 13 million families with critical housing needs.

About the Authors:

Brian Blaesser is a partner at Robinson & Cole LLP and heads the Land Use and Development Group in the firm's Boston office. He practices in the areas of residential and commercial real estate development and leasing, land use and environmental law, planning law and condemnation law. He has extensive experience in state and federal trial and appellate courts in real estate and land use litigation, including the taking issue, impact fees, vested rights, condemnation, U.S. EPA enforcement actions and violations of Section 1983 of the Civil Rights Act. Mr. Blaesser represents real estate owners, investors and developers in analyzing and securing requisite land use and development approvals from local governments, and negotiating and drafting development agreements. In 1999, Mr. Blaesser chaired a National Task Force on Growth Management for the National Association of Industrial Office Properties (NAIOP), which produced the report, *Growing to Greatness* (1999). He is the author of the books, *Discretionary Land Use Controls: Avoiding Invitations to Abuse of Discretion* (West Group: 2001); *Condemnation of Property: Practice and Strategies for Winning Just Compensation* (Wiley Law Publications: 1994); *Land Use and the Constitution* (Planners Press: 1989). Mr. Blaesser received his B.A. from Brown University cum laude, and his J.D. from Boston College where he served as an editor of the Law Review. He also holds a masters in city planning (M.C.P.) from the Massachusetts Institute of Technology (M.I.T.) and was a Fulbright Scholar.

Mark Bobrowski is an attorney specializing in land use and municipal law. He is the author of the *Handbook of Massachusetts Land Use and Planning Law*, which is one of the state's foremost reference guides for developers, lawyers and municipal officials. In addition, Mr. Bobrowski has helped draft over 60 zoning and land use bylaws and ordinances for cities, towns and regional planning agencies in Massachusetts. Most of his firm's clients are town governments, town boards and housing authorities. He has represented scores of towns in reviewing Massachusetts General Law, Chapter 40B applications and has written and lectured extensively on the impact of the state's inclusionary zoning law.

Robert Engler has been in the affordable housing arena for 33 years as a housing consultant to both for profit and nonprofit developers, to governmental entities at the local, state and national level and as a developer himself of multifamily housing in Newton and Barnstable, Massachusetts. He is President of two nonprofit organizations which own and manage over 750 units in Newton and Framingham, MA and has been Chairman of the Newton Housing Partnership for the past eight years. Mr. Engler was aided in the preparation of his contribution from research by Whitney Rearick of the Newton Department of Planning & Community Development.

Philip Herr is a planning consultant with a practice centered on community planning, growth management, and housing primarily in the Northeast. His recent planning efforts include housing-related work in Lexington, Cambridge, Bourne and Westwood, MA. Mr. Herr serves on the Newton Housing Partnership and chaired that city's Framework Planning Committee. His most recent publication is *Zoning for Housing Affordability*, a study of inclusionary zoning practices in four New England states, which was prepared

for the Massachusetts Housing Partnership Fund. As a consultant, Mr. Herr has assisted in the design and implementation of housing strategies in a number of communities in Massachusetts and elsewhere. He is a retired Adjunct Professor in the Department of Urban Studies and Planning at MIT, having taught courses in land use, growth management, and impact assessment.

Roger Herzog brings over 18 years of experience in the affordable housing field, including work in both the public and nonprofit sectors. Mr. Herzog currently serves as the Housing Preservation Program Manager for the Massachusetts Community Economic Development Assistance Corporation (CEDAC), where he works with community development corporations (CDCs) on new affordable housing development. Mr. Herzog also assists tenants, owners, CDCs, and local communities in the development of strategies for preserving existing affordable housing (expiring use and Section 8 projects). Before coming to CEDAC, Mr. Herzog worked on affordable housing programs for the City of Cambridge Community Development Department. He also served as the City's Housing Director. Prior to joining the City of Cambridge, Mr. Herzog served as the Community Development Director of Inquilinos Boricuas en Accion, Inc. (IBA) or Puerto Rican Tenants in Action, a large Boston-based inner-city community development corporation. Mr. Herzog also worked for the Cambridge Housing Authority, administering the Section 8 and related leased housing programs.

Darcy Jameson is the Housing Director for the City of Cambridge, Massachusetts. In that role she is responsible for developing and implementing the City's affordable housing programs and policies. The Division's work includes promoting new development, acquisition and rehabilitation of rental and homeownership units, administering the Inclusionary Zoning Ordinance, and providing educational and financial assistance to first-time homebuyers. Ms. Jameson also staffs the City's Affordable Housing Trust. She is a former Associate at Stockard & Engler & Brigham, a private consulting firm dedicated to affordable housing development and neighborhood revitalization. In that role, Ms. Jameson also worked on HOPE VI projects, including project planning, development, and implementation. Prior to this, Ms. Jameson was a Project Manager at the Institute for Development Research. She assisted nonprofit international development organizations in their efforts to develop and implement financially self-sustaining programs. Ms. Jameson began her international work while living and working in both rural and urban communities in Central America.

Jerold Kayden is a lawyer and city planner. Mr. Kayden is also an Associate Professor of Urban Planning at the Harvard Graduate School of Design (GSD), where he specializes in planning and environmental law, public and private development, and the relationship between design and law. His most recent book, *Privately Owned Public Space: The New York City Experience* (John Wiley & Sons, 2000), now in its second printing, has won national awards from the Environmental Design Research Association, the American Planning Association, the American Society of Landscape Architects, and the New York Planning Federation. His previous books include *Landmark Justice: The Influence of William J. Brennan on America's Communities* (Preservation Press, co-authored), and *Zoning and the American Dream: Promises Still To Keep* (Planners Press, co-edited). He also has written numerous articles on property rights and government regulation, land

use regulatory instruments, and real estate issues. Professor Kayden is principal constitutional counsel to the National Trust for Historic Preservation and has represented private developers, governments, and nonprofit groups in and out of court. His international consulting experience includes work for the United States Agency for International Development, the World Bank, and the United Nations, among others, and he served for two years as Senior Advisor on Land Reform and Privatization to the Government of Ukraine. Professor Kayden received his undergraduate degree from Harvard College, his Juris Doctor from Harvard Law School, and his Master of City and Regional Planning from the Harvard Graduate School of Design. He clerked for Judge James L. Oakes of the United States Court of Appeals for the Second Circuit and Justice William J. Brennan of the United States Supreme Court.

Meg Kiely is the Deputy Director of Community Development & Housing at the Boston Redevelopment Authority (BRA). This newly created division focuses on the creation of housing under the city's three-year housing strategy, *Leading the Way*, and the strategic application of resources to catalyze development in Boston's underserved areas. The division also is working to identify city-owned sites for housing development, to create housing opportunities for artists in Boston, and to assist colleges and universities in their efforts to meet housing demand through dormitory construction. Ms. Kiely serves on the city's interagency housing team and directs the BRA's housing team.

Clark Ziegler is the Executive Director of the Massachusetts Housing Partnership Fund which he helped found in 1985. The MHP was subsequently capitalized and incorporated by the Massachusetts Legislature as a quasi-public state agency in 1990. Under his leadership, MHP has secured \$441 million in long-term lines of credit and \$26 million in grants from 15 banking institutions including Fleet, Sovereign, Mellon, and Citizens banks. MHP uses these funds to provide long-term financing for affordable housing and neighborhood development. Since its inception MHP has provided financing or technical assistance in 282 cities and towns, including every major city in the Commonwealth. It has financed more than 20,000 units of affordable rental housing and has helped more than 7,000 low-income families buy their first home. During the 1970s, Mr. Ziegler spent five years in Washington as Legislative Assistant and then Administrative Assistant (chief of staff) to Massachusetts Congressman Robert Drinan (D-Mass.). He subsequently served as Deputy Director of Development and Public Affairs at the Massachusetts Bay Transportation Authority. Mr. Ziegler serves as Vice Chairman of the Community Economic Development Assistance Corporation, which provides technical and financial assistance to community-based nonprofits across Massachusetts. He has also served for nine years on the Finance Committee for the Town of Ipswich, Massachusetts—including three years as Chairman—where he oversees town spending on municipal government and public education.

Inclusionary Zoning: Lessons Learned in Massachusetts

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Inclusionary Zoning: Lessons Learned in Massachusetts

Introduction

By Clark Ziegler

Over the next decade inclusionary zoning may transform itself from just a novel idea with minimal impacts to a centerpiece of state and local housing strategy in Massachusetts.

No state has done as much as Massachusetts to foster the development of affordable housing—particularly in suburbs and higher-cost urban markets. We were one of the only states to establish a state-funded public housing program or a state-funded rental assistance program for tenants. We were among the first to provide state subsidies for development of affordable rental housing and we were one of the first to promote the development of mixed-income housing. And we were the first state—and for many decades the only state—to exempt affordable housing development from unreasonable local zoning requirements.

These bipartisan efforts have yielded dramatic results. More than eight percent of our state's current housing stock, or 217,066 housing units, were produced through federal and state low- and moderate-income housing programs. Virtually all cities and towns in metropolitan Boston—including the most affluent and exclusive suburbs—have now approved the construction of low-income housing.

But these gains in our affordable housing inventory, fueled by major federal and state spending in the 1970s and 1980s, have largely slowed to a crawl. And the reasons are simple: developable land is scarce, opposition to any kind of new development is extreme, and the economics for all but the largest affordable housing projects are marginal at best. The idea of addressing our housing needs primarily through large-scale publicly subsidized housing development projects, even mixed-income projects, may have outlived its usefulness.

Inclusionary zoning may change that dynamic.

Using zoning to promote affordable housing is nothing new in Massachusetts. Since its adoption in 1975, the state Zoning Act has explicitly authorized the use of special permits to grant incentives for development of low- and moderate-income housing. A survey by the Massachusetts Housing Partnership Fund in 1999 found that 118 cities and towns in Massachusetts (more than one out of every three communities in the Commonwealth) had already adopted zoning incentives for affordable housing. Yet that MHP study also estimated that local affordable housing ordinances and bylaws create just a few hundred new affordable housing units each year. Most housing development in Massachusetts is unaffected because it is allowed by right and not through special permits or other acts of local discretion.

The greatest potential may lie with true inclusionary zoning, which goes beyond voluntary incentives and requires that a small percentage of units (typically 10 percent) in every market rate housing development be kept affordable to moderate-income

families. Inclusionary zoning does not have to be an unreasonable cost burden that shifts a broader social obligation away from the general public and onto the backs of landowners, developers or consumers of new housing. Zoning powers are already used by many cities and towns to keep communities exclusive: by making it difficult or impossible to build multifamily housing, by requiring expensive amenities such as ornamental lighting and granite curbing, and by imposing dimensional rules that require oversized house lots. Inclusionary zoning uses these local zoning powers to achieve a much more legitimate public purpose: maintain a diverse population and work force by keeping housing affordable to individuals and families across a wider range of incomes.

Had inclusionary zoning policies been in place throughout Massachusetts during the 1990s, thousands of affordable housing units would have been created close to good schools, jobs and transportation. These are the areas where housing demand is greatest and where—despite the state’s strong anti-snob zoning laws—conventional federal and state housing programs have had the hardest time reaching.

Inclusionary zoning is not the solution to all of our housing needs, but it is an important tool with great untapped potential. This joint publication with the National Housing Conference seeks to achieve more of that potential by highlighting the success of inclusionary zoning practices in Massachusetts and by examining the legal and policy issues behind them.

Zoning for Affordability in Massachusetts: An Overview

By Philip B. Herr

(Editor's Note: Massachusetts has both rapidly rising housing costs and substantial experience with state- and locally-adopted requirements seeking to promote affordability. In light of that, the Massachusetts Housing Partnership Fund (MHPF), a major provider of both financial and technical assistance for housing, commissioned our firm to prepare a study of the extent and effectiveness of those local affordability zoning efforts. This article is based upon that research and its resulting publications.¹)

Massachusetts' precedent-setting statute, Chapter 40B², allows developers of affordable housing to sidestep zoning and all other local regulations. Yet nearly a third of all municipalities in Massachusetts have gone further than this by adopting zoning provisions that are explicitly intended to promote housing affordability. Unquestionably, those state and local legislative actions have helped address the housing problems facing Massachusetts, but in recent years the state's housing problem has grown worse, not better. That's why the Massachusetts experience is instructive for those considering the use of inclusionary zoning tools.

In Massachusetts, land use is dominantly controlled at the municipal level. Local officials administer state-adopted building, sanitary and environmental codes, but localities adopt their own zoning and subdivision rules, subject to little state or regional oversight or limitations. The major exception to local land use hegemony is for affordable housing. A nonprofit or other eligible applicant may seek local approval for affordable housing under Chapter 40B of the General Laws without regard to zoning or any other locally adopted regulations. If denied or approved with burdensome conditions, the applicant may appeal to a State Housing Appeals Committee unless the proposal is in one of the handful of communities in which 10 percent or more of all housing is subsidized. Such appeals usually result in applicant approval.

In a 1988 study, we found about 20 municipalities (out of the 351 in Massachusetts) that had adopted zoning provisions with mandates or incentives for affordable housing³. In the 1999 MHPF study we undertook a computer-based state-wide survey of all local zoning texts, supplemented with interviews of local officials. We found that more than 100 municipalities had some form of inclusionary zoning or other zoning provisions explicitly promoting affordable housing. The most powerful ones mandate setting aside an affordable share of the units in all housing developments, regardless of location within the community, type of development or scale. Others apply inclusionary rules only to development at certain locations, only to certain types of development such as cluster housing or only to developments exceeding a certain size threshold. At the other end of

¹See "Zoning for Housing Affordability," Philip B. Herr & Associates, prepared for the Massachusetts Housing Partnership Fund, Boston, 2000.

²See Massachusetts Department of Housing and Community Development Overview of Massachusetts Comprehensive Permit Law in Appendix.

³Philip B. Herr, "Partners in Housing: The Massachusetts Experience," *Journal of Real Estate Development*, Summer 1989.

the spectrum, there are communities that make affordability only one of a number of considerations in acting on discretionary incentives, such as density bonuses. In addition to the 105 communities that have “affordability zoning” provisions, another dozen communities have adopted language making housing affordability a purpose or intention for certain zoning provisions, without further substance. The Town of Lexington, for example, used just such policy provisions as the basis for a highly successful inclusionary effort over a number of years. Other communities have shaped provisions including density rules with a careful eye to avoiding imposition of extra cost, but those were too subtle for us to identify and credit.

The fact that more than 100 communities have some sort of affordability zoning indicates that there is widespread support at the municipal level for affordable housing. With no mandate, almost a third of the communities in the state have found enough support to get affordability zoning proposals onto town meeting warrants or city council dockets, and have found the votes to get them adopted. Computer searches found similar results in Rhode Island and Connecticut, both similar to Massachusetts in their housing pressures and state statutes providing zoning relief for affordable housing development. In New Hampshire, aggressive judicial support substitutes for state legislation in providing zoning relief for affordable housing. In the southern areas of New Hampshire where housing pressures are similar to those in Massachusetts, the frequency of locally adopted affordability zoning is again comparable to Massachusetts.

To be sure, in each of the states studied, some of the adopted provisions are weak tokens while others—such as exemptions of affordable housing from growth timing rules—were sometimes motivated to ward off litigation. Nevertheless, there remain a strikingly high number of communities that have made genuine efforts to promote housing affordability, however guardedly. The breadth of local affordability zoning bylaws was a startling but welcome surprise. Given that breadth, the modest impact of those provisions was equally surprising, and disappointing.

Follow-up phone calls to officials in communities with affordability zoning were monotonously consistent. Repeatedly, officials cited hopes for future effectiveness, but attributed little or no past production of affordable housing to those provisions. Exceptions were (a) where rules were tailored to an individual project, or (b) where the rules established a broad inescapable mandate, or (c) where the community was one of the exemplary exceptions to the general pattern. Data regarding results are approximate, but are illustrative. Between 1990 and 1997 about 114,000 housing units were built in Massachusetts. The inventory of units counted as “subsidized” for purposes of Chapter 40B rose by about 20,000 units over those years. About 5,000 of those units were created using Chapter 40B⁴. We estimate that during that same period only a little more than 1,000 units were created relying on local affordability zoning. Both Chapter 40B and inclusionary zoning were apparently most useful outside the largest cities, whose generous rules commonly were not an insurmountable problem for affordable housing. In that way, affordability zoning devices served to support a policy intent to let affordable development happen outside of the relatively few places to which it had been confined.

⁴Verrilli, Ann, *Using Chapter 40B to Create Affordable Housing in Suburban and Rural Communities of Massachusetts: Lessons Learned and Recommendations for the Future*, Citizen’s Housing and Planning Association, Boston, 1999.

Often, the support for an affordable zoning effort lies with a relatively small number of committed people, and that support can prove to be quite fragile. Support often disappears altogether in the heat of place-specific controversies, and can be damaged if proposals are perceived as implementing an agenda imposed from “above” by state or regional authorities. However, the evidence suggests that local legislation creating broadly applicable regulatory changes benefiting housing affordability enjoys strikingly wide support as a means of accomplishing the community’s own objectives. That would seem to indicate that supportive efforts by state and regional authorities might be more productive than aggressive steps by them to impose mandates on localities, which would risk polarization of interests, the opposite of the “partnership” approach that has often been successful.

The Massachusetts experience provides little encouragement about the impact of nice but avoidable provisions, such as exempting affordable housing from a few rules or mandating affordability under narrow circumstances. Such provisions help some willing developers to stretch scarce resources a bit further. They also are welcome indicators of municipal policy support, and may be stepping stones to build increased support in the future. They are, however, unlikely by themselves to make much of a difference in the total number of affordable units created. A mandate applicable to all developments of 20 or more units commonly results in developments of 19 or fewer units. Mandating affordable units in cluster developments commonly kills interest in clustering. Only a small handful of communities have adopted mandates so broad that they are not easily ignored or skirted. Incentives stronger than Chapter 40B’s complete bypassing of zoning are hard to create.

Passive rules such as Chapter 40B, which come into play only at the initiative of an interested developer, have proven to be a means of getting affordable housing development to occur in reluctant localities. However, rules such as those rarely entice the reluctant developer who wishes only to maximize return. To engage the reluctant developer, only very generous incentives⁵ or powerful mandates are likely to succeed. Getting reluctant localities to adopt such approaches may require either strong incentives or a mandate from a higher level of government. For example, developments of 30 or more units on Cape Cod are subject to Cape Cod Commission approval, which requires a 10 percent affordable component. Predictably, since adoption of that rule, Cape Cod only rarely has had residential developments exceeding that threshold. Beyond that, the Commission powerfully encourages and provides incentives for localities to adopt similar requirements for developments of 10 or more units. Slowly, but only slowly, such local rules are becoming effective on the Cape and are beginning to have an impact on reluctant developers in reluctant communities.

With few communities having adopted unavoidable mandates, and with only a minority of landowners or developers willing to provide affordable housing in the absence of such mandates, the not-surprising result is that these affordability zoning efforts, although widely adopted, have produced relatively little housing—perhaps one percent of housing production in Massachusetts over the past decade or so. Impacting only a small share of Massachusetts’ modest housing growth rate (well under 10 percent per decade) can’t be expected to cure housing affordability shortfalls. However, our

⁵See article by Mark Bobrowski, “Bringing Developers to the Table.”

survey results should not be misread as documenting that local affordability zoning is ineffective. More than a thousand affordable units created in the state in the '90s through such zoning is a significant contribution. Learning about inclusionary zoning has been slow. Most of the strong inclusionary provisions are very new. The numerous cases of success illustrate that inclusionary zoning can be highly effective when crafted to its circumstance, and when used in a supportive context. Lacking either of those, the expectations are less certain. State legislation explicitly authorizing strong inclusionary zoning mandates could have a tremendous impact by removing most of the question about the legality of such provisions. Well-crafted models and training could help further.

No single tool stands out as the "silver bullet" for achieving housing objectives through such measures. The key ingredients to housing achievement instead seem to be a real community intention to do something about broadening access to housing, and ingenuity in carrying it out. Using no legal mandates or committed incentives at all, Lexington has produced substantial gains in affordable housing through a firm policy that states that discretionary approvals will happen only where there is clear community benefit, housing affordability heading the list. The Town of Wendell, without a strong housing market, used housing rehabilitation support coupled with long-term affordability commitments to leap from no affordable housing under Chapter 40B in 1990 to being third-ranked in the state in 2001, with almost 20 percent of its housing units affordable. Nantucket is turning the pressure for "tear-downs" into an affordability tool, using a "demolition delay" zoning provision to provide time for the threatened structures to be bought, relocated and rehabbed for continuing affordability. The cities of Cambridge and Somerville, with density, site shortage and market circumstances seemingly prohibitive for housing affordability, are making real progress with a broad array of tools, including but not limited to inclusionary zoning, backed by strong community support. Those lessons are persuasive. Zoning, often viewed as a primary part of the housing problem, really can be part of the housing solution.

Bringing Developers to the Table

By Mark Bobrowski

Inclusionary zoning invariably inspires the development community to fall into three camps. Some developers will be excited by the new opportunities and will work enthusiastically with municipal officials to break ground. Some developers will need to be educated as to the benefits of inclusionary zoning. They also will need to be reassured that this option will not bog down in procedural delays and that the product will be financially rewarding. If they are convinced, they will use the new tool. Finally, some developers will not voluntarily choose inclusionary zoning, even with outreach from municipal staff, because it is too “risky” or too “different” when compared to orthodox residential development.

To reach all of these developer camps, a municipal strategy for inclusionary zoning should include both “carrots” and “sticks.” Incentive-based inclusionary zoning will attract some developers. The incentives need not be related to density; some models rely on reduced infrastructure costs or smaller building envelopes to create workable incentives. On the other hand, some inclusionary zoning models mandate affordable housing contributions to bring recalcitrant developers to the table. As part of an application for a special permit, developers must contribute a fixed percentage of the dwelling units as affordable. When this mandatory approach is coupled with other sticks, like those discussed below, developers “choose” to submit to the special permit process.

Thus, an inclusionary strategy necessarily involves interconnected changes to local regulations and practices. It is crucial for cities and towns to work with technical experts in making these changes. Readjusting municipal regulations can have unforeseen legal and planning consequences. The decision making process is fraught with traps for the unwary. Whether the community is amending its rules or making a special permit decision, the process is usually smoother when appropriate experts help municipal officials to make the right choices. With the general availability of technical review funds pursuant to G.L. c. 44, S, 53G, cost should not be an issue. The developer may be required to establish an escrow account to pay for all or part of the cost of such assistance.

What follows is an attempt to highlight the various components of an effective strategy to bring developers to the table. Many towns have had enormous success using a single approach, largely because the market allows for internal subsidies. Where the market housing can make such profits that the affordable units are relatively easy to assimilate, a simpler approach will work. However, in less fortunate communities, where both carrots and sticks are required, several of these devices ought to be considered.

1. **Involve the developers early in the process.** Inclusionary zoning only works when the process makes sense—financial and otherwise—to the development community. Too many noble ordinances have been shelved because developers cannot get an appropriate return on investment.

In order to get the best results, the developers should be represented on the study committee charged with preparing the ordinance or bylaw. The developers should be carefully selected; be sure to invite not only the most local prolific firm, but also the smaller, custom firms.

It is crucial for the committee to listen to its developer-members on a host of issues. The most important are, understandably financial. A special permit option, which requires a mandatory percentage of affordable units, will sit on the shelf if developers can't make a profit, or the risk is too large. Developers and realtors also will have a good read on issues regarding lot size, building types, number of bedrooms, and a host of other design issues. If the developers get on board, they will be the best imaginable spokespersons for change.

2. **The ordinance or bylaw should consider incentives.** The use of incentives is a good way to bring the developers to the table. G. L. c. 40A, s. 9, para. 2 states that special permits [may be granted] authorizing increases in the permissible density of population or intensity of a particular use in a proposed development; provided that the petitioner or applicant shall, as a condition for the grant of said permit, provide... housing for persons of low- or moderate-income.

The increase in density or intensity need not take the form of an increase in the number of dwelling units. For example, a reduction in the minimum lot size requirement constitutes an increase in permissible density. It has the benefit of reducing road construction, infrastructure installation, and site preparation costs. Similarly, a reduction in roadway construction standards may also create an incentive to choose the inclusionary ordinance or bylaw.

Where the incentive will be the increase in the number of dwelling units, a municipality should carefully structure the bonus. On the one hand, the developer may need two or three market rate units to internally subsidize an affordable unit. On the other hand, the inclusionary rules should not lead to the development of housing totally out of character with the rest of the community. A safe density increase in a first draft of an inclusionary package probably authorizes no more than a 50 percent bonus in the number of units. This can be adjusted based on experience.

3. **The ordinance or bylaw should consider a mandatory approach.** As noted above, some developers will never choose the inclusionary option unless required to do so when applying for a special permit to increase permissible density of population or intensity of a particular use. Some communities require up to 15 percent of the dwelling units to be affordable whenever a developer so applies. The town of Westford, Massachusetts for example, mandates an affordable housing set-aside of five percent for low-income, five percent for moderate-income, and five percent for median-income families.

Municipalities must be careful to stay within the limits of the law. It has not been ruled legal to require that, say, 10 percent of all lots in an orthodox subdivision be set aside for affordable housing. Affordable housing can be legally mandated only pursuant to G.L. c. 40A, s. 9, para. 2. Without statutory authorization, any other type of mandate would constitute an exaction, measured by the standards set forth in the Supreme Court's decision of *Dolan v. City of Tigard*, 512 U.S. 574 (1994). Without adequate studies to defend the proportionality of the exaction, the regulation is immediately suspect.

4. **Steer developers to the inclusionary option.** Developers have the legal right to subdivide a property without a special permit. Developers have the legal right to

build uses as of right within the district without a special permit. If a developer can't be required to apply for a special permit, which triggers affordable housing, how does a municipality steer the developer to the inclusionary zoning table?

Cities and towns have used various tactics to make the special permit option preferable to as of right development. The following tools have been used to steer developers to the inclusionary ordinance or bylaw:

- **Reduce as of right build-out to a defensible but low level.**

The zoning ordinance or bylaw establishes basic dimensional requirements for each district within the community. By reducing as of right density to a low, but defensible, level, developers choose the special permit option to gain additional units or space. For example, allowing up to 10 dwelling units as of right in multifamily structures is a defensible regulation; allowing for an increase by special permit brings the developer to the table with affordable housing as a trade-off. Floor area ratio, building coverage, and height limitations may be similarly employed.

- **Toughen up the subdivision regulations.**

Some communities have made it tougher to build orthodox development in order to promote affordable housing. Where traditional subdivisions must meet higher construction and design standards, the special permit option becomes more attractive. For example, Planning Boards use more stringent standards for right of way width, pavement width, dead end length, sidewalks, curbing, and plantings to discourage traditional development. The inclusionary option relaxes build-out requirements and creates a viable alternative. Coupled with a policy of "no waivers" this can be an effective approach.

- **Exempt inclusionary development from growth rate limitations, phasing devices, and infrastructure regulations.**

Many communities have adopted caps on the number of building permits issued annually, scheduling relations for the build-out of new subdivisions, and rules limiting the expansion of water or sewer service. Where inclusionary developments are exempted from these regulations, developers are encouraged to apply for a special permit.

All of these options should be considered when a municipality is adopting an inclusionary zoning device. Some combination of tools will prove to be the most effective strategy to bring developers to the table.

Inclusionary Zoning and the Constitution

By Jerold S. Kayden

Introduction

Inclusionary zoning ordinances condition permission to construct private, market rate housing on the developer's agreement to provide or pay for affordable housing. Because this approach asks one group of individuals—private, market rate housing developers—rather than the public as a whole, to provide such housing, federal and state constitutional principles require a showing that it is fair to impose this obligation selectively. For many years, federal and state courts have approved subdivision exactions and impact fees imposed on developers for roads, water and sewer infrastructure, schools, and parkland, under the rationale that new development creates a need for such facilities and that the public would be harmed if development appeared without them.¹ May inclusionary zoning be analogized to subdivision exactions and impact fees and sustained under similar legal theories? Are there alternative theories that would sustain inclusionary zoning?

The Constitutional Framework

Although the federal constitution's due process, equal protection, and just compensation clauses each have relevance for examining inclusionary zoning, recent United States Supreme Court decisions have effectively rendered the just compensation clause the first among constitutional equals.² That provision guarantees that government may not take private property from owners for public use without paying just compensation.³ Its purpose is to prevent government from "forcing some people alone to bear public burdens which, in all fairness and justice, should be borne by the public as a whole."⁴ In the 1922 case of *Pennsylvania Coal Co. v. Mahon*, United States Supreme Court Justice Oliver Wendell Holmes wrote for the Court that, "while property may be regulated to a certain extent, if a regulation goes too far it will be recognized as a taking."⁵ His statement, and its endorsement decades later in numerous Supreme Court opinions,⁶ have made it possible for landowners to challenge land use and environmental regulations as takings, and to seek the payment of compensation.⁷

¹ See, e.g., *Associated Home Builders, Inc. v. City of Walnut Creek*, 4 Cal.3d 633, 484 P.2d 606, appeal dismissed, 404 U.S. 878 (1971); *Jenad, Inc. v. Village of Scarsdale*, 18 N.Y.2d 78, 218 N.E.2d 673 (1966). See generally Alan Altshuler & Jose Gomez-Ibanez, *Regulation for Revenue: The Political Economy of Land Use Exactions* (1993); Jerold Kayden & Robert Pollard, "Linkage Ordinances and Traditional Exactions Analysis: The Connection Between Office Development and Housing," 50 *Law & Contemporary Problems* 1001 (1987).

² See, e.g., *Lucas v. South Carolina Coastal Council*, 505 U.S. 1003 (1992) (involving environmental regulation allegedly denying owner all economically viable use of property); *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987) (involving condition imposed on development of new house along the coast).

³ U.S. Const., Am. V.

⁴ *Armstrong v. United States*, 364 U.S. 40, 49 (1960).

⁵ *Pennsylvania Coal Co. v. Mahon*, 260 U.S. 393, 415 (1922).

⁶ See, e.g., *Palazzolo v. Rhode Island*, 533 U.S. —, — (2001); *Penn Central Transportation Company v. New York City*, 438 U.S. 104, 130-31 (1978).

⁷ *First English Evangelical Lutheran Church v. County of Los Angeles*, 482 U.S. 304 (1987).

Over the past 25 years, several constitutional tests have emerged to define when a regulation has, indeed, gone too far. Regulations generally may not deny owners *all* economically viable, beneficial, productive, or feasible use of their land.⁸ Regulations that fall short of denying an owner all economically viable use, but that still have a significant economic impact, especially in ways that interfere with an owner's distinct, investment-backed expectations, will be scrutinized case-by-case to determine whether a taking has occurred.⁹ Almost sheepishly, the Court has conceded that there is no set formula defining the application of this test.¹⁰

Even if a regulation has little or no economic consequence, however, it is not out of jeopardy. To avoid a judicial declaration of a taking, a regulation must also substantially advance legitimate state interests.¹¹ Unfortunately, the meaning and extent of this requirement have never been certain. On its face, the test seems straightforward, if not obvious. Exercises of governmental power that interfere with individual rights, including property rights, must serve public, rather than private interests, in ways that may actually result in furthering such interests. The Court has deepened the "substantially advance" test for cases where government conditions development approval on the owner's agreement to dedicate part of his or her private property to public use. In such circumstances, the Court has held, there must be an "essential nexus" between the condition and the government's declared legitimate state interest,¹³ as well as a "rough proportionality" between the impact of the proposed development and what the condition demands.¹⁴

In *Nollan v. California Coastal Commission*, the Nollans wanted to demolish their existing beachfront bungalow and replace it with a larger house. The California Coastal Commission said yes, but only if the Nollans would agree to allow members of the public to walk up and down their private beach along the Pacific Ocean side of their property. The Court struck down this condition, holding that there was no "essential nexus" between the declared purpose of the Commission's condition—ensuring views from points east of the Nollan house to the ocean—and the lateral north-south access easement demanded by the condition.¹⁵ On the other hand, a viewing spot literally on the Nollans' front yard, furnishing felicitous vistas of the Pacific Ocean, would have satisfied the essential nexus test.¹⁶

Dolan v. City of Tigard introduced the "rough proportionality" test. Mrs. Dolan, an elderly widow, wanted to expand her 9,700-square-foot plumbing and electrical retail hardware store to 17,600 square feet and applied to the city of Tigard, Oregon, for permission. Because the additional development, including a parking lot, would increase storm water runoff and generate extra automobile trips, the city conditioned approval on Mrs. Dolan's agreement to leave untouched and allow public access to that portion of her

⁸ *Lucas*, 505 U.S. at 1015.

⁹ *Penn Central*, 438 U.S. at 124. In addition, courts may consider the character of the governmental action. *Id.*

¹⁰ *Id.* at 124.

¹¹ *Agins v. City of Tiburon*, 447 U.S. 255, 260 (1980).

¹² See *City of Monterey v. Del Monte Dunes*, 526 U.S. 687, 704 (1999).

¹³ *Nollan*, 483 U.S. at 837.

¹⁴ *Dolan v. City of Tigard*, 512 U.S. 374, 391 (1994). In *Dolan*, it is possible to read the "rough proportionality" test as a stand-alone test under the just compensation clause, rather than as a subset of the "substantially advance" test.

¹⁵ *Nollan*, 483 U.S. at 838-39.

¹⁶ *Id.* at 836.

one-and-two-thirds acre land parcel falling within a 100-year flood plain. She would also have to agree to provide an adjacent 15-foot-wide strip for a pedestrian and bicycle pathway connecting up with a nascent city pathway network. The Court found that these land dedication conditions violated the just compensation clause because there was insufficient evidence that they were roughly proportionate to the impact of the hardware store expansion.¹⁷ The Court deemed the city's justifications too flimsy and speculative to support this sort of property rights infringement. No precise mathematical calculation is required, said the Court, but the city must make an individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development.¹⁸

Application to Inclusionary Zoning

Because it has yet to endure a robust, comprehensive constitutional review in court, and because it selectively impinges on one class of property owners, inclusionary zoning does not enjoy as solid a constitutional grounding as some land use regulations. Nonetheless, enough legal information is available to craft ordinances that reduce the risk of judicial invalidation. For claims founded on economic impacts, inclusionary zoning ordinances are legally vulnerable only if they make it impossible for a developer to earn a reasonable return on the project as a whole. Government officials need to obtain or conduct realistic real estate financial analyses showing that the inclusionary obligation has not rendered the entire project unprofitable.¹⁹ In some cases, it may be wise to accompany the "bitter" of an inclusionary mandate with the "sweet" of permission to construct additional market rate units whose net revenue offsets the costs associated with the below market rate units. If inclusionary zoning ordinances are structured as pure incentive zoning, meaning that developers have a "base" right to build market rate units without any affordable obligation whatsoever, and the option to provide voluntarily affordable units in exchange for the right to build additional market rate units, then the economic tests of the Constitution should have no applicability whatsoever.²⁰ After all, it would be the developer's choice to provide the affordable units in return for a zoning bonus. It is important, however, that cities not artificially decrease the "base" right, then allow the owner to "earn" his or her way back to the original "base" right, all the while claiming the protective mantle of voluntary incentive zoning.

Although it is debatable whether the "essential nexus" and "rough proportionality" inquiries reach beyond land dedication conditions administered in a discretionary fashion case-by-case,²¹ communities planning to adopt inclusionary zoning ordinances would be prudent to

¹⁷ *Dolan*, 512 U.S. at 394-96.

¹⁸ *Id.* at 391.

¹⁹ Under the so-called "parcel as a whole" principle, courts examine the impact of the government regulation on the financial status of the entire project (market and below-market units), rather than focus exclusively on the impact on the regulated below market rate units. See *Penn Central*, 438 U.S. at 130-31. However, it must also be recognized that the Supreme Court is regularly questioning, without examining, this principle. See, e.g., *Palazzolo*, 533 U.S. at —. Its next occasion for reexamination is in *Taboe-Sierra Preservation Council, Inc. v. Taboe Regional Planning Agency*, cert. granted, June 29, 2001, 121 S.Ct. 2589 (2001), to be argued in early 2002.

²⁰ See Jerold Kayden, "Zoning for Dollars: New Rules for an Old Game?" Comments on the *Municipal Art Society* and *Nollan Cases*, 30 *Wash. U.J. Urb. & Cont. L.* 3 (1991).

²¹ See *Home Builders Association v. City of Napa*, A090437 (Ct. App. CA, June 6, 2001), petition for review denied, 2001 Cal. LEXUS 6166 (Sept. 12, 2001). The Supreme Court expressly noted that this rough proportionately test has not been extended "beyond the special context of exactions—land use decisions conditioning approval of development on the dedication of property to public use." *Del Monte*, 526 U.S. at 702.

act as if they do. The task is to demonstrate that the construction of private, market rate housing units has impacts on declared community interests, and that such impacts are proportionally addressed by the inclusionary obligation. One argument is that the development of market rate housing creates a need for workers who can only afford below market rate housing. Specifically, new market rate housing accommodates new residents who consume services from the public and private sectors. Some of the public and private sector employees who provide such services, ranging from restaurant and maintenance workers to public school teachers and city hall clerical staff, earn incomes only adequate to pay for below-market housing. Just as communities ask developers to build new schools, roads, and water and sewer facilities required by the new residents accommodated in the developer's projects, communities may ask developers to pay for housing otherwise unaffordable for employees needed to service the new market rate residents.

A broader argument is that a community's desire for a diverse residential population, measured by income or other characteristics, may be threatened by construction of market rate housing. Diversity brings benefits, not only to those who would otherwise be excluded from a community, but to those already included who may otherwise not be exposed to a wider range of experiences. Just as proponents of affirmative action increasingly assert that such ordinances serve the interests not just of those benefited from the program but of the greater population, local communities may argue that the maintenance of a diverse housing stock advances not only the interests of those affordably housed, but the interests of the community as well. Since 100 new market rate units may accommodate new residents who, in numbers, decrease desired diversity, it is fair to ask the developer to match the community's diversity goal.

It is important to recognize that these arguments are not constitutionally bulletproof. Developers are likely to introduce studies and expert testimony about filtering, short-versus long-term equilibria, pecuniary versus non-pecuniary externalities, and other questions that undercut assertions that development of market rate housing has negative impacts on affordable housing and diversity goals. At base, they will assert that they are being asked to solve a general social problem—the lack of affordable housing—even as they are expanding the supply of housing in the community. Without carefully reasoned rationales, clearly stated assumptions, and solidly prepared economic analyses, inclusionary zoning ordinances will run the risk of failing to satisfy constitutional demands. As the Dolan Court warned in its discussion of rough proportionality, “No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development.”²²

Conclusion

Inclusionary zoning ordinances raise constitutional concerns that are neither frivolous nor fatal. Because they ask one class of persons to solve what some would deem a broad, societal problem, they potentially trigger application of constitutional tests that require more than assertions and possibilities. Thinking and studying done before, rather than after, enactment of such ordinances will give communities the best opportunity to understand the risks and rewards of inclusionary zoning, both in and out of court.

²²*Dolan*, 512 U.S. at 391.

Inclusionary Housing: There's a Better Way

Court rules Barnstable's good intentions
place undue burden on developers

By Brian W. Blaesser

Last year, a well-intentioned effort by the Town of Barnstable, Massachusetts to impose an inclusionary zoning regulation to address affordable housing needs ran aground on Cape Cod. A Superior Court ruled that the imposition on builders of what the town called an Inclusionary Housing Fee was in fact an illegal "tax." *Dacey v. Town of Barnstable*, Superior Court, Civil Action No. 00-53 (October 18, 2000).

Under the town's Inclusionary Housing Ordinance, a developer wishing to subdivide land consisting of less than 10 *acres* was required to pay \$500.00 per lot. A developer proposing a development of less than 10 *housing units* was required to pay \$10 per \$1000 of building permit value on any unit with a building permit value in excess of \$100,000. The payments made pursuant to these provisions went into an Inclusionary Housing Fund for use by the town or the town's housing authority, or a housing trust or community development corporation "to purchase and improve land, to purchase dwelling units or to develop new or rehabilitate existing dwelling units for purchase or rental . . . or to preserve existing affordable housing in the affordable housing inventory."

The regulatory scheme devised by the Town Council was a form of "inclusionary zoning"—a technique originated in the 1970s to generate affordable housing through private development. Inclusionary zoning regulations require developers to dedicate a certain percentage of the units in their projects to low- or moderate-income housing. Except where state law, such as New Jersey's Fair Housing Act, authorizes municipalities, in some instances, to mandate inclusion of affordable units in a development, most inclusionary zoning programs have relied upon incentives such as a "density bonus" and/or an expedited approval process in exchange for the inclusion of affordable units. Therein lay the problem with Barnstable's ordinance.

State and Regional Affordable Housing Policies

The ordinance was adopted in response to affordable housing policy at two government levels: (1) the land use planning policy of the Cape Cod Commission, the regional planning body established by the voters of Barnstable County in 1989; and (2) the Comprehensive Permit Law established in 1969 as Chapter 40B of the General Laws (M.G.L., c. 40B §§ 20-23)¹.

The Cape Cod Commission's charge is to "oversee the implementation of a regional land use policy for all of Cape Cod," and "to review and regulate developments of regional impact." 1990 Mass. Acts., c. 716 § 1(b). In 1998, it approved the town's Local Comprehensive Plan, including its affordable housing element. The Inclusionary Housing Ordinance was adopted as part of the town's one-year action plan to implement the affordable housing element of the Comprehensive Plan.

¹See Massachusetts Department of Housing and Community Development Overview of Massachusetts Comprehensive Permit Law in Appendix.

Unlike the mandatory nature of the town's Inclusionary Housing Ordinance, the Massachusetts Comprehensive Permit Law encourages the construction of state or federally sponsored low- or moderate-income housing by authorizing local Zoning Boards of Appeal (ZBA), after receiving input from other local boards and officials, to grant a single permit to an eligible developer. The ZBA may override local zoning and other requirements and regulations that are inconsistent with affordable housing needs if planning and environmental needs have been addressed. The ZBA may not override state requirements. A developer whose Comprehensive Permit application is denied, or approved with conditions that make the project "uneconomic," may appeal the decision to the state Housing Appeals Committee if less than 10 percent of the city's or town's housing stock is subsidized housing.

The 10 Percent Requirement

At the heart of the town's inclusionary housing charge, was its acknowledged effort to address the state's 10 percent statutory minimum for affordable housing stock under Chapter 40B. As the town argued to the Court, the increase in the number of new market rate homes also increased the total number of permanent year-round dwelling units on which the 10 percent calculation is made. Consequently, the town argued it was difficult to close the "gap" between the existing percentage of affordable units and the state's 10 percent requirement.

As of 1997, according to the state's statistics, the town's percentage of affordable housing units was only 4.35 percent. In order to increase that percentage, the town's ordinance was directed at ensuring that an appropriate share of the remaining undeveloped land in the town was used to meet the 10 percent criterion and "to include a fair share of the cost of the construction of affordable housing in all residential land development activity." *Dacey v. Town of Barnstable* at 3 (emphasis added).

Monetary Exaction: Fee or Tax?

The Court correctly described the town's fee as an "exaction." Webster's Dictionary states that one of the meanings of exaction is "extortion." The development community frequently describes exactions as extortion or extraction, particularly where there is no apparent legal justification for the exaction. As the Court observed, while the intention of the municipality can be expressed in part through the municipality's own characterization of the charge, and deserves judicial respect, it is its actual operation that must be the focus of judicial inquiry.

The Court then addressed whether the payment could properly be described as a "fee," noting that fees generally fall into one of two categories: (1) user fees, "based on the rights of the entity as proprietor of the instrumentalities used," or (2) regulatory fees (including licensing and inspection fees) which are based on the police power to regulate particular businesses or activities. *Dacey v. Town of Barnstable* at 7, citing *Emerson College v. Boston*, 391 Mass. 415 (1984). Relying on the Supreme Judicial Court's decision in *Emerson College*, the Superior Court noted that whether a payment is a regulatory fee or a tax depends upon whether the payment satisfies three criteria:

- 1) It is charged for a service that benefits the person paying the fee "in a manner 'not shared by other members of society,'" *National Cable Television Ass'n v. United States*, 415 U.S. 336, 341 (1974).

- 2) The party paying the fee has the choice not to utilize the governmental service, thus avoiding the charge, *City of Vance v. FERC*, 571 F.2d 630, 644 n.48 (D.C. Cir. 1977), cert. denied, 439 U.S. 818 (1978).
- 3) The charge is collected to compensate the government entity providing the service, not to raise revenue.

Applying the Emerson College case to the Inclusionary Housing Ordinance, the Court concluded that the ordinance failed to satisfy these three essential traits common to a regulatory fee. First, the benefits for which the payment was required—affordable housing—were not limited to homebuilders but benefited the general public. In fact, noted the Court:

[T]he charges are intended to confer a public benefit to the Town of Barnstable by providing the community with the funding to meet its statutorily imposed affordable housing obligations. This is a public obligation and a public interest which the Town of Barnstable must bear rather than the limited population of those seeking to subdivide real estate and construct new residential units. (*Dacey v. Town of Barnstable* at 8)

Second, unlike a fee for which services are voluntarily requested, here the exaction was “compelled.” Third, as the town acknowledged, the charges imposed on builders, although placed in a separate fund, were intended to raise general revenues to enable the town to meet its statutorily based affordable housing obligations under Chapter 40B. Thus, the services for which the charge was imposed were not sufficiently particularized to justify the apportionment of the costs to builders, rather than the general public.

Providing Affordable Housing: Developer or Community Burden?

Actually, the town had asserted an even broader argument, namely, that these required payments were *neither* a fee nor a tax. Rather, its attorneys argued, they were a reasonable exercise of its police power to “mitigate” the problem in Barnstable’s housing market that resulted from the fact that the addition of each new market rate unit was not being met by a corresponding increase in the number of affordable housing units. This argument reveals the fundamental problem with mandatory inclusionary zoning schemes, particularly in the face of a shortage of affordable housing: Is it right to place the burden of producing affordable housing on the developer rather than the community as a whole?

The answer, in Massachusetts, and in most other states, is no.

Is There a Right to Housing?

Despite the claim of housing advocates that all persons have a fundamental right to decent housing regardless of income, the federal courts have yet to establish an individual constitutional right to housing. In *Lindsey v. Normet*, 405 U.S. 56, 74 (1971), Justice White wrote:

We do not denigrate the importance of decent, safe, and sanitary housing. But the Constitution does not provide judicial remedies for every social and economic ill. We are unable to perceive in that document any constitutional guarantee of access to dwellings or a particular quality. . . . Absent constitutional mandate, the assurance of adequate housing . . . [is a] legislative, not judicial, function.

In Massachusetts, the legislature has spoken through its passage of the Comprehensive Permit Law under Chapter 40B. That law follows the inclusionary zoning approach to affordable housing in only one respect, namely, the effort to expedite the permitting process by providing for the issuance of a single permit by the local ZBA that can override local zoning and other regulations that are determined not to be consistent with affordable housing needs. Expedited permitting also is one of the tenets of the “smart growth” movement—a means to induce the private real estate market to perform in ways that achieve smart growth objectives, whether those are developments based on traditional neighborhood design, infill development or affordable housing.

Better Means to Achieve Affordable Housing Goals

Unlike inclusionary zoning, the Comprehensive Permit Law does not place the burden of providing affordable housing on developers only; rather, it places the burden on the citizens of all communities in the Commonwealth. This approach is preferable to the mandatory inclusionary zoning approach to affordable housing that imposes an exaction of questionable constitutional validity on one segment of society, does not attempt to address the factors that contribute to the high cost of market rate housing, such as high land costs, and lack of available sites, and frequently leads to higher housing costs when payments such as those required by Barnstable are passed on to homebuyers.

Some Massachusetts towns feel they have accommodated more than their fair share of affordable housing units compared to other communities, or have Barnstable’s problem of increasing market rate housing that dilutes their progress toward achieving the 10 percent affordable housing minimum. It is not surprising that legislation was introduced in the current session of the General Assembly to lower the 10 percent affordable housing requirement, and to allow mobile homes and mobile Section 8 vouchers to be used in a community’s affordable housing count.

Whatever the outcome of such legislation in the General Assembly this year, it is preferable that cities and towns receive statewide legislative guidance on the affordable housing problem and not be encouraged to take the matter into their own hands through inclusionary initiatives that are legally questionable. In addition, whatever its flaws, the state’s Comprehensive Permit Law is a unique example in this country of a state affordable housing program. Through the expedited permitting process and subsidized construction financing, the state law induces private developers to compete for appropriate sites on which to construct developments that include affordable housing. Chapter 40B places the burden of providing affordable housing on all citizens in the Commonwealth, but harnesses the private market through constitutionally permissible means to achieve the state’s affordable housing goals.

An Inclusionary Housing Case Study: Newton, Massachusetts

By Robert Engler

Newton, a suburb of about 85,000 persons immediately west of Boston, has maintained a long-standing reputation for its excellent schools and liberal politics. It was the first community in the state to adopt the practice of inclusionary housing during the 1960s. What began as informal policy was turned into an ordinance in 1977, after a few years in court. This case study will review Newton's 30-plus year history with inclusionary housing from my perspective as both a for-profit and nonprofit multifamily housing developer in the city as well as a member of the Newton Housing Partnership that assisted in modifying the ordinance in the 1990s. Comprised of 14 villages and eight wards within its city limits, Newton is governed by a 24-member Board of Aldermen, a significant factor in this review of the ordinance since its size often makes the decision-making process lengthy and difficult.

To date, this ordinance has provided about 225 units of affordable housing over a 30-year period. During approximately the same time period, there were 12 developments containing about twice that number of affordable units constructed under the Massachusetts "Anti-Snob" Zoning Ordinance, known as Chapter 40B. This law allows local zoning and land use regulations to be overridden if at least 25 percent of the units in a proposed development qualify as affordable.

Case in point: whenever an inclusionary housing ordinance is discussed in Massachusetts, its impact inevitably must be measured against housing built under 40B as developers often have the choice to do one or the other, depending on the community in question.

As background, Newton is an older suburb, which was, for the most part, built up prior to the implementation of the inclusionary housing ordinance. Moreover, the vast majority of its housing stock has always been priced at the upper end of the Boston suburban market. Its zoning ordinances reflect the predominantly single-family character of the housing stock as only 12.5 percent of the land is zoned for multifamily use. The combination of these factors—lack of sites, lack of sites for affordable housing production, lack of zoned sites which are conducive to affordable housing—means a low level of production. The Massachusetts Department of Housing and Community Development has classified only 4.4 percent of its stock as affordable.

The Ordinance

Even within these market and political dynamics, the inclusionary ordinance has functioned well enough to provide 225 units. But the question remains: Should it function better than it has? The original 1977 ordinance required all developments seeking a special permit to provide 10 percent of the units as affordable. The primary means of accomplishing this objective was to lease these units to the Newton Housing

Authority (NHA) as low-income rental units, but there also were other options available to a developer such as providing units off-site or making a cash payment in lieu of any units. In 1987, the Board of Alderman wanted to provide more consistency in how this ordinance was applied and, perhaps, increase the amount of units being provided. The board modified the ordinance to require developers to set aside 25 percent of the bonus units allowed under a special permit as compared to the number of units allowed by right. Special permits were required across residential zoning districts for any developments greater than two units (except in subdivisions which were exempt from the ordinance). Additional language expanded the period of affordability, provided tighter regulations in lieu of fees and widened the applicability of the ordinance to other developments. There have been no changes since 1987 except to make provisions for assisted elderly housing with services and to calculate how to accommodate the housing and service package within the scope of the ordinance.

However, the ordinance has its limitations. Currently, all units created under the ordinance must be rental units and leased through the Newton Housing Authority at a price established by the city or agency funding source. If there is no outside funding source available, the Aldermen can allocate the funds to purchase the units (with no methodology for establishing that price) or ask the developer to pay a fee. Pricing guidelines were established by a state-aided public housing program that no longer exists so the mechanics of this process remain vague. Moreover, there is no provision to allow for affordable homeownership units within a for-sale development and there is no provision for moderate-income homeownership units, which is a major issue that's been addressed in the city's housing plan. Only low-income units (households earning less than 50 percent of median income) are allowed. Therefore, in an upscale condominium community, for example, the developer who otherwise is not involved in the development after it is sold out, has to retain ownership of the affordable units because they have to be rented through the Newton Housing Authority (which does not want to take ownership). The developer is then responsible for heating these large units and paying the condominium dues—which may or may not be covered by the lease payments. This makes the economics of the inclusionary ordinance a long, unnecessary burden on the developer. As an alternative, the NHA should be given title to these units as it is in the business of owning and managing rental property throughout the city.

Newton's ordinance applies to all new developments, which opt for a special permit rather than a "by right" approval. In order to determine what the increase in density is under the special permit, the developer must submit a by right plan which must then be approved by the city engineer, based on a judgment of what is "buildable," not simply what can be laid out on a grid. The units allowed under the special permit that exceed that by right plan are the bonus units from which 25 percent is calculated as the affordable housing requirement—up to a maximum of 20 percent of the total units. These units must remain affordable for a period of 40 years, a longer term than the original 15 years. To date, use restrictions on 50 of the 225 units created have expired and these units have converted to market. Given the public awareness of the increasing loss of affordable units as use restrictions expire, the 40-year lock-in period should have been extended to 99 years or in perpetuity.

There is a payment formula for developments under 10 units, which is admittedly low. This formula has produced only \$600,000 over 26 years. The fee structure is not tied to

inflation and is less of a burden on developers than the formula when more than 10 units are built, thus influencing developers to keep the units under 10 and pay the fees rather than increase the units and come under the ordinance's formula. As a result, cash payments are less than optimal.

Newton's inclusionary housing ordinance allows no room for negotiation. This is a deliberate policy of the Board of Aldermen. Because of perceived past abuses by developers in negotiating the terms of affordability and because a 24-member body is incapable of effective negotiations, the Aldermen want the ordinance to clearly spell out all conditions and procedures. Yet, the ordinance (or any ordinance) fails in this charge since at the time of its writing, not all circumstances can be covered and constant amendments become burdensome to the city's governing body. Inherent in the city's position is a distrust of the city's own ability to negotiate, which means that on a case-by-case basis, based on market conditions and project specific issues, more units might be obtained through negotiation. Because a two-thirds vote is required for a special permit (and that requires 16 aldermen to be persuaded), negotiation can become a daunting task. The converse however is an ordinance too rigid in some respects and too vague in others.

The ordinance provides little guidance on how the city should or must spend the funds it receives. There is no mechanism for allocating the funds so the Newton Housing Authority, the holder and dispenser of these funds, can use them as their board sees fit. This can create situations when the goals and priorities of the city, as spelled out in its comprehensive plan, are not necessarily adhered to by an independent agency. Also, since new affordable housing typically requires several layers of subsidy from local, state, federal and other sources, it only exacerbates this problem when the city controls two funding sources—Community Development Block Grant (CDBG)/HOME and the 10 percent ordinance funds. Each may have attached conflicting, or at least different, criteria which the developer has to address in order to gain approval.

Newton's ordinance is rigid with regard to the design of the affordable units. Whereas state and federal programs seek to ensure that affordable units not be stigmatized within a mixed-income development, there is usually some flexibility in the design or size standards within this overall frame of reference. This is becoming particularly important to the economics of a development when luxury units are being provided. However, Newton's ordinance requires that the affordable units be equal in size, quality and characteristics as the market units. In some instances, low-income renters receive the benefits of very large units (3,000-plus square feet) when negotiations could produce more affordable units of a smaller scale (while still keeping within the non-stigmatizing or community integration intent). Newton is prohibited from requesting more units than the formula dictates or from making exceptions to the "equal" clause (due to distrust of negotiation as stated above). Moreover, by restricting the affordable units to low-income renters within a luxury condominium rather than allow for moderate-income buyers, a greater stigma may result in the development—which is contrary to the goal of the ordinance.

The issue of integrating affordable and market units is truly a complex one as the types of developments become more diverse (55-plus age restricted communities), and more expensive. Consequently, the hope of creating a real community of mixed-income households cannot be left to the language of an ordinance created 15 years ago that is applied rigidly without the opportunity for meaningful discussion and negotiation.

One final comment on Newton's inclusionary ordinance is related more to current zoning in the city than the ordinance itself. Such ordinances are intended to produce affordable housing across the community so that every neighborhood includes all types of housing providing an opportunity for households of different incomes to live. However, the city's zoning code allows multifamily development in relatively few areas of the city and at densities which are not conducive to producing much affordability. Because the density increases allowed by special permit are not significantly higher than those densities allowed by right, the formula tied to 25 percent of the increase simply does not create very many units. In order to make it a more effective tool, zoning densities have to be increased under the special permit and the ordinance has to be made more inclusive, more flexible, with higher affordability requirements and with more administrative control in relation to city housing policy.

Cambridge Law Came After End of Rent Control

By Roger Herzog and Darcy Jameson

In the mid-1990s, the City of Cambridge faced a daunting challenge to meet the housing needs of its diverse resident population. Property owners had finally succeeded, via a statewide referendum in November 1994, in terminating the city's 25-year old rent control system, which had established rent regulation on 16,000 of the 27,000 privately owned rental units in the city. By January 1, 1995, the state had enacted legislation to implement the referendum, which provided for a two-year phase out of all rent regulation.

The city administration responded to the impending crisis by identifying local solutions to the local housing market conditions. Inclusionary zoning represented one of the most appealing policy options, for a number of reasons. The city had the authority to enact the policy without state approval, as an amendment to the city's zoning ordinance. The market was very strong, and the city was generating significant new multifamily housing production for the first time since the 1970s. Finally, the policy was designed to engage the private sector in helping to meet the affordable housing needs of low and moderate-income residents.

In 1997, the city assembled an interdepartmental working group to develop the inclusionary zoning policy. Representatives from various city departments, including community development, legal, inspectional services, and the planning board, participated in a year-long effort. This working group prepared a draft policy, which was submitted to the City Council for informational purposes. The city then commissioned a study, which was a legal requirement to determine and quantify the harms caused by market rate residential development on the city's low- and moderate-income residents. Upon completion of the study, the city council approved the ordinance, and it took effect in March 1998.

In summary, the city enacted an inclusionary zoning ordinance that established mandatory requirements for the inclusion of low- and moderate-income housing in any new residential development of 10 or more units (or 10,000 square feet or larger). Fifteen percent of new units must meet the affordable housing requirements. The policy applied citywide, in virtually all zoning districts (the one district excluded had more stringent existing inclusionary requirements). As compensation to the developers, the policy offered a density bonus that was crafted to hold the developer harmless from the significant financial cost of creating the affordable housing units. The density bonus offered a 30 percent increase in the allowable floor to area ratio (FAR), and provided the developer with the right to build two additional units for each required affordable unit. In other words, for each affordable unit, the developer could construct an additional market rate unit. Both of these units are in addition to the developer's as of right density. The ordinance created a strong priority for on-site units, but in hardship situations, a developer could apply to make cash payment to the city's Affordable Housing Trust Fund. There was no off-site option.

The final version of the inclusionary zoning ordinance was the result of extensive policy discussions on a number of key issues. A brief summary of these policy issues follows:

Voluntary vs. Mandatory Program: Cambridge decided that these inclusionary housing requirements were to be a mandatory requirement for all new residential development of 10 or more units in the city. In several zoning districts across the city,

there did exist voluntary provisions under which developers could obtain a density bonus in return for the creation of affordable housing. While such voluntary provisions had existed for up to 10 years, they had failed to create any affordable housing. The city did not want a symbolic policy gesture; rather the policy was designed to produce units. The city retained voluntary provisions for smaller projects of less than 10 units.

Citywide vs. Target Neighborhoods: The city decided to adopt a uniform citywide policy rather than select target neighborhoods. The intent was that wherever significant residential development occurs, the inclusionary provisions apply. In reality, the land use patterns of the city determine the location of residential development, but the city did not desire to exclude any neighborhood from the program. The city sought to promote mixed-income housing in all neighborhoods rather than only in historically lower income areas. This decision involved a tradeoff between fewer affordable units in high market areas rather than a greater number of units in lower price areas.

On-site vs. Off-site Units: Similar to the issue above, the city sought to create mixed-income projects rather than income-segregated projects. The same tradeoff existed as stated above—the city could have required a greater number of affordable units off-site, but chose to only allow on-site units.

Cash Payment vs. Hardship Payment Option: Another key policy decision is whether to allow developers to make cash payment in lieu of providing affordable units. In Cambridge, a historic, largely built-out city, there is a scarcity of developable sites for new housing construction. There was a concern that the city could accumulate a large fund yet be stymied in its efforts due to the unavailability of sites. The city decided therefore not to provide a cash payment option. The city realized, however, that there might be sites that are physically inappropriate for the additional density allowed by the ordinance. In these cases, the ordinance established a process under which the planning board, at the request of the developer, would review and determine whether a hardship exists. If the board determines that a hardship would prohibit the developer from using the allowable density, the city would negotiate a cash payment in an amount imputed to be the cost of providing the on-site affordable units.

Percentage of Affordability: The city realized that inclusionary zoning was one tool to meet the need for affordable housing, but that it could not be the only tool. In some cases, developers have options as to whether to develop a particular site into a residential or commercial project. If the city's inclusionary requirements were too onerous, developers would not undertake new residential projects and the policy would prove ineffective at generating new affordable housing units. The percentage requirement also needs to be consistent with the findings of the study relative to the impact of market rate development on the availability and cost of low-income housing.

Density Bonus: There is no free lunch when it comes to the provision of affordable housing. Based on recent land use decisions of the U.S. Supreme Court, cities need to be very careful in crafting inclusionary zoning policies to avoid litigation around the taking of private property rights. The purpose of the density bonus is to hold the developer harmless financially from what they could develop by right. An alternative to allowing the developer

to build at a higher density is to provide capital subsidies to produce affordable housing, as is the case with federal and state housing programs. Cambridge decided that, rather than use its scarce public affordable housing funds in these otherwise market rate developments, it would compensate owners with a density bonus. The density bonus allows for an automatic increase in density without triggering a zoning process (projects that need zoning relief otherwise still must obtain such public approvals). The density bonus affects two zoning factors, the floor to area ratio, and the minimum lot area per dwelling unit. Based on an economic analysis of the costs and returns of developing market and below market rate housing, the city determined that the profit earned from one additional market rate unit would offset the cost to the developer to create an affordable unit. Therefore the city offered a 30 percent floor to area ratio bonus and an adjustment to the minimum lot area per dwelling unit to allow two additional units for each required affordable unit.

There were concerns from some citizens about the impact of increased density on the quality and character of residential neighborhoods. To mitigate these concerns, the city established a minimum project size of 10 units to trigger the inclusionary requirements. Based on an analysis of development potential in the city, very few larger sites are located in existing residential neighborhoods and therefore the increased density associated with the policy would not affect these neighborhoods.

Level of Affordability: The pricing of the affordable units is an important issue in policy design. The city intended to establish pricing mechanisms that would provide, in rental projects, opportunities to both low- and moderate-income residents. It accomplished this goal by establishing a target income level of 65 percent of the area median income (high HOME rents, for those familiar with the federal HOME program), adjusted for family size. Rents set at this income level would be affordable to moderate-income tenants, or alternatively, to low-income tenants with a Section 8 voucher. Similarly, for homeownership projects, the sales price needs to be affordable to the same target income group.

Implementing the Ordinance: Since the ordinance was enacted in 1998, the city has secured an affordable housing deed restriction on 89 units, including a mix of rental and homeownership housing. The restriction is recorded as a senior interest in the title, ensuring the long-term affordability of the units. These developments are in various stages of development, ranging from complete and occupied to under construction. As units are completed, the city's Community Development Department (CDD) assists developers to market and identify qualified renters or buyers. Given the high cost of acquisition and construction costs over the last three years, challenges with siting affordable housing, and the challenge of securing public subsidies, the inclusionary zoning ordinance has been a successful addition to the city's multifaceted approach to creating and preserving affordable housing.

Once the ordinance was adopted, the city developed policies and procedures for implementing the ordinance. The following briefly outlines several of the major procedures that have ensured that the ordinance is implemented fairly and consistently. This process takes between four to six weeks and can be completed in tandem with other city requirements. A developer may not however seek a building permit until all requirements have been satisfied and they receive a letter from CDD certifying their compliance with the ordinance.

Staff Technical Assistance and Review: Housing staff meet with prospective developers to explain the ordinance and the process for compliance. Developers are required to complete an application with information about the development and submit schematic drawings of the development. These plans must identify the size and location of the designated inclusionary units. Staff reviews the plans for comparability to other units, including the size, finishes, and distribution of these units throughout the development. Once the application is approved, an affordable housing deed restriction is executed by the city and owner and recorded.

Marketing and Resident Selection: Owners are required to submit a marketing and tenant selection plan. The goals of the plan are to attract and identify qualified households, follow any preferences (such as preference for Cambridge residents), and fully inform prospective buyers or renters about the benefits and responsibilities of buying or leasing an inclusionary unit. To date, the city has assisted developers with their marketing and selection plan by identifying qualified applications and referring them to the developer. This is another element of technical assistance that has helped to ensure that the program is implemented consistently and expeditiously.

For example, the CDD recently assisted a developer in identifying qualified applicants and this ultimately gave a single mother the opportunity to buy a three-bedroom unit for herself and her three children. The unit is part of a 10-unit development of beautifully restored historic buildings between Central and Kendall Squares. Units in this neighborhood were selling between \$500,000 and \$700,000. The inclusionary unit was sold for \$130,000 and enabled this family to remain in the neighborhood and close to transit lines, shops, schools, friends and jobs.

A similar process is underway in the heart of Central Square, where a new 72-unit rental development was just completed. Of these units, 11 are affordable thanks to the inclusionary ordinance. Right now, the CDD is working with the developer on the marketing and selection of tenants to occupy the 11 units, two of which are wheelchair accessible and were marketed to households with disabilities. Rents in this desirable neighborhood run above \$2000 for a two-bedroom unit. The rents on the 11 affordable units will be below \$1000.

Post-Occupancy Monitoring and Reporting Requirements: The city has monitoring and compliance requirements to ensure that rental units continue to be rented to eligible households and that upon resale homeownership units are resold to income-eligible households. For rental units, the owner is required to submit an annual income certification of all tenants in inclusionary zoning rental units.

In summary, the inclusionary zoning ordinance has successfully created mixed-income rental and homeownership units throughout the city. City staff has worked closely with developers by providing technical assistance in designating the inclusionary units and recording the affordable housing deed restriction, marketing tenant selection and post-occupancy monitoring. Overall, the inclusionary zoning ordinance has been effective addition to the city's multifaceted affordable housing production program.

Boston's Policy Gives Developers Choice

By Meg Kiely

Boston has been one of the nation's most prosperous cities over the past economic boom of the 1990's. While this has been a great benefit to the city and its people, it also has allowed the price of housing to increase at a double digit pace. Many of Boston's new residents hold high-paying jobs in Boston's leading industries, and are bidding up the price of housing in the city and in the surrounding communities. Furthermore, high construction and land costs favor the development of high-end housing at the expense of moderately priced and affordable units.

In February 2000, the city implemented an inclusionary development policy to help Boston meet its housing needs across all economic levels. The policy is aimed at two types of developments:

- Any residential project financed by any agency of the City of Boston or the Boston Redevelopment Authority (BRA), or to be developed on a property owned by the city or the BRA that includes 10 or more units.
- Any project that includes 10 or more units of housing and requires zoning relief.

The housing option

Under Boston's inclusionary policy, projects that fall into either of these two categories are required to make no less than 10 percent of the total number of units affordable to moderate-income households (those earning below 80 percent of the area median income) and middle-income households (those earning between 80 and 120 percent of the area median income). Furthermore, of the 10 percent affordable units, 50 percent of the units shall be affordable to households with earnings below 80 percent of area median income. No more than 50 percent shall be affordable to households with earnings between 80 percent and 120 percent of area median income, provided that on average these middle-income units are affordable to households earning 100 percent of area median income.

The affordability restrictions must be written into the deed and are guaranteed for no less than 30 years with an extension of 20 years, for a total of 50 years. There also must be provisions restricting the price of subsequent sales of the unit to a maximum of approximately five percent increase per year, adjusted for approved improvements and other miscellaneous fees. However, each unit must be sold to a household in the same income category as the seller.

Other options for developers

Under the discretion of the director of the Boston Redevelopment Authority, a developer has two other options to meet the inclusionary development policy: 1) an off-site production option, or 2) a cash contribution to the city's affordable housing efforts.

If the off-site production option is utilized, the developer is required to provide a number of affordable units equal to 15 percent of the total number of market rate units, at affordable levels as outlined above. The cash contribution option requires the developer to make a payment to the Boston Redevelopment Authority in an amount

equal to 15 percent of the total number of market rate units times an affordable housing cost factor. The affordable housing cost factor, initially established at \$52,000 and derived from the average subsidy needed to develop a unit of affordable housing over the previous year, is adjusted annually on July 1. These funds are used to subsidize other affordable housing developments in Boston.

Results so far

The overall goal of this policy is to foster the economic integration of Boston. As such, the city and the Boston Redevelopment Authority encourage developers to meet their inclusionary development obligations through on-site construction of affordable units, although several projects have met their obligation through a cash contribution. In the year following the implementation of the inclusionary development policy, there were eight privately financed housing projects permitted in Boston of 10 or more units requiring some sort of zoning relief. These were predominantly high-end housing in some of Boston's more desirable neighborhoods. To date, developers have contracted to contribute over \$4 million for affordable housing construction and 72 affordable units have been constructed as a result of this policy. It is clear that this new policy is showing immediate and positive results.

The inclusionary development policy has not had a negative effect upon the pace of housing construction in the city. In fact, the policy has allowed the city to meet its affordable housing production goals while still meeting the goals for market rate housing set out in Boston's three-year housing strategy. Overall housing production numbers do not compare with other jurisdictions across the nation that are still experiencing "greenfield" development and permitting large residential subdivisions. Boston is a very dense city, with a scarcity of buildable lots, but it is this density that makes Boston's inclusionary development policy both necessary and effective.

Creating diverse neighborhoods

The small number of buildable sites requires that the City take extraordinary efforts to include housing opportunities for households of all economic strata. Inclusionary development in Boston, therefore, serves two functions:

- It acts to facilitate the construction of affordable units in a period of declining federal and state resources for affordable housing programs.
- It provides a way to ensure that there is a place for households of all incomes to find homes in the city.

This policy, along with other programs such as the city's linkage program which requires that large commercial projects pay \$5.49 per square foot into the Boston's Neighborhood Housing Trust, along with the disbursement of federal, state and local dollars, allows the city to create and preserve economically diverse neighborhoods accommodating both existing and future Bostonians.

The waterfront project, housing and funding

In addition to the inclusionary development policy, Boston is taking other action to address the need for affordable housing. The BRA is planning the South Boston

Waterfront to have one-third of the space devoted to residential uses—20 percent of which shall be affordable to families earning up to 120 percent of area median income, with one-third for commercial uses and the remaining third dedicated to open space. Boston's extensive public transportation system allows the development of urban villages near transit nodes and a BRA initiated planning process for Transit-Oriented Development is investigating how to encourage an appropriate density of housing and commercial activity in these areas. The conversion of underutilized space above ground-floor retail into residential use is creating vibrant, mixed-use districts able to support a higher density. Furthermore, the city is renovating formally abandoned public housing so that the units can be brought back on line. The inclusionary development policy, along with other city policies and initiatives will ensure that affordable housing and economic diversity are part of any such developments and help the city meet its affordable housing goals.

To support the various initiatives around housing, a variety of sources of funds are necessary. Proceeds from the sale of city-owned land are being used to subsidize the construction of affordable units, and money from the city's linkage program is available to developers of affordable housing in Boston. Another funding source comes through the linkage program, the most successful of its kind in the nation, that has raised over \$60 million for affordable housing construction since its inception in 1983. There is legislation pending that will raise the rate to \$7.18 per square foot, helping the city create even more housing for Boston residents.

Clearly, Boston's inclusionary development policy has helped provide affordable housing to moderate- and middle-income households. This policy, combined with other programs, has enabled the construction and preservation of 1,795 affordable units since 1999. As part of a comprehensive housing strategy of production, preservation, and protection of affordable units, inclusionary development is an excellent tool to ensure the inclusion of households of all incomes in Boston or any other city.

APPENDIX

Overview of The Massachusetts Comprehensive Permit Law

see G.L. c. 40 B, §§ 20-23

Effective Date: November 21, 1969 (Chapter 774 of the Acts of 1969, H5681)

Purpose: To increase the supply and improve the regional distribution of low and moderate income housing by allowing a limited suspension of existing local regulations which are inconsistent with construction of such housing.

Who May Apply for a Comprehensive Permit?

A public agency

A non-profit organization

A limited dividend organization

How is an Application Made?

Prior to applying for a comprehensive permit, a proposal to build affordable housing must receive preliminary approval (normally a Project Eligibility or Site Approval letter) under a state or federal subsidy program. The application, containing the eligibility letter and preliminary development plans, is then filed with the local zoning board of appeals. The board then notifies and seeks recommendations from other local boards, including, as appropriate, the following:

Planning Board

Survey Board

Board of Health

Conservation Commission

Historical Commission

Water, Sewer, or other commission or district

Fire, Police, Traffic, or other department

Building Inspector or similar official or board

The zoning board of appeals holds a public hearing to ensure that local concerns are properly addressed. Local concerns include health, safety, environmental, design, open space, and other concerns raised by town officials or residents. In making its decision, the board acts on behalf of all other town boards and officials, but only with regard to matters where local restrictions are more stringent than state requirements. The board can issue a single comprehensive permit, which subsumes all local permits and approvals normally issued by local boards. It can also issue a comprehensive permit with conditions or deny the permit. If a comprehensive permit is granted, the applicant, prior to construction, must normally present final, detailed construction plans to the building inspector or similar officials to ensure that the plans are consistent with the comprehensive permit and state requirements.

What if the Comprehensive Permit is Denied?

If an application for a permit is denied or granted with conditions which would make building uneconomic, the applicant may appeal the board's decision to the Housing Appeals Committee, which consists of three members appointed by the Massachusetts Secretary of Communities and Development (one of whom must be an employee of Department of Housing and Community Development), and a city councilor and a selectman, both appointed by the Governor.

Hearing and Appeals Procedure:

The local zoning board of appeals must open a hearing within thirty days of receiving an application, and render a decision within forty days after termination of the hearing. Any appeal of the local decision to the Housing Appeals Committee by the applicant must be taken within twenty days of the notice of the decision. A decision of the Housing Appeals Committee may be appealed to the Superior Court.

Consistency with Local Needs:

The general principle governing hearings before the local board and the Housing Appeals Committee is that all local restrictions, as applied to the proposed affordable housing, be "consistent with local needs." General Laws c. 40B, § 20 defines consistency with local needs as being reasonable in view of the need for low and moderate income housing balanced against health, safety, environmental, design, open space, and other local concerns. If less than ten percent of municipality's total housing units are subsidized low and moderate income housing units, there is a presumption that there is a substantial housing need which outweighs local concerns. See 760 CMR 31.07(1)(e); Board of Appeals of Hanover v. H.A.C., 363 Mass. 339, 367, 294 N.E.2d 393, 413 (1973).

For Further Information Contact:

Werner A. Lohe Jr., Chairman
Housing Appeals Committee
100 Cambridge Street, Room 1801
Boston, MA 02202
617 727-6192
617 727-7078, x300

LP4S

MC 2/4/70, rev. 6/8/93, 3/23/94

This overview of the Massachusetts comprehensive Permit Law was provided by the Massachusetts Department of Housing and Community Development. For more information, visit the Massachusetts DHCD Web site at <http://www.state.ma.us/dhcd/components/bac/4summ-mc.htm>.



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Los Angeles launching its 1st "Bicycle Friendly Business District"



Zachary Shahan (@zshahan3)
[Transportation / Bikes](#)
February 19, 2014

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TreeHugger has [published](#) a [few articles](#) about how [bicycling boosts business](#). It seems that policymakers in Los Angeles have been following this story as well. They've developed a "Bicycle Friendly Business District (BFBD)" program there, which is aimed at bringing more bicyclists to commercial corridors. The first BFBD will be in Northeast Los Angeles.

So, how will the BFBD program bring more bicyclists to these commercial corridors? Through commonsense bicycle infrastructure and attractions.

"The program aims to provide districts with adequate bicycle facilities including [bicycle parking](#) and [repair stations](#), [bikeways](#), creating [maps of the bikeway network](#), installing signage, and [facilitating bicycle wayfinding](#)," Elizabeth Gallardo of *LADOT Bike Blog* [writes](#).

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"A BFB might offer discounts to people travelling by bicycle, bicycle-themed promotions, bicycle-friendly amenities, benefits to employees who bicycle, or other incentives."

How Neighborhoods + Businesses Can Promote Bicycle Friendliness				
Infrastructure	Business Practices	Employee Appreciation	Community Involvement	Partnerships
bike racks	bicycle customer discounts/ deals	train employees in bicycle safety/practices	sponsors or organizer of bike events/clubs/ rides	club rides
bike corrals	provide loaner bicycle amenities	on-site showers	local community bicycle advocate	bike path rangers
work/repair stations	provide bicycle/ bike culture services	encourage bike commuting	adopt a bike lane/ path	
	bike couriers	bicycle toolkits available		
		bicycle friendly employee dress code		
		parking cash-out incentives		

[LADOT](#)/Public Domain

Northeast Los Angeles is the pilot district. Implementation across other parts of the city is planned for 2015–2016. Northeast LA was chosen as the first Bicycle Friendly Business District due to having relatively good bicycle infrastructure to start with and numerous commercially zoned corridors. Local businesses have already signed up for care-taking of bicycle corrals and bicycle repair stations, Gallardo notes.

For the pilot, the LADOT Bike Program has partnered with [Occidental College Urban and Environmental Policy Institute](#) and [C.I.C.L.E.](#) to bring together community partners into a consortium that will envision and pursue amenities and events that will make Northeast LA neighborhoods more friendly to bikes through both infrastructure, business, and cultural offerings.

You can learn more about the LADOT Bicycle Friendly Business District program in this slideshare:

[Bicycle Friendly Business Districts in Northeast LA](#)

BEST OF TREEHUGGER



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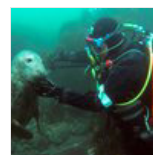
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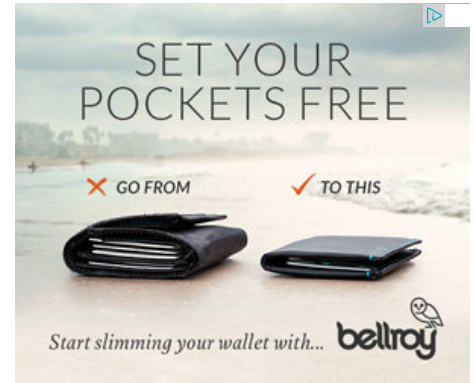
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BUSINESS AND PROFESSIONAL PEOPLE
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Voluntary or Mandatory Inclusionary Housing? Production, Predictability, and Enforcement

By Nicholas Brunick, Lauren Goldberg, and Susannah Levine

Produced by:

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August 2004

Inclusionary Housing: Mandatory vs. Voluntary – Which Path to Take?

In response to the nationwide affordable housing crisis, many local governments are turning to inclusionary zoning as an effective local tool for generating much needed affordable housing. In crafting an inclusionary housing program, every community faces a major decision: should the inclusionary housing program be mandatory or voluntary?

This decision raises questions common to any policy debate involving markets and governmental regulation. Is a mandate needed to produce affordable housing or are incentives sufficient to spur developers to create affordable homes and apartments? Can a community provide enough incentives (through density bonuses, flexible zoning standards, fee waivers, etc.) to entice developers to build affordable housing without a mandate? Will mandates for affordability and the production of affordable housing, even when coupled with generous cost offsets, chill market activity and exacerbate affordability problems by restricting supply? Mandatory or voluntary – which approach will produce more housing and more affordable housing for the preferred populations?

Every community will engage in its own political debate and evaluate its own legal authority to determine its position on mandates and incentives. However, experience with inclusionary housing, both recent and long-standing, provides a number of insights on this important policy decision. Overall, mandatory programs have produced more housing, produced more housing for lower-income populations; provided more predictability for developers and the community; and have not stifled or chilled development activity. As a result, more communities are choosing mandatory approaches. This article will explore this issue by examining program experience and studies from across the country.

Mandatory Programs Produce More Housing

On balance, experience and research indicate that mandatory, rather than voluntary inclusionary housing programs are more effective at generating a larger supply of affordable housing. A 1994 study by the California Coalition for Rural Housing (CCRH) found that “mandatory programs produce the most very-low- and low-income affordable units compared with voluntary programs, both in terms of absolute numbers and percentage of total development.”

A 2003 study by the CCRH and the Non-Profit Housing Association of Northern California found similar results. The fifteen most productive inclusionary housing programs in the state of California are mandatory programs. In fact, the report found that only 6% of the 107 communities in California that reported an inclusionary housing program stated that the program was voluntary. Two of those communities, Los Alamitos and Long Beach, “specifically blame the voluntary nature of their programs for stagnant production [of affordable housing] despite a market-rate boom.”

According to research compiled by the National Housing Conference, experience in Massachusetts shows that mandatory approaches are critical to the success of inclusionary zoning programs (Ziegler 2002; Herr 2002; Bobrowski 2002). In Cambridge, after ten years

of voluntary inclusionary zoning districts that failed to produce any affordable housing, a mandatory inclusionary housing ordinance was adopted in 1999 (Herzog and Jameson 2002). As of June 2004, the program has produced 135 affordable homes with 58 more in the development pipeline (Paden 2003). **[Picture from Newton, MA – Low-rise]**

Finally, experience from the Washington D.C. metropolitan area supports the same conclusion (Brown 2001). Four mandatory county-wide programs have worked effectively to create affordable housing in a mixed-income context in some of the nation's most affluent counties. In Montgomery County, Maryland, over 13,000 housing units have been produced over thirty years through a mandatory program requiring a 12.5% to 15% affordability component in large developments. **[Pictures from Montgomery County, MA – Claggett Farms – one market-rate mansion and one picture of two affordable units and one picture from Fairfax County, VA – ADU #9]**

Voluntary inclusionary housing programs can be successful. First, it should be recognized that, theoretically, with enough subsidy any voluntary program could work extremely well. Realistically, though, housing subsidies are scarce and getting scarcer. Nevertheless, voluntary programs can work quite well when they are implemented as if they are mandatory programs or when a community's broader planning policies (like mandated growth limitations) make the "voluntary" inclusionary housing component a highly attractive option.

Calavita and Grimes, for example, have attributed the success of the voluntary inclusionary zoning program in Irvine, California to an "unusually sophisticated" and "particularly gutsy" staff committed to making the program work (Calavita and Grimes 1998).

Similarly, in Chapel Hill, North Carolina, the voluntary 15% affordable housing program for developments that require a rezoning has been quite successful. The program is so rigorously marketed by town staff and the Town Council that no new residential developer, regardless of requiring a rezoning request, has approached the Planning Commission without at least a 15% affordable housing component or plans to pay a fee in lieu of building affordable units (Mason 2003). Planning staff in Chapel Hill explain that developers construe the inclusionary zoning expectation as mandatory because residential development proposals are difficult, more expensive, and less likely to win approval without an affordable housing component. Chapel Hill's voluntary program has produced 162 affordable homes since 2000 and has collected approximately \$178,000 in fees (Mason 2004).

Communities like Lexington, Massachusetts, have followed a similar approach to Chapel Hill, North Carolina, by adopting a firm policy related to affordability on all discretionary approvals. The community has succeeded in creating a significant amount of new affordable housing as a result (Jameson and Herzog 2002). For communities that lack the authority to implement a mandatory inclusionary zoning law, places like Irvine, Chapel Hill, and Lexington, provide good models for how to use a "voluntary" program to obtain good results.

In Morgan Hill, California, the community's policy on limiting growth has enabled the voluntary inclusionary housing program to succeed (California Coalition for Rural Housing and the Non-Profit Housing Association of Northern California 2003). Developers gain a much better chance of obtaining one of the limited number of development permits each year if they include affordable housing in their proposed development. Under this kind of framework, a voluntary approach can ensure the production of a number of affordable units. However, even with an especially aggressive staff or broader policies (such as growth limitations) that make the inclusionary housing option more attractive than the alternative, voluntary approaches are not likely to produce as much affordable housing.

Serving Low-and Very-Low Income Households

In general, mandatory programs are better suited to produce housing that is affordable to low- and very-low-income households (households below 80% or 50% of the AMI). The fifteen most productive programs in California target low- and very-low-income populations at a much greater rate and at a deeper level than the 92 other programs in the state (California Coalition for Rural Housing and the Non-Profit Housing Association of Northern California 2003). The mandatory programs in Montgomery County, Maryland and Fairfax County, Virginia have succeeded at producing affordable homes for extremely low-income households by allowing the local housing authority to purchase some of the newly created affordable units. **[Picture of Kensington Place in Montgomery County]**

Without a mandatory requirement, a community will have to provide an extremely high level of subsidy to entice developers to produce homes and apartments affordable to low- and very-low-income households. Voluntary inclusionary zoning programs that do succeed in generating affordable housing units for a range of low-income households must rely heavily on federal, state, and local subsidies in most cases.

For example, the City of Roseville, California, adopted an "Affordable Housing Goal" (AHG) program in 1988, which encourages developers to work with the city to voluntarily build affordable housing within residential developments. Since 1988, the program has produced 2,000 affordable units through significant federal, state, and local subsidies. However, \$233,708,554 in subsidies would be necessary to meet the city's goal of 5,944 affordable units by 2007—that is \$217,608,554 more in funding than the city is expected to capture between 2002 and 2007 (Roseville General Plan 2002). In the absence of expanded funding, it will be impossible for Roseville to meet its regional affordable housing goal through its voluntary program. With a mandatory inclusionary zoning program, *some* of these affordable homes could be produced through a combination of density bonuses, flexible zoning standards or other offsets, and the market adjustments and developer creativity that result from a mandate to produce affordable housing.

Predictability for Communities and Developers

Mandatory programs offer reliability and predictability to communities in their ability to generate results. Mandatory programs provide developers with predictability by setting uniform expectations and requirements and establishing a level playing field for all developers. Developers cannot price and value land appropriately and make informed investment decisions unless they know what the local community will allow them to build and what the local community will require from them. The worst thing a community can do if it wants to hamper housing production and constrict supply is to create an unpredictable development atmosphere.

Under voluntary programs or “ad hoc” inclusionary programs, a developer may not know what he or she will be allowed to build or what will be required of them until they enter into and complete the negotiated development process with the community. Development decisions are usually fraught with community politics and can be applied unfairly to different developers depending upon their political connections.

Under a mandatory inclusionary housing program, developers will always know what they must do. Hopefully, developers will also know, or have a fairly clear idea, of what “cost offsets” they will receive from the community when they build the affordable units. The highly-successful inclusionary zoning programs in Montgomery County, Maryland (over 13,000 affordable units produced) and Fairfax County, Virginia (over 2,300 affordable homes produced) provide two good examples of predictable, mandatory programs where developers know upfront what they are required to do and what offsets they will receive. Like any other kind of zoning regulation, a mandatory inclusionary housing program with clear “cost offsets” provides key players in the housing market with the information needed to make efficient decisions about allocation of resources.

As a case in point, developers in Irvine, California, recently lobbied the city council to change the city’s inclusionary housing ordinance from voluntary to mandatory enforcement due to the confusion and uncertainty developers experienced in the development process under a voluntary program (Curtis 2003).

Of course, mandatory programs can suffer from less predictability if the available “cost offsets” are uncertain and decided on a “case by case” basis. And, voluntary programs, if applied consistently and aggressively, can be made less arbitrary and unclear. On balance, however, mandatory programs are better suited to establish predictable results for both the local community and private market actors.

Arrested Development?

In addressing the need for *more* affordable housing, no one wants to implement a policy that will significantly depress or stifle the creation of more housing. The best available evidence indicates that mandatory inclusionary housing programs have not caused decreases in overall levels of housing production.

One recent study by economists at the Reason Public Policy Institute and entitled,

Housing Supply and Affordability: Do Affordable Housing Mandates Work?, claims that inclusionary zoning programs in the San Francisco Bay Area have led to a decline in housing production in those communities and thus contributed to rising housing prices overall (Powell and Stringham 2004). The study claims that an analysis of building permit data for 45 communities with inclusionary zoning in the San Francisco Bay Area shows that housing production declined in the “average city” the year after passage of the program. The study also claims that an analysis of building permit data for 33 communities with inclusionary zoning in the same region shows that less housing was produced in those cities in the seven years after passage of an inclusionary zoning ordinance than in the seven years prior to passage.

The study’s methodology exhibits a number of failings. I will focus on the two most crucial shortcomings. First, the study fails to include communities without inclusionary zoning in the analysis. Second, the study fails to account for or hold constant any other factors that could have had an effect on levels of housing production, such as the unemployment rate, interest rate levels, the presence of growth boundaries, a lack of available land, vacancy rates, etc. As a result of these two major failings (there are others as well), the study’s conclusion that inclusionary zoning is *the cause* or a *significant cause* of decreased housing production in these communities remains wholly unsupported. One cannot tell whether other factors independent of inclusionary zoning are causing a decline in housing production or whether development has also declined in communities without inclusionary zoning. Other authors have identified additional problems with the study which I will not address here.

A more diligent and reliable study of 28 California cities over 20 years by David Paul Rosen and Associates reaches the opposite conclusion (Rosen 2002). Like the Reason Public Policy Institute study, Rosen analyzes residential building permit data obtained from the Construction Industry Research Board. Unlike the authors from Reason Institute, Rosen takes the following steps:

- 1) Rosen includes communities *with* and *without* inclusionary zoning programs in his sample of 28 California cities;
- 2) Rosen includes communities from a variety of locations in California (Orange, San Diego, San Francisco, Los Angeles, and Sacramento counties) as opposed to just one region;
- 3) Rosen performs a regression analysis to determine the extent to which inclusionary zoning is impacting levels of production, and to what extent other variables independent of inclusionary zoning have an impact on levels of housing production. He measures the effect of indicators like the unemployment rate, changes in the prime rate, median price for new construction homes, the 30-year mortgage rate, and the 1986 Tax Reform Act on levels of housing production.

Rosen’s study concludes that the adoption of inclusionary zoning did not have a negative effect on overall levels of housing production. In fact, in a number of jurisdictions (including San Diego, Carlsbad, Irvine, Chula Vista, and Sacramento), he finds that levels of housing production have increased, in some cases quite significantly, after

passage of inclusionary housing programs. In only one community, Oceanside, did levels of housing production decrease after passage of an inclusionary housing ordinance. This drop in production was most likely caused by increasing unemployment and high rates of housing vacancy due in large part to the economic recession of the early 1990s and the Gulf War (Oceanside is near a military base). Overall, the study found that the level of housing production was most heavily affected by unemployment levels and the median price of new construction homes, as well as the 1986 Tax Reform Act.

Rosen’s findings are more consistent with the balance of available evidence on this issue nationwide. Planning officials and local monitors of the programs in San Diego, Sacramento, Boston, San Francisco, Denver, Chapel Hill, Cambridge, and Boulder all claim that they have not seen a decrease in development activity in their communities since they implemented inclusionary housing programs (Kiely 2003; Ojeda 2003; Mason 2004; Fretz-Brown 2004; LeClair 2004; Paden 2004; Pieropan 2004; Tinsky 2003; and Levin 2004). In addition, studies, analytical reports, and community and developer reaction to inclusionary housing programs nationwide indicate that mandatory inclusionary zoning programs in a wide variety of locations are not stifling development (Business and Professional People for the Public Interest 2003). **[Picture from Longmont, CO and Picture from Fairfax County, VA – ADU #4]**

Trending Mandatory

The current trend in inclusionary housing programs is toward the mandatory end of the implementation spectrum. A survey of available literature and existing programs around the country revealed only one situation where a community has switched from a mandatory to a voluntary program: Orange County, California. According to a report produced by the California Coalition for Rural Housing in 1994 this switch in enforcement led to a dramatic drop in the production of affordable housing. Today, according to staffers for Orange County, the county no longer has a formal inclusionary housing program. The county does attempt to negotiate for affordable housing units on the few remaining vacant parcels in the county that receive development proposals. Meanwhile, as the table below demonstrates, other communities nationwide have recently switched to a mandatory status in order to gain the benefits of additional affordable units and greater predictability.

A. Switching from Voluntary to Mandatory Inclusionary Zoning

Municipality or County	Reason for Change	Result
Cambridge, MA	10 years of voluntary inclusionary zoning districts failed to generate any affordable housing.	In 1999 Cambridge switched to a mandatory program. As of June 2004, this mandatory program has produced 135 housing units with 58 more in the pipeline.

Irvine, CA	Developers initiated a switch to a mandatory ordinance after over two decades of confusion and uncertainty under a voluntary program.	New mandatory ordinance (adopted in the spring of 2003) is a concise program with uniform expectations and rewards for developers. Together, as of June 2004, the mandatory and voluntary programs have created 3,400 affordable homes and apartments with 750 more in the pipeline. The program has also collected \$3.8 million in fees.
Pleasanton, CA	Voluntary ordinance proved ineffective at creating affordable housing in the face of increasing housing costs and decreasing availability of land.	Passed mandatory ordinance in late 2000. As of June 2004, the program had created 408 affordable units with 154 more in the pipeline. The program had also collected \$14 million in fees.
Boulder, CO	Throughout the 1980s and 1990s, the city's voluntary ordinance proved an ineffective tool to generate affordable housing.	Mandatory ordinance went into effect in 2000. As of June 2004, the program has generated approximately 300 units of housing and \$1.5 million in fees.

B. Switching from Mandatory to Voluntary Inclusionary Zoning

Municipality or County	Reason for Change	Result
Orange County, CA	Local political reasons	A decrease in the production of affordable housing units: the mandatory program produced 6,389 units of affordable housing in four years (1979-1983), while the voluntary program has produced just 952 units over eleven years (1983-1994).

Recent trend in large cities adopting mandatory ordinances

The five largest cities to adopt inclusionary zoning, Boston, Denver, Sacramento, San Diego, and San Francisco, all chose mandatory ordinances in the face of severe affordable housing shortages. This decision reflects both the perceived and documented effectiveness of requiring developers to set aside affordable units or pay a fee in lieu of building units on-site. Denver's mandatory ordinance is credited with the production of approximately 3,400 units of affordable housing (constructed or in the development pipeline) since the law was passed in 2002, further reinforcing the argument that mandatory programs are more productive.

Newly Adopted Programs in the Midwest Have Chosen a Mandatory Approach

Mandatory inclusionary zoning programs are no longer only appearing in the high-cost housing markets on the East and West coasts. In August 2003, the first inclusionary housing ordinance in the Midwest became law when the City of Highland Park, Illinois adopted a mandatory inclusionary zoning law requiring a 20% affordability component in any development with five or more units of housing. Madison, Wisconsin soon followed with a mandatory program in January 2004. The ordinance, effective in February 2004, requires developers of projects including ten or more units to price 15% of the units as affordable.

The Bottom Line

When it comes to inclusionary zoning, the path more often taken appears to be the more desirable path. The experience of municipalities and counties nationwide demonstrates that mandatory inclusionary zoning works as a practical and effective tool for generating affordable housing. While the success of voluntary programs is contingent on the availability of subsidies and aggressive staff implementation, mandatory programs have produced more affordable units overall, as well as more units for a wider range of income levels within the affordability spectrum – all without stifling development. Not only are more municipalities establishing mandatory inclusionary zoning programs, many municipalities with experience implementing voluntary ordinances are switching to mandatory ordinances. Their uniform and predictable nature, coupled with their documented success in producing more affordable units, has clearly made mandatory programs the better option for communities looking to address their need for affordable housing.

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Four hard truths about housing

By Paul McMorrow | Globe Columnist

January 21, 2014

Massachusetts doesn't build nearly enough new housing, and when it does, it builds the wrong kind of housing. Zoning puritanism drives up the cost of housing, and it forces residents to abandon the state.

These are familiar complaints. But a new report from the Metropolitan Area Planning Council puts fresh data on just how bad the state's housing problem is — and how much work it will take to build a competitive housing market in Greater Boston.

MAPC argues that the region will need to construct 435,000 new homes by 2040, most of them multi-family units (condominiums, apartments, townhomes). The development need spans urban and suburban settings. "The status quo doesn't give us a lot of hope," says Marc Draisen, MAPC's executive director. The status quo is a dead end. Massachusetts needs to change the way it builds housing to meet changes in the way people live. Here's why.

■ Demographics are driving housing needs.

Massachusetts needs to change the way it builds housing to meet changes in the way people live.

Massachusetts cities and towns need to change the way they approach housing because the state's makeup is changing.

The state's households are growing smaller. In 1970, the average household in greater Boston held 3.5 people; it's 2.5 people today, and shrinking. Even if Massachusetts' population didn't grow at all between 2014 and 2040, shrinking households would mean that Massachusetts would still need 10 percent more housing than it has today.

Massachusetts is also aging quickly. The number of retirees in the state will double by 2040, and Massachusetts isn't attracting nearly enough younger workers. A shrinking workforce could hamstring the state's economy: If companies can't find the talented younger workers they'll demand here, they'll grow someplace else.

A good slice of the burgeoning retiree population will wind up trading their single-family homes for denser homes, whether in downtown condominiums, smaller suburban townhomes, or assisted-living communities. And the next generation of workers demands a far different type of housing. Younger residents prefer cities and suburban spaces that have urban-like amenities such as an interesting base of local businesses, and active, walkable town centers. Whether in cities or the suburbs, demand is rising for smaller, more closely clustered homes.

■ Schools are no excuse.

Suburban housing opponents frequently ground their objections to any dense new housing in complaints about overloading the local school system. MAPC's housing projections show these aren't valid complaints. Greater Boston's population of school-age children peaked years ago; it's now 6 percent below what it was in the year 2000, and will likely slide another 6 to 9 percent over the coming decades. The big-picture worry is not about having too many children, but having too few taxpayers to pay for their schooling.

- The shift away from single-family homebuilding is permanent.

Many cities and towns around the state are zoned for a way of living that's vanishing. They make it easy to build large-lot single-family homes, but throw steep barriers in the way of dense housing. That's a problem, because changing demographics mean both older and younger residents need newly developed multi-family homes far more than they need new single-family homes.

This doesn't mean that nobody in Massachusetts will want to buy a single-family home over the next 30 years. But existing single-family homes, freed up by aging baby boomers, are already plentiful enough. MAPC estimates that two-thirds of the development demand over the next 30 years will be for homes in multi-family settings. Cities and towns need to concentrate their zoning and development efforts where they're needed, rather than wasting land on unwanted single-family homes. Lowell, Haverhill, Natick, Marlborough, and Quincy have all made strides recently in making their zoning meet this new paradigm. Other municipalities should follow their examples.

- Standing still isn't an option.

MAPC sketched out two possible growth patterns: One in which Massachusetts continues losing residents to other states, and one in which it attracts enough young workers to expand the economy.

The status quo scenario brings Massachusetts an embarrassing 1 percent job growth rate; it leaves a large population of seniors depending on government services, without an influx of new taxpayers to fund them; and it still demands increased housing production, thanks to demographic shifts.

This isn't a future anyone should want. And it isn't one anyone should settle for. If the simple act of treading water demographically will require slow-growth towns to build more housing, they might as well put their shoulders into the effort, and wind up with a future worth celebrating.

Paul McMorrow is an associate editor at Commonwealth Magazine. His column appears regularly in the Globe.

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Missing Middle Communities Offer Quality and Simplicity

JAN
21

Missing Middle housing, located within walking distance to shops and amenities, fills the gap between single-family homes and apartment buildings. Opticos's Dan Parolek was recently interviewed for an article by John Van Gieson, "[Mid-Range Density: The middle ground of development](#)," which appeared in the [Winter 2014](#) issue of *On Common Ground*.

In the article, Parolek says, "There's a convergence of the demand created by Baby Boomers who are moving back, not just into city centers but into surrounding single-family neighborhoods, and the Millennials who want walkable urban living."

Missing Middle housing units are small—typically running 1,200 square feet or smaller, Parolek says—and in order for them to work, they must be designed well and built with quality materials. Built-ins, compact kitchens, and shared living and dining spaces are all common features. "You can get quite a bit into 650 square feet," Parolek said. "Really what people are trading is size for amenities that are typical in a walkable, urban context, and sometimes higher quality."

For both Baby Boomers and Millennials, a modestly-sized duplex, townhouse, or cottage within walking distance to a supermarket, drug store, medical services, and a few good shops and restaurants is the ideal housing solution, reducing auto-dependence and increasing social time. "It's a much more simplified lifestyle than what we had before," said Bob Greenberg, who recently moved into an 11-unit cottage community on Seattle's Bainbridge Island with his wife in order to be closer to their children and grandchildren.

Other communities centered around walkable living and featuring Missing Middle housing types are being developed across the country, from Kirkland, WA, to Ocean Springs, MS, to Beaufort, SC.

On Common Ground is a publication of the [National Association of Realtors](#). Read the full article [here](#).

Photo caption: Stacked duplex homes in Habersham, a waterfront community near Beaufort, SC.

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Special Feature

National Realtors' Survey Indicates Strong Interest in Walkable Mixed-Use Neighborhoods

by Joseph Molinaro, AICP

Do the living options provided in your town match what consumers want today?

Do your development regulations permit builders to meet future real estate demand?

Survey research can be a valuable tool in gauging preferences of consumers. And home buyers and renters are consumers of communities as much as they are consumers of housing products.

Most Americans now want to live in a walkable neighborhood where they can walk to shops and restaurants and parks, and many are willing to give up a large yard to do so. There is also a strong interest in having access to public transportation. These are among the major findings of the 2013 Community Preference Survey undertaken by the National Association of Realtors.

The survey was completed in September 2013 via the internet by 1,500 adults chosen to be representative of the U.S. population. Margin of error is 2.5%.

The number one feature that people said there was too little of was "Safe routes for riding bikes to work and shopping."

was "Public transportation within an easy walk;" "Housing for people with low incomes;" and "Shops or restaurants within an easy walk of your home."

Do the living options provided in your town match what consumers want today?

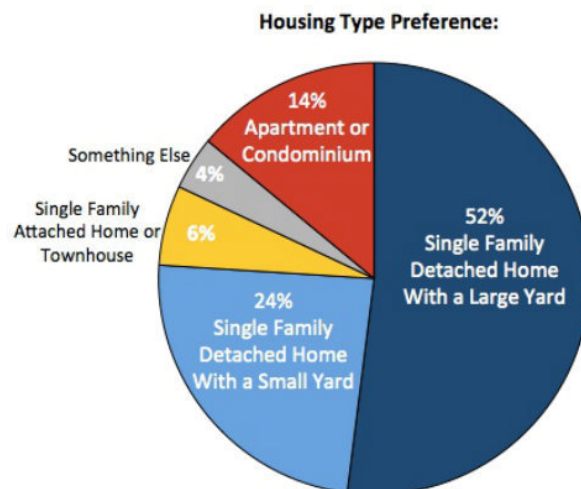
First, people were asked to evaluate the place they live now by identifying whether they had too little, the right amount, or too much of particular attributes or amenities. The number one feature that people said there was too little of was "Safe routes for riding bikes to work and shopping." The other top answers for what there was too little of in their neighborhoods

Unsurprisingly, an overwhelming majority (76%) of Americans in the survey say they would prefer to live in a single-family detached house — 52% preferring a house with a large yard and 24% preferring a house with a small yard.

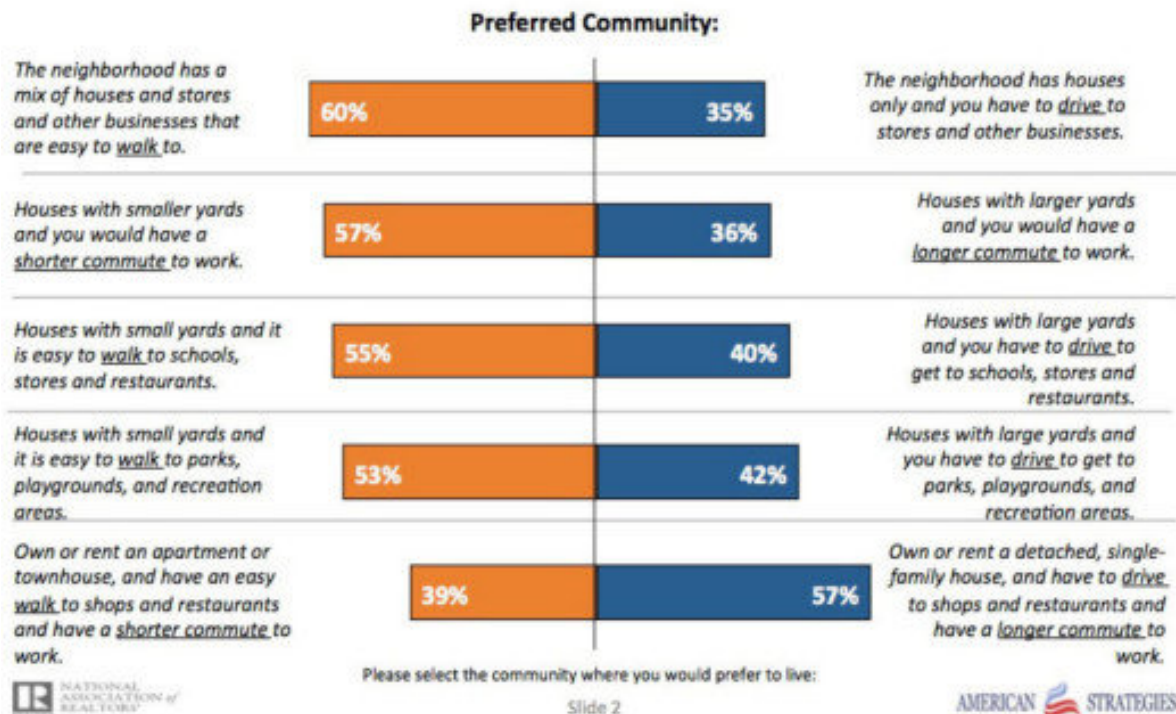
The remainder preferred an attached house or townhome (6%); an apartment or condominium (14%); or some other type of home such as a mobile home (4%).

But note that 44% (those preferring a house with a small yard, plus those preferring an attached house, townhouse, or apartment) — a substantial portion of the total – indicated an interest in housing environments that are more conducive to walkable neighborhoods and communities. This is reinforced by the results discussed next.

A series of questions asked people to consider trade-offs in yard size, commuting time, and the walkability of a neighborhood. [Click on the graphic to view it in a pop up window at larger size.]



Walking and Commute Time Key to Community Preference, But Detached House Trumps All



Click on the graphic to view it in a pop up window at larger size.

When asked to choose between a neighborhood that “has a mix of houses and stores and other businesses that are easy to walk to” versus a neighborhood that “has houses only and you have to drive to stores and other businesses,” the walkable neighborhood was preferred 60 percent to 35 percent.

When asked to choose between having “houses with smaller yards and a shorter commute to work” and “houses with larger yards and a longer commute to work,” people chose the smaller yards with the shorter commute by 57 percent to 36 percent.

Similarly, when comparing houses with small yards and “an easy walk to schools, stores and restaurants” against houses with large yards and “you have to drive to get to schools, stores and restaurants,” the small yard/walkable neighborhood won out by a 55% to 40% margin.

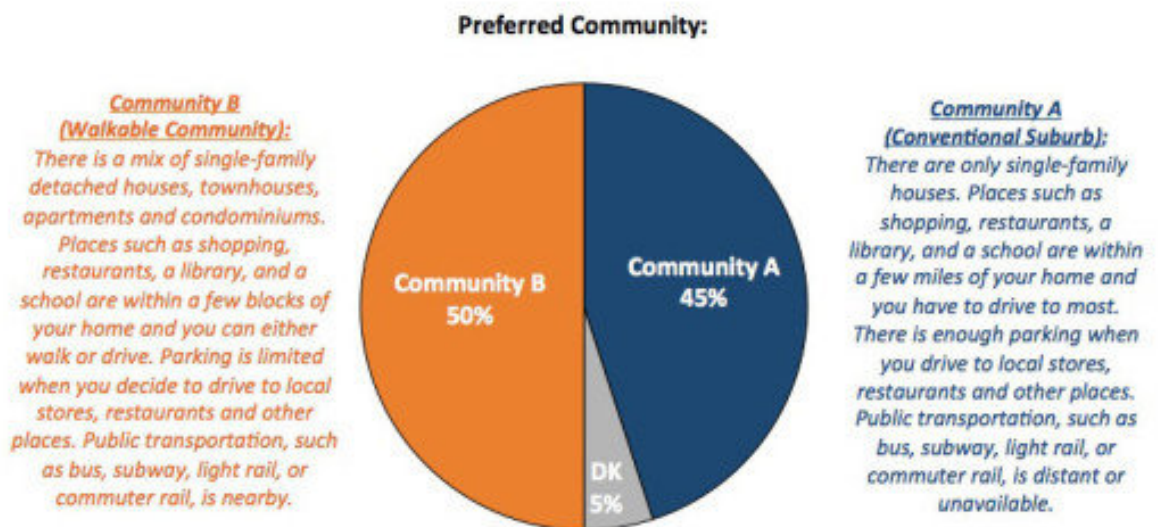
Most (57%) would not, however, trade a detached single-family home for an apartment or townhome even if the apartment or townhome offered a short commute and was within walking distance of shops and restaurants.

But it should be noted that this 57% who chose the detached house compares with the 76% who in an earlier question expressed their preference for the detached house — showing that for a slice of the survey population (76% less 57% = 19%), the provision of a walkable neighborhood and a shorter commute was enough to get them to change their preference from a detached house to an attached home or apartment.

In another question, people were asked to choose between Community A and Community B, and for each choice a thorough description was presented that delineated the difference between a conventional automobile-oriented suburban subdivision versus a walkable community.

The descriptions of the two communities are shown in graphic below, along with the resulting data. It should be noted that the terms “walkable community” and “conventional suburb” were not shown to the survey-takers but are shown here for ease of discussion. [Click on the graphic to view it in a pop up window at larger size.]

Americans Split on Preference Between Walkable, Mixed-Use Community and Conventional Suburban Community



Click on the graphic to view it in a pop-up window at larger size.

The result of this comparison is that by a 5 point margin, the respondents preferred the walkable, mixed-use community with public transportation.

Furthermore, when this data is broken down by demographics and by how people responded to other questions, other patterns arise. It may not be surprising that the walkable community is favored by single people by a margin of 17 points. The walkable community is also favored by 13 points by young people (under age 40) who graduated from college.

Home buyers and renters are consumers of communities as much as they are consumers of housing products.

What is most revealing as an indicator of the current state of the real estate market is that the walkable community was preferred by recent movers (those who moved in the past three years) by 20 points (58% to 38%); and for those who plan to move in the next three years, the walkable neighborhood was preferred by an 18 point margin (57% to 39%).

These two groups of people are good indicators of the direction the real estate market is taking, suggesting that this preference for walkable, mixed-use communities served by transit will be driving the real estate market in the years ahead.

The survey also included a series of questions about transportation and traffic. When asked to choose the best long-term answer (among three presented) to reducing traffic and improving transportation in their state, more people named improving public transportation (41%) and developing more communities where people don't need to drive long distances to work or shop (29%) than chose building new roads (20%). And yet, when presented with the statement "For me, car is king. Nothing will replace my car as my main mode of transportation," 57% agreed with that statement.

Are there significant generational differences in these preferences?

The survey suggests that there are. We compared the data for those under age 40 versus those over age 50. **Younger Americans expressed as a high priority providing transportation alternatives** (walking, biking, and public transportation) by a margin of 13 percent points more than older Americans. **Younger Americans also rated as a high priority revitalizing cities** — by a margin of 10 points more than older Americans. And to the statement "Car is king; nothing will replace my car as my main mode of transportation," 64% of those over age 50 agreed with this statement, while only 51% of those under age 40 agreed with it.

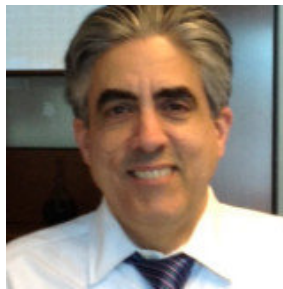
What messages can we take from this survey?

The survey confirms what we are seeing in many housing markets across the country: that there is a strong demand for homes in walkable neighborhoods. A walkable neighborhood is safe and comfortable for pedestrians (sidewalks are a must!) and there must be places people can walk to, such as parks, recreation facilities, shops, and restaurants. There is also a strong demand for being near public transportation, which is consistent with recent data showing that transit ridership is at a 50-year high.

Most striking in the survey is that the preference for a mixed-use walkable neighborhood is strongest for those who are in the real estate market now. And the higher preference among those under age 40 for walkable communities, revitalizing cities, and alternative transportation tells us the high importance these community traits will have with the consumers of tomorrow.

Policy makers today — planning commissioners and elected officials as well — should consider these trends when they prepare community plans and update their zoning ordinances.

One thing to look at particularly: do your development regulations and transportation plans allow for single-family homes on small lots, in a pedestrian-friendly atmosphere within walking distance of shops, restaurants, and community facilities? This seems to be the “sweet spot” that consumers increasingly want, but in many communities this option is hard to find.



Joseph Molinaro, AICP, is managing director for community outreach programs with the National Association of Realtors in Washington, DC. In this position, he oversees NAR's smart growth and housing opportunity programs, conducts public opinion polling on growth and housing issues, and tracks state legislation that affects real estate.

For the complete survey results, go to <http://www.realtor.org/articles/nar-2013-community-preference-survey>

See also the “Community Builders” excellent webinar where Joseph Molinaro and Joe Goode (of American Strategies) go over the survey results (57 minutes long).

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March 10, 2014 | 12:01 am

People Get Ready: Here come the Millennials



BEN BROWN

Cue up [Curtis Mayfield and the Impressions](#). Last week's release by the Pew Research Center of its "Millennials in Adulthood" analysis suggests there's a train a-coming. And its steady progress is likely to force changes in community development over the next couple decades.

Here's what the Pew report suggests and how it lines up with some other projections of demographic impacts:

First of all, there are a lot of folks in the Millennial age group, who in 2014 are between 18 to 33 years old. They currently comprise about 27 percent of the U.S. population and are destined to increase that share as the other giant generational bulge, Boomers currently 50 to 68 years old, ages out of the picture.

Unlike the Boomer cohort, with its 28 percent non-white population, the Millennials are the most racially and ethnically diverse generation yet, with 43 percent non-whites.

Unlike the Boomers, the Millennials are aging into an unpredictable economic environment, complicated by student loan debt for many and by low-paying, long-hour entrance-level jobs. That's especially true in places many Millennials want to be — like culture and network-rich urban environments with rising prices for acceptable housing.

Democrats and Republicans hoping to sell this generation on politics as usual face a near-impossible task. Experience growing up with people from a variety of racial and ethnic backgrounds has made Millennials more socially liberal than other generations. And their coming of age in an era of declining trust in institutions has made them more likely to embrace the "independent" political label than their elders.

Here's another distinction between generations. Whether it's for financial or lifestyle reasons or some combination of both, Millennials are delaying marriage and families later than older generations at this point in their lives.

So what does all this suggest for housing demand and community planning? With a growing population of risk-averse, cash-strapped singles, what will the impacts be on settlement patterns and housing choices built around easy credit for young families in a booming economy?

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People Get Ready: Here come the Millennials

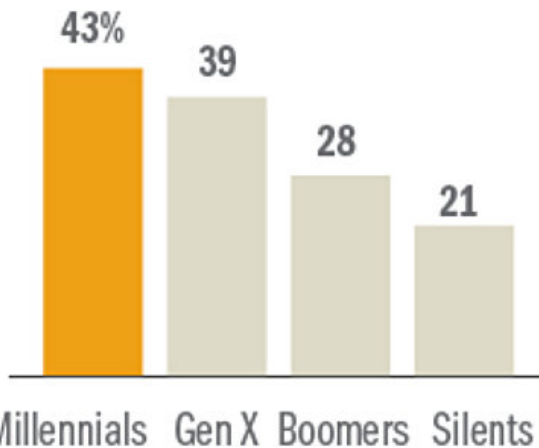
Let Love Rule: Resilience in Mesquite

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Comparing the Racial Makeup of the Generations

% of population that is non-white



Source: US Census Bureau; non-whites include Hispanics.

PEW RESEARCH CENTER

Here's a [PlaceShakers post](#) from a year ago outlining the likely prospects for neighborhood locations, housing scales and for sale/for rent choices given the double whammy of aging Boomers and coming-of-age Millennials. And it's worth repeating this warning from an article in the Nov./Dec. 2010 Washington Monthly by Patrick C. Doherty and Christopher Leinberger:

"Both of these huge demographic groups want something that the U.S. housing market is not currently providing: small, one-to-three-bedroom homes in walkable, transit-oriented, economically dynamic, and job-rich neighborhoods."

Because we Boomers have so far dominated the housing trends discussion, we've tended to see the future challenge as one primarily about an undersupply of choices for aging in dignity in community. The impact of Millennials' needs and preferences has been treated as a shadow, multiplier effect. If the Millennials share the same preferences and comprise a similarly huge segment of the population, why haven't their voices made a bigger impact on the people who decide community investment and planning priorities?

One reason is that, despite their numbers, Millennials — and especially the large minority sub-group within the cohort — "punch below their weight," as [another Pew analysis](#) puts it. Their disdain for the political squabbling in the two main political parties underlies their embrace of the "independent" label. And some of that indifference is reflected in their underrepresentation among likely voters. Which gives political leaders the opportunity to delay the inevitable reckoning with demography.

The inevitability of demography, however, imposes a time limit on reality avoidance. With Boomers panicking about their limited choices for aging comfortably and the younger,

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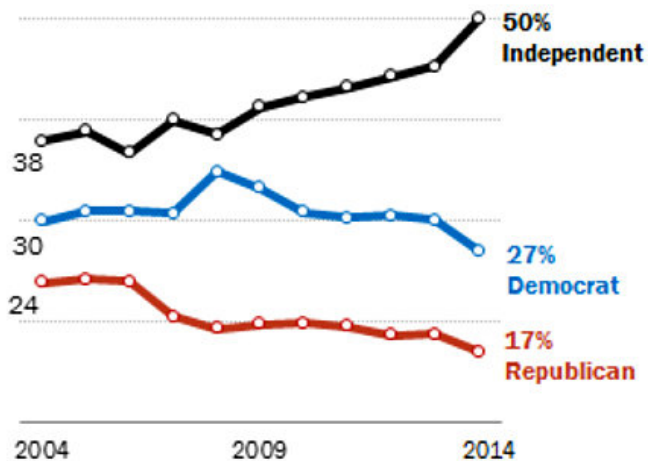
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Millennials Increasingly Identify as Political Independents

% of Millennials who identify as ...

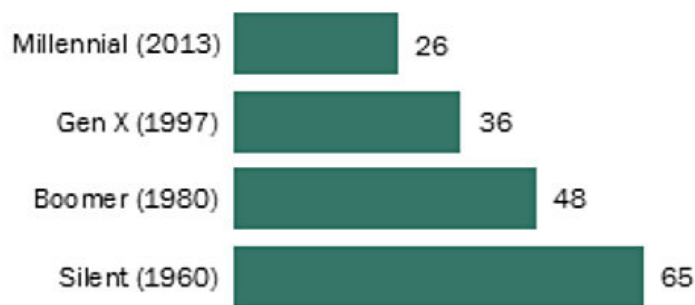


Source: Data points represent totals based on all Pew Research surveys of the general public conducted in that calendar year

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The Decline in Marriage Among the Young

% married at age 18 to 32, by generation

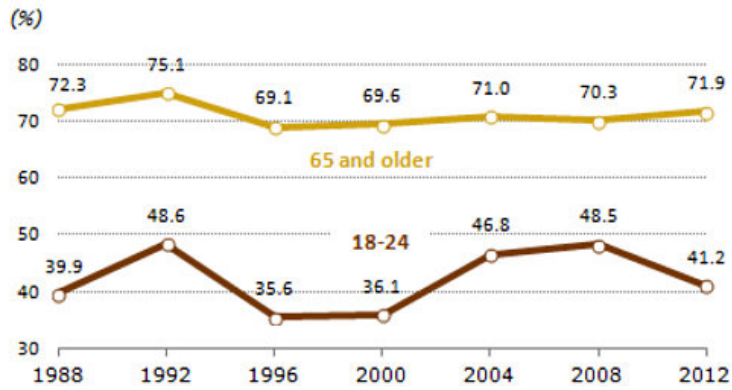


Source: Data from 1980, 1997 and 2013 are from the March Current Population Survey; 1960 data are from the 1960 Census

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more diverse generations aging into periods in their lives when they're likely to vote in numbers more reflective of their demographic clout, change is coming.

Figure 3
Voter Turnout Rates by Age in Presidential Elections, 1988-2012



Note: Data for those ages 25 to 64 not shown.

Source: For 1988 through 2008, Pew Hispanic Center tabulations of the Current Population Survey November Supplements. For 2012, U.S. Census Bureau.

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So people get ready. Time to get on board.

—Ben Brown



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Joseph says:

March 11, 2014 at 8:47 am



Speaking to the issue of political “independence”, something this article doesn’t mention is the vast array of state laws that make it hard for actually-independent politicians to come to the front and offer their ideas. While most Millennials may be registered as “independent”, for the most part we face the same boring two party candidates as we have for decades when it comes time to vote.

In many states, it is prohibitively expensive to run an independent campaign, due to, say, signature requirements being several times higher for independent candidates than Democrats or Republicans (such is the case in Pennsylvania). In my opinion, ballot access for truly independent candidates is the issue we

have to tackle if we really want to make an impact as a generation. People of my generation just aren't going to register with the two major parties to vote in a primary to control the direction of the Democratic or Republican parties. Their ideas are seen as weak and tired. Simply put, we need independent candidates with fresh, innovative ideas for the 21st century.

For what it's worth, I'm a 29 year old living in a "walkable, transit-oriented, economically dynamic" old, inner-ring suburb of Philadelphia on a commuter rail line. And though you may call me politically "independent", I'm actually a registered Green Party member.

[Reply](#)

Richard says:

March 12, 2014 at 8:23 am



I too live in Pennsylvania. I was a moderate Republican for years. I was, and still am, an independent voter, but I switched to D after Congress nearly took the US over an economic Niagara Falls with their irresponsible votes on the Debt Ceiling and after it became obvious that right wing agendas were racially based. Other factors were the "redistricting" that occurred in Pennsylvania after the R party took over the State house and the governorship and the hypocrisy in the opposition to "Rombo Care", which was written by the Conservative Heritage Foundation when Newt Gingrich promoted it as an alternative to what was labeled "Hillarycare". In my state the R's put up a Tea Party candidate for US Senate and for my own Congressional District. Both won, Now the people that supported them with huge amounts of outside money write the scripts for their positions and call the shots on outcomes. . Now we have a big problem that sustains this system. Voters can only vote for primary candidates from their own party. If a voter registers as an Independent, that voter is not eligible to vote in a primary election. If they register "Socialist" or "Green" or "constitutional" he or she can only vote for a primary candidate that has absolutely no chance of winning in a general election. By the time a registered "independent" or "third party registrant" gets to vote, the extremes of the base have decided upon a candidate that reflects the narrow, old school philosophical views of those that finance campaigns or use citizens united to pay for negative ads. . If Millennials want to change this system, get out there, organize and demonstrate support for open primaries..Don't just sit back ,especially in Daddy and/or Mommy's basement, and do nothing!!! In every measurable way the country is declining faster than a sinking ship..So if you all don't want to live in a Boomer determined world in the future , get out there and get active now., and yes the Koch Brothers are borderline upper level boomers.

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Karen Adelman
Communications Specialist
Metropolitan Area Planning Council
617-933-0704

Report, tables, and executive summary posted at: <ftp.mapc.org/projections> (zipfile—password: embargo2040)

Data, visualizations, and report posted at: www.metrobostondatacommon.org/visualizations/2296/

For immediate release:

TO KEEP ECONOMY ON TRACK, METRO BOSTON WILL NEED UP TO 435,000 NEW HOUSING UNITS BY 2040

Changes in population will have dramatic effects on housing needs, workforce, and economy in Greater Boston in 2040

BOSTON — Two out of five workers in Greater Boston will be retired by the year 2030, so the region must attract younger workers from elsewhere if the economy is to keep growing. Housing those young workers, in addition to the growing senior population, will require the creation of 435,000 new housing units—mostly multifamily, and mostly in urban areas—by 2040, says a new report issued by the Metropolitan Area Planning Council (MAPC).

If current demographic and housing trends continue according to the report’s “Status Quo” scenario, the region’s population would grow 6.6% over the next three decades, and will be decidedly older. The population age 65 and older may increase 82%, but the working-age population will remain essentially unchanged. Without an influx of younger workers, the number of jobs in the region could grow by less than 1% from 2010 to 2040.

“More than a million of the region’s workers will be retired by the year 2030,” says Marc Draisen, Executive Director of MAPC. “To fill those jobs and grow the economy we need to reverse the trends that see so many young workers leaving Metro Boston.”

Indeed, attracting more young people to the region with the kinds of housing they prefer could result in a “Stronger Region” scenario with a total population increase of 12.6%. The population age 25 to 64 would increase 7%, adding 175,000 new workers to the labor force. The need for new housing will also increase, but not as rapidly: 435,000 new units needed, compared to 305,000 new units needed in the Status Quo scenario.

*MAPC is the regional planning agency serving the people who live and work in the 101 cities and towns of Metropolitan Boston.
Our mission is to promote smart growth and regional collaboration.*

www.mapc.org

“This new report,” said Housing and Economic Development Secretary Greg Bialecki, “confirms the need for significant new multi-family housing if we want to attract young people and families and to grow our population,”

“Once again, MAPC is providing an incredibly valuable service to the region,” said Barry Bluestone, Professor of Political Economy, Director of the Kitty and Michael Dukakis Center for Urban and Regional Policy, and Dean in the School of Public Policy and Urban Affairs, all at Northeastern University. “Our towns and cities desperately need this information so as to be prepared for the dramatic changes in the types of housing aging Baby-Boomers and young ‘millennials’ will want and need.”

“Understanding the different levers that determine population growth—and migration in particular—is key for policymakers seeking to attract and retain young and skilled workers to the Metro Boston area,” said Alicia Sasser, Senior Economist at the New England Public Policy Center of the Federal Reserve Bank of Boston. “The MAPC has provided an invaluable service to the region[...].”

Among the report’s key findings:

- If current trends continue, a wave of Baby Boomer retirements and a weak inflow of younger workers will result in very little growth in the labor force and be a drag on the economy. If more young people are attracted and retained, however, the region’s labor force might grow by 7%.
- Even under a slow-growth Status Quo scenario, there will be demand for 305,000 new housing units from 2010 to 2040, an increase of 17%. The Stronger Region scenario would require production of 435,000 new units.
- Most of the new housing demand under either scenario will be among residents now younger than age 44. Residents now over 45 will need fewer housing units in 2020 than they do today due to outmigration and mortality.
- Multifamily housing, both for-sale and rental units, will make up at least 48% as much as 62% of demand.
- Even in suburban municipalities, demand for multifamily units will make up between 28% and 37% of total demand.
- More than half of housing demand will be in urban communities under either scenario—as much as 56% in the Stronger Region scenario.
- The number of school-age children in the region and in most municipalities peaked in 2000 and is likely to decline over the coming decades. The population aged 5 to 14 is projected to fall another 8% to 9% by 2020 and is not likely to fully rebound, even under the Stronger Region scenario.

Developed as part of MAPC’s forthcoming Regional Housing Plan for Metro Boston, these new projections will have broad utility for local housing plans and school enrollment projections, regional transportation planning efforts, and state programs focused on housing and workforce development. In 2012, the Executive Office of Housing and Economic Development adopted the Stronger Region scenario as the basis for the Commonwealth’s multifamily housing production goal of 10,000 multifamily units per year, and that office is now working to coordinate local and state policies to support the achievement of the goal.

For more information on the report, visit www.mapc.org or contact Assistant Director of Data Services Tim Reardon at 617-933-0718 or TReardon@MAPC.org.

###



WHEN I'M

Designers prepare for the silver tsunami

BY ANN SUSSMAN AIA

ABOVE
The Age Gain Now Empathy System (AGNES) suit, developed by and photographed in MIT's AgeLab, is worn by designers, engineers, architects, and others to understand the physical challenges associated with aging. The suit approximates the dexterity of a person in his or her mid-70s. Photo: Justin Fantl.

If you are building a new home, advises developer Dan Gainsboro of Concord, Massachusetts, design the closets so they stack floor-to-floor. That way, they can easily convert into an elevator shaft. Think elevators are for high-rises? Think again. Elevators are coming to a single-family home near you—perhaps your own—sooner than you think.

It's just one of the many shifts transforming architecture in the wake of the "gray wave," the maturation of the baby boom generation. Boomers (the 77 million Americans born between 1946 and 1964) have been defying cultural norms for the past 50 years. They are the "do your own thing" generation, keen on ignoring old rules and imagining new ones. They famously pushed for civil rights; feminism; environmentalism; and now, moving into their 50s and

beyond, they are changing the physical world as well.

The first baby boomer turned 65 on January 1, 2011. Today an American turns 50 every seven seconds. By 2015, the 50-and-older age group will represent 45 percent of the US population, according to the AARP. Add to this the fact that older Americans control more than 75 percent of the nation's wealth, and the recipe for unprecedented change is clear.

"It's the silver tsunami," said Sigrid Miller Pollin, professor of architecture and design at the University of Massachusetts/Amherst. "There's this huge age wave of baby boomers, and their thoughts and demands are different from the previous generations."

Elder-care providers debate whether architects, and society at large, are at all prepared for the magnitude of the shift. With advances in healthcare and preventative



treatments, “we’ve added nearly three decades to the human life span,” said Len Fishman, former head of Hebrew SeniorLife, a Harvard-affiliated senior health and living nonprofit. “Our thinking is trailing the demographic phenomenon, [which] is only now being experienced and is impossible to overstate.” It’s a situation vastly different from what humanity has ever experienced, he adds, one where old ideas about retirement won’t hold.

Just how the difference will manifest is unfolding. Baby boomers seem to be feeling their way, making things up as they go. For many, imagining getting old at all is best avoided. As a group, they tend to harbor a lot of fear and denial about their eventual physical decline, said Angelina Gennis, research assistant at MIT’s AgeLab, which studies how new technologies can

maintain quality of life in an elderly population. When it comes to housing choices, “boomers don’t want to be treated differently because they’re aging,” she said. She sees them as shunning anything with “implications that they might be limited some day.”

One thing that is clear is that women are prime movers in charting these new arrangements, said Martin Siefering, a senior-living specialist and principal at Perkins Eastman. “They’re better-educated, demanding consumers.” The fact that more baby-boomer women have a college education than ever before in history fuels the trend, as does the fact that more women have worked outside the home, he said. And women outlive men, by an average of five years. But boomers of either gender share a general unwillingness to follow the rules. “They question



HOME IS WHERE THE SMART IS

Kathleen Lugosch, architecture professor at the University of Massachusetts/Amherst and principal of Lugosch Architect, has developed these “Seven Simple Principles for Aging in Place”:

- 1) Look to universal design standards, particularly in kitchen and bath design and door and faucet handles
- 2) Have a full bedroom and bathroom on the first floor
- 3) Have a “slow” stair, with an ample 7-inch riser for an 11-inch tread
- 4) Have connection to the outdoors: windows, porches, three-season rooms
- 5) Design for daylighting; make sure there is ample task lighting, too
- 6) Think about passive and active energy systems to minimize energy costs
- 7) Use low-maintenance materials

everything, every step along the way,” Siefering said.

For all the unruliness, key trends emerge. For one, baby boomers tend not to want to copy their parents. “Their predecessors moved into senior centers, but this generation is choosing to stay home,” said Gennis. That’s something Gainsboro, the Concord developer, sees, too. He said it contributed to the success of Riverwalk, the 13-unit cottage community he built in West Concord, which broke ground in 2010 and recently sold out. Ten of the 13 new owners are baby boomers. “These are people interested in being part of a mixed-age community who clearly didn’t want to be in an age-restricted setting,” he said.

Second, baby boomers prize efficiency. At Riverwalk, houses are 1,300 to 1,700 square feet, some 30 percent smaller than a typical American house. Cottages have an open first-floor plan, long views, lots of windows, and nine-foot ceilings, which make them seem larger. All have living and dining rooms, a kitchen, a master bedroom, and a bath on the first floor.

Third, boomers seek flexibility. Pollin, who also runs Miller Pollin Architecture in Amherst, sees boomers planning for “aging in place” and designing homes that allow them to do so. This could mean “building a core or small unit with stairs and adding on to it with a pod or modular unit or several units,” she said, and lead to radical alternatives such as removing pods when children leave. It is these concepts students in her UMass studios explore.

Although many boomers struggle to imagine their future mobility—or immobility—the interest in installing home elevators is growing, abetted by advances in lift technology. In Newton and Brookline, where high land costs make designing a one-story home prohibitive, rehabs now frequently call for elevators, said Michael Kim, principal of Michael Kim Associates in Brookline. He routinely specifies them in house renovations there. These additions can cost \$25,000 to \$35,000, so obviously they are not a solution for everyone.

On the other hand, boomers may reject elevators entirely, Pollin said. “Having everything on one floor is more comfortable because you don’t have to rely on an electrical mechanism,” she said, which could break down and, at a minimum, require generator backup.

Universal design, once treated as a subcategory of design for the disabled, is also gaining ground, pushed by the boomer bulge. House plans will more likely accommodate the five-foot turning radius of a wheelchair in the future, for example, and have entranceways built with low thresholds, wide doors, and door-lever hardware instead of knobs.

The need to recognize that functional limitation is a fact of life informs the work of the Institute for Human Centered Design, a nonprofit in Boston that promotes

universal design. “Our context is disabling,” said Valerie Fletcher, executive director, who said the challenge today is to “create environments where people can perform at their best from 20 to 80 years old.”

This means architects need to pay much more attention to acoustics and lighting in workplaces and at home. “We need twice as much lighting at age 60 as at 40 to accomplish the same tasks,” Fletcher said, adding that natural light plays a key role in improving functional and intellectual abilities. “Architects really need to think about how to make our brains work better,” she advised, “because none of us are going to retire.”

Many of the changes in house design and programming are just common sense. “An architect can go from ignorance to effective design for seniors

The typical American three- or four-bedroom single-family house may be nearing the end of its useful life.

without tremendous effort,” Fishman said. There’s a lot of low-hanging fruit.” What’s harder is coming to grips with the idea that the typical American three- or four-bedroom single-family house may be nearing the end of its useful life. Fishman sees our current atomized living arrangement of one house per family as “a little blip in human history.” He recalls how multiple generations frequently lived under one roof or took in boarders during World War II; the Depression; and, indeed, throughout most of human history. “Multigenerational living is more cost-effective and socially enriching,” he said, predicting its return in the near future.

He is not alone. Anticipating an extended family arrangement informs the work of Ray Mann of RK Studio Architecture in Amherst, which focuses on the needs of the “sandwich” generation—baby boomers who may care for both their kids and their parents at the same time. Mann designs houses with two separate entryways and two separate patios so that two generations can enjoy privacy while still sharing spaces, including “a solar courtyard,” which brings greenery and joy into the bleakness of winter. It all fits into 2,000 square feet (excluding the sun space) and provides office space for work at home as well as three bedrooms, she said. For this experiment in multigenerational living, the architect didn’t need to go far: Her first case study was her own house, built to include her parents.

Baby boomers, social agitators to the end, are changing the built world, too. They wouldn’t have it any other way. ■

LEFT
Photo: CJ Gunther.

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Across Generations: Young and Old

Transportation That Works for All Walks of Life

by Jennifer Wallace-Brodeur

April 22nd, 2014

with a response from [Stuart Andreason](#)

As

There are now 8 million older non-drivers in the U.S., comprising 21 percent of the population aged 65 and older.

As people get older driving patterns change either by choice or necessity. With the age boom upon us, the number of older non-drivers (65+) increased by more than 1.1 million between 2001 and 2009. There are now 8 million older non-drivers in the U.S., comprising 21 percent of the population aged 65 and older.¹ We all dread the thought of having to hang up the car keys. At the same time, many Boomers are looking to drive less by choice and moving into downtown or neighborhood settings that are within walking distance of amenities and services.

Of top priority for planners is creating an environment in which people can stay connected and engaged in the community, regardless of whether they drive or not.

Alarming, more than 50 percent of non-drivers over age 65 do not leave home most days, partly because of a lack of transportation options.² Disengagement from community life is not healthy and diminishes quality of life for older residents. As planners we need to look for solutions that provide options for those who can't drive and allow all residents to stay connected and engaged with all that the community has to offer.

Designing Around the Human Footprint

Walkability is a fundamental contributor to livability to connect people to the community.

Walking is the second most popular means of travel among people 65 and older and almost 9

percent of trips by older adults are on foot.³ As we've pointed out throughout this series, walkability is a fundamental contributor to livability to connect people to the community, but also to create downtowns and

neighborhoods that attract business and bring in visitors.

For older residents it is important that sidewalks that are in good condition (to avoid tripping hazards) and that there is plenty of time to cross the street. There are many design elements to improve safety for people crossing the street, such as shortening the length of crossings with bulb outs, providing pedestrian islands, slowing traffic and adding time to walk signals.

AARP uses “**walk audits**” to engage residents in identifying troublesome aspects of the walking environment and possible solutions. At these events, volunteers fill out a survey that evaluates sidewalks, intersections, and other conditions such as driver behavior along selected routes within the community.⁴ This is a great way to educate residents about ideal design elements and get them involved in how to make improvements.



Editor’s Note: Take a look at these two video on doing walk audits. The first is of an AARP sponsored walk audit in South Austin, Texas. In the second Mark Fenton, host of “America’s Walking” on PBS, describes the basics of a walk audit

Connect Land Use and Transportation

How many times have we shaken our heads at the new residential development with sidewalks that end on the main road? Or when doctors' offices, whose primary clientele are older patients, are sited outside of town with no existing transit service? It may seem obvious, but too often we don't adequately consider transportation when land use decisions are made.

Planning commissioners can play an important role to make sure there is an integrated approach to land use and transportation planning as well as an overall vision for ensuring residents can connect to the community with or without a car. In addition to evaluating your core planning documents to ensure the dots are connected, additional tools to help with this process are described below.

Complete Streets

Complete Streets is the buzz in planning and transportation circles across the country. The 500th policy was adopted in Memphis last year and many more are in the works. These policies are popular in part because they provide a mechanism to plan for our transportation system holistically, and not just for motorized vehicles.

Complete Streets policies require planners to consider the needs of all users — bicyclists, pedestrians, transit — of all ages on the front end of road projects.

Complete Streets policies require planners to consider the needs of all users — bicyclists, pedestrians, transit — of all ages on the front end of road projects. No longer are good sidewalks, safe intersections and bike lanes seen as “add-ons” or “alternatives” but essential components of a well-design transportation network that serves all members of the community. If your community doesn’t have a Complete Streets policy consider adopting one. If you do have a policy, look at what other steps are needed for implementation, such as drafting a transportation plan. A wide range of resources are available through the National Complete Streets Coalition, housed within Smart Growth America. ⁵

Transit Oriented Development

In larger communities, transit oriented development is a strategy that includes multi-use development integrated in walkable neighborhoods all within a short distance from transit stops.

Arlington, Virginia is a national example of TOD, which among other things makes accessing services and amenities easier for older residents. It has also contributed to an economically thriving neighborhood. According to a case study of the Rosslyn Ballston corridor, the assessed value of land around Arlington’s transit stations increased 81 percent in 10 years. In addition, 50 percent of residents take transit to work and 73 percent walk to stations. ⁶

TOD requires a certain population to support transit and make this strategy work. However, the concept behind TOD — to link transportations services with mixed use development — can be applied in many settings. In my relatively small community of Burlington, new affordable housing for seniors and families has been built on a bus route and is adjacent to a neighborhood grocery store and shopping plaza.

Transit and Volunteer Drivers

Transit use among people age 65 and older, as a share of all the trips they take, increased by 40 percent between 2001 and 2009.

While planning commissioners may not be directly involved with providing transit service or volunteer driver programs, it’s important to recognize these programs as an essential part of the puzzle that provide residents with mobility and connection to the community. According to an AARP analysis of the 2009 National Household Travel Survey, transit use among people age 65 and older, as a share of all the trips they take, increased by 40 percent between 2001 and 2009. Transit use is particularly important to nondrivers who use transit more often than drivers. ⁷

As discussed above there are strategies to create a more effective alignment of land use and public transit to serve residents and foster economic development. Even in rural communities, transit providers and community leaders are developing innovative ways to serve their residents. The Community Transportation

Association (CTAA) is a good resource for information and their recent newsletter is dedicated to rural transportation. ¹⁸

Volunteer driver programs are effective and necessary in rural communities where there is not enough population density to support transit. These programs are managed by a variety of community organizations, including transit providers, faith-based organizations, disease groups such as the American Cancer Society, senior centers, and others.

The aging of America is just one contributor to a re-evaluation of how we get around. Climate change, obesity and other health concerns, and rising gas prices all demand new approaches to how we design our communities to support multiple modes of transportation. As complex as this seems the key question for planning commissioners is still the same: can all people, whether they drive or not, access and enjoy all that your community has to offer.



Jennifer Wallace-Brodeur has been at AARP since 2005, serving as Associate State Director in the Vermont State Office until 2013, and then moving to the national office as Senior Advisor States. In Vermont, she led the [Burlington Livable Community Project](#), which established a vision and action steps for Burlington to meet the needs of its aging population. This was one of AARP's first local livable community projects. She also led AARP's campaign to pass Complete Streets legislation in 2011, which earned her the Outstanding Service Award from the Vermont Planners Association.

Jennifer is active as a community volunteer, currently serving on the Burlington Planning Commission and previously as chair of the Burlington Electric Commission. In 2012, she was appointed to the Governor's Commission on Successful Aging and served as chair of the livable communities subcommittee.

A Response from Stuart Andreason:

The rise of social media, smart phones, and online interaction have been linked to declines in driving and car ownership among teenagers and young adults.

Jennifer highlights several important aspects of planning for alternative transportation for seniors. Young adults do not face the same “giving up the keys” pressures that seniors do, but many are choosing alternative transportation over driving. The days of teenagers waking up early on their sixteenth birthday to go to the DMV to get their license are in decline. The rise of social media, smart phones, and online interaction have been linked to declines in driving and car ownership among teenagers and young adults. ⁹

Communities need to be prepared to build the infrastructure to support the walking, biking, and transit or shared rides alternatives that young adults want.

Driving will remain an important part of any community's transportation planning efforts, but communities should work to create opportunities for non-auto trips. There are a number of programs that can help communities of all sizes plan for and build walking and biking infrastructure.

The Safe Routes to School program promotes walking to school by advocating for and funding the building of sidewalks and pedestrian and bike paths between communities and schools. The Safe Routes to School National Partnership ¹⁰ gives information on programs and grants in every state. These connections benefit young families and others (including seniors) alike. Some communities are opening school libraries to the public or locating community centers on school property — making the new or expanding pedestrian network a link to a community asset. Many state Departments of Transportation also offer funding for bike and pedestrian programs.

Governmental organizations in smaller communities are also supporting ride-sharing, volunteer drivers, and carpooling. The Thomas Jefferson Planning District Commission (the regional planning agency in the Charlottesville, Virginia, metropolitan area) coordinates ride-sharing and carpooling in the community. ¹¹ The program helps to connect many rural communities with job centers. The organization guarantees a ride home in the case of an emergency for participants. As Jennifer notes, many other organizations provide similar coordination.

Creating safe and enjoyable options for active travel, transit, or shared rides can encourage young adults, children, and seniors to stay active and connected with the community.



Stuart Andreason is a doctoral candidate in the Department of City and Regional Planning at the University of Pennsylvania where he studies community and economic development. He previously researched civic innovation in community participation.

Prior to entering graduate school, Stuart worked as the Executive Director of a Main Street Organization, the Orange Downtown Alliance, in Orange, Virginia.

Notes:

1. Jana Lynott and Carlos Figueiredo, [How the Travel Patterns of Older Adults Are Changing](#): Highlights from the 2009 National Household Travel Survey (AARP Public Policy Institute, April 2011) ↩
2. Linda Bailey, [Aging Americans: Stranded Without Options](#) (Surface Transportation Policy Project, 2004, Executive Summary). ↩
3. How the Travel Patterns of Older Adults are Changing: Highlights from the [2009 National Household Travel Survey](#), p. 4 (AARP Public Policy Institute). ↩

4. For information on how to do a walk audit, see AARP's [Sidewalks and Streets Survey: Tips, Tools and Resources for Organizers](#). ↩
5. [National Complete Streets Coalition web site](#). ↩
6. [Encouraging Transit Oriented Development, Case Studies That Work](#), p. 2 (available on EPA Smart Growth web site) ↩
7. [How the Travel Patterns of Older Adults are Changing: Highlights from the 2009 National Household Travel Survey](#), pp. 3-4 (AARP Public Policy Institute). ↩
8. [Community Transportation Association web site](#). ↩
9. This is outlined in detail in [A New Way to Go](#), a report by the U.S. Public Interest Research Group Education Fund. ↩
10. [The Safe Routes to School National Partnership web site](#). ↩
11. [Thomas Jefferson Planning District ride share program](#). ↩

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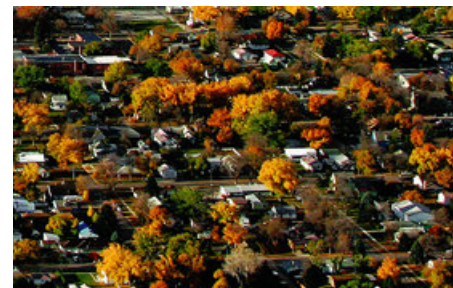
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NEWS



What is walkability?

Posted on February 2, 2014 | Author(s): John Lavey and Jennifer Hill → 11 Comments

Editor's Note: This is part one of a two-part series on Walkability. Tell us what walkability means to you using our comment function on the [bottom of this page](#).

Read Part 2, "Walkability 201: An Expanded Look" by clicking [here](#).

"Words mean more than what is set down on paper. It takes the human voice to infuse them with shades of deeper meaning."

— Maya Angelou, *I Know Why the Caged Bird Sings*

Humans are creatures of intention. We use our language to communicate thoughts and ideas in a deliberate way.

But our language is imperfect, and sometimes the intention of our communication is muddled by the words we use. Confusion can result when we use a single word that is a stand-in for a larger set of ideas. Here, nuance and caveat become increasingly important if one hopes to convey *precisely* what they are meaning.

Take, for example, the word "sustainability" – a term often used in the world of development and planning, but rarely, we would argue, given the space, meaning and understanding to properly convey an intended set of ideas.

And so it is with a new term: Walkability.

You've probably heard this term before. Recent [national preference studies](#) have shown that home buyers are willing to make tradeoffs in house size and price to live in homes that are in *walkable neighborhoods*. Our very own study, [Reset: Assessing Future Housing Markets in the Rocky Mountain West](#), referred to these neighborhoods as "compact, walkable developments." We address the term briefly in our study, but it deserves a clearer treatment – it deserves the caveat and nuance that will shade its deeper meanings and more properly convey an intended set of ideas.

We are not the only ones talking about walkability. Nor are we the only ones to ponder the deeper meaning of the term. From fellow bloggers to several academic papers, there is much to draw from when one wishes to put a finer point on this modern term (For more on walkability, we encourage you to read through the

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resources at the end of this article for more information).

So, let's talk walkability.

THREE KEY PRINCIPLES

Walkability is much more than just providing citizens with "the ability to walk". In our work with communities throughout the country, our team has observed several characteristics that result in optimal walkability. We are also alert to academic conversations that still carry on about quantifying, measuring and defining walkability. From these two viewpoints we propose a practical way to think about walkability. By and large, successful walkable developments incorporate three key principles, call them "The Three P's":

- 1) **Physical Access**
- 2) **Places**
- 3) **Proximity**

That's pretty straightforward, so let's examine each principle individually.

PHYSICAL ACCESS & INFRASTRUCTURE

We've all been there – you really want to go to that shop that is only a little ways away, but to get there... *sigh* ... there aren't any sidewalks, or the sidewalks are cracked, narrow and exposed to speeding traffic, making the journey uncomfortable at best, and dangerous at worst. If walkability is a desired component of a new development or a redevelopment project, people will need to be able to *physically get from one place to the next*. Physical infrastructure literally marks the path from place to place, indicating where pedestrians are allowed and providing some degree of safe harbor from competing modes of transportation like transit and automobiles. In their effort to put some definition to the term, the U.S. Department of Transportation and partners published a checklist – "[How Walkable is Your Community](#)" – that focuses on the physical and safety aspects of neighborhoods. This is a useful tool to evaluate the physical conditions necessary to a walkable environment.














There is no "one-size-fits-all" here. So while it's important to provide the physical means to get around, there's no one prescription for the surface-treatment, width or amenities that accompany the infrastructure. A soft surface trail may suffice to connect two different nodes of a neighborhood, but won't likely serve very well as a walkable route to a corner store. It would be hard for a person in a wheelchair to get to the store and back on a gravel pathway.

Accessibility is crucial, and not just for the able-bodied. Universal design and incorporation of safety elements are key to the physical aspect of walkability. To help people audit the walkability and accessibility of their community, the AARP has developed a "[Sidewalks and Streets Survey](#)" tool.

Let's take a look at some examples:

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Walkability: The first three images show areas lacking pedestrian infrastructure. The fourth shows a safe, attractive route.

PLACES TO GO

Now that we're able to physically move ourselves around, where are we headed? It's not enough to simply provide a means of getting around, because walkability demands that you've got an *end to that means*. There is no "perfect" combination of destinations and amenities that result in an optimally walkable area. What is important is that there is a sensible mix of destinations providing enough diversity so that people have the opportunity to fulfil at least some of their daily and weekly needs. Generally, a combination of the following amenities enhances an area's walkability:

- **Workplace.** If there's one place most of us go every day, it's to work. Being able to walk to work saves gas money and saves time spent in the car.
- **Corner store/market.** The **Roosevelt Market** – at the corner of Elm and Jefferson in Boise, Idaho – serves as a good example here. Tucked in a mix of residential and institutional uses, the market has served as an iconic and accessible locale for Boise's east end since 1900. Here, residents can buy many of their grocery needs and hang out at the sidewalk tables.
- **Schools.** Across the street from the Roosevelt Market is **Roosevelt Elementary School**. The school has served Boise's east end since 1920, and is located central to the neighborhood.

- *Restaurants.* From the coffee shop to the sit-in diner, restaurants offer nearby residents places to go for a quick meal on the go or place to hang out.



The Roosevelt Market in Boise, Idaho.

- *Retail.* This is somewhat of a catch-all category, and can include a wide-range of options: clothing, music stores, gifts, crafts and the like.

- *Public spaces and parks.*

Recreational spaces offer places to play, exercise and relax. These places often provide an important connection to the natural world.

- *Transit stops.* Access to alternative modes of transportation like bus and rail can enhance walkability.

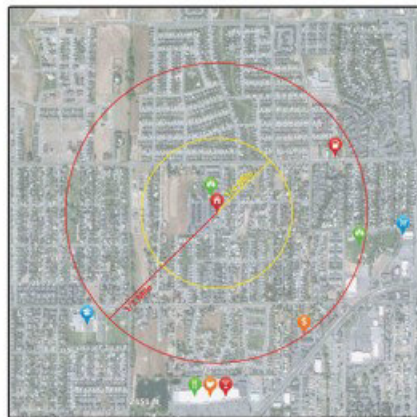
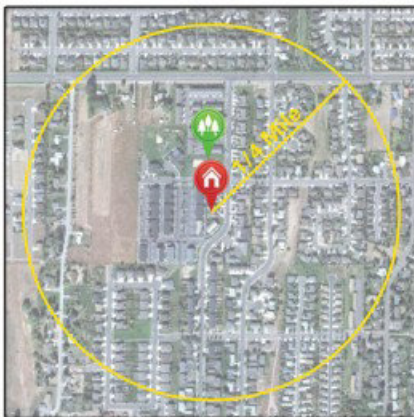
- *Culture.* Museums, music venues, theatres and places for people to view art and history can enhance walkability.

The more places to go, the more opportunity residents will have to fulfill their needs on foot, rather than driving.

PROXIMITY TO HOME

OK, so we have a place to go, and we have a way to get there, now on to the next challenge: How far away is it? You might have the best protected sidewalks this side of the Mississippi, and the best public schools in the country, but you may be so far from them that non-motorized travel is not just practical.

A rule of thumb here is that a mix of destinations within one-half mile from the doorstep – with sensible means to get there – is an accepted measure of walkability. We’re not talking as the crow flies, so to be more specific, a 10 to 15 minute walk is a reasonable metric, and represents the outside limits of what we consider walkable. Beyond a half-mile, or 10 minute stroll, and an area’s walkability will decrease significantly.



Home in a dense, residential (not very walkable) neighborhood: Not many amenities in close proximity.



Home in a dense, residential neighborhood (more walkable): Many amenities in close proximity.

CHALLENGES

A brief note on creating walkable developments: It can be challenging. Since WWII, most new neighborhoods were fashioned in a suburban form, prioritizing the automobile over the pedestrian. As a result, the distance between home and services increased. For over 60 years, suburban development has been the **primary form** of development in America, to the point where its creation is institutionalized at the federal level and in most state and local governments. However, walkable communities are not necessarily downtown and given the low density of suburban development, infill opportunities abound and mixed-use redevelopment projects smattered in these neighborhoods could be a very positive influence on walkability in suburban neighborhoods.

TYING IT ALL TOGETHER

Walkable areas will incorporate a sensible mix of physical infrastructure and places to go, all within a reasonable proximity from home.

Several studies have shown benefits to living in a walkable environment: Increased **physical health** and increased **social capital** are correlated to people living in walkable neighborhoods. We also know that the more one walks to take care of business and pleasure, the more they'll end up saving is gas.

Beyond these practical benefits, there is new information suggesting that home buyers are increasingly interested in walkable developments. Now that consumers have voiced their preference for these types of neighborhoods, we can pay closer attention as we build new housing stock, or retrofit old, to provide more walkable amenities. When we create communities that are physically connected, have places to go, and are in close proximity to home, we will create a healthier, more socially connected population, and who doesn't want that?

Our social nature means that we use words to communicate, convey ideas and deliver meaning. Its true that a word is just a word, but sometimes words take on a life of their own. Giving true life to our role as social beings means sometimes going beyond using our language and treating it as if all who listen intuitively understand our meaning. We must define, and we must repeat. Walkability is just such a term, a term that holds great meaning and conveys more than one idea.

These are our thoughts. What are yours? Join the conversation by using the comment function at the bottom of this page.

ADDITIONAL RESOURCES

Blogs and Essays:

- National Association of Realtors: "Walkability: A Key Metro Metric" <http://blog.commercialsource.com/walkability-a-key-metro-metric/>
- Project for Public Spaces: "What is Walkability" <http://www.pps.org/blog/what-is-walkability-how-do-you-measure-it-take-aways-from-this-years-trb-meeting/>
- WalkScore: "What Makes a Neighborhood Walkable" <http://www.walkscore.com/walkable-neighborhoods.shtml>
- Jane's Walk: "Walkability: Making cities welcoming, liveable and safe" <http://www.janeswalk.net/walkability>
- Veteran's United Realty: "Walkability: A Step in the Right Direction for Your Listing" <http://www.veteransunited.com/realestate/why-walkability-goes-the-distance-with-buyers/>

Academic:

- Gehrke, Steven. "A Review of Walkability Measures and the Proposal of a Standardized Classification Scheme" <http://assets.conferencespot.org/files/file/25093/filename/1s99tb.pdf>
 - Leslie, Eva, et. al. "Walkability of local communities: Using geographic information systems to objectively assess relevant environmental attributes" *Health & Place*, Volume 13, Issue 1, Pages 111-122 Eva Leslie, Neil Coffee, Lawrence Frank, Neville Owen, Adrian Bauman, Graeme Hugo
 - Moudon, Anne and Chanam Lee: "Walking and Bicycling: An Evaluation of Environmental Audit Instruments" [http://www.activelivingbydesign.org/sites/default/files/ajhpwalkingbicycling_moudon\(2\).pdf](http://www.activelivingbydesign.org/sites/default/files/ajhpwalkingbicycling_moudon(2).pdf)
 - Fairfax County, VA: "Walking Distance Abstracts" www.fairfaxcounty.gov/planning/tod.../walking_distance_abstracts.pdf
- Brown, B., Werner, C., Amburgey, J., and Szalay, C. (2007). Walkable route perceptions and physical features: Converging evidence for en route walking experiences. *Environment and Behavior*, 39(1), 34-61. <http://eab.sagepub.com/content/39/1/34.abstract>

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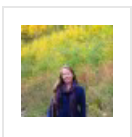
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JOHN LAVEY AND JENNIFER HILL



John Lavey is a land use planner out of the Sonoran Institute's Bozeman, Montana office. John works with community partners throughout the northern rockies to advance community development, economic development and conservation development goals.



Jennifer Hill is a program manager with the Sonoran Institute's Western Colorado Program focusing on urban design, placemaking, and linkages for energy planning.

This entry was posted in The CB Blog, The Plat Room and tagged better community, bike path, biking, city spirit, map, pedestrians, physical Access, Places, plan, Proximity, urban planning, walk, walkability. Bookmark the permalink.

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11 Responses to *What is walkability?*



Jed Gottlieb says:

February 4, 2014 at 7:48 am

Walkability is a top factor in me picking a place to live. In Montana, D.C., San Diego and Somerville, Ma, I've never lived in a place where I had to drive to the grocery store — or the corner bar or book store or pharmacy. Getting in a car for travel less than two miles is always a headache. Bad for the earth, bad for the soul (it generally makes people grumpy — how often do you verbally “honk” when walking down the street). Get to know your town, your neighbors and yourself by walking.

[Reply](#)



Jen says:

February 4, 2014 at 11:27 am

I honestly feel like there isn't a factor more important than walkability, as far as what I care about in my environment. I hate driving, I hate traffic, I hate the attitudes and moods of people in traffic. I walk everywhere — to get to work, to get groceries, to go out to dinner. It also creates connection to my community — I've met so many people walking my dog around the neighborhood and stopping in to various businesses along the way. It makes all the difference.

[Reply](#)



Aron R. says:

February 4, 2014 at 1:35 pm

There are two things I look for when choosing a place to live. One is walkability with all the main bullet points mentioned in the article. The other is whether I can grow my own food either in my own yard or nearby at a community garden. If I can't, I would sacrifice walkability to be somewhere prime for neighborhood supported agriculture. As urban areas continue to evolve, we will see walkability coupled with access to locally produced nutritious food driving development plans and real estate value.

[Reply](#)



Tyler says:

February 5, 2014 at 11:58 am

I completely agree with the other comments. I also think it's important to note that once you get used to walking, whether to work or to go out or for groceries, it's hard to think about going back to a car-based way of life. (At least this has been my experience, and the experience of a lot of people I know.) Hopefully this means that there will be some momentum to the walkability movement — as people get used to it, they won't want to live in non-walkable communities.

[Reply](#)



Eric says:

February 6, 2014 at 1:52 pm

Read Jeff Speck's “Walkable City”

Reply



Brian Tremback says:

February 6, 2014 at 5:26 pm

Key considerations for walkability that often seem to be forgotten include perceived, or real, health and safety issues. While it may appear to be an adequate sidewalk, one located a few feet off the edge of a busy road can be oppressive to walk on because of vehicles of all sizes whizzing by a short distance from your elbow. There's also the issue of noise, dust, and exhaust.

Reply



Ben Gray says:

February 6, 2014 at 5:57 pm

Right on! But try looking farther into the future – like where we'll be in 100 or even 50 years. Renataport.com expresses walkability as it will become when car options diminish. Exclude cars and suddenly walkability is more attractive to everyone. It will be done.

Reply

Pingback: » [What is walkability? Project Support Centre](#)

Pingback: [Weekly Link Round Up | Newburgh Restoration](#)

Pingback: [Walkability 201: An Expanded Look | Community BuildersCommunity Builders](#)

Pingback: [Walkability and the risk of mortgage default | Community BuildersCommunity Builders](#)

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u

WELCOME TO THE...
MILTON BROOK WALK!



BENEFITS

1. Promotes appreciation for, and use of **NATURAL RESOURCES** in the town.
2. Provides a resource for **HEALTHY RECREATION** for people of all ages, physical activity being a key component in maintaining health and preventing disease.
3. Knits together different parts of town, fostering **CIVIC HEALTH**.
4. Creates a sense of **TOWN PRIDE** in this exciting new amenity.
5. Increases **PROPERTY VALUES** with a new, desirable town amenity.
6. Provides a nearby **EDUCATIONAL** resource for residents and for students at four **SCHOOLS**: Milton High School, Pierce Middle School, Glover Elementary School and Milton Academy.

Street Map

Town of Milton, Massachusetts



LINKS MILTON'S 4 BODIES OF WATER

- Pine Tree Brook
- Pope's Pond
- Turner's Pond
- Neponset River

ALONG THE BROOK WALK

- Strategically located benches
- Possibly a new "mini-commercial district" or two (another proposed Master Plan theme), with a café that could offer places to savor snacks and beverages.
- Informational signage about vegetation, animals, seasonal changes, history, etc.
- Landscaping, e.g. trees, shrubs, bulbs

COULD WE ACCOMPLISH THIS?

- We would need to improve existing paths and create new ones, install signage and maybe lighting.
- We could seek outside grants.
- Allies on this project could include:
 - Neponset River Watershed Assoc.
 - Milton realtors
 - Bike and environmental advocates
 - Elected officials (local, state, fed.)
 - Neponset River Greenway Council
 - DCR
 - Milton Yacht Club
 - Milton Parks Department
 - Milton DPW

WANT TO GET INVOLVED?

Contact Jeff Stone at jeffstone28@gmail.com or 617-696-5517.

Milton Bicycle Advisory Committee Bicycle Recommendations for the Milton Master Plan



A scene from Boston Bikes' Hub On Wheels ride

June 2014

By Lee Toma
Chairman, Milton Bicycle Advisory Committee

Introduction

The Town of Milton is a suburban community which borders the cities of Boston and Quincy and the towns of Dedham, Canton and Randolph.

Milton residents treasure the residential nature of the town, with its mix of suburban and rural elements, and thousands of acres of protected lands. However, this causes many residents to travel out of town to work, eat and shop. In addition, many non-residents travel through town on their way to and from work, including some cyclists.

The Milton Bicycle Advisory Committee wishes to suggest improvements that the Town of Milton may incorporate into its new Master Plan. We believe that these suggestions will help to improve accessibility and the sense of community, resulting in a more livable and vibrant Milton.

The Committee's comments are based on first-hand experience as well as feedback from friends and neighbors. In summary, we recommend encouraging bicycling to:

- Improve public health and the safety for cyclists, pedestrians and motorists on local streets
- Reduce traffic and parking congestion and the associated costs to residents and the town
- Improve bicycle access to businesses and residences within Milton and in neighboring communities, for residents of all ages and economic levels
- Boost the economy by creating an environment that is an attractive destination for residents, tourists and businesses
- Enhance recreational opportunities
- Improve the behavior of cyclists and motorists
- Improve the environment

Background

There are numerous benefits to bicycling, whether for fun, fitness, to save money or to save time by avoiding traffic jams.

Milton Bicyclists

The most common perception about bicycling in Milton is that it is primarily for recreation. It is true that a majority of local cyclists are on recreational rides, especially on the weekends, however, traffic counts show that during the weekday rush hours, the majority of local cyclists are commuters.

Commuter or utility cyclists travel by bicycle to get to destination such as work or shopping. There are many reasons why people may be utility cyclists; they may be too young to drive, they may have health restrictions preventing them from driving, they may not have the financial resources to spend on a car, or they may choose to for health or for the fun of it. People are generally happier bicycling to destinations compared to those stuck in car traffic.

Bicycling is a crucial means of transportation for the poor and under-represented. Look behind restaurants and convenience stores, and you'll frequently find those workers got there by bicycle. Bicycles are also popular among many under-represented immigrant groups. Near Milton, the largest such community is the Asian immigrant community in Quincy.

Background

Children are a special case. They tend to bike for utility and for recreation, but they are smaller, less visible, less experienced and more unpredictable so they need special consideration with respect to facilities design and education.

Types of cyclists

The Strong and Fearless

People who will ride regardless of roadway conditions. They are 'bicyclists' riding is a strong part of their identity and they are generally undeterred by roadway conditions.

The Enthused and the Confident

People who are comfortable sharing the roadway with automotive traffic, but they prefer to do so operating on their own facilities.

The Interested But Concerned

Residents who are curious about bicycling and about the need for people to lead more active lives. They would like to ride more, but they are afraid to.

No Way, No How

People who are currently not interested in bicycling at all, for any number of reasons.

Reference: <http://bikeportland.org/2006/12/07/what-type-of-cyclist-are-you-2650>

In Milton, there is a small-to-moderate fraction of the riding populace who are 'Strong and Fearless'. They are mostly male and consist of experienced recreational riders who participate in group rides with the Blue Hills Cycling Club or the New England Mountain Bike Association. A smaller fraction of the 'Strong and Fearless' group are experienced commuters, including some women.

More local riders fall into the 'Enthused and the Confident' group. Adding bike lanes and improving connections between existing bike routes and promoting trails would help these riders.

The 'Interested But Concerned' group includes many parents of young children. They can be seen biking on sidewalks or even driving to safe routes like the Neponset trail. Adding protected bike lanes, multi-use paths and completing missing connections along the Neponset and Pine Tree Brook would help to encourage greater participation among these people.

Results of Bike Traffic Count Studies:

The Bicycle Advisory Committee has conducted a number of traffic counts to quantify the existing level of bicycle usage and to better understand demographics and local challenges.

The highest counts were at the Neponset Greenway, in the Blue Hills Reservation, and on Blue Hills Parkway, all bike-friendly locales.

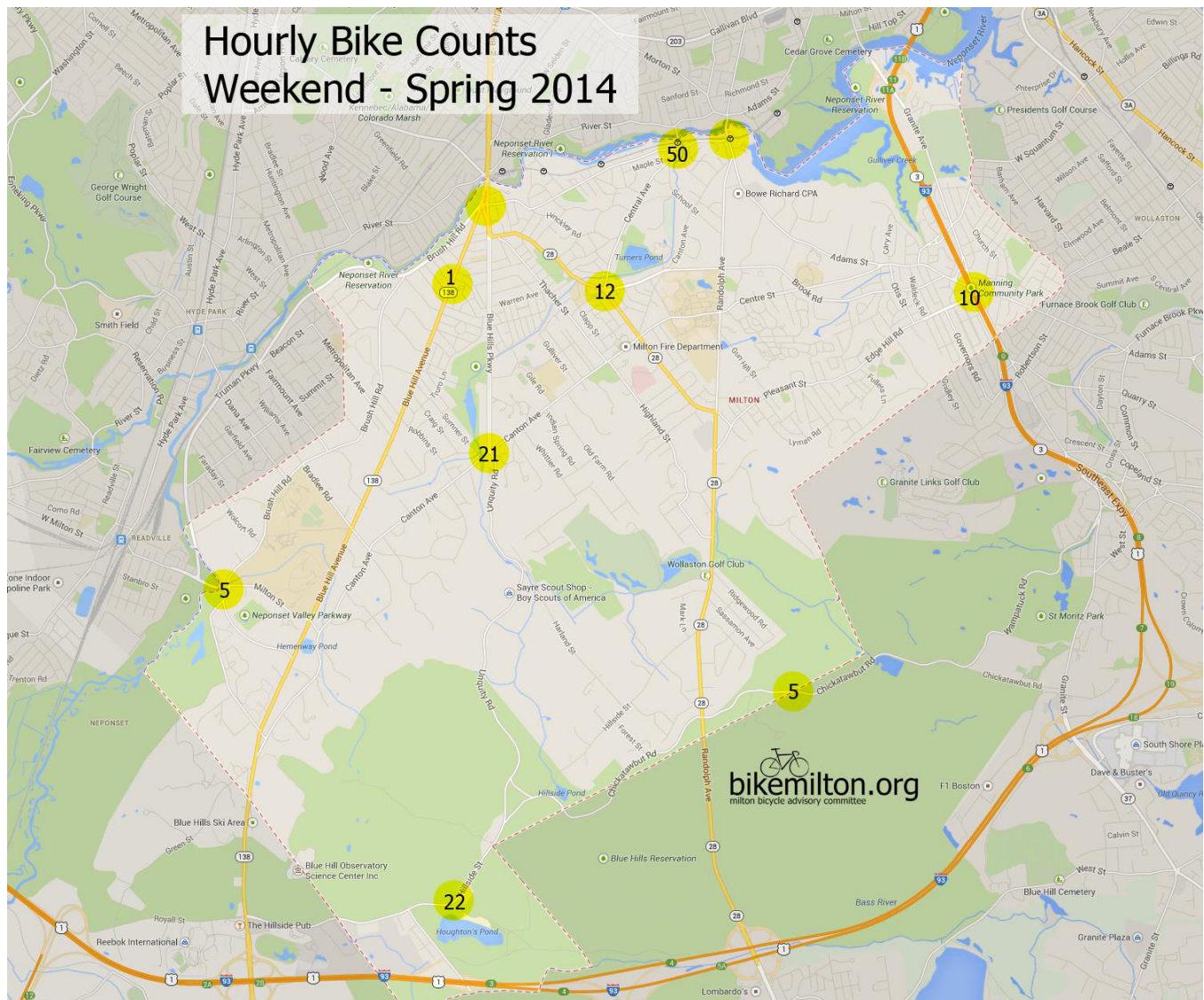
The lowest counts were at Paul's Bridge (Neponset Valley Parkway), Blue Hill Avenue (boundary with Mattapan) and East Milton Square, all challenging locations to negotiate on a bicycle.

The majority of weekend cyclists tend to be recreational, and recent counts show that they do outnumber the weekday commuters. Commuter cyclists do outnumber recreational cyclists during weekday rush hours.

Background

Results of Bike Traffic Count Studies (continued):

Children do participate in the Safe Routes to Schools programs. The Glover elementary school almost always has the highest participation rates. We believe this is due to proximity to the Turner's Pond Path, a safe route that connects much of the neighborhood directly to the school.

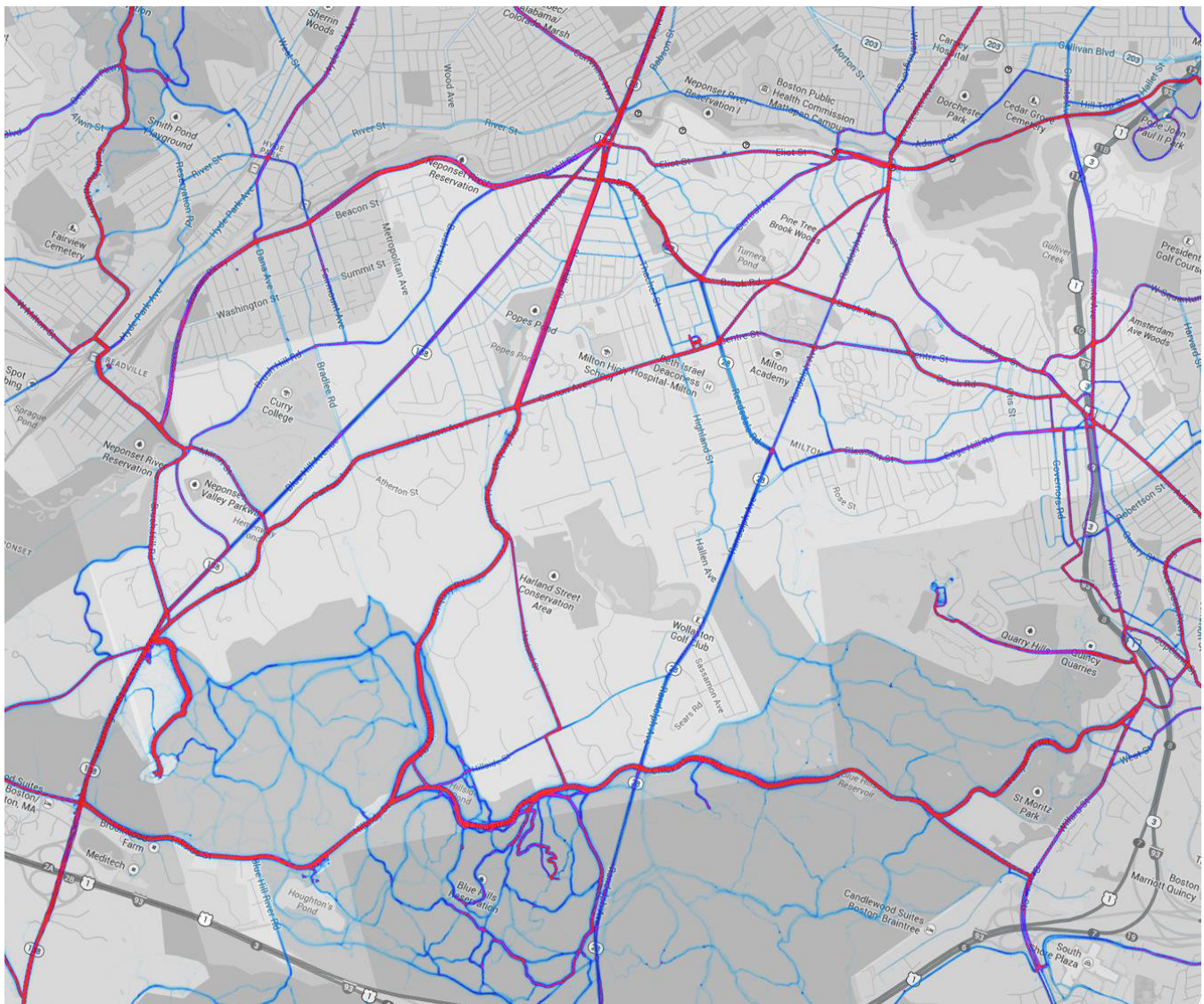


Among Milton cyclists, men typically outnumber women more than 4:1. Talking to local women, many express concern that they do not feel safe riding on roads, especially with children. We believe that the town should take steps to make the roads feel safer through traffic calming measures and enforcement, and where possible, build and promote protected bike lanes, multi-use paths or off-road trails.

Bicycle Routes Today – Strava Data

The most comprehensive source for local bicycle travel data is available from Strava Labs. Strava is a service that compiles users bicycle GPS data and analyzes it so they know where, how far and how fast they traveled. It is used mainly by upscale cyclists who can afford a GPS unit or a smartphone, and who want to track their rides. Other cyclists, like children and the poor, are under-represented on these maps. Recreational cyclists are well represented, but transportation cyclists are probably underrepresented.

Strava has released anonymized data which shows where people who use their service bicycle and roughly how many bike there. The following image was copied from their database and shows Milton and nearby communities. Light blue routes indicate low levels of bicycle travel, while red indicates high levels of bicycle travel.



Source: <http://labs.strava.com/heatmap/#13/-71.08340/42.23316/gray/bike>

Bicycle Routes Today – Strava Data

Interpretations of the Strava data:

Eliot Street is very heavily used, and should have sharrows. However, traffic will likely decrease when the Neponset Greenway is completed in 2016.

Reedsdale Road has sharrows on it, but people don't feel comfortable biking on it. Protected bike lanes and/or a lane diet would be helpful.

Centre Street is heavily used by cyclists and sharrows should be installed on it.

Canton Avenue is used very heavily, and should have sharrows along the entire length, not just north of Blue Hills Parkway.

Granite Avenue doesn't have sharrows or bike lanes, but it is one of the few links to Boston so people do bike on it.

Quarry Street and Grove / Bates are more popular connections to Quincy than Adams Street, likely due to lower car traffic.

Blue Hills roads are heavily used, and should have sharrows and wide shoulders

Brush Hill Road / Neponset Valley Parkway / Enneking Parkway is a top route connecting cyclists from Boston and points north to the Blue Hills Reservation. The southern end of Brush Hill Road should have sharrows.

Adams Street's sharrows are used more than Pleasant Street's bike lanes and Edge Hill Road's sharrows.

The Neponset Greenway and Truman Parkway bike lane is very heavily used, as should be expected from a cycletrack/multi-use path.

Route 28 to Randolph is not used much at all. It should be made safer.

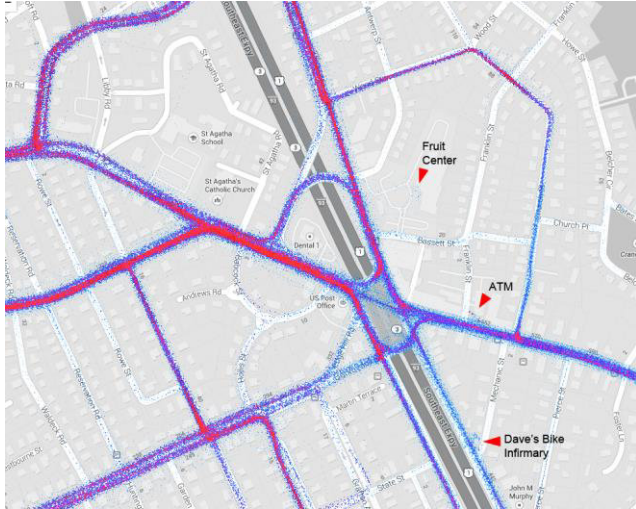
Route 138 to Canton sees a lot of use, and could be safer. The northern three-quarters of Route 138 (Blue Hill Avenue) is not biked as much, possibly partly because it is not marked for bicycles, and also because it is not as secluded as the Blue Hills Reservation.

Chickatawbut Road and Granite Street are heavily used to get to/from Braintree and Quincy.

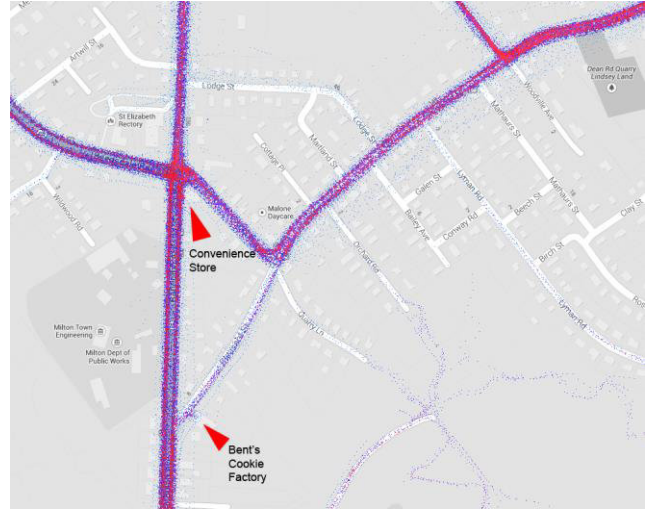
The Pine Tree Brook Path is used by many students going to the high school and middle school, but it does not show up on the Strava GPS data set. Its use should not be underestimated, and the trail system should be better promoted for recreation, transportation, and bicycle safety.

Bicycle Routes Today – Strava Data

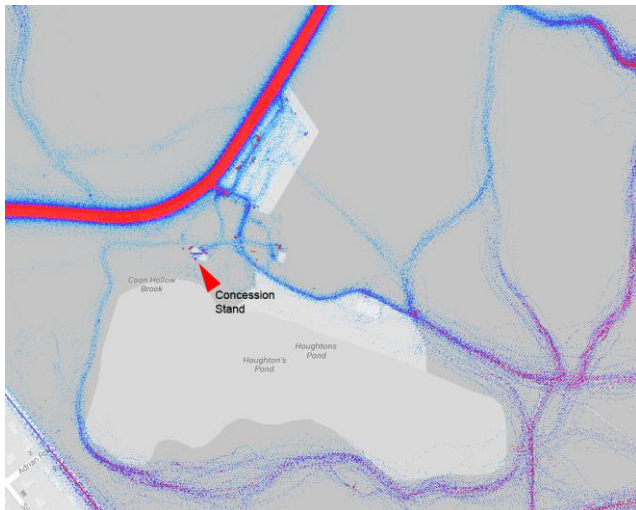
Interpretations of the Strava data:



Strava bicycle GPS data shows that local cyclists shop at East Milton Square businesses. It would benefit local businesses if we were to encourage this. Each bike rack can serve far more people than each parking space, and at a lower cost.



Strava data shows that local cyclists shop at Bent's Cookie Factory.



Strava GPS data shows that local cyclists shop at the Houghton's Pond food concession stand.



Strava GPS data shows that, like drivers, local cyclists leave town to get refreshments at local convenience stores and restaurants, like these in Canton.

Safety Concerns

Reviewing the history of local crashes can provide insights as to areas that may need road improvements and/or greater enforcement.

Cyclist crashes and events

September 2013

Milton resident, female cyclist struck at Blue Hill Avenue near Eliot Street; transported to hospital with broken collarbone

2012

Milton resident, female cyclist struck at Paul's Bridge (Neponset Valley Parkway), transported to hospital

2012

Boston resident, male cyclist struck by object thrown from motor vehicle in Milton

This professional cyclist and team manager is outspoken and has a large online following and reported this incident to his followers, which reflected poorly on Milton. However, a quick follow-up response by the Milton Police Department helped to allay those concerns.

November 2011

Local bicycle daredevil went for a bike ride on I-93 in East Milton and was arrested by the Massachusetts State Police.

Pedestrian fatalities

December 8, 2012

78-year-old woman struck and killed while walking across Highland Street near Milton Hospital

November 2, 2012

Elderly man struck and killed while walking across Randolph Avenue near Heather Drive

Recommendations – General:

The Bicycle Advisory Committee suggests the Town follow the general guidelines laid out by the League of American Bicyclists for becoming a more bicycle-friendly community:

Engineering:	Creating safe and convenient places to ride and park
Education:	Giving people of all ages and abilities the skills and confidence to ride
Encouragement:	Creating a strong bike culture that welcomes and celebrates bicycling
Enforcement:	Ensuring safe roads for all users
Evaluation & Planning:	Planning for bicycling as a safe and viable transportation option

Suggested Town Goals:

- Create a Bicycle Coordinator part-time position to manage the town's bicycle-related planning, construction, promotion, education and enforcement efforts.
- Include the Bicycle Coordinator and/or members of the Bicycle Advisory Committee in Traffic Commission meetings.
- Adopt a target level of bicycle use (e.g. percent of trips) and safety metrics to be achieved within a specific timeframe, and improve data collection necessary to monitor progress.
- Provide safe and convenient bicycle access to all parts of the community through a signed network of on- and off-street facilities, low-speed streets, and secure parking. Local cyclists should be involved in identifying maintenance needs and ongoing improvements.
- Establish information programs to promote bicycling for all purposes, and to communicate the many benefits of bicycling to residents and businesses (e.g. with bicycle maps, public relations campaigns, neighborhood rides)
- Make the Town a model employer by encouraging bicycle use among its employees (e.g. by providing parking, showers and lockers).
- Ensure town policies, plans, codes, and programs are updated and implemented to take advantage of every opportunity to create a more bicycle-friendly community. Staff in all departments should be offered training to better enable them to complete this task.
- Educate all road users to share the road and interact safely. Road design and education programs should combine to increase the confidence of bicyclists.
- Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.
- Develop special programs to encourage bicycle use in communities where significant segments of the population do not drive (e.g. through Safe Routes to Schools programs) and where short trips are most common.
- Promote intermodal travel between public transport and bicycles, e.g. by putting bike racks on buses, improving parking at transit, and improving access to rail and public transport vehicles.

Recommendations – Engineering:

Engineering design may have the greatest impact on traffic flow and the safety of road users. As an example, the Neponset Valley Parkway intersection with Brush Hill Road and Milton Street was designed with poor lines of sight, areas where the road narrows suddenly, poor directional guidance and no crosswalks or sidewalks. This area has consistently had one of the highest crash rates in town.

By prioritizing areas that need design improvements, we can help bring our streets up to modern codes and make them safer for all users – especially vulnerable users like pedestrians and cyclists.

Different types of cyclists approach road and trail use differently. Looking at cyclists around town, you’ll see that some are confident bicycling on main roads, while others are not. While it may be acceptable for children to bike on sidewalks on local streets, doing so in crowded business districts may not be.

Confident “Strong And Fearless” cyclists are generally comfortable bicycling on roads, but improvements like signage, dedicated bike lanes or sharrows will help to minimize potential interactions between motorists and cyclists and encourage more participation by the “Enthusied And Confident” cyclists.

“Interested But Concerned” cyclists generally prefer to be completely separated from motor vehicle traffic. Many of these participants can be seen biking on sidewalks or on the Neponset Greenway. Encouraging more participation would require improvements like protected bike lanes, more off-road trails, better connections between trails, and better promotion of and wayfinding for all routes.

Preferred bicycle accommodations, in order of most desirable to least desirable are:

- Multi-use paths or cycle-tracks
- Protected bike lanes
- Bike lanes
- Sharrows
- Share-the-road signage with 4-foot minimum width shoulders

While financial, space and environmental concerns may preclude the installation of the preferred bicycle accommodations, the town should strongly consider doing its best, as these investments will help to improve the livability of Milton neighborhoods and improve property values.

Cyclists mainly use the town’s arterial roads. We recommend installing or improving bicycle accommodations on these roads:

Town:

- Granite Avenue – recommended: protected bike lane
- Bryant Avenue – recommended: protected bike lane
- Adams Street – recommended: sharrows
- Randolph Avenue – recommended: sharrows
- Canton Avenue – recommended: sharrows, and/or upgrade sidewalk to a multi-use path
- Centre Street – recommended: sharrows
- Brook Road – recommended: protected bike lane
- Brush Hill Road (southern end) – recommended: sharrows

Recommendations – Engineering:

Town

- Eliot Street – recommended: sharrows
- Central Avenue – recommended: multi-use path
- Harland Street – recommended: sharrows
- Milton Street – recommended: sharrows
- Squantum Street – recommended: sharrows
- Thacher Street – recommended: sharrows
- Pleasant Street / Edge Hill Road – recommended: bike lane
- Reedsdale Road – recommended: protected bike lane with lane diet

DCR:

- Blue Hills Parkway – recommended: If possible, upgrade bike lanes to a multi-use path, add crosswalks, extend trail along median.
Representative Timilty and Senator Joyce collaborated to allocate up to \$10 million to rebuild Blue Hills Parkway in the 2014 Transportation Bond Bill.
- Truman Parkway / Brush Hill Road – recommended: complete the Neponset Greenway, add signalized crosswalks to get to and from the Greenway, add sharrows or a bike lane in the northbound direction, and implement a lane diet on the northbound section between Amor and Blue Hill Avenue. With two travel lanes and a parking lane, there is no room for people to get in and out of cars, or to safely pull out of side streets or driveways.
- Neponset Valley Parkway – recommended: a multi-use path beside the road (upgrade the worn-out sidewalk), add crosswalks and a stop light
- Unquity Road, Chickatawbut Road, Hillside Street, and Blue Hill River Road – recommended: increase the width of the shoulders, add share-the road signage and sharrows

MassDOT

- Granite Avenue – recommended: a multi-use path beside the road plus wider shoulders. There should be signage on the highway offramps warning motorists of pedestrians and cyclists.
Representative Timilty and Senator Joyce collaborated to allocate up to \$10 million to rebuild Granite Avenue in the 2014 Transportation Bond Bill.
- Blue Hill Avenue – recommended: bike lanes south of Victoria Street, sharrows north of Victoria Street. The section between Amor Street and Meadowview Road appears to have an unused shoulder (west side) that could accommodate a sidewalk or multi-use trail in the future.
- Randolph Avenue – recommended: In the long term, upgrade the sidewalk on the west side of the road into a wider multi-use path
- Interstate highways – Future maintenance and upgrades should address pedestrian and cyclist interactions at onramps and offramps, and allow for safe crossings at bridges and tunnels.
- Railroads – Future maintenance, upgrades and abandonments should address pedestrian and cyclist interactions, and if possible allow for the development of protected bike/ped trails along rights-of-way.

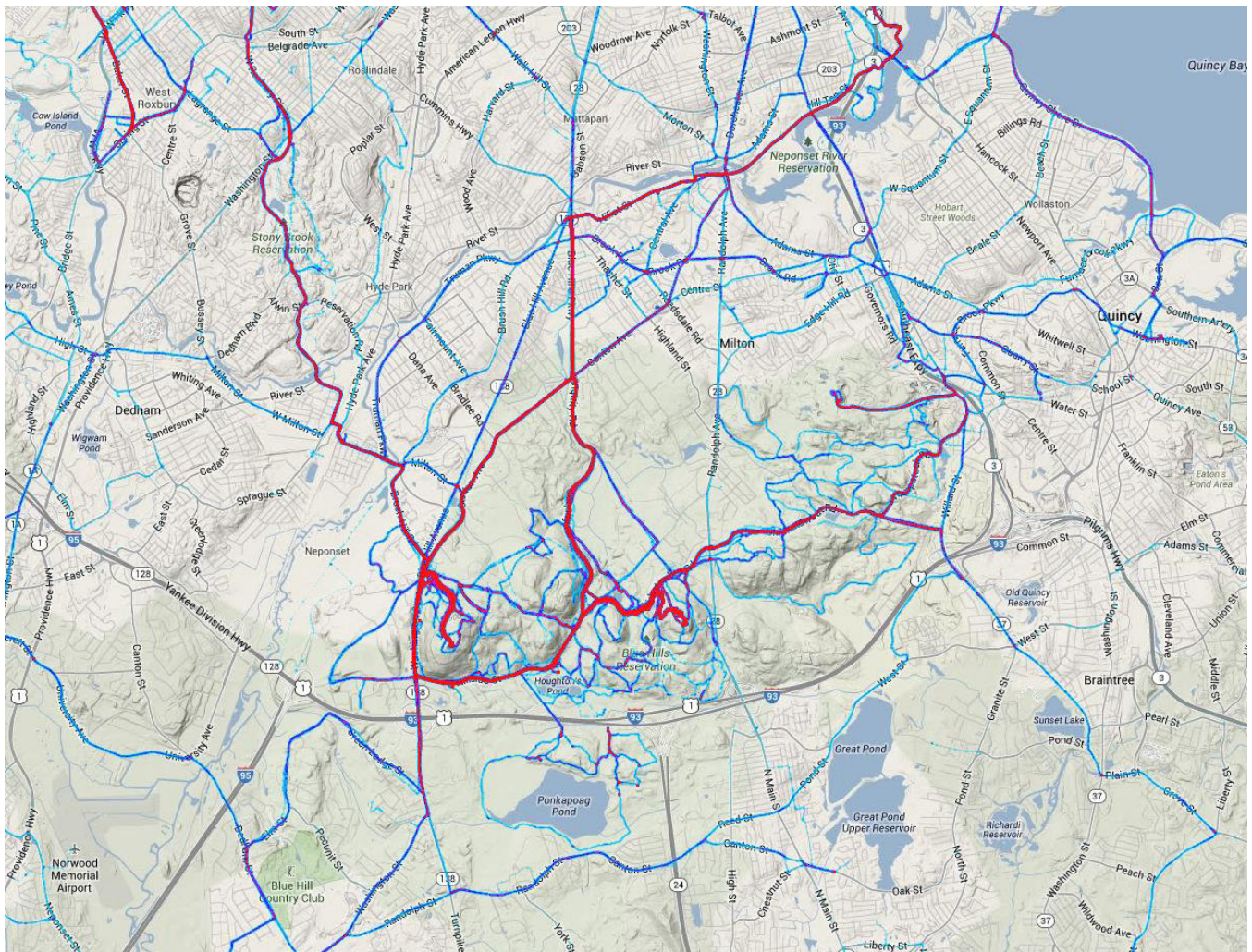
For maximum cost-effectiveness, we recommend that bicycle accommodations be included when road work is planned. In particular, when utility companies plan projects such as underground pipeline or powerline installation or improvements, they should submit a plan for restoring the road surface and including bicycle and pedestrian accommodations.

When signalized intersections are reconstructed, they should include traffic detectors that are optimized to detect bicycles.

Recommendations – Engineering: Connections to Other Communities

Cyclists, whether traveling recreationally or for transportation, travel between communities. This Strava GPS map shows routes that Strava’s members ride to and from Milton. Milton is already more bike-friendly than most surrounding neighborhoods, which is one reason why Milton bike routes are so heavily traveled.

Disclaimer: The data set is biased toward upscale cyclists. Cyclists in Quincy, Dorchester, Mattapan and Hyde Park tend to be blue-collar and fewer of them use this service so they are not represented on the Strava GPS map. Observations will show that there are more people biking for transport in these communities than in Milton, even if they are not recorded on this map. However, this map does show that there are relatively few connections between Milton and neighboring communities. These bottlenecks need to be designed to be safe for all users.



Recommendations – Engineering: Connections to Other Communities

Recommendations for improved connections to neighboring communities:

- Blue Hill Avenue connecting to Boston at Mattapan (DCR / MassDOT)
Too many lanes packed into too little space, traffic crossing multiple lanes, confusion at the Eliot Street stoplight, some crosswalks have no button to request a crossing, and this will remain as a gap in the Neponset Trail once the Central-Mattapan section is built in 2016.
- Paul's Bridge: Neponset Valley Parkway, Brush Hill Road and Milton Street (DCR / MassDOT)
The area has ball fields which are heavily used. There are no pedestrian crosswalks, poor sight lines, travel lanes disappear or are very narrow and confuse visiting motorists. This area desperately needs pedestrian and cyclist accommodations. A stop light and crosswalks would be an improvement, and there should be more signage warning drivers of sharp turns and narrow lanes. Long term, the intersection should be completely redesigned.
- Granite Avenue and Squantum Street
This is a key intersection for East Milton and North Quincy cyclists. Improvements are needed.
- East Milton Square
The square is confusing for drivers and cyclists alike. A majority of cyclists traveling through the square do so on sidewalks because they are uncomfortable with motor vehicles. Dedicated bicycle accommodations and wayfaring signage (directions and bike rack locations) are needed.
 - East Milton: Adams Street to Quincy
The road is narrow and is not bicycle-friendly. Improvements are needed.
 - East Milton: Willard and Bryant connections to Quincy
Cyclists traveling to and from Quincy split between Governors Road, Plymouth Avenue, Bryant Avenue and Granite Avenue (Willard Street). It would be helpful to include bicycle accommodations on Bryant and Granite Avenues.
- The Neponset Greenway / Truman Parkway is good for biking, but it does have a gap in Hyde Park, which is somewhat of a barrier to family-friendly bicycling. Cyclists can use the sidewalk, but it is narrow and the concrete slabs are misaligned, making for an unsafe ride. We recommend working with DCR and the City of Boston to implement a lane diet in both directions between Fairmount and Dana Avenues. This will leave room for bike lanes as well as a safety buffer for motorists pulling out of driveways and side streets.
- Randolph Avenue
Randolph Avenue in Randolph is slated for improvements, as budgeted in the 2014 Transportation Bond Bill. The highway interchange ramps should include signage alerting motorists to pedestrian/bicycle traffic. Although Randolph Avenue is a main road connecting to the south, it sees only moderate cyclist use, most likely because it is not a friendly road to bike on. We recommend wider shoulders between Reedsdale and Chickatawbut, improvements to the intersection with Chickatawbut Road, and in the long-term, improving the sidewalk on the west side of the road to make it into a true multi-use path. A signalized crosswalk might be helpful in light of the recent pedestrian fatality.

Recommendations – Engineering: Connections to Other Communities

Recommendations for improved connections to neighboring communities:

- **Claire Saltonstall Bikeway**
The Saltonstall Bikeway connects Boston to Provincetown, and routes cyclists through Milton via Neponset Valley Parkway and Route 138.
- **East Coast Greenway**
Once the Neponset Greenway and the I-95 interchange trail are completed, this will open the door to connect Milton to all destinations on the East Coast Greenway, which stretches from Maine to Florida. The current route loops out through the metro-west area, but traveling through Milton would be the more direct route and would benefit local businesses (Central Avenue, Milton Village and hypothetical bed-and-breakfast inns).

Recommendations – Engineering: Town Trail Network

Communities like Wellesley and Lexington have extensive town trail networks that allows residents to travel between homes, schools, train stations, ball fields, libraries, restaurants and many more destinations. These networks serve as safe routes for children to go to school, and they also enhance the livability, appeal and home values in these communities.

Milton has several scattered trails, and also the Blue Hills trail network. The Pine Tree Brook trail is the most extensive town trail, connecting two neighborhoods with the high school and (almost) the middle school.



Cyclists riding on the Pine Tree Brook Path

Recommended improvements:

- Adopt a memorable name for easy recognition
- Add wayfaring signs with maps at all road intersections
- Extend the trail along Blue Hills Parkway to connect to the Tucker elementary school, and add a crosswalk where the trail crosses the Parkway
- Extend the trail from Thatcher Street to Turner's Pond (sidewalk or multi-use trail)
- Extend the Pine Tree Brook Trail from Glover elementary school to the Neponset Greenway
- Turn the old abandoned Old Colony Granite Railroad (town-owned) into an historic site and waterfront trail that connects to Quincy's Neponset Riverwalk
- Build a multi-use trail beside Granite Avenue to connect to the Old Colony Railway trail and to the Neponset Greenway and points north in Dorchester
- Determine if a waterfront access trail could be negotiated with homeowners, to connect between Milton Village and East Milton

Recommendations – Engineering: Town Trail Network

Recommended improvements (continued):

- Explore whether the Pine Tree Brook path can connect to the Blue Hills Reservation through the Boy Scouts of America’s Camp Sayre
- Explore whether the Harland Street Conservation Area could include trails
- If utility companies install or upgrade facilities such as pipelines, power lines, radio/cellular tower access paths, etc., consider requiring the addition of, or upgrades to existing local trails
- Trail signage to include the Burma Road (Fowl Meadow) trail which will connect to University Avenue train/retail/residential area when the I-95 interchange is rebuilt
- Trail signage to include Blue Hills trails and access to Canton, Quincy and Randolph
- Cleanup of toxic waste at dam sites along the Neponset River, and improved access to the river.

Regional Trail Network

There are many nearby trails that exist, are being built, or have been proposed. Town planners should be aware of these routes and how town routes connect to them. Local trails become much more useful when they connect to practical destinations.

Milton should plan to link to neighboring trails, including:

- Quincy Neponset Riverwalk via the Old Colony Granite Railroad right-of-way
- Proposed Dedham Greenway via the Neponset Greenway
- Proposed Fairmount Greenway Corridor via the Neponset Greenway
- Proposed East Coast Greenway Old Colony Branch via the Burma Road trail
- Proposed Furnace Brook Parkway Greenway via East Milton and the Blue Hills Reservation



Local trails extend to downtown Boston and beyond.

Recommendations – Engineering: Regional Trail Network

This illustration shows partial plans for a metropolitan Boston trail network.



Recommendations – Engineering: Bike Parking

Bike parking is necessary because people don't want their bike to be stolen while they are at their destination. We recommend installing bike racks at these locations:

- Business districts
- Large employers (consider a zoning requirement)
- Multi-unit housing (consider a zoning requirement)
- Schools and colleges (public and private)
- Library
- Churches
- Train stations
- Playgrounds and parks

Specific areas in need of bike racks:

- Playgrounds and parks
 - Milton parks and playgrounds:
Shields Park, Turner's Pond, Andrews Park, Cunningham Field, Peeverly Park
 - Blue Hills at Houghton's Pond
 - Hutchinson Field (Trustees of Reservations)
 - Milton High School ball field
 - Milton Healthcare ball field
- Glover elementary school
(proximity to Turner's Pond path results in very high bike participation)
- The Milton Public Library has a bike rack, but with their limited parking and their youth clientele, they could use more bike parking.

We recommend the installation of secure 'Pedal & Park' bicycle cages at Mattapan and Fairmount MBTA stations. Although these are not located in Milton, many Milton residents use these stations, and having secured, card-access storage will help to increase security and confidence for Milton cyclists, and reduce motor-vehicle traffic on local roads.

Recommendations – Engineering: Business Districts and Streetscapes

Business Districts

Business districts benefit when people walk, bike or take transit. Traffic studies have shown that between 25-30% of bicyclists traveling through the Central Avenue business district stop at local businesses. This is a higher ratio than motorists, who are more likely to be traveling to other, more distant destinations.

Suggestions to make business districts more attractive and popular:

- Make sidewalks wider so they can be more inviting, with destination uses like al fresco dining.
- Install water bubblers for joggers, cyclists and dog walkers to hydrate. This is an appealing attraction that is popular and useful in places like the Blue Hills Reservation, Needham center and Concord center.
- Include public restrooms, which allow local shoppers to be more comfortable and spend more time in the area, much like Concord center has.
- Include park benches or other seating to make people feel comfortable and welcome and spend more time in the business district.
- Trees for shade and landscaping to make the area more inviting.
- Bike racks can provide users with parking closer to their destinations than car parking spots can.

Streetscapes

Some of Milton's streets date back before cars, and were designed for people and horses, then retrofitted for motor vehicles. Other streets are more recent and were designed only for cars. Yet all of Milton's streets (except the interstate highway) are residential roads, which have some level of pedestrian and bicycle activity.

General streetscape recommendations:

- Traffic calming measures
 - Curb bumpouts to slow cars at intersections, but not so much as to endanger cyclists
- Striping to narrow the travel lanes, making drivers travel more slowly
- Add more crosswalks with signals
- Improve the sidewalk network; repair old and worn-out sidewalks, which may pose fall hazards, especially to elderly pedestrians.
- Wayfaring signage at major intersections for directions and distances to business districts and detailed trail signage at trailheads.
- Granite curbstones should not have sharp edges, and should not be more than 4 inches above the road surface, as this can be hazardous if cyclists are forced too close to the curb.

**Recommendations – Engineering:
 Hubway Bike Share**

MassDOT data show that the area nearest to the trolley line has the lowest motor vehicle travel distances per household. Many residents walk to the trains. Residents from farther away drive to the trains, but there is limited parking. The addition of a bike share network like Hubway can help commuters reach their destinations faster and without creating parking problems.

By strategically locating bike share docks in the densest residential neighborhoods and at train stations (trolley and Fairmount commuter lines) and business districts, the town could reduce parking problems. Bike share is less expensive than installing extra parking.

If bike share is implemented, it would need corporate sponsors. BIDMC-Milton and Reebok (Canton) might be candidates, as the health value of bike share may align with their business interests.

This map shows some suggested bike share station locations, situated in some of the more densely populated areas of town and surrounding communities.



Justification for bike share: This image compares the amount of space needed by 40 people in cars, on a bus or on bikes. Consider a recent study showing that each East Milton parking space costs over \$4000, which suggests that in a space-constrained area like this, use of transit and bikes make sense.



Recommendations – Education:

The Milton Public Schools currently participate in the Safe Routes to School program. This provides education on bicycling and bike safety to elementary school students.

Benefits of the program include teaching skills that support health and fitness, safety, mobility and independence. In addition, this helps to reduce traffic by encouraging children and families to walk or bike to school instead of driving.

Another benefit of the program is that it helped to earn the Glover school a new signalized crosswalk, which will be installed near the intersection of Brook Road and Canton Avenue. This will help ensure the safety of children at this busy intersection.



The Glover elementary school almost always has the most children biking to school. The six bike racks are often full. We believe that this can be attributed in part to parent participation, and also to the fact *that the school is next to the Turner's Pond path, a safe off-road route that families can walk or bike on from throughout the neighborhood.*

The Bicycle Advisory Committee and/or the town's bicycle coordinator should partner with local organizations to provide and promote adult bicycle safety training.

Recommendations – Encouragement:

Encouragement: Creating a strong bike culture that welcomes and celebrates bicycling

Local organizations already host numerous local bicycle events. By creating local and regional infrastructure, providing education and enforcement to make people comfortable biking in Milton, and partnering with the Bicycle Advisory Committee, the town can encourage more bicycling.



A scene from the Bikes Not Bombs Bike-A-Thon on Adams Street.

Local organizations hosting bicycle events:

- Boston Natural Areas Network
- MassPaths
- Blue Hills Cycling Club
- New England Mountain Bike Association
- Milton Bicycle Advisory Committee
- Mary B. Wakefield Foundation
- Urban Adventours (Boston)
- Mattapan Food and Fitness Coalition
- Bike to the Beach
- Ashmont Cycles (Dorchester)
- Landrys Bicycles (Braintree)

Recommendations – Enforcement:

Enforcement helps to ensure the roads are safe for all users.



The Milton Police maintain a visible presence which helps serve as a traffic calming measure.

MassBike has advocated for and helped enact laws for safe bicycling

- Responsibilities of cyclists: General Laws of the Commonwealth of Massachusetts, Chapter 85, Section 11B.
- Responsibilities of motorists: MGL Chapter 89, Section 2 and Chapter 90, Section 14

The Milton Police Department has been trained on these laws, and should continue training to keep current with any future changes to the law.

We recommend that the Milton Police should conduct stops to help raise cyclists' awareness of the laws, especially with respect to using lights at night and obeying traffic rules.

We recommend a focus on enforcement of motor vehicle speeding and distracted driving.

The police have traditionally allowed the Bicycle Advisory Committee to auction off abandoned bicycles each year. The Committee is grateful for this gesture, which provides funds for event promotions, maps, the Bike to Market program and more. We recommend that this partnership continue.

Wherever possible, the Milton Police should participate in programs to promote local bicycle safety, such as helmet giveaway grants and safety training.

The Massachusetts State Police have jurisdiction on many of the town's state-owned properties, from parkways to the Blue Hills Reservation and the Neponset Greenway. They have been responsive to safety and security concerns in those areas.

Recommendations – Evaluation and Planning:

Evaluation & Planning: Planning for bicycling as a safe and viable transportation option

The town should designate a Bicycle Coordinator. This role would require a fractional part-time commitment from a town employee for the purpose of “promoting and facilitating the increased use of nonmotorized modes of transportation, including developing facilities for the use of pedestrians and bicyclists and public education, promotional, and safety programs for using such facilities.”

In practice, this person would coordinate bicycle activities and communications, ensure the DPW and state agencies meet guidelines for bike/ped accommodations, and ensure the town follows its Master Plan goals.

The Bicycle Coordinator and/or a member of the Bicycle Advisory Committee should participate in the Traffic Commission meetings.

The town should measure bicycle traffic rates, track over time and compare the changes to the infrastructure and promotional programs.

The town should partner with local organizations to conduct the bike and pedestrian counts. Bike counts should be conducted semi-annually at key intersections around town, as well as at the schools, preferably on a monthly basis. Potential study partners might include:

- Boy scouts / Girl scouts
- Public school community service programs
- Local college urban planning departments

The town should consider zoning to require multi-unit residences to include bike parking, and businesses of specific sizes to include bike parking and bike-friendly accommodations like showers.

Project Funding:

With careful planning, many bicycle accommodations like bike lanes and sharrows can be installed during regular road maintenance projects. In other cases, such facilities should be supported by utilities as they resurface roads (or trails) after construction or maintenance projects. Some projects may be covered by town, state or federal funds, with the support of legislators. Private grants may also be secured for projects like public health initiatives. The town may also consider adopting the Community Preservation Act to fund investments that benefit the community, as towns like Scituate have.

Recommendations – Equity:

The unspoken 6th “E” is equity. Milton’s Tucker neighborhood is the only one with a large minority population. In addition, traffic studies have found that the vast majority of local cyclists are male. Many women we have spoken with express concern that they feel the roads are not safe enough for them to ride, especially with their children.

The town should consider ways to increase opportunities for residents of all ages to participate socially and economically in the community, regardless of income, gender or ability. Greater choice of travel modes also increases independence, especially among seniors and children. Improvements to bicycle and pedestrian access generally help people who are typically underrepresented.

The Milton Brook Walk

A Concept Paper - January 27, 2013

Submitted by Jeff Stone, 15 Lufbery St., 617-696-5517, jeffonline@comcast.net

OVERVIEW

This is an idea for capitalizing on four major existing bodies of water in Milton: Pine Tree Brook, Pope's Pond, Turner's Pond and the Neponset River. We could combine them in such a way as to create a valuable new asset for the town, a pathway all the way from Ulin Rink to the Neponset at Central Ave. I first wrote this concept in 2004 and have updated it a bit, inspired by the current Milton Master Plan Process.

The linking theme is water and the linking body is Pine Tree Brook. These Milton bodies of water - the brook, the two ponds and then the river - link the whole walk. The length of the walk might provide 45-60 continuous minutes of great walking. It could also be designed as a shared walking and bicycling path. There would be occasional benches along the way for breaks. With a new mini-commercial district or two near the route (another Master Plan theme), there could be places along the route for walkers to stop and savor a coffee or cold drink.

This idea was inspired by my enjoyment of nearby Pope's Pond and Pine Tree Brook and from a walking trip I once took in the Town of Wellesley. There is an impressive network of paths in Wellesley

(http://www.wellesleyma.gov/Pages/WellesleyMA_Trails/index) that follow along streams, wooded areas and sidewalks that make for long and scenic walks through that town. Their trail network is clearly an asset to the Town of Wellesley.

BENEFITS TO MILTON

The Milton Brook Walk would provide multiple benefits:

1. Promote appreciation and use of natural resources in the town
2. Provide a resource for healthy recreation for people of all ages
3. Knit together different parts of town, fostering civic health
4. Create a sense of town pride in this exciting new recreational feature.
5. Increase property values because of the town's having this desirable amenity.
6. Provide a nearby educational and recreational resource for several schools it would pass: Milton High School, Pierce Middle School, Glover Elementary School and Milton Academy.

DESCRIPTION OF ROUTE

The Milton Brook Walk could begin at the Ulin Skating Rink on the edge of the Blue Hills. It would link Pope's Pond and Turner's Pond via Pine Tree Brook and would wind up at the Neponset River at Central Ave., linking up with the Neponset River Greenway trail.

People driving could park at the Ulin Rink lot. There would be a big signboard there, describing the Brook Walk and including a map. People would walk along the existing paved walkway to Canton Ave. and cross at Pine Tree Brook. Then follow the edge of Pope's Pond, across the footbridge out to Blue Hills Parkway. Cross the Parkway and walk along Pine Tree Brook all the way to Brook Road at Pierce Middle School.

Here's where folks will have to walk on the sidewalk for a bit as there is probably not enough space in people's backyards along Brook Rd. to accommodate walkers. So they walk on Brook Rd., turn left on Central Ave., cross Central Ave. and reconnect with the brook towards Turner's Pond.

After going around Turner's Pond, a path could be cleared alongside the brook in the brushy stretch that leads from Glover School to the corner of Herrick Dive and School Street. Crossing School Street, one can easily walk along the brook all the way to Brookside Park off of Brookhill Rd. From there, it's a short walk to the Neponset River.

We would need to improve the paths around Pope's Pond and along Pine Tree Brook in various places, install signage and maybe lighting. We could seek an outside grant to do this. We might think about adding the Town Forest area on the front end of the Pond Walk at Harland St. The little dam there and nearby small pond across the street from it are part of the Pine Tree Brook system.

SIGNAGE

We could have a school competition to design signs. Since Milton's town colors seem to be red and white and water is blue, the signs might be red, white and blue, which also has a patriotic connotation. Maybe include green color on the signs in representation of trees and other plantings. Design elements might include:

- Representation of the four major Milton bodies of water
- Recreation
- Natural environment

LANDSCAPING

Trees, shrubs, bulbs, etc. could be planted along the Walk for seasonal color.

ALONG THE ROUTE

Breaks along the way:

- Benches located strategically to give a break with a view
- Stores or restaurants/cafes could be located in new, small mini-commercial districts located near the Pond Walk.

ALTERNATIVE NAMES

Pine Tree Brook Walk, Milton Pond Walk, etc.

ALLIES

Potential allies in developing and advocating for this proposal would include, among others:

- NepRWA and NepRWA members residing in Milton.
- Milton realtors recognizing the attraction to homebuyers
- Bike and environmental advocates in Milton
- Elected officials at local, state and federal levels
- Neponset River Greenway Trail people – BNAN, DCR, etc.
- Milton Yacht Club
- Milton Parks Department
- Milton Public Works Department

Community Circle

Comments by John Cronin

Milton Master Plan, 2014

From: John Cronin
To: Master Plan Committee
Sent: Saturday, November 16, 2013 2:55 PM

Traffic in Milton has become the worst problem for the Selectmen and our citizens. Dead ending Harland Street at the Town Forest and Governors Road at the Quincy line are quests by those neighborhood. Extending Truman Parkway to Rte. 128 along the RR tracks (probably on pilings to protect the wetlands) connecting the west end of Royal Street to Rte. 128, building a Rte. 93 off ramp behind the Granite Ave Legion Post, and any other blue sky ideas you have, all should be vetted. Even (farfetched) a tunnel from Rte. 28 at Chickatawbut directly to the Mattapan Car Wash and from St. Elizabeths to Dorchester Ave. or equivalencies ought to be looked at.

I urge you as the leaders of the Traffic Commission to take the initiative, provide him with traffic counts, give him rush hour tours, have him review traffic light sequences to see if cut through traffic can be moved faster, get his input on bicycle routing, and traffic calming. The Royal Street Rte. 138 traffic light is especially suspect as it may favor the Royal Street employees over Southbound Milton traffic. When the Wiring Inspector was in charge of Traffic Lights he was always fine tuning sequences.

The notion that quarterly meetings of the Traffic Commission fills the bill are over. In an error when Selectmen get the exit after three years, you should know that the citizens are expecting that all solutions are being carefully explored.

Seize this opportunity.

From: John Cronin
 To: Master Plan Committee
 Sent: November 20, 2013

Milton seeks new “Master Plan”

Milton’s first “Master Plan” was voted unanimously by the July 10, 1922 Special Open Town Meeting and remains in force. Milton decided to be a “residential community”. 91 years ago, the entire town was zoned “residential” except for the small East Milton, Milton Village and Central Avenue business districts at the railroad stations. The 1922 plan was Milton’s first zoning bylaw and the first Master Plan.

In 1938 the residential zone was partitioned into three size lots, “A” 40,000 sf, “B” 20,000 sf, and “C” 7,500 sf. “AA” and the “D’s” and “E” were added later. They are all for residential purposes. The business districts remain exactly as voted in 1922.

The 1922 decision to keep Milton residential was prompted when developer Samuel Spector sought to develop 12 storefronts in a residential neighborhood near Mattapan. Quickly the Selectmen proposed the first residential zoning bylaw which won broad support and immediate adoption. Spector sued the Town. In 1924 the Massachusetts Supreme Judicial Court upheld the Town’s action.

For eight and a half decades the townspeople have fought to preserve Milton's residential qualities, sometimes called its “semi-rural character”.

Thwarted or defeated were proposals in “residentially zoned neighborhoods” including:

- “The Mall” on Rte. 28 involving the Town Yard
- Jordan Marsh warehouse on Presidents Golf Course
- Rubbish transfer station Courtland Circle/Riverside Ave.
- Drive-in-theatre at Silverbrook/Reynolds Farm (Houghton’s Pond)
- Brockton Veterans Hospital at Indian Cliff/Canton Ave.
- Milton Savings Bank near St. Agatha’s rectory
- Air Right deck and 3 story building at Wood St. ramp
- Milton Commons 40B - now Milton Market Place
- Fox 40B on Neponset Valley Parkway-now DCR resrv.
- Algonquin Gas pipeline station at Cedar Rd/Cunn. Park
- CVS at Temple Shalom site, Rte. 138

Traditionally, Town Meeting members have been empathetic to threats facing neighborhoods. Small property tax revenue gains have not warranted the perceived despoliation of any neighborhood in Milton.

Aesthetics, the appreciation of nature, the landscape, and beauty, drives much of Milton’s decision making. Some cite the resulting differences witnessed on Brook Road and Reedsdale

Road sections of Rte. 28 in Milton, compared with the views along Rte. 28 in Randolph, or commercialized sections of Rte. 138 in Canton.

The town is a treasure with 7,000 acres of Blue Hills and Neponset River Reservations, three golf courses, several ponds, a ski facility, ice skating rink, a yacht club, swimming pools, Cunningham Park, Milton Academy, Curry College, Fontbonne and Delphi Academy campuses. Milton is a family oriented community with many houses of worship.

In Milton, the largest property taxpayer is Fuller Village, a park like, 60 acre, private senior housing complex with 312 units. No school age children, a non-traffic generator, and minimal burden to Town resources.

In recent years (since 1965) Milton has carefully sited about 1,000 residential units and 2,500 bedrooms of tasteful multifamily housing, some for seniors, some affordable and some market rentals or upscale condominiums. Each evolution contributed to the residential community, yet required minimal municipal services. The combined valuation of these residential units now exceeds that of all businesses, commercial and non-conforming.

Typically, and unique to Milton, most of these multi-family structures were required to be setback at least 150 ft. from the street to preserve the open space and residential character of the setting. These facilities include:

- Milton Hill House
- MRE Unquity House
- MHA Miller Avenue
- MRE Winter Valley
- Pine Tree Brook Homes
- Brushwood Condominium
- Quisset Brook Condominiums
- Milton Health Care
- Tucker Burr Condominiums
- 2 group homes, Mass. D.M.R.
- Fuller Village
- 36 Central Ave
- 88 Wharf Street Condominiums

Of these, 427+ are “affordable” units.

The population of the Town of Milton has remained stable at about 27,000 since the 1950's in spite of an increased number of dwelling units. This has been the result of smaller family sizes, empty nesters and greater longevity.

Master Planning is now under the jurisdiction of the Planning Board, a department which did not exist in 1922. Surveys, brainstorming, hearings, numerous meetings and consultants are employed to develop a new Plan. Planning Boards in Milton have developed two detailed Master Plans in the past. The first was fifty years ago and the second was in the 1970's. A new one is now under discussion.

Curiously, master planning has not substantially influenced some of the most significant land use changes in Milton over the last fifty years.

Examples of important changes which were not part of any Master Plan include:

- Investment of \$150 million in new schools
- Purchase of 25 acre Turners Pond
- 300 acre Harland St. Dam impoundment
- New Wollaston Golf Course
- The new Milton Hospital
- Landfill closure
- 27 hole Granite Links Golf Course/ 9 in Milton
- Acquisition of 35 acre Popes Pond
- Park on the East Milton deck
- Norfolk County's President Golf Course
- Medical Office Building at Milton Hospital
- 30 acre Lamb estate purchase (Brooks Field)
- 1,000 multi-family residential units
- Expansions of Curry College & Milton Academy
- 250 acre expansions of Blue Hills and Neponset Reservations
- Large office building at 2 Granite Avenue
- \$9 million Public Library

Planners explain that the above were the result of “site specific planning” rather than “master planning”. It may be hard to distinguish. Master Planning is difficult. But, for 91 years, the original intent of keeping Milton “residential” has been maintained, for better or worse.

One consequence is that Milton’s Town Center has a Public Library, Town Offices, Police Station, Hospital, Fire Station, Senior Center, basketball court and two parcels of dedicated open space. No gasoline station, pharmacy, convenience store often found in town centers. Our shopping centers/ supermarkets are located just over the border in Quincy, Dorchester, Hyde Park, and Randolph.

Most, if not all, of the significant land use changes listed above and the “carefully sited” new multifamily units, have been relatively consistent with the 1922 ‘Master Plan’, i.e. residential.

The objective has been to keep the residential character of the Town and preserve its semi-rural character by adhering to the foresight of the Townspeople in 1922. If any neighborhoods were commercialized as some have advocated, would their residential real estate values suffer and would Milton have repeatedly won national recognition as one of the most desirable places to live? Will the Town seek to gain tax revenue at a neighborhood’s expense?

The Town Meeting has appropriated \$100,000 for a new 2014 Master Plan. The Planning Board has hired an experienced consultant. A Committee has been appointed. Soon a website will be established and public forums will be announced. The process will provide a fresh look. The Chairman of the Board of Selectmen has been quoted “that the long term growth may be better

served by office parks, condos, and possibly a supermarket. There is a change happening in Milton, definitely because of the younger generation---". Boston Sunday Globe South 11-17-13.

Ultimately, it is the Town Meeting which controls zoning. A 2/3rds vote is required to make changes. Since 1922 Town Meeting has declined to deviate from the Residential Character which remains Milton's Master Plan.

From: John Cronin
To: Master Plan Committee
Sent: November 24, 2013

In 1969 a law was enacted (MGL Ch. 40B) to cause every municipality to have 10% of their housing stock “affordable”. If noncompliant, developers were authorized to bypass local zoning bylaws. These are the dreaded “40B” proposals.

Milton is at 4.2%, largely due to Milton Residences for the Elderly organized by the clergymen (Unquity House and Winter Valley), Fuller Village, and the Milton Housing Authority (Miller Ave and several scattered two family units). These were developed and exist without any opposition. Attached is the state’s Inventory* credited to Milton.

Tools have been provided to help municipalities.

1.) They include The Affordable Housing Trust which Town Meeting adopted and to which the Board of Selectmen appointed the Trustees last week. It may receive money and invest in affordable housing in a variety of ways. Revenue (examples) may come from developers for off-site units and from the Community Preservation Act. Details are found in www.mhp.affordablehousingtrustguidebook.

2.) Town may adopt Inclusionary Zoning requiring developers including (subdivisions) to include 10 to 15% affordable. www.modelinclusionarybylaw is available. When 88 Wharf was built with 66 units it added 6.6 affordable to our quota. Currently 6 units are proposed at the Knights of Columbus Hall, 4 houses at the Woman’s Club and 4 houses are under construction on Gun Hill. Fourteen units add 1.4 more to the affordable quota. Inclusionary Zoning triggered by 3 or more units would resolve the growth in the Town’s obligation. Fractional units would require a contribution to the Trust. i.e. if the Trust is buying two family houses at \$600k each, a 4 unit developer might be required to donate 0.4 x \$300k or \$120k to the Trust.

3.) The Housing Production Plan, if adopted, is another tool. Once adopted with goals, and the goals are met, developers may be forestalled from overriding the local zoning bylaws. An HPP was drafted in 2006 but not adopted. The author, Karen Sunnarborg, has just updated our draft HPP* which is attached (75 pages). It must be voted on and signed by the Planning Board and the Board of Selectmen and then certified by the state. The Planning Board has asked for help from the Master Plan effort to nominate sites which the Planning Board and Selectmen can list and support for affordables in the HPP. These sites should include Town owned and privately owned sites which a majority of the Town Officials are willing to support for affordable development.

4.) If adopted by the voters/referendum, the Community Preservation Act becomes a vehicle for Town Meeting to manage affordable housing. A minimum of 10% of CPA revenues must be used for this purpose. Commonly, towns appropriate funds to the Housing Trust. Open Space acquisition, by purchase or eminent domain, by appropriation or bonding, is a tool which Town Meeting may use to influence siting of a 40B, including imposing the 150 ft. setback commonly

required for Milton multi-family developments. (Winter Valley, Quisset Brook, Home Inc., Fuller)

5.) Skilled mapping advice is available to the Master Plan Committee to locate sites with affordable housing potential or other development. Maps illustrating land not developable (DCR, Conservation and Park restricted, Curry, Milton Academy, etc.) should be distributed shortly. The Town Engineer and his GIS staff are available to assist. Bill Clark and Angus Jennings have been meeting with Allan Bishop to arrange these guidance's.

John Cronin, member
Master Plan Committee

*Provided by William Clark, Director of Planning

From: John Cronin
 To: Master Plan Committee
 Sent: December 3, 2013

Looking at the Land

The Master Planners should look at available undeveloped land to consider possible changes including various commercial uses including convenience stores, shopping areas, office parks, etc. variations of residential use including tighter cluster zones, condominium conversions of smaller mansions, infill options, bed and breakfasts, multifamily condos, luxury empty nester units, starter empty nester apartments, more senior options, etc.

The Committee or Subcommittee must look at the land to explore the possibilities. Fortunately the Town Planning Director, the GIS Specialist and Angus have a strong working relationship. It is important that specific sites be examined for the various factors including wetland, access, neighborhoods, public transit, real estate market, potential for some affordable units, school impact, etc.

For example consider two sites:

1. George Wigglesworth (1853 – 1930) had a very large estate at 303 Adams Street on the South side of Milton Hill. His mansion became Aquinas now Laboure College. His backyard is Fontbonne Academy. He was President of a textile firm, a Harvard Overseer, MGH trustee, etc. He had three daughters and three *sons. He purchased 36 acres on Highland Street to provide Milton residences for his daughter. They were carved out as follows

241 Highland, 19.69 acres was for his first born Anna, b. 1879 (m. Philip P. Chase) now appears vacant, managed by a trust in Albany, N.Y.

41 Highland, 8.53 acres was for Marian, b. 1884, (m. Lloyd Brown) now owned by Dr. Edward Brown.

245 Highland, 7.85 acres for Ruth b. 1886, (m. Theodore J. Whitney) now owned by Dr. Dennis Burke.

341 and 245 currently appear to be well held, but 241 is a mystery

The properties are in zone A (40,000 sf). Each lot has a mansion. Some have caretaker cottages.

They are located between Fletcher Steele Way and Old Farm Road and could be easily subdivided like those neighborhoods, although some abutters would regret the loss of open space. No known wetlands.

What options should be discussed?

2. The Gertrude McGinley mansion exists at 582 Blue Hill Avenue on 2.538 acres. It is a 19 room, 1925, “Great Gatsby era” beautiful structure with a sky lit three story spiral staircase. It has an in ground swimming pool and a beautiful garden designed by Ellen Shipman, a famous landscape architect. Almost museum quality, it has 11 bedrooms and eight baths. It is assessed for \$2.2 million and has been on the market for a couple of years.

It was part of a 100+ acre estate. The Town considered its purchase 60 years ago. Instead it was subdivided into Alfred Road, Barbara Lane and Meeting House Lane. The house is set back a little and is South of Delphi Academy, near the corner of Robbins Street.

It is not eligible for our condo conversion bylaw (10 acres). It is too valuable for a bed and breakfast investor.

What options should be discussed?

Case studies.

John Cronin

*One son was Congressman Richard B. Wigglesworth who moved to 203 Adams Street, the Dr. Holbrook house, next to the Forbes House Museum.

From: John Cronin
To: Master Plan Committee
Sent: December 11, 2013

What the institutions in Milton are thinking about, and/or not thinking about, may have substantial impacts on the community of Milton going forward. Cunningham Park sold property recently to finance needed swimming pool repairs. The neighbors to Curry College are in an uproar over the purchase of residential property and proposal for a new dorm. Catholic Churches are being clustered and rectories vacated. Two non-profit function halls have failed and been sold. Four places of worship have transitioned. The Selectmen have just advanced a Cy Pres petition to probate court to allow them to sell 30 acres for a 23 house cluster zone for which they never had a pre-RFP discussion with the Planning Board, another 4 acre historic Poor Farm quadrangle site remains unplanned, awaiting a sale RFP as it falls down by neglect. The Cemetery Trustees seek added land. Should Wakefield be encouraged to use the 1794 Davenport House as a Bed and Breakfast? Just a few!

I don't think postponing action, again, on making these suggested inquiries to the many institutions is a responsible course of action by our committee, the Planning Board, or the consultant. How many Committee Meetings are left. We need not await the branding logo design.

Perhaps a simple letter from the Town Administrator would be a way to get this started?

Could this somehow be done administratively?

From: John Cronin
 To: Master Plan Committee
 Sent: December 14, 2013

MILTON LAND CONSERVATION TRUST
 Real Estate Assets as of March 31, 2011

Property owned:

<u>Acquisition Date</u>	<u>Donor</u>	<u>Location</u>	<u>Size</u>
12/30/71	Phyllis M Lawrence	Brush Hill Road	4.2 acres
04/29/88	Milton Academy	144 Randolph Ave. Parcel B	1.41 acres
11/04/91	Robert Greeley	340 Adams street	1.16 acres

Conservation restrictions:

04/28/88	Edward M. Sibble Jr.	144 Randolph Ave. Parcel A	
04/28/88	Thomas E. Lewis Ailene Robinson	144 Randolph Ave. Parcel C	
01/06/ 89	Gordon/Grabowicz	520 Randolph Ave.	.96 Acres
03/07/97	Michael Solimando	Bradlee Road Lot 6	1.97 acres
10/06/97	Michael Solimando	Bradlee Road Lot 6A	.92 acres
07/20/99	Deborah Rogers	420 Hillside St.	5.151 acres
06/25/01	Thomas Greene	210 Randolph Ave.	.68 acres
06/25/01	Carolyn Damp	105 Churchill's Lane	.35 acres
06/25/01	John Robinson	85 Churchill's Lane Parcel 4 restricted area	

09/23/04	Nancy Heath	Adams Street	8.03 acres
05/17/04	Chestnut Run Realty Trust (Roger Gregg)	Rear 427, 437 Hillside Street	20.134 acres
10/27/2010	Stephen Taylor	77 Churchills Lane Parcel 5 Restricted area	

**Description of Milton Land Conservation Trust Properties and Easements
December 10, 2013**

Brush Hill Road/Lawrence Property: This 4.2 acre property is located behind 1044 Brush Hill Road and is land locked. It borders Balster Brook to the south, and is largely wetlands.

144 Randolph Ave. property and associated easements: This 1.41 acre property has 150 feet of frontage on Randolph Ave., and is wooded, giving out to a meadow. The property abuts open space that has 6 separate conservation easements from 6 neighboring owners and provides valuable habitat for birds and wildlife, and is located near Forbes Woods and the Neponset River Reservation.

340 Adams Street/Greeley property and easement: The 50,377 sq. ft. lot is set back from Adams Street but the conservation easement extends from Adams Street (150 feet of frontage) back to the lot. The lot abuts a portion of the Heath easement.

334 Adams Street/Heath easement: This easement covers portions of the 11 acres of the Heath property, totally about 8 acres. It abuts the Greeley property to the south, the Forbes woods property to the west and extending down to the Neponset River to the north. It is a valuable extension of habitat along the Neponset River and Forbes Woods.

Bradlee Road/Solimando easement: The two lots have a combined area of almost 3 acres, with 150 feet of frontage on Bradlee Road. The lot extends back along a narrow strip, then opens up to an almost 2 acre area, with wetlands and open areas.

520 Randolph Ave.-Gordon/Grabowicz easements: These restrictions encompass almost an acre (41,733SF) and with 100 feet of frontage on Randolph Ave. effectively prevent an additional building lot at 520 Randolph Ave. and preserves valuable habitat.

428 Hillside Street/Rodgers easement: This 5.2 acre lot has 216 feet of frontage on Hillside Street, the last frontage on the south side of Hillside Street before the Blue Hills Reservation, and has over 800 feet bordering the reservation. It is wooded and provides additional habitat to the Reservation.

437 Hillside Street/Gregg easement: This easement covers over 20 acres, with 135 feet of frontage on Hillside Street, the last frontage on the north side of Hillside Street before the Blue

Hills Reservation. There is an extensive border with the Reservation and privately owned conserved land behind it. This restriction provides a valuable extension of habitat and a buffer between the Reservation and residential property.

From: John Cronin
To: Master Plan Committee
Sent: December 16, 2013

I share everyone's quest for an expanded tax base.

We must explore incentives for property owners in the zoned business districts to upgrade and add value to their land.

The Committee discussed non-conforming property

There is an identified development potential site you list as MassDOT/Legion Site. Curiously the Selectmen have preempted (perhaps assisted) the Planning Board by appointing a neighborhood dominated study group for that site, which may be ruling out some of the best tax revenue generators.

We must search undeveloped land, institutional, town owned and non-conforming land for possible new commercial development. That will be challenging but must be done to satisfy the doubters. If the Selectmen's new Fire Station Study Committee closes the E.Miltion and Atherton Stations those sites may be available for development.

We must come up with a strategy for an inclusionary zoning, to manage our 10% affordable housing obligation, which may require all new developers to provide 15 % or 13% (Boston?) of projects three units or greater with affordable housing units. These might be on or off site or the developer may make contributions, in amounts set by the Town, that will allow the Housing Trust to purchase off site units. So a subdivision or multifamily developer, would provide qualifying units or a specific Trust fund contribution in order to get a building permit.)

The Town should reconsider accepting the Community Preservation Act, which in addition to building tot-lots and school and park athletic facilities, provides a stream of funds for affordable housing, usually through the Housing Trust. Also 40B sites may be shaped by open space land acquisitions including eminent domain and long term bonding. CPA is a valuable tool which many Cities and Towns have adopted. (52% state match this year).

We must explore undeveloped land for the potential of multifamily. Market development of Milton Hill House, Quisset Brook, Tucker Burr, Brushwood, 36 Central and 88 Wharf, some rentals and some condo's, have been large property tax generators with little if any school, public safety or public works expenses. Fuller Village is the Town's largest taxpayer. Unquity and Winter Valley pay substantial taxes. The visual acceptance of almost all of these multifamily developments, 1,111 units in total, has been the requirement that they be set back at least 150 from the street. For some, even the parking was required to be setback by 150 ft. Near the Central Avenue Milton Village business district, the Planning Board and Board of Appeals on the advice of the Urban Land Institute and Selectmen's Advisory Committee have recently deviated from the setback policy, perhaps due to its proximity to the Boston border.

The Town's 150 ft. setback policy reminds one of William H. Whyte's book entitled *The Last Landscape* urging preservation of open space which people can see. Even small parcels and especially those at the corners of main intersections. He would not support preserving an isolated parcel such as the Town Farm which largely would be unseen. These 150 ft. setbacks met his recommendation. Robert Breeton and John C. Day of Ogdon Hall Law School wrote that Whyte found middle ground between "Those who view modern urban size and density as basically harmful and Those who view it as inevitable and in many respects beneficial". Whyte wants Planners to save some of the Last Landscapes.

We should consider the 40B proposals, their site appropriateness, and whether a scaled back, pushed back version might be acceptable. This 1969 state law, enacted by a Democratic Legislature and signed by a Republican Governor, unrepealed after 43 years, forces reality upon Towns such as Milton.

From: John Cronin
 To: Master Plan Committee
 Sent: December 16, 2013

Comment [J1]: Docs JC12 and JC15 were extremely similar to this letter and thus were omitted.

European colonists found Milton to be a “Pastoral paradise”. Almost 400 years later, even those of us born and raised on Milton’s 5,000 s.f. house lots or two family houses now cling to a mission of “preserving Milton’s semi-rural character”.

In 1622 Thomas Morton explored Milton and wrote “...so many goodly groves of trees, dainty round rising hillucks, delicate large plaines, sweete cristall fountains, and cleare running streams that twine in fine meadows through the meads, ...” (Indians burned in spring and fall to keep their corn fields open). From T.Morton’s *The New Cannanu*, Prince Society edition.

Milton historian A. K. Teele wrote “There is abundant evidence that Unquity (Milton) was the chosen by the Indians as their place to inhabit and abide”. Indian corn fields, rich soil, hunting, fishing, trapping and the river, its falls, and the estuary were important.

Teale’s observation along Pleasant Street near Craig Hill Farm and Cunningham Park (then the Edward Cunningham’s estate) in 1887 “...bordered by woods and gently rounded knolls, already crowned, in many cases, by the dwellings of our citizens. The extensive grandeur of Cunningham property, over one hundred (100) acres of meadows and forest, beautifully diversified by hill and dale, can hardly be surpassed in the quiet, rude magnificence of nature so carefully preserved.”

“Deus Nobis Haec Otia Fecit” is the Town’s motto found on the scroll of the Town Seal adopted by Town Meeting. “God has given us this tranquility – or these pleasant things” is the common translation. It was taken from the sixth line of the First Eclogue of Virgil. “It was thought to be appropriate to our beautiful Town” wrote the Committee: A.K.Teele, J.M.Robbins and C. Breck. “Spirit of The Town (1878) The lawyer may leave his brief and the merchant his countinghouse, and in half an hour’s ride from the great city reach a country as rural and in parts, almost as wild, as to the interior of Vermont and New Hampshire” wrote Teele. (Milton was then serviced by three railroads. Liveries were available to care for your horse.)

Rev. A. K. Teele also served as a Selectman and Library Trustee. He authored the 990+ pages detailed History of Milton in 1878.

1.) Erudite landscape architects and planners in the past have taken up the quest to preserve Milton’s **semi-rural character**:

A design map for rural parks around Boston was prepared by Ernest Bowditch, Milton civil engineer and landscape architect (MIT c/o 1869). (Also designed grounds at Castle Hill in Ipswich, the Breakers and Marble House in Newport, N. Kidder and Eustis estates in Milton, and planned Tuxedo Park and Shaker Heights.)

Landscape architect Charles Eliot, while a Milton resident, in 1891 founded The Trustees of Reservation (Hutchinson’s Field, an early gift of the Forbes family).

Especially important to Milton, in 1893 Eliot was instrumental in legislation establishing the Metropolitan Parks Commission which promptly purchased the Blue Hills Reservation (7,000 acres), then the Neponset River Reservation (750 acres), which almost encircled the Town to its great advantage.

Subsequently Cunningham Park was acquired by a private foundation; the Town acquired Crane Field, Andrews Playground, and the Courtland Circle/Riverside Avenue saltmarshes, all on or near the E. Milton Boundary. Congressman Brian Donnelly obtained funding for the large Manning Park and deck in E. Milton Square, healing the scar caused by the I-93 expressway canyon.

Before Mt. Auburn and Forrest Hill Cemeteries, the Town acquired and laid out a “park style” cemetery in the center of the Town, which is approaching its capacity.

Norfolk County acquired the Presidents Golf Course, which is partially in Quincy, with a 50% Federal Open Space grant.

2.) The Town worked to **preserve Milton’s semi-rural character:**

The Town in 1950’s, 1960’s and 1970’s invested in the purchase of some corner lots, local ponds. The adoption of Prop. 2 ½ ended that program. A Conservation Land Trust accepted some land gifts and conservation easements. A Pine Tree Brook flood control dam acquired 300 acres of easements which helped Wollaston Golf Course to build their Milton Golf Course. The Board of Selectmen partnered with Quincy and Charles Gielich to close the two landfills and create a magnificent 500 acre, 27 hole golf course with outstanding views of the Blue Hills, Milton’s countryside, the City and Boston Harbor.

3.) A new tool was discovered to **preserve Milton’s semi-rural character:**

In a period of less than ten years Milton has permitted the construction of 1,111 housing units with virtually no public school students, public safety or public works service expansions. They now have a property tax valuation greater than all of the Town’s commercial and non-conforming businesses. These include Quisset Brook, Pine Tree Brook Home Inc., Winter Valley and Fuller Village which are each set back 150 ft. from the street to preserve open space and soften the appearance of multifamily developments in the Town.

The Town's 150 ft. setback policy reminds one of William H. Whyte's book entitled *The Last Landscape* urging preservation of open space which people can see. Highly valued small parcels and especially those at the corners of main intersections were important. Visual access is key to his technique. He would not support preserving an isolated parcel such as our 30 acre Town Farm which largely would be unseen. He might have expected that such a site would be evaluated for higher density development. These 150 ft. setbacks met his recommendation. Robert Breton and John C. Day of Ogden Hall Law School wrote that Whyte found middle ground between "Those who view modern urban size and density as basically harmful, and Those who view it as inevitable and in many respects beneficial". Whyte want Planners to save some of the “Last Landscapes”, not to stop development.

So the use of setbacks and side lot spacing may allow Master Planner to recommend additional high density and high value development in the future. Special attention might be given to the markets for young people and empty nesters, including high end luxury condo seekers.

4.) Much work remains to be done to **preserve Milton's semi-rural character**:

Master planners must locate and examine property throughout the Town to evaluate potential. Selected open space properties might be identified for preservation by fee purchase or easement. The Town should reconsider the adoption of the Community Preservation Act.

Potential land acquisitions for the Cemetery should be explored.

Develop a strategy to meet the Milton Affordable Housing obligations (now only 6.8%) while preserving Milton's semi-rural character.

The Master Plan consultants will help us find additional measures.

John Cronin, retired

From: John Cronin
To: Master Plan Committee
Sent: December 18, 2013

The Chair of the Historical Commission told me that Governor Gardner's mansion and his 7 or 8 acre estate (St. Pius rectory and barns) are under agreement to a developer. The developer met with that Commission and explained that he would subdivide, grid style, as zoned (40,000 s.f.) for larger single family homes. Alternatively he would like the town to consider some form of town houses or attached cluster multifamily units, more for younger or older empty nesters, allowing larger setbacks and a smaller total impervious foot print. It brought to mind the southern Fuller development where the existing manor house was attached on either size with attractive units. Milton developer, Rob Gatnik, did a similar thing on River Street Dorchester attaching attractive multifamily residences to the old School House (rentals now, condo later).

The Milton Planning Board created two very popular multifamily clusters with the Condominium Conversion bylaw. But an estate with a minimum of 10 acres, a big manor house and a bunch of barns,garages, a chapel and/or chicken coops, is required. I don't think the much discussed B and B will fit.

But knowing that 1,111 mutiny family units have been permitted in Milton since 1965, with more coming at Milton Hill II, and 131 Eliot,. Consideration should be given to alternate to the grid. Especially the fact that there are essentially no children to educate and minimal public safety and public works burden. Assessor Jeff D'Ambly advises that these residential milifamily units now have greater valuation that all business, comercial, indutrial and related non-conforming properties combined.

And now Bill Clark has learned that all or part of the Governor Wolcott estate at 1672 Canton Avenue (Kenneth Carberry) is offered for sale. Backs up to Blue Hills reservation.This might total 25 or so acres - it is in several parcels and which are offered or whether it i to be in phases is not clear. Some may have been subdivided into 40,000 s.f. parcels just before the neighborhood was rezoned to 80,000 s.f. It is not yet clear whether the "A" zone subdivision was perfected or whether all is the larger "AA". Again a historic mansion is in play. Tucker Smith, neighbor, told me that she would hope for some creative thinking be done as an alternate to having an "AA" zone house in her back yard. And this neighborhood does need more dedicated open space with the DCR Recreation, Eustis's Historic New England, the Wakefield Trust, and the 80 acre Bartol development right restricted. It has almost no public transportation which rules our much affordable. Some luxury high end might be considered. ["AA" zone was voted mostly because these sites ere not close the public sewer lines at that time. Subsequently Fuller Village then the Wakefield estate constructed the sewer to a point convenient to the Carberrys.]

These two situations suggest some thought and discussion by our leaders.

John
617-696-5252



Henry Joseph Gardner (1819-1892) lived much of his life in Dorchester but in later life lived on an estate on Brush Hill Road in Milton. Gardner served as the governor of Massachusetts from 1855 to 1858. As the candidate of the Know Nothing movement, he was elected governor as part of the sweeping victory of Know-Nothing candidates in the Massachusetts elections of 1854. Keeping with the nativist and anti-Catholic politics of the Know-Nothing movement, Gardner proposed an amendment to the Massachusetts state constitution banning appropriations of tax funds to Catholic schools, which was passed by the state legislature and ratified after approved by referendum.



Roger Wolcott (1847-1900) was the son of Joshua Huntington and Cornelia Frothingham Wolcott and lived on Home Farm, on upper Canton Avenue. Wolcott was graduated from Harvard University in 1870 and from the Harvard Law School in 1874. He served in the Massachusetts General Court from 1881-1884, and as Lieutenant Governor of Massachusetts from 1892-1896. He became governor in 1896 as a result of the death of Frederic T. Greenhalge and served in that position until 1900. The trustees of Milton Academy named a dormitory after Governor Wolcott after his

From: John Cronin
 To: Master Plan Committee
 Sent: January 7, 2014

Comment [J2]: The original letter has a lot of links that should be added if we have time and if it's a priority.

Historic New England recently purchased about 80 acres, 426 Canton Avenue, including the Eustis Estate. Carl Nold is E.D. William Ralph Emerson's best mansion, H.H. Richardson style fieldstone gatehouse and another mansion are their assets. Future use is in formulation (by consultant). Ask Nold . CNold@historicnewengland.org He advised that he does not intend to make pilot payments, so expect that he may be offering some other benefits to Town, in exchange for fire, police and snow plowing.

The "Www.WakefieldCharitableTrust" has about 22 acres. Mark Smith Mark@dogwoodanefarm.org is your contact. Historic and garden education their mission. 1707 farm house and 1794 "country seat summer manor house, significant arboretum and gardens. They make a Pilot donation. But they remain cloistered, behind a high fence hiding the beautiful manor house. No signage exists Very secretive.. Limited to small group events.They have a potential visitors center and class room/ sm. auditorium meeting space, which has not been developed. Small staff has done some great boutique educational programs with inner city, and local schools and substantial research work with college students and interns. Chickens, sheep, Lama. Major Kousa Dogwood plantation. Master Planners might want to learn of Trustees intentions in carrying out Mrs.Wakefield's mission.

Cunningham Park, GIS-189-03 has 83.43 acres per S.Winters at MAPC. I don't know whether this includes a house and lot recently sold or the adjacent Quincy land, which might be about 30 acres which might be commercially zoned. Bruce B. Alexander, 4911 Atherton Street, Milton, 617-333-6841 is the long time Chair of the Trustees. Trust operates a large swimming pool for Milton residents, a meeting building with bowling alleys under, athletic fields,out door skating, community gardens and a woodland park. Significant endowment from Mary Forbes Cunningham, sister of Robert Bennet and John M Forbes.

Check with Therese Desmond, tdesmond@townofMilton.org, Supt. of Cemetery. They own one of the most significant open spaces in the center of Milton. They are running out of land. Master Planners should look at abutting Milton Academy land on Gun Hill Street which s currently being misused for dump, tree branches and compost. As a landscape architect you may be interested that Milton Cemetery was founded in 1672, long before Mt. Auburn (1831) and Forest Hills (1848). It is also a "Garden Cemetery". Initial design was by Copeland and Cleveland who also designed the famous Sleepy Hollow Cem. (1855) in Concord, Ma. and later others in Gloucester, Melrose and Chicago. At the time of Copelands, death Milton's own Ernest Bowditch was his apprentice and went on to do Breakers in Newport, Tuxedo Park, Shaker Heights, etc.). When the cemetery grew, the firm of Whitman and Breck in 1877 designed an extension. You will enjoy talking with Therese Desmond, Cemetery Supt. who is a graduate of both the Landscape Institute and the Conway School. Her phone numbers are 617-898-4888 an 617-698-0200.

Www.BostonMinutemanCouncil,Bsa" owns a 110 acre camp and headquarters property at 4111 Unnquity Road, nestled up to the Blue Hills Reservation. DCR has acquired 95 acres of

development rights on the southern side of the property. Chuck Eaton is the Ex. Director 617-615-0004. He has recently completed a Master Plan (about \$8 million) and our report should reflect that. Milton Schools are using the existing indoor pool for swim teams.

The [Www.ForbesHouseMuseum.org](http://www.ForbesHouseMuseum.org) is one of Milton's jewels. Excellent website. Phne ED Robin Tagliaferri for conversation and tour. 617-698-1815. They have plans, awaiing funding, for coference center use of existing buildings.

From: John Cronin
To: Master Plan Committee

Four hard truths about housing

By Paul McMorrow
Globe Columnist
January 21, 2014

Massachusetts doesn't build nearly enough new housing, and when it does, it builds the wrong kind of housing. Zoning puritanism drives up the cost of housing, and it forces residents to abandon the state.

These are familiar complaints. But a new report from the Metropolitan Area Planning Council puts fresh data on just how bad the state's housing problem is — and how much work it will take to build a competitive housing market in Greater Boston.

MAPC argues that the region will need to construct 435,000 new homes by 2040, most of them multi-family units (condominiums, apartments, townhomes). The development need spans urban and suburban settings. "The status quo doesn't give us a lot of hope," says Marc Draisen, MAPC's executive director. The status quo is a dead end. Massachusetts needs to change the way it builds housing to meet changes in the way people live. Here's why.

■ Demographics are driving housing needs.

Massachusetts needs to change the way it builds housing to meet changes in the way people live. Massachusetts cities and towns need to change the way they approach housing because the state's makeup is changing.

The state's households are growing smaller. In 1970, the average household in greater Boston held 3.5 people; it's 2.5 people today, and shrinking. Even if Massachusetts' population didn't grow at all between 2014 and 2040, shrinking households would mean that Massachusetts would still need 10 percent more housing than it has today.

Massachusetts is also aging quickly. The number of retirees in the state will double by 2040, and Massachusetts isn't attracting nearly enough younger workers. A shrinking workforce could hamstring the state's economy: If companies can't find the talented younger workers they'll demand here, they'll grow someplace else.

A good slice of the burgeoning retiree population will wind up trading their single-family homes for denser homes, whether in downtown condominiums, smaller suburban townhomes, or assisted-living communities. And the next generation of workers demands a far different type of housing. Younger residents prefer cities and suburban spaces that have urban-like amenities such as an interesting base of local businesses, and active, walkable town centers. Whether in cities or the suburbs, demand is rising for smaller, more closely clustered homes.

■ Schools are no excuse.

Suburban housing opponents frequently ground their objections to any dense new housing in complaints about overloading the local school system. MAPC's housing projections show these aren't valid complaints. Greater Boston's population of school-age children peaked years ago; it's now 6 percent below what it was in the year 2000, and will likely slide another 6 to 9 percent over the coming decades. The big-picture worry is not about having too many children, but having too few taxpayers to pay for their schooling.

■ The shift away from single-family homebuilding is permanent.

Many cities and towns around the state are zoned for a way of living that's vanishing. They make it easy to build large-lot single-family homes, but throw steep barriers in the way of dense housing. That's a problem, because changing demographics mean both older and younger residents need newly developed multi-family homes far more than they need new single-family homes.

This doesn't mean that nobody in Massachusetts will want to buy a single-family home over the next 30 years. But existing single-family homes, freed up by aging baby boomers, are already plentiful enough. MAPC estimates that two-thirds of the development demand over the next 30 years will be for homes in multi-family settings. Cities and towns need to concentrate their zoning and development efforts where they're needed, rather than wasting land on unwanted single-family homes. Lowell, Haverhill, Natick, Marlborough, and Quincy have all made strides recently in making their zoning meet this new paradigm. Other municipalities should follow their examples.

■ Standing still isn't an option.

MAPC sketched out two possible growth patterns: One in which Massachusetts continues losing residents to other states, and one in which it attracts enough young workers to expand the economy.

The status quo scenario brings Massachusetts an embarrassing 1 percent job growth rate; it leaves a large population of seniors depending on government services, without an influx of new taxpayers to fund them; and it still demands increased housing production, thanks to demographic shifts.

This isn't a future anyone should want. And it isn't one anyone should settle for. If the simple act of treading water demographically will require slow-growth towns to build more housing, they might as well put their shoulders into the effort, and wind up with a future worth celebrating.

Paul McMorrow is an associate editor at Commonwealth Magazine. His column appears regularly in the Globe.

From: John Cronin
To: Master Plan Committee

The Planning Board has asked the Master Plan Committee about the Brownfield swap, K of C site, and the 3 acre O'Neil site.

Is Milton back to its traditional "Site Specific Planning" before adopting a "Master Plan"?

Although not binding, wasn't the Master Plan to spell out consensus standards and criteria by which such proposal might be evaluated, by the Planning Board, Board of Appeals, and Town Meeting.

Perhaps the listed sites and a few others should be treated as "case studies" by the MPC and consultant, in our information gathering phase for the Housing Element.

Our 1938 "A", "B", and "C" grid approach to planning has been skewed by 40B. It important that the Milton community understand that. Although limited large sites exist, some of those owners are seeking a higher value than available under the 1938 plan. Can a new Master Plan address this challenge?

Previously the Town would await subdivisions or proposals from developers. Now and going forward, The Planning Board and Selectmen, with "Existing Condition maps" in hand, may reach out to land owners to creatively design land developments which add value for the owners and preserves the Town's semi-rural character.

Should a Master Plan incorporate some fundamental criteria (perhaps drafted by the working group initially, then the MPC, before getting input at the roundtable) such as:

Affordable housing Inclusionary Bylaw

On site or offsite affordables

Benefit to Town with increase over 1938 density such as

- Preserving a historically significant mansion

- 150 setbacks

- Low school student enrollment

- Low traffic impact

Unique setting (i.e. site adjacent to Blue Hill reservation)

Bonus density for proximity to assisted living, Boston housing project, a non-conforming, a zone boundary, on Truman Highway near Mattapan and Hyde Park. Etc.

Under Community Circle's leadership is there a way to have the MPC discuss these matters, to circulate the questions and receive the consultant input? I for one would like to begin to be educated.

Milton has many experts who might help the MPC including:

Archirchet Gregg Downs, designed 88 Wharf

Rob Gatnik, developed School house on River St.

Henry Maclean, Residential architect

Walter Gallery, Appraiser/realtor

Robert Sheffield, Local counsel P.B/B.A.

Kathleen O'Donnell, Municipal Real Estate Counsel

Joe Corcoran developed 1st Fuller Village, Ocean Edge, etc.

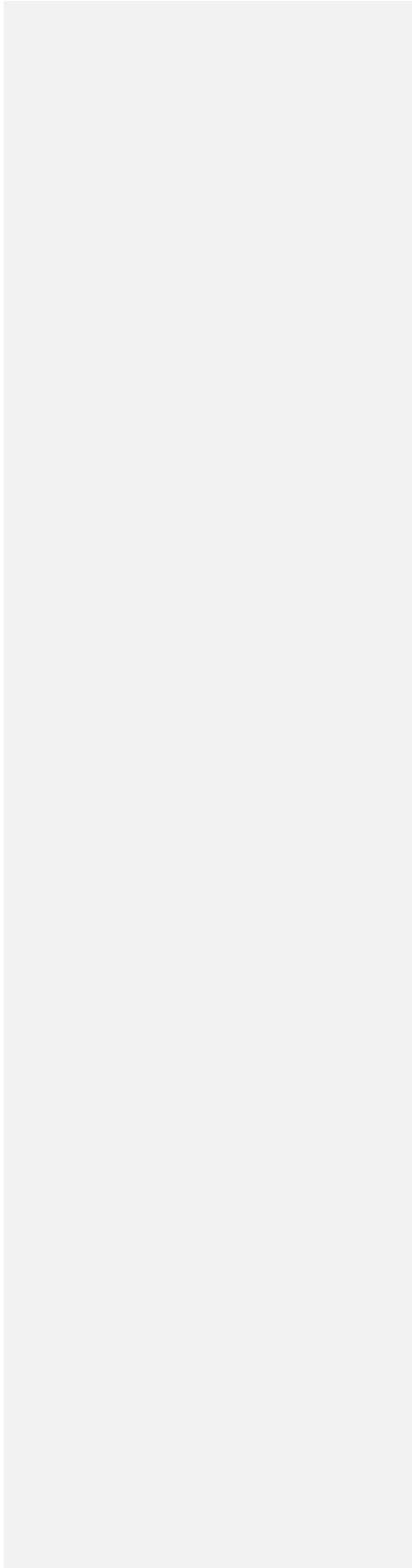
John Fish, developer

John Keith, developer

Jonathan Keith, Baker Square marketer

Realtors such as Laura Cahill, Mary Harkins Sullivan, etc.

It is possible for the Town to develop a strategy in this era of 40B?



From: John Cronin

To: Master Plan Committee

Date: 2-9-14

Upper Canton Avenue

Planning for Milton's Future, a view from the past.

This is a list of some upper Canton Avenue address and their history, including the Eustis, Quinn, Bartol, and Carberry/ Governor Wolcott estates.

1350 Canton Avenue, summer home of Rev. Frederick Augustus Eustis (1816 – 1871) and Mary Channing Eustis (b. 1818, m. 1843, d 1891). House was originally located at today's site of Suffolk Resolves House, but moved back atop the knoll. House had been modified by William Ralph Emerson, a noted Milton Architect. Rev. Eustis's wife was the daughter of Unitarian leader William Ellery Channing. The house was later owned by Dr. Ayer, Selectman James D. Colt, and the Seidman family. Rev. Eustis inherited an interest in a South Carolina plantation, which may be researched on line.

1421 Canton Ave. Formerly the Eustis field-stone cow barn. It is now a privately owned single family home.

1424 Canton Ave. Eustis field-stone gate house. Designed by William Ellery Channing Eustis in the fashion of H .H. Richardson's gatehouse for the Ames Estate in Easton. It is now owned by Historic New England. The landscape design is credited to the Olmsted firm of Brookline.

1426 Canton Ave. The elegant stone and shingle style 1878 mansion of William Ellery Channing Eustis (1849-1876) and Edith Hemenway Eustis, on 80 acres. Designed by William Ralph Emerson (1833-1917), a noted Milton architect, nephew of Ralph Waldo Emerson, and married (m. 1873) to a Forbes family descendant, Sylvia Hathaway Watson Emerson. The landscaping was designed by Ernest Bowditch, a Milton Civil Engineer and Landscape Architect of great note. This property 1424 and 1452 Canton Avenue has recently been purchased by Historic New England for preservation, education and training of future preservationists. The sellers were Frederick A. Eustis II and his wife Elizabeth S. Eustis, a garden historian. The grandson of William Ellery Channing Eustis, Fred and his family, have diligently and lovingly preserved the original house and grounds.

1452 Canton Avenue was most recently owned by former Attorney General Robert Quinn. It had been constructed for the family of one of William Ellery Channing Eustis's twin sons. Now part of the Historic New England purchase and may be used as an education center.

“Old Farm”, 1514 Canton Avenue

It was a Davenport Farm House and farm which the wealthy Augustus Hemenway (1805-1876) and his wife Mary Tileston Hemenway (1820-1894) purchased to establish their summer estate in Milton, easily accessible by steam train from Readville. John Davenport of Dorchester had purchased farm land at 1465 Brush Hill Road in 1706 and built a house for his growing family in 1707. His descendants settled all over Milton and Canton, acquiring farm land. The Hemenway's

vast fortune earned by the self-made Augustus from shipping, mining, sodium nitrate and South American investments, enabled him to purchase large tracts of Milton and Canton land, including part of what became the Blue Hills Reservation. In that manner Davenport Pond was renamed Hemenway Pond, and each of their children had large estates with William Ralph Emerson mansions. Emerson was favored by Mary Hemenway, after he remodeled the Davenport Farmhouse in 1877 into a large mansion with attractive features. A naturalistic in-ground swimming pool was later designed by Fletcher Steele, the landscape architect.

The “Old Farm” was inherited by Amy Hemenway (1848-1911) who married Louis Cabot. Their daughter married a Bartol. The estate now has several residences, most owned by Hemenway descendants. The original mansion is at 1514 Canton Avenue. DCR has purchased the back section of the estate and further development rights over the balance of the 80 acre site to protect the Blue Hills Reservation. The existing eight residences will remain.

The Kenneth R. Carberry Estate is located south of Carberry Lane. It is at 1672 Canton Avenue and was once the estate of Massachusetts Governor Roger Wolcott (served 1896 – 1900). The DCR purchased the back field to protect the Reservation.

ATTACHED PHOTO
caption

Winter photograph of William Ellery Channing Eustis mansion at 1426 Canton Avenue viewed through the landmark fieldstone granite gatehouse. Property recently acquired by Historic New England. Photo by Tom Palmer, Milton environmentalist.

2-9-14
John Cronin

From: John Cronin
 To: Master Plan Committee
 Date: April 6, 2014

Master Plan

Why is the Town working on a new Master Plan?

There are four big reasons:

1. Hall of Famer Yogi Berra advised: "If you don't know where you are going, you might wind up somewhere else."
2. Milton wishes to identify new net property tax revenue sources, to sustain its quality life style.
3. The Master Plan is required by law. "Planning Boards shall make a plan" per MGL Ch. 41, Sec. 81D. The law specifies nine chapters required including Goals, Housing, Economic Development, Open Space and Recreation, Traffic and Circulation and Implementation.
4. A 1969 state law obligates all municipalities to have 10% of their housing stock "affordable". Milton is at 4.2%. Failure to meet the 10% goal allows developers to bypass local zoning and build often high density 40B projects. Tools have been provided by the legislature to help manage the 40B challenge. These include the Housing Production Plan (HPP) which the Selectmen are studying, the Community Preservation Act (CPA), a Housing Trust recently established, and an Inclusionary Affordable Housing Bylaw with on and off site provisions.

To date the Planning Board has received appropriations of \$125,000 for the Master Planning process. The first \$25,000 was used to retain the consulting firm of Brown Walker for a "Visioning process". That report may be read on the Town Website under "Master Plan". \$20,000 has been spent by the Town since 2006 to develop Milton's Housing Production plan. The leading expert in the state, Karen Sunnaborg, has recently updated the Plan for the current Board of Selectmen: Katie Conlon, Tom Hurley, and Denis Keohane, chair. They await maps with site options which are being prepared by the Public Works Department.

The members of the Planning Board are Edward L. Duffy, Emily Keyes Innes, Michael E. Kelly, Bernard J. Lynch III, and Alexander Whiteside, Chair. The Planning Board has used their \$100,000 2013 Annual Town Meeting appropriation to contract with Www.Community-Circle.com, a sole proprietorship owned by Daphne Politis AICP of Lexington, Ma. She has extensive municipal Master Planning experience and has three collaborators on this contract.

The Planning Board has also named a Master Plan Committee to work with the residents and the selected consultant. The Committee members are Glenn Pavlicek, John Kiernan, Tom Hurley, Ellen DeNooyer, Steve Affanato, Cheryl Tougias, David Defilippo, Richard Burke, and Enrique Silva. John Cronin, Paul Traverse, Wally Sisson, Taber Keally, and Emily Keys Innes, Chair. Milton is six miles horizontally by three and a half in breadth. Milton Village is six miles from the State House. It rises from sea level to 635 ft. at the summit of Great Blue Hill.

With an area of 13.2 square miles or 8,448 acres, it may seem that the Master Planners have a lot of land to look at. Recent MAPC studies suggest Milton is approaching a “built out” status. Those study maps were based on aerial or spatial technology which could not identify specific land parcels. The consultants are expected to produce more details existing condition maps using the Town’s superior G.I.S. tools. These maps will show developed land, DCR and restricted land, and land improbable for development such as Cunningham Park. Forum participants will all have access to these new detailed maps.

Those who seek a 48 acre site for a future Hingham style Derby Street Shops, a site to develop a Milton version of Dedham’s Legacy Place, a second 88 Wharf or Quisset Brook condominium locations, will have tools to use.

A schedule of roundtables and public meetings will be announced in the coming weeks.

-30-

John Cronin

From: John Cronin
 To: Master Plan Committee
 Date: April 8, 2014

**Master Plan Case No. 1 for discussion: Map attached.
 The Daughters of George Wigglesworth**

George Wigglesworth (1853 – 1930) had a very large estate at 303 Adams Street on the South side of Milton Hill. His mansion became Aquinas now Laboure College, which has recently completed a multimillion dollar makeover. His beautifully walled backyard became Fontbonne Academy's campus. He was President of a textile firm, a Harvard Overseer, MGH trustee, etc. He had three daughters and three *sons. He commissioned the Olmstead firm to landscape his estate in 1894.

He purchased 36 acres on Highland Street to provide Milton estate residences for his daughter. That land was subdivided as follows:

241 Highland, 19.69 acres was for his first born Anna, b. 1879 (m. Philip P. Chase) now appears vacant, managed by a trust in Albany, N.Y. Caretaker lives on the premises.

341 Highland, 8.53 acres was for Marian, b. 1884, (m. Lloyd Brown) now owned by Dr. Edward Brown.

245 Highland, 7.85 acres for Ruth b. 1886, (m. Theodore J. Whitney) now owned by Dr. Dennis Burke.

341 and 245 currently appear to be well held, but 241's future use is a mystery, which is the owner's right.

The properties are in zone A (40,000 sf). Each lot has a mansion. Some have caretaker cottages. They are located between Fletcher Steele Way, Highland Lane and Old Farm Road and could be easily subdivided like those neighborhoods, although some abutters (Old Farm Road) would regret the loss of open space. No known wetlands.

The twenty acre parcel, if developed under the proposed Sec. J would not have open space visually accessible to public driving by. It would more likely be around a common pool area.

Discuss Master plan options:

Town might establish an open and friendly dialogue with interested land owners

Subdivision of properties as a matter of right

Encourage donation of Conservation Restrictions to owner's tax advantages

Offer added density if significant open space and mansions are preserved (such as units in carriage houses, barns similar to Tucker Burr)

Comment [J3]: Doc J28 was very similar to this so it was omitted.

Comment [J4]: I removed this map (see JC17) because it was such a large file it was causing my MS Word to crash. If we want to keep it in, it might be best to add it in as some sort of appendix after everything else is all set.

Exchange bedroom counts/ single family at 4 or 5 for attached multifamily 1 or 2 bedrooms.

Use bonus units to achieve a planning objective.

Beautiful properties which warrants careful consideration.

*George's son Richard Wigglesworth served as Milton's Congressman from 1933 to 1958 and then as Ambassador to Canada. His home was 203 Adams Street.

From: John Cronin
 To: Master Plan Committee
 Date: April 8, 2014

**Master Plan Case No. 2 for Discussion
 St. Pius rectory, 865 Brush Hill Road**

For discussion purpose only:
 St. Pius Rectory site, Brush Hill Road

Former mansion of Governor Henry Joseph Gardner (1818 – 1892). Served 1855 to 1858 Whig and Know Nothing parties. Honorary Degree from Harvard. Believer to be a descendent of Milton's Daniel Vose. Seven children. 23rd Governor of Massachusetts.

Handsome mansion house poorly maintained but in restorable shape.

Discuss an Alternate form of Zoning based on the number of bedrooms as of right:

Under present zoning:

Zone A, 40,000 sf and 150 ft. frontage, 8.2 acres BY RIGHT 7 detached house.
 Subdivision to 7 single family homes, four bedrooms each, for total 28 bedrooms.

Alternate zoning – “Attached Cluster-Preservation”:

Attached units limited to 2 bedrooms average each – 28 bedrooms =	14 units
Bonus units for Preservation of Historic Mansion	4 units
Bonus units for 15 % affordable units	
Sub Total units	18 units
Bonus for 15 % affordable housing units (15 % of 18 unit is 2.7)	3 units
Total number of units under alternate zoning:	21 units

Setback (from Brush Hill Road) of both structures and parking. 150 ft.

Side setback TBD

Rear setback 20 ft.

Note: New ruling by DHCD may require that one affordable nit must have three bedrooms.
 Historic residence of

Comment [J5]: Overly large map removed from this letter as well.
Comment [J6]: Doc J29 was very similar to this so it was omitted.

From: John Cronin
 To: Master Plan Committee
 Date: April 8, 2014

Comment [J7]: Map left out.

Comment [J8]: J31 is very similar to this so it was omitted.

Master Plan Case No. 4 for discussion

Plan attached.

Milton Falls' request is to swap a landlocked brownfield with DCR for Parkland across from Leroy Walkers house, and other Milton residents, on scenic Truman Parkway.

Tileston and Hollingsworth erected a dam to make paper hundreds of years ago. They owned both sides of the dam. In the early 1960's they purchased additional land from the MDC, following all procedures, in order to enlarge their water filtering system, said to be essential to continue paper making at their Hyde Park mill. The MDC's deed did not have a reversion clause.

Twenty years later the mill closes and the Hyde Park and Milton property is sold to a developer. They very successfully develop the Hyde Park side. The Milton side is zoned Residential "C", is a brownfield, and landlocked by the active railroad. But the optimists thought there might be hope for this apparently valueless property.

Seeking "to make a silk purse" they worked with the Planning Board and Town Meeting to write a brownfield bylaw allowing multifamily housing. That failed due to the access barriers. The special zoning was intended to add value to the owners of what now is clearly valueless property (except perhaps for a solar array). The Town went out of its way to help the developer, and gain some tax revenue.

It is a fact that DCR would like to own the developers brownfield to get control of dam, for kayak, canoe, bike path and open spaces. But a swap of high value park land for a valueless brownfield and the protection of park land by the 97th amendment of the state constitution.

The Neponset River Watershed Association has taken a position opposing the swap and recently asked the Selectmen to do so.

The Planning Board or citizen petitioners should ask the Town Meeting to rescind the Brownfield bylaw at the October Town Meeting.

From: John Cronin
 To: Master Plan Committee
 Date: April 8, 2014

Comment [J9]: Map left out.

Comment [J10]: J30 is very similar to this so it was omitted.

Milton Master Plan Case 3 for discussion

Estate of Kenneth R. Carberry, 1672 and 1702 Canton Avenue, abutting the Blue Hills Reservation and of Carberry Lane.

1672 was the manor house and estate of Massachusetts Governor Roger Wolcott (1847-1900) served as Lt. Governor then Governor from 1893 to 1900. Textiles. Honorary degree for Harvard. Milton Academy trustees named largest dorm in his honor.

The estate is 30 acres in size with a long frontage on Canton Avenue. His daughter built a second mansion at 1702 and a son resided in another manor house at 1726. There are several outbuildings with occupants.

Kenneth R. Carberry, a very successful businessman has owned and cared for the estate for over forty years. He and his children occupy and may wish to continue ownership of some of the houses.

There appear to be four houses of historical or architectural significance.

The scenic setbacks are a special feature, which would be lost in a conventional subdivision. The property has great depth and a very long border with the Blue Hills Reservation.

Just before the "AA" zone was voted the owner received an "A" subdivision. However, it was not filed properly so the "AA" remains in place. The "AA" zone was adopted for unsewered properties. However, the sewer has now been brought up Brush Hill Road to Rte.138, about 300 ft. from Carberrys..

This would allow the Town to do some creative land development planning.

This spring Mr. Carberry offered a large part of the estate for sale including his Governor's at 1672 for \$9 million. It may not have been his bottom line and it was before the "AA" and "A" mix up was discovered. But it does express his intent.

The Master Plan is not going to negotiate a deal but it should provide a road map for creative land development and 40 B avoidance

John

From: John Cronin
To: Master Plan Committee
Date: April 11, 2014

**Master Plan Case No. 7 for Discussion
Landfill Access Road Land**

The Town of Milton purchased a number of parcels of land off of 750 Randolph Avenue with a substantial total acreage. An Easterly portion is under lease to Granite Links for the golf course. One acre had been sold for the gas pipeline pressure reducing station near the Blue Hills Reservation. Nearby is the Hornsfel Indian Quarry which deserves protection. The proposed Wind Turbine site is on Town Land. a small site had been considered for a new temple, an animal shelter or maybe affordable housing. The Assisted Living project on the former Horseplay Farm is expected to ask the Selectmen to sell them access right to the road. The Selectmen may require them to rebuild the road to subdivision street standards, as the Town took the road land by eminent domain, constructed the road to heavy truck standards, and the government recently installed the traffic light.

Part of the Arrowhead taking was for conservation purposes, but 6 acres with frontage on Randolph Avenue is specifically available.

There is no other unencumbered Town land with the development potential of this large site.

Comment [J11]: Map left out.

Comment [J12]: J33 is very similar to this so it was omitted.

From: John Cronin
To: Master Plan Committee
Date: April 11, 2014

Comment [J13]: Map left out.

Master Plan Case No. 3 for Discussion

The Kenneth R. Carberry Estate (formally that of Massachusetts Governor Roger Wolcott)

30 acres, Single family residential zone "AA" 80,000 sq. ft. lots.

There are three or four historically significant manor houses on this property. They all have 299+ ft. setbacks, resulting in very scenic settings.

Recently, sewerage lines have been brought to within 300 ft. This gives the Town an opportunity to create an innovative, non 40B project

Most of this property has been offered for sale recently.

Several family members may wish to maintain their residences on the property.

Truly an estate zone, it is greatly enhanced by the protection of the Blue Hills Reservation.

From: John Cronin
To: Master Plan Committee
Date: April 11, 2014

Comment [J14]: Map left out. (J21)

**Master Plan Case No. 6 for Discussion
Hillside/Wollaston G.C.**

Large parcels of upland on Hillside Street have some wetland issues. Cluster zoning under new Section J. may allow 25% denser development of single family homes.

From: John Cronin
To: Master Plan Committee
Date: April 11, 2014

Creative Land Development

Milton is a family oriented residential community.

Its strength is the excellence of the Public Schools, Milton Academy, B.C. High and a large number of school options.

Milton's weakness is that property taxes are insufficient to fund the public schools, without Proposition 2 ½ Overrides.

Obviously the Town must maximize the commercial opportunities at the Legion Post and Park and Ride at the northern end of Granite Avenue.

The design capacity of the public schools is 4,100 and current enrollment 4,000. This presents a serious challenge to the Master Planners.

There are presently 9,600 dwelling units in Milton. ”

Milton has about 8,500 dwelling units with student potential. There are roughly one (1) public school student for every two (2) units, probably a higher ratio for new homes.

But wait, Milton has built 1,111 new units since 1965 in multifamily structures. These are market rental, market condo, senior restricted, group homes and 10 acre+ condo conversions. They include 88 Wharf, Fuller Village, Quisset Brook, Pine Tree Brook Homes, etc. These units have no children to educate, have high assessments and add no police, fire or snow plowing expense. These buildings are attractive, are surrounded by open space, and have been accepted by the community. This form of development is Milton's best opportunity to grow the property tax base while managing its school enrolment.

Today Milton is building about 38 new single family 4 to 5 bedroom homes in permit approved or soon to be approved subdivisions. They are (4) at Women's Club, (4) on Gun Hill, (5) at the Boyle estate, and (23) at the Town Farm. Attached cluster or multifamily options with open space setbacks were not seriously considered.

The 2004 “MAPC Buildout study” suggested that there are about 150 empty house lots scattered around the Town which may be developed, as zoned, over time.

Most importantly, that study advised that there are about **850 house lots**, as zoned, in the large undeveloped tract. These may be viewed on the consultants “Existing Conditions Map”. It is these large undeveloped tracts for which a new strategy should be structured by the Master Planners. And with the adoption of the new Cluster Zoning Bylaw, up to 25% more 3, 4, or 5 bedrooms house may be built.

The challenge for the Master Planners is to maximize net property tax revenue, minimize school enrolment growth, and preserve the semi-rural character of Milton. This will not happen using the 1938 “A”, “B”, and “C” existing plan.

In the 17th and 18th century Milton’s land development was apportioned by parallel lines, with Canton Avenue as the spine. The 20th century was molded by the 1938 bylaw which served well. Now, the 21st century deserves a fresh look as the Town approaches build out.

Creative Land Development Bridge to the Future, by Robert A Lemire is about the Town of Lincoln which used new methods that made economic sense for the individual landowner, the developer, the town and the future. The Town engaged large land owners in planning discussion early on. Adding value, higher densities, attached clusters, multifamily were traded for open space, agriculture asset protection, and historic building preservation and a better result. All types of tools were employed. Sometimes the owner and town would employ appraisers to craft a mutually accepted plan.

Milton has successfully applied “Creative Land Development” with 88 Wharf, Winter Valley and Pine Tree Brook Homes, Brushwood and Tucker Burr, Fuller and Quisset Brook. However, it may have been the developer who initiated the proposal.

From: John Cronin
To: Master Plan Committee
Date: April 14, 2014

Vibrant Business Land Uses

This Roundtable focuses on Milton's present and future business and commercial development. Currently the commercial and industrial sectors only contribute 3.6% of the Town's taxable valuation of \$ 61,939,797. The Master Plan should provide a road map to add new revenue from businesses property.

There are four business districts. Three grew up at the railroad stops, and 2 Granit Avenue which was the wharf and schooner point of entry, where lumber and other shipments were received.

The site became the Barney and Cary lumber yard, now the John Flatley building.

Roundtable should cover:

Excitement in business districts enhance community

Are more Bed and breakfasts needed? (4 @ Fullers Lane, Canton Ave, Brush Hill, and BH Ave)

How to develop sites at north end of Granite Avenue? Give neighbors a veto?

Future of no-conforming properties?

Define "mixed use". Some preexisting, New not allowed. Parking a constraint.

How to apply mixed use at:

Central Ave

Milton Village

E. Milton

Northern Granite Ave

Non-conforming sites

Will Master Plan address changes in institutions (two function hall closed and three houses of worship changed,)

From: John Cronin
To: Master Plan Committee
Date: May 1, 2014

Comment [J15]: Map left out. (J26)

Have talked to residential architect Henry MacLean (School St) and Milton's No. 1 Realtor Laura Cahill about the evolving real estate market. They see the need for more 1 and 2 bedroom units for both 20 to 34 and 50 to 80 age ranges plus the divorced dads. Luxury, affordable's and market are all needed. Occupancy rates in the existing 1,111 multi-family units are in the 98 to 99% range.

We need to bring more professionals into the discussion. Suggestions?

We must inform the school age parents that more 4 and 5 bedroom houses means over crowded schools and they should support condo/rental developments designed to preserve the "semi-rural character" of the Town. This will require strong setback and open space measures, and a new design review board with empowerment. Does Anne have suggestions?

It is going to take a crescendo of enlightened Miltonians to move beyond our 1938 zones of A,B,C and now AA. Frankly, the threat of 40B's may actually help.

Aside from scattered undeveloped house lots, Milton is fully 90% developed. Attached is the almost finished "Existing Conditions Map" which show the very few large tracts remain. Perhaps a few groups of interested professionals and large land owners can sit down informally to brainstorm, to develop proposals or guide lines to present to the May 15 Planning Board hearing and subsequent Master Plan HOUSING Roundtable. Alex Whiteside is researching an interesting two step condo development bylaw scheme in used in Dover, Ma.

Certain land owners turn to 40B developers as they seek value added above that obtainable under the existing zone. What is in the Town's best interest may, in some instances, match the landowners.

From: John Cronin
To: Master Plan Committee
Date: May 19, 2014

Our 1938 "A", "B", & "C" Zoning residential plan has been shattered by the 40B quota law.

Owners of large undeveloped tracts (representing less than 10% of Milton's land area) have new 'value added' opportunities which Planning Board leaders, the Selectmen, the Master Plan consultants and, and Town Meeting must address and manage.

The 10% Affordable Housing Law (40B) was enacted by a Democratic Legislature and signed into law by a Republican Governor in 1969, 45 years ago. An attempt to repeal 40B by state referendum failed. Milton's current quota is 942 Affordable units. We are 1/2 way toward that goal, if pending existing units are approved.

Be proud that Milton started meeting this targeted need with Unquity House (141 units) a few years before 40B was enacted. Winter Valley, Miller Ave., Fuller Village, etc. have since been added. These are good neighbors and have been well received, in part because of large (150 ft.) open space setbacks. This is how we achieved the halfway mark on our quota, without forcing any unwanted 40B project through the Board of Appeals.

Now the Legislature has provided towns with tools to manage 40B including:

Housing Production Plans

Inclusionary Zoning

Affordable Housing Trusts

Community Preservation Act

Master Planning Act

Planning Board Enabling Act C. 40A

Going forward, Milton must have a strategy for the second 50% of our Affordable Housing quota with thoughtful and careful planning. That is our alternative, to letting 40B developers do it their way.

At the same time our Public School population limitations must be respected, tax revenue growth must be found to fund quality schools, and our valued 'semi rural' character be protected. A tall order!

To promote discussion of these issues, I will be forwarding a few "Cases for discussion" with maps sent to you, by Burma Shave style e-mails. No conclusion is set forth. Attached to this

email is a "Criteria" which you may keep in mind when mulling the cases. All this is intended to provoke discussion at the June 11 Housing Roundtable.

From: John Cronin
From: Master Plan Committee
Date: June 30, 2014

Working Groups in some towns are considered not under the Public Meeting Law provided they are not called subcommittees. Concept is they are not "governing bodies". Just read the Brookline Town Counsel has opined that they are subject.

Some of the experts I have canvassed did not want to help in a public forum situation. This is why I suggested the Milton Land Trust as a vehicle for brainstorming and concept development..

To date I have have received expressions of interest from [a number of Milton architects, attorneys and other relevant individuals].

The Working Group might progress through several stages. The first meetings with experts, the second tier of meetings with appropriate neighborhoods groups, the third with selected land owners.

Certainly you don't want to squelch discussions by talking 88 Wharf size buildings in a neighborhood where only 1950's style garden apartments would work.

From: John Cronin
From: Master Plan Committee
Date: June 19, 2014

It may be helpful for "AA" and "A" zoned neighbors to discuss alternative development schemes in this era of 40B proposals. They must become aware that the Planning Board is open to exploring creative development designs which allow higher densities, add value for property owners, yet protect the semi-rural character of the Town and historic assets.. As the Selectmen, Planning Board and Master Planners contemplate development strategies, input from this group, the St. Pius neighbors, and Milton Mews neighbors will be welcomed.

As evident with the 1,111 units of multifamily housing built since 1965, the opportunity exists to significantly expand the Town's net property tax base.

From: John Cronin
From: Master Plan Committee
Date: June 30, 2014

In 1938 new two and multifamily house construction was banned.

In 1965 the ban was lifted a bit by the ZBA for the Milton Hill House and then Zone "D" for Unquity House. Today 1,111 units have been added with Milton Hill House, 131 Eliot, Ford Ranch, Meg Lane, Pius, and 2 Adams Street to follow.

The assessed valuation of \$134 million is listed on the attached by the assessors office. I am led to believe that there are essentially no public school students in residence and no added Public Works, Fire or Police budget increases needed.

This led me to the conclusion that this type of housing was an area of expansion worth exploring in the Master Plan, than the often suggestion to find a Derby Street Shoppes location in Milton. (I wholeheartedly support pursuing commercial opportunities at the Legion Hall and state DOT yard, as well as upgrades in East Milton Square).

We know that the existing multifamily facilities, both market and senior restricted, are at capacity, have waiting lists, and run at about 98% capacity. We also understand that Milton residents are migrating to the various Baker Square options.

From: John Cronin
To: Master Plan Committee
Date: May 21, 2014

Comment [J16]: Map left out. (J32)

**Master Plan Case No. 5 for Discussion
1375 - 1425 Brush Hill Road, Milton Mews**

For discussion purposes only

This is one of Milton's finest estate zones. Several years ago the Town Meeting voted to change this site from "A" zone to "AA" requiring a minimum lot size of 80,000 sf because it was in an unsewered area. Subsequently the sewer has been extended up Brush Hill Road to the Wakefield estate. Now it is very much on the Town sewer.

This corner of Town had not been on the Town's radar until the Milton Mews 40B proposal arrived.

Uncertain how discussions between Selectmen and land owners have progressed.

Master Plan participants may have strategy ideas on how Town might proceed two previous 40B threats collapsed after extensive discussions between developers and Town, but their failure is attributed mostly to good luck. But the dialogues contributed to delays, which allowed good luck to prevail.

On this site, once ACEC and wetland protection are addressed, smaller footprints used, substantial setbacks from the street and neighbors, open space preservation, it still may be possible to create a high value added development which is accepted by abutters and neighbors. The Planning Board might waive height and street requirements to allow a creative design solution. Developments such as Rogerson Community, Boston Home, etc may be acceptable. Some stately mansions might be preserved. Look at how Joe Corcoran's design team took the Dr. Harris Kennedy Mansion at 1399 Blue Hill Avenue (Gordon House) and added two attractive wings (Foster and DePoyne), now Fuller Village, to create 96 senior units on three acres, now a major source of Milton's property tax revenue.

Certainly in this era of 40B the Town will not expect Joe Leland's 1938 "A", "B", And "C" development plan to continue. Mr. Leland, an architect (first Milton Hospital on Highland St.) was the long time Chair of the Planning Board. His plan served Milton well.