



**CITY OF SOMERVILLE, MASSACHUSETTS**  
***MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT***  
**JOSEPH A. CURTATONE**  
**MAYOR**

GEORGE J. PROAKIS  
EXECUTIVE DIRECTOR

December 15<sup>th</sup>, 2020

Hawkins Street Union Sq, LLC  
c/o Scott Zink, Newmarket Properties  
7 Morrison Rd  
West Wakefield, MA 01880

Dear Mr. Zink,

This letter is the Final Decision of the Director of Mobility ('the Director') for the Mobility Management Plan ('MMP') submitted by Hawkins Street Union Sq, LLC, (the 'Applicant') for 3 Hawkins St as required by §11.4 Mobility Management of the Somerville Zoning Ordinance (SZO). The decision is an **Approval with Conditions**. This letter details the conditions necessary for the successful implementation of your plan.

## Background & Applicability

The Applicant proposes to construct a 51,444 square foot apartment building in the MR5 zoning district and in the half mile transit area walkshed for the future Union Square Station. The development consists of one building with 59 residential units, 13 on-grade structured vehicle parking spaces, 2 surface vehicle parking spaces, 59 long-term bicycle parking spaces, and 6 short-term bicycle parking spaces.

The proposed building will meet the twenty (20) or more total dwelling unit threshold to trigger MMP requirements of the property owner.

## Plan Commitments

### Programs and Services Required by SZO

The Applicant has made the following commitments in relation to the mode share commitment requirements for all mobility management plans:

- To making reasonable efforts to control the percentage of trips made by automobile at fifty percent (50%) or less and to implement additional mobility management programs and services if annual monitoring and reporting identifies a shortfall in meeting this goal.



The Applicant has made the following commitments in relation to the programs and services required for the property owner of a residential building with 20 or more dwelling units:

- To post and distribute mobility management information, including information pertaining to pedestrian, cycling and transit access to the Project Site.
- To un-bundle the rental or lease of parking spaces from the rental or lease of floor space.
- To provide on-site parking spaces at no cost for car-sharing vehicles.

### Additional Commitments

The Applicant has also committed to the following additional programs & services:

- To provide up to four electric vehicle charging station.
- To provide elevators large enough to accommodate bicycles.
- The charge market rate for parking spaces, estimated at \$70,000-\$90,000 each.
- To distribute a transportation information packet to all residents annually and at move in.
- To provide a dedicated transportation info area in the building lobby, which includes:
  - Real time transit information from the MBTA and other sources
  - Maps identifying station locations, routes, and schedules for transit serving the site
  - Bicycle route and facility information, including regional/local bicycle maps.
  - Contact information available ride-share, carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.

### Approval Conditions

- **CONDITION #1:** Posted and distributed mobility management information must be reviewed and approved by the Director of Mobility prior to the issuance of any Certificate of Occupancy for the building.
- **CONDITION #2:** Real time transit information will consist of a connected TransitScreen display (or equivalent service) in the building lobby displaying real time MBTA and bike share information.
- **CONDITION #3:** Provision of at least 2 car share parking spaces on-site provided at no cost to a car share service provider, as required for the all property owners of a residential building with 20 or more dwelling units. These spaces must be provided in the exterior of the garage to allow for public access unless a different arrangement for public access can be provided. Ride-share parking spaces referenced in the MMP may be provided in addition to, but not instead of car-share parking spaces. Notification of available spaces to car share service providers must be documented prior to the issuance of any Certificate of Occupancy and in annual reporting.
- **CONDITION #4:** The Applicant will provide a stored value MBTA Charlie Card, with the value of a combined bus/subway pass (currently set at \$90 but subject to MBTA fare increases) to each adult member of a new household during the first month of initial occupancy of a new household. Up to two Charlie Cards total per household are required. This requirement renews each time a new household moves in to incentivize new households to use public transportation.

- **CONDITION #5:** Rather than 50%, the Applicant's initial vehicle mode share commitment will be 38% so that it is consistent with and no more vehicle dependent than the existing commuting characteristics in Census Tract 3512.04. The Applicant will implement additional mobility management programs and services if annual monitoring and reporting identifies a shortfall in meeting this goal.
- **CONDITION #6:** The Applicant will make reasonable efforts to control the percentage of trips made by vehicle at 37.5% or less by 2030 and at 25% or less by 2040 in order to meet the city's SomerVision 2040 goals. The Applicant will implement additional mobility management programs and services if annual monitoring and reporting identifies a shortfall in meeting this goal.

## Monitoring and Reporting

The property owner has committed to Annual Reporting to track, assess, and report on the implementation of the Mobility Management, including:

- An annual statistically valid travel survey of employees and residents.
- Biennial (every other year) counts of motor vehicles entering & exiting the parking facility
- Annual reporting of vehicle and bicycle parking utilization.
- An annual update on the implementation of Mobility Management programs & services

All monitoring must be conducted at the same time each year, as determined by the Certificate of Occupancy for each building. If the Certificate of Occupancy for a building is issued between September 1 and February 29, the monitoring shall take place during the months of September or October and be reported to the Mobility Division no later than November 30. If the Certificate of Occupancy for a building is issued between March 1 and August 31, monitoring shall take place during the months of April or May and be reported to the Mobility Division no later than June 30. This will ensure that the monitoring captures a realistic assessment of the performance of the project, while giving time to compile the results and report them to the City.

It is important to note that while approved Mobility Management Plans are transferable by and among private parties, this transfer is contingent upon the new owner agreeing to continue to operate in accordance with the previously approved Mobility Management plan, as conditioned. Should the property owner elect to transfer some portion or all of the development subject to this Mobility Management Plan, commitment to the previously approved Mobility Management Plan is required by the new property owner.

I look forward to working with you in the future as you implement this plan. If you have any questions, please feel free to contact me at (617) 625-6600 or [brawson@somervillema.gov](mailto:brawson@somervillema.gov).

Sincerely,



Brad Rawson  
Director of Mobility  
Mayor's Office of Strategic Planning & Community Development  
City of Somerville, Massachusetts



I certify that I have read and agree to implement the Mobility Management Plan in the form approved by the Director of Mobility. I understand that failure to implement the approved plan may result in enforcement actions taken by the City of Somerville.

Agreed and accepted,



Scott Zink, Newmarket Properties, on behalf of Hawkins Street Union Sq, LLC



## 3 Hawkins St

Somerville MA

### Design Review Application Document Mobility Management Narrative

Provided by Peter Quinn Architects LLC

REVD 21 October 2020

#### Contact information

Property address: 3 Hawkins st. Somerville, MA 02143  
Property owner: Hawkins Street Union Sq, LLC  
Business address: 7 Morrison Rd, West Wakefield, MA 01880  
Phone: 617-650-1929  
Contact: Scott Zink  
Email: scott@newmarket-properties.com

#### A. Project Description

The proposed building is an Apartment Building located under the new zoning bylaw as MR-5 Zoning district. The MR-5 district allows up to a five-story apartment building compliant with the dimensional requirements. The proposed building will be designed to the standards of the US/Passive House Institute (PHIUS). The project provides 51,444-GSF of Residential Area. This would allow up to 60 units using the Net-Zero/Passive House denominator. 59 Units are proposed of which eleven (11) will be designated as affordable units.

The breakdown of the units is proposed as follows:

- Twenty-five (25) Studio units
- Twenty-five (25) One-bedroom units
- Seven (7) Two-bedroom units
- Two (2) Three-bedroom unit

Towards the goal of this substantial reduction in vehicular trips, the project is identified in the City's Zoning as located in a half-mile walkshed of the new Union Square Station to the east.

The developer is providing 15 parking spaces, 13 of which are in an enclosed garage at grade level and two are provided outside the building on grade. The Parking Ratio is 0.25 spaces per unit, substantially lower than most urban residential developments. All the provided parking spaces are compliant-size parking spaces. The parking garage will be set up to accommodate up to four (4) EV charging stations for electric vehicles.

Based on typical standard for Boston area parking garages (such as RSMeans), we would expect the covered spaces to cost in the vicinity of \$70,000 to \$90,000 each. This factors in all the associated costs including the access way, the long span structural beams, the fireproofing and sound-proofing over residential use required, and so forth.

Loading, services operations and vehicle shares pick up and drop off area for the building will happen in front of the building at Hawkins St. All deliveries will take place at the vestibule of the building which is equipped to receive regular mail correspondence and package deliveries. The vestibule is located at the same level as the sidewalk for the ease of the delivery personnel and mail workers as well as general accessibility.

## **B. Local transportation Modalities**

### **1. General Access**

The project is located at the heart of Union Square, where public transportation and pedestrian friendly streets are abundant. The main entrance of the building at Hawkins St is a short walk of less than one (<1) minute from Somerville Ave, where residents will find access to public transportation, shops, and restaurants and more entertainment. This convenience will certainly encourage walkability, therefore reducing the vehicular impact in the city.

### **2. Bus Connections**

The public transportation accessible from the project site is as follows:

Bus routes 87 and 85 inbound and outbound are located short walks of two (2) minutes and four (4) minutes, respectively. Bus route 87 will take residents to Davis Square, Arlington Center, and Lechmere Station in Cambridge. Bus route 85 will take residents from union square to Kendall and MIT. See fig 1.

Bus route 86 inbound and outbound stops are located approximately two (2) minutes away from the main entrance of the building. Bus route 86 outbound will take residents to Sullivan Sq, and the inbound route to Harvard University

and Reservoir in Brighton. See fig 1.

Additionally, the site is located near bus routes 91 and CT2 at about a three (3) minute walk. This route will take residents to Central Square and the Harvard's Medical School in Mission Hill Boston. See fig 1

In summary, the bus routes in and out of Union Sq are remarkably diverse and certainly lead to important employment locations and existing mass transit connections.

### **3. Mass Transit Access**

In addition to the connections available through the aforementioned bus routes to mass transit stations, the new Green Line in Union Sq Station will certainly benefit residents of the project. We estimate its proximity to be about an eight (8) minute walk from the building. This connection provides immediate access to downtown Boston and Northpoint, probably in less than 30 minutes total trip.

### **4. Bicycle Routes**

The proposed site is surrounded by various bicycle paths as referenced on the Somerville Bicycle Committee. (<http://www.somervillebikes.org/maps.html>). As previously mentioned, the project site sits on at the heart of Union Square which is surrounded by many designated bike routes. For example, Somerville Ave. has a bike Lane that extend from Union Square to Porter Square. Hawkins St and Lake street are both sharrows. A sharrow bike path is a road in which the bikes and motor vehicles share a lane of travel. See fig 2.

The Somerville Bicycle Committee maps refers to many bike rental stations ('Blue Bikes'). As fig 2 shows, the project site is located near many of these bike rental stations.

Bicycle parking area for 59 bicycles has been provided in the garage and basement. All the bike parking spaces are sheltered, secured, and located at the basement of the building. The bicycle parking area is accessible via the garage ramp of the building elevator. The building's elevator can bring tenants from the lobby to the basement of the building and is sized for bicycle length as well. Six short-term spaces at the sidewalk, bringing the total bike parking spaces to 65. See fig 4 & 5

The applicant believes that convenient bicycle parking and access will further encourage reductions in vehicular travel.

## 5. Ride Share Access

While not an ideal modality because it encourages the use of vehicles, the project's site design does allow easy access, drop-off and pick-up at the building entrance. This is accomplished by offering to reposition the curb line along the Hawkins St side of the building, stepping the building back to providing a safe ride-share point. This matter has been preliminarily (and positively) discussed with the City's Planners in conjunction with the proposed safety and landscape improvements along Hawkins, Lake and the intersection.

Vehicular access into the site is via Hawkins off Washington St or via Lake St from Somerville Ave. See fig 3

## C. Transportation Data Assumptions

Trip generation was conducted using the ITE Trip Generation Manual, 10th edition

Table 1: Means of Transportation to Work <sup>1</sup>	
Column	Census tract 3512.04
Public Transit	28%
Drove Alone	35%
Carpooled	3%
Bicycle	12%
Walked	17%
worked at home	5%

1. Source - <https://censusreporter.org/profiles/14000US25017351204-census-tract-351204-middlesex-ma/>

Table 2: Trip Generation for the Project based on the Census Tract Data - (LUC) 221 of the Trip Generation Manual, 10th edition								
Period	Rate	Person Trips	Public Transit Trips	Vehicle Trips	Carpool Trips	Bicycle Trips	Pedestrian Trips	Worked from Home
Daily	5.44	321	90	112	9	38	55	17
AM peak hour	0.36	21	6	7	1	2	4	1
PM Peak Hour	0.44	26	7	9	1	3	5	1

As the Tables show, over one-third of the trip generation in this census tract is single occupancy automobile trip. However, in the case of the project, one would expect to see



a very significant reduction in this amount of for the following reasons:

1. The Project is a multi-family urban residence which attracts car-free tenancy or ownership, even when parking is provided.
2. The Project has reduced parking such that no more than 15 of the units can have cars (street parking is currently not allowed for the occupants of new multi-family buildings in Somerville). Not all of these owners will typically use their car everyday as some may be occasional users.
3. The Project is ideally situated for alternative modalities.
4. One would expect ride-share or hired fare use, including Lyft or Uber, to increase as an adjustment for the lack of single-occupant driving options. While this is not ideal, it does represent a reduction in the single person use.

#### **D. Traffic distribution**

The mobility options are shown graphically in the attached figures 3, 4, and 5

#### **E. Mobility Management Commitments**

The Applicant proposes that MMP implementation program will be submitted at these milestones:

1. Preliminary Draft – describing the general compliance and features of the plan – outlined as indicated herein.
2. Full Draft for review by the Mobility Office – at the time of Building Permit Application
3. Full approved MMP with implementation program – prior to receiving a Certificate of Occupancy

Note – Since much of the implementation of the MMP will fall to the building's future management company, it is important to state that the management company's input and creativity is mandatory for the full benefit of the project. A management company has not yet been selected for the project.

The developer, Hawkins Street Union Sq LLC, is committed to making extensive efforts to reach the City's goal of less than 50% of trips by automobile. These efforts are outlined herein and will be finalized in the future Full MMP.

The proposed building's lobby will have a dedicated mobility information

area containing this proposed information:

- a. Real-time transit information from the MBTA and other connected sources.
- b. Current maps identifying station locations, routes, and schedules for public transit serving the site.
- c. Bicycle route and facility information, including regional/local bicycle maps.
- d. A listing of contact information available for ride-share, carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.

Also, transportation information will be distributing by building management once a year, as well as handed out to new tenants as time of occupancy. The distributed information will be:

- a. Current maps identifying station locations, routes, and schedules for public transit serving the site.
- b. Bicycle route and facility information, including regional/local bicycle maps.
- c. A listing of facilities available for ride-share, carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.

All parking spaces will be offered to tenants at the time of occupancy as an additional cost option rather than inclusive in rent or purchase. Vehicle Parking shall be unbundled. bicycle parking is a building amenity for all tenants.

Hawkins Street Union Sq LLC commits to providing a dedicated ride- share parking space in the garage, preferably at an EV location. This space would be available to residents who would share a car, perhaps owned, or rented by the resident's association or building management.

#### **F. Monitoring and Annual Reporting and Commitments**

(Note- Zoning By-law text in regular font; developer responses indicated in *italics*)

- a. Mobility management plans must be updated on an annual basis and submitted for approval to the Director of Mobility to validate continued compliance with the provisions of this Section.

*Hawkins Street Union Sq LLC commits to annually update the*

*Mobility Management Plans for approval of the Director of mobility. Annually submitted material will be:*

- 1. A statistically valid travel survey of employees and residents.*
  - 2. Annual reporting of parking utilization.*
  - 3. Biennial counts of motor vehicles trip entering & exiting any parking facilities.*
  - 4. A status update on the implementation of Mobility management programs & services.*
- b. If annual monitoring and reporting identifies a shortfall in meeting the MMP's commitments, adjustments to existing programs and services or additional programs and services must be implemented.

*Acknowledged*

- c. For the first two (2) years of occupancy or operations, annual updates must identify existing site based parking conditions, travel behavior of employees or residents, and identify the metrics and methods used for performance review.

*Acknowledged*

- d. After two (2) years of occupancy or operations, a mobility management plan must also identify objective targets to reduce parking demand, single- occupant vehicle trips, vehicle miles traveled, or automobile vehicle trips associated with development, based on the performance review of previous years, and propose adjustments to existing programs and services or additional programs & services to achieve those objectives.

*Acknowledged*

- e. To ascertain the level of success for implemented programs and services, incentives, and other measures, annual updates to mobility management plans must include, but may not be limited to, the following:

- i. A statistically valid travel survey of employees and residents, as applicable.
- ii. Annual reporting of parking utilization and operations for any Commercial Service Vehicular Parking facility.
- iii. Biennial counts of automobile trips entering & exiting any parking facilities.
- iv. A status update on the implementation of programs and services.

*Hawkins Street Union Sq LLC commits to providing the reporting criteria.*

*Figures 1 through 5 are attached.*

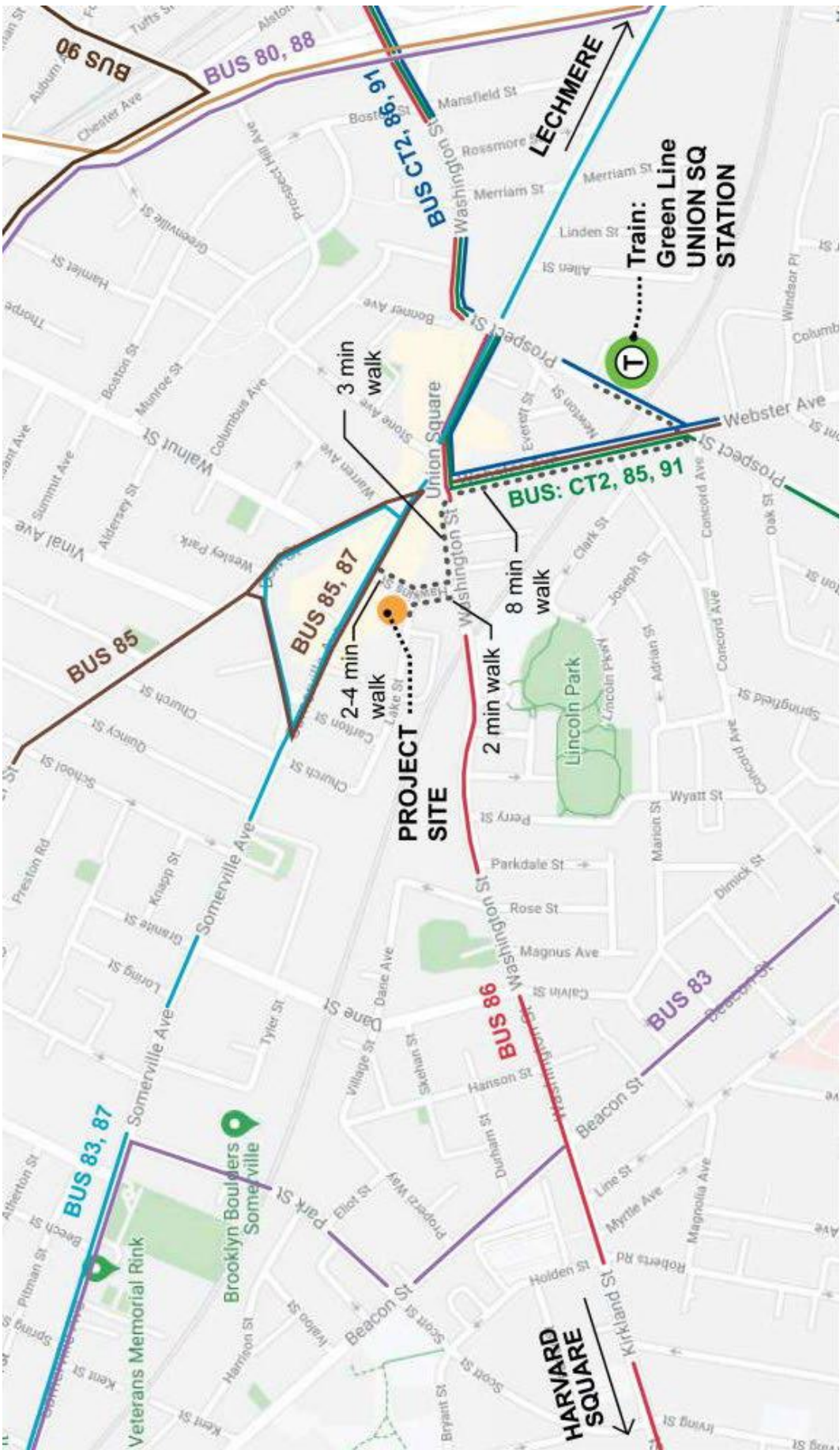


Fig. 1: Bus and Train lines near Project Site.



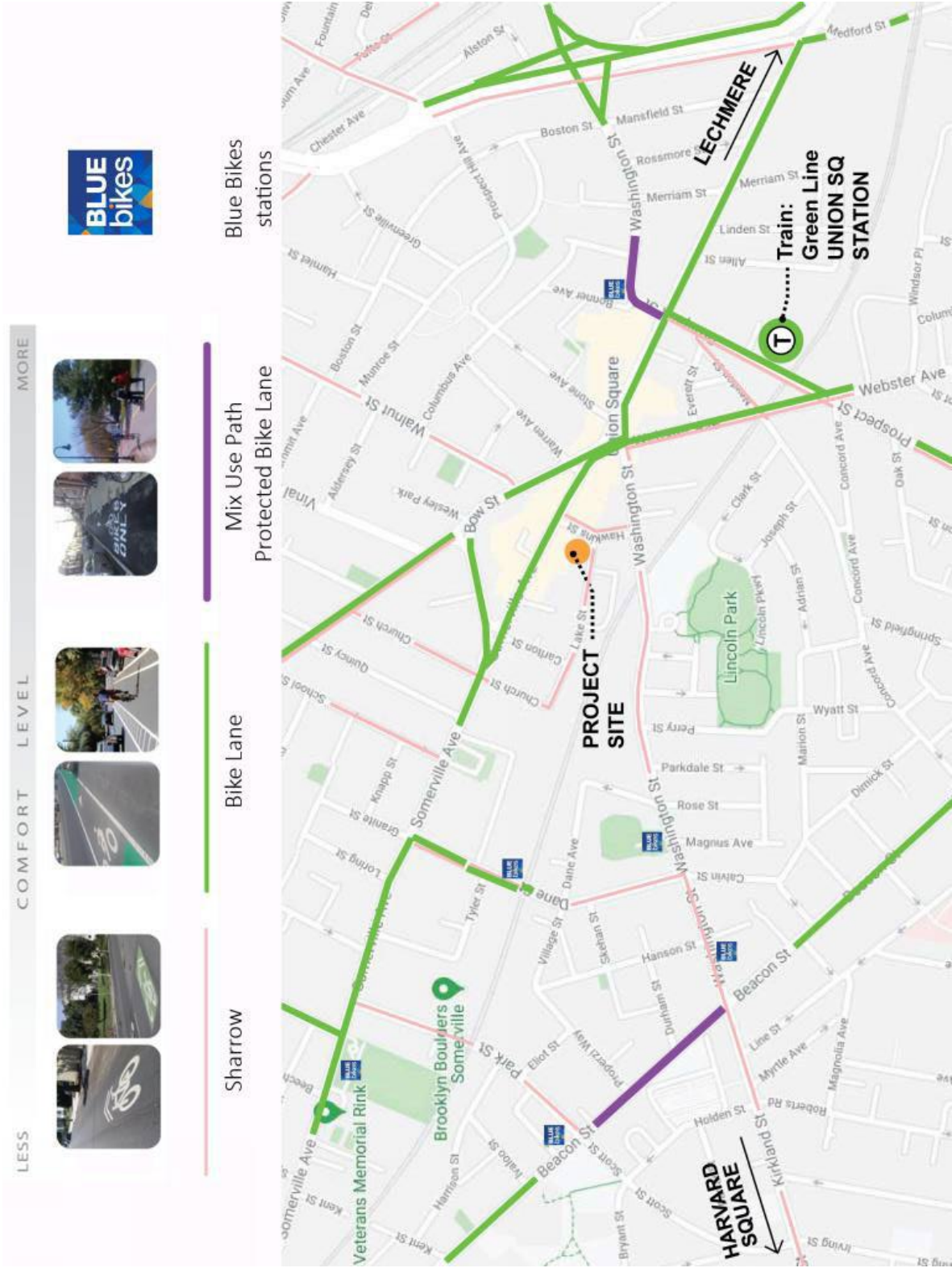
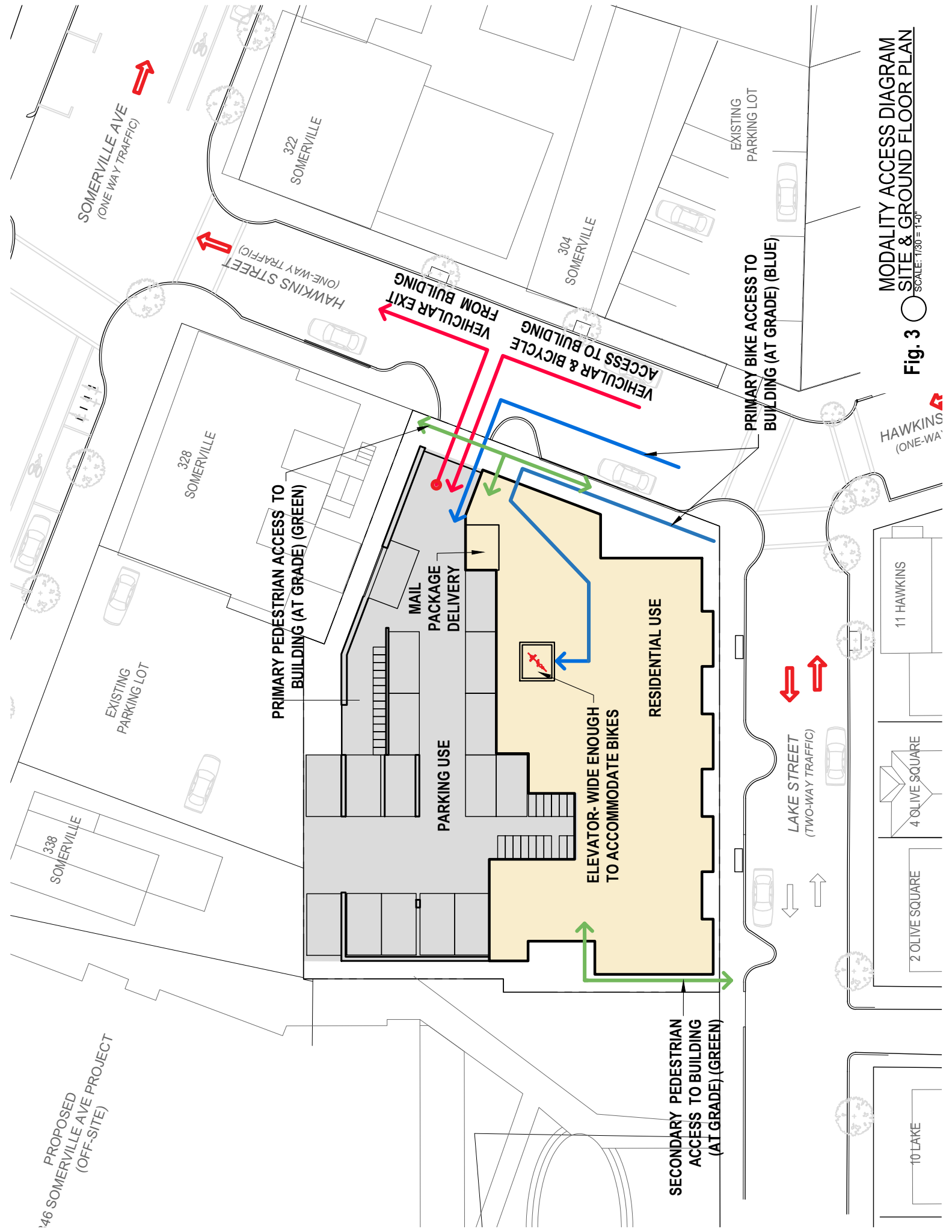


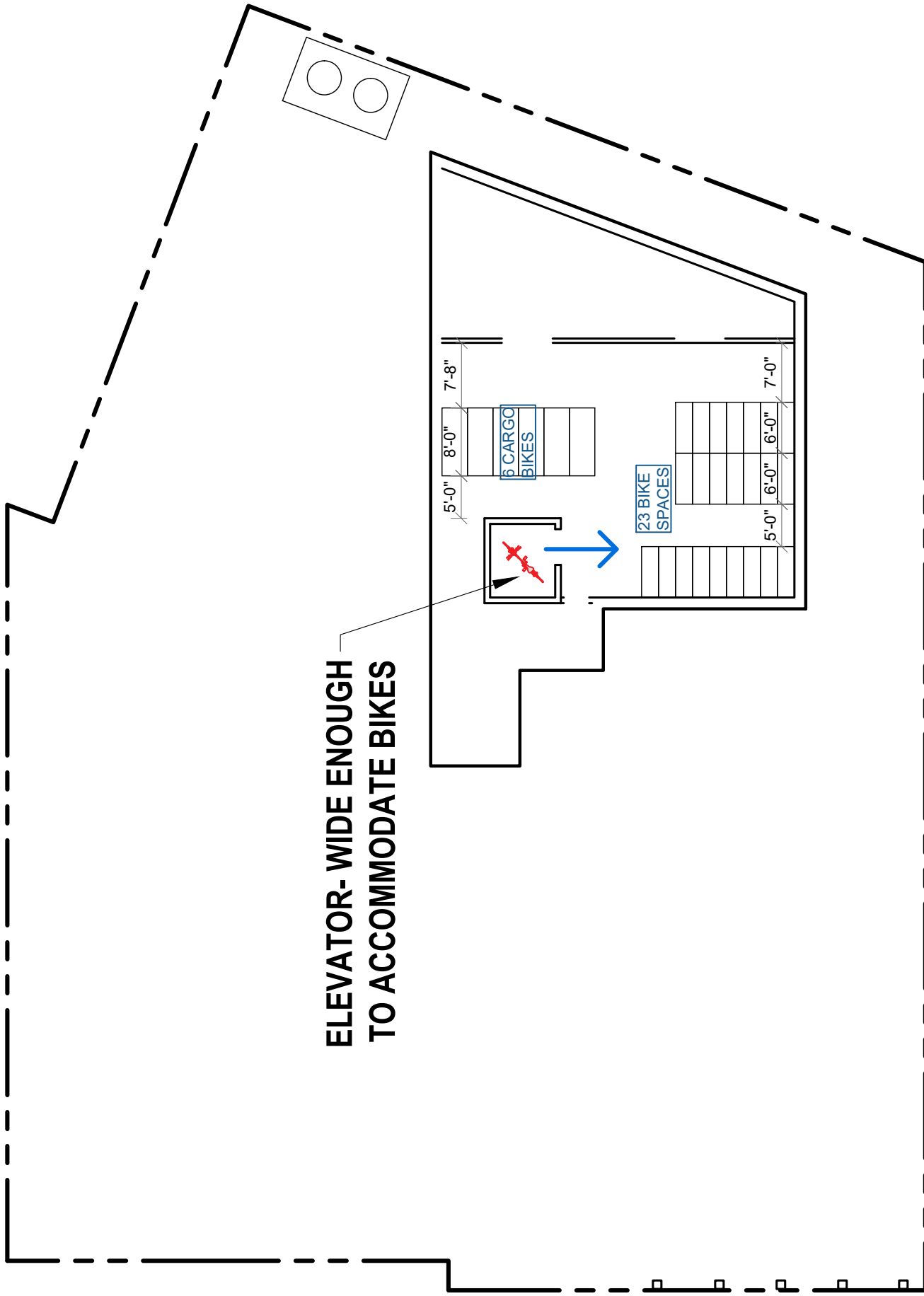
Fig. 2: Bicycle Paths and bicycle rental stations



**Fig. 3** MODALITY ACCESS DIAGRAM  
SITE & GROUND FLOOR PLAN







MOBILITY ACCESS DIAGRAM  
BASEMENT BIKE PARKING LEVEL  
Fig. 5 ○ SCALE: 1/16"=1'-0"