



CITY OF SOMERVILLE, MASSACHUSETTS
MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT
KATJANA BALLANTYNE
MAYOR

THOMAS F GALLIGANI, JR.
EXECUTIVE DIRECTOR

July 21st, 2026

Jacob Fiumara
DWCH Assembly Row, LLC
DivcoWest Real Estate Investments
181 Morgan Avenue, Floor 2
Cambridge, Massachusetts 02141

Dear Mr. Fiumara

This letter is the Final Decision of the Director of Mobility ('the Director') for the Mobility Management Plan ('MMP') submitted by DWCH Assembly Row, LLC, ('the Applicant') for 120-132 Middlesex Avenue as required by §11.4 Mobility Management of the Somerville Zoning Ordinance (SZO) for Master Planned Development (MPD). 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 596,000 square foot (sf) mixed use development on approximately 1.03-acre (44,992 sf) of land in the Assembly Square Mixed Use zoning district, in the half mile transit area walkshed for the Assembly Square Orange Line Station. The development proposal consists of a single commercial building containing approximately 235,070 sf of office space, 351,015 sf research and development (R&D) and lab enabled uses, a 7,615 sf fitness center, and 2,300 sf of accessory food and beverage services. The building also proposes contain 520 below-grade structured vehicle parking spaces, 165 long-term bicycle parking spaces, and a 34 short-term bicycle parking spaces.

Mobility Management Plans are required by the Somerville Zoning Ordinance for Master Plan Special Permits (MPSP). The purpose of a MMP for master planned development is to ensure that master developers are fully aware of the mobility management responsibilities of future property owners and tenants and that advanced notice is provided to future property owners, tenants, parking facility operators, and property management firms of the operational expectations necessary for successful plan implementation. This MMP approval letter is applicable to the proposed Major Amendment of the originally approved MPSP for this site.



The proposed building will meet the fifty thousand (50,000) square feet commercial space threshold to trigger MMP requirements of the property owner. **Please note: the Applicant is required to submit a building level MMP as a part of site plan approval.**

Due to the size of the building, one or more future tenants may trigger the requirements of individual employers with more than 50 employees. **The property owner shall require qualifying future tenants to provide required mobility management programs and services through lease agreements.** Due to the size of the ground floor cafe spaces, the future tenant of this spaces is unlikely to meet the fifty (50) employee threshold to trigger individual MMP requirements – making the property owner primarily responsible for implementation of the required mobility management programs and services. Annual reporting will be necessary to verify the cumulative employee count each year and implementation of programs & services required of the property owner and/or retail/restaurant tenants should this threshold be exceeded.

Plan Commitments

Programs and Services Required by SZO

The Applicant must make 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 must make the following commitments in relation to the programs and services *required for buildings with fifty thousand (50,000) square feet or more of commercial space and for multi-tenant buildings where the tenants, in combination, have fifty (50) or more employees:*

- To provide an on-site transportation coordinator
- To post and distribute mobility management information
- To host an annual mobility management education meeting for tenants and their employees.
- To un-bundle the rental or lease of parking spaces from the rental or lease of floor space.
- To provide preferential carpool and vanpool parking within the parking facility
- To provide Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code.
- To provide a guaranteed ride home program

The Applicant has committed to require in all commercial lease agreements for all future tenants:

- To provide their employees with Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code.
- To provide their employees with a guaranteed ride home service.

The Applicant has committed to require in all commercial lease agreements for all future tenants with 50 or more employees:

- To submit their own Mobility Management Plan and provide for their employees all programs and services required by the Somerville Zoning Ordinance of employers with 50 or more employees.
- To provide an on-site transportation coordinator
- To post and distribute mobility management information
- To host an annual mobility management education meeting for tenants and their employees.
- To provide Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code.



- To provide a guaranteed ride home program

The Applicant has made the following commitments in relation to the programs and services required for property owners of commercial parking facilities:

- To offer preferential carpool and vanpool parking within the parking facility
- To post mobility management information, including information pertaining to pedestrian, cycling and transit access to the Project Site.

Additional Applicant Commitments

In addition to the above, the Applicant has committed to the following programs & services:

- To be provided by the Property Owner:
 - Becoming a member of the Assembly Connect TMA
 - To funding and operating a shuttle to the East Somerville Green Line and Assembly Square Orange line stations.
- To be provided by Office/Laboratory tenants with 50 employees or more:
 - Provide an employee ride matching service.
 - Sponsored vanpools and subsidized expenses;
 - Subsidize MBTA transit passes by 90% of the pass cost, up to the federal maximum Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code
 - Enroll in the Bluebikes Bike Share Corporate Partner Program and subsidize annual Bluebikes memberships at the Silver subsidy level or higher (50% membership subsidy)
 - Make efforts to seek qualified candidates located within one-quarter mile (i.e., walking distance) of the Project Site;
 - Provide telecommuting and flexible work hour options for employees in appropriate
 - Hold promotional events for transit-riders, cyclists, and pedestrians
- To be provided by Retail tenants with 50 employees or more:
 - Provide an employee ride matching service.
 - Subsidize MBTA transit passes by 90% of the pass cost, up to the federal maximum Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code
 - Enroll in the Bluebikes Bike Share Corporate Partner Program and subsidize annual Bluebikes memberships at the Silver subsidy level or higher (50% membership subsidy)
- To be provided by the Property Management Firm:
 - Charge market rate for parking spaces through tenant lease agreements;
 - Implement short-term parking lease agreements;
 - Offer short-term parking lease options to employees;
 - Provide 5% of parking spaces as preferential carpool/vanpool parking spaces;
 - Provide at least 6 car share parking spaces
 - Consideration of implementation of demand-responsive parking pricing;
 - Consideration of implementation shared parking
 - Consideration of providing preferred parking for low-emitting fuel-efficient vehicles and/or electric vehicle charging stations

Mobility Division Comments

Managing parking supply throughout the city remains a critical element in reaching SomerVision mode share goals to control the percentage of trips made by vehicles at 37.5% or less by 2030 and at 25% or less by 2040. National and local research has demonstrated that excessive motor vehicle parking in new development reduces transit ridership and undermines public investment in transit infrastructure. Mobility considers the provision of dedicated on-site parking to be a primary generator of new vehicle trips and believes that additional Transportation Demand Management (TDM) efforts should be undertaken and fully exhausted prior to expanding the motor vehicle parking supply by any significant quantity.

This project has proposed 520 parking spaces, or approximately 0.87 parking spaces per 1000 square feet. The Mobility Division continues to have concerns that this may be an oversupply of parking given the project's location near rapid transit, the extensive supply of publicly available parking in the Assembly Square neighborhood, and the relatively lower parking supply of adjacent developments.

An oversupply of parking on this site may create challenges to achieving the non-automobile mode share required by SomerVision; the emissions reductions required by Somerville Climate Forward; and the safety outcomes required by Somerville's Vision Zero Action Plan. **This MMP letter shall not be considered an approval or endorsement of the proposed parking supply.** It is encouraging, however, that the Applicant is now proposing that this parking be supplied as Commercial Parking rather than Accessory Parking, consistent with the approved Master Plan Special Permit Mobility Management Plan. The Commercial Parking use category will ensure that new parking creation in the Assembly Square area will be a shared resource available to the public, inclusive of tenant employees and other site users.

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:** Provision of on-site real time transit information is required, consisting of connected TransitScreen displays (or equivalent service), in (1) the building lobby and (2) facing the public sidewalk. Location must be identified on building plans prior to the issuance of building permits. Screens must be installed and operational prior to issuance of any Certificate of Occupancy.
- **CONDITION #3:** At least 5% of vehicle parking spaces must be signed, designated, and reserved for carpools and/or vanpools and be located in preferential locations close to building entrances. Additional spaces will be provided if demand warrants.
- **CONDITION #4:** The number of reserved vehicle parking spaces in the Commercial Parking Facility is restricted to no more than 2.5% , rounded to the nearest whole number.
- **CONDITION #5:** At least one bicycle repair station must be provided for tenant employees in a convenient location such as the bike storage room.
- **CONDITION #6:** Locker rooms with shower facilities must be provided for tenant employees and can be provided in a single space for all building users, in spaces for each tenant, or in multiple spaces shared amongst tenants. Locker room and shower capacity must meet expected employee demand and must be expanded as necessary to meet actual employee demand.



- **CONDITION #7:** At least 6 parking spaces must be signed, designated, reserved, and made available for car share vehicles at no cost to a car share service provider. Spaces may be brought online at the discretion of the car share service provider. 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 #8:** In addition to the initial mode share commitment of 50% or less trips made by automobile, the Applicant will make reasonable efforts to control the percentage of trips made by vehicles 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.
- **CONDITION #9:** The Applicant will sponsor and identify a location for, a new city owned 19-dock Bluebikes bike share station to be located on the Applicant's property or a city approved location in the public ROW on the sidewalk. Location must be identified on building plans prior to the issuance of building permits. Station must be installed prior to issuance of any Certificate of Occupancy.
- **CONDITION #10:** In any lease agreement with future tenant(s) of any number of employees, the Applicant shall require tenant(s) to enroll in the Bluebikes Bike Share Corporate Partner Program and subsidize annual Bluebikes memberships at the Gold subsidy level or higher (100% subsidy), subject to rate increases. Standard lease agreement language for subsidized Bluebikes annual passes must be approved by the Director prior to the issuance of any Certificate of Occupancy. To verify ongoing conformance, the property owner or property manager must provide either a copy of executed lease agreements or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease or other agreement.
- **CONDITION #11:** In any lease agreement with future tenant(s) of any number of employees, the Applicant shall require tenant(s) to subsidize MBTA transit passes by 90% of the pass cost, up to the federal maximum Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code (\$340 per month in 2026), subject to annual increases. Standard lease agreement language for subsidized MBTA transit passes must be approved by the Director prior to the issuance of any Certificate of Occupancy. To verify ongoing conformance, the property owner or property manager must provide either a copy of executed lease agreements or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease or other agreement.
- **CONDITION #12:** In any lease agreement with all future tenants of any number of employees, the Applicant shall require the tenant to unbundle, and charge the market rate for, any employee parking spaces by charging their employees the full market rate of such spaces. Standard lease agreement language for unbundled and market rate parking must be approved by the Director prior to the issuance of any Certificate of Occupancy. To verify ongoing conformance, the property owner must provide either a copy of executed lease agreements or an affidavit signed by the property owner and tenant(s) verifying that this language was included and agreed to in the lease or other agreement.
- **CONDITION #13:** The Applicant will operate the parking garage as a Commercial Parking Facility and will offer, at minimum, hourly, daily (weekday and weekend), overnight, and monthly parking rental options at market rates to general public, inclusive of tenant employees, 24 hours per day, 7 days per week, 365 days per year. Tenant employees must

pay market rate directly for parking and must be made aware of different parking pass options at the point of sale and through the distribution of mobility management information. Tenants may not lease parking spaces or passes on behalf of their employees.

- **CONDITION #14:** The Applicant will offer a flexible parking pass option at the Commercial Parking Facility to the general public, inclusive of tenant employees, intended for those who only need to drive occasionally. This pass will be financially superior to the monthly pass option. The Applicant will work in good faith with the Mobility Division to develop the specific parameters of this pass option prior to the operation of any site Commercial Parking Facility.
- **CONDITION #15:** The Applicant (or their designated parking facility operator) must manage the Commercial Parking Facilities so that the various required parking pass options remain generally available to the public, inclusive of tenant employees. Any reserved parking spaces are subject to a 200% market rate price premium as well as the overall reserved space limits set forth in Condition #4. Applicant will submit details on all parking rates offered in the commercial parking facility as well as detailed historical parking occupancy and passholder sales data with annual reporting so that the utilization of the garage may be evaluated.
- **CONDITION #16:** At least 25% of the total parking spaces provided in each commercial service vehicular parking facility, rounded to the nearest whole number, must be equipped with Level 2 Chargers (or then current technology) when the garage opens for occupancy. The remaining 75% of the garage vehicle parking spaces must be EV Ready spaces. EV Ready spaces must be equipped with Level 2 chargers (or then current technology) as demand warrants. Documentation of EV readiness must be submitted to the Mobility Division prior to the issuance of any building permit for the site, including identification of future conduit paths to each parking space, future charging station locations, adequate space in the electrical panel, and adequate transformer capacity and/or space for additional transformer capacity to accommodate future installations.
- **CONDITION #17:** For the purpose of reducing daily peak-hour vehicle trips, the Applicant shall, to the extent practicable, work with tenants, the City of Somerville's Economic Development Division, and the community to develop strategies to advertise employment opportunities and seek qualified candidates that live within Somerville. The Applicant shall provide annual reports of data on the compliance with this condition, including but not limited to employee's daily trip place of origin data (i.e. home city/town), and other relevant information as required by the Director of Mobility.
- **CONDITION #18:** The property owner must have a signed contractual agreement to become a dues paying member of the Assembly Connect TMA or any future TMA established for Assembly Square. Proof of membership must be submitted to the Director of Mobility prior to the issuance of the any Certificate of Occupancy for the site or within six months of the start of TMA operations, whichever occurs later.
- **CONDITION #19:** Shuttle service to be provided by the Applicant shall be open to the public, free of charge, and coordinated with the Assembly Connect TMA. A shuttle operations plan shall be approved by the Director prior to start of service and prior to the issuance of any Certificate of Occupancy for the site. The shuttle operations plan shall be subject to review and modification as a part the Annual MMP Monitoring for the site.

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.
- Annual reporting of parking utilization and operations for the parking facility
- Biennial (every other year) counts of automobile trips entering & exiting the parking facilities.
- Status update of Mobility Management program & service implementation.

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.

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,

A handwritten signature in blue ink, appearing to be 'JF', with a long horizontal stroke extending to the right.

Jacob Fiumara, authorized signatory on behalf of DWCH Assembly Row, LLC