



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

WRITTEN DETERMINATION MINOR AMENDMENT TO MXD INFILL DEVELOPMENT CONCEPT PLAN

Case Number:	315 Amendment 5 (Minor)
Location of Premises:	325 Main Street
Zoning:	Mixed Use Development (MXD) District
Applicant:	Boston Properties Limited Partnership 800 Boylston Street, Suite 1900, Boston, MA 02199
Owners:	BXP 325 Main LLC 800 Boylston Street, Suite 1900, Boston, MA 02199
Application Date:	June 25, 2025
Date of Determination:	August 19, 2025
Summary of Proposal:	Allow long-term and short-term bicycle parking requirements applicable to 325 Main Street to be met with the existing bicycle parking spaces associated with 88 Ames Street, which is part of PB-294.
Determination:	APPROVED AS MINOR AMENDMENT.

Copies of this Written Determination and plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Swaathi Joseph

For further information concerning this Written Determination, please contact Swaathi Joseph at 617-349-4668, or sjoseph@cambridgema.gov.

2025 OCT -7 PM 4:12
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

DOCUMENTS SUBMITTED

Documents Submitted by Permittee

1. Request for Minor Amendment to Infill Development Concept Plan (IDCP) from Jeffrey Lowenberg (BXP Boston Properties) dated 6/12/2025.
2. Presentation slides shown to Planning Board on 8/19/2025.

Other Documents

3. Memo to the Planning Board from Community Development Department (CDD) Staff, dated 8/12/2025.

SUMMARY OF REQUEST

325 Main Street is a non-residential building that is part of the Infill Development Concept Plan within the MXD District, authorized by special permit PB-315. The building was permitted to contain 108 long-term bicycle parking spaces and 47 short-term bicycle parking spaces. When completed, the building contained 104 long-term bicycle parking spaces and no short-term bicycle parking spaces on-site. The Applicant proposes an amendment to authorize the as-built conditions on the site and to make 150 existing long-term bicycle parking spaces, located on the first three levels of the five-level bicycle parking shed built to serve residential use at 88 Ames Street, shared parking that would be available to users of both 88 Ames Street and 325 Main Street. This would authorize an alternative location for 4 long-term bicycle parking spaces and 47 short-term bicycle parking spaces required under zoning for 325 Main Street.

The applicant submitted documentation showing that the existing bicycle parking facilities allocated for 88 Ames Street are underutilized with no more than an average of 18% total utilization. The applicant plans to monitor bicycle parking utilization in the entire facility to ensure that the demand from residential users continues to be met over time.

FINDINGS

1. Minor Amendment to Planned Unit Development Special Permit (Sections 14.32.2.5 and 12.37)

The following standards are set forth in the Zoning Ordinance regarding Minor Amendments to IDCP Special Permits.

12.37.1 Amendments to the Final Development Plan shall be considered major or minor. Minor amendments, as specified in Section 12.37.2 shall be authorized by written approval of the Planning Board. Major amendments, as specified in Section 12.37.3, shall be considered as an original application for a Special Permit to construct a PUD and shall be subject to procedures specified in Section 12.34 through 12.36. The Planning Board shall decide whether proposed changes are major or minor.

12.37.2 Minor amendments are changes which do not alter the concept of the PUD in terms of density, floor area ratio, land usage, height, provision of open space, or the physical relationship of elements of the development. Minor amendments shall include, but not be limited to, small changes in the location of buildings, open space, or parking; or realignment of minor streets.

The proposed shared bicycle parking between two existing buildings will not alter the concept of the PUD as it is not expected to substantively change the transportation impacts of the IDCP. The changes to the approved development on the 325 Main Street site are minimal and the proposed shared bicycle parking facility is very close by and easily accessible to users at 325 Main Street. The Board is supportive of the proposed modifications of bicycle parking requirements in a mixed-use development that can be served by pooled facilities.

2. Modification of Bicycle Parking Requirements (Section 6.108)

In approving modifications to the bicycle parking requirements set forth in Section 6.100 of the Zoning Ordinance, the Planning Board is guided by the zoning text set forth below.

6.108.3 Findings and Approval. Upon granting a special permit to modify any requirements of this Section 6.100, the Planning Board shall make a general determination that the proposal is consistent with the purpose of this Section 6.100 and that the Bicycle Parking Plan proposes a quantity, design and arrangement of bicycle parking that will serve bicycle users in a way that is sufficiently comparable, given the circumstances of the specific project, to the bicycle parking that would be required under the regulations of this Section 6.100. The Planning Board shall also make specific determinations applicable to the modifications being sought as set forth below:

a. Where an alternative design or layout of Bicycle Parking Spaces is proposed, the Planning Board shall determine that such design or layout shall be durable and convenient

for the users whom it is intended to serve. Where new technologies are proposed, the Board may require that the Applicant demonstrate such technologies for review by City staff.

b. Where modifications to the location or quantity of bicycle parking is proposed, the Planning Board shall determine that the Bicycle Parking Plan will satisfactorily serve the needs of all expected users, based on quantitative and/or qualitative evidence provided by the Applicant. Such a modification may be appropriate for a campus master plan or other large development site within which bicycle parking is planned comprehensively across an area instead of on a specific site-by-site basis.

Utilization data in the Application Materials show that the existing bicycle parking facility has spaces far in excess of the current demand from residents at the 88 Ames Street building. It also demonstrates that bicycle parking in the upper levels are more desirable to residents than spaces at the lower levels. There is a clear demand for bicycle parking from other non-residential uses nearby. The proposed shared parking is very close to 325 Main Street and will be convenient to users. Based on this evidence, the Board finds that the proposed modifications will continue to satisfactorily meet the needs of all expected users, there is reliable information about the demand and utilization from residential and non-residential users at this location. Moreover, a shared parking arrangement between residential buildings and non-residential buildings may support optimized utilization of existing parking facilities to match the needs of both uses.

3. General Criteria for Issuance of a Special Permit (Section 10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

10.43 Criteria. Special permits will normally be granted where specific provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public interest because:

(a) It appears that requirements of this Ordinance cannot or will not be met, or ...

Upon granting of the modification of the special permit, it appears that the requirements of the Ordinance will be met.

(b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or ...

The proposed change will not create any new congestion, hazard, or change in neighborhood character. Patterns of access and egress are not changed from the Original Decision.

(c) the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use, or ...

The proposed shared bicycle parking will not affect the adjacent permitted uses.

- (d) nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City, or ...*

The proposed shared bicycle parking will not create nuisance or hazard, and all development activity will be subject to applicable health and safety regulations.

- (e) for other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance, and ...*

The proposed shared bicycle parking arrangement is consistent with MXD District-specific goals to promote a shared approach for fulfilling bike parking requirements between multiple uses and buildings.

- (f) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.*

No new use or building construction is proposed.

DETERMINATION

Based on a review of the documents submitted and the above Findings, the Planning Board hereby approves the following changes as a Minor Amendment to the IDCP authorized by Planning Board Special Permit Decision PB-315, subject to the conditions and limitations set forth below.

1. 150 long-term bicycle parking spaces, located on the first three levels of the five-level bicycle parking shed built to serve 88 Ames Street, are authorized to be shared by users of both 88 Ames Street and 325 Main Street. The Permittee shall monitor bicycle parking utilization in the entire facility to ensure that the demand from residential users continues to be met over time.
2. Except as explicitly set forth above, the Conditions of Special Permit Decision PB-315, as modified by prior Amendments, shall continue to be in effect.

Voting in the affirmative to APPROVE the Minor Amendment were Planning Board Members H Theodore Cohen, Mary Lydecker, Diego Macias, Ashley Tan, and Associate Members Daniel Anderson and Joy Jackson, appointed by the Acting Chair to act on the case, constituting at least two thirds of the members of the Board.

For the Planning Board,

A handwritten signature in black ink, appearing to read "H Theodore Cohen", with a long, sweeping horizontal line extending to the right.

H Theodore Cohen, Acting Chair.

A copy of this determination approving Amendment 5 (Minor) to Planning Board Special Permit PB-315 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and accurate copy of the above determination has been filed on October 7, 2025 with the Office of the City Clerk by Swaathi Joseph, duly authorized representative of the Planning Board. All plans referred to in the determination have been filed with the City Clerk on said date.

Twenty days have elapsed since the above decision was filed in the office of the City Clerk and:
_____ no appeal has been filed; or

_____ an appeal has been filed within such twenty days.

The person exercising rights under a duly appealed special permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone. This certification shall in no event terminate or shorten the tolling, during the pendency of any appeals, of the periods provided under the second paragraph of G.L. c. 40A, §6.

Date: _____, City Clerk

Appeal has been dismissed or denied.

Date: _____, City Clerk