



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

COVER SHEET

In accordance with the requirements of the City of Cambridge Zoning Ordinance, the undersigned hereby petitions the Planning Board for one or more Special Permits for the premises indicated below.

Parcel Address(s): 325 Main Street

Base Zoning District(s): Mixed Use Development (MXD) District

Overlay Zoning District(s): Not Applicable

Applicant Name: Boston Properties Limited Partnership

Applicant Address: 800 Boylston Street, Suite 1900, Boston MA, 02199

Contact Information: Jeff Lowenberg (617) 236-3365

Name Telephone #

jlowenberg@bxp.com

Email Address

Note that the Applicant is responsible for seeking all necessary special permits for the project. A special permit cannot be granted if it is not specifically requested in the Application.

List all requested special permit(s) (with reference to zoning section numbers):

Zoning Section	Requested Special Permit
6.108	Modification of bicycle parking requirements

Denote other City of Cambridge Board/Commission Review Needed:

Board of Zoning Appeal (Variances) Conservation Commission Historical Commission

Denote applicable Committee Review and Public Outreach:

Central Square Advisory Committee Harvard Square Advisory Committee Community Meeting(s)

Jeffrey J. G.
Signature of Applicant

6/12/2025
Date

DIMENSIONAL FORM

Project Address: 325 Main Street

Date: June 09, 2025

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	28,823	N/A	No Change	
Lot Width (ft)	141'4 2/4"	N/A	No Change	
Total Gross Floor Area (sq ft)	383,479	N/A	No Change	
Residential Base	N/A	N/A	No Change	
Non-Residential Base	383,479	N/A	No Change	
Inclusionary Housing Bonus	N/A	N/A	No Change	
Total Floor Area Ratio	N/A	N/A ¹	No Change	
Residential Base	N/A	N/A	No Change	
Non-Residential Base	N/A	N/A ¹	No Change	
Inclusionary Housing Bonus	N/A	N/A	No Change	
Total Dwelling Units	N/A	N/A	No Change	
Base Units	N/A	N/A	No Change	
Inclusionary Bonus Units	N/A	N/A	No Change	
Base Lot Area / Unit (sq ft)	N/A	N/A	No Change	
Total Lot Area / Unit (sq ft)	N/A	N/A	No Change	
Building Height(s) (ft)	250	250	No Change	
Front Yard Setback (ft)	N/A	N/A	No Change	
Side Yard Setback (ft)	N/A	N/A	No Change	
Side Yard Setback (ft)	N/A	N/A	No Change	
Rear Yard Setback (ft)	N/A	N/A	No Change	
Open Space (% of Lot Area)	N/A	N/A	No Change	
Private Open Space	N/A	N/A	No Change	
Permeable Open Space	N/A	N/A	No Change	
Other Open Space (Specify)	N/A	N/A	No Change	
Off-Street Parking Spaces	0	0	No Change	
Long-term Bicycle Parking Spaces	104	108	108 ²	
Short-term Bicycle Parking Spaces	0	47	47 ²	
Loading Bays	3	N/A	No Change	

Use space below and/or attached pages for additional notes:

1. Pursuant to City Council Ordinance No. 2020-17, Section 14.33 of the Zoning Ordinance was amended to provide that "...there shall be no maximum floor area ratio for any project utilizing Infill GFA (including Utility Project GFA)."

2. The additional bike spaces will be located at 88 Ames and will be shared with users of 325 Main Street

OWNERSHIP CERTIFICATE

Project Address: 325 Main Street

Date: June 09, 2025

To be completed by the Property Owner:

I hereby authorize the following Applicant: Boston Properties Limited Partnership
at the following address: 800 Boylston Street, Suite 1900, Boston MA, 02199
to apply for a special permit for: Infill Development Concept Plan
on premises located at: 325 Main Street
for which the record title stands in the name of: BXP 325 Main LLC
whose address is: 800 Boylston Street, Suite 1900, Boston MA, 02199

by a deed duly recorded in the:

Registry of Deeds of County: _____ Book: 82431 Page: 386
OR Registry District of the Land Court,
Certificate No.: _____ Book: _____ Page: _____

Signature of Property Owner (If authorized Trustee, Officer or Agent, so identify)

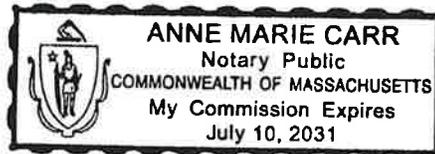
To be completed by Notary Public:

Commonwealth of Massachusetts, County of Suffolk

The above named Jeffrey Lowndes personally appeared before me,
on the month, day and year 6/12/2025 and made oath that the above statement is true.

Notary: Anne Marie Carr

My Commission expires: July 10, 2031



FEE SCHEDULE

Project Address: 325 Main Street

Date: June 09, 2025

The Applicant must provide the full fee (by check made to City of Cambridge) with the Special Permit Application. The required fee is the larger of the following amounts:

- (a) The fee is ten cents (\$0.10) per square foot of total proposed Gross Floor Area noted in the Dimensional Form.
- (b) The fee is one thousand dollars (\$1,000.00) if Flood Plain Special Permit is sought as part of the Application and the amount determined above is less than \$1000.
- (c) The fee is one hundred fifty dollars (\$150.00) if the above amounts are less than \$150.

Fee Calculation

(a) Proposed Gross Floor Area (SF) in Dimensional Form:	× \$0.10 =
(b) Flood Plain Special Permit fee	: 1000.00
(c) Minimum Special Permit fee	: 150.00
SPECIAL PERMIT FEE	Enter Largest of (a), (b), and (c):



June 12, 2025

To: Swaathi Joseph, Zoning Project Planner, CDD; Jeff Roberts, Senior Zoning Manager, CDD
From: Jeff Lowenberg, SVP, Development
Subject: Proposed Minor Amendments to PB-294 and PB-315 Special Permits

Executive Summary

BXP is proposing two interrelated minor amendments to Special Permits PB-294 and PB-315 pursuant to Sections 10.40 and 6.108.3 of the Zoning Ordinance. The request seeks to satisfy the bicycle parking requirements applicable to 325 Main Street (referred to as Commercial Building B in PB-315) by providing 4 of the required 108 long-term parking spaces and all 47 of the required short-term parking spaces at the bicycle parking facilities located in the adjacent residential building at 88 Ames Street (also known as Proto). In addition, the request seeks to allow for the sharing of an additional 92 long-term spaces and 7 short-term spaces between the two buildings in order to meet the needs of the tenants of the 325 Main Street building for bicycle parking above and beyond the zoning requirements. For a site plan, please see **Exhibit A**.

Boston

Los Angeles

New York

San Francisco

Seattle

Washington, DC

Background

The Planning Board approved PB-294 in March 2015, authorizing a Project Review Special Permit for the residential building at 88 Ames Street.¹ BXP completed construction in spring 2018, providing 295 long term and 42 short term bike spaces with the building (**Exhibit B**).

The Planning Board approved PB-315 in 2017. There have been two major amendments to the permit since then: the first in 2019 to allow for the development of the 325 Main Street building, and the second in 2021 to accommodate the demolition of the Blue Garage and the development of two new commercial buildings and a residential building on Parcel 2 of the MXD District. The current minor amendment applies only to 325 Main Street. All other buildings included in Special Permit PB-315 remain unchanged and are not addressed in this memo.

Since the construction of Proto, card access data shows that Proto's bike parking facilities have been consistently underutilized – reaching at most an 18% total utilization between the Proto Bike Cage and Proto Bike Shed combined (**Exhibit C**).²

¹ This application also included a Modification of Bicycle Parking Requirements pursuant to Section 6.108 of the Zoning Ordinance, approved by the Planning Board. This modification enabled the development of the Proto Bike Shed and Bike Cage.

² This is reflective of the uniquely transit-rich location of 88 Ames Street, near the Kendall/MIT T-stop and several bus lines. PTDM reporting shows SOV mode split for Proto residents at only 10.4%, 20 percentage points lower than target. In addition, multiple Blue Bike locations are conveniently located nearby.



At the same time, there is significant pent-up demand for bike parking at 325 Main Street, occupied by Google, with bike facilities for the building often at capacity.

Consistency with Special Permit Requirements

General Special Permit Criteria. This proposal meets the criteria required for a special permit minor amendment under Section 10.43, as enumerated in detail further on in this memo

Article 6 Special Permit Criteria. This proposal is consistent with Section 6.108, which allows the Planning Board to modify bike parking requirements by minor amendment to a special permit to allow for flexibility as bike standards evolve. Specifically, the Planning Board may approve proposals to modify the location or quantity of bike parking that “satisfactorily serve the needs of all expected users, based on quantitative and/or qualitative evidence provided by the Applicant”, as enumerated in detail further on in this memo.

Article 14 Bike Parking Criteria. This proposal is consistent with MXD District-specific goals as enumerated in Section 14.52.6, which allows the Planning Board to approve a shared approach to fulfilling bike parking requirements. Specifically, Section 14.52.6.2 (b) states:

As the District will contain residential and commercial uses having different peak parking demand times, multiple buildings may share parking facilities within three hundred (300) feet from each other.

Requested Amendments

The requested amendments are (i) to modify PB-294 as shown on Table 1 below to allow for the sharing of these spaces with 325 Main Street, as well as an additional 92 long-term spaces and 7 short-term spaces, in order to satisfy the robust demand for bike parking among users at 325 Main Street, and (ii) to modify PB-315 as shown on Table 2 below to allow for a portion of the bicycle parking requirements for 325 Main Street (4 long-term spaces and 47 short-term spaces) to be met by utilizing spaces within the adjacent Proto building.

Table 1. Summary of Requested Changes (PB-294)

Proto Long-Term Bike Parking Facilities ¹	Existing Bike Parking Spaces	Requested Change
Proto Bike Cage, <i>Level 5 Green Garage</i>	113	None.
Proto Bike Shed, <i>Levels 1-3 Green Garage</i>	150	Allow for use by both users at Proto and 325 Main Street. ²
Proto Bike Spaces,	32	None.



<i>Level 1 Green Garage</i>		
TOTAL	295	

1. Please see Exhibit B for a diagram illustrating the locations of these bike parking facilities.
2. 54 of these spaces, located on Level 1, will be short term parking, open to Proto, 325 Main Street and the public.

Table 2. Summary of Requested Changes (PB-315)

Commercial Building B	Required Under Zoning	Existing Bike Parking	Impact of Requested Change	Updated Total
Long Term Bike Parking	108	104 ¹	+ 4 ³	108
Short Term Bike Parking	47	0 ²	+ 47 ⁴	47
TOTAL	155	104	+ 51	155 ⁵

1. BXP provided 104 long term bike parking spaces with 325 Main Street's C of O, located on the ground floor of 325 Main Street refer to Exhibit D for an image of the long-term bike parking.
2. BXP had proposed providing 48 short term bike parking spaces on Main Street, Kendall Plaza, and Pioneer Way. During Design Review discussions, staff raised concerns regarding the adequacy of these locations given existing bike parking on Main Street and the negative impact to pedestrians on the Plaza and in Pioneer Way.
3. These 4 spaces would be located on Levels 2 and 3 of the Proto Bike Shed. Refer to Exhibit G for images of the Bike Sheds. The garage elevator to Level 2 and 3 is located on Pioneer Way and within 50 feet of a building main entrance to 325 Main Street.
4. These 47 spaces would be located on Level 1 of the Proto Bike Shed, a centralized location accessible from Pioneer Way and within 50 feet of a building main entrance to 325 Main Street. Refer to Exhibit E for images of the Bike Sheds.
5. Note that this table is focused on the requested modifications to PB-315 to allow for the satisfaction of the zoning requirements for 325 Main Street by utilizing bicycle parking facilities at the Proto building. It does not address the additional 92 long-term spaces and 7 short-term spaces that BXP is requesting be shared between Proto and 325 Main Street via the proposed modification to PB-294.

Under this proposal, BXP would continue monitoring bike parking utilization in the Bike Cage and Bike Shed to ensure Proto residents have sufficient access to bike parking spaces commensurate with their demand, over the long-term.

Conformance with Section 10.43

The minor amendments requested for 88 Ames and 325 Main Street would not be a detriment to the public interest, as defined in Section 10.43's General Special Permit Criteria and detailed below.

A. Requirements of the Ordinance can or will be met.

Section 6.108 allows the Planning Board to modify bike parking requirements by special permit.

B. Traffic generated or pattern of access or egress would not cause congestion hazard, or substantial change in established neighborhood character.



This proposal will not generate new traffic or change the pattern of access or egress to/from the site. It will, however, encourage a positive impact to mode split. By sharing what are currently underutilized bike parking spaces, it will enable more commuters and visitors to reach the site via a sustainable mode of transportation.

C. The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would not be adversely affected by the nature of the proposed use.

This proposal will maximize the capacity of existing bike parking infrastructure, which would not adversely affect residential, retail, or commercial uses on the site.

D. Nuisance of hazard would not be created to the detriment of the health, safety and/or welfare of the occupants of the proposed use or the citizens of the City.

Sharing bike parking spaces between buildings will not adversely impact the health, safety, and/or welfare for visitors to the site.

E. For other reasons, the proposed use would not impair the integrity of the district or adjoining district or otherwise derogate from the intent or purpose of this Ordinance.

This proposal is consistent with MXD District-specific goals as enumerated in Section 14.52.6, which contemplates a shared approach for fulfilling bike parking requirements between multiple uses and buildings. It will have no impact outside the MXD District.

F. The new use or building construct is consistent with the Urban Design Objectives set forth in Section 19.30.

This proposal does not change the design of any use or building construct on the site. It is broadly consistent with Section 19.30's stated goals of bicycle-friendly development, with bicycle parking that is safely accessible and conveniently located.

Conformance with Section 6.108.3

The minor amendments requested for 88 Ames and 325 Main Street are consistent with the purpose of Section 6.100, as detailed 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.

N/A. No alternative design or layout is proposed as part of this request.

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.

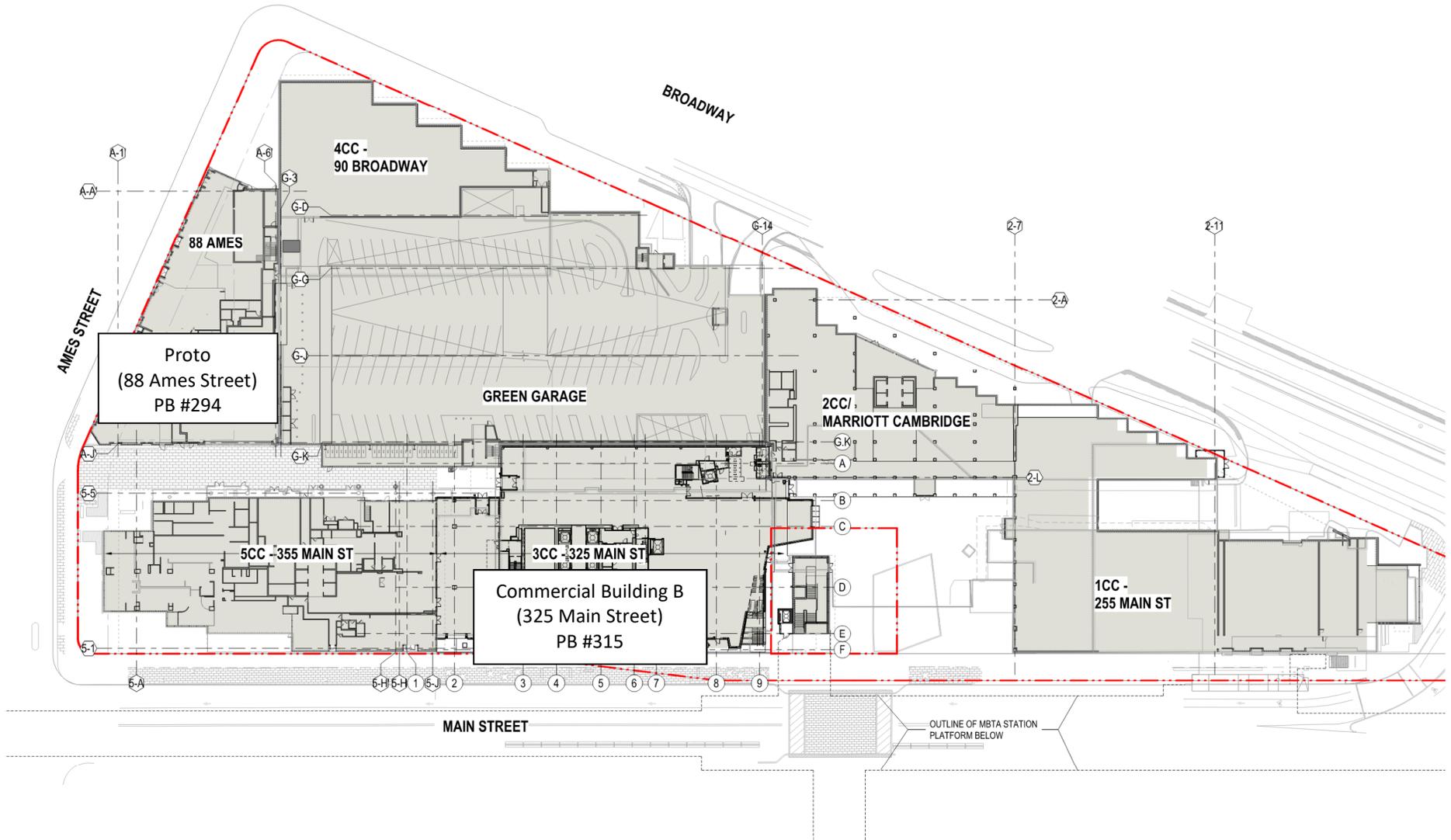
This request will continue to provide satisfactory bike parking spaces for residents of 88 Ames Street, substantiated with five years of quantitative card access data that demonstrate their current bike parking utilization and availability of spaces (**Exhibit C**). By sharing bike parking spaces between buildings, this request will better serve the users at 325 Main Street (who, as seen on **Exhibit D**, are already maximizing their use of the existing facilities at 325 Main Street).

We appreciate your consideration. Should you have any questions, please contact Jeff Lowenberg at jlowenberg@bxp.com or (617) 236-3365.

Sincerely,

Jeff Lowenberg
SVP, Development

Exhibit A: Site Plan



1 GROUND LEVEL PLOT PLAN - PROPOSED SITE BOUNDARY
A1.01A 1" = 30'-0"

Exhibit B: Existing Bike Parking at 88 Ames Street Page 1 of 3

Proto Long Term Bike Parking (Delivered 2018)	
Residential	293
Retail	2
Subtotal	295
Proto Short Term Bike Parking (Delivered 2018)	
Residential	32
Retail	10
Subtotal	42
Total Proto Bike Parking (Delivered 2018)	
	337

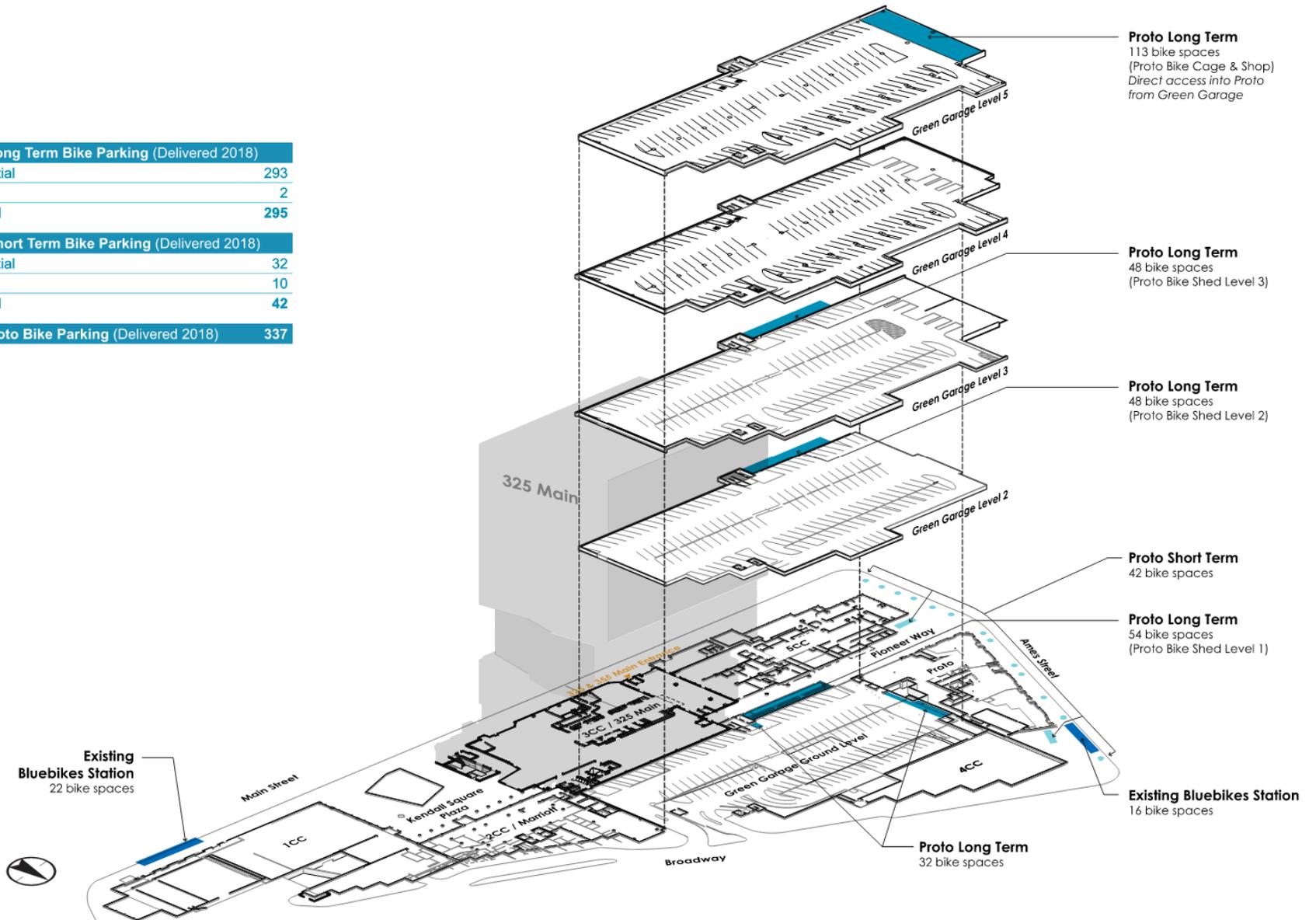
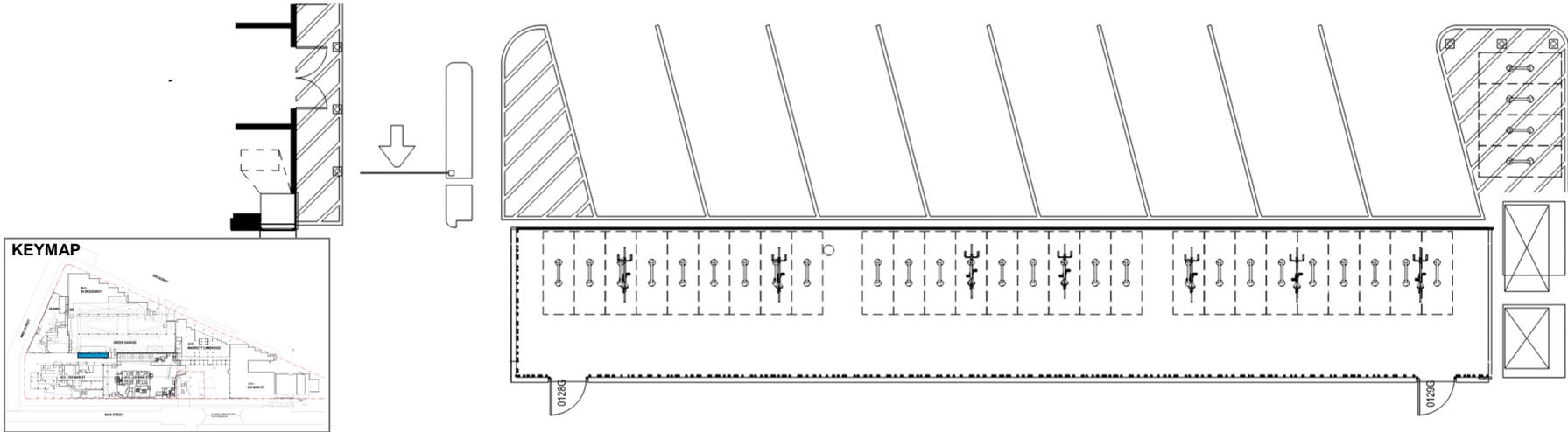
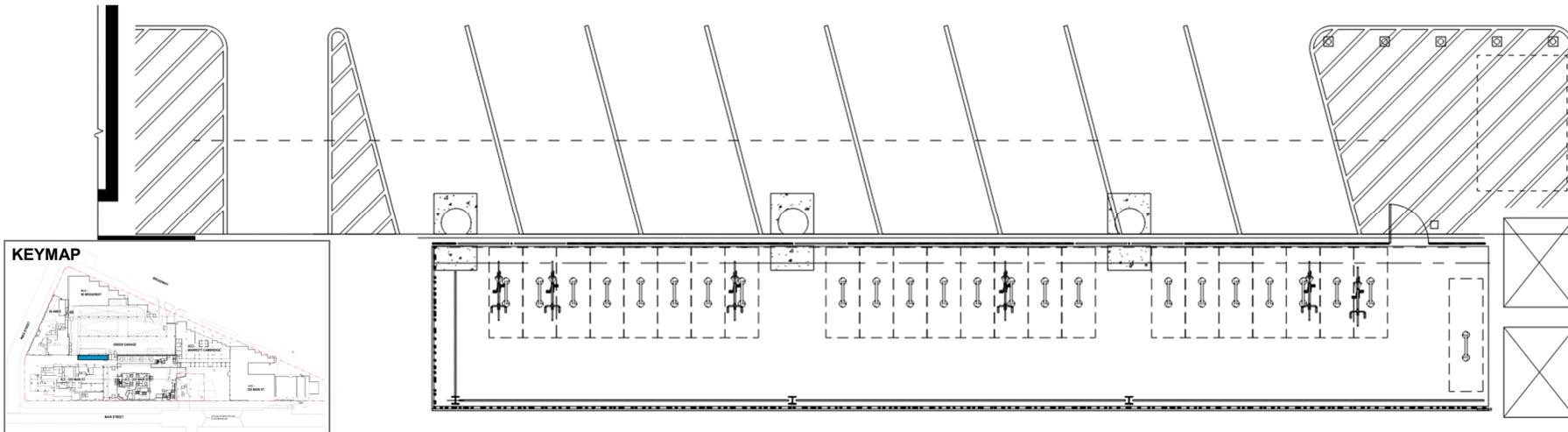


Exhibit B: Existing Bike Parking at 88 Ames Street Page 2 of 3



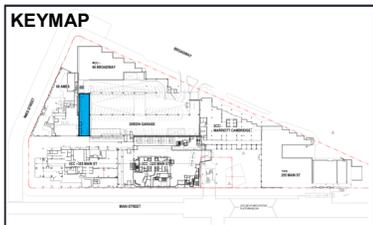
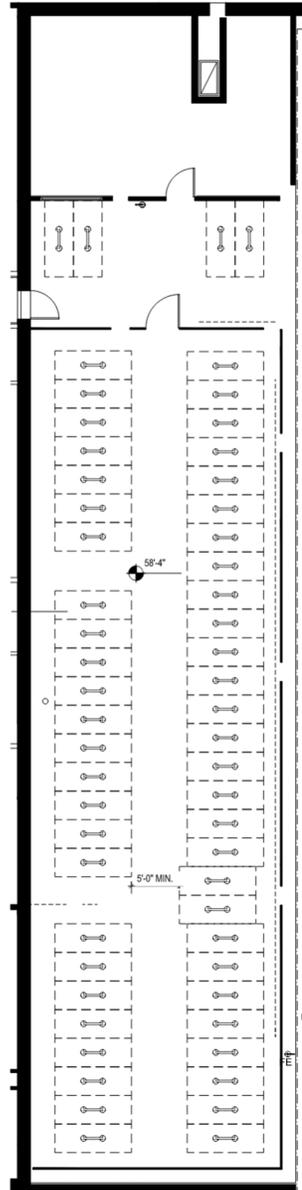
Bike Shed – Level 1
1/8" = 1'0"



Bike Shed – Levels 2 and 3
1/8" = 1'0"



Exhibit B: Existing Bike Parking at 88 Ames Street Page 3 of 3

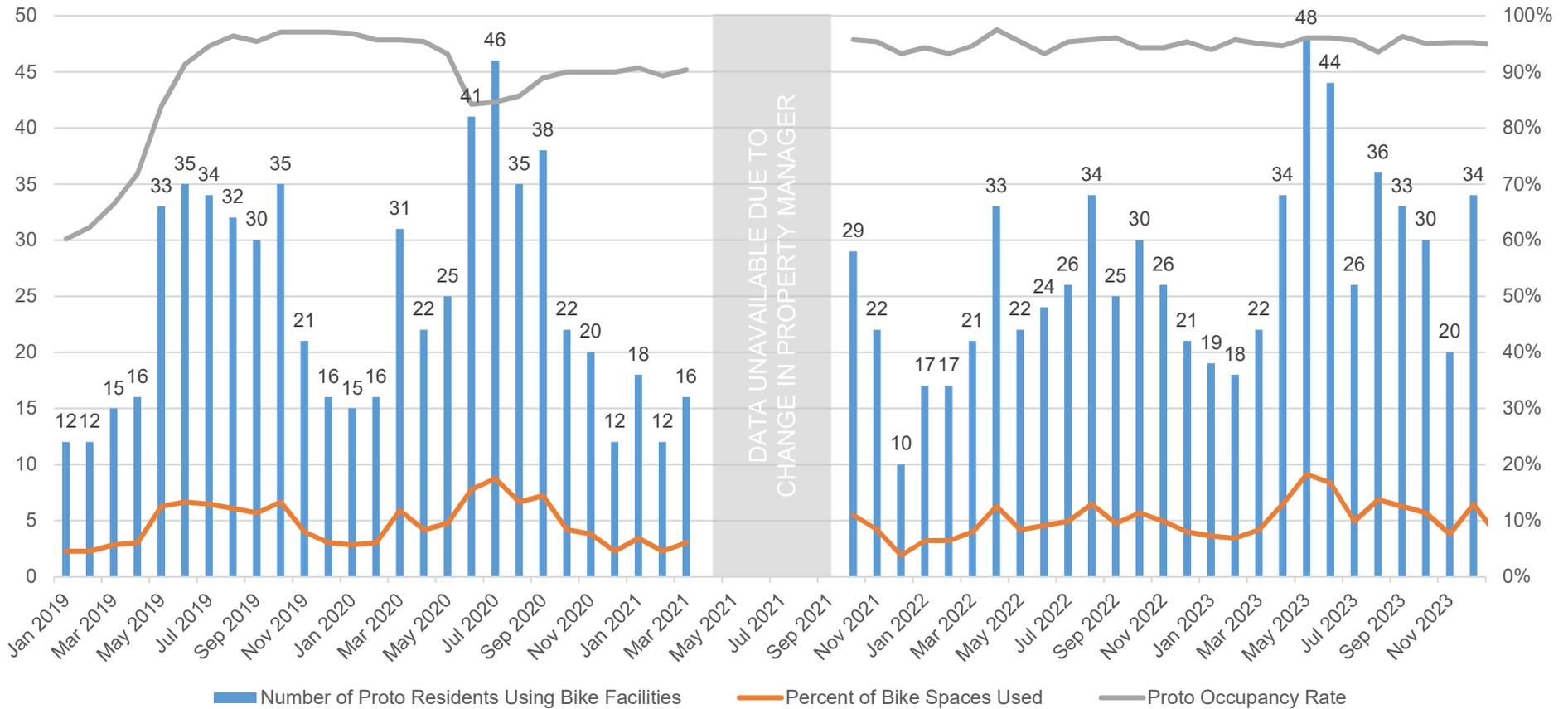


Bike Cage – Level 5
1/8" = 1'0"



Exhibit C: Bike Parking Use at 88 Ames Street (PB #294) Page 1 of 3

Proto Aggregate Bike Parking Use Data (Levels 1, 2, 3, and 5)



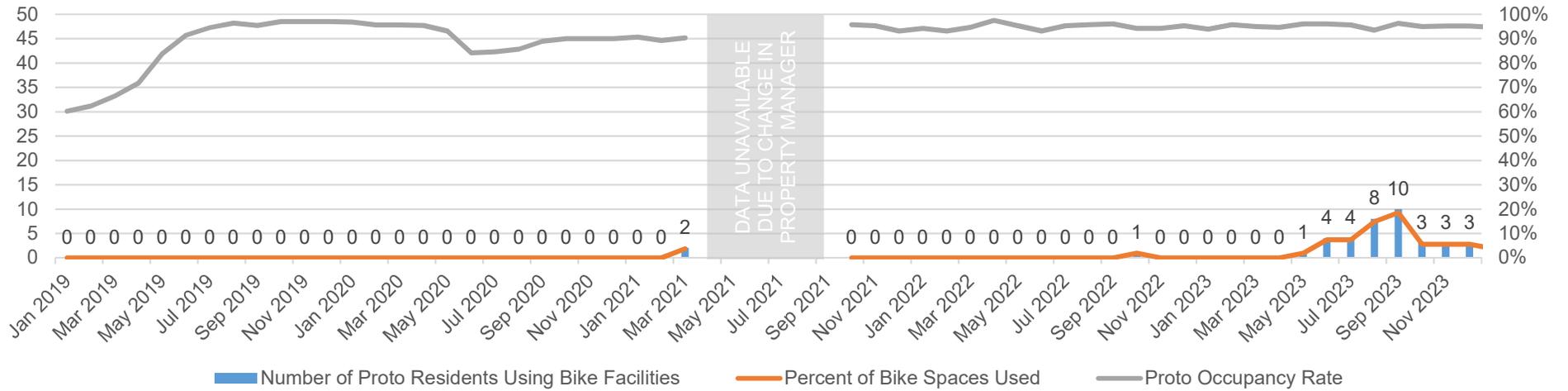
TOTAL BIKE PARKING SPACES WITH CARD ACCESS DATA: 263

* Note: This does not include the 32 additional Proto bike parking spaces on Level 1 of Green Garage, which do not have card access data. In total, there are 295 long term bike parking spaces serving Proto residents.



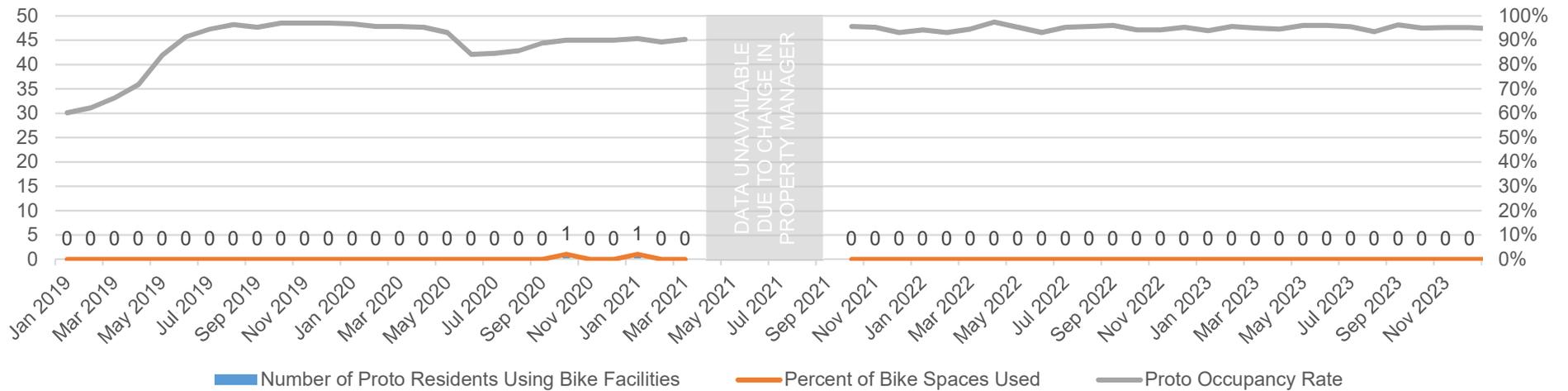
Exhibit C: Bike Parking Use at 88 Ames Street (PB #294) Page 2 of 3

Proto Bike Shed Use Data (Level 1)



TOTAL BIKE PARKING SPACES: 54

Proto Bike Shed Use Data (Level 2)

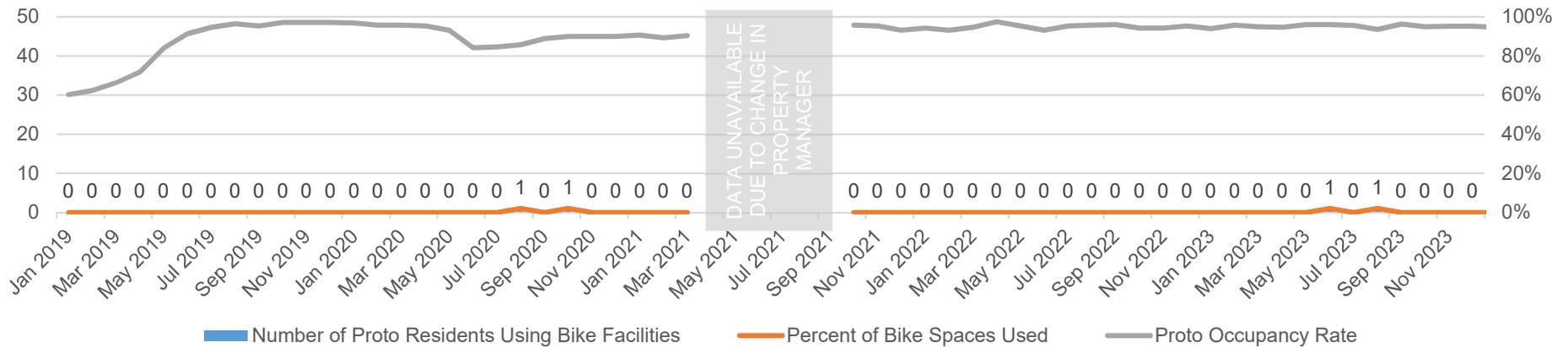


TOTAL BIKE PARKING SPACES: 48



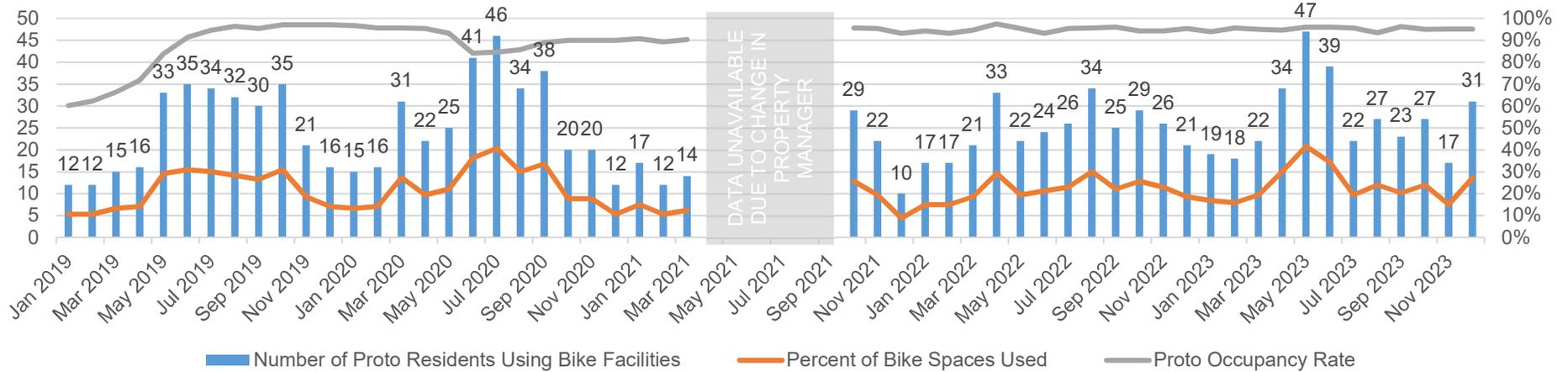
Exhibit C: Bike Parking Use at 88 Ames Street (PB #294) Page 3 of 3

Proto Bike Shed Use Date (Level 3)



TOTAL BIKE PARKING SPACES: 48

Proto Bike Cage Use Data (Level 5)



TOTAL BIKE PARKING SPACES: 113

Exhibit D: Long Term Bike Parking Level 1

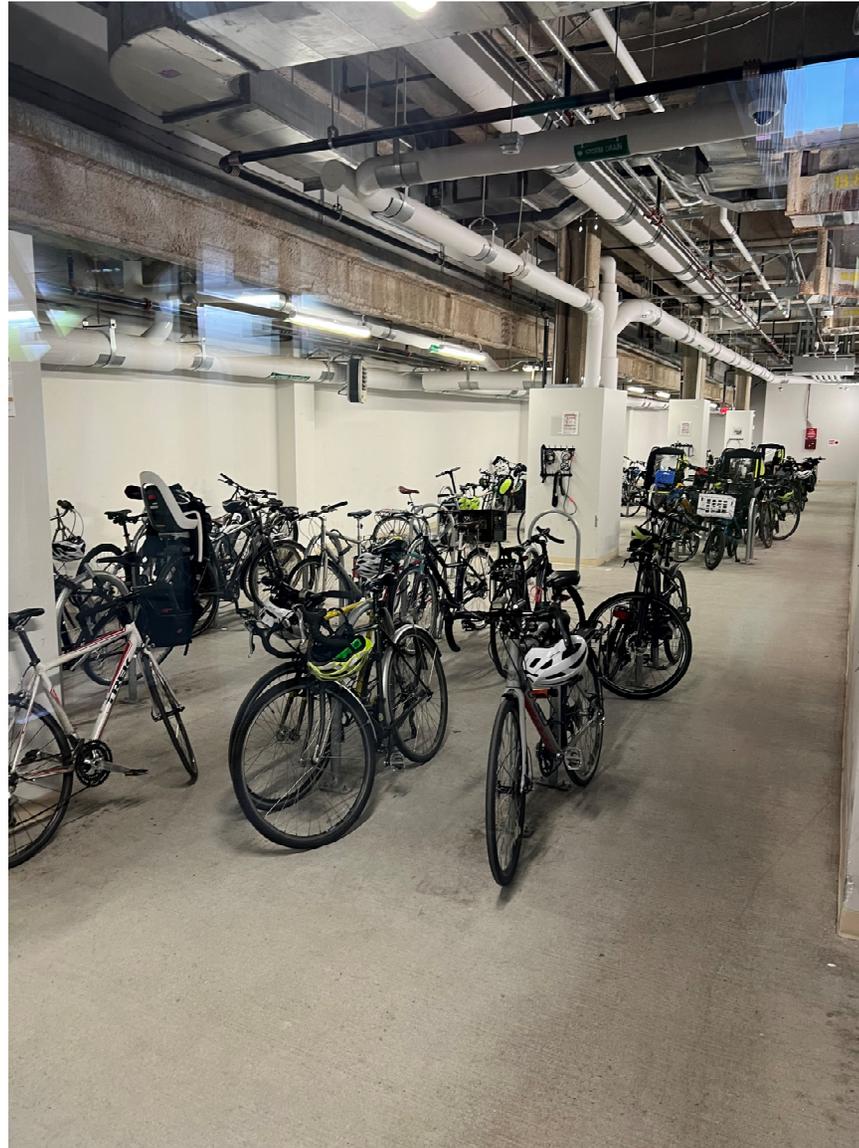


Exhibit E: Proto Bike Sheds Floors 1-3 Page 1 of 2

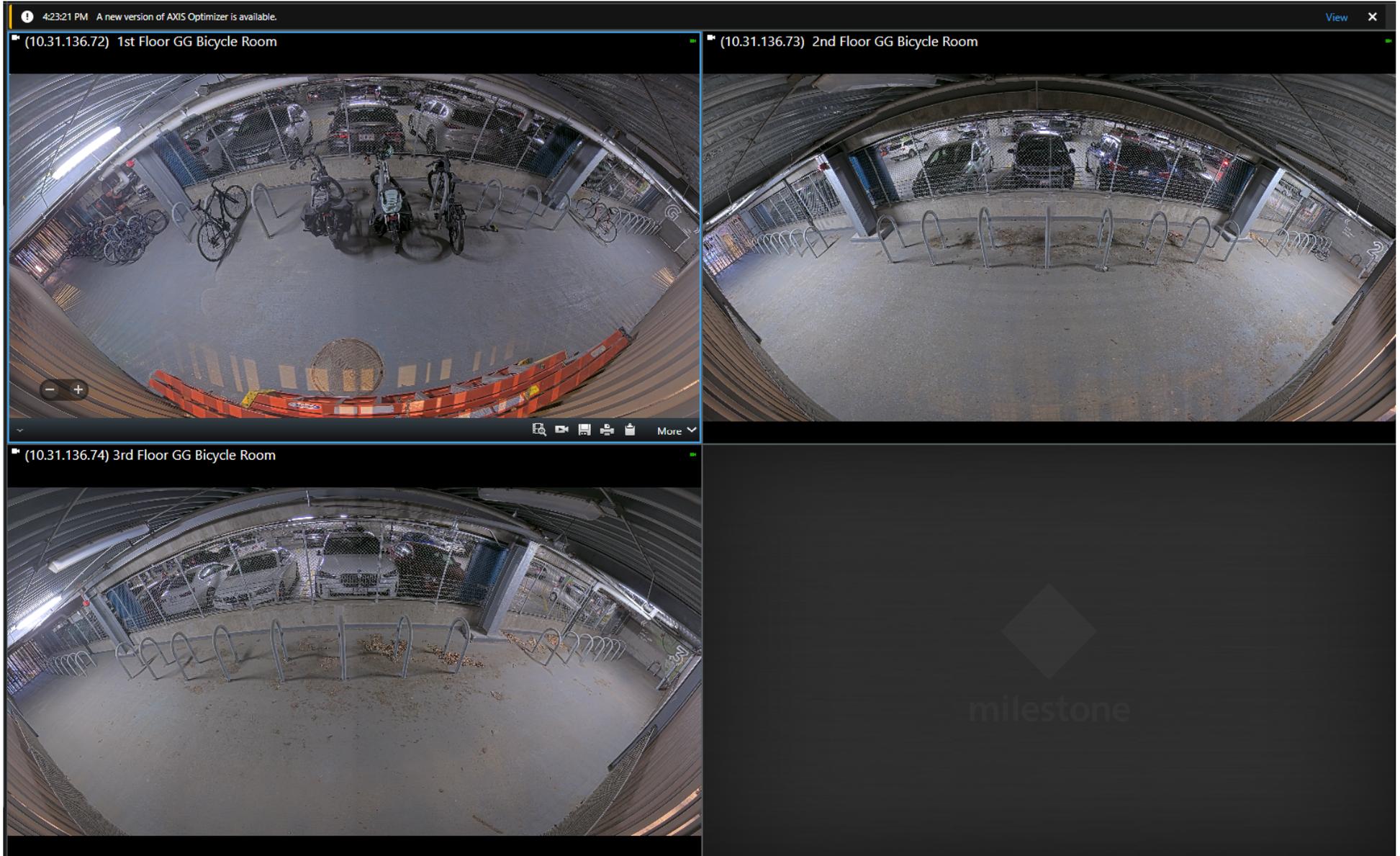
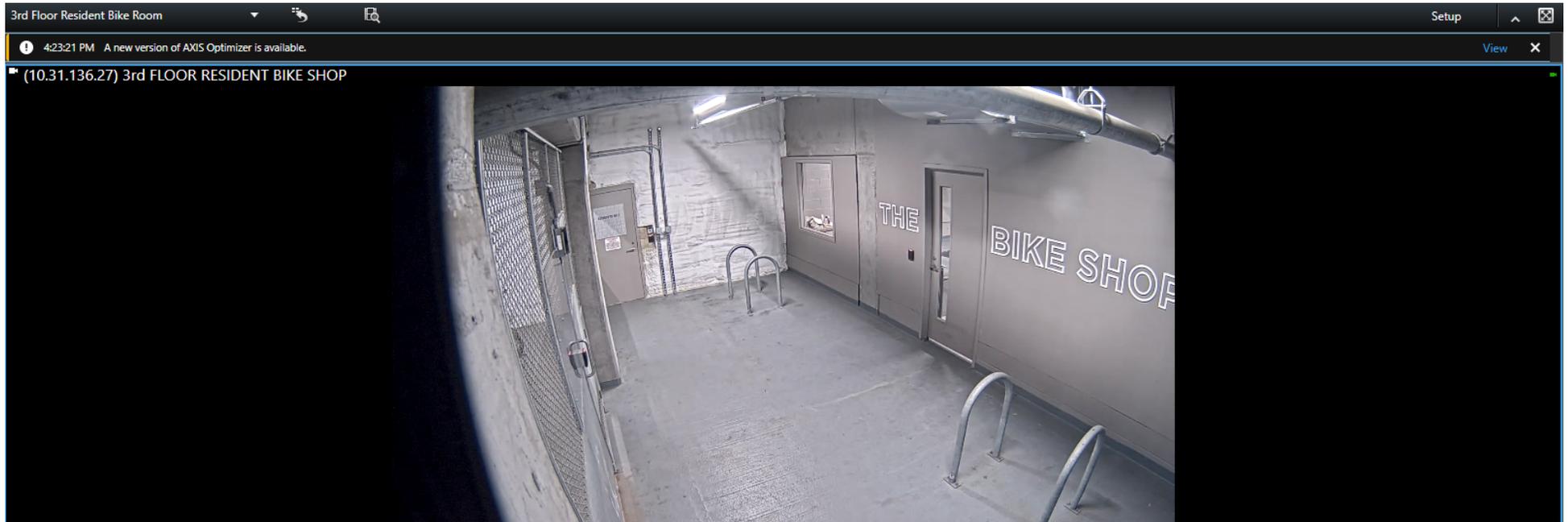


Exhibit E: Proto Bike Sheds Floors 1-3 Page 2 of 2



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