



City of Somerville

PLANNING BOARD

City Hall 3rd Floor, 93 Highland Avenue, Somerville MA 02143

TO: Planning Board
FROM: Planning, Preservation & Zoning Staff
RE: 153 South Street (P&Z 21-097)
POSTED: January 14, 2022

RECOMMENDATION: Approve with Conditions (MPSP)

Staff memos are used to communicate background information, analysis, responses to public comments, review of statutory requirements and other information from the Planning, Preservation & Zoning staff to the Review Board members.

This memo summarizes the development review application submitted for 153 South Street, identifies any additional discretionary or administrative development review that is required by the Somerville Zoning Ordinance (SZO), and provides related analysis or feedback as necessary. The application was deemed complete on November 17, 2021 and is scheduled for a public hearing on January 20, 2022. Any Staff recommended findings, conditions, and decisions in this memo are based on the information available to date prior to any public comment at the scheduled public hearing.

LEGAL NOTICE

Boynton Yards LandCo LLC seeks approval of a major amendment to a previously approved Master Plan Special Permit (MPSP2020-002).

SUMMARY OF PROPOSAL

Boynton Yards LandCo, LLC is proposing to revise their previously approved Master Plan, which was deemed a major amendment by the Director of Planning, Preservation, and Zoning (PPZ). The proposed revisions include the following:

- Increase in the total development site area;
- changes to land platting;
- Increases to the total commercial gross floor area (GFA), residential GFA, dwelling units, affordable dwelling units (ADUs), and 3-BR ADUs;
- Reorganization of the development phasing schedule;
- Modifications to multiple previously permitted buildings;
- The addition of 561 Windsor Street (the "Taza Building");
- And the type and size of Civic Space 3.

ADDITIONAL REVIEW NECESSARY

153 South Street is located in the Boynton Yards sub area of the Master Planned Development overlay district and the Boynton Yards neighborhood represented by Ward 2 Councilor J.T. Scott. Major amendments to previously approved plans require a revision to the previously issued Master Plan Special Permit (MPSP). When considering a revision to a previously

approved MPSP, the Planning Board is required by statute to limit their review to only the proposed changes.

NEIGHBORHOOD MEETINGS

A neighborhood meeting was hosted by Ward Councilor J.T. Scott and the development team on September 20, 2021 via the GoToWebinar virtual meeting platform.

BACKGROUND

Boynton Yards LandCo, LLC previously received a Master Plan Special Permit on February 4, 2021 for a 6.55 acre development site within the Boynton Yards sub area of the Master Plan Development overlay district (case number MPSP2020-002). The approved master plan included the following elements:

- One new thoroughfare called “Thoroughfare 1” or “Archibald Query Way” (AQW) that will extend Windsor Place to Harding Street.
- Three (3) new civic spaces:
 - Civic Space 1 – a neighborhood park totaling 22,360 SF
 - Civic Space 2 – a neighborhood park totaling 16,904 SF
 - Civic Space 3 – a pocket park totaling 7,142 SF
- Seven (7) buildings totaling 985,000 SF of commercial space; 340,000 SF of residential space; 330 DUs, 66 ADUs (13, 3+Beds); 102,700 SF (10%) arts and creative economy space (ACE); and 20,000 SF for a community center

The submitted Master Plan Amendment proposed the following changes:

- Building 3 replaces Building 3A and 3B.
- The existing Taza Building at 561 Windsor St is now incorporated into the master plan as Building 4.
- Building 5 is a new proposed lab building at 0 Windsor Pl.
- Buildings 6A and 6B replace Buildings 4A, 4B, and 4C.

Master Plan Amendment Build Out Summary

Phase	Reference	Type	Typ. Floor Plate	Stories	Comm GFA	Retail GFA	Res GFA	DU	ADU	3BR ADU	Sus	Lot Area
COMPLETED or IN PROCESS												
1	Building 1	Lab Building	30,000	9	270,000	12,500	-	-	-	-	-	-
2	Building 2	Lab Building	34,000	12	366,000	9,000	-	-	-	-	LEED Plat	-
2	Civic Space 1	Neighborhood Park	-	-	-	-	-	-	-	-	-	22,377
2	Thoroughfare 1	Commercial Street	-	-	-	-	-	-	-	-	-	-
FUTURE DEVELOPMENT												
2	Building 3	Lab Building	31,750	12	381,000	11,000	-	-	-	-	LEED Plat	-
2	Building 4	Commercial Building	-	-	95,000	4,500	-	-	-	-	-	-

2	Civic Space 2	Neighborhood Park	-	-	-	-	-	-	-	-	-	16,904		
3	Building 5	Commercial Building	28,000	11	300,000	12,000	-	-	-	-	LEED Plat	-		
3	Building 6A	General Building	15,900 (base) 9,600 (tower)	20	0	0	250,000	240	48	10	Passive House	-		
3	Building 6B	General Building	15,900 (base) 9,600 (tower)	16	0	-	200,000	200	40	8	Passive House	-		
3	Civic Space 3	Neighborhood Park	-	-	-	-	-	-	-	-	-	19,085		
TOTAL			-	-	-	-	1,412,000	49,000	450,000	440	88	18	-	58,366

ANALYSIS

For proposed amendments to existing master plans, Staff analyze the proposal based on the requirements of the sub-area where the property is located, consistency with SomerVision, neighborhood plans, and urban design frameworks, as well as planning and urban design principles to achieve the City’s objectives.

Several modifications have been proposed in the amendment. The MPSP amendment is proposing to reduce the number of phases from four (4) to three (3). The properties located at 561 Windsor Street (the ‘Taza Building’) and 0 Windsor Place (an existing surface parking lot) will be incorporated into the project. The inclusion of these two properties increases the master plan development site to a total of 7.93 acres, an increase in 1.13 acres from the previous approved MPSP.

As the master plan development site is increasing in area, the amount of Civic Space (20%) needs to be adjusted to reflect the increase in square footage of the total build out. The proposed amendment proposes approximately 12,000 square feet of additional publicly-accessible civic space by enlarging Civic Space 3.

Building 4 is now proposed as two general buildings called Buildings 6A and 6B. Building 6A will be 20 stories and 250,000 SF. Building 6B will be 16 stories and 200,000 SF. Buildings 3A and 3B will be consolidated into one zoning-compliant lab building known as Building 3. The inclusion of 0 Windsor Place into the project will allow for the development of Building 5, a new proposed lab building that will house 300,000 square feet of office/lab/R&D, retail, and arts and creative enterprise (ACE) uses. All modifications included in the amendment are compliant with the zoning standards of the Boynton Yards MPD sub-area overlay district.

The existing 95,000 square feet Taza building at 561 Windsor Street (also known as Building 4) as part of the amendment will be maintained as a commercial space for the purpose of creating a hub for ACE space uses. The proposed master plan amendment intends to keep the Taza building as an ACE space. Additional ACE spaces will be incorporated into each of the new buildings as per the requirements of the Boynton Yards MPD sub-area overlay district zoning standards of the Zoning Ordinance.

As mentioned above, the phasing plan has been reduced to three (3) phases from the originally approved four (4) phases. Phase 2 of the project will consist of the construction of Buildings 2 and 3, Civic Space 1, Thoroughfare 1, and the previously approved exterior and site improvement (case number PB 2018-15) work associated with the Taza Building (Building 4). Phase 2 will include several transportation and utility related infrastructure improvements that will not be changing from the previously approved master plan. Phase 3 will consist of the construction of Buildings 5, 6A, and 6B, and Civic Space 3. Additionally, all streetscape and public realm improvements along the north side of Thoroughfare 1 will be completed in phase 3.

The development of Civic Space 2 will occur during phase 3. The location of Civic Space 2 will house a future municipal water storage tank underneath the future park. The estimated timeline for design and construction is four (4) to six (6) years. After analysis of the amended phasing plan and internal conversations, staff have concluded that the development of Civic Space 2 should be moved to phase 3 to better align with the development of the future water tank and to coincide with other proposed developments to the north of Thoroughfare 1 that is planned as part of phase 3. Staff recommend a condition be applied that moves Civic Space 2 to phase 3.

As previously noted, the proposed amendment to the Master Plan includes providing an additional 12,000 SF of civic space through an increase in square footage of the total area between Buildings 5 and 6A/6B. This is Civic Space 3. This increases the total civic space contribution to 58,400 SF. The relocation of Civic Space 3 such that it is aligned with Civic Space 1 increases the potential for the two spaces to function as a continuous park and for Thoroughfare 1 to be used as a shared street.

The amendment also includes design changes to Buildings 3A, 3B, and 4. Each building has been renumbered as part of the master plan modifications. Building 3 was previously designed as two separate lab buildings, Buildings 3A and 3B. The buildings were originally designed to read as two separate buildings but to operate as one from the interior. To conform with recently adopted amendments to the SZO, the two buildings have been consolidated into one lab building that will be 381,000 SF and 12 stories.

Buildings 6A and 6B, previously approved as Buildings 4A, 4B, and 4C (collectively Building 4), were also originally designed to read as three separate buildings but operate as one residential building on the interior. To conform with zoning, the buildings have been redesigned as two general buildings that will house a total of 440 residential units. Both buildings will have a "base" section that will be 6-stories in height and a "tower" component. Building 6A will be 20-stories in total and house 240 dwelling units. Building 6B will be 16-stories in total and house 200 dwelling units. There will be two levels of below-grade parking beneath the buildings that will be accessible via an alleyway located off of Thoroughfare 1.

A further proposed amendment to the master plan includes 115 additional below-grade vehicular parking spaces that will replace the existing 77 surface parking spaces currently at the 0 Windsor Place lot. These additional parking spaces will support the increase in residential units for Buildings 6A and 6B, the proposed new lab building (Building 5), and the

ACE uses in the existing Taza building. The existing five surface parking spaces along the northern side of the Taza building fronting Windsor Place will remain to support the ACE uses. The additional 115 parking spaces will count towards the 1500 parking space cap for the Boynton Yards Sub-area overlay district. As part of the revised Mobility Management Plan (MMP), the number of off-street parking spaces in the Approved MPSP may not exceed 1,125 total parking spaces and shall be calculated as the overall parking ratio of 0.6 parking spaces per 1000 SF in the approved MPSP. If the Board approves the MPSP Amendment, a total of 1,117 parking spaces would be permitted.

The Union Square Neighborhood Plan and the community have called for a community path extension along the Fitchburg/Green Line right-of-way (ROW). The Applicant has expressed interest in exploring providing such a path. The application does not go into detail on how such a plan would be implemented other than in various graphics that envisions such a path on the northern section of the Master Plan area along the ROW. Staff are interested in continuing to pursue the community path concept with all of the properties along the north side of Thoroughfare 1 adjacent to the Fitchburg Line and anticipates that another plan revision would address the community path extension upon determination of its feasibility.

As several modifications are being proposed by the Applicant to the previously approved master plan, Staff has proposed several conditions that will supersede a number of previously approved conditions from the MPSP2020-002 Planning Board Decision. The new conditions reflect the changes to the project phasing, incorporation of new parcels, and design adjustments to Buildings 3,6A, and 6B. A number of conditions specific to Phase 4 of the previous decision have been moved to Phase 3 as this is now the last phase in the amended Master Plan.

The submitted Transportation Impact Study (TIP) identifies new impacts which require mitigation. Staff recommend several conditions aimed at mitigating vehicular impacts. This mitigation will be accomplished through improvements to the pedestrian, bicycle, and/or transit facilities within or in proximity to the project study area.

Concerns raised at the neighborhood meeting included traffic circulation, pedestrian accessibility, location of the community center, vehicular parking, and green roofs for the proposed lab buildings. Many of the concerns raised by community members will be addressed during the Site Plan Approval (SPA) process for each project component.

CONSIDERATIONS & FINDINGS

The Planning Board is required by the Somerville Zoning Ordinance to deliberate each of the following considerations at the public hearing. *The Board must discuss and draw conclusions for each consideration detailed below but may make additional findings beyond this minimum statutory requirement.*

Master Plan Special Permit Approval Considerations

1. The comprehensive plan and existing policy plans and standards established by the City.
2. The intent of the zoning district where the property is located.
3. The proposed alignment and connectivity of the Thoroughfare network.

4. The Gross Floor Area allocated to different use categories.
5. Mitigation proposed to alleviate any adverse impacts on utility infrastructure.
6. Proposed development phasing.
7. Proposed on-street parking to address demand by customers of Retail Sales, Food & Beverage, or Commercial Services principal uses.

Information relative to the above considerations is provided below:

1. The comprehensive plan and existing policy plans and standards established by the City.

Staff finds that the proposed changes and revisions to the previously approved Master Plan are consistent and will help to achieve the following from SomerVision, the comprehensive Master Plan of the City of Somerville:

- Make Somerville a regional employment center with a mix of diverse and high-quality jobs.
- Support a business-friendly environment to attract and retain a diverse mix of businesses that can start here, grow here and stay here.
- Invest in the talents, skills, and education of people to support growth and provide opportunities to residents of all social and economic levels.
- Link our corridors, squares, and growth districts to support future development and economic activity.
- Transform key opportunity areas [], Boynton Yards and [] portion of Union Square into dynamic, mixed-use, and transit-oriented districts that serve as economic engines to compliment the neighborhoods of Somerville.
- Design and maintain a healthy and attractive public realm that fosters community connection, including streets, sidewalks, and other public spaces.
- Increase the recognition of Somerville as a center of arts and creativity.
- Expand bike and pedestrian use by transforming existing infrastructure with accommodations for all bicyclists and pedestrians, resulting in safe, accessible, and well-connected networks.

2. The intent of the zoning district where the property is located

Staff finds that the proposed changes and revisions to the previously approved Master Plan meets the key objectives of SomerVision for transformation redevelopment in the Boynton Yards sub-area district; contributes towards the evolution of Union Square into an Urban Employment Center; and supports the street network, civic spaces, and commercial building objectives of the Boynton Yards Urban Design Framework.

Staff finds that the proposed changes and revisions to the previously approved Master Plan are consistent with the Boynton Yards Urban Design Framework which, is in, part, to permit denser development than would otherwise be permitted in the Mid-Rise and High-Rise districts; to require a minimum percentage of developed floor space to be set aside of occupancy by non-residential principal uses; and to constrain the supply of motor vehicle parking spaces to encourage the use of public transit, bicycles, and walking in lieu of driving.

3. The proposed alignment and connectivity of the Thoroughfare network.

Staff finds that the proposed changes and revisions to the previously approved Master Plan does not propose any changes to the alignment and connectivity of the Thoroughfare network from the approved MPSP. As depicted in the previous approved MPSP, the new thoroughfare will extend Windsor Place to Harding Street, consistent with the alignment and connectivity of the desired future condition street network planned in the Union Square Neighborhood Plan and required by the Boynton Yards sub-area of the MPD overlay district and the Boynton Yards UDF.

Several conditions were previously approved to address transportation impact mitigation for the Master Plan development area, as well as development beyond the development site boundary to make pedestrian and cyclists more comfortable choosing those modes of transportation over vehicular trips.

4. The Gross Floor Area allocated to different use categories.

Staff finds that the proposed changes and revisions to the previously approved Master Plan sustains the allocation of gross floor area to different uses of at least 75% to non-residential uses, 10% reserved for ACE space, and 5% reserved for a community center. One hundred forty one thousand and two hundred (141,200) will be provided as arts and creative space (ACE), which complies with Section 8.4.12.e.ii.a. The plan also includes 20,000 SF, which is the maximum sized community center required which complies with Section 8.4.2.e.ii.b.

5. Mitigation proposed to alleviate any adverse impacts on utility infrastructure.

Staff finds that the proposed changes and revisions to the previously approved Master Plan regarding infrastructure improvements do not create any adverse impacts on existing utilities and that proposed improvements are in accordance with all City standards.

6. Proposed development phasing.

Staff finds that the proposed changes and revisions to the phasing plan of the previously approved Master Plan is establishes a logical order of development.

7. Proposed on-street parking to address demand by customers of Retail Sales, Food & Beverage, or Commercial Services principal uses.

Staff finds that the proposed changes and revisions to the previously approved Master Plan are providing enough on-street parking to address demand by customers or Retail sales, Food & Beverage, or Commercial Services principle uses.

PERMIT CONDITIONS

Should the Board approve the amendment to the Boynton Yards Master Plan Special Permit, Planning, Preservation & Zoning Staff recommends the following conditions:

Permit Validity

- This Decision supersedes the previously issued Master Plan Special Permit Decision (MPSP 2020-0002) dated February 4, 2021.
- This Master Plan Special Permit (MPSP) certifies that development may proceed in accordance with the standards of the Boynton Yards sub area of the Master Planned Development overlay district and the superseding zoning districts specified in Map 8.3.12(a) of the Somerville Zoning Ordinance.
- Applying for development review for any proposed thoroughfares, civic space, or building type identified in the submitted Master Plan, constitutes substantial use of this MPSP for the purpose of subsequent development entitlement.

Plan Revisions

- Changes to the number or general configuration of lots; the types of thoroughfares, civic spaces, or building types; development phasing; the commercial GFA, ACE space GFA, or residential GFA; number of DUs, ADUs, or 3BR ADUs, or size or location of the community center is a major amendment to the approved Master Plan.

Legal Agreements

- Development must comply with the Amended and Restated Development Covenant by and between the City of Somerville and Boynton Yards LandCo, LLC dated Month XX, 2022 as amended.
- The property owner and applicable future tenants shall comply with the Amended Master Mobility Management Plan (MMP), as approved and conditioned by the Director of Mobility on August 4, 2021.

Development Permitting

- Development must proceed as identified in Phase 1 (Section 1.7.1; Figure 1.12a Phasing Plan – Phase 1), Phase 2 (Section 1.7.2; Figure 1.12b Phasing Plan – Phase 2), and Phase 3 (Section 1.7.3; Figure 1.12c – Phasing Plan – Phase 3) of the approved Master Plan except that Civic Space 2 is moved to Phase 3. Civic Space 2 may be permitted and development at any time during Phase 3 at the discretion of Boynton Yards LandCo, LLC.
- Perspective views oriented from the Prospect Hill Monument looking toward Boynton Yards and beyond must be submitted with each Design Review and Site Plan Approval application. Views from other prominent vantage points within the Union Square plan area oriented toward Boynton Yards should also be provided to every extent practicable.
- Boynton Yards Land Co, LLC may not apply for Site Plan Approval of any thoroughfare, civic space, or building in a succeeding phase until all thoroughfares, civic spaces, and buildings have received a construction permit (BP, CSP, or TP) for the preceding phase.
- A written narrative or descriptive checklist identifying the completion or compliance with these conditions must be submitted with each Site Plan Approval application

Land Platting

- Land Platting must result in a number and general configuration of lots and rights-of-way that is substantially equivalent to Figure 1.4 of the approved Master Plan.

Thoroughfares

- Boynton Yards LandCo, LLC must maintain any sidewalk level protected bicycle facility, including but limited to snow clearance, debris removal, and replacement of markings and delineators as needed, for any portions of the facility along the frontage of the development site that are not at street level.
- The general alignment, connectivity, right-of-way width, and geometry of thoroughfares must be substantially equivalent to the thoroughfares shown in the approved Master Plan.
- The design of Thoroughfare 1 (“Archibald Query Way”) and any improvements to existing thoroughfares must include measures that use plant or soil systems, permeable pavements or other permeable surfaces or substrates, stormwater harvest and reuse, landscaping to store, infiltrate, or evapotranspire stormwater and reduce flows to sewer systems or to surface waters to every extent practicable.
- Thoroughfare 1 (“Archibald Query Way”) must be dedicated to the public by a covenant or other deed restriction following completion of construction. Satisfaction of this condition must be approved by the City Solicitor.

Civic Space

- The design of Civic Space 2 must not preclude the inclusion of a pedestrian bridge over the MTBA Fitchburg/Green Line rail right of way. This condition is voided upon the permitting or development of a pedestrian bridge at Civic Space 3.
- The design of Civic Space 3 must not preclude the inclusion of a pedestrian bridge over the MTBA Fitchburg/Green Line rail right of way. This condition is voided upon the permitting or development of a pedestrian bridge at Civic Space 2.
- Civic Space 1 must be dedicated to the public by a covenant or other deed restriction following completion of construction. Satisfaction of this condition must be approved by the City Solicitor.
- Civic Space 2 must be dedicated to the public by a covenant or other deed restriction following completion of construction. Satisfaction of this condition must be approved by the City Solicitor.
- Civic Space 3 must be dedicated to the public by a covenant or other deed restriction following completion of construction. Satisfaction of this condition must be approved by the City Solicitor.

Buildings

- Twenty thousand (20,000) gross square feet of commercial floor space must be reserved for a community center principal use(s) in Buildings 6A or 6B with direct egress to either Civic Space Lot C2 or C3. The community center space must be identified on floor plans submitted for Site Plan Approval.
- A total of one hundred forty one thousand and two hundred (141,200) gross square feet of commercial floor space must be reserved for uses from the arts and creative enterprise (ACE) principal use categories by the completion of Phase 3 (final building Certificate of Occupancy).
- ACE floor space may be allocated to any building at the discretion of Boynton Yards LandCo, LLC.

- The estimated floor space intended for ACE uses and summary data addressing satisfaction of this condition must be identified on floor plans submitted for the Site Plan Approval of each building.
- The actual floor space provided for ACE uses and summary data addressing satisfaction of this condition must be identified on floor plans submitted to the Inspectional Services Department.

Parking

- A total of one thousand one hundred and seventeen (1,117) parking spaces are permitted and may be allocated to any lot or building at the discretion of Boynton Yards LandCo, LLC.

Transportation Mitigation

- To mitigate transportation impacts, a traffic signal warrant analysis for the intersection of South St. and Medford St. must be submitted to the Mobility Division. If the Director of Mobility determines that a traffic signal is warranted, the intersection must be improved with the necessary signal infrastructure. Final design must be approved by relevant City departments.
- To mitigate transportation impacts, the intersection of Windsor St and Windsor PI must be improved with, at least, interconnected curb separated bicycle facilities, pedestrian safety and infrastructure improvements, and a specialized gateway treatment for Thoroughfare 1. Final intersection design must be approved by relevant City departments.
- To mitigate transportation impacts, the intersection of South St. & Windsor St. must be improved with, at least, protected or dedicated bicycle intersection treatments. Final intersection design must be approved by relevant City departments.
- To mitigate transportation impacts, the northern side of South St. and the eastern side of Windsor St. must be improved with a curb separated protected bikeway or substantial equivalent. Final design must be approved by relevant City departments.
- To mitigate transportation impacts, South St. between Harding St. and Medford St. must be improved as a one-way eastbound throughfare with a two-way bicycle facility on one side of the street. Final design must be approved by relevant City departments.
- To mitigate transportation impacts, the intersection of South St. & Harding St. must be improved to, at minimum, to interconnect the required bicycle facilities of each segment of South Street. Final intersection design must be approved by relevant City departments.
- To mitigate transportation impacts, the intersection of Medford St. and South St. must be improved to, at minimum, interconnect the required bicycle facility of South St. with the City's design for improvements to Medford St. and related pedestrian safety improvements. Final intersection design must be approved by relevant City departments.
- To mitigate transportation impacts, the intersection of Ward St. & Harding St. must be improved in a manner that permits the later extension of Harding Street northward. Final intersection design must be approved by relevant City departments.
- To mitigate transportation impacts, the intersection of Medford St. & Ward St. must be improved to interconnect with the City's design for improvements to Medford St. and

related pedestrian safety improvements. Final intersection design must be approved by relevant City departments.

- To mitigate transportation impacts, the western side of Windsor St (along the frontage of Building 4) must be improved with, at minimum, a curb separated protected bikeway. Final design must be approved by relevant City departments.
- To mitigate transportation impacts, Windsor Pl./Columbia St from the intersection of Windsor Pl and Windsor St extending westward to the intersection of Columbia St. and Webster Ave. must be improved in a manner that establishes a new roadway centerline alignment, permits the interconnection of other planned and permitted bicycle improvements for the subject roadway, and includes a curb separated protected bikeway along the Windsor Pl. frontage. Final design must be approved by relevant City departments.
- To mitigate transportation impacts, the intersection of Earle St and South St must be improved with, at least, a raised pedestrian and bicycle crossing across Earle St. Final intersection design must be approved by relevant City departments.
- To mitigate transportation impacts, the intersection of Harding St and South St must be improved with, at least, a raised pedestrian and bicycle crossing across the north side of Harding Street. Final intersection design must be approved by relevant City departments.
- To mitigate transportation impacts, two (2) pedestrian crosswalks must be provided across Harding St to both sides of the Ward St. intersection. Final intersection design must be approved by relevant City departments.

Public Record

- A physical copy of this recorded Decision stamped by the Middlesex South Registry of Deeds must be submitted to the Planning, Preservation & Zoning Division for the public record prior to any additional permitting
- One (1) physical copy of the Master Plan Amendment application materials and one (1) digital and (1) physical copy of all required application materials reflecting any plan changes required by the Board, if applicable, must be submitted to the Planning, Preservation, & Zoning Division for the public record prior to any additional permitting.

Performance Obligation

- Boynton Yards LandCo LLC must post a performance bond for one hundred and twenty five percent (125%) of the total estimated costs to design and construct Civic Space 1, Civic Space 2, Civic Space 3, and all conditioned transportation impact mitigation prior to applying for any building permit, thoroughfare permit, or civic space permit for development subject to the approved Master Plan.