

PROPOSED DEVELOPMENT CONDITIONS

December 3, 2015

FDP 2010-PR-022-02

If it is the intent of the Planning Commission to approve Final Development Plan FDP 2010-PR-022-02 to permit an office building with retail and a cinema building with retail on Block C and to permit the incorporation of three existing office buildings with enhanced retail areas on Block F, all part of the mixed used development associated with RZ 2010-PR-022, known as the Boro, located on Tax Map 29-3 ((15)) 4D1, 4E1, 4G, 7A1, 7B1, 7C1, 7E1, staff recommends that the Planning Commission condition the approval by requiring conformance with the following development conditions. These conditions are in addition to the proffered commitments accepted with RZ 2010-PR-022.

1. Any plan submitted pursuant to this Final Development Plan shall be in substantial conformance with the approved FDP entitled "The Boro – FDP 2010-PR-022-02 – Buildings C2, C3, F1, F1, and F3", prepared by Gensler, and VIKA LLC and dated March 3, 2015, as revised through October 9, 2015, and these conditions. Minor modifications may be permitted pursuant to Sect. 16-402 of the Zoning Ordinance.
2. Prior to site plan approval, the alignment of the mid-block crosswalk on Madison Street shall be re-evaluated in consultation with the Fairfax County Department of Transportation with the intent of proving pedestrians with the shortest crosswalk possible while reflecting the design of submitted site plans for Blocks A and B.
3. Notwithstanding what is shown on the FDP, the southern loading/service area shown on Building C2's Solutions Drive frontage shall not be used for loading/service purposes. This space may be used for additional bicycle parking, retail uses, building amenities or similar ancillary uses. Future use of this area for loading/service uses to serve Building C1 may only be considered/approved as part of a FDP for Building C1.
4. The Applicant shall diligently oversee the management of loading operations for Buildings C2 and C3. It shall be the Applicant's responsibility to: 1) minimize loading conflicts with pedestrian movements; 2) ensure scheduled deliveries avoid peak traffic times defined as 7:30 a.m. to 9:30 a.m. and 4:30 p.m. to 6:30 p.m. weekdays; 3) ensure that the loading doors remain closed except for the movement of trucks in and out of the loading/service areas; and 4) keep the loading/service areas clean and well maintained at all times.