

Virginia Square Sector Plan Recommendations for Virginia Square Site	Latitude Site Plan Proposal	Sector Plan Compliance?
Goal: Strengthen identity of the station area		
Objectives: <ul style="list-style-type: none"> • Achieve 1,500 new dwelling units, 1.5 million sq. ft. of new commercial office development, and street-level facing retail 	<p>There has been a net increase of 770,000+ square feet of office development, 815 residential units, and over 44,000 square feet of retail space in Virginia Square since adoption of the sector plan. The proposed project would add 265 new residential units, which, when combined with the number of dwelling units that have been approved and/or are under construction, would exceed the sector plan goal for new residential development by 115 units. When considering the additional new office space that is either approved or under construction, the total rises to slightly over 1 million square feet, leaving a half million square foot balance before reaching this sector plan goal.</p>	<p>Residential: Yes</p> <p>Office: No</p> <p>Retail: Yes</p>
<p><u>Overall Sector Plan Guidance:</u></p> <ul style="list-style-type: none"> ○ Change General Land Use Plan (GLUP) designation from “High” Residential to “High” Office-Apartment-Hotel and add an open space symbol to achieve a Virginia Square plaza. (p.60) 	<p>The GLUP designation for the Virginia Square site was changed in April 2003 to reflect sector plan guidance. The requested rezoning and site plan proposal are consistent with this GLUP designation. The proposal is for a high-density, mixed use residential building with ground floor retail, cultural/educational uses, and an open space plaza at the corner of Fairfax and N. Monroe.</p>	<p>Yes</p>
<ul style="list-style-type: none"> ○ Concept Plan - Land Use: site striped for Office/Commercial Use(p. 52) 	<p>The proposal is not consistent with the office land use indicated on the concept land use plan for this site.</p>	<p>No</p>
<p><u>Site Specific Guidelines:</u></p> <ul style="list-style-type: none"> ○ Concept Plan – shaded for Mixed-Use with Office and Cultural/Educational Uses (p. 14) ○ Building Types - Commercial offices buildings w/ cultural and/or educational uses, civic 	<p>While the proposal would include a mix of uses, they would consist of residential, street level retail, and cultural uses. The proposal would not comply with guidance provided for building types or one of the recommended uses for the site as it would</p>	<p>Office Uses: No</p> <p>Mixed Uses: Maybe</p>

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buildings (p. 14) ○ Recommended Uses - Commercial office or Mixed Uses with Cultural and/or Educational uses; Street level retail w/ cultural/educational emphasis; (p. 16)	not include commercial office buildings/uses.	Cultural/Educational Uses: Yes Retail Uses: Yes
Objectives: <ul style="list-style-type: none"> • Maintain university presence, work w/ GMU on their build-out goals, and encourage them to develop cultural facilities and permit usage of their facilities by the community 	This objective is not applicable to the Virginia Square site.	N/A
<ul style="list-style-type: none"> • Attract innovative private development 	The proposal consists of over 269,000 square feet of private development.	Yes
<ul style="list-style-type: none"> • Create a focal point for cultural, educational, and recreational uses. Provide additional cultural, educational, and recreational resources for community gathering and performing arts space to diversify land uses and complement adjacent station areas 	The proposal includes a public easement for pedestrian usage of two plazas that anchor the northwest and southeast corners of the site at the ground level, connected by a central passageway underneath the building. All of the proposed public plaza spaces, totaling over 12,000 square feet, could accommodate varying types of community gathering and public performances.	Yes
<u>Overall Sector Plan Guidance:</u> ○ Encourage private development of new cultural and educational uses at either the Arlington Funeral Home or Virginia Square site (second priority). (p.63)	The project would include private development of 2,802 square feet of new cultural/educational uses adjacent to the public plaza along Fairfax Drive. Lease of the space would be accomplished via a private tenant/landlord relationship. Site plan conditions would define the types of cultural/educational uses that would be allowed but management and programming	Yes

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<p><u>Site Specific Guidelines:</u></p> <ul style="list-style-type: none"> ○ Attain cultural and/or educational uses through private redevelopment or a public/private partnership (p. 14) 	<p>of the space would be the responsibility of the applicant/landlord.</p>	
<p><u>Overall Sector Plan Guidance:</u></p> <ul style="list-style-type: none"> ○ Create an urban plaza along streetscape at Virginia Square site. (p.79) ○ Concept Land Use Plan indicates open space at corner of Fairfax and North Monroe (p.52) 	<p>The proposal includes a 5,300 square foot public space at the corner of N. Monroe Street and Fairfax Drive.</p>	<p>Yes</p>
<p>Objectives:</p> <ul style="list-style-type: none"> ● Develop as a pedestrian-scaled and oriented area with high-quality architecture and open spaces. Create an urban character where buildings relate well to one another and to the street. 	<p>The proposal would comply with required build-to lines along the adjacent streets with the exception of the areas dedicated to public plaza space. The building would include street-facing retail, opportunities for outdoor seating, and a largely transparent ground floor to help activate the street.</p>	<p>Yes</p>
<p><u>Overall Sector Plan Guidance:</u></p> <ul style="list-style-type: none"> ○ Buildings should have high quality materials. <p><u>Site Specific Guidelines (p. 14, 16- 17):</u></p> <ul style="list-style-type: none"> ○ Building materials should include masonry, pre-cast concrete, granite, steel, architectural glass panels, natural stone veneer, or other similar quality materials. Facades on upper levels should be at least 50% transparent. ○ Special architectural treatment of the building façade should reflect community uses in the 	<p>Proposed building materials include precast concrete and glass. Proposed metal banding featured in the public plaza paving design would be incorporated in the building façade along Fairfax Drive. Building facades on the upper levels would meet or exceed 50% transparency.</p>	<p>Yes</p>

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building and urban plaza.		
<p><u>Overall Sector Plan Guidance:</u></p> <ul style="list-style-type: none"> ○ Open spaces should have space for seating opportunities, adequate pedestrian circulation, special events, and public art; 	<p>The proposed plaza(s) would have movable and fixed seating opportunities throughout. The public plaza spaces would have ample area for pedestrian circulation and be adjacent to public sidewalks. The connecting passageway between the two public plazas would be over 40 feet wide. The applicant has provided information about how the plaza spaces could accommodate a variety of special events and activities. A kinetic art feature proposed to be designed and installed privately by the applicant, would be located within the larger plaza space at the corner of Fairfax and N. Monroe.</p>	Yes
<ul style="list-style-type: none"> ○ Open spaces should be provided adjacent to cultural facilities; 	<p>The proposed public plaza would be located adjacent to a proposed ground floor cultural/educational use at the southeast corner of the building.</p>	Yes
<ul style="list-style-type: none"> ○ Provide an interior pedestrian connection from the plaza toward Quincy Park 	<p>A public easement would allow direct pedestrian access from the public plaza at Fairfax and N. Monroe Street through the site to Quincy Park.</p>	Yes
<p><u>Site Specific Guidelines (p. 14, 16- 17):</u></p> <ul style="list-style-type: none"> ○ Building should have defined base, body, and top. 	<p>Proposal includes a 21’ building base with an 18’ clear floor to ceiling height. The base material is primarily clear glass. The “body” of building is comprised of two precast concrete tower elements that hold the northeast and southwest corners of the site, connected by a glass bar. The building “top” features an architectural embellishment that would rise an additional 25’ above the roofline. This feature would incorporate color and metal components which distinguish it from the remainder of the building.</p>	Yes

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<ul style="list-style-type: none"> ○ Ground floor should have a minimum 18' floor-to-ceiling height ○ Total building height should not exceed 12 stories, or 125', except for a 16' mechanical penthouse 	<p>The proposed building height to the top of the highest residential floor is 128'. The additional 3' has been proposed to accommodate space for the mechanical equipment to support the required 18' clear ceiling height on the first floor. The mechanical penthouse, which would be encompassed within the proposed architectural feature, would be approximately 16' in height.</p>	<p>Number of stories, ground floor height, mechanical penthouse: Yes</p> <p>Building height: No</p>
<ul style="list-style-type: none"> ○ Buildings should taper down toward 10th street. 	<p>The bulk of the building mass is shifted towards Fairfax Drive and is further broken down into two buildings. Both introduce tapers at the upper level(s), with the tallest portions located towards the center and the southeast corner of the site. The east building is set back from Fairfax Drive approximately 36' feet to accommodate a public plaza. This building, which is located closest to 10th Street North, is set back 11' from the 10th Street property line and has an additional 39 foot taper at the 11th and 12th floors. The entire west building is located 39 feet from the 10th Street North property line and steps back an additional 41'4" at the 12th floor.</p>	<p>Yes</p>
<ul style="list-style-type: none"> ○ Rooftop views from taller buildings should be considered; 	<p>Green roof plantings, terraces and other amenities would occupy the roof level. The applicant is also considering a proposed site plan condition that would address rooftop lighting and manage its impact on neighboring properties.</p>	<p>Yes</p>
<ul style="list-style-type: none"> ○ Primary building entrance should face urban plaza and/or Fairfax Drive with additional entrances from N. Monroe or 10th Streets ○ Street level should be primarily transparent and activate sidewalk/plaza 	<p>The main building entrances are from Fairfax Drive with secondary entrances directly from the public plaza and N. Monroe Street. The majority of the street level façade is transparent, including the entirety of the frontage along Fairfax Drive. The proposal is consistent with build-to requirements</p>	<p>Yes</p>

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<ul style="list-style-type: none"> ○ Build-to requirement along all streets 	with the exception of locations where public plazas are located.	
<ul style="list-style-type: none"> ● Design streets and sidewalks as primary, visible public spaces. Improve streetscape and locate all utilities underground. 	The proposal includes full-block streetscape improvements, special architectural features along the Fairfax Drive vista, and utility undergrounding.	Yes
<p><u>Overall Sector Plan Guidance:</u></p> <ul style="list-style-type: none"> ○ Public art should be incorporated into the streetscape; 	The public plaza, located adjacent to the proposed cultural/educational uses, would include a kinetic art feature at the prominent corner of Fairfax Drive and N. Monroe Street. The applicant would make a public art contribution as part of this site plan request but would install the proposed art privately.	Yes
<ul style="list-style-type: none"> ○ Fairfax Drive is a primary street, with a public and commercial character, and should encourage pedestrian circulation. ○ North Monroe should portray a similar character but North Nelson and 10th Streets are secondary streets. 	The Fairfax Drive facades will be activated with outdoor seating, building entrances, transparent building materials, and a public open space. New street trees would provide shade to help enhance the pedestrian experience along the block. Fairfax Drive and N. Monroe Street would incorporate larger sidewalk and streetscape widths, as compared to those proposed for N. Nelson and 10 th Streets, further reinforcing their prominence.	Yes
<ul style="list-style-type: none"> ○ Parking should be wholly underground with entrances on side streets; 	The proposed parking garage, which would be wholly underground, would be accessed from N. Nelson Street.	Yes
<ul style="list-style-type: none"> ○ Ventilation systems should be located away from walkways; ○ Utility structures may be screened with architectural elements (p. 84-88) 	This proposal would incorporate visual art, as well as a seating area, into the design of the garage air intake feature, proposed to be located within the public plaza. The intake feature would be partially screened from view and include public seating.	Maybe
<ul style="list-style-type: none"> ● Locate highest density uses closest to Metro station and along Fairfax Drive to promote greater use of public transit. Buffer higher density development 	The proposed site plan locates high density residential development directly across the street from a Metro station.	Yes

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from surrounding neighborhoods.		
<ul style="list-style-type: none"> • Provide physical and visual connections to other R-B Corridor Metro station areas 	The proposal would maintain views along Fairfax Drive and include pedestrian safety and streetscape improvements on this block, helping to encourage pedestrian circulation and reinforce connections to adjacent R-B corridors to the east and west.	Yes
<ul style="list-style-type: none"> • Create places that people can identify and value. 	The proposal would create a sizeable public open space on a highly visible intersection across from a Metro station. The proposed architecture would feature a special roofline embellishment and high quality materials. The project would also include opportunities for public gathering, art features, and a through-block pedestrian connection to a large public park.	Yes
<p><u>Overall Sector Plan Guidance:</u></p> <ul style="list-style-type: none"> ○ Preserve and reinforce views along Fairfax Drive and North Monroe; 	The proposed building design would locate a public open space at the corner of Fairfax Drive and N. Monroe Street and provide increased sidewalk widths, which would help to preserve existing views along both streets. The proposed pedestrian connection through the site would allow views through the site to Quincy Park, located northwest of the site.	Yes
<ul style="list-style-type: none"> ○ Developers should collaborate with artists to integrate art into the plaza, building, and streetscape. (p.75-76) 	The proposal would incorporate art within the public plaza (kinetic sculpture) and the building design seeks to reinforce this in proposed materials and façade treatments. The proposal would integrate art into landscape features of the plaza as well and potentially within the proposed passage that connects the two plaza spaces. Specialty paving designs are also proposed to help define the public spaces and lead people into and through the site.	Yes
<p><u>Site Specific Guidelines (p. 14, 16- 17):</u></p> <ul style="list-style-type: none"> ○ Incorporate special rooflines into the building 	A proposed architectural feature would introduce a special roofline at the southeast corner of the building an additional 25'	Yes

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design	above the main roofline.	
<ul style="list-style-type: none"> ○ A special architectural embellishment may extend up to 25’ above the roofline but shall not exceed 10% of the total roof area. 	The height of proposed feature would not exceed 25’ above the roofline and would cover less than 10 percent of the total roof area.	Yes
<ul style="list-style-type: none"> ○ Integrate signs and awnings into plaza design 	Signage has not been proposed to date. The applicant has indicated they would comply with the County’s sign ordinance.	TBD
Goal: Improve pedestrian access to Clarendon – N/A		
Goal: Improve pedestrian mobility, increase transit use, provide efficient circulation		
<p>Objectives:</p> <ul style="list-style-type: none"> ● Create a safe, comfortable, interesting and walkable environment where all users (residents, employees, shoppers) can reach destinations by foot. Connect destinations such as buildings, parks, plazas, cultural/educational facilities, parking lots, Metro stations, and other corridor station areas with sidewalks. ● Complete full-block streetscape improvements, including utility undergrounding <p><u>Overall Sector Plan Guidance:</u></p> <ul style="list-style-type: none"> ○ Create convenient pedestrian connections and enhanced walkways to entice pedestrian circulation and improve safety. <p><u>Site Specific Guidelines (p. 14):</u></p> <ul style="list-style-type: none"> ○ Improved pedestrian circulation around the 	<p>The proposal includes full-block streetscape improvements to enhance pedestrian safety, special architectural features along the Fairfax Drive vista, and utility undergrounding.</p> <p>The proposed sidewalk improvements are consistent with the widths and treatments specified in the Virginia Square Sector Plan, including a minimum sidewalk width of 20’ on Fairfax Drive, 14’ on 10th Street North and N. Nelson Street, and 16’ on N. Monroe Street. New street trees would be planted on all four street sides. The public plaza would incorporate specialty paving to delineate the public space, which includes a new through-block pedestrian connection to the northwest corner of the site, adjacent to Quincy Park.</p>	Yes

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<ul style="list-style-type: none"> ○ block ○ Unique streetscape elements, including streetlights, banners, and public art 		
<ul style="list-style-type: none"> ○ Install nubs to shorten crosswalk length at N. Monroe and N. Nelson Streets; 	Nubs are proposed for every curb of the subject property, as well as across Fairfax Drive at N. Monroe Street, to shorten crosswalk length.	Yes
<ul style="list-style-type: none"> ○ Limit the number of curb cuts and consolidating garage and/or loading entrances; 	The existing number of curb cuts (4) would be consolidated into a single curb cut off of N. Nelson Street that would serve adjacent driveways for parking and loading access.	Yes
<p><u>Site Specific Guidelines (p. 14):</u></p> <ul style="list-style-type: none"> ○ Service and garage entrances limited to North Monroe & North Nelson streets ○ Service and parking garages should be located on North Monroe or North Nelson streets, at least 25 feet from the intersection with Fairfax Drive 	Both the proposed parking and loading entrances would be located on N. Nelson Street. The proposed loading entrance would be located 122' from the intersection of Fairfax Drive and N. Nelson Street. The proposed garage entrance would be located 65' from the intersection of 10th Street North and N. Nelson Street.	Yes
<p><u>Overall Sector Plan Guidance:</u></p> <ul style="list-style-type: none"> ○ New proposals must evaluate the potential for an additional Metro station entrance on this site; <p><u>Site Specific Guidelines (p. 14):</u></p> <ul style="list-style-type: none"> ○ Potential site for new Metrorail entrance 	The applicant deferred to guidance from Arlington County staff regarding the provision of an additional Metro station entrance on this site. Staff believes that an additional Metrorail entrance on this site is a low priority at this time. Ridership at the Virginia Square station is among the lowest in the county and out-year ridership projections do not show a sufficient increase to warrant a second entrance to the station at this time.	Yes
<p>Objectives:</p> <ul style="list-style-type: none"> ● Increase Metro and bus ridership. Improve access by 	The residential proposal would increase ridership at the Virginia Square Metro station. Existing bus routes would not change as a result of this proposal. Staff has determined that an	Yes

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<p>adding entry points to the station.</p> <ul style="list-style-type: none"> • Improve bus access to, through, and from the station area. <p><i>Overall Sector Plan Guidance:</i></p> <ul style="list-style-type: none"> ○ Maintain existing bus routes and explore bus access to primary destinations including GMU campus and VA Square site. 	<p>additional entry point to the station is not warranted for the foreseeable future.</p>	
<p>Objectives:</p> <ul style="list-style-type: none"> • Reduce cut-through traffic in neighborhoods and implement traffic calming measures. 	<p>While the sector plan does not specifically address cut-through traffic for this site, curb nubs and a median extension are proposed with this site plan, which are traffic calming measures.</p>	<p>Yes</p>
<p><i>Overall Sector Plan Guidance:</i></p> <ul style="list-style-type: none"> ○ Redesign 10th Street and Fairfax Drive intersections to facilitate pedestrian use; 	<p>The site plan would maintain Fairfax Drive as a boulevard and lengthen the existing median past the pedestrian crosswalk to provide a pedestrian refuge at N. Monroe Street.</p>	<p>Yes</p>
<ul style="list-style-type: none"> ○ Install and synchronize traffic signals along Fairfax Drive to improve vehicular flow and pedestrian circulation; 	<p>Staff recommends the applicant provide a new traffic signal at Fairfax Drive and N. Monroe Street as part of this site plan.</p>	<p>Pending discussion with the applicant</p>
<ul style="list-style-type: none"> ○ Maintain Fairfax Drive as a boulevard and narrow N. Monroe Street north of Fairfax; 	<p>The proposal would narrow N. Monroe Street (by 4') and North Nelson Street (by 2').</p>	
<p>Objectives:</p> <ul style="list-style-type: none"> • Improve informational and directional signs that direct people to local destinations 	<p>The sector plan does not specifically address the Virginia Square site with regard to this neighborhood-wide issue.</p>	<p>N/A</p>

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Goal: Provide neighborhood serving retail and services		
Objectives: <ul style="list-style-type: none"> • Provide everyday service and retail establishments in new construction <u>Site Specific Guidelines:</u> <ul style="list-style-type: none"> ○ Recommended Uses - Street level retail w/ cultural/educational emphasis (p. 16) ○ Retail should have frontage on Fairfax Drive or the plaza, with entrances at corner locations and transparent doors. (P. 17) 	<p>The proposal includes 3,115 square feet of ground floor retail along the Fairfax Drive street frontage. The proposed retail location is consistent with build-to requirements for street-facing retail and would have direct entrances from Fairfax Drive and the adjacent public plaza.</p>	<p>Yes</p>
<ul style="list-style-type: none"> • Maintain medical offices in Virginia Square 	<p>This objective is not applicable for this site, as it specifically references sites west of N. Nelson Street.</p>	<p>N/A</p>
Goal: Establish Virginia Square as a place with a diverse population		
Objectives: <ul style="list-style-type: none"> • Attract families, singles, students, faculty, artists, small business owners, professionals, and others by providing a variety of housing types, prices, and ownership options. 	<p>The proposed unit mix includes roughly 25% studios, 50% 1-bedroom units, and 25% 2-bedroom units. Of the 265 units of rental units proposed, 14 would be on-site affordable dwelling units.</p>	<p>Yes</p>
<ul style="list-style-type: none"> • Provide quality residential housing opportunities with the most density located closest to the Metro station and along Fairfax Drive. 	<p>The proposal would locate high-density residential development across the street from the Virginia Square Metro station.</p>	<p>Yes</p>
<ul style="list-style-type: none"> • Of all projected new residential units (approximately 1,500), achieve a minimum of five percent as affordable units for low- and moderate-income 	<p>The proposal provides 14 on-site affordable dwelling units, for 5.2% of the total unit count, the majority of which are 2-bedroom units.</p>	<p>Yes</p>

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<p>residents. Obtain at least 5 percent of affordable units within the base density in the East End.</p> <p><u>Overall Sector Plan Guidance:</u></p> <ul style="list-style-type: none"> Encourages on-site affordable dwelling units via the use of bonus density; expects at least 5% of new units to be affordable. (p. 76-78) 		
<ul style="list-style-type: none"> Preserve the quantity of existing affordable housing units in garden apartment complexes and those received through previous site plan projects located mostly south of Wilson Boulevard. 	This objective is not applicable to the Virginia Square site.	N/A
<ul style="list-style-type: none"> Encourage an influx of people both day and evening with a sound mix of land uses including residential, office, education, retail, and cultural uses. 	The project would include a mix of retail, cultural/educational, and residential uses, which could help contribute to the day and evening activity in the area. However, the proposal would not include office uses.	Maybe
Goal: Provide sufficient parking for proposed activities		
<p>Objectives:</p> <ul style="list-style-type: none"> Emphasize short-term, on-street, and shared parking and, where deemed necessary by the County, public garage space to obtain more readily available parking in Virginia Square. 	<p>Through the reduction of curb cuts and the proposed introduction of multi-space meters, on-street, short-term parking would increase by three spaces (from 16 to 19 spaces) under this proposal.</p> <p>Of the 262 parking spaces proposed, 23 parking spaces would</p>	On-street parking: Yes

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<p><u>Overall Sector Plan Guidance:</u></p> <ul style="list-style-type: none"> ○ Street-level commercial uses should have sufficient on- and off-street short-term parking; ○ Maximize on-street parking to support a variety of uses; ○ Improve parking efficiency by requiring shared parking in all new office and residential construction. (p.73) 	<p>accommodate shared public parking for the retail use, cultural use, and visitors.</p>	<p>Shared parking: Yes</p>
<p><u>Site Specific Guidelines (p. 16-17):</u></p> <ul style="list-style-type: none"> ○ Parking garages should be fully below grade 	<p>The project would include a four level underground garage with 262 parking spaces.</p>	<p>Yes</p>
<ul style="list-style-type: none"> ○ Consider use of group parking meter devices to minimize sidewalk clutter 	<p>The applicant has agreed to install multi-space meters on the adjacent streets that do not already have these facilities.</p>	<p>Yes</p>
<ul style="list-style-type: none"> ○ Off-street parking should be provided as required per the Zoning Ordinance 	<p>The proposal includes a request for a modification of use to reduce the required off-street parking ratio for multi-family dwellings from 1.0 space per dwelling unit to 0.9 spaces per dwelling unit. However, the proposed ratio is supported by staff, as it further MTP policies, the project is well-served by transit, an enhanced TDM is proposed, and off-site transportation infrastructure improvements are proposed.</p>	<p>No</p>
<ul style="list-style-type: none"> ○ On-street parking is strongly encouraged on all streets; curb cuts and driveways should be consolidated to maximize on-street parking 	<p>All vehicular access would be provided via adjacent curb cuts for parking and loading along N. Nelson Street. The proposal would reduce the overall number of curb cuts on the site. In addition, on-street parking would increase by 3 spaces.</p>	<p>Yes</p>
<ul style="list-style-type: none"> • Increase parking spaces both on and off street to meet the parking needs for residents, employees, visitors, retail businesses, churches, and cultural 	<p>The proposal would increase the amount of on-street parking on the adjacent streets by 3 spaces. The project would also include 23 spaces that would be available to the public for users</p>	<p>Yes</p>

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<p>facilities in the Virginia Square Area.</p> <p><u>Overall Sector Plan Guidance:</u></p> <ul style="list-style-type: none"> ○ Sufficient parking should be provided for cultural/educational uses; <p><u>Site Specific Guidelines (p. 16-17):</u></p> <ul style="list-style-type: none"> ○ Provide shared parking to serve community facilities and general community in off-peak hours 	<p>of the retail and cultural/educational spaces.</p>	
<ul style="list-style-type: none"> ○ Retail, visitor, or other short-term parking should be located near the main garage entrances. 	<p>The public parking spaces would be located on the first level of the underground garage, separate from off-street parking for building residents.</p>	<p>Yes</p>
<ul style="list-style-type: none"> ○ Adequate space for loading should be provided, avoiding major pedestrian routes and screened from view along Fairfax Drive 	<p>Access to the loading area and parking garage would be provided via one curb cut on N. Nelson Street, located over 100' from its intersection with Fairfax Drive. N. Nelson Street, which was identified as a suitable location for vehicular access for the site per the sector plan, was preferred over N. Monroe Street as it has less pedestrian activity.</p>	<p>Yes</p>