



# CITY OF FAIRFAX

## Department of Community Development & Planning

### Planning Commission Work Session

#### WORK SESSION DATE

July 22, 2019

#### POTENTIAL APPLICANT

Sunrise Senior Living  
Development, Inc.

#### OWNER

The Hill, A Davies Family LLC

#### AGENT

Robert Brant, Attorney

#### PARCEL DATA

*Tax Map ID*  
57-4-02-040

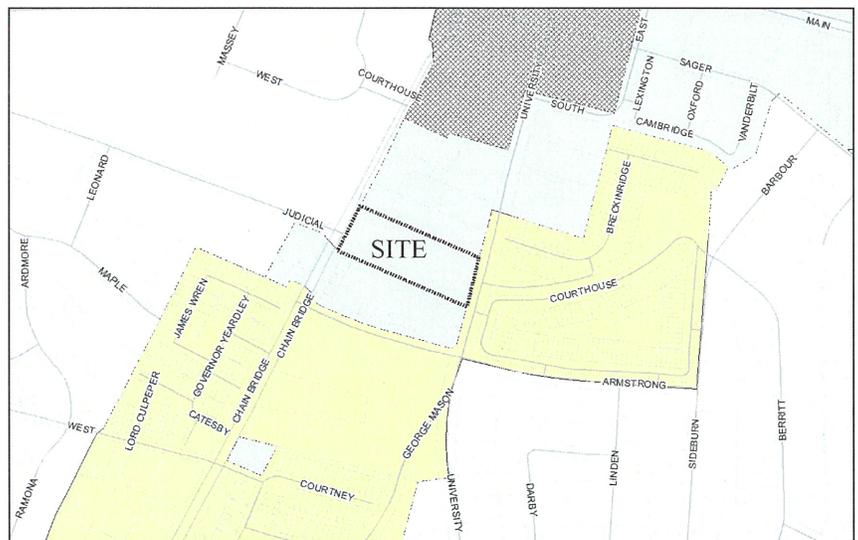
*Street Addresses*  
4131 Chain Bridge Road

*Zoning District*  
RM Residential Medium

*Overlay District*  
Old Town Fairfax Transition  
Overlay District

#### APPLICATION SUMMARY

The potential applicant proposes to replace an existing two-story single-family home on 2.69 +/- acres with a mix of 80 assisted living and 80 congregate living unit facility with below grade and surface parking. The proposal may require a rezoning from RM Residential Medium to CU Commercial Urban, a Special Use Permit to allow an assisted living facility and congregate living facility in the Commercial Urban or another district, various Special Exceptions and a Certificate of Appropriateness.



**BACKGROUND INFORMATION**

The subject property is a 2.69 +/- acre parcel with a two-story single-family detached home. The 3,448 square foot Colonial style single-family home was built in 1916. The property has street frontage on University Drive and Chain Bridge Road. Sidewalks are present along the property frontage on University Drive and Chain Bridge Road. The site is approximately 250-feet from Armstrong Street to the south. The subject property has an existing curb cut onto Chain Bridge Road, which is approximately 100-feet from the centerline of the T-intersection of Chain Bridge Road and Judicial Drive.

Further information on adjacent properties is provided below:

Direction	Existing Land Use/Uses	Zoning	Future Land Use
Site	Residential – Single detached/ Single-family home	RM, Residential Medium Old Town Fairfax Transition Overlay District	Activity Center
North	Commercial-Office/Bank	CO, Commercial Office Old Town Fairfax Transition Overlay District	Activity Center
South	Commercial-Condo/Office	PD-C, Planned Development Commercial	Activity Center
East	Residential Townhouse	RT, Residential Townhouse	Townhouse/Single Family Attached Neighborhood
West	Commercial Retail/Restaurant; Commercial-Condo/Office; Fairfax County/Courthouse	CR, Commercial Retail; CL, Commercial Limited;	Commercial Corridor; Public Facilities

The Comprehensive Plan Future Land Use designation for the subject property is Activity Center. The surrounding land use designations are Activity Center, Townhouse/Single-Family Attached Neighborhood and Commercial Corridor (See Attachment 3). The subject property has a zoning district of RM Residential Medium. The surrounding zoning districts are CR Commercial Retail, CO Commercial Office, CL Commercial Limited, RT Residential Townhouse and PD-C Planned Development – Commercial (See Attachment 4). The subject property is surrounded by a mixture of residential and non-residential uses that range from offices, a financial institution to townhouses, a restaurant, and the Fairfax County Courthouse complex (See Attachment 2).

**CONCEPTUAL PROPOSAL**

The potential applicant proposes to replace an existing single-family home on 2.69 +/- acres with a mix of 80 assisted living and 80 independent living units with below grade and surface parking in the Transition Overlay District. Based on the initial design and elevations, the proposed project is four stories in height with subsurface parking. The applicant proposes a rezoning from RM Residential Medium to CU Commercial Urban, which is established to provide an urban, mixed use development option for appropriate parts of the downtown area.

The proposal includes 80 assisted living and 80 independent living units in the Commercial Urban District. The independent living units and dining hall would be located in the western portion of the property, while the assisted living units will be located in the eastern portion of the property. Each component would have its own entrances, drop off areas and would be connected by a pedestrian

bridge. The conceptual plan shows two vehicular access points located on University Drive and Chain Bridge Road. Parking spaces are provided via structured and surface parking.

### **PRELIMINARY STAFF ANALYSIS:**

Staff has provided some preliminary feedback on the conceptual plan. It is noted that these observations are based on a preliminary plan and it is expected that staff will have more comments after an application is filed.

### **Planning**

1. The proposal would require a Rezoning from RM Residential Medium to CU Commercial Urban District, a Special Use Permit to allow an assisted living facility and congregate living facility in the Commercial Urban District, various Special Exceptions and a Certificate of Appropriateness. Other applications may be required based on site design.
2. The proposed application is subject to Section 3.7.3 (Old Town Fairfax Transition Overlay District) of the Zoning Ordinance.
3. Assisted Living Facility is defined in the Zoning Ordinance as “a residential care facility designed for limited care of ambulatory elderly persons, with spouses or companions when applicable, but not including any facility licensed as a health care facility by the state. A facility providing assisted living care but also licensed by the state as a nursing home or other health care facility shall be considered a nursing home.”
4. Building heights are limited to 48-feet in the Old Town Fairfax Transition Overlay District (Section 3.7.3C2). Height is defined as “the vertical distance from grade plane, as defined in §9.3.1, to the highest point of the roof line of a flat roof, to the deck line of mansard roof, and to the mean height level (midpoint) between eaves and highest ridge point for gable, hip or gambrel roof; as specified in the Virginia Uniform Statewide Building Code (USBC).” Grade plane is a reference plane representing the average of finished ground level adjoining the building at exterior walls. Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or, where the lot line is more than six feet from the building, between the building and a point six feet from the building.
5. The subject property is a through lot (double frontage lot) which is defined as “a lot that abuts two parallel streets or that abuts two streets that do not intersect at the boundaries of the lot.” On through lots, the front lot line shall be the lot line abutting the street from which access is taken (University Drive). The lot line (opposing) that is parallel to the front lot line will be considered a rear lot line (Chain Bridge Road). This information is relevant for determining the mandatory build-to line.
6. The mandatory build-to line is 50 percent with a maximum front yard of ten feet.
7. The maximum lot coverage is 90 percent and the maximum building coverage is 80 percent.
8. Staff recommends that the buildings be designed to minimize the massing of the building façade from the surrounding public streets and neighboring properties.
9. Assisted living facilities are required to provide 1 space per 4 beds and congregate living facilities are required to provide 1.5 spaces per unit. In the CU District, the parking requirement can be reduced by 10% if structured parking is provided.
10. A 10-foot sidewalk is required along the property frontage on University Drive and Chain Bridge Road in the Old Town Fairfax Transition Overlay District.
11. A landscape plan (Section 4.5.4B) and a tree management plan (Section 4.5.9.D1) are required.

12. The applicant will need to schedule a pre-application meeting with staff to share the preliminary architecture and landscaping in preparation for a work session with the Board of Architectural Review (BAR). After a formal application is submitted, the Board of Architectural Review (BAR) would review and provide a recommendation to City Council. The proposed development is subject to the City's Design Guidelines for new construction in the Architectural Control Overlay District. A Certification of Appropriateness would be required.

### **Code Administration**

1. Fire code requires access to be within 150-feet of any point on the exterior of a building.
2. Adequate dimensional (width) for the access road between the buildings shall be provided.
3. Maximum slope for fire access road is 10%.

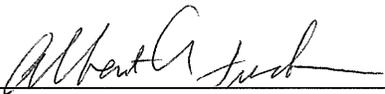
### **Public Works**

1. Staff requires that the applicant provide details on how stormwater management would occur on site.

### **Transportation**

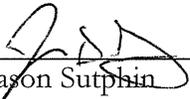
1. A traffic study is required.
2. If proposed development is going to impact the traffic signal pole on the east side of Chain Bridge Road/Judicial Road, it will require new pole, arms, heads and wiring.
3. The entrance on Chain Bridge Road will have to be right-in, right-out in any scenario as it is too close to the Judicial Drive signal to allow lefts in or out. The steep grade up to Chain Bridge Road will not be suitable for many vehicles and may severely limit the sight distance for exiting vehicles – perhaps to unacceptable levels.
4. We support the 10-foot sidewalks on both University Drive and Chain Bridge Road. However, it appears in these drawings that there is no planting strip between the sidewalk and the curb. On Chain Bridge Road this is the existing condition between Armstrong Street and North Avenue so that is fine, but on University Drive staff prefers to maintain the grass strip.
5. We would like to see improvements to the bus stop on Chain Bridge Road (shelter, seating, etc.) Independent residents are more likely to ride the bus and the bus stop is right outside their door, so it should be an attractive option.
6. Assuming the internal sidewalks match the internal roads, the 10% grade on the ramp is a steep for a sidewalk. I assume this is not ADA compliant (PROWAG is 5%). What accommodations can be made given the limitations of the site conditions?
7. Also with the internal sidewalks, will there be pedestrian access through the site (connecting University and Chain Bridge)? This is still a connection we would like to facilitate.
8. There does not appear to be access for trucks/loading zones.

**PREPARED BY:**

  
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Albert Frederick  
Senior Planner, Community Development & Planning

7/12/19  
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DATE

**REVIEWED AND APPROVED:**

  
\_\_\_\_\_  
Jason Sutphin  
Community Development Division Chief

7/12/19  
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DATE

  
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Brooke Hardin  
Director, Community Development and Planning

7/12/19  
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DATE