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04 / 13 / 2020

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## TECHNICAL MEMORANDUM

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Date: April 9, 2020  
Subject: Northfax Development – Proposed Senior Living Facility Parking Assessment

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### Introduction

This memorandum presents the findings of a parking assessment conducted for the proposed senior living facility portion of the Northfax development within the City of Fairfax, Virginia. The projection of parking space needs was assessed based on the Institute of Transportation Engineer's (ITE's) parking generation rates, past experience of the operator, and the parking requirements per the City of Fairfax's *Zoning Ordinance*; and was compared to the number of spaces planned.

As discussed in this memorandum, the Applicant is requesting the City Council to modify the parking requirement to allow for an approximately 38% reduction in the required parking spaces (from the 194 spaces required prior to any reductions to the proposed 120 spaces) for the senior living facility. Based on anticipated future demand, the proposed 120 spaces would adequately serve the future parking demand.

### Background

The Northfax development would be generally located in the northwest quadrant of the intersection of Route 123 and Fairfax Boulevard (Rte. 29/50). The proposed redevelopment of the site would require a rezoning of the property. The parcels fronting Fairfax Boulevard and Chain Bridge Road are currently zoned CR (Commercial Retail District), while the interior parcels along Orchard Street are zoned RM (Residential Medium); the Applicant is proposing to rezone the subject property from the CR and RM districts to a PD-M (Planned Development Mixed Use) district.

With the rezoning and based on current plans, the proposed Northfax development is anticipated to consist of 236 multi-family residential dwelling units (i.e., townhomes), a senior living facility with a capacity of up to 200 units, approximately 25,000 square feet of commercial use (including restaurant, office space, and general retail), and a 140-room hotel. The development is projected to be fully constructed and in operation by 2027.

### City of Fairfax Parking Requirements & Proposed Parking Supply

As noted, this memorandum assesses the parking demand and supply for the proposed senior living facility portion of the Northfax development. The senior living facility is anticipated to have an upward capacity of 200 units, split between independent living, assisted living, and memory care units. A summary of the number of units and beds by each type is provided below:

- Independent Living:
  - 76 one-bedroom units and 38 two-bedroom units (152 beds total)

- Assisted Living:
  - 54 one-bedroom units and 6 two-bedroom units (66 beds total)
- Memory Care:
  - 24 studios and 2 one-bedroom units (26 beds total)

The City of Fairfax’s *Zoning Ordinance*, adopted in June 2016 and last amended June 2019, stipulates parking ratios (i.e., the number of parking spaces per unit type or square footage) required. A summary of the City’s parking requirements relevant to the senior facility is summarized below in Table 1.

**Table 1: City of Fairfax Parking Requirements**

Land Use	Parking Requirements	Required Spaces
Independent Living	1.5 Spaces per dwelling unit*	171.00
Assisted Living	1 Space per 4 Beds	16.50
Memory Care	1 Space per 4 Beds	6.50
<b>Total</b>		<b>194</b>

*Note: (\*) The 1.5 spaces per dwelling unit is based on the City’s guidelines for multifamily type land uses. Given the average age of an independent living resident, 82 years of age, it is anticipated this parking rate would be conservative given that many are not anticipated to own or operate personal vehicles.*

As can be seen the table above, the Northfax senior facility is mandated to provide a total of 194 parking spaces per the City’s *Zoning Ordinance*. The Applicant is planning to construct a total of 6 surface and 114 garage parking spaces (totaling 120 spaces), which would account for a reduction of approximately 38% from the City’s requirements.

Of note, the City’s *Zoning Ordinance* allows for a parking reduction of 20%, which could reduce the required parking spaces to 156. Based on previous discussions with the City, the Applicant is requesting the City Council to modify the parking requirement as part of the rezoning application.

**Anticipated Parking Demand (ITE Parking Generation)**

In order to assess if the proposed number of spaces would accommodate future demand, a future parking analysis was conducted based on the parking rates and methodology presented in the Institute of Transportation Engineer’s (ITE’s) *Parking Generation Manual*, 5<sup>th</sup> edition publication.

The *Parking Generation Manual* contains statistics that describe “current state-of-the-practice understanding of the relationship between parking demand and the many characteristics associated with an individual development site or land use.” The manual presents land use descriptions and data plots for 121 land use types with various time periods, independent variables, and area types in order to provide forecasts of maximum daily parking demand.

As noted previously, the proposed senior living facility is projected to have a capacity of up to 200 units. The units would be split between independent living, assisted living, and memory care. In order to assess the parking demand, the rates for ITE Land Use Code 252 (Senior Adult Housing – Attached) were utilized for the independent living units, and the rates for ITE Lane Use Code 254 (Assisted Living) were utilized for both the assisted living units and the memory care units. The independent variable used for ITE Land Use Code 252 was based on the number of dwelling units, whereas the independent variable used for ITE Lane Use Code 254 was based on the number of beds. These independent variables coincide with the City’s guidelines for parking requirements.

The resulting parking generation is presented in Table 2 and is based on the rates for a general “urban /suburban” setting. Additional documentation from ITE is presented in the Appendix.

**Table 2: Senior Living Facility Parking Demand – Based on ITE’s Parking Generation Manual (5 ED)**

Land Use	ITE Code	Size	Daily	
			Rate	Total
Senior Adult Housing - Attached (Independent Living)	252	114 DU	0.61	70
Assisted Living (Assisted Living and Memory Care)	254	66+26 Beds	0.39	36
<b>Total</b>				<b>106</b>

As can be seen in the table above, per ITE’s *Parking Generation Manual*, the proposed senior living facility is anticipated to require a daily maximum of 106 parking spaces in order to meet future demand (inclusive of residents, staff, and visitor needs). Thus, the proposed 120 parking space supply is anticipated to adequately serve future parking demand with an excess of 14 parking spaces at any given time.

**Anticipated Parking Demand (Brightview Historic Parking Rates)**

The proposed senior living facility is anticipated to be built, owned, and operated by Brightview Senior Living. Currently, Brightview operates more than 50 senior living facility in the East Coast with many of their site operating in urban environments, such as in the Rockville Town Center and in the Woodmont Triangle area of Bethesda, Maryland. The closest facilities to the proposed Northfax site are located in the Fair Oaks and Woodburn areas of Fairfax County.

Based on an assessment of six nearby Brightview sites, located within Fairfax County (Virginia) and Montgomery County (Maryland), it is anticipated that the projected parking ratio per unit is approximately 0.56 spaces and the parking ratio per bed is approximately 0.50 spaces. A summary of the six sites is presented below in Table 3.

**Table 3: Parking Ratios of Existing Brightview Sites Near the City of Fairfax**

Name	Total units	Total Beds	Parking Space	Parking / Unit	Parking / Bed
Fair Oaks	170	196	105	0.62	0.54
West End	198	236	123	0.62	0.52
Bethesda Woodmont	113	119	42	0.37	0.35
Great Falls	88	96	57	0.65	0.59
Grosvenor	96	100	47	0.49	0.47
Woodburn	100	114	63	0.63	0.55
<b>Average</b>	<b>128</b>	<b>144</b>	<b>73</b>	<b>0.56</b>	<b>0.50</b>

Assuming the above mentioned rates of 0.56 spaces per unit and the 0.50 spaces per bed, it is anticipated that the proposed senior living facility would require a 110 parking space supply, as shown below in Table 4.

**Table 4: Senior Living Facility Parking Demand – Based on Brightview Historic Parking Rates**

Land Use	Size	Daily	
		Rate	Total
Senior Adult Housing - Attached (Independent Living)	114 DU	0.56	64
Assisted Living (Assisted Living and Memory Care)	66+26 Beds	0.50	46
<b>Total</b>			<b>110</b>

**Additional Considerations – On-Street Parking**

In addition to the 120 on-site parking spaces, Orchard Street and the future extension of Farr Avenue are anticipated to supply 39 on-street parking spaces in their right-of-way as well as a single loading space for the senior facility. Though not included in this parking assessment as per the City’s guidelines, these curb parking spaces could absorb parking demand fluctuations in excess of the 120 spaces on occasion and in excess of the 106 parking space demand as per ITE projections.

### ***Additional Considerations – Parking Utilization***

The proposed 120 parking spaces will be utilized by the facility's residents, staff, and visitors. At this time, it is not anticipated that on-site parking will be assigned or specifically designated. Of note, at other Brightview facilities, management has recommended their staff to park further way from the front door of the building. A similar practice will be recommended at this site.

### ***Additional Considerations – Alternative Transportation Amenities***

At other similar facilities, Brightview has operated company owned vehicles (vans and sedans) for the purposes of transporting residents. Brightview is planning to provide this service at the Northfax location with two vehicles (one van and one sedan). The vehicles will be operated by Brightview staff for planned activities/events as well as a pre-reserved service to take residents for errands/appointments upon request.

The van service for this site is not anticipated to operate as a Metro shuttle, but would provide residents an alternative transportation mode in order to get to and from major hotspots (such as retail centers, medical centers, community centers, and places of worship). The service will be provided routinely. Of note, this service is practiced at Brightview's Rockville Town Center location (West End), which is a close proxy for the proposed Northfax location with 198 units in a walkable, mixed-use environment.

Per a meeting between City staff and representatives of the Applicant on March 19, 2020, Transportation Demand Management (TDM) plan for the Northfax Development will be submitted as a separate document to the City of Fairfax prior to Site Plan and would include this service as a component.

## **Conclusions**

This memorandum presents the findings of a parking assessment conducted for the proposed senior living facility portion of the Northfax development within the City of Fairfax, Virginia. This memorandum supports the following conclusions:

- Based on City guidelines, the site is required to provide a total of 194 parking spaces. With a 20% reduction allowable under the City's *Zoning Ordinance*, the parking requirements could be reduced to 156 parking spaces.
  - The Applicant is proposing to construct 120 spaces for the facility's residents, staff, and visitors. The 120 spaces would constitute of 38% reduction. Based on previous discussions with the City, the Applicant is requesting the City Council to modify the parking requirement as part of the rezoning application.
- The planned 120 spaces for the senior living facility are anticipated to adequately serve the future parking demand, based on either standard ITE data or Brightview's experience at similar operational facilities.
  - Based on ITE rates, a parking supply of 106 spaces would be required in order to meet anticipated demand. Thus, the proposed 120 parking spaces would accommodate the parking demand with an excess of 14 spaces.
  - Based on Brightview historic rates of nearby sites, a parking supply of 110 would be required in order to meet anticipated demand. Thus, the proposed 120 parking spaces would accommodate the parking demand with an excess of 10 spaces.

# **Technical Appendix**

**Appendix A: Excerpts from ITE's Parking Generation Manual (5<sup>th</sup> ED)**

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Excerpts from ITE's Parking Generation Manual (5<sup>th</sup> ED)

# Land Use: 252 Senior Adult Housing—Attached

## Description

Senior adult housing consists of attached independent living developments, including retirement communities, age-restricted housing, and active adult communities. This type of housing for active senior adults can take the form of bungalows, townhouses, and apartments. These developments may include limited social or recreational services. They generally lack centralized dining and on-site medical facilities. Residents in these communities live independently, are typically active (requiring little to no medical supervision) and may or may not be retired. Congregate care facility (Land Use 253), assisted living (Land Use 254), and continuing care retirement community (Land Use 255) are related uses.

The minimum age thresholds for the study sites in the database are not known. It would be expected that a development with an age restriction of 55 would include more households with an employed resident than would a development with an age restriction of 65. How this age restriction affects parking demand cannot be determined from the available data.

## Additional Data

The average parking supply ratio for the three study sites in a general urban/suburban setting and with parking supply information is 0.9 spaces per dwelling unit.

The sites were surveyed in the 2000s in Pennsylvania.

*It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.*

## Source Number

431

# Land Use: 254 Assisted Living

## Description

An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons. It commonly has separate living quarters for residents. Its centralized services typically include dining, housekeeping, social and physical activities, medication administration, and communal transportation.

Alzheimer's and ALS care are commonly offered by these facilities, though the living quarters for these patients may be located separately from the other residents. Assisted care commonly bridges the gap between independent living and nursing homes. In some areas of the country, assisted living residences may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required. Congregate care facility (Land Use 253), continuing care retirement community (Land Use 255), and nursing home (Land Use 620) are related uses.

## Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (nine study sites), a Saturday (eight study sites), and a Sunday (nine study sites) in a general urban/suburban setting.