



Section A: Project Information

Use Type: (check/list all that apply)

Office/Institutional Residential Mixed-Use Other: _____

Overlay District: (check all that apply)

Historic District Neighborhood Conservation District Airport Hazard Zone

Section B: Land Area

Net Land Area (NLA): Area within zoning lot boundaries		NLA=	19,793	sq. ft.
Choose one, or both, of the following (a or b), not to exceed 10% of NLA	a) Credited Street Area (total adjacent frontage) x ½ width of public right-of-way	CSA=	1979	sq. ft.
	b) Credited Permanent Open Space (total adjacent frontage) x ½ public or dedicated open space	COS=		sq. ft.
TOTAL: NLA + CSA and/or COS = Gross Land Area (not to exceed NLA + 10%)		GLA=	21,772	sq. ft.

Section C: Special Protection Areas, Land Disturbance, and Impervious Area

Special Protection Areas: (check all those that apply)

Jordan Buffer Resource Conservation District 100 Year Floodplain Watershed Protection District

Land Disturbance	Total (sq. ft.)
Area of Land Disturbance (Includes: Footprint of proposed activity plus work area envelope, staging area for materials, access/equipment paths, and all grading, including off-site clearing)	22,609
Area of Land Disturbance within RCD	
Area of Land Disturbance within Jordan Buffer	

Impervious Areas	Existing (sq. ft.)	Demolition (sq. ft.)	Proposed (sq. ft.)	Total (sq. ft.)
Impervious Surface Area (ISA)	4,756	4,756	14,202	14,202
Impervious Surface Ratio: Percent Impervious Surface Area of Gross Land Area (ISA/GLA)%	21.8%	21.8%	65.23%	65.23%
If located in Watershed Protection District, % of impervious surface on 7/1/1993				



Section D: Dimensions

Dimensional Unit (sq. ft.)	Existing (sq. ft.)	Demolition (sq. ft.)	Proposed (sq. ft.)	Total (sq. ft.)
Number of Buildings	1	1,681	1	5,500
Number of Floors	1		2	
Recreational Space				

Residential Space				
Dimensional Unit (sq. ft.)	Existing (sq. ft.)	Demolition (sq. ft.)	Proposed (sq. ft.)	Total (sq. ft.)
Floor Area (all floors – heated and unheated)	1	1,681		
Total Square Footage of All Units				
Total Square Footage of Affordable Units				
Total Residential Density				
Number of Dwelling Units				
Number of Affordable Dwelling Units				
Number of Single Bedroom Units				
Number of Two Bedroom Units				
Number of Three Bedroom Units				

Non-Residential Space (Gross Floor Area in Square Feet)					
Use Type	Existing	Proposed	Uses	Existing	Proposed
Commercial					
Restaurant			# of Seats		
Government					
Institutional					
Medical					
Office		5,500 gfa			
Hotel			# of Rooms		
Industrial					
Place of Worship			# of Seats		
Other					

Dimensional Requirements		Required by Ordinance	Existing	Proposed
Setbacks (minimum)	Street	22' (OI-2)	22' (R-4)	20'
	Interior (neighboring property lines)	8' (OI-2)	8' (R-4)	4'
	Solar (northern property line)	9' (OI-2)	9' (R-4)	9'
Height (maximum)	Primary	34'	1- story house	
	Secondary	60'	1- story house	37'8.5"
Streets	Frontages	40' min	79.93'	79.93
	Widths		25' (Dobbins)	25' (Dobbins)



Section F: Adjoining or Connecting Streets and Sidewalks

Note: For approval of proposed street names, contact the Engineering Department.

Street Name	Right-of-Way Width	Pavement Width	Number of Lanes	Existing Sidewalk*	Existing Curb/Gutter
Dobbins Drive	250' (combined w/ 15-501)	25'	2	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
				<input type="checkbox"/> Yes	<input type="checkbox"/> Yes

List Proposed Points of Access (Ex: Number, Street Name):

*If existing sidewalks do not exist and the applicant is adding sidewalks, please provide the following information:

Sidewalk Information			
Street Names	Dimensions	Surface	Handicapped Ramps
Dobbins Drive (existing sidewalk)	4.7' wide	Concrete	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

Section G: Parking Information

Parking Spaces	Minimum	Maximum	Proposed
Regular Spaces	15	22	19
Handicap Spaces	1		2
Total Spaces	16	22	21
Loading Spaces	N/A	N/A	0
Bicycle Spaces	7		8
Surface Type	2" SF9.5A // 8" ABC in parking spaces		

Section H: Landscape Buffers

Location (North, South, Street, Etc.)	Minimum Width	Proposed Width	Alternate Buffer	Modify Buffer
Dobbins Drive // Type C Buffer Req.	20'	10'	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
North (Rear) // Type C Buffer Req.	20'	15'	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
West // Type B Buffer Required	20'	8'	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
East // Type C Buffer Req.	10'	4'	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes



Section I: Land Use Intensity

Existing Zoning District:
 Proposed Zoning Change (if any):

Zoning – Area – Ratio			Impervious Surface Thresholds			Minimum and Maximum Limitations	
Zoning District(s)	Floor Area Ratio (FAR)	Recreation Space Ratio (RSR)	Low Density Residential (0.24)	High Density Residential (0.50)	Non-Residential (0.70)	Maximum Floor Area (MFA) = FAR x GLA	Minimum Recreation Space (MSR) = RSR x GLA
OI-2-CZ	.264	N/A	N/A	N/A	N/A	5,747	N/A
TOTAL	.264						
RCD Streamside	N/A	0.01					N/A
RCD Managed	N/A	0.019					N/A
RCD Upland	N/A	N/A					N/A

Section J: Utility Service

Check all that apply:

Water	<input checked="" type="checkbox"/> OWASA	<input type="checkbox"/> Individual Well	<input type="checkbox"/> Community Well	<input type="checkbox"/> Other
Sewer	<input checked="" type="checkbox"/> OWASA	<input type="checkbox"/> Individual Septic Tank	<input type="checkbox"/> Community Package Plant	<input type="checkbox"/> Other
Electrical	<input checked="" type="checkbox"/> Underground	<input type="checkbox"/> Above Ground		
Telephone	<input checked="" type="checkbox"/> Underground	<input type="checkbox"/> Above Ground		
Solid Waste	<input checked="" type="checkbox"/> Town	<input type="checkbox"/> Private		

Written Narrative

This rezoning requests to rezone 1751 Dobbins Drive (the “Property”) from the Residential-4 (R-4) zoning district to the Office Institutional-2 (OI-2) zoning district to allow the development of two office buildings totaling 5,000 square feet. The buildings will be one and two-stories and connected by a shared lobby. The rezoning is requested to develop permanent office space for a local company.

The buildings will be served by 16 parking spaces, 7 bicycle parking spaces, and access will be provided from Dobbins Drive. No access will be provided from the road serving Dobbins Hill Apartments. A bus stop is located at the adjacent property and employees will be encouraged to use transit.

Stormwater management will be provided through underground stormwater retention, and landscaping will be provided around the property to serve as a buffer. The underground cistern is proposed in the front of the site to design with existing topographic patterns.

The building will be two-stories tall, with large windows and a wedge-style roofline will make the structure architecturally interesting and impactful along the 15-501 corridor. Architectural considerations will allow for design of the building that will stimulate interest from 15-501 while remaining compatible with residential uses to the west and north.

Statement of Justification to Rezone 1751 Dobbins Drive

This application requests to rezone 1751 Dobbins Drive (the “Property”) from the Residential-4 (R-4) zoning district to the Office/Institutional-2 (OI-2) zoning district. The Property is currently used for a single-family residential dwelling in a predominately commercial use area of the Town, along the 15-501 corridor. Zoning amendments are permitted in the Land Use Management Ordinance (LUMO) to a) to correct a manifest error in the appendix; or b) because of changed or changing conditions in a particular area or in the jurisdiction generally; or c) to achieve the purposes of the comprehensive plan. This Statement of Justification demonstrates that this fully satisfies criteria b) and c) of Section 4.4, as described below. Details regarding the design of the site, proposed use, and other features of redevelopment are provided in the Written Narrative.

b) because of changed or changing conditions in a particular area or in the jurisdiction generally

The area containing the Property has changed drastically in the previous decades, resulting in a context that is no longer appropriate for single-family residential use. This is evidenced as the Property contains the only remaining single-family residential dwelling in the area; surrounding properties have been recently redeveloped to office, multi-family residential, and retail communities. The Property is adjacent to 15-501, a median-separated arterial and contributes towards noise and light pollution that is incompatible for single-family residential dwelling. This zoning change proposes to change the land use to more appropriately blend in with the non-residential neighborhood, contribute towards the tax base, and capitalize on the strategic location of the property for non-residential development.

The proximity and visibility of the site to large traffic volumes position it advantageously to accommodate non-residential land uses. Access to the site is provided from Dobbins Drive via 15-501 and does not require vehicular traffic to traverse through a residential neighborhood. Bus access to the property is also possible with a bus stop located at the adjacent property, allowing employees and visitors alike to access the property using means other than car. Locating non-residential development near a transit stop demonstrates private investment capitalizing on public investment in transportation.

c) to achieve the purposes of the comprehensive plan.

This application will achieve the purposes of the comprehensive plan. The Property is located within the *North 15-501 Future Focus Discussion Area and the*. The request to rezone to the OI-2 zoning designation strives to achieve the stated goals of the Future Focus Area, and will achieve one of the stated preferred land uses for this location in the Comprehensive Plan: *Mixed Use/Office/Commercial Emphasis*. Additional analysis of supporting Comprehensive Plan language is provided in the Comprehensive Plan Letter of Justification.