

**CITY OF VENICE**  
**Planning & Zoning Department**

**Memorandum**

**TO:** Planning Commission  
**FROM:** Scott Pickett, AICP, Senior Planner  
**THRU:** Jeff Shrum, AICP, Development Services Director  
**SUBJECT:** Land Development Code Text Amendment (No. 17-01AM.1)  
**DATE:** April 3, 2017

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**Petition Request Overview**

PGT Industries, Inc. submitted the subject Land Development Code (LDC) text amendment application to:

1. Amend the Planned Industrial Development (PID) zoning district use regulations (Section 86-132(c)) to add principal parking as a new permitted use, and
2. Amend the Definitions section of the LDC to add the following new definition for the term principal parking.

*Parking, principal* means any parking garage or surface level parking lot at which the parking of vehicles is the principal use of the lot or parcel and whether operated by commercial or private purposes.

The proposed text amendment is requested to allow PGT Industries, Inc. to move forward with its plans to develop a stand-alone parking facility on two Triple Diamond Commerce Park lots which is needed in conjunction with PGT Industries, Inc. manufacturing plant expansion in the Laurel Interchange Business Center.

The requested new PID district permitted use (principal parking), if approved, would apply to all PID zoned property in the city. The requested new definition of principal parking, if approved, would apply to all properties in the city.

**Consistency with the Comprehensive Plan**

There are no comprehensive plan policies that specifically address principal parking in planned industrial future land use designations. However, Policy 13.3 of the Future Land Use & Design Element provides the following policy on industrial future land uses.

Policy 13.3     **Industrial Future Land Uses.** Industrial future land uses are intended to support existing and future industrial areas. The City's industrial areas are designed to provide community members sustainable employment centers and necessary services. These areas are intended to be accessible via a variety of transportation alternatives.

Allowing principal parking or stand-alone parking, as defined by the proposed definition of principal parking, on an industrial lot or parcel can advance the sustainability of expanding employment centers. When manufacturing facilities expand, that physical expansion is intended to expand capacity and enhance operations. Such expansion does not necessarily occur with development progressing from one lot or parcel to the next. Depending on the nature

and configuration of an existing manufacturing plant, expansion of the existing plant may be the most efficient way to grow. Such expansion may then displace ancillary facilities on the property such as parking or drainage facilities. In this case, allowing a PID-zoned lot or parcel to developed as a parking facility facilitates manufacturing plant expansions and thereby enhances the sustainability of the city's employment centers.

***Staff Finding:*** *Based on the above planning analysis, the proposed text amendment is consistent with the comprehensive plan.*

#### Compliance with the Land Development Code (LDC)

To be found in compliance with the LDC, the proposed text amendment needs to be found consistent with the intent and purpose of the PID district, which is found in Section 86-132(a) and provided below:

(a) *Intent and purpose.* A zoning district classification, to be designated as a planned industrial development district (PID), is hereby established. It is the intent of this district that it be used for industrial activity, promoting thereby, in connection with such industrial activity, more efficient and economical land use, harmony in physical design and industrial relationships, variety and amenity in industrial development, and the protection of adjacent and nearby existing and future nonindustrial uses and activities. It is further the intent of this district that it be so located in relation to major thoroughfares that resulting traffic generated by industrial activity will not be channeled through residential areas or unduly interfere with traffic on major thoroughfares.

The above provision does not contain language which directly addresses the new proposed permitted use and new proposed definition, nor is there language which suggests that principal parking is not an appropriate use in the PID district.

In part, the intent and purpose of the PID district is to promote industrial activity through more efficient and economical land use. As discussed in the comprehensive plan consistency portion of this report, the principal use of a PID district lot or parcel as a parking facility can support the efficient use of land in when a manufacturing plant expands.

***Staff Finding:*** *Based on the above planning analysis, the proposed text amendment is in compliance with the Land Development Code.*

#### Review for Conflict with Previously Approved PID Districts

Staff reviewed existing PID districts to ensure that the proposed text amendment does not conflict with any provision of PID rezone approvals. Staff found no such conflict.

***Staff Finding:*** *The proposed text amendment does not conflict with any existing PID rezone approval.*

#### Text Amendment

The attached draft ordinance is presented in a legislative ~~striketrough~~/underline format. The proposed amendment to the PID district includes only the addition of principal parking as new permitted uses in the district. All other PID district regulations are unchanged. In addition, the definition section of the LDC is amended by add a new definition for the term "parking, principal".