



***Project: PGT Connector Building***  
**Site and Development Plan Petition No. 17-04SP**  
**Special Exception Petition No. 17-07SE**

**Staff Report**

**Owners:** PGT Industries, Inc.

**Agent:** D. Shawn Leins, P.E., AM Engineering, Inc.

**Addresses:** 3429 & 3419 Technology Drive and 104 & 108 Bluegrass Court

**Parcel ID #s:** 0378-02-0004, 0378-02-0005, 0377-15-0007, and 0377-15-0008

**Parcel Size:** 10.5 acres ±

**Future Land Use Designations:** Industrial-Commercial and Industrial

**Zoning District:** Planned Industrial Development (PID)

**Summary of Site and Development Plan:**

The applicant proposes to expand an existing industrial facility. Proposed improvements include:

- A 28,000 square foot building addition which will connect two existing industrial buildings in the Laurel Interchange Business Center,
- The modification of existing off-street parking facilities on the developed property in the Laurel Interchange Business Center and the development of a new off-street parking and trailer storage facility on two lots in the Triple Diamond Commerce Plaza located adjacent to PGT's industrial facility in the Laurel Interchange Business Center.
- Associated improvements including but not limited to landscaping, drainage and utilities.

**Summary of Special Exception Petition:**

In conjunction with the concurrently processed site and development plan petition, a request for the following code modifications:

1. Section 86-132(h)(4)a to reduce the minimum setback for structures or activities from 25 feet from a PID boundary to zero feet to allow a driveway which will connect PGT-owned property in the Triple Diamond Commerce Plaza PID and the Laurel Interchange Business Center PID.
2. Section 86-412(a) to reduce the minimum width of off-street parking spaces from ten feet to nine feet, and reduce the minimum width of one parking aisle from 24 feet to 20 feet.

**Technical Review Committee (TRC):** Subject to special exception approval of the requested code modifications, the subject petitions have been reviewed by the TRC and has been found in compliance with the regulatory standards of the City Code of Ordinances.

## I. INTRODUCTION/BACKGROUND

There have been three site and development plan approvals for the property PGT now owns in the Laurel Interchange Business Center (LIBC). The following is a summary of those approvals:

- 1996 Site and Development Plan – The first development, requested by Solar City, Inc., was associated with Site and Development Plan Petition No. 96-09SP which approved a 15,000-square foot warehouse building on parcel no. 0378-02-0004 for the wholesale warehouse and distribution of solar water heaters and pool equipment.
- 2003 Site and Development Plan Amendment – In 2003, PGT Industries, Inc. purchased the parcel and submitted Site and Development Plan Amendment Petition No. 96-09SP.1 to expand the existing building, convert it to a glass plant and make a driveway connection to the abutting PGT assembly facility.
- 2004 Site and Development Plan Amendment – Shortly after the approval of the site and development plan amendment, in 2004 PGT purchased the abutting LIBC parcel no. 0378-02-0005 and in 2005 submitted Site and Development Plan Amendment Petition No. 96-09SP.2 to expand the glass plant on the recently purchased property.

No land development petition has been approved by the city on the two lots located in the Triple Diamond Commerce Park. Without city approval PGT constructed the driveway connecting the LIBC glass plant to the abutting parcel to the north in the TDCP, and constructed the existing gravel parking facility on parcel no. 0377-15-0007 and on part of parcel no. 0377-15-0008. The subject site and development plan and special exception petitions has been submitted by the owner to remedy this outstanding issue.

City Council recently approved Ordinance No. 2017-12 to add child care centers and principal parking as permitted use in the Planned Industrial Development (PID) district and add a definition of principal parking which reads as follows:

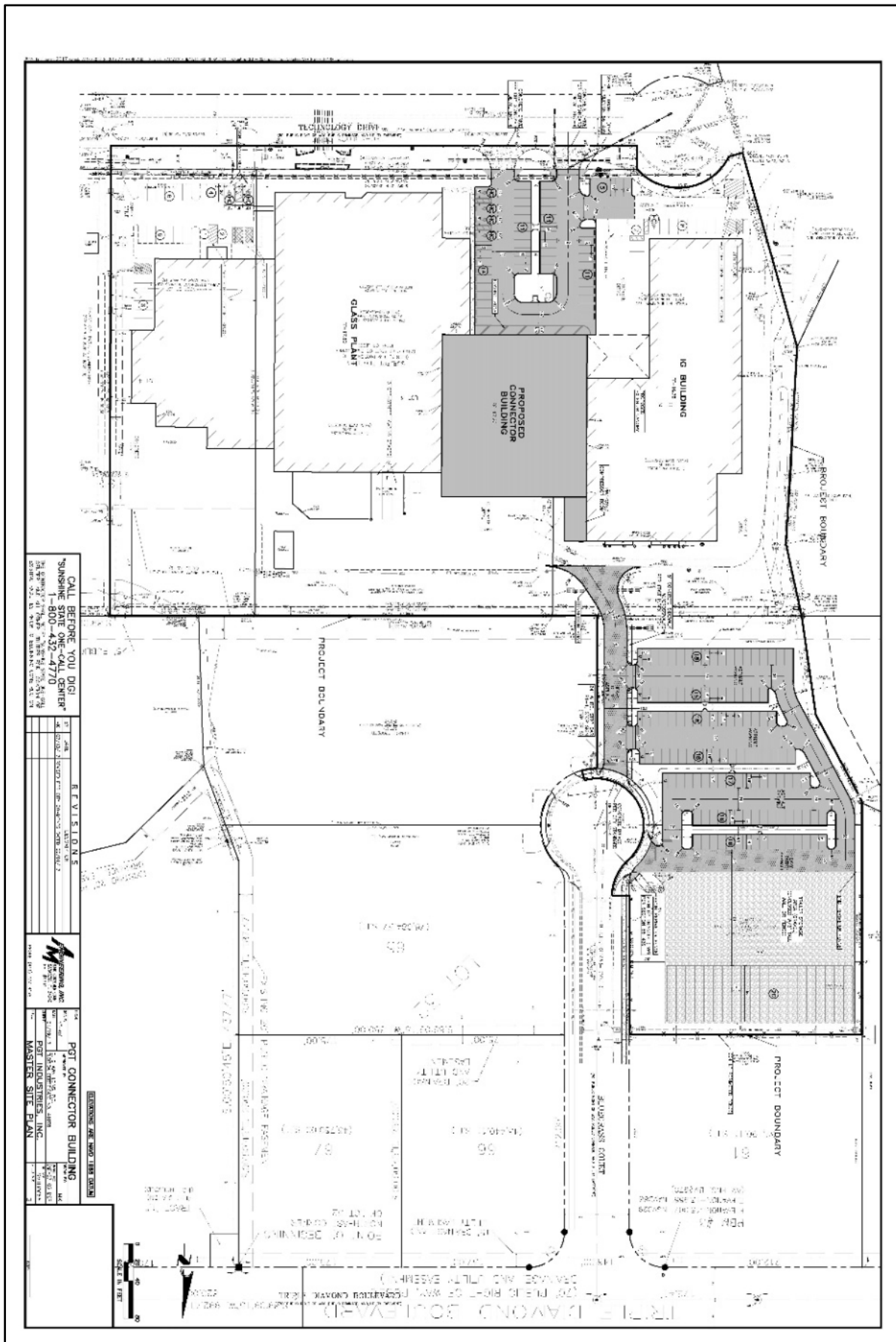
*Parking, principal means any parking garage or surface level parking lot at which the parking of vehicles is the principal use of the lot or parcel, whether operated for commercial or private purposes, and is directly associated with a permitted use on abutting property or both parcels are under common ownership.*

The ordinance was necessary to allow an off-street parking facility without a principal use on the TDCP lots. Site & Development Plan Petition No. 17-04SP was submitted on May 10, 2017 in advance of the zoning ordinance amendment. Special Exception Petition No. 17-07SE was submitted on July 27, 2017 after the applicant chose to request code modifications associated with the site and development plan.

## II. PROJECT SUMMARY

The subject site and development plan proposes improvements on four PID-zoned parcels, two of which are in the Laurel Interchange Business Center (LIBC) and two of which are in the Triple Diamond Commerce Plaza (TDCP). Improvements on the LIBC parcels include a 28,000 square foot building addition which will connect two manufacturing buildings, modifications to existing parking facilities, landscaping and drainage improvements, and a driveway which connects the LIBC and TDCP properties. Improvements on the TDCP parcels include a 116 space off-street parking facility, a gravel trailer storage area designed to store twenty trailers, landscaping and drainage improvements, and a driveway which connects the LIBC and TDCP properties. Figure 1 on the following page is the master site plan drawing that shows the proposed improvements on the subject property.

**FIGURE 1: Master Site Plan Drawing**



Approval of the site and development plan as currently designed requires special exception approval of modifications from the following Land Development Code standards:

- Section 86-132(h)(4)a to reduce the minimum setback for structures or activities from 25 feet from a PID boundary to zero feet to allow a driveway which will connect PGT-owned property in the Triple Diamond Commerce Plaza PID and the Laurel Interchange Business Center PID.
- Section 86-412(a) to reduce the minimum width of off-street parking spaces from ten feet to nine feet, and reduce the minimum width of one parking aisle from 24 feet to 20 feet.

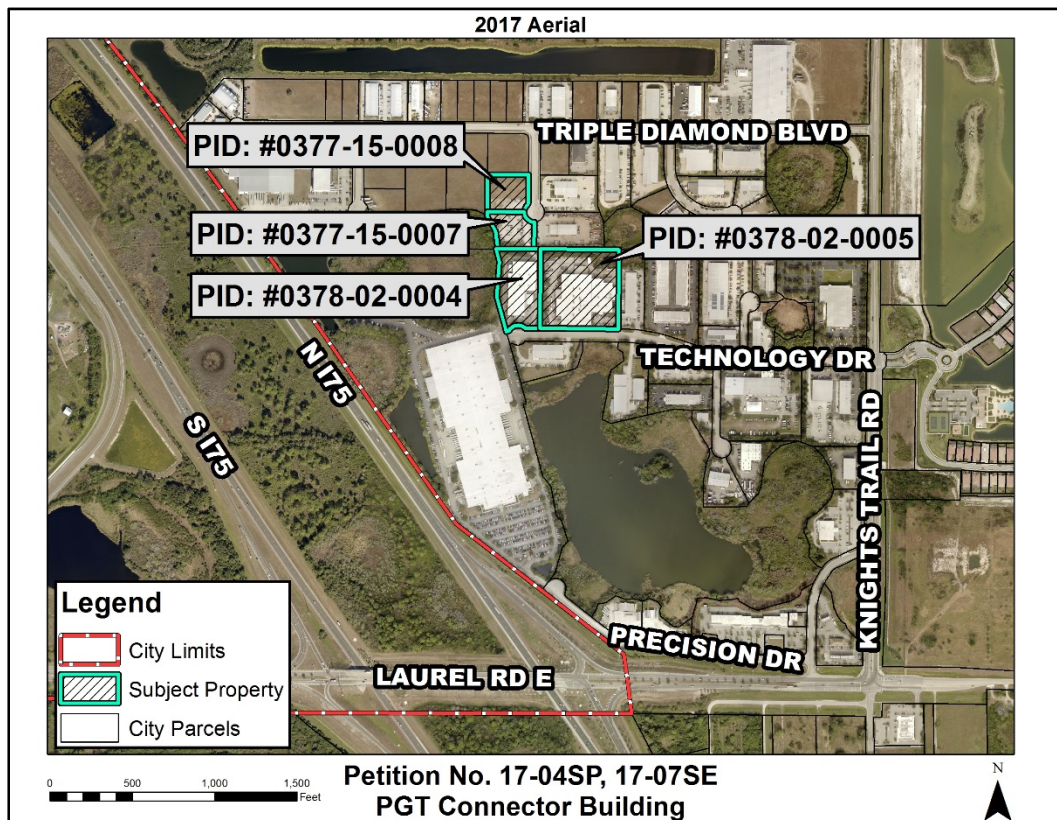
Planning analysis for the requested code modifications is provided in Sections VI and VII of this staff report.

### III. SUBJECT PROPERTY/SURROUNDING AREA INFORMATION

#### On- and Off-Site Conditions:

The subject property and surrounding properties are shown on Map 1. The two southern subject parcels in the Laurel Interchange Business Center (LIBC) are developed manufacturing facilities. The two northern subject parcels in the Triple Diamond Commerce Plaza (TDCP) have a non-permitted off-street parking/storage facility. There is also a non-permitted gravel driveway which provides a vehicular connection between the LIBC and TDCP parcels. Surrounding properties are undeveloped industrial park lots or lots with existing commercial/industrial businesses. On the following two pages are a series of photos which show on-site conditions of the subject property.

**MAP 1: Aerial Photograph**







One of two adjacent existing PGT manufacturing facilities in Laurel Interchange Business Center (LIBC)



The second PGT manufacturing facility in the LIBC



The proposed addition will connect the two existing buildings



The applicant seeks approval of an existing driveway to connect the manufacturing facilities in LIBC with the proposed parking/storage area on adjacent Triple Diamond Commerce Plaza (TDCP) property



The applicant seeks approval of an existing parking/storage area on two lots in the TDCP

Existing uses, current zoning and the future land use designation of surrounding properties are provided in the table on the following page.

Direction	Existing Use(s)	Current Zoning	Future Land Use Designation
North	Commercial/industrial businesses and vacant industrial park lots	Planned Industrial Development (PID)	Industrial-Commercial
West	Preserved wetland and vacant industrial park lots	PID	Industrial-Commercial, Industrial, and Recreation and Open Space
South	Commercial/industrial businesses and preserved wetland	PID and Open Use Conservation (OUC)	Industrial and Recreation and Open Space
East	Commercial/industrial businesses	PID	Industrial-Commercial and Industrial

### **Flood Zone Information:**

The FEMA Flood Insurance Rate Map (FIRM) shows the subject property is in a Zone X FIRM designation with moderate to low flood risk. The Zone X designation is not identified as a Special Flood Hazard Area and therefore not subject to base flood elevation requirements. Development of the property will be subject to compliance with applicable FEMA requirements.

### **Future Land Use:**

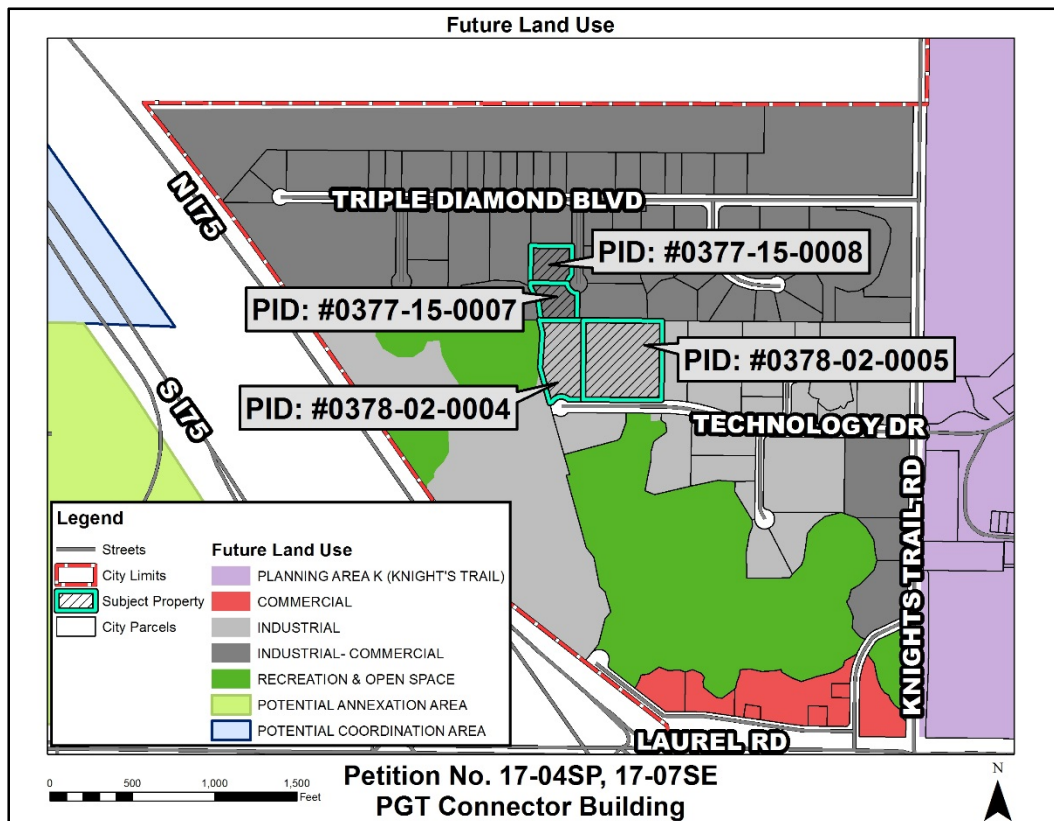
The future land use map (see Map 2 on the following page) shows the future land use designations of the subject property and surrounding properties. The future land use designation for the portion of the subject property in the TDCP is Industrial-Commercial. This designation is planned for activity centers that include a mix of commercial businesses, retail operations, office, manufacturing, wholesaling, storage, and distribution/shipping facilities, and workforce housing by conditional use. The total square footage of industrial-commercial uses shall not exceed a floor area ratio (FAR) of 2.0.

The future land use designation for the portion of the subject property in the LIBC is Industrial. This designation is planned for activity centers that include manufacturing, wholesaling, storage, and distribution/shipping facilities. The total square footage of industrial uses allowed shall not exceed a floor area ratio (FAR) of 2.0.

## Existing Zoning:

Map 3 on following page shows the existing zoning designation of the subject property as well as surrounding properties. The subject property currently has a Planned Industrial Development (PID) zoning designation. With one exception, all surrounding properties have the same PID zoning designation. The exception is a preserved wetland south of the subject property with an Open Use Conservation (OUC) zoning designation.

### MAP 2: Future Land Use Map



Section 86-132(a) specifies the PID district is intended to be used for industrial activity, promoting thereby, more efficient and economical land use, harmony in physical design and industrial relationships, variety and amenity in industrial development, and protection of adjacent and nearby existing and future nonindustrial uses and activities.

The Triple Diamond Commerce Park PID includes the following two development standards:

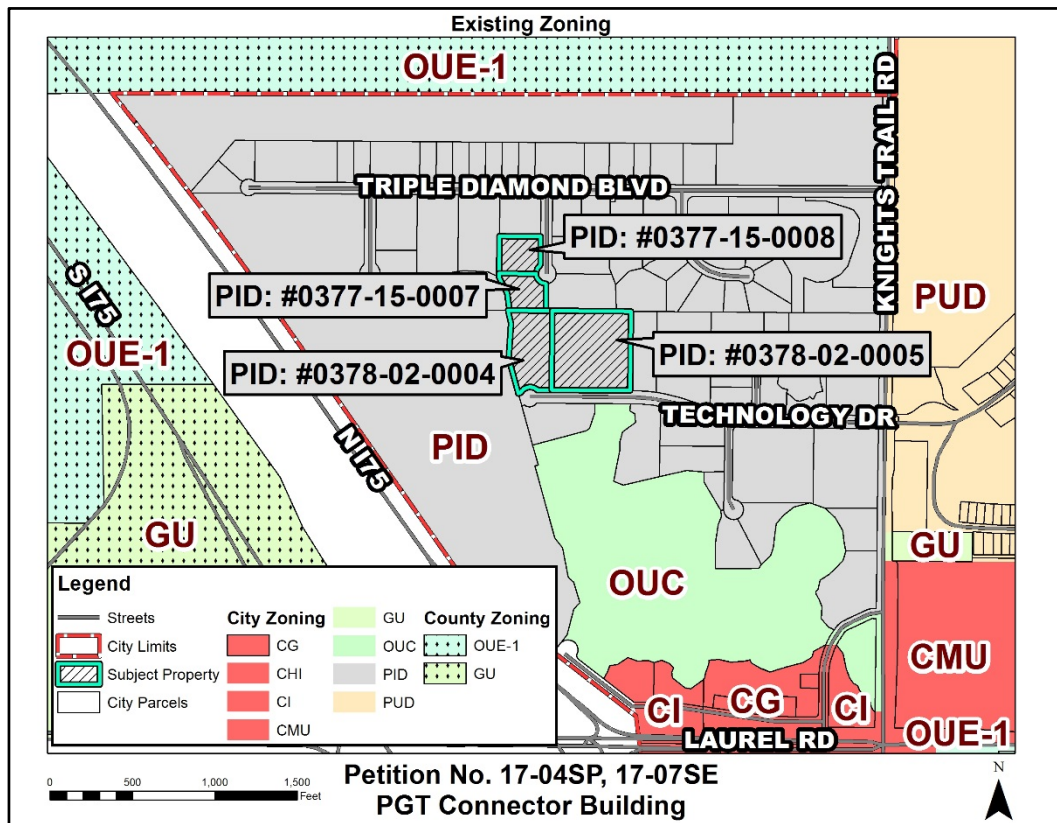
- A minimum 20-foot front yard setback shall be provided for lots within the PID development
- An average lot width of 100 feet shall be provided for industrial or wholesaling uses

The Laurel Interchange Business Center (LIBC) PID has no development standards that specifically apply to the LIBC PID. The rezone ordinance approving LIBC included no binding master plan or development standards. The rezone ordinance only changed the zoning designation of the subject property to Planned Industrial Development (PID).

Other development standards are contained in the PID district regulations as well as applicable standards contained in the Land Development Code.



### MAP 3: Existing Zoning Map



#### IV. PLANNING ANALYSIS FOR SITE AND DEVELOPMENT PLAN PETITION NO. 17-04SP

This section of the report evaluates the site and development plan petition for 1) consistency with the comprehensive plan, 2) compliance with the TDCP PID and the Land Development Code, and 3) compliance with the city's concurrency management regulations and the project's expected impacts on public facilities.

##### Consistency with the Comprehensive Plan:

The subject property has industrial and industrial-commercial future land use map designations. The existing and proposed expanded manufacturing facility is consistent with both designations.

The maximum floor area ratio (FAR) in both designations is 2.0. The proposed FAR for the entire site and development plan area is 0.34. The proposed FAR for the portion of the site and development plan in which buildings are proposed (the two LIBC parcels) is 0.45.

Policy 8.2 of the comprehensive plan requires that site and development plan petitions undergo a land use compatibility review to ensure the character and design of the development are compatible with existing neighborhoods. Considerations for determining compatibility include the following:

- Protection of single-family neighborhoods from the intrusion of incompatible uses
- Prevention of the location of commercial or industrial uses in areas where such uses are incompatible with existing uses
- The degree to which the development phases out nonconforming uses in order to resolve incompatibilities resulting from development inconsistent with the current comprehensive plan



- Densities and intensities of proposed uses as compared to the densities and intensities of existing uses

The following are the mitigation techniques provided by Policy 8.2 to address potential incompatibility:

- Providing open space, perimeter buffers, landscaping and berms
- Screening of sources of light, noise, mechanical equipment, refuse areas, delivery and storage areas
- Locating road access to minimize adverse impact
- Adjusting building setbacks to transition between different uses
- Applying step-down or tiered building heights to transition between different uses
- Lowering density or intensity of land uses to transition between different uses

The subject property is not adjacent to a residential zoning district, nor is there a single-family neighborhood adjacent to the proposed development. The expanded manufacturing facility can be found to be compatible to the use of other properties in the industrial parks, and the intensity of the proposed development is comparable to other existing developments in the industrial parks. The applicant has provided commentary on Policy 8.2 which provides additional evaluation of project's land use compatibility.

#### **Compliance with the Land Development Code:**

The proposed site and development plan has been designed to comply with the Triple Diamond Commerce Plaza PID zoning standards, the Planned Industrial Development (PID) zoning district standards and other applicable standards contained in the Land Development Code. The following table summarizes the PID district standards which apply to the development of the subject property and the standards which are proposed by the site and development plan application.

Type of Standard	PID Standard	Proposed Standard
Maximum Building Height	85 feet	29.3 feet
Minimum Front Yard (Setback)	25 feet	25 feet
Minimum Side Yard (Setback)	20 feet	22.4 feet
Minimum Rear Yard (Setback)	20 feet	51.0 feet
Minimum Landscaped Open Space	20%	33.5%

The project has been reviewed by the City's Technical Review Committee (TRC). Except for the requested code modifications from Sections 86-132(h)(4)a and 86-412(a), the TRC found the site and development plan complies with the Triple Diamond Commerce Plaza PID and the Land Development Code.

#### **Concurrency/Adequate Public Facilities:**

The applicant has submitted a concurrency determination application and a concurrency review has been completed by staff. The table on the following page shows the expected public facility impacts and the status of the departmental concurrency reviews.

Lead Agency	Facility	Project's Estimated Impact	Status
Utilities	Potable Water	8.4 ERUs	Concurrency confirmed by Utility Department
Utilities	Sanitary Sewer	8.4 ERUs	Concurrency confirmed by Utility Department
Public Works	Solid Waste	N/A	There is no adopted level of service for non-residential uses.
Public Works	Parks & Recreation	N/A	There is no adopted level of service for non-residential uses.
Engineering	Drainage	Compliance with SWFWMD permit	Concurrency confirmed by Engineering Department
Transportation Planner/Engineer	Transportation	113 p.m. peak hour trips	Concurrency confirmed by City Consultant
School Board	Public Schools	N/A	The project is non-residential and not subject to school concurrency

### **Planning Commission Findings of Fact for the Site and Development Plan:**

Section 86-23(n) specifies the Planning Commission's role in taking action on a site and development plan application and reads in part, "..... the planning commission shall ..... be guided in its decision and exercise of its discretion to approve, approve with conditions, or to deny by the following standards". Staff has provided commentary on each standard or finding to facilitate the Planning Commission's review and evaluation of the site and development plan application.

- (1) Sufficiency of statements on ownership and control of the development and sufficiency of conditions of ownership or control, use and permanent maintenance of common open space, common facilities or common lands to ensure preservation of such lands and facilities for their intended purpose and to ensure that such common facilities will not become a future liability for the city.

**Staff Comment:** *A deed and survey have been submitted confirming ownership and control of the subject property.*

- (2) Intensity of use and/or purpose of the proposed development in relation to adjacent and nearby properties and the effect thereon; provided, however, that nothing in this subsection shall be construed as granting the planning commission the authority to reduce residential densities below that permitted by the schedule of district regulations set out in article IV, division 2 of this chapter.

**Staff Comment:** *The intensity of the proposed project in relation to adjacent and nearby properties and the effect thereon is studied in detail in evaluation of the project's consistency with the comprehensive plan (see Section IV of this report, Consistency with the Comprehensive Plan, beginning on pages 8 and 9). Analysis has been provided to evaluate this consideration and conclude that the project may be found to be compatible with adjacent and nearby properties.*

- (3) Ingress and egress to the development and proposed structures thereon, with particular reference to automotive and pedestrian safety, separation of automotive traffic and pedestrian and other

traffic, traffic flow and control, provision of services and servicing utilities and refuse collection, and access in case of fire, catastrophe or emergency.

**Staff Comment:** *Ingress and egress to the development has been designed in compliance with LDC standards. The Public Works Department raised no concern regarding solid waste collection and the Fire Department identified no issues related to access in case of fire, catastrophe or emergency.*

- (4) Location and relationship of off-street parking and off-street loading facilities to thoroughfares and internal traffic patterns within the proposed development, with particular reference to automotive and pedestrian safety, traffic flow and control, access in case of fire or catastrophe, and screening and landscaping.

**Staff Comment:** *The design of the proposed off-street parking and loading facilities have been reviewed for compliance with applicable LDC standards. No concerns were raised during the TRC review of the project regarding pedestrian safety, traffic flow and control and access in case of fire or catastrophe.*

- (5) Sufficiency of proposed screens and buffers to preserve internal and external harmony and compatibility with uses inside and outside the proposed development.

**Staff Comment:** *The proposed parking lot was designed in compliance with all applicable landscaping standards contained in the LDC to achieve compatibility with uses inside and outside the proposed development.*

- (6) Manner of drainage on the property, with particular reference to the effect of provisions for drainage on adjacent and nearby properties and the consequences of such drainage on overall public drainage capacities.

**Staff Comment:** *The Engineering Department confirmed compliance with applicable drainage requirements.*

- (7) Adequacy of provision for sanitary sewers, with particular relationship to overall city sanitary sewer availability and capacities.

**Staff Comment on Sanitary Sewer:** *The project will utilize an existing sanitary sewer service from a sanitary sewer main in the right-of-way of Technology Drive. The Utilities Department in its concurrency review confirmed there is adequate sanitary sewer capacity to serve the proposed city project.*

- (8) Utilities, with reference to hook-in locations and availability and capacity for the uses projected.

**Staff Comment on Potable Water:** *The project will utilize an existing water service from a water main in the right-of-way of Technology Drive. The Utilities Department in its concurrency review confirmed there is adequate potable water capacity to serve the proposed city project.*

- (9) Recreation facilities and open spaces, with attention to the size, location and development of the areas as to adequacy, effect on privacy of adjacent and nearby properties and uses within the proposed development, and relationship to community or citywide open spaces and recreational facilities.

**Staff Comment:** *The PID district requires a minimum of 20% of the lot area to be landscaped open space. The site plan drawings submitted by the applicant show compliance with this standard. Recreational facilities are not required and such facilities are not proposed.*

- (10) General site arrangement, amenities and convenience, with particular reference to ensuring that appearance and general layout of the proposed development will be compatible and harmonious with properties in the general area and will not be so at variance with other development in the area as to cause substantial depreciation of property values.

**Staff Comment:** *The proposed development implements the Industrial-Commercial and Industrial future land use map designations. The site and development plan complies with the standards contained in the Triple Diamond Commerce Plaza PID and all applicable Land Development Code standards. The compatibility of the proposed project in relation to properties in the general area and the effect thereon is reported on in evaluation of the project's consistency with the comprehensive plan (See Section IV of this report, Consistency with the Comprehensive Plan, on pages 8 and 9). Finally, the proposed development is not at variance with other development in the Triple Diamond Commerce Plaza and the Laurel Interchange Business Center.*

- (11) Such other standards as may be imposed by this chapter on the particular use or activity involved.

**Staff Comment:** *All applicable development standards in the Land Development Code have been applied to the proposed use and activity associated with the proposed site and development plan.*

- (12) In the event that a site and development plan application is required, no variance to the height, parking, landscape, buffer or other standards as established herein may be considered by the Planning Commission. The Planning Commission may consider modifications to these standards under the provisions and requirements for special exceptions.

**Staff Comment:** *As part of a concurrently processed special exception petition, the applicant has requested code modifications from Section 86-132(h)(4)a to reduce the minimum 25-foot setback for any building or structure, and activity related to any use from a PID boundary to zero feet, Section 86-412 (a) to reduce the minimum width of a two-way parking aisle from 24 feet to 20 feet, and Section 86-412(a) to reduce the minimum width of off-street parking spaces from ten feet to nine feet. Staff's analysis of the requested special exception is provided in Section VI of this staff report.*

## **V. SUMMARY FINDINGS**

Based on the planning analysis provided in Section IV of this report, sufficient information has been provided to allow the Planning Commission to make the following findings on the subject site and development plan petition.

1. **Consistency with the Comprehensive Plan:** *The proposed site and development plan may be found to be consistent with the comprehensive plan.*
2. **Compliance with the Land Development Code:** *Subject to approval of the requested code modifications, the proposed site and development plan may be found in compliance with the Triple Diamond Commerce Plaza PID, Laurel Interchange Business Center PID and the Land Development Code.*
3. **Concurrency:** *The proposed site and development plan complies with the city's concurrency management regulations. If approved, staff will issue the project a concurrency certificate.*



## VI. PLANNING ANALYSIS FOR SPECIAL EXCEPTION PETITION NO. 17-07SE

This section of the report evaluates the special exception petition with the following information to facilitate the Planning Commission's review:

- A summary of the requested code modifications,
- Review of the petition for consistency with the comprehensive plan,
- Review of the petition for compliance with Triple Diamond Commerce Plaza and Laurel Interchange Business Center PIDs, and
- Staff commentary on each of the required findings for special exception approval contained in Section 86-43(e).

The subject special exception petition is a request by the applicant to allow the following three code modifications be applied to the concurrently processed Site and Development Plan Petition No. 17-04SP.

- 1) Modification from Section 86-132(h)(4)a to allow a driveway closer than 25 feet from a PID district boundary.
- 2) Modification from Section 86-412(a) to reduce the minimum width of a two-way parking aisle from 24 feet to 20 feet.
- 3) Modification from Section 86-412(a) to reduce the minimum width of off-street parking spaces from ten feet to nine feet.

The applicant provided the following justifications for the requested code modifications which can be found in the project narrative which is included in the Planning Commission materials on this petition.

### **Summary of Requested Code Modifications:**

#### 1. Section 86-132(h)(4)a, PID District Boundary Setback

The first sentence of the above referenced code section reads as follows, "*No portion of any building or structure and no activity related to any use within the district shall be located closer than 25 feet to any PID boundary or public street right-of-way*". The applicant seeks approval of an existing, non-approved driveway that extends across the shared TDCP/LIBC PID district boundary.

In justifying the requested code modification, the applicant notes that due to the insufficient parking on PGT's LIBC property the applicant proposes new off-street parking on adjacent property in the TDCP. The driveway is needed to connect the new parking area in the TDCP with the manufacturing facility in the LIBC. The applicant also notes that the driveway connection between the two PIDs is needed for truck circulation between the PGT facilities in the two PIDs.

**Staff Comment:** The driveway was constructed without city approval. The applicant seeks after-the-fact approval of the driveway. If approved, the driveway will be designed and constructed in compliance with the LDC.

#### 2. Section 86-412(a), Minimum Width of Parking Aisle

This code section requires two-way parking access drives/aisles have a minimum width of 24 feet. The applicant requests the westernmost drive aisle have a width of 20 feet. In justifying the requested code modification, the applicant notes that the code modification is limited to the one parking drive/aisle and

that the code allows a two-way aisle with parallel parking to be 20 feet wide.

**Staff Comment:** The 20-foot width standard cited by the applicant is for aisles with parallel parking on each side of the aisle. There is no parking along the subject drive/aisle which provides access to aisles with parking. The Fire Department did not raise a concern about the proposed drive/aisle width as it related to emergency access.

### 3. Section 86-412(a), Minimum Width of Parking Spaces

This code section requires off-street parking spaces to have a minimum width of ten feet. The applicant requests a code modification to allow all proposed parking spaces to be designed at nine feet wide. In justifying the requested code modification, the applicant cites PGT's rapid growth and the need to maximize employee parking.

**Staff Comment:** The following tables shows the parking space minimum width standard for all jurisdictions in Sarasota County.

Jurisdiction	Parking Space Minimum Width
City of North Port	9 feet
City of Sarasota	8.5 feet
City of Venice	10 feet
Town of Longboat Key	10 feet
Sarasota County	9 feet

### **Consistency with the Comprehensive Plan:**

For the special exception petition, the evaluation of consistency with the comprehensive plan is limited to the three requested code modifications summarized above.

The Industrial-Commercial and Industrial future land use map designation policies do not address the subjects of setbacks from industrial/commerce park boundaries and off-street parking, nor does any applicable policy in the Land Use and Development Chapter of the comprehensive plan address the subjects.

### **Compliance with TDCP and LIBC PIDs:**

As noted in Section III of this report, the LIBC rezone was approved with no binding master plan or development standards. There are no PID standards that specifically apply to LIBC. The TDCP PID does not contain development standards that address PID district boundary setbacks or off-street parking.

### **Required Planning Commission Findings for Special Exception Approval:**

In accordance with Section 86-43(e), before any special exception shall be approved, the Planning Commission shall make a written finding that the granting of the special exception will not adversely affect the public interest and certify that the specific requirements governing the individual special exception, if any, have been met by the petitioner and that, further, satisfactory provision and arrangement has been made concerning the following matters, where applicable.

Staff has provided commentary on each standard or finding to facilitate the Planning Commission's review and evaluation of the special exception application. The applicant has also provided commentary on each of the following standards or findings.

1. Compliance with all applicable elements of the comprehensive plan.

**Staff Comment:** *Based on the comprehensive plan consistency analysis provided above, there are no elements of the comprehensive plan that are applicable to the requested code modifications.*

2. Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe.

**Staff Comment:** *The proposed ingress and egress to the property complies with all applicable LDC standards. In its review of access to the property and circulation within the property, the Technical Review Committee did not raise concerns related to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe.*

3. Off-street parking and loading areas, where required, with particular attention to the items listed in subsection (e)(2) of this section and the economic, noise, glare or odor effects of the special exception on adjoining properties and properties generally in the district.

**Staff Comment:** *The proposed off-street parking and loading areas for the proposed project comply with all applicable LDC standards. In its review of the off-street parking and loading areas, the Technical Review Committee did not raise concerns related to automotive and pedestrian safety and convenience, traffic flow and control, emergency access, nor the economic, noise, glare or odor effects of the requested code modifications on adjoining properties.*

4. Refuse and service areas, with particular reference to the items listed in subsections (e)(2) and (e)(3) of this section.

**Staff Comment:** *In their review of the project, Public Works staff indicated no objection to the project's design and method for solid waste collection.*

5. Utilities, with reference to location, availability and compatibility.

**Staff Comment:** *The project will utilize existing water and sewer service from mains in the right-of-way of Technology Drive. The Utilities Department in its concurrency review confirmed there is adequate water and sewer capacity to serve the proposed project.*

6. Screening and buffering, with reference to type, dimensions and character.

**Staff Comment:** *The landscaping of vehicular use areas is the only screen and buffering requirement that applies to the proposed development. The proposed parking lot was designed in compliance with all applicable landscaping standards contained in the LDC to screen and buffer vehicle use areas.*

7. Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effects, and compatibility and harmony with properties in the district.

**Staff Comment:** *Proposed signage is not shown in the concurrently processed site and development plan application.*

8. Required yards and other open space.

**Staff Comment:** *The concurrently processed site and development plan complies with the minimum 20% landscaped open space standard contained in Planned Industrial Development (PID) district regulations and the minimum yard standards contained in the TDCP PID and the PID district regulations.*

9. General compatibility with adjacent properties and other property in the district.

**Staff Comment:** *The concurrently proposed site and development plan, which included site plan drawings with the requested code modifications, was found to be compatible with adjacent properties and other property in the district (see Section IV of this report, Consistency with the Comprehensive Plan, pages 8 and 9).*

10. Any special requirements set out in the schedule of district regulations of this chapter for the particular use involved.

**Staff Comment:** *The PID district regulations do not include any special requirements for the existing/proposed use of the subject property.*

## **VII. SUMMARY FINDINGS**

Based on the planning analysis provided in Section VI of this report, sufficient information has been provided to allow the Planning Commission to make the following findings on the subject special exception petition.

1. **Consistency with the Comprehensive Plan:** *The special exception petition may be found consistent with the comprehensive plan.*
2. **Required Planning Commission Findings for Special Exception Approval:** *The following may be found regarding the special exception petition:*
  - *The granting of the special exception will not adversely affect the public interest,*
  - *No special exception use is requested in which special requirements apply, and*
  - *Satisfactory provision and arrangement have been made concerning the matters listed in Section 86-43(e).*