



Project: PGT Main Plant Parking Lot Renovations
Site and Development Plan Amendment Petition No. 94-01SP.2
Special Exception Petition No. 17-09SE
Staff Report

Owner: PGT Industries, Inc.

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

Addresses: 1070 and 3419 Technology Drive

Parcel ID #s: 0378-02-0001 and 0378-02-0004

Parcel Size: 44.5 acres \pm

Existing Future Land Use Designation: Industrial and Conservation

Existing Zoning District: Planned Industrial Development (PID)

Summary of Site and Development Plan:

Renovation and redesign of off-street parking at PGT's main plant is proposed to provide more employee parking at the facility and greater separation between PGT truck traffic and employee vehicle traffic. Landscaping improvements are proposed in the renovated parking area.

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 86-411(8) to allow two tiers of interior parking spaces to not have a minimum five-foot wide landscaped area between abutting rows of parking spaces.
2. Section 86-411(10) to allow four rows of parking spaces to not have required curb stops, motor vehicle stops or similar devices.
3. Section 86-412(a) to allow the width of off-street parking spaces to be reduced from ten to nine feet.

Technical Review Committee (TRC): Except for the code modifications requested through concurrently processed special exception petition, the proposed site and development plan amendment has been reviewed by the TRC and has been found in compliance with the regulatory standards of the City Code of Ordinances.

I. BACKGROUND

The following is a summary of activities associated with the subject property:

- 1994 Site and Development Plan – Site and Development Plan Petition No. 94-01SP approved the Vinyl Tech, Inc. window and door manufacturing facility and related site improvements.
- Company Name Change – In 1999, Vinyl Tech, Inc. changed its name to PGT Industries, Inc.
- 2005 Site and Development Plan Amendment – Site and Development Plan Amendment Petition No. 94-01SP.1 was administratively approved to allow the construction of 56 additional employee parking spaces.

II. PROJECT SUMMARY

Figure 1 on the following page shows the proposed improvements to the subject property. The project involves the redesign of the off-street parking facilities at the PGT Main Plant in the Laurel Interchange Business Center (LIBC) which, overall, increases the number of off-street parking spaces from 735 spaces to 770 spaces, a net increase of 35 spaces. The applicant indicates the project is intended to accomplish two objectives. The first objective is to separate truck and employee parking. The parking on the north side of the main plant is proposed to be converted from employee parking to truck parking while the parking on the south side of the main plant will continue to provide parking for employees.

The second objective of the project is to redesign the parking facility on the south side of the plant to maximize the number of off-street parking spaces. The project area on the south side of the plant currently has 382 parking spaces. The proposed parking redesign results in a total of 541 parking spaces, representing an increase of 159 parking spaces in this area of the property.

The applicant has submitted landscape plans which show a total 220 trees proposed within the redesigned parking areas to satisfy the Land Development Code required landscaping in the interior of off-street parking facilities.

The applicant has submitted a concurrently processed special exception petition which includes a request for three code modifications. Each of the following code modifications facilitate the project objective of maximizing the number of off-street parking space.

- Section 86-411(8) to allow two tiers of interior parking spaces to not have a minimum five-foot wide landscaped area between abutting rows of parking spaces.
- Section 86-411(10) to allow four rows of parking spaces to not have required curb stops, motor vehicle stops or similar devices.
- Section 86-412(a) to allow the width of off-street parking spaces to be reduced from ten to nine feet.

The requested code modifications are evaluated in Section VI of the staff report.

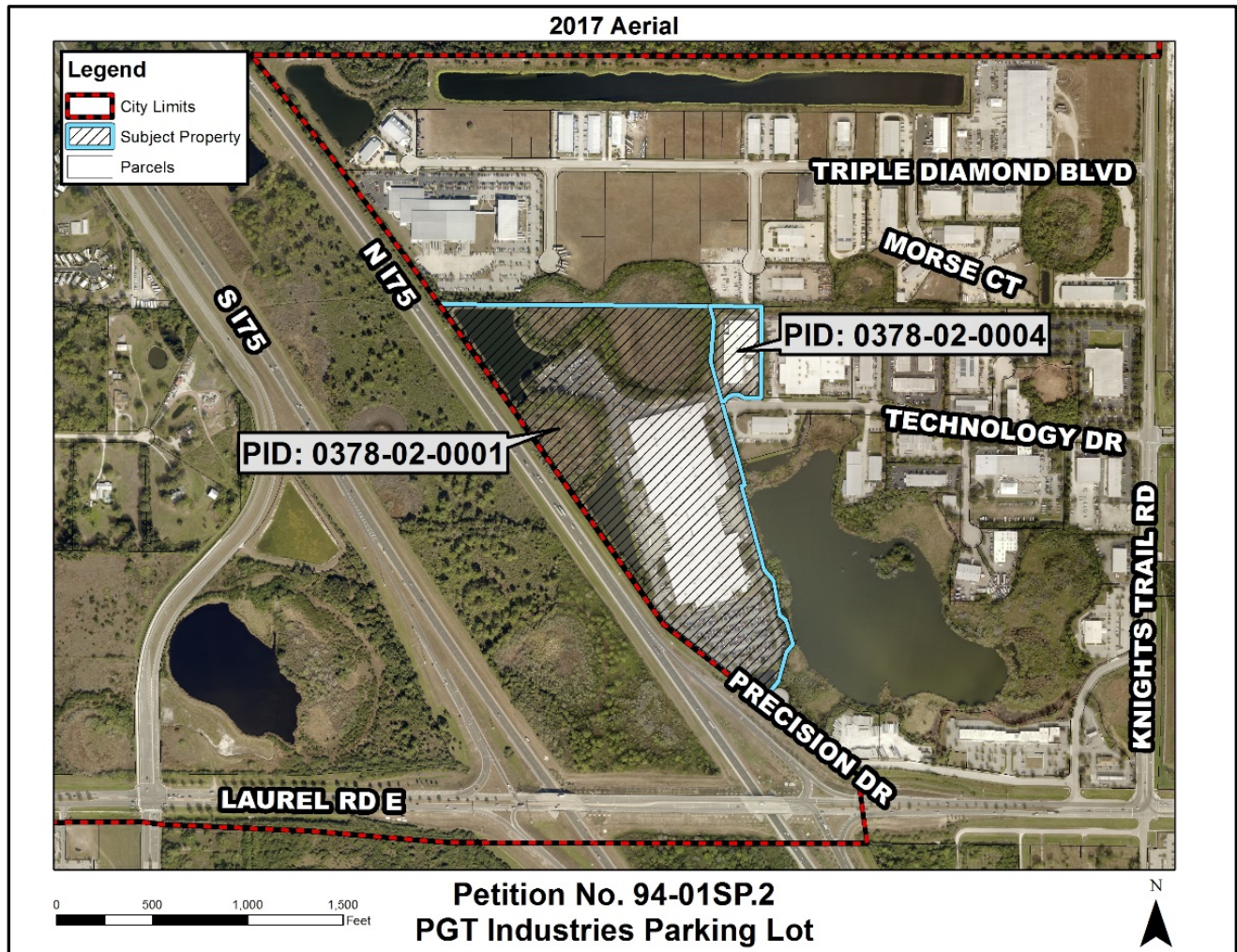
Additional information on the proposed improvements can be found in the Planning Commission packets which include the project narrative, engineer drawings, including the proposed site plan, and the proposed landscape plan.

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On- and Off-Site Conditions:

Page 3 of 17

MAP 1: Aerial Photograph



Driveway entrance to
the PGT Main Plant
from Technology Drive



Existing off-street parking
area on the north side of the
PGT Main Plant



Existing off-street parking
area on the south side of
the PGT Main Plant

Table 1 summarizes the existing uses, zoning and the future land use designation of surrounding properties.

Table 1: Existing Designations of Surrounding Properties

Direction	Existing Land Use(s)	Existing Zoning	Future Land Use Map Designation(s)
North	Developed and vacant industrial lots and preserved wetlands	Planned Industrial Development (PID)	Industrial and Conservation
West	Interstate Highway I-75	Sarasota County “City of Venice” designation	Sarasota County “Incorporated Area” designation (I-75)
South	Interstate Highway I-75 and preserved wetlands	Open Use Conservation (OUC) and Sarasota County “City of Venice” designation	Conservation and Sarasota County Incorporated Area designation (I-75)
East	Developed and vacant industrial lots and preserved wetlands	PID and OUC	Industrial and Conservation

Flood Zone Information:

The FEMA Flood Insurance Rate Map (FIRM) shows the subject property has 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 based flood elevation requirements. Any development of the property will be subject to compliance with FEMA requirements.

Future Land Use:

Map 2 on the following page shows the 2017 Comprehensive Plan future land use designations of the subject property and surrounding properties. The subject property has two designations. The non-wetland portion of the subject property has an Industrial designation and the two wetlands on the subject property have a Conservation designation.

Strategy LU 1.2.4.c of the Land Use Element specifies the following regarding planned uses in the Industrial designation:

1. *Support industrial uses located within the City either on individual lots or part of an industrial park.*
2. *Typical uses may include manufacturing, storage and warehouse/distribution uses including those with outdoor storage; agricultural and agricultural related uses are also permitted. This Strategy does not preclude providing supporting retail, office, open space and other non-industrial uses which are determined to be accessory and necessary to support the industrial use (i.e., child care).*

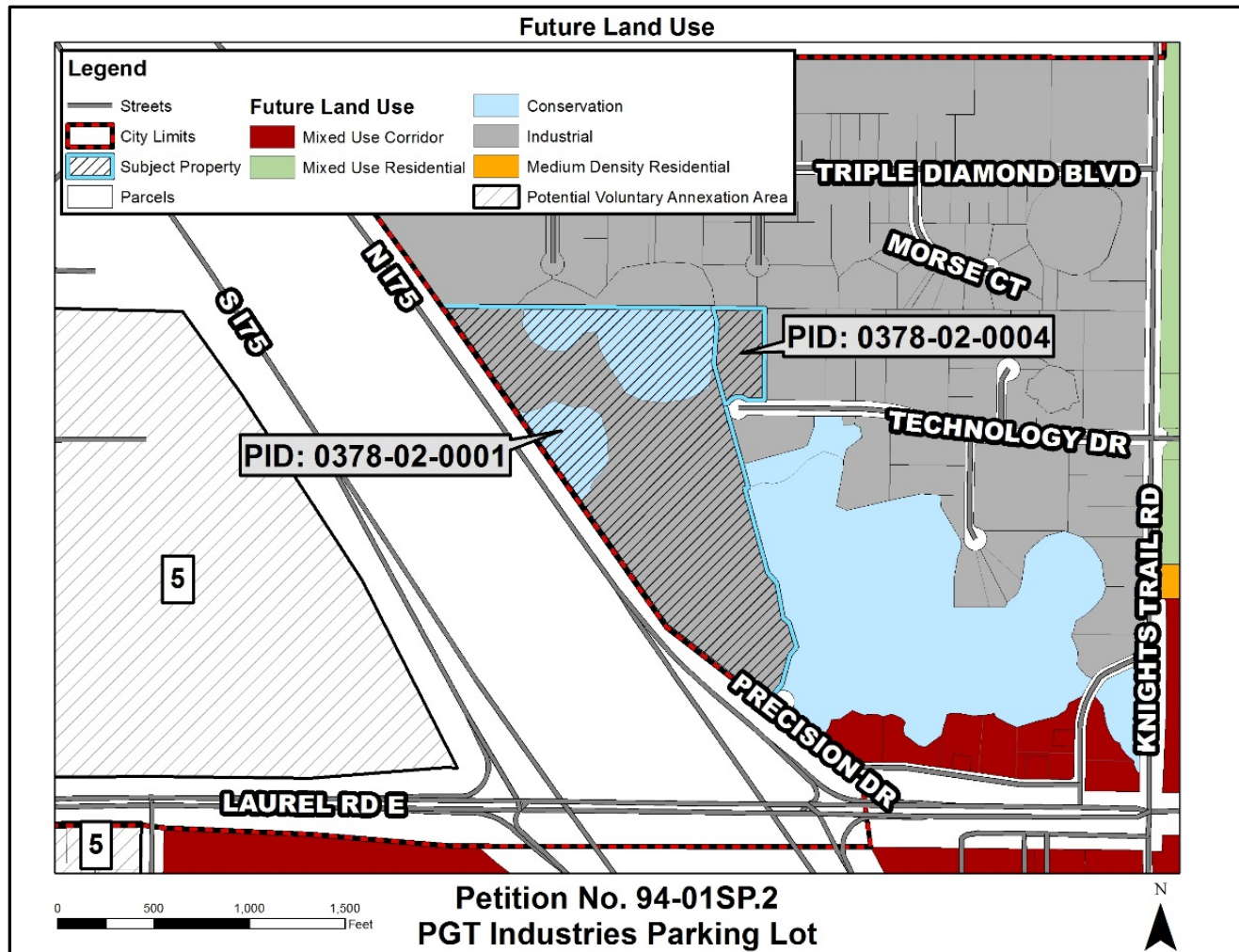
Strategy LU 1.2.4 establishes a maximum 2.0 FAR for the Industrial designation and specifies that the ILW and PID districts are the implementing zoning districts for the designation.

Strategy LU 1.2.7.b of the Land Use Element specifies the following regarding planned uses in the Conservation designation:

1. *Identifies those areas including but not limited to protected open spaces (wetland, wetland buffers, coastal and riverine habitats), preserves, native habitats including those of endangered or threatened species or species of special concern, wildlife corridors; natural lands owned and managed by the City, Sarasota County, State (i.e., FDEP, SWFWMD) or Federal Agency that do not qualify as Open Space (Functional) defined above; watercourses, other surface waters, aquifer recharge areas, or other areas as identified within the Open Space Element of this Plan.*

Strategy LU 1.2.7 establishes that the maximum intensity for the Conservation designation shall be incidental to conservation uses and specifies that the GU, PUD, PID and PCD districts are the implementing zoning districts for the designation.

MAP 2: Future Land Use Map

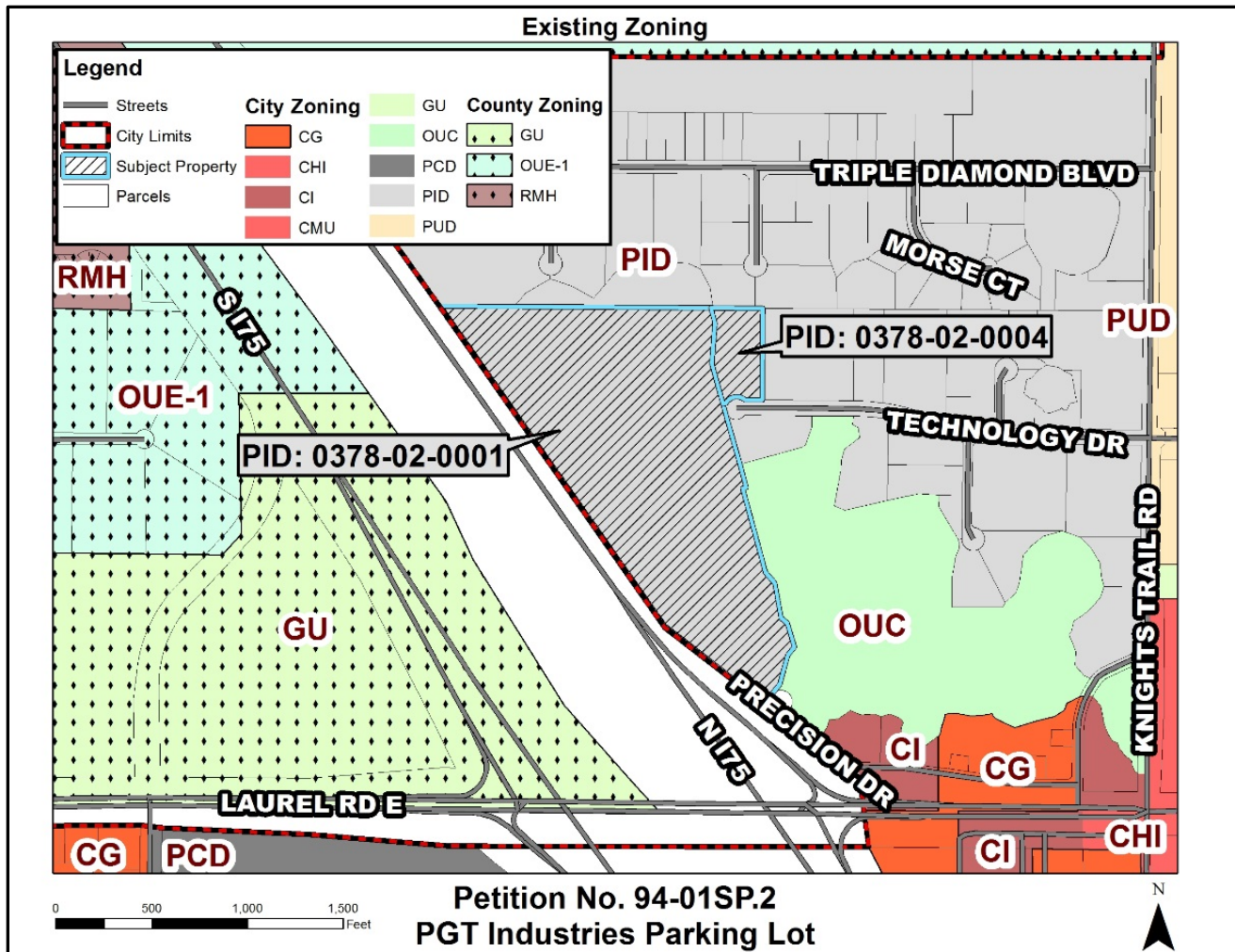


Existing Zoning:

Map 3 on the following page shows the existing zoning of the subject and surrounding properties. The subject property 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. 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 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).

MAP 3: Existing Zoning Map



IV. PLANNING ANALYSIS FOR SITE AND DEVELOPMENT PLAN AMENDMENT

This section of the report evaluates the site and development plan amendment petition for 1) consistency with the comprehensive plan, 2) compliance with 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 two designations. The non-wetland portion of the subject property has an Industrial designation and the two wetlands on the subject property have a Conservation designation.

Strategy LU 1.2.4.c of the Land Use Element specifies the following regarding planned uses in the Industrial designation:

1. Support industrial uses located within the City either on individual lots or part of an industrial park.

2. *Typical uses may include manufacturing, storage and warehouse/distribution uses including those with outdoor storage; agricultural and agricultural related uses are also permitted. This Strategy does not preclude providing supporting retail, office, open space and other non-industrial uses which are determined to be accessory and necessary to support the industrial use (i.e., child care).*

Strategy LU 1.2.4 establishes a maximum 2.0 FAR for the Industrial designation and specifies that the ILW and PID districts are the implementing zoning districts for the designation.

The existing manufacturing use of the subject property is not being changed by the parking redesign project. The 374,975 square foot manufacturing facility which has a Floor Area Ratio (FAR) of 0.21 is also not being altered by the project. As such, the proposed site and development plan amendment is consistent with the Industrial designation.

Strategy LU 1.2.7.b of the Land Use Element specifies the following regarding planned uses in the Conservation designation:

1. *Identifies those areas including but not limited to protected open spaces (wetland, wetland buffers, coastal and riverine habitats), preserves, native habitats including those of endangered or threatened species or species of special concern, wildlife corridors; natural lands owned and managed by the City, Sarasota County, State (i.e., FDEP, SWFWMD) or Federal Agency that do not qualify as Open Space (Functional) defined above; watercourses, other surface waters, aquifer recharge areas, or other areas as identified within the Open Space Element of this Plan.*

Strategy LU 1.2.7 establishes that the maximum intensity for the Conservation designation shall be incidental to conservation uses and specifies that the GU, PUD, PID and PCD districts are the implementing zoning districts for the designation.

Two existing wetlands on the subject property have a Conservation designation. These wetlands have been preserved and the proposed project will be outside the wetland areas. As such, proposed site and development plan amendment is consistent with the Conservation designation.

There are no strategies in the 2017 Comprehensive Plan that specifically apply to the redesign of existing off-street parking facilities, nor is the project in conflict with any strategy contained in the 2017 Comprehensive Plan.

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

In conducting the above review, land use density and intensity, building heights and setback, character or type of use proposed, and site and architectural mitigation design techniques are to be evaluated. If it is determined that potential incompatibility may exist, the policy lists several techniques which can be used to mitigate the potential incompatibility.

The subject property is in an existing industrial/business park and currently used as a manufacturing facility. The project does not increase the size of the manufacturing plant. The project increases the number of off-street parking spaces from 735 spaces to 770 spaces, a net increase in 35 spaces, and includes code required landscaping in the interior portion of the parking facility.

The subject property is not adjacent to a residential zoning district, nor is there a single-family neighborhood adjacent to the proposed development. The renovated manufacturing facility off-street parking can be found to be compatible with the use of other properties in the industrial parks, and the intensity of the existing manufacturing facility is comparable to other existing developments in the industrial park. 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 amendment was reviewed for compliance with the PID district regulations and all other applicable provisions of the Land Development Code (LDC). Except for the code modifications requested through Special Exception Petition No. 17-09SE, which are evaluated in Section VI of this staff report, the Technical Review Committee (TRC) confirms the site and development plan amendment complies with all applicable standards contained in the Land Development Code (LDC).

Concurrency/Adequate Public Facilities:

The applicant has submitted a concurrency determination application indicating the proposed renovated off-street parking facilities would have no impact on public facilities. The application was reviewed by city departments responsible for concurrency review. The departments confirmed the proposed project is not expected to have a detrimental impact on public facilities and the adopted levels of service for those public facilities will be maintained with the approval of the project.

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, on pages 8-10). 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: *All driveways and parking aisles comply with Land Development Code design standards. The driveway entrance at the Technology Drive cul-de-sac is proposed to be widened to better accommodate truck/tractor trailer circulation to and from the proposed truck parking area. The Technical Review Committee (TRC) has confirmed the proposed ingress and egress to the development has been designed in compliance with all applicable 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: *Except for the requested code modifications from Sections 86-411(8) and (10) and 86-412(a), the TRC has confirmed the design of the proposed off-street parking and loading facilities comply with all applicable LDC standards. No concerns were raised 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: *Except for the code modification from Section 86-411(8) in which the applicant proposes to not provide a required minimum five-foot wide landscape area between two abutting rows of parking spaces, the TRC has confirmed the proposed off-street parking facilities are designed in compliance with all applicable Land Development Code standards. Existing*

perimeter landscaping and the proposed code-compliant interior parking area landscaping establish 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: *The proposed redesign of the existing off-street parking facility does not require an alteration of existing sanitary sewer service; no sanitary sewer utility improvements are proposed.*

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

Staff Comment: *The proposed redesign of the existing off-street parking facility does not require an alteration of existing potable water service; no potable water utility improvements are proposed.*

- (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: *There are no specific recreation standards in the Land Development Code that apply to the project. The PID district requires a minimum of 20% of the lot area be landscaped open space. After accounting for the proposed improvements, 52.6% of the subject property will be comprised of pervious open space.*

- (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 compatibility of the proposed project in relation to properties in the general area 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, on pages 8-10). Analysis has been provided to evaluate this consideration and conclude that the project may be found to be compatible with adjacent and nearby properties. The proposed use is consistent with comprehensive plan and implementation of the comprehensive plan is generally expected to positively affect property values.*

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

Staff Comment: *There are no other development standards in the Land Development Code that specifically apply to the use or activity associated with the project.*

(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 Sections 86-411(8), 86-411(10) and 86-412(a). Staff's analysis of the requested special exception is provided in Sections V and 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 amendment petition.

1. **Consistency with the Comprehensive Plan:** *The proposed site and development plan amendment may be found to be consistent with the comprehensive plan.*
2. **Compliance with the Land Development Code:** *Subject to approval of the requested special exception petition, the proposed site and development plan amendment may be found in compliance with 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. 17-09SE

This section of the report evaluates the special exception petition's consistency with the comprehensive plan and provides the applicant's response and staff's comments on the required findings for special exception approval contained in Section 86-43(e). The special exception petition includes the following five requested code modifications:

1. Section 86-411(8) to allow two tiers of interior parking spaces to not have a minimum five-foot wide landscaped area between abutting rows of parking spaces.
2. Section 86-411(10) to allow four rows of parking spaces to not have required curb stops, motor vehicle stops or similar devices.
3. Section 86-412(a) to allow the width of off-street parking spaces to be reduced from ten to nine feet.

The applicant provided justifications for the requested code modifications which can be found in the applicant's project narrative included in the Planning Commission materials. Staff analysis is provided for each requested code modification.

Section 86-411(8), Landscaping between Abutting Rows of Parking

Section 86-411(8) requires a minimum five-foot wide landscape area between abutting rows of parking spaces. The site plan shows two instances, in the parking area on the south side of the PGT Main Plant, where abutting rows of parking spaces are not separated with a landscaped area.

Staff Analysis:

In the parking area south of the PGT Main Plant there are five abutting rows of parking spaces. The applicant proposes to not provide the required landscape area between two of the five abutting rows of parking spaces. The requested code modification is mitigated, in part, by the width of the three proposed landscape areas. Based on the design of the parking, the three landscaped areas are required to have a minimum width of seven feet. The proposed site plan shows each of the landscape areas are 8.7 feet wide which is 24% greater than the minimum width. In addition, the parking areas are designed in compliance with Section 86-438 which establishes the minimum landscaping within the interior of parking facilities.

Section 86-411(10), Curb Stops with Off-Street Parking Spaces

Section 86-411(10) requires parking spaces to have curb or motor vehicle stops or similar devices to prevent vehicles from overhanging on or into adjacent property, or from encroaching into required landscaped areas. The same abutting rows of parking, not separated by a landscaped area, also do not have curb or wheel stops.

Staff Analysis:

This code modification applies to 122 parking spaces in the parking area on the south side of the PGT Main Plant. These parking spaces are designed in compliance with Section 86-412 which requires off-street parking spaces to have a minimum depth of 18 feet.

Section 86-412(a), Minimum Width of Off-Street Parking Spaces

Section 86-412(a) requires that each parking space shall be a minimum of ten feet in width. Of the 697 proposed employee parking spaces, 673 of the spaces are designed at nine feet wide.

Staff Analysis:

For informational purposes, the following table provides 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

On November 7, 2017, the Planning Commission approved Special Exception Petition No. 17-07SE which included a request for a code modification from Section 86-412(a) to allow nine-foot wide parking spaces in the off-street parking facility proposed with the PGT connector building.

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, identified above, which pertain to Land Development Code off-street parking standards regulating:

- The minimum landscape area between abutting rows of parking
- The provision of wheel or curb stops
- The minimum width of parking spaces

The Industrial future land use map designation does not address or provide policy guidance on the above regulatory subjects. In addition, the Land Use Element of the 2017 Comprehensive Plan and strategies included with the Knights Trail Neighborhood do not specifically apply to the three requested code modifications.

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 finding to facilitate the Planning Commission's review and evaluation of the special exception application.

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

Staff Comment: Based on the comprehensive plan consistency analysis provided on the previous page, the special exception petition may be found consistent with the comprehensive plan.

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: Except for the three requested code modifications, the Technical Review Committee (TRC) has confirmed the proposed ingress and egress to the development has been designed in compliance with LDC standards. The TRC raised no concerns regarding 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: *Except for three requested code modifications, the TRC has confirmed the design of the proposed off-street parking and loading facilities comply with all applicable LDC standards. The landscaping associated with the proposed off-street parking facilities is expected to mitigate potential economic, noise, glare or odor impacts on adjoining industrial/commercial 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: *Public Works staff have 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 proposed redesign of the existing off-street parking facility does not require an alteration of existing potable water or sanitary sewer service; no potable water or sanitary sewer utility improvements are proposed.*

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

Staff Comment: *Except for the code modification from Section 86-411(8) in which the applicant proposes to not provide a required minimum five-foot wide landscape area between two abutting rows of parking spaces, the TRC has confirmed the proposed off-street parking facility is designed in compliance with all applicable screening and buffering standards.*

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: *No new signage is proposed on the subject property.*

8. Required yards and other open space.

Staff Comment: *Required yard standards apply to buildings and other structures that are subject to yard standards. The project is limited to the redesign of an existing off-street parking facility. As such, required yard standards do not apply to the project. Regarding open space, the PID district requires a minimum of 20% of the lot area be landscaped open space. After accounting for the proposed improvements, 52.6% of the subject property will be comprised of pervious open space.*

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

Staff Comment: *The site and development plan amendment, which included site plan drawings with the requested code modifications, may be 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 -10).*

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 FOR SPECIAL EXCEPTION PETITION

Based on the planning analysis provided in Section VII 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).*