



City of Venice
401 West Venice Ave., Venice, FL 34285
941-486-2626
DEVELOPMENT SERVICES - PLANNING & ZONING
SPECIAL EXCEPTION APPLICATION

17-09 SE

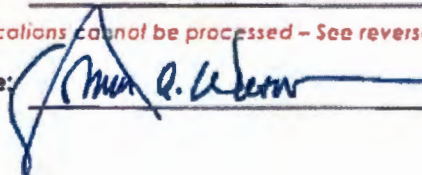
SPECIAL EXCEPTION

Project Name: PGT Main Parking Lot Renovations
Parcel Identification No.: 0378-02-0001 & 0378-02-0004
Address: 1070 & 3419 Technology Dr, Nokomis, FL 34275
Parcel Size: 44.51ac
FLUM designation: Industrial - Commercial
Zoning Map designation: PID - Planned Industrial Development
Property Owner's Name: PGT Industries, Inc.
Telephone: 941-480-1600
Fax: _____
E-mail: bwesner@pgtindustries.com
Mailing Address: 1070 Technology Drive, Nokomis, FL 34275
Project Manager: _____
Telephone: _____
Mobile / Fax: _____
E-mail: _____
Mailing Address: _____
Project Engineer : D. Shawn Leins, P.E
Telephone: 941-377-9178
Mobile / Fax: 941-378-3786
E-mail: sleins@amengfl.com
Mailing Address: 8340 Consumer Ct., Sarasota, FL 34240
Project Architect: _____
Telephone: _____
Mobile / Fax: _____
E-mail: _____
Mailing Address: _____

Incomplete applications cannot be processed - See reverse side for checklist

Revised 12/10

Applicant Signature / Date:



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APPLICATION CHECKLIST

Required documentation (provide one copy of the following, unless otherwise noted):

- ☒ Statement of Ownership & Control
- ☒ Signed, Sealed and Dated Survey of Property
- ☒ Agent Authorization Letter
- ☒ Narrative describing the petition (address the required findings for approval below)
- ☒ Public Workshop Requirements. Date held March 16, 2017
 - ☒ Copy of newspaper ad.
 - ☒ Copy of notice to property owners.
 - ☒ Copy of sign-in sheet.
 - ☒ Written summary of public workshop.

Required findings for approval. 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:

1. Compliance with all applicable elements of 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.
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.
4. Refuse and service areas, with particular reference to the items listed in subsections (e)(2) and (e)(3) of this section.
5. Utilities, with reference to location, availability and compatibility.
6. Screening and buffering, with reference to type, dimensions and character.
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.
8. Required yards and other open space.
9. General compatibility with adjacent properties and other property in the district.
10. Any special requirements set out in the schedule of district regulations of this chapter for the particular use involved.

Required documentation (provide 15 sets of the following including 3 signed, sealed and dated, unless otherwise noted):

- ☐ Site and development plans at an appropriate scale showing proposed placement of structures on the property, and provisions for ingress and egress, off-street parking and off-street loading areas, refuse and service areas, and required yards and other open spaces;
- ☐ Plans showing proposed locations for utility hookups;
- ☐ Plans for screening and buffering with reference as to type, dimensions and character;
- ☐ Proposed landscaping and provisions for trees protected by city regulations; and
- ☐ Proposed signs and lighting, including type, dimensions and character.

Fees

Application filing fee \$400.

Public notice fee in excess of \$50 will be billed to applicant and is not included in application fee.

SPECIAL EXCEPTION NARRATIVE

PGT MAIN PLANT PARKING IMPROVEMENTS

The proposed PGT Main Plant Parking Improvements project is located in the Laurel Interchange Business Center at 1070 Technology Drive. One purpose of this project is to provide more parking for the employees working at the main plant facility. The other purpose is to provide a distinct separation between the PGT truck traffic and the employee vehicle traffic. The property is zoned PID and the parcel ID number is 0378-02-0001 totaling 41.44 acres. The future land use for this area is Industrial.

A very small portion of the improvements in the Technology Drive cul de sac also encroaches into the PGT property at 3419 Technology Drive (PID number 0378-02-0004). This portion of PID 0378-02-0004 has a total area of: 121.21 SF | 13.47 SY | 0.00 AC.

SPECIAL EXCEPTIONS

Special Exception #1

Proposed width of parking spaces: Section 86-412(a)

Modification is sought to allow 9' wide parking spaces instead of 10' wide for most of the new parking spaces. The parking spaces closest to the building on the south side of the main plant will be 10' wide, handicap spaces will be 12' wide.

PGT has experienced rapid growth and needs as much parking as possible on the site. In order to achieve this the parking spaces need to be reduced to 9' in width.

Special Exception #2

Landscaping between tiers: Section 86-411(8).

Modification is sought to allow two tiers of parking to be head to head without an intervening landscape island. Instead of providing 5' of landscaping between tiers (with 18' parking spaces) or 7' of landscaping between tiers (with 16' parking spaces) PGT requests that three tiers be made as wide as possible to allow for the required landscaping to thrive and provide as much room for landscaping as possible due to the car overhang. For instance, a 7' wide landscape island could end up with only 3' of area for landscaping with the 2' overhang. Providing an 8.7' area will provide 4.7' for landscaping when the 2' car overhang is taken into consideration.

PGT is also limited in the amount of space available between the building and the southern extent of the parking lot. If the modification is not allowed than approximately 18 employee parking spaces would be lost.

Special Exception #3

Section 86-411(10) requires that parking facilities have curbs or motor vehicle stops.

A modification to this requirement is sought to allow for no curbs or motor vehicle stops at two locations where there is head to head parking. The limits of these 18' deep parking spaces will be

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designated by striping. This is employee parking so there is not the constant backing into and out of spaces as employees will typically be there for 8 hour shifts. Eliminating the curb stops also reduces the trip hazards.

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SECTION 86-43(e) RESPONSE

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:

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

RESPONSE:

Policy 1.1.C. Accessibility between and within development areas, such as; activity centers/intermodal hubs and neighborhoods.

The purpose of this project is to provide additional parking in the Laurel Interchange Business Center for the PGT main plant facility. PGT has experienced tremendous growth and needs to provide adequate parking for their employees.

Policy 1.1.D Safety issues (motorists, pedestrians, bikers, and other system users).

The purpose of the modifications for PGT is to provide improved traffic circulation for trucks entering and exiting the site and to segregate as much as possible pedestrians from vehicular traffic. Currently pedestrians and vehicles are maneuvering in the same areas. The proposed modifications will provide a defined ingress/egress for both pedestrians and vehicles.

Policy 1.5.A. Parking

Three modifications are being sought

- **Modification to allow 9' wide parking spaces instead of 10' wide in a substantial portion of the renovated parking lot. PGT has experienced rapid growth and needs as much parking as possible. The parking is employee parking with the need to provide as much employee parking as possible to serve PGT.**
- **Modification is sought to allow two tiers of parking to be head to head without an intervening landscape island. Instead of providing 5' of landscaping between tiers (with 18' parking spaces) or 7' of landscaping between tiers (with 16' parking spaces) PGT requests that three tiers be made as wide as possible to allow for the required landscaping to thrive and provide as much room for landscaping as possible due to the car overhang. For instance, a 7' wide landscape island could end up with only 3' of area for landscaping with the 2' overhang. Providing an 8.7' area will provide 4.7' for landscaping when the 2' car overhang is taken into consideration.**

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- **Modification is being sought to allow for no curbs or motor vehicle stops at two locations where there is head to head parking. The limits of these 18' deep parking spaces will be designated by striping. This is employee parking so there is not the constant backing into and out of spaces as employees will typically be there for 8-hour shifts. Eliminating the curb stops also reduces the trip hazards.**

(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.

RESPONSE: *The purpose of the modifications for PGT is to provide improved traffic circulation for trucks entering and exiting the site and to segregate as much as possible employee vehicles and pedestrians from vehicular traffic. Currently pedestrians and vehicles are maneuvering in the same areas. The proposed modifications will provide a defined ingress/egress for both pedestrians and vehicles. The intent is to have most of the employees enter the site from Precision Drive to the south and trucks to enter the site from Technology Drive.*

(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.

RESPONSE: *Modification is sought to allow 9' wide parking spaces instead of 10' wide in much of the new parking lot. PGT has experienced rapid growth and needs as much parking as possible. The parking is employee parking with the need to provide as much employee parking as possible to serve PGT.*

The proposed use of the parking facilities is consistent with other uses in the Laurel Interchange Business Center.

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

RESPONSE: *The location of refuse collection will not change.*

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

RESPONSE: *Utilities currently exist and no new utilities are being constructed.*

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

RESPONSE: *Screening and buffering will meet the City of Venice standards. The perimeter buffering that is already in place will not change.*

(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.

RESPONSE: *Signs are not proposed as part of this Special Exception. If signs are added in the future they will meet the City of Venice standards.*

(8) Required yards and other open space.

RESPONSE: *The proposed uses will meet the required setbacks. Setback from PID Boundary: Section 86-132(h)(4)(a)*

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The limits of the existing parking area will not be expanded. Existing perimeter edge of pavement locations will be maintained or reduced.

There are no new buildings being proposed with this application.

Open space meeting City of Venice requirements is being provided.

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

RESPONSE: The proposed parking for the PGT facility is compatible and consistent with other parking in the developments.

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

RESPONSE: There are no special requirements for the use involved.

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