



PLANNING AND ZONING BOARD MEETING

City Hall – Council Chamber
405 Bagshaw Way, Edgewood, Florida
Monday, May 12, 2025 at 6:30 PM

Ryan Santurri
Chair

David Nelson
Vice-Chair

David Gragg
Board Member

Todd Nolan
Board Member

Angie Sharp
Board Member

MINUTES

These minutes provide a summary of the key discussions and decisions made during the May 12, 2025 Planning & Zoning Board Meeting. A complete audio recording of the meeting is available for public review for one year. After one year, the City will dispose of the recording in accordance with applicable regulations. To access the recording, please contact Edgewood City Hall at 407-851-2920.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Santurri called the meeting to order at 6:30 pm and led everyone in the Pledge of Allegiance.

ROLL CALL AND DETERMINATION OF QUORUM

Administrative Project Manager Sollazzo confirmed a quorum with all five (5) board members present.

BOARD MEMBERS PRESENT

Chair Ryan Santurri
Vice Chair David Nelson
Board Member David Gragg
Board Member Todd Nolan
Board Member Angie Sharp

STAFF PRESENT

Brett Sollazzo, Administrative Project Manager
Drew Smith, City Attorney
Ellen Hardgrove, City Planner
Tim Cardinal, Police Sergeant

APPROVAL OF MINUTES

January 13, 2025 Planning & Zoning Meeting Minutes

Vice Chair Nelson made a motion to approve the January 13, 2025 Planning and Zoning meeting minutes as presented. The motion was seconded by Board Member Gragg. Approved (5/0) by voice vote.

NEW BUSINESS

1. VARIANCE 2025-01: 5225 ALLEMAN DR. - FENCE

Planner Hardgrove began by outlining the project. The applicant is requesting a height variance for a fence along the front property line at 5225 Alleman Drive. Code limits fence height within the front setback to four feet. The applicant proposes installing wrought iron-style fence panels between existing brick columns, mounted atop an existing brick base. The existing columns measure approximately 6.75 feet in height, while the brick base ranges from 16 to 26 inches. The vertical distance between the top of the base and the top of the columns is consistently around 4.75 feet, with one segment slightly less. The total proposed height of the combined brick base and fence will not exceed seven feet, except for the gate, which is slightly taller at 85 inches, with 2-inch finials above that.

The proposed ±4.75-foot height of the wrought iron fence segments is consistent with existing front yard fences observed along Alleman Drive. Specifically, similar wrought iron-style fences of this height are located at the neighboring property to the north and one lot to the south. Additionally, the property directly south features a significant visual barrier in the form of a hedge approximately 12 feet tall, along with seven-foot columns and an eight-foot gate at the driveway.

Planner Hardgrove stated that, should the Planning and Zoning Board find the six criteria for variance approval have been met, the recommended motion would be to approve a variance to Code Section 134-517(c)(1)a to allow a fence along the front property line not to exceed seven feet in height—the height of the existing columns—in lieu of the maximum four feet permitted. This approval would be conditioned on the fence being constructed as submitted in the staff report. No fence segment would be allowed to exceed the height of the adjacent columns; however, finials up to two inches in height may

extend above the column height. The maximum height of the scalloped gate would be 85 inches as measured from grade, with an allowance for two-inch finials.

Homeowner Marnie McCree spoke, stating that the primary reason for the variance request is security. She explained that the house was originally designed for this fence configuration, as the brick columns and base were already in place, and the proposed fence would enhance both her property's value and the neighborhood's overall appearance. She requested that instead of limiting the fence to seven feet as proposed by the City Planner, she be allowed to install an eight-foot fence. In addition to the added security, she noted that she had already purchased the fence materials, and modifying them to meet the seven-foot height would incur an additional cost of \$2,500. Ms. McCree confirmed that no portion of the fence would exceed eight feet in height.

Planner Hardgrove clarified that her staff report does not contain a recommendation regarding whether the six criteria for variance approval have been met, and that this determination is up to the Board. She further explained that her recommendation for a seven-foot fence was based on the principle that a variance should grant the minimum relief necessary to reasonably accommodate the request.

There were no public comments on the project. A Brief discussion ensued among board members prior to a motion and roll call vote.

MOTION & ROLL CALL VOTE

Board Member Gragg made a motion to recommend approval of Variance 2025-01 to allow a fence along the front property to be greater than 4-feet, but not to exceed 8-feet in height with the following conditions:

- The fence shall be constructed as submitted with the renderings presented by the applicant at the hearing on 5/12/2025.
- The maximum height of the scalloped gate shall be 85" as measured from grade, with the allowance of 2-inch-high finials.

The motion was seconded by Board Member Nolan. The motion was approved (5/0) by roll call vote.

Chair Santurri	Favor
Vice Chair Nelson	Favor
Board Member Gragg	Favor
Board Member Nolan	Favor
Board Member Sharp	Favor

2. 5195 MAGNOLIA ST & 5151 S ORANGE AVE PROJECT

- **ORDINANCE 2025-04: REZONING 5195 MAGNOLIA ST.**
- **SPECIAL EXCEPTION 2025-01: PARKING LOT 5195 MAGNOLIA ST.**
- **VARIANCES 2025-02, 2025-03, & 2025-04: MULTIPLE VARIANCES TO CITY CODE REQUIREMENTS AT 5195 MAGNOLIA ST. & 5151 S ORANGE AVE**

These agenda items relate to a series of proposals concerning the properties at 5195 Magnolia Street and 5151 South Orange Avenue. The proposals include a request to rezone 5195 Magnolia Street to R-3 (Residential District), a Special Exception in the R-3 district to allow a parking lot, and several Variances from City Code requirements related to parking and site development at both addresses.

Please note that although these items appear as separate entries on the agenda, they were discussed collectively. As such, the meeting minutes reflect the discussion as a single, unified item for clarity and efficiency.

Planner Hardgrove began by outlining the project in detail. This is a request to facilitate the reuse of an existing building at 5151 Orange Avenue. She showed photos of the building's condition before the applicant's 2022 purchase, the subsequent renovations, and a rendering of the completed project, respectively. The vision is to lease the space to uses consistent with the Edgewood Central District (ECD); however, the building was constructed in 1959, prior to modern land development regulations, and lacks adequate parking, both for marketability and to meet the code-required minimum, to fully align with the City's current vision for land use along Orange Avenue.

Increased parking will broaden the potential and quality of tenants in this building that has had a history of tenant turnover over the past 25 years. The request for R-3 zoning and approval of a special exception for parking a lot on the property to rear of the Orange Avenue building can facilitate increased parking for the building.

The R-3 zoning is consistent with the comprehensive plan's future land use designation for the property behind the property at 5151 South Orange Avenue. As shown on Exhibit 4, the future land use for the subject property is Medium density residential, which requires a minimum 4 dwelling units per acre and maximum 7 dwelling units per acre. R-3 is a multi-family zoning district, however, a condition of the rezoning capping the number of units would typical density of apartment communities.

The R-3 district would allow the approval of a special exception for a parking lot ancillary to an adjacent commercial use. This path to approve a parking lot would eliminate the need to rezone the property to a commercial district; a commercial district would allow the potential for a full range of commercial uses on the property.

The applicant has submitted a site plan (provided on the chamber's screen), as required for the special exception request. In addition to the proposed parking lot, the site plan incorporates measures to move closer to ECD requirements on the property at 5151 South Orange Avenue, including constructing a new 8 feet wide sidewalk 6 feet from the curb, an 11 feet wide landscape buffer, and the majority of the parking in the rear.

Other components of the site plan include the following:

- Adding a left turn lane on Lake Conway Drive to alleviate queueing for those turning right.
- Prohibition of entering the front parking lot from Lake Conway Drive (exit only on Lake Conway Drive).
- Improvement of Lake Conway Drive and Magnolia Avenue to city road standards.

The applicant has also made a request for Council to approve two parking related variances:

- Quantity of off-street parking - 1 space per 375 square feet for office or general commercial uses; and,
- Parking space width (compact parking) – 15% of the total required parking may be a minimum of 8 feet in width with the compact spaces only allowed in the rear parking lot (east of Magnolia Street) to avoid removal of existing trees onsite.

The parking quantity variance is necessary to allow the approval of uses other than retail in the building.

Currently, the site is nonconforming in parking given the building was built in 1959. The nonconforming situation is allowed to continue, but not expand. If a use other than retail was proposed, the Code parking standard is required to be met. Some uses could not be approved such as offices that typically require more parking than retail. The requested variance would allow for office and general commercial uses in the building.

Planner Hardgrove introduced the request for the Variance for wall height in a parking lot at 5195 Magnolia Street: 3.5 feet high on the south side and no wall on the north and east sides in lieu of the required minimum of eight feet. She stated staff supported the variance and the 6 criteria for variance approval have been met, particularly given the unique characteristics of the property, which is unusually isolated compared to others in the same zoning district. Constructing an 8-foot wall along the south and east boundaries of the proposed parking lot would create a physical barrier that further isolates the site, raising significant public safety concerns. In particular, such a wall could reduce visibility and increase the potential for criminal activity. Additionally, the east side already features a 5+ foot wall along the unopened Rosalind

Avenue right-of-way, making a second wall redundant. Natural buffers, including distance from the north property line and a canal separating the site from nearby residences, also help mitigate impacts.

She introduced the second Variance: to allow the elimination of the required 6 feet high opaque hedge along the east boundary of the new parking lot at 5195 Magnolia Street and a reduced hedge height along the south parking lot boundary equal to the height of the required wall.

After explanation of the 2nd variance, she introduced the third Variance to allow specific parking standards in lieu of those to the contrary to the City's parking requirements in Code Article V, Division 5 Off Street Parking, specifically to allow 1 space per 375 square feet for office or general commercial uses; and, 15% of the total required parking may be a minimum of 8 feet in width (compact parking) in the rear parking lot on 5195 Magnolia Street.

The applicant is requesting a variance to allow reduced parking standards, including fewer spaces and a portion of compact stalls, in order to address long-standing deficiencies on a site developed before modern land use regulations. The existing building lacks the minimum parking required for viable commercial use along Orange Avenue, and these issues are not the result of the applicant's actions. Like the other two variances, staff's conclusion was that the 6 variance approval criteria were met.

DISCUSSION

Sam Sebaali, an engineer with Thomas & Hutton representing the property owner of 5195 Magnolia Street and 5151 S. Orange Avenue, presented the project and highlighted efforts to revitalize the long-standing commercial site by addressing parking shortfalls and enhancing overall site design. Key improvements include enhanced streetscape aesthetics along Orange Avenue, upgraded pedestrian connectivity, and roadway enhancements such as a dedicated left-turn lane at Lake Conway Drive and traffic improvements to benefit the nearby Harbor Gardens neighborhood.

Mr. Sebaali noted that public row parking will be added along Magnolia Street, available for general use. The project also incorporates significant drainage upgrades through a permeable paver system layered over gravel, allowing for natural stormwater filtration. Additional drainage support will be provided by a new pond located on the north side of the property.

Addressing potential neighborhood concerns, Mr. Sebaali emphasized the applicant's openness to collaboration and adjustments. He noted that there will be a 50-foot buffer (the unopened Rosalind Avenue right of way and a brick wall on the Harbour Oaks Pointe perimeter to protect residences to the east. On the north side, where homes are closer, the applicant remains receptive to community input. However, on the south side, an 8-foot wall is not recommended due to visibility and safety considerations. The overall goal is to strike a thoughtful balance between safety, functionality, and visual enhancement.

During the discussion, Vice Chair Nelson asked whether the proposed parking would be available for Beth's Burger. Mr. Sebaali clarified that while the northern portion of the vacated right-of-way will become part of the applicant's property, the southern portion will remain under city control. If the city decides to designate it for public parking, the applicant is open to providing parking spaces in that location as shown on the submitted site plan. Although the parking is not specifically for Beth's, it will be public and accessible to anyone.

Board Member Sharp raised questions about lighting, and Mr. Sebaali assured the board that all lighting would comply with city code. Post lighting will be used at the rear of the property and kept low in height. In terms of landscaping, he stated that the plans not only meet but exceed city requirements, and the applicant remains flexible to further input.

Board Member Gragg expressed concern about potential headlight glare from vehicles facing north. Mr. Sebaali acknowledged that while the area is already heavily vegetated, the concern is valid. As a possible solution, he proposed a 42-inch wall with a hedge behind it and noted the applicant's openness to incorporating such measures.

PUBLIC COMMENTS

David Rohr from 123 Lake Conway Drive, the property adjacent to the proposed parking lot's south boundary, supported the parking lot but preferred an 8-foot wall to block headlights and serve as a sound barrier, opposing the proposed 4 to 6-foot option.

John Crane from 492 Harbour Island Road opposed the rezoning. He noted that the lot remained vacant due to traffic and safety challenges, particularly the difficulty of making left turns on Orange Avenue's suicide lane. He also highlighted traffic issues affecting two neighborhoods and raised questions about traffic flow.

Tito Galdamez from 401 Harbor Oaks Pointe Drive opposed the project, stating that moving forward would compromise privacy and safety for his neighborhood.

Chris Pantaleon from 364 Harbour Island Road strongly opposed the rezoning and variances, describing the plan as poor redevelopment that would squeeze in parking to benefit a commercial property. He believed the project would lower home values and increase traffic risks, and stated that wall height was irrelevant to his concerns.

Tom Hansel from 380 Harbour Island Road shared similar concerns and opposed the project, stating that he did not want a parking lot in his backyard.

Terrance Zable from 5073 The Oaks Circle opposed the project, citing traffic as his primary concern. He also expressed concern about the maintenance and effectiveness of the proposed pervious pavement system and the potential for runoff issues.

Phillip Crisler from 348 Harbour Island Road opposed the zoning change, emphasizing the importance of prioritizing the needs of local residents over those of pass-through traffic.

Tami Luna from 125 Lake Conway, who lives adjacent to the south side of the property, raised concerns about flooding, drainage, and runoff. She opposed the rezoning to R3 for that purpose, requested reinforced 6 to 8-foot walls with additional vegetation for privacy and safety if approved, and noted traffic and family safety issues, especially the difficulty of exiting onto Lake Conway.

Jesse Bishop from 332 Harbour Island Road opposed the project due to traffic concerns, calling the projected increase "ridiculous." He stated that the applicant appeared to be using the rezoning to enable apartment development rather than building a parking lot, and argued that the property should remain as is.

Michael Stewart from 419 Harbor Oaks Pointe Drive questioned the lowered development standards and inconsistencies in wall placement. He expressed concerns about safety, traffic, and environmental impacts, such as trash runoff into the canal.

Tina Demostene from 5106 Leeward Way opposed the project after reviewing staff reports and permit records. She noted discrepancies, claimed that only roof work had been permitted, and argued that the variances were unjustified and the issues were self-inflicted and not adequately addressed by staff.

Dan Munoz from 5044 The Oaks Circle opposed the project. He suggested that other properties could accommodate parking without negatively affecting nearby residents, and expressed concern about noise and lighting from vehicles.

John Pantaleon from 1334 Harbour Island Road highlighted significant traffic problems near his street and called for improvements, including better traffic signal management.

**Additional comments were made during the hearing but after Chair Santurri formally closed the public comment portion. As they were not provided during the official public comment period, they are not included in these minutes.*

FOLLOW UP DISCUSSION

Responding to public concerns, Mr. Sebaali pointed out that the current use of the property isn’t changing, and the increased activity would be tied to improving what’s already there. He emphasized that resolving the Harbor Gardens intersection would greatly help mitigate traffic issues. He also highlighted the stormwater improvements being proposed, including regulated discharge under FDOT standards and enhanced drainage systems throughout the site.

Regarding site zoning and density, Mr. Sebaali noted that the property aligns with the city’s vision for more intensive development than single-family residential. The Orange Avenue fronting site currently has 19 parking spaces, and the proposal includes expanding that to 72.

Planner Hardgrove asked whether the applicant would withdraw certain variance requests due to the public comments. After speaking to the property owner, Mr. Sebaali confirmed they would no longer pursue variances 2025-02 and 2025-03 related to wall and hedge heights, agreeing to meet code requirements instead.

Chair Santurri inquired about the threshold for requiring a traffic study given the increase in parking. Planner Hardgrove responded that city code does not mandate one. She clarified that decisions regarding traffic signals and major road improvements along Orange Avenue fall under FDOT authority, not the city.

Chair Santurri also expressed concern about the potential rezoning being used as a vehicle to later flip the property for a more intense use. Attorney Smith explained that under the R-3 zoning, the property could be developed by right, while Planner Hardgrove added that any future changes or lifting of restrictions would need to go through a formal process.

Fulvio Romano, the property owner for both 5195 Magnolia Street and 5151 S Orange Avenue, shared that he purchased the building after it had sat on the market for a long time in a deteriorated state. He expressed his commitment to being a good neighbor and contributing to the improvement of the city's overall appearance.

MOTIONS & ROLL CALL VOTES

1) Ordinance 2025-04: Rezoning 5195 Magnolia St.

Vice Chair Nelson made an initial motion to recommend approval of Ordinance 2025-04, for the rezoning of 5195 Magnolia Street from R-1A to R-3, with the condition that the maximum residential density on the property shall not exceed seven (7) dwelling units per acre in order to maintain consistency with the Comprehensive Plan. The motion was seconded by Chair Santurri.

Before the roll call vote, the Board held a discussion on the ordinance and their respective positions. Following the discussion, Administrative Project Manager Sollazzo conducted the roll call vote. The motion to recommend approval of Ordinance 2025-04 was denied by a vote of 5–0.

Chair Santurri	Nay
Vice Chair Nelson	Nay
Board Member Gragg	Nay
Board Member Nolan	Nay
Board Member Sharp	Nay

A second motion on Ordinance 2025-04 for the rezoning of 5195 Magnolia Street from R-1A to R-3 was made by Chair Santurri to recommend denial. The motion was seconded by Board Member Nolan and approved (5/0) by roll call vote.

Chair Santurri	Favor
Vice Chair Nelson	Favor
Board Member Gragg	Favor

Board Member Nolan	Favor
Board Member Sharp	Favor

2) Special Exception 2025-01: Parking Lot 5195 Magnolia St

Chair Santurri made a motion to recommend denial of Special Exception 2025-01 to allow a parking lot at 5195 Magnolia Street. The motion was seconded by Vice Chair Nelson. Approved (4/1) by roll call vote.

Chair Santurri	Favor
Vice Chair Nelson	Favor
Board Member Gragg	Favor
Board Member Nolan	Favor
Board Member Sharp	Oppose

3) Variance 2025-04: Variance to City Code Article V, Division 5 to vary from the City's off-street parking requirements for 5195 Magnolia St & 5151 S Orange Ave.

Following significant negative feedback from the community Planning & Zoning Board meeting, the applicant chose to withdraw two of the three variance requests. In the interest of transparency and accurate record-keeping, these minutes include formal acknowledgment of the withdrawn variances, which are detailed below:

- Variance 2025-02: Request for relief from City Code Section 134-608(c) to allow construction of a 3.5-foot-high concrete or masonry wall along the south side of the new parking lot at 5195 Magnolia Street, with no wall along the north and east boundaries. This deviates from the City's requirement for a minimum 8-foot-high wall.
- Variance 2025-03: Request for relief from City Code Section 114-4(l)(b) to eliminate the requirement for a 6-foot-high opaque hedge along the east boundary of the new parking lot at 5195 Magnolia Street. The request also included a reduced hedge height along the southern boundary, consistent with the reduced wall height proposed in Variance 2025-02.

Chair Santurri made a motion to recommend approval of Variance 2025-04 to allow modifications to the City's off-street parking requirements for the business at 5151 South Orange Avenue and the parking lot at 5195 Magnolia Street as follows:

- Establish a parking ratio of one space per 375 square feet for office and general commercial uses at 5151 South Orange Avenue.
- Allow up to 15% of the total required parking spaces to be compact (minimum width of 8 feet), limited to the rear parking lot at 5195 Magnolia Street in order to preserve existing trees on the site.

The motion was seconded by Board Member Gragg. Approved (4/1) by roll call vote.

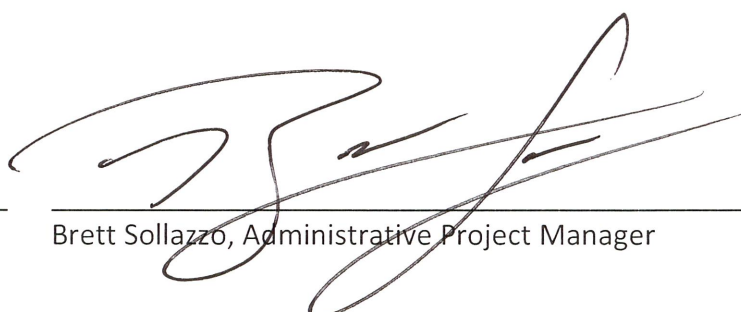
Chair Santurri	Favor
Vice Chair Nelson	Oppose
Board Member Gragg	Favor
Board Member Nolan	Favor
Board Member Sharp	Favor

ADJOURNMENT

The meeting was adjourned at 9:06 PM.



Ryan Santurri, Chair



Brett Sollazzo, Administrative Project Manager