



# PLANNING AND ZONING BOARD MEETING

City Hall – Council Chamber  
405 Bagshaw Way, Edgewood, Florida  
Monday, September 08, 2025 at 6:30 PM

Ryan Santurri  
Chair

David Nelson  
Vice-Chair

David Gragg  
Board Member

Melissa Gibson  
Board Member

Todd Nolan  
Board Member

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## AGENDA

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**WELCOME!** We are very glad you have joined us for today's Planning and Zoning meeting. The Planning and Zoning Board is an advisory board to City Council comprised of citizen members who voluntarily and without compensation devote their time and talents to a variety of zoning and land development issues in the community. All P&Z recommendations are subject to final action by City Council. The results of today's meeting will be presented at the noted City Council meeting for approval of recommended actions. Any person desiring to appeal a recommended action of the Board should observe the notice regarding appeals below. **CAUTION:** Untimely filing by any appellant shall result in an automatic denial of the appeal.

**A. CALL TO ORDER & PLEDGE OF ALLEGIANCE**

**B. ROLL CALL AND DETERMINATION OF QUORUM**

**C. APPROVAL OF MINUTES**

1. August 11, 2025 Planning & Zoning Meeting Minutes

**D. NEW BUSINESS**

1. Ordinance 2025-06: Small Scale Comp Plan Amendment Waterwitch
2. Ordinance 2025-08: ECD Mixed Use & Activity Node Bonus
3. Ordinance 2025-11: Off-Street Parking Regulations

**E. UNFINISHED BUSINESS**

**F. COMMENTS/ANNOUNCEMENTS**

**G. ADJOURNMENT**

**UPCOMING MEETINGS & EVENTS**

Wednesday, September 10, 2025.....1st Budget Hearing 5:30PM  
Tuesday, September 16, 2025.....City Council Meeting & Final Budget Hearing 6:30PM  
Monday, October 13, 2025.....Planning & Zoning Meeting 6:30PM  
Tuesday, October 21, 2025.....City Council Meeting 6:30PM  
Friday, October 24, 2025.....Trunk or Treat Event 6:00-8:00PM

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**General Rules of Order**

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You are welcome to attend and express your opinion. The Board is pleased to hear non-repetitive comments related to business before the Board; however, a **five (5) minute time limit per person** has been set by the Board. Large groups are asked to name a spokesperson. If you wish to appear before the Board, please fill out an Appearance Request Registration Form and give it to the City Clerk. When recognized, state your name and speak directly into the microphone. The City is guided by **Roberts Rules of Order** in governing the conduct of the meeting. Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk at (407) 851-2920 at least 24 hours in advance of the meeting.

**We ask that all electronic devices (i.e. cell phones, pagers) be silenced during our meeting!**

Thank you for participating in your government!

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**Appeals**

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According to Edgewood City Code Section 26-24 (2), “any person aggrieved by any recommendation of the Board acting either under its general powers or as a Board of Adjustment may file a notice of appeal to the City Council within seven (7) days after such recommendation is filed with the City Clerk. Per **Section 286.0105**, Florida Statutes state that if you decide to appeal a decision made with respect to any matter, you will need a record of the proceeding and may need to ensure that a verbatim record is made.

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**Americans with Disabilities Act**

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In accordance with the American Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodation to participate in this proceeding, he or she should telephone the **City Clerk at (407) 851-2920**.

# CALL TO ORDER & PLEDGE OF ALLEGIANCE

# ROLL CALL & DETERMINATION OF QUORUM

# APPROVAL OF MINUTES



# PLANNING AND ZONING BOARD MEETING

City Hall – Council Chamber  
405 Bagshaw Way, Edgewood, Florida  
Monday, August 11, 2025 at 6:30 PM

**Ryan Santurri**  
Chair

**David Nelson**  
Vice-Chair

**David Gragg**  
Board Member

**Todd Nolan**  
Board Member

**Angie Sharp**  
Board Member

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## MINUTES

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*These minutes provide a summary of the key discussions and decisions made during the August 11, 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 three (3) board members present. Board Members Gragg and Sharp were unable to attend the meeting.

#### BOARD MEMBERS PRESENT

Chair Ryan Santurri  
Vice Chair David Nelson  
Board Member Todd Nolan

#### BOARD MEMBERS ABSENT

Board Member David Gragg  
Board Member Angie Sharp

#### STAFF PRESENT

Brett Sollazzo, Administrative Project Manager  
Holli New, City Attorney  
Ellen Hardgrove, City Planner

### APPROVAL OF MINUTES

May 12, 2025 Planning & Zoning Meeting Minutes

**Vice Chair Nelson made a motion to approve the May 12, 2025 Planning and Zoning meeting minutes as presented. The motion was seconded by Board Member Nolan. Approved (3/0) by voice vote.**

### NEW BUSINESS

#### 1. SPECIAL EXCEPTION 2025-02: CHURCH 4931 S ORANGE AVE

Planner Hardgrove began by outlining the request. The applicant is seeking a Special Exception under City Code Sec. 134-467 to allow a religious institution (church) at 4931 S. Orange Ave within Versailles Plaza. The proposed church intends to lease approximately 1,500 square feet within the plaza.

The property is zoned ECD, which permits religious institutions only through a Special Exception, necessitating a detailed review to ensure compatibility with surrounding uses and the availability of public services and facilities. The primary concern for locating a church in the plaza is adequate parking, given that religious services typically have operational hours and parking demands different from traditional retail or service establishments.

Versailles Plaza was approved in two phases, in 1982 and 1985, and includes three buildings now separately owned. Phase 1 originally provided 128 parking spaces, consistent with the shopping center standard of 5.5 spaces per 1,000 sq. ft. Currently, only 76 spaces remain for the two-story building, making it non-conforming. The reduction is due to parcelization, ADA conversions, dumpsters, a monument sign, and a cross-access driveway connection to the neighboring property.

Given the plaza's limited parking, staff evaluated whether sufficient spaces would be available for the church, whose services generally require simultaneous parking. The applicant plans services on Sundays from 3:00–6:00 PM and Wednesdays from 7:30–9:30 PM, with a maximum congregation of 60 people, requiring approximately 19–20 spaces compared to six for a typical retail use. Based on current tenant hours, only four of the 19 businesses are open on Sundays, suggesting parking should be adequate. On Wednesdays, most businesses are closed after 6:00 PM.

Staff recommended conditions of approval to coordinate parking demand with the other tenants, including limiting church activities after 6:30 PM and prohibiting outdoor activities or special events without a City-approved off-site parking arrangement, as no additional open space exists on the property. Staff recommends approval of the Special Exception with the following conditions: limiting the congregation to 60 people, restricting operating hours to Sundays at any time and Monday through Saturday after 6:30 PM, and requiring City approval for any off-site parking for special events.

Representatives of Ebenezer Christian Church spoke and confirmed that they understand and accept the proposed conditions. They noted there would likely be no additional services on site beyond their regular congregation, as their main location is in Haines City. The applicant's real estate agent explained that the church is establishing its own location separate from another congregation. Services are planned for the Sunday afternoon rather than the morning, and Versailles Plaza is ideal because most stores are closed on Sundays.

## PUBLIC COMMENTS

Sean and Megan Milligan, residents of Edgewood, expressed concerns regarding increased traffic associated with the Church. They noted that the Church across the street has been hosting numerous events, with overflow parking at various locations, contributing to higher traffic volumes in the area. They also raised questions about the potential impact of the Church on property taxes for that location.

There was a brief discussion amongst Board Members prior to a motion and roll call vote.

## MOTION & ROLL CALL VOTE

Vice Chair Nelson made a motion to recommend approval of Special Exception 2025-02 with the following conditions:

- 1) The congregation is limited to no more than 60 people. To increase this number, an amendment to the special exception is required.
- 2) Church services and activities of assembly are limited to Sundays at any time, and Monday through Saturday after 6:30 PM. Church administrative operations and private meetings with the pastor may occur at any time and day.
- 3) No outdoor activities or special events are permitted without a City-approved off-site parking agreement.

The motion was seconded by Chair Santurri and approved (3/0) by roll call vote.

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

## 2. ORDINANCE 2025-06: SMALL SCALE COMP PLAN AMENDMENT WATERWITCH

This agenda item was removed from consideration due to uncertainty regarding the advertising requirements. It will be re-advertised and presented at the September Planning & Zoning meeting.

### 3. ORDINANCE 2025-07: LIVE LOCAL ACT

Planner Hardgrove outlined the proposed Ordinance implementing the Florida Legislature’s requirement that all local governments incorporate the provisions of the Florida Live Local Act (F.S. 166.04151) into their Land Development Code. The provisions of this act preempt local zoning and land use regulations to expand the supply of qualified affordable housing.

To qualify, at least 40 percent of a multifamily development’s units must remain affordable for 30 years, as defined by state statute. Based on Orange County’s 2025 Area Median Income of \$98,100, affordable rent ranges would currently be from \$1,500 to \$3,100 per month.

#### Key provisions:

- **Use:** Qualifying projects must be permitted in commercial, industrial, or mixed-use zoning districts, even if residential uses are not typically allowed. In Edgewood, where less than 20 percent of land is zoned commercial or industrial, projects must meet the state’s mixed-use requirement of at least 65 percent residential and 10 percent non-residential.
- **Density:** Projects must be allowed at least the highest density permitted anywhere in the City or the density of any contiguous parcel.
- **Height:** Projects must be allowed the greatest height permitted within one mile, or at least three stories, whichever is higher. If adjacent to a large single-family neighborhood, height is capped at 150 percent of the tallest adjacent building, the maximum permitted by zoning, or three stories, whichever is greater.
- **Floor Area Ratio (FAR):** FAR cannot be restricted below 150 percent of the highest FAR currently permitted.
- **Parking:** Minimum parking requirements are reduced by 15 percent for projects near transit or with off-site parking available within 600 feet.

Although the Act preempts many aspects of zoning authority, the City may still regulate areas such as setbacks, landscaping, open space, architectural design, stormwater, and historic preservation, provided these standards are applied consistently and do not conflict with the intent of the Act. The City may also define terms not expressly included in the statute to clarify implementation.

Discussion ensued between the Board Members and Planner Hardgrove prior to a motion and roll call vote. No public comments were received.

### MOTION & ROLL CALL VOTE

Chair Santurri made a motion to recommend approval of Ordinance 2025-07 as presented. The motion was seconded by Vice Chair Nelson and approved (3/0) by roll call vote.

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

### 4. ORDINANCE 2025-08: ECD ACTIVITY NODE BONUS

Planner Hardgrove outlined the proposed ordinance, which establishes criteria for a new “Activity Node” bonus in the Edgewood Central District (ECD). The program is intended to support the district’s goals and vision by encouraging high-quality development and public/private partnerships that might not otherwise be economically feasible.



**Key Provisions:**

- **Development Bonuses:** Projects meeting the standards may qualify for increased entitlements, including up to 90% impervious surface coverage, a maximum FAR of 3.0, density up to 80 units per acre, and building heights up to 75 feet (six stories).
- **Site and Design Standards:** Eligible sites must be at least 5 acres. Projects should reduce auto dependency and encourage walking, biking, and transit use. Requirements include pedestrian-oriented building design (awnings, recessed entrances), bicycle parking, strategic parking placement, and submission of elevations and color renderings. On-street parallel parking is permitted, but angled parking is not.
- **Mixed-Use Requirement:** Developments must include at least two uses (residential, retail, personal service, office, or hotel). If residential is included, at least 65% of gross floor area must be residential and at least 10% of the residential gsf must be non-residential. Recreational amenities (e.g., pools, clubhouses) do not count toward the mixed-use requirement.
- **Transit Proximity:** Sites must be within 0.25 miles of a transit stop, measured along a pedestrian-friendly path with sidewalks, lighting, and ADA-compliant crossings at arterials.
- **Open Space:** At least 25% of the site must be open space, with at least 30% of that at ground level and publicly accessible. Individual open space areas must exceed 0.20 acres, and at least one area must be a publicly accessible urban plaza or park between 0.5 and 2 acres. Such spaces must be framed by building frontages and include paving, landscaping, seating, and a focal water feature. While privately owned and maintained, these areas must remain open to the public.
- **Compatibility:** Applicants must demonstrate compatibility with adjacent uses through scale, massing, setbacks, buffering, and noise/light mitigation.

Discussion ensued between the Board Members and Planner Hardgrove, and the Board suggested a few amendments, which are included in the motion and roll call vote. No public comments were received.

**MOTION & ROLL CALL VOTE**

Vice Chair Nelson made a motion to recommend approval of Ordinance 2025-08 with the following amendments:

1. Residential must be a required component of the activity node mix of uses, rather than optional.
2. Hotels should be added as an allowable use alongside residential.

The motion was seconded by Chair Santurri and approved (3/0) by roll call vote.

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

**5. ORDINANCE 2025-09: PLATTING AMENDMENT**

Planner Hardgrove outlined the proposed ordinance, which proposes updates to the city's platting process. The ordinance responds to Florida Senate Bill 784, titled "Platting Reform in Florida," which became effective on July 1, 2025. This state law amends Chapter 177 of the Florida Statutes and is intended to streamline the plat approval process for local governments and improve efficiency for developers.

Key changes under the law include requiring local governments to use an administrative authority for plat review instead of the City Council and establishing specific timeframes for review and response. The law also preempts certain aspects of

local control over the platting process. Ordinance 2025-09 would amend several chapters of the City Code, including Chapters 101, 106, 110, 126, and 134, to ensure compliance with the new state requirements.

There was a brief discussion amongst Board Members prior to a motion and roll call vote. No public comments were received.

### MOTION & ROLL CALL VOTE

Chair Santurri made a motion to recommend approval of Ordinance 2025-09 as presented. The motion was seconded by Vice Chair Nelson and approved (3/0) by roll call vote.

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

### ADJOURNMENT

The meeting was adjourned at 7:25 PM.

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Ryan Santurri, Chair

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Brett Sollazzo, Administrative Project Manager

# NEW BUSINESS

# **Ordinance 2025-06: Small Scale Comp Plan Amendment Waterwitch**



TO: Planning and Zoning Board/City Council  
XC: Sandy Riffle, City Clerk  
Brett Sollazzo, Administrative Project Manager  
Drew Smith, City Attorney  
FROM: Ellen Hardgrove, AICP, City Planning Consultant  
DATE: July 9, 2025  
SUBJECT: Ordinance 2025-06 Waterwitch Cove Subdivision Future Land Use Map Amendment

This agenda item is a proposed small-scale amendment to the City of Edgewood's Future Land Use (FLU) Map. The purpose of this amendment is to correct a historical error within Comprehensive Plan Amendment 93S1 (Ordinance No. 93-391) and align the future land use designation of the Waterwitch Cove Subdivision with the intended and appropriate density for the area. This proposed change will ensure consistency with the subdivision and surrounding land uses and the City's Comprehensive Plan.

The Waterwitch Cove Subdivision was annexed into the City of Edgewood via Ordinance No. 93-388. Subsequently, Comprehensive Plan Amendment 93S1 (Ordinance No. 93-391) established a Medium Density Residential future land use designation for the subdivision, "Tract 4 - 15.6 acres;" i.e., the landward portion of the plat. Establishing a Medium Density Residential designation on this property was an error.

The error stems from the misapplication of an *existing land use* category (Single Family Medium Density, 2-6 units/acre) instead of a *future land use* designation. The 1993 amendment described the assigned density for "Medium Density" as "2-6 units per acre," this range is specifically defined within the Comprehensive Plan for "Single Family Medium Density **Existing** Land Use." Had the Future Land Use definitions been applied at the time, the property would have been assigned Low Density Residential, which was, and continues to be, defined as "not exceeding 4 dwelling units per acre," aligning with the intended density.

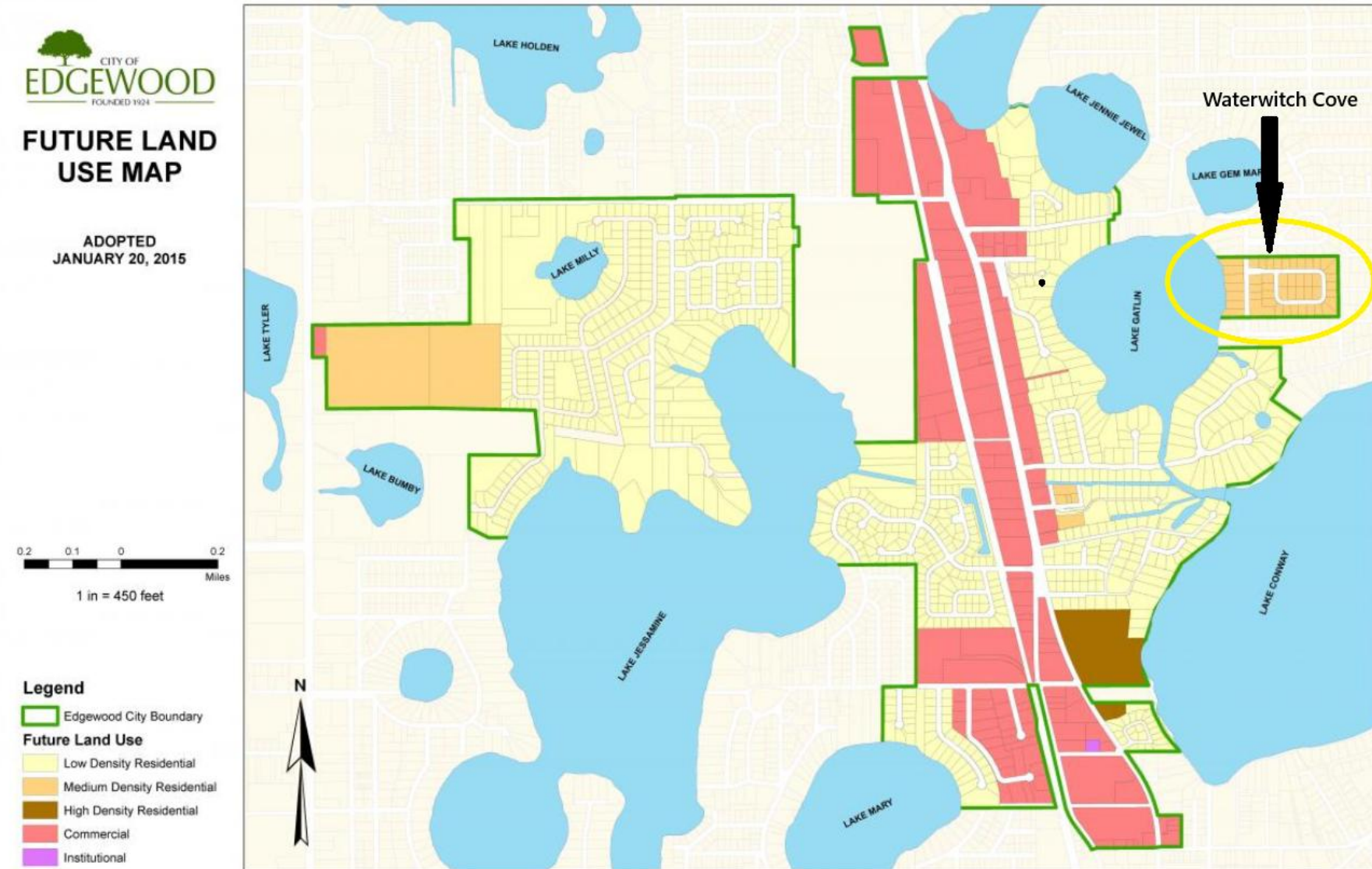
The current Medium Density Residential FLU designation, with its density range of "greater than 4 dwelling units per acre and not exceeding 7 dwelling units per acre," is inconsistent with both the original stated density of "2-6 units per acre" from the 1993 amendment and, more importantly, the prevailing character and land use patterns of the surrounding area.

Suggested Motion: Approval of a small-scale comprehensive plan amendment to change the Future Land Use Map designation for the Waterwitch Cove Subdivision from Medium Density Residential to Low Density Residential.

#### **Attachment**

- Map illustrating the Waterwitch Cove Subdivision and its current FLU designation.

## 2025 Future Land Use Map



**ORDINANCE NO. 2025-06**

**AN ORDINANCE OF THE CITY OF EDGEWOOD, ORANGE COUNTY, FLORIDA, TO AMEND THE EDGEWOOD COMPREHENSIVE PLAN INCLUDING AMENDING THE FUTURE LAND USE DESIGNATION FROM MEDIUM DENSITY RESIDENTIAL TO LOW DENSITY RESIDENTIAL FOR THE LANDWARD PORTION OF THE WATERWITCH COVE SUBDIVISION, PLAT BOOK 33, PAGE 34 ORANGE COUNTY RECORDS, (APPROXIMATELY 15.6 ACRES); FINDING THAT SUCH AMENDMENT IS A SMALL SCALE AMENDMENT UNDER SECTION 163.3187, *FLORIDA STATUTES*; PROVIDING FOR FINDINGS; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.**

**WHEREAS**, the City of Edgewood is committed to planning and managing the future growth and redevelopment of the City; and

**WHEREAS**, the City of Edgewood has the authority to amend its Comprehensive Plan pursuant to Chapter 163, Part II, Florida Statutes; and

**WHEREAS**, the City Council of Edgewood desires to adopt an amendment to the Comprehensive Plan by amending the Future Land Use Map to guide and control the future development of the City and to preserve, promote and protect the public's health, safety and welfare; and

**WHEREAS**, the proposed amendments satisfy the criteria for a small scale amendment under Section 163.3187, Florida Statutes; and

**WHEREAS**, the amendment to the Comprehensive Plan, Future Land Use Map contemplated herein involves fewer than fifty acres; and

**WHEREAS**, the City of Edgewood’s Planning and Zoning Board, as the City’s local planning agency, held a public hearing to consider the amendment to the Future Land Use Map of the City of Edgewood Comprehensive Plan; and

**WHEREAS**, the City Council as the City's governing body, held a public hearing for adoption to consider the amendment to the City of Edgewood Comprehensive Plan in accordance with the controlling provisions of State law; and

**WHEREAS**, the City of Edgewood has complied with all requirements and procedures of Florida law in processing this small scale amendment to the City of Edgewood Comprehensive Plan.

**WHEREAS**, the City Council of the City of Edgewood hereby finds and determines that this Ordinance is internally consistent with the goals, objectives and policies of the City

of Edgewood Comprehensive Plan and other controlling law to include, but not limited to, Chapter 163, Florida Statutes, and the provisions of the State Comprehensive Plan as codified at Chapter 187, Florida Statutes.

**NOW THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF EDGEWOOD, FLORIDA, AS FOLLOWS:**

**Section 1:** The recitals set forth above are hereby adopted as legislative findings of the City Council of the City of Edgewood.

**Section 2:** Small Scale Comprehensive Plan Amendment – Future Land Use Map: Ordinances adopting and amending the Comprehensive Plan of the City of Edgewood, Florida, are hereby amended to designate the landward portion of the Waterwitch Cove subdivision, Plat Book 33, Page 34 Orange County records, as Low Density Residential;

**Section 3:** The City Clerk is hereby directed to transmit a copy of this amendment of the Comprehensive Plan to the State Land Planning Agency.

**Section 4:** All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed to the extent of such conflict.

**Section 5:** If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

**Section 6:** This Ordinance and small scale amendment shall become effective 31 days after adoption. If challenged within 30 days after adoption, said amendment shall not become effective until the State Land Planning Agency or the Administration Commission, respectively, issues a final order determining the adopted small scale amendment is in compliance, pursuant to *Florida Statute* 163.3187(3)(c).

PASSED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2025, by the City Council of the City of Edgewood, Florida.

\_\_\_\_\_  
John Dowless, Mayor  
City of Edgewood

Attest:

\_\_\_\_\_  
Sandy Riffle, City Clerk  
City of Edgewood



NOTICE OF PUBLIC HEARING CITY OF EDGEWOOD, FLORIDA Notice is hereby given that the Local Planning Agency (LPA) of the City of Edgewood, Florida, will hold a public hearing to consider a proposed small-scale Comprehensive Plan amendment. The amendment seeks to change the Future Land Use Map designation for the Waterwitch Cove Subdivision from Medium Density Residential to Low Density Residential. Following the LPA hearing, the Edgewood City Council will hold two (2) public hearings (first and second readings) to consider the LPAs recommendation and take final action on the proposed amendment. The purpose of this amendment is to correct a historical error within Comprehensive Plan Amendment 93S1 (Ordinance No. 93-391) and to ensure the Waterwitch Cove Subdivisions future land use designation reflects the intended and appropriate residential density for the area. Public Hearing Dates, Times, and Location All hearings will take place at Edgewood City Hall Council Chambers, 405 Bagshaw Way, Edgewood, FL 32809. Planning & Zoning Board (LPA): Monday, September 8, 2025 at 6:30 PM City Council First Reading: Tuesday, September 16, 2025 at 6:30 PM City Council Second Reading: Tuesday, October 21, 2025 at 6:30 PM Proposed Ordinance Interested parties may appear at the hearings and be heard on the following proposed Ordinance: ORDINANCE NO. 2025-06 AN ORDINANCE OF THE CITY OF EDGEWOOD, ORANGE COUNTY, FLORIDA, AMENDING THE EDGEWOOD COMPREHENSIVE PLAN BY CHANGING THE FUTURE LAND USE DESIGNATION FROM MEDIUM DENSITY RESIDENTIAL TO LOW DENSITY RESIDENTIAL FOR THE LANDWARD PORTION OF THE WATERWITCH COVE SUBDIVISION (PLAT BOOK 33, PAGE 34, ORANGE COUNTY RECORDS, APPROXIMATELY 15.6 ACRES); DETERMINING THAT THE AMENDMENT QUALIFIES AS A SMALL-SCALE AMENDMENT UNDER SECTION 163.3187, FLORIDA STATUTES; PROVIDING FOR FINDINGS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE. 8/28/25 7862482

# **Ordinance 2025-08: ECD Mixed Use & Activity Node Bonus**



Date: September 3, 2025  
To: Planning and Zoning Board  
From: Ellen Hardgrove, City Planning Consultant  
XC: Drew Smith, City Attorney  
Sandy Riffle, City Clerk  
Brett Sollazzo, Administrative & Permitting Manager  
Re: Proposed Ordinance: Criteria for Mixed Use Residential and ECD Density Bonuses

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The attached proposed ordinance for your review is intended to accomplish two key goals:

1. **Clarifying Mixed Use Residential:** It provides a clear, official definition for "Multi-Dwelling Residential Buildings when included as one component of a mixed use master development plan," which we'll refer to as Mixed Use Residential. This essential clarification will help both developers and reviewers better understand the intent of the ECD ordinance.
2. **Enhancing the Activity Node Bonus:** Inter-related to the clarification of the Mixed Use Residential term is the Activity Node density bonus of the ECD. Whereas the P&Z Board reviewed an ordinance that related to the activity node bonus at last month's meeting, the City Council has asked that the P&Z Board review a more detailed clarification for the bonus.

Also included as a proposed insert into the ordinance is a new type of non-residential use that could be counted toward meeting the Mixed Use goal: Live/Work Units.

As you review these documents, please keep in mind the core goals of the ECD, particularly the vision for Activity Nodes. These hubs are intended to be dynamic, mixed-use centers that promote transit-oriented, pedestrian-friendly environments.

The proposed standards in the ordinance are crafted to ensure we achieve these critical objectives:

- Creating a diverse and vibrant node of residential, retail, personal services, and office uses.
- Activating the Orange/Hansel Avenue corridor for pedestrians.
- Reducing automobile dependency and enhancing walkability and bicycling.
- Providing publicly accessible open spaces, including vibrant urban plazas.

Your input on these standards is invaluable, as they will help to establish the framework redevelopment along Orange Avenue.

ORDINANCE NO. 2025-08

AN ORDINANCE OF THE CITY OF EDGEWOOD FLORIDA  
AMENDING CHAPTER 134, ARTICLE IV, DIVISION 12, "EDGEWOOD  
CENTRAL DISTRICT" TO CLARIFY AND EXPAND THE DEFINITION  
OF "MULTI-DWELLING RESIDENTIAL BUILDINGS WHEN  
INCLUDED AS ONE COMPONENT OF A MIXED USE MASTER  
DEVELOPMENT PLAN SUBMITTED WITH THE APPLICATION,  
EITHER HORIZONTAL OR VERTICAL MIX," AND TO DEFINE THE  
REQUIREMENTS FOR ACHIEVING DEVELOPMENT BONUSES,  
PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS  
AND AN EFFECTIVE DATE.

**WHEREAS**, the City of Edgewood seeks to promote the achievement of the goals and vision of its districts, encouraging high-quality development that might otherwise be economically unfeasible; and

**WHEREAS**, the establishment of a development bonus system provides a mechanism to incentivize increased development intensity in a manner consistent with the City's comprehensive plan and land development regulations; and

**WHEREAS**, such a system fosters public and private partnerships that contribute to the overall economic vitality and urban design quality of the community; and

**WHEREAS**, the creation of "activity nodes" is identified as a key component of this vision, designed to concentrate development intensity and promote transit-oriented, pedestrian-friendly environments; and

**WHEREAS**, it is in the public interest to provide a clearer definition of mixed-use development, including both horizontal and vertical configurations, to better reflect the diverse development patterns desired within the district; and

**WHEREAS**, the standards for activity nodes, including but not limited to, increased impervious surface area ratio, F.A.R., density, and building height, are intended to create vibrant, mixed-use centers; and

**WHEREAS**, it is in the public interest to encourage developments that reduce automobile dependency, enhance walkability and bicycling, and provide convenient access to public transit; and

**WHEREAS**, the integration of a diverse mix of residential, retail, personal services, and office uses within these activity nodes is essential to fostering dynamic and self-sustaining environments; and

**WHEREAS**, the provision of publicly accessible open space, including public plazas and parks with specific design and maintenance criteria, serves to enhance the quality of life and provide valuable public amenities within these intensive development areas; and

**WHEREAS**, ensuring compatibility with adjacent uses through thoughtful design, including considerations of building scale, massing, setbacks, buffers, and mitigation of noise and lighting, is paramount to harmonious urban development; and

41       **WHEREAS**, the City Council hereby finds that this Ordinance serves a legitimate  
42 government purpose and is in the best interests of the public health, safety, and welfare of the  
43 citizens of Edgewood, Florida;  
44

45       **NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE**  
46 **CITY OF EDGEWOOD, FLORIDA, AS FOLLOWS:**  
47

48       **SECTION ONE.** The findings set forth in the recitals above are hereby adopted as  
49 legislative findings of the City Council pertaining to this Ordinance.  
50

51       **SECTION TWO.** The City of Edgewood Code of Ordinances Chapter 134, “Zoning,”  
52 Article IV, “District Regulations,” Division 12, “Edgewood Central District” is hereby amended  
53 as set forth as follows (note: additions are indicated by underline, deletions are indicated by  
54 strikethrough, and portions of the Code that remain unchanged and which are not reprinted here  
55 are indicated by ellipses (\*\*\*):

56 **Sec. 134-467. Permitted uses within the Edgewood Central District.**

57 \*\*\*

Multi-Dwelling Residential Buildings when included as one component of a mixed use master development plan submitted with the application, either horizontal or vertical mix, (minimum 2 uses, e.g., retail and residential, or office and residential) <b>■</b>	P
Residential dwellings above first floor non-residential	P
Multi-Dwelling Residential Buildings (not mixed use)	S

58 *[Note: P=Permitted, S=Special Exception]*

59 \*\*\*

60 **Footnotes:**

61       <sup>1</sup> Specific design standards apply

62 **Sec. 134-168(e) Maximum allowed floor area ratio and density.**

63 The city council finds that the Edgewood Central District promotes a mixed-use development  
64 pattern along SR 527, a "principal arterial." The maximum floor area ratio and density shall be  
65 determined by the property's future land use designation and by compliance with the standards of  
66 this district.  
67

68 **Sec. 134-472. Use specific design standards.**

69 \*\*\*

70 (h) Multi-Dwelling Residential Buildings when included as one component of a mixed use master  
71 development plan submitted with the application, either horizontal or vertical mix, to also be

known as Mixed Use Residential, shall mean a residential development that meets the following criteria.

(1) Mix of Uses: At least one of the following non-residential uses must be included in the development:

- Retail
- Restaurant
- Personal service
- Entertainment venue
- Office
- Lodging

Live/work units are also allowed as part of the required non-residential space; however, they may not exceed 65% of the required minimum non-residential building square footage. In addition, uses with drive-up windows are not permitted to count toward the non-residential use requirement.

(2) Minimum % of Nonresidential Uses: The total minimum building square footage for non-residential uses shall be equal to 3% of the total site area for residential developments with densities of 25 units per acre or less. For developments seeking an Activity Node density bonus, the required non-residential square footage will be determined by the specific terms of the bonus criteria.

(3) Location of Nonresidential Uses: For residential developments with densities of 25 units per acre or less, non-residential uses shall be physically and visually integrated on the ground floor of the residential building. They must also have a direct, public-facing entrance from an arterial road.

City Council may approve an alternative location, provided that the alternative is found to further the vision of the ECD and meets the following standards:

- The non-residential uses must be directly attached to a public open space or plaza that is at least 0.25 acre in size.
- This open space or plaza must have a minimum of 50 feet of frontage on the People Space.
- The open space or plaza is designed to have an interconnected relationship with the residential uses.

For developments requesting an Activity Node density bonus, the location of non-residential uses will be determined by the specific terms of the bonus criteria.

(4) Impervious Surface Maximum: The maximum impervious surface for the site shall not exceed 80%. For a development designated as an Activity Node, the impervious surface maximum is not applicable and shall be determined by the specific criteria of the approved density bonus.

(5) Floor Area Ratio (FAR) Maximum: The maximum Floor Area Ratio (FAR) for a development is 2.0. This maximum does not apply to projects designated as an Activity

Node as part of a density bonus. For such projects, the FAR will be determined by the specific criteria of the approved bonus.

For the purpose of calculating FAR, the gross floor area of a parking garage is excluded under the following conditions:

- The space is used exclusively for vehicle parking and related circulation.
- The space, including the rooftop, is not used for any commercial or residential purpose.

(6) Density Limitation: The maximum number of allowable residential units for a project shall be calculated by applying the approved maximum density to the entire area of the project site. To achieve a residential density of 25 or more dwelling units per acre, a development must apply for and be approved as an Activity Node Density Bonus.

(i) Live/Work Units (insert if supported)

## **Sec. 134-473. Development bonuses.**

\*\*\*

*(1) Creation of an activity node.* Activity nodes shall be allowed an increase in the maximum impervious surface area ratio to 90 percent. Activity nodes shall be allowed an increase in the maximum building height to 75 feet/six stories. In order to achieve the activity node bonuses the following design standards must be met in addition to the Mixed Use Residential criteria of Section 134-472:

a. **Minimum Size:** Development sites must be at least ~~7.5~~ 5.0 acres in size.

b. **Development Design:** The following additional development design standards shall apply.

1. Building design: Buildings shall be designed with the pedestrian in mind reflected by, but not limited to, scale and massing of buildings, walkable blocks, use of arcades and galleries, and emphasis on active first floor uses oriented to the street. Both residential and nonresidential uses are included. Building entryways and walkways will incorporate awnings and/or recessed entrances to provide weather protection for pedestrians.

~~Such development will include unique architectural features and a comprehensive sign plan that promotes a cohesive design for the activity node. In addition, public amenities will be incorporated into the development to include public art, useable public gathering areas with seating and shade structures, water sculptures, fountains, or similar public amenities that are accessible to the public. [Note to reviewer: this deleted text has been moved to another section of the Activity Node criteria.]~~

2. Building frontage breaks: When a site's arterial frontage exceeds 350 feet from a street intersection, as measured at the right-of-way line, a vehicular and pedestrian passage must be established. This passage, which can be a public street or a private drive, must provide access to another street or drive. Parallel parking is permitted along the length of this passage.

3. People Space/Build-to-Line Option.

To enhance the pedestrian experience and street-level activity, the build-to line may be reduced to 18 feet from the arterial right-of-way/property line. This option is subject to the following conditions:

- The public sidewalk must be 13 feet wide and located directly adjacent to the building fronting the arterial road.
- The remaining 5-foot-wide strip between the sidewalk and the right-of-way must be landscaped. This landscaping must include a hedge and ground cover, as well as the required street trees. The hedge must be at least 30 inches tall at planting, capable of growing to 36 inches within 18 months, and maintained at a height not to exceed 36 inches.
- The sidewalk and landscaped strip must be recorded as a pedestrian and landscape easement.
- Street furniture and bike racks may be placed within the landscaped strip.
- A bench or small seating arrangement for the general public shall be provided at least every 165 linear feet of the sidewalk.
- Cafes and restaurants adjacent to the sidewalk are permitted to use up to 5 feet of the sidewalk nearest the building for outdoor dining.

**c. Achievable Density Stipulations for Creation of Activity Node:**

<u>Achievable Density</u>	<u>Maximum Height</u>	<u>Nonresidential Minimum Square Feet Component</u>	<u>Public Plaza Component<sup>1</sup></u>	<u>Non-residential location</u>
<u>26-60 units/acre</u>	<u>65 feet or five stories</u>	<u>4% of site area</u>	<u>Minimum 0.25 acre</u>	<u>Minimum 50% of the building façade along the arterial frontage shall be lined with nonresidential uses.</u> <u>Minimum 25% of the plaza's non arterial frontage perimeter must be fronted by nonresidential uses.</u>
<u>61-80 units/acre</u>	<u>75 feet or six stories</u>	<u>7% of site area</u>	<u>Minimum 0.25 acre</u>	<u>Minimum 50% of the building façade along the arterial frontage shall be lined with nonresidential uses. Minimum 25% of the plaza's non arterial frontage perimeter must be fronted by nonresidential uses.</u>

<sup>1</sup>Public Plaza Component Design Standards

1. Privately-owned, publicly accessible in perpetuity



2. At ground level with at least 50 feet contiguous and connected to the "People Space" portion of the site along Orange or Hansel Avenues and minimum 75 feet in width internal to the site.
3. Have at least 75 feet of lake frontage, if property abuts a lake.
4. Be spatially defined by building frontages, with at least 70% of the first floor's facade made of transparent materials (primarily glass windows) to activate the space.
5. Be directly accessible from the residential portions of the site.
6. Include paved surfaces with planters; landscaped areas; seating; and a water feature or fountain as a focal point.
7. The area adjacent to the nonresidential use frontage shall include shade trees and public seating.
8. Have a management plan prepared for its perpetual maintenance and public accessibility.

~~e. Parking shall be located behind buildings or in parking structures consistent with all applicable regulations. On-street parallel parking is allowed; on-street angled parking shall not be allowed. [Note to reviewer: this deleted text has been moved to another section of the Activity Node criteria.]~~

~~d. Should on-street parking include provision of accessible parking spaces, such shall be consistent with the public right of way accessibility guidelines (PROWAG). [Note to reviewer: this deleted text has been moved to another section of the Activity Node criteria.]~~

~~e. Include a park/urban plaza meeting the following criteria: [Note to reviewer: this deleted text has been moved to "c." of the Activity Node criteria.]~~

~~1. The minimum area shall comprise at least one-half of an acre and the maximum shall be two acres.~~

~~2. The area is spatially defined by building frontages and at least 150 feet of frontage on a two-lane street; incorporation of the lake frontage is strongly encouraged.~~

~~3. Building facades facing the plaza shall have at least 70 percent of their first floor's primary facade in transparent windows and/or public entrances and incorporate a People Space as described in this district. [Note to reviewer: this deleted text has been moved to another section of the Activity Node criteria.]~~

~~4. The area will consist of paved surfaces with planters and landscaped area consisting of paths, lawns, and shade trees, seating, and other furnishings, all formally arranged, and shall include a water feature/fountain as a focal point. [Note to~~

reviewer: this deleted text has been moved to another section of the Activity Node criteria.]

~~5. The urban plaza or park shall be privately owned and maintained, but open to the public. The applicant shall also be required to prepare a management plan for the maintenance and ownership of the site.~~ [Note to reviewer: this deleted text has been moved to another section of the Activity Node criteria.]

~~6. Demonstration of compatibility with adjacent uses.~~

~~7. Request for development approval must include elevations and colored renderings with materials identified in addition to development site plan.~~ [Note to reviewer: this deleted text has been moved to another section of the Activity Node criteria.]

**d. Restaurant Incentive:** A full-service restaurant space meeting the following standards and incorporated into the development design to create a dynamic mixed-use environment shall count 1.5x the required minimum square footage:

- **Location & Visibility:** The space must be on the ground floor featuring a prominent, highly visible storefront from the arterial street and direct access from the sidewalk along the arterial street or public plaza. A minimum of 60% of its street-facing facade must be transparent.
- **Outdoor Seating:** The design must accommodate patio or outdoor seating to activate the sidewalk and/ or plaza.
- **Construction:** The space shall be constructed to be "restaurant-tenant-ready," including necessary utility connections (water, gas, electricity) and proper infrastructure for commercial kitchen ventilation (hood systems).
- **Minimum Size:** The space shall be a minimum of 2,500 square feet.

[Note to reviewer: Restaurants serve as natural gathering places. They are where people meet for coffee, have business lunches, or grab dinner with friends. This creates a "third place"—a public space that is not home or work—which is critical for community building and a sense of place. Furthermore, unlike live/work units that primarily serve the resident, a restaurant or cafe actively draws in people from outside the development. This creates a constant flow of pedestrians, which benefits other nonresidential uses and makes the entire streetscape feel safer and more vibrant. Also, Live/work units and workspaces are typically active during business hours. A restaurant can be active from early morning until late afternoon, and a restaurant can keep the area bustling well into the evening. This creates a more resilient, 18-hour-a-day environment that is less susceptible to economic downturns. Last, they offer a high-value amenity that is highly desirable for both residential and commercial tenants. This convenience is a major selling point for the development and helps increase property values. Food and beverage establishments are the single most effective way to generate the kind of public, round-the-clock activity that defines a successful mixed-use development.

**e. Multi-modal Transportation Connectivity:** The development must be designed to reduce automobile dependency and encourage transit ridership, walking, and bicycling by meeting the following criteria.

- Transit Stop Proximity: Proximity to Transit as defined in Code Section 134-606. must be provided
  - Bicycle Parking: Bicycle parking shall be strategically distributed throughout the site to ensure it is conveniently located for all businesses and residents. All parking locations must be visible and well-lit to promote safety and usage.
  - Building Design: Building entryways and walkways must incorporate awnings and/or recessed entrances to provide weather protection for pedestrians.
- f. Parking:** Adequate parking shall be provided for residents and the general public.
- Quantity: Required parking shall be determined in accordance with Code Sec. 134-607 for Mixed Use developments.
  - Location: Parking shall be located behind buildings or in parking structures consistent with all applicable regulations.
  - On-Street Parking: If a public/private road is included in the development design, parallel on-street parking is permitted. Angled on-street parking is prohibited.
  - Accessible Parking: The provision of on-street accessible parking spaces must comply with the Public Right-of-Way Accessibility Guidelines (PROWAG).
- g. Signage:** A Master Sign Plan is required for all developments designated as an Activity Node. The purpose of this plan is to ensure a cohesive and unified design for all signage within the development. The Master Sign Plan must address the following elements:
- Design and Materials: All signs shall adhere to a consistent design theme, including a specified palette of materials, colors, and fonts.
  - Sign Types: The plan must identify the types of signs permitted within the development (e.g., attached and ground).
  - Dimensions: The plan shall specify maximum dimensions, including height, width, and square footage, for each sign type.
  - Location: The plan shall specify the allowed location for each sign type, ensuring they are strategically placed to enhance the project's visual appeal and legibility.
  - Lighting: The plan shall regulate sign lighting, including illumination methods and intensity, to prevent light pollution and maintain a cohesive nighttime appearance.
- h. Master Lighting Plan:** A Master Lighting Plan consistent with ECD requirements is required for all developments designated as an Activity Node. The purpose of this plan is to ensure a safe, functional, and aesthetically cohesive environment after dusk, while also minimizing light pollution.
- i. Submittal Requirements:** The development approval request must demonstrate compatibility with adjacent uses by considering building scale, massing, setbacks, buffers, and noise and lighting reduction techniques. All applications must include elevations and

279 colored renderings with building materials identified, in addition to the development site  
280 plan.

281 \*\*\*

282 **SECTION THREE.** Severability Clause. In the event that any term, provision, clause,  
283 sentence or section, or Exhibit of this Ordinance shall be held by a court of competent jurisdiction  
284 to be partially or wholly unenforceable or invalid for any reason whatsoever, any such invalidity,  
285 illegality, or unenforceability shall not affect any of the other or remaining terms, provisions,  
286 clauses, sentences, or sections of this Ordinance, and this Ordinance shall be read and/or applied  
287 as if the invalid, illegal, or unenforceable term, provision, clause, sentence or section did not exist.

288 **SECTION FOUR.** Ordinances in Conflict. All ordinances or parts thereof, which may  
289 be determined to be in conflict herewith, are hereby repealed and superseded by this Ordinance, to  
290 the extent of such conflict.

291 **SECTION FIVE.** Effective Date. This Ordinance shall become effective on the date  
292 adopted by City Council.

293  
294 PASSED ON FIRST READING THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

295  
296 PASSED AND ADOPTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

297  
298 CITY OF EDGEWOOD, FLORIDA

299 CITY COUNCIL

300  
301 \_\_\_\_\_  
302 Richard A. Horn, Council President

303 ATTEST:

304  
305 \_\_\_\_\_  
306 Sandy Riffle, City Clerk

## Live/Work Space Criteria

Live/work units are permitted as a component of the required non-residential space, provided they meet the following criteria. The intent of these criteria is to ensure that live/work units contribute to the active, public-facing character of the Activity Node and are not used to circumvent the non-residential square footage requirement.

### A. General Requirements

- **Definition:** A "live/work unit" is a single integrated space combining both residential and non-residential uses. The business owner or operator must also reside in the unit. Unlike a home occupation, a live/work unit is a full-fledged commercial enterprise with a storefront presence, visiting clients, and potential employees.
- **Location:** To be included in the minimum non-residential square footage, the unit must be located on the ground floor, with its primary frontage on an arterial street or public plaza. The unit's workspace must be in the front portion, with the residential component located either above or to the rear of the workspace.
- **Site Design:** To be included in the minimum non-residential square footage, the development must utilize the People Space/Build-to-Line Option.
- **Building Standards:** The entire building containing live/work units must comply with all ECD Building Design Standards in Code Section 134-469.

### B. Architectural & Design Standards

- **Separate Entrances:** The work area must have a separate, dedicated public business entrance directly facing a street or plaza. This entrance shall be clearly distinct from any private residential entrance, be recessed a minimum of 6 feet, and feature a storefront-style door with full-height glass.
- **Interior Layout:** The non-residential workspace shall be located in the front portion of the unit and be physically separated from the residential area by a lockable door from both sides. The workspace may not contain bedrooms, residential kitchens, or showers, but it must include an ADA-compliant sink and toilet. For two-story units, the residential portion must be located entirely upstairs. The square footage for the stairs will be allocated 50% to each use.
- **Signage:** All live/work unit signage shall be included in the Master Sign Plan, ensuring consistency in size, type, and placement, and be architecturally compatible with all other non-residential signage.

### C. Non Residential Calculation and Allocation

The non-residential component of a live/work unit shall be a minimum of 50% of the unit's total square footage and will be calculated at a 1:1 ratio. A separate community co-create/work space may also be included in the building and will count as 500 square feet toward the required non-residential total, provided it meets the following standards.

- **Location:** The community co-create/work space shall be on the ground floor, directly accessible from the People Space.
- **Minimum Size:** The space shall be a minimum of 2,000 square feet.
- **Design:** The space shall be designed to include a mix of seating areas, such as individual workstations, communal tables, and at least two private meeting rooms.
- **Transparency:** A minimum of 60% of the street-facing facade of the co-create space must be transparent to promote visual connection and pedestrian engagement.

#### **D. Operational and Lease Requirements**

- **Resident Occupied:** The live portion of the unit must be occupied by the business owner. Subleasing of any portion of the unit is prohibited.
- **Active Use:** The resident of a Live/Work unit obtain a City Use Permit and Business Tax Receipt, and operate a business open to the public during regular business hours (a minimum of 20 hours per week between 9:00 AM and 8:00 PM, Monday through Saturday). The space must be actively staffed during these hours.
- **Use Prohibition:** Short-term rental activity (e.g. sleeping, lounging/resting, or cooking areas) is not allowed in the “work” portion of the live/work unit. The “live” area of the live/work unit may not be used for short-term rentals.
- **Physical Separation:** The workspace must be used solely for business functions and cannot be used for residential storage or living quarters.
- **Property Management Responsibility:** As a condition of approval, the property manager or owner is responsible for ensuring occupants adhere to these standards through a lease contract or other means.

# **Ordinance 2025-11: Off-Street Parking Regulations**



Date: September 3, 2025  
To: Planning and Zoning Board  
From: Ellen Hardgrove, City Planning Consultant  
XC: Drew Smith, City Attorney  
Sandy Riffle, City Clerk  
Brett Sollazzo, Administrative & Permitting Manager  
Re: Proposed Ordinance: Off Street Parking Re-Write

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This memo provides an overview of a proposed ordinance designed to restate the City's parking standards in a clearer, more user-friendly manner. Your input is, as always, invaluable in crafting an effective regulation.

**Sec. 134-605. Applicability of Off-Street Parking Requirements**

This section clearly outlines when new parking spaces are required, such as for new construction, a change in use that requires more parking, or the expansion of an existing use.

**Sec. 134-606. Definitions**

This section provides precise definitions for the terms used in the parking regulations. These definitions are crucial for clarity and consistency.

**Sec. 134-607. Quantity of On-Site Off-Street Parking**

This is the core of the regulation, establishing the minimum number of parking spaces required for a wide range of uses, from residential to commercial to industrial. It introduces a detailed exhibit with minimum parking ratios. These ratios are similar to most of existing parking quantity requirements but are now presented in a more comparable format where possible. It also addresses calculations, rounding, and rules for accessible parking.

**Sec. 134-608. Off-Site Off-Street Parking Options**

This section reduces constraints on the current ability to use off-site parking spaces.

**Sec. 134-609. Reduction of Parking for Adaptive Reuse**

This is an innovative section designed to address a major challenge in use of buildings built prior to modern parking requirements. It provides a tiered system to allow older buildings to have their parking requirements reduced by up to 40%. The reductions are granted in exchange for specific improvements that directly improve the aesthetic of the Orange Avenue corridor, such as landscaping, facade rehabilitation, and curb cut modifications.

**Sec. 134-610. Off-Street Parking Lot Design Requirements**

This section details the physical design of parking lots. The requirements are similar to the existing regulations but provide the information in an illustrated way for user-friendliness.

**Sec. 134-611 through 134-613**

These sections are very similar to existing regulations. They cover off-street loading, the permanent reservation and maintenance of parking areas, and landscaping requirements.



**AN ORDINANCE OF THE CITY OF EDGEWOOD,  
ORANGE COUNTY, FLORIDA AMENDING CHAPTER  
134, “ZONING;” AMENDING PROVISIONS RELATED TO  
OFF-STREET PARKING AND LOADING; PROVIDING  
FOR SEVERABILITY; PROVIDING FOR CODIFICATION,  
CONFLICTS, AND EFFECTIVE DATE.**

**NOW, THEREFORE, BE IT ENACTED** by the City Council of the City of Edgewood, Florida as follows:

1. **New Construction:** With the construction of any new building, structure, or principal use on a site.

42           2. **Change in Occupancy to a Use with a Required Higher Parking Quantity**

43           **Minimum:** With any change in the primary use or occupancy of a building or site  
44           that requires more parking as calculated by the minimum parking requirements for the  
45           use in accordance with Section 134-607. Quantity of off-street parking.

46           3. **Expansion or Increased Intensity of Existing Use:** When an existing building,  
47           structure, or occupational use is enlarged or its intensity is increased. Examples of  
48           increased intensity include, but are not limited to, adding dwelling units, guestrooms,  
49           assembly areas, grooming tables, ATMs, clients in day care, increasing gross floor  
50           area or seating capacity, or increasing employment.

51           4. **Rectification of Substandard Conditions from Parcel Division:** If a  
52           parcel/property is divided after January 1, 2025, without prior City subdivision  
53           approval, and any resulting parcel fails to meet the minimum parking requirements,  
54           no future applications for a change in use, occupancy, or expansion on that parcel will  
55           be approved until the parking regulations are fully satisfied.

56  
57 **Sec. 134-606. Definitions**

58           The terms used in this Division shall have the following definitions; in the event of any  
59           conflict with any definition elsewhere, the following definitions shall control:

60           *Convenience-Oriented Services:* These are services characterized by high customer  
61           turnover and short durations of stay. Customers typically come in, complete a transaction or drop  
62           off/pick up an item, and leave relatively quickly. Examples include dry cleaners (drop-off/pick-  
63           up focus), shoe repair (quick drop-off/pick-up), key duplication. tailors, locksmith, formal wear  
64           rental, watch repair, shipping services, personal printing and copy services.

65           *Group Living Facility:* A residential structure or complex providing shared living  
66           accommodations and often, support services, care, or supervision, for a group of individuals not  
67           all related by blood, marriage, adoption, or guardianship, who typically live together as a single  
68           housekeeping unit. This definition includes, but is not limited to, assisted living facilities,  
69           nursing homes, recovery houses, residential treatment centers, and any facility operating as a  
70           Community Residential Home (as defined and regulated by Florida Statute § 419.001) that  
71           exceeds the number of residents permitted in a single-family dwelling under state law (e.g.,  
72           currently more than six (6) residents). This definition specifically excludes transient lodging such  
73           as hotels, motels, or short-term vacation rentals.

74           *Industrial/Commercial flex space:* a versatile property type that combines elements of  
75           different commercial uses, most commonly office, warehouse, and sometimes showroom or  
76           retail space, all within a single building or unit. The key characteristic of flex space is its  
77           flexibility and adaptability.

78           *Industrial, manufacturing:* Activities primarily involving the assembly, fabrication,  
79           processing, storage, research and development, and distribution of goods. Examples include, but  
80           are not limited to, commercial printers, sign manufacturing, wholesale bakeries, caterers (without  
81           dining facilities), commercial equipment repair and maintenance, upholstery or furniture repair,  
82           testing of materials, equipment, and products, and courier and express delivery services. This use

typically involves large-scale storage and limited public access for direct sales. Direct public retail sales is incidental to the primary wholesale function. This category specifically excludes uses that are primarily classified as general retail or service establishments.

*Industrial, Service and Logistics:* This category includes industrial uses primarily focused on service provision or the movement of goods and materials, often involving a high volume of employee, customer, or service vehicles. Examples include, but are not limited to, courier and express delivery services, commercial equipment repair and maintenance, and linen or uniform supply services.

*Industrial, Warehousing:* Warehousing is a subset of the broader industrial category, distinguished by its primary function of storage rather than manufacturing or production.

*Industrial, other:* This category includes industrial uses that do not primarily involve large-scale manufacturing, production, or warehousing and are distinguished by a focus on technical or creative production. Examples include, but are not limited to, music and motion picture/video production studios, sound recording studios, and other specialized technical or artistic production facilities. This use typically involves a combination of specialized equipment, limited on-site storage, and restricted public access.

*Office, General:* Establishments providing professional, administrative, or technical services.

*Offices, Medical:* Establishments primarily providing health care services, including, but not limited to, offices for physicians, dentists, optometrists, and ophthalmologists; medical and diagnostic laboratories; ambulatory surgery centers; urgent care centers; and offices for physical, occupational, and speech therapists.

*Pedestrian-Friendly Path:* A sidewalk designed and maintained to allow all pedestrians, including those with disabilities, to travel safely and independently between the primary business entrance and transit stop, with road crossings at crosswalks. Unless prohibited by existing right-of-way, this route shall have a minimum clear width that meets ECD, FDOT, or ADA standards (whichever is applicable), with the width free of any permanent or temporary obstructions (e.g., utility poles, signs, street furniture, landscaping, overhanging tree branches below 80 inches vertical clearance). Any path crossing arterials must be at a crosswalk with accessible pedestrian signals or flashing beacons. The entire path on the property shall be lighted consistent with best management practices as determined by the City's engineer to ensure visibility during low-light conditions.

*Personal Care/Health and Beauty Services:* These services typically involve extended customer stays, often appointment-based, and a direct, often one-on-one, interaction between a service provider and a client. Examples include Barber Shops/Hair Salons, Nail Salons/ Spas, Massage Therapy, Tanning Salons, Tattoo Parlors, individual (not a class) personal enrichment such as tutoring services, music lessons, individual personal fitness training and life coaching; travel agency; photography studios (where the primary service is taking photos, not selling equipment); investment advice; and tax preparation services.

*Place of Assembly:* A building or a defined portion of a building where groups of people gather for various purposes, typically involving a large number of individuals concentrating in

one area simultaneously. Examples include, but are not limited to, religious institutions, funeral homes, civic and social organizations, post-secondary or adult class instruction (e.g., diet reduction centers, fine art schools, martial arts schools, yoga studios, dog training facilities), event venues, and theaters.

*Playground Accessory to Commercial Use including Dog Park:* An outdoor recreational amenity that serves as a secondary feature to a primary commercial use on the same parcel, such as an area designated for children's play or dog exercise.

*Proximity to Transit:* Proximity to transit shall mean that the building's primary business or residential entrance is within 0.25 mile of a transit stop, both the near side and far side of the road, except on a one-way street pair. For properties situated on one-way street, proximity to one transit stop within the 0.25-mile radius is acceptable, contingent upon the presence of a parallel transit stop serving the opposing direction. The distance must be measured along a Pedestrian-Friendly Path.

*Shopping Center/Multi-Tenant Nonresidential Uses:* A planned and integrated multi-tenant commercial development consisting of a combination of retail stores, personal service establishments, restaurants, or offices situated on a single parcel or contiguous parcels of land. The individual businesses within a shopping center typically share common facilities such as parking lots, pedestrian walkways, and often, common ownership or management. Outparcels associated with a shopping center are considered part of the overall development for calculation of the minimum number of parking spaces. Places of Assembly are not considered part of the shopping center and parking is calculated separately.

#### **Sec. 134-607. Quantity of on-site off-street parking.**

(a) *Minimum Off-street Parking Requirements.* The minimum number of parking spaces required for a development site is determined by its proposed use and intensity, in accordance with Exhibit 134-607-1: Minimum Parking Ratios by Use. Any reduction in the number of required spaces or the provision of off-site parking to meet the minimum required must be approved in compliance with the regulations set forth herein.

#### **Exhibit 134-607-1: Minimum Parking Ratios by Use<sup>1,2,3</sup>**

<sup>1</sup>Minimum Base Parking: No use shall, except single-family residential, have less than three (3) standard spaces and one (1) Accessible Parking Space onsite.

<sup>2</sup>gsf = Gross Square Feet of Building Area

<sup>3</sup> Uses not specifically listed in this Exhibit shall meet the off-street parking requirements of the use listed herein that the City Planner determines is most similar or compatible in terms of parking demand characteristics, based on the principles of the Institute of Transportation Engineers (ITE). Should the City Planner be unable to determine a similar or compatible use, a professional parking demand study prepared by a qualified traffic engineer or planner shall be required to establish the appropriate parking standards.

##### **Residential Uses**

Single-Family Residential Units:	2 spaces per dwelling unit
Multifamily/attached units– Efficiency/Studio and One-Bedroom Units:	1.25 spaces per dwelling unit
Multifamily/attached units – Two bedroom units:	1.75 spaces per dwelling unit

Multifamily/attached units –Three or more bedroom units:	2.0 spaces per dwelling unit
Live/Work units	Parking for a live-work unit shall be calculated by combining the requirements for both the residential and commercial components as required herein.
Group Living Facility:	Parking requirements shall be determined based on a professional parking demand study prepared by a qualified traffic engineer or planner, taking into consideration the specific operational needs, resident capacity, and projected staffing levels.
<b>Retail Uses, Convenience-Oriented Services, Shopping Centers, Personal Care/Beauty</b>	
Stand-alone Grocery Store	5 spaces per 1000 gsf
Stand-alone Retail, except grocery	4 spaces per 1000 gsf
Stand-alone Convenience Oriented Service	5 spaces per 1000 gsf
Stand-alone Convenience Store	5 spaces per 1000 gsf
Shopping Centers/Multi-tenant building under 50,000 total gsf: excluding Places of Assembly	4.5 spaces per 1000 gsf; Places of Assembly in a shopping center will be calculated separately
Shopping Centers /multi-tenant building Over 50,000 total gsf, excluding Places of Assembly	4 spaces per 1000 gsf; Places of Assembly in a shopping center will be calculated separately
Personal Care/Health and Beauty Services	6.5 spaces per 1000 gsf
<b>Office</b>	
General Office:	4 spaces per 1000 gsf
Medical Office/Clinic:	5 spaces per 1000 gsf
Mixed Office Tenants:	See Multi-tenant building
<b>Bank and Financial Institutions</b>	
Banks with Walk-in Lobby/Branch:	2.5 spaces per 1,000 gsf
Stand-alone ATM:	1 per ATM
Drive-up tellers only/no lobby:	1 space per 300 gsf
<b>Eating and Drinking Establishments</b>	
Restaurants, Bars, Lounges, Cafes, and Similar Establishments:	10 spaces per 1000 indoor gsf; 6.5 spaces for outdoor seating
<b>Places of Assembly</b>	
Places of Assembly	1 space per 75 gsf of the combined areas intended for public congregation (e.g., sanctuary, auditorium, theater, classrooms, meeting halls) or 3 spaces per person based on the maximum capacity of combined assembly spaces as established by the Orange County Fire Department. When a Place of Assembly is located within a shopping center or other multi-tenant building, the minimum number of required parking spaces shall be calculated separately. The gross square footage of the Place of Assembly must be excluded from the parking calculation for the remainder of the building. The final parking total shall be the sum of these two separate calculations.

<b>Accommodations/Lodging Uses</b>	
Hotels, Motels, and other vacation/transient lodging:	1 space per 1 guest room, plus 1 space per 200 gsf administrative/office area (minimum 2 spaces for the administrative/office use)
Ancillary Uses to Accommodations/Lodging Uses:	Any restaurant, food service establishment, or retail use associated with the lodging facility that is open to the general public (beyond providing complimentary breakfast solely for registered guests) shall be considered a separate use for the purpose of calculating parking requirements, based on its respective use category in this Exhibit.
Conference/Meeting Space:	Any conference, meeting, or banquet space shall be calculated using the "Places of Assembly" parking requirement.
<b>Animal Care Uses</b>	
Animal Grooming:	1.25 spaces per grooming table, plus 1 space per 300 gsf of reception/waiting area
Doggie Day Care:	1 space per 6 dogs
Veterinarian (without boarding):	5 spaces per 1000 gsf
Kennels/overnight boarding:	1 space per 10 boarding cages
<b>Industrial</b>	
Industrial/Commercial Flex Space	2.5 spaces per 1,000 gsf, plus 1 space in front of each loading bay or dock door if such is provided
Manufacturing:	2 spaces per 1,000 gsf, plus 1 space in front of each loading bay or dock door if such is provided
Industrial, Service and Logistics:	2 spaces per 1,000 gsf, plus 1 space in front of each loading bay or dock door if such is provided
Miniwarehouses (Self-Storage Facilities):	For facilities with up to two hundred (200) units: A minimum of four (4) parking spaces, to be located at the office/entrance. For facilities with over two hundred (200) units: A minimum of six (6) parking spaces, to be located at the office/entrance.
Warehousing/Storage:	1 space per 1,000 gsf of total industrial area (includes outdoor storage area which shall be delineated on the site plan); plus 1 space in front of each loading bay or dock door + 3.5 spaces per 1,000 gsf of office and/or ancillary retail area if provided. The gross square footage of such office and/or ancillary retail area shall be subtracted from the total industrial area (gsf) for the purpose of calculation.
<b>Education /Day Care</b>	
Children and Adult Day Cares:	1 space per 6 clients of allowable capacity as established by the Florida Department of Children and Families (DCF) or Agency for Health Care Administration (AHCA), or as licensed for care; plus 1 space per staff member on largest shift
K—9 <sup>th</sup> grades:	1 space per 8 students (design capacity)

10 <sup>th</sup> —12 <sup>th</sup> grades:	1 space per 3 students (design capacity)
Vocational/Trade:	1 space per 4 students, plus 1/employee
<b>Recreation Uses</b>	
Playground and Dog Parks (Accessory to Commercial Use)	No separate parking or minimum required; parking demand shall be accommodated by the principal commercial use.
Gyms, health spas, fitness centers, indoor playgrounds	5 spaces per 1,000 gsf
<b>Car Wash</b>	
Car Wash (full service):	3.5 spaces per 1,000 gsf of building including wash tunnel and/or detail bays
<b>Hospital</b>	
Hospital	4 spaces per authorized patient bed

(b) *Calculation.*

1. Rounding: When the computation of the number of required parking spaces results in a fraction, the fraction shall be rounded up to the next higher whole number.
2. Exclusions: The following types of spaces shall not be counted towards meeting the minimum off-street parking requirements:
  - a. Off-street loading spaces.
  - b. Parking spaces located within vehicle repair bays or car wash tunnels.
  - c. Stacking spaces within drive-through lanes.

(c) *Accessible Parking.* The minimum number of Americans with Disabilities Act (ADA) compliant accessible parking spaces shall be provided as mandated by applicable state and federal regulations. Such Accessible Parking Spaces shall be credited towards the total minimum parking required for the development. Furthermore, additional Accessible Parking Spaces beyond the minimum required by state and federal regulations may be required as detailed in Section 134-610(g) “Accessible Parking Location” of this regulation, to ensure their availability in close proximity to primary building entrances.

(d) *Electric Vehicle (EV) Charging Spaces.* Up to five percent (5%) of the total minimum required off-street parking spaces for a development or use may be designated as EV charging spaces, provided the total minimum required parking spaces for the development is twenty (20) spaces or greater. All EV charging installations shall comply with the Florida Building Code, the National Electrical Code (NFPA 70), and any rules adopted by the Florida Department of Agriculture and Consumer Services.

(e) *Reduction of Minimum Off-Street Parking Requirements.*

1. Tree Preservation: The preservation of any historic or specimen tree, as defined in Chapter 130 of this Code, may be considered as a basis for a reduction in the number of required off-street parking spaces. The applicant shall provide evidence demonstrating that the proposed parking reduction is directly necessary for the preservation of healthy specimen and/or heritage trees, as determined by the City’s Landscape Architect or Planner. To further facilitate tree preservation, minor modifications to parking lot design standards (such as stall dimensions or aisle widths) may also be considered, provided

such modifications are approved by the City Engineer and do not compromise the functionality or safety of the parking facility. The maximum reduction in required parking spaces granted under this subsection for tree preservation shall not exceed ten percent (10%) of the total number of spaces otherwise required.

2. Mixed-use development: Developments incorporating the integration of complementary land uses that allow for the internal capture of trips and demonstrate a reduced overall parking demand may apply for a reduction in the minimum parking otherwise required. Applicants seeking a reduction under this subsection shall submit a detailed parking demand study prepared by a qualified traffic engineer or planner. This study must demonstrate, through recognized methodologies, that the parking demands of the different uses on-site occur at varying times, thereby justifying the proposed reduction. The Planning and Zoning Board shall review the request and forward a recommendation to the City Council. Any approval of a parking reduction for a mixed-use development may include conditions of approval intended to preserve the complementary nature of the uses and ensure the continued adequacy of parking.
3. Proximity to Transit: When a development has proximity to transit, as defined herein, a reduction in parking may be requested. The reduction amounts are as follows:
  - Bus stop: Up to a 5% reduction.
  - Commuter rail or bus transfer station: Up to a 20% reduction.

#### **Sec. 134-608. Off-site Off-street Parking Options.**

- (a) Intent: To facilitate efficient land use, support economic vibrancy, and enhance walkability and community character, required off-street parking may be provided on property other than the lot containing the principal use (off-site parking), subject to the provisions of this subsection. Off-site parking may be established under two primary conditions:
  1. Off-site use has complementary hours: On property occupied by uses with complementary hours, meaning the peak parking demands of the different uses occur at distinct times, resulting in no overlap of their respective demands for shared spaces.
  2. Off-Site use has excess parking: On property that has parking spaces exceeding the minimum required for its existing uses. For such sites, only the number of parking spaces that exceed the minimum required for the use on the off-site property shall be available for sharing.
- (b) Requirements: In both cases, the use of off-site off-street parking shall be subject to demonstration, by competent substantial evidence, of the following:
  1. Proximity and Pedestrian Access: Off-site parking spaces may be utilized to fulfill the minimum parking requirements, provided they are located within 1,320 feet of the principal entrance of the building they are intended to serve. The distance shall be measured from the parking space directly to and along a Pedestrian Friendly Path. Parking spaces located across an arterial road with more than two travel lanes are not eligible to be counted toward the minimum required parking. Crossings of a two-lane arterial road must be facilitated with an accessible pedestrian signal or flashing beacon.



2. On-Site Minimum: At least 30 percent of the total parking spaces required by section 134-607, or any other provision of this Code of Ordinances, shall be provided on-site. Any onsite parking, except Accessible Parking, shall be signed for short-term/visitor parking only.
3. Accessible Parking Spaces: No required Accessible Parking Spaces may be provided off-site.
4. Approved Parking Area: Off-site off-street parking spaces may only be counted toward required parking if such spaces are located on a paved and lined/striped parking area which has been approved, permitted, and inspected by the City for use as a parking area.
5. Shared Parking Agreement: A draft shared parking agreement shall be submitted to the city no later than submission of an application for site plan review for new development and no later than submission of an application for the Zoning Use Approval (part of the Business Tax Receipt (BTR) application) for a new business in an existing building. City legal staff must approve the fully executed agreement prior to City staff issuing Zoning Use Approval. The parking agreement shall include the following.
  - a. Parties and Properties: Legal names of all property owners involved (and leasee of the space that will use the shared parking if applicable) and precise legal descriptions (including Tax Parcel ID numbers and address) of the properties.
  - b. Maintenance Responsibility: Identification of which party is responsible for the maintenance of parking area.
  - c. Specifics of Use: Specificity as to the number of shared spaces, days and hours when the shared parking spaces may be used by the party granted use of the shared parking spaces (note: the identified times/days shall match the operational hours of the business requesting the shared spaces).
  - d. Duration of the agreement.
  - e. Termination and Modification: Provision that the agreement shall not:
    - i. Be terminated without cause; nor,
    - ii. Allow the number of the hours of availability of shared parking spaces to be reduced for the length of the agreement without at least 180 days' notice in writing delivered to all parties including the City.
  - f. Acknowledgment of Risk: Acknowledgment and agreement by the grantee of the shared parking spaces that if such shared parking spaces become unavailable for any reason, the grantee must immediately reduce its use of the property benefitted by the shared parking agreement in a manner that existing available parking shall be sufficient to meet the parking requirements of this Code. The grantee shall acknowledge that it understands the loss of shared parking spaces may have negative financial impacts to it and that it accepts the risk of such impacts and shall hold the City harmless from any lawful action taken by the City to cause compliance.
  - g. City as Party: Inclusion of the city as a party to the agreement for the purpose of enforcing any of the above required provisions.

- h. Attestation: Notarized or attested signatures of all parties.
6. Annual Verification: Any property owner or (grantee) utilizing an off-site shared parking agreement shall verify that such shared parking agreement remains in full force and effect at the time of renewing its local business tax receipt. Should a shared parking agreement be found to be no longer in effect, the property owner is obligated to demonstrate alternate provision of parking that fully complies with existing Code requirements. Failure to provide such proof will result in the initiation of Code violation proceedings.
7. Parking Study for Non-Excess Parking: For proposals that are not using excess parking on an offsite property, a comprehensive parking study, prepared by a qualified traffic engineer licensed in the State of Florida, shall be submitted to demonstrate how the distinct operational schedules and peak parking demands of participating uses can operate together efficiently without conflict, ensuring no overlap of the maximum combined parking need at any given time.

#### **Sec. 134-609. Reduction of Parking for Adaptive Reuse**

- (a) Intent: This section is intended to address and alleviate parking quantity challenges that often hinder the adaptive reuse of existing structures that were built prior to modern land development regulations, particularly for uses that are consistent with the ECD vision. It aims to enable new businesses aligned with this vision to occupy and revitalize these structures.
- (b) Eligibility for Reduced Parking Standards: Reduced parking standards under this section are applicable only under the following conditions:
1. Permitted Use Categories: The proposed use must fall within the following Edgewood Central District (ECD) use categories:
    - Neighborhood Shopping (Retail)
    - Neighborhood Services
    - Edgewood Central District Employment (specifically limited to those under Professional, Scientific, and Technical Services, and Real Estate Rental and Leasing).
  2. Building and Property Age:
    - The building must have been constructed prior to January 1, 1974.
    - The property on which the building is located must not have been subdivided since January 1, 1974.
  3. Operational Vehicle Restriction Affidavit: A signed affidavit shall be submitted, stipulating that on-site parking spaces are primarily reserved for customer use. Vehicles owned or operated by the business owners, tenants, or their agents, employees, licensees, or suppliers, are prohibited from occupying these spaces, except when actively engaged in receiving or delivering goods or services.
- (c) Ineligible Businesses/Applicants: The following businesses or applicants are not eligible for reduced parking standards under this section:
- Nightclubs, bars, or taverns.
  - Not-for-profit organizations.

- Any use with a simultaneous, high-demand parking, such as places of assembly (e.g., churches/religious institutions, educational classes, funeral homes, or event venues).
  - Any business or commercial property with outstanding code enforcement violations
- (d) Percentage Reduction Approval Criteria: When an existing building undergoes adaptive reuse for a new use that would require additional parking, the total off-street parking quantity requirement, as calculated by Section 134-605 of the City Code, may be reduced based on the criteria below.

Approval of up to 20% Reduction requires:

1. Irrigated landscape strip of at least 5 feet in depth along all road frontages to include:
  - a) At least one continuous row of shrubs, with the shrubs a minimum of 24 inches at planting, of a species capable of growing to 36 inches in height within 18 months, and spaced to achieve a continuous hedge at maturity; and,
  - b) Trees:
    - If no overhead utilities are present, canopy trees shall be planted, spaced 35 feet on center, with a minimum caliper of 3 inches diameter at breast height (DBH).
    - If overhead utilities are present, small/understory trees shall be planted, spaced 20 feet on center, with a minimum caliper of 3 inches DBH.
2. Curb Cut Modification: Closure and/or narrowing of curb cuts consistent with current engineering access/management standards as determined by the City Planner or Engineer.
3. Analysis addressing potential negative impacts to surrounding neighborhoods and proposed mitigation.
4. A minimum of 3 standard spaces, and all required Accessible Parking Spaces based on the total required by Code is provided onsite.
5. The building has proximity to transit.

Approval of up to 40% Reduction requires:

Meeting all standards required for a 20% reduction, plus a minimum of three (3) additional improvements from the list below to the satisfaction of the City Council.

1. Façade Rehabilitation: Such as removal of non-contributing false facades, non-sandblasting building cleaning, stucco restoration, tuck-pointing masonry, painting, replacement or reconstructive woodwork, new doors and windows, and restoration of historically appropriate doors, windows, or building features.
2. Exterior Pedestrian Lighting: Provision of exterior pedestrian lighting as approved by the City's Planner and Landscape Architect.
3. Exterior ADA Compliance: Rehabilitation to achieve exterior ADA compliance.
4. Bicycle Parking: Provision of bicycle parking consistent with ECD standards, with location approved by the City Planner or City Engineer.
5. Building Perimeter Landscaping: Landscaping along the building perimeter consistent with Section 114-4(4) of the City Code.
6. Additional Visible Landscaping: Provision of additional landscaping on the property that is visibly accessible from the public road right-of-way.

- 348 7. Dumpster Enclosure/Location: Dumpster location that does not require a variance (i.e.,  
349 not visible from a public right-of-way).
- 350 (e) Review and Approval Process: Applications requesting parking reductions under this Section  
351 shall be subject to the following review process:
- 352 1. Required Documentation: In addition to standard site plan requirements, applications  
353 shall include:
- 354 • Documentation verifying the building's age.
  - 355 • A narrative explaining the physical constraints of the existing building and site that  
356 preclude full compliance with standard parking requirements.
  - 357 • A narrative detailing how the reduction criteria will be met, which may require, in  
358 addition to the parking layout design, a professionally drawn landscape plan or building  
359 elevation design.
  - 360 • A signed affidavit affirming that commercial vehicles owned or operated by the  
361 business owners or tenants, or their agents, employees, licensees, or suppliers, shall not  
362 be parked on-site, except when actively engaged in receiving or delivering goods or  
363 services.
- 364 2. Approval Authority:
- 365 Review shall be by the City Council after recommendation by the Planning and Zoning  
366 Board. Approval shall be granted only to those applications that demonstrate by  
367 competent substantial evidence that the proposal meets the required standards for  
368 reduction described in this section. In addition to the required standards described in (d),  
369 above, the review shall include consideration of the following factors:
- 370 • The physical layout constraints and the ability to use of all reasonably available space  
371 for additional on-site parking
  - 372 • Potential negative impacts of the proposed use on the nearby residential neighborhoods,  
373 including, but not limited to, spill over parking on residential roads, increased noise and  
374 reduction in pedestrian safety in the neighborhood, and traffic congestion.
  - 375 • The availability and utilization of any public parking within a quarter-mile walking  
376 distance, as measured along a Pedestrian-Friendly Path.
- 377 3. Determination of Parking Reduction and Conditions of Approval.
- 378 The exact extent of any parking reduction shall be determined on a case-by-case basis by  
379 the City Council based on the required criteria and objective analysis of the non-  
380 speculative impacts to surrounding properties.
- 381
- 382 The City Council may impose conditions on the approval of a parking reduction to  
383 mitigate potential parking impacts and ensure the continued adequacy of parking. Such  
384 conditions may include, but are not limited to:
- 385 • Limitations on building occupancy or intensity of use;
  - 386 • Requirements for ongoing monitoring of parking utilization;
  - 387 • Requirements for signage directing users to alternative parking, if available; and

- Any other conditions and limitations deemed necessary to protect the neighborhood surrounding the subject property.

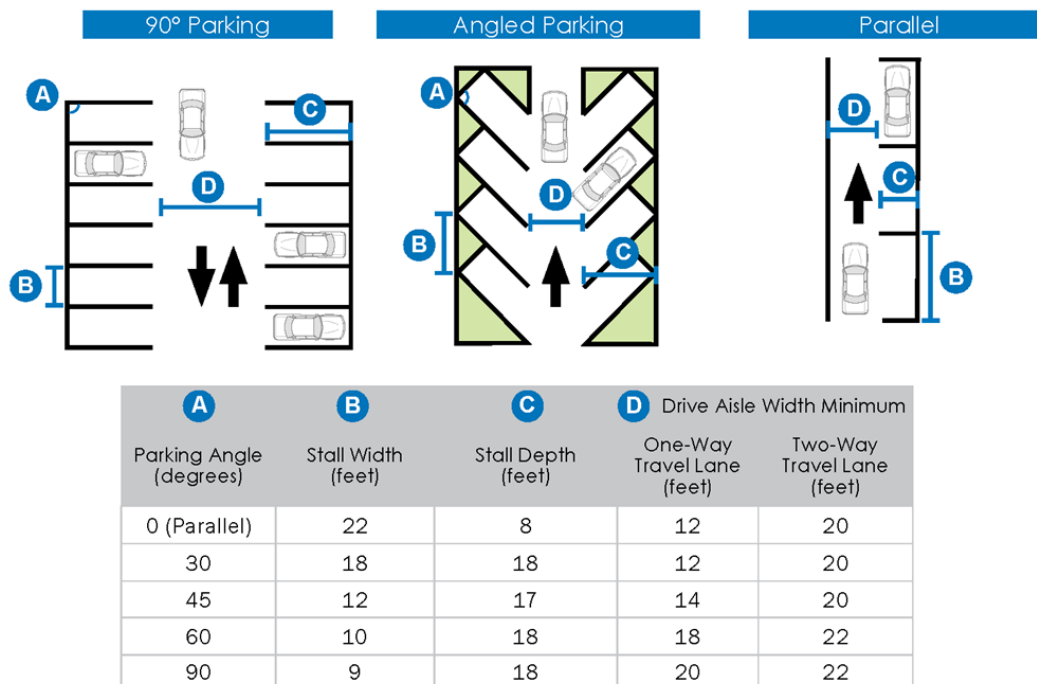
(f) Non-Applicability to New Construction or Expansion: The parking reductions provided in this Section shall apply exclusively to the existing building footprint and the parking required to support the adaptive reuse of that existing footprint. Any new building construction or expansion of an existing building on the property shall be required to meet the standard off-street parking requirements of Section 134-605 for the newly constructed or expanded area, unless explicitly approved otherwise through a separate, applicable process (e.g., a shared parking agreement as provided in Section 134-605(f)).

#### Sec. 134-610. - Off-street parking lot design requirements.

- (a) For any new construction, modification, or restriping of an existing parking lot, a professionally drawn site plan shall be submitted for review and approval by the City Engineer. This plan shall clearly depict all parking and loading areas and demonstrate compliance with the design standards set forth in Exhibit 134-610-1.
- (b) Paved surface. Except where allowed in this code section, all parking areas shall have durable all-weather surfaces for vehicle use areas, shall be properly drained and shall be designed with regard to pedestrian safety. For purposes of this article, a durable, all-weather surface shall consist of an improved surface, including concrete, asphalt, and other permanent surfaces.

Exhibit 134-610-1: Parking Lot Design Standards

Figure 1. Off-Street Parking Design Standards

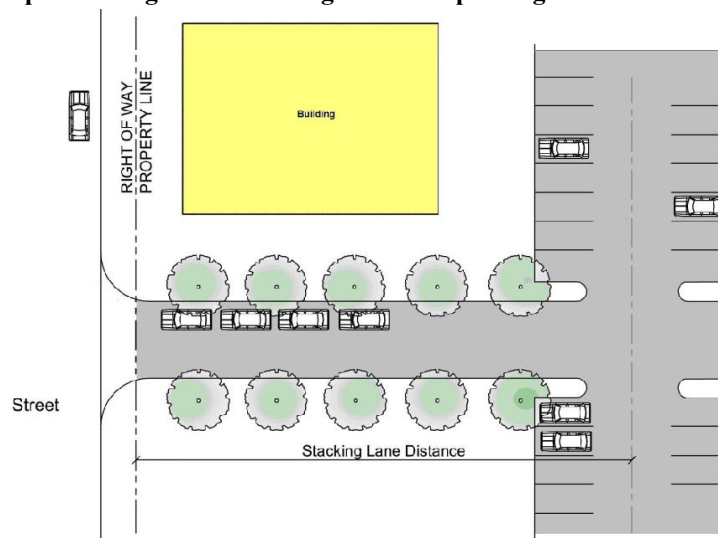


(c) Concrete curb and gutter. Parking lot perimeters, driveways, and parking row landscaping breaks shall be constructed with concrete curbing. Bumper stops will be required in addition to the curbing where necessary to protect landscaping, pedestrian walkways and buildings.

(d) Access Management.

1. Driveway Spacing. Driveway connection spacing shall be consistent with the Florida Department of Transportation's (FDOT) Design Manual. The City Engineer may waive the required driveway spacing from an intersection on a road that is not under State or County jurisdiction when compliance with the standards is not feasible. For waivers regarding State and County roads, approval must be obtained directly from the FDOT or Orange County, as applicable.
2. Minimum Stacking. Driveways of nonresidential and multi-family residential developments connecting to the street right-of-way shall provide a minimum of 37 feet between the edge of the street right-of-way and entrances into off-street parking areas (aka throat distance). Additional stacking length may result due to other Code requirements. Stacking lane distance is measured from the intersection of the driveway with the street right-of-way, along the centerline of the stacking lane, to its intersection with the centerline of the first entrance into a parking area or other internal intersecting driveway (See Exhibit 134-610-3). For parallel parking spaces, the minimum distance from the first parallel space on road to the stop sign/intersection driveway shall be 25 feet.
3. Redevelopment. Upon redevelopment of a parcel, driveways shall be reconstructed to meet the access management requirements to the extent determined feasible by the City Engineer. Such reconstruction may include, but is not limited to, reducing the width of existing driveways or consolidating multiple driveways.
4. No backing onto public streets. Parking lot design must provide sufficient off-street turning and maneuvering space so that no vehicle is required to back onto a public street. This standard applies to all lots, including those being redeveloped.

**Exhibit 134-610-3: Example showing how a stacking lane for a parking lot entrance driveway is measured.**



441 (e) Cross Access Required.

442 1) Vehicular cross access. Vehicular cross-access shall be provided between adjacent  
443 commercial properties, consistent with sound engineering principles. This connection  
444 must consist of a 22-foot wide paved drive aisle extending to the property line. A  
445 recorded easement, granting the right of vehicular cross-access, must be recorded in the  
446 official county public records.

447 2) Pedestrian Access. Adequate and safe pedestrian access shall be provided as follows:

448 a. On-Site Connectivity: Between all parking areas and the primary business  
449 entrances served by those parking facilities.

450 b. Public System Connectivity: Between all parking areas and the public pedestrian  
451 system (e.g., sidewalks, trails, or public transit stops adjacent to the property).

452 All such pedestrian pathways shall be clearly delineated and designed for safe passage.

453 (f) Unpaved Parking Regulations

454 1. General Prohibition: Parking on unpaved, vegetated surfaces is generally prohibited  
455 within the City due to environmental impacts of untreated stormwater runoff carrying  
456 oils, greases, and other pollutants directly into the soil and groundwater; damage to  
457 vegetation, soil compaction, erosion, and the creation of muddy conditions; as well as  
458 aesthetics, i.e., the negative impact on the visual appearance of properties and public  
459 spaces.

460 2. Limited Exceptions for Specific Uses and Conditions:

461 Limited exceptions to this general prohibition (unpaved parking) may be considered for  
462 properties demonstrating a clear need for supplemental parking capacity beyond their  
463 minimum parking requirements, or in specific situations where such an exception is  
464 necessary for the preservation of significant existing trees whose root systems would  
465 otherwise be compromised by conventional paving, as substantiated by the City's  
466 Landscape Architect or a qualified arborist's report. Any such exception shall require the  
467 express approval of the City Council. Exemptions for tree preservation shall be  
468 conditioned on the delineation of a tree protection zone, as determined by the City's  
469 Landscape Architect or a Certified Arborist, and the prohibition of any parking within  
470 such protection zone. The number of parking spaces on unpaved surface shall not exceed  
471 30% of the total parking provided onsite.

472 3. Design and Maintenance Requirements for Approved Unpaved Parking:

473 Where unpaved parking is expressly permitted, the following design and maintenance  
474 standards shall apply:

- 475 • Reinforced Turf System: All approved grass parking areas shall utilize a reinforced  
476 turf system (e.g., permeable pavers with integrated grass, geocells, or other  
477 structurally reinforced pervious paving systems) designed to prevent soil compaction,  
478 promote drainage, and withstand vehicle loads without creating ruts or muddy  
479 conditions. Standard unreinforced grass is not permitted. Gravel, wood chips, mulch  
480 or other materials subject to decay is prohibited.

- Stormwater Management: A comprehensive stormwater management plan for the unpaved parking area must be submitted to and approved by the City Engineer. The plan shall demonstrate how oils, greases, and other pollutants will be captured and treated before infiltrating the ground or entering the stormwater system, potentially including vegetated swales, bioretention areas, or subsurface filtration systems. The design must ensure adequate positive drainage away from structures and adjacent properties, preventing ponding and minimizing the potential for mud generation.
- Maintenance Plan: A detailed ongoing maintenance plan shall be submitted, and approved by the City Engineer, outlining regular upkeep, including irrigation (if necessary), fertilization, mowing, and prompt repair of any damaged reinforced turf or drainage features. The property owner shall be responsible for ensuring the unpaved parking area remains free of ruts, mud, and excessive wear and for ensuring the stormwater management systems are functioning.
- Spaces and drive aisles shall be delineated in a manner acceptable to the City Engineer.
- Setbacks and Landscaping: Unpaved parking areas shall be treated the same as paved parking related to setback, wall, and landscape requirements.

(g) *Accessible Parking Location:* For multi-tenant buildings, at least one Accessible Parking Space shall be located within a distance not to exceed 60 feet of each exterior primary business entrance served by the parking facility.

(h) *Residential Compatibility.* When vehicular use areas (including driveways and parking lots) are adjacent to residential zoned property, a screening wall shall be required along the shared property line in order to eliminate problems of noise and lights with respect to adjacent residential uses. Such wall shall be of concrete, masonry or other permanent material, shall be maintenance free, and shall be at least eight feet in height. For the purpose of this subsection, "adjacent" shall mean that no intervening building or permanent, substantial structure (excluding fences or walls) is located between the vehicular use area and the residential property line.

#### **Sec. 134-611. Off-street loading and unloading requirements of commercial vehicles.**

There shall be provided on the same lot with each commercial or industrial building or structure adequate space for off-street loading, unloading and the maneuvering of commercial vehicles. There shall be no loading or unloading of commercial vehicles on the public street. Off-street maneuvering space shall be provided so that no backing onto or from a public street is required. All loading and maneuvering areas shall be a hard, paved surface properly drained; shall be designed with regard to pedestrian safety; shall have direct access to public streets; and shall be screened from adjacent residentially zoned property as provided above.



**Sec. 134-612. Permanent reservation, Use, and Maintenance of Off-Street Parking and Loading Areas.**

- (a) Permanent Reservation. The area reserved for off-street parking or loading in accordance with the requirements of this article shall not be reduced in area or changed to any other use unless the permitted use which it serves is permanently discontinued; or modified such that the required parking or loading is reduced in accordance with the standards of this Article; or equivalent off-street parking or loading space, meeting all applicable requirements of this Article, is provided elsewhere on the same lot or through an approved off-site arrangement. A parcel shall not be divided if the minimum number of parking spaces is not included on each parcel.
- (b) Permitted Use of Parking Spaces. Required off-street parking spaces shall be used solely for the parking of licensed, motorized vehicles in operating condition.
- (c) Prohibited Uses of Parking Spaces. Required off-street parking spaces are specifically prohibited from being used for the display, sale, lease, storage, dismantling, or servicing of any goods, materials, or vehicles.
- (d) Maintenance of Parking Lot.
- (1) General Maintenance. All off-street parking areas and associated maneuvering aisles, access drives, and landscaping shall be continuously maintained in a safe, functional, and aesthetically pleasing condition. This includes, but is not limited to, maintenance of the paved surface, drainage, lighting, and landscaping.
  - (2) Striping and Markings. All pavement striping and markings, including but not limited to parking space delineations, directional arrows, and accessible parking symbols, shall be maintained in a clear, legible, and highly visible condition at all times.
  - (3) Restriping Requirements. Any restriping of the parking lot shall comply with all current applicable accessibility standards as set forth by the Americans with Disabilities Act (ADA) and any other applicable federal, state, and local regulations. This includes, but is not limited to, the dimensions, location, and number of accessible parking spaces, access aisles, and signage. Proximity of ADA compliant spaces to building entrances shall also be required as set forth in Section 134-610(g) "Accessible Parking Location".
- (e) Nonconformity due to ADA Compliance. If, in the process of retrofitting a parking lot to provide Accessible Parking Spaces in accordance with ADA requirements, the total number of parking spaces on the property falls below the minimum number otherwise required by this Article, the reduced number spaces shall be considered a legal nonconformity for the current development intensity/use. This nonconformity shall not be deemed a violation of this Code, provided that the reduction is solely attributable to the provision of ADA-compliant parking and the maximum feasible number of overall parking spaces is maintained. The reduction in total parking for compliance with ADA requirements shall be taken into consideration when evaluating any future changes to the property or use that would typically trigger a requirement for additional parking, with the intent of minimizing further parking deficiencies while upholding ADA compliance.

**Sec. 134-613. Landscape requirements.**

Landscaping must meet the requirements of the City landscaping regulations set out in chapter 114, as amended from time to time.

**SECTION 2.** Chapter 134, Article IV, Division 12, Section **Sec. 134-471(4) Access/parking design. (ECD)** of the City of Edgewood Code of Ordinances is modified for consistency as follows.

(4) *Shared parking.* Article V, Division 5 ~~When any land or building accommodates two or more categories of uses (e.g., residential and commercial), the minimum total number of required parking spaces for each use may be reduced through shared parking as allowed by section 134-607. Reduction in required parking spaces also may be approved if one of the following is met:~~

- ~~a. A parking study is submitted as part of the site plan approval process justifying the requested reduction and accepted by city council. This could include provision rideshare/transportation network company drop-off zones. Drop-off zones shall not interfere with transit stops and any designated freight loading zones curbside.~~
- ~~b. Developments within a one-quarter mile from a transit stop, as measured from the building to the transit stop along the most direct pedestrian path/sidewalk (which would include a crosswalk if across a road), are eligible for the following:~~
  - ~~1. The minimum number of parking spaces may be reduced by up to five percent for sites where the closest portion of the building on the requested parcel is no more than a one-fourth of a mile (1,320 linear feet) from a bus stop as measured along the public sidewalk from the bus stop to the primary entrance to the building.~~
  - ~~2. The minimum number of parking spaces may be reduced by up to 20 percent for sites in which the closest portion of the building on the requested parcel is no more than a one-fourth of a mile (1,320 linear feet) radius from a commuter rail or bus transfer station as measured along the public sidewalk from the bus stop to the primary entrance to the building.~~

**SECTION 3.** The provisions of this Ordinance shall be codified as and become and be made a part of the Code of Ordinances of the City of Edgewood.

**SECTION 4.** If any section, sentence, phrase, word or portion of this ordinance is determined to be invalid, unlawful or unconstitutional, said determination shall not be held to invalidate or impair the validity, force or effect of any other section, sentence, phrase, word or portion of this Ordinance not otherwise determined to be invalid, unlawful or unconstitutional.

**SECTION 5.** All ordinances that are in conflict with this Ordinance are hereby repealed.

**SECTION 6.** This Ordinance shall become effective immediately upon its passage and

601 adoption.

602

603 **PASSED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2025, by the City  
604 Council of the City of Edgewood, Florida.

605

606 PASSED ON FIRST READING: \_\_\_\_\_

607

608 PASSED ON SECOND READING: \_\_\_\_\_

609

610 \_\_\_\_\_

611 Richard A. Horn, Council President

612

613 *ATTEST:*

614

615 \_\_\_\_\_

616 Sandy Riffle

617 City Clerk

# UNFINISHED BUSINESS

# COMMENTS & ANNOUNCEMENTS

# ADJOURNMENT