



MONDAY, MAY 11, 2026 PLANNING & ZONING MEETING

City Hall – Council Chamber
405 Bagshaw Way, Edgewood, Florida
Monday, May 11, 2026 at 6:30 PM

David Nelson
Chair

Caleb Castro
Vice-Chair

Evan Franco
Board Member

Todd Nolan
Board Member

Angie Sharp
Board Member

AGENDA

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. April 13, 2026 Planning & Zoning Meeting Minutes

D. NEW BUSINESS

- 1. Ordinance 2026-02: Noise Violations
- 2. Proposed Parking Regulations - Final Review (Discussion Item)
- 3. Ordinance 2026-03: Parking Regulations (Board Vote for Recommendation)

E. UNFINISHED BUSINESS

F. COMMENTS/ANNOUNCEMENTS

- 1. Planning & Zoning Board Previous Recommendation(s) Follow-up

G. ADJOURNMENT

UPCOMING MEETINGS

Tuesday, May 19, 2026.....City Council Meeting 6:30 PM
Monday, June 8, 2026.....Planning & Zoning Meeting 6:30 PM

General Rules of Order

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!

Appeals

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.

Americans with Disabilities Act

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, April 13, 2026 at 6:30 PM

David Nelson
Chair

Caleb Castro
Vice-Chair

Evan Franco
Board Member

Todd Nolan
Board Member

Angie Sharp
Board Member

MINUTES

These minutes provide a summary of the key discussions and decisions made during the April 13, 2026 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 Nelson called the meeting to order at 6:30 pm and led everyone in the Pledge of Allegiance.

ROLL CALL AND DETERMINATION OF QUORUM

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

BOARD MEMBERS PRESENT

Chair David Nelson
Vice Chair Caleb Castro
Board Member Evan Franco
Board Member Todd Nolan
Board Member Angie Sharp

STAFF PRESENT

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

APPROVAL OF MINUTES

March 9, 2026 Planning & Zoning Meeting Minutes

Following review by Chair Nelson, it was determined that a statement on page 3 regarding overflow parking required clarification to avoid being interpreted as authorization for parking in unauthorized areas.

- Printed Language: “If parking demand exceeds available stalls, vehicles may park in non-designated areas, such as fire lanes, drive aisles, or unpaved vehicular use areas.”
- Revised Language: “If parking demand exceeds available stalls, vehicles may be observed parking in non-designated areas, such as fire lanes, drive aisles, or unpaved vehicular use areas.”

MOTION & VOICE VOTE

Chair Nelson made a motion to approve the March 9, 2026 Planning and Zoning meeting minutes with the revised language as presented. The motion was seconded by Vice Chair Castro. The motion passed (5-0) by voice vote.

NEW BUSINESS

1. 301 MARY JESS RD. – OFFICE ADDITION SITE PLAN APPROVAL

The Planning and Zoning Board reviewed a request for approval of a minor site plan amendment for the property located at 301 West Mary Jess Road, on the north side of Mary Jess Road. The applicant, L&W Supply, proposed converting an existing covered outdoor storage area into enclosed building space.

Planner Hardgrove began by giving an overview of the proposed office addition and the overall site. She explained that the property operates as a wholesale building supply facility exceeding 50,000 square feet and is classified as a legally nonconforming use, as it predates current zoning regulations that would otherwise require a Special Exception due to its adjacency to residential districts

Planner Hardgrove then explained that pursuant to Section 134-38(c) of the City Code, nonconforming uses may not be expanded beyond their original scope. However, staff determined that the proposed modification does not constitute an expansion, as it involves enclosing an existing 432-square-foot covered and paved storage area of equal size. The overall operational footprint, impervious surface ratio, and intensity of use will remain unchanged

Planner Hardgrove further stated that no negative impacts to adjacent residential properties are anticipated. The enclosed structure will maintain or increase setbacks from nearby residential property lines and will not alter drainage or stormwater conditions, as the area is already paved and covered

AJ Fasano, an Engineer for Kimley-Horn who is acting as the applicant, stated that the structure will consist of fully enclosed walls rather than roll-up doors. He explained that the existing covered outdoor area will be converted into enclosed space integrated with the current building. The improvements include enclosing the patio area, adding interior space that will be air-conditioned, and incorporating an office component. Mr. Fasano further noted that site access and circulation will remain unchanged.

Following discussion, staff reiterated its recommendation for approval, finding the request consistent with the City’s Site Plan Review standards and compliant with legal nonconforming use limitations.

PUBLIC COMMENT

There was no public comment.

MOTION & ROLL CALL VOTE

Chair Nelson made a motion to recommend approval of the site plan dated Received March 19, 2026 for the property at 301 West Mary Jess Road based on the findings that the request is consistent with the City’s Site Plan Review standards and does not constitute an expansion of a legal nonconforming use.

The motion was seconded by Vice Chair Castro and approved (5/0) by roll call vote.

Chair Nelson	Favor
Vice Chair Castro	Favor
Board Member Franco	Favor
Board Member Nolan	Favor
Board Member Sharp	Favor

2. ORDINANCE 2026-02: NOISE VIOLATIONS

The Planning and Zoning Board considered Ordinance 2026-02. It was noted that neither Attorney Smith, nor Code Compliance Officer Zane, were present at the meeting to present the ordinance or provide an explanation of the intent and reasoning behind the proposed changes.

Given their absence, the Board expressed concern that it did not have sufficient information to fully evaluate the ordinance. The Board indicated a preference to defer consideration until such time as one or both individuals could attend a meeting to provide a detailed overview and respond to questions.

After brief discussion, the Board reached consensus that tabling the item would be appropriate to allow for a more informed review at a future meeting.

PUBLIC COMMENT

There was no public comment.

MOTION & VOICE VOTE

Chair Nelson made a motion to table Ordinance 2026-02 to a time certain, to allow for the attendance of Attorney Smith and/or Code Compliance Officer Zane to present the ordinance and provide additional explanation. The motion was seconded by Board Member Sharp and approved (5/0) by voice vote.

UNFINISHED BUSINESS

1. PROPOSED PARKING REGULATIONS UPDATE

Planner Hardgrove continued the Board's ongoing discussion regarding proposed updates to the City's parking regulations. This session focused on both the quantity of required parking spaces and the physical design standards for parking facilities. The following is a summary of Planner Hardgrove's presentation.

Planner Hardgrove reviewed the key updates to parking quantity standards. The proposed changes modernize parking standards and streamline the administrative review process. Most parking ratios are now expressed as spaces per 1,000 gross square feet (GSF) for greater consistency. Several parking ratios have been recalibrated based on comparative analysis of peer municipalities (including Maitland) and updated data from the Institute of Transportation Engineers (ITE).

The proposed regulation requires a parking compliance review when occupancy is changed. Changes between identical uses (e.g., retail to retail) are allowed. Changes to uses with comparable or lower parking ratios may be authorized subject to an existing parking lot review and full compliance with current design standards.

Board Member Franco asked for clarification on the multifamily requirements for 2-bedroom and 3-bedroom units, confirming these apply to apartments. Planner Hardgrove confirmed this was correct. Board Member Franco raised concerns about parking requirements being a significant hurdle for redevelopment, particularly regarding the expense and site plan impact of parking garages. He inquired whether there are any density carveouts or special provisions for affordable housing. Planner Hardgrove acknowledged these concerns as valid points well taken, particularly regarding affordable housing considerations. Attorney New noted that the Live Local Act, which focuses on affordable housing, provides relief in provision of parking. Board Member Franco indicated that the main focus of his comment was the Bell Rental property and ensuring that the proposed regulations do not negatively impact redevelopment, particularly on the Bell Rental property.

Planner Hardgrove highlighted some notable changes, including outdoor seating at restaurants and the corresponding parking ratios. The proposed outdoor seating requirement is 8 spaces per 1,000 GSF, an increase from the current 5/1,000 GSF, however, the proposed regulation allows the first 500 GSF of outdoor seating exempt from parking requirements as an incentive to have outdoor seating.

Planner Hardgrove reviewed Exhibit 2, which organizes uses by parking rate (from 10.0 spaces per 1,000 GSF down to 1.0 space per 1,000 GSF). This grouping illustrates how the proposed regulation will be implemented and how uses with comparable parking ratios will be evaluated during change of occupancy applications. The proposed regulation requires a parking compliance review when occupancy is changed. Changes between identical uses (e.g., retail to retail) are allowed. Changes to uses with comparable or lower parking ratios may be authorized subject to an existing parking lot review and full compliance with current design standards. The Board discussed parking lot design standards, noting that the engineering standard is 24 feet for drive aisles, but the city has been allowing 22 feet. The proposed regulation codifies

the 22-foot width. Regarding parking stall dimensions, the standard 9 feet by 18 feet was discussed. The Board questioned whether 9 feet width is sufficient. There was consensus to increase the minimum parking stall width to 10 feet. Chair Nelson recommended removing the word "minimum" from the drive aisle width requirements in the table.

Chair Nelson raised a concern about Line 217 regarding pedestrian-friendly paths, specifically the requirement for vertical clearance for tree branches. He noted 80 inches was "way low" and recommended it be changed to "no less than 8 feet" vertical clearance.

The Board directed staff to revise the proposed parking regulations to incorporate the following changes:

1. Increase minimum parking stall width from 9 feet to 10 feet
2. Remove the word "minimum" from the drive aisle width specifications in the design standards table
3. Revise Line 217 (pedestrian-friendly path definition) to specify "no less than 8 feet" for vertical clearance of overhanging tree branches

PUBLIC COMMENT

There was no public comment.

Following the discussion, the Board and staff decided that at the next meeting on May 11, 2026, the proposed parking regulations in their entirety would be placed on the agenda for a full final review.

ADJOURNMENT

The meeting was adjourned at 7:21 PM.

David Nelson, Chair

Brett Sollazzo, Administrative Project Manager

NEW BUSINESS

Ordinance 2026-02

Noise Violations

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ORDINANCE 2026-02

AN ORDINANCE OF THE CITY OF EDGEWOOD, FLORIDA, AMENDING SECTION 134-919 OF THE CODE OF ORDINANCES RELATING TO NOISE VIOLATIONS; AMENDING THE TABLE OF MEASURED SOUND LEVEL LIMITS; ADDING A PROHIBITION AND MEASURING STANDARDS FOR NON-MEASURED PLAINLY AUDIBLE SOUNDS AND PROVIDING FOR DETECTION AND ENFORCEMENT OF SAME; PROVIDING FOR SEVERABILITY, CONFLICTS, CODIFICATION, AND AN EFFECTIVE DATE.

WHEREAS, the City of Edgewood City Council has determined it to be in the best interest of the City to review and update certain standards related to noise and enforcement of noise violations; and

WHEREAS, the City Council recognizes that certain sounds and certain circumstances impair the practicality of measurement by noise level meters; and

WHEREAS, “plainly audible” standards provide additional protection to the public from excessive noise by providing for standards that may be enforced without the need for measurement by a sound level meter; and

WHEREAS, in order to implement plainly audible standards, the City Council recognizes the importance of establishing observation criteria for determining when “plainly audible” noise rises to the level of a violation.

NOTE: Underlined words constitute the original text of the City of Edgewood Code of Ordinances, asterisks (***) indicate a deletion from the original text of the Code of Ordinances which is intended to remain unchanged, and ~~strike through~~ constitutes deletions from the original Code of Ordinances.

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

Section 1. Section 134-919, “Noise,” is hereby amended as follows:

* * *

(g) *Maximum permissible sound levels; receiving land use categories; times; adjustment for character of sound.*

(1) ~~Subject to subsections (g)(2) and (3) of this section, the following applicable sound level limits are established for the following applicable times when measured at or inside the property lines of the following applicable land use categories~~

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No person shall create sound that, when measured with a sound level meter, shall exceed the applicable sound levels set forth below when measured from within a property located in the following land use zoning categories:

<u>Receiving Land Use Zoning Category</u>	<u>Time of Day</u>	<u>Sound Level Limit</u>
<u>Residential</u>	<u>7:00 a.m.10:00 p.m.</u>	<u>60 dBA</u>
	<u>10:01 p.m.6:59 a.m.</u>	<u>55 dBA</u>
<u>Non-Residential</u>	<u>7:00 a.m.9:00 p.m.</u>	<u>65 dBA</u>
	<u>9:01 p.m.6:59 a.m.</u>	<u>55 dBA</u>

<u>Receiving Land Use Category</u>	<u>Time</u>	<u>Sound Level Limit (dB(A))</u>
<u>Single family</u>	<u>7:00 a.m. 9:00 p.m.</u>	<u>60</u>
<u>Residential dwelling lot, any other lot zoned for residential use, or noise sensitive zone</u>	<u>9:00 p.m. 7:00 a.m.</u>	<u>55</u>
<u>Multifamily</u>	<u>7:00 a.m. 9:00 p.m.</u>	<u>55</u>
<u>Residential</u>	<u>9:00 p.m. 7:00 a.m.</u>	<u>45</u>

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- ~~(2) a.~~ For any source of sound which emits a pure tone, the sound level limits set forth in subsection (g)(1) of this section shall be reduced by five dB(A).
- ~~(3) b.~~ The land use categories set forth in subsection (g)(1) of this section shall be subject to existing special exceptions, nonconforming uses and variances.
- ~~(4)~~ ~~The measurement of sound shall be made with a sound level meter. Recorded measurements shall be taken so as to secure and ensure an accurate representation of the sound.~~
- (2) No person shall create a sound that is plainly audible at the time and distance limits set forth below:

<u>Receiving Land Use Zoning Category</u>	<u>Time of Day</u>	<u>Distance</u>
<u>Residential</u>	<u>All days 7:00 a.m.—10:00 p.m.</u>	<u>100 feet or more</u>
	<u>All days 10:01 p.m.—6:59 a.m.</u>	<u>50 feet or more</u>
<u>Non-Residential</u>	<u>All days 7:00 a.m.—10:00 p.m.</u>	<u>200 feet or more</u>
	<u>All days 10:01 p.m.—6:59 a.m.</u>	<u>100 feet or more</u>

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a. Sounds in violation of subsection 15-183(b)(1) shall be confirmed by the investigating officer. The investigating officer who hears a sound that might be plainly audible shall assess the sound by measuring the distance from the property line or right-of-way line of the source of the sound. The investigating officer shall measure such distance, according to the following standards, to determine whether the sound constitutes a noise disturbance:

64 1. The primary means of detection shall be the investigating officer's normal
65 hearing faculties, provided the investigating officer's hearing is not enhanced by
66 any mechanical or medical device, such as a hearing aid.

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68 2. The investigating officer shall have a direct line of sight and hearing to the real
69 property that is the source of the sound so that the investigating officer can
70 identify the offending source of such sound and the distance involved.

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72 3. The investigating officer shall use a distance measuring device to measure the
73 distances in subsection 15-183(b)(1).

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76 **Section 2. Severability.** It is the intent of the City Council of the City of Edgewood, and is hereby
77 provided, that if any section, subsection, sentence, clause, phrase or provision of this Ordinance is
78 held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or
79 unconstitutionality shall not be construed as to render invalid or unconstitutional the remaining
80 provisions of this Ordinance.

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82 **Section 3. Ordinances and Resolutions in Conflict.** All ordinances or resolutions or parts thereof,
83 which may be determined to be in conflict herewith, are hereby repealed.

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85 **Section 4. Codification.** The provisions of this Ordinance shall be codified as and become and be
86 made a part of the *Code of Ordinances of the City of Edgewood*. The Sections of this Ordinance
87 may be renumbered or relettered to accomplish such intention and the word "Ordinance", or
88 similar words, may be changed to "Section," "Article", or other appropriate word. The Code
89 codifier is granted liberal authority to codify the provisions of this Ordinance.

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91 **Section 5. Effective Date.** This Ordinance shall take effect immediately upon approval by the
92 City Council.

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94 **SECTION SIX.** Effective date. This Ordinance shall take effect immediately upon
95 adoption as provided by the Charter of the City of Edgewood.

96 PASSED ON FIRST READING THIS _____ DAY OF _____ 2026.

97 PASSED AND ADOPTED THIS _____ DAY OF _____ 2026.

CITY OF EDGEWOOD, FLORIDA
CITY COUNCIL

Richard A. Horn, Council President

ATTEST:

Sandra Riffle, City Clerk

Proposed Parking Regulations - Final Review (Discussion Item)



Date: May 8, 2026
To: Planning and Zoning Board (P&Z)
From: Ellen Hardgrove, City Planning Consultant
XC: Drew Smith, City Attorney
Sandy Riffle, City Clerk
Brett Sollazzo, Administrative & Permitting Manager
Allen Lane, City Engineer
Re: Proposed Parking Regulation Re-Write

This agenda item is intended to be P&Z’s final review of the proposed parking regulation rewrite, which is scheduled for presentation to Council on May 19th. A briefing of the highlights has been created for Council and is also included in your packet, followed by the complete final draft of the ordinance. The briefing document also serves as a recap of the board’s work over the past several months.

I. Revisions Following Staff & P&Z Review

The final draft of the ordinance incorporates all revisions recommended by the P&Z Board through the April hearing. Following that meeting, City staff conducted a comprehensive internal review and has made additional refinements to improve clarity, organizational logic, and legal consistency. While most of the refinements are non-substantive, the following changes should be noted by the P&Z.

- Eliminated the mandatory parking review requirement for instances where the land use remains unchanged or transitions to a use with a lower parking demand.
- Added a land use classification to the definition and parking ratio sections of the regulation: "Artisan Food and Personal Goods Manufacturing"
- Refined Industrial Definitions: “Warehousing/Storage” and “Warehouse, Wholesale & Trade.” This change also included the elimination of the "Commercial Wholesale" category to reduce redundancy. Required parking quantities for the industrial sectors have been recalibrated accordingly.
- Added undefined terms to the definitions section:
Critical Root Zone
Encroachment, Parking
Unsafe Condition (Parking)

The most significant change from a P&Z recommendation is enforcement and compliance for unpaved parking violations. Upon consultation with the City Attorney and in alignment with Florida Statutes, staff has revised the P&Z recommendation regarding unpaved parking penalties.

P&Z previously recommended a \$5,000/day penalty for noncompliance; the revised language provides statutory consistency, though potentially increases the total fine through compounding daily penalties for each individual vehicle.

II. Remaining Items Requiring P&Z Consideration:

Bicycle Parking: Reviewing public commentary during the development of the new regulation, Staff seeks input on the "trigger" for mandatory bicycle parking. Currently, bicycle parking is required for the Tier 2 parking reduction waiver. Staff is asking P&Z to consider if moving this requirement to Tier 1 is appropriate. The requirement is two (2) bicycle spaces for the first ten (10) required vehicular spaces. For developments exceeding ten (10) vehicular spaces: Two (2) bicycle spaces, plus one (1) additional space for every ten (10) vehicular spaces. Cap: No more than eight (8) bicycle spaces shall be required for any single tax parcel.

Temporary Unpaved Parking Lighting: Does P&Z recommend adding a requirement for temporary lighting if the parking area will be used after dusk? Suggested wording: "If the unpaved parking area is utilized after sunset, the applicant shall provide temporary lighting sufficient to ensure pedestrian and vehicular safety. All lighting shall be shielded and downward-directed to prevent light spillage or glare onto adjacent residential properties or public rights-of-way."

III. Conclusion

City Staff extends its sincere appreciation to the Planning & Zoning Board for the extensive time and expertise contributed to this comprehensive update. This regulation re-write represents a significant step forward in modernizing our City's infrastructure standards and supporting sustainable growth. Your diligent review through multiple hearings has been instrumental in ensuring this ordinance is both practical for developers and beneficial for the community. We look forward to presenting the final ordinance to the City Council on May 19th.

ESH



Date: May 13, 2026
To: City Council
From: Ellen Hardgrove, City Planning Consultant
XC: Sandy Riffle, City Clerk
Drew Smith, City Attorney
Brett Sollazzo, Administrative & Permitting Manager
Allen Lane, City Engineer
Re: Proposed Parking Regulation Re-Write

Proposed Ordinance 2026-03: Modernization of Parking and Loading Regulations

This document highlights the key components of the proposed re-write of the City's parking regulations, developed by the Planning and Zoning Board (P&Z) in collaboration with City Staff. The complete ordinance is provided in the attached exhibit.

Resulting from an extensive series of public work sessions and hearings, Ordinance 2026-03 will repeal and replace existing Code Sections 134-605 through 134-640. This update modernizes Edgewood's parking management.

New Regulation Highlights

Sec. 134-605. When is the parking regulation applied?

- A. New Construction:** Construction of any new principal building.
- B. Building Expansion:** Any increase in a building's Gross Square Footage (GSF).
- C. Increased Intensity of Existing Use:** Any operational change that increases parking demand as defined as a net increase in the number of required spaces compared to the last legally established use when the applicable parking ratio is employed. Examples of triggers include, but are not limited to, adding outdoor dining, increasing guestrooms or dwelling units, or increasing licensed capacity for grooming, or daycare uses within an existing structure.
- D. Change in Use/Occupancy on a Developed Property to a use with an Increased Parking Demand:** Any change in use or occupancy to a use with a higher parking ratio as identified in Table 134-607-1 (e.g., Single Tenant Office to Medical Office) **Exemption:** Legacy Shopping Centers provided no physical expansion occurs. Legacy Shopping Centers are defined as "A commercial site with associated parking lot constructed prior to November 5, 1974 and a minimum of 150 existing parking spaces on site: Edgewood Isle at 5601 S Orange Ave, South Orange Shopping Center at 5416 Hansel Ave, and Fort Gatlin Shopping Center at 75 Gatlin Ave."

- E. **Rectification of Substandard Conditions from Parcel Division:** To resolve parking deficiencies caused by unauthorized parcel divisions, this provision prohibits any development or occupancy change that increases parking demand until the site is brought back into compliance through a Lot Joinder, a recorded Cross-Parking Agreement, or other means of satisfying current parking regulations.

The terms in the regulation are defined. (Sec. 134-606)

This section provides a centralized, alphabetical directory of the terms used within the regulation in order to ensure interpretive consistency and facilitate the uniform application of the regulation.

How many spaces are needed? (Sec. 134-607.B)

The parking requirements have been more tailored to Edgewood's specific land uses and standardized them to a common denominator (# spaces per 1,000 square feet), whenever possible. This provides for easier comparison when determining an increased parking demand. Some of the ratios have changed based on a peer cities review.

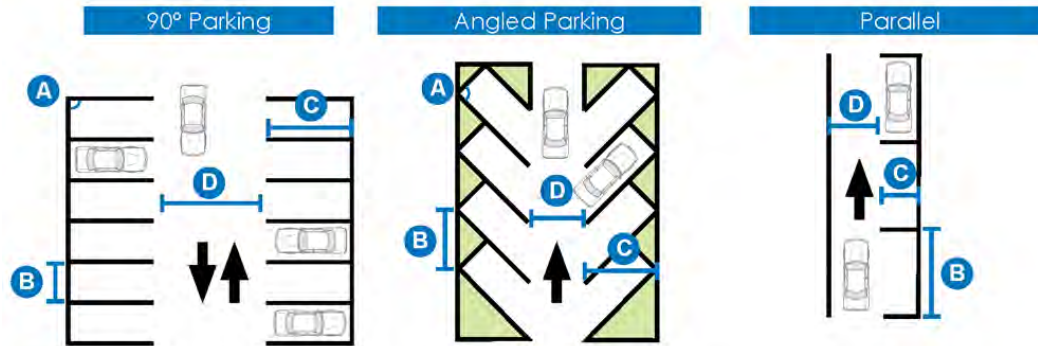
The number of spaces can sometimes be reduced. (Sec. 134-607.C)

1. **The preservation of any historic or specimen tree,** capped at ten percent (10%) of the total number of spaces otherwise required.
2. **Shared Parking and Complementary Demand:** Developments incorporating the integration of complementary land uses that allow for the internal capture of trips, use of spaces at different times, or demonstrate a reduced overall parking demand as documented in a detailed parking demand study prepared by a qualified traffic engineer or planner and approved by City Council.
3. **Proximity to Transit:**
 - Bus stop: 5% reduction.
 - Commuter rail or bus transfer station: 20% reduction.Conditioned on, meeting the criteria for "Proximity to Transit" and the existence of a well-lit Pedestrian-Friendly Path that has designated crosswalks equipped with accessible pedestrian signals or flashing beacons across any arterial road.
4. **Pre-1974 Development Waiver:** allows for the practical use of parcels developed prior to modern land development regulations that do not have the ability to accommodate the required on-site parking (See Attachment 1).

How is the parking lot required to be designed? (Sec. 134-608)

A. Layout – The new regulation provides illustrations and details.

Figure 1. Off-Street Parking Design Standards



A Parking Angle (degrees)	B Stall Width (feet)	C Stall Depth (feet)	D Drive Aisle Width	
			One-Way Travel Lane (feet)	Two-Way Travel Lane (feet)
0 (Parallel)	22	8	12	24
30	18	18	12	24
45	12	18	18	24
60	10	18	18	24
90	10	18	20	22

When unpaved parking is allowed (Sec. 134-608.1)

1. Temporary Event Parking (I.2.a.)

- a) Event-Specific: Only with a valid, City-issued Special Event Permit.
- b) Frequency Cap: No parcel, property or business shall utilize or be authorized to have unpaved parking more than two (2) times per calendar year. Each occurrence shall not exceed seventy-two (72) consecutive hours.
- c) Ineligible Uses: This Section shall not be used to satisfy the minimum parking requirements for any permanent or recurring use. "Recurring use" is defined as any activity occurring more than twice in a 12-month period, including but not limited to weekly or monthly religious services/conferences, or overflow parking for established businesses.
- d) Surface Condition Standards: The area must have existing stabilized land with established, drought-tolerant sod or other ground cover. The use of bare dirt, loose sand, or any area with less than 90% vegetative cover is strictly prohibited.

Other Conditions

- Owner Liability: All applications for to allow the temporary unpaved parking must include a signed statement from the property owner acknowledging joint and severally liability with the applicant for the maintenance of site conditions, adherence to all waiver requirements, and the

restoration of the site per this Code section. The property owner further acknowledges responsibility for any outstanding violation fees incurred due to non-compliance of temporary parking requirements or failure to restore the site.

- **Traffic Control:** For events expecting more than 50 vehicles, professional traffic control (off-duty police or certified flaggers) shall be provided at the applicant's sole expense. Such traffic control shall be detailed on the application.
- **Restoration Liability:** The property owner and applicant shall be held jointly and severally liable for restoring the site to its pre-event condition within 48 hours of the event's conclusion.
- **Enforcement and Penalties**
Fines: Each vehicle parked in violation of this Section, or in excess of the quantity authorized by a Special Event Permit, shall constitute a separate and individual violation. Such violations shall be subject to the maximum cumulative penalty authorized by Florida Statute Chapter 162. Furthermore, each day the site remains out of compliance shall constitute a separate violation for each vehicle, and such violations will be subject to daily fines until compliance is achieved.
Restoration: If the owner fails to fix any damage to the public right-of-way on time, the City will perform the repairs itself and the property owner is strictly liable for all costs incurred.

- 2. Permanent for Preservation of Specimen and Historic trees and their Critical Root Zones (I.2.b).** This section provides more detail on the currently allowed unpaved parking for specimen and historic trees.

Parking can be provided off-site (Sec 134-609)

This section maintains the current allowance for providing up to 70% of required parking off-site within a quarter-mile radius. However, it replaces the burdensome requirement of recording the shared parking agreement in the Official County Records with a new Annual Verification process.

The new regulation is specific on what/how the parking lot can be used for (Sec. 134-611)

Solely for the parking of licensed, motorized vehicles in operating condition. (B)

Prohibited Uses and Activities within a required parking space (C)

1. **Commercial Storage:** The storage, display, or sale of merchandise, inventory, or equipment.
2. **Mobile Vending:** The placement of mobile food dispensing vehicles (food trucks) or trailers.
3. **Refuse & Containers:** The location of shipping containers, dumpsters (outside of screened enclosures), or portable storage units.
4. **Vehicle Service:** The repair, dismantling, or servicing of vehicles is prohibited within required parking spaces, with the exception of minor emergency services such as flat tire changes or battery jumps; the areas shall not be used for the storage of vehicles awaiting or undergoing repair.
5. **General Obstruction:** Any other commercial activity that renders the space unavailable for its intended purpose of vehicle parking.

All vehicles onsite parked must be exclusively within striped parking spaces on an improved, permanent surface, unless otherwise allowed by this regulation (E).

Continuously Available (F). All required parking spaces must remain unobstructed and accessible for vehicle use during the business hours of the primary use. This includes ensuring that valet operations or "reserved" markings do not reduce the total number of spaces available to the public below the minimum required by this Chapter (unless otherwise approved).

Parking lots are required to be maintained (Sec. 134-612)

General Maintenance (A. & B.) The property owner shall ensure parking and loading areas and associated maneuvering aisles, access drives, and landscaping shall be continuously maintained in a safe, functional, and aesthetically pleasing condition including, but not limited to free of "alligator cracking," striping and markings in good condition, and all required landscaping maintained in a healthy, weed-free, and trimmed state.

Changes in Parking Layouts (C.)

Any modification to a parking layout, configuration, or design requires a revised site plan, meeting ADA requirements, approved by the City Engineer or City Planner.

Existing parking lots are required to be brought into compliance (Sec. 134-613)

All parking areas existing at the time of the adoption of this Ordinance must be brought into full compliance according to the following schedule:

Compliance Window	Improvement Category	Specific Requirements
12 Months Effective Date of this Ordinance	Safety & ADA	Repair of all potholes, installation or replacement of required ADA signage, and compliant blue-and-white striping.
24 Months Effective Date of this Ordinance	Maintenance & Aesthetics	Sealcoating of entire lot, re-striping of all stalls to meet high-contrast standards, and installation of required perimeter landscaping.

Failure to meet the established Amortization deadlines results in the withholding or denial of any newly requested Certificate of Occupancy (CO) for new or expanding users and referred to the Special Magistrate for code enforcement action, which may include daily fines.

ATTACHMENT 1 - Pre-1974 Development Waiver:

Reduced Standards for parcels developed prior to modern land development regulations that do not have the ability to accommodate the required on-site parking

A new concept has been incorporated into the proposed parking regulation intended to address a central challenge in balancing properties with long-standing buildings with the City's goal to transition to the new ECD vision. Since the City's code requires that adequate parking be available for "any use hereafter established," the approval of new uses in these old sites can sometimes be impossible because the required parking is not available onsite. The idea is to allow a waiver in parking quantity requirements to allow the continued use of the old buildings but not inadvertently extend the lifespan of structures that do not align with the long-term land-use vision for the Orange Avenue corridor.

Below is a basic summary of the proposal for this policy direction. The framework is a staircase of compliance. The longer the waiver, the higher the investment in the community's aesthetic and infrastructure. A business can enter at the level that matches their current budget and long-term intent. Transition to the next tier is possible. The full requirements for each tier from the proposed regulation (Table 134-607-2: Tiered Waiver Requirements) follows.

Tier 1: The "Paint-Patch-and Landscape" Period (Short Term)

For small start-ups or short-term leases (2 years), the focus is on immediate blight removal. Owners are not forced into \$100,000+ renovations immediately. Instead, they must provide such things as follows:

- Fresh paint (no neon/day-glow) and irrigated landscaping per the original site plan, including fresh "edged" mulch beds.
- Repave asphalt and restripe spaces per the original site plan or code.
- In ECD, windows must remain clear and active; "blacked-out" vinyl wraps or storage blocking glass is prohibited.

Tier 2: The Transitional Investment (Intermediate Term)

If a business is proposed to remain for a 5-year term, the requirements begin to contribute more to the ECD vision such as the following.

- All Tier 1 requirements.
- Provision of a three-sided masonry dumpster enclosure per code requirements.
- Consolidating driveways to make the street safer for cars and pedestrians.
- Recording of cross-access easements to allow vehicle flow between adjacent properties.
- Installation of ECD-standard wide sidewalks and dedicated pedestrian easements.
- Bike parking provided.
- Refreshed street facing façade.

Tier 3: Long Term

Property owners that wish to keep their building indefinitely are held to the highest standard, ensuring they become a "Permanent Asset" to the City. In addition to all Tier 1 and Tier 2 requirements, the following is required:

- Façade restoration, such as removal of "false" facades and replacing doors and windows.
- A professional stormwater management retrofit.
- A 7-foot brick wall to protect adjacent residential neighbors.
- Permanent concrete path connecting the building to the public sidewalk.

All Tiers: "Universal Requirements"

All approvals are conditioned on meeting the "Universal Conditions" including:

- **ADA Upgrades:** Mandatory exterior building rehabilitation to meet ADA standards and provision of all required ADA parking on-site.
- **Safety Corrections:** Such as any "back-out" parking (where cars reverse into public streets) must be removed and replaced with landscaping.

Tiers 1 and 2 are administrative approvals (staff review/approval), except if the site has any portion of its vehicular access (including secondary or service drives) connected to a non-arterial street that feeds into a residential neighborhood. That circumstance and all Tier 3 requests require City Council approval. Administrative approval is also conditioned on a reduction of up to 50% of that required (ADA quantity requirements cannot be reduced). Greater than 50% reduction requires City Council approval and an approved mitigation plan.

The proposed framework also allows for "Use Portability" within the waiver period:

- **Interchangeable Uses:** Once a waiver is granted, uses with similar parking quantity requirements may be interchanged without further consideration for the remainder of the approved waiver duration.
- **Tier Transitions:** Owners are not locked into their initial selection; transitions to a higher tier (providing a longer duration in exchange for increased investment) are possible. Renewal of the current tier is not possible.

While most uses in these legacy structures will be eligible for a waiver, Places of Assembly are strictly ineligible. Their high-intensity, simultaneous demand for parking is incompatible with the intent of this relief and would create unmanageable spillover into nearby properties.

1 **Table 134-607-2: Tiered Waiver Requirements**

Feature	Tier 1: Interim Use 2 Years Duration	Tier 2: Transitional Use 5 Years Duration	Tier 3: Permanent Waiver Indefinite Duration
Property Stewardship	<ul style="list-style-type: none"> ▪ Fresh paint on the building(s). Neon, day-glow/bright colors, highly reflective colors, or similar colors are prohibited on all building exteriors. ▪ Landscaping with irrigation shall be re-established, at a minimum, according to formerly approved site plan. Without a site plan, landscaping requirements shall be consistent with the applicable codes corresponding to building date. ▪ All unpaved areas must be freshly mulched and "edged" (defined borders). 	<ul style="list-style-type: none"> • All Tier 1 requirements. • Construction of permanent, 3 sided masonry dumpster enclosure(s) with gate per code requirements. 	All Tier 2 requirements.
Vehicular Use Area Repair & Safety Compliance	<ul style="list-style-type: none"> ▪ The vehicular use area surface shall be paved, uniform, stable, and smooth; free of cracks, potholes, or loose aggregate; and resurfaced as necessary to achieve these conditions. ▪ Parking spaces shall be restriped to re-establish parking spaces in accordance with the formerly approved site plan or consistent with current code design standards. Without site plan availability, parking requirements from the applicable codes (corresponding to building date) shall apply, although in no case shall the parking provided be less than the "Minimum Base Parking." ▪ Regardless of any historical site plan approval or previous configuration, any on-site parking and loading areas that necessitate reverse maneuvers from the parking or loading area onto a public road, or that present unsafe conditions (parking) as identified by the City Engineer, shall be eliminated. The remediation shall be achieved through the physical removal of the driveway apron, the full restoration of the vertical curb per City Engineering Standards, and the installation of code-compliant landscaping within the vacated area. All such remedial actions must be engineered to ensure no negative drainage impacts, such as ponding or stormwater diversion, occur on the subject property, within the public right-of-way, or on adjacent properties. 	<ul style="list-style-type: none"> ▪ All Tier 1 requirements. 	All Tier 2 requirements.

Feature	Tier 1: Interim Use 2 Years Duration	Tier 2: Transitional Use 5 Years Duration	Tier 3: Permanent Waiver Indefinite Duration
Access Management:		Elimination of redundant or oversized driveways, unless determined by City Engineer to be necessary for onsite vehicular circulation. The remediation shall be achieved through the physical removal of the driveway apron, the full restoration of the vertical curb per City Engineering Standards, and the installation of code-compliant landscaping within the vacated area. All such remedial actions must be engineered to ensure no negative drainage impacts, such as ponding or stormwater diversion, occur on the subject property, within the public right-of-way, or on adjacent properties. If cross access is available from adjacent property and the connection to the subject property is practical, elimination of driveway connection to State Road 527 may be required.	All Tier 2 requirements.
Cross access Easement		If located within the ECD, an easement to facilitate cross access to adjacent non-residential zoned property, as determined by the city engineer, shall be identified on a site plan and recorded in Orange County Records.	All Tier 2 requirements.

Feature	Tier 1: Interim Use 2 Years Duration	Tier 2: Transitional Use 5 Years Duration	Tier 3: Permanent Waiver Indefinite Duration
Structure & Aesthetics	<p>If in ECD, all glass facing a public road right-of-way shall remain transparent or be used for active displays. Opaque window tints, heavy curtains, or "blacked-out" vinyl wraps, boarded-up windows, or situating interior fixtures/furniture or storage that will block a window is prohibited.</p>	<p>All Tier 1 requirements.</p> <p>If located in ECD, installation of ECD-standard sidewalk in the People Space shall be provided, which may include the establishment of a pedestrian easement if the existing right-of-way is insufficient.</p> <p>If located in ECD, the facade shall be refreshed to work towards the ECD building design standards to the extent possible as determined by the City Planner (or designee).</p>	<p>All Tier 1 requirements.</p> <p>If located in ECD, installation of ECD-standard sidewalk in the People Space shall be provided, which may include the establishment of a pedestrian easement if the existing right-of-way is insufficient.</p> <p>If in ECD, Façade Rehab shall be required such as removal of non-contributing false facades, non-sandblasting building cleaning, stucco restore, painting, replacement or reconstructive woodwork, new doors and windows. Professional stormwater management assessment and retrofit to the maximum extent practicable as determined by the City Engineer.</p>
Alternative Transportation Modes		<p>If in ECD, bike parking shall be provided consistent with Code Section 134-471.</p>	<p>Same as Tier 2</p> <p>If in the ECD, a permanent paved/concrete 6 feet wide pedestrian path shall be provided to connect the building entrance to the public sidewalk along the road.</p>
Fencing & Walls			<p>If in the ECD, with the exception of decorative railings for outdoor cafes, fences are not allowed forward of the building on any street side. Decorative railings for cafes shall not exceed three feet in height. Fences/walls onsite shall not create a barrier to existing or future cross access easements. Maximum height of fences/wall will be 48 inches, except along the property lines shared with a residential lot, where the ECD required wall shall be provided. Chain link fencing, when allowed, must be black vinyl-coated and not be visible from a road public right-of-way.</p>

Feature	Tier 1: Interim Use 2 Years Duration	Tier 2: Transitional Use 5 Years Duration	Tier 3: Long Term Duration
Administrative Requirements	<p>1. Future Intent Sworn Affidavit: The property owner must sign a "Future Intent" affidavit, in a form approved by the City Attorney, acknowledging that if a subsequent waiver tier is not granted, the use of the property shall cease at the waiver expiration date.</p> <p>2. Affidavit for Continued Compliance: The property owner (and lease, if applicable) must acknowledge the continuous obligation of maintaining the requirements of the waiver. Any failure in compliance shall constitute a violation of the waiver conditions and may lead to the immediate revocation of the waiver.</p> <p>3. Towing and Enforcement Affidavit: The property owner (and lessee, if applicable) shall execute an affidavit and restrictive covenant, in a form approved by the City Attorney, expressly authorizing the City—including Law Enforcement and Code Enforcement officers—to enter the subject property to enforce Code requirements, including, but not necessarily limited to, parking and traffic codes. This authorization specifically empowers the City to cite or remove (tow) vehicles parked outside of designated, striped parking stalls, including those in drive aisles, fire lanes, or on unpaved, landscaped, or stormwater management areas.</p> <p>4. Conditions of Approval Affidavit: If a public hearing was required, acknowledgement of any conditions of approval, if applicable.</p>	<p>1. All Tier 1 Affidavits.</p> <p>2. Binding Site Plan + Façade Plan: Staff approved site plan demonstrating site investments and Façade Improvement Plan with renderings (including colors) of all building sides facing a public ROW.</p>	<p>1. Public Hearing Approval (Per Special Exception Procedures): Planning and Zoning Board and City Council with decision criteria being parking spillover potential, operational safety, and, if within the ECD, demonstration that the site and building, with proposed improvements, will be a "Permanent Asset" to the ECD. Specific conditions and mitigation measures, including limits on occupancy, hours, or mandatory valet/rideshare plans, may be attached to approval.</p> <p>2. Binding Site Plan + Façade Plan: Submittal of site plan demonstrating investments and façade improvement plan with renderings (including colors) of all building sides facing a public ROW.</p> <p>3. If in ECD, provision of a narrative demonstrating that the proposed site improvements provide a net benefit to the ECD that outweighs the impact of the parking deficiency.</p> <p>4. Sworn Affidavits</p> <p>a. All Tier 1 Affidavits</p> <p>b. Expiration Affidavit: Acknowledging that the Tier 3 waiver remains valid for the life of the structure except shall automatically expire upon:</p> <ul style="list-style-type: none"> • Damage or destruction of the building exceeding 50% of its assessed value. • Any request to increase the building’s gross floor area. • A change to a use with a higher parking demand. <p>c. Conditions of Approval Affidavit: Acknowledging any and all conditions of approval established by City Council.</p> <p>d. Shared Parking Agreement Affidavit: If a Shared Parking agreement is used for mitigation, an stating a breach of the agreement automatically terminates the waiver unless a replacement agreement is provided within 30 days.</p>

The proposed eligible properties are limited to those with legally existing structures built prior to November 5, 1974. This date was chosen since it is the date where the City established relatively modern parking design regulations, essentially requiring landscaping, which affected the provision of parking onsite. Other dates considered were as follows: Pre 1957, January 24, 1964, June 3, 2003. Using the 2003 date would essentially make all parcels in the City eligible.

- Pre 1957 When development regulations were first used (County’s) which included Article XIX Parking Quantity requirements [Prior to City’s current charter]
- 1964 Jan 24 When the City first adopted Orange County Zoning Regulations [after charter]
- 2003 Jun 3 When City revised City landscape standards, which again impacted parking design

The following tables provide a list of the eligible parcels for each cut-off date considered.

If Pre 1957 is used for the cut-off date of eligibility, the following properties are eligible Construction (No regulations)		
Address	Building Name	Year Constructed
627 Hoffner Avenue	Stone Fired Pizza	1951
5699 S. Orange Avenue	Fine Framing and Art	1952
5105 S. Orange Avenue	Freedom Insurance	1955
4200 S. Orange Avenue	Howard Wholesale	1952, 1956, 1956

If November 5, 1974 is used for the cut-off date of eligibility,
the following additional properties become eligible
1957-1974 Construction (Essentially Parking Quantity-only)

Address	Building Name	Year Constructed
5151 S. Orange Avenue	Baby & Kids Depot	1959
5108 S. Orange Avenue	Pine Castle Moose Lodge	1960
5001 S. Orange Avenue	Miracle Temple	1961
5529 S. Orange Avenue	Dawson Professional Center	1963
4710 S. Orange Avenue	Orange Holden Plaza	1960, 1962, 1963
4851 S. Orange Avenue	Statewide Auto Insurance	1964
5145 S. Orange Avenue	Beth's Burger Bar	1965
5565 S. Orange Avenue	Edgewood Police Department	1965
5028 S. Orange Avenue	Charlie Bell Property	1967
4936 S. Orange Avenue	Tops in Detail	1960, 1966, 1968
4853 S. Orange Avenue	Brinkman Accounting	1969
4864 S. Orange Avenue	SPR Services	1969
5250 S. Orange Avenue	Pine Castle Animal Hospital	1970
405 Bagshaw Way	Edgewood City Hall	1970
4948 S. Orange Avenue	Majestic Marble	1966, 1968, 1970
5104 S. Orange Avenue	Alumi Tech Airboats	1966, 1970
4893 S. Orange Avenue	East West Audio	1972
5511 S. Orange Avenue	Dan's Saw & Tool ¹	1915 (Converted to Dan's in 1972)
4201 S. Orange Avenue	The Waterfront	1956 (converted to a restaurant in 1972)
5416 Hansel Avenue	IB Golf Associates	1973
5025 S. Orange Avenue	MEC (Mansard Roof)	1973
4800 S. Orange Avenue	Le Coq Au Vin	1973
¹ Dan's Saw: A 1995 site plan for a 460 sq feet building, restricted use, required landscaping. The new building would have triggered meeting landscape requirements.		

If June 3, 2003 is used for the cut-off date of eligibility the following additional properties
become eligible
1974 -June 2003 (Parking followed 1974 Landscape Requirements)

Address	Building Name	Year Built
5601 S. Orange Avenue	Edgewood Isle	1974
5650 Hansel Avenue	7-Eleven	1975
5406 Hansel Avenue	Dean Yianilos	1976
5014 S. Orange Avenue	Charlie Bell Property	1977
4709 S. Orange Avenue	Wells Fargo Inc.	1978
4698 S. Orange Avenue	Action Gator Tire	1979
5380 S. Orange Avenue	Bob's Auto Works	1979
5398 S. Orange Avenue	Ward Warehouses	1979
4905 S. Orange Avenue	Versailles III Plaza	1982
4901 S. Orange Avenue	Baldwin Fairchild Funeral Home	1982
4809 S. Orange Avenue	Mystic Minerals	1982
5224 S. Orange Avenue	Adrenaline Film Production	1982
5520 Hansel Avenue	Automated Buildings	1984
4945 S. Orange Avenue	Versailles III	1985
4822 S. Orange Avenue	Dan Fuford Properties	1985
4861 S. Orange Avenue	Edgewood Professional Center	1986
5639 Hansel Avenue	Newman and Crane Associates	1987
5210 S. Orange Avenue	Nathaniel's Hope	1988
5515 S. Orange Avenue	Nationwide Roofing	1988
4401 S. Orange Avenue	Water's Edge Plaza	1989
5300 S. Orange Avenue	Bob Harrell Properties	1990
5517 Hansel Avenue	Johnson Bro. Corporation	1992
5301 S. Orange Avenue	CFE/Addition Financial	1994
4922 S. Orange Avenue	Eli's Auto Repair	1994
4834 S. Orange Avenue	Pep Boys	1996
5526 Hansel Avenue	Oak Tree Plaza	2000
4979 S. Orange Avenue	Minerva's Plaza	2003
4120 S. Orange Avenue	VanBarry's	2003

June 3, 2003 – Current Construction
(consistent with current parking and landscape regulations,
except for limited exceptions).

Address	Building Name	Year Built
5055 S. Orange Avenue	Orlando Clinical Research	2004
5579 S. Orange Avenue	Select Medical Hospital	2007
5127 S. Orange Avenue	FEG	2008
5144 S. Orange Avenue	North American Vet Community	2008

Ordinance 2026-03
Parking Regulations
(Board Vote for
Recommendation)

1 **ORDINANCE NO. 2026-03**

2
3 **AN ORDINANCE OF THE CITY OF EDGEWOOD,**
4 **ORANGE COUNTY, FLORIDA AMENDING CHAPTER**
5 **134, “ZONING;” AMENDING PROVISIONS RELATED TO**
6 **PARKING AND LOADING; PROVIDING FOR**
7 **SEVERABILITY; PROVIDING FOR CODIFICATION,**
8 **COFNFLICTS, AND EFFECTIVE DATE.**
9

10 **WHEREAS,** the existing parking regulations of the City of Edgewood have become
11 outdated and insufficient to adequately address current and future parking demands within the
12 community; and

13 **WHEREAS,** a comprehensive review of the existing parking regulations has revealed
14 gaps that hinder public safety, traffic flow, economic vitality, and the overall quality of life
15 within the City of Edgewood; and

16 **WHEREAS,** effective parking management supports local businesses and contributes to
17 economic development by ensuring accessibility and convenience for customers; and

18 **WHEREAS,** the City desires to promote development and redevelopment within the
19 City’s commercial corridor; and

20 **WHEREAS,** there is a recognized need to modernize parking regulations to reflect best
21 practices in urban planning and transportation management; and

22 **WHEREAS,** the City of Edgewood desires to promote efficient use of private parking
23 resources, encourage alternative modes of transportation, and reduce traffic congestion; and

24 **WHEREAS,** the proposed new parking regulations aim to provide clear, concise, and
25 enforceable standards for parking throughout the City of Edgewood; and

26 **WHEREAS,** the City Council of the City of Edgewood finds that this Ordinance is in the
27 best interest of the health, safety, and welfare of citizens, businesses, and visitors to the City of
28 Edgewood.
29

30 **NOW, THEREFORE, BE IT ENACTED** by the City Council of the City of
31 Edgewood, Florida as follows:
32

33 **SECTION 1.** Chapter 134, Article V, Division 5, Sections 134-605 through 134-640 of
34 the City of Edgewood Code of Ordinances are repealed and replaced with the following:
35

36 **DIVISION 5. –PARKING AND LOADING**

37 **Sec. 134-604. Intent and Purpose.**

38 The purpose of this Division is to regulate the design, capacity, and management of off-site
39 parking and loading facilities to promote the health, safety, and general welfare of the
40 community. These regulations are intended to:

- 41 • **Establish Clear Administrative Standards:** To provide a predictable framework for the
42 review of parking requirements, ensuring that all applicants are held to a consistent
43 standard of evidence when proposing changes to a site’s occupancy or configuration.

- 44 • **Ensure Site Safety and Functionality:** To promote orderly traffic flow and minimize
45 conflicts between vehicles and the public realm by requiring that all parking, loading, and
46 maneuvering occurs safely within the boundaries of the development site.
- 47 • **Synchronize Parking with Land Use Impacts:** To ensure that the amount of provided
48 parking is proportional to the actual demand generated by a business’s operational
49 intensity, turnover rate, and peak-period occupancy.
- 50 • **Promote Adaptive Reuse and Economic Resilience:** To provide flexible standards that
51 allow for the continued viability of existing and historic structures while ensuring that
52 significant changes in use or intensity trigger necessary safety and design improvements.

53
54 **Sec. 134-605. Applicability of Parking Regulation.** The following actions shall trigger a full
55 parking compliance review to ensure the site meets the standards of this Chapter.

- 56 **A. New Construction:** Construction of any new principal building.
- 57 **B. Building Expansion:** Any increase in a building’s Gross Square Footage (GSF).
- 58 **C. Increased Intensity of Existing Use:** Any operational change that increases parking demand
59 as defined as a net increase in the number of required spaces compared to the last legally
60 established use when the applicable parking ratio is employed.
 - 61 1. **Operational Changes:** Triggers include, but are not limited to, adding outdoor dining,
62 increasing guestrooms or dwelling units, or increasing licensed capacity for medical,
63 grooming, or daycare uses within an existing structure. Any resulting deficiency must be
64 mitigated through the provision of additional on-site stalls or an approved Operational
65 Parking Plan. An increase in use intensity could change the category used to calculate
66 parking, for example, Shopping Center, Retail Anchor to Shopping Center, High
67 Intensity Anchor.
 - 68 2. **Burden of Proof:** The applicant shall bear the burden of establishing by competent
69 substantial evidence that no increase in parking demand shall result from any proposed
70 change of use or occupancy.
- 71 **D. Change in Use/Occupancy on a Developed Property to a use with an Increased Parking
72 Demand:** Any change in use or occupancy to a use with a higher parking ratio as identified
73 in Table 134-607-1 (e.g., Single Tenant Office to Medical Office) shall be prohibited unless
74 the required parking for the new use—calculated against the last legally established use—is
75 provided in accordance with this Chapter or a Parking Waiver is approved per Section 134-
76 607. Exemption: Legacy Shopping Centers (as defined in Section 134-606) are exempt from
77 this specific recalculation trigger, provided no physical expansion occurs.
- 78 **E. Rectification of Substandard Conditions from Parcel Division:** If a parcel or
79 configuration shown on an approved site plan has been divided or altered without official
80 City subdivision approval, resulting in a failure to meet minimum parking requirements on
81 one of the nonapproved parts, no permits for expansion, new construction, or any change of
82 use or occupancy that increases parking demand shall be issued until:
 - 83 • The parcel is legally unified via a Lot Joinder with the adjacent land from which it was
84 divided;
 - 85 • A Cross-Parking Agreement is recorded that restores the required parking count; or

- 86 • The parking regulations are otherwise fully satisfied.
87 The applicant shall bear the burden of establishing by competent substantial evidence that no
88 increase in parking demand shall result from any proposed change of use or occupancy.

89 **Sec. 134-606. Definitions.**

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

92 **Accessible Parking:** Synonymous with "handicap space," "ADA compliant parking
93 space," "accessible space," it is a specialized parking stall designed to accommodate individuals
94 with disabilities. Unlike a standard parking space, it features extra room for mobility devices
95 (wheelchairs, walkers, or lifts) and is legally required to be located on the shortest accessible
96 route to a building's entrance. The design is regulated by the Florida Building Code.

97 **Artisan food and personal goods manufacturing:** A business that produces food and/or
98 personal goods by non-industrialized methods, in quantities not intended for mass-output;
99 examples include cheese, charcuterie, coffee roasters, and soaps. Artisan food manufacturing
100 includes a retail component. Artisan personal goods manufacturing is typically visited by
101 appointment or for pick up.

102 **Automotive Repair and Services (Major/Minor):** An establishment primarily engaged in
103 the mechanical or electrical repair, maintenance, or finishing of motor vehicles. Primary
104 Examples: General mechanics, transmission shops, body shops, painting, detailing, and quick-
105 lube facilities.

106 **Commercial, Contractor & Fleet Service Shop:** This classification is for businesses
107 where the primary activity is the storage of equipment and vehicles used to provide off-site
108 services. Includes: Pressure washers, roofers, pool cleaners, HVAC technicians, plumbers,
109 electricians, and industrial cleaners.

110 **Commercial, Dual Use/One Building:** This applies to any single existing structure that
111 houses two distinct types of business operations (e.g., a hair salon and a coffee shop).

112 **Commercial, Heavy Equipment Sales, Repairs, Servicing:** An establishment primarily
113 engaged in the sale, rental, maintenance, or repair of specialized machinery and vehicles
114 typically used in construction, farming, industrial, or specialized transport operations. This
115 definition excludes Automotive Repair and Services, which is intended for consumer-grade
116 passenger vehicles and light-duty trucks.

117 **Convenience-Oriented Services:** A retail or personal service establishment primarily
118 engaged in providing quick-turnover transactions, item processing, or "over-the-counter"
119 services. These uses are characterized by a "stop-and-go" traffic pattern with short stays (e.g., 15
120 minutes or less). To qualify for this classification in parking calculations, the use must meet the
121 following criteria:

- 122 • Primary Service Area: The customer-accessible area is limited primarily to a transaction
123 counter and a small waiting/staging area.
124 • No Long-Term Stay Amenities: The establishment does not provide seating, dining areas, or
125 private service rooms (e.g., exam rooms or salon chairs).
126 • High Turnover Ratio: The use is designed for a high volume of vehicle trips relative to the
127 square footage.

128 Included Uses: This category includes, but is not limited to:
129 • Laundry/Garment Services: Dry cleaning drop-off and pick-up (excluding on-site self-service
130 laundromats).

131 • Repair Services: Shoe, watch, jewelry, or small electronic repair.

132 • Shipping & Postal: Private mail centers and shipping/parcel drop-off points.

133 Exclusions: This classification shall not include professional offices (medical, legal, or
134 financial), personal care services requiring appointments (barbers, salons, or spas), or any use
135 where the primary activity occurs over a duration exceeding 30 minutes.

136 **Convenience Store:** A retail establishment primarily engaged in the sale of essential daily
137 goods (such as milk, bread, and snacks) and a general line of pre-packaged food and household
138 items for off-site consumption. The sale of tobacco or nicotine products—limited to pre-
139 packaged commercial cigarettes, cigars, tobacco, and disposable e-cigarettes—is strictly
140 accessory to the primary retail use, shall occupy no more than 10% of the retail floor
141 area (inclusive of all floor, wall, and behind-the-counter display areas), and must be conducted
142 exclusively as "behind-the-counter" sales. This definition specifically excludes "Smoke Shops,"
143 "Vape Shops," or "Tobacco Specialty Stores," and prohibits the sale of smoking paraphernalia
144 such as water pipes, hookahs, or rebuildable atomizers.

145 **Critical Root Zone:** The area of ground included within the drip line (the outermost
146 extent of the tree canopy) or a circular area with a radius of one (1) foot for every one (1) inch of
147 tree diameter (DBH), whichever is greater.

148 **Eating and Drinking Establishments:** Any establishment where the primary business is
149 the sale of food or beverages for on-site or off-site consumption. This category specifically
150 includes, but is not limited to: full-service restaurants, fast-food establishments, bars, taverns,
151 lounges, coffee shops, cafes, juice bars, and craft bakeries with on-site seating.

152 **Encroachment, Parking:** The situation where a vehicle, when parked within a designated
153 stall, extends any portion of its body, bumper, or load over a property line, into a public right-of-
154 way, or onto a designated pedestrian path.

155 **Fleet/Company Vehicle:** Any motorized vehicle or trailer, including passenger cars,
156 vans, and trucks, that is owned, leased, or controlled by a single commercial or non-profit entity
157 rather than an individual. For the purposes of these regulations, a "fleet" consists of four or more
158 such vehicles parked or stored on the same property while not in active service. This definition
159 excludes "take-home" company vehicles assigned to a specific employee for residential use.

160 **Group Living Facility:** A residential structure or complex providing shared living
161 accommodations and often, support services, care, or supervision, for a group of individuals not
162 all related by blood, marriage, adoption, or guardianship, who typically live together as a single
163 housekeeping unit. This definition includes, but is not limited to, assisted living facilities,
164 nursing homes, recovery houses, residential treatment centers, and any facility operating as a
165 Community Residential Home (as defined and regulated by Florida Statute § 419.001). This
166 definition specifically excludes transient lodging such as hotels, motels, or short-term vacation
167 rentals.

168 **Gross Square Feet (GSF):** The total area of all floors of a building measured to the
169 exterior faces of exterior walls, enclosed outdoor storage areas, and fenced or designated areas

170 for active inventory, or outdoor work stations. The GSF shall exclude covered sidewalks and
171 architectural transitions intended for weather protection or passenger loading, such as covered
172 entrances, porte-cochères, or drop-off areas at hotels, religious institutions, and medical facilities.
173 However, any such excluded areas shall be included in the GSF calculation if they are utilized
174 for outdoor dining, display of merchandise, or other commercial activities.

175 ***Gym/Fitness Center:*** An establishment that provides facilities and equipment for
176 physical exercise, weightlifting, bodybuilding, and cardiovascular training.

- 177 • Distinguishing Characteristic: This use is characterized by "open-floor" access, where
178 patrons utilize equipment at their own pace rather than being restricted to a fixed, group-
179 based class schedule.
- 180 • Inclusions: This includes traditional gyms, 24-hour fitness clubs, and cross-training facilities
181 that offer general membership access.
- 182 • Exclusions: This does not include Instructional Services (scheduled group classes only) or
183 Personal Care (one-on-one personal training by appointment).

184 ***High Intensity Use:*** Any commercial or non-residential establishment characterized by
185 high-turnover traffic, concentrated peak-period demand, or "simultaneous occupancy" where a
186 large number of patrons arrive and depart within a condensed timeframe. According to the
187 standards set in this Division, these uses include:

- 188 • Eating and Drinking Establishments: Restaurants, bars, and cafes.
- 189 • Medical Offices/Clinics: Urgent care, diagnostic labs, and high-turnover healthcare
190 providers.
- 191 • Large-Scale Instructional Services: Any facility 5,000 GSF or larger offering scheduled
192 group classes (e.g., martial arts, dance, or gymnastics).
- 193 • Places of Assembly: Religious institutions, event venues, and theaters.

194 ***Industrial, Distribution/Logistics:*** A high-velocity transit facility that serves as a
195 regional or local sorting and dispatch point for the rapid movement of goods. This use is
196 characterized by "cross-docking" or "last-mile" operations where packages or goods are
197 received, sorted, and transferred immediately to a local delivery fleet (vans, box trucks, or
198 courier vehicles). Unlike a traditional warehouse, goods are not stored for long periods, and the
199 site is characterized by high employee density per shift and the continuous staging of a dedicated
200 vehicle fleet. It is distinguished from Warehouse Storage by its high-turnover "active"
201 environment and from Warehouse, Wholesale by the lack of a customer-facing sales counter.

202 ***Industrial, Flex Space:*** a versatile light industrial use property where up to 33% of the
203 gross floor area includes commercial uses, most commonly office, showroom, or retail space, all
204 within a single building or group of units.

205 ***Industrial, Light Assembly/Fabricating:*** This category refers to low-intensity industrial
206 operations focused on the assembly, finishing, or packaging of pre-manufactured components.
207 Processes are primarily manual or utilize light-duty power tools at individual workstations,
208 generating minimal noise or vibration. The end products are typically smaller in size and less
209 intricate than those produced in heavy manufacturing. Primary examples include Electronics
210 assembly, garment sewing/embroidery, medical device packaging, and furniture finishing.

211 Light Assembly/Fabricating may include showrooms provided the showroom area does not
212 exceed 25% of the leased space in any one building or location. A showroom is defined as an
213 area for the display and sale of goods, products, or merchandise ancillary to the light
214 assembly/fabrication onsite. This use is intended for industrial/heavy commercial zones, not
215 ECD. In the ECD, see Artisan food and personal goods manufacturing definition for small-scale
216 production that includes a public-facing retail component.

217 **Industrial, Manufacturing (General/Heavy):** This category includes industrial
218 operations primarily engaged in the mechanical, physical, or chemical transformation of
219 materials, substances, or components into new products. These processes are typically large-
220 scale and are distinguished from Light Assembly by their intensity, infrastructure needs, and
221 external impacts.

- 222 • Primary Characteristics:
 - 223 ○ Raw Material Processing: Involves the handling of bulk raw materials (metals, chemicals,
224 wood, or stone) rather than pre-manufactured components.
 - 225 ○ Complex Tooling: Utilization of heavy-duty machinery, automated production lines,
226 furnaces, large-scale presses, or specialized chemical processing equipment.
 - 227 ○ Infrastructure Intensive: Requires significant power, high-volume water/sewer capacity,
228 or specialized ventilation/waste-handling systems.
 - 229 ○ External Impacts: May produce noise, vibrations, odors, or heat that require specialized
230 building design or significant setbacks from non-industrial uses.
- 231 • Primary Examples: Metal foundry/fabrication, plastic injection molding, commercial food
232 processing/canning, catering, chemical blending, and large-scale vehicle or machinery
233 production.

234 **Industrial, Technical/Creative:** This category encompasses specialized facilities
235 designed for technical, artistic, or scientific production rather than bulk storage or mass
236 manufacturing. Activities are characterized by low-turnover, high-skill project teams and the use
237 of specialized, often sensitive, equipment.

- 238 • Primary Examples: Radio and Television Broadcasting Studios, Film/sound stages, materials
239 testing labs, R&D "maker-spaces," and digital media hubs.
- 240 • Key Distinction: Unlike standard warehouse use, this category involves higher interior build-
241 out for climate control, acoustics, or laboratory standards, resulting in a higher employee-to-
242 square-foot ratio.

243 **Instructional Services:** A Place of Assembly that offers recreational, cultural, or personal
244 enrichment classes to the general public.

- 245 • Standard Examples: This category includes, but is not limited to: fine art schools, martial arts
246 studios (dojos), yoga and Pilates studios, dance academies, music schools, gymnastics
247 centers, and dog training facilities.
- 248 • Operational Characteristic: Instructional Services are characterized by Simultaneous
249 Occupancy, where the majority of patrons arrive and depart within a condensed timeframe
250 aligned with a fixed schedule. When such a facility exceeds 5,000 GSF, the concentrated
251 peak demand for parking and the resulting intensity of site circulation are functionally
252 equivalent to a Place of Assembly. Consequently, Large-Scale Instructional Services shall be

253 regulated under the Place of Assembly parking standards to ensure adequate capacity for
254 these peak-period surges.

255 • **Classification by Scale:**

256 ○ Small-Scale Instructional Services: Facilities under 5,000 gross square feet.

257 ○ Large-Scale Instructional Services: Facilities 5,000 gross square feet or larger.

258 ○ Dog Training Facilities. To qualify for the Small Scale Instructional Service rate: Group
259 instruction shall be limited to a maximum of 12 students (handlers) per session. Use must
260 be primarily instructional. Facilities that include overnight boarding or unsupervised
261 "daycare" must be calculated under the Animal Care/Boarding ratio. Facilities designed
262 for larger "show" events or competitions with spectators shall be calculated at the Place
263 of Assembly rate.

264 • **Special Exclusions:** Any instructional facility that serves alcohol, includes a lounge/bar area,
265 or functions as a for-profit event venue (e.g., renting the hall for parties) shall be classified
266 entirely as a Place of Assembly regardless of square footage.

267 • **Gym/Fitness Center Distinction:** Facilities providing "open-floor" access to weightlifting or
268 cardio equipment for general use (not exclusively tied to a scheduled class) shall be classified
269 as a Gym/Fitness Center.

270 **Live/Work Unit:** A single integrated space combining both residential and non-residential
271 uses. Unlike a home occupation, a live/work unit is a full-fledged commercial enterprise with a
272 storefront presence, visiting clients, and potential employees.

273 **Minimum Base Parking:** Three (3) total on-site parking spaces, regardless of the
274 calculations derived from the Table 134-607-1.

275 **Multi-building property:** A development consisting of two or more buildings on a single
276 lot or contiguous lots under unified control that share common parking, access, and/or circulation
277 facilities, the total parking requirement is the sum of the requirements for each building use (e.g.,
278 shopping center and restaurant outparcel).

279 **Office, General:** Establishments in either stand-alone or multi-tenant buildings,
280 providing professional, administrative, or technical services.

281 • **Ancillary Storage:** Storage of materials, parts, or inventory is permitted as an accessory use
282 provided it does not exceed 25% of the gross floor area and is directly related to the primary
283 office function.

284 • **Prohibition:** This use excludes the on-site storage of heavy machinery, bulk hazardous
285 materials, or fleet vehicle dispatching.

286 **Offices, Medical:** Establishments where the primary activity is the diagnosis or treatment
287 of patients by licensed healthcare professionals, regardless of whether retail sales occur within
288 the building. This includes, but is not limited to, offices for physicians, dentists, optometrists,
289 and ophthalmologists; medical and diagnostic laboratories; ambulatory surgery centers; urgent
290 care centers; and offices for physical, occupational, and speech therapists.

291 **Operable Motor Vehicle:** A vehicle that is capable of being legally operated on public
292 streets, characterized by having inflated tires, all major glass components intact, and a current,
293 valid license plate and registration. The vehicle must be capable of moving under its own engine
294 power.

295 **Operational Parking Plan** A site-specific management strategy, prepared by the
296 applicant and approved by the City, that demonstrates how the parking demand for a
297 development will be met without creating a hazardous traffic conditions. The plan must include:

- 298 • A Parking Demand Analysis: Data showing the peak hours of operation for all uses on the
299 site.
- 300 • Circulation & Queuing Logic (if requested by staff): A diagram showing on-site queuing and
301 turning radii that allow vehicles to enter and exit the property without reversing into the
302 street.
- 303 • Shared Parking Agreements: (If applicable) Legal documentation or notarized affidavits
304 ensuring that one use has access to another’s stalls during specific time blocks.
- 305 • Enforcement Measures: A description of how the property owner will manage the lot (e.g.,
306 signage or valet) to ensure compliance with the plan.

307 **Pedestrian-Friendly Path:** A sidewalk designed and maintained to provide safe,
308 accessible travel for persons of all abilities. This route shall meet ECD, FDOT and ADA
309 standards, as applicable, with the required minimum clear vertical clearance no less than 8 feet
310 (including tree branches).

311 **Personal Care/Health and Beauty Services:** Establishments providing non-medical,
312 appointment-based services typically involving extended customer stays and direct interaction
313 between a provider and a client.

- 314 • Standard Examples: Barber shops, hair/nail salons, spas, massage therapy, tanning salons, and
315 tattoo establishments.
- 316 • Individual Enrichment: Tutoring, music lessons, individual personal fitness training, and life
317 coaching.
- 318 • Small-Scale Instructional services (yoga, martial arts, dance, etc.) with a total GSF of less than
319 5,000 square feet, provided they do not serve alcohol.

320 **Place of Assembly:** A building or a defined portion of a building where groups of people
321 gather for various purposes, typically involving a large number of individuals concentrating in
322 one area simultaneously. Standard Examples: Examples include, but are not limited to, religious
323 institutions, funeral homes, civic and social organizations, event venues, indoor recreation,
324 bowling alleys, large scale instructional services, and theaters.

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

328 **Proximity to Transit:** Proximity to transit shall mean that the building’s primary business
329 or residential entrance is within 0.25 mile of a transit stop, both the near side and far side of the
330 road, except on a one-way street pair. For properties situated on one-way street, proximity to
331 one transit stop within the 0.25-mile radius is acceptable, contingent upon the presence of a
332 parallel transit stop serving the opposing direction.

333 **Public Showroom Area:** Area accessible to the general public, excluding workshops,
334 storage, and loading.

335 **Retail:** An establishment primarily engaged in the sale of new or used goods,
336 merchandise, and products directly to the general public for personal or household consumption.

- 337 • Primary Characteristics: This use is characterized by a high degree of "merchandising,"
338 including window displays, interior shelving accessible to customers, and shopping carts or
339 baskets.
- 340 • Operational Distinction: Unlike Convenience-Oriented Services, the duration of stay is
341 typically longer than 15 minutes.
- 342 • Inclusions: This category includes, but is not limited to: clothing/apparel stores, gift shops,
343 bookstores, florists, hardware stores, pharmacies, and grocery stores.

344 **Shopping Center:** A planned and integrated multi-tenant commercial development under
345 unified management, sharing common facilities such as parking, walkways, and drive aisles.
346 Permitted Use Categories within a Shopping Center include: Retail Stores, Eating and Drinking
347 Establishments, Personal Care Services (e.g., hair/nail salons), Health and Beauty Services,
348 Professional Offices, Medical Offices (e.g., dentists, acupuncture), and Instructional Services.
349 Shopping Centers are further classified as follows:

- 350 • **Convenience Store Anchor:** A shopping center consisting of at least three (3) inline tenant
351 spaces where at least one tenant occupies at a convenience store.
- 352 • **High Intensity Anchor:** A shopping center consisting of at least three (3) inline tenant spaces
353 where:
 - 354 1. At least one single tenant occupies 5,000+ GSF and engages in uses with high turnover or
355 peak-period demand, including but not limited to Eating and Drinking Establishments,
356 Large Instructional Services, Places of Assembly or Medical Offices/Clinics **OR**
 - 357 2. Collectively High-Intensity uses (including Eating and Drinking Establishments, Medical
358 Offices/Clinics, and Large-Scale Instructional Services) occupy 40% or more of the
359 development's total GSF.
- 360 • **Legacy:** A commercial site with associated parking lot constructed prior to November 5,
361 1974 and a minimum of 150 existing parking spaces on site: Edgewood Isle at 5601 S
362 Orange Ave, South Orange Shopping Center at 5416 Hansel Ave, and Fort Gatlin Shopping
363 Center at 75 Gatlin Ave.
- 364 • **Outparcels:** All outparcels or standalone buildings within a Shopping Center development
365 are included in the overall GSF for calculating parking and use thresholds, except in the
366 following cases where the outparcel must be calculated as a Standalone Use:
367 Dissimilar Use: Any outparcel containing a use not explicitly listed in the Shopping Center
368 definition (e.g., Auto Repair, Industrial, or Residential).
369 Threshold Disruption: Any outparcel use that, if included, would cause the total development
370 to exceed the 65%, 50%, or 40% caps defined above.
371 When an outparcel meets these exceptions, it shall be calculated as a Standalone Use based
372 on its specific use-rate.
- 373 • **Retail Anchor:** A shopping center consisting of at least three (3) inline tenant spaces where a
374 business engaging primarily in the sale of general merchandise, soft goods, or groceries
375 occupies at least 10,000 GSF.
- 376 • **Unanchored:** A shopping center consisting of at least three (3) inline tenant spaces which is
377 not otherwise classified as a one of the Anchor Shopping Centers. Should a change in
378 occupancy or use result in the development meeting the threshold of an Anchor Shopping

379 Center, the parking requirement for the entire site shall be recalculated based on the new
380 classification.

381 **Showroom:** A finished, climate-controlled interior area dedicated to the display of goods,
382 samples, or merchandise for the purpose of soliciting orders or sales. A showroom is
383 distinguished from a warehouse by the presence of high-quality flooring, enhanced lighting, and
384 architectural finishes consistent with retail or office environments.

385 **Stand-alone Use:** A building containing a single tenant space that occupies its own
386 independent tax parcel or is located on a site where it does not share common parking facilities
387 with other principal buildings. Additionally, a building or outparcel shall be considered "Stand-
388 alone" for calculation purposes if its primary use is not an included use category of a Shopping
389 Center (as defined herein), or if it is specifically excluded from a Shopping Center's aggregate
390 parking calculation. A building shall be considered "Stand-alone" if its parking demand is met
391 entirely within its own dedicated parking area or if it is required to be calculated independently
392 due to the nature of the use.

393 **Unsafe Condition (Parking):** Any site configuration that fails to meet minimum City or
394 Florida Department of Transportation (FDOT) standards for sight distance, creates a direct
395 conflict between vehicles and pedestrians on a dedicated path, or obstructs the clear zone
396 required for emergency vehicle access (Fire Lanes).

397 **Vocational/Trade and Technical Training:** A post-secondary institution or center that
398 provides specialized, hands-on instruction to prepare students for professional certification or
399 direct employment in a specific career or trade with the program leading to a diploma, license, or
400 industry-recognized credential. (e.g., HVAC, plumbing, electrical, nursing, coding, cosmetology,
401 or bartending).

402 **Warehousing/Storage:** Any building or structure primarily used for the long-term storage
403 or handling of goods, materials, or equipment. This category excludes Warehouse, Wholesale &
404 Trade as defined herein.

405 **Warehouse, Wholesale & Trade:** An establishment primarily engaged in the storage,
406 sale, or distribution of products to retailers, industrial, commercial, institutional users, or other
407 wholesalers. The focus is exclusively on business-to-business transactions.

- 408 • Primary Characteristics:
- 409 ○ Commercial Clientele Only: The establishment is not open to the general public for
410 personal or household consumption. Access and sales are restricted to licensed
411 contractors, business owners, and professional practitioners.
 - 412 ○ On-site Inventory: Includes significant floor area dedicated to the bulk storage of goods
413 and "will-call" pick-up areas.
 - 414 ○ Limited Display: While a "trade showroom" or sales counter may exist, it is ancillary to
415 the storage function of the facility and lacks traditional retail merchandising (e.g.,
416 shopping carts, window displays, or browsing aisles).
- 417 • Primary Examples: Electrical/plumbing supply houses, bulk building material distributors,
418 and professional restaurant supply stores.

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Sec. 134-607. Quantity of Parking.

A. Instructions for Calculating Required Parking.

1. **Minimum Parking Requirements:** The minimum number of parking spaces required for a development site is determined by its proposed use and intensity in accordance with Table 134-607-1. In no case shall any development provide fewer than the Minimum Base Parking of three (3) total on-site parking spaces, regardless of the calculations derived from the Table. For any non-residential use, at least one (1) space must be an ADA Accessible Parking Space, which shall be credited toward the total minimum parking required. In all cases, the quantity, design, and location of such spaces shall comply with the Florida Building Code, the ADA, the design standards of this Chapter.
Interpretation of Multiple or Overlapping Classifications: If a proposed use qualifies under two or more parking classifications, the classification requiring the higher number of parking spaces shall apply. In the event of a dispute, the City Planner shall determine the applicable classification based on the use’s primary function and anticipated parking demand.
2. **Unlisted Uses:** Uses not specifically listed in Table 134-607-1 shall meet the 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 a project-specific parking ratio based on data-driven demand projections for the proposed use.
3. **Determination of Building Area and Intensity:** The Gross Square Feet (GSF) of Building Area shall be the basis for calculating required parking. This measurement excludes covered sidewalks and pedestrian overhangs, unless such areas are utilized for outdoor dining, the display of merchandise, or other commercial or industrial activity (including but not limited to outdoor staging, assembly, or storage), in which case the square footage of the utilized area shall be included in the total GSF.
4. **Calculation Methodology.**
 - a. **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.
 - b. **Exclusions:** The following types of spaces shall not be counted towards meeting the minimum parking requirements:
 1. Loading spaces.
 2. Parking spaces located within vehicle repair bays or car wash tunnels.
 3. Stacking spaces within drive-through lanes.
 4. Any parking space not meeting the required minimum dimensions per Code Section 134-608.

459 B. Required Parking Quantity by Use.

Table 134-607-1: Minimum Parking Ratios by Use	
CATEGORY: Residential Uses	
Single-Family and Duplex Residential Units:	2 spaces per dwelling unit
Multifamily/3 or more attached units–Efficiency/Studio and One-Bedroom Units:	1.25 spaces per dwelling unit plus a minimum of 0.25 guest spaces per unit which are clearly identified by signage or pavement markings as "Visitor" or "Guest" parking.
Multifamily/3 or more attached units – Two bedroom units:	1.50 spaces per dwelling unit plus a minimum of 0.25 guest spaces per unit which are clearly identified by signage or pavement markings as "Visitor" or "Guest" parking.
Multifamily/3 or more attached units – Three or more bedroom units:	1.75 spaces per dwelling unit plus a minimum of 0.25 guest spaces per unit which are clearly identified by signage or pavement markings as "Visitor" or "Guest" parking.
Live/Work units	One (1) space for the residential component, plus additional parking consistent with the type of non-residential use based on the GSF of the non-residential component.
Assisted/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.
CATEGORY: Commercial Stand-alone Buildings	
Artisan food manufacturing	3.3 spaces per 1,000 GSF
Artisan personal goods manufacturing	2.5 spaces per 1,000 GSF, 2.0 spaces per 1,000 GSF if the public showroom area is < 20% of the total GSF.
Stand-alone Retail	4.0 spaces per 1,000 GSF
Stand-alone Convenience Oriented Service	6.0 spaces per 1,000 GSF
Stand-alone Convenience Store	5.0 spaces per 1,000 GSF
Stand-alone Personal Care/Health and Beauty	5.0 spaces per 1,000 GSF
Instructional Services, small scale and dog training with a maximum of 12 students (handlers) on-site at any one time and no overnight boarding	4.5 spaces per 1,000 GSF
Instructional Services, large scale	Tiered approach: First 5,000 GSF, 4.5 spaces per 1,000 GSF; the excess above 5,000 GSF shall be considered Place of Assembly rate.
CATEGORY: Commercial Multi-Tenant/Building Parcels	
Shopping Center, Retail Anchor ^{1,2,3}	4.5 spaces per 1,000 GSF; Places of Assembly in a shopping center will be calculated separately
Shopping Center, High Intensity Anchor ^{1,2,3}	6.0 spaces per 1,000 GSF
Shopping Center, Convenience Store Anchor ^{1,2}	5.0 spaces per 1,000 GSF
Shopping Center, Unanchored ^{1,2}	4.0 spaces per 1,000 GSF

Dual-Use/One Building	When a building contains two distinct categories of uses (e.g., a professional office and a retail shop), the total number of required parking spaces shall be the sum of the individual uses calculated separately, unless a Shared Parking Agreement is approved.
Multi Building Property that is not a Shopping Center	When a parcel contains two or more independent buildings, the total number of required parking spaces shall be the sum of the independent uses calculated separately, unless a Shared Parking Agreement is approved.
Planned Mixed-Use Parcel	When a building or parcel contains two or more distinct categories of uses (e.g., a professional office and a retail shop on the same lot), the total number of required parking spaces shall be the sum of the individual uses calculated separately, unless a Shared Parking Agreement is approved.
<p>¹Outdoor Seating Exemption: For any Shopping Center, each individual Eating and Drinking Establishment shall be granted an exemption from parking requirements for the first 500 GSF of outdoor seating area. Any outdoor seating GSF exceeding the 500 GSF threshold per establishment shall be calculated at the Eating and Drinking Establishment (Outdoor) rate and added to the total required parking for the center. All outdoor seating areas must be shown on an approved site plan and physically delineated on the ground via permanent pavement changes or markers (e.g., medallions or brass discs). All customer seating, table placement, fixtures (e.g., signage, Maître d' station, lighting, heat lamps, umbrellas), and active service activities—including server staging and clearing—must be contained entirely within the delineated area. No portion of the restaurant operation, furniture, or fixtures may encroach a pedestrian path. Compliance shall be measured from the edge of the delineated medallions to the nearest path edge, ensuring a minimum clear width as required by ADA, FDOT, or ECD standards (whichever is greater). Furthermore, all outdoor seating areas shall be separated from parking stalls and drive aisles by a permanent or semi-permanent barrier (e.g., planters, railings, or bollards). Unused portions of the 500 GSF exemption from one establishment may not be transferred or "stacked" to increase the exemption of another establishment on the same parcel.</p> <p>²Places of Assembly are generally calculated separately from the Shopping Center ratio. However, an applicant may provide documentation, signed by notarized affidavit by the property owner, demonstrating that the place of assembly's peak hours (e.g., Sunday morning services) do not overlap with the shopping center's peak business hours; this documentation shall be known as an Operational Parking Plan. If the hours are found by City staff to be non-conflicting, the assembly use may utilize the parking spaces of the Shopping Center. Any significant change to the approved Operational Parking Plan that creates a parking conflict shall require a re-evaluation of the site's parking requirements, and failure to resolve the conflict may result in code enforcement action.</p> <p>³Legacy Shopping Center Exemption: Legacy Shopping Centers (as defined in 134-606) are exempt from this re-classification. These centers may maintain their unified Shopping Center parking ratio regardless of the percentage of high-intensity tenants, provided no physical expansion of the building GSF occurs.</p>	

CATEGORY: Office⁴	
Single-Tenant Office (Professional/Admin and non-medical)	4.0 spaces per 1,000 GSF
Medical Office/Clinic (Single-Tenant or Specialty Clinic):	5.0 spaces per 1,000 GSF
Multi-Tenant Office Building ≤50% of the GSF are medical office suites	4.5 spaces per 1,000 GSF; however, any medical tenant suite exceeding 5,000 GSF shall be calculated at a rate of 5.0 spaces per 1,000 GSF for that specific suite, while the remainder of the building's suites continue to be calculated at the 4.5 spaces/1,000 GSF rate
Multi-Tenant Office Building >50% of the GSF are medical office suites	5.0 spaces per 1,000 GSF
<p>⁴Office buildings are allowed to include ancillary retail, or convenience oriented or personal care services provided such does not occupy more than 15% of the total building GSF. In such situations these ancillary uses are calculated at the corresponding office rate (general or medical). If ancillary uses are ≥15% of the GSF, the total ancillary use shall be calculated at the corresponding parking ratio. The 15% "Ancillary Use" exception for Office buildings does not apply to Restaurants/Eating Drinking Establishments, Places of Assembly, Gyms/Fitness Centers, or Day Care Centers, these must be calculated at their specific high parking demand rates unless they occupy less than 10% of the total building GSF; they have no direct exterior customer entrance (access must be through the main lobby or internal corridors); and no exterior signage is permitted for the amenity.</p>	
CATEGORY: Bank and Financial Institutions	
Banks with Walk-in Lobby/Branch:	3.5 spaces per 1,000 GSF
Stand-alone ATM:	<p>"Walk-up only" ATM, 2 per ATM plus at least one accessible space; ATM "drive up only", 3 stacked spaces in the drive-up lane per ATM, plus one parking space, at least one accessible space, and bypass lane is required.</p> <p>Walk-up ATMs located within a shopping center or multi-tenant lot or attached to the bank may share existing parking and are exempt from a separate count.</p>
Drive-up tellers only/no lobby:	4 stacked spaces in the drive up lane, plus one parking space per drive up lane and at least one accessible space. A bypass lane shall also be provided.
CATEGORY: Eating and Drinking Establishments Restaurants, Bars, Lounges, Cafes, and Coffee Shops (excludes event venues which are classified as Places of Assembly)	
Indoor Seating	10.0 spaces per 1,000 GSF
Outdoor Seating ⁵	8 spaces per 1,000 GSF (<i>First 500 GSF is exempt</i>)
Drive-Through ⁶ /Walk-Up Only(<i>No seating</i>)	4.0 spaces per 1,000 GSF, subject to a minimum of four (4) total spaces provided on-site. This minimum count includes one (1) required Accessible Space. No GSF exemptions for outdoor seating are permitted for this use category.
<p>⁵Outdoor Seating Delineation: To qualify for the lower "Outdoor Seating" parking ratio, the area must remain open-air. The use of temporary or "roll-down" clear plastic/vinyl curtains is permitted for wind or rain protection, provided they are not used to facilitate permanent climate control. Any outdoor area that is</p>	

fully enclosed or provided with permanent heating, ventilation, and air conditioning (HVAC) shall be classified as "Indoor Area" for the purpose of parking calculations. All outdoor seating must be physically delineated by a permanent or semi-permanent barrier (e.g., planters, railings, or bollards) to prevent the expansion of the seating area.

⁶Stacking and Queuing Requirements

- **Minimum Stacking:** Any establishment providing drive-through service must provide a minimum stacking lane of 180 linear feet (approx. 9 cars) measured from the service window to the entrance of the drive-up lane.
- **Administrative Adjustments:** The City Planner or Engineer may reduce stacking requirements by up to 30% for sites under 0.5 acre, provided no off-site impacts will be generated as documented in a Certified Operational Plan or a Professional Queuing Study.
- **Operations and Safety:** Approval of any drive-through or walk-up window is contingent upon a site plan demonstrating that vehicle queuing or pedestrian lines will not create an Unsafe Condition.
 1. **Obstructions Prohibited:** In no case shall vehicle queuing or pedestrian lines be permitted to obstruct public rights-of-way, fire lanes, or internal drive aisles.
 2. **Professional Study:** The City Planner or City Engineer may require a professional stacking or queuing study if the site configuration poses a potential safety risk.
- **D. Compliance:** Failure to maintain the queue on-site may result in the revocation of the Operational Plan and require a re-evaluation of the site's parking and stacking configuration.

CATEGORY: Commercial, Other

Automotive repair and services	<p>2.0 spaces per 1,000 square feet of Gross Floor Area (GFA), plus 2.0 spaces for each service bay or work station.</p> <p>Of the provided onsite parking, a minimum of one (1) reserved visitor space for every two (2) service bays or work stations (rounded up to the nearest whole number) shall be clearly signed for visitor parking and shall not be used for the storage of vehicles awaiting service, parts, or customer pickup. In no case shall more than four (4) reserved visitor spaces be required.</p> <p>Service bays (the indoor area where a vehicle is positioned for repair) shall not be counted toward the required parking total.</p> <p>All vehicles awaiting repair or pickup must be parked exclusively within striped parking spaces. The staging or parking of vehicles in drive aisles, fire lanes, landscaped areas, or unpaved surfaces is strictly prohibited. Any repair work conducted outside of an enclosed structure must occur in an area specifically designated for such activity on an approved site plan and shall not interfere with required parking or vehicle circulation.</p>
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Contractor & Fleet Service Shop	1.0 space per 1,000 GSF of building area, plus 0.50 per 1,000 square feet of outdoor storage (as delineated on a site plan), plus Fleet Storage maximum as listed on the City’s Zoning Use Approval or approved site plan. All vehicles onsite shall be parked in parked in striped parking spaces.
Heavy equipment sales, repairs, and servicing	1.5 spaces per 1,000 GSF of area used for the sales, repairs, etc., plus 1.0 space per 5,000 sq. ft. on any outdoor storage space as designated on a site plan.
Micro-brewery/winery	Calculated by applying the Manufacturing ratio to the production and storage areas, and the Eating and Drinking Establishment ratio to the tasting room and retail areas. The applicant must provide a floor plan clearly delineating these areas. Any future conversion of production space to tasting/retail space shall be considered a Change in Occupancy and require a parking re-evaluation.
Vehicle rental	1.0 space per 1,000 GSF for building, plus at least 3 designated spaces for customers, plus 1.25 spaces/slots for each vehicle in the maximum inventory listed on the City Zoning Use Approval.
CATEGORY: Places of Assembly	
Places of Assembly	<p>1 space per 75 GSF of the combined areas intended for simultaneous public congregation (e.g., church sanctuary and classrooms, auditorium, theater, meeting halls) or 1 space per 3 persons based on the maximum capacity of combined assembly spaces as established by the Orange County Fire Department. For any site containing multiple assembly and/or instructional areas, the total parking requirement is assumed to be based on the maximum simultaneous occupancy of all spaces.</p> <ul style="list-style-type: none"> ▪ Exemption of Simultaneous Use of Assembly Areas: A claim of non-simultaneous use of the spaces may be submitted with the application for the Zoning Use Permit (ZUP); issuance of the ZUP shall be conditioned upon the approval of an Operational Parking Plan (OPP). Any use of the facility that exceeds the stated non-simultaneous occupancy limits stated on the permit shall constitute a violation of this Division. <p>As a condition of any approval involving an Operational Parking Plan, the property owner shall grant City officials the right to enter the exterior portions of the premises during standard business hours to verify compliance. Any instance of "spillover parking" onto unauthorized parcels, public rights-of-way, or encroachment into required landscape buffers shall serve as <i>prima facie</i> evidence that the establishment is exceeding the occupancy limits or schedule limits of the approved Operational Parking Plan. Failure to allow such inspection may result in the</p>

	<p>immediate suspension of the Operational Parking Plan or the revocation of the associated Use Permit.</p> <p>For uses claiming the non-simultaneous occupancy of multiple assembly areas, the owner shall submit an annual notarized affidavit certifying that the peak-hour usage remains consistent with the approved Operational Parking Plan.</p> <ul style="list-style-type: none"> ▪ Shopping Center Integration: 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 GSF of the Place of Assembly will be excluded from the remainder of the building for the parking calculation; the final parking total shall be the sum of these two separate calculations. Alternatively, an Operational Parking Plan, approved by the City's Planner or Engineer, may be used to ensure adequate parking spaces are available. The applicant must provide a notarized affidavit signed by the property owner demonstrating that the assembly's peak hours do not overlap with the shopping center's peak business hours. Any change to the approved Operational Parking Plan that results in a deficiency of available spaces or an overlap in peak parking demand shall be deemed a parking conflict and require formal administrative review.
CATEGORY: Accommodations/Lodging Uses	
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, with one being an Accessible Space). Any Eating or Drinking Establishment, conference/ banquet rooms, 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.
Conference/Meeting Space/Event Space:	Per Places of Assembly requirement
CATEGORY: Animal Care Uses	
Animal Grooming:	1.25 spaces per grooming table as recorded on the Zoning Use approval, plus 1 space per 300 GSF of reception/waiting area or 3.5 spaces per 1,000 GSF (whichever is greater)
Animal Day Care:	1 space per 6 animals plus 1 space per staff member on largest shift as recorded on the Zoning Use Approval
Veterinarian (without boarding):	4.0 spaces per 1,000 GSF (with boarding add the overnight boarding requirement)
Overnight Animal boarding:	1 space per 1,000 GSF of boarding area

CATEGORY: Industrial/Warehouse/Wholesale (To ensure safe operations, parking stalls are prohibited within the functional area of any loading or dock bay to allow for the unimpeded movement of trucks).	
Industrial, Flex Space ⁷ (see definition)	2.5 spaces per 1,000 GSF
Industrial, Distribution/Logistics	1.5 spaces per 1,000 GSF
Industrial, Light Assembly/Fabrication	1.75 spaces per 1,000 GSF
Industrial, Manufacturing (General/Heavy)	1.5 spaces per 1,000 GSF
Industrial, Technical/Creative	2.5 space per 1,000 GSF
Warehousing/Storage	0.7 space per 1,000 GSF (includes outdoor storage area which shall be delineated on the site plan)
Warehouse, Wholesale & Trade	1 space per 1,000 GSF (includes outdoor storage area which shall be delineated on the site plan)
Mini-warehouses (Personal Self-Storage Facilities)	1/100 units with a minimum of four (4) parking spaces, to be located at the office/entrance.
⁷ Industrial Flex Space may include up to 33% of GSF as showroom or retail space. For the purpose of parking, a weighted calculation shall apply: the showroom/retail area shall be calculated at the Retail rate and the remaining area shall be calculated at the Industrial Flex rate. Commercial Floor Tape or Safety Floor Signs shall be used to mark the internal boundary between the two uses during the CO inspection.	
CATEGORY: Education /Day Care	
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 th grades	1 space per 8 students (design capacity)
10 th —12 th grades	1 space per 3 students (design capacity)
Vocational/Trade	1 space per 2 students, plus 1/employee
CATEGORY: Recreation Uses	
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 or 1 space per 3 persons of Maximum Occupancy Load as determined by the Fire Marshal, whichever is greater
Batting cages	3 spaces per 1,000 GSF or 2.25 spaces per cage/lane, whichever is greater
CATEGORY: Car Wash	
Car Wash (full service):	3.5 spaces per 1,000 GSF of building including wash tunnel and/or detail bays
CATEGORY: Hospital, Skilled Nursing / Extended Care Facility	
Hospital	3 spaces per authorized patient bed
24/7 medical/clinical care; skilled nursing care; often post-surgery or long-term chronic care.	1 space per 3 authorized beds

467 **C. Allowed Reduction of Minimum Parking Requirements.**

468 **1. Tree Preservation:** The preservation of any historic or specimen tree, as defined in
469 Chapter 130 of this Code, may be considered as a basis for a reduction in the number of
470 required parking spaces. The applicant shall provide evidence demonstrating that the
471 proposed parking reduction is directly necessary for the preservation of healthy specimen
472 and/or heritage trees, as determined by the City’s Landscape Architect or Planner. To
473 further facilitate tree preservation, minor modifications to parking lot design standards
474 (such as stall dimensions or aisle widths) may also be considered, provided such
475 modifications are approved by the City Engineer and do not compromise the functionality
476 or safety of the parking facility. The maximum reduction in required parking spaces
477 granted under this subsection for tree preservation shall not exceed ten percent (10%) of
478 the total number of spaces otherwise required.

479 **2. Shared Parking and Complementary Demand:** Developments incorporating the
480 integration of complementary land uses that allow for the internal capture of trips and
481 demonstrate a reduced overall parking demand may apply for a reduction in the minimum
482 parking otherwise required. Applicants seeking a reduction under this subsection shall
483 submit a detailed parking demand study prepared by a qualified traffic engineer or
484 planner. This study must demonstrate, through recognized methodologies, that the
485 parking demands of the different uses on-site occur at varying times, thereby justifying
486 the proposed reduction. The Planning and Zoning Board will review the request at a
487 public meeting to provide a recommendation to the City Council, which will then hold a
488 public meeting for final consideration. Any approval may include specific conditions to
489 preserve the complementary nature of the land uses and ensure ongoing parking
490 adequacy.

491 **3. Proximity to Transit:** When a development meets the criteria for “Proximity to Transit,”
492 a reduction in the required number of parking spaces may be requested. Eligibility for
493 this reduction is contingent upon the existence of a Pedestrian-Friendly Path (as defined
494 in Section 134-606) that satisfies the following safety standards:

- 495 • **Lighting:** The path from the primary building entrance to the transit stop must be
496 illuminated to ensure visibility. Portions of the path on the subject property shall be
497 lighted to standards approved by the City Engineer.
- 498 • **Arterial Crossings:** Any path requiring the crossing of an arterial road must utilize a
499 designated crosswalk equipped with accessible pedestrian signals or flashing beacons.
- 500 • **Disqualification:** If the required pedestrian signals or beacons are not installed—
501 regardless of whether the omission is due to a jurisdictional denial by FDOT or
502 Orange County—the path shall be disqualified from the parking reduction.

503 The reduction amounts are as follows:

- 504 • **Bus stop:** 5% reduction.
- 505 • **Commuter rail or bus transfer station:** 20% reduction.

506 **D. Eminent Domain Nonconformity:** In cases where a legally existing structure’s on-site
507 parking was reduced or eliminated due to an eminent domain action or a voluntary dedication
508 of land for public right-of-way, the City shall utilize the total number of spaces existing prior

509 to said land loss as the baseline for the compliance review. This credit shall be granted
510 provided that the site still meets the "Minimum Base Parking" established in Section 134-
511 607. The property owner shall bear the sole responsibility for providing the documentation
512 necessary to qualify for an Eminent Domain credit, which shall include:

- 513 • Historical Site Plan: Sealed survey or City or County approved site plan.
- 514 • Verification of Land Loss: Official court records, recorded deeds of dedication, or FDOT
515 construction plans showing the specific land area acquired through eminent domain or
516 public taking.
- 517 • Aerial Evidence: In the absence of a site plan, the City may consider high-resolution
518 historical aerial photography to verify the pre-existing number of parking spaces,
519 provided the parking configuration is clearly identifiable.
- 520 • Staff Discretion: The City reserves the right to reject any documentation that is illegible,
521 unverified, or insufficient to establish the historical baseline of the property.

522 **E. Pre-1974 Development Waiver.**

523 1. **Intent and Purpose.** The purpose of this section is to provide a mechanism for the
524 approval of uses on parcels developed prior to modern land development regulations that
525 have insufficient on-site parking. The primary focus is to facilitate the transition from a
526 car-centric land use pattern to the Edgewood Central District (ECD) vision by allowing
527 temporary occupancy in the interim transition period, but can be used for similar
528 developed parcels in other parts of the City. This waiver mechanism is administered as a
529 component of the standard Zoning Permit review process.

530 2. **Eligibility and Applicability.**

531 a. **Existing Structures:** Application shall be limited to only legally existing structures
532 built prior to November 5, 1974

533 b. **Universal Ineligibility:** The following are ineligible for any parking waiver:

- 534 1) Places of Assembly.
- 535 2) Any property with an active code enforcement case, a recorded lien, or a pending
536 hearing before the Code Enforcement Magistrate.

537 c. **Residential Adjacency/Access:** Consideration of a waiver for any structure on a site
538 with any portion of its vehicular access, including secondary or service drives,
539 connected to a non-arterial street that provides ingress/egress into a residential
540 neighborhood shall require:

- 541 1) Public Hearings: A public hearing before the Planning and Zoning Board for a
542 recommendation and a subsequent public hearing before the City Council for final
543 action, with both hearings advertised in accordance with the standards for special
544 exception applications.
- 545 2) Mitigation Plan: A mitigation plan detailing measures to prevent negative impacts
546 on nearby residential areas, such as specific operational limits, enhanced
547 buffering, or traffic calming measures. Any Mitigation Plan proposing the closure
548 of the access onto the non-arterial road shall require physical removal of the
549 access point/driveway apron and full restoration of the vertical curb to City
550 Engineering Standards to maintain uniformity with the rest of the street.

551 Furthermore, the restoration and modification shall be constructed such that no
552 negative drainage impacts, including ponding or diversion of stormwater, occur
553 on the subject property, within the public right-of-way, or on adjacent properties
554 as a result of the closure.

555 3) Waiver issuance is dependent on a City Council approved mitigation plan.

556 **3. Burden of Proof and Documentation Requirements:** The property owner shall bear the
557 sole responsibility for providing the documentation necessary to establish eligibility
558 under this section. The City shall not be responsible for researching historical records,
559 site plans, or verifying past conditions.

560 **4. General Conditions of Issuance.** All waivers issued under this section shall comply with
561 the following "Universal Conditions":

562 **a. Quantity Cap:** Administrative issuance of parking waivers is capped at 50% of the
563 standard minimum parking requirement (rounded up). Applications seeking a
564 reduction greater than 50% must be authorized by the City Council. City Council's
565 consideration shall be at a public hearing that follows a public hearing with the
566 Planning and Zoning Board. The procedural requirements for the public hearings
567 shall be identical to those required for a Special Exception. The City Council may
568 impose supplemental conditions of approval to mitigate the impact of the increased
569 parking deficit.

570 **b. Minimum On-Site Count:** No waiver shall be granted that reduces the total number
571 of on-site parking spaces to fewer than three (3). Of these three required spaces, at
572 least one (1) shall be designated and constructed as an accessible ADA space.

573 **c. ADA Compliance:**

574 1) **Calculation of ADA Stalls:** A parking waiver shall not reduce the number of
575 accessible (ADA) spaces required by the Florida Building Code. All required
576 accessible spaces must be provided on-site. If the site cannot physically
577 accommodate the minimum required number of accessible spaces while also
578 meeting the Minimum Base Parking requirement for the site, the property shall be
579 deemed ineligible for a waiver under this Section.

580 2) **Site Rehabilitation:** Issuance of any parking waiver is contingent upon the site
581 achieving full exterior ADA accessibility. This includes, but is not limited to,
582 compliant accessible stalls, access aisles, and a continuous "accessible route"
583 from the parking area to the building entrance.

584 3) **Interior Compliance:** Requirements for interior building accessibility shall be
585 governed by the Florida Building Code and are not modified by the issuance of a
586 parking waiver.

587 **5. Footprint Expansion Prohibited After Waiver Issued:** Waivers are limited to the
588 existing gross building square footage. Any expansion of the building footprint voids the
589 waiver. Expansion of any outdoor commercial areas (e.g., dining), service, or storage area
590 requires City Council approval.

591 **6. Change of Use After Waiver Issued.** Waivers are issued for the specific use category
592 (per Table 134-607-1) identified at the time of application.

- 593 a. **Change to a use with equal or less parking demand:** A change to a different use
594 with a parking demand equal to or less than the use for which the waiver was
595 originally issued is permitted during the waiver period without a new application.
596 However, the change of occupancy or use shall not reset, stay, or extend the original
597 waiver expiration date. The original waiver term continues to run from the date of the
598 original issuance.
- 599 b. **Change to a use with a higher parking requirement:** Any change of use that results
600 in a higher parking requirement under the City Code shall require a new waiver
601 application prior to the issuance of a City Zoning Permit. The approval of a higher-
602 demand use shall not reset, stay, or extend the original waiver expiration date
603 established by the first application.
- 604 7. **Tiered Process, Conditions of Approval and Duration.** All granted waivers shall
605 comply with the specific investment, operational, and administrative requirements
606 associated with the requested waiver duration as established in Table 134-607-2.
- 607 a. **Inspection & Initial Review:** Upon application for a City Zoning Permit, if a parking
608 waiver is determined to be needed, the City Planner (or designee) shall inspect the
609 site and provide the applicant a list of site improvements necessary for the requested
610 waiver to be issued per Table 134-607-2.
- 611 b. **Deviations:** Any proposed deviation from the Table 134-607-2 requirements shall
612 require approval from City Council. Consideration of deviations shall occur at public
613 hearings before both the Planning and Zoning Board and the City Council. Such
614 hearings shall be conducted in accordance with the standards and advertising
615 requirements established for Special Exception applications.
- 616 c. **Conditions of Issuance:** Issuance of the requested waiver requires formal City
617 verification that all requirements have been satisfied. The applicant shall request a
618 final City inspection when the site is ready; all waiver conditions must be fully met
619 prior to the issuance of a Certificate of Occupancy. Should an applicant fail to
620 complete and obtain final inspection approval for all required improvements within
621 12 months from the date of waiver application, the waiver application shall be
622 deemed null and void. Any subsequent request for occupancy shall require a new
623 waiver application, a re-evaluation of the site for compliance with current regulations,
624 and the payment of all applicable review and inspection fees.
- 625 d. **Non-Compliance & Cure Period:** If the site is found non-compliant during the final
626 inspection, the applicant shall be granted a one-time, 30-day cure period to achieve
627 full compliance. This cure period shall apply even if it extends beyond the 12-month
628 life of the waiver application period. Failure to remediate all cited deficiencies within
629 this 30-day timeframe shall result in the automatic forfeiture of the waiver application
630 by operation of law. No further extensions shall be granted administratively beyond
631 this 30-day window. Any subsequent request for occupancy shall require a new
632 waiver application, a re-evaluation of the site for compliance with current regulations,
633 and the assessment of a new review fee to cover administrative costs and site re-
634 inspection.

- 635 e. **Continued Compliance:** Continued Compliance with waiver requirements is
636 required through the duration of the waiver period. If the site is found non-compliant
637 during the waiver duration, the applicant will be given a 30-day cure period from the
638 date of the inspection to achieve full compliance. Failure to remediate all cited
639 deficiencies within the allotted timeframe shall be presented to the Code Enforcement
640 Magistrate and may result in the suspension of the waiver and a fine of up to a \$250
641 per day imposed for each day of continued operation of the site until compliance is
642 restored. The cure period does not extend the waiver expiration date.
- 643 f. **Waiver Expiration & Cessation of Use:** The City will provide a courtesy “Notice of
644 Expiration” to the property owner 90 days prior to the waiver’s date of expiration via
645 U.S. Mail to the owner of record listed in the Orange County Property Appraiser’s
646 database. However, it remains the sole responsibility of the property owner to track
647 the expiration date; the failure of the City to provide, or the owner to receive, a
648 courtesy notice shall not invalidate the expiration. Upon expiration of the waiver, the
649 authorized use shall immediately cease unless a Tier Transition Application has been
650 received by the City. Continued operation of a use beyond the waiver expiration date
651 without a valid Tier Transition Application shall constitute a violation of this Chapter
652 and may be subject to a fine of up to \$250 per day as determined by the Code
653 Enforcement Special Magistrate.
- 654 g. **Election of Waiver Extension/Tier Transition:** To ensure continuous operations and
655 avoid a lapse in authorization, a Tier Transition Application should be submitted at
656 least 60 days prior to the current waiver's expiration.
- 657 1) **The Reprieve:** Operation of the use may continue past the waiver expiration date
658 provided a Tier Transition Application is under active review or the site is within
659 an approved Transition Improvement Deadline.
- 660 2) **Failure to Complete:** If the required Tier Transition improvements are not
661 completed and verified by City inspection within the applicable Transition
662 Improvement Deadline, the use becomes “unauthorized” and the property owner
663 shall be referred to the Code Enforcement Special Magistrate. The owner may be
664 subject to a fine of up to \$250 per day, accruing retroactively from the date the
665 original waiver expired until the use is discontinued or the improvements are
666 verified.
- 667 h. **Tier 1 to Tier 2 Waiver Transition Improvement Deadline:** The owner is granted a
668 12-month construction window, measured from the date of the original waiver’s
669 expiration, to complete all required Tier 2 physical improvements and requirements.
- 670 i. **To Tier 3 Waiver Transition Improvement Deadline:** Transition to a Tier 3 Waiver
671 requires full public hearings as identified in Table 134-607-2 with deadline for full
672 compliance established at the hearing, but never longer than two years from the City
673 Council approval.
- 674 j. **General Tier Transition Requirements:**
- 675 1) The City shall not process any Tier Transition Application unless the subject
676 property is in full compliance with all requirements of the currently active tier at

677 the time of submittal. Any outstanding code enforcement violations or unfulfilled
678 conditions of the existing waiver must be cured prior to tier transition application
679 acceptance and within the 60 day established application period.

680 2) The existence of code violations, maintenance deficiencies, or the owner's failure
681 to pass a full compliance audit shall not stay, toll, or extend the Tier Transition 60-
682 day application deadline or the waiver expiration date. It is the sole responsibility
683 of the owner to ensure the site is in a "review-ready" condition prior to the
684 application window. Any delay in processing resulting from the owner's failure to
685 maintain the site shall not be grounds for an administrative extension or a claim of
686 City-induced delay.

Table 134-607-2: Tiered Waiver Requirements

Feature	Tier 1: Interim Use 2 Years Duration	Tier 2: Transitional Use 5 Years Duration	Tier 3: Permanent Waiver Indefinite Duration
Property Stewardship	<ul style="list-style-type: none"> ▪ Fresh paint on the building(s). Neon, day-glow/bright colors, highly reflective colors, or similar colors are prohibited on all building exteriors. ▪ Landscaping with irrigation shall be re-established, at a minimum, according to formerly approved site plan. Without a site plan, landscaping requirements shall be consistent with the applicable codes corresponding to building date. ▪ All unpaved areas must be freshly mulched and "edged" (defined borders). 	<ul style="list-style-type: none"> • All Tier 1 requirements. • Construction of permanent, 3 sided masonry dumpster enclosure(s) with gate per code requirements. 	All Tier 2 requirements.
Vehicular Use Area Repair & Safety Compliance	<ul style="list-style-type: none"> ▪ The vehicular use area surface shall be paved, uniform, stable, and smooth; free of cracks, potholes, or loose aggregate; and resurfaced as necessary to achieve these conditions. ▪ Parking spaces shall be restriped to re-establish parking spaces in accordance with the formerly approved site plan or consistent with current code design standards. Without site plan availability, parking requirements from the applicable codes (corresponding to building date) shall apply, although in no case shall the parking provided be less than the "Minimum Base Parking." ▪ Regardless of any historical site plan approval or previous configuration, any on-site parking and loading areas that necessitate reverse maneuvers from the parking or loading area onto a public road, or that present unsafe conditions (parking) as identified by the City Engineer, shall be eliminated. The remediation shall be achieved through the physical removal of the driveway apron, the full restoration of the vertical curb per City Engineering Standards, and the installation of code-compliant landscaping within the vacated area. All such remedial actions must be engineered to ensure no negative drainage impacts, such as ponding or stormwater diversion, occur on the subject property, within the public right-of-way, or on adjacent properties. 	<ul style="list-style-type: none"> ▪ All Tier 1 requirements. 	All Tier 2 requirements.

Feature	Tier 1: Interim Use 2 Years Duration	Tier 2: Transitional Use 5 Years Duration	Tier 3: Permanent Waiver Indefinite Duration
Access Management:		Elimination of redundant or oversized driveways, unless determined by City Engineer to be necessary for onsite vehicular circulation. The remediation shall be achieved through the physical removal of the driveway apron, the full restoration of the vertical curb per City Engineering Standards, and the installation of code-compliant landscaping within the vacated area. All such remedial actions must be engineered to ensure no negative drainage impacts, such as ponding or stormwater diversion, occur on the subject property, within the public right-of-way, or on adjacent properties. If cross access is available from adjacent property and the connection to the subject property is practical, elimination of driveway connection to State Road 527 may be required.	All Tier 2 requirements.
Cross access Easement		If located within the ECD, an easement to facilitate cross access to adjacent non-residential zoned property, as determined by the city engineer, shall be identified on a site plan and recorded in Orange County Records.	All Tier 2 requirements.
Structure & Aesthetics	If in ECD, all glass facing a public road right-of-way shall remain transparent or be used for active displays. Opaque window tints, heavy curtains, or "blacked-out" vinyl wraps, boarded-up windows, or situating interior fixtures/furniture or storage that will block a window is prohibited.	All Tier 1 requirements. If located in ECD, installation of ECD-standard sidewalk in the People Space shall be provided, which may include the establishment of a pedestrian easement if the existing right-of-way is insufficient. If located in ECD, the facade shall be refreshed to work towards the ECD building design standards to the extent possible as determined by the City Planner (or designee).	All Tier 1 requirements. If located in ECD, installation of ECD-standard sidewalk in the People Space shall be provided, which may include the establishment of a pedestrian easement if the existing right-of-way is insufficient. If in ECD, Façade Rehab shall be required such as removal of non-contributing false facades, non-sandblasting building cleaning, stucco restore, painting, replacement or reconstructive woodwork, new doors and windows. Professional stormwater management assessment and retrofit to the maximum extent practicable as determined by the City Engineer.

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Feature	Tier 1: Interim Use 2 Years Duration	Tier 2: Transitional Use 5 Years Duration	Tier 3: Permanent Waiver Indefinite Duration
Alternative Transportation Modes		If in ECD, bike parking shall be provided consistent with Code Section 134-471.	Same as Tier 2 If in the ECD, a permanent paved/concrete 6 feet wide pedestrian path shall be provided to connect the building entrance to the public sidewalk along the road.
Fencing & Walls			If in the ECD, with the exception of decorative railings for outdoor cafes, fences are not allowed forward of the building on any street side. Decorative railings for cafes shall not exceed three feet in height. Fences/walls onsite shall not create a barrier to existing or future cross access easements. Maximum height of fences/wall will be 48 inches, except along the property lines shared with a residential lot, where the ECD required wall shall be provided. Chain link fencing, when allowed, must be black vinyl-coated and not be visible from a road public right-of-way.

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Feature	Tier 1: Interim Use 2 Years Duration	Tier 2: Transitional Use 5 Years Duration	Tier 3: Long Term Duration
<p>Administrative Requirements</p>	<p>1. Future Intent Sworn Affidavit: The property owner must sign a "Future Intent" notarized affidavit, in a form approved by the City Attorney, acknowledging that if a subsequent waiver tier is not granted, the use of the property shall cease at the waiver expiration date.</p> <p>2. Notarized Affidavit for Continued Compliance: The property owner (and lease, if applicable) must acknowledge the continuous obligation of maintaining the requirements of the waiver. Any failure in compliance shall constitute a violation of the waiver conditions and may lead to the immediate revocation of the waiver.</p> <p>3. Towing and Enforcement Notarized Affidavit: The property owner (and lessee, if applicable) shall execute an affidavit and restrictive covenant, in a form approved by the City Attorney, expressly authorizing the City—including Law Enforcement and Code Enforcement officers—to enter the subject property to enforce Code requirements, including, but not necessarily limited to, parking and traffic codes. This authorization specifically empowers the City to cite or remove (tow) vehicles parked outside of designated, striped parking stalls, including those in drive aisles, fire lanes, or on unpaved, landscaped, or stormwater management areas.</p> <p>4. Conditions of Approval Notarized Affidavit: If a public hearing was required, acknowledgement of any conditions of approval, if applicable.</p>	<p>1. All Tier 1 Affidavits.</p> <p>2. Binding Site Plan + Façade Plan: Staff approved site plan demonstrating site investments and Façade Improvement Plan with renderings (including colors) of all building sides facing a public ROW.</p>	<p>1. Public Hearing Approval (Per Special Exception Procedures): Planning and Zoning Board and City Council with decision criteria being parking spillover potential, operational safety, and, if within the ECD, demonstration that the site and building, with proposed improvements, will be a "Permanent Asset" to the ECD. Specific conditions and mitigation measures, including limits on occupancy, hours, or mandatory valet/rideshare plans, may be attached to approval.</p> <p>2. Binding Site Plan + Façade Plan: Submittal of site plan demonstrating investments and façade improvement plan with renderings (including colors) of all building sides facing a public ROW.</p> <p>3. If in ECD, provision of a narrative demonstrating that the proposed site improvements provide a net benefit to the ECD that outweighs the impact of the parking deficiency.</p> <p>4. Sworn Affidavits</p> <ul style="list-style-type: none"> a. All Tier 1 Affidavits b. Expiration Affidavit: Acknowledging that the Tier 3 waiver remains valid for the life of the structure except shall automatically expire upon: <ul style="list-style-type: none"> •Damage or destruction of the building exceeding 50% of its assessed value. •Any request to increase the building’s gross floor area. •A change to a use with a higher parking demand. c. Conditions of Approval Notarized Affidavit: Acknowledging any and all conditions of approval established by City Council. d. Shared Parking Agreement Notarized Affidavit: If a Shared Parking agreement is used for mitigation, an stating a breach of the agreement automatically terminates the waiver unless a replacement agreement is provided within 30 days.

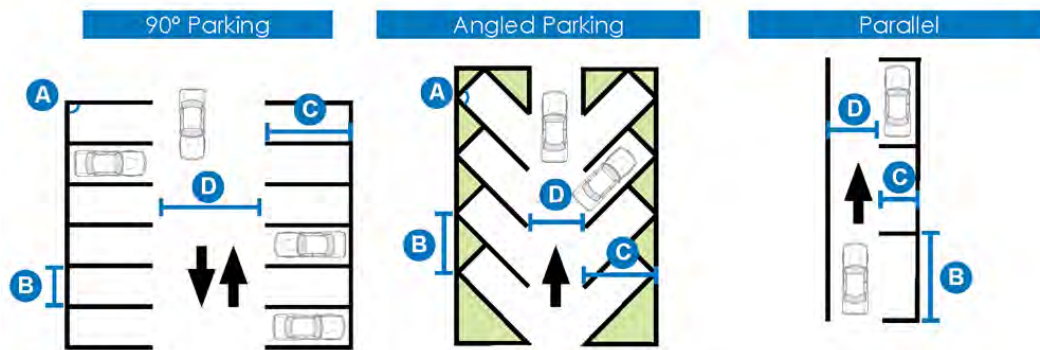
695 **Sec. 134-608. - On-site Parking Lot Design Requirements.**

696 **A. Site Plan Required:** For any new construction, modification, or restriping of an existing
 697 parking lot, a professionally drawn site plan shall be submitted for review and approval by
 698 the City Engineer. This plan shall clearly depict all parking and loading areas and
 699 demonstrate compliance with the minimum design standards set forth in Exhibit 134-608-1.

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 701

Exhibit 134-608-1: Minimum Parking Lot Design Standards

Figure 1. Off-Street Parking Design Standards



702

Parking Angle (degrees)	Stall Width (feet)	Stall Depth (feet)	Drive Aisle Width	
			One-Way Travel Lane (feet)	Two-Way Travel Lane (feet)
0 (Parallel)	22	8	12	24
30	18	18	12	24
45	12	18	18	24
60	10	18	18	24
90	10	18	20	22

703

704 **B. Paved surface.**

705 1. Except where allowed in this code section, all parking areas shall have durable all-
 706 weather surfaces for vehicle use areas, shall be properly drained and shall be designed
 707 with regard to pedestrian safety. For purposes of this article, a durable, all-weather
 708 surface shall consist of an improved surface, including concrete, asphalt, and other
 709 permanent surfaces.

710 2. No impervious paving shall be located within the Critical Root Zone (CRZ) of any tree.
 711 The CRZ is defined as the area of ground included within the drip line (the outermost
 712 extent of the tree canopy) or a circular area with a radius of one (1) foot for every one (1)
 713 inch of tree diameter (DBH), whichever is greater. For trees twelve (12) inches or more
 714 in diameter, or where site constraints make full CRZ protection infeasible, the City's
 715 Landscape Architect or a Certified Arborist may approve the use of permeable paving
 716 systems or alternative protection measures, provided an Operational Tree Protection Plan
 717 is submitted and approved by the City's Landscape Architect.

718 **C. Curbing:** Parking lot perimeters, driveways, and parking row landscaping breaks shall be
719 constructed with continuous curbing to prevent unauthorized vehicular encroachment onto
720 unpaved or landscaped areas or adjacent right-of-way or pedestrian path. Wheel stops will
721 be required in addition to the curbing where necessary to protect landscaping, pedestrian
722 walkways and buildings. Where authorized by the City Engineer, wheel stops may be used in
723 lieu of curbing.

724 **D. Access Management.**

725 **1. Driveway Spacing.** Driveway connection spacing shall be consistent with the Florida
726 Department of Transportation's (FDOT) Design Manual. The City Engineer may waive
727 the required driveway spacing from an intersection on a road that is not under State or
728 County jurisdiction when compliance with the standards is not feasible. For waivers
729 regarding State and County roads, approval must be obtained directly from the FDOT or
730 Orange County, as applicable.

731 **2. Minimum Driveway Stacking.** Driveways of nonresidential and multi-family residential
732 developments connecting to the street rights-of-way shall provide a minimum of 37 feet
733 between the edge of the street right-of-way and entrances into parking areas (aka throat
734 distance). Additional stacking length may be required due to other Code requirements or
735 recommendation by the City Engineer. Stacking lane distance is measured from the
736 intersection of the driveway with the street right-of-way, along the centerline of the
737 stacking lane, to its intersection with the centerline of the first entrance into a parking
738 area or other internal intersecting driveway (See Exhibit 134-608-2). For parallel parking
739 spaces, the minimum distance from the first parallel space to the stop sign/intersection
740 driveway shall be 25 feet.

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Exhibit 134-608-2: Example of Driveway Entrance Stacking Lane Measurement



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- 745
- 746 **3. Addition to Existing Development Access Standards.** Additions to existing
- 747 development shall be required to meet access management requirements to the extent
- 748 determined feasible by the City Engineer. This includes, but is not limited to, requirement
- 749 to reduce the width of existing driveways or consolidating multiple driveways.
- 750 **4. Safe Onsite Maneuvering.** Parking and loading area design must provide sufficient on-
- 751 site turning and maneuvering space so that no vehicle is required to back onto or from
- 752 any public street. This standard applies to all lots, including additions and redevelopment.
- 753 **5. Mandatory Bypass Lane for Drive Up Windows.** A bypass lane is required for any use
- 754 designed with a drive-up window.
- 755 **E. Pedestrian circulation requirement.** An adequate and safe pedestrian circulation system
- 756 shall be provided for all multi-family and nonresidential development ensuring the
- 757 following:
- 758 **1. On-Site Connectivity:** Direct pedestrian paths shall connect all parking areas and the
- 759 primary entrances of all buildings. Pedestrian crossings at driveways or internal travel
- 760 lanes shall be signed and physically delineated with variations in pavement materials
- 761 (e.g., pavers or stamped concrete) or high-visibility markings.
- 762 **2. Public System Connectivity:** On-site pedestrian paths shall connect to the adjacent
- 763 public pedestrian system (sidewalks and transit stops) at a minimum ratio of one access
- 764 point for each public vehicular access point. This requirement excludes access points
- 765 intended primarily for service, delivery, or employee vehicles.
- 766 **3. Sidewalk Width and Materials:** Unless a greater width is required by the specific
- 767 zoning district, all internal pedestrian walkways shall be a minimum of five feet in width.
- 768 Materials shall consist of concrete, brick, or other durable, slip-resistant surfaces as
- 769 approved by the City Engineer. A reduction to four feet may be authorized by the City
- 770 Engineer for short distances where physical site constraints exist, provided ADA passing
- 771 space requirements are met.
- 772 **F. Vehicular and Pedestrian Cross Access Required.** Vehicular and Pedestrian cross-access
- 773 shall be provided between adjacent properties used for multifamily and/or nonresidential
- 774 uses, consistent with sound engineering principles. This connection must consist of a 22-foot
- 775 wide paved drive aisle extending to the property line. A recorded easement, granting the right
- 776 of vehicular cross-access, must be recorded in the official county public records.
- 777 **G. Landscape requirements.** Landscaping must meet the requirements of the City landscaping
- 778 regulations set out in Chapter 114, as amended from time to time.
- 779 **H. Residential Compatibility.** When vehicular use areas (including driveways and parking lots)
- 780 are adjacent to residential zoned property, an opaque screening wall shall be required to be
- 781 constructed on or within five feet from the shared property line in order to eliminate
- 782 problems of noise and lights with respect to adjacent residential uses. Such wall shall be of
- 783 concrete, masonry or other permanent material, shall be maintenance free, and shall be at
- 784 least seven (7) feet in height. For the purpose of this subsection, "adjacent" shall mean that

785 no intervening building or permanent, substantial structure is located between the vehicular
786 use area and the residential property line.

787 **I. Unpaved Parking Regulations.**

788 **1. General Prohibition:** Parking on unpaved, vegetated surfaces, or non-designated
789 circulation aisles is generally prohibited.

790 **2. Limited Exceptions:** Notwithstanding this general prohibition, the City recognizes two
791 specific instances where unpaved surfaces may be permitted: Temporary Event Parking
792 when tied to an approved Special Event Permit and for Permanent Protection for the
793 Specimen and Historic trees as defined in Code Chapter 130 and their critical root zones.
794 Neither exception shall be used to circumvent requirements for permanent, paved parking
795 for routine or recurring uses.

796 **a. Temporary Event Parking.**

797 1) Applicability and Limitations

798 a) Event-Specific Only: Unpaved parking is permitted only in conjunction with a
799 valid, City-issued Special Event Permit.

800 b) Frequency Cap: No parcel, property or business shall utilize or be authorized
801 to have unpaved parking more than two (2) times per calendar year. Each
802 occurrence shall not exceed seventy-two (72) consecutive hours.

803 c) Ineligible Uses: This Section shall not be used to satisfy the minimum parking
804 requirements for any permanent or recurring use. "Recurring use" is defined
805 as any activity occurring more than twice in a 12-month period, including but
806 not limited to weekly or monthly religious services/conferences, or overflow
807 parking for established businesses.

808 d) Surface Condition Standards: The area must have existing stabilized land with
809 established, drought-tolerant sod or other ground cover. The use of bare dirt,
810 loose sand, or any area with less than 90% vegetative cover is strictly
811 prohibited.

812 2) Application and Site Plan Requirements: A complete application signed by the
813 user of the unpaved parking and the property owner of the unpaved parking
814 location must be submitted at least thirty (30) days prior to the event. The
815 application shall include:

816 a) Event Location: The property address and tax parcel ID where the special
817 event will be taking place.

818 b) Aerial Image/Sketch: A clear map (e.g., a marked-up Google Earth image)
819 identifying the specific area of the parcel to be used for parking and proposed
820 ingress and egress routes. The parking area shall not include,

- 821 • The Critical Root Zone (CRZ) of any tree onsite;
- 822 • Landscaped Buffers: Any area within an approved or required landscaped
823 buffer; or
- 824 • Stormwater Infrastructure: Any designated stormwater management area
825 or swale.

- 826 c) Use Estimate: The maximum number of vehicles expected.
- 827 d) Notarized Affidavits:
- 828 i. Owner Liability: All applications for a paved parking waiver must include
- 829 a signed statement from the property owner acknowledging joint and
- 830 severally liability with the applicant for the maintenance of site conditions,
- 831 adherence to all waiver requirements, and the restoration of the site per
- 832 this Code section. The property owner further acknowledges responsibility
- 833 for any outstanding violation fees incurred due to non-compliance of
- 834 temporary parking requirements or failure to restore the site.
- 835 ii. Right-of-Entry & Remediation Notarized Affidavit: authorizing Law
- 836 Enforcement and Code Enforcement to enter the property without a
- 837 warrant to check compliance and restoration and to place a lien if
- 838 necessary for restoration.
- 839 iii. Agent Authorization: If the applicant is not the fee simple owner of the
- 840 property (such as a tenant or event organizer), the application must include
- 841 a notarized affidavit of authorization signed by the property owner. This
- 842 affidavit shall expressly grant the applicant permission to utilize the site
- 843 for temporary unpaved parking and shall confirm the owner's awareness
- 844 of the joint and several liability requirements set forth in this Section.
- 845 3) Operational and Safety Standards
- 846 a) Traffic Control: For events expecting more than 50 vehicles, professional
- 847 traffic control (off-duty police or certified flaggers) shall be provided at the
- 848 applicant's sole expense. Such traffic control shall be detailed on the
- 849 application.
- 850 b) Parking is permitted only within the area identified in the application.
- 851 c) A clear path (minimum 20 feet wide) must be maintained at all times to allow
- 852 Fire and Emergency vehicles to reach any part of the property.
- 853 d) ADA Compliance: Grass or unpaved areas shall not be used to meet ADA/
- 854 Accessible Space requirements.
- 855 e) Restoration Liability: The property owner and applicant shall be held jointly
- 856 and severally liable for restoring the site to its pre-event condition within 48
- 857 hours of the event's conclusion. Restoration shall include, but is not limited to:
- 858 the complete removal of all debris and temporary structures; the repair of turf
- 859 ruts or soil compaction; and the professional mechanical cleaning of any
- 860 sediment or track-out deposited into the public right-of-way.
- 861 4) Enforcement and Penalties
- 862 a) If the owner or applicant fails to remediate impacts to the public right-of-way
- 863 within the required timeframe, the City is authorized to implement all
- 864 necessary mitigation measures. All costs associated with such City-led
- 865 remediation shall be the sole responsibility of the property owner and may be
- 866 recovered by the City through all available legal means, including the
- 867 placement of a municipal lien against the property

- 868 b) Immediate Cease and Desist: Any unpaved parking occurring without an
869 active Special Event Permit, or in violation of the specific location and
870 quantity standards of an issued permit, shall be subject to an immediate Cease
871 and Desist order. Upon issuance of such an order, all unauthorized parking
872 activity must terminate immediately, and the site must be cleared of vehicles
873 as directed by Law Enforcement or Code Enforcement.
- 874 c) Fines: Each vehicle parked in violation of this Section, or in excess of the
875 quantity authorized by a Special Event Permit, shall constitute a separate and
876 individual violation. Such violations shall be subject to the maximum
877 cumulative penalty authorized by Florida Statute Chapter 162. Furthermore,
878 each day the site remains out of compliance shall constitute a separate
879 violation for each vehicle, and such violations will be subject to daily fines
880 until compliance is achieved.
- 881 **b. Permanent Unpaved Parking for Preservation of Specimen and Historic trees**
882 **and their Critical Root Zones.** This section shall be strictly construed to favor the
883 protection of Specimen and Historic trees and their associated Critical Root Zones
884 (CRZ) over the convenience of standard pavement vehicle storage through the use of
885 specialized permeable systems as authorized by the City's Landscape Architect or a
886 Certified Arborist to ensure long-term tree viability while preventing soil compaction.
- 887 1) Design Requirements: Where permanent unpaved parking is authorized by the
888 City's Landscape Architect for the preservation of Specimen or Historic Trees,
889 the following standards apply:
- 890 a) Reinforced Turf System: All approved areas shall utilize a structurally
891 reinforced pervious paving system (e.g., geocells or permeable pavers).
892 Standard unreinforced grass, gravel, wood chips, and mulch are strictly
893 prohibited.
- 894 b) Delineation and Striping: The boundaries of all unpaved parking spaces and
895 drive aisles must be clearly and permanently delineated in a manner that
896 protects the root systems of significant trees. Non-invasive, surface-mounted
897 delineation methods shall be required within the CRZ; these include fixed
898 bollards, timber headers, or recycled plastic/composite curbing pinned to the
899 surface without sub-grade excavation. Invasive alternatives, such as concrete
900 curbing and inset pavers, are permitted only in areas located entirely outside
901 the drip line or CRZ of protected trees. Heavy-duty rubber or concrete wheel
902 stops anchored with surface pins may be used to define individual stalls.
903 Natural barriers, such as large decorative boulders or landscape groupings as
904 approved by the City's Landscape Architect, may be used to prevent vehicle
905 encroachment into landscape buffers or tree protection areas.
- 906 c) Stormwater Management: A plan must be approved by the City Engineer
907 demonstrating that pollutants are captured/treated and that the design prevents
908 "ponding" or runoff onto adjacent properties.

- 909 d) Site Plan and Professional Review: Unpaved areas must meet all Code
910 requirements for setbacks, dimensions, and landscaping. The site plan meeting
911 the requirements of this section must be approved by the City's Landscape
912 Architect and/or Engineer.
- 913 2) Maintenance and Restoration Requirements: A detailed ongoing maintenance plan
914 shall be submitted to and approved by the City Engineer. The plan shall outline
915 regular upkeep, including irrigation, fertilization, and mowing. Additionally, the
916 plan must include the following performance standards:
- 917 • Infiltration Maintenance: To prevent clogging and ensure the continued
918 protection of tree roots, permeable systems shall be vacuumed or pressure-
919 cleaned at least once annually, or more frequently as recommended by the
920 manufacturer, to remove accumulated sediment and debris.
 - 921 • System Integrity: The property owner is responsible for the prompt repair of
922 any damaged reinforced turf, broken geocells, or sunken pavers.
 - 923 • Certification: The City reserves the right to require an annual letter of
924 certification from the property owner stating that the system has been cleaned
925 and is functioning as designed.
 - 926 • Failure to Maintain: Failure to adhere to the approved maintenance plan,
927 including the required annual cleaning or the prompt repair of system
928 components, shall constitute a violation of this Section. Upon discovery of a
929 maintenance deficiency (e.g., clogged pavers, damaged geocells, or lack of
930 certification), the City shall provide a 15-day Notice to Cure. If the deficiency
931 is not remediated within the 15-day cure period, the matter shall be referred to
932 the Code Enforcement Special Magistrate. Upon a finding of non-compliance,
933 a fine of up to \$250 per day may be imposed until the system is restored to its
934 approved functional state and verified by the City Engineer.

935
936 **Sec. 134-609. Off-site Parking Option.**

937 **A. Intent:** To facilitate efficient land use, support economic vibrancy, and enhance walkability
938 and community character, required parking may be provided on property other than the lot
939 containing the principal use (off-site parking), subject to the provisions of this subsection.
940 Off-site parking may be established under two primary conditions:

- 941 **1. Off-site use has complementary hours:** On property occupied by uses with
942 complementary hours, meaning the peak parking demands of the different uses occur at
943 distinct times, resulting in no overlap of their respective demands for shared spaces; OR
- 944 **2. Off-Site use has excess parking:** On property that has parking spaces exceeding the
945 minimum required for its existing uses. For such sites, only the number of parking spaces
946 that exceed the minimum required for the use on the off-site property shall be available
947 for sharing.

948 **B. Criteria for Approval:** In both cases, the use of off-site parking shall be meet the following
949 criteria.

- 950 1. **Arterial Crossing Prohibition:** Parking spaces located across an arterial road from the
951 principal building they are intended to serve are prohibited from being counted toward
952 the minimum required parking.
- 953 2. **Proximity and Pedestrian Access:** An off-site parking space may be utilized to fulfill
954 the minimum parking requirements, provided it is located within 1,320 feet of the
955 principal entrance of the building it is intended to serve. The distance shall be measured
956 along a Pedestrian-Friendly Path (as defined in Section 134-606) from each parking space
957 to the principal entrance with the path crossing a non-arterial street at a designated
958 crosswalk with ADA compliant ramps.
- 959 3. **Lighting:** The portion of the Pedestrian-Friendly Path located on the subject property and
960 the associated off-site parking property shall be illuminated to ensure pedestrian visibility
961 during low-light conditions, consistent with standards approved by the City Engineer.
- 962 4. **On-Site Minimum:** At least 30 percent of the total parking spaces required by Section
963 134-607, or any other provision of this Code of Ordinances, shall be provided on-site.
964 Any onsite parking, except Accessible Parking, shall be signed for short-term/visitor
965 parking only.
- 966 5. **Accessible Parking Spaces:** No required Accessible Parking Spaces may be provided
967 off-site as calculated by the total square footage of the use.
- 968 6. **Approved Parking Area:** Off-site parking spaces may only be counted toward required
969 parking if such spaces are located on a paved and lined/striped parking area which has
970 been approved, permitted, and inspected by the City for use as a parking area.

971 **C. Application Requirements**

- 972 1. **Parking Study for Non-Excess Parking:** For proposals that are not using excess parking
973 on an offsite property, a comprehensive parking study, prepared by a qualified traffic
974 engineer licensed in the State of Florida, shall be submitted to demonstrate how the
975 distinct operational schedules and peak parking demands of participating uses can operate
976 together efficiently without conflict, ensuring no overlap of the maximum combined
977 parking need at any given time.
- 978 2. **Shared Parking Agreement:** A draft shared parking agreement shall be submitted to the
979 city no later than submission of an application for site plan review for new development
980 and no later than submission of an application for the Zoning Use Approval for a new
981 business in an existing building. City legal staff must approve the fully executed
982 agreement prior to City staff issuing Zoning Use Approval. The parking agreement shall
983 include the following.
- 984 a. **Parties and Properties:** Legal names of all property owners involved (and lessee of
985 the space that will use the shared parking if applicable) and precise legal descriptions
986 (including Property Tax Parcel ID numbers and address) of the properties.
- 987 b. **Maintenance Responsibility:** Identification of which party is responsible for the
988 maintenance of parking area.
- 989 c. **Specifics of Use:** Specificity as to the number of shared spaces, days and hours when
990 the shared parking spaces may be used by the party granted use of the shared parking

991 spaces (note: the identified times/days shall match the operational hours of the
992 business requesting the shared spaces).

993 **d. Duration of the agreement.**

994 **e. Termination and Modification:** Provision that the agreement shall not:

- 995 1) Be terminated without cause; nor,
- 996 2) Allow the number of the hours of availability of shared parking spaces to be
997 reduced for the length of the agreement without at least 180 days' notice in
998 writing delivered to all parties including the City.

999 **f. Acknowledgment of Risk:** Acknowledgment and agreement by the grantee of the
1000 shared parking spaces that if such shared parking spaces become unavailable for any
1001 reason, the grantee must immediately reduce its use of the property benefitted by the
1002 shared parking agreement in a manner that existing available parking shall be
1003 sufficient to meet the parking requirements of this Code. The grantee shall
1004 acknowledge that it understands the loss of shared parking spaces may have negative
1005 financial impacts to it and that it accepts the risk of such impacts and shall hold the
1006 City harmless from any lawful action taken by the City to cause compliance.

1007 **g. City as Party:** Inclusion of the city as a party to the agreement for the purpose of
1008 enforcing any of the above required provisions.

1009 **h. Attestation:** Notarized or attested signatures of all parties.

1010 **3. Annual Verification:** Any property owner or grantee utilizing an off-site shared parking
1011 agreement shall verify that such shared parking agreement remains in full force and effect
1012 at the time of renewing its local business tax receipt. Should a shared parking agreement
1013 be found to be no longer in effect, the property owner is obligated to demonstrate
1014 alternate provision of parking that fully complies with existing Code requirements.
1015 Failure to provide such proof will result in the initiation of Code violation proceedings.
1016 Failure to submit annual verification shall automatically suspend the validity of the
1017 Zoning Use Approval until compliance is restored.

1018

1019 **Sec. 134-610. On-Site Loading and Unloading requirements.**

1020 There shall be provided on the same lot with each nonresidential building or structure adequate
1021 space for loading, unloading and the maneuvering of vehicles as determined by the City
1022 Engineer. There shall be no loading or unloading of vehicles in a public right-of-way.
1023 Maneuvering space shall be provided so that no backing onto or from a public street is required.
1024 All loading and maneuvering areas shall be a hard, paved surface properly drained; shall be
1025 designed with regard to pedestrian safety; shall have direct access to public streets; and shall be
1026 screened from adjacent residentially zoned property per code requirements.

1027

1028 **Sec. 134-611. Use of Parking and Loading Areas.**

1029 **A. Permanent Reservation.** The area reserved for parking or loading in accordance with the
1030 requirements of this article shall not be reduced in area or changed to any other use unless the
1031 permitted use which it serves is permanently discontinued; or modified such that the required

1032 parking or loading is reduced in accordance with the standards of this Article; or equivalent
1033 parking or loading space, meeting all applicable requirements of this Article, is provided
1034 elsewhere on the same lot or through an approved off-site arrangement. No parcel shall be
1035 divided, subdivided, or otherwise reconfigured if such action results in any resulting lot
1036 having fewer than the minimum required parking and loading spaces for the existing or
1037 proposed use. Each resulting parcel must independently satisfy the minimum parking
1038 required and all applicable site design standards (including access and maneuverability)
1039 within its own boundaries, unless a shared parking agreement or restrictive covenant is
1040 approved by the City and recorded in the Public Records.

1041 **B. Permitted Use of Parking Spaces.** Required parking spaces shall be used solely for the
1042 parking of licensed, motorized vehicles in operating condition.

1043 **C. Prohibited Uses and Activities.** Except as specifically authorized by a Special Event Permit
1044 or an approved site plan, required parking spaces shall not be used for:

1045 1. **Commercial Storage:** The storage, display, or sale of merchandise, inventory, or
1046 equipment.

1047 2. **Mobile Vending:** The placement of mobile food dispensing vehicles (food trucks) or
1048 trailers.

1049 3. **Refuse & Containers:** The location of shipping containers, dumpsters (outside of
1050 screened enclosures), or portable storage units.

1051 4. **Vehicle Service:** The repair, dismantling, or servicing of vehicles is prohibited within
1052 required parking spaces, with the exception of minor emergency services such as flat tire
1053 changes or battery jumps; the areas shall not be used for the storage of vehicles awaiting
1054 or undergoing repair.

1055 5. **General Obstruction:** Any other commercial activity that renders the space unavailable
1056 for its intended purpose of vehicle parking.

1057 **D. Prohibition of Standalone or Commercial Parking as a Principal Use.** The use of any
1058 parcel as a standalone, commercial, or fee-based parking lot as a principal use is prohibited.
1059 Parking lots shall only be permitted as an accessory use to a primary building or a new
1060 principal use. No permit shall be issued for the construction or operation of a parking facility
1061 that is not designed to serve a specific, concurrent primary use on the same or a legally
1062 unified parcel. The absence of a primary building or active principal use on a site shall render
1063 any permanent vehicle parking on that site a violation of this Chapter, regardless of whether a
1064 fee is charged.

1065 **E. Authorized Parking Areas.** Except as otherwise provided for in these parking regulations, all
1066 vehicles onsite shall be parked exclusively within striped parking spaces on an improved,
1067 permanent surface.

1068 **F. Continuous Availability.** All required parking spaces must remain unobstructed and
1069 accessible for vehicle use during the business hours of the primary use. This includes
1070 ensuring that valet operations or "reserved" markings do not reduce the total number of
1071 spaces available to the public below the minimum required by this Chapter (unless otherwise
1072 approved).

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Sec. 134-612 Maintenance of Parking and Unloading/Loading Areas.

A. General Maintenance. The property owner shall ensure parking and loading 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. All surfaces shall remain free of "alligator cracking," deep ruts, or structural failure. All required landscaping shall be maintained in a healthy, weed-free, and trimmed state.

B. Striping and Markings. All parking stall stripes, directional arrows, "No Parking" fire lane designations, and ADA-compliant signs and symbols per the approved site plan must remain free from significant fading, accumulated debris, or physical obstructions. All markings shall be free of gaps exceeding four (4) inches in any solid stripe. Any conditions to the contrary shall be rectified within 90 days of written notice from the City.

C. Changes in Parking Layouts.

1. Any modification to a parking layout, configuration, or design shall require the submission of a revised site plan in accordance with current design standards and must be approved by the City Engineer or City Planner.
2. In lieu of a full engineered site plan, the City may accept a **Parking Compliance Survey** prepared and sealed by a registered surveyor. This sketch must document the existing "as-built" conditions by including:
 - Layout & Dimensions: A scaled drawing showing the number of spaces and the measurements of stall widths, depths, and drive-aisle clearances.
 - Surface Type: Identification of the existing surface material (e.g., asphalt, concrete, or gravel) and the location of existing curbing or wheel stops.
 - ADA Elements: The location and dimensions of existing accessible stalls, their access aisles, and the location of the connecting path to the building entrance.

Upon submission of the Parking Compliance Survey, the City Engineer shall review the data to verify the facility's substantial compliance with this Code. If the City Engineer determines the layout demonstrates compliance, the survey shall be recorded as the new Approved Site Plan for parking purposes. The City Engineer retains the authority to require a full engineered site plan should the survey reveal non-conforming conditions or safety concerns.

3. **Required ADA Retrofit:** Any restriping of the parking lot shall require compliance with all current applicable accessibility standards as set forth by the Americans with Disabilities Act (ADA), Florida Building Code 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.

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 Chapter, the reduced number

1114 spaces shall be considered a legal nonconformity for the current development
 1115 intensity/use. This nonconformity shall not be deemed a violation of this Code, provided
 1116 that the reduction is solely attributable to the provision of Accessible Parking and the
 1117 maximum feasible number of overall parking spaces is maintained. The reduction in total
 1118 parking for compliance with ADA requirements shall be taken into consideration when
 1119 evaluating any future changes to the property or use that would typically trigger a
 1120 requirement for additional parking, with the intent of minimizing further parking
 1121 deficiencies while upholding ADA compliance. In such cases, the applicant shall
 1122 demonstrate that all reasonable efforts are being made to address any new parking
 1123 demand while maintaining the existing legal nonconformity status.

1124

1125 **Sec. 134-613. Non-Conforming Parking Facilities Amortization**

1126 All parking areas existing at the time of the adoption of this Ordinance must be brought into full
 1127 compliance with the updated surfacing, striping, and marking standards. To allow for the
 1128 reasonable recovery of existing investments and to provide adequate time for capital planning,
 1129 the following compliance windows apply from the Effective Date of this Ordinance:

Compliance Window	Improvement Category	Specific Requirements
12 Months	Safety & ADA	Repair of all potholes, installation or replacement of required ADA signage, and compliant blue-and-white striping.
24 Months	Maintenance & Aesthetics	Sealcoating of entire lot, re-striping of all stalls to meet high-contrast standards, and installation of required perimeter landscaping.

1130 Failure to meet the established Amortization deadlines shall result in the withholding or denial of
 1131 any newly requested Certificate of Occupancy (CO) for new or expanding tenants until the
 1132 facility is brought into full compliance. Furthermore, non-compliant properties shall be referred
 1133 to the Special Magistrate for code enforcement action, which may include daily fines.

1134

1135 **Secs. 134-614—134-640. - Reserved.**

1136

1137 **SECTION 2.** Chapter 134, Article IV, Division 12, Section **Sec. 134-**
 1138 **471(4) Access/parking design. (ECD)** of the City of Edgewood Code of Ordinances is modified
 1139 for consistency as follows.

1140 (4) *Shared parking.* See Chapter 134, Article V, Division 5 ~~When any land or~~
 1141 ~~building accommodates two or more categories of uses (e.g., residential and commercial), the~~
 1142 ~~minimum total number of required parking spaces for each use may be reduced through shared~~
 1143 ~~parking as allowed by section 134-607. Reduction in required parking spaces also may be~~
 1144 ~~approved if one of the following is met:~~

1145 a. ~~A parking study is submitted as part of the site plan approval process justifying the requested~~
 1146 ~~reduction and accepted by city council. This could include provision rideshare/transportation~~

1147 network company drop-off zones. Drop-off zones shall not interfere with transit stops and
1148 any designated freight loading zones curbside.

1149 ~~b. Developments within a one quarter mile from a transit stop, as measured from the building to~~
1150 ~~the transit stop along the most direct pedestrian path/sidewalk (which would include a~~
1151 ~~crosswalk if across a road), are eligible for the following:~~

1152 ~~1. The minimum number of parking spaces may be reduced by up to five percent for sites~~
1153 ~~where the closest portion of the building on the requested parcel is no more than a one-~~
1154 ~~fourth of a mile (1,320 linear feet) from a bus stop as measured along the public sidewalk~~
1155 ~~from the bus stop to the primary entrance to the building.~~

1156 ~~2. The minimum number of parking spaces may be reduced by up to 20 percent for sites in~~
1157 ~~which the closest portion of the building on the requested parcel is no more than a one-~~
1158 ~~fourth of a mile (1,320 linear feet) radius from a commuter rail or bus transfer station as~~
1159 ~~measured along the public sidewalk from the bus stop to the primary entrance to the~~
1160 ~~building.~~

1161
1162 **SECTION 3.** The provisions of this Ordinance shall be codified as and become and be
1163 made a part of the Code of Ordinances of the City of Edgewood.

1164
1165 **SECTION 4.** If any section, sentence, phrase, word or portion of this ordinance is
1166 determined to be invalid, unlawful or unconstitutional, said determination shall not be held to
1167 invalidate or impair the validity, force or effect of any other section, sentence, phrase, word or
1168 portion of this Ordinance not otherwise determined to be invalid, unlawful or unconstitutional.

1169
1170 **SECTION 5.** All ordinances that are in conflict with this Ordinance are hereby repealed.

1171
1172 **SECTION 6.** This Ordinance shall become effective immediately upon its passage and
1173 adoption.

1174
1175 **PASSED AND ADOPTED** this _____ day of _____, 2026, by the City
1176 Council of the City of Edgewood, Florida.

1177
1178 PASSED ON FIRST READING: _____

1179
1180 PASSED ON SECOND READING: _____

1181
1182 _____
1183 Richard A. Horn, Council President

1184
1185 *ATTEST:*
1186
1187 _____
1188 Sandy Riffle

May 8, 2026

1189 City Clerk
1190

UNFINISHED BUSINESS

COMMENTS & ANNOUNCEMENTS

**Planning & Zoning Board
Previous Recommendation(s)
Follow-up**



Memo

To: Chair Nelson, Vice Chair Castro, Board Members Franco, Nolan, and Sharp
From: Brett Sollazzo, Administrative Project Manager
Date: 5/5/2026
Re: Planning & Zoning Board Previous Recommendation(s) Follow-up

1. 301 Mary Jess Rd. - Office Addition Site Plan Approval

Planning & Zoning Board Recommendation

The Planning & Zoning Board met on April 13, 2026, and reviewed the application and the Staff Report. After discussion, the Planning and Zoning Board recommended approval of the site plan as follows:

Chair Nelson made a motion to recommend approval of the site plan dated Received March 19, 2026, for the property at 301 West Mary Jess Road based on the findings that the request is consistent with the City’s Site Plan Review standards and does not constitute an expansion of a legal nonconforming use. The motion was seconded by Vice Chair Castro and approved (5/0) by roll call vote.

Chair Nelson	Favor
Vice Chair Castro	Favor
Board Member Franco	Favor
Board Member Nolan	Favor
Board Member Sharp	Favor

City Council Final Action

The Edgewood City Council met on April 21, 2026, and reviewed the application, the Staff Report, and the Planning & Zoning Board's recommendation. After discussion, the Council approved the site plan as follows:

Councilmember Lomas made a motion to approve the site plan dated received March 19, 2026, for the property at 301 Mary Jess Road based on the findings that the request is consistent with the City's Site Plan Review standards and does not constitute an expansion of a nonconforming use. The motion was seconded by Councilmember Steele. The motion was approved (5/0) by roll call vote.

Council President Horn	Favor
Council President Pro-Tem Lomas	Favor
Councilmember McElroy	Favor
Councilmember Santurri	Favor
Councilmember Steele	Favor

Should the Board require further clarification on this matter, I am happy to provide additional context. Additionally, the City Council meeting minutes offer a detailed record of the discussion and the final logic supporting the vote.

Thank you,

Brett Sollazzo
Administrative Project Manager

ADJOURNMENT