



City of Port St. Lucie Zoning Text Amendment
 Chapter 153. Definitions, Section 158.222. Access Standards, Sidewalks, Bikepaths, and
 Section 158.217. Accessory Uses and Structures Text Amendment
 Project No. P26-020

SUMMARY

Applicant's Request:	This is a City-initiated Zoning Text Amendment to Chapter 153 - Definitions, Section 158.222 - Access Standards, Sidewalks, Bikepaths, and Section 158.217 - Accessory Uses and Structures to update driveway standards; add new definitions; setbacks, and landscape area requirements; and establish typical lot scenario figures.
Applicant:	City of Port St. Lucie
Project Planner:	Bethany Grubbs, AICP, Senior Planner/Public Art Program

Project Description

This application is a City-initiated text amendment to update and clarify the City's driveway standards for residential lots. The City's Neighborhood Services division is proposing an amendment to Section 72.01 – Parking Prohibitions, of the City Code to clarify that parking of a vehicle is prohibited on any portion of an improved residential building site considered to be the front yard of that building site, except in the area specifically designed and constructed for such use. The changes proposed to Chapters 153 and 158 will be consistent with the changes proposed to Chapter 72 of the City Code and clarify the driveway standards for residential lots. The proposed amendment includes the following:

- Establish definitions for “Driveway Connector Segment”, “Primary” and “Secondary” driveways, “Driveway Entrance”, and “Garage Face”.
- Removal of the term “circular” and replacing it with primary and secondary driveways and a connector segment.
- Establish setback requirements for connector segments and turnarounds from the property line and house, to provide for landscaping areas while allowing for adequate circulation.
- Establish minimum separation requirements between primary and secondary driveways.
- Change the maximum width of a secondary driveway from 20 feet to 18 feet.
- Addition of typical lot-scenario figures to illustrate how the standards apply to various driveway configurations.
- Clarify what materials are permitted to be used for the construction of the different driveways.
- Require the landscape/separation areas to be landscaped with grass, ground cover, or mulch.

Analysis

After reviewing and comparing the City's Codes it became clear that the standards and requirements for residential driveways and the parking of vehicles on residential lots is not consistent and needed to be clarified. To address these concerns, the Planning and Zoning, Neighborhood Services and Public Works staff reviewed the current driveway definitions and standards and worked together to make sure that the proposed changes to the codes would be consistent.

Section 158.222 – Access Standards, of the City's Code currently specifies that all driveways, commercial or residential, shall be a paved surface or comparable hard surfacing. However, Section 158.217 allows for residential driveways to be constructed of concrete, stone or wood. The proposed text amendments will clarify that commercial driveways shall be a paved surface or paver blocks. Residential driveway entrances, from the street pavement to the property line, shall be a paved surface and the primary and secondary driveways may be constructed with a paved surface or stone. Secondary driveways used solely as accessways to the side or rear of a corner lot may consist of unimproved surfaces, such as sod. The amendment also proposes removing the existing allowance for wooden driveways so that this surface type is no longer permitted in the code.

The broad term “circular driveway” is proposed to be replaced with terminology that more accurately describes each section of a driveway. The proposed amendments remove the term “circular driveway” and instead use the clearer terms primary driveway and secondary driveway.

The proposed changes create minimum separation requirements between primary and secondary driveways on a lot, and setbacks for the connector segment or turnaround from the house and property line to provide areas for landscaping. These updates help ensure that driveways remain functional access points rather than becoming large, paved areas in the front yard of a lot. In addition, the amendment requires all separation and setback areas between driveway segments to be landscaped in accordance with Section 154.03(K) of the City's Landscaping Code. This will help preserve pervious area and maintain neighborhood appearance.

Comprehensive Plan Consistency

The proposed text amendment is consistent with Policy 1.1.8.1, which is to establish a multi-department team to address neighborhood issues.

Proposed Amendment

The proposed changes are shown below and in Exhibit “A” of the associated ordinance with additions shown as underlined and deletion shown as ~~strikethrough~~.

Sec. 153.01 (Excerpt)

(C) Defined terms:

DRIVEWAY CONNECTOR SEGMENT (SINGLE-FAMILY RESIDENTIAL). A segment of a driveway configuration that provides the internal connection between the primary driveway and a secondary driveway. The connector segment enables a continuous travel path within the site, including straight, angled, or curved connections.

DRIVEWAY ENTRANCE (SINGLE-FAMILY RESIDENTIAL). A paved access area that provides vehicular ingress or egress between a public or private right-of-way and the abutting property. The driveway entrance begins at the edge of pavement within the roadway and

extends inward to the property line and must be a paved surface constructed in accordance with applicable City's Engineering Standards for Land Development.

DRIVEWAY, PRIMARY (SINGLE-FAMILY RESIDENTIAL). The main access segment of a driveway configuration extending from the public or private right-of-way into the abutting property and leading to a designated parking area or garage face.

DRIVEWAY, SECONDARY (SINGLE-FAMILY RESIDENTIAL). The auxiliary segment to a primary driveway intended to complete a long loop or connection or a secondary ingress/egress.

GARAGE FACE. The garage face is the vertical plane created by the exterior wall of a garage or carport containing the primary vehicular access door(s). This includes the original garage door on enclosed garages or the open-facing structural wall of a carport. The garage face represents the point at which the driveway terminates and serves as the functional end of vehicular accessway to the structure.

PAVED SURFACE. Ground covered with concrete, asphalt, brick pavers, stamped concrete, or paving block and is constructed in accordance with the City's Engineering Standards for Land Development.

Sec. 158.222 (Excerpt)

(1) Driveway Surface.

a) **Commercial.** All driveways shall be a paved surface with concrete, asphalt, paver blocks, or comparable hard surfacing and shall be in accordance with the City's Engineering Standards for Land Development and Section 153.01.

b) Single-Family Residential.

- i. Primary and secondary driveway entrance(s), as defined in Section 153.01, shall be constructed with a paved surface.
- ii. Primary and secondary driveways, as defined in Section 153.01, may be constructed using pervious or semi-impervious surface materials when designed as a clearly delineated and properly graded natural surface covered with rolled stone or loose gravel. All such materials must be fully contained by edging, borders, or other acceptable methods to prevent erosion and maintain the defined limits of the driveway.
- iii. Secondary driveways on corner lots may consist of unimproved surfaces, such as sod (See Figure 4).

(2) Driveway Width. The minimum and maximum driveway widths shall be as follows:

District and Driveway Type	Driveway Width	
	Minimum (feet)	Maximum (feet)
Residential		
Single-family	10	32
Single-family (circular primary, main portion to garage face)	10	32
Single-family (circular, secondary portion)	10	20 18
	<u>Standard (feet)</u>	
<u>Minimum separation between primary and secondary driveways (See Figure 2)</u>	<u>18*</u>	
<u>Connector segment or turnaround - setback from property line (See Figures 1 and 3)</u>	<u>5*</u>	

Connector segment or turnaround — setback distance from primary residence (see Figures 1 and 3)	10*	
Multi-family	20	24
Multi-family (one way)	12	16
Commercial		
One way	12	16
Two way	24	36
Industrial		
One way	12	24
Two way	24	40

*The setback areas shall adhere to Section 154.03(K) of the City's Landscaping Code.

- (3) **Number of Driveways.** Driveways shall be limited to the minimum necessary to provide access to the land uses. The following standards for the number of driveways are a guideline for the City to utilize in the review of specific development projects. Standards in excess of the guideline are preferable and may be required for driveways located within the functional area of an intersection or areas where access restrictions are necessary to reduce conflicts, preserve the safety of the traveling public, or to preserve the function of the adjacent roadway. These guidelines may not always apply to conversion areas. Approval from the owner of the roadway is required for driveway connections to roads that are not owned by the City. Access restrictions shall be more severe for projects located on arterial or collector roads, especially for areas of strip commercial development.

Allowable Number of Driveways			
District	Number of Driveways, Type, and Frequency		
	Arterial Road	Collector Road	Local Road
Residential			
Single-family (Lots < 18,500 square feet)	1 two-way primary per lot or and 1 circular secondary per lot	1 two-way primary per lot or and 1 circular secondary per lot	1 two-way primary per lot or and 1 circular secondary per lot
Single-family (Lots > 18,500 square feet)	2 two-way 1 primary per lot or and 1 circular secondary per lot	2 two-way 1 primary per lot or and 1 circular secondary per lot	2 two-way 1 primary per lot or and 1 circular secondary per lot
Multi-family minimum access standards must follow section 158.222(A)(1))	1 two-way or 2 one-way per each 500 feet of road frontage	1 two-way or 2 one-way per each 350 feet of road frontage	1 two-way per each 100 feet of road frontage
Commercial	1 two-way or 2 one-way per each 500 feet of road frontage	1 two-way or 2 one-way per each 350 feet of road frontage	1 two-way or 2 one-way per each 100 feet of road frontage
Industrial	1 two-way or 2 one-way per each 500 feet of road frontage	1 two-way or 2 one-way per each 250 feet of road frontage	1 two-way or 2 one-way per each 100 feet of road frontage

Sec. 158.217 (Excerpt)

(2) The following accessory uses are allowed in the RE, RS-1 through RS-3 single-family residential zoning districts. All other accessory uses are prohibited, with the exception of the provisions for amateur radio antennas and amateur radio support structures outlined in Section (C)(3) below.

- n. Concrete, and stone, ~~and wood~~ driveways, patios, decks, and walks may be located in that area extending from the front corners of the principal structure, provided those structures do not extend any closer than six (6) feet to any side lot line or ten (10) feet to any rear lot line.

STAFF RECOMMENDATION

The Planning and Zoning Department finds the proposed text amendment as depicted in Exhibit "A", Exhibit "B", and Exhibit "C" to be consistent with the intent and direction of the City's comprehensive plan and recommends approval.

Planning and Zoning Board Action Options:

- Motion to recommend approval to the City Council
- Motion to recommend approval to the City Council with conditions
- Motion to recommend denial to the City Council

Please note: Should the Board need further clarification or information from either the applicant and/or staff, it may exercise the right to *table* or *continue* the hearing or review to a future meeting.