



City of Port St. Lucie
Zoning Text Amendment
Project No. P26-020

Planning and Zoning Board Meeting
April 7, 2026

Presented by: Bethany Grubbs, Senior Planner

Project Summary

- City-initiated text amendment to update driveway standards; add new definitions; setbacks, and landscape area requirements; and establish typical lot scenario figures.
- Establishes minimum separation between primary and secondary driveways, connector segment and turnaround setbacks, landscape/pervious area requirements, and updated definitions aligned with the proposed standards.
- Adds typical lot scenario figures to provide visual guidance on how the standards apply to different residential lot layouts.

Analysis

- Review of City Codes showed inconsistent standards for residential driveways and vehicle parking, requiring clarification.
- Planning & Zoning, Neighborhood Services, and Public Works collaborated to align driveway definitions and standards.
- Current Code (Sec. 158.222) requires all driveways to be paved, while Sec. 158.217 allows residential driveways of concrete, stone, or wood—creating inconsistencies.

Analysis

- Staff review shows the need to replace the term circular driveway with primary and secondary driveway terminology and add clear setback expectations.
 - The term “circular driveway” will be replaced with clearer terms: primary driveway and secondary driveway.
- 2021 requirements for circular or “T” turnarounds increased paved and graveled areas on certain residential lots.
- Amendments establish separation requirements between driveway segments and setbacks from homes/property lines to preserve landscape areas.

Proposed Amendment

Sec. 153.01

(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.

Proposed Amendment *continued*

Sec. 153.01

(C) Defined terms:

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 access to the structure.

Proposed Amendment *continued*

Sec. 153.01

(C) Defined terms:

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.

Proposed Amendment *continued*

Sec. 158.222

(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.** Primary and secondary driveway entrance(s), as defined in Section 153.01, shall be constructed with a paved surface.

i. Primary and secondary driveway entrance(s), as defined in Section 153.01, shall be constructed with a paved surface.

Proposed Amendment *continued*

- 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 may consist of unimproved surfaces, such as sod, and may be used solely as accessways to the side or rear of the property. These areas are not permitted for parking, and no self-propelled motor vehicle may stop or park on unimproved grassed areas located within the front yard.

(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 <u>18</u>
	<u>Standard (feet)</u>	
Minimum separation between primary and secondary driveways (See Figure 2)	<u>18*</u>	
Connector segment or turnaround - setback from property line (See Figures 1 and 3)	<u>5*</u>	
Connector segment or turnaround — setback distance from primary residence (see Figures 1 and 3)	<u>10*</u>	
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.



Proposed Amendment *continued*

Sec. 158.217

(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 staff finds that the petition is consistent with the intent and direction of the City's comprehensive plan and therefore recommends approval.

Planning and Zoning Board Action Options:

- Make a motion to recommend approval to the City Council.
- Make a motion to recommend denial
- Make a motion to table