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AN ORDINANCE AMENDING TITLE XV “LAND USAGE”, ARTICLE XI “SUPPLEMENTARY USE REGULATION” CHAPTER 158 “ZONING CODE”, SECTIONS 158.221 AND 158.222 OF THE CODE OF ORDINANCES OF THE CITY OF PORT ST. LUCIE; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Port St. Lucie, Florida adopted amendments to the City of Port St. Lucie Comprehensive Plan by Ordinance 97-50 (the “Comprehensive Plan”); and

WHEREAS, Section 163.3202, Florida Statutes, provides for the amendment and enforcement of land development regulations that are consistent with and implement the adopted comprehensive plan; and

WHEREAS, Section 163.3174, Florida Statutes, provides that the Local Planning Agency shall review proposed land development regulations, land development codes, or amendments thereto, and make recommendations to the governing body as to the consistency of the proposal with the adopted Comprehensive Plan; and

WHEREAS, this City initiated code amendment, P21-098, proposes to amend Chapter 158 of the Code of Ordinances of the City of Port St. Lucie by amending Section 158.221 entitled “Off-Street Parking and Lighting; Handicapped Parking Spaces.” and Section 158.222 entitled “Access Standards, Sidewalks, and Bikepaths”; and

WHEREAS, the City of Port St. Lucie Planning and Zoning Board having been duly designated as the local planning agency pursuant to Section 163.3174, Florida Statutes, and having held a public hearing thereon, has considered this proposed amendment to the Code of Ordinances (P21-098) and submitted its recommendations thereon to the City Council; and

WHEREAS, having considered the recommendations of the Planning and Zoning Board, the Port St. Lucie City Council has found and determined that the adoption of an amendment to Chapter 158 will foster and preserve the public health, safety and welfare; improve and protect the environment and value and character of the community; and implement the adopted Comprehensive Plan.

NOW, THEREFORE, THE CITY OF PORT ST. LUCIE HEREBY ORDAINS:

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Section 1. Ratification of Recitals. The foregoing recitals are hereby ratified and confirmed as true and correct and are hereby made a part of this Ordinance.

Section 2. Amendment. Section 158.221 of the Code of Ordinances of the City of Port St. Lucie is amended as follows:

Sec. 158.221. – Off-Street Parking and Lighting; Handicapped Parking Spaces.

(A) General Requirements.

- (1) Each building use, or structure instituted or erected after the effective date of this ordinance shall be provided with off-street parking and service facilities in accordance with the provisions set forth herein.
- (2) Where a building or use existed at the effective date of the ordinance from which this chapter is derived, said building may be modernized, altered, or repaired without providing additional off-street parking or service facilities, provided there is no increase in floor area or capacity and there is no change in occupancy.
- (3) Where a building or use which existed at the effective date of the ordinance from which this chapter is derived is enlarged in floor area, volume, capacity, space occupied and/or is changed in use or occupancy, off-street parking and service facilities shall be provided for the total floor area, volume, capacity, space or occupancy so created.
- (4) Where a building or use which existed at the effective date of the ordinance from which this chapter is derived is changed in use or occupancy, additional off-street parking as may be required by this ordinance for the use or occupancy shall be provided.
- (5) It shall be unlawful for an owner or operator of any building, structure, or use affected by this chapter to discontinue, change or reduce the required parking and service facilities, other than through a corresponding discontinuance or reduction in size of building, structure, or use, without establishing alternative vehicular parking or service facilities.

(B) Design and Use Requirements. Wherever, in any zoning district, off-street facilities are provided for the parking of any and all types of vehicles, these off-street facilities and land shall conform to the following design and use requirements:

- (6) Single-family residential dwelling units on designated arterial or collector streets which are two lanes or greater ~~determined to be a potential hazard by the engineering department~~ shall be required to construct either a circular drive; If the Public Works Department determines that a circular drive is not viable, ~~or provide a ten-foot by 20-foot paved turn-around area adjacent to the drive~~ is required. ~~On corner lots, access shall be limited to local streets.~~

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- (7) Where artificial outdoor lighting is provided, it shall be designed and arranged so that no source of the lighting will be a visible nuisance to adjoining property used or zoned for a residential purpose. In addition, the lighting shall be designed and arranged so as to shield public streets and highways and all adjacent properties from direct glare or hazardous interference of any kind. The maximum allowable mounting height of all outdoor lighting fixtures shall not exceed 25 feet above grade or pavement. For commercial properties that abut property used or zoned for a residential purpose to the rear, or side, the following shall apply:
- a. For properties with a depth in excess of two hundred (200) feet:
 - 1. The maximum allowable mounting height of all outdoor light fixtures within fifty (50) feet from the front property line is twenty-five (25) feet, provided that such fixtures shall be shielded from public streets and highways to prevent direct glare or hazardous interference of any kind.
 - 2. The maximum allowable mounting height of all outdoor light fixtures between fifty (50) feet from the front property line and seventy-five (75) feet from the rear property line is twenty (20) feet provided that such fixtures shall be shielded from all adjacent properties to prevent direct glare or hazardous interference of any kind.
 - 3. The maximum allowable mounting height of all outdoor light fixtures within seventy-five (75) feet from the rear property line is six (6) feet, or not to extend above the height of the buffer wall.
 - b. For properties with a depth less than two hundred (200) feet:
 - 1. The maximum allowable mounting height of all outdoor light fixtures within twenty-five (25) feet from the front property line is twenty-five (25) feet, provided that such fixtures shall be shielded from public streets and highways to prevent direct glare or hazardous interference of any kind.
 - 2. The maximum allowable mounting height of all outdoor light fixtures between twenty-five (25) feet from the front property line and twenty-five (25) feet from the rear property line is twenty (20) feet provided that such fixtures shall be shielded from all adjacent properties to prevent direct glare or hazardous interference of any kind.
 - 3. The maximum allowable mounting height of all outdoor light fixtures within twenty-five (25) feet from the rear property line is six (6) feet, or not to extend above the height of the buffer wall.
 - c. All outdoor lighting installations shall use concealed source fixtures. These shall be cut-off type fixtures in which the lenses do not project below the opaque section of the fixture. All lighting fixtures shall be mounted with a zero (0) degree tilt. Ground mounted flood and spot light fixtures that are used to

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illuminate the building facade are exempt from this requirement. Fixture styles shall be consistent throughout the site.

- d. Ground mounted flood and spot lights, if used, shall be placed on standards pointing toward the building or wall and positioned so as to prevent light from glaring onto residential areas, rather than the buildings or walls and directed outward which creates dark shadows adjacent to the buildings.
 - e. Building mounted outdoor lighting fixtures, other than those required by ordinances and regulations of the city, are prohibited on the rear or sides of buildings adjacent to residential zoning. All other building mounted outdoor lighting fixtures required by ordinances and regulations of the City shall be shielded to prevent light from glaring on residential areas.
 - f. All outdoor lighting fixtures in place prior to the effective date of this ordinance shall be permitted to continue operation. However, any outdoor lighting fixture that replaces an existing fixture, or any existing fixture that is moved, must meet the standards of this chapter. Existing fixtures that direct light toward streets, and are determined to be a traffic hazard, or existing fixtures that direct light toward adjoining property used or zoned for a residential purpose shall be either shielded or redirected within ninety (90) days of notification.
 - g. Parks and recreational uses are exempt from the above requirements.
- (8) When units or measurements determining the number of off-street parking spaces result in the requirement of a fractional space, any fractional space equal to or greater than one-half (½) shall require a full off-street parking space.
- (9) In the case where two (2) or more uses occupy or are proposed to occupy a land parcel, the total requirements for off-street parking shall be the same as the requirements of the individual uses computed separately.
- (10) Irrespective of any other requirements of section 158.221, each and every separate and individual store, office, or other business shall be provided with at least one (1) off-street parking space.
- (11) All required off-street parking areas shall be provided in compliance with the Landscape Code.
- (12) Combined aisle and stall width:
- a. Parking areas with eighteen foot long parking stalls with one or two-way drive aisles shall be constructed with the following minimum dimensions:

Eighteen Feet Long Parking Stall with One-Way Drive Aisle						
	Parking Stall Angle					
Pavement Width	0° (Parallel)	30°	45°	60°	75°	90°
Minimum aisle (feet)	14	18	18	22	22	26

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Drive aisle and stalls on one side (feet)	23.5	32	34	40	41	44
Drive aisle and stalls on both sides (feet)	33	42	48	56	59	62

Eighteen Feet Long Parking Stall with Two-Way Drive Aisle						
	Parking Stall Angle					
Pavement Width	0° (Parallel)	30°	45°	60°	75°	90°
Minimum aisle (feet)	20	26	26	26	26	26
Drive aisle and stalls on one side (feet)	29.5	39	42	44	44	44
Drive aisle and stalls on both sides (feet)	39	52	58	62	63	62

b. When an aisle serves parking stalls at angles not indicated in the previous tables, the width required for the next largest angle may be used or provide calculations for other aisle and parking widths.

(13) Each standard parking stall shall have a minimum width of nine and one-half (9.50) feet and a minimum length of eighteen (18) feet. A minimum stall of sixteen (16) feet is acceptable provided that the stall is adjacent to a curb that abuts a landscape area or sidewalk which has a minimum width of six (6) feet, a two (2) foot clear overhang area, and the two foot overhang area is not included as part of the required landscape area.

(14) All off-street parking spaces shall be and maintained in good condition.

(15) Paving block may be utilized in single-family residential districts and through the site plan review process in other zoning districts.

(16) Shellrock, limerock and coquina may be utilized in lieu of pavement for storage areas with vehicular uses which exclude the general public upon approval of the site plan review committee.

(17) Special requirements for resort housing, such as hotels and other similar uses:

a. Where the principal use, resort housing, has accessory commercial uses (such as restaurant, bar, retail sales, and recreational facilities) which are not limited to the exclusive use of the owners, tenants, and guests, off-street parking shall be calculated on the principal use and off-street parking for the accessory commercial uses shall be calculated on one-half (1/2) the number required by the principal use.

(C) Amount of Off-Street Parking Required. Off-street parking shall be provided and maintained on the basis of the following minimum requirements:

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- (1) Animal hospital or veterinarian clinic: One (1) space for each two hundred (200) square feet of gross floor area.
- (2) Assisted living facility:
 - a. One-half ($\frac{1}{2}$) space per dwelling unit, plus one space per each employee per shift.
 - b. One parking space per independent living unit
- (3) Brewpub: One space for each two hundred (200) square feet of floor area devoted to restaurant, pub, and kitchen. Brewpubs free standing and outparcels: One (1) space per seventy-five (75) square feet of floor area devoted to restaurant, pub, and kitchen.
- (4) Community colleges, colleges and universities: Fifteen (15) spaces for each classroom.
- (5) Convenience store: One (1) space for each two hundred (200) square feet of gross floor area.
- (6) Day care center, facility-based day treatment program: One (1) space per each three hundred (300) square feet of gross floor area.
- (7) Dwelling, multiple family: (Duplexes, townhouses, garden style flats, apartments or condominiums).
 - a. Dwelling with one-car garage: Two (2) exterior parking spaces. Dwelling with two-car (or more) garage: One (1) exterior parking space. Dwelling with no garage: Two (2) spaces per dwelling unit with two (2) or more bedrooms. One and one-half ($\frac{1}{2}$) spaces per dwelling unit for one (1) bedroom or efficiency apartments.
 - b. Guest parking: At least one (1) guest parking space shall be provided for every five (5) units.
 - c. On-street parking: On-street parking shall be counted toward the required number of parking spaces provided that the distance between driveways is at least twenty-five (25) feet and provided the that appropriate right-of-way width for on-street parking is provided. On-street parking must be approved by the engineering department.
- (8) Dwelling, single-family:
 - a. Dwelling with one-car garage: Two (2) exterior parking spaces. Dwelling with two-car (or more) garage: One (1) exterior parking space. Dwelling with no garage: Two (2) spaces.
 - b. Guest parking: For lots less than fifty (50) feet in width, at least one (1) guest parking space shall be provided for every five (5) units.

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- c. On-street parking: On-street parking shall be counted toward the required number of spaces provided that the distance between driveways is at least twenty-five (25) feet and provided that the appropriate right-of-way width for on-street parking is provided. On-street parking must be approved by the engineering department.
- (9) Enclosed assembly area not including day care center and recreational facility: One (1) space for each forty (40) square feet of assembly area or one (1) space for each two hundred (200) square feet of gross floor area, whichever requirement is greater. See § 158.221(C)(16) for parking requirements for recreational facility.
- (10) Hospital and nursing home: Two and one-half (½) spaces for each patient bed, excluding bassinets.
- (11) Hotel or motel: One (1) space for each guest room or rental unit, plus one (1) space for each ten (10) guest rooms or rental units.
- (12) Manufacturing and industrial activities: One (1) space for each five hundred (500) square feet of gross floor area.
- (13) Microbrewery: One space for each five hundred (500) square feet of gross floor area for manufacturing and assembly.
- (14) Office (administrative, business, medical, or professional. retail shops, personal service establishments, household repair or equipment shops): One (1) space for each two hundred (200) square feet of gross floor area for buildings under thirty thousand (30,000) square feet. One space for each two hundred fifty (250) square feet of gross floor area for buildings thirty thousand (30,000) square feet and greater.
- (15) Restaurants, cocktail lounges, and bars: One (1) space for each two hundred (200) square feet of gross floor area. Restaurants free standing and outparcels: One (1) space per seventy-five (75) square feet of gross floor area.
- (16) Restaurants, drive- through: One (1) space for each two hundred (200) square feet of gross floor area, with a minimum of twenty (20) spaces. Restaurants with drive-through free standing and outparcels one (1) space per seventy-five (75) square feet of gross floor area.
- (17) Recreational Facility: One (1) space per two hundred (200) square feet of gross floor area.
- (18) School, elementary and junior high: Two (2) spaces for each classroom.
- (19) School, senior high: Eight (8) spaces for each classroom or office room.
- (20) Self-storage facility: Refer to § 158.227
- (21) Service establishments, repair facilities and wholesale trade: One (1) space per three hundred (300) square feet of gross floor area.

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- (22) Shopping center: One (1) space for each two hundred (200) square feet of gross floor area for buildings under thirty thousand (30,000) square feet. One space for each two hundred fifty (250) square feet of gross floor area for buildings thirty thousand (30,000) square feet and greater.
- (23) Technical or vocational schools, or indoor group-oriented training facilities (massage, real estate, bartending, hair styling, and similar): One (1) space for each two hundred (200) square feet of gross floor area for uses less than thirty thousand (30,000) square feet. Fifteen (15) spaces for each classroom for uses thirty thousand (30,000) square feet or greater.
- (24) Vehicle service and repair: Three (3) spaces per service area.
- (25) Warehousing: One space for each five hundred (500) square feet of gross floor area up to ten thousand (10,000) square feet, and one additional space for each additional two thousand (2,000) square feet. This applies individually to each business in a warehousing complex.
- (26) Uses not specifically mentioned: The requirements for off-street parking for any uses not specifically mentioned shall be the same as provided in § 158.221(C) for the use most similar in nature. Where there is any question regarding the number of off-street parking spaces to be provided, the number shall be determined and fixed by the Site Plan Review Committee.
- (D) **Combined/Shared Off-Street Parking.** Owners of two (2) or more adjoining uses, structures, or parcels of land may utilize jointly the same parking area, when approved by the zoning administrator, upon finding that the hours of operation do not overlap and provided satisfactory legal evidence is presented to the planning and zoning department in the form of a shared parking agreement, deed, lease, contract or similar document, securing full access to such parking areas for all parties jointly using them.
- (E) **Requirements for Nonconforming Uses.** In the case of a building occupied by a use which is not permitted as a principal use in the zoning district in which the building is located, where major repairs, substantial alterations, or extensions of the use are to be made, no alteration of use shall be permitted unless the off-street parking requirements of section 158.221 are fully provided.
- (F) **Special Provision.** The Planning and Zoning Board may, but need not, permit any development to have fewer parking spaces than required, if it finds that:
- (1) The developer has demonstrated, by clear and convincing evidence, that the required number of parking spaces will not be reasonably necessary for the proposed use in the foreseeable future;
 - (2) The proposed development includes sufficient open space reserved for all the required parking spaces to be later provided, if deemed necessary by the Planning and Zoning Board, in conformance with all requirements and limitations of this Code; and

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- (3) The site plan approval is conditioned upon the property owner providing all required parking spaces within one hundred twenty (120) days after they are deemed to be necessary by the Planning and Zoning Board.

(G) **Off-Street Loading and Service Facilities.** Off-street loading and service facilities shall be provided in accordance with the following standards and specifications:

- (1) On the same lot with every structure or use erected or created, there shall be provided and maintained adequate space for loading and unloading of materials, goods or things, garbage or trash, and for delivery and shipping so that vehicles for the service may use this space without encroaching on or interfering with the public use of sidewalks, streets, and alleys by pedestrians and vehicles.
- (2) Where the use of a structure or land or any part thereof is changed to a use requiring off-street loading space, the full amount of off-street loading space shall be supplied and maintained to comply with section 158.215.
- (3) An off-street loading space shall be an area at the grade level at least twelve (12) feet wide, twenty-five (25) feet long, and having twelve (12) feet of vertical clearance. Each off-street loading space shall be accessible from a public street or alley without crossing or entering any other required off-street loading space, and shall be arranged for convenient and safe ingress and egress by motor truck or trailer combinations. No off-street loading space shall be designated or utilized as off-street parking space. Each off-street loading space shall be accessible from the interior of any building it is intended to serve.
- (4) Off-street loading spaces shall be provided and maintained in accordance with the following schedule:
 - a. For each retail store, restaurant, laundry, dry cleaning establishment, service establishment or repair facility, warehousing or industrial use or similar use which has an aggregate gross floor area of:
 1. Over five thousand (5,000) square feet but not over twenty-five thousand (25,000) square feet, one (1) space;
 2. Over twenty-five thousand (25,000) square feet but not over sixty thousand (60,000) square feet, two (2) spaces;
 3. Over sixty thousand (60,000) square feet but not over one hundred twenty thousand (120,000) square feet, three (3) spaces;
 4. Over one hundred twenty thousand (120,000) square feet but not over two hundred thousand (200,000) square feet, four (4) spaces;
 5. Over two hundred thousand (200,000) square feet but not over two hundred ninety thousand (290,000) square feet or major fraction thereof, one (1) space for every fifty thousand (50,000) square feet.

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- b. For each auditorium, exhibition hall, museum, hotel or motel, office building, or similar use, which has an aggregate gross floor area of over ten thousand (10,000) square feet but not over forty thousand (40,000) square feet, one (1) space; plus one (1) space for each additional sixty thousand (60,000) square feet over forty thousand (40,000) square feet or major fraction thereof.
 - c. Where there is any question as to the off-street loading requirements, a similar use shall be used for comparison, which shall be determined and fixed by the site plan review committee.
- (5) Off-street loading facilities supplied to meet the needs of one (1) use shall not be considered as meeting the off-street loading needs of any other use.
- (6) Owners of two (2) or more adjoining uses, structures, or parcels of land may utilize jointly the same parking or loading area, when approved by the zoning administrator, upon finding that the hours of operation do not overlap and provided satisfactory legal evidence is presented to the planning and zoning department in the form of a deed, lease, contract or similar document, securing full access to such parking or loading areas for all parties jointly using them.

(H) Requirements for Handicapped Parking.

- (1) Pursuant to Section 553.5041, Florida Statutes, the minimum required number of parking spaces for disabled persons shall be as follows:

Handicapped Parking Requirements	
Total parking in Lot	Required number of accessible spaces
Up to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
Over 1,000	20 plus 1 for each 100 over 1,000

- (2) Design requirements for such parking spaces shall be as set forth in F.S. Section 553.5041. The spaces shall also be posted with a permanent above-grade sign bearing the international symbol of accessibility and the caption "PARKING BY DISABLED PERMIT ONLY." Beneath this sign shall be another sign with the caption "\$250 FINE."

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- (I) **STACKING REQUIREMENTS.** The locations and lengths of vehicular stacking areas for facilities including, but not limited to, schools, day care, car washes, and drive-up windows, shall be provided in accordance with standards that promote the general safety and welfare of the public.
- (1) The stacking areas shall have direct access to the service window, station, or pick-up/drop-off location.
 - (2) The stacking area shall not include space for any other circulation driveway, parking space, or maneuvering area.
 - (3) An escape route from the stacking area for drive-ups is required.
 - (4) An escape route for schools and day care facilities is highly recommended.
 - (5) The stacking area shall be located and of sufficient length so that it will not block traffic circulation within the development during peak queuing periods.
 - (6) An analysis showing the estimated normal peak queue lengths shall be provided with the site plan. The analysis shall be signed and sealed by a professional engineer registered in Florida.
 - (7) Adequate stacking storage to accommodate normal peak queues shall be provided on-site and shall not overflow onto adjacent streets.
 - (8) Due to the great variability of the site conditions and the facility, the stacking location and length shall be reviewed and accepted by the Site Plan Review Committee.

Section 3. Amendment. Section 158.222 of the Code of Ordinances of the City of Port St. Lucie is amended as follows:

Sec. 158.222. Access Standards, Sidewalks, and Bikepaths.

(A) General Requirements.

- (1) All new development or redevelopment will be provided with the appropriate access and traffic facilities to serve the transportation needs of the development in a safe and efficient manner while simultaneously preserving the flow of traffic on the surrounding public road system.
- (2) It is intended that access be restricted on arterial and collector streets in order to limit traffic conflicts and to preserve the capacity of these roads.
- (3) All new development shall be required to dedicate to the public, or a private maintenance entity, the necessary rights-of-way for all new streets and roads within the development. Additional rights-of-way shall be dedicated on existing roads to bring that road to the necessary right-of-way indicated in the functional classification system contained in the transportation element of the Comprehensive Plan. All new development shall be required to construct or contribute towards off-

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site road improvements necessary to serve the development, unless otherwise addressed by the City Council. Necessary road improvements may include road construction, road widening, left and right turn lanes, traffic signals, regulatory signs and pavement markings. A traffic study may be required by the Zoning Administrator in order to properly identify the traffic impacts of the new development and measures needed to mitigate the impact of the new development.

- (4) Every building, structure, or use hereafter erected, moved, or established shall be on a lot adjacent to a public street by means of an approved private street, and all buildings, structures, and uses shall be so located on lots so as to provide safe and convenient access for servicing, fire protection, and required off-street parking and loading. No building, structure, or use shall be erected on, moved onto, or established upon a lot which does not abut on at least one (1) public street or approved private street for a distance of at least twenty (20) feet.
- (5) No lot which is residentially zoned shall be used for driveway, walkway, or access purposes to any lot which is zoned nonresidential or used for any purpose not permitted within the applicable residential zoning district except for ingress and egress to and from an existing use which does not abut a street.
- (6) All new development shall be required to provide a traffic analysis appropriate to the magnitude of the new development including impacts to affected roadway facilities and construct or contribute towards off-site road improvements necessary to serve the development, unless otherwise addressed by the City Council. Necessary road improvements may include, but are not limited to, road construction, road widening, left and right turn lanes, traffic signals, regulatory signs and pavement markings.
- (7) Internal circulation systems, interconnected parking lots, and/or frontage roads shall be utilized wherever possible.
- (8) Temporary driveway permits may be issued as an interim measure until interconnected parking lots or frontage roads can be feasibly developed.

(B) **Design Requirements.** General design standards for the drive width, allowable number of driveways, and driveway spacing are provided below. Traffic generators with volumes of one thousand (1,000) plus trips per day, shall have driveways designed as a street intersection. Refer to the City's Engineering Standards for Land Development for additional information on requirements for pavement design, driveway profile, driveway radius, throat lengths, medians, median openings, and turn lanes.

- (1) **Driveway Surface.** All driveways shall be paved with concrete, asphalt, or comparable hard surfacing and shall be in accordance with the City's Engineering Standards for Land Development.
- (2) **Driveway Width.** The minimum and maximum driveway widths shall be as follows:

	Driveway Width
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District and Driveway Type	Minimum (feet)	Maximum (feet)
Residential		
Single-family, detached	10	24 <u>32</u>
Single-family, detached (circular, main portion to garage)	10	24 <u>32</u>
Single-family, detached (circular, secondary portion)	10	46 <u>20</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

- (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 per lot or 1 circular per lot	1 two-way per lot or 1 circular per lot	1 two-way per lot or 1 circular per lot
Single-family (Lots > 18,500 square feet)	<u>2 two-way per lot or</u> <u>1 circular per lot</u>	<u>2 two-way per lot or 1</u> <u>circular per lot</u>	<u>2 two-way per lot or</u> <u>1 circular per lot</u>
Multi-family	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

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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

(4) **Driveway Spacing from Intersections.** Driveway spacing from intersections shall be measured from the right-of-way line of the intersecting street to the midpoint of the driveway. Spacing between driveways shall be measured from the midpoint of each driveway. Standards in excess of these requirements 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. The spacing requirements are shown in the following table:

Driveway Spacing from Intersections			
District	Driveway Location		
	Arterial Road	Collector Road	Local Road
Residential			
Single-family	50'	50'	25'
Multi-family	250'	250'	50'
Commercial	250'	250'	50'
Industrial	250'	200'	50'

(5) **Driveway Spacing Between Driveways.** The spacing requirements are shown in the following table where the spacing between driveways shall be measured from the midpoint of each driveway.

Driveway Spacing Between Driveways			
District	Driveway Location		
	Arterial Road	Collector Road	Local Road
Residential			
Single-family	20'	20'	20'
Multi-family	150'	100'	50'
Commercial	250'	200'	50'
Industrial	n/a	150'	50'

(C) **Exceptions.** The Site Plan Review Committee may exempt utilities, cellular towers, billboards, and other similar uses from the aforementioned requirements for access standards

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provided sufficient access to the facility is provided and the facility is not accessible for the benefit of the general public.

(D) **Drive-Throughs.** No drive-through windows located between the right-of-way of a primary collector/arterial roadway and a building are permitted. If there is no viable location, the entire drive-through lane must be completely screened from adjacent view using a continuous planting of vegetation at a height of six (6) feet at time of planting. Vegetation shall be maintained at a height of at least six (6) feet.

(E) **Sidewalks and Bikepaths. Minimum design and construction standards**

(1) New development located along existing streets. New development located along an existing street right-of-way that is 60 feet in width or greater shall provide a sidewalk that is at least 5 feet in width, typically along the property line and within the street right-of-way. However, in such case where the Engineering Department determines that a sidewalk located within a right-of-way is not appropriate or will be in conflict with other public works, the Engineering Department may require that the sidewalk be located on the subject property to be developed, typically along the property line. Location and design shall be subject to review by the Site Plan Review Committee. In areas where the City plans to install and finance the construction of a sidewalk, the developer shall not be required to install the sidewalk. However, the developer shall be required to pay the current bid price for the installation of the proposed sidewalk for the length of the subject property unless previous agreement or ordinance indicates otherwise. In areas where a design plan for sidewalks and/or bikepaths has been adopted or established, the design plan shall take precedence as to the location, size, and other features of the sidewalk and/or bikepath. Sidewalks shall not encroach into landscape strips.

(2) Existing development located along existing streets. Existing development located along an existing street right-of-way that is 60 feet in width or greater seeking major revisions of a site plan pursuant to Section 158.237(D) of the Zoning Code, shall provide a sidewalk that is at least 5 feet in width, typically along the property line and within the street right-of-way. However, in such case where the Engineering Department determines that a sidewalk located within a right-of-way is not appropriate or will be in conflict with other public works, the Engineering Department may require that the sidewalk be located on the subject property to be developed, typically along the property line. Location and design shall be subject to review by the Site Plan Review Committee. In areas where the City plans to install and finance the construction of a sidewalk, the developer shall be required to pay the current bid price for the installation of the proposed sidewalk for the length of the subject property unless previous agreement or ordinance indicates otherwise. In areas where a design plan for sidewalks and/or bikepaths has been adopted or established, the design plan shall take precedence as to the location, size, and other features of the sidewalk and/or bikepath. Sidewalks shall not encroach into landscape strips. Existing development seeking minor revisions of a site plan pursuant to Section 158.237(C) shall not be subject to the sidewalk requirement.

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- (F) **Public and Private Streets or Driveways.** A sidewalk that is at least 5 feet in width shall be located along the side or sides of the following proposed street rights-of-way or main access routes:
- (1) A public or private street right-of-way located adjacent to a non-residential use. A sidewalk shall be located along the side of the street located adjacent to the non-residential use.
 - (2) A public or private street right-of-way or driveway that serves as a main access route to a residential development having 400 units or more. Sidewalks shall be located on both sides.
 - (3) All collector or arterial roads. Sidewalks shall be located on both sides.
- (G) Whenever possible, a sidewalk shall be located along the edge of the street right-of-way, leaving a green space located between the street pavement and the sidewalk. See Subdivision Regulations, Chapter 156, for additional requirements concerning sidewalks for subdivisions. Where there is conflict, the more stringent code requirement shall take precedence.
- (H) All sidewalks shall comply with the Americans with Disabilities Act, the Florida Accessibility Code for Construction and the Engineering Department's Standards Book.
- (I) In order to avoid installing a sidewalk that will lead nowhere nor have a functional purpose, where developed properties located along both sides of the subject property do not have sidewalks and it is unlikely that in the near future that sidewalks will be installed, the installation of a sidewalk shall not be required.

Section 4. Conflict. If any ordinances, or parts of ordinances, are in conflict herewith this Ordinance shall control to the extent of the conflicting provisions.

Section 5. Severability. The provisions of this Ordinance are intended to be severable. If any provision of this Ordinance is determined to be void or is declared illegal, invalid, or unconstitutional by a Court of competent jurisdiction, the remainder of this Ordinance shall remain in full force and effect.

Section 6. Codification. The provisions of this Ordinance shall be made a part of the Code of Ordinances of the City of Port St. Lucie, Florida. The sections of this Ordinance may be renumbered or re-lettered to accomplish such intentions; the word "ordinance" may be changed to "section" or other appropriate word as may be necessary.

Section 7. Effective Date. This Ordinance shall become effective immediately upon final adoption on second reading.

PASSED AND APPROVED by the City Council of the City of Port St. Lucie, Florida, this ___ day of _____, 2022.

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CITY COUNCIL
CITY OF PORT ST. LUCIE, FLORIDA

BY: _____
Shannon M. Martin, Mayor

ATTEST:

Sally Walsh, City Clerk

APPROVED AS TO FORM:

James D. Stokes, City Attorney