



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

City Council Meetings of April 27, 2026 and May 11, 2026

Presented by: Bethany Grubbs, Senior Planner

Project Summary

- City-initiated text amendment to update and clarify driveway standards by removing the term circular driveway, adding new driveway related definitions, and establishing separation, setback, and landscape area requirements.
- This text amendment will be consistent with and support the NSDs proposed amendment to Section 72.01 - Parking Prohibitions.

Project Summary

- 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.

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

Figure 1

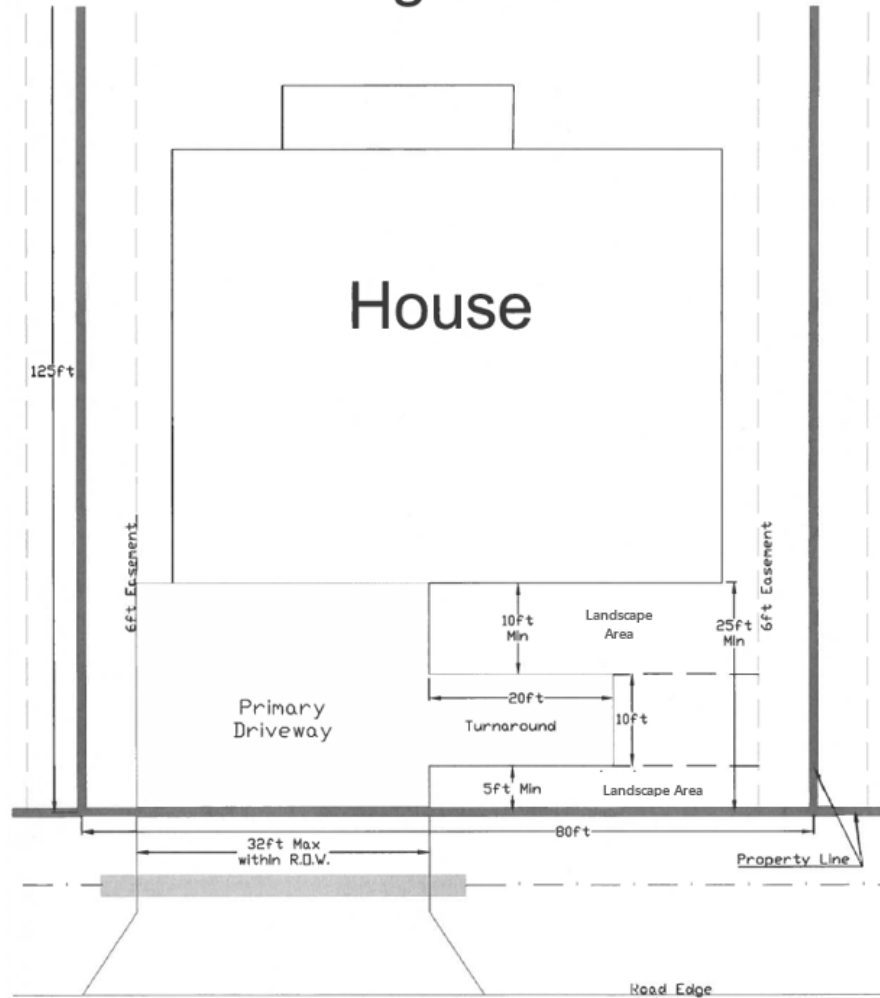


Figure 2

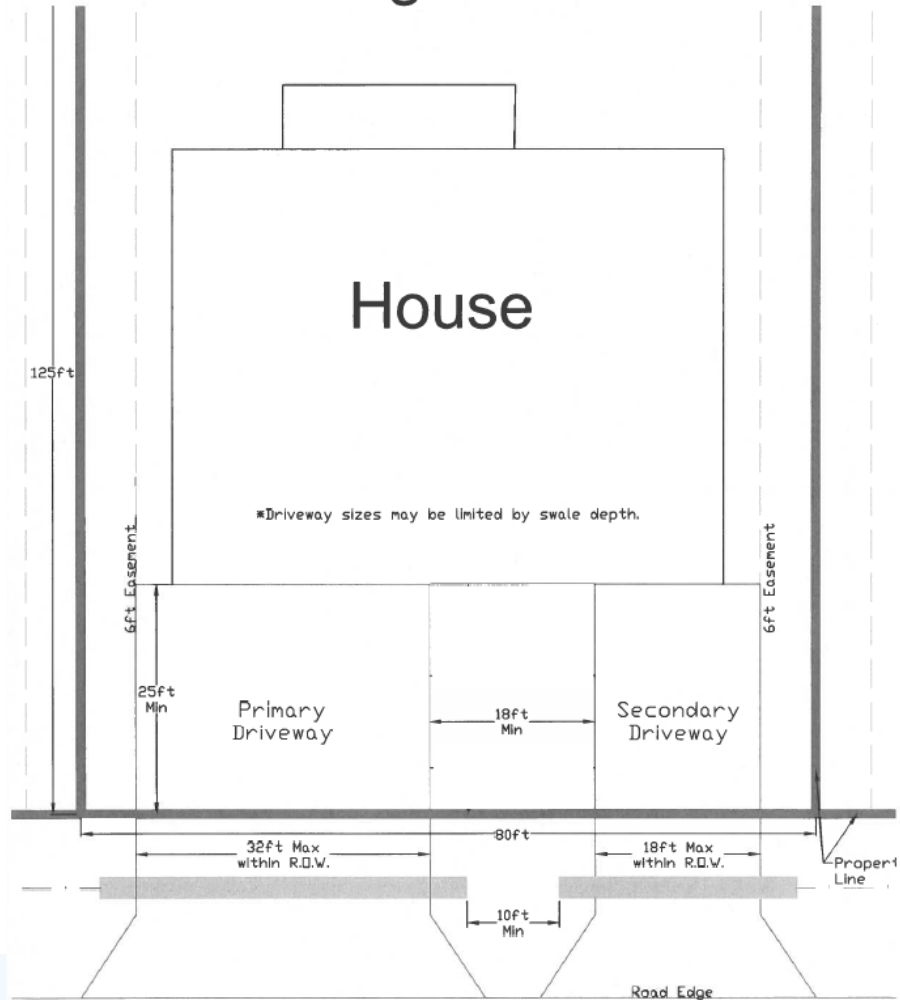


Figure 3

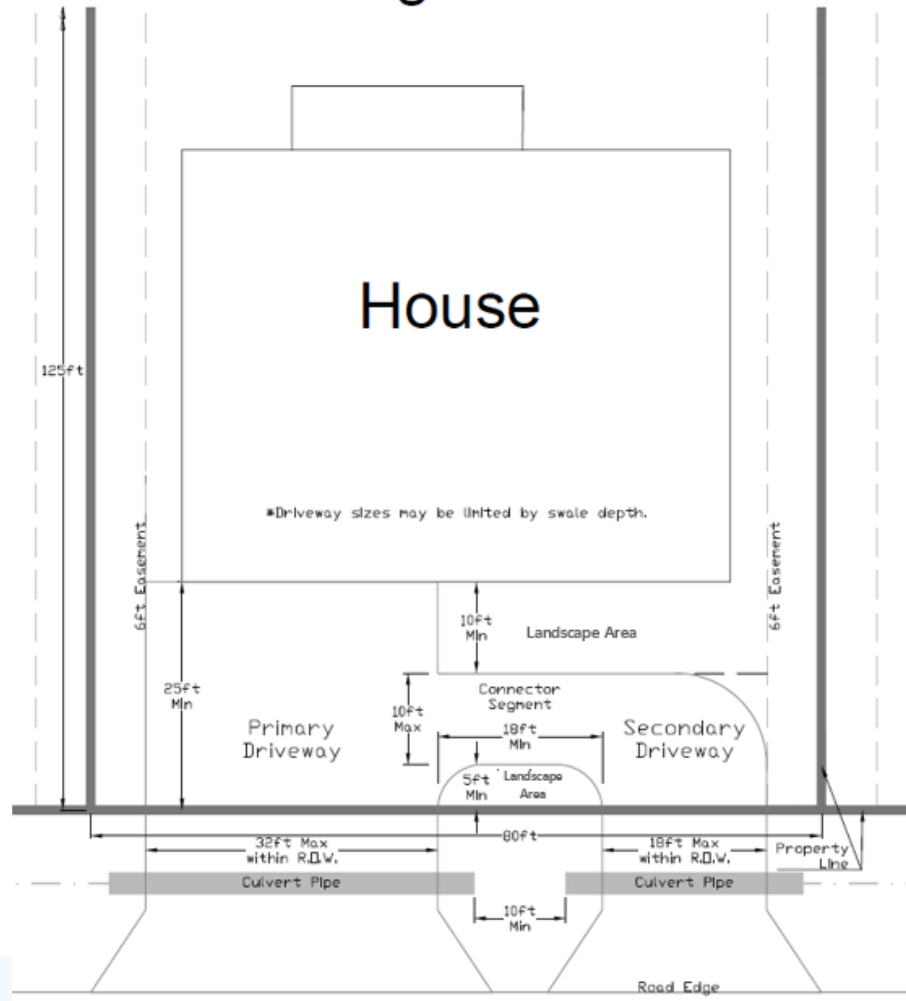
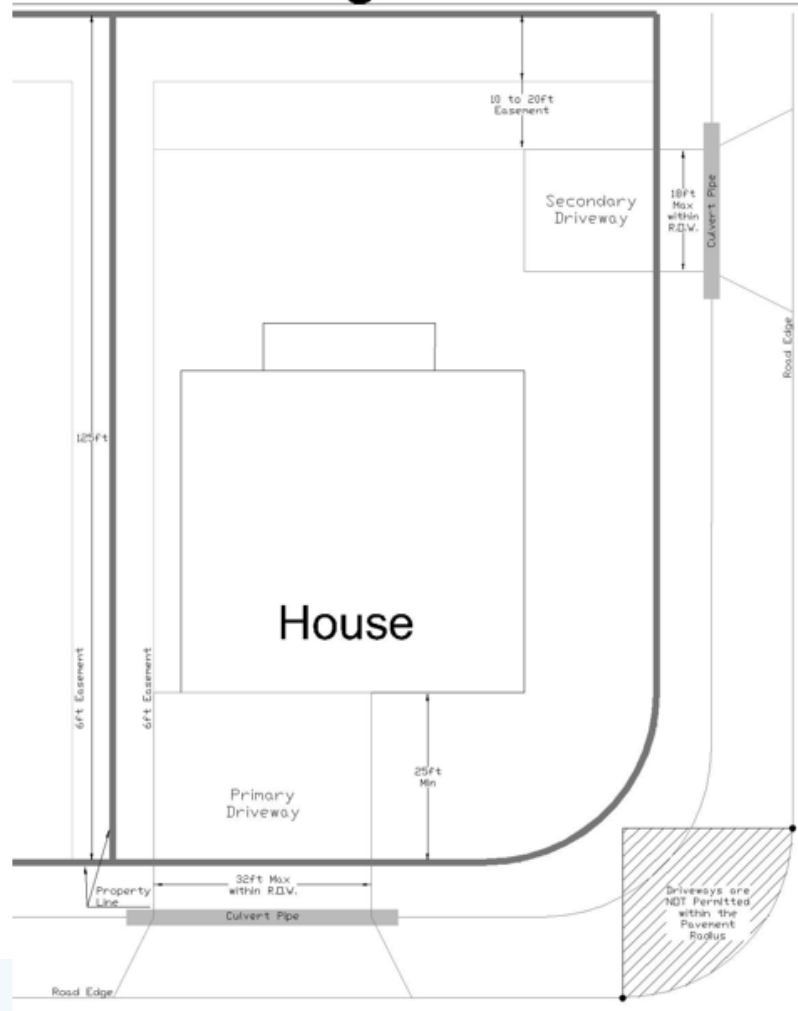


Figure 4



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.

Analysis

- Current code allows circular driveways without impervious-surface limits, resulting in overly paved front yards.
- 2021 turnaround requirements increased paved areas on some residential lots.
- Lack of spacing, setback, and layout standards has led to inconsistent driveway designs and expanded hard-surface areas.
- Staff recommends replacing “circular driveway” with primary/secondary driveway terms and adding clear setback standards.
- Proposed changes add separation and setback requirements, to preserve landscaped areas and prevent excessive paved front yards.

Recommendation

The Planning and Zoning Board recommended approval at the April 7, 2026, Planning and Zoning Board meeting.