



City of Port St. Lucie Text Amendment
Chapter 158 – Zoning Code, Section(s) 158.221 & 158.222
Project No. P21-098

SUMMARY

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| Applicant’s Request: | An amendment to Chapter 158, Section(s) 158.221 & 158.222 |
| Applicant: | City of Port St. Lucie |
| Application Type: | Text Amendment to City’s Land Development Regulations |
| Project Planner: | Bethany Grubbs, Planner II |

Background

The proposed amendment to Chapter 158 – Zoning Code, Section(s) 158.221 and 158.222 of the Code of Ordinances is a staff-initiated Text Amendment. The purpose of this amendment is to provide policy changes to ensure single-family properties, where vehicle entry is directly off a major corridor, have appropriate access planned safely and efficiently, along with minor amendments to driveway requirements. This amendment will increase the width requirements for driveways, allow secondary driveways on residential lots located in single-family zoning districts, and require a circular driveway design for residential lots located on streets with more than two lanes.

At the February 2021 Retreat, Council directed that staff provide policy options for properties where vehicle entry will be directly off a major corridor. In a joint effort, the Planning & Zoning and Public Works Departments evaluated the code and are proposing the amendments contained within this report. The amendments intend to address Council’s concerns, but also consider feedback from the public regarding the City’s current driveway standards.

Analysis

Driveway design needs to consider the roadway functional class and driveway usage to better accommodate varying roadway environments, community needs, and existing conditions. This application supports the City of Port St. Lucie Comprehensive Plan Policy 2.1.2.3, which emphasizes that staff shall “Review access points and driveways associated with development to assure safety and compatibility with the existing and future roadway network. Impose requirements for conformity as a condition of development approval based on the City’s existing access standards...”.

The general purpose is as follows:

Section 158.221(B)(6) - Off-Street Parking and Lighting; Handicapped Parking Spaces

Section 158.221(B)(6) states that “Single-family residential dwelling units on designated arterial or collector streets which are determined to be a potential hazard by the engineering department shall be required to construct either a circular drive or provide a ten-foot by 20-foot paved turn-around area adjacent to the drive. On corner lots, access shall be limited to local streets”.

The ability of residents, who reside on higher traffic roadways, to safely exit their properties, is concerning. This amendment will clarify the existing code language to codify staff’s implementation and require that a circular driveway be the leading design provided for properties located on a street constructed with two lanes or greater. This will eliminate backing maneuvers within the right-of-way by vehicle users and facilitate smooth vehicle egress and ingress to and from the roadway. If the installation of a circular driveway is not viable, due to existing or proposed conditions, staff will evaluate the secondary option to construct a ten-foot by twenty-foot paved turn-around area adjacent to the drive. The Public Works Department has identified which streets shall be incorporated and maintains the records. Streets may be added to the list periodically as community growth continues.

Section 158.222(B)(2) – Driveway Width

Section 158.222(B)(2) outlines driveway width requirements accordingly to district and driveway type. At present, the Zoning Code requires that single-family residential lots comply with the following width requirements:

| Existing Driveway Width Requirements | | |
|---|----------------------|----------------------|
| Type | Minimum Width (feet) | Maximum Width (feet) |
| Single-family, detached | 10 | 24 |
| Single-family, detached (circular, main portion to garage) | 10 | 24 |
| Single-family, detached (circular, secondary portion) | 10 | 16 |

The City’s population growth and the way residents use their on-site parking are contributing factors that triggered the demand to increase the minimum driveway width. Additionally, Single-family home design is evolving. Houses are being designed to accommodate three-car garages and golf cart garages. Currently, the maximum width for driveways and the main segment of circular driveways leading to the garage is 24-feet, which accommodates two cars besides one another. This amendment proposes increasing the maximum width for the above-referenced driveways from 24-feet to 32-feet, an increase of 8-feet. The circular segment would increase from 16-feet to 20-feet. The modification will offer single-family residential property owners an opportunity to increase their on-site parking.

| Proposed Driveway Width Requirements | | |
|---|----------------------|----------------------|
| Type | Minimum Width (feet) | Maximum Width (feet) |
| Single-family, detached | 10 | 32 |
| Single-family, detached (circular, main portion to garage) | 10 | 32 |
| Single-family, detached (circular, secondary portion) | 10 | 20 |

There will be no change to driveway separation and setback requirements.

Section 158.222(B)(3) – Number of Driveways

Section 158.222(B)(3) specifies that single-family residential lots are limited to either one (1) two-way driveway per lot or one (1) circular driveway per lot when sited on arterial, collector, or local roadways. The amendment introduces the opportunity to install a second driveway on single-family lots. Upon obtaining an applicable permit(s) and compliance with the Zoning Code, a secondary driveway may be

permissible for lots 18,500 square feet or greater, upon demonstrating compliance with applicable setback and separation standards. The benefit to allowing a secondary driveway to accommodate parking larger recreational vehicles, boats, and trailers is that a stabilized surface will be maintained and will provide safer access to the side and/or rear of the property for the vehicle and prevent damage to the drainage swale and liner.

| Current Allowable Number of Driveways (Single-Family) | | |
|--|--|--|
| Arterial Road | Collector Road | Local Road |
| 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 |

| Proposed Allowable Number of Driveways (Single-Family) | | | |
|---|--|--|--|
| Residential | Arterial Road | Collector Road | Local Road |
| 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) | 2 two-way per lot or 1 circular per lot | 2 two-way per lot or 1 circular per lot | 2 two-way per lot or 1 circular per lot |

There will be no change to driveway separation and setback requirements.

Proposed Amendment

See attached Exhibits A and B. Changes are shown in ~~strike through~~ and underline format.

STAFF RECOMMENDATION

The Planning and Zoning Department staff recommends approval of the proposed amendment based on the analysis and findings, as noted in the staff report.

PLANNING AND ZONING BOARD ACTION OPTIONS: *

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

* Should the Board need further clarification or information from staff it may exercise the right to table or continue the hearing or review to a future meeting.