CITY OF MIRAMAR
PROPOSED CITY COMMISSION AGENDA ITEM

First Reading Date: November 4, 2026

Second Reading Date: November 18, 2026

Presenter's Name and Title: Deyman Rodriguez, Senior Planner, Building, Planning, & Zoning Department

Prepared By: Deyman Rodriguez, Senior Planner, Building, Planning, & Zoning Department

Temp. Ord. Number: 1874

Item Description: **SECOND READING** of Temp. Ord. #O1874 AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF MIRAMAR, FLORIDA, AMENDING THE LAND DEVELOPMENT CODE OF THE CITY OF MIRAMAR, PURSUANT TO SECTION 302 THEREOF AND SECTION 166.041(3)(A), FLORIDA STATUTES; SPECIFICALLY BY AMENDING CHAPTER 8, ENTITLED "DEVELOPMENT STANDARDS OF GENERAL APPLICABILITY," AT SUB-SECTION 804 ENTITLED, "DRIVEWAY STANDARDS," TO PROVIDE UPDATED REGULATIONS FOR SINGLE FAMILY RESIDENTIAL LOTS; MAKING FINDINGS; PROVIDING FOR INTENT; PROVIDING FOR APPLICABILITY; PROVIDING FOR AN APPLICATION PROCESS; PROVIDING FOR REPEAL; PROVIDING FOR SEVERABILITY; PROVIDING FOR ADMINISTRATIVE CORRECTION OF SCRIVENER'S ERRORS; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE. (Passed 1st Reading on 11/04/26) *(Building, Planning & Zoning Senior Planner Deyman Rodriguez)*

Consent ☐ Resolution ☐ Ordinance ☒ Quasi-Judicial ☐ Public Hearing ☐

Instructions for the Office of the City Clerk: Click or tap here to enter text.

Public Notice – As required by the Sec. _____ of the City Code and/or Sec. ____, Florida Statutes, public notice for this item was provided as follows: on 10/25/2026 in an ad in the Sun Sentinel; by the posting the property on _____ and/or by sending mailed notice to property owners within _____ feet of the property on _____ (fill in all that apply)

Special Voting Requirement – As required by Sec. ____, of the City Code and/or Sec. ____, Florida Statutes, approval of this item requires a _____ (unanimous, 4/5ths etc.) vote by the City Commission.

Fiscal Impact: Yes ☐ No ☒

Exempt from Business Impact Estimate: Yes ☐ No ☒

REMARKS: None

Content:

- **Agenda Item Memo from the City Manager to City Commission**
- **Ordinance TO1874**

Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Miramar's website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: an Ordinance of the City Commission of the City of Miramar, Florida, amending the Land Development Code of the City of Miramar, pursuant to Section 302 thereof and Section 166.041(3)(a), Florida Statutes; specifically by amending Chapter 8, entitled "Development Standards of General Applicability," at Sub-Section 804 entitled, "Driveway Standards," to provide updated regulations for single family residential lots; making findings; providing for intent; providing for applicability; providing for an application process; providing for repeal; providing for severability; providing for administrative correction of scrivener's errors; providing for codification; and providing for an effective date.

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, this means the City of Miramar is of the view that a business impact estimate is not required by state law[1] for the proposed ordinance, but the City of Miramar is, nevertheless, providing this Business Impact Estimate as a courtesy and to avoid any procedural issues that could impact the enactment of the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☒ The proposed ordinance is enacted to implement the following:
    a. Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits;
    b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
    c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or

[1] See Section 166.041(4)(c), Florida Statutes.

d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

In accordance with the provisions of controlling law, even notwithstanding the fact that an exemption noted above may apply, the City of Miramar hereby publishes the following information:

1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City of Miramar, if any: (a) An estimate of direct compliance costs that businesses may reasonably incur; (b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible; and (c) An estimate of the City of Miramar's regulatory costs, including estimated revenues from any new charges or fees to cover such costs.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

4. Additional information the governing body deems useful (if any): [*You may wish to include in this section the methodology or data used to prepare the Business Impact Estimate. For example: City of Miramar staff solicited comments from businesses in the City of Miramar as to the potential impact of the proposed ordinance by contacting the chamber of commerce, social media posting, direct mail or direct email, posting on City of Miramar's website, public workshop, etc. You may also wish to include efforts made to reduce the potential fiscal impact on businesses. You may also wish to state here that the proposed ordinance is a generally applicable ordinance that applies to all persons similarly situated (individuals as well as businesses) and, therefore, the proposed ordinance does not affect only businesses*).

CITY OF MIRAMAR
INTEROFFICE MEMORANDUM

TO: Mayor, Vice Mayor, & City Commissioners

FROM: Dr. Roy L. Virgin, City Manager

BY: Nixon Lebrun, Director of Building, Planning and Zoning Department

DATE: November 12, 2026

RE: SECOND READING of Temp. Ord. No. 1874 an Ordinance of the City Commission of the City of Miramar, Florida, amending the Land Development Code of the City of Miramar, pursuant to Section 302 thereof and Section 166.041(3)(a), Florida Statutes; specifically, by amending Chapter 8, entitled "Development Standards of General Applicability," at Sub-Section 804 entitled, "Driveway Standards," to provide updated regulations for single-family residential lots

---

RECOMMENDATION: The City Manager recommends that, in accordance with Section 166.041(3)(c)(2), Florida Statutes ("F.S."), the applicable Goals, Objectives and Policies ("GOPs") of the City's Comprehensive Plan, and Section 302 of the City of Miramar's (the "City") Land Development Code ("LDC"), the City Commission reviews and, upon due consideration of the Staff Report, the recommendation of the Planning and Zoning Board, and public testimony, approves the accompanying ordinance to amend the text of Chapter 8, "Development Standards of General Applicability," Section 804, "Driveway Standards," of the City's LDC (the "Amendment"). Specifically, the Amendment will update and clarify the City's driveway design and development standards to provide regulations that better address existing and future development conditions, improve the administration and application of driveway requirements, and promote safe and orderly vehicular access while maintaining compatibility with surrounding properties and the character of the City's residential neighborhoods.

ISSUE: Pursuant to Section 302 of the City's LDC, all text amendments to the LDC require review and adoption by the City Commission by ordinance, upon a finding of compliance with the applicable standards of the LDC, and upon consideration of the recommendation of the Planning and Zoning Board (the "Board") and the findings of facts of the City Manager's report.

BACKGROUND: The City of Miramar's regulation of residential driveway dimensions dates back to 1990, when the City Commission adopted Ordinance No. 90-43, amending the City's then-existing Comprehensive Zoning Code, Ordinance No. 68-4, to establish specific standards governing driveway widths and setbacks for residential and non-residential properties. Among its provisions, Ordinance No. 90-43 established a maximum driveway width of twenty (20) feet for straight-in driveways serving single-family residential properties and thirty (30) feet for circular driveways. The Ordinance also required driveways within single-family residential zoning districts to maintain a minimum setback of five (5) feet from the side property line.

As the City continued to grow throughout the 1990s, the City Commission adopted Ordinance Nos. 96-14 and 96-15 in 1996, establishing a more comprehensive set of land development regulations and consolidating provisions that had previously been contained within the City's 1968 Comprehensive Zoning Code and subsequent amendments. The newly adopted regulations generally maintained the residential driveway standards established under Ordinance No. 90-43, while providing additional flexibility for certain residential properties. Specifically, homes designed with three-car garages were permitted to have straight-in driveways measuring up to thirty (30) feet in width.

In 2001, the City revisited these standards through the adoption of Ordinance No. 02-06. The amendment eliminated the provision allowing a thirty (30)-foot-wide driveway based upon the three-car garage requirement and instead permitted the increased driveway width for single-family residences containing five (5) or six (6) bedrooms. As a result, eligibility for a wider residential driveway became tied primarily to characteristics of the dwelling itself rather than the dimensions or physical characteristics of the residential lot. Over time, particularly during the latter part of the 2010s, residents increasingly expressed issues regarding these regulations. The dwelling-based standards were perceived as providing greater flexibility to larger homes while limiting similarly situated property owners who sought additional driveway area but did not meet the applicable bedroom criteria. Residents also expressed interest in greater flexibility to accommodate wider driveways and, where appropriate, secondary driveways on single-family residential properties. These concerns prompted the City to reconsider utilizing dwelling characteristics as the most appropriate basis for regulating residential driveway dimensions.

In 2020, following consideration of these concerns and as part of broader amendments to the City's LDC, the City Commission adopted revised residential driveway standards that represented a significant change in the City's regulatory approach. Rather than determining allowable driveway width based upon characteristics of the residence, such as the number of bedrooms or garage spaces, the revised standards established driveway allowances based primarily upon the width of the residential lot. This approach based allowable driveway width on lot size and established the foundation for the driveway standards currently codified in Section 804 of the City's LDC.

DISCUSSION: Driveway modifications and expansions emerged as a recurring area of concern by the end of 2024 and throughout 2025 as the City had issued nearly 300 building violations involving driveway-related work performed without permits. While many affected property owners were able to resolve their violations by submitting the required permit applications and obtaining approval for the improvements, other property owners encountered a more significant challenge. In several instances, previously constructed driveway expansions exceeded the maximum width permitted under Section 804 of the LDC. Consequently, compliance could not be achieved through permitting alone, and affected property owners would be required to substantially reduce the width of their existing driveways to conform to the current standards or seek other means such as a homeowner's variance if they met the criteria.

Through discussions associated with these cases, residents have expressed that household and parking needs have evolved since the City last substantially revised its residential driveway standards. In particular, some residents have cited adult children returning to the family home, multigenerational living arrangements, and an increased number of vehicles associated with a single household as reasons for the need of additional on-site parking.

Most recently, the City Commission and City Administration directed staff to explore potential options for addressing these concerns, including consideration of an increase to the maximum driveway width permitted for single-family residential properties. In evaluating potential solutions, staff considered the need to provide reasonable flexibility to property owners while avoiding standards that could result in excessive paving of residential front yards or adversely affect landscaped areas, drainage, pedestrian circulation, or the overall character of established neighborhoods.

Given that the City's driveway requirements are codified within Section 804 of the LDC, the process must be in accordance with what is allowed within the land development regulations. Accordingly, staff determined that an appropriate pathway is to consider an amendment to the Driveway Standards, in accordance with the amendment procedures and review criteria established under Chapter 3, Section 302, Specifically Sub-section 302.7 of the LDC.

302.7. Standards for Reviewing Proposed Amendments to the Text of this Code.

In deciding whether to recommend approval of a proposed amendment, city staff, the department, the Planning and Zoning Board and the City Commission shall determine whether or not:

(1) The proposed amendment is legally required; and
(2) The proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan; and
(3) The proposed amendment is consistent with the authority and purpose of this Code; and

(4) The proposed amendment furthers the orderly development of the city; and
(5) The proposed amendment promotes sustainability and efficiency of the city and whether the proposed amendment promotes public health, safety, welfare, and aesthetics; and
(6) The proposed amendment improves the administration or execution of the development process.

ANALYSIS:

Housing Data and Trends

Miramar's residential housing stock and established lot dimensions are largely fixed; however, household composition and transportation needs continue to evolve. Approximately fourteen percent (14%) of the City's single-family residential properties have lot widths of less than fifty (50) feet and are therefore subject to the City's most restrictive driveway-width standard. As the City continues to mature, the challenge is to ensure that its residential development standards remain responsive to changing household needs while preserving the physical characteristics that contribute to safe, attractive, and stable neighborhoods.

Available demographic and transportation data demonstrate the importance of the automobile to Miramar households. Approximately sixty-four percent (64%) of households have at least two vehicles, while approximately forty percent (40%) of households are estimated to have three or more vehicles. Additionally, approximately seventy percent (70%) of Miramar residents who commute to work, drive alone. With just under 47,000 households and an average household size of approximately 3.07 persons, the relationship between residential properties and the accommodation of personal vehicles remains an important consideration when evaluating the City's driveway standards.

Household composition is also relevant to this evaluation. Approximately forty-seven percent (47%) of Miramar households contain three or more people, while households containing four or more people represent approximately 27%. These local conditions exist within a broader national trend towards multigenerational and shared living arrangements. In August 2026, CBS News reported that 25.2 million adults under the age of 35 lived with their parents in 2025, citing Realtor.com research, and that approximately seven in ten adults between the ages of 25 and 34 who lived at home were employed. While national trends are not necessarily representative of every Miramar household, they provide additional context for changing household arrangements that may increase the number of licensed drivers and vehicles associated with a single residence.

Miramar has also continued to experience population growth. U.S. Census Bureau data estimates the City's population at approximately 143,000, compared with more than 134,000 residents counted in the 2020 Census. Taken together, population growth, household composition, vehicle availability, and commuting patterns support a reevaluation of whether driveway standards established for existing residential lots continue to provide an appropriate level of flexibility for contemporary household transportation needs.

The need to evaluate the standards is further demonstrated by the City's permitting and code compliance activity. Between 2021 and 2025, 1,804 building permit applications were submitted for driveway-related improvements. Permit activity reached its highest level during this period in 2025, with 425 applications, following 369 applications in 2024. By comparison, the preceding three years averaged approximately 337 applications annually.

Code compliance data further illustrates there is an issue. Between 2021 and 2026, the City issued 304 citations specifically related to driveways. Of these, 80 were issued in 2024 and 190 in 2025, meaning approximately eighty-nine percent (89%) of the driveway citations issued during the six-year period occurred in those two years alone. As discussed above, while some property owners were able to resolve violations by obtaining the necessary permits, others discovered that existing driveway improvements exceeded the maximum dimensions permitted by the LDC and could not be legalized without physically reducing the driveway which beyond the reduction of parking area, an additional cost would be realized.

These conditions do not suggest that driveway width should be unrestricted. Driveways constitute an important component of the residential site and must be considered in relation to landscaping, drainage, impervious surface, pedestrian circulation, vehicular safety, access to the public right-of-way, and neighborhood character. Rather, the data supports consideration of whether the existing dimensional standards provide sufficient flexibility to accommodate reasonable off-street parking needs while continuing to protect these broader community interests.

The proposed Amendment to Section 804 seeks to establish that balance. By reevaluating the maximum driveway dimensions applicable to single-family residential properties, the City has an opportunity to provide additional flexibility for existing households while maintaining measurable development standards that prevent excessive paving and preserve appropriate landscaped areas. The Amendment is therefore intended to modernize the City's driveway regulations rather than eliminate the underlying safeguards governing residential driveway development.

Existing Driveway Standards

Section 804 of the City of Miramar Land Development Code establishes residential driveway standards based primarily on lot width and driveway configuration. For single-

family and duplex properties, the maximum permitted width of a single straight-in driveway ranges from 20 to 30 feet, while qualifying properties may accommodate double straight-in or circular driveways with a combined maximum width of up to 40 feet. Current driveway standards are illustrated in Table 804-1, below.

Lot width (feet)	Maximum Single Straight-in Driveway width (feet)	Maximum Double Straight-in Driveway width (feet) [3]	Maximum Circular Driveway width (feet)
65 and over	30	40 [1]	40 [1]
50 to 64	30	30 [2]	30 [2]
Under 50	20	Not Permitted	Not Permitted [4]

Notes

1. Lots with a minimum lot width of 65 feet and over may be permitted to have a driveway with a total of 40 feet in width, with no portion of the driveway being wider than 30 feet at the right-of-way line.
2. Lots with a minimum lot width of 50 feet to 64 feet may be permitted to have a driveway with a total of 30 feet in width, with no portion of the driveway being wider than 20 feet at the right-of-way line.
3. Both driveways must be connected by a walkway, which shall ultimately lead to the entrance of the principal structure.
4. Unless it is a corner lot and the driveway meets visibility sight triangles, with a maximum combined width of 30 feet.

The City's residential driveway standards establish a proportional relationship between lot width and the maximum allowable driveway dimensions, recognizing that wider lots can accommodate larger driveways without disproportionately impacting the available front yard area. By regulating driveway widths in relation to lot frontage, the standards prevent excessive pavement coverage, particularly on smaller residential properties where available yard space is more limited. This proportional approach ensures that driveway expansions remain compatible with the size and configuration of the property while preserving adequate green space to satisfy the landscaping requirements of LDC Section 506. Additional regulations under LDC Section 804 further establish minimum driveway dimensions, setbacks from property lines, intersection spacing, visibility requirements, and paving standards to promote safe vehicular access and maintain orderly residential development.

Comparative Review of Driveway Standards

A comparative review of residential driveway regulations across 27 Broward County municipalities indicates that maximum permitted driveway widths generally range from 20 to 24 feet, with 24 feet representing the most commonly established standard. However, several municipalities provide greater flexibility, permitting driveway widths ranging from

27 to 40 feet, while others establish alternative standards based on driveway configuration, property layout, or lot coverage limitations.

Driveway Standards for Broward Municipalities

Municipality	Minimum Dimensions	Maximum Dimensions
Cooper City	9 ft wide by 18 ft long	24 ft
Coral Springs	18 ft	24 ft. Based on plot coverage 30–40%
Dania Beach	10 ft interior width	20 ft interior width
Deerfield Beach	10-12 ft	Straight 24 ft Circular 20 ft
Fort Lauderdale	18 ft	24 ft
Hollywood	10 ft for a single car 18 ft for 2 cars	24-27 ft. Depending on layout of property.
Lauderdale Lakes	16 ft	20 ft
Lighthouse Point	10 ft	24 ft
Miramar	**8 ft wide by 18 ft long**	**40 ft**
Margate	9 ft	27 ft
North Lauderdale	N/A	27 ft
Oakland Park	9 ft	24 ft
Plantation	10 ft	24 ft / 32 ft circular
Sea Ranch Lakes	10 ft	24 ft
Southwest Ranches	12 ft	30 ft
Wilton Manors	9 ft	40 ft

These findings demonstrate that, although conventional driveway width limitations remain prevalent throughout Broward County, certain municipalities have adopted more flexible standards to accommodate varying residential parking needs and property characteristics. Accordingly, the proposed amendment to the City of Miramar's driveway regulations would be consistent with the broader regulatory approaches observed among neighboring municipalities, particularly those that allow expanded driveway dimensions subject to applicable development standards.

A review of residential driveway regulations in other Florida municipalities demonstrates that driveway dimensions may also be regulated through alternative methods that account for individual property characteristics rather than relying exclusively on fixed maximum widths. For instance, the City of Fort Myers establishes a maximum driveway width equivalent to 50 percent of the lot width, allowing driveway dimensions to increase proportionally with the size of the property.

Similarly, the City of North Miami incorporates impervious surface coverage limitations, requiring that no single-family residential driveways or parking areas shall be paved more than sixty (60) percent of the front yard. This approach considers the extent of paved surfaces in addition to dimensional requirements. Municipalities such as Orlando or Lake Worth Beach, also recognize ribbon driveways as a historically appropriate alternative to conventional driveways. Ribbon driveway configurations consist of two parallel paved

strips separated by grass or other pervious landscaping. While it may not be as aesthetically pleasing as a decorative paver or stamped concrete driveway, a ribbon driveway provides functional vehicular access while reducing the overall extent of impervious pavement and preserving landscaped areas within residential front yards.

These regulatory approaches illustrate how municipalities may provide flexibility in accommodating residential parking needs while establishing limitations intended to preserve landscaped areas, maintain neighborhood aesthetics, and prevent excessive paving. Such provisions offer additional considerations for the City of Miramar in evaluating amendments to its residential driveway standards.

Proposed Driveway Standards

The proposed amendment to Section 804 of the Land Development Code ("LDC") introduces greater flexibility in residential driveway dimensions while maintaining the existing three lot-width classifications, as illustrated in Table 804-1 below. Specifically, the amendment focuses on properties with lot widths of less than 50 feet, which are currently limited to a maximum single straight-in driveway width of 20 feet. Under the proposed standards, the maximum permitted width for these properties would increase to 25 feet, while the existing standards for properties with lot widths of 50 to 64 feet and 65 feet or greater would remain unchanged.

Considering that the LDC establishes a minimum driveway width of eight feet, the proposed increase would provide sufficient width to accommodate up to three vehicles parked side by side, compared to the two-vehicle configuration generally accommodated under the existing standards. This adjustment recognizes the evolving parking needs of residential households and provides greater opportunities for off-street parking, potentially reducing the need to park vehicles within landscaped yard areas or along residential streets.

Table 804-1

Lot width (feet)	Maximum Single Straight-in Driveway width (feet)	Maximum Double Straight-in Driveway width (feet)[3]	Maximum Circular Driveway width (feet)
65 and over	30	40 [1]	40 [1]
50 to 64	30	30 [2]	30 [2]
Under 50	~~20~~ 25 [5]	~~Not Permitted~~ 30	~~Not Permitted~~ 30 [4]

Notes

[1] Lots with a minimum lot width of 65 feet and over may be permitted to have a driveway with a total of 40 feet in width, with no portion of the driveway being wider than 30 feet at the right-of-way line.

[2] Lots with a minimum lot width of 50 feet to 64 feet may be permitted to have a driveway with a total of 30 feet in width, with no portion of the driveway being wider than 20 feet at the right-of-way line.

[3] Both driveways ~~must~~ may be connected by a walkway, which shall ultimately lead to the entrance of the principal structure. Where a second straight-in driveway is permitted under Section 804.4(a) and this table, the primary driveway shall be continuously paved, and the second driveway may be constructed with continuous paving or in a ribbon configuration. A ribbon driveway shall consist of two parallel paved wheel tracks no larger than 24 inches, separated by an unpaved area. The unpaved portion between the ribbon strips must be planted with an acceptable sod material and regularly maintained. The width of the ribbon driveway shall be measured from the outside edge of one wheel track to the outside edge of the other, including the intervening strip. The combined width of the primary and second driveways shall comply with the applicable limits in this table.

[4] ~~Unless it~~ Permitted if property is a corner lot and the driveway meets visibility sight triangles, with a maximum combined width of 30'.

[5] A maximum width of 30 feet may be granted for a single driveway configuration where a property can demonstrate that it does not exceed a maximum front yard lot coverage of 60 percent and can satisfy all other applicable driveway standards. “Front yard lot coverage” shall be defined as all paved and impervious surfaces located in the front yard, including driveways, walkways, porches, and other improvements, divided by the total front yard area, expressed as a percentage. The front yard area shall not include any portion of the public right-of-way or swale. On a corner lot, or a lot with frontage on more than one street, the front yard shall be the yard abutting the street from which the driveway takes access; where driveways take access from more than one street, front yard lot coverage shall be calculated separately for each yard abutting a street.

Additionally, the proposed amendment introduces a conditional allowance for a maximum combined driveway width of 30 feet for properties with lot widths of less than 50 feet, including single straight-in, double straight-in, or circular driveway configurations. To qualify for this additional flexibility, a property must demonstrate that front yard lot coverage does not exceed 60 percent, inclusive of all paved and impervious surfaces

such as driveways, walkways, porches, and other improvements, while satisfying all other applicable driveway standards. This provision establishes a measurable safeguard to ensure that increased driveway dimensions remain proportionate to the available front yard area, recognizing that residential properties vary in lot dimensions, building placement, and existing improvements. Overall, the proposed amendment balances the need for additional off-street parking with the preservation of adequate landscaped and open areas, while promoting neighborhood aesthetics and reducing parking-related code compliance concerns.

In addition to the proposed amendments to the City's residential driveway standards, homeowners associations ("HOAs") are encouraged to evaluate their existing governing documents, including restrictive covenants, bylaws, and community rules, to identify opportunities for providing greater flexibility in accommodating residential parking needs. Such measures may include evaluating underutilized common areas near playgrounds, recreational facilities, and open green spaces for potential additional guest parking; allowing accessory storage sheds, where otherwise permitted, to reduce the use of residential garages for storage and encourage their intended use for vehicle parking; and reconsidering restrictions on overnight on-street parking, including associated ticketing and towing practices.

HOAs may also consider permitting parking along one side of designated residential streets, provided sufficient roadway width is maintained to accommodate parked vehicles, safe vehicular circulation, and unobstructed access for emergency response vehicles. Any such modifications should be undertaken in accordance with applicable governing documents, City regulations, and public safety requirements, including coordination with the appropriate City departments where necessary. Collectively, these alternative measures could help alleviate residential parking constraints, reduce the demand for excessive driveway expansions, and provide property owners with additional parking flexibility while preserving neighborhood character and aesthetics.

Standards of Review

Staff reviewed the proposed Amendment under LDC Section 302.7, which establishes the standards for reviewing amendments to the text of the Code. The proposed Amendment satisfies the applicable criteria as follows:

(1) The proposed amendment is legally required: While not legally required, the proposed Amendment represents an appropriate exercise of the City's authority to update its land development regulations to address changing residential conditions and identified permitting and code compliance concerns.

(2) The proposed amendment is consistent with the goals, objectives, and policies of the Comprehensive Plan: The proposed Amendment is consistent with the Comprehensive Plan by updating residential driveway standards to better accommodate off-street parking needs while maintaining regulations that support safe and orderly vehicular access, circulation, and parking.

(3) The proposed amendment is consistent with the authority and purpose of this Code: The proposed Amendment is consistent with the authority and purpose of the LDC by providing greater flexibility for residential driveways while maintaining standards that promote safe and orderly parking, vehicular access, neighborhood aesthetics, and the general welfare.

(4) The proposed amendment furthers the orderly development of the City: The proposed Amendment furthers orderly development by establishing clear and measurable driveway standards that provide additional flexibility and allow certain existing noncompliant driveway improvements to be brought into compliance through the permitting process.

(5) The proposed amendment promotes sustainability and efficiency of the City and promotes the public health, safety, welfare, and aesthetics: The proposed Amendment promotes the public health, safety, welfare, and aesthetics by accommodating reasonable off-street parking needs while maintaining applicable setback, landscape island, intersection spacing, and other design standards that support safe access and neighborhood character.

(6) The proposed amendment improves the administration or execution of the development process: The proposed Amendment improves the development process by establishing more practical and predictable driveway standards that encourage proper permitting, may reduce future unpermitted improvements and associated violations, and support more consistent plan review and code administration.

Temp. Ord. No. 1874
10/22/26
10/28/26

CITY OF MIRAMAR
MIRAMAR, FLORIDA

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF MIRAMAR, FLORIDA, AMENDING THE LAND DEVELOPMENT CODE OF THE CITY OF MIRAMAR, PURSUANT TO SECTION 302 THEREOF AND SECTION 166.041(3)(A), FLORIDA STATUTES; SPECIFICALLY BY AMENDING CHAPTER 8, ENTITLED "DEVELOPMENT STANDARDS OF GENERAL APPLICABILITY," AT SUB-SECTION 804 ENTITLED, "DRIVEWAY STANDARDS," TO PROVIDE UPDATED REGULATIONS FOR SINGLE FAMILY RESIDENTIAL LOTS; MAKING FINDINGS; PROVIDING FOR INTENT; PROVIDING FOR APPLICABILITY; PROVIDING FOR AN APPLICATION PROCESS; PROVIDING FOR REPEAL; PROVIDING FOR SEVERABILITY; PROVIDING FOR ADMINISTRATIVE CORRECTION OF SCRIVENER'S ERRORS; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, in compliance with state law, the City Commission of the City of Miramar ("City Commission") adopted in 1989 its Comprehensive Plan, as amended, in order to guide and manage future development within the City of Miramar ("City"); and

WHEREAS, in order to implement the Comprehensive Plan, the City Commission adopted in 1996 a set of land development regulations, which are codified in the City's Land Development Code ("LDC"); and

WHEREAS, Section 804 of the LDC establishes standards governing the design, dimensions, location, and development of driveways within the City, including specific requirements applicable to single-family and duplex residential properties; and

WHEREAS, the City's residential driveway regulations have evolved over time in response to changing development patterns and community needs, with the current

standards generally establishing allowable driveway dimensions based upon residential lot width; and

WHEREAS, the City has experienced an increase in driveway-related permitting and code compliance activity, including instances in which existing driveway improvements exceed the maximum dimensions presently permitted by the LDC, demonstrating a need to reevaluate the applicability and administration of the existing standards; and

WHEREAS, the City Commission recognizes that household composition, vehicle ownership, and residential parking needs have continued to evolve, warranting greater flexibility in the City's driveway standards to reasonably accommodate off-street parking needs while providing an appropriate means for property owners to address and resolve existing driveway-related code compliance violations; and

WHEREAS, pursuant to Section 302.7 of the LDC, the proposed amendment has been evaluated for consistency with the City's Comprehensive Plan and the authority and purpose of the LDC, and for its ability to further orderly development, promote the public health, safety, welfare and aesthetics, and improve the administration and execution of the development process; and

WHEREAS, The Planning and Zoning Board held a duly noticed public hearing on the Amendment on October 27, 2026, and, after due consideration of all matters, voted to recommend denial of the Amendment; and

WHEREAS, Pursuant to 166.41(3)(c)(2), F.S., and Section 302 of the City's LDC, notification of the Amendment was published in the *Sun Sentinel* to advise that interested parties may appear at the meetings and be heard with respect to the Amendment or

submit written comments to the Department prior to the public hearings, which written comments will be included in the record of the public hearings; and

WHEREAS, The City Manager concurred with the Department's findings of fact and recommended adoption of the Amendment; and

WHEREAS, Section 302 of the City's LDC provides that the City Commission shall hold two (2) properly noticed public hearings, pursuant to the notification procedures of Section 166.41(3)(c)(2), to evaluate the Amendment with respect to the review standards set forth in Subsection 302.7 of the City's LDC, consider the Department's findings of fact as contained in the City Manager's memo, the Board's recommendation, and any oral or written public comments, and, upon a finding that the Amendment satisfies these review standards and is consistent with the City's Comprehensive Plan, vote to adopt the ordinance enacting the Amendment; and

WHEREAS, The City Commission held two duly noticed public hearings on November 4, and on November 18, and after due consideration of all matters, found the Amendment to satisfy the pertinent review criteria of the LDC Section 302, to be consistent with the City's Comprehensive Plan, and deems it to be in the best interest of the citizens and residents of the City of Miramar to amend LDC Section 804 to add the following provisions.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF MIRAMAR, FLORIDA AS FOLLOWS:

Section 1: Recitals. That the foregoing **"WHEREAS"** clauses are hereby adopted as legislative findings of the City of Miramar Commission and are hereby ratified and confirmed as being true and correct and are made a specific part of this Ordinance.

Section 2: Findings: That the City Commission of the City of Miramar, Florida, hereby finds the proposed amendment to the Land Development Code of the City's Land Development Code at Section 804, entitled "Driveway Standards" for the amendment of driveway regulations, complies with the applicable standards of the City's Land Development Code for the review of text amendments, and is consistent with the City's Comprehensive Plan.

Section 3: **Adoption:** That the City Commission of the City of Miramar, Florida, hereby passes and adopts the Ordinance enacting the proposed Amendment to the City's Land Development Code, as incorporated herein.

Section 4: That Section 804 entitled, "Driveway Standards" of Chapter 8, entitled, "Development Standards of General Applicability," of the Land Development Code of the City of Miramar, Florida, is hereby amended to read as follows:

* * *

Section 804.4 Maximum Width

The maximum width of pavement in a swale is provided for in section 23-5 of the Code of the City of Miramar, as amended. The maximum width of any driveway measured at the right-of-way line shall not exceed the following:

a. Single-Family and Duplex Residential Property. The maximum width of any driveway - measured at the right-of-way line - shall not exceed the regulations in Table 804-1. ~~Circular driveways must have a minimum width of 8 feet and must not exceed 15 feet of width.~~ The interior arc of a circular driveway may be an irregular shape but shall have a minimum diameter of 10 feet, and a minimum radial arc of 5 feet. The interior arc shall be landscaped with living plant material, including a shade tree as per the Landscape section of this code. For double straight-in driveway's permitted per Table 804-1, the minimum distance between each driveway shall be 5 linear feet. ~~(a)~~ A second straight-in driveway may be permitted on single family and duplex residential lots located on a corner parcel or a lot with access to a secondary right-of-way. However, the combined total width on both driveways shall be limited to the maximum driveway width, as per Table 804-1. The maximum allowable driveway width permitted under this section shall not supersede or otherwise relieve a property from compliance with the applicable landscaping, open space, or other site development requirements of section 506 or any other applicable provision of this Code.

(1) Permeable Paver Driveway Expansion. On single-family and duplex residential property, the portion of an otherwise permitted driveway and any associated parking area located on private property behind the public right-of-way line may exceed the maximum width otherwise permitted under Table 804-1, including any applicable allowance under Note 5, provided that all of the following conditions are met. The driveway shall comply with the applicable width limits at the public right-of-way line (apron), and any portion within the public right-of-way or swale shall comply with Section 23-5 of the Code of the City of Miramar, as amended.

i. All driveway and parking area in excess of the maximum width permitted by Table 804-1 shall be constructed of permeable pavers, as defined in this subsection.

ii. Front yard lot coverage, as defined in Note 5 of Table 804-1, shall not exceed sixty (60) percent of the front yard area. Permeable pavers shall be included in the calculation of front yard lot coverage.

iii. Any portion of the driveway located within the public right-of-way or swale area shall comply with Section 23-5 of the Code of the City of Miramar, as amended.

iv. The expansion shall comply with all applicable setback, visibility, and site development requirements of this Code, including the landscaping requirements of Section 506.

v. For the purposes of this subsection, “permeable pavers” shall mean a permeable interlocking paver system installed with open joints filled with clean, open-graded aggregate over an open-graded aggregate base, in accordance with the manufacturer’s specifications, and having a manufacturer-certified infiltration rate of not less than [0.8] inches per hour. Pavers installed with tight joints over a sand or compacted base shall not be considered permeable pavers.

vi. The application for a building permit shall include a survey or site plan showing the front yard area, all existing and proposed paved, impervious, and permeable surfaces within the front yard, the front yard lot coverage calculation, and the manufacturer’s product specifications and installation details.

vii. The property owner shall maintain the permeable pavers in a condition that preserves their permeability, including the periodic removal of sediment and replacement of joint aggregate. The removal of permeable pavers or their replacement with impervious material shall require compliance with the maximum widths of Table 804-1.

b. Multifamily Residential and Nonresidential Property. The total number of driveways allowed and width of those driveways shall be limited to the number allowed by the plat or the approved site plan.

TABLE 804-1

Lot width (feet)	Maximum Single Straight-in Driveway width (feet)	Maximum Double Straight-in Driveway width (feet)[3]	Maximum Circular Driveway width (feet)
65 and over	30	40 [1]	40 [1]
50 to 64	30	30 [2]	30 [2]
Under 50	~~20~~ 25 [5]	~~Not Permitted~~ 30	~~Not Permitted~~ 30 [4]

Notes

[1] Lots with a minimum lot width of 65 feet and over may be permitted to have a driveway with a total of 40 feet in width, with no portion of the driveway being wider than 30 feet at the right-of-way line.

[2] Lots with a minimum lot width of 50 feet to 64 feet may be permitted to have a driveway with a total of 30 feet in width, with no portion of the driveway being wider than 20 feet at the right-of-way line.

[3] Both driveways ~~must~~ may be connected by a walkway, which shall ultimately lead to the entrance of the principal structure. Where a second straight-in driveway is permitted under Section 804.4(a) and this table, the primary driveway shall be continuously paved, and the second driveway may be constructed with continuous paving or in a ribbon configuration. A ribbon driveway shall consist of two parallel paved wheel tracks no larger than 24 inches, separated by an unpaved area. The unpaved portion between the ribbon strips must be planted with an acceptable sod material and regularly maintained. The width of the ribbon driveway shall be measured from the outside edge of one wheel track to the outside edge of the other, including the intervening strip. The combined width of the primary and second driveways shall comply with the applicable limits in this table.

[4] ~~Unless it~~ Permitted if property is a corner lot and the driveway meets visibility sight triangles, with a maximum combined width of 30'.

[5] A maximum width of 30 feet may be granted for a single driveway configuration where a property can demonstrate that it does not exceed a maximum front yard lot coverage of 60 percent and can satisfy all other applicable driveway standards. “Front yard lot coverage” shall be defined as all paved and impervious surfaces located in the front yard, including driveways, walkways, porches, and other improvements, divided by the total front yard area, expressed as a percentage. The front yard area shall not include any portion of the public right-of-way or swale. On a corner lot, or a lot with frontage on more than one street, the front yard shall be the yard abutting the street from which the driveway takes access; where driveways take access from more than one street, front yard lot coverage shall be calculated separately for each yard abutting a street.

* * *

Section 5: **Repeal**. That all sections or parts of sections of the LDC of the City, all Ordinances and part of Ordinances, all Resolutions or parts of Resolutions determined by a court of law to be inconsistent or in conflict with this Ordinance are hereby repealed.

Section 6: Severability. The various parts, sections and clauses of this Ordinance are hereby declared to be severable. If any part, sentence, paragraph, section, or clause is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of the Ordinance shall not be affected thereby. In the event of a subsequent change in applicable law, so the provision which had been held invalid is no longer invalid, the provision shall thereupon return to full force and effect without further action by the City and shall thereafter be binding under this Ordinance.

Section 7: Interpretation. That it is the intention of the City Commission, and it is hereby ordained, that the provisions and revisions of this Ordinance shall become and be made a part of the Code of the City of Miramar; that the sections of this Ordinance may be renumbered or re-lettered to accomplish such intentions; and that the word "Ordinance" shall be changed to "Section" or other appropriate word. That in interpreting this Ordinance, underlined words indicate additions to existing text, and ~~stricken through~~ words include deletions from existing text. Amendments made to the Ordinance on second reading are double underlined. Asterisks (* * *) indicate a deletion from the Ordinance of text, which exists in the Land Development Code. It is intended that the text in the Land Development Code denoted by the asterisks and do not set forth in this Ordinance shall remain unchanged from the language existing prior to adoption of this Ordinance.

Section 8: **Scrivener's Error**. The City Attorney is hereby authorized to correct scrivener's errors found in this Ordinance by filing a corrected copy with the City Clerk.

Section 9: **Codification**. That it is the intention of the City Commission of the City of Miramar that the provisions of this Ordinance shall become and be made a part of the Land Development Code of the City of Miramar, Florida. The sections of this Ordinance may be renumbered or re-lettered and the word "Ordinance" may be changed to "Chapter," "Article," "Division," or "Section," or such other appropriate word or phrase, the use of which shall accomplish the intentions herein expressed.

Section 10: **Effective Date**. This Ordinance shall become effective immediately upon adoption.

PASSED FIRST READING: _____

PASSED AND ADOPTED ON SECOND READING: _____

_____
Mayor, Wayne M. Messam

_____
Vice Mayor, Carson "Eddy" Edwards

ATTEST:

_____
City Clerk, Denise A. Gibbs

I HEREBY CERTIFY that I have approved this ORDINANCE as to form:

_____
City Attorney,
Austin Pamies Norris Weeks Powell, PLLC

Requested by Administration	**Voted**
Commissioner Maxwell B. Chambers	_____
Commissioner Avril Cherasard	_____
Commissioner Yvette Colbourne	_____
Vice Mayor Carson "Eddy" Edwards	_____
Mayor Wayne M. Messam	_____