



Town Council Agenda Report

SUBJECT: Ordinance (Griffin Corridor District)

CONTACT PERSON/NUMBER: Jeff Katims (954) 797-1103

TITLE OF AGENDA ITEM: AN ORDINANCE OF THE TOWN OF DAVIE, FLORIDA AMENDING THE CODE OF ORDINANCES OF THE TOWN OF DAVIE, ARTICLE III, BY ADDING SECTIONS 12-32.300 THROUGH 12-32.399 TO CREATE THE GRIFFIN CORRIDOR DISTRICT; PROVIDING FOR DISTRICT BOUNDARIES, DISTRICT INTENT, MASTER PLANS, PERMITTED, RESTRICTED, PROHIBITED AND ACCESSORY USES, ARCHITECTURE, DEVELOPMENT STANDARDS, AND, INCENTIVES AND WAIVERS; AMENDING ARTICLE XIII, SECTION 12-386 TO REMOVE THAT PORTION OF THE WESTERN THEME OVERLAY DISTRICT LYING SOUTH OF THE C-11 CANAL FROM THE WESTERN THEME OVERLAY DISTRICT BOUNDARY DESCRIPTION; AMENDING SECTION 12-503 TO PROVIDE DEFINITIONS; AMENDING THE ZONING MAP OF THE TOWN OF DAVIE BY REZONING LAND FROM A-1, R-5, RM-10, RM-16, MH-10, B-1, B-2, B-2 WESTERN THEME OVERLAY DISTRICT, B-3, C-1, U, AND CF, TO GRIFFIN CORRIDOR DISTRICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

REPORT IN BRIEF: The ordinance creates the Griffin Corridor District, a special zoning district that would replace the existing zoning of all parcels with frontage on Griffin Road between University Drive and SR 7. The ordinance removes the area south of Orange Drive from Western Theme District and includes it in the proposed Griffin Corridor District. A map of the proposed district boundaries is included as Exhibit "B" to the ordinance.

The ordinance intent is to create a showcase corridor while safeguarding adjacent neighborhoods and promoting economic development. Four sections, or "use zones" are established to reflect different conditions within the corridor. Regulations include the following:

- Land uses that do not contribute to the objectives are restricted or prohibited, as appropriate;
- An architectural style is mandated. The ordinance does not mandate which style is to be used, or that there will be only one style to choose from. Rather, the ordinance references a style manual that would eventually be adopted by Council. The architectural consultants have proposed a type of native Florida architecture that replicates the appearance of frame structures, which is described and illustrated by attachments to this report;
- Minimum parcel size, frontage and depth are greater than currently required;
- The maximum permitted building height is increased in certain portions of the district;
- Buildings are required to be closer to the roadway; parking generally cannot be located forward of a building;
- Street side landscaping requirements may be increased, and will facilitate the change in grade that occurs at the edge of the roadway, and require more native trees;
- The ordinance requires master planning of development which permits the Council to modify certain code requirements where appropriate, and affords the Town added control over land development patterns.

Two sketches and two renderings are attached to illustrate the Florida Traditional Frame Architecture and possible development scenarios the proposed district can effect.

PREVIOUS ACTIONS: Council approved the first reading of the ordinance on December 15, 1999. On January 5, 2000, Council tabled the second reading to February 2, 2000.

CONCURRENCES: On December 15, 1998, Council directed staff to prepare a new zoning ordinance to implement the recommendations of the study, and established a six (6) month planning and zoning in progress. Council extended the planning and zoning in progress for an additional six (6) months, *which expires December 15, 1999*.

FISCAL IMPACT: n/a

RECOMMENDATION(S): Motion to approve the ordinance. Motion to approve the architectural theme.

Attachment(s): Staff report, graphics with accompanying text, and ordinance with map district boundaries.

**DEVELOPMENT SERVICES DEPARTMENT
Planning & Zoning Division**

MEMORANDUM

PZ 01-47-00

02/02/00 COUNCIL AGENDA ITEM

TO: Robert C. Middaugh, Town Administrator
FROM: Jeff Katims, AICP, Planning & Zoning Manager
THRU: Mark A. Kutney, AICP, Development Services Director
DATE: 1/28/00
RE: Ordinance establishing the Griffin Corridor District

On January 5, 2000, the Town Council postponed second reading of the Griffin Corridor District Ordinance to February 2, 2000, to allow staff time to meet with interested persons and resolve objections to specific provisions within the ordinance. The objections occurred largely because staff did not have the opportunity to meet with area property owners prior to Council consideration of the ordinance, as staff was under a deadline to complete the ordinance before the zoning in progress expired. As a result, interested parties included in the conceptually oriented workshop process did not get to discuss the specific code provisions proposed within the completed ordinance.

At Council's direction, staff met with interested parties to identify their concerns and attempt to address them in a satisfactory manner. Staff held two daytime workshops on Thursday, January 20 and Monday, January 24, and one nighttime workshop on Thursday January 20. Combined attendance for the three workshops was approximately 40 people. Less than 20 percent of attendees were owners of property within the proposed Griffin Corridor District.

Staff advised the participants of the legal barriers to restricting the use of private property, including state property rights legislation intended to prevent the reduction of property values by government action without compensation, which is one of the strictest in the nation. This legislation has deterred local governments from "downzoning" property. Staff explained that more than 75 percent of the corridor is zoned and/or land use planned for commercial use, including the entire University Drive Node, and discussed the existing right of property owners to build 3-story structures housing a variety of uses with minimal setbacks and buffers abutting residential properties, as well as unfinished rear facades with unscreened loading areas. Staff further explained that the proposed ordinance goes about as far as it can in regulating land uses, increasing certain landscaping and open space requirements, imposing substantially greater setbacks from residential property lines, requiring an attractive architectural treatment to all building facades, and requiring larger development sites which must be master planned. All of the aforementioned provisions will increase the quality of development and safeguard residential lifestyles and property values.

Workshop participants identified the following issues as concerns, listed in the general order of importance as perceived by staff:

- 1) Hotels or motels located in the East Gateway, West Gateway and University Drive Node. Participants did not object to hotels within the Turnpike Node and Griffin Commerce Zone.
- 2) Building height of more than 45 feet within the University Drive Node (the ordinance permits up to 60 feet of building height in nodes).
- 3) Buildings with more than 3 floors, reflective of a concern that the additional 10 feet in height (45 feet vs. 35 feet in the existing code) permitted in many areas of the corridor be used to accommodate architectural features such as parapet walls and sloped roofs required for the architectural theme, and not merely for additional floor area.
- 4) The extent of the University Drive Node (it should be terminated at SW 78 Avenue, not SW 76

Avenue, or it should be eliminated).

- 5) Fast food restaurants at the University Drive Node.
- 6) Fuel pumps, car washes and convenience stores at the University Drive Node.
- 7) Nightclubs at the University Drive Node.
- 8) Movie Theaters and Wholesale Clubs and at the University Drive Node.
- 9) Rental Parking Lots at the University Drive Node.

As identified above, the issues of concern to the greatest number of people were hotels and building height. Other concerns included “too much development being allowed” and reduction of permitted uses (pertaining to one property zoned C-1, a heavy commercial warehouse district).

Staff has considered this feedback and proposes the following revisions to the ordinance on second reading/adoption:

- 1) Prohibit hotels within the East Gateway Zone, West Gateway Zone and University Drive Node unless they meet the following criteria:
 - a) five (5) acre minimum parcel size; or
 - b) integrated into a master planned office park or mixed-use development of at least 7 acres in area;
 - c) any building or structure relating to the hotel use shall be separated from the nearest property zoned for and occupied by for single-family residential use by a distance of at least 300 feet straight airline measurement;
 - d) parking facilities shall be separated from the nearest property zoned for and occupied by single-family residential use by a distance of at least 150 feet straight airline measurement.
 - e) all rooms are accessed via one or more internal corridors;
 - f) no parking spaces for semi-trailers are permitted;
 - g) a minimum separation of 2,500 feet is provided to another hotel, measured in a straight airline distance from the nearest point of one hotel building to another;
 - h) the hotel shall provide a minimum of 120 guest rooms.
 - i) the hotel shall be permitted only by special permit of the Town Council, whereby all property owners within 500 feet of the site shall be notified.
- 2) Reduce the allowable building height within the University Drive Node to 45 feet.
- 3) Require that the height of all structures outside of the Downtown Use Zone and Griffin Commerce Zone be limited to 3 floors with the exception of a development utilizing a ground floor for parking purposes. Further require architectural roof features such as parapet walls and sloped roofs within the architectural guidelines manual.
- 4) Prohibit fast food restaurants at the University Drive Node.
- 5) Prohibit fuel pumps, car washes and convenience stores at the University Drive Node.
- 6) Prohibit nightclubs at the University Drive Node.
- 7) Prohibit rental parking lots within the University Drive Node.
- 8) Require that movie theaters within the University Drive Node have direct ingress and egress from University Drive, and a distance separation from property zoned for and occupied by single-family residences identical to that for hotels (150 feet for parking facilities and 300 feet for the structure).

Staff does not endorse reducing the size of the University Drive Node, as this would defeat the node concept, which is to locate higher intensity uses, retail and service type uses at a major intersection in order that the area of a corridor in between intersections is not developed with such uses, with a finding that the area proposed for the University Drive Node is the largest and deepest commercial block of land area within the corridor, lending itself to a node designation. Two excerpts from comprehensive plans are attached which illustrate the node concept.

Staff recommends that Council adopt the Griffin Corridor Ordinance with the above-referenced revisions, as well as the four (4) housekeeping and Council-directed revisions outlined on the attachment, which revisions were presented to Council on January 5, 2000. Staff believes the proposed restrictions address the majority, and most serious, of the concerns expressed at the workshops. It is noted that the zoning in progress expired on December 15, 1999, which now allows, under existing regulations, development of some uses and intensities that concern workshop attendees. One development application (a plat) has already been submitted which would not meet the standards of the proposed ordinance. Finally, it should be noted that staff will propose revisions to the ordinance in the months after adoption to further address certain issues, as this is an "interim" ordinance. Further outstanding issues can be addressed at that time.

**DEVELOPMENT SERVICES DEPARTMENT
Planning & Zoning Division**

**MEMORANDUM
PZ 01-04-00
01/05/00 COUNCIL AGENDA ITEM**

TO: Robert C. Middaugh, Town Administrator
FROM: Jeff Katims, AICP, Planning & Zoning Manager
THRU: Mark A. Kutney, AICP, Development Services Director
DATE: 1/28/00
RE: Ordinance establishing the Griffin Corridor District

Staff requests Council make the following changes to the above-captioned ordinance on second reading:

1. Page 2 of 20

Sec. 12-32.302(B): Development of parcels which have been subdivided, sold or placed under separate control in violation of paragraphs ~~(A) or (B)~~ (1) or (2) above, shall not be permitted unless such parcel is master planned, under unified control, together with the former "parent" parcel or contiguous parcels formerly under the same control or ownership.

2. Page 4 of 20

(G) *Procedures for review.* All master plan submittals shall be preceded by a preapplication conference with Planning and Zoning division staff. Master plans and master plan modifications shall be reviewed and approved pursuant to the site plan review process and site plan modification process, respectively, as set forth in sections 12-371 and 12-374, and shall be subject to the public notification requirements of Sec. 12-306(E) and (F).

3. Page 6 of 20

Sec. 12-33.304 (table of permitted, restricted and prohibited uses):

| | Gateway West Zone 1 | Down-town Zone 2 | Gateway East Zone 3 | Griffin Commerce Zone 4 | Nodes |
|------------------|---------------------|-------------------|---------------------|-------------------------|-------------------|
| Banks, Financial | R(3) P | R(3) P | R(3) P | R(3) P | R(3) P |

4. Page 8 of 20

Sec. 12-33.304 (table of permitted, restricted and prohibited uses):

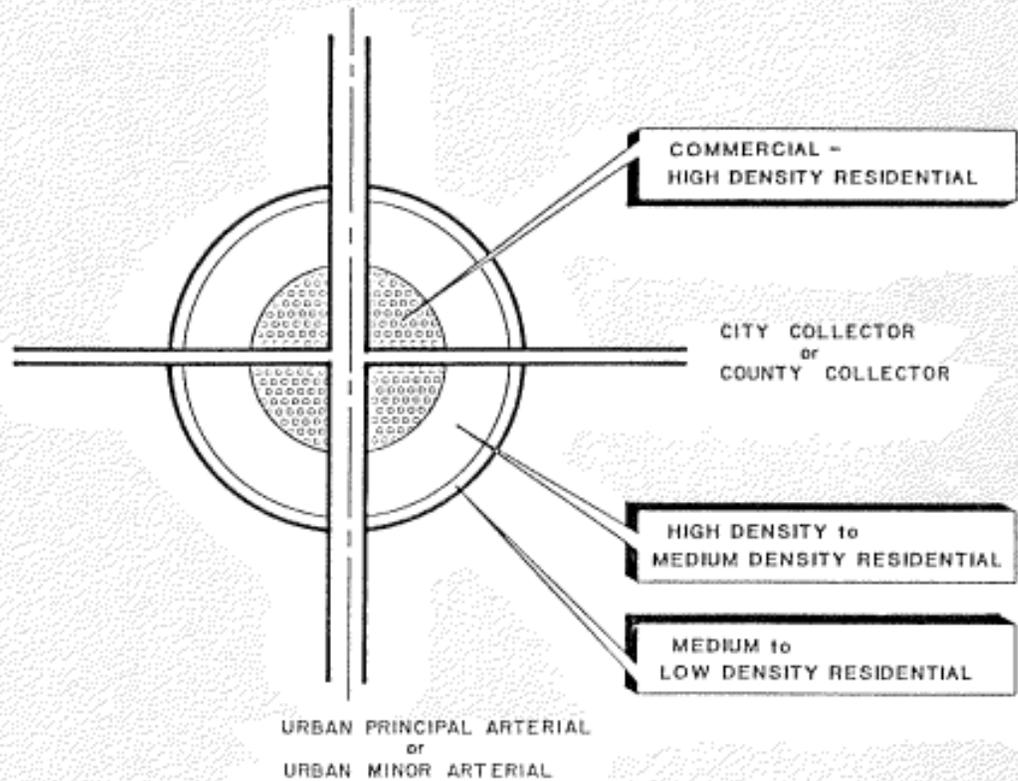
| | Gateway West Zone 1 | Down-town Zone 2 | Gateway East Zone 3 | Griffin Commerce Zone 4 | Nodes |
|----------------------|---------------------|------------------|---------------------|-------------------------|-------|
| Watchmen's Apartment | NI | NI | NI | D | NI |

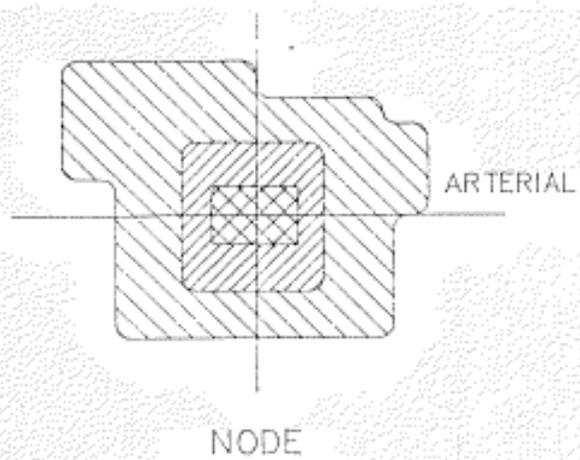
Accessory Uses ¶ R(3) ¶ R(3) ¶ R(3) ¶ R(3) ¶ R(3)

R(3) Accessory uses are subject to the following restrictions:

- a. Drive-thru windows, including vehicular stacking lanes, are prohibited except in the rear yard, and shall not be permitted within 100 feet of a property line zoned, land use plan designated or occupied for single-family residential use provided that no drive-thru window or stacking lanes shall be visible from a public right-of-way.

SECONDARY SPHERE OF ACTIVITY
"Stepdown of Intensities"





LEGEND

-  COMM & OFFICE MIX
-  MEDIUM TO HIGH DENSITY
-  MEDIUM DENSITY

**COMMERCIAL ACTIVITY NODE
CONCEPT PLAN**

**DEVELOPMENT SERVICES DEPARTMENT
Planning & Zoning Division**

MEMORANDUM

PZ 12-26-99

01/05/00 COUNCIL AGENDA ITEM

TO: Robert C. Middaugh, Town Administrator

FROM: Jeff Katims, AICP, Planning & Zoning Manager

THRU: Mark A. Kutney, AICP, Development Services Director

DATE: 1/28/00

RE: Ordinance establishing the Griffin Corridor District

Town Council approved the Griffin Corridor District ordinance on first reading December 15, 1999, with minor revisions, and is scheduled to adopt the ordinance on second reading January 5, 2000. The ordinance offers the following benefits to the Town:

- more control over development patterns through broader site plan review authority, and the ability to obtain amenities and improvements in a comprehensive manner;
- unique architecture and building placement standards that will distinguish this corridor from all other suburban state road corridors and reflect the character of the Town;
- special development standards including underground power lines, themed street lighting, limited freestanding signage, and brick paved sidewalks downtown;
- permitted uses of land selected for their consistency with high quality development and redevelopment, and to avoid over-commercialization of Griffin Road while promoting downtown redevelopment;
- potentially enhanced tax base through commerce uses (east of Turnpike), higher intensity of use downtown, and high-quality, master-planned development;
- enhanced protection of residential neighborhoods through commercial use restrictions, buffering, building placement and setback standards, and residential side-street access limitations;
- a walkable downtown area (that portion south of the C-11 canal) that functions as a retail, dining and entertainment center, as well as place of employment and residence;
- more substantial landscaping which will compliment FDOT landscaping along the C-11 Canal, and greater open space requirements in some areas.

As discussed at the December 15, 1999, Council meeting, ordinance adoption requires subsequent adoption of an architectural design manual. Staff anticipates providing Council with Florida Traditional Frame architectural details for consideration and adoption no later than February, 2000.

**DEVELOPMENT SERVICES DEPARTMENT
Planning & Zoning Division**

MEMORANDUM

PZ 11-31-99

12/01/99 COUNCIL AGENDA ITEM

TO: Robert C. Middaugh, Town Administrator

FROM: Jeff Katims, AICP, Planning & Zoning Manager

THRU: Mark A. Kutney, AICP, Development Services Director

DATE: 1/28/00

RE: Ordinance establishing the Griffin Corridor District

BACKGROUND

In 1998, the Town undertook the Griffin Road Corridor Study to analyze and address the impacts of widening Griffin Road from two (2) to (6) lanes. On December 15, 1998, Council directed staff to prepare an ordinance creating a new zoning district implementing the recommendations of the study, and established a six (6) month planning and zoning in progress while staff developed the regulations and conducted a series of workshops with area property owners.

In order to facilitate additional workshops, Council extended the planning and zoning in progress for a final six (6) months, which expires December 15, 1999. During this time, the Town retained Dover, Kohl & Partners, which specializes in town planning and architecture, to develop the architectural component of the regulations. The consultants conducted two public workshops, which various councilmembers attended, for the purpose of developing an architectural theme that would be chosen by workshop participants.

ANALYSIS OF THE ORDINANCE

Boundaries:

The proposed ordinance establishes the Griffin Corridor District, a special zoning district that would replace the existing zoning of all parcels with frontage on Griffin Road between University Drive and SR 7. Planning staff and the CRA have collaborated to recommend that Council remove the area south of Orange Drive from Western Theme District and include it in the proposed Griffin Corridor District. A small area centered at the intersection of SW 65 Avenue and SW 46 Street is also included. A map of the proposed district boundaries is included as Exhibit "B" to the ordinance.

The ordinance establishes four sections, or "use zones" which are reflective of different conditions within the corridor. These zones are also identified on the map included as Exhibit "B" to the ordinance, and are described on pages 4 and 5 of ordinance Exhibit "A." The centerpiece or "core" of the corridor would be the existing Western Theme portion of downtown south of Orange Drive, where greater building intensity is required to provide for retail, dining and entertainment uses developed in a main-street fashion, with a potential mix of offices and residences on upper floors. A small area centered around SW 65 Avenue may at some point be developed a miniature urban village lined with shops. The ordinance encourages commerce park type uses in a campus-like setting in the area in between the Florida Turnpike and SR 7 which is currently occupied in part by two (2) mobile home parks, should redevelopment occur. The ordinance also utilizes the "nodal" approach whereby uses that depend on high traffic volumes are restricted to locating at the edges of the corridor and at the Turnpike intersection with Griffin Road.

Objectives:

The ordinance is developed around the following major objectives: to avoid typical commercial highway strip development by creating a showcase corridor which serves as the prominent east-west thoroughfare providing linkage between the SR 7, Florida Turnpike, Davie Road and University Drive corridors; to compliment the development of downtown and the University Drive commercial corridor

without competing with them; to protect the integrity of adjacent residential neighborhoods; and to enhance the Town's tax base by increasing property values through high-quality development.

Regulatory Approaches:

The ordinance can accomplish these objectives through several unique regulatory approaches, as follows:

- Land uses that do not contribute to the aforementioned objectives are restricted or prohibited, as appropriate;
- An architectural style is mandated to distinguish this corridor from others and increase property values. The ordinance does not mandate which style is to be used, or that there will be only one style to choose from. Rather, the ordinance references a style manual that would eventually be adopted by Council. The architectural consultants have proposed a type of native Florida architecture that replicates the appearance of frame structures, which is described and illustrated by attachments to this report;
- Minimum parcel size, frontage and depth are greater than currently required in order to increase potential open space, increase the distance between buildings, decrease curb cuts, and discourage uses that thrive in very small parcels which create visual clutter along the corridor and typically are not "destination uses" ;
- Maximum building is increased throughout the corridor, and a two (2)-floor/30-foot minimum height is required within the "Downtown Use Zone. " Encouraging multiple floor buildings accomplishes several objectives, including the buffering of noise from the roadway, encouraging high-quality office structures, and reducing the perceived width of the highway.
- Buildings are required to be closer to the roadway to highlight the architecture and help provide a sense of place by reducing the perceived width of the roadway, while hiding the parking which generally cannot be located forward of a building.
- Street side landscaping requirements may be increased to provide for more greenery by the roadway and to facilitate the sometimes dramatic change in grade that occurs at the edge of the roadway. An emphasis on native landscape materials will compliment the landscaping FDOT will install along the canal bank, as well as any type of traditional Florida architecture.

Flexible Standards

The ordinance provides Council with additional control over development patterns and urban form through a requirement for the master planning of large parcels before being divided or sold off. Review and approval flexibility is afforded as the Town would have the ability to modify development standards and obtain public amenities when approving master plans and site plans, in order to get the desired development result, similar to the flexibility associated with "planned" zoning districts.

Two plan-view sketches and two renderings are attached to illustrate the Florida Traditional Frame Architecture Style and possible development scenarios which could result under the ordinance.

CONCLUSION

The proposed ordinance is a proactive initiative that staff believes has the highest potential for mitigating the aesthetic harm and potential loss in quality of life for area residents caused by the road widening. Additionally, the ordinance can help facilitate downtown Davie redevelopment in concert with the Regional Activity Center land use plan designation which the Town extended to this area for the express purpose of creating flexibility in the use of land and encouraging redevelopment. The final zoning in progress for the Griffin Road corridor will expire on December 15, 1999.

RECOMMENDATION

Staff recommends the Council adopt the Griffin Corridor Ordinance. Staff further recommends that Council consider the architectural theme concept and provide staff with direction on whether to proceed with the Florida Traditional Frame architecture. Council should consider the architectural style separately from the ordinance, since no particular style is called for in the ordinance.

ORDINANCE _____

AN ORDINANCE OF THE TOWN OF DAVIE, FLORIDA AMENDING THE CODE OF ORDINANCES OF THE TOWN OF DAVIE, ARTICLE III, BY ADDING SECTIONS 12-32.300 THROUGH 12-32.399 TO CREATE THE GRIFFIN CORRIDOR DISTRICT; PROVIDING FOR DISTRICT BOUNDARIES, DISTRICT INTENT, MASTER PLANS, PERMITTED, RESTRICTED, PROHIBITED AND ACCESSORY USES, ARCHITECTURE, DEVELOPMENT STANDARDS, AND, INCENTIVES AND WAIVERS; AMENDING ARTICLE XIII, SECTION 12-386 TO REMOVE THAT PORTION OF THE WESTERN THEME OVERLAY DISTRICT LYING SOUTH OF THE C-11 CANAL FROM THE WESTERN THEME OVERLAY DISTRICT BOUNDARY DESCRIPTION; AMENDING SECTION 12-503 TO PROVIDE DEFINITIONS; AMENDING THE ZONING MAP OF THE TOWN OF DAVIE BY REZONING LAND FROM A-1, R-5, RM-10, RM-16, MH-10, B-1, B-2, B-2 WESTERN THEME OVERLAY DISTRICT, B-3, C-1, U, AND CF, TO GRIFFIN CORRIDOR DISTRICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town Council of the Town of Davie, after considerable study, wishes to create a new zoning district applicable to a specific geographical area, in order to mitigate the adverse impacts of the widening of Griffin Road and improve the quality of life of the citizens of Davie; and

WHEREAS, public hearings noticed in accordance with Florida law were held on December 15, 1999 and the date of adoption of this ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF DAVIE FLORIDA:

SECTION 1. The Code of Ordinances of the Town of Davie is hereby amended to create the Griffin Corridor District as set forth in Exhibit "A" attached hereto and made a part hereof.

SECTION 2. The Zoning Map of the Town of Davie heretofore adopted by the Town Council is hereby amended and changed to rezone the property within the area identified in Exhibit "B" from A-1, R-5, RM-10, RM-16, MH-10, B-1, B-2, B-2 Western Theme Overlay District, B-3, C-1, U, and CF, to Griffin Corridor District.

SECTION 3 All Ordinances or parts of Ordinances in conflict herewith are to the extent of such conflict hereby repealed.

SECTION 4. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held invalid or unconstitutional by any Court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portion of this Ordinance.

SECTION 5. This Ordinance shall take effect immediately upon its passage and adoption.

PASSED ON FIRST READING THIS _____ DAY OF _____, 1999.

PASSED ON SECOND READING THIS _____ DAY OF _____, 2000.

MAYOR/COUNCILMEMBER

ATTEST:

TOWN CLERK

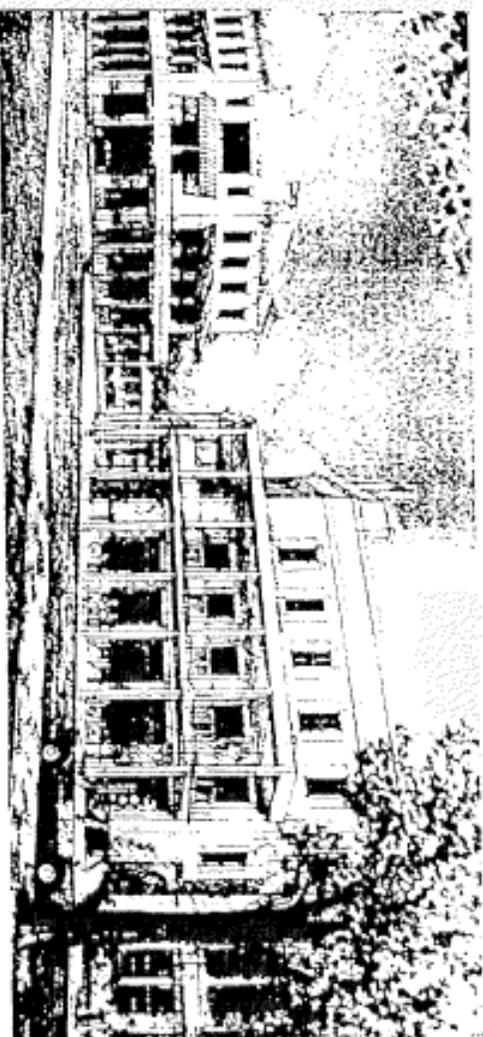
APPROVED THIS _____ DAY OF _____, 2000

Introduction

The Griffin Road corridor is the major east/west traffic artery through the Town of Davie, Florida. This road has recently undergone a drastic transformation, as it was changed from a country road to a six-lane, high-speed thoroughfare. In response, in 1998 the Town commissioned the Griffin Road Corridor Study. This Study examined development conditions and future planning work needed for this corridor. Subsequent to the Study, one of the tasks defined by the Town planning staff was the development of a common architectural style for the Griffin Road corridor.

The Process

Dover, Kohl & Partners, Town Planners, and the affiliated firm of Chael, Cooper & Associates, Architects, conducted two public workshops on this subject. At the first public meeting, several dozen different architectural styles were presented and then discussed by the public, consultants and Town Staff. The alternative styles were narrowed down to two: Florida Traditional Frame and Florida Traditional Masonry.



Hypothetical redevelopment at Griffin Road & Davie Road. Storefronts of mixed-use buildings in traditional Florida architecture define the Church Quarter

During the public sessions and the corresponding follow-up research, it was determined that the citizens preferred to have the architectural style of Florida Traditional Frame as the unifying element of the Griffin Road Study Area. According to participants at the last workshop, the Florida Traditional Frame style was selected because:

1. The style evolved from the conditions of the South Florida climate and local materials, thus making it a natural fit for this region.
2. The use of materials and general form is similar in many ways to the already established Western Theme, although, a wider range of architectural expression.

will be allowed under Florida Traditional Frame.

3. The emotions elicited by the style are supportive of "country" lifestyle many people in Davie find desirable.
4. It is a style that can be adapted to the masonry bearing wall structural systems prevalent in the region.
5. Even though the ideal exterior surfacing material would be wood siding, stucco could also be used in certain instances.

The characteristics of this style are predominately:

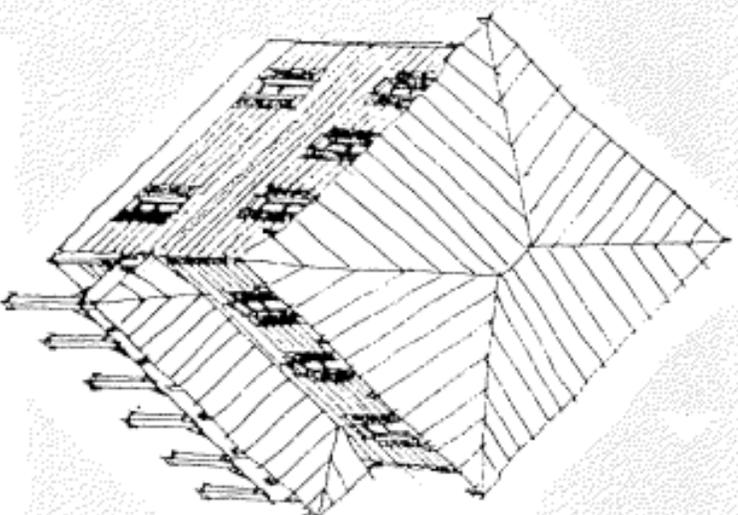
- Front porches and covered walks
- Wood columns and posts
- Wood siding, windows, & doors
- Metal roofs, pitched
- Overhangs with exposed rafters

Although these are the simplistic characteristics, a more thorough outline of building elements and architectural features follows.

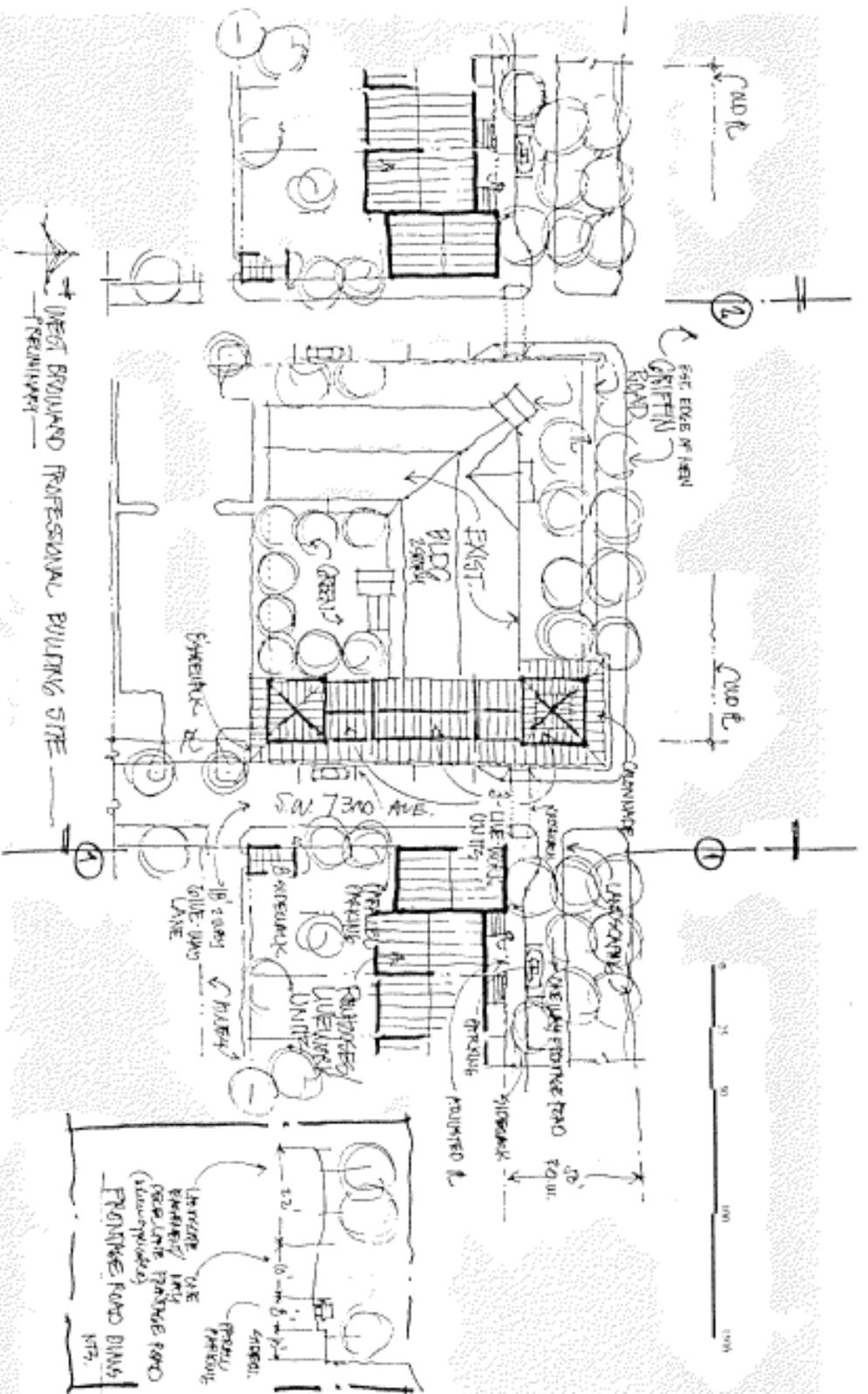
Florida Traditional Frame architecture can be seen in sketches and photographs of early Florida settlement by individuals and entrepreneurs. Florida "cracker houses," many historic Key West buildings, and the first buildings and hotels developed by Henry Flagler are just some of the examples of this vernacular architecture. It has evolved and is still used today.

Since this style of building construction evolved naturally with the local climate and regional materials, it could also have some inherent economies for the building industry. Building cost comparisons is an area of special concern related to this topic. Town officials do not want to unnecessarily burden developers or discourage improvements to the corridor by imposing standards too difficult to achieve.

It is complicated to compare cost between contractors and builders for the same building system, much less on different systems. Each contractor has building systems, tradesmen, subcontractors and materials with which they prefer to work. For one builder a particulate system, wood frame or masonry block, might be the most



economical, while for another it might be more costly. Since the basic structural wall system and exterior facing material can be either wood or masonry there should be no difference between this and other architectural styles.



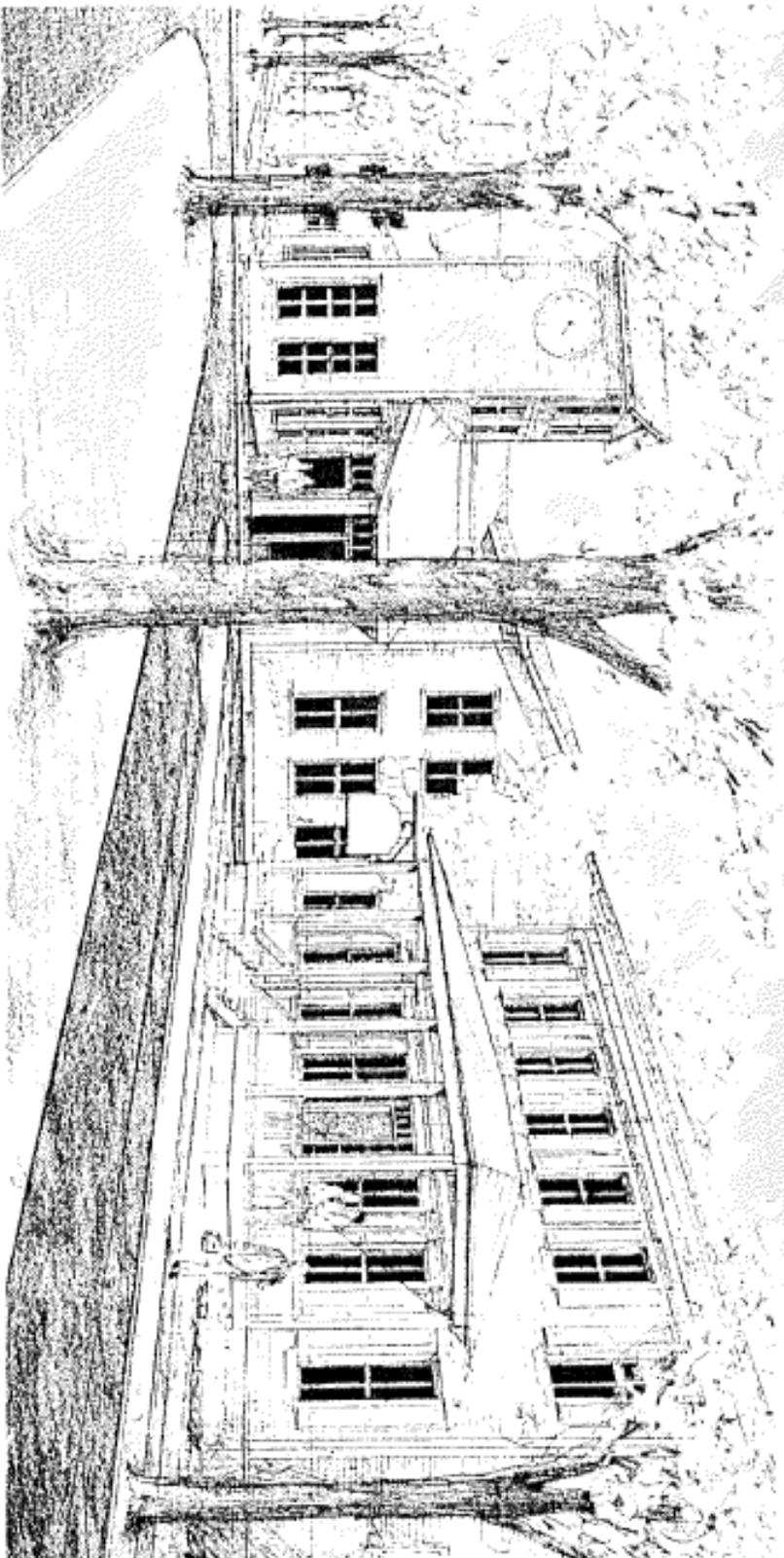
Infill Development Along New Frontage Roads

Griffin Road Development Standards

Town of Davie, Florida
November 1999

architect

town planning

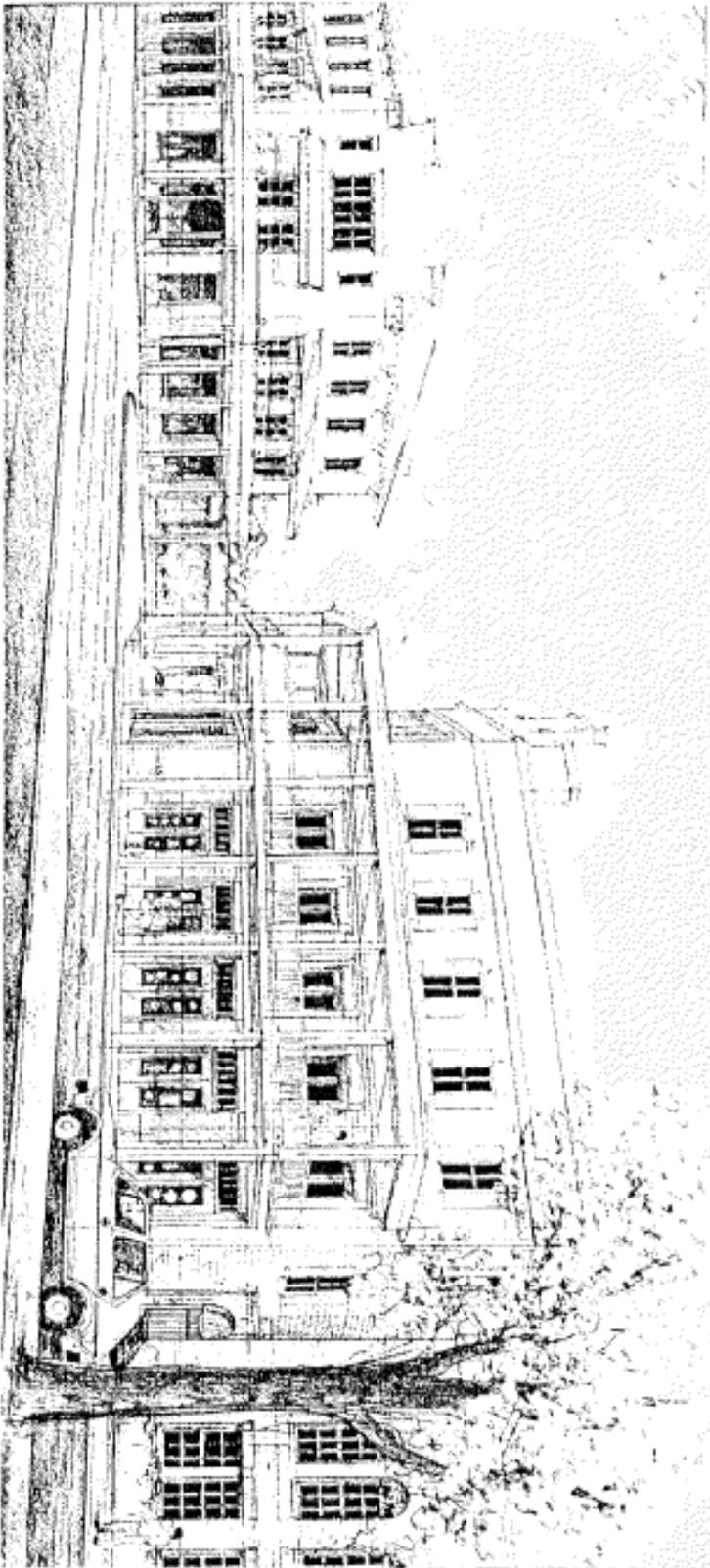


Development Facing Across a New Frontage Road

Griffin Road Development Standards

Town of Davie, Florida

November 1999



The Intersection of Griffin Road and Davie Road

Griffin Road Development Standards

Town of Davie, Florida

November 1999

DAVIE DEVELOPMENT
Town Planning

DAVIE DEVELOPMENT
ARCHITECTURE

EXHIBIT "A"

Sec. 12-32.300. Griffin Corridor District

Section 12-32, Division 300 shall be known as the "Griffin Corridor District."

Sec. 12-32.301. Intent, Applicability and Boundaries.

(A) Intent. This district is intended to shape urban form and land use along the Griffin Road corridor. The regulations and intent statements contained herein together comprise a policy blueprint for corridor development. Specifically, the District is intended to accomplish the following:

- (1) Result in improved living and working environments relative to typical highway commercial development patterns.
- (2) Enhance the Town's tax base by increasing property values through high-quality development, and assisting in the redevelopment of downtown.
- (3) Promote planned developments rather than haphazard speculative development that compromises the integrity of the corridor and the economic health of the Town.
- (4) Promote land uses which attract people for specific purposes such as employment, entertainment, business needs, and shopping, as distinguished from land uses which depend largely upon pass-by traffic for business.
- (5) Create a showcase corridor which serves as the prominent east-west thoroughfare providing a linkage between the State Road 7, Florida Turnpike, Davie Road, and University Drive corridors; the major north-south urban thoroughfares within the Town.
- (6) Protect the integrity of adjacent residential neighborhoods.
- (7) Permit a mix of residential and nonresidential development, including mixed uses within buildings or parcels.
- (8) Compliment rather than compete with downtown or University Drive commercial corridor development.
- (9) Encourage visual interest by ensuring the building and visual landscapes are accented rather than their parking facilities.
- (10) Bring buildings to the roadway and ensure proper proportioning to "enclose" the corridor, and provide a sense of place.
- (11) Provide for preservation of historical structures.
- (12) Provide for public amenities and pedestrian conveniences.
- (13) Maintain flexibility so as not to restrict creativity in development and design, while

positively to the image of the Town.

Sec. 12-32.302. Master Plans

Intent. The master plan requirement is promulgated to place emphasis on future urban form and to provide the proper coordination of all pertinent common elements related to development activity within a given site along the corridor.

It is not the intent of this section to require that the entirety of a large tract be master planned with great detail in order to permit development on a portion of said tract, in cases where there is no forthcoming development on the remainder of the tract, and future development conditions are unknown. However, access, circulation and infrastructure for the tract must be master planned, in addition to the detailed planning of the portion of the tract proposed for immediate development. Portions of the tract may be left "reserved" with respect to specific development details required of master plans, provided the master plan must be amended when such information is available.

(A) When required:

- (1) Parcels capable of being subdivided into two (2) or more conforming lots pursuant to section 12-32.306(A) shall not be divided unless a master plan coordinating development of the parcels has been approved by the Town Council pursuant to the requirements of this section. Development of a portion of the parcel will not be permitted until a master plan is approved for the entirety of the parcel.
- (2) Contiguous parcels under common ownership or control as of the effective date of this ordinance shall not be individually developed, sold, placed under separate control or further divided unless a master plan coordinating development of the parcels has been approved by the Town Council pursuant to the requirements of this section.

(B) Development of parcels which have been subdivided, sold or placed under separate control in violation of paragraphs (A) or (B) above, shall not be permitted unless such parcel is master planned, under unified control, together with the former "parent" parcel or contiguous parcels formerly under the same control or ownership.

(C) Unified control. All master plans must be owned or under the control of the applicant, whether that applicant be an individual, partnership or corporation, or a group of individuals, partnerships or corporations. The applicant shall present firm evidence of unified control of the entire area within the proposed master plan and shall state agreement that, if he proceeds with the proposed development, he or she will:

- (1) Do so in accordance with the officially approved conceptual master plan of the development, and such other conditions or modifications as may be attached to the development.
- (2) Provide agreements, covenants, contracts, deed restrictions or sureties acceptable to the council for completion of the undertaking in accordance with the adopted conceptual master plan as well as the continuing operation and maintenance of such areas, functions and facilities as are not to be provided, operated or maintained at general public expense.
- (3) Bind his development successors in title to any commitments made under items (1)

and (2) preceding.

(D) Master plans shall include the following information, at a scale no smaller than one inch equals fifty feet (1" =50'), and shall provide dimensions where appropriate:

- (1) Boundary survey
- (2) Proposed parcel divisions within the master plan.
- (3) Access locations to adjacent roadways and parcels within the master plan, and points of access to neighboring parcels in order that cross-access be provided.
- (4) Internal circulation.
- (5) Proposed building locations, maximum heights, floor area and uses, and setbacks.
- (6) Common open space and landscaped areas with tabulations.
- (7) Parking facilities with tabulations.
- (8) Identification of loading areas and proposed screening.
- (9) Location of pedestrian plazas and pathways, and other public amenities.
- (10) Reserve areas within the plan not showing the required details listed above in (5) through (9), to be added to the master plan when proposed development conditions are known.
- (11) Graphically identify the following features within 500 feet east and west of the master plan site, and 250 feet south the site, except that proposed master plans shall identify these features within 500 feet south of the site when having frontage on Davie Road:
 - (a) parcel boundaries
 - (b) existing uses
 - (c) accessways and drives
 - (d) building locations
 - (e) building height
 - (f) location of parking facilities
 - (g) perimeter landscape buffers
 - (h) other physical elements which, like those listed above, would aid in the review of the proposed master plan by providing information on conditions adjacent to the master plan site.

(E) Required documentation. Master plan submittals shall be accompanied by documents demonstrating unified control, providing for maintenance and control of common areas, granting easements deemed critical for site circulation, recreational trails or other purpose, and dedicating land for public amenities. Restrictive covenants and agreements for construction of public amenities or circulation elements may also be required.

(F) Phasing. Where a master plan will be developed in phases or incrementally, the Town Council may require construction of all or part of common circulation and/or public amenity elements of a master plan prior to issuance of a building permit or certificate of occupancy for the first structure to be built, as appropriate, or may require bonding or other security to ensure same.

(G) Procedures for review. All master plan submittals shall be preceded by a preapplication conference with Planning and Zoning division staff. Master plans and master plan modifications shall be reviewed and approved pursuant to the site plan review process and site plan modification process, respectively, as set forth in sections 12-371 and 12-374. Easements and dedications associated with a master plan shall be accepted by ordinance. Plat approval may occur simultaneously with master plan approval. Variance applications related to master plans should be considered by the Town Council prior to Site Plan Committee review of the master plan, however, the preliminary master plan shall be submitted as an exhibit to the the variance application to enable the Town Council to

determine the appropriateness and impact of the requested variance(s).

(H) The Town Council may deny a master plan or site plan, or impose conditions, including the imposition of requirements which are stricter than those set forth herein, if such additional restrictions are consistent with the stated intent of these regulations.

Sec. 12-32.303. Use Zones.

Use of land within the Griffin Corridor District is governed by four (4) use zones as follows, each of which are delineated on the Official Zoning Map. Permitted uses and associated standards for development vary between use zones, each reflecting unique locational and parcel conditions within the Griffin Corridor District. Following the title of each use zone, below, is the abbreviation for the zone used within tables delineating permitted uses and development standards.

(A) West Gateway (Use Zone 1). This zone extends from University Drive east to the Downtown Zone, described below. Office and related complementary uses permitted within the Commercial land use plan designation are encouraged within this zone. Some uses require Commerce/Office plan designation.

(B) Downtown (Use Zone 2). This zone generally extends from the eastern boundary of the West Gateway Zone at the Old Davie School east to SW 61 Avenue. Entertainment, dining and tourist-oriented retail uses are encouraged here, with offices and residential uses encouraged on upper floors. Increased building intensity is encouraged, reflecting the gateway to Downtown Davie and the hub of the Griffin Road corridor. Development and uses within this zone reflect a pedestrian orientation.

(C) East Gateway (Use Zone 3). This zone extends eastward from SW 61 Avenue to just east of SW 54 Terrace. Retail, office and complimentary uses are encouraged here, although at a lesser intensity than within the Downtown Use Zone.

(D) Griffin Commerce (Use Zone 4). This zone extends eastward from the Florida Turnpike to State Road 7. Medium-density residential uses are predominant within this use zone. Should redevelopment occur, Commerce Park type uses, developed in a campus setting with significant open space, are encouraged here. Such uses require a Commerce/Office or Industrial land use plan designation. Development within this area is not subject to the architectural requirements of the Griffin Corridor District.

(E) Intersection Commercial Nodes ("Nodes"). Within certain use zones, nodes permit concentrations of highway commercial type uses that cater to, and depend upon, large vehicular traffic volumes, which are not permitted outside of such nodes. The nodes are delineated on the Official Town of Davie Zoning Map.

- (1) University Drive Node: Located between University Drive and SW 76 Avenue within the West Gateway Zone.
- (2) Florida Turnpike Node: Located east of SW 54 Terrace and west of the Florida Turnpike within the East Gateway Zone.
- (3) State Road 7 Node: Located at the State Road 7/Griffin Road intersection within the Griffin Commerce Zone, this node is irregularly shaped, accommodating an existing shopping center at the southwest corner of the intersection, and a small commercial parcel at the northwest corner.

Sec. 12-32.304. Permitted, Restricted and Prohibited Uses.

The following table identifies the permitted, restricted and prohibited uses within the Griffin Corridor District. This District covers a large area regulated by several underlying land use plan designations. Each land use plan designation allows a different range of uses. Therefore, a given use may not be permitted on every parcel of land within a use zone. A "permitted use" herein is permitted only if consistent with the land use plan designation of a given property. Therefore, before it can be determined that a particular use or combination of uses are permitted on a given parcel of land, the Comprehensive Plan must be consulted in order to determine whether the use is consistent with the plan.

Uses are classified below as Permitted (P), Restricted (R) or Prohibited (N). Restricted uses are followed by a numeral which corresponds to a footnote below the following table. Each footnote explains restrictions associated with the use. The Town Administrator or designee shall have the discretion to permit uses which are not specifically listed but are similar to uses that are expressly permitted, provided such uses are not expressly identified as permitted, conditionally permitted or prohibited or in another zoning district

| <u>Use Group/Use</u> | <u>Gateway West Zone 1</u> | <u>Down-town Zone 2</u> | <u>Gateway East Zone 3</u> | <u>Griffin Commerce Zone 4</u> | <u>Nodes</u> |
|----------------------|----------------------------|-------------------------|----------------------------|--------------------------------|--------------|
|----------------------|----------------------------|-------------------------|----------------------------|--------------------------------|--------------|

Community Facility Use Group

| | | | | | |
|--|-------------|-------------|-------------|-------------|----------|
| <u>Civic Center</u> | <u>P</u> | <u>N</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Governmental Bldgs/Municipal</u> | <u>P</u> | <u>N</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Public Service Uses</u> | <u>P</u> | <u>N</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Hospitals</u> | <u>P</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>P</u> |
| <u>Library, Museum</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Schools, Educational Institutions</u> | <u>N</u> | <u>R(1)</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Public Park</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> |
| <u>Special Residential Facility</u> | <u>R(2)</u> | <u>N</u> | <u>R(2)</u> | <u>R(2)</u> | <u>P</u> |

Office and Research Use Group*

| | | | | | |
|--------------------------------------|-------------|-------------|-------------|-------------|-------------|
| <u>Banks, Financial</u> | <u>R(3)</u> | <u>R(3)</u> | <u>R(3)</u> | <u>R(3)</u> | <u>R(3)</u> |
| <u>Contractor, office only</u> | <u>N</u> | <u>R(4)</u> | <u>N</u> | <u>P</u> | <u>N</u> |
| <u>General Office</u> | <u>P</u> | <u>R(5)</u> | <u>P</u> | <u>P</u> | <u>P</u> |
| <u>Medical Clinic</u> | <u>P</u> | <u>R(5)</u> | <u>P</u> | <u>P</u> | <u>P</u> |
| <u>Doctor's Office</u> | <u>P</u> | <u>R(5)</u> | <u>P</u> | <u>P</u> | <u>P</u> |
| <u>Real Estate Office</u> | <u>P</u> | <u>R(5)</u> | <u>P</u> | <u>P</u> | <u>P</u> |
| <u>Sales Office</u> | <u>P</u> | <u>R(5)</u> | <u>P</u> | <u>P</u> | <u>P</u> |
| <u>Laboratory, incl. Medical Lab</u> | <u>P</u> | <u>N</u> | <u>P</u> | <u>P</u> | <u>P</u> |
| <u>Research Facility</u> | <u>P</u> | <u>N</u> | <u>P</u> | <u>P</u> | <u>P</u> |
| <u>Motion Picture Studio</u> | <u>R(7)</u> | <u>N</u> | <u>R(7)</u> | <u>R(7)</u> | <u>R(7)</u> |
| <u>Radio or TV Station</u> | <u>R(7)</u> | <u>N</u> | <u>R(7)</u> | <u>R(7)</u> | <u>R(7)</u> |

*Laboratories and Research Facilities require Commerce/Office land use plan designation. The majority of the corridor is designated Commercial by the land use plan, however, for parcels not designated Commercial, use of the residential to commercial flexibility rule or a land use plan amendment may be required.

Retail, Services, and Entertainment Use Group*

•Retail Uses:

| | | | | | |
|-------------------------------|-------------|----------|----------|----------|----------|
| <u>Automotive Parts Sales</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Antique, Craft Shops</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |

| | | | | | |
|------------------------------------|-------------|----------|----------|-------------|----------|
| <u>Bookstores, Newsstands</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>R(9)</u> | <u>P</u> |
| <u>Convenience Store</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>R(9)</u> | <u>P</u> |
| <u>Florist, Plant Shop</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Gift Shops</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Office Equipment Sales</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> |
| <u>Pawnshop</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Pharmacy</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>P(9)</u> | <u>P</u> |
| <u>Photographic Supplies</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Video Rental</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Retail Sales, other</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| •Personal Service Uses: | | | | | |
| <u>Barber/Beauty Shops</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Dry Cleaning (pick-up only)</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>R(9)</u> | <u>P</u> |

| <u>Use Group/Use</u> | <u>Gateway West Zone 1</u> | <u>Down- town Zone 2</u> | <u>Gateway East Zone 3</u> | <u>Griffin Commerce Zone 4</u> | <u>Nodes</u> |
|---------------------------------------|------------------------------------|----------------------------------|------------------------------------|--|--------------|
| <u>Massage Therapist</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>R(9)</u> | <u>P</u> |
| <u>Tailor</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>R(9)</u> | <u>P</u> |
| <u>Shoe Repair</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>R(9)</u> | <u>P</u> |
| <u>Tanning Salons</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Laundromat</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Personal Services, other</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| •General Service Uses: | | | | | |
| <u>Animal Hospital</u> | <u>R(10)</u> | <u>N</u> | <u>R(10)</u> | <u>R(10)</u> | <u>P</u> |
| <u>Athletic/Health Clubs, Gyms</u> | <u>R(8)</u> | <u>P</u> | <u>R(8)</u> | <u>N</u> | <u>P</u> |
| <u>Catering Hall</u> | <u>R(6)</u> | <u>R(6)</u> | <u>R(6)</u> | <u>N</u> | <u>R(6)</u> |
| <u>Nursery, Child Care</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> |
| <u>Photocopying, Printing Service</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> |
| •Entertainment Uses: | | | | | |
| <u>Adult Facilities</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Game Room, Arcade</u> | <u>R(15)</u> | <u>R(15)</u> | <u>R(15)</u> | <u>N</u> | <u>R(15)</u> |
| <u>Movie Theater, Performing Arts</u> | <u>N</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Pool Rooms</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Private Clubs</u> | <u>N</u> | <u>N</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Art Studio</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Dance Instruction Studio</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Music Instruction Studio</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Photographic Studio</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |
| <u>Bakery, Delicatessen</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>R(9)</u> | <u>P</u> |
| <u>Bars, Lounges</u> | <u>R(15)</u> | <u>P</u> | <u>R(15)</u> | <u>N</u> | <u>R(15)</u> |
| <u>Night Club</u> | <u>N</u> | <u>P</u> | <u>N</u> | <u>N</u> | <u>P</u> |
| <u>Restaurant, Fast Food</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>R(9)</u> | <u>P</u> |
| <u>Restaurant, Standard</u> | <u>R(8)</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |

*The majority of the corridor is designated Commercial by the land use plan, however, for parcels not designated Commercial, use of the residential to commercial flexibility rule or a land use plan amendment may be required.

Automotive Service Use Group

| | | | | | |
|---|----------|----------|----------|----------|----------|
| <u>Car Wash</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>P</u> |
| <u>Motor Fuel Pump</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>P</u> |
| <u>Service Stations</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Truck, Auto, Trailer, Utility Rental</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Vehicle Customizing</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Vehicle, Boat, Truck Repair, Major</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Vehicle Repair, Minor</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |

| | | | | | |
|-----------------------------------|----------|----------|----------|----------|----------|
| <u>Vehicle Towing</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Vehicle, Boat, Truck Sales</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |

Lodging Use Group*

| | | | | | |
|---|-------------|-------------|-------------|-------------|----------|
| <u>Bed and Breakfast Accommodations</u> | <u>R(6)</u> | <u>R(6)</u> | <u>R(6)</u> | <u>R(6)</u> | <u>N</u> |
| <u>Hotels, Motels</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> |

*Within a Residential land use plan designation, the maximum number of rooms is double the number of dwelling units permitted by the applicable plan designation. Within nonresidential

| | | | | | |
|----------------------|----------------|---------------|----------------|-----------------|--------------|
| | <u>Gateway</u> | <u>Down-</u> | <u>Gateway</u> | <u>Griffin</u> | |
| | <u>West</u> | <u>town</u> | <u>East</u> | <u>Commerce</u> | |
| <u>Use Group/Use</u> | <u>Zone 1</u> | <u>Zone 2</u> | <u>Zone 3</u> | <u>Zone 4</u> | <u>Nodes</u> |

plan designations which permit lodging uses, there is no density limitation.

Commerce Use Group*

| | | | | | |
|--------------------------------------|----------|----------|----------|----------|----------|
| <u>Cabinet/Carpentry Shop</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>P</u> | <u>N</u> |
| <u>Contractor Shop, Yard</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Distribution Facilities</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Gardens, Landscape Contractor</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Light Fabrication/Assembly</u> | <u>P</u> | <u>N</u> | <u>N</u> | <u>P</u> | <u>N</u> |
| <u>Mini Warehouse/Self Storage</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Printer, Commercial</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>P</u> | <u>N</u> |
| <u>Warehouse, Storage</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>P</u> | <u>N</u> |
| <u>Wholesale</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>P</u> | <u>N</u> |
| <u>Wholesale Clubs</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>P</u> |

*Commerce uses require Commerce/Office or Industrial land use plan designations.

Residential Use Group*

| | | | | | |
|---|--------------|--------------|--------------|----------|--------------|
| <u>Home Occupation</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> |
| <u>Residential, Multiple-Family : (5 to 10 du/ac)</u> | <u>P</u> | <u>R(12)</u> | <u>P</u> | <u>N</u> | <u>R(12)</u> |
| <u>Residential, Multiple-Family: (10 to 22 du/ac)</u> | <u>N</u> | <u>R(12)</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Watchman's Apartment</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>P</u> | <u>N</u> |
| <u>Mixed Res./Commercial Use</u> | <u>R(13)</u> | <u>R(13)</u> | <u>R(13)</u> | <u>N</u> | <u>R(13)</u> |

*Residential use requires a residential land use plan designation, Regional Activity Center designation. In other plan designations, residential use may be permitted with use of the Town's commercial-to-residential flexibility provisions, or may require a land use plan amendment.

Miscellaneous Uses Group

| | | | | | |
|-----------------------------|--------------|----------|--------------|--------------|--------------|
| <u>Telecom Apparatus.</u> | <u>R(14)</u> | <u>N</u> | <u>R(14)</u> | <u>R(14)</u> | <u>R(14)</u> |
| <u>Mobile Home, RV Sale</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> | <u>N</u> |
| <u>Parking Lot, Rental</u> | <u>N</u> | <u>P</u> | <u>P</u> | <u>N</u> | <u>P</u> |

| | | | | | |
|-----------------------|----------|----------|----------|----------|----------|
| <u>Accessory Uses</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> |
|-----------------------|----------|----------|----------|----------|----------|

R(1) Education uses within the Downtown (Use Zone 2) are permitted only as mixed education/commercial uses, and as such shall incorporate retail, restaurant, entertainment uses, and/or galleries open to the public, into the first floor. Such uses shall be accessible from the adjacent sidewalk along Griffin and Davie Roads with wall signage identifying the uses, must comprise at least 80 percent of the structure's street frontage on Griffin Road and Davie Road, and comprise at least 75 percent of the first floor area. Education uses shall also provide a public plaza with pedestrian amenities along the parcel's street frontage or at an alternative location equally conducive to pedestrian use by passersby.

R(3) Drive-thru windows, including vehicular stacking lanes, are prohibited except in the rear yard, and shall not be permitted within 100 feet of a property line zoned, land use plan designated or occupied for single-family residential use.

R(4) Permitted subject to a Special Permit.

R(5) Office uses may locate on upper floors only within buildings constructed after the effective date of these regulations. Buildings constructed prior to effective date designed of these regulations and designed for, and occupied by, offices may retain offices on the first floor. Offices may also occupy single story buildings.

R(6) Subject to Special Permit approval by Town Council.

R(7) Satellite dish antennae only, subject to the restrictions of section 12-34(G), and subject to approval of a Special Permit for more than one (1) dish on a property.

R(8) Retail, general services, studio and personal service uses indicated as restricted uses within the West Gateway (Use Zone 1) are limited to the first floor of a three (3) floor building. Such uses are not permitted in buildings with fewer than three (3) floors.

R(9) Personal service uses and convenience retail uses are limited to fifteen (15) percent of a commerce-park type development with no freestanding signage. Such uses shall not be the sole occupants of any freestanding building, nor shall personal service and convenience retail uses comprise more than 25% of any structure.

R(10) Reference No animal hospital shall be located within 250' of a residential zoning district, land use plan designation or single family detached use, measured in a straight air distance from the nearest point of the animal hospital building to the nearest point of any parcel land use plan designated, zoned or occupied for single-family detached residential use. There shall be soundproofing in any area where animals are contained or treated. There shall be no overnight boarding, except in conjunction with medical needs associated with the animal hospital or clinic activities.

R(11) Reserved.

R(12) Permitted only as part of a mixed-use development wherein residential uses are located within the same structure as nonresidential uses, or within separate structures which are integrated into the planned mixed-use development.

R(13). Buildings designed to contain a mix of the following uses are permitted provided any residential use is located within an upper floor, and that residential and nonresidential uses do not share the same floor: residential; office; retail; studios; galleries; educational uses; services; restaurants; and, lodging. The use of the Town's flexibility provisions may be required in order to permit a mixed-use structure or mixed-use development.

R(14) For purposes of Article XV which regulates the location of telecommunication apparatus by zoning designation, the zoning of any given parcel of land within the Griffin Corridor District shall be the zoning district that first permits the most intense use of the parcel.

R(15) Permitted as an accessory use to restaurants and hotels.

Sec. 12-32.305. Architecture.

All new structures shall conform to the architectural design standards contained within the Griffin Corridor Architectural Design Manual adopted by the Town Council except the

architectural requirement shall not apply within the Griffin Commerce Use Zone, and shall be optional with the Downtown use zone, as developers have the option of developing under the western theme architecture, provided facades are finished with brick. Required architectural details shall be provided on all sides of a structure. Existing structures are not required to conform to the architectural standards unless undergoing a substantial exterior renovation, valued at a cost of fifty percent (50 percent) or more of the assessed value of the structure. Historically significant buildings identified in the Comprehensive Plan, and those buildings with unique architecture deemed by the Town Council as worthy of being preserved, shall be exempt from this requirement.

Sec. 12-32.306. Minimum Parcel Requirements.

(A) Minimum lot area:

| | <u>West Gateway:</u> | <u>Down-town</u> | <u>East Gateway</u> | <u>Griffin Commerce</u> | <u>Nodes</u> |
|----------------------------|----------------------|--------------------|---------------------|-------------------------|--------------------|
| <u>Use Group:</u> | | | | | |
| <u>Residential</u> | <u>65,000 s.f.</u> | <u>65,000 s.f.</u> | <u>65,000 s.f.</u> | <u>3 acres</u> | <u>65,000 s.f.</u> |
| <u>Lodging:</u> | | | | | |
| <u>Hotel/motel</u> | <u>2.5 acres</u> | <u>65,000 s.f.</u> | <u>2.5 acres</u> | <u>2.5 acres</u> | <u>2.5 acres</u> |
| <u>Bed & Breakfast</u> | <u>10,000 s.f.</u> | <u>6,000 s.f.</u> | <u>10,000 s.f.</u> | <u>n/a</u> | <u>n/a</u> |
| <u>Commerce</u> | <u>65,000 s.f.</u> | <u>n/a</u> | <u>n/a</u> | <u>3 acres</u> | <u>n/a</u> |
| <u>Other</u> | <u>65,000 s.f.</u> | <u>65,000 s.f.</u> | <u>65,000 s.f.</u> | <u>65,000 s.f.</u> | <u>43,560 s.f.</u> |

(B) Minimum Lot Frontage/Width:

| | <u>West Gateway:</u> | <u>Down-town</u> | <u>East Gateway</u> | <u>Griffin Commerce</u> | <u>Nodes</u> |
|----------------------------|----------------------|------------------|---------------------|-------------------------|-----------------|
| <u>Use Group:</u> | | | | | |
| <u>Residential</u> | <u>250 feet</u> | <u>250 feet</u> | <u>250 feet</u> | <u>250 feet</u> | <u>250 feet</u> |
| <u>Lodging:</u> | | | | | |
| <u>Hotel/motel</u> | <u>300 feet</u> | <u>250 feet</u> | <u>300 feet</u> | <u>300 feet</u> | <u>300 feet</u> |
| <u>Bed & Breakfast</u> | <u>100 feet</u> | <u>75 feet</u> | <u>100 feet</u> | <u>n/a</u> | <u>n/a</u> |
| <u>Commerce</u> | <u>250 feet</u> | <u>n/a</u> | <u>n/a</u> | <u>250 feet</u> | <u>n/a</u> |
| <u>Other</u> | <u>250 feet</u> | <u>250 feet</u> | <u>250 feet</u> | <u>250 feet</u> | <u>200 feet</u> |

(C) Minimum Lot Depth:

| | <u>West Gateway:</u> | <u>Down-town</u> | <u>East Gateway</u> | <u>Griffin Commerce</u> | <u>Nodes</u> |
|----------------------------|----------------------|------------------|---------------------|-------------------------|-----------------|
| <u>Use Group:</u> | | | | | |
| <u>Residential</u> | <u>250 feet</u> | <u>250 feet</u> | <u>250 feet</u> | <u>250 feet</u> | <u>250 feet</u> |
| <u>Hotel/motel</u> | <u>300 feet</u> | <u>250 feet</u> | <u>300 feet</u> | <u>300 feet</u> | <u>300 feet</u> |
| <u>Bed & Breakfast</u> | <u>100 feet</u> | <u>80 feet</u> | <u>100 feet</u> | <u>n/a</u> | <u>n/a</u> |
| <u>Commerce</u> | <u>250 feet</u> | <u>n/a</u> | <u>n/a</u> | <u>250 feet</u> | <u>n/a</u> |
| <u>Other</u> | <u>250 feet</u> | <u>250 feet</u> | <u>250 feet</u> | <u>250 feet</u> | <u>250 feet</u> |

Sec. 12-32.307. Access and Circulation.

(A) Each accessway onto Griffin Road shall serve the maximum number of parcels practical through use of shared openings, and connections between the parking and circulation facilities of neighboring parcels where uses are compatible.

(B) Nonresidential and multiple-family development generally should not access

The Town may require mitigation of any traffic impact such an accessway may have on residential street, above that normally expected for residential use of the street.

Sec. 12-32.308. Open space.

The following open space ratios shall apply to all development within a given use zone, unless otherwise noted below:

| | |
|-----------------------------------|---|
| <u>West Gateway (Zone 1):</u> | <u>40% open space</u> |
| <u>Downtown (Zone 2):</u> | <u>15% open space</u> |
| <u>East Gateway (Zone 3):</u> | <u>30% open space</u> |
| <u>Griffin Commerce (Zone 4):</u> | <u>30% open space for commerce uses</u> <u>40% open space for residential uses</u> |
| <u>Nodes:</u> | <u>40% open space</u> |

Sec. 12-32.309. Maximum height.

Two (2) and 3 story structures are encouraged throughout the Griffin Corridor District, with 3 and 4 story structures encouraged in the Downtown use zone and permitted within nodes.

(A) Maximum building heights:

| | | | | |
|-----------------|----------------|----------------|-----------------|----------------|
| <u>West</u> | <u>Down-</u> | <u>East</u> | <u>Griffin</u> | |
| <u>Gateway:</u> | <u>town</u> | <u>Gateway</u> | <u>Commerce</u> | <u>Nodes</u> |
| <u>45 feet</u> | <u>48 feet</u> | <u>45 feet</u> | <u>45 feet</u> | <u>60 feet</u> |

(B) Minimum height. All buildings constructed after the effective date of these regulations within the Downtown use zone having frontage on Davie Road, Griffin Road shall have a minimum of two (2) floors and must be at least 30 feet in height. Nonresidential or mixed-use buildings with frontage on SW 65 Avenue and SW 46 Street constructed after the effective date of these regulations within the Downtown use zone shall have two (2) floors.

Sec. 12-32.310. Building placement.

The intent of these regulations is to require that buildings be placed forward within a parcel, close to the major thoroughfares in order to accomplish three goals: to de-emphasize the roadway and emphasize the streetscape along side it; to permit large rear setbacks adjacent to residential uses; and, to act as a noise barrier for adjacent residential uses. Nothing within these regulations shall be construed to require any historical or culturally significant structure to comply with the following building placement standards where such compliance would jeopardize the structure or the historical or cultural context of the site it is situated upon.

(A) Street side building placement. The following regulations determine building placement on a parcel. Mixed-use residential/commercial buildings shall comply with all nonresidential use standards.

- (1) Existing residential structures within all use zones shall maintain the streetside (front) setback requirements under which they were constructed.
- (2) East Gateway, West Gateway,. Structures with frontage along Griffin Road shall be built according to one of the following options, providing that the Town Council may require that a particular alternative be utilized based upon existing conditions in the area of a proposed development.:
 - (a) A minimum setback of 30 feet and maximum setback of 40 feet from the edge of right-of-way with a 40-foot landscape buffer or 30-foot landscape buffer and 10-foot sidewalk adjacent to the structure; or
 - (b) A build-to line of 50 feet from the edge of right-of-way, incorporating a 20-foot landscape buffer abutting the Griffin Road Right-of-Way, a one-way front drive, parallel parking and a 10-foot sidewalk.
- (3) Griffin Commerce Use Zone: All Structures shall be built with a minimum 40 foot setback from the right-of-way.
- (4) Downtown Use Zone. Structures with frontage on Griffin and Davie Roads shall be built according to the following standards:
 - (a) West of Davie Road, structures shall be built 25 feet from the edge of the right-of-way, utilizing a 10-foot landscape buffer and a 15-foot front walk in between the landscape buffer and the structure.
 - (b) East of Davie Road, structures shall be built 50 feet from the edge of right-of-way, incorporating a 22-foot landscape buffer abutting Griffin Road and/or Davie Road Right-of-Way, a one-way front drive, parallel parking and a 10-foot sidewalk.
 - (c) Structures with frontage on one of the local streets within the Downtown use zone shall be built 15 feet from the right-of-way, providing for a 5-foot landscape strip and a 10-foot sidewalk.

(B) Minimum rear setbacks.

- (1) Existing residential structures shall maintain the rear setbacks of the zoning districts they were constructed under.
- (2) East Gateway, West Gateway, Griffin Commerce and Nodes:
 - (a) New residential structures shall provide a minimum 40-foot rear yard.
 - (b) Nonresidential structures abutting land zoned, land use plan designated or occupied for single-family residential use shall be set back at least 50 feet from the rear property line for each 15 feet of building height, or fraction thereof.
 - (c) Nonresidential structures abutting all other plan designations, zoning and uses shall be set back at least 25 feet.

- (1) For nonresidential uses, there shall be no minimum rear setback unless abutting a property zoned, land use plan designated or occupied by a residential use, in which case the rear setback shall be ten (10) feet.
- (2) Residential uses shall provide a minimum 15-foot rear setback.

(C) Required side setbacks:

- (1) West Gateway, East Gateway, Griffin Commerce Use Zones: The minimum side setback shall be one (1) foot per one (1) foot of building height, provided that no side yard abutting a residential side street shall be less than 35 feet in depth.
- (2) Downtown; nonresidential interior side: no minimum setback
Downtown, nonresidential corner side: shall conform to the applicable
front build-to line of the corner
side street.

Sec. 12-32.311. Landscaping.

Landscaping shall meet the requirements of Article VI unless otherwise noted below.

(A) Where a drive aisle is to be utilized in front of a structure, the required landscape buffer adjacent to the right-of-way shall be 20 feet in width.

(B) Where no drive aisle is to be utilized in front of a structure, the minimum landscape buffer width shall be 30 feet.

(C) In the Downtown use zone where no front drive is to be utilized in front of a structure, the required landscape buffer adjacent to the right-of-way shall be 10 feet in width along Griffin and Davie Roads. Along local roads, the landscape buffer shall be five (5) feet in width.

(D) In the Griffin Commerce use zone, the minimum landscape buffer shall be 40 feet along Griffin Road and SW 48 Street.

(E) Landscape buffers shall match the grade of the right-of-way at the streetside property line, or, in the case of a retaining wall along the right-of-way line, shall match the top elevation of the retaining wall. The landscape buffer shall not exceed a 20:1 slope within the required buffer width abutting the right-of-way, and shall not exceed a 4:1 slope thereafter if necessary to transition to the finished grade of the adjacent property. A retaining wall not to exceed three (3) feet in height may be utilized at the rear of the landscape buffer to transition to the finished grade of the adjacent property.

(F) Landscape buffers for areas west of Davie Road within the Downtown use zone shall comply with the landscaping requirements of the Western Theme District.

(G) Landscape buffers 20 feet in width or greater shall include one (1) 14 -to -16-foot canopy tree per every (40) linear feet of street frontage. Said trees shall be arranged in a linear planting scheme. In addition, (3) accent trees or palms shall be planted in groupings for every five-hundred (500) square feet of buffer area within (5) to (15) feet from the edge of pavement along Griffin Road. A maximum of 30 percent palms may be used to meet this

requirement. The developer shall provide (1) shrub and (1) ground cover per every (1) linear foot of property frontage planted in massings. Each massing shall be in a meandering planting design with no more than 30' between groupings. Shrubs shall be installed at (24) inches in height and maintained at a minimum height of (3) feet and a maximum height of (5) feet. Ground covers shall be installed at (12) inches in height and maintained at a maximum of (24) inches in height. All planting beds shall provide a (24) inch mulch bed a minimum (3) inches deep between plants and sod.

(H) For the purposes of continuity, accent trees, palms, shrubs and ground covers shall be selected from the materials list provided by the Town of Davie.

(I) The perimeter buffer required by Sec. 12-107(D)(3) between commercial and residential uses shall be increased to 20 feet in width and shall include one (1) canopy tree for every 30 feet of property line.

(J) Perimeter buffers along residential side streets shall be the full depth of the required building setback along such side streets, provided this requirement does not apply within the Downtown use zone.

Sec. 12-32.312. Mixed uses.

Buildings designed to contain residential units; offices; and retail, studios, galleries, educational uses, services, restaurants or lodging uses are permitted subject to the same development standards as nonresidential structures. Building setbacks and landscape buffers for mixed use developments where the residential use is located in separate building(s) from the nonresidential use but integrated into the overall development shall be determined based upon the design of the proposed development as reflected in a master plan or site plan, as appropriate, using the standards for both residential and nonresidential development set forth herein, as a guide.

Sec. 12-32.313. Power Lines, Lighting.

All power lines along Griffin Road and Davie Road shall be moved underground. The developer shall be responsible for installing street lights along Griffin Road to the Town's specifications established specifically for the Griffin Road corridor.

Sec. 12-32.314. Parking.

(A) Parking shall be as provided in Article VII, except as provided below.

- (1) Commercial parking within the Downtown use zone shall be provided at a ratio of one (1) space per 250 square feet of gross floor area.
- (2) Office parking within the Downtown use zone shall be provided at a ratio of one (1) space per 350 square feet of gross floor area.
- (3) Office parking outside of the Downtown use zone shall provided at a ratio of one (1) space per 300 square feet.
- (4) Mixed use developments throughout the Griffin Corridor District may utilize Section 12-295(5)(i) which reduces parking requirements based upon shared parking with different hours of use.

(B) It is the intent of these regulations that off-street parking areas not be visible from main thoroughfares, other than parallel parking permitted along a front drive within a parcel.

(1) All off-street parking, other than parallel parking permitted along a front drive, shall be located at least 25 feet to the rear of the maximum setback or build-to-line, as appropriate.

(2) Parking on the side of a structure shall be screened from view along Griffin Road.

Sec. 12-32.315. Building massing and orientation.

Within the Downtown use zone, a building shall occupy the entire width of the parcel it is located on, notwithstanding corner side setbacks and clearance needed for a drive which may be required to access the rear of the property.

Sec. 12-32.316. Sidewalks.

Sidewalks required within the Downtown use zone shall be constructed of brick pavers to match those installed by the Community Redevelopment Agency along Davie Road.

Sec. 12-32.317. Signage.

(A) Signage for each use shall be reviewed for compatibility with the architectural theme.

(B) Freestanding signage is prohibited outside of the Griffin Commerce use zone. Within the Griffin Commerce use zone, pole signs are prohibited, however, monument signs consistent with Article VIII, Illustration 12-242(A) may be utilized. Monument signs may be six (6) or eight (8) feet in height. A six (6) foot monument sign may have a horizontal dimension not to exceed ten (10) feet. An eight (8) foot monument sign may have a horizontal dimension not to exceed eight (8) feet.

(C) Permissible signage area, as well as other signage requirements, shall be governed by Article VIII, notwithstanding the signage area limitations for freestanding signs set forth herein and the requirement for compatibility with the architectural theme.

(D) Freestanding signs shall be set back five (5) feet from the front property line.

(E) Freestanding signs are prohibited within 100 feet of any residential side street outside of the Downtown use zone that has no outlet.

Sec. 12-32.318. Dumpster location.

Where possible, dumpster enclosures should be designed into the rear of the building. Dumpster enclosures shall be completely screened by landscaping on 3 sides and shall be inconspicuous except when viewed from the front of the enclosure. Enclosures shall not be located within 50 feet of a property that is zoned, land use plan designated or occupied for single-family residential use.

Sec. 12-32.319. Loading areas.

Loading areas shall be screened from view along streets and other properties, and shall be set back at least 100 feet from a property that is zoned, land use plan designated or occupied for single-family residential use.

Sec. 12-32.320. Master Planning Incentives and Waivers.

(A) The Griffin Corridor District encompasses a wide variety of parcel sizes, locations, permitted uses and other existing conditions. Development standards may impose hardships in certain instances, or may not serve the intention of this district as well as an alternate standard. Recognizing this and intending to provide flexibility more commonly found in planned zoning districts, provisions governing signage, landscaping and the placement of buildings and open space can be modified by virtue of site plan or master plan approval, as appropriate, without the need to apply for a variance, but only when the Town Council finds that such deviations from the requirements of this District are consistent with the intent of these regulations and in the best interest of the residents of Davie. The Town Council may also offer incentives in exchange for public amenities not typically provided by a given type of development, provided Council finds that the amenities obtained and the incentives provided are consistent with the intent of these regulations and in the public interest.

Secs. 12-32.321---12-32.399 Reserved.

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DIVISION 1. WESTERN THEME DISTRICT

Sec. 12-385. Created.

There is hereby created the Western Theme District, which shall be an "overlay district" whose regulations shall supplement, and be cumulative to, the development regulations of any zoning area situate within this district.

Sec. 12-386. Boundaries.

The Western Theme Special Zoning District shall be composed of an area including all that portion of land lying within the area as described below:

Beginning at the point of intersection of the centerline of Davie Road (SW 64th Avenue) and the north line of section 26, township 50 south, range 40 east; thence easterly to a point of intersection with the westerly boundary of lot 579 of the recorded plat of Playland Village section 4; thence southwesterly and southerly along the westerly boundaries of lots 579 thru [through] 564 of Playland Village section 4, extended southerly to a point of intersection with the southerly right-of-way of SW 38th Court, this point also being described as the northwest corner of lot 1 of the recorded plat of Playland Village section 1; thence continue southerly along the westerly boundaries of lots 1 through 4 of the recorded plat of Playground Village section 1 of the southwest corner of said lot 4, also described as the point of intersection with the northerly boundary of lot 8 block 1 of the recorded plat of Everglades Park; thence easterly along the northern boundary of said lot 8, block 1 to the northeast corner of said lot 8, block 1, thence southerly along the easterly boundary of lot 8, block 1, of the recorded plat of Everglades Park extended southerly to a point of intersection with the centerline of SW 39th Court; thence westerly along the centerline of SW 39th Court to a point of intersection with the northerly extension of the easterly boundary of lot 7, block 2 of the recorded plat of Everglades Park, thence southerly along the northerly extension of the easterly boundary of southeast corner of said lot; thence westerly along the southerly boundary of lot 7, block 2 of the recorded plat of Everglades Park to the northeast corner of lot 3 of the recorded plat of Strong Park; thence southerly along the easterly boundary of said lot 3 extended to a point of intersection with the centerline of SW 41st Street; thence easterly along the centerline of SW 41st Street to a point of intersection with the northerly extension

of the easterly boundary of lot 23 of the recorded plat of Strong Park; thence southerly along the northerly extension of said lot 23 to the southeast corner of said lot; thence westerly along the southerly boundary of lot 23 of the recorded plat of Strong Park to a point of intersection with the northeast corner of lot 2 of the recorded plat of White Park; thence southerly along the easterly boundaries of lot 2, extended southerly, and lot 20 of the recorded plat of Strong Park to a point of intersection with the southeast corner of said lot 20, said point also described as the northwest corner of lot 14, block 2 of the recorded plat of Davie Park; thence easterly along the northerly boundary of said lot 14 to the northeast corner of said lot 14, block 2; thence southerly along the easterly boundary of lot 14, block 2 of the recorded plat of Davie Park extended southerly to a point of intersection with the southerly right-of-way of SW 41st Court; thence easterly along the southerly right-of-way of SW 41 Court to a point of intersection with the northeast corner of lot 13, block 1 of the recorded plat of Davie Park; thence southerly along the easterly boundary of lot 13, block 1 of the recorded plat of Davie Park to the southeast corner of said lot; thence westerly along the southerly boundaries of lots 13 and 14, block 1 of the recorded plat of Davie Park to a point of intersection with the northerly extension of the centerline of SW 63rd Avenue; thence southerly along the centerline of SW 63rd Avenue to a point of intersection with the centerline of SW 43rd Street, thence easterly along the centerline of SW 43rd Street to a point of intersection with the northerly extension of the westerly boundary of lot 1, block 1 of the recorded plat of 1st Addition to Davie; thence southerly along the northerly extension of the westerly boundary of lots 1 and 2, block 1 of the recorded plat of 1st Addition to Davie to the southwest corner of said lot 2, block 1; thence easterly along the southerly boundary of lot 2, block 1 of the recorded plat of 1st Addition to Davie extended easterly to a point of intersection with the centerline of SW 62nd Avenue; thence southerly along the centerline of SW 62nd Avenue to a point of intersection with the westerly extension of the southerly boundary of lot 1, block 5 of the recorded plat of Davie Heights; thence easterly along the southerly boundaries of lots 1 through 5, block 5 of the recorded plat of Davie Heights to the southeast corner of said lot 5, block 5, this point also being described as the point of intersection with the westerly boundary of lot 16 of the recorded plat of Davie Heights Extension; thence southerly along the westerly boundary of lot 16 of the recorded plat of Davie Heights Extension to the southwest corner of said lot 16; thence easterly along the southerly boundaries of lots 15 and 16 of the recorded plat of Davie Heights Extension to the southeast corner of said lot 15, this point also described as the point of intersection with the westerly boundary of lot 12 of the recorded plat of Durden Subdivision; thence southerly along the westerly boundary of lot 12 of the recorded plat of Durden Subdivision to the southwest corner of said lot 12; thence easterly along the southerly boundary of lot 12 of the recorded plat of Durden Subdivision to a point of intersection with the westerly right-of-way of SW 61st Avenue; thence southerly along the westerly right-of-way of SW 61st Avenue to the point of intersection with the north line of the C-11 Canal right-of-way; thence westerly to a point of intersection with a northerly extension of the westerly boundary of Tract 51; thence northerly along the extension of the westerly boundary of Tract 51 ~~extended south to a point located 530 feet north of the southerly section line of section 26, township 50 south, range 41 east; thence westerly along a line located 530 feet north of and parallel to the southerly section line of section 26, township 50 south, range 41 east, to a point of intersection with the easterly line of Tract 62; thence northerly along the easterly line of Tract 62 to a point located 820 feet north of the southerly section line of section 26, township 50 south, range 41 east; thence westerly along a line located 820 feet north of and parallel to the southerly section line of section 26, township 50 south, range 41 east, to a point of intersection with the easterly line of lot 7 of the recorded plat of Palm Garden Park; thence southerly along the easterly line of lots 3 through 7 of the recorded plat of Palm Garden Park to the southeast corner of said lot 3; thence westerly along the southerly line of lot 3 of the recorded plat of Palm Garden Park; to a point of intersection with the centerline of the right of way of Davie Road (SW 64th Avenue), this point also described as the point of intersection with the east line of section 27 township 50 south range~~

~~41 east; thence northerly along the centerline of right of way of Davie Road (SW 64th Avenue) to a point of intersection with the easterly extension of the northerly line of lot 1, block 6 of the recorded plat of Davie; thence westerly along the northerly boundary of lot 1, block 6 of the recorded plat of Davie; thence northerly along the westerly boundary of the south right of way of SW 47th Street and lot 1, block 6 of the recorded plat of Davie extended to a point of intersection with the easterly extension of the south line of lot 4, block 8 of the recorded plat of Davie; thence westerly along the easterly extension of the southerly boundary of lot 4, block 8 of the recorded plat of Davie to the southwest corner of said lot 4, block 8; thence southerly along the westerly boundary of lots 5 and 6, block 8 of the recorded plat of Davie to the southwest corner of said lot 6, block 8; thence westerly along the westerly extension of the southerly line of lot 6, block 8 of the recorded plat of Davie to a point of intersection with the easterly line of block 1 of the recorded plat of Davie, this point also described as the southeast corner of lot 12, block 1 of the recorded plat of Davie; thence continue westerly along the southerly line of said lot 12, block 1 to the southwest corner of said lot; thence southerly along the westerly boundary of lots 11 and 10, block 1 of the recorded plat of Davie to the southwest corner of said lot 10, block 1; thence westerly along the westerly extension of the southerly boundary of lot 10, block 1 of the recorded plat of Davie to a point of intersection with the westerly boundary of the recorded plat of J.C. Lange; thence southerly along the westerly boundary of said plat to a point located 750 feet north of the south line of section 27, township 50 south, range 41 east; thence westerly along a line located 750 feet north of and parallel to the south line of section 27, township 50 south, range 41 east, to a point of intersection with the westerly boundary of Tract 51; thence northerly along the westerly boundary of Tract 51, extended northerly, and the westerly boundary of Tract 46 to the northwest corner of said Tract 46, this point also described as northeast corner of Tract 45; thence westerly along the northerly boundary of Tract 46 to the northwest corner of said Tract 45; thence northerly 165 feet along the westerly boundary of Tract 1; thence easterly 900 feet along a line 165 feet north of and parallel to the south line of Tract 1, thence northerly along a line 900 feet east of and parallel to the westerly boundary of Tract 1 to a point of intersection with the centerline of SW 41st Street; thence easterly 100 feet along the centerline of SW 41st Street; thence northerly along a line 320 feet west of and parallel to the westerly right-of-way of Davie Road (SW 64th Avenue) to a point of intersection with the south line of Tract 4; thence westerly 575 feet along the south line of Tract 4, said point also being described as the southwest corner of lot 1 of the recorded plat of Davie 39th Street plat; thence northerly along the westerly boundary of lot 1 of the recorded plat of Davie 39th Street plat to a point of intersection with the southerly right-of-way of SW 39th Street; thence easterly along the southerly right-of-way of SW 39th Street extended to a point of intersection with the centerline of Davie Road (SW 64th Avenue); thence northerly and northeasterly along the centerline of Davie Road (SW 64th Avenue) to point of intersection with the north line of section 26, township 50 south, range 40 east, said point also being the point of beginning.~~

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Sec. 12-503. Definitions

Wholesale. An establishment for the sale of goods or services in relatively large quantities and usually at lower prices than at retail, especially such selling to retailers for resale to consumers. Wholesale clubs are not included in this definition.

Wholesale Club: A businesses that sells goods or items in bulk or large quantity at costs below market price to members of the public and/or businesses, and may require a membership in the wholesale club.