

Urban and Landscape Design Guidelines

Downtown Coral Springs

June 2002

prepared for
City of Coral Springs

prepared by
ICON architecture, inc.
and
Gee & Jenson, Inc.

in association with
Selbert Perkins Design Collaborative



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Introduction

Background

In the last decade, the City of Coral Springs has enjoyed substantial growth and development, as it has emerged as one of the preferred communities within Broward County. However, despite – or perhaps because of – this rapid growth and development, the City of Coral Springs has never developed a clearly identified Town Center or Downtown.

To address this concern, the City of Coral Springs adopted a Strategic Master Plan, in July, 1998, for the creation of a concentrated, mixed use, pedestrian oriented zone of community oriented activities and services in the vicinity of University Drive and Sample Road. It was the community's objective that a distinctive environment for public gathering, interaction, and the day-to-day conduct of community life would arise to fulfill the need for a Downtown Coral Springs District for the City's 125,000 residents and daily visitors.

The Downtown Coral Springs Strategic Plan called for the development of specific design standards and guidelines that would govern all public street, walkway, and public space improvements, including front setback areas of private development. In fact, these guidelines and standards should apply to all publicly accessible areas within the Downtown

District, whether on public or private property. The intention is to define a distinct public realm that results from the coordination of public and private redevelopment efforts in the Downtown District to create a unique, pedestrian-friendly, mixed use activity center.

The 1998 Conceptual Strategy and subsequent Request for Proposals for a Town Center Development began the process of creating such a center for Coral Springs. In the preliminary review of the designated developer's proposal, the City and its consultants began to define an initial urban design context for the Town Center, and the scale and character of the public realm.

Starting with the principles established in the original Conceptual Strategy, and the designated developer's response to the City's RFP, the concept of a Town Center has evolved into a Downtown District plan that is both responsive to the City's expectations for the development of the public realm and implementable from an economic development perspective.

Urban Design Guidelines

Overview

The Urban and Landscape Design Guidelines for Downtown Coral Springs define the basic planning and design parameters for the development of a new Downtown district in Coral Springs. As a goal of this planning, urban design, and economic development effort, the guidelines set forth parameters to create an active, pedestrian-friendly mixed-use urban village.

These Guidelines were developed in concert with the evolving plans of the City's designated Master Developer, Amera Urban Developers, Inc., (Amera) and are most specific where the plans of the Master Developer are themselves most advanced. The Guidelines therefore represent a considered response to Amera's mixed-use development proposal as of Fall 2001. This proposal has itself evolved from an initial response, submitted in December 1999, to the City of Coral Springs' RFP for a Town Center Development. Several iterations of the development proposal have been submitted by Amera and reviewed by the City and its consultants during this nearly two-year period, with each iteration bringing the visions of the City and the developer into closer accord and nearer to fruition.

During this period, the City has also worked to define and establish a Community Redevelopment Area (CRA) encompassing the project site. The CRA provides the City with the implementation tools necessary to achieve the large-scale mixed-use public/private redevelopment required to

create a new Downtown District for Coral Springs. The result of this multi-faceted planning effort, and the process of ongoing discussion between the City and the development team, is a plan which promises to be economically viable and implementable from a development perspective. At the same time, the plan lives up to the initial aspirations and expectations of the City of Coral Springs in its desire to create a new Downtown, and sets the standard for future urban development in Coral Springs.

While these Urban and Landscape Design Guidelines therefore represent a largely shared vision that reflects both the City's expectations and the objectives of the current Amera development team, they are intended to remain in place – reviewed, modified, and refined as appropriate – even though the stakeholders in the development process may change over time.

The Urban Design Guidelines presented here focus on the Downtown (or Southwest) Quadrant of the CRA – the large block of approximately 28 acres at the southwest corner of the intersection of Sample Road and University Drive. The Downtown Quadrant itself is divided into four sectors – Northeast, Northwest, Southeast, and Southwest – arrayed around a central public open space at the heart of the Quadrant.

These guidelines establish standards for use, density, height, and setbacks that vary among the sectors, recognizing such things as proximity to existing residential use, relationship of

height and massing to existing and proposed street widths and nearby open spaces, and the current and desired distribution of land uses across and adjacent to the district. The Urban Design Guidelines also specify the scale and character of each of the various street types - some public, some private - that will be developed within the Downtown District.

The Urban Design Guidelines carry these basic regulatory parameters to the next step. Along with the Landscape Design Guidelines, which will define the character of the public realm – the streets and sidewalks of the District, the Urban Design Guidelines define in more detail the desired physical character of new development. They address such issues as the scale and character of front setback areas and the pedestrian realm within those setbacks, the character and continuity of the street wall, view corridors and identity elements, and opportunities to create appropriately scaled variations in building height and massing.

The Urban Design Guidelines provide specific dimensional guidance on the key development parameters of street cross section, building height, density (FAR), and setback. These parameters are supplemented by more flexible but clearly articulated design guidelines and dimensional goals and criteria for building articulation and massing, by which proposed developments in the Downtown district can be measured and evaluated in the approval process as they evolve.

While the Urban Design Guidelines presently focus on the Downtown Quad as the location of the early phases of development, they recognize certain key links between the Downtown Quad and adjacent areas that should be maintained as the development of the Downtown District proceeds through later phases. These include the creation of major view corridors, and a system of vehicular and pedestrian connections within the CRA that will facilitate a coherent and connected urban village environment throughout the Downtown area. The more detailed elements of the guidelines, such as specific recommendations for FAR, height, and setbacks, can also be extended to the other Quadrants and sub-districts of the CRA as plans for these sites evolve.

Some of the Urban Design Guidelines discussed below – such as height, view corridors, identity elements and the public realm — suggest further design review. This should be under the guidance of the CRA, with a design review and approvals process to be determined.

Finally, the Landscape Design Guidelines in this document provide further definition of the recommended character of landscape and streetscape design for each of the street types identified in the Urban Design Guidelines.

Sub Areas of CRA

The area for the new Downtown of Coral Springs is located in a portion of the proposed Community Redevelopment Area (CRA). The Urban Design Guidelines included in this chapter pertain to the Downtown area of the CRA. In some circumstances references are made to other sub areas of the CRA where urban design issues, spatial relationships, and key connections are of significant importance to the development of the Downtown area. For these reasons, the CRA has been sub-divided into 8 sub areas that are primarily based on geographic location. The sub areas are identified as follows:

<i>Northeast Quad</i>	<i>Northwest Quad</i>
<i>Southeast Quad</i>	<i>Southwest Quad (Downtown Area)</i>
<i>Walk Extension</i>	<i>North Side</i>
<i>Medical District</i>	<i>South Side</i>

The descriptions included in the following Urban Design Guidelines also make reference to specific locations within the Downtown area of the CRA. Additional titles are given to this sub area and are identified as follows:

<i>Northeast Sector</i>	<i>Northwest Sector</i>
<i>Southwest Sector</i>	<i>Southeast Sector</i>
<i>Central Plaza</i>	

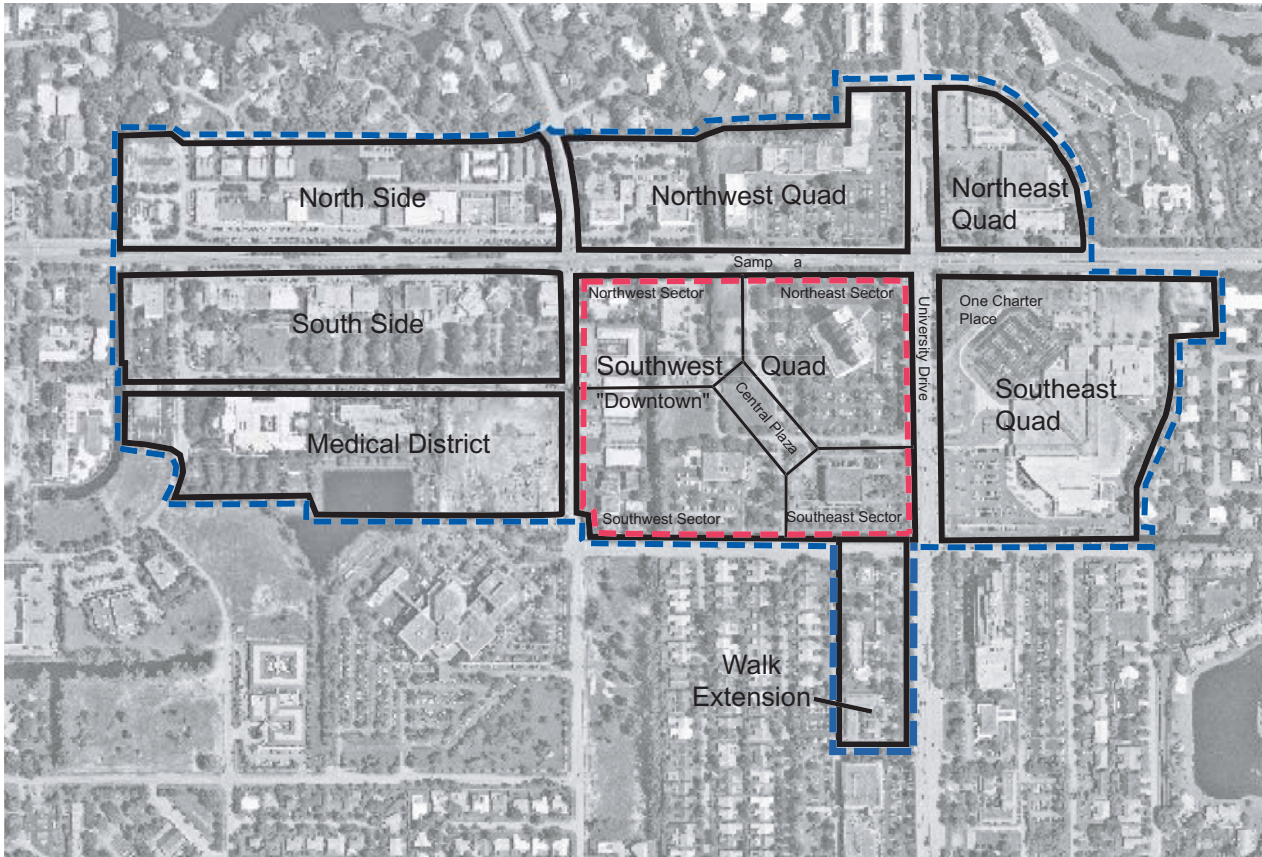
Refer to **Figure #1 – Proposed Sub Areas of the CRA** for the locations of the sub areas described above.



Southwest Quad from Sample Road



Northwest Quad off Sample Road



Downtown Coral Springs

Public Streetscape Design Standards, Guidelines, and Plans

Sub Areas of the CRA

Legend




-  Sub Area
-  Downtown
-  CRA Boundary

Figure #1



Prepared for:
City of Coral Springs

Prepared by:
ICON architecture, inc.

in association with:
Selbert Perkins Design Collaborative
Gee and Jensen, Inc.



May 2002

Street Types

Introduction

The proposed Downtown area will consist of several street types that establish guidelines such as curb-to-curb road widths - including number of lanes and on-street parking, sidewalk widths, building setbacks, building heights and upper level step-backs from the street. In addition to the new streets within the Downtown center, the guidelines propose standards for University Drive, Sample Road, Coral Hills Drive, and NW 31st Street, where these streets form the outside edge of the new Downtown and provide integral connections to the City of Coral Springs. Each type is numbered and named and corresponds to a plan that indicates their various locations within the Downtown area.

Street Type #1 - Proposes to change the character of **University and Sample** by locating buildings closer to the street and providing new sidewalks and arcades that are integrated within the new development.

Street Type #2 - Proposes changes to **Coral Hills Drive** where the setback is reduced and a new landscaping buffer area and sidewalk are added.

Street Type #3 - Proposes the north portion of **NW 31st CT** be used primarily for residential uses. The existing setback is reduced to keep buildings closer to the street activity and the existing canal will be rerouted underground.

Street Type #4 - These new **Entry Streets** to the downtown will link the new development to University and Sample and will accommodate turning lanes for cars, gateway elements at the corners, and sidewalks with arcades next to the adjacent retail development.

Street Type #5 - These new streets will be the center of new retail and commercial activity, collectively forming the “Main Street” for Downtown Coral Springs. These two-way streets will have on-street parallel parking with a generous 20 ft wide sidewalk with trees, sitting areas and small plazas.

Street Type #6 - The abutting residential uses will be served by this new **Residential Street** type that accommodates two-lane/ two-way traffic with on-street parking and new sidewalks, with a landscaped buffer edge next to the private residential uses.

Street Type #7 - This new **Service Road** will provide access to the rear of buildings and parking structures. The wide sidewalk and setback will be flexible to accommodate landscaping, loading docks, parking and sidewalks where appropriate.

The following pages describe the seven street types in more detail. Refer to **Figure 2 – Proposed Street Types**

Downtown Coral Springs

Public Streetscape Design
Standards, Guidelines,
and Plans

Proposed Street Types

Legend

- ① Sample and University
- ② Coral Hills Drive
- ③ NW 31 CT
- ④ Entry Road
- ⑤ Main Street
- ⑥ Residential
- ⑦ Service

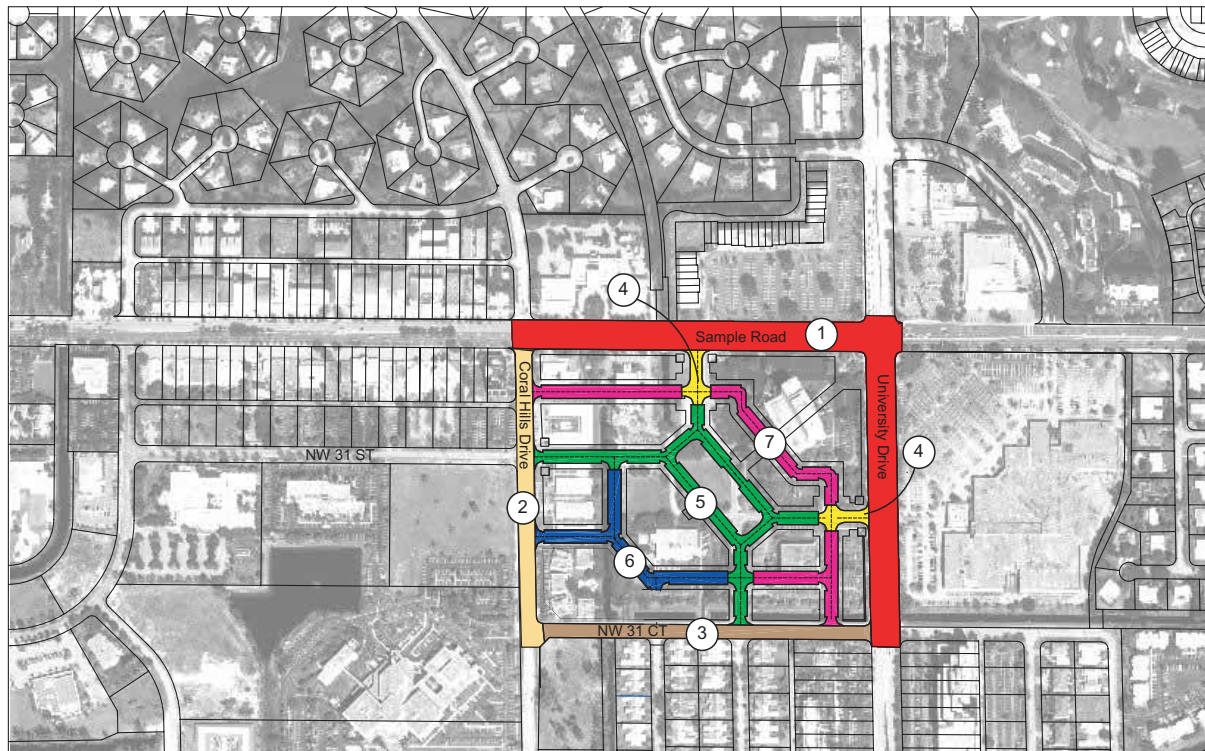


Figure #2



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Street Type 1 - Sample and University

This Street Type proposes changes to portions of University Drive and Sample Road. These two existing main arterials connect the Downtown area to the larger City of Coral Springs. Each street presently consists of 6 lanes of vehicular traffic with turning lanes at cross streets. Modifications in the cross-section of the streets themselves will include a 5 ft zone on each side of the roadway dedicated to bicycles.

The proposed changes in the pedestrian area include a modification of the existing building setbacks to allow buildings to be placed closer to the street, the provision for arcades, increased building height limitations and upper level stepbacks, landscaped edges along the street and new sidewalks.

Build to Lines (Setbacks)

The proposed setback from the back of curb is **20 FT**, which includes an area for a **landscaped buffer** zone and a pedestrian **sidewalk**.

Landscaped Buffer and Sidewalks

The landscaped buffer, **8 to 12 FT wide**, will provide separation between the heavy vehicular traffic and the pedestrian sidewalk. The width of the buffer may vary depending on whether an arcade is present. The buffer could include elements such as plants, grasses, trees, lighting, signage elements for vehicles and pedestrians, sitting areas and bus shelters. The design of the elements within the buffer should have a similar theme throughout the length of the Street Type and is subject to review by the CRA.

New sidewalks are proposed to be of high quality materials, such as pavers, brick, special aggregate concrete, or the like. The pedestrian walk width should be no less than 8 feet (10 foot preferred), and where possible at activity centers, be no less than 12 feet in width. Where an arcade is present, with a minimum width of 12 feet, the sidewalk may be reduced to 8 feet within the setback area, allowing 12 feet for the landscaped buffer.

Covered Pedestrian Friendly Walkways

This street type encourages the use of arcades and/or awnings at the ground level of the proposed development where possible. Refer to the Functional Design Criteria section for further requirements on covered walkways and the pedestrian environment.

Building Heights and Upper Level Stepbacks

The allowable building heights proposed for Street Type 1 range from **65 to 100 FT** (refer to Fig #10 for locations). Upper level stepbacks are proposed for the building edges along Street Type 1. A minimum six-foot (12-foot preferred) stepback is required at the 65 foot building height elevations.

Gateway Elements

The “Gateway Elements” create a visual feature at key locations to identify significant entry points into the proposed Downtown area. Gateway elements are allowed to encroach eight feet into the 20-foot setback and have a height limit of 75 feet. No upper level stepbacks are required for Gateway Elements.

Downtown Coral Springs

Public Streetscape Design Standards, Guidelines, and Plans

Street Type 1 University and Sample

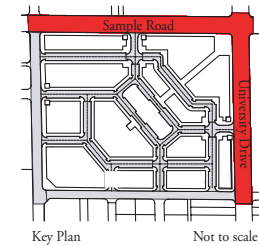
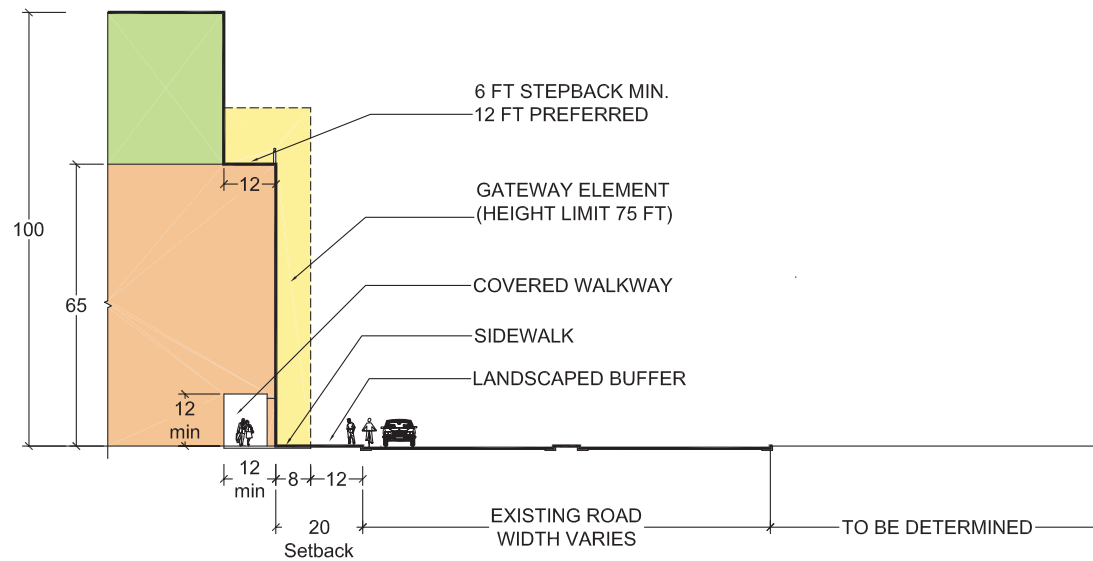


Figure #3

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Street Type 2 - Coral Hills Drive

This Street Type proposes changes to portions of Coral Hills Drive. This road presently consists of 2 lanes of traffic. It is likely that the existing street width will change north of 33rd Street to accommodate a new turning lane. Accordingly, the configuration of the adjacent sidewalk, setback, and buffer area should be modified to permit the desired new street profile.

Build to Lines (Setbacks)

The proposed setback from the back of curb is **20 FT** - for the section of the street that is north of 33rd Street and **30 FT** - for the section that is south of 33rd Street. The setback includes an area for a **landscaped buffer** zone and a pedestrian **sidewalk**.

Landscaped Buffer and Sidewalks

The landscaped buffer, **20 FT** wide north of 33rd Street - **30 FT** wide south of 33rd Street, will provide separation between the conflicting vehicular traffic and the pedestrian sidewalk. The buffer could include elements such as plants, grasses, trees, lighting, signage elements for vehicles and pedestrians, sitting areas and bus shelters. The design of the elements within the buffer should have a similar theme throughout the length of the Street Type and is subject to review by the CRA.

New sidewalks are proposed to be of high quality materials, such as pavers, brick, special aggregate concrete, or the like. The pedestrian walk width should be no less than 8 feet (10 foot preferred), and where possible at activity centers, be no

less than 12 feet in width. Where an arcade is present, with a minimum width of 12 feet, the sidewalk may be reduced to 8 feet within the setback area, allowing 12 feet (north of 33rd Street) to 22 feet (south of 33rd Street) for the landscaped buffer.

Covered Pedestrian Friendly Walkways

This street type encourages the use of arcades and/or awnings at the ground level of the proposed development where possible. Refer to the Functional Design Criteria section for further requirements on covered walkways and the pedestrian environment.

Building Heights and Upper Level Stepbacks

The allowable building heights proposed for Street Type 2 range from **65** to **100 FT** (refer to Fig #10 for locations). Upper level stepbacks are proposed for the building edges along Street Type 2. A minimum six-foot (12-foot preferred) stepback is encouraged at the 40 foot building height elevations.

Gateway Elements

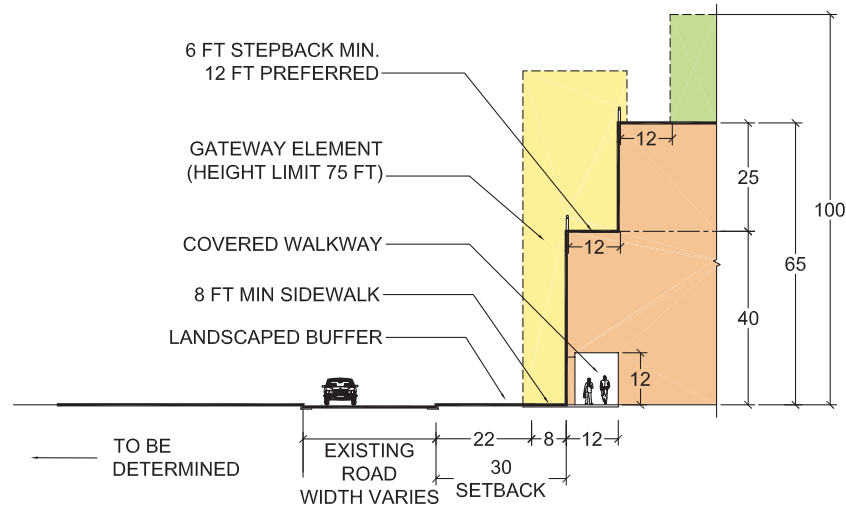
The “Gateway Elements” create a visual feature at key locations to identify significant entry points into the proposed Downtown area. Gateway elements are allowed to encroach ten feet into the 20-foot setback and have a height limit of 75 feet. No upper level stepbacks are required for Gateway Elements.

Downtown Coral Springs

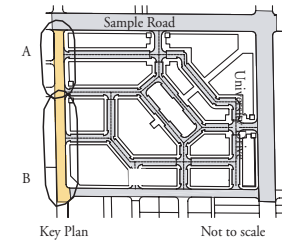
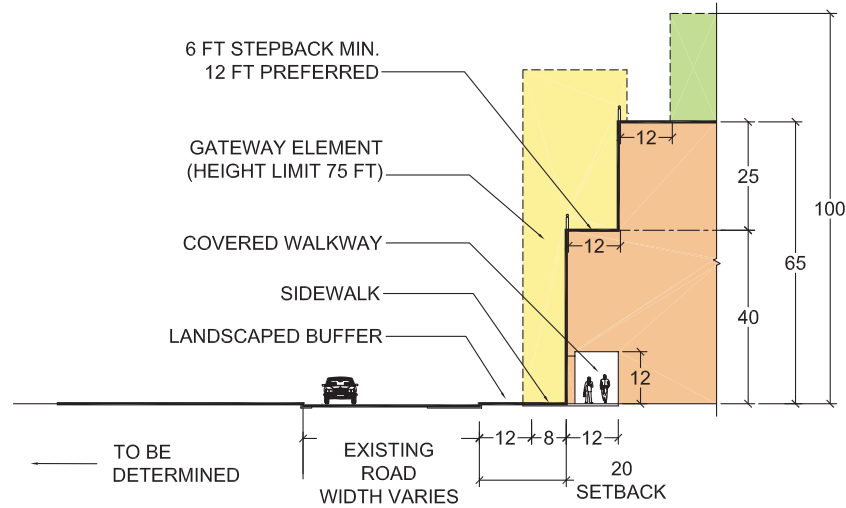
Public Streetscape Design Standards, Guidelines, and Plans

Street Type 2 Coral Hills Drive

Type 2B



Type 2A



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Street Type 3 - NW 31st CT

This Street type proposes changes to portions of NW 31st CT. This road presently consists of 4 lanes of traffic and is abutted by a canal on the north side and a residential community to the south. The Type recognizes that the existing curb to curb will not be changed, however, it proposes a new configuration of the adjacent sidewalk, setback and buffer area. The existing canal will be routed through an underground culvert to allow the buildings to be located closer to the street.

Build to Lines (Setbacks)

The proposed setback from the back of curb is **30 FT**. The setback includes an area for a **landscaped buffer** zone and a pedestrian **sidewalk**.

Landscaped Buffer and Sidewalks

The landscaped buffer, **8 FT**, will provide separation between the vehicular traffic and the pedestrian sidewalk. The buffer could include elements such as plants, grasses, trees, lighting, signage elements for vehicles and pedestrians, sitting areas and bus shelters. The design of the elements within the buffer should have a similar theme throughout the length of the Street Type and is subject to review by the CRA. It is anticipated that the relocated canal in an underground culvert will be located under the setback area.

New sidewalks adjacent to the landscaped buffer in this primarily residential area will be **8 FT wide**, and are proposed to be of high quality materials, such as pavers, brick, or special aggregate concrete.

An additional landscaped area, **14 feet wide**, will separate the sidewalk from building facades along this street. This area will provide an attractive semi-private “front yard” and some visual privacy for residential uses facing the street.

Covered Pedestrian Friendly Walkways

No arcades or awnings are proposed for this street type, however they may be included at key locations and are subject to review by the CRA.

Building Heights and Upper Level Stepbacks

The allowable building heights proposed for Street Type 3 range from **65 to 100 FT** (refer to Fig #10 for locations). Upper level stepbacks are proposed for the building edges along Street Type 3. A minimum six-foot (12-foot preferred) stepback is required at the 40 foot building height elevations.

Gateway Elements

The “Gateway Elements” create a visual feature at key locations to identify significant entry points into the proposed Downtown area. Gateway elements are allowed to encroach eight feet into the 30-foot setback and have a height limit of 55 feet. No upper level stepbacks are required for Gateway Elements.

Downtown Coral Springs

Public Streetscape Design Standards, Guidelines, and Plans

Street Type 3 NW 31st Court

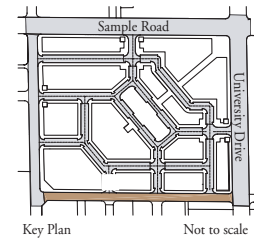
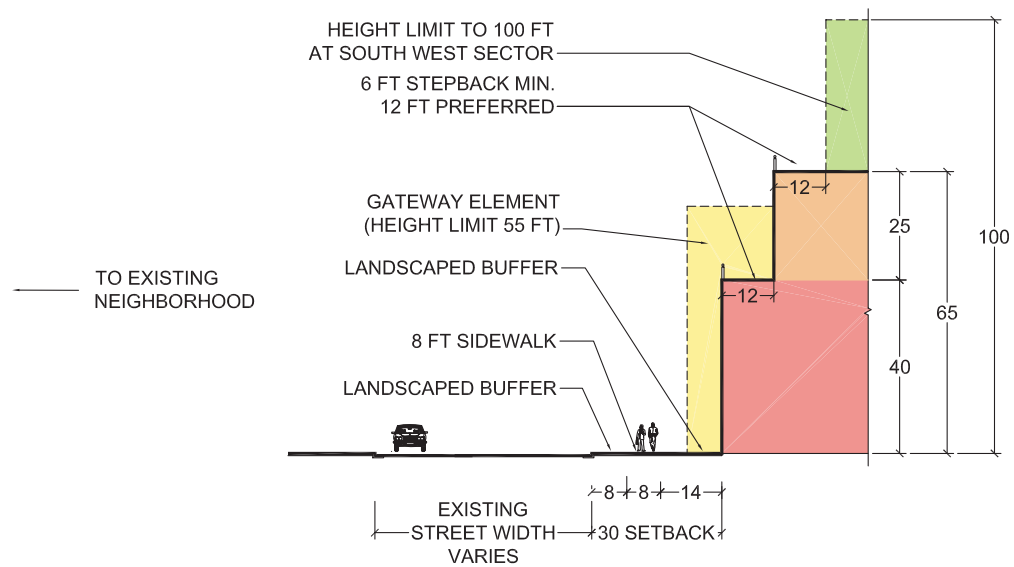


Figure #5

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Street Type 4 - Entry Road

Two entrance roads lead vehicular traffic from University Drive and Sample Road into the new downtown center. This street type recognizes the need for turning lanes and a center median to properly direct the traffic from these two busy streets. This type includes two lanes for inbound traffic and one lane for outbound traffic.

Build to Lines (Setbacks)

The proposed setback from the back of curb is **20 FT**, which includes an area for a **landscaped buffer** zone and a pedestrian **sidewalk**.

Landscaped Buffer and Sidewalks

A modest landscaped buffer, **4 FT wide**, will provide separation between the vehicular traffic and the pedestrian sidewalk. The buffer could include elements such as plants, grasses, trees, lighting and signage elements.

New sidewalks are proposed to be of high quality materials, such as pavers, brick, special aggregate concrete, or the like. The pedestrian walk should typically be 16 feet wide. Where an arcade is present, with a minimum width of 12 feet, the sidewalk may be reduced to 8 feet within the setback area, allowing a wider landscaped buffer area.

Covered Pedestrian Friendly Walkways

This street type encourages the use of arcades and/or awnings at the ground level of the proposed development, where possible. Refer to the Functional Design Criteria section for further requirements on covered walkways and the pedestrian environment.

Building Heights and Upper Level Stepbacks

The allowable building height proposed for Street Type 4 is **65 FT** (refer to Fig #10 for locations). An upper level stepback is proposed for the building edges along the Street Type. A minimum six-foot (12-foot preferred) stepback is required at the 40 foot building height elevation.

Gateway Elements

The “Gateway Elements” create a visual feature at key locations to identify significant entry points into the proposed Downtown area. Gateway elements are allowed to encroach eight feet into the 20-foot setback and have a height limit of 75 feet. No upper level stepbacks are required for Gateway Elements.

Downtown Coral Springs

Public Streetscape Design Standards, Guidelines, and Plans

Street Type 4 Entry Road

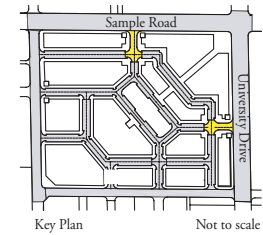
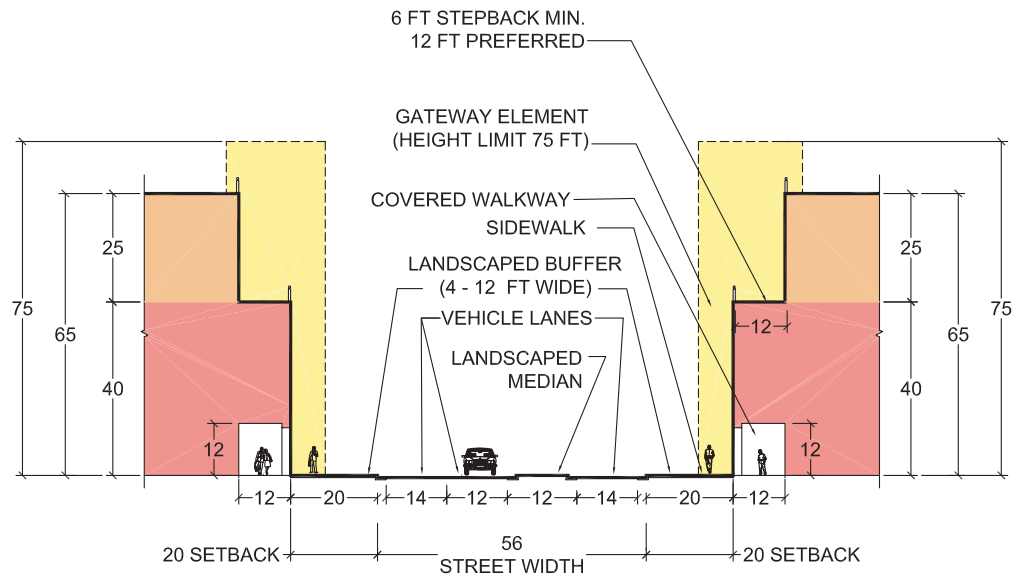


Figure #6

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April 2002



Street Type 5 - “Main Street”

Street Type 5 - “Main Street” is a new street within the proposed Downtown area. This street is primarily abutted by retail uses on the ground floor and encompasses the central plaza located at the heart of the Downtown. The street is two-way and consists of two widened (14 ft) lanes to accommodate bicycles in each direction. The Type also includes a 9-foot parking lane on each side of the street when possible.

Build to Lines (Setbacks)

The proposed setback from the back of curb is **20 FT**, which includes an area for a **landscaped buffer** zone and a pedestrian **sidewalk**.

Landscaped Buffer and Sidewalks

The landscaped buffer, **6 FT wide**, will provide separation between the vehicular traffic and the pedestrian sidewalk. The buffer could include elements such as plants, grasses, trees, lighting and signage elements. As this street will have parking on each side, the landscaped buffer area will be set back three feet from the curb to allow access to parked cars. The landscaped buffer area will also be intermittent, typically in sections 6 feet wide by 36 feet long, to allow pedestrian access to the curb and parking lanes. The 36 foot length of a typical sections allows for three trees per section.

New sidewalks are proposed to be of high quality materials, such as pavers, brick, special aggregate concrete, or the like. The pedestrian walk should typically be 11 feet wide; the 6

foot landscaped buffer and 3 foot curbside paved area occupy the remainder of the 20 foot setback. Where an arcade is present, with a minimum width of 12 feet, the sidewalk may be reduced to 8 feet within the setback area, allowing a wider landscaped buffer area

Covered Pedestrian Friendly Walkways

This street type encourages the use of arcades and/or awnings at the ground level of the proposed development, where possible. Refer to the Functional Design Criteria section for further requirements on covered walkways and the pedestrian environment.

Building Heights and Upper Level Stepbacks

The building height proposed for Street Type 5 is generally **65 FT** with an allowance to **75 FT** for the portions of buildings that front the central urban plaza.

A minimum six-foot (twelve foot preferred) stepback is required at the 40 foot building elevation. Given the large size of the central plaza, it is recommended that the abutting building edges be larger in scale to complement this public space, therefore, no upper level stepback is required.

Gateway Elements

The “Gateway Elements” create a visual feature at key locations to identify significant entry points into the proposed Downtown area. Gateway elements are allowed to encroach eight feet into the 20-foot setback and have a height limit of 75 feet. No upper level stepbacks are required for Gateway Elements.

Downtown Coral Springs

Public Streetscape Design Standards, Guidelines, and Plans

Street Type 5 Main Street

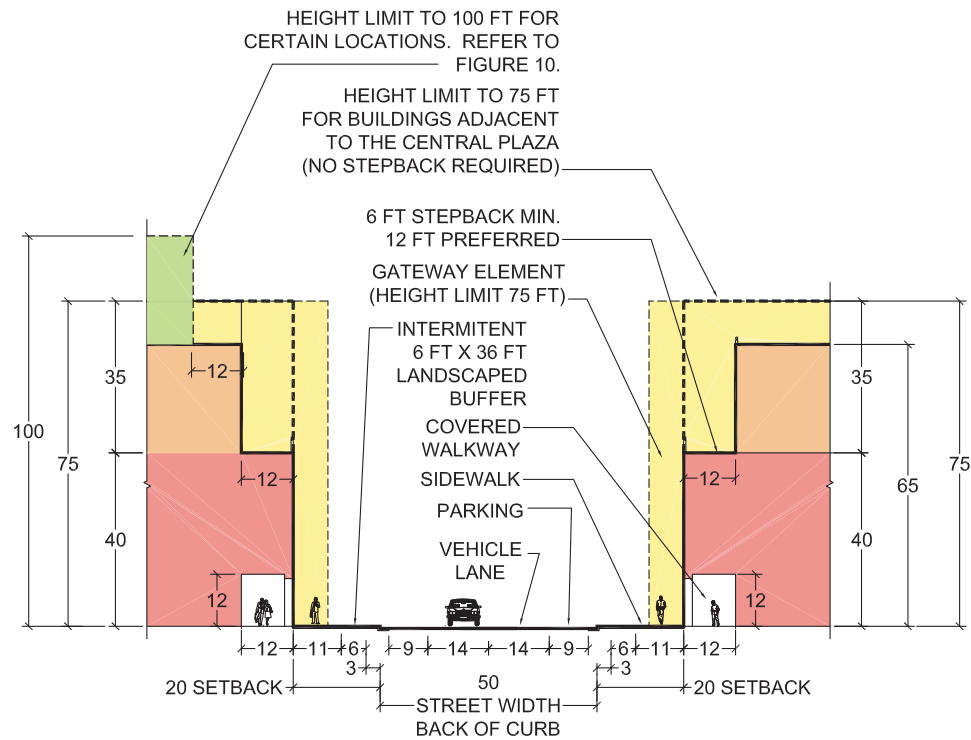


Figure #7

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May 2002



Street Type 6 - Residential

This Street type consists of a two-lane, two-way street with parking on each side. Bicycles will be accommodated on each side of the street within the two 14 foot lanes. In contrast to types 4 and 5, Type 6 has residential uses adjacent to the street. The sidewalks are separated by landscaped areas to give this street a less public and more private feel.

Build to Lines (Setbacks)

The proposed setback from the back of curb is **18 FT**, which includes an area for a **landscaped buffer** zone and a pedestrian **sidewalk**.

Landscaped Buffer and Sidewalks

The landscaped buffer, **12 FT wide**, will provide separation between the building edge and the pedestrian sidewalk. The buffer could include elements such as plants, grasses, trees and signage elements.

New sidewalks, **6 FT wide**, are proposed to be of high quality materials, such as pavers, brick, or special aggregate concrete.

Covered Pedestrian Friendly Walkways

While awnings and arcades may be included in this Street Type, they are not required given the primarily residential uses that abut the street. Refer to the Functional Design Criteria section for further requirements on covered walkways and the pedestrian environment.

Building Heights and Upper Level Stepbacks

The allowable building heights proposed for Street Type 6 are generally limited to 65 feet. Building height is allowed to 100 feet at the corner of the southwest sector. One upper level stepback is proposed for the building edges along Street Type 6. A minimum six-foot (twelve foot preferred) stepback is encouraged at the 30-foot building elevation.

Gateway Elements

No Gateway Elements are proposed for Street Type 6.

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Street Type 6 Residential

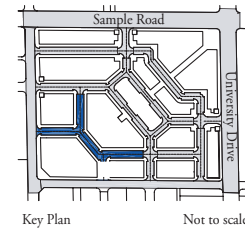
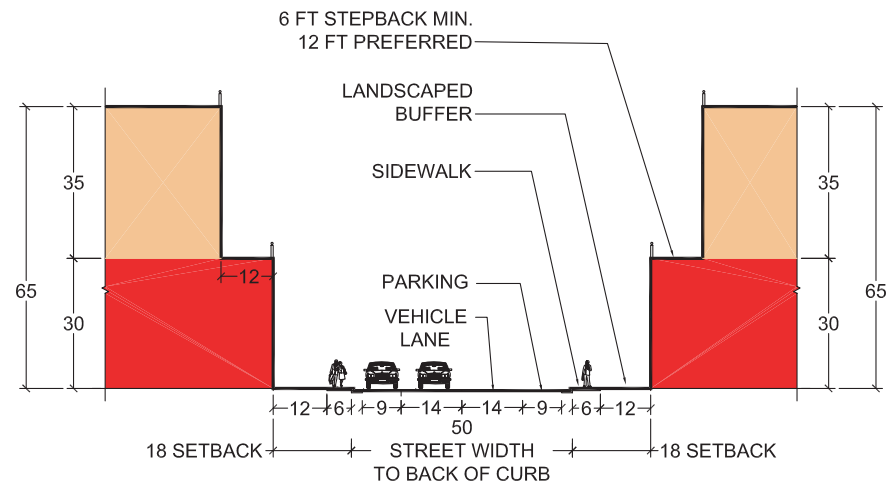


Figure #8

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Street Type 7 - Service Road

This Street Type consists of a two-lane, two-way street with limited on-street parking. The Street Type does not have a dedicated bicycle lane or a landscape buffer. The main purpose for the type is to accommodate service trucks and deliveries to retail/ commercial uses.

Build to Lines (Setbacks)

The proposed setback for Street Type 7 is **18 FT**, which includes flexible space for sidewalks, loading docks, short-term parking or loading zones, landscaping (not required), and other service related uses.

Landscaped Buffer

While there is no requirement for a landscaped buffer, landscaping is encouraged where appropriate and feasible.

Sidewalk

The sidewalk is proposed to be of high quality materials, such as pavers, brick, or special aggregate concrete. The overall depth of sidewalk can vary from a minimum of **8 FT** to a maximum of **18 FT** feet.

Covered Pedestrian Friendly Walkways

No arcades or awnings are proposed for this street type, however they may be included at key locations and are subject to review by the CRA.

Building Stepbacks and Heights

No upper level stepbacks are required for this street type.

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Public Streetscape Design
Standards, Guidelines,
and Plans

Street Type 7 Service Road

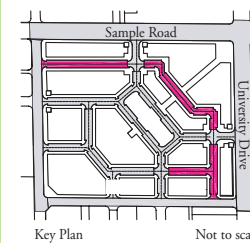
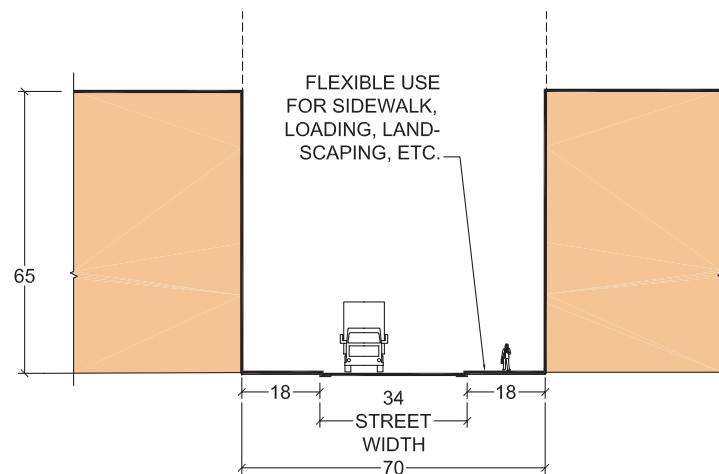


Figure #9

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City of Coral Springs

Prepared by:
ICON architecture, inc.

in association with:
Selbert Perkins Design Collaborative
Gee and Jenson, Inc.

April 2002



Building Heights

The proposed building heights for the Downtown Quadrant are illustrated in Figure #10. The Heights correspond to the Street Types shown on the previous pages. The plan indicates the general building heights as well as the upper level stepback heights.

Tower Elements are proposed at the northeast and southwest sectors of the Downtown Quadrant. The maximum height of 100 ft may be increased for tower elements to 180 ft at a limited number of selected locations within the Downtown Quadrant, subject to CRA approval.



Varied building heights and massing at CityPlace support multiple uses



Downtown - Reston, VA



Bethesda West, MD

“Gateway elements” are building forms that are articulated at the corners of streets, where the mass of the building projects to signify key entry points and landmarked areas. The massing may project into the setback zone, be taller in height or both. The examples above illustrate how gateway elements can be used within larger developments.

It is proposed that gateway elements be incorporated within the design of the new Downtown for Coral Springs to identify significant entry roads that lead into the central urban plaza. Refer to Figure # 10 for the specific locations.

Upper level stepbacks, where indicated, are not intended to run continuously along a building facade. They should represent a majority of the building facade indicated, but may be interrupted for tower elements or other building features.

Downtown Coral Springs

Public Streetscape Design Standards, Guidelines, and Plans

Proposed Building Heights

Legend

- 100 FT
- 75 FT
- 65 FT
- 40 FT
- 30 FT
- Gateway Element 75 FT
- Gateway Element 55 FT

Figure #10



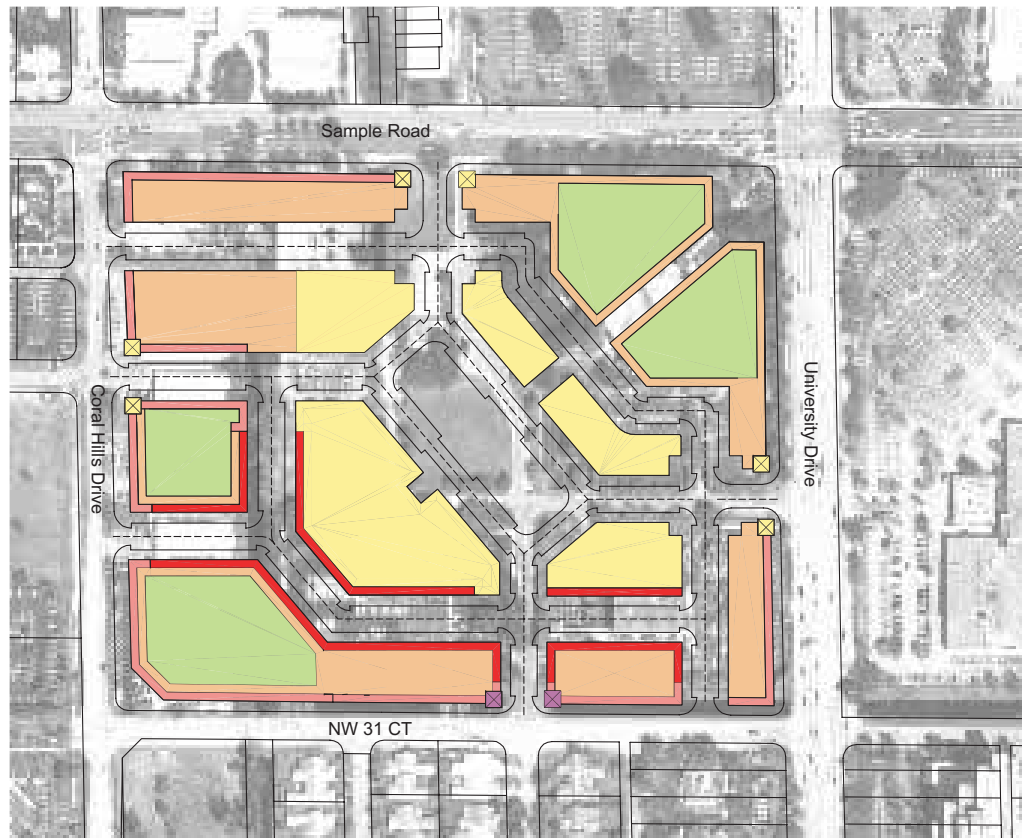
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May 2002



Floor Area Ratios

The adjacent diagram provides recommendations for maximum Floor Area Ratios (FARs) for the four sectors of the Downtown (Southwest) Quadrant, based on the proposed build-out in the Master Plan for the Quadrant as of Fall 2001. FAR standards are provided for each sector of the Downtown Quadrant, and for the Quadrant as a whole. FARs on the adjacent diagram are shown as net and gross.

The net FAR for each sector includes the private streets and sidewalks within that sector, while the gross FAR includes a proportional amount of the public streets and central open space between the sectors. The FAR for each sector, even at the higher net figure, remains well below the City's maximum FAR of 4.0. Building construction within each sector must still remain within the build-to lines established for each parcel on the site, shown shaded on the adjacent diagram. The build-to lines are established elsewhere in these Urban Design Guidelines, and are based on proposed street width, sidewalk and landscape buffer width, as applicable, for each street type within the development. Parking garages are not included within the FAR build-out calculations.

Surrounding these parcels are sidewalks, landscaped areas, internal streets and public spaces that have been carefully dimensioned to provide a pedestrian-friendly urban environment that is intentionally quite different from the typical automobile-dominated landscape of buildings set back from streets behind broad master parking bays.

The central open space has an FAR of zero, in that it is not intended to be built upon. This does not preclude the development of accessory structures as part of the public

Urban Design Guidelines • Downtown Coral Springs

amenity package, specifically, the four pavilions that are described elsewhere in these guidelines (see the description of the central open space under Functional Design Criteria). Used in conjunction with the build to lines, building height and stepback guidelines provided in this document, the Floor Area Ratios define the maximum density and massing of buildings that may be constructed in each sector. Thus, where higher buildings are allowed, such as in the Northeast and Southwest sectors of the Downtown Quadrant, building profiles must become increasingly slim as greater height is achieved.

The guidelines also call for specific design review by the CRA for any project component over 100 feet tall, providing additional guidance in shaping the design of these highly visible landmark components of the Downtown project. It is anticipated that specific parcel shapes and sizes within the Downtown Quadrant may change as the final design of the project is undertaken. Use of FAR standards within an overall build-out envelope by sector allows flexibility in the ultimate shape and massing of the various elements of the project, while maintaining overall density standards. The developer should also be allowed to transfer development rights by transferring FAR from one sector to another within the Downtown Quadrant, subject to review by the CRA, and as long as the overall FAR of the Downtown Quadrant does not increase.

The overall gross FAR of the Downtown Quadrant, estimated at an area of approximately 27 acres, is 2.0, which is consistent with the Coral Springs Comprehensive Plan. The 27 acre total area takes into account several adjustments for changes to the rights-of-way of the surrounding streets, such as the creation of new turning lanes on Sample and University within the project's original property line.

Downtown Coral Springs

Public Streetscape Design Standards, Guidelines, and Plans

Proposed Floor Area Ratio

Legend

- P# Parcel #
- S# Sector #

Overall FAR for entire Downtown is 2.0 **

Figure #11



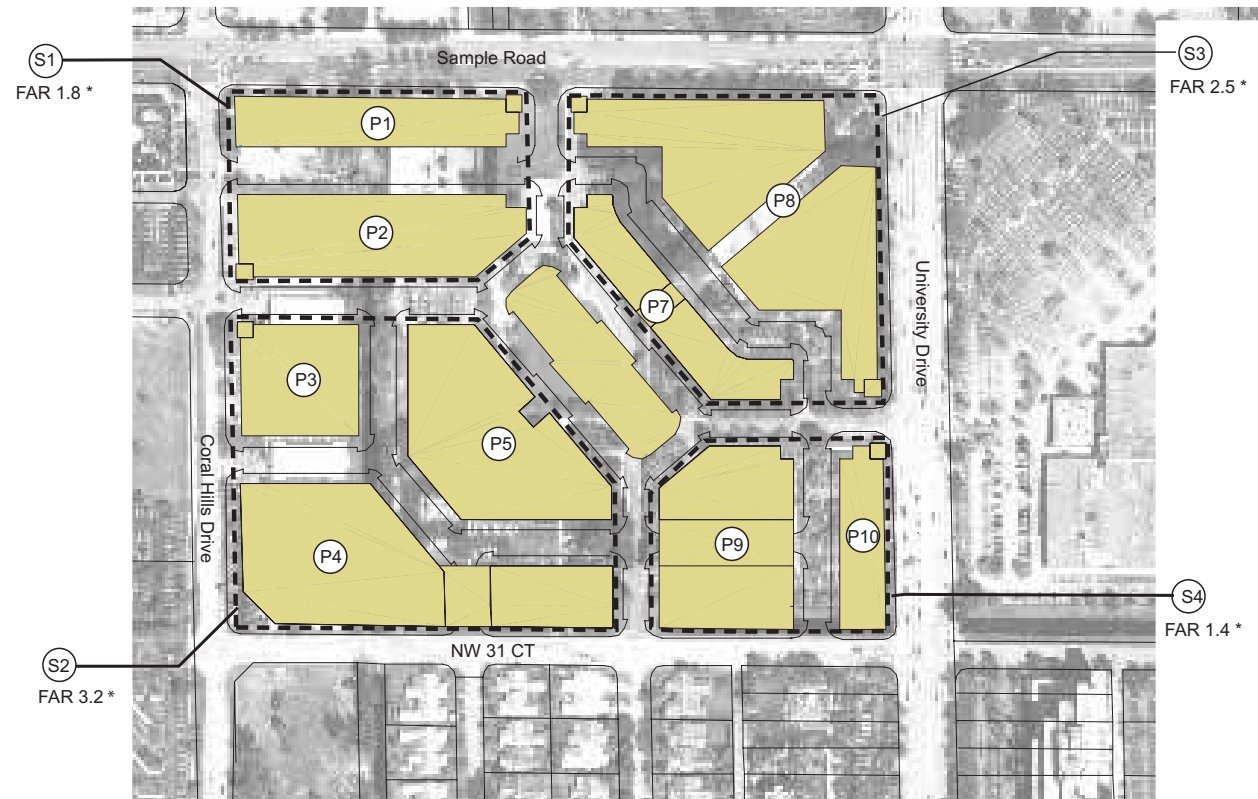
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May 2002



*FAR is for the Sector Area including the private streets within the sector. It does not include the public streets and Central Plaza.

**FAR is for the entire Downtown Quadrant including all sectors, public streets and the Central Plaza.

Public Realm Plan

The Public Realm Plan identifies key pedestrian connections and plaza locations within the Downtown. The plan distinguishes between “Hardscape” plazas, consisting predominantly of paved areas with featured landscaping, “Softscape” areas, consisting primarily of landscaping and vegetation, and Corner Plazas that could contain sitting areas, visual features, etc. The Landscape Design Guidelines in this document provide a more detailed description of the character of these public spaces. The locations shown on the plan are a minimum requirement for plazas and pedestrian connections; the Developer is encouraged to include others where appropriate. Additional guidelines for an Environmental Communications System will be provided separately.

As part of the submission requirements for the proposed Downtown, the Developer will be required to submit a Public Realm Plan to illustrate how these significant public spaces and connections are achieved. Any additional plazas and pedestrian connections are subject to review by the CRA.

Hardscape Plazas are required at the following locations:

- 1) At the corner of University and Sample Road
- 2) At the middle of the central plaza.
- 3) A NE to SW diagonal view corridor and pedestrian way between the buildings located in the northeast sector of the Downtown that connects the plazas identified in items 1 and 2 above.

Corner Plazas are required at the following locations:

- 1) At the four corners adjacent to the two entry streets
- 2) At certain corners of NW 31st Ct and Coral Hills Drive

Softscape areas are required at the following locations:

- 1) At the two ends of the central plaza

The Public Realm Plan also identifies key **pedestrian connections** that tie together common uses within the Downtown area. They are organized into the following three categories:

1) Retail/ Commercial – pedestrian environments that unite the ground floor retail and commercial uses. These should have a civic feel and be accessible to the larger public.

2) Residential – pedestrian environments that connect the residential parts of the Downtown area. These connections should be publicly accessible, however should only engage the building where key entrances and courtyards are located. Connections should be made to the existing residential community to the south of NW 31st CT.







3) Enhanced Pedestrian Environment – These pedestrian connections pertain to the existing edge streets that include University, Sample, Coral Hills Drive, and NW 31st CT. These streets should receive improved sidewalks, crosswalks, and areas for bicycle paths to improve the overall accessibility to and from the new Downtown. The plan also locates four pavilions to be included as a feature within the central plaza. The pavilions should be placed at the four corners of the Hardscaped area of the central plaza. These pavilions could potentially accommodate a cafe or other vendors, information display areas, newspaper stands, etc.

Downtown Coral Springs

Public Streetscape Design Standards, Guidelines, and Plans

Public Realm Plan

Legend

-  "Hard" Plaza
-  "Soft" Plaza
-  Corner Plaza
- Pedestrian connections**
-  Retail/ Commercial
-  Residential
-  Pavillion

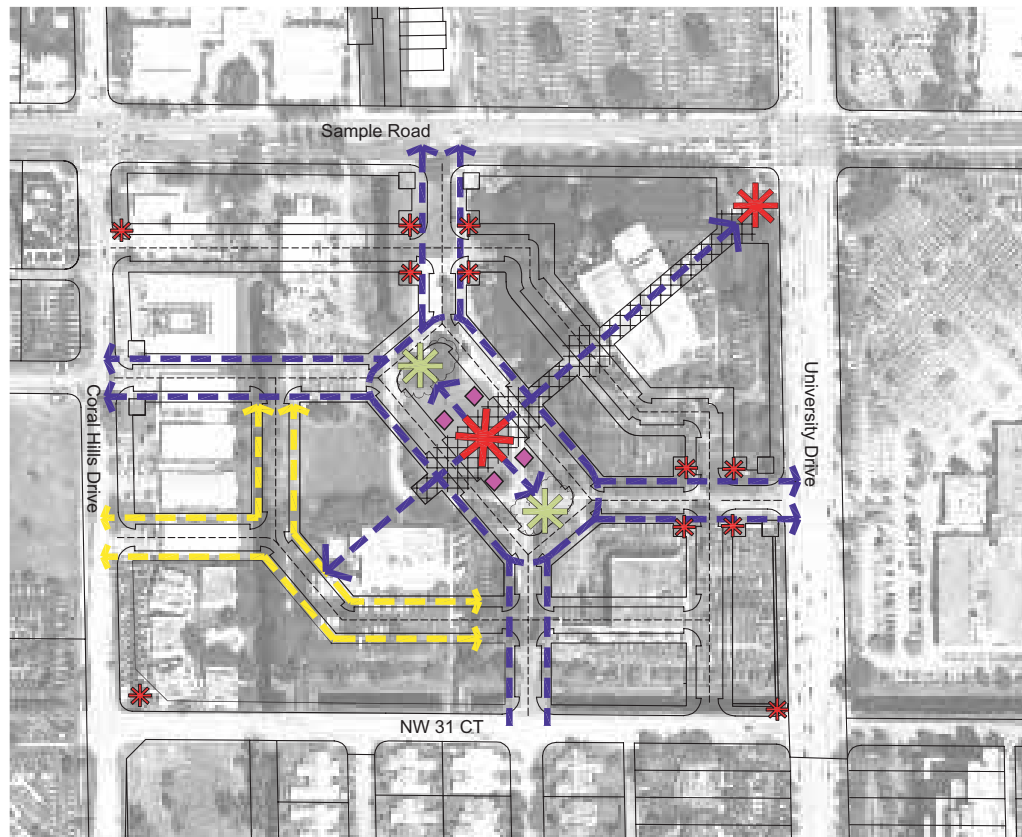


Figure #12



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Prepared by:
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Street Ownership

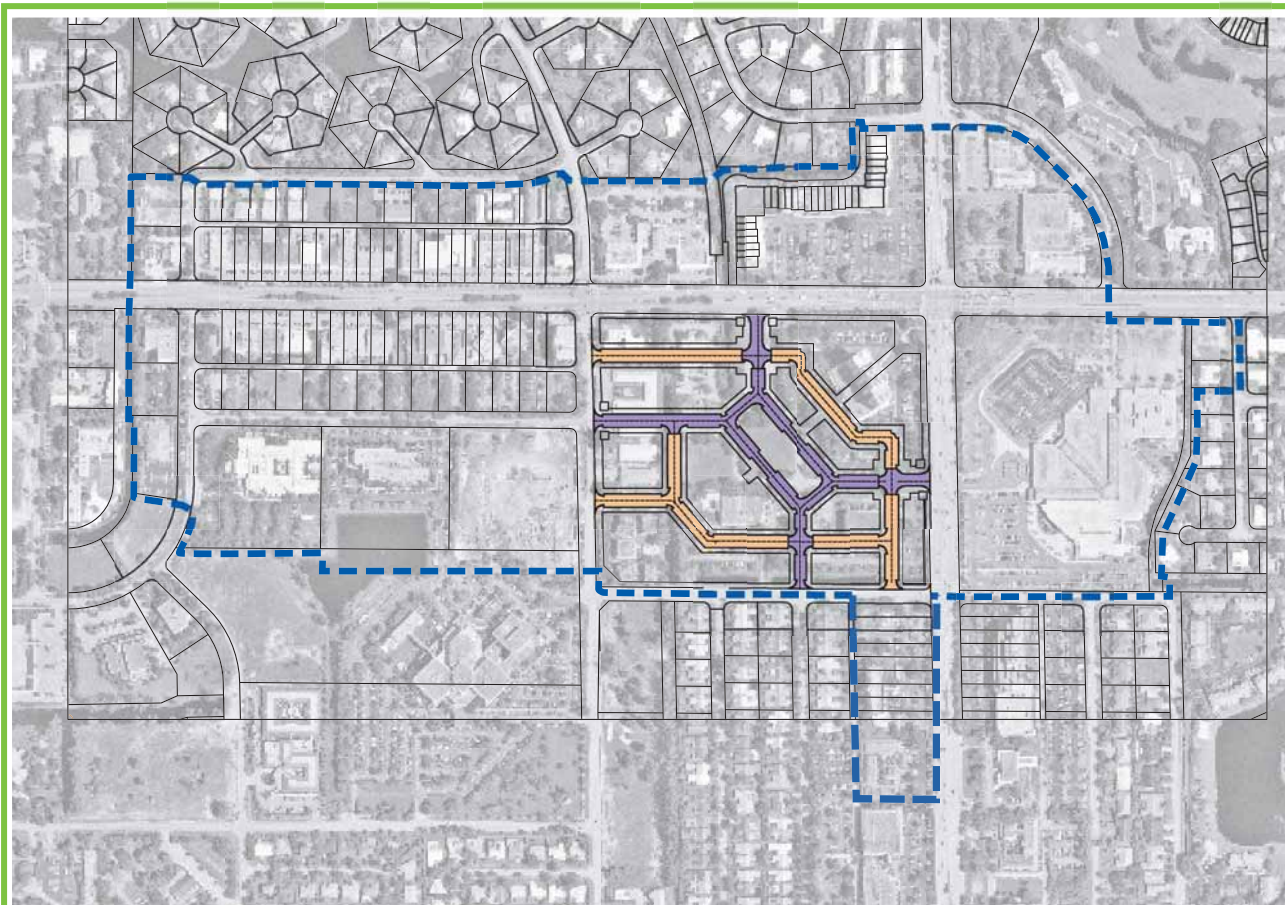
As illustrated in the Street Types section of the Urban Design Guidelines, there are many streets that will have to be constructed within the new Downtown area. The responsibility of constructing these streets and the associated infrastructure will fall upon the CRA and the Developer. Figure # 13 identifies the proposed public and private ownership of the streets within the Downtown. The ownership of these streets will affect issues such as funding sources for construction, maintenance and repair, access and terms of use.



The property line is marked only by the small brass plate.

Sidewalk and street paving materials should be coordinated between the public and privately owned parcels. This will ensure consistency in design throughout the downtown, providing a coherent identity to the overall environment. The photo to the left illustrates a public/private sidewalk in Boston with consistency in design and materials.

Consistency in materials across property line - Boston, MA



Downtown Coral Springs

Public Streetscape Design
Standards, Guidelines,
and Plans

Street Ownership

Legend




-  Public Street
-  Private Street
-  CRA Boundary

Figure #13



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Gee and Jenson, Inc.

May 2002



View Corridors and Identity Elements

View corridors are proposed in several locations of the new Downtown to preserve visual connections between significant portions of the Southwest Quadrant. The view corridors are meant to provide views to and from the Downtown center, as well as between key locations within the central plaza. The View Corridors are required in several areas - refer to Figure I 4 for specific locations.

While the view corridors are meant to preserve the views between the locations specified above, small visual elements, fountains, sculptures and landscaping features may be placed within the view corridor to achieve a balanced and integrated character with the adjacent environments.

Visual Features

Visual features are placed at strategic locations to focus and/or terminate views. The visual features could include fountains, sculptures and landscaped areas. Four visual features are proposed in the Downtown area. See Figure I 4 for locations.

Identity Elements




The elements are located to call out or identify specific features of the new Downtown. These could include entrance makers, kiosks, a Downtown logo, directional or way finding elements, etc. See figure I 4 for the specific locations of the Identity Elements.

Downtown Coral Springs

Public Streetscape Design Standards, Guidelines, and Plans

View Corridors and Identity Elements

Legend

-  Visual Feature
-  View Corridor
-  Identity Element

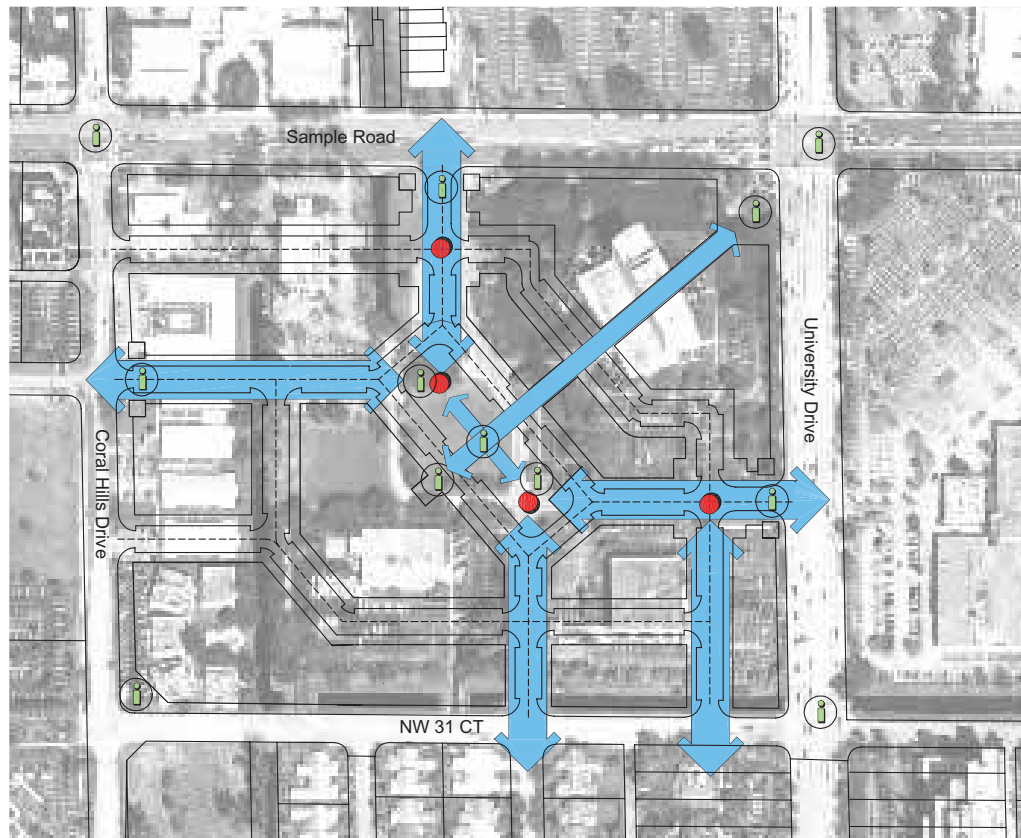


Figure #14



Prepared for:
City of Coral Springs

Prepared by:
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in association with:
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Gee and Jensen, Inc.

April 2002



Primary Ground Floor Uses

The proposed land use plan specifies primary uses that should be located on the ground floor of buildings within the Downtown area. The allocation of uses is important to achieving a balance and continuity in the street level environment. Given the duration and complexity of this project and the ever-changing real estate market, it is understood that the recommended uses may not be achievable. They should, however, be used to guide the development of the master plan and be included wherever possible. The Ground floor uses are organized into the following three categories;

- 1) **Commercial /Mixed Use**– which could include retail, restaurants, offices, hotels, residential, etc.
- 2) **Residential** – Multi-family residential including townhouses, hotels, etc.
- 3) **Flexible** – no specific use required at the ground floor.

Figure # 16 illustrates the location of the three primary ground floor uses.



Commercial uses at the lower floor with residential above
Las Olas, FL







Residential uses at the lower and upper floors
Mizner Park, FL

Downtown Coral Springs

Public Streetscape Design Standards, Guidelines, and Plans

Primary Frontage for Ground Floor Uses

Legend

-  Commercial/Mixed Use
-  Residential
-  Flexible
-  Buildable Area

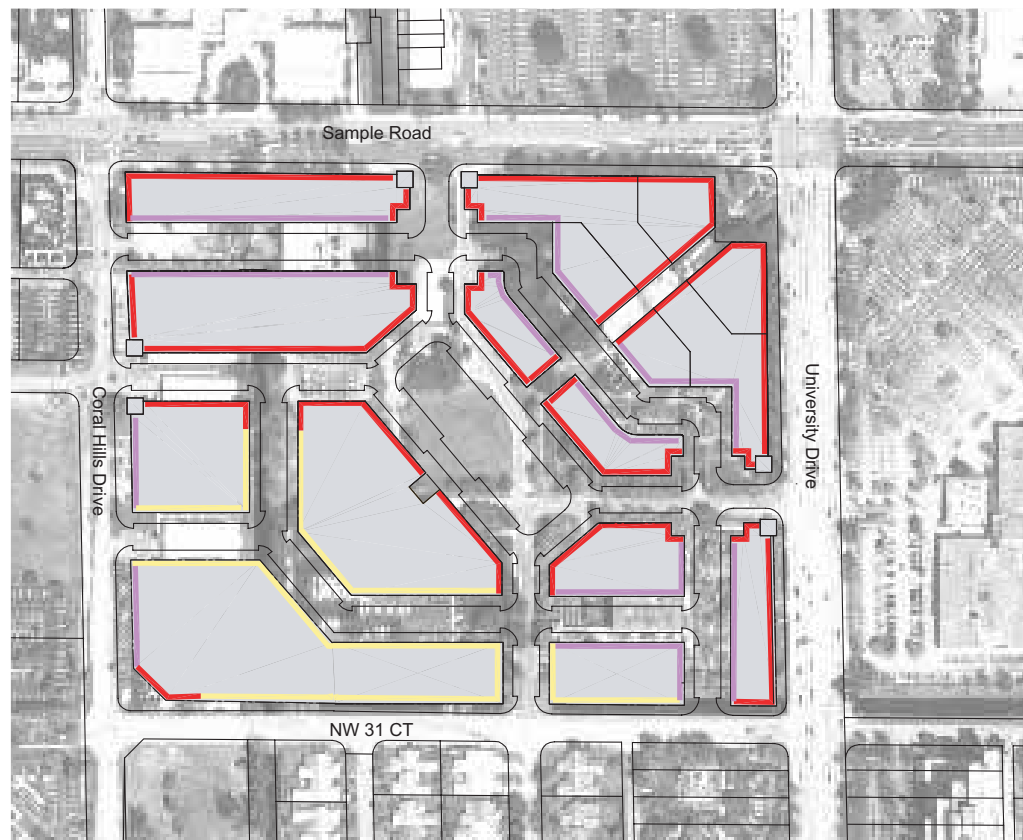


Figure #15



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Gee and Jenson, Inc.



May 2002

Functional Design Criteria



Awnings at street
Bethesda West, MD

In addition to establishing standards and guidelines for street types, building massing, height, density, and other planning and design parameters for Downtown Coral Springs, it is also important to articulate certain general design principles for a number of critical elements that will help to shape the public environment in the Downtown district. These principles are described here as “Functional Design Criteria” in that they address how these elements are intended to work within the larger context of Downtown Coral Springs.

Some of these elements are also addressed in the City’s **Architectural Guidelines**, in particular the Guidelines for Commercial and Multifamily Residential Development. The recommendations in the Architectural Guidelines — including such elements as building design, materials, color, and landscape criteria — should be considered in conjunction with the criteria provided below.

Covered Walkways and the Pedestrian Environment

Covered walkways, such as arcades and awnings, are an effective method of protection for pedestrians from sun and rain in the South Florida climate. Pedestrian friendly covered walkways are strongly encouraged, though not mandated, for use in the Downtown Coral Springs development. Where they are used, arcades should be a minimum of 12 feet wide (from outside building plane) and 12 feet high. Where arcades are present, sidewalks in setback areas may be reduced in width, though not to less than 8 feet.



Arcades at CityPlace

It is not the intent of these guidelines to create an overall uniformity of design and detail in Downtown Coral Springs. There are other ways of providing color and variety in the pedestrian realm, as well as protection for pedestrians, such as awnings and canopy trees. However, arcades, awnings, and canopy trees are not mutually exclusive. For example, the new Downtown could use both arcades and awnings, as well as signage along the face of the arcade, adding color and visibility for the merchants within the arcade.

Covered walkways are particularly useful in areas where restaurants are located, to protect outdoor tables. This is especially appropriate at building corners, where re-entrant corners provide additional protected space under an arcade and/ or awning. Covered walkways are not necessarily recommended for street frontage of residential buildings, unless these buildings include a ground floor retail component.

Where arcades are used, they should be within the no-build line. Buildings should not encroach into the no-build zone. This will maintain a consistent street wall (building line) in the Downtown quad, where the pattern of small block fronts does not create excessively long frontages in any case. Decorative building elements, including non-structural trim, awnings, and blade signs, as well as underground footings may encroach into the no-build zone.

Sidewalks

Urban sidewalks should not present a challenge to pedestrian navigation with unnecessary changes in locations and

dimensions of planter spaces. A sidewalk pattern which may appear to be repetitive is provided for a purpose: ease of navigation. It would also be inappropriate to mix tree-grate plantings with ground level planting beds of short duration. In concept, the urban sidewalk is the “frame” of the picture being displayed, *i.e.*, the architecture, graphics, furniture, merchandise, etc. It should be simple, elegant, and therefore provide a platform for a variety of activities. A sidewalk need not have a life of its own; it comes to life with people, events, furnishings, retailing and so on.

Surface Parking

One urban design feature that will distinguish Downtown Coral Springs from other areas of the City is in the handling of surface parking. Current design guidelines and deed restrictions typically require a 65 foot building setback from property lines along major roadways for surface parking (master parking bays), with a double bay of 137 feet required along University Drive. While some of these master parking bays, particularly those along University Drive, have been handsomely landscaped, the overall result is a very suburban, automobile-dominated feeling with buildings set far back from the roadway.

These requirements, whether by deed restriction, land development/zoning code, or architectural guidelines, will not apply in the Downtown district. The resultant urban design character in Downtown Coral Springs will be a much more urbane, pedestrian-friendly environment, with mixed-use development set close to the major roadways, subject to the specific requirements for landscape buffers and side-

walks set forth in the guidelines for street types in this document. Conversely, the use of off-street surface parking within the Downtown district is discouraged, and should be very limited.

Within the internal streets of the Downtown district, on-street parking is encouraged and provided for within the street types design criteria. In combination with the relatively narrow street widths, neckdowns at corners, wide sidewalks, and clearly designated crosswalks, this will create an environment that is safe and attractive for pedestrians, while retaining the presence of the automobile within a traditional urban downtown environment.

Shared Parking

The use of shared parking strategies serving complementary uses can have both design and economic benefits in a mixed-use development. Complementary uses in this instance are uses that have different peak parking demands, such as office and residential, or office and hotel uses, where one use has a peak daytime demand, and the other has a peak evening demand. Office and retail also have different peak demands, including widely different demands for weekdays versus weekends. In such cases, where the development proposal is supported by appropriate parking demand analysis, and is based upon accepted standards, shared parking should be encouraged, with the goal of minimizing the development of excess parking. If no local standards are available, widely accepted standards such as the Urban Land Institute’s (ULI) shared parking standards may be used.



Awnings and canopies can take on inventive forms
Delray Beach



Wrapped parking at
Mizner Park



Street Furniture



Central Plaza, CityPlace

Parking Structures

The City’s Architectural Guidelines provide a clear set of standards for the siting and architectural treatment of parking garages. Since structured parking will be an important component of Downtown Coral Springs, these guidelines should be carefully reviewed. These guidelines call for incorporating “commercial or office space or pedestrian arcades on elevations that face public streets or primary pedestrian pathways or plazas. Optimally, the primary elevation of parking structures should contain enclosed, leasable space on all levels for at least a minimal depth of 15 to 25 feet (i.e., first exterior bay of stalls).” Alternatively, the parking structure can be “wrapped” by other uses, or enclosed by such uses, though separated by a service drive, such as the Type 7 streets identified in this document.

Space devoted to structured parking is not included in the FAR calculations; commercial uses or other uses built into or adjacent to parking garages are counted for FAR purposes.

The Guidelines also call for providing level floor plates on all primary view elevations – that is, any ramps should be hidden within the parking structure.

Street Furniture

Street furniture includes a wide variety of elements that provide orientation, amenity, and safety in the Downtown

environment. This includes lighting, identity, regulatory, and directional signage, benches, bike racks, waste receptacles, and so on.

The design and placement of street furniture in Downtown Coral Springs should be well-coordinated and well-organized. An Environmental Communications system, which will define the coordinated design and placement of much of the Downtown’s signage and orientation features, is described in a separate document. This system should itself be coordinated with the placement of other elements of the streetscape, including lighting and other street furniture, to enhance the pedestrian environment and minimize clutter.

For example, signage should be incorporated with lighting standards where appropriate, rather than installing separate sign and light posts in close proximity to one another. The placement of seating areas for pedestrians should take advantage of available lighting, rather than requiring additional lighting of its own. Trash receptacles should be provided near pedestrian seating areas rather than in isolated locations. Bike racks should be provided where they do not interfere with pedestrian circulation.

Much of this street furniture will be provided within the landscape buffers required along most street types, either along the curb or fronting buildings, within Downtown Coral Springs. The width of these landscape buffers generally provides ample room for the placement of street furniture; the design of these buffers should take such placement into



Fountains within CityPlace add visual interest to the main plaza,



Pavilions- like at Mizner Park - could be located in the central plaza

account.

The Central Open Space

It is understood that the Amera development team will be responsible for the design of the Central Open Space, but that the CRA will retain ongoing review and have the final approval of the design of the space. Much of the design of this space will be dictated by the programming concept for the space, which has yet to be fully defined.

As currently conceived, the central open space is divided into three sections. The middle section is conceived of as primarily a “hardscape” – consisting of decorative paving, and part of a larger hardscape cross-axis that runs from northeast to southwest through the project, including a view corridor and open spaces in the northeast and southwest sectors. It is further assumed that the boundary roadways on the long northeast and southwest sides of the plaza will be able to be closed to traffic for special events, making the entire central area of the Downtown quadrant into a large pedestrian space. In such cases, traffic would continue to be able to circulate through the Downtown area using the short roadways on the southeast and northwest ends of the plaza, the residential street, the service roads, and the entry drives.

As of this time, there is general agreement that the middle section – part of the “hardscape” cross-axis — might include a central feature – probably a fountain – and be surrounded by a set of kiosks or pavilions (probably four) that might be

places for a café, ice cream shop, creperie, newsstand, etc. The two end sections of the central space will be softer and more heavily landscaped, particularly at the perimeter of the space. There might be an internal view corridor within the central space that runs within these landscaped areas across the central hardscape section from southeast to northwest. The pavilions might be situated within, but near the corners of the hardscape area, or recessed into the softer landscape of the end sections, but adjacent and open to the central hardscape area.

It has been agreed that the budget for the overall central space (approximately 100' x 380') should be set at \$3 million, about half of which would be allocated to the middle, more intensively developed section with a fountain, and the other half for the softer, more heavily landscaped end sections. The budget for the middle section would include the provision of services to pads for four pavilions. The right to develop and operate the proposed pavilions would be leased to the developer, and financing and construction of the pavilions would be the responsibility of the developer. A preliminary budget for the construction of these pavilions was suggested at \$1 million.

Entry Plazas

The current site plan for the Downtown Quadrant shows two entry plazas situated a short distance in from the major project entries along Sample Road and University Drive, where the entry drives cross the project's internal service roads. These plazas are currently conceived as having small central features - most likely fountains, with traffic circulating around them via mini-roundabouts.

The entry plazas therefore serve multiple functions: They are traffic calming devices; they are part of view corridors into and out from the central space of the project; and they are visual features in themselves. As traffic calming devices, they require traffic entering the project from the major roadways to slow down, and avoid quick direct encounters with cross traffic using the service roads. As view corridors, they allow views into the Downtown's central plaza, where visual features should terminate the view. Looking out from the Downtown Quadrant, the east entry plaza frames a view of the City's new Regional Library and Charter School across University Drive, while the north plaza presents a foreground feature beyond which, across Sample Road, is the proposed site of Coral Springs' new City Hall.

The urban design diagram for the Downtown Quadrant recommends that these entry plazas themselves be framed by buildings with re-entrant corners – that is, corners which are inset from the basic build-to lines of their parcels. These

re-entrant corners create generous pedestrian spaces bordering the entry plazas – ideal for sidewalk cafes or other outdoor uses, and maximize the retail frontage on the corner. The frontage can be divided between two different uses – each with its own corner, or combined into a single larger use with extensive frontage. This feature is commonly employed in comparable mixed-use developments, where similar re-entrant corners are typically used – in combination with arcades — by restaurants with outdoor tables.



Small entry plazas could include sitting areas and visual features - Mizner Park

Consistency

These Urban Design Guidelines form part of a set of coordinated planning and design recommendations intended to shape the physical form of Downtown Coral Springs, and particularly the public realm in the Downtown. Parallel documents developed concurrently with these Urban Design Guidelines include the following Landscape Design Guidelines, and a proposed Environmental Communications Program.

- The **Landscape Design Guidelines** chapter describes the landscape and streetscape character, with suggested materials and dimensional standards, of each of the proposed street types within the Downtown district.
- The **Environmental Communications Program** describes a consistent set of identification, directional, and amenity elements that collectively help to establish a distinct image, identity and wayfinding system within the new Downtown.

The Urban Design Guidelines are also to be utilized within the larger context of the existing regulatory framework for land planning, site development, and building design in Coral Springs, as applicable within the newly established Downtown Coral Springs Community Redevelopment Area. Applicable regulatory standards include the **Coral Springs Land Development Code**, which includes Building Regulations, the Minimum Housing Code, Zoning, and regulations governing Streets, Parks, and Public Lands.

Under the Coral Springs Zoning Regulations, Section 250156, the City has also established a series of **Architectural Guidelines**, for such typical uses as Commercial Development and Multifamily Residential Development. These detailed Guidelines, intended to promote superior design standards, are designed to give potential developers of commercial and residential buildings an understanding of the design features, including siting, massing, materials, roof types, and service access (loading, dumpsters, etc.), that are preferred in Coral Springs.

The existing regulations, standards, and guidelines will form an important part of the overall regulatory and approval framework for the design and development of Downtown Coral Springs. Except where specific issues, such as land use, density (FAR), building height, setbacks, and other dimensional and design criteria are addressed in these Urban Design Guidelines, the existing Land Development Code, Zoning, and Architectural Guidelines should govern the development of Downtown Coral Springs within the CRA. As these Urban Design Standards are intended to provide flexibility in the development of Downtown Coral Springs, subject to CRA design review and approval.

Where these Urban Design Standards differ from existing land use, zoning, and other design and dimensional criteria, the Urban Design Guidelines shall be assumed to supercede the general requirements of the Land Development Code for the purposes of development within the Downtown Coral Springs Community Redevelopment Area.

Landscape Design Guidelines

The following section represents the culmination of a three-step process toward establishing the street character for the new Downtown District.

The first step was to gather intelligence regarding existing street conditions and to solicit input from city staff and the primary developer of the Downtown. This work resulted in the development of 6-prototypical existing cross sections for streets in Coral Springs as they currently exist. Opportunities and Constraints of each prototype were presented to city team members in the form of a narrative description and illustrative cross-sections.

At the conclusion of the analytical phase of work, the 6-prototypical examples of street conditions were modified as needed to accommodate urban planning work, as presented in the previous section, and to accommodate initial input from the Master Developer. Several workshops were conducted with the developer to establish a common ground for landscape that responded to the emerging plan for the Downtown. The product of this phase of work was preparation of preliminary typical landscape cross sections which formed the basis for discussion.

This section represents the third and final phase of landscape design guideline preparation. For the sake of simplicity and legibility, a single cross-section and a single corresponding plan view have been provided which illustrate the *overall design character and scale of proposed streetscapes*. Typical street cross section dimensions, both vertically and horizontally, express intended scale. Plan views show the intended scale, and also, the character of a fully developed

landscape for the corresponding section. As with the Urban Design Guidelines, this Landscape Design section consists of guidelines, and not mandates.

The reader will notice that arcades and open-air segments are possible and encouraged for several of the prototypes. Each of these conditions is matched with corresponding landscape. It is also notable that more than half of the prototypes encourages outdoor pedestrian use of space beyond that which is practical at present. And, this intensity of intended outdoor use is matched with corresponding accoutrements. Decorative area and accent lighting, paver modules, street furnishings, cross-walks, and special features are the primary elements required.

Implementation of the design guidelines can occur as a matter of cost as well as design intensity. Each of the prototypical conditions is provided with a range of quality levels expressed as *Minimal, Intermediate, and Best*. The examples shown correspond to a *Intermediate* level of quality. The city and developer may determine which level of quality to use and where to use it.

Finally, the design guidelines provide for special site feature areas. The three areas chosen for this treatment are *Downtown Gateways, University and Sample Roads Entrance Plazas, and The Downtown Plaza*. The design shown for each is intentionally simple and represents the components and extent of design recommended for these special places. Further detailed design is required in order for construction and coordination with architectural elements of adjacent development.

Downtown Coral Springs

Public Streetscape Design
Standards, Guidelines,
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Type 1



Within this Street Type the primary user is vehicular traffic and as a result, the time to experience it is brief. Landscape such as shrubs and groundcovers are concentrated at median nosings and intersections. Trees are spaced to create visual corridors. Pedestrians experience this type mostly as a means to pass through or a gateway into downtown. Landscape is concentrated in areas of resting or gathering, such as pedestrian crossings, pedestrian nodes, and focal points.



Key Plan

Prepared for:
City of Coral Springs

Prepared by:
ICON architecture, inc. and
Gee and Jenson, Inc.

in association with:
Selbert Perkins Design Collaborative

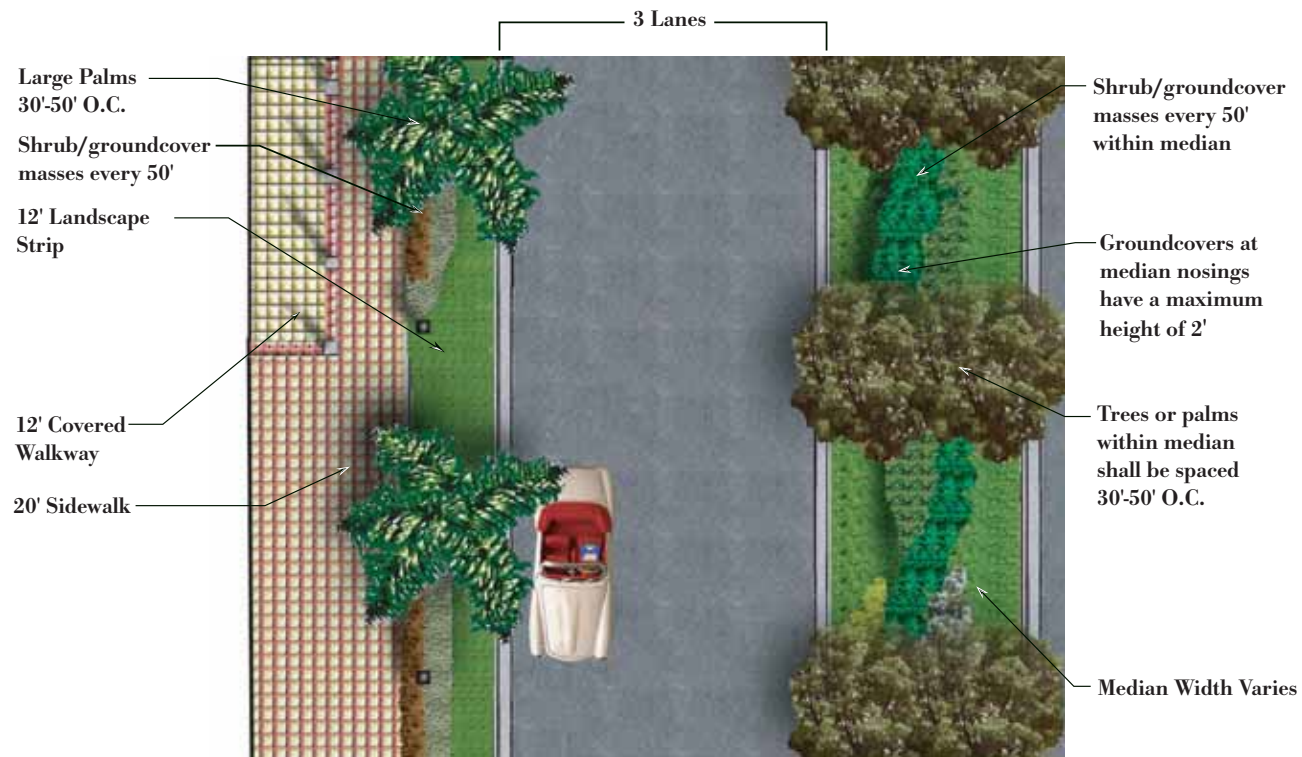
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Downtown Coral Springs

Public Streetscape Design Standards, Guidelines, and Plans

Type 1



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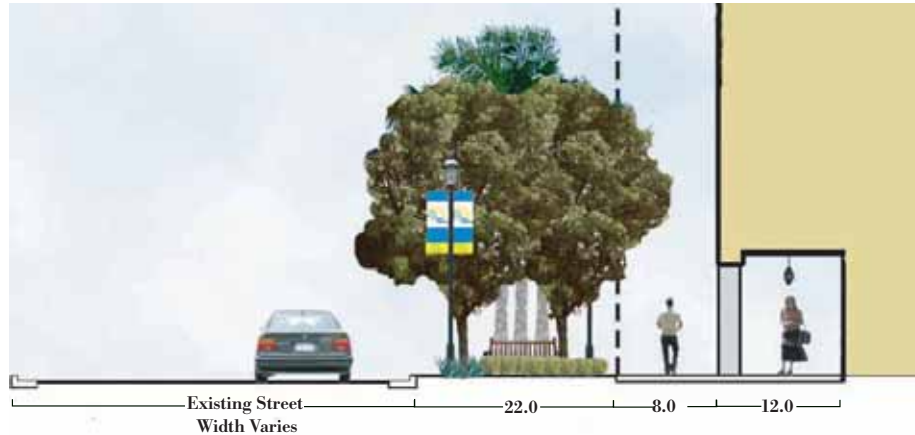
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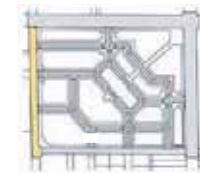
Downtown Coral Springs

Public Streetscape Design
Standards, Guidelines,
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Type 2



Street Type 2 addressed the diverse activities occurring on this street. Large setbacks are utilized with large shade trees in double rows to subtly soften the transition between activities. Clusters of large palms are also utilized every 200' at entry points of roads and buildings, within this setback, to visually break up the corridor and add interest. Clusters of formal shrubs are located at pedestrian crossings while groupings of grasses and informal shrub varieties are located at seating areas. Formal clusters of shrubs are also encouraged every 50' along this street. Each cluster should have at least two species of shrubs or groundcovers creating a hierarchy of heights and textures.



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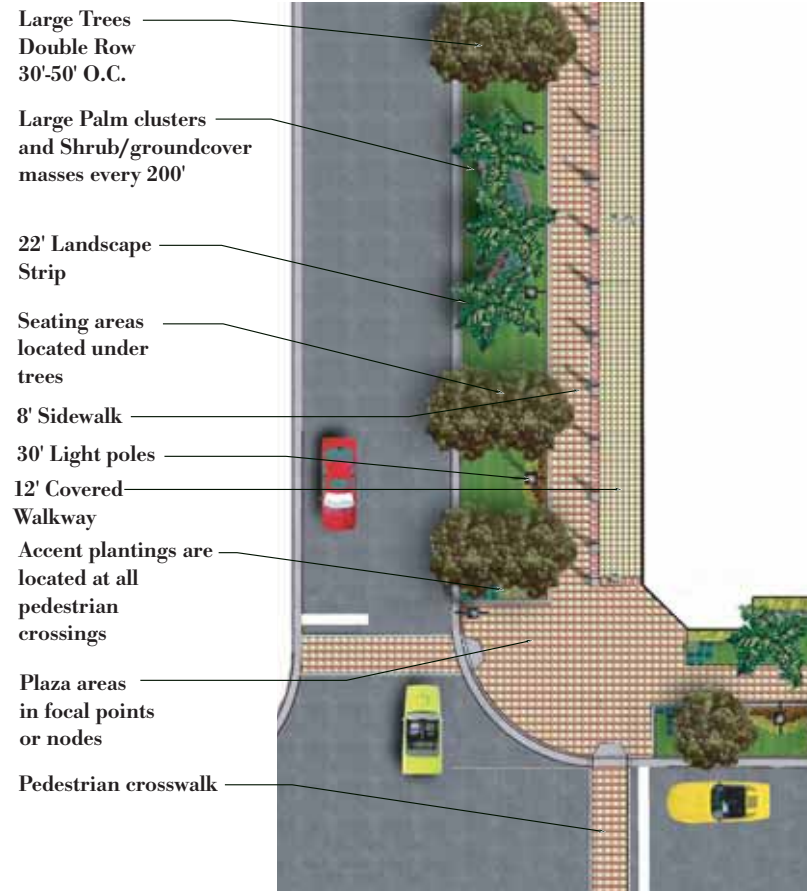
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Type 2



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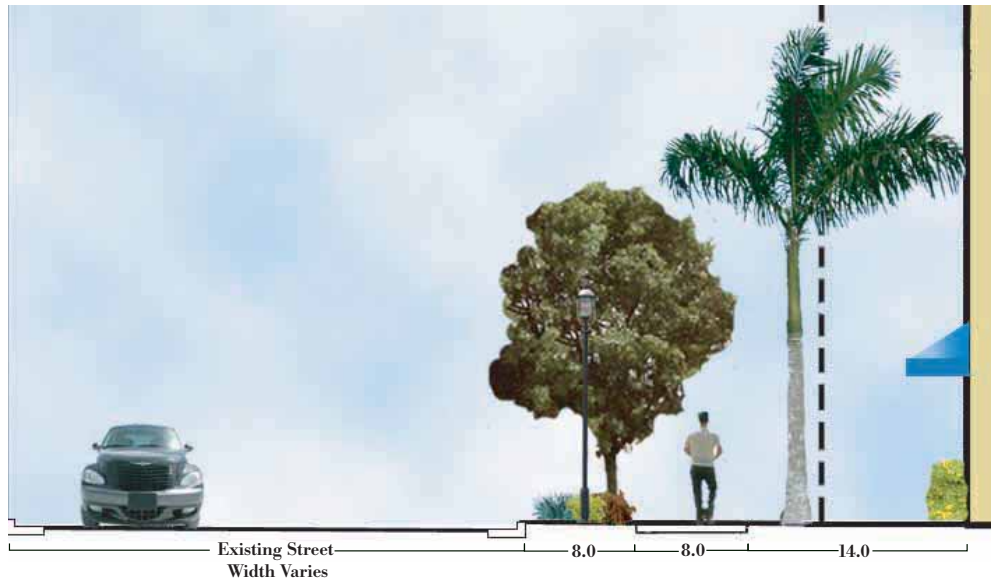
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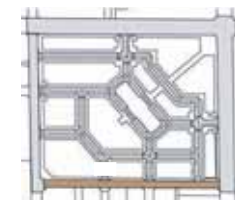
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Type 3



Street Type 3 also deals with conflicting uses between street sides. The south side is primarily residential in character. Large trees line the street and maintain a continuous green corridor while palms are used to accent entrances. The sidewalk that runs down the middle of this setback is then balanced, while enhancing and promoting pedestrian traffic within this street type. Shrubs and groundcovers are encouraged along foundations to coincide with the residential uses across the street. Points of rest and gathering within pedestrian areas also have concentrations of shrubs and groundcovers.



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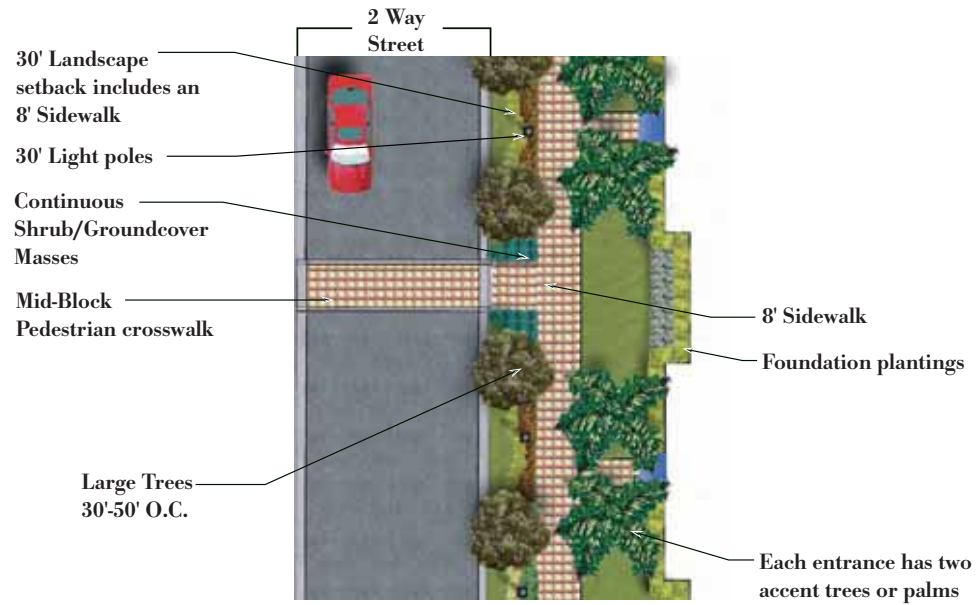
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Public Streetscape Design Standards, Guidelines, and Plans

Type 3



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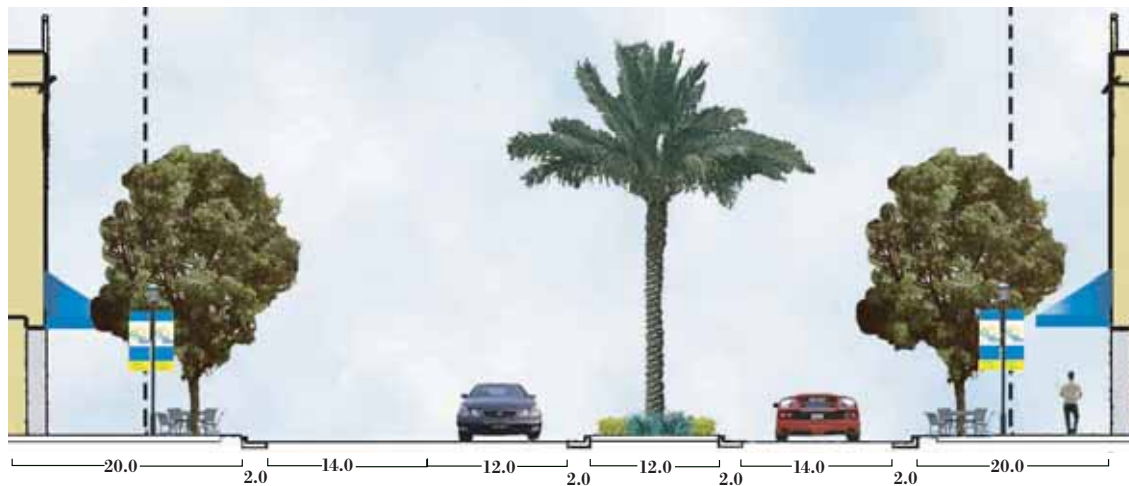
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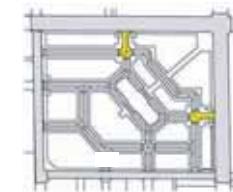
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Type 4



Hardscape is the overall character of this Street Type. Pedestrians are the dominant users and are brought closer to vehicular access while still maintaining a 4' green setback. This Street Type is more pedestrian in character. Seating areas are integrated within the pedestrian access and trees not only serve as a visual corridor for vehicular traffic but also serve as visual boundaries between these seating areas. Large medians give opportunity for green spaces accented with palms, shrubs and groundcovers in this primarily hardscape environment. Large palms, within the median, add to the vehicular corridor while large masses of shrubs and groundcovers enhance pedestrian traffic by congregating at median nosings and pedestrian crossings.



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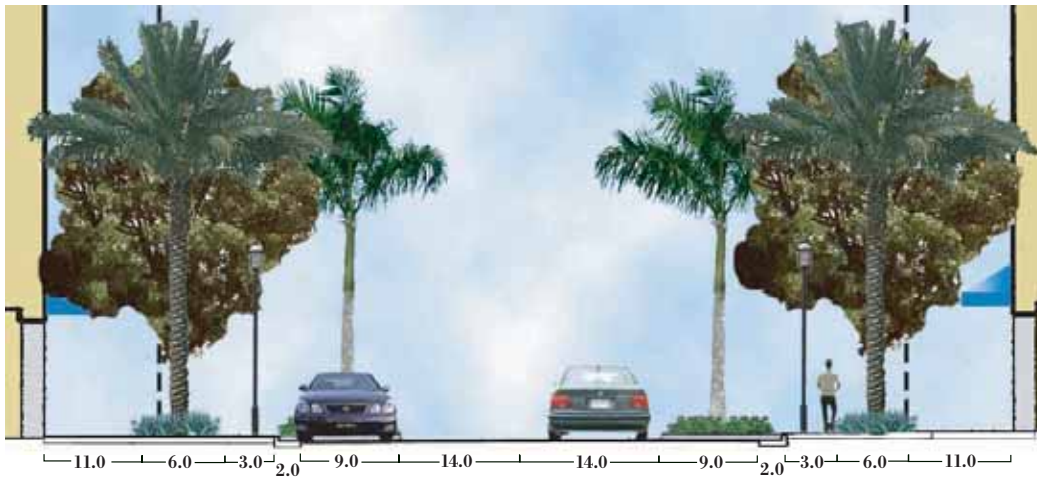
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Type 5



Street Type 5 merges vehicular and pedestrian access to accommodate the various users in the "Main Street". Sidewalks are pushed adjacent to streets which includes planters for trees and shrubs. Within these green spaces shade trees are utilized where arcades are not present, while palm trees occur as an accent when arcades allow shade. Shrubs and groundcovers are used to emphasize areas of rest or gathering for pedestrians but this "Main Street" is largely hardscape.



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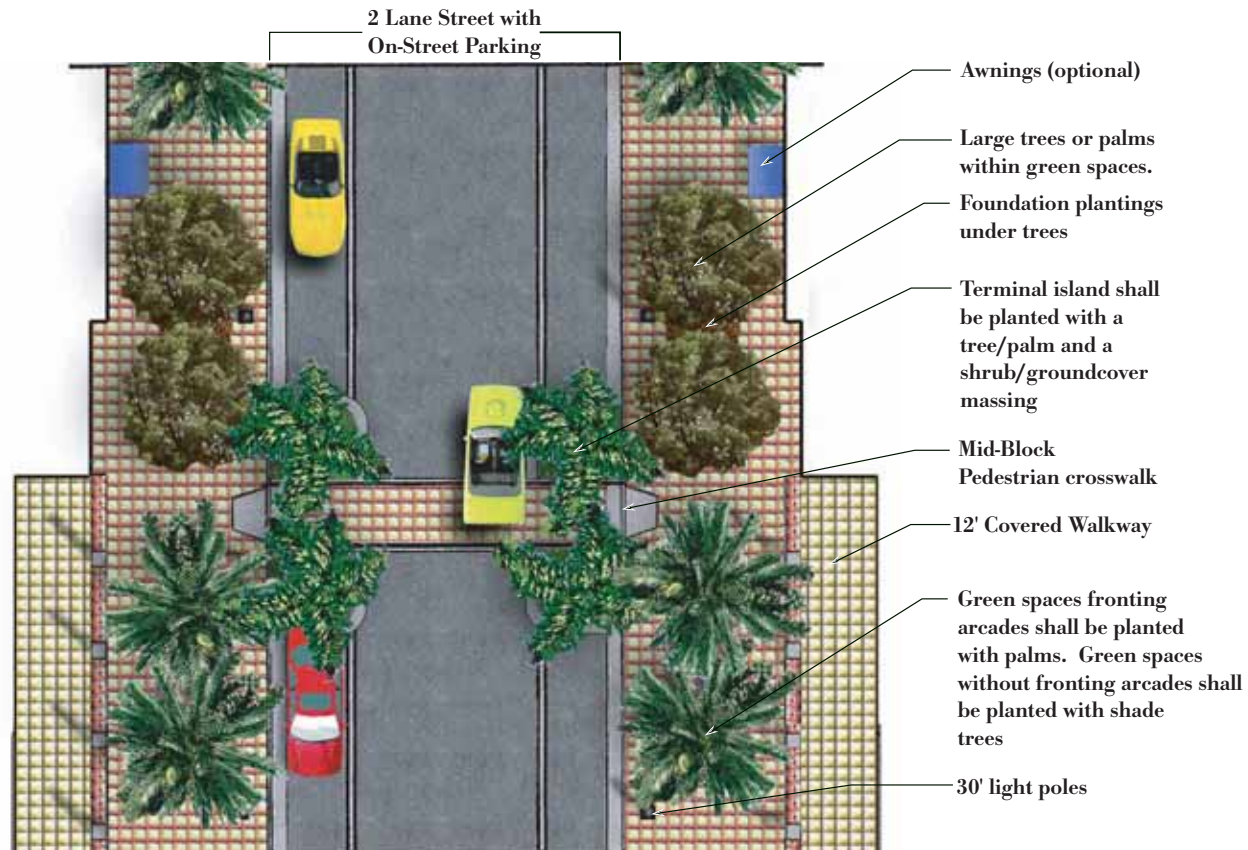
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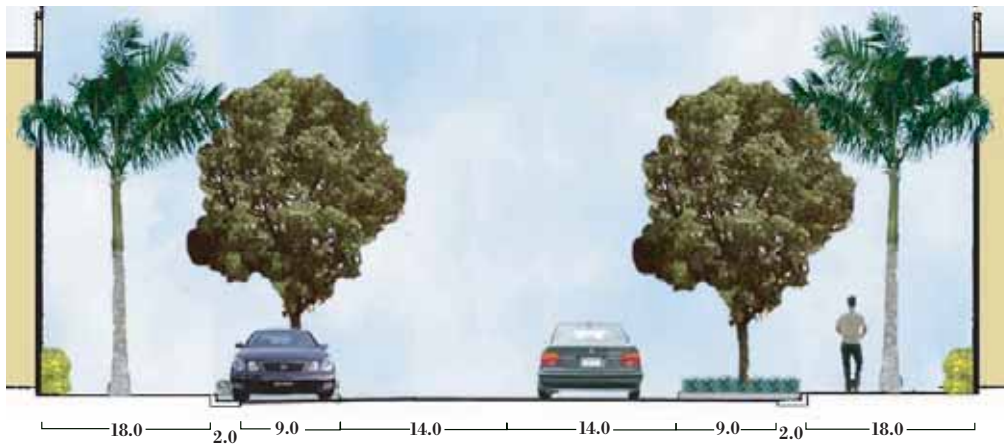
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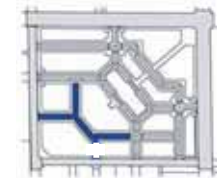
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Type 6



Street Type 6 is similar to Type 5 but does not require the use of covered walkways as a result of the residential character. Large palms are used to accent entrances within a green space pushed back from the street. Shrubs and groundcovers are utilized as foundation plantings to soften building facades.



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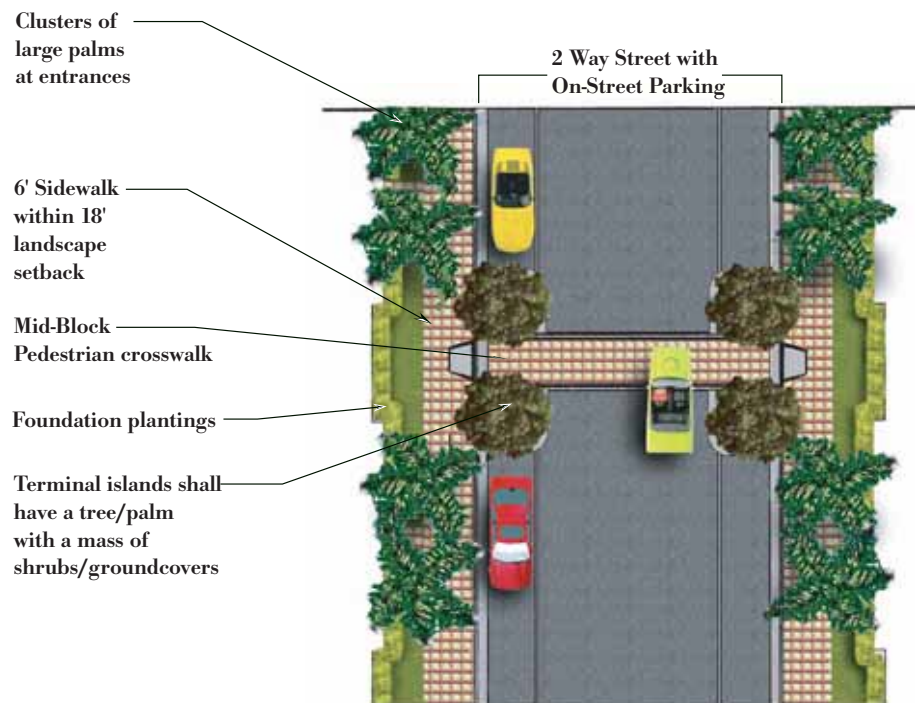
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Type 6



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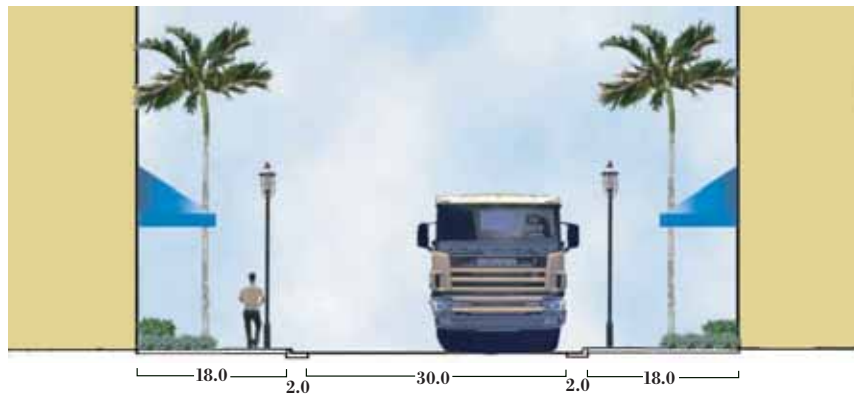
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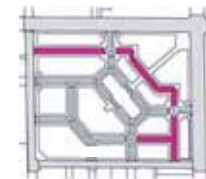
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Type 7



Street Type 7 is the back side or service access within the CRA. Sidewalks are much wider to accommodate the loading/unloading activities. The use of landscape within these sidewalks are encouraged where room and use allow for the sole purpose of softening edges created by the street and buildings. Lighting is also required in service areas but should not hinder daily loading/unloading activities.



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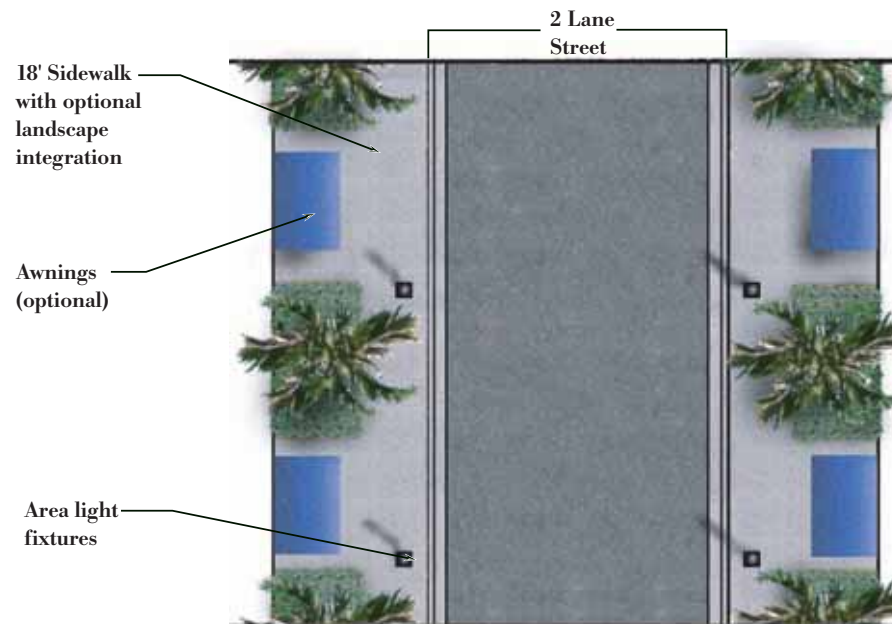
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Type 7



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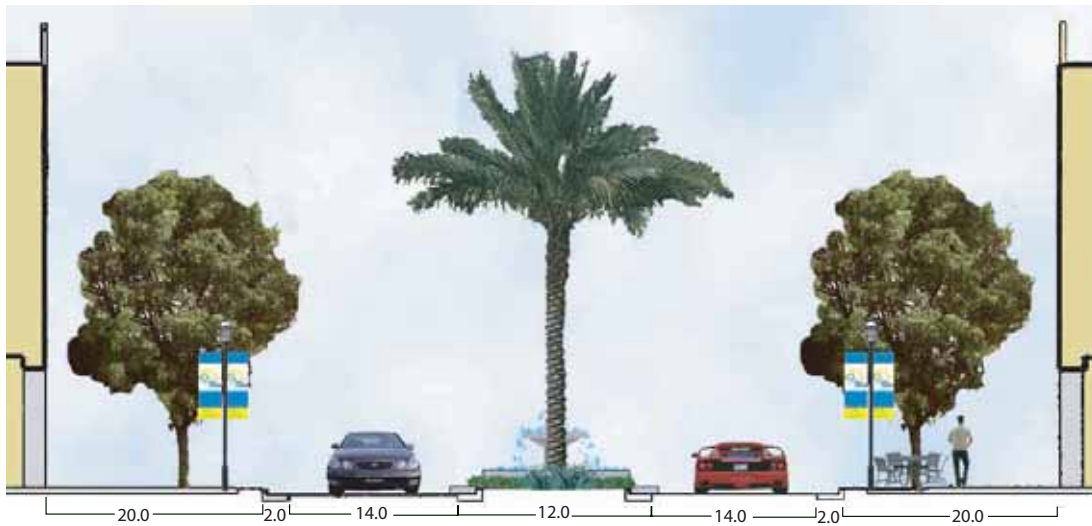
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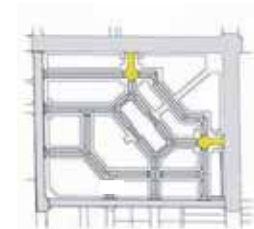
Downtown Coral Springs

Public Streetscape Design Standards, Guidelines, and Plans

Unique Area 1 Entrance Intersections



Entrance intersections are vehicular gateways into downtown, framed by looming architectural elements. These intersections have roundabouts that feature shrubs, groundcovers and decorative accents such as fountains and sculpture. Pavement patterns are also used in the streets of these intersection to emphasize these important gateways.



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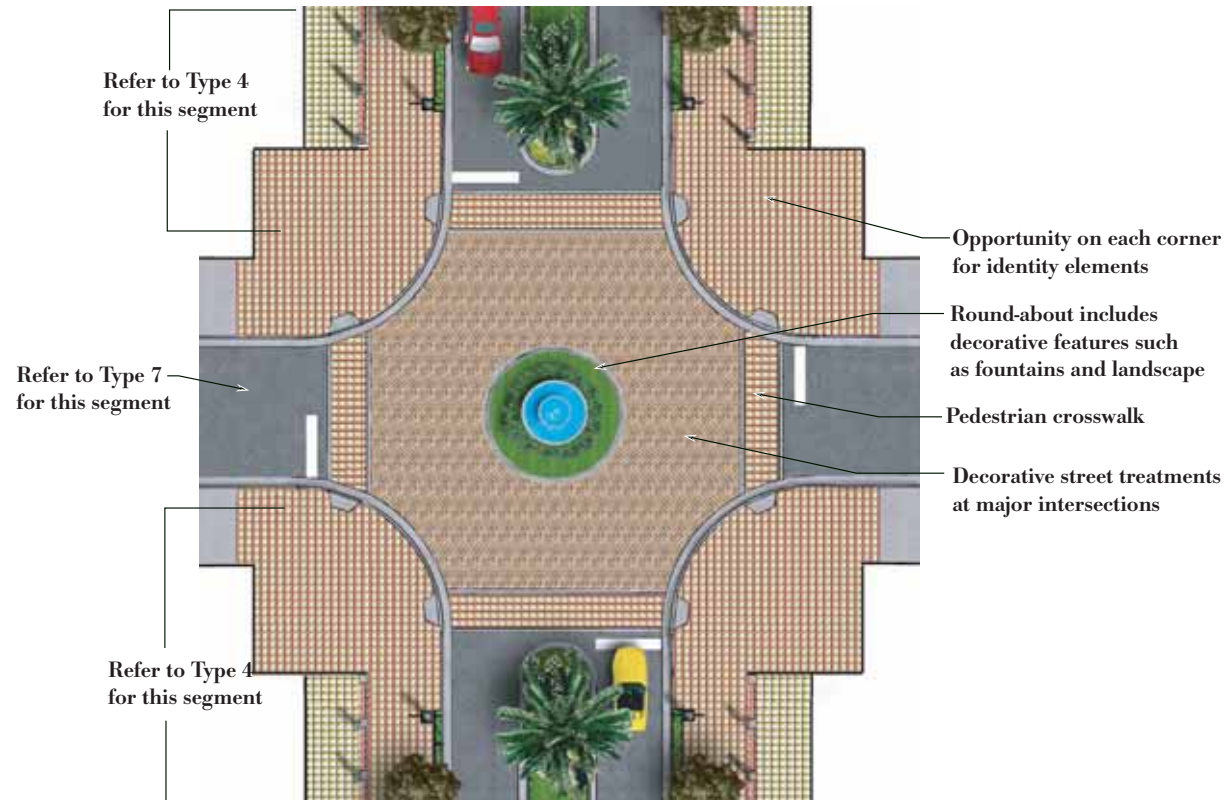
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Unique Area 1 Downtown Gateways



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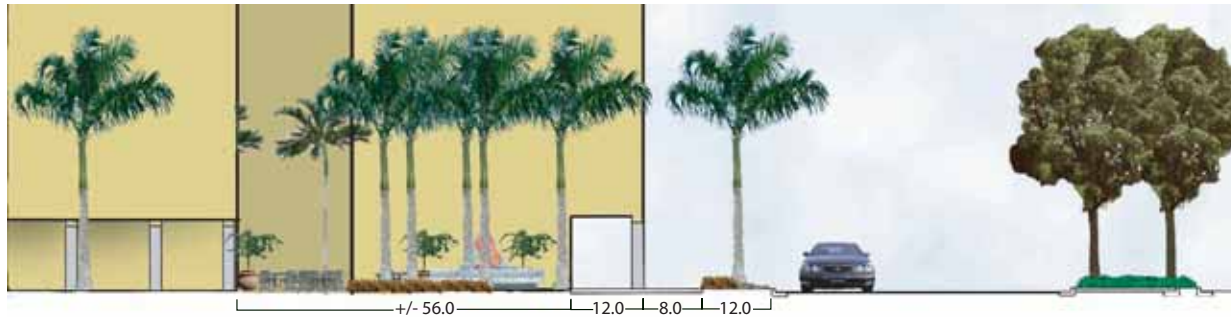
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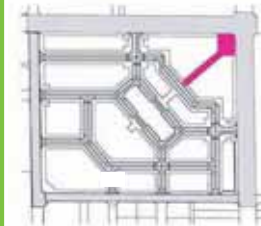
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Unique Area 2 University and Sample Road Entrance Plaza



The corner of University and Sample Road is the signature gateway into downtown. This area is emphasized with a large, hardscape, formal plaza which serves as a node or focal point in the overall downtown layout. A fountain or sculptural element is employed to accentuate the significance of this space. This gateway plaza is connected to the central plaza of downtown by a pedestrian passage accented with paving patterns, trees in grates, and seating areas along the way. This gateway plaza features shrubs and groundcovers at pedestrian crossings primarily, however trees are used to emphasize the visual corridor to the central plaza.



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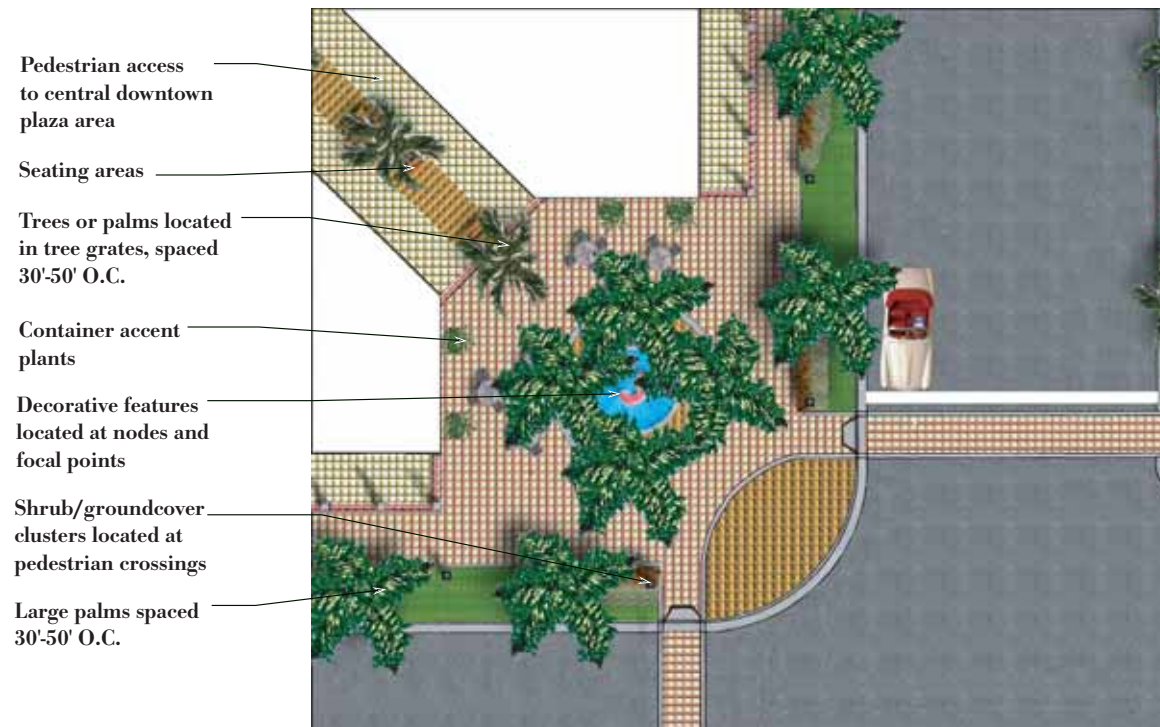
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Unique Area 2
University and Sample Road
Entrance Plaza



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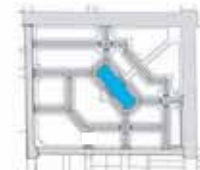
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Unique Area 3 Downtown Plaza



The central plaza is the main focal point or center to the downtown of Coral Springs. This area contains a main hardscape plaza which features a fountain, as a focal point, pavilions, seating areas, and decorative paving patterns. Paving patterns within the hardscape plaza change according to function, traffic, flow, and pedestrian intensity. Seating opportunities are situated around the fountain, turning the visitors attention to the plaza core. Large Palms are used in tree grates not only to accent but frame this central area.

A meandering sidewalk leads pedestrians to a secondary "green" plaza located on either side of the hardscape plaza. The green plazas are open spaces embraced with large evergreen tree clusters for shade. These open spaces promote passive activities such as playing frisbee, sunbathing, and reading. The sidewalks meandering through these open spaces are also lined with seating areas and large evergreen trees.



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Unique Area 3 Downtown Plaza



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