



C O R A L S P R I N G S

ARCHITECTURAL GUIDELINES

MULTI FAMILY RESIDENTIAL DEVELOPMENT
THE CITY OF CORAL SPRINGS, FLORIDA

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PURPOSE & INTENT

This guideline is intended to give potential developers of Multifamily developments an understanding of what characteristics are to be incorporated into their design. The information pertains to a wide range of building types, site configurations and density ranges. The general principles given are to be adapted for use on all multifamily projects including renovations.

Guidelines are not static or fixed in time. All designers are encouraged to be creative and push the guideline envelope with new and better design ideas which can be incorporated into this guideline as time goes on. However, innovative ideas should be submitted for design review early in the design process.

Elements listed as encouraged do not require review by the Architectural Review Committee (ARC). When an element is listed as discouraged it should be a clear indication to a designer that trying to work with that element will be difficult. In rare instances these discouraged elements when coupled with innovative design can receive design approval.

THE ARCHITECTURAL REVIEW COMMITTEE

The Architectural Review Committee (ARC) is to be staffed by citizens trained in any of the following fields: building, architecture, landscape architecture, interior design, planning or engineering. The committee will review any development plans which do not meet the Coral Springs Design Guidelines. The committee will provide its input on preferred architectural and site planning treatments which are consistent with the adopted guidelines. Development approval will remain at the administrative level, and the resources of both the ARC and the design guidelines will be used to create aesthetically pleasing development within Coral Springs.

SUMMARY

The City of Coral Springs encourages the use of innovative and cost effective design techniques to produce multifamily dwellings with individuality and site amenities which enhance the quality of life of the families and individuals who live there. Developments should be designed with the street or public space in mind. If designers will consider the simple design principles included in this guideline the units produced will have a higher value and enhance the public environment for everyone.

MULTIFAMILY: GENERAL ENCOURAGED SITE DESIGN CHARACTERISTICS

Multifamily sites are encouraged to give preference to pedestrian movement, particularly that of the children. All developments should provide a system of sidewalks which connect the unit entry points with the parking, site amenities and the surrounding streets. In complexes designed for families, bicycle circulation should also be considered. Multiple connections to the city sidewalk system, which are not automobile entry points should be provided. Owners are encouraged to avoid automobile, pedestrian conflict areas.

In most complexes a single auto entry point is encouraged. When the size of the project warrants it, an entry and exit can be used. In this case these points are encouraged to be located on the street with the least traffic, and as far back from the intersection as possible. It is encouraged that unit entry points be located on a sidewalk in a pedestrian walking area. Units should take advantage of the site characteristics to provide as many individual entry points as possible. It is encouraged that the rear of the units face the parking. Buildings are encouraged to be built at the perimeter of the site to provide private yard space between the unit and perimeter buffer. Parking lot widths should be limited to one double loaded bay. The encouraged site design characteristics illustrated on page seven apply to all multifamily housing.



Developments should include sidewalks and visitor parking.



These units include small screen enclosures located along the street buffer.



A double loaded parking bay enclosed by the backs of the units hides the parking and enhances security.



Individual entries off a pedestrian sidewalk system are encouraged.

MULTIFAMILY: GENERAL ENCOURAGED BUILDING DESIGN CHARACTERISTICS

Multifamily buildings are encouraged to provide individuality to unit designs. This individuality can be expressed in many ways. Designers are encouraged to provide as many individual private unit entry points as possible. One way this can be accomplished is by designing buildings which contain the fewest units that can be justified by the project economics. Units which are on the end of the building are encouraged to have entries at the endwall. When units must be entered from intra-building stair towers, these entry stair towers are encouraged to be wide (10 feet minimum) and open to provide light and security. Entry points are encouraged to be defined by garden walls enclosing a small entry courtyard.

Multifamily buildings are encouraged to be single loaded bar type buildings. Units should have a minimum of two exterior walls. This configuration provides light, ventilation and privacy for the occupant. The massing of the building, including the roof plane is encouraged to express the individual units within it.

Units should include private exterior space in the form of balconies and screened porches. Screened rooms and patios are encouraged for at grade units.

Designs are encouraged to conform with the guidelines provided on pages 12-18.



A common building type which works well for multifamily units is a single loaded "bar" building with intra-building entry towers. Screened balconies and porches provide private outdoor space.



Screened balconies add cool private outdoor space to these units



Individual townhouses with entry courts located off the street have parking in rear.



Changes in facade planes, balconies and awnings make this building interesting.

MULTIFAMILY: RC: RESIDENTIAL CLUSTER - RC-6,12 & 15

The Residential Cluster (RC-6, RC-12 and RC-15) Districts are intended to be utilized for dwellings clustered at densities of six (6), twelve (12) and fifteen (15) units per gross acre respectively so as to preserve the greatest amount of usable open area.

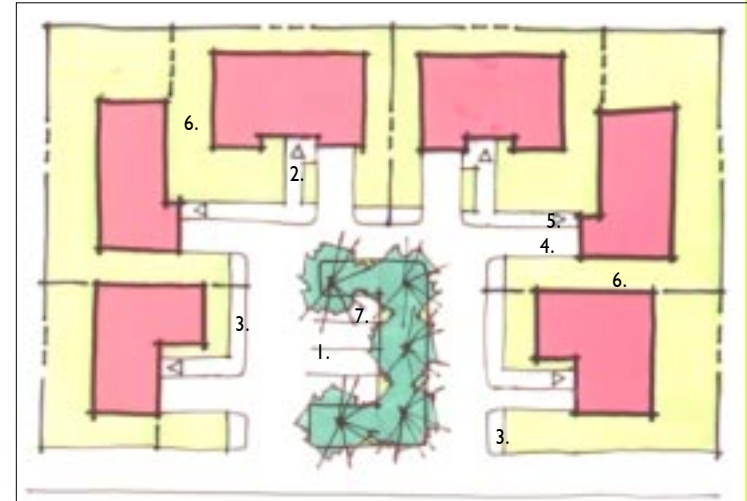
A Cluster is a grouping (usually three to six) single family detached, duplex or townhouse units. Both auto-centered (drive up to unit) and pedestrian-centered (walk up to units and park adjacent) are encouraged.

Site designs are encouraged to provide for;

- Private entry points
 - Minimum use of blank walls for privacy
 - Sidewalks from each unit to the street sidewalk
 - Enclosure of entries, rear and side-yards
 - Separate garage entry points
 - Visitor parking
 - A mix of one and two story units



A cluster designed around an "island" containing visitor parking and landscape to separate the units



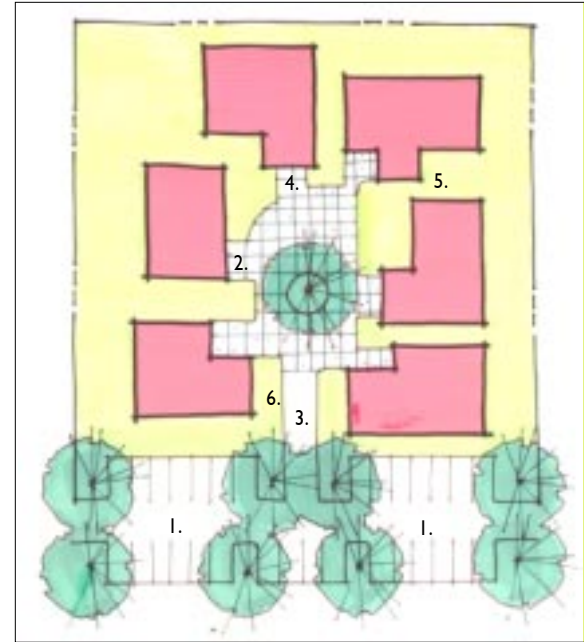
Encouraged Auto-centered site design features

1. Visitor parking
2. Private entry points
3. Sidewalks from parking areas and the city sidewalk system
4. Separate garage entry points
5. Enclosure of entry points, rear and side yards with garden walls
6. Unit overlap with minimal uses of blank wall for privacy
7. Ganged mailboxes

Building designs should provide for individuality of units. Entry points should be distinct for as many units as possible. In multiunit building clusters, designers are encouraged to have the maximum number of separate entry points possible. The position, scale or design feature of the entry should make the entry the dominant feature on the front facade. Balconies and screen enclosures are encouraged. Refer to the building design section (page 12-18) for general requirements applicable to building design elements.



Clusters designs can easily mix one and two story units.



- 1. Ganged double loaded parking
- 2. Private entry points
- 3. Sidewalks from parking areas and the city sidewalk system
- 4. Enclosure of entry points, rear and side yards with garden walls
- 5. Unit overlap with minimal uses of blank wall for privacy
- 6. Grouped mailboxes at entry to the court



Careful overlapping of unit footprints minimizes blank walls and provides enclosure for entries.



Houses sited around a pedestrian garden space.

MULTIFAMILY: TWO-FAMILY DWELLINGS - RD-8

The RD-8 District is intended to be utilized for two-family dwellings where two (2) dwelling units are either attached or semi-attached and designed in a compatible and complimentary manner so as to function as a singular and integrated structure.

It is encouraged that duplex units be sited on a street, much the same as single family houses, although clusters are also acceptable. If the units are to be sited on a parking area it is encouraged that this parking area be limited to one double loaded parking bay configured to function as a street. It is encouraged that side-walks be provided from the parking area to the units.

Each unit within the duplex should be designed to maximize the individuality and privacy of the unit. It is encouraged that entry points be designed in separate locations. Corner units should have an entry point on each of two adjacent sides of the lot. It is encouraged that individual private yard space be provided. Many times this can be accomplished through the use of garden walls.

Historically duplex units have been designed with one unit (owners) larger. This allowed the owner to offset part of the cost of the unit by renting the other half.



A corner duplex with two individual entries on adjacent sides of the lot.



Duplex units sited as an auto-centered cluster. Units could be improved by making the entry points a dominant feature of the facade design.

Owner occupied duplex units of this type are encouraged.

Unit designs are encouraged to conform to the related sections (pages 12-18) of this guideline in regards to exterior building design, color and landscape.



Duplex units which are sited on a street with front garden wall separating entry points.

MULTIFAMILY: LOW MEDIUM DENSITY MULTIFAMILY - RM-15

Purpose of district; To provide a low medium density multifamily residential (RM-15) district particularly oriented towards the provision of a suitable social and physical living environment for families or households with children.

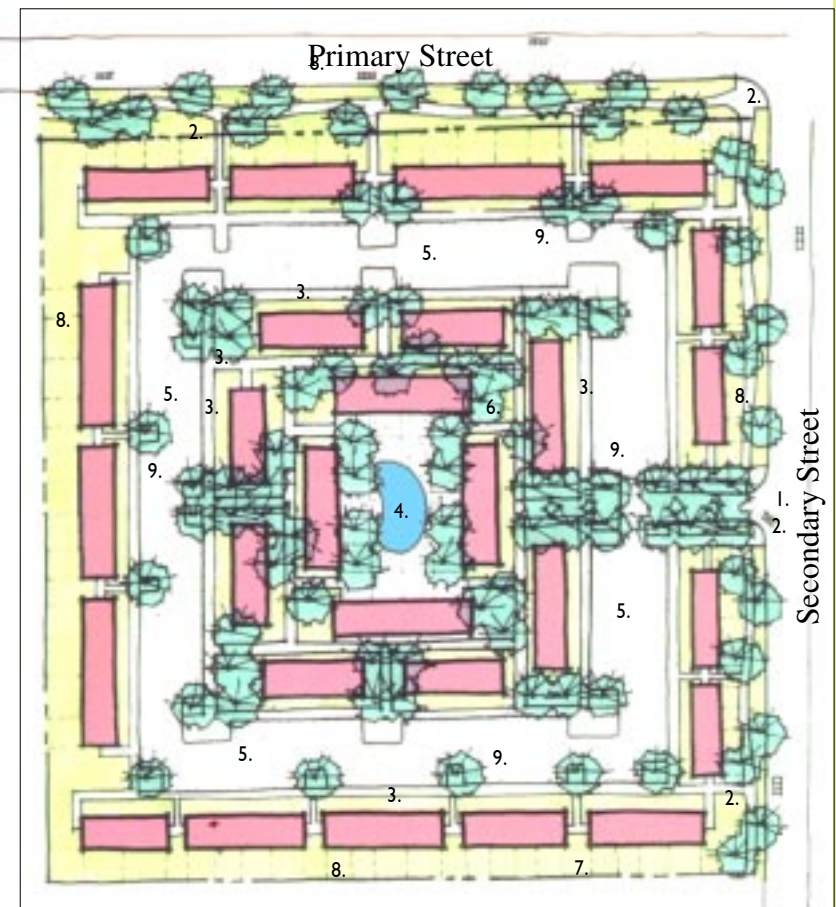
Garden Apartments and Townhouses built with at-grade parking are typical configurations for units at this density. Site designs are encouraged to provide safe and secure surroundings for children. It is encouraged that sidewalks be provided, from several diverse locations, which connect the units within the development, to the sidewalks provided on the streets surrounding the project (refer to site diagram). These sidewalks should have a minimum number of conflicts with vehicular travel areas. Sidewalks should also be provided leading from parking areas to the units. These sidewalks should not be part of the vehicular travel areas. It is encouraged that units be sited at the perimeter of the complex in order to maximize the number of rear yards within the project.

Building designs are encouraged to provide as many separate and distinct unit entry points as possible. This can be accomplished by providing fewer units in any one building than allowed by the LDR's. End units should be accessed from entry points at the end of the building. Interior units which must be accessed from



Individual entry points for the four end units located on the end facade of this building

MULTIFAMILY: ENCOURAGED SITE DESIGN ELEMENTS



1. A single entry point located away from street intersections.
2. Pedestrian and bicycle connections to city sidewalk system.
3. Pedestrian circulation system from units to parking and other site amenities.
4. Pools and play areas located for easy access from all units and to provide security and supervision.
5. Parking area widths limited to one double loaded parking bay.
6. Lush landscaping to buffer views of and between units.
7. Maximize individual unit entry points (example provided; unit end entries)
8. Maximize individual yard areas (example provided; perimeter units with rear yards at street buffer)
9. Shade trees in parking areas.

Note: When townhouses are sited on a street, that development should meet the site design requirements as described on page five of the Zero Lot Line Residential Development Guideline.

interior stair entries should be minimized. When these types of entries are provided they are encouraged to be a minimum of ten feet clear on width and be open and secure. Multiple entrances off of a linear balcony are strongly discouraged (Motel style designs).

Landscape can be used to enhance the livability and privacy of the units. Unit entry points and yards which are directly off of parking areas are discouraged. If the units rear is located on the parking lot side of the unit it is encouraged that the yards and balconies be separated from the parking by garden walls or landscape buffers. It is encouraged that unit entry points are away from the parking. Units are encouraged to be separated from others by a heavily landscaped yard area. This yard area should double as a good pedestrian play area for the kids living in the complex. Buildings are encouraged to be designed to express individual unit identity as part of the massing of the building. This can be accomplished by changes in the facade or roof design. Balconies and screened balconies are encouraged for second and third story units. Building designs are encouraged to be single loaded. Building designs are encouraged to conform to the related sections of this guideline in regards to exterior building design, color and landscape. Designs are encouraged to conform with the guidelines provided on pages 12-18.



These garden apartments provide patios and entry points off the street.



Individual entry points which are located on a landscaped pedestrian sidewalk system.



Intra-building entry points should be wide to provide light and security.



Private ground level patios off the parking are defined by "garden walls" and plantings



High density "urban" townhouse units which have parking and entries off the street.



A typical "six pack" townhouse configuration which has parking underneath. A single loaded bar building sited perpendicular to the street with parking underneath is a good design type for a building with only a few units.

MULTIFAMILY: MEDIUM DENSITY MULTIFAMILY - RM-20

Purpose of District: To provide a medium density residential (RM-20) district with a suitable social and physical living environment acceptable to, but not specifically designed for, families or households with children.

Typical unit types for this density range include Garden Apartments with at least some of the parking located under the units and mid-rise buildings with parking at grade. Three story Townhouse units with parking underneath can also achieve this density.

The encouraged design features listed for the (RM-15) district are also encouraged for this district.

It is encouraged that these types of units be configured with the entry side located on a private street, with on-street parking and that the unit parking be accessed from the back. Units placed back to back can share a driveway to the garages. These units are encouraged to have private entry courtyards defined by garden walls along the street. Units with entries and garages on the same side are encouraged to make the entry point dominant on the facade

Designs are encouraged to conform with the guidelines provided on pages 12-18. .



Parking spaces under these units are hidden behind the front building and accessed from a drive between the front and rear units. This design leaves the street free for unit entries.

MULTIFAMILY: MEDIUM HIGH DENSITY MULTIFAMILY - RM-30

Purpose of District: To provide a medium high density multifamily (RM-30) district with a suitable social and physical living environment. Parcels so zoned shall be limited to locations on arterial streets and generally adjacent to office or commercial development.

Densities of about thirty units per acre are common in mid-rise building designs. Designs are encouraged to use multiple building types and heights to scale the building to the surrounding context. One story units can be provided next to single family residential developments or at the street. The project is encouraged to "step up" to higher units at the middle of the site.

Individual entry points can be provided for ground level units. In more urban settings garden walls can be placed at the property lines to help define entry courts and service and parking areas.

In higher unit types it is encouraged that the design minimize the number of units related to each stair/elevator tower.

Designs are encouraged to conform with the guidelines provided on pages 12-18.



Owners of these luxury apartments above this retail street can easily enjoy the amenities provided.



Project can have multiple unit of different sizes to better respond to the surrounding area.



Units step up from one to five stories to lessen the impact of the building on the surrounding area.

MULTIFAMILY: HIGH DENSITY MULTIFAMILY - RM-40

Purpose of District: To provide a high density multifamily (RM-40) district with a highly urbanized and suitable social and physical living environment. Parcels so zoned are generally located adjacent or near to a "city center" area or regional scale commercial concentration.

Projects built at this density commonly are mid-rise or high-rise towers, depending on the unit sizes. Site designs are encouraged to provide the following features. All utilities, connections, dumpsters, loading zones and loading docks should be grouped in one site location. This location should not be visible from the public streets around the project. The project should minimize the number of entry and exit points (preferably two total). These points should be away from any intersections and on the street with the least traffic. Parking areas should be kept as small as possible and dispersed around the site. Sidewalks should be provided from parking areas to the unit entry points. It is encouraged that sidewalks and bicycle paths connect the project to the city sidewalk system. Buildings are encouraged to be designed with several different entry points. This is intended to minimize the number of units served by any single elevator tower. Private outdoor space should be provided for each unit in the form of balconies. It is encouraged that these balconies be provided with screens. Each tower built should add to the skyline of the city. A "terminal element" should be included in the design to make the building distinctive.

Designs are encouraged to conform with the guidelines provided on pages 12-18.



Curb cuts for entry points should be minimized and located on secondary streets when possible.



Many times balconies are the only outdoors space provided with mid and high-rise units.



Towers are encouraged to have an interesting "terminal element" to add to the skyline.

MULTIFAMILY: SITE DESIGN - GARAGES, PARKING, SIDEWALKS, FENCES & WALLS, A/C & TRASH

The quality of most multifamily development is influenced by the parking provided. Parking lots should be limited to a single double loaded bay whenever possible. This parking bay should be shaded by trees every tenth space. It is encouraged that sidewalks be provided from parking spaces to the units. People should not need to compete with cars for a place to walk. It is encouraged that designs give preference to the pedestrian spaces within the complex. Sidewalks should be provided which link the development to the sidewalks on the surrounding streets. Sidewalks are encouraged to double as light exercise paths and provide complete navigation of the development.

When garages are provided they should be designed as secondary elements on the facade. In higher density development when parking garages are needed these parking structures are encouraged to be buffered on the exterior with residential units. Entry drives to the garages should not interfere with the pedestrian movements within the complex.

Fences and walls are encouraged to be integrated into the site and unit design, to provide privacy screens for outdoor spaces, while maintaining the maximum amount of walls within the unit with windows and doors. Opaque walls or fences (a minimum of 5' tall) are encouraged for privacy and screening purposes. Masonry fences are encouraged to be in the style of the complex. Masonry walls function best for sound control.

Air conditioners need to be shielded and hidden as per the LDR's, so that they are not



Each townhouse unit has a private entry and a small front courtyard garden.



Garage entries and utilities grouped together and accessed off a secondary street.

visible by a person standing on the ground, from any street or adjacent lot. Window or thru-wall air-conditioning units are not allowed. Screening for air conditioners and trash containers is encouraged to be of masonry construction or landscaping and in a style compatible with the complex. All trash and garbage containers shall be shielded from view except when it is placed at the street for pickup by a person standing on the ground, from any street.



Entries off a street defined by "garden walls"

MULTIFAMILY: SITE DESIGN -LIGHTING, MAILBOXES, POOLS & ACCESSORY STRUCTURES & SIGNAGE

It is encouraged that a well lit walking path be provided from every parking space to each unit and that the entry point be well illuminated.

All mailboxes are encouraged be grouped and of a design which is consistent with the style of the complex. Mailboxes shall be designed and placed within the requirements of the U. S. Postal Service.

Street numbers are encouraged to be easily visible and compatible with the unit design.

Accessory buildings are encouraged to be designed in the same style as the main complex. Outside antennae are permitted if they are enclosed by a screen as per LDR's. Satellite dishes are not permitted with the exception of one meter diameter satellite dishes. These dishes must be positioned toward the rear of the unit in a way which creates the least possible impact on adjacent views.

Recreation areas and swimming pools should be placed for easy access from all units by means of the pedestrian circulation system. Above ground pools are permitted if they are of masonry construction. Pool area landscaping is encouraged to provide both sunny and shady areas. Plantings should be chosen which do not create excessive litter. Pool equipment is encouraged to be located within a structure or masonry enclosure to help mitigate the noise and visual pollution. Storage should be provided for maintenance needs.



Pool areas should be accessible from all units via a sidewalk, and provide shade for parents and kids.



Play areas should be located in an easily supervised area and provide a safe clean play environment. High quality playground equipment is permitted as per the LDR's. Play areas should be located for easy access and where easy adult supervision is possible. Both play and pool areas should be screened from the street and parking areas, but visible from the units.

Signage is encouraged to be consistent with the style of the development as per the LDR's.



Ganged mail boxes centrally located on the visitor parking island in this complex.

MULTIFAMILY: BUILDING DESIGN - EXTERIOR DESIGN ELEMENTS

In general, units should be of masonry construction with windows and doors expressed as individual openings within the wall. Roofs should be pitched, hip or gable end design. Windows and doors with vertical proportions and arched tops or transoms are encouraged. Architectural details such as shutters, louvers, cupolas and dormers are also encouraged. The use of wide overhangs is encouraged to add to the architectural character of the unit. Individual private entry points are encouraged.

The massing and heights of the units should be used to provide an expression of individual units within the larger building. A mixture of one, two and mixed level designs is encouraged. It is encouraged that designers consider the use of "garden walls" to provide more private outdoor spaces. Property line walls are also encouraged to be used for the privacy screening at the property line along with the required landscape buffer.

Certain design practices are discouraged. Elements, such as large non articulated blank walls and landscape walls without three-dimensional detailing (such as caps, and window and door openings without frame detail), are discouraged.

It is encouraged that all exterior walls include similar amounts of detailing. Varied design elements can provide relief and shadows. These elements include three-dimensional detailing of walls, corner banding, caps, headers, sills at windows and doors, fascias, and col-



Entries should be "individualized" and enclosed.



Dormers formed by extending the facade wall beyond the roof plane.

umn base and capital details at wall openings. The minimum detailing allowed on any opening is a 6" wide trim (or the design equivalent as determined by ARC review). An example of this is provided below.



Cast stone sills, metal railings and the decorative round window on this facade provide an acceptable alternative to the required six inch wide trim on all window and door openings.

MULTIFAMILY: BUILDING DESIGN - ROOF TYPES, OVERHANGS & AWNINGS

It is encouraged that buildings have sloped rather than flat roofs. This is done because most people associate residential structures with sloped roofs. Minimum roof pitch of the main roof is encouraged to be 5:12, with 3:12 used for secondary roofs. Mansard and flat roofs are discouraged, except for balconies, decks and screen enclosures. The shape of the roof can also add to the individuality of the units within a development. This can be accomplished by varying roof pitches and configurations (gable and hip, etc.). Articulation of the roof related to each unit is encouraged.

Roofs shall be constructed of flat, S-type or barrel tile of cement or clay, slate or high quality manufactured slate, or split cedar shakes. Vents, flashings and metal chimney caps should be of the same material and color as the roof. Designers should place roof stacks and vents where they are not visible from the street or front elevation. Metal chimney caps which are not covered by masonry or other decorative material are discouraged.

Initial use of other new roof materials are encouraged, but requires ARC review.



Individual units are expressed in the changes in the roof plane of this building.



Multiple roof planes and a wide well detailed overhang make this unit interesting to look at.

Awnings provide shade and rain protection for openings. Awnings can be an effective means of privacy screening for windows and doors. Awnings are encouraged to be traditional pipe frame units with canvas or synthetic canvas (Sunbrella, etc.). Awning materials are encouraged to be durable and maintainable over time.



A simple pipe frame awnings adds shade, detail and color to this facade.

MULTIFAMILY: BUILDING DESIGN -BALCONIES & SCREENED ENCLOSURES

Multifamily housing at medium and higher densities can not include private outdoor space for each unit at grade. It is encouraged that patios, courtyards or private yards be provided whenever possible. Units are encouraged to include balconies. These balconies should be built into the building mass where possible to provide additional privacy. Other means of screening balconies are also encouraged.

Where insects might be a concern in using outdoor space screen enclosures are encouraged. Individual screen rooms can be provided off ground level units. Balconies can become screened porches.



Balconies built into the "building mass" provide greater privacy than balconies "hung" off the facade.

MULTIFAMILY: BUILDING DESIGN - COLOR

Colors for buildings are expressed in three categories: base building colors (walls), secondary building colors (larger "trim" areas such as a building base, or accent trim around windows and doors), and trim colors (small areas of color such as decorative trim areas or window, doors and frames). Roof colors are discussed in that related section.

Base Building Colors - This color category relates to the main area of walls on the building, and include whites thru light grays, soft pastels, and beiges (from whites to light browns).

Secondary Building Colors - These colors are used for larger trim areas. They are limited to a mid-range intensity of the base building or complementary color. These secondary colors should be limited to 25% of each individual wall area they are used on.

Trim - These colors are used for accent purposes and are the brightest group of colors allowed. They should be limited to not more than 5% of any single wall area. These trim colors are usually darker and more intense than other colors. Dark blues and greens are appropriate. Light colors for trim, including white are also encouraged. Designers should submit trim color choices which are considered unusual (purples, chartreuse) early in the preliminary design process for review. These color choices will most likely not receive approval. A master color pallet is available for use at the Community Development Office.



Screened enclosures combined with "garden walls" provide a private outdoor space.



Interest is added by secondary building color used to accent the trim detail and roof plane articulation.

MULTIFAMILY: BUILDING DESIGN - EXTERIOR MATERIALS

Exterior materials such as stucco, cast stone, stone and brick which provide a consistent finish are encouraged. Unusual usage of these materials should be brought in front of the ARC early in the preliminary design process.

Wood and tile can be considered for trim and accent applications. Trim materials of stucco, stucco covered rigid foam or cast stone are encouraged.

Stucco may contain integral color or be painted with acrylic paint. Synthetic stucco over rigid foam insulation is allowed if used in a way which looks like cementitious stucco.

The following list is provided as a guide for exterior materials.

Encouraged building materials;

- Stucco
- Stucco covered Rigid Foam
- Cast Stone Trim
- Painted, Stained or Sealed Wood
- Tile

Drives & Walks

- Brick or Concrete Pavers
- Stamped Patterned Concrete Systems
- Rock Salt Textured Concrete with Integral Color
- Asphalt Driveways and Walks

Roofs

- Flat, S-type or Barrel Tile of Cement or Clay.
- Slate or High Quality Manufactured Slate products.
- Split Cedar Shakes.

Discouraged materials;

- Unpainted or Unsealed Wood
- Treated Wood Fencing
- Canvas or similar short lived materials except as awnings.
- Stainless Steel
- Chain Link Fence
- Dark Colored Materials, except used as reveals and, aluminum window or screen enclosures
- Epoxy Chattahoochee Gravel



Cast stone pavers and facade detailing provide a pleasant richness of material.

MULTIFAMILY: SITE DESIGN - LANDSCAPE

It is encouraged that designs include additional landscape material beyond those required by the LDR's.

Plantings should be used to provide privacy within the development. Units which are located along streets or parking areas can be made more private with landscape buffers. Pedestrian circulation within the complex is encouraged to be located within lush landscaped areas. Persons walking on these sidewalks located between and around units should not have direct views into the units.

Entry gates should be configured to allow access to the sales office and also maintain security for parking areas and pedestrian entrances.

Buffers should be provided at all perimeters as per the LDR's.



A drive configuration allowing public access to the office while maintaining security for parking areas.



Plantings can provide separation of the units and parking areas.



Lush plantings between units provide shade for walking and privacy for the units.

MULTIFAMILY: PUBLIC SAFETY/SECURITY

A public safety/security plan is required at the time of the final review stage of the development review process, however, developers should consider this issue at the conceptual stage of site plan design. The proper choices in site plan design and its surroundings can improve the safety of an environment and reduce potential crime. The security plan shall include graphic and textual materials addressing the following public safety issues:

Provisions of Natural Surveillance & Natural Access Control:

Placement and design of physical features to maximize visibility is encouraged. This shall include building orientation, windows, entrances, exits, parking lots, walkways, guard gates, landscape trees and shrubs, fences or walls, signage and other physical obstructions. Site functions which place persons and/or activities in non-visible out of site views, or areas of limited access is discouraged. Lighting that provides for nighttime illumination of parking lots, vehicle service areas, pedestrian areas, walkways, entrances and exists is encouraged.

Line of sight: The inability to see what is ahead of you is a serious impediment to feeling and being safe. Trees, walls, columns, shrubbery, and berms wrongly placed can obstruct the line of sight and provide hiding places for perpetrators. Landscaping should enhance the surroundings without creating blind spots. Concrete planters well maintained hedges and trees, wrought-iron or chain-link fences, glass, lawns, flower beds benches and lampposts all denote boundaries while allowing users to see and be seen. Doors to residences should have peepholes and deadlocks. Make paths to entries, parking, and trash deposits well defined, well lighted and free from low dense shrubs.

Entrapment Spots: Entrapment spots are small, confined areas, adjacent or near a well-traveled route, shielded on three sides by some barrier, whether it be walls or bushes. If an entrapment spot cannot be avoided, it should be well lit and mirrors should be utilized.

Lighting: Lighting is critical to safety and a persons sense of security. Lighting should be bright enough to allow for identification of faces but not too bright in confined areas to create a problem seeing. Lights should be placed away from trees and high shrubs so the illumination is not shielded by the growth. Developers are encourage to coordinate tree placement on the required landscape plan with lighting to prevent possible future obstructions. Lighting fixtures should be of a material not easily broken. Structure mounted lighting on garages, entry and back doors should be activated by a timer to allow for maximum lighting at night throughout

the development. A common sense way to look at this level of lighting is to ask are you able to identify a persons face 15 yards away? The consistency of lighting must also be examined. Providing more fixtures with lower wattage would be preferable than a few with higher wattage. Having high pressure sodium lighting would also be preferable to incandescent lighting. Note: Lighting is revisited in several sections of these guidelines.

Emergency Assistance: Fire alarms should be clearly marked by signage and emergency lighting. Emergency telephones located throughout the site, clearly marked and lit are also encouraged.

Readability: Knowing where you are and which way to go increases the feeling of safety. Signs in multi-family developments should be large and in bold colors. Exits and entrances should be well marked. Addresses should be displayed prominently on all buildings, and should be clearly visible from 50' away. Street names and house addresses should be lighted and unobstructed by plants.

Mobility: Well lit streets and sidewalks create a pedestrian friendly and a safer environment. Small isolated areas such as stair wells, dead-end spaces, or elevators where a person may be confined may seem safe during the day, but become potentially dangerous spaces after dark. Special attention should be provided to areas such as these. Bus stops, bicycle racks, newspaper stands, and trash receptacles should be designed and placed not to interfere with pedestrian or vehicular traffic.

Stairs: Passageways and stairs are movement predictors and can become target areas. Passages should be wide to increase mobility and allow more of an opportunity to escape. Signs are encouraged to be placed at entrances to show alternative routes and exits. Stairs should be well lighted, and corners should be as unobstructed as possible to allow good line of sight. Open stairwells provide for better viability. Should stairwells have blind corners, the use of convex mirrors (non-breakable) should be considered. Elevators should be located so they are visible from the entry.

Parking Lots: Parking lots should have even lighting. Developers are encourage to utilize five foot-candles at face level which will allow for identification of potential attackers and will give drivers the ability to check the back seat of vehicles. Lighting fixtures should be of a material not easily broken. Any plant landscaping used to screen parking lots should be species that meet City

codes, and where possible, do not obstruct lines of sight to the people in the parking lot. Entrances and exits should be well marked and dead-end areas should be avoided. Pedestrian paths should be well defined with lighting, curbing, or low shrubs.

Streets: Streets should be wide enough to allow for easy access for emergency vehicles such as fire trucks and ambulances. Developers are encouraged to maintain enforcement of parking requirements, towing illegally parked vehicles, maintaining emergency vehicle access to each unit, and marking or signing areas adjacent to fire hydrants or other fire connections to prohibit blocking access thereto. For multi-family developments, the developer is encouraged to execute a Traffic Enforcement Agreement with the City which will allow the City to assist in enforcing these requirements on private property. Developers are encouraged to coordinate with the Coral Springs Police Department for the implementation of a Traffic Enforcement Agreement.

Proper lighting of drive aisles, and on-site lighting contributes to safety and reduction of fear. Five foot-candles at face level is encouraged to allow for identification of potential attackers. Lighting fixtures should be of a material not easily broken. Clear lines of sight should exist between the units and the street or parking lot. Dead-end areas should be avoided. Pedestrian paths should be well defined with lighting, curbing, or low shrubs.

Neighborhood Squares/Parks: Consideration should be given to this type of common area. Properly maintained neighborhood squares can become the focal point of activity and remove children from playing in the parking lot areas. When this area is visible/overseen by the surrounding units, the area becomes safer.

Common Buildings: Pools and recreation centers should be well lighted. Door locations, security systems and lighting should work together to provide for a well defined entrance and exit. The building should have ample windows to allow viewing of outside activities. Landscaping should be designed to allow lines of sight to and from the building. Separate use areas, such as basketball courts and tot lots should be located so they may be observed by car and pedestrian traffic, but be located away from heavy traffic use areas such as entrances of driveways.

Ownership: If residents in a multi-family complex feel that the area outside their door does not belong to them, they will feel less safe and be less likely to intervene. Housing should be connected to the neighborhood by relating the front door to the street. Parking should be located closest to the shortest accessible route to the front entrance. The building should not overwhelm the sight and give the appearance of an institution. Common areas should be designed to encourage a sense of ownership. This should help residents assist in the upkeep of the common areas. Developers are encouraged to define the transition from

public space to private space so grass areas are next to the units as if they belong to that building. Low level planting consistent with code can help define these areas.

Access: Single entrance and exit locations should be considered for practicality as a means of control for safety purposes. Entrance and exit locations must be controlled, limiting access to residents, invited guests, and emergency vehicles. Secondary ingress/egress openings for emergency service operations only, may be required to meet code during the time of the DRC site plan review process. You are encouraged to coordinate with the Fire/Police Department in the early stages of the review process.