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General Introduction

1.1 Project Background

Established in 2001 by the Coral Springs City Commission, the Coral Springs Community Redevelopment Agency (CRA) was created to set the necessary foundation to transform the approximate 136-acre area of the City into a vibrant, sustainable, pedestrian-friendly, mixed-use place for residents to live/work/play.

In June of 2014, the CRA adopted The Community Redevelopment Masterplan, which incorporates substantial input from City’s stakeholders, staff and elected officials, and provides an overall design concept for the CRA area. This concept revolves around the idea of a more interconnected network of streets, pedestrian paths and connections, additional open spaces, a mixture of uses, as well as cultural and educational opportunities all within Downtown Coral Springs.

While this well-conceived Master Plan set the tone for the future vision of how development would occur in the CRA area, the implementation of a new zoning code was required to give this document the regulatory teeth to go from suggested concepts to required standards.

In January 2018, the City adopted Ordinance No. 2017-115, which established the Downtown Mixed-Use (DT-MU) Zoning District, consisting of the regulatory zoning requirements for properties within the CRA area (Figure—1). These form-based regulations establish the zoning framework which requires all new development within the District to be pedestrian-friendly, mixed-use with an emphasis on the creation of places with an identity to transform Downtown Coral Springs.

1.2 Application

The Downtown Coral Springs CRA Design Guidelines have been prepared to guide development and establish a framework of coordination between the City of Coral Springs, the Downtown Coral Springs Community Redevelopment Agency and the development community under the zoning regulations adopted in the DT-MU.
These guidelines are intended to supplement the standards within the DT-MU and foster a pattern/form of development consistent with the City’s and Community’s shared vision for the future of Downtown Coral Springs.

It is the expectation of the City and CRA that every effort shall be made to provide a high-quality development project, consistent with the guidelines presented herein, which provide for and promote the following:

- Appropriate building and architectural scale through the inception of guidelines that provide for varied building form which respond to the overall district and adjacent properties
- Enhance architectural character of the district through provisions for high-quality urban design form, architectural and street/open space standards.
- Improve street scene through adequate provisions for the inclusion of prioritized street frontages, planned access and service areas and improved accommodations to promote multi-modal activity.

1.3 Organization

These design guidelines are organized into the following sections, and include general design criteria/best practices for future development of Downtown Coral Springs.

- Zoning Framework
- Master Plan Guiding Diagrams
- Urban Design Guidelines
- Street Scene Design Guidelines
2 ZONING FRAMEWORK
2.1 Downtown Mixed-Use Zoning
At the time of adoption, only Phase 1 within the DT-MU was formally approved. Areas designated as Phase 2 Rezoning have not been formally adopted into the DT-MU and representatives of developments are encouraged to meet with staff early in the rezoning process. (Figure—2)

2.2 Sub-Districts
The DT-MU Regulating Plan (Figure—3) divides the areas within Downtown Coral Springs into various sub-districts that progress from urban, more intense development to lesser intensity patterns of development.

Each of the sub-districts directly reinforce the City’s vision for the CRA area and provides an opportunity for property owners to develop in a manner that supports the urban design objectives and transforms the urban realm into a cohesive, mixed-use downtown area.

The sub-districts within the downtown area allocate land uses, building and frontage types within the planned area, in addition to detailed parameters for building placement, form and height.

2.2.1 Downtown Core
The Downtown Core Sub-District permits the most intense uses with the highest density development. This sub-district permits a range of mixed-use building types while providing the most interconnected, walkable areas within the DT-MU.

2.2.2 Downtown General
The Downtown General Sub-District permits moderate density and a medium intensity mix of uses that are typically adjacent to the Downtown Core sub-areas. This sub-district provides a range of building types with medium scale mixed-use buildings, live/work and townhomes. Pedestrian connections with a slightly larger block are required in Downtown General Sub-District.

2.2.3 Downtown Edge
The Downtown Edge Sub-District permits
the lowest mass and scale within the downtown, while still providing building types that complement the overall downtown development. This development permits compatible uses with adjacent single-family residential, multi-family residential in single story buildings, small-scale multi-family and townhomes. Pedestrian and vehicular connections within the sub-district will be maintained while respecting the adjacent residential areas.

2.2.4 Edge 100’

The Edge 100’ Sub-district will permit the same development as the Downtown Edge.

2.3 Permitted Uses

The uses permitted within the DT-MU focus on a mixture of compatible uses that compliment one another and move the District forward as a thriving, mixed-use downtown. For a complete list of uses (Permitted, Conditional and Prohibited) within the DT-MU, please reference Sec. 2501052-2501053 of the zoning code.
2.4 Building Types
Building types within the Coral Springs CRA Area are permitted in the following districts as indicated in (Table—1).

2.4.1 Townhome Type (Table—2)
A building lot located and designed to accommodate a building with sidewalks on both side building lot lines and a private garden to the rear. (Figure—4)

2.4.2 Multi-Plex Type (Table—3) to (Table—5)
A building lot type with a medium-large structure that consists of multiple side-to-side and/or stacked dwelling units that share a single-entry point along the main frontage. These types have an appearance of a medium to large home that occupies most of the lot width and can be setback from the frontage. (Figure—5) to (Figure—7)

2.4.3 Commercial/Mixed-Use Type (Table—6) to (Table—7)
A building lot located and designed to accommodate a multistory building with commercial, office and/or multiple dwellings in any story that is designed for lots of different sizes. (Figure—8) to (Figure—9)

2.4.4 Mid-Rise Type (Table—8)
This building type is a medium to large sized structure, 4—8 stories tall, built on a large lot that typically incorporates structured parking. It can be used to provide a vertical mix of uses with ground-floor retail, or service uses and upper-floor service, or residential uses; or may be a single-use building, typically service or residential. (Figure—10)

2.4.5 High-Rise Type (Table—9)
The High-Rise building lot is a large sized structure with portions or all of the building more than eight stories tall, built on a large lot that typically incorporates structured parking. It is used to provide a vertical mix of uses with ground-floor retail, or service uses and upper-floor service, or residential uses. (Figure—11)

2.4.6 Single-Story Commercial Type (Table—10)
A building lot located and designed to accommodate single use office and retail. (Figure—12)

2.4.7 Civic/Institutional Type (Table—11)
A building lot located and designed to accommodate a building containing public or civic uses such as community services, day care, education, government, places of worship, or social services. (Figure—13)

<table>
<thead>
<tr>
<th>PERMITTED BUILDING TYPES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BUILDING TYPE</strong></td>
</tr>
<tr>
<td>TOWNHOME</td>
</tr>
<tr>
<td>MULTI-PLEX, SMALL</td>
</tr>
<tr>
<td>MULTI-PLEX, MEDIUM</td>
</tr>
<tr>
<td>MULTI-PLEX, LARGE</td>
</tr>
<tr>
<td>COMMERCIAL/MIXED-USE, SMALL</td>
</tr>
<tr>
<td>COMMERCIAL/MIXED-USE, MEDIUM</td>
</tr>
<tr>
<td>MID-RISE</td>
</tr>
<tr>
<td>HIGH-RISE</td>
</tr>
<tr>
<td>SINGLE-STORY COMMERCIAL</td>
</tr>
<tr>
<td>CIVIC/INSTITUTIONAL</td>
</tr>
</tbody>
</table>

● PERMITTED ○ LIMITED PERMITTED – NOT PERMITTED

▲ PERMITTED WITH HEIGHT LIMITATIONS (REFER TO BUILDING TYPE)

MID-RISE CANNOT EXCEED 5 STORIES IN HEIGHT UNLESS THE BUILDING AND LOT SIZE IS LOCATED A MINIMUM OF 250' FROM A SINGLE-FAMILY RESIDENTIALLY ZONED DISTRICT.
### Building Type: Townhome

<table>
<thead>
<tr>
<th>Form Standard</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Width</td>
<td>15’</td>
<td>25’</td>
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<tr>
<td>Lot Depth</td>
<td>80’</td>
<td>120’</td>
</tr>
<tr>
<td>Lot Area</td>
<td>1,600 SF</td>
<td>3,500 SF</td>
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<tr>
<td>Lot Coverage</td>
<td>–</td>
<td>60%</td>
</tr>
<tr>
<td>Building Height</td>
<td>1 Story</td>
<td>3 Stories</td>
</tr>
</tbody>
</table>

\(35' \text{ for end unit}\)

*Table—2* Form Standards (Townhome)

### Building Type: Multi-Plex, Small

<table>
<thead>
<tr>
<th>Form Standard</th>
<th>Minimum</th>
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</thead>
<tbody>
<tr>
<td>Lot Width</td>
<td>40’</td>
<td>70’</td>
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<tr>
<td>Lot Depth</td>
<td>100’</td>
<td>140’</td>
</tr>
<tr>
<td>Lot Area</td>
<td>4,000 SF</td>
<td>9,800 SF</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>–</td>
<td>70%</td>
</tr>
<tr>
<td>Building Height</td>
<td>1 Story</td>
<td>3 Stories</td>
</tr>
</tbody>
</table>

*Table—3* Form Standards (Multi-Plex, Small)
### Building Type: Multi-Plex, Medium

<table>
<thead>
<tr>
<th>Form Standard</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Width</td>
<td>80’</td>
<td>120’</td>
</tr>
<tr>
<td>Lot Depth</td>
<td>80’</td>
<td>180’</td>
</tr>
<tr>
<td>Lot Area</td>
<td>9,000 SF</td>
<td>20,000 SF</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>—</td>
<td>80%</td>
</tr>
<tr>
<td>Building Height</td>
<td>2 Stories</td>
<td>4 Stories</td>
</tr>
</tbody>
</table>

*Table 4: Form Standards (Multi-Plex, Medium)*

### Building Type: Multi-Plex, Large

<table>
<thead>
<tr>
<th>Form Standard</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Width</td>
<td>40’</td>
<td>150’</td>
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<tr>
<td>Lot Depth</td>
<td>100’</td>
<td>300’</td>
</tr>
<tr>
<td>Lot Area</td>
<td>4,000 SF</td>
<td>40,000 SF</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>—</td>
<td>90%</td>
</tr>
<tr>
<td>Building Height</td>
<td>2 Stories</td>
<td>5 Stories</td>
</tr>
</tbody>
</table>

*Table 5: Form Standards (Multi-Plex, Large)*
### Building Type: Commercial Mixed-Use, Small

- **Lot Width**: Minimum 16', Maximum 60'
- **Lot Depth**: Minimum 80', Maximum 140'
- **Lot Area**: Minimum 1,280 SF, Maximum 8,400 SF
- **Lot Coverage**: Minimum —, Maximum 90%
- **Building Height**: Minimum 2 Stories, Maximum 4 Stories

**Table—6** Form Standards (Commercial Mixed-Use, Small)

### Building Type: Commercial Mixed-Use, Medium

- **Lot Width**: Minimum 60', Maximum 120'
- **Lot Depth**: Minimum —, Maximum 500'
- **Lot Area**: Minimum —, Maximum 150,000 SF
- **Lot Coverage**: Minimum —, Maximum 90%
- **Building Height**: Minimum 2 Stories, Maximum 5 Stories

*If adjacent to single-family residential zoning district and within Edge Sub-District, this building type may not exceed 4 stories in height.*

**Table—7** Form Standards (Commercial Mixed-Use, Medium)

**Figure—8** 3D Massing for Commercial Mixed-Use, Small Type

**Figure—9** 3D Massing for Commercial Mixed-Use, Medium Type
**Downtown Coral Springs CRA Design Guidelines**

### Building Type: Mid-Rise

<table>
<thead>
<tr>
<th>Form Standard</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Width</td>
<td>120’</td>
<td>300’</td>
</tr>
<tr>
<td>Lot Depth</td>
<td></td>
<td>500’</td>
</tr>
<tr>
<td>Lot Area</td>
<td></td>
<td>150,000 SF</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td></td>
<td>90%</td>
</tr>
<tr>
<td>Building Height</td>
<td>4 Stories</td>
<td>8 Stories</td>
</tr>
</tbody>
</table>

*Table 8: Form Standards (Mid-Rise)*

### Building Type: High-Rise

<table>
<thead>
<tr>
<th>Form Standard</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Width</td>
<td>120’</td>
<td>450’</td>
</tr>
<tr>
<td>Lot Depth</td>
<td>200’</td>
<td>450’</td>
</tr>
<tr>
<td>Lot Area</td>
<td>24,000 SF</td>
<td>202,500 SF</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td></td>
<td>90%</td>
</tr>
<tr>
<td>Building Height</td>
<td>4 Stories</td>
<td></td>
</tr>
</tbody>
</table>

*Table 9: Form Standards (High-Rise)*

---

**Figure 10**: 3D Massing for Mid-Rise Type

**Figure 11**: 3D Massing for High-Rise Type
### Building Type: Single-Story Commercial

<table>
<thead>
<tr>
<th>Form Standard</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
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<td>50'</td>
<td>300'</td>
</tr>
<tr>
<td>Lot Depth</td>
<td>100'</td>
<td>300'</td>
</tr>
<tr>
<td>Lot Area</td>
<td>7,500 SF</td>
<td>90,000 SF</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>—</td>
<td>60%</td>
</tr>
<tr>
<td>Building Height</td>
<td>1 Story</td>
<td>1 Story</td>
</tr>
</tbody>
</table>

**Table—10** Form Standards (Single-Story Commercial)

### Building Type: Civic/Institutional

<table>
<thead>
<tr>
<th>Form Standard</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Width</td>
<td>Max. Block Length</td>
<td>—</td>
</tr>
<tr>
<td>Lot Depth</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Lot Area</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Building Height</td>
<td>1 Story</td>
<td>—</td>
</tr>
</tbody>
</table>

- Maximum building heights shall be consistent with the max. building heights permitted in the sub-district.

**Table—11** Form Standards (Civic/Institutional)

### Figures

**Figure—12** 3D Massing for Single-Story Commercial Type

**Figure—13** 3D Massing for Civic/Institutional Type
3 MASTER PLAN GUIDING DIAGRAMS
Recommended by the Community Redevelopment Agency Masterplan (the Masterplan), in 2014, the overall Conceptual Master Plan proposes an interconnected network of new streets, pedestrian connections, improvements to open spaces, as well as, the development of mixed-uses including multi-family residential, townhomes, retail and cultural/educational opportunities. These elements were incorporated into distinct sub-areas with their own identity and character of place to create the ultimate vision for development of Downtown Coral Springs.
3.2 Street Network Diagram
The Street Network Diagram illustrates both the location and number of existing and new streets recommended within the Master Plan, which are included to create the improved network of street connectivity. All new streets to be in the same general location as shown in the plan and developed under the standards established within the DT-MU.
3.3 Open Space Network Diagram

The Open Space Network Diagram (Figure—16) illustrates the number and location of open spaces that are proposed to create an improved network of green space connectivity within the Downtown. The present City code requires a minimum 3 acres required per land use/DRI. In addition to illustrating the location and general proportion of the open space, the Master Plan also highlights potential gateway features and important view corridors proposed to create a specific sense of place within Downtown Coral Springs.

At prominent locations within the Downtown area, every effort is encouraged to incorporate public art, consistent with the City’s code, Chapter 6. Public Art Program. Such locations can be considered at the terminus of view corridors or as gateway features that are identified in the Open Space Network Diagram.
3.4 Street Frontages Diagram

The Street Frontages Diagram illustrate the way buildings address both new and existing streets within Downtown Coral Springs. As it pertains to ingress/egress, building access and services, the Street Frontages Diagram recommends the hierarchy of frontages, prioritizing the way in which interaction occurs with buildings and in turn, with the public realm.
4 URBAN DESIGN GUIDELINES
It is the intent of these guidelines to establish recommendations to assist the development community in improving the character of the pedestrian and vehicular environments, which can be impacted by both open space and the relationship of privately/publicly-owned buildings with the street.

4.1 General Development Parameters
It is the preference of the City that all new development within the CRA Area consider the parameters of design outlined on the following pages:

4.1.1 Access
- Where an alley is present, all vehicular access to development occurs from the alley. (Figure—18)
- Where no alley is present, vehicular access occurs from the secondary street frontage. (Figure—19)
• Shared access between adjacent properties via a cross-access agreement is encouraged to reduce curb cuts along the street frontage and provide consolidated parking areas. (Figure—20)

• The main access to the building occurs from the primary frontage.

• The main access to the units on floors 2+ occurs from a ground level lobby/courtyard accessed from the primary frontage.

4.1.2 Parking

• Where possible, parking occurs away from the primary frontage of a development parcel.

• For at least 3 floors, parking structures are lined with habitable building space along a primary street to preserve the character of the street facade. (Figure—21)

• Surface parking is lined with habitable building space or decorative wall/landscaping along the street to preserve the character of the street facade. (Figure—21)

  + Wall/landscape hedge is a minimum 3’ and maximum 6’ in height.

• Surface parking is shaded by tree canopies along designated walkways, with a minimum landscaped island provided every 10 parking spaces, to include a canopy tree.

4.1.3 Services

• All service, loading, and trash/recycling collection areas are screened from public view on all four sides with a solid fence, wall, or gate. The maximum height of enclosure shall be 8 feet.

  + All service areas and back of house is maintained to the highest level, prioritizing safety and aesthetics.

• Barbed wire, concertina wire, chain-link fencing is prohibited.

• Door access is considered as an alternative to gate operation for entry/exit from service areas.

• Avoid locating service, loading, and trash collection facilities in pedestrian-oriented areas.
Building Composition and Massing

- Buildings are constructed as variable masses, with applied horizontal and vertical extrusions to create the desired building form. *(Figure—22)*
  
  + To encourage building articulation, a break in building facade occurs every 60 feet max. on buildings that occupy more than 150 feet of continuous frontage.

- Buildings consist of a base, middle and top. *(Figure—23)*

- The base is constructed of the highest quality materials as this is the portion of the building that is perceived most by human interaction.
  
  + For buildings greater than 5 stories, massing steps back at the 3rd/4th floor to create a base element and secondary massing element above. *(Figure—23)*
  
  + For buildings between 2 and 4 stories, the base of the building is considered the first story and is articulated with a visible thickening, change of material or color.

  + For all buildings, a horizontal line of projection is preferred at the top of the first story to establish a cohesive harmony in the street facade across adjacent buildings.

  + A horizontal line of projection is encouraged to embellish, along with other architectural features such as a cornice line, awnings, balconies or window sills to reinforce this harmony.

- The top portion of building massing is demarcated with additional setback or change of materials/highlights.
  
  + Alternative design techniques to establish the top of a building include a change in fenestration patterns, materials, colors, or moldings, in addition to, architectural features such as the roof line or parapet detail.

- The new City Hall building is encouraged as an example of common massing elements that are preferred within the Downtown. *(Figure—24)*
4.2 Building Frontages

Building types are designed with one of the following frontage types, to ensure that development within Downtown Coral Springs addresses the street as was intended in the Master Plan.

4.2.1 Arcade

An arcade is a street level colonnade, open to the street sidewalk, and with building program on the floors above. The arcade is ideal for commercial/retail use in an urban setting, and complimentary to the storefront frontage type. (Figure—25)

- Soffits, columns, arches/openings and other details are treated consistently with the architectural character of the overall building.
- Openings on the facade are vertically proportioned and have a finished floor that matches the adjoining sidewalk.
- Awnings are a maximum width of one-bay on the storefront and only correspond to that bay. Side of awnings are to remain open so that a shadow casts on the facade of development.
  + All awnings are made of high-quality fabric material.

4.2.2 Commercial Storefront

A commercial storefront is a facade with entrance to a unit, at the sidewalk level. Ideal for commercial/retail frontage, but also suitable for some higher intensity residential buildings with common entrances. This frontage type can be accompanied by a cantilevered roof/awning. Recessed entryways are acceptable in the commercial storefront. (Figure—26)

- Storefronts are designed with a minimum 70% of glazed, transparent/non-opaque glass to provide clear view into the unit.
- Security measures, such as gates, grating or roll down shutters are not recommended from exterior application to the building frontage.
- Awnings are a maximum width of one-bay on the storefront and only correspond to that bay. Side of awnings are to remain open so that a shadow casts on the facade of development.
• Awnings maintain minimum clear distance from the edge of the building in elevation and be cantilevered from the facade without vertical supports.
  
  All awnings are made of high-quality fabric material.

4.2.3 Forecourt
A forecourt is a semi-public, exterior open space, compatible with the arcade and storefront frontage type, that is partially surrounded by building face on at least two (2) sides and open to the sidewalk, forming a court. The forecourt is appropriate in the form of an outdoor landscaped open space/gathering area and suitable for commercial/retail, office or residential uses. (Figure—27)

• A decorative fence/wall, maximum 3 feet in height, may be placed along the sidewalk.
• Awnings are a maximum width of one-bay on the storefront and only correspond to that bay. Side of awnings are to remain open so that a shadow casts on the facade of development.
• Awnings maintain minimum clear distance from the edge of the building in elevation and be cantilevered from the facade without vertical supports.
  
  All awnings are made of high-quality fabric material.

4.2.4 Stoop
A stoop is an elevated entry pad that corresponds directly to the entrance of a building or individual unit. An elevated ground story ensures additional privacy for windows and doors. This frontage type is ideal for residential uses at the ground floor, and compatible with some lower intensity commercial/retail frontages. (Figure—28)

• Stoops transition from adjoining sidewalk level to that of the entry pad, at the first floor of the building.
• A decorative fence/wall, maximum 3 feet in height, may be placed along the sidewalk, and area between that and building frontage shall be landscaped.

4.2.5 Porch
The porch is associated with single-family houses, as an elevated semi-private, exterior space that corresponds to the front of structure. The landscape yard space transitions to an elevated
4.3 Signage

In a Downtown environment signs identify, advertise, index, and enliven the environment both day and night. The goals for signage within the Downtown is to allow innovative, creative, and new technologies alongside traditional signage methods to help create a unique sense of place. Signs should be compatible to the establishments/function being served, the character of a Downtown and its architecture. The following guidelines are meant to encourage innovative solutions for signage within the Downtown, however additional standards will be more thoroughly calibrated and incorporated into the sign code.

Due to the specialized character of the Downtown Mixed-Use District, the signage types, and general guidelines below, are encouraged to be incorporated, solely with the architecture and urban design of this Downtown Mixed-Use District (DT-MU). For a full list of permitted signage types and applicable standards, reference Chapter 18 - Signs of the City’s Land Development Code.

4.3.1 Wall Signs

A wall sign is a single-sided sign mounted parallel and fastened to a wall of a building. A wall sign can be made from a variety of materials to suit the unique character of the building and its tenant. (Figure—30)

- Individual letters are three-dimensional, created by raised forms mounted to the building facade, sign panel, or by cut-out openings in the panel.
- Painted letters and graphics are routed or raised. Painted wall signs are arranged in a neat and aligned appearance.

4.3.2 Projecting Signs

A projecting sign is generally two-sided and suspended from decorative support/projecting building feature, such as a balcony or gallery and mounted perpendicularly to the building facade. (Figure—31)
- Structural supports for signage are designed so that their visual appearance is minimized, and/or compatible to the overall architectural design of the building. They should appear to be applied with regard for alignments, proportions, colors and forms compatible to surrounding Downtown context.

- Sign fonts are to be selected to provided visual clarity and artistic expression.

### 4.3.3 Awning Mounted Signs

An awning sign is located on the awning valance of a drop awning and used predominantly to identify a business, but also, serves to protect pedestrians/merchandise from sun damage/rain and reduce solar heat gain. *(Figure—32)*

- In a single instance, a primary logo and business name may be located on sloped side of awning that directly corresponds to the main entrance of a development.

- Minimum projected depth of awning, with signage element is the width of two average-sized adults walking unobstructed side-by-side.

- Awning is cantilevered from the facade of a building without vertical supports.

- Lettering and a single graphic occurs on the front valence of an awning, or top edge of flat cantilevered awning.

### 4.3.4 Window Signs

A window sign is applied to the interior of a window or door glazing to provide general information regarding the name of an establishment or address. However, window sign areas should be regulated to maintain a visual line of sight to the interior of the building space. *(Figure—33)*

- Painted or adhesive window signs are only permitted on the interior of the window and shall present a neat and aligned appearance.

- Window signs shall maintain visibility into the storefront.

- Opaque signage that limits/prevents visibility into the units is discouraged.

### 4.3.5 Monument Signs

A monument sign is a two-sided sign attached to a permanent foundation or decorative base and not attached or dependent on support from a building,
4.3.6 General Signage Design Parameters

- **Signage Colors**
  + Contrasting colors between the background color and the letters/symbols make the sign more legible
  + Too many colors, or conflicting color combinations interfere with the legibility of the signage
  + Fluorescent colors may be used to highlight details and designed in conjunction with other patterns/design features

- **Signage Materials**
  + Signage is designed, constructed and installed by a professional sign fabricator.
  + Signage is made of high-quality materials, such as, metal, stone, wood, ceramic, fabric, and does not fade or discolor after exposure to weather elements.
  + Plastics should be used primarily for translucent letters or shapes intended for internal illumination, so long as plastic does not wear/discoolor.

- **Signage Illumination**
  + Back-lit signs with cut-outs create a halo/silhouette effect
  + Front-lit signs from above or below with a single/multiple spotlights
  + Translucent signage with internal illumination source
  + Nonelectric signs illuminated by an exterior light source
  + Light fixtures that illuminate signage and cast indirect light on the building facade
  + Neon illumination is encouraged in limited circumstances if designed with other types of signage. Neon should be used to artistically highlight signage and architectural elements, rather than to attract attention by overwhelming.
4.4 Architectural Styles Palette

The City of Coral Springs and the CRA requires architecture, which is authentic and appropriate for the place and time of development, regardless of style. A building should clearly reflect the use and creatively respond to the specific site and character within Downtown Coral Springs. For instances that require an especially challenging response of design, the City supports solutions that creatively uphold the vision for Downtown, and the creation of a vibrant, mixed-use, pedestrian-friendly and identifiable place. The following architectural styles are recommended to serve as basis for the high-level of design prioritized within Downtown Coral Springs:

4.4.1 Contemporary Masonry

The Contemporary Masonry style is characterized by its load bearing, solid-built, poured concrete structure, with a defined arrangement of punched door and window openings. Limited in its fine grain detail and ornamentation, the style relies on its classic proportions and rhythm to soften the perception of building mass.

- **General**
  + Structural system of the style is clearly expressed in the design of the facade.
  + High ratio of walls to glass emphasizes the load-bearing nature of the structure.
  + Base, Middle and Top composition is common within the style. To encourage pedestrian interaction with the public realm, a higher percentage of glass is prioritized at the base, than that of the middle and top massing elements.
  + The overall composition of the building’s volume appears to be a series of geometric masses carved from a singular, solid volume.

- **Materials**
  + The exterior is generally finished (natural) concrete, but more often smooth stucco.
  + Lighter shades of whites/creams with pops of contrasting colors to highlight details, such as areas of the base/top massing, deep recessions and windows/doors.
  + Natural stone and wood details, such as at the base of the building or highlighting doors and windows are used to lessen the stark nature of the mass.

- **Roof**
  + Primary structure is typically a flat roof or based on pure geometric forms.
  + Parapet walls are embellished with simple trim/cantilever eyelid to finish the building at the top.
  + Roof terraces are common in South Florida’s climate, offering outdoor space, in an urban setting and providing alternative means of “topping off” the structure.

- **Doors and Windows**
  + Doors are typically single or double and styled as panels, glass (full or half) or solid, and constructed of either metal or solid wood.
  + Windows are typically casement or fixed-pane with transom opening and occasionally single/double-hung.
  + Contrasting colors and materials are typically used to highlight detail both doors and windows.
4.4.2 South Florida Contemporary

South Florida Contemporary style calls upon many of the same design concepts as that of the Contemporary Masonry style, however with additional design emphasis on the use of glass curtain walls with modern steel details. While vertical proportions are most common in the facade design of this style, horizontal banding, transparent massing and architecturally sculptured roofs cap off buildings at the top of a three-part composition.

- **General**
  - Buildings are constructed of different masses, with horizontal projections and vertical massing extrusions.
  - Structural systems are expressed rationally with minimal building ornamentation.
  - Balconies applied to the facade of the building provide additional articulation and portray the more residential function of a building in the style.

- **Materials**
  - The exterior, in general, is a combination of masonry and glass.
  - Structure at the base is generally masonry/steel, with a higher percentage of transparent glass to reflect the commercial uses and provide a pedestrian-oriented facade.
  - The middle portion, oftentimes proportioned as a tower shall be a combination of masonry with punched openings and glass facades.
  - Ornamentation is limited, and forms are generally sleek in nature, indicative of the more modern, environmentally sustainable style.

- **Roof**
  - Primary structure is typically a flat roof or based on pure geometric forms, with architectural design variation to finish the building at the top.

- **Doors and Windows**
  - Windows are typically casement or fixed-pane with transom opening and occasionally single/double-hung.

+ Where masonry structure is minimal, the majority of the building is skinned in glass, offering panoramic views through windows.
4.4.3 Art Deco

The Art Deco style is a modern design characterized by its eclectic details, borrowing traditional craft fundamentals and incorporating influence from the machine age. Streamlined geometries are often “smoothened” or “rounded” with expressed horizontal lines and vertical massing elements.

● General
  + Abstract figures and geometries embellish the exterior of Art Deco buildings.
  + Corners are generally rounded, and horizontal projections span the facade of the buildings to express horizontality in facade.
  + Tower massing and vertically integrated signage offer distinct contrast to the smooth, horizontal features.

● Materials
  + The exterior is generally finished in stucco.
  + Color palette includes light whites/creams and pastel colors.
  + Ornamentation is detailed in contrasting colors of the general building mass.
  + Metal trim details, such as around doors and windows reinforce the streamlined design intention.

● Roof
  + Primary mass of the structure is typically a flat roof, concealed by parapet walls.
  + Parapet walls are embellished with ornate detailing.

● Doors and Windows
  + Openings are recessed so that deep shadows reveal depth of structure.
  + Arched openings are uncommon.
  + Windows are commonly wrapped around corners, emphasizing horizontality and expressing advancement in construction technology of the time.
  + Cantilevered eyebrows are a defining trait, as they provide shade in sunny South Florida.

+ Metal doors with large glass reliefs and decorative hardware led up to by a masonry stoop serve to welcome pedestrians into the building.
5 STREET SCENE DESIGN GUIDELINES
5.1 Complete Street Design

A proper balance between a functioning transportation network and elements of design that reinforce a sense of human place must be obtained to create a truly complete street design. Active streets are those that find this balance, and improve the quality of life and human interaction, while still allowing the freedom of mobility for all types of transit.

Every street shall balance the needs of users, based on the context and location. Priority should be based on land-use, the existing built-scale and constraints of adjacent development sites.

A complete street design shall consider a compromise between the pedestrian and transportation zones, explained in the following further detail:

**Figure 35** Composition of the Street Scene

**Table 12** Complete Street Design Characteristics

<table>
<thead>
<tr>
<th>Transportation</th>
<th>Landscape</th>
<th>Mobility</th>
<th>Frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicular Travel Lanes</td>
<td>Landscaping/Groundcover</td>
<td>Paving</td>
<td>Paving</td>
</tr>
<tr>
<td>Transit Lanes</td>
<td>Street Trees</td>
<td>Speciality Surface (Stone, Tile, Brick Pavers)</td>
<td>Building Frontage Type</td>
</tr>
<tr>
<td>Bus Pull-Off</td>
<td>Tree Grates</td>
<td>Transit Stop (Limited)</td>
<td>Building Entry</td>
</tr>
<tr>
<td>Bicycle Lanes</td>
<td>Street Furniture</td>
<td></td>
<td>Store Signage and Merchandising</td>
</tr>
<tr>
<td>Bicycle Protection</td>
<td>Garbage Cans</td>
<td></td>
<td>Outdoor Dining</td>
</tr>
<tr>
<td>On-Street Parking</td>
<td>Street Lamps</td>
<td></td>
<td>Limited Landscaping</td>
</tr>
<tr>
<td>Landscape Median/Buffer</td>
<td>Wayfinding/Signage</td>
<td></td>
<td>Pedestrian Lighting</td>
</tr>
<tr>
<td>Landscape</td>
<td>Bicycle Racks</td>
<td></td>
<td>Weather Protection</td>
</tr>
<tr>
<td></td>
<td>Public Art</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
5.1.1 Transportation Zone
The Transportation Zone functions as the primary method of transport for motor vehicles, including automobiles, public transportation and bicycles. The design must accommodate all planned modes in an equitable and shared manner within the limits of the right-of-way.

5.1.2 Pedestrian Realm
The Pedestrian Realm is composed of three distinct functional zones, separate from motorized vehicles, where the relationship between pedestrians and the private development occurs, as a priority.

- **Landscape Zone** is generally the landscaped area transitioning between the Transportation Zone and the rest of the Pedestrian Realm. Street trees buffer pedestrians from vehicular traffic, while providing shade. In addition to the pedestrian benefits, streets trees not only improve the visual appeal of the street scene, but provide traffic calming as they reduce the visual perception for motorists on the road. In addition to landscaping, this zone may also include other elements, such as street furniture, lighting, signage, garbage cans and other furnishings.

- **Mobility Zone** is a paved area, reserved for the movement of pedestrians accessing adjacent land-uses and transit stops. In urban areas, wider sidewalks are preferred, extending through the frontage zone to the face of adjacent development. This zone should be pedestrian-scaled, and well lit, while functioning in all weather conditions.

- **Frontage Zone** is a transition area between the public area of the right-of-way and private development along the street. In ‘downtown’ areas, any setback from the property line is generally paved, extending the width of the sidewalk and providing additional occupied space to complement the adjacent land-use. Pedestrian signage/lighting, street furniture and other architectural facade elements are encouraged to engage pedestrians and add to the identity of the space. This area is an important component of the street scene, as it is the face of development and the pedestrian/motor vehicle’s initial perception of the built place.
5.2 Landscape Features

Trees and landscaping are used to create the distinct character for the streets and open spaces within a Downtown area. They should be designed in harmony with the street lighting, furnishings, sidewalk amenities and architectural building context. As all landscape features vary in their aesthetic appearance, all trees and landscape must consider form, texture, visual density, and seasonal presence of flowers. It is imperative that selections of trees and landscape account for performance in the urban environment, including drought and salt tolerance and hardiness. Where possible, native tree species are preferred however locally adapted trees will perform well in this environment. The following Shade/Canopy, Ornamental/Accent and Palm Trees have been selected for use in the Downtown.

5.2.1 Shade Trees / Canopy Trees

The following palette of Shade / Canopy Trees is encouraged to be incorporated into the design of landscaping within the Downtown.

- *Bursera simaruba* - Gumbo Limbo (Native) [Figure—40]
- *Chrysophyllum oliviforme* - Satin Leaf (Native) [Figure—41]
- *Delonix regia* - Royal Poinciana [Figure—42]
- *Lysiloma latisiliquum* - Wild Tamarind [Figure—43]
- *Lysiloma bahamensis* - Wild Tamarind [Figure—44]
- *Piscidia piscipula* - Jamaica Dogwood (Native) [Figure—45]
- *Quercus virginiana* - Live Oak (Native) [Figure—46]
- *Simarouba glauca* - Paradise Tree (Native) [Figure—47]
- *Taxodium distichum* - Bald Cypress (Native) [Figure—48]
- *Caesalpinia granadillo* - Bridalveil Tree [Figure—49]
5.2.2 Ornamental / Accent Trees

The following palette of Ornamental / Accent Trees is encouraged to be incorporated into the design of landscaping within the Downtown.

- *Acer rubrum* - Red Maple (Native) *(Figure—50)*
- *Cassia javanica* - Apple Blossom Shower *(Figure—51)*
- *Cassia leptophylla* - Golden Medallion *(Figure—52)*
- *Citharexylum spinosum* - Fiddlewood (Native) *(Figure—53)*
- *Clusia rosea* - Pitch Apple (Native) *(Figure—54)*
- *Guaiacum sanctum* - Lignum-vitae (Native) *(Figure—55)*
- *Ilex cassine* - Dahoon Holly (Native) *(Figure—56)*
- *Lagerstroemia ‘Natchez’* - White Crape Myrtle *(Figure—57)*
- *Lagerstroemia speciosa* - Queen’s Crape Myrtle *(Figure—58)*
- *Capparis cynophallophora* - Jamaican Caper *(Figure—59)*
- *Canella winterana* - Cinnamon Bark *(Figure—60)*
5.2.3  Palm Trees

The following palette of Palm Trees is encouraged to be incorporated into the design of landscaping within the Downtown.

- *Adonidia merrillii* - Christmas Palm (*Figure—61*)
- *Bismarckia nobilis* - Bismarck Palm (*Figure—62*)
- *Carpentaria acuminata* - Carpentaria Palm (*Figure—63*)
- *Phoenix sylvestris* - Sylvester Date Palm (*Figure—64*)
- *Roystonea elata* - Florida Royal Palm (Native) (*Figure—65*)
- *Sabal palmetto* - Cabbage Palm (Native) (*Figure—66*)
- *Thrinax radiata* - Florida Thatch Palm (Native) (*Figure—67*)
- *Veitchia arecina* - Montgomery Palm (*Figure—68*)
DOWNTOWN CORAL SPRINGS CRA DESIGN GUIDELINES

Figure—61 Christmas Palm

Figure—62 Bismarck Palm

Figure—63 Carpenteria Palm

Figure—64 Sylvester Date Palm

Figure—65 Florida Royal Palm

Figure—66 Cabbage Palm

Figure—67 Florida Thatch Palm

Figure—68 Montgomery Palm
5.3 Paving Surface Areas

Paving surface areas provide an opportunity to add color, texture, and/or pattern to enliven public areas through the use of distinctive and durable hardscape materials.

Paving may consist of standard materials or specialty paving used to accentuate an area or in other highlighted locations. At the very least, paving surface areas must meet the rigorous demands imposed by both vehicular traffic and pedestrian circulation, in addition to matching the aesthetic quality of a place.

While paving serves to meet the durability needs of withstanding the loads imposed by vehicles and pedestrians in both the street ROW and Pedestrian Realm, it also provides traffic calming and wayfinding benefits within the Downtown area. A shift in paving type can signify to a motor-vehicle operator that they are entering a “special area” and they shall be conscious of pedestrians in the area, to reduce speed and be aware. Cross walks and driveways, finished with a separate material can provide this effect. Additionally, a shift in material along a building frontage can signify a difference in frontage treatment, where one area is suitable for pedestrian mobility and the other is for streetscape furnishings.
5.3.1 Standard Paving Sidewalks and Walkways

The design of standard paving sidewalks and walkways play an integral role in establishing and reinforcing the identity of an area, such as the Downtown.

For standard paving for sidewalks and pedestrian walkways, it is recommended to use a single sidewalk material.

• Scored concrete is preferred, with a minimum dimension of 5’ x 5’ squares.
  + Concrete is finished smooth/slip resistant as opposed to a broom finish.
  + Patterns can be sandblasted into concrete or aggregates to change the material’s appearance or highlight a special area.

• Transitions between different materials and/or landscaping tree grates are given special attention and designed to minimize change in surface height to prevent hazard.

• Designs prioritize accessibility for people of all ages and abilities, including those with hearing, vision and mobility impairments.
5.3.2 Specialty Paving

Special paving may be considered and found most appropriate in “downtown” areas, such as commercial/mixed-use areas, public open spaces and other special streets or pedestrian passages. Specialty pavement can be applied as a field treatment, across the totality of a sidewalk/open space or can be used to define a specific area of the streetscape/pedestrian realm.

- Specialty pavers consist of sand set pavers, mortar set pavers and permeable or porous pavers over clean drain aggregate.
  - Materials consist of natural stone, unit concrete, concrete permeable, textured and colored concrete, stamped asphalt and concrete mixed with exposed or special aggregate.
- It is preferred that where used, specialty pavers remain consistent in material, color and finish, and be installed the length of the whole block and not mixed from development parcel to development parcel. Areas where specialty pavers are preferred include:
  - Crosswalks Specialty paving communicates that crosswalks are a separate pedestrian area, rather than an encroachment by pedestrians into the roadway and make crossing larger intersections safer, due to a traffic calming effect.
  - Curb Extensions May be designed with specialty paving to be usable as pedestrian areas that are differentiated from the adjacent sidewalk, suggesting them as a place to be utilized for sitting and socializing, without impeding sidewalk mobility.
  - Transit Stops Specialty paving defines the waiting areas and clarifies connections to transit. Boarding areas are paved with different paving treatments/pavers or special scoring to delineate different area outside of any landscape/mobility zone.
  - Shared Public Ways Where a high concentration of pedestrians and vehicles share the entire ROW, specialty paving is preferred to communicate the location of specific parking areas and those for pedestrian traffic-zones. Paving these areas also serve to calm traffic, as it is highly distinguishable from the pavement of a traditional travel lane.
5.3.3 Permeable Paving and Landscaped Tree Grates

At a minimum, all street trees and landscaping in the Downtown shall be planted in a permeable paving surface, to reduce stormwater runoff volumes and provide temporary storage and/or groundwater recharge through infiltration.

It is preferred that due to the mostly urban environment of the Downtown that all street trees be planted within tree grates.

- Where heavily pedestrian trafficked areas maintain limited sidewalk widths, tree grates are preferred to maximize the usable ground surface area.
  + Tree grates are a minimum dimension of 5’ x 5’, however 6’ x 6’ is preferred.
  + Grate design with less than 1/2” spacing between rings is encouraged to provide a safer walking surface and prevent material from falling into the tree basin.
  + The inner rings of tree grates allow for the growth of the tree trunk and can be removed as trunk diameter expands.
5.4 Street Furnishings

Street furnishings are the amenities that when brought together, compose an active street scene for pedestrians to enjoy. The furnishings offer a functional aspect to the street’s design and reinforce a community’s identity and character at the point of first impression. Street furnishings include, but are not limited to the following:

- Lighting
- Seating
- Bollards
- Waste Receptacles
- Bike Racks

The City of Coral Springs is intent on establishing a unique, identifiable character for the Downtown area. Providing an appropriate style of street furnishings to illustrate the intent of their design within the street scene is considered one of the great gestures in establishing this identity. The intent of this section is to provide examples of the style of street furniture consistent with the character and identity of the City’s new downtown. This style is a more contemporary vernacular that embraces progress and technology, with a focus on more traditional placemaking and character.

All furnishings selected for use within the Downtown shall be related in form, scale and materials, to come together in a working palette of a similar design family. They shall be finished or painted to compliment one another and constructed of high-quality, durable materials such as galvanized, stainless steel or other powder coated applications. In addition, highlight paint colors and materials shall be introduced, such as bright tones and rich wood to compliment the contemporary vernacular of the furnishings.
5.4.1 Lighting

Appropriate lighting aids in the mobility of vehicles and pedestrians and provides safety and security to a place. If designed correctly, streetscape lighting provides additional character and identity to the street and when strategically placed, will predictably guide the user through a space, as its experience was intended. Lighting configuration and design shall adhere to the following guidelines in the overall design of the street scene:

- With landscaping, lighting shall take priority over all other street scene furnishings.
- Lighting shall not interfere with the pedestrian mobility zone.
  - Pedestrian Scaled lamps shall be used for streetscape and shall range from 12’-16’ height.
  - Auto-oriented lighting for the Transportation Zone may range from 20’-25’ in height, and should incorporate pedestrian lighting, when adjacent to mobility zone.
- Lighting fixture’s height shall be considered when located near a tree canopy, so that light is not blocked by landscaping.
- Lighting shall highlight critical locations, such as, ramps, crosswalks, bus stops and seating areas.
- Light pooling and shadows shall be avoided.
- All fixtures shall minimize use of up-lighting and be shielded to prevent glare and/of light trespass onto adjacent properties.
- Fixture style shall be appropriate and reinforce the overall identity of the neighborhood.
- Accent lighting is encouraged to be integrated with the architectural design of the building and interact with the public realm.
  - Accent lighting can be included to define a sense of space, provide additional light source to improve perception of safety and assist in wayfinding in and around a place.
  - A photometric analysis determines the appropriate placement for street lighting and ensures that all accent lighting is compatible with the design for lighting of the downtown.
5.4.2 Seating
At its core, seating is a basic necessity that provides pedestrians a place to rest and relax within the confines of street life. It shall be available in a variety of temporary and permanently-fixed forms and the design and configuration shall respond to the scale and function of a space, and shall adhere to the following guidelines in the overall design of the street scene:

- Seating shall not interfere with the pedestrian mobility zone.
  - Seating placement and configuration shall not interfere with entrances to buildings/loading areas, building services and utilities, and access to parked vehicles.
- Where possible, seating shall be situated in shaded areas to provide protection from the sun.
- Seating shall occur for a minimum of two people, however when provided individually, seats shall occur in pairs.
- Seating that serves transit shall be located at back of sidewalk, facing the street and in front of the transit vehicle door opening.
- Temporary furniture and seating shall be stored within confines of the private property after normal hours of operation.
- For seating surfaces longer than 4’, armrests or dividers shall be provided to discourage individual-use of multiple seating areas.
  - At a minimum, skate deterrents are recommended.
5.4.3 Bollards

Bollards are objects used to establish boundary between modes of transportation or separate areas of the street scene. They protect pedestrians, bicyclists, buildings and identified areas from specific access and provide additional means of traffic calming.

Bollards may be either permanent or temporary and designed to withstand impact or break away for emergency access, however their most important functional characteristic is their visibility to both pedestrians and motor vehicles. Attractively designed bollards add color and interest and shall adhere to the following guidelines in the overall design of the street scene:

- Bollards shall be spaced for balance by restricting vehicular access and providing unobstructed paths for pedestrian.
  - Additional suitable locations for bollards include where parked cars may damage streetscape, trees, plantings, furnishings or private property.
- All bollards shall be properly maintained when damaged due to accident or deterioration.
- Bollards may provide dual functions and incorporate additional amenities, such as, bicycle parking, low-level accessory lighting, power outlets, waste receptacles and public art.
  - Lighted bollards add additional character to the street scene and provide additional wayfinding/guidance for pedestrians.
- Bollards shall be placed a minimum of 18 inches from the back of curb, where there is no parking.
5.4.4 Waste Receptacles
Adequate waste disposal is integral to maintaining an attractive street scene appearance. In accordance with streetscape design and layout of furnishings, the inclusion of durable, waste receptacles not only aid in establishing the identity of a place, but also prevent accumulation of trash in the street/sidewalk and the attraction of unwanted pests within the neighborhood.

- Waste Receptacles shall not interfere with the pedestrian mobility zone, and be placed along either the Landscape Zone, or within the Frontage Zone.

- At a minimum, waste receptacles shall be placed at the end of each block, outside of corner clear areas.
  + Additional waste receptacles are encouraged to be included at regular intervals along the length of all blocks in urban areas with high activity generators and major civic/commercial and transit destinations.
  + All seating areas for retail/commercial uses and bus/transit stops shall have convenient access to waste receptacles nearby.

- Waste receptacles shall be chosen with an opening on the top or sides, separate from an additional large opening on the side to allow easy access and removal of bags.
5.4.5 Bike Racks

Bike racks serve as both an aesthetic element in the design of the street scene, and as a functional element for the safe storage within the right of way. Where automobile parking is limited, and in City’s who tout themselves as pedestrian-friendly, permanent bike racks are essential to making bicycles a viable form of transit. Attractively designed and aesthetically compatible bike racks shall adhere to the following guidelines in the overall design of the street scene:

- Bike racks shall not interfere with the pedestrian mobility zone.
  - Bike racks shall be installed within the Landscape or Frontage Zone, and without obstructing the flow of pedestrians or impeding on the automobiles ability to travel or park in the street.
- Bike racks must support the frame of the bicycle at two points, above the bicycle’s center of gravity.
- Bike rack design shall accommodate bicycles of different dimensions and allow easy locking to the frame for both wheels.
- Within the landscape zone, bike racks shall be installed in groups of no less than 4 at 45 degree angles or perpendicular with the curb.
  - Bike racks may be installed within the frontage zone, so long as they do not obstruct access to private development.
ACKNOWLEDGMENTS

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