



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

ARCHITECTURAL GUIDELINES

COMMERCIAL DEVELOPMENT

THE CITY OF CORAL SPRINGS, FLORIDA

TABLE OF CONTENTS

1	Purpose & Intent
2	Strip Shopping Center <ul style="list-style-type: none">Building TypeSite Design
3	Strip Shopping Center - Building Design
4	Shopping Center <ul style="list-style-type: none">Building TypeSite Design
5	Shopping Center - Building Design
6	Office Commercial/ Mixed-Use <ul style="list-style-type: none">Building TypeSite Design
7	Office Commercial/ Mixed-Use - Building Design
8	Free-Standing <ul style="list-style-type: none">Building TypeSite Design
9	Free-Standing - Building Design
10-11	Building Design <ul style="list-style-type: none">Exterior ElementsExterior MaterialsColor
12	Large Retail Establishments-Design Intent
13	Large Retail Establishments-Encouraged Design Characteristics
14	Large Retail Establishments-Access Point
15	Large Retail Establishments-Pedestrian Circulation
16	Large Retail Establishments-Landscape
17	Large Retail Establishments-Parking Lots
18-19	Large Retail Establishments-Building Design
19	Large Retail Establishments-Safety
20	Building Design-Landscape
21	Building Design-Renovation
21-22	Parking Garages
22-23	Public Safety / Security

PURPOSE AND INTENT

The City established Architectural Review guidelines which promote superior design standards. These standards, as defined in section 250156, shall apply to all commercial developments. The purpose of this guideline is to give potential developers of commercial building an understanding of what characteristics are to be incorporated into the design. Hopefully it will also present some innovative ideas which are economical and will enhance the development's potential.

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 layout of individual sites has been greatly influenced by the "Master Parking" concept included in the zoning. Master Parking has been beneficial in reducing curb cuts (access points) along the major arterial streets. One major emphasis of this guideline is to provide for and improve the pedestrian connections between blocks and individual buildings. Special emphasis should be placed on a zone which is located between the parking lot and the building. Pedestrian connections between blocks and individual buildings at this pedestrian walkway location are also encouraged.

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.



A typical strip shopping center with double loaded parking bays and a well defined pedestrian walking zone. Articulation of the parapet wall adds interest to the facade and marks entry points.

STRIP SHOPPING CENTER: BUILDING TYPE

Strip Shopping Center

Strip centers are normally simple one or two story rectangular buildings, set at the front setback line running parallel to the main arterial street. Parking is usually located in the front setback. They generally function in the convenience retail market. Several tenants occupy the building and share parking.

Setbacks and Building Placement

Most major commercial building types, including strip centers share similar characteristics which are encouraged to be included in the site design. These buildings should be configured and placed on the site in a manner which creates a “backside” out of view from major streets where shipping and receiving and trash removal functions can occur.

It is strongly encouraged that these building types incorporate a pedestrian walkway zone located between the parking and the building facade. These pedestrian zones should incorporate pedestrian connections directly to the adjacent building or block. This connection should not occur at the corner of the block, but at the pedestrian zone located at the rear of the front parking area.

STRIP SHOPPING CENTER: SITE DESIGN

Loading Docks

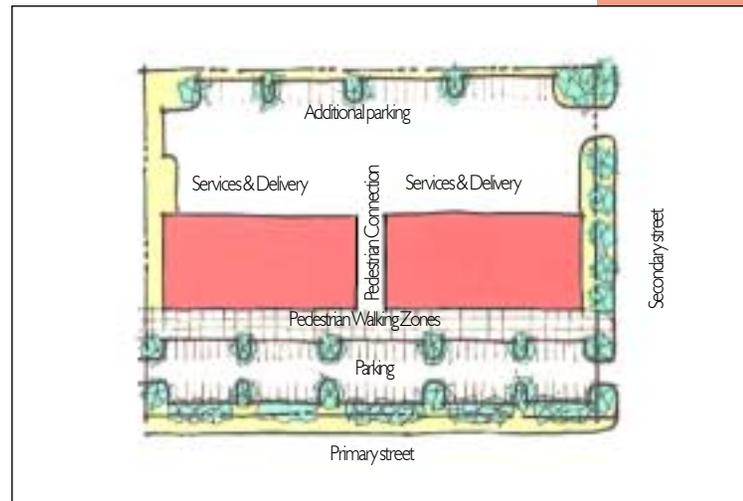
Loading docks, overhead doors and loading areas must be screened from residential areas (refer to the LDR). Service access to these building types should, to the greatest extent possible, be behind the building and therefore screened from general view. Air conditioners and utility connections should also be screened. Access to this part of the building should occur at secondary streets wherever possible.

Dumpsters

As with the loading dock, the dumpster should first be located behind the building and therefore screened from view. When this is not possible a proper dumpster enclosure and landscaping should be used to mitigate the impact of the dumpster. Access to the dumpster should be provided from a secondary street. Enclosures are encouraged to be designed to provide space to accommodate recycling bins.

Parking

Designers are encouraged to locate buildings on the site at a distance off of the primary streets, which allows for one double loaded parking bay only (two bays on University Drive). Additional parking should be located behind the building. Thru-building pedestrian connections to link this additional parking to the pedestrian walking zone are encouraged. If this is not possible then parking should be split into smaller areas and located on the sides of the building or “scattered” around the site as much as possible.



A strip center sited with one double loaded parking bay in front and services and additional parking in the rear. A thru-building pedestrian connection is provided to link the pedestrian walking zone and the parking in the rear.

STRIP SHOPPING CENTER: BUILDING DESIGN

Building Design

In general this guideline does not encourage a specific style. However the following design elements should be incorporated.

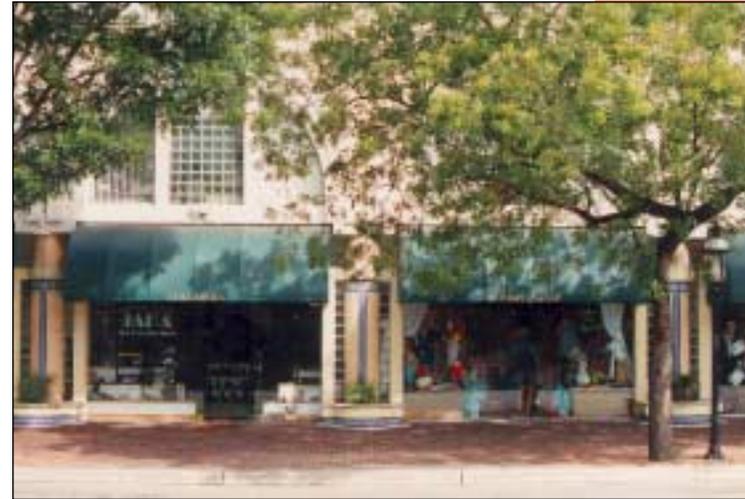
Buildings are encouraged to be of masonry construction (stucco) with window and door opening expressed as individual units (as opposed to window wall strips). The main facades are to incorporate architectural elements which create a better human scale. These elements can include but are not limited to columns, arches, arcades, and articulation of individual storefronts within the larger facade. Elements which enhance the pedestrian walking zones such as arcades, overhangs, awnings and landscape as well as pedestrian amenities such as benches and trash receptacles are strongly encouraged. Tables with umbrellas are encouraged for open air seating for restaurants.

Massing and Building Heights

The designer of the building should use massing and building placement to provide a “back-side” space for services and to help mitigate the negative impact of large singular parking areas. Changes in the height of different sections of the building (for example, entry towers) are encouraged to add variety to the building. Changes in parapet wall heights and configuration are also an economical means of adding variety and therefore breaking down the scale of a large building.



Landscaping, awnings, articulation of the stucco wall surface, the use of color, entry towers and a pedestrian walkway create a good strip shopping center.



Individual storefronts articulated by awnings and display windows help scale this facade.

Storefronts

Individual storefront elements of 50 to 100 foot widths should be incorporated into the front facade to help create a smaller scale for the building. These storefront elements, typically of glass and painted aluminum, should incorporate display windows and be combined with other elements (arcades, columns) to enhance the pedestrian shopping experience.

Roof Types

In general flat roofs located behind parapet walls are encouraged. These roofs provide a location for mechanical equipment where it can be hidden from view. Designers are encouraged to articulate the parapet wall as of a means of adding interest to the building facade. Other roof configurations, including pitched roofs, sheds over arcades and pitched roofs on entry point towers are also encouraged.

Overhangs and Awnings

Overhangs over pedestrian walkways are encouraged to provide shade and rain protection. Awnings can also function in this manner but bring the added advantage of adding interest to a facade with shape and color. Awnings are encouraged to be simple pipe frames with canvas covers. Plastic backlit awnings are not permitted. Awnings made out of metals can be considered, but should be submitted for design review early in the design process.



The arcade, roof breaks, entry tower elements, columns spacing, awnings, stucco detailing, individual storefronts and color combine to produce this outstanding shopping center.

SHOPPING CENTER: BUILDING TYPE

Shopping Center

This type is similar in function to a strip, but is larger and often has more individual tenants and an internal pedestrian circulation pattern. Shopping centers have more parking associated with them and often this parking is configured as bays surrounding the center on three sides.

Setbacks and Building Placement

Most major commercial building types, including shopping centers, share several characteristics that are encouraged to be included in the site design. These buildings should be configured and placed on the site in a manner which creates a “backside” out of view from major streets where shipping and receiving and trash removal functions can occur. It is strongly encouraged that these building types incorporate a pedestrian walkway zone located between the parking and the building facade. These pedestrian zones should incorporate pedestrian connections leading directly to the adjacent stores, buildings and blocks. It is also encouraged that new shopping centers include pedestrian linkages leading into the surrounding neighborhood. Buildings should be built as close to the street as possible with parking either behind or internal to the building grouping. This can be accomplished by building long narrow buildings located at the minimum required setback.

SHOPPING CENTER: SITE DESIGN

Loading Docks

Loading docks, overhead doors and loading areas must be screened from residential areas (refer to the LDR). Service access to these building types should, to the greatest extent possible, be behind the building and therefore screened from general view. Access to this part of the building should occur at secondary streets wherever possible.

Dumpsters

As with the loading docks, the dumpster should first be located behind the building and therefore screened from view. When this is not possible a proper dumpster enclosure and landscaping should be used to mitigate the impact of the dumpster. Access to the dumpster should be provided from a secondary road. Enclosures are encouraged to provide space to accommodate recycling containers.

Parking

Designers are encouraged to site the shopping center in a way to encourage pedestrian connections into adjacent residential areas. Where a street separates the center from the residential use a single double loaded parking bay will facilitate this connection. This will eliminate major parking areas next to residential uses while allowing some people to walk to the mall rather than drive. Additional parking should be located behind the building. If this is not possible, parking should be split into smaller areas and located on the sides of the building or “scattered” around the site as much as possible.



This shaded arcade ties the stores together and encourages window shopping.

SHOPPING CENTER: BUILDING DESIGN

Building Design

In general this guideline does not encourage a specific style. However the following design elements should be incorporated.

Buildings are encouraged to be of masonry construction (stucco) with window and door opening expressed as individual units (as opposed to window wall strips). The main facades are to incorporate architectural elements which create a better human scale. These elements can include but are not limited to columns, arches, arcades, and articulation of individual storefronts within the larger facade. Elements which enhance the pedestrian walking zones such as arcades, overhangs, awnings, landscape and pedestrian amenities such as benches and trash receptacles are strongly encouraged. Tables with umbrellas are encouraged for open air dining at restaurants.

Massing and Building Heights

As discussed previously the building should be massed to provide a “backside” space and to help mitigate the negative impact of large singular parking areas. Changes in the height of different sections of the building (for example, entry towers) are encouraged to add variety to the building. Changes in parapet wall heights and configuration are also an economical means of adding variety and therefore breaking down the scale of a large building.



This structural module expressed on the facade creates scale to the individual storefronts. Signage should be uniform and is encouraged to be located on awnings or directly above the display windows.



A well defined pedestrian walkway formed by an arcade and awnings incorporating the signage.

Roof Types

In general flat roofs located behind parapet walls are encouraged. These roofs provide a location for mechanical equipment where it can be hidden from view. Designers are encouraged to articulate the parapet wall as of a means of adding interest to the building facade. Other roof configurations, including pitched roofs, sheds over arcades and pitched roofs on entry point towers are also encouraged.

Overhangs and Awnings

Overhangs over pedestrian walkways are encouraged to provide shade and rain protection. Awnings can also function in this manner but bring the added advantage of adding interest to a facade with shape and color. Awnings are encouraged to be simple pipe frames with canvas covers. Plastic backlit awnings are not permitted. Awnings made out of metals can be considered, but should be submitted for design review early in the design process.



Mixed use commercial building with a well defined ground level pedestrian retail environment.

OFFICE COMMERCIAL MIXED-USE: BUILDING TYPE

Mixed-Use

This type functions as office and/or retail space for a large number of tenants. The ground level is often used for retail sales with office space on the floors above. The office “tower” is accessed at one or more entry points where the elevator lobbies are located.

Setbacks and Building Placement

Most major commercial building types, including office/commercial mixed-use, share several similar characteristics which are encouraged to be included in the site design. These buildings should be configured and placed on the site in a manner which creates a “backside” out of view from major streets where shipping and receiving and trash removal functions can occur. It is strongly encouraged that these building types incorporate a retail pedestrian walkway zone located at ground level. These pedestrian zones should incorporate pedestrian connections leading directly to the adjacent building or block. This connection should not occur at the corner of the block, but at the pedestrian zone located at the rear of the parking. Buildings are encouraged to be located on the site with one double loaded parking bay and the associated buffers between the front facade and the street.

OFFICE COMMERCIAL MIXED-USE: SITE DESIGN

Loading Docks

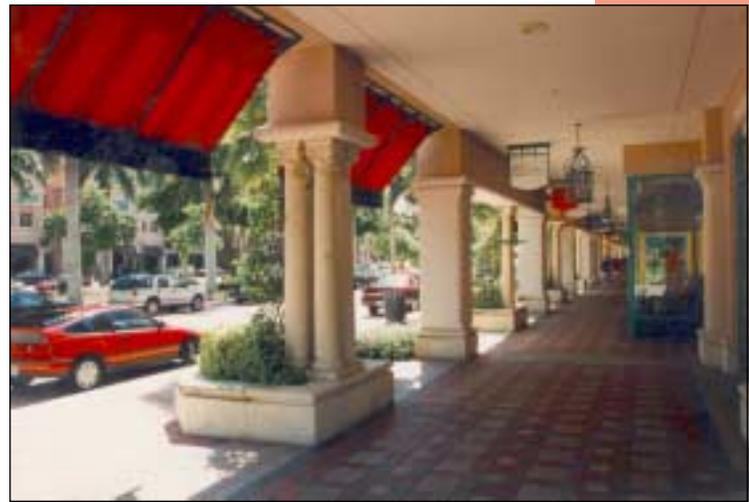
Loading docks, overhead doors and loading areas must be screened from residential areas (refer to the LDR). Service access to these building types should, be behind the building and therefore screened from view. Access to this part of the building should occur at secondary streets. Loading docks can be internal to the building facade.

Dumpsters

As with the loading dock, the dumpster should first be located behind the building and screened from view. A proper dumpster enclosure and landscaping should be used to mitigate the impact of the dumpster. In larger buildings trash removal can be built into one of the walls and screened with a service door. Access to the dumpster should be provided from a secondary road. Enclosures are encouraged to be designed to accommodate recycling containers.

Parking

Designers are encouraged to locate buildings on the site at a distance off main streets which allows for a double loaded master parking bay only (two bays at University Drive). Additional parking should be located behind the building. Thru-building pedestrian connections to link this additional parking to the pedestrian walking zone are encouraged. When parking structures are required they should also be considered a "backside" activity. If located on a major street it is encouraged that the design incorporate a commercial or retail bay fronting the actual garage along the street side.



A ground level retail arcade fronts a parking garage located behind the street facade. Pavers, awnings, a colonnade, signage and display windows are encouraged to create a pedestrian sidewalk.

OFFICE COMMERCIAL MIXED USE: BUILDING DESIGN

Overall Style In general this guideline does not encourage a specific style. However the following design elements should be incorporated.

Buildings are encouraged to be of masonry construction (stucco) with window and door openings expressed as individual elements. Mid and high-rise office buildings are encouraged to be of precast masonry construction. Glass window wall system could be appropriate for some building types. The main facades are to incorporate architectural elements which create a human scale. These elements can include but are not limited to columns, arches, arcades, and articulation of individual storefronts within the larger facade. Elements which enhance the pedestrian walking zones such as arcades, overhangs, awnings, landscape and pedestrian amenities such as benches, are strongly encouraged.

Massing and Building Heights

As discussed previously the building should be massed to provide a “backside” space and to help mitigate the negative impact of large singular parking areas. Changes in the height of different sections of the building (for example, entry towers) are encouraged to add variety to the building. Changes in parapet wall heights and configuration are also an economical means of adding variety and therefore breaking down the scale of a large building.



This stucco building uses cast stone detailing, and traditional Mediterranean design elements to create a high quality public space.



Color, landscaping, awnings, the arcade and facade detailing add life to the street.

Roof Types

In general flat roofs located behind parapet walls are encouraged. These roofs provide a location for mechanical equipment where it can be hidden from view. Designers are encouraged to articulate the parapet wall as a means of adding interest to the building facade. Other roof configurations, including pitched roofs, sheds over arcades and pitched roofs on entry point towers are also encouraged.

Overhangs & Awnings

Overhangs over pedestrian walkways are encouraged to provide shade and rain protection.

Awnings can also function in this manner but bring the added advantage of adding interest to a facade with shape and color. Awnings are encouraged to be simple pipe frames with canvas covers. Plastic backlit awnings are not permitted. Awnings made out of metals can be considered, but should be submitted for design review early in the design process.



Designers of free standing buildings should give special attention to traffic flows and the location of "backside activities".

FREE STANDING: BUILDING TYPES

Free Standing: This building type includes gas stations, fast food outlets, convenience stores, some banks, etc.. They are usually occupied by a single tenant, are not connected to another building or use, and are sometimes in a "pad" configuration in a shopping center.

Setbacks and Building Placement

In most major commercial building types, including free standing buildings, several similar characteristics are encouraged to be included in the site design. These buildings should be configured and placed on the site in a manner which creates a "backside" out of view from major streets where shipping and receiving and trash removal functions can occur. With free standing buildings, which often have all four sides exposed to views, this is more difficult to accomplish. The designer should first try to limit the amount of "backside" activities needing screening. Placement of mechanical systems on the roof helps. Sometimes these activities can be handled off site or accomplished by other means. One side of the building should be designated as the back, and all remaining functions should be grouped on that side and screened with walls and vegetation.

FREE STANDING: SITE DESIGN

It is strongly encouraged that these building types incorporate a pedestrian walkway zone located between the parking and the building facade. These pedestrian zones should incorporate pedestrian connections leading directly to the adjacent building or block. This connection should not occur at the corner of the block, but at the pedestrian zone located at the rear of the parking.

Loading Docks

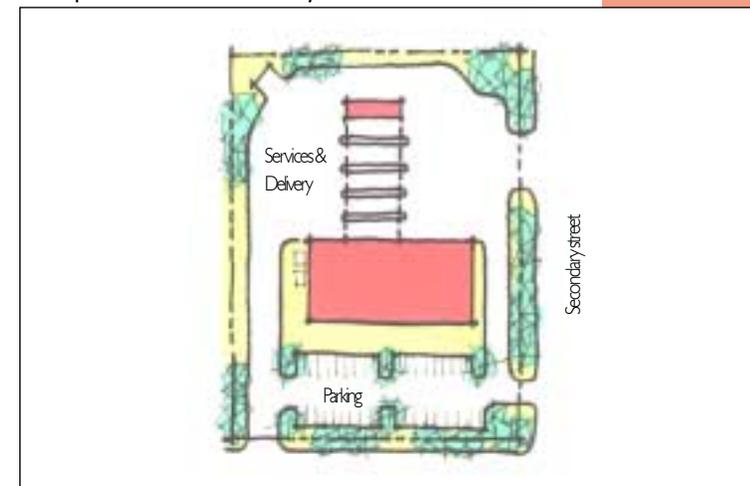
Loading docks, overhead doors and loading areas must be screened from residential areas (refer to the LDR). Service access to these building types should, to the greatest extent possible, be behind the building and therefore screened from general view. Access to this part of the building should occur at secondary streets wherever possible.

Dumpsters

As with the loading dock, the dumpster should first be located behind the building and therefore screened from view. When this is not possible a proper dumpster enclosure and landscaping should be used to mitigate the impact of the dumpster. Access to the dumpster should be provided from a secondary road. Enclosures are encouraged to be designed to accommodate recycling containers.

Parking

Unusually large expanses of parking in front of a building detracts from the public environment. Parking for this building type should be carefully integrated with site circulation. Access points should be off secondary streets.



Free Standing building site design should stress grouping of "backside activities" away from the street as well as traffic circulation considerations.

FREE STANDING: BUILDING DESIGN

Overall Style In general this guideline does not encourage a specific style. However the following design elements should be incorporated.

Free standing buildings are viewed from all sides and therefore attention to detail must be incorporated into all visible facades. Although usually of masonry construction, this building type encompasses many standard "franchise" designs. However, standard prototype units lacking in architectural design will not be approved. Additionally, the use of identifying logo colors may not be permitted by code. It is strongly discouraged that color be used to attract attention to the business from a long distance away. Reserved use of logo color is permitted.

Elements which enhance the pedestrian walking zones such as arcades, overhangs, awnings, landscape and pedestrian amenities such as benches, tables and umbrellas are strongly encouraged. Outdoor dining areas are encouraged, particularly cafe type configurations.

Massing and Building Heights

Changes in the height of different sections of the building (for example, entry towers) are encouraged to add variety to the building. Changes in parapet wall heights and configuration are also an economical means of adding variety and therefore breaking down the scale of a large building.



Drive lanes, dumpster, transformer, utilities and air conditioning units are grouped behind this bank.



Color, material texture and site amenities combine into a pleasing package.

Roof Types

In general flat roofs located behind articulated parapet walls are encouraged. These roofs provide a location for mechanical equipment where it can be hidden from view. Pitched roofs are also encouraged.

Overhangs & Awnings

Overhangs over pedestrian walkways are encouraged to provide shade and rain protection. Plastic backlit awnings are not permitted.



A simple shaped building with colorful awnings and entry tower.



Complimentary colors brighten the environment and scale this facade.

BUILDING DESIGN: EXTERIOR ELEMENTS

Exterior detail elements such as banding and other applied stucco detailing are encouraged to be included on all sides of the building.

Roof Types

In general flat roofs located behind parapet walls are encouraged. These roofs provide a location for mechanical equipment where it can be hidden from view. Designers are encouraged to articulate the parapet wall as a means of adding interest to the building facade. Other roof configurations, including pitched roofs, shed roofs over arcades and pitched roofs on entry point towers are also encouraged.

Overhangs & Awnings

Overhangs over pedestrian walkways are encouraged to provide shade and rain protection. Awnings can also function in this manner but bring the added advantage of adding interest to a facade with shape and color. Awnings are encouraged to be simple pipe frames with canvas covers. Plastic backlit awnings are not permitted. Awnings made out of metals can be considered, but should be submitted for design review early in the design process.

BUILDING DESIGN: EXTERIOR MATERIAL

Exterior Materials

As previously stated, masonry (stucco) is the encouraged material for walls. Many other materials are also encouraged such as cast stone, split blocks, ceramic tiles, high quality coated metal panel systems, stone and brick. Certain materials are discouraged as wall materials including woods which will rot, metal siding, fluted block and glass window wall systems.

Doors and windows should be glass and aluminum (painted) storefront, high quality steel and glass systems, high quality woods such as plantation grown teak or mahogany, and brass, bronze or stainless steel.

Decorative trim items can be any of the above materials, as well as painted galvanized steel and high quality fiberglass and plastics.

Roofs are encouraged to be flat with articulated parapet walls. Pitched roofs, shed style arcades, or pitched roofs at entry tower locations, of either flat, S-shape or barrel vaulted cement or clay tiles are also encouraged. Standing seam metal roofs, including industrial rib roofs are discouraged. Standing seam metal roofs made of, terne-coated stainless steel, galvalume or galvanized steel may be used, only if screened by a parapet wall and are not visible from the street.



High quality materials such as pavers, cast stone trim, well detailed stucco and aluminum storefront systems create an enjoyable environment to live in.

BUILDING DESIGN: COLOR

Color

Color should be chosen to add to the retail environment of these buildings. More latitude will be given to retail color use than is given to other buildings within Coral Springs (residential, industrial). The use of color to attract attention to a business from a distance is discouraged.

Base Building Colors

The base building color which is the main wall color should be the following:

1. Whites and Grays
2. Beiges (Whites, Browns, Light Pinks/Roses & Light Yellows)
3. Pastels (Yellows, Greens, Blues)

Secondary Building Color

Secondary building colors should be limited to 25% of each individual wall area. These colors are medium intensities of the base building or a complimentary color. Colors which are associated with a business identity also fall into this category provided they are not overly intense (for example: McDonalds Golden Yellow Arches). Base and secondary building colors are interchangeable in proportion and hue.



Complimentary base building colors combine with awnings and signage to scale this facade.



The use of a secondary building color breaks up this facade adding scale and interest. Tower elements mark the entry locations.

Trim Colors

Trim colors are used for accent and identifying purposes and are the brightest group of colors allowed. In addition to business identifying colors, it is encouraged that trim colors be chosen from the “natural pallet” of South Florida. These colors include greens, blues, yellows, and others that are found in our lush landscape and natural features. These colors should be limited to 5% of any single wall area

A master color pallet identifying approvable color is available for use at the Community Development Department.



"Big Box" designs that use entry features, parapet walls and facade variations to scale the mass of the building.

LARGE RETAIL ESTABLISHMENTS: DESIGN INTENT

These design guidelines seek to resolve, in advance of specific applications, as many of the physical planning issues as possible and are intended to be used as a guide for future applicants when preparing designs. Detailed site plans will be approved through the Development Review process. The following guidelines should be viewed as providing an overall design direction. Ultimately the building and site design must respond to a specific site within a unique context.

It is of special and substantial public interest to assure that the design and functional site impacts of large scale retail establishments (over 40,000 square feet of floor area as a single use) are compatible with the objectives of enhancing the unique sense of place, and the environmental diversity and quality of public spaces essential to quality commercial development. It is intended that distinctive architectural and creative site design, diverse activity patterns and controlled interactions of vehicles and pedestrians will promote the interest, appeal, convenience and comfort of visitors to and users of the commercial districts.

These guidelines are intended to be utilized within the B-2 and B-3 zoning districts:

These general design guidelines should be referred to when the City considers site specific application. These include:

- design of the building
- siting the building
- dividing large parking areas into smaller components separated by landscaping and pedestrian connections
- design and requirements for parking facilities
- integrating considerations of safety and access into site and building design
- service and loading facilities



This building's mass is broken down by entry features, offsets and parapet wall height changes.

LARGE RETAIL ESTABLISHMENTS: ENCOURAGED DESIGN CHARACTERISTICS



- 1) A pedestrian circulation system that connects the main building entry points with sidewalks along the City's streets.
- 2) Landscaped pedestrian connections perpendicular to the building entry points extending into the parking areas which act to subdivide the parking into smaller groups of spaces.
- 3) On-site water retention as dry retention swales which are located at the site perimeter and integrated into the required property line buffers.
- 4) One main entry point from each surrounding street with sidewalks connecting to the City's sidewalk system.
- 5) A main site circulation road (entry road, building perimeter loop and truck service access) logically designed to avoid conflicts and without parking.
- 6) Drop off zones that do not impede circulation on the main site circulation system.
- 7) Building designs should provide a covered pedestrian zone (minimum of 15' deep) continuous along street facades and all parking areas.
- 8) Parking lots shaded by large shade trees planted on an offset grid.
- 9) Parking lots subdivided into smaller areas by entry roads and pedestrian walkways.
- 10) Parking lots with two way circulation and 90 degree parking bays.
- 11) Employee parking located at the side of the building away from the main parking area.
- 12) Site design which uses buffers and quiet activities that gives priority to buffering residential uses from negative impacts.
- 13) Service areas located behind the building which consolidate these functions and provide buffers and screening walls to mitigate impacts.
- 14) Outdoor sales (garden shops) areas designed to be located away from residential areas.
- 15) Out-parcel buildings designed with access off the internal site circulation system.
- 16) Out-parcel building designs that group service functions and employee parking between buildings .

LARGE RETAIL ESTABLISHMENTS: SITE DESIGN - ACCESS POINTS

Access points should be consolidated, organized and clearly marked to avoid excessive turning movements and vehicular/pedestrian conflicts.

Truck access to the service areas should be segregated from the retail access points. Designs must provide adequate turning radiuses.

Building entrances should be planned to permit logical and safe connections with pedestrian and parking areas.

Public seating should be provided within the pedestrian zone along the front of the building and in other appropriate landscaped areas.

Generous landscaped pedestrian sidewalks that are covered should be provided along the side of the building facing the parking lot.

At the time of application, developments should indicate how future expansion might be anticipated.



A design that features site access at the property line "shared" between two adjacent uses.



Access points should avoid vehicular/pedestrian conflict.

Vehicular and pedestrian access to adjacent associated retail and/or adjunct uses should be incorporated in the initial site planning stages.

In areas of public accessibility, street furniture, lighting, paving and landscaping should be of high standard.

Lighting should be provided at a pedestrian scale to indicate all pedestrian routes on the site, and can be mounted on building walls; overhangs; or poles at approximately 12 feet above grade.



A well designed pedestrian connection from the parking lot.

LARGE RETAIL ESTABLISHMENTS: PEDESTRIAN CIRCULATION

Pedestrian walkways, and paved setback areas shall utilize a unit paver material harmonious with the structure. Colors, textures, and patterns of paved areas shall generally be consistent throughout a site development and compatible with adjacent properties to reinforce the unity and continuity of the public pedestrian environment.

Landscaped pedestrian walkways should be provided from the street through the parking lot to the building entrance.

Pedestrian walkway areas shall be enhanced with permanent street furniture including but not limited to benches, directional signage, outdoor seating areas, waste receptacles, bus and shuttle bus shelters, enhanced walkway crossings of vehicular roads and pedestrian scaled lighting.

Pedestrian areas should be protected from vehicular intrusion with landscaping and curbs that are integrated into the overall streetscape design.

Sidewalks at least 8 feet in width shall be provided along all sides of the site that abut a public street. Continuous internal pedestrian walkways, no less than 8 feet in width, shall be provided from the public sidewalks or right-of ways to the principal customer entrance of all buildings on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, building and store entry points, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than 100 percent of its length.

Sidewalks, no less than 8 feet in width, shall be provided along the full length of the building for any facade featuring a customer entrance, and for any facade abutting parking areas. Such sidewalks shall be located at least six (6) feet from the facade of the building to provide planting beds for foundation landscaping, except where features such as arcades or entryways are part of the facade.

Building designs should provide a covered pedestrian zone (minimum of 15' deep) continuous along street facades and all parking areas.

All pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.



A pedestrian walkway leading directly from the parking to an arcade on the entry facade.

LARGE RETAIL ESTABLISHMENTS: LANDSCAPE

Adequate landscaping and ground oriented lighting should be provided on all buffers abutting public streets (See Landscaping Code).

Landscaping and walls are required for all exposed parking, storage, service, and garbage areas and driveways which are adjacent to other properties.

On a secondary or minor street where the parking lot abuts the roadway, trees and other landscaping between the parking area and the public sidewalks are required.

Applicants should prepare a tree sketch prior to designing the site layout. Existing trees on the site and surrounding public street allowances shall be preserved or relocated, to the maximum extent possible.

Plantings should be in scale with development; larger sites require more substantial and more extensive planting than small sites. This includes the use of specimen type trees.

Property lines which abut another property (not a street frontage) should have a minimum ten-foot wide landscaped area planted with trees and other landscaping. Property lines which abut sensitive areas such as parkland or residential shall require additional screening and landscaping.



On site water retention in the form of swales integrated into the landscape buffer design.



Significant building landscaping is an effective means of scaling down the massing of a building.

Shade tree spacing to be a maximum of 30 feet on center, or appropriate to species as determined by the City.

Minimum acceptable sizes for plant material are:

Shade trees:	3" caliper at breast height and 15' overall
Small trees:	10' overall (Architectural Guidelines)

Shade trees are to be provided according to the following schedule:

Up to 50,000 GSF	1 shade tree per 10 parking spaces
50,000 to 100,000 GSF	1 shade tree per 9 parking spaces
100,000 to 200,000 GSF	1 shade tree per 8 parking spaces
Over 200,000 GSF	1 shade tree per 7 parking spaces

Landscape, particularly shade trees for parking lots, are required to be properly and continuously maintained.



Large shade trees mitigate the impact of the asphalt in parking areas.

LARGE RETAIL ESTABLISHMENTS: PARKING LOTS

Every effort should be made to break up the scale and moderate the environment of the parking lot. This can be achieved by providing a grid of trees on islands in the parking lot, or segmenting the parking lot site with landscaped areas, sidewalks, cart corrals, or customer loading areas.

Landscaped islands are required. These islands should have a concrete curb and a minimum width of 10 feet outside curb to outside curb to accommodate tree planting.

Safety and visibility must not be compromised when planning landscaping.

Parking lots should be designed with separate functional areas for regular, overflow and employee parking. Employee and overflow parking should be located away from the retail parking located between the building and the street.

Parking lots should be subdivided into smaller areas by entry roads and pedestrian walkways. Parking lots are equally pedestrian and vehicular areas, and separation of these uses leads to comfort and safety. Direct pedestrian routes should be provided through parking areas and across the site to other destinations where necessary, as pedestrians will take the shortest route rather than walk around the site.

Views from streets must be enhanced by the use of berms and substantial landscaping to provide relief to adjacent neighborhoods and pass-by traffic.

Convenient, safe and secure bicycle parking should be provided for employees and customers.

Site illumination for parking areas should focus light on the ground, where required for safety, and not shine into neighboring windows or provide excessive amounts of illumination.



A parking lot sub-divided into smaller areas by an entry road and pedestrian walkways.

1. Entry Road
2. Pedestrian Walkways



Entry elements, changes in parapet heights and offsets in the facade add interest to these Big Box facades.

LARGE RETAIL ESTABLISHMENTS: BUILDING DESIGN

The design of the building facades facing public streets shall avoid monolithic or undifferentiated horizontal treatments that accentuate the single tenant status.

Buildings larger than 50,000 GSF should use changes in facade heights and large offsets in the facade wall to express massing blocks of 50,000 GSF or less. Street facades should contain offsets not less than one half the length of the longest wall of the massing block to achieve this massing limit. Other design elements can help to achieve this goal, including entry elements and changes in the facade height. Designs which are meant to comply with the intent of this guideline by means other than major offsets should be presented to the ARC early in the design process.

When changes in facade height is to be used to differentiate between massing blocks the minimum difference in height is 10 feet. Parapet wall must be designed with three dimensional cornice treatment.

Facades greater than 100 feet in length should incorporate wall plane projections or recesses having a depth of at least 3% of the length of the facade and extending at least 20% of the length of the facade. No uninterrupted length of any facade can exceed 100 feet.

Building facades must include a repeating pattern that should include color, texture and material changes. The architectural of the structural bay must be expressed through a change in plane of no less than 12 inches of offset, reveal of projecting rib.

Street facades should be continuously articulated with entry features, arcades, overhangs, awnings, canopies or porticos. Outdoor patios are encouraged.

Principal entry points are encouraged to be expressed with a design element which is not in the plane of the main facade. When a building contains more than one use as defined by the LDC each use must have its own main entry point.

In predominately pedestrian areas (ex: Town Center) a portion of the street facade should include windows placed at eye level for pedestrians. These openings are to promote visibility and a better sense of public safety, and cannot be cluttered with advertising.

Access from sidewalks and other public open areas to the building should be convenient and direct. Canopies or colonnades are encouraged. They must be provided for weather protection and can be a decorative feature of the building facade along major streets. Buildings must provide weather protective overhangs at outdoor pedestrian areas and at building entrances. Typical measures are cantilevers, arcades, awning and canopies.



Round entry element, arcades, wall textures and color changes break down the massing of this building.

LARGE RETAIL ESTABLISHMENTS: BUILDING DESIGN

The rooftop mechanical units, flues and vents must be organized and screened. The roofscape should be an integral part of the design with respect to form materials and color. Roofs should provide visual interest and become positive additions to the building.

Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash collection and compaction and other service functions shall be incorporated into the overall design of the building and landscape so that the visual and acoustical impacts of these functions are fully contained and out of view from adjacent properties and public streets.

Loading docks are encouraged to be screened by a wall. Service and loading areas shall maintain a noise level that is compatible with the City Noise Ordinance through the use of acoustical deadening material such as "Pyrok". "Pyrok" is a durable, washable cement based sound absorptive treatment.

Building material and color for large retail are the same as those required for other retail uses. Refer to the appropriate sections of this guideline. Design of out-parcel buildings should be compatible with the overall design of the project. All facades are considered primary and must contain a high level of detail. Service functions and employee parking are encouraged to be located in a service yard between out-parcel buildings and screened from view. Safety measures should be integral to the design of the building.



This well organized and segregated service area located behind this store includes a gated enclosed trash compactor, employee parking, building utilities and "ramp down" loading dock.



This "ramp down" loading dock is screened by a wall and has an access point separate from the site's main circulation pattern.

LARGE RETAIL ESTABLISHMENTS: SAFETY

Developments should be designed to encourage informal surveillance of parking lots at all times from the building, from public streets, or from adjacent development. Formal surveillance should include visibility of parking lots from employee areas and from the work station of building security personnel.

Adequate lighting should be provided at all building entrances, along pathways through parking lots, and along routes to transit stops. Potential entrapment spots such as service lanes and loading docks must also be illuminated.

Isolation of sites, as well as cluttering of sites, are undesirable and should be considered when selecting appropriate locations for buildings and out-parcels, if any.

Sightlines to, on and around the site will be provided by the developer and evaluated by staff to maximize visibility. The parking lot and path to the parking lot and transit stops should be visible from the street, as well as from the building.



Site amenities, benches and cafe tables that add to the pedestrian areas located in front of stores are encouraged.

BUILDING DESIGN: LANDSCAPE

Landscaping

In general landscape requirements are defined in the City of Coral Springs Landscape Manual. Designers are encouraged to add additional landscape materials to their projects beyond that required by the manual.

Additional plantings should be used to accomplish the following:

1. To enhance of the pedestrian walking area located between the parking lot and the building.
2. To shape and help identify pedestrian connections between the parking and the buildings.
3. To shape and identify pedestrian connections between blocks and buildings.
4. To screen “backside” activities.
5. To provide a human scale to large facades.
6. To provide a unified look and identity to the project.



Street trees shade the street, scale the building and clean the air.

Street trees are an important element of any streetscape. It is encouraged that these trees be “limbed up” to provide sight lines to building signage and building numbering.



Royal palms provide an upscale entrance for this shopping center.

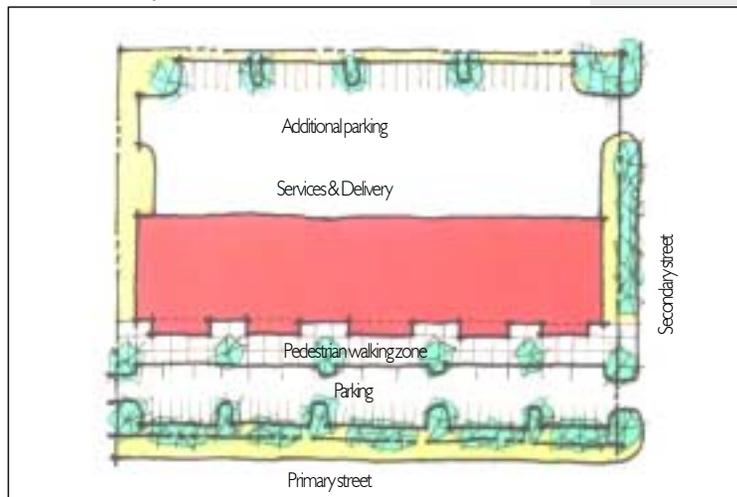
BUILDING DESIGN: RENOVATIONS

All renovations are encouraged to comply with the intent of these guidelines.

One important area to consider is the development of a better pedestrian environment between the parking and building. Many older strip type shopping centers have little more than a five or ten foot wide sidewalk at the front of the building. Designers are encouraged to use overhangs, arcades, awnings and landscape to enhance the pedestrian experience while using the shopping center. When the building has been built at the front setback, modifications to the master parking need to be considered to provide additional space for an enhanced pedestrian area. Ninety degree parking can be converted into angled or parallel parking to gain additional space. Additional parking can be provided at the rear of the site in some cases. Thru-building pedestrian connections can be created to link the additional parking and the pedestrian walking zone. Rear entries to stores and the associated facade improvements can also be provided. Designers should consider if the building facade and layout can be changed, creating an arcade or a plaza along the front of the building. Pedestrian linkages to the adjacent buildings and blocks should be of primary concern in a renovation site plan.

PARKING GARAGES

It is the intent of these guidelines to foster the design integration of parking garage structures with adjacent primary use structure designs thereby mitigating a utilitarian appearance while enhancing the parking structures scale and visual interest relative to surrounding public street and on-site pedestrian environments.



Master Parking, (modified by substituting parallel or angled parking) to allow additional space to add a pedestrian walkway or arcade, on to an existing strip shopping center.



Renovations should stress enhancements to the pedestrian environment. An arcade and tower element are easy additions to existing strip shopping centers. They provide an upscale image and should be designed to provide linkages to adjacent buildings and blocks.

The ground-level exterior edges of parking structures are encouraged to contain commercial or office space or pedestrian arcades on elevations that face public street or primary pedestrian pathways and plazas. Optimally, the primary elevation of parking structures should contain enclosed, leasable space on all levels for at least a minimal depth of 15 to 25 feet (i.e., first exterior bay of parking stalls).

The ground and upper floor levels of parking structures should be parallel to grade on primary view elevations.

The design of garage facade elevations should be compatible with the design composition of related primary use structures through utilization of similar window opening sizes and spacing on all levels, the matching of cornice lines, knee walls, first floor ceiling heights and parapet treatments. Similar building materials, ornamentation, colors, textures, glazing and lighting should relate the garage design to the primary use structure or structures within a unified project. Attention should be given to minimizing the typical open horizontal banding of exterior garage facades through utilization of, for instance, vertical ground-to-roof design elements, louvers, precast window-type openings, or planters.

PARKING GARAGES

- Facade design of parking structures should minimize or fully screen ambient lighting impacts of interior garage spaces and vehicular headlights when viewed from outside the structure.
- Where practicable, garage structures should be integrated wholly within or between primary use structures limiting visible exterior elevations to one or two sides.
- Stairways and elevators are encouraged to be located on exterior facades and should be glass enclosed or open and clearly visible to the street or adjacent populated areas.
- Exterior lighting and signage should relate in scale, height and location to pedestrian as well as vehicular access systems.
- Parking structure identification and identification and directional signage for public access should conform to standardized parking symbols adopted by the municipality.
- Vehicular entrances should not be on the front or primary facade if rear or side access is practicable.



A parking garage located between two buildings and well buffered by large trees.



A parking garage with attached townhouses as a buffer.

COMMERCIAL: 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 the potential for 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, 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 exits is encouraged.

Line of sight: The inability to see what is ahead of you is a serious impediment to safety and the feeling of being safe. Trees, walls, columns, shrubbery, and berms wrongly placed can obstruct the line of sight and provide hiding places for perpetrators. ATM machines should be placed in the front of a building to be visible from the abutting right-of-way with unobstructed views. Transparent or translucent windows should be placed in locations to enhance surveillance.

COMMERCIAL: PUBLIC SAFETY/SECURITY

Landscaping should enhance the surroundings without creating blind spots. Concrete planters, well maintained hedges and trees, grass, lawns, flower beds, benches, and lampposts all denote boundaries while allowing users to see and be seen. Doors should have peepholes and deadlocks. Make paths to entries, parking, and trash deposits well defined, well lighted and free from low and 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 person's 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 encouraged to coordinate tree placement on the required landscape plan with a lighting plan to prevent possible future obstructions. Lighting fixtures should be of a material not easily broken. Structure mounted lighting on walls and back doors should allow for maximum lighting of the parking areas 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 person's face 15 yards away? The consistency of lighting must also be examined. Providing more fixtures with lower wattage would be preferable than a few fixtures 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.

Readability: Knowing where you are and which way to go increases the feeling of safety. 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 should be lighted and unobstructed by plants.

Mobility: Well lit streets and sidewalks create a pedestrian friendly and safe 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 the following areas: bus stops, bicycle racks, newspaper stands, and trash receptacles. These areas should be designed and placed not to interfere with pedestrian or vehicular traffic.

Stairs: Passageways and stairs are movement predators 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 visibility. Should stairwells have blind corners, the use of convex mirrors (non-breakable) should be considered. Elevators should be located so they are visible from entry points.

Parking Lots: Parking lots should have even lighting. Developers are encouraged 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. Developers are encouraged to coordinate with the Coral Springs Police and Fire Departments early in the site plan review process.

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.

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 customers, and emergency vehicles. Secondary ingress/egress openings for emergency service operations only, may be required to meet emergency service requirements during the time of the site plan review process. You are encouraged to coordinate with the Police and Fire Departments in the early stages of the review process.