

3. Promote corporate and business park development geared to employment generating light industrial, office, research and development, and complementary commercial uses
4. Be located with convenient access to major transportation facilities
5. Provide adequate parking and loading areas
6. Provide other needed commercial services for the Employment Center employees.

Policy 5.1.2. The City shall maintain an Employment Center zoning district. This district is intended to provide areas for a broad range of employment-based uses, including office park, education, science, medicine, service commercial, hotel, restaurant and ancillary retail uses. These uses are in addition to the traditional "industrial" uses such as light manufacturing, warehousing, and distribution.

VI. LOCAL ACTIVITY CENTER LAND USE

Goal 6.0.0. To promote within the area known as Downtown Coral Springs as a Local Activity Center (LAC) as a zone of pedestrian activity, social life and civic activities with a sense of place unique to Coral Springs. The LAC will be a quality environment that sparks the pride of local residents and the continued investment in and growth of community businesses and commercial services in accordance with the Broward County Land Use Plan.

Objective 6.1.0. The City will monitor all new revitalization efforts via their effects on increased economic and pedestrian activity in the Local Activity Center.

Measure – Within the Local Activity Area, annual progress of property tax base valuations and development actions and biennial progress as stipulated within the Development Order for the Downtown Development of Regional Impact analysis.

Policy 6.1.1. The Local Activity Center will support the location of uses in a manner oriented around the five minute (i.e. quarter mile) walk. The City will ensure a mix of uses within the Downtown that:

1. promotes a day time and night time activity center,
2. shares parking facilities,
3. expands the number of pedestrian trips between uses internal to the Downtown,
4. facilitates alternative modes of public transportation linkages such as shuttle buses, and
5. enhances the proximity of living and working environments.

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Policy 6.1.2. Housing opportunities must be included as a functional component within the Local Activity Center and shall contribute to the affordability of housing for residents within the City.

Policy 6.1.3. The Local Activity Center will include park land and/or open space that is accessible to the public. The City will work with the private sector to encourage programming for public spaces

Policy 6.1.4. The City will encourage private/public partnerships through the City's Community Redevelopment Agency (CRA).

Policy 6.1.5. The City shall coordinate with the Economic Development Foundation to establish the Local Activity Center as a targeted economic development site.

Policy 6.1.6. The City will encourage restaurants in the Downtown area which provide outdoor cafes.

Policy 6.1.7. All Downtown developments of commercial or office space in excess of a floor area ratio of 2.0 (excluding interior parking square feet and including existing square feet for redevelopment) shall include a mix of uses wherein not less than 20% of the total leasable floor area shall be for residential or support retail, entertainment/dining services.

Objective 6.2.0. The City shall maintain and utilize Downtown Design Guidelines for the Downtown area to ensure that desired architectural and aesthetic standards are consistent with new urbanism techniques and sustainable development principles.

Measure - Number of development actions reviewed and approved.

Policy 6.2.1. Innovative and creative building designs in the Downtown will be encouraged to help make this area architecturally unique and sustainable.

Policy 6.2.2. The City shall require all new construction, or revitalization efforts to adhere to and comply with Downtown Design Guidelines and the Land Development Code.

Policy 6.2.3. The buildings and site planning shall be designed in a manner that reduces the impact on adjacent low and moderate density residential land uses.

Objective 6.3.0: The City shall coordinate transportation improvements for Downtown Coral Springs with the Comprehensive Plan and the plans and programs of the Broward County Metropolitan Planning Organization (MPO), the

FUTURE LAND USE ELEMENT

Broward County Technical Coordinating Committee (TCC), the Broward County Mass Transit Division, the Florida Department of Transportation (including their 5-year Transportation Plan) and any other appropriate agencies or plans.

Measure - Transportation improvement projects that are consistent with the aforementioned plans and with the Development Order for the Downtown Development of Regional Impact.

Policy 6.3.1. Within the Local Activity Center, the City will maintain a maximum development floor/area ratio intensity (excluding interior parking square feet) of 2.00 as a cumulative average development intensity of all properties. No individual property within the Local Activity Center may exceed a floor/area ratio intensity of 4.00 after excluding interior parking square feet.

Policy 6.3.2. The City will research all applicable financing or grant options for transportation improvements within the Downtown area and apply for grants as financially viable.

Policy 6.3.3. The City shall encourage innovative and practical traffic calming techniques within the Downtown area.

Policy 6.3.4. The City shall encourage pedestrian, bicycle and mass transit facilities to provide for a fully multi-modal transportation system.

Policy 6.3.5. Pedestrian walkways, and movements between uses, shall include methods to protect pedestrians from sun and rain as feasible, and shall be designed and constructed so as to be a pleasant and enticing place to sit, socialize and walk.

Policy 6.3.6. The City shall coordinate the provision of continuous pedestrian sidewalks throughout the Downtown sidewalk network with connections to Mullins Park, the Coral Springs Medical Center, public and private schools, libraries and future development at Broken Woods Golf Course.

Policy 6.3.7. The City shall encourage and promote the use of shared parking facilities in the Downtown area to achieve a more urban parking system.

Policy 6.3.8. Consistent with the desired pedestrian-oriented environment in the Downtown, the City shall encourage additional bicycle facilities to accommodate the use of bicycles as an important means of transportation in the Downtown area.

Policy 6.3.9. In cooperation with Broward County Transit, the City shall create a multimodal transit center within the Downtown area that will combine a commuter drop-off zone, Broward County bus routes, bicycle routes, pedestrian walkways and transit station with seating and other amenities.

Policy 6.3.10. The City shall develop specific strategies to improve transit use and amenities within the Downtown area.

Policy 6.3.11. The City shall develop specific strategies to provide a continuous bicycle circulation system with convenient and secure bicycle parking areas within the Downtown area.

Policy 6.3.12. The City shall develop specific strategies to improve interconnections between parking areas within the Downtown area.

Objective 6.4.0. The City will establish two districts for the Downtown Area.

Measure - Number of site development orders that meet the established Land Development Code for the districts.

Policy 6.4.1. The City will incorporate land development regulations for the Downtown Local Activity Center that will support a unique, pedestrian-oriented area benefiting both vehicular and pedestrian movements.

Policy 6.4.2. The City will ensure that the list of permitted, conditional and prohibited uses for the Local Activity Center encourages a pedestrian-oriented environment.

Objective 6.5.0. The City will promote and encourage urban redevelopment as vibrant, pedestrian-friendly places with mixed-uses.

Measure - Modification of the Land Development Code to satisfy the Downtown Development of Regional Impact analysis and its requirements for open space and quasi-public open space.

Policy 6.5.1. The City will encourage business owners to take advantage of public financial assistance available for public infrastructure improvements, providing that the redevelopment effort is consistent with the Local Activity Center goals, objectives and policies and design standards.

Policy 6.5.2. The City will support and encourage reduced parking requirements and exactions providing that the property owner/developer indicates shared parking and other multi-modal parking provisions to reduce parking demands.

Policy 6.5.3. The City will investigate applying for County grants, State grants, Federal grants and other grants that are financially viable.

Policy 6.5.4. The City will assist in the successful marketing of the Downtown area.

Policy 6.5.5. The City will utilize an urban design strategy that focuses on methods to make the streets and plazas successful pedestrian places using New Urbanism principles.

VII. RECREATION AND OPEN SPACE LAND USE

Goal 7.0.0: To provide recreation services and open spaces that are varied and dispersed throughout the City in relation to population growth.

Objective 7.1.0. The City shall provide recreation services and open spaces in relation to the population growth of the City at a rate of 4 developed acres per 1000 population.

Measure - Number of developed park acres acquired in relation to population growth.

Policy 7.1.1: Maintain in the land development regulations that recreation and open space land uses be divided into two categories: public and quasi-public.

Public

Public Recreation and Open Space - P

Purpose: To provide suitable locations for parks and open spaces owned or operated by the City usually for specific programs and/or natural resource conservation.

Quasi-Public

Quasi-Public Recreation Golf – G

Quasi-Public Open Space – OS

Purpose: To accommodate privately owned facilities open to the public, golf courses and/or tennis courts (G), and greenways, water features, plazas and promenades (OS).

Policy 7.1.2. Recreation and open spaces shall be located, acquired, and developed according to safety, efficiency of service, and cost compliant