PLANNING CONTEXT

The Coral Springs Mobility Hub Master Plan builds upon the existing physical context in and surrounding the Mobility Hub study area, and the policy context provided by prior and ongoing planning efforts. This Planning Context section summarizes physical conditions and adopted policies and recommendations as relevant from recent planning efforts of the City and others. The resulting understanding of the transportation and development environment in the Coral Springs Mobility Hub study area, together with the accompanying Market Analysis, informs the Mobility Hub Planning Framework.

With the assistance of the Planning and Economic Development Department, the consulting team conducted site visits, stakeholder outreach and a review of relevant documentation to gain an understanding of factors impacting the need for mobility improvements in the Mobility Hub study area. Current policies are supportive of multi-modal improvements. For purposes of mobility planning, this area reflects the current CRA boundary, encompassing commercial and key civic destinations.

The Mobility Hub study area (as depicted in Figure C-2) is currently served by three (3) Broward County Transit (BCT) routes and two (2) community shuttle routes. Integration of services and planning for future BCT service upgrades are both needed. Current market interest and development opportunities offer the potential for successful near-term and long-term multi-modal strategies.

FIGURE C-1: RENDERING OF CORAL SPRINGS NEW CITY HALL

Source: City of Coral Springs

This section documents relevant findings regarding:

- **REGIONAL CONTEXT** impacting the Coral Springs Hub study area, including surrounding areas that can be better connected to the Downtown Coral Springs area via multiple modes of travel;
- **TRANSPORTATION CONTEXT**, including existing and planned transit services, existing roadway network, and existing pedestrian and biking environment; and
- **DEVELOPMENT CONTEXT**, including existing land use, current zoning, and prevailing development character in the Mobility Hub study area.

Feedback collected during **STAKEHOLDER OUTREACH** early in the planning process is also summarized. Outreach consisted of meetings with agencies, Coral Springs city staff and, in-person and online surveys to gather input from current and potential future transit riders.

Adopted Policies Reviewed

Documentation reviewed for this report included the following:

- **City of Coral Springs Comprehensive Plan** (adopted January 1, 2015).[1]
- **Commitment 2045 – The Metropolitan Transportation Plan (MRTP) for Broward County** (approved December 19, 2019).[2]
- **City of Coral Springs Future Land Use Map** (October 16, 2013).[3]
- **Downtown Development of Regional Impact (DDRI)** (approved January 3, 2005).[4]
- **CRA Downtown Coral Springs Roadway Study** (2009).[5]
- **Northern Broward Livability Study** (July 2010).[6]
- **Urban Land Institute TAP Report** (May 2013).[7]
- **University Drive Mobility Improvements Study** (2014).[8]
- **Coral Springs Community Redevelopment Agency Community Redevelopment Master Plan** (adopted June 18, 2019).[9]
- **Shared Parking Study: Downtown Coral Springs Mixed-Use District (2015)** (June 2015).[10]
- **City of Coral Springs Downtown Wayfinding Sign Program** (November 5, 2018).[11]
- **City of Coral Springs Public Art Master Plan** (2019-2024).[12]
- **City of Coral Springs Land Development Code** (current July 25, 2019).[13]
- **Downtown Coral Springs CRA Design Guidelines** (March 2019).[14]
- **City of Coral Springs Zoning Map** (last revised October 23, 2018).[15]

REGIONAL CONTEXT

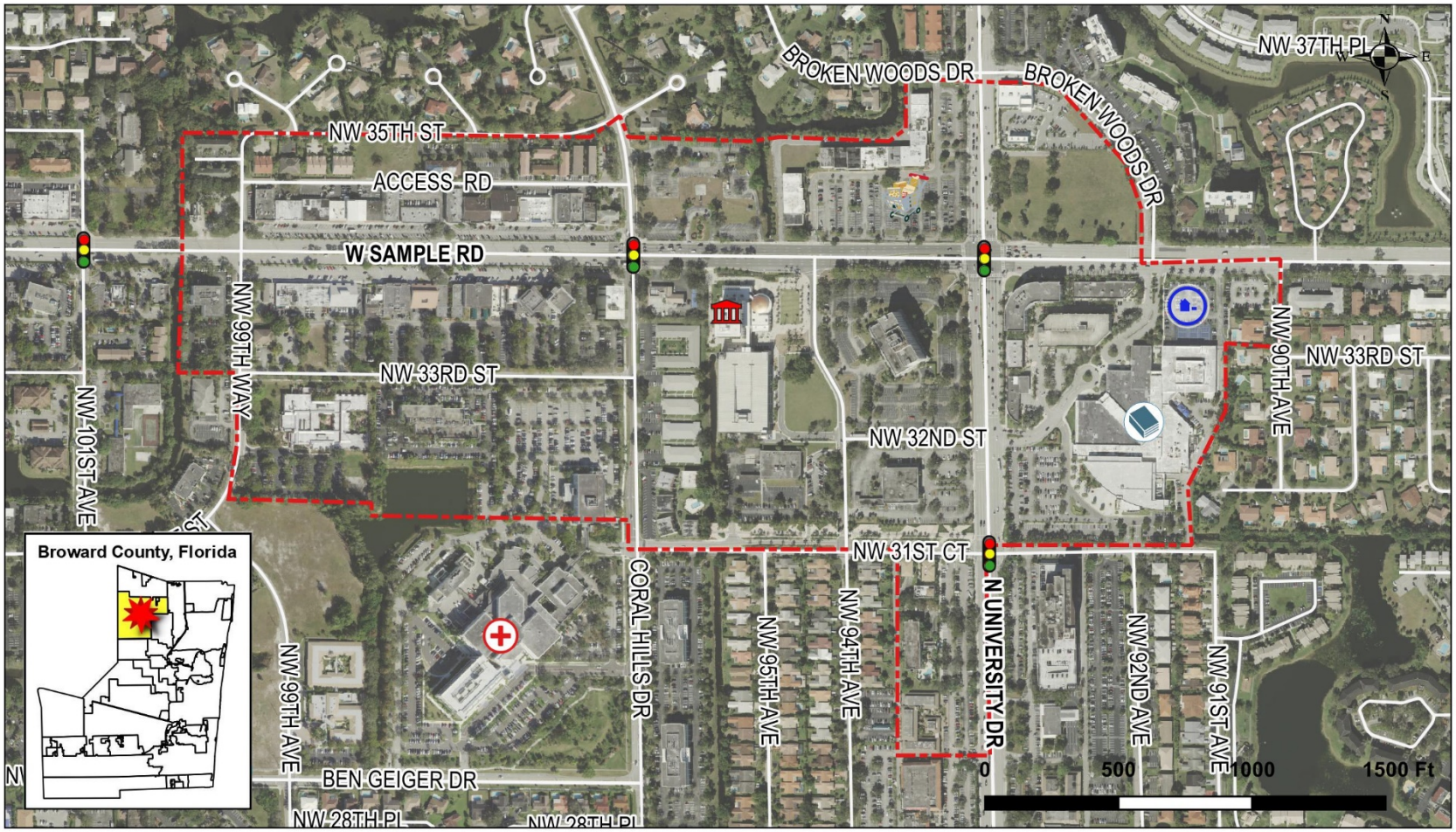
The study area for the Coral Springs Mobility Hub Master Plan encompasses the 136-acre Coral Springs Community Redevelopment Area (CRA) with particular focus on the area near and around the intersection of Sample Road and University Drive. Figure C-2 depicts the focused study area for the Mobility Hub discussed in this report. Figure C-3 shows the regional context of the Mobility Hub study area.

The City has carefully and methodically embarked upon creating a vibrant Downtown Coral Springs out of a low density, unconnected, car-dependent development pattern. As a catalyst towards this effort, a new City Hall complex has been completed. Within one-quarter (¼) mile of the intersection are a charter school, long-established shopping center, newly constructed retail and offices uses, post office, hospital, hotel, regional library, single and multi-family uses, as well as substantial properties poised for redevelopment.

Regional access is convenient with interchanges to the Sawgrass Expressway two (2) miles to the north on University Drive and three (3) miles to the west on Sample Road. To the east along Sample Road are interchanges with Florida Turnpike at 5.5 miles away and Interstate 95 (I-95) at 7.75 miles away. As depicted in Figure C-3, north of the study area are residential developments, shopping centers at major intersections, and the Sawgrass Expressway. To the south are the Broward Health Coral Springs Hospital, The Walk on University Drive, and Coral Square Mall. To the east is the Northwest Regional Library and Coconut Creek Casino. To the west is the Coral Springs Museum of Art, Coral Springs Municipal Complex, the Country Club of Coral Springs, and the Sawgrass Expressway.

[1] https://www.coralsprings.org/government/other-departments-and-services/community-development/adopted-comprehensive-plan
[2] http://www.browardmpo.org/index.php/core-products/long-range-transportation-plan-lrtp
[3] https://www.coralsprings.org/home/showdocument?id=9075
[4] https://www.coralsprings.org/home/showdocument?id=3265
[5] https://www.coralsprings.org/home/showdocument?id=3265
[6] http://archive.browardmpo.org/userfiles/files/NBC%20Action%20Plan%20Feb%202012%20for%20website.pdf
[7] https://www.coralsprings.org/home/showdocument?id=12578
[8] http://archive.browardmpo.org/projects-studies/university-drive-mobility-improvements-planning-study
[9] https://www.coralsprings.org/Home/ShowDocument?id=3269
[10] https://www.coralsprings.org/doing-business/community-redevelopment-agency-downtown-coral-springs/reports-plans-studies
[11] http://coralspringsfl.iqm2.com/Citizens/FileOpen.aspx?Type=4&ID=11764&highlightTerms=wayfinding
[12] https://www.coralsprings.org/Home/ShowDocument?id=2424
[13] https://library.municode.com/fl/coral_springs/codes/land_development_code
[14] https://www.coralsprings.org/home/showdocument?id=14736
[15] https://www.coralsprings.org/home/showdocument?id=2188

FIGURE C-2: MOBILITY HUB STUDY AREA

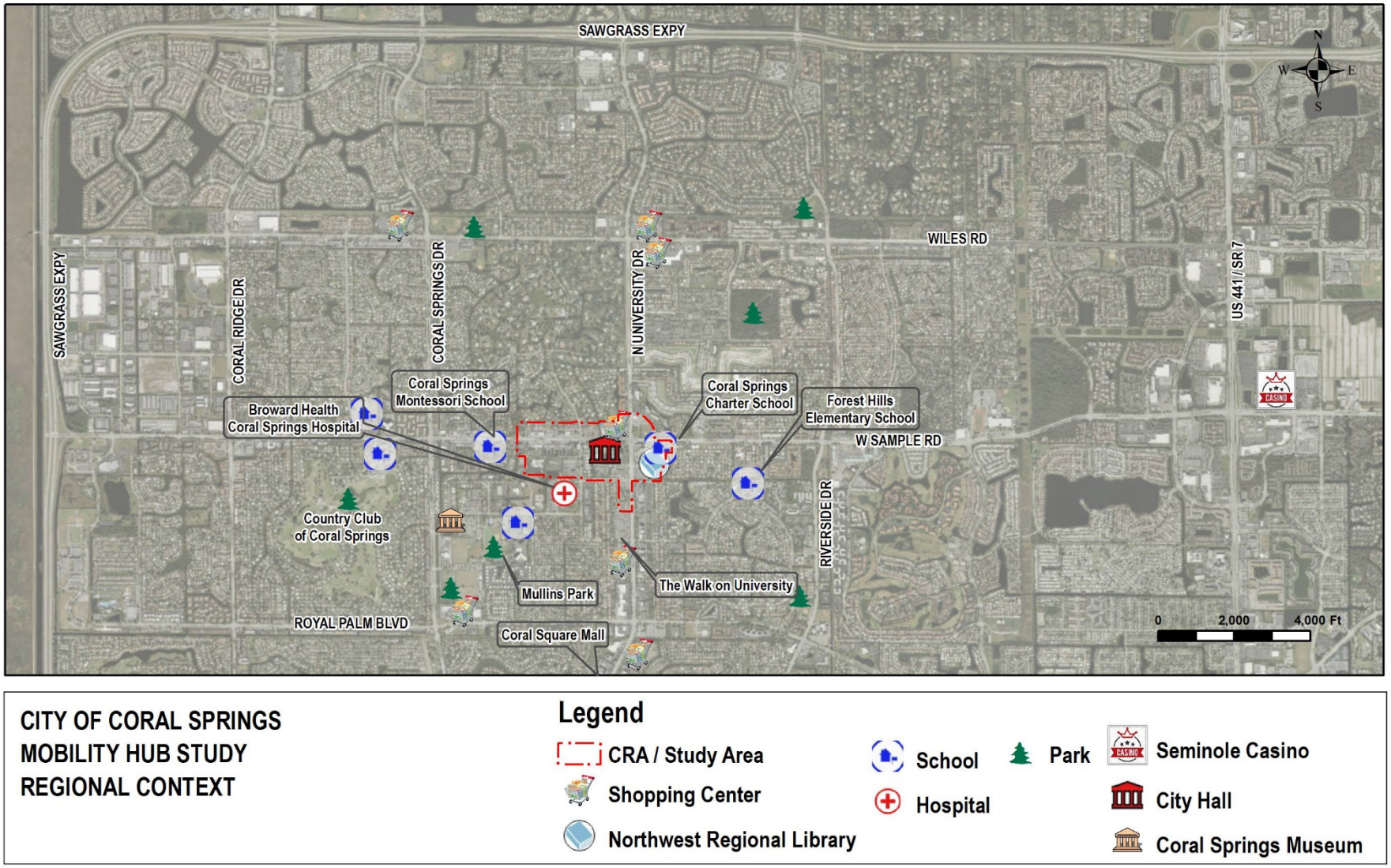


CITY OF CORAL SPRINGS
MOBILITY HUB STUDY
STUDY AREA MAP

Legend

- CRA/ Study Area
- School
- City Hall
- Hospital
- NW Regional Library
- Traffic Signal
- Shopping Center

FIGURE C-3: REGIONAL CONTEXT OF THE CORAL SPRINGS MOBILITY HUB STUDY AREA



TRANSPORTATION CONTEXT

This section contains a summary of information regarding current and planned transit service in the Coral Springs Mobility Hub study area, including a summary of community shuttle service, documentation of the existing pedestrian and bicycle network and the roadway network, and planning recommendations from prior planning studies that are relevant to mobility. The information provides a consistent "baseline" understanding of the existing mobility network for the development of recommendations for Mobility Hub-related multimodal investments and longer-term mobility initiatives.

TRANSIT SERVICE

Existing Service

Three (3) BCT Routes, two (2) community shuttle routes operated by the City, and County paratransit serve the Mobility Hub study area. Until 1998, there was a Park and Ride facility located at the former Coral Springs Mall, located at Sample Road and University Drive. Due to lower ridership, this facility was eliminated. BCT has not identified or indicated a need to reinstate park-and-ride capacity in the vicinity of Sample Road and University Drive. Park-and-ride capacity for the Route 102 (University Breeze) service (described below)

The following provides a summary of the routes and ridership (Figures C-6 & C-7):

Route 2

- A major north-south line providing service along University Drive from NW 207th Street in Miami-Dade County to Westview Drive in Coral Springs.
- Services 119,239 passengers monthly (March 2019).
- One of the five highest ranked routes for ridership throughout the County
- Operates Monday through Saturday beginning at 5:20 a.m. to 11:00 p.m. and Sunday's from 7:00 a.m. to 9:30 p.m.
- One-way cash fare of $2.00.

Route 34

- A major east-east line providing service along Sample Road from Federal Highway in Pompano Beach to Coral Ridge Drive in Coral Springs.
- Services 71,191 passengers monthly (March 2019).
- Operates Monday through Friday beginning at 5:00 a.m. to 10:00 p.m. Saturday beginning at 5:40 a.m. to 10:00 p.m., and Sunday beginning at 8:00 a.m. to 7:00 p.m.
- One-way cash fare of $2.00.

Route 102 (University Breeze)

- A limited stop peak hour service along University Drive from the Golden Glades Interchange in Miami-Dade County to Westview Drive in Coral Springs.
- Services 16,322 passengers monthly (March 2019)
- Operates Monday through Friday during peak periods from 5:30 a.m. to 8:20 a.m. and 3:25 p.m. to 7:00 p.m.
- One-way cash fare of $2.65.

Community Shuttle Route 722 (Coral Springs Green)

- A Community Shuttle bus servicing the western portions of the City beginning at Broken Woods Drive and Sample Road.
- Services 1,778 passengers monthly (March 2019).
- Operates Monday through Saturday from 8:00 a.m. to 5:00 p.m., and Sunday Noon to 5:00 p.m.
- There is a $0.50 fee for service.

Community Shuttle Route 723 (Coral Springs Blue)

- A Community Shuttle bus servicing the eastern portions of the City beginning at Broken Woods Drive and Sample Road.
- Services 2,575 passengers monthly (March 2019).
- Operates Monday through Saturday 8:00 a.m. to 5:00 p.m. and Sunday Noon to 5:00 p.m.
- There is a $0.50 fee for service.

Transportation Options (TOPS!)

- On-demand paratransit service; not on a fixed route.
- Cost is $3.50 per one-way trip; some eligible riders are served at no cost.
- Services 719,850 passengers annually (July 2017-July 2018); no specific ridership data for the City of Coral Springs is available.

Headways and Spans of Service

Table C-1 provides a summary of the weekday service provided by all routes within the Mobility Hub study area. The routes provide service exceeding 17 hours per weekday. Average peak hour headways for the regular routes with Route 2 providing approximately 18-minute headways, and Route 34 providing 13-minute headways. Average peak hour headways for Route 102, the limited stop Breeze service, are approximately 27 minutes. Weekend service is provided on Routes 2 and 34, with similar service hours on Saturdays and limited service hours on Sundays; Route 102 operates only on weekdays.

	SAMPLE RD & UNIVERSITY DR BUS STOP							
	Span of Service Weekday (hr:min)		Ave Span of Service Weekday (hr:min)	Peak Hour Headway Weekday (min)				Peak Hour Headway Weekday Average (min)
	SB	NB		SB AM	SB PM	NB AM	NB PM	
Route 2	17:57	18:51	**17:57**	20:00	22:24	17:00	13:00	**18:06**
	EB	WB		EB AM	WB PM	EB AM	WB PM	
Route 34	17:01	17:01	**17:01**	14:00	14:00	12:00	12:00	**13:00**
	SB	NB		SB AM	SB PM	NB AM	NB PM	
Route 102	22:05	23:26	**22:45**	30:00	30:00	30:00	19:00	**27:15**

TABLE C-1: WEEKDAY TRANSIT HEADWAYS AND SPAN OF SERVICE

Community Bus Services

The City of Coral Springs contracts the operations and maintenance of the Blue and Green Community Shuttle Buses to a third-party contractor. The City utilizes the County's Community Bus Service Program via an Interlocal Agreement with Broward County Transit (BCT) for financial assistance, capital assistance, driver training and scheduling assistance. The community shuttle buses operate nine (9) hours Monday through Friday, eight (8) hours on Saturdays and five (5) hours on Sundays, and there is a $0.50 fee for the service. The City Shuttle utilizes existing BCT stops where they exist along the shuttle route, there are some old signs for the shuttle route noted to be in disrepair, and no amenities are provided for the community shuttle.

Both community shuttle routes begin at Broken Woods Drive and Sample Road, the Green Route services the western and northern portions of the City, while the Blue Route services the eastern and southern portions of the City. There have been no modifications to the Community Bus Routes since their inception in 2002. The Coral Springs Blue Route serviced approximately 34,000 passengers in fiscal year 2017-2018, while the Coral Springs Green Route serviced approximately 43,000 passengers in the same year. Stop level data is not available for these routes.

TABLE C-2: COMMUNITY SHUTTLE BUS ANNUAL RIDERSHIP -GREEN ROUTE

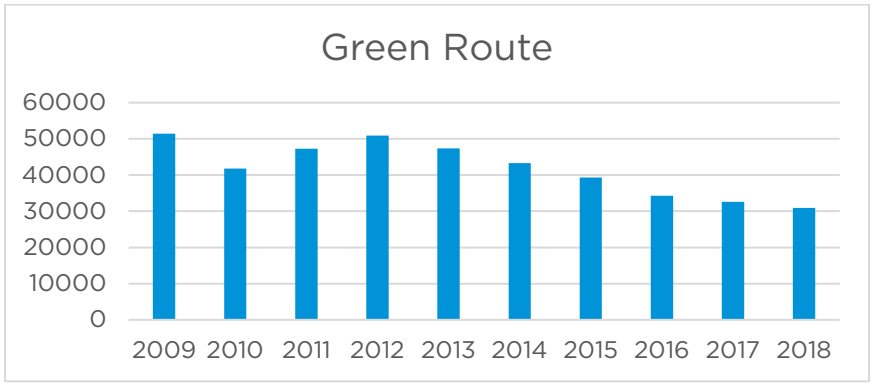


FIGURE C-4: MOBILITY HUB STUDY AREA TRANSIT NETWORK

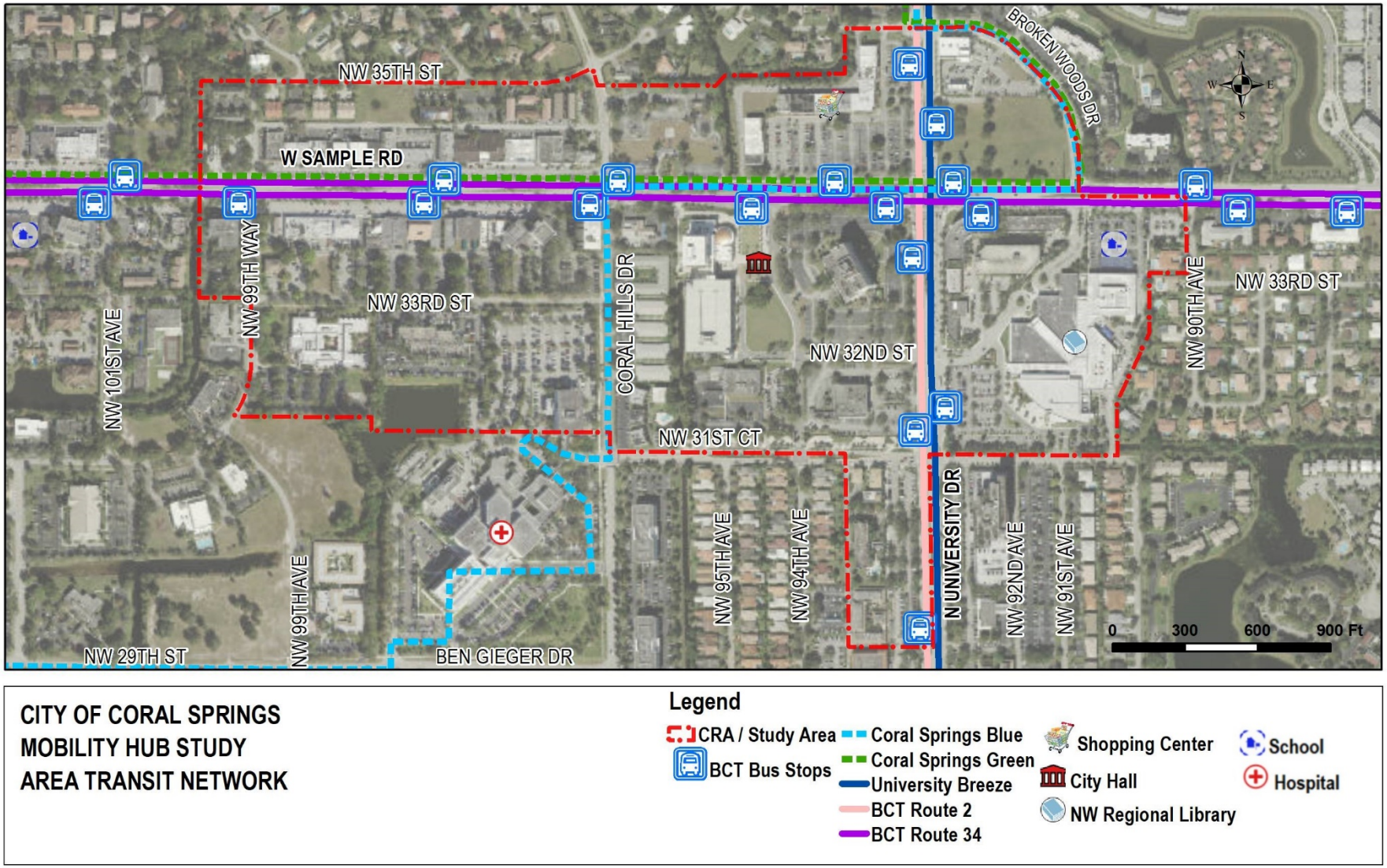


FIGURE C-5: BUS STOP TYPES

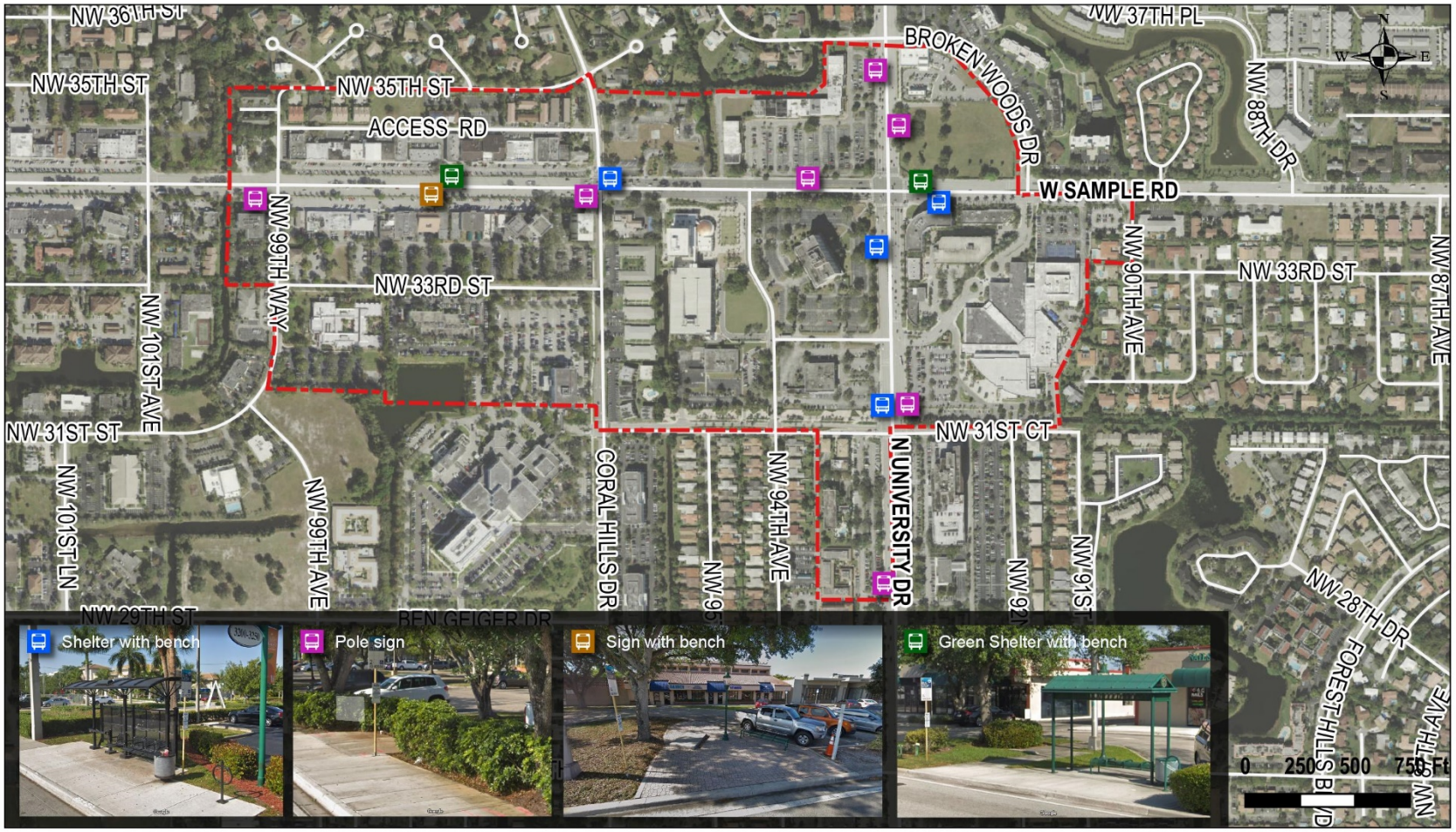
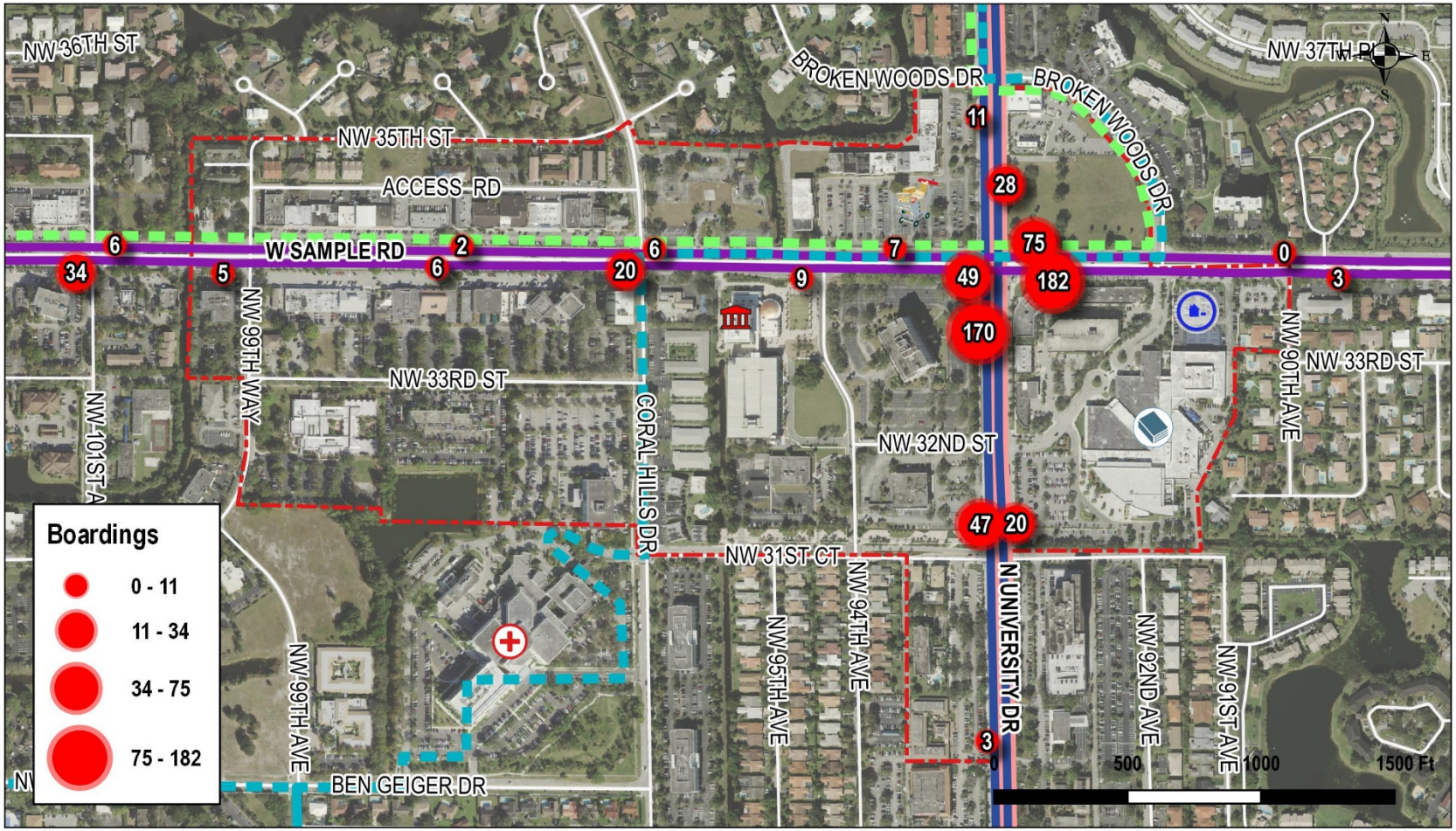


FIGURE C-6: TRANSIT BOARDING ACTIVITY

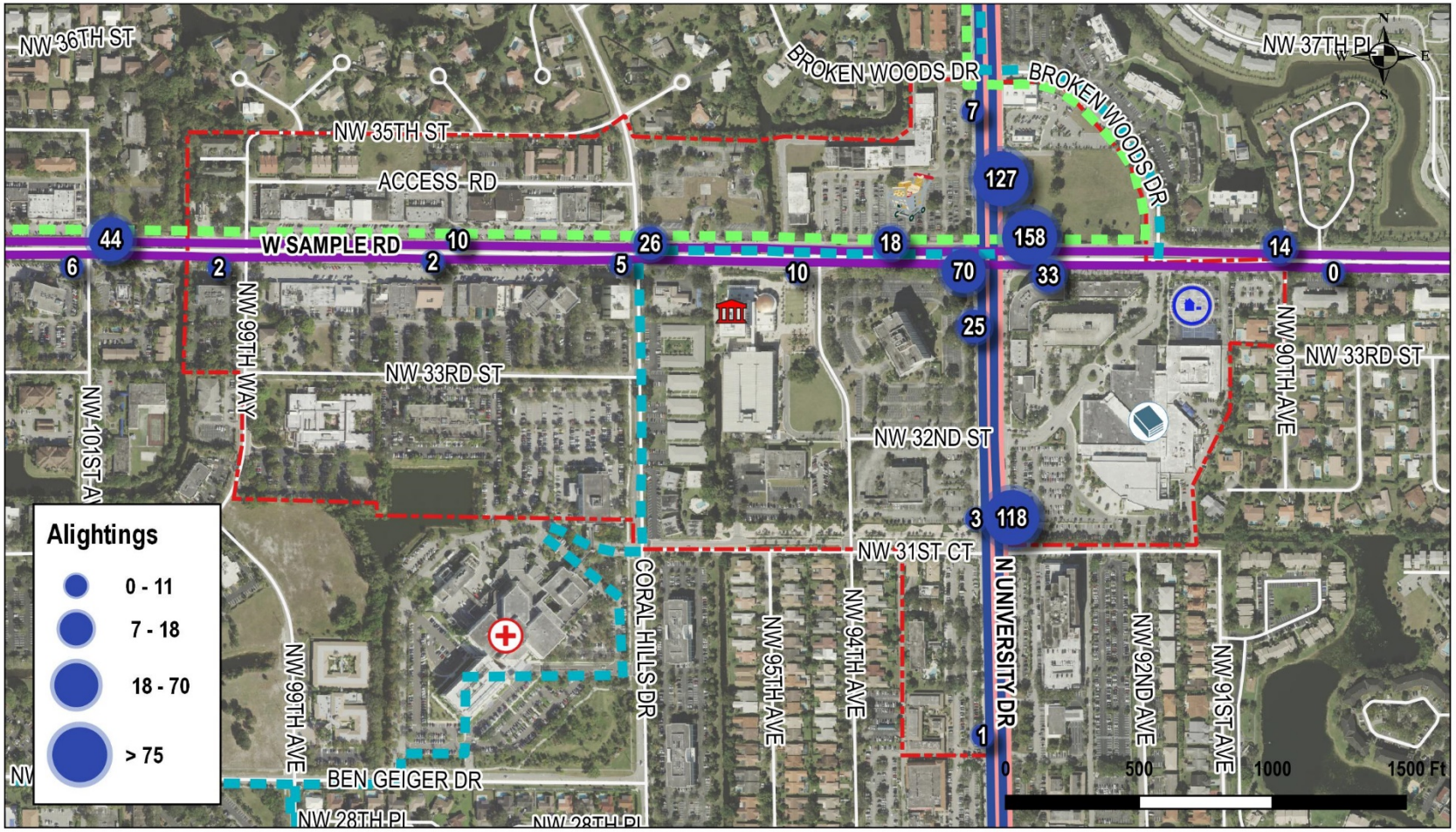


CITY OF CORAL SPRINGS
MOBILITY HUB STUDY
BOARDINGS & ALIGHTINGS
WEEKDAYS - DAILY AVERAGE

Legend

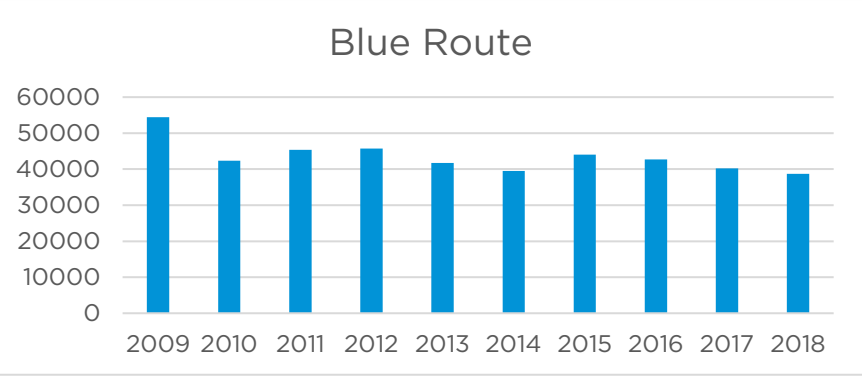
- CRA/ Study Area
- Coral Springs Blue
- Coral Springs Green
- University Breeze
- BCT Route 2
- BCT Route 34
- School
- City Hall
- Hospital
- NW Regional Library
- Shopping Center

FIGURE C-7: TRANSIT ALIGHTING ACTIVITY



The Community Buses operate with 60-minute headways, giving residents the opportunity to travel throughout the City and connect to the larger BCT network, the Broward Health Hospital, shopping centers, office parks, schools and recreational areas within the City of Coral Springs. Tables C-2 and C-3 provide annual ridership for the blue and green community buses and indicate a 29% decline in ridership for the blue shuttle route and a 40% decline for the green shuttle route, comparing 2018 annual totals to 2009 annual totals. The decline in ridership may be attributed to a shift in demographics, change in shopping habits, and/or the rise of transportation network companies, such as Uber and Lyft.

TABLE C-3: COMMUNITY BUS ANNUAL RIDERSHIP -BLUE ROUTE



Senior Ride Transportation Program (SRTP)

In addition to the Community Shuttles, the City also offers a *Senior Ride Transportation Program (SRTP)*, which is an on-demand transportation program. Residents 55 years of age and older can apply, and reservations are made on a first come, first served basis. Priority is given to those in greatest economic and social need. There is an annual fee of $25 for the program. Registered seniors can schedule rides on the days that transportation is offered in their area. Rides must be scheduled 48 hours before service is needed. Once seniors have made a reservation, a City employee contacts the senior and provides a time when the bus will be arriving for pick-up at their home. Vehicles are 16, 26 and 36 passenger buses with safety features, air conditioning, wheelchair accessibility, and drivers that are specially licensed and trained by the City.

The SRTP offers rides to shopping facilities on Tuesdays and Thursdays. Tuesday service operates from 9:00 a.m. to 4:00 p.m. transporting resident's east and west of University Drive to a local grocery store. Thursday service operates from 9:00 a.m. to 12:00 p.m. transporting residents from St. Andrew Towers to the grocery store and 12:00 p.m. to 4:00 p.m. transporting residents of Country Club, Holiday Village and Sample Road east of University Drive to the grocery store.

Bus Stop Types and Activity

There are four (4) different types of bus stops within the study area, ranging from a bus stop sign to standard BCT shelters provided on University Drive and Sample Road.

Above are four (4) examples of existing bus stops found in the Mobility Hub study area. Top left: Pole Sign at Sample Road & Coral Hills Drive; Top right Pole Sign with Bench 9800 block of Sample Road; Bottom left Green Shelter with bench at Sample Road & University Drive; Bottom right Black Shelter with bench at University Drive & NW 31st Court

Most of the bus stops with the highest transit activity have a bus shelter, with seating, signage and trash receptacle, while others have just a pole sign. Note the most current boarding and alighting data available from BCT predates much of the new development in the area.

Field Observations of Transit Use

Field observation undertaken near the intersection of Sample Road and University Drive is fully documented under separate cover in a report entitled "City of Coral Springs Data Collection and Transit Count Summary." The results of the observation are summarized below and on Figure C-8.

Five (5) MIOVision Cameras were used to document pedestrian, bicycle and transit use over a 24-hour period, and to record Turning Movement Counts (TMC's) for vehicular traffic. Cameras were deployed on Tuesday, May 21st, 2019, and placed at five (5) locations within the study area. Three (3) cameras were placed along University Drive and Sample Road to document pedestrian, bicycle and transit use over a 24-hour period; the other two (2) were used to record Turning Movement Counts (TMC's) for vehicular traffic. Videos were viewed by engineering technicians to document peak period activity from 7:00 - 9:00 a.m. and 4:00 - 6:00 p.m.

Among the bus stops analyzed on Sample Road, two (2) stops serve buses traveling westbound and one (1) stop serves buses traveling eastbound. Both bus stops located on University Drive have buses traveling in the southbound direction. Among the bus stops analyzed, 98% of transit use occurred at three (3) of the five (5) stops: one (1) bus stop (#2596) located on University Drive and two (2) bus stops located on Sample Road (#234 & #216). Most transit users accessed the bus stops via the adjacent sidewalks by foot.

The data collection results for the study area indicate a total of 149 transit riders among the five (5) bus stops between 7:00 - 9:00 a.m. and 4:00 - 6:00 p.m. Morning peak period use totaled 82 transit riders and evening peak period use totaled 67 transit riders, with 10% more transit users during morning peak periods. Approximately 80% of transit use was on Route 34 (Sample Road). The bus stop where the most transit activity occurred within the study area was located on the northeast side of Sample Road (Bus Stop 234), with a total of 63 boardings and alightings, followed by the bus stop located on the southeast side of Sample Road (Bus Stop 216), with a total of 54 boardings and alightings.

Of the bus stops along University Drive, the bus stop located on the southwest side (Bus Stop 2596) had more transit activity, with a total of 29 boardings and alightings. [NOTE: The Camera at Bus Stop 2596 had a technical issue recording the afternoon hours, therefore data related to the afternoon peak hours was not available.]

Bus stop #234, located on north side of Sample Road east of University Drive, had the highest volume of transit use within the study area, representing 42% of boardings and alightings. Several pedestrians accessed this stop from the rear via a pathway from the bus stop on the east side of University Drive north of Sample Road. Four (4) people were observed crossing Sample Road midblock, walking southbound. A total of 63 transit users, 23 pedestrians and 8 bicyclists were observed at this stop.

Bus stop #235, located on the north side of Sample Road west of University Drive, had only one (1) transit user accessing the Coral Springs Community Shuttle during the evening peak period. A total of 17 pedestrians were observed at this stop during peak periods.

Bus stop #2596 is on the east side of University Drive, south of Sample Road. All passengers accessing this stop were observed approaching the stop from the north. This stop also captured 35% of morning peak hour transit use within the study area, but unfortunately the morning video was not captured, and afternoon data is also unavailable. Eight (8) of the 11 buses scheduled for the morning peak period were observed. A total of five (5) pedestrians were observed during the morning peak period.

Bus stop #216 on the south side of Sample Road, east of University Drive captured 36% of transit use for morning and peak periods. A number of transit users appeared to wait inside or near the office building adjacent to the bus stop, 94% of transit users utilizing this stop boarded Route 34. Three (3) transit users were observed boarding a vehicle from the bus stop, 54 transit users, 28 pedestrians and four (4) bicyclists traveling on the southside of Sample Road.

FIGURE C-8: TRANSIT RIDERSHIP OBSERVATIONS

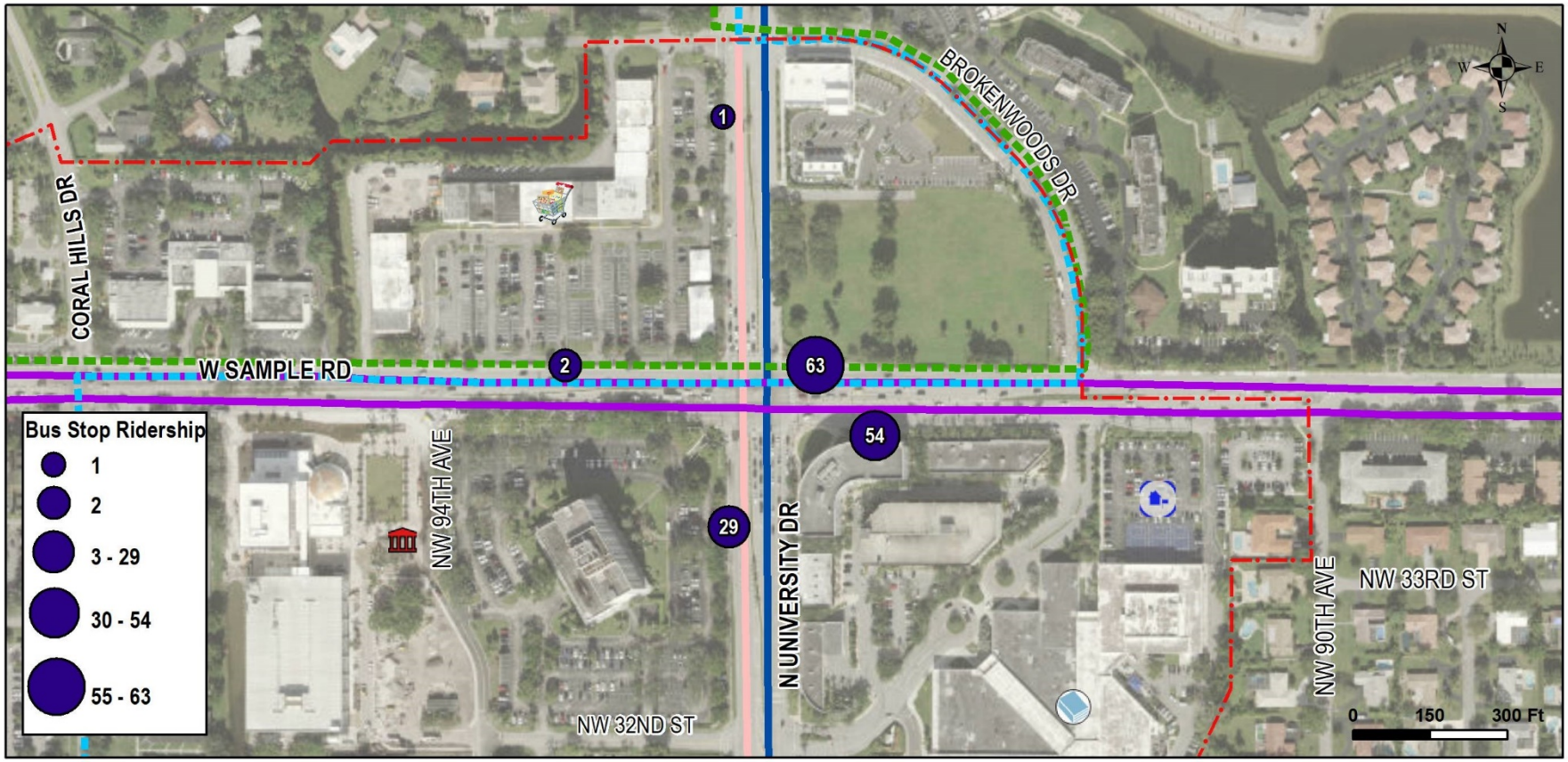
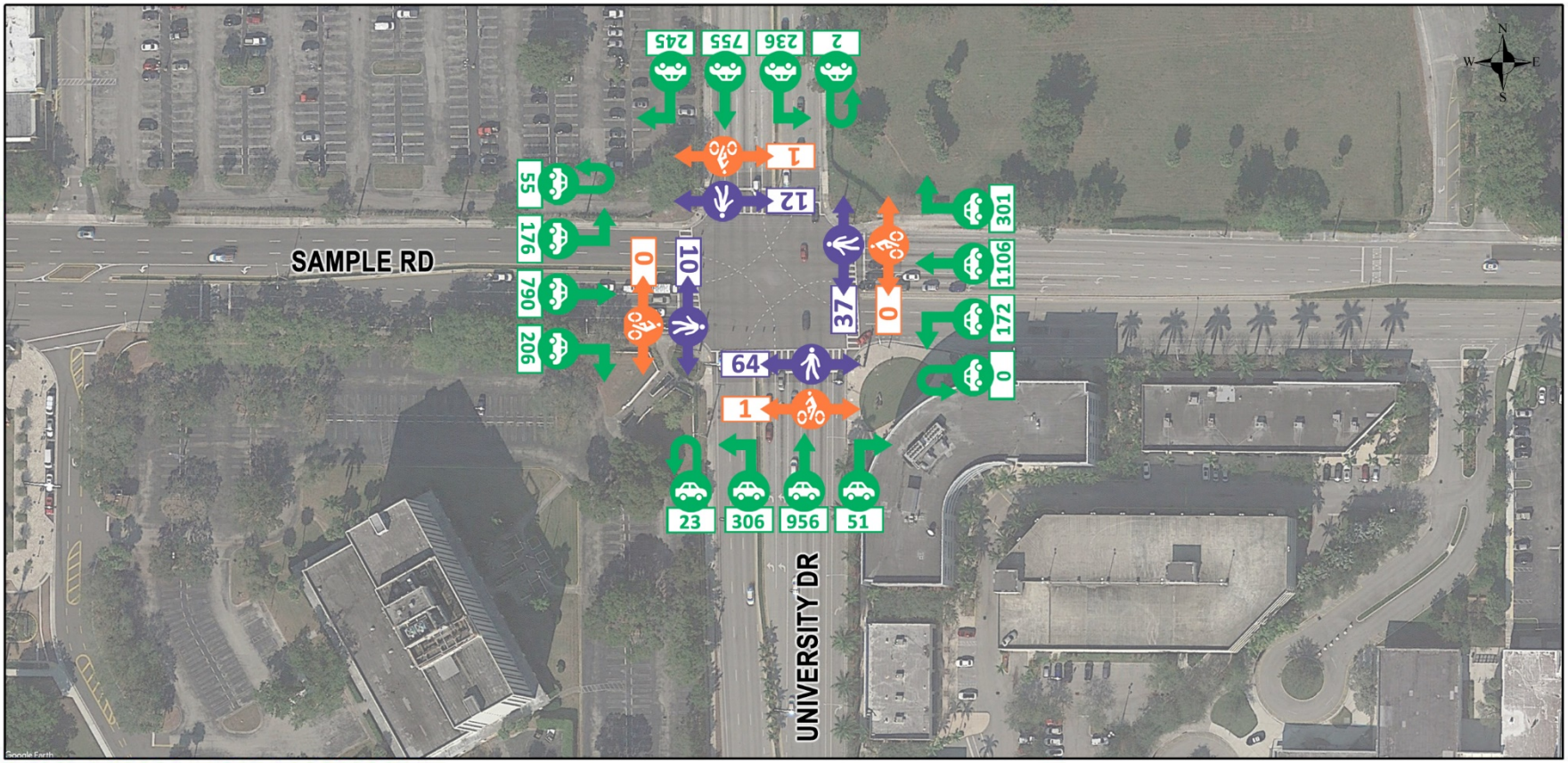


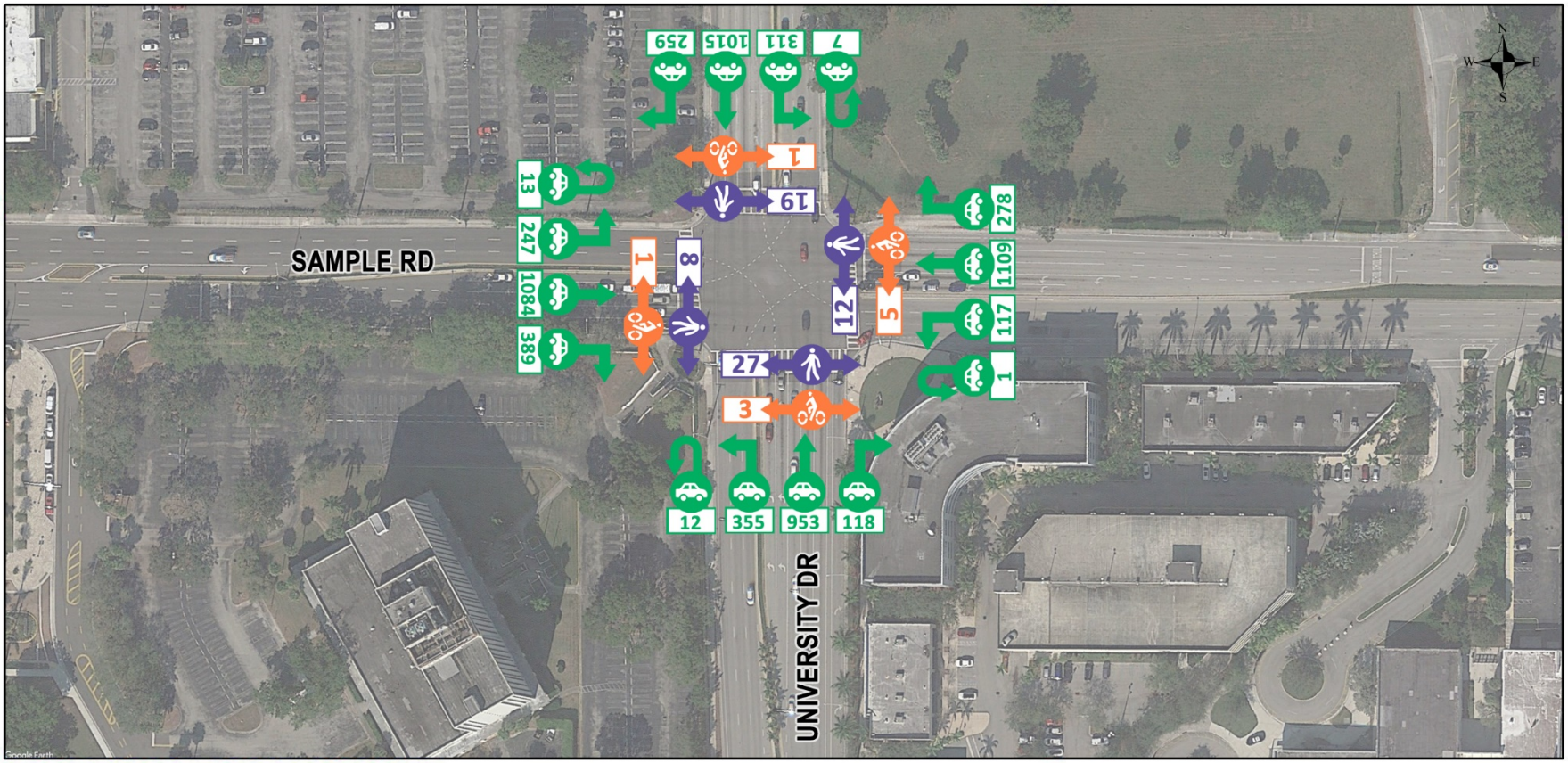
FIGURE C-9: MORNING PEAK HOUR TRAFFIC COUNTS



CITY OF CORAL SPRINGS
MOBILITY HUB STUDY
UNIVERSITY DR & SAMPLE RD TURNING MOVEMENT (AM)

Legend
- Bicycle Movements
- Pedestrian Movements
- Vehicle Movements

FIGURE C-10: EVENING PEAK HOUR TRAFFIC COUNTS



CITY OF CORAL SPRINGS
MOBILITY HUB STUDY
UNIVERSITY DR & SAMPLE RD TURNING MOVEMENT (PM)

Legend
- Bicycle Movements
- Pedestrian Movements
- Vehicle Movements

Finally, at bus stop #2580 located on the west side of University Drive north of Sample Road, only one (1) alighting was observed during the evening peak period and a total of 15 pedestrians were observed along the west side of University Drive.

Of those utilizing transit within the study area, six (6) were observed using a bicycle; three (3) cyclists boarded Route 34 at bus stop 216 and two (2) cyclists alighted from Route 34 at bus stop 234 (both stops are located on Sample Road, east of University Drive); One (1) cyclist was observed alighting Route 2.

Key findings from the field observation of transit use include:

- Route 2 had 20% of the transit activity and 97% of it occurred at the bus stop located on the southwest corner of University Drive and Sample Road.

- Route 34 had 80% of transit activity; 78.5% of it occurred east of University Drive. The highest number of boardings were at the southeast corner, and 85% of alightings occurred at the bus stop located on the northeast corner.

Key findings from traffic and turning movement counts include:

- The intersection of University Drive and Sample Road operates overall at Level of Service (LOS) E during morning peak periods and LOS F during evening peak periods. This is significant because in 2015 the Broward County projections for 2030 does not show it operating at LOS D or higher.

    - The intersection operates acceptably during AM peak period only at LOS E. During PM peak period, it operates poorly at LOS F for vehicles moving westbound and northbound, eastbound and southbound traffic operates acceptably at LOS E.

    - All the approaches of the intersection operate acceptably during the AM peak period and during PM peak period, only eastbound and southbound operate at acceptable conditions.

- Traffic is heavier during evening peak period traffic in comparison to morning peak period traffic at the intersection of University Drive and Sample Road during the weekday with a total of 887 more vehicles during the evening peak periods.

    - There were 354 more vehicles traveling southbound on University Drive during the evening peak period while Sample Road experienced 507 more vehicles traveling eastbound during the evening peak period, with most of the vehicles traveling through on both corridors.

    - A total of 123 pedestrians and 2 bicyclists crossed the intersection during the morning peak period, while 66 pedestrians and 10 bicyclists crossed the intersection during the evening peak period. Almost twice as many pedestrians crossed the intersection during the morning peak periods than the evening peak period

BIKE AND PEDESTRIAN NETWORK

Existing Network

The Mobility Hub study area has a fairly well-connected sidewalk network, with sidewalks present on all primary and secondary roadways, while many of the local roads within established residential communities lack sidewalks. The City was initially developed without a requirement for the installation of sidewalks on internal subdivision streets, but now new residential development is required to provide an internal sidewalk network. The City also requires sidewalks along all major roadways and other linkages to schools and parks[1]. A notable challenge in the study area is the absence of sidewalks adjacent to Sample Road west of NW 96th Avenue/Coral Hills Drive to NW 99th Way, with City-owned parking lots abutting the road and the sidewalks adjacent to the commercial buildings behind the parking lots.

Bicycle usage is identified as very high within the City and the City is very supportive of this mode of transportation[1]. All new developments and redevelopment projects are required to provide bicycle racks on site[1]. The City has recognized the importance of enhancing connectivity and is implementing, as funding and redevelopment opportunities arise, a Bicycle and Pedestrian Way plan network is illustrated in Figure C-11. The City has designed and partially constructed a "Downtown Pathway" for bicyclists and pedestrians; it connects the Downtown to Mullins Park along NW 29th Street, Coral Hills Drive, NW 31st Court and NW 94th Avenue.

Bicycle facilities within the Mobility Hub study area have been identified within the City's Comprehensive Plan with bike paths and walkways identified at the access roads behind existing commercial strip centers along Sample Road, Coral Hills Drive, NW 31st Court, and NW 99th Way. Sample Road and University Drive have existing bicycle lanes. Marked facilities are limited in the area; currently a marked bicycle lane is located on University Drive northbound between NW 31st Court and Sample Road, connecting to the bicycle lane on Sample Road eastbound, east of University Drive. The City recently performed a "road diet" by eliminating a lane and constructing bicycle lanes on NW 31st Court between University Drive and Coral Hills Drive. Proposed bikeways include Broken Woods Drive and fill-ins to the existing network identified in the City's Comprehensive Plan.

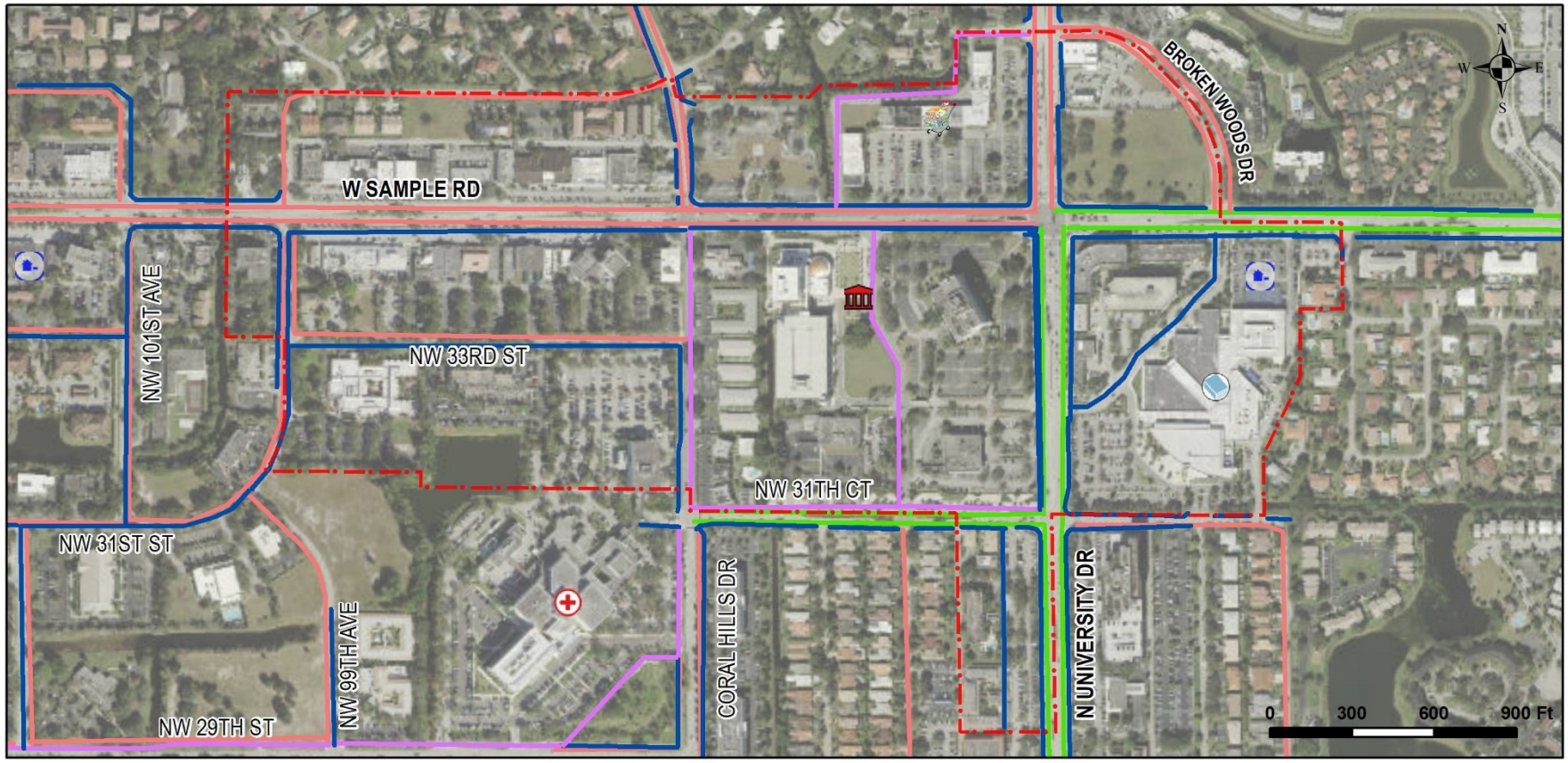
Pedestrian & Bicycle Crashes

Florida Department of Transportation crash data from 2016 to 2019 of pedestrian and bicycle related crashes was obtained for the Mobility Hub study area. Figure C-12 shows a concentration of crash incidents at the signalized intersection of NW 31st Court and University Drive. All incidents occurred at intersections rather than in midblock locations. A total of 11 non-motorized crashes within the Mobility Hub study area, including:

- 5 Bicycle Injuries
- 5 Pedestrian Injuries
- 1 Bicycle Property Damage
- No Reported Fatalities

[1] https://www.coralsprings.org/government/other-departments-and-services/community-development/adopted-comprehensive-plan

FIGURE C-11: PEDESTRIAN AND BICYCLE NETWORK

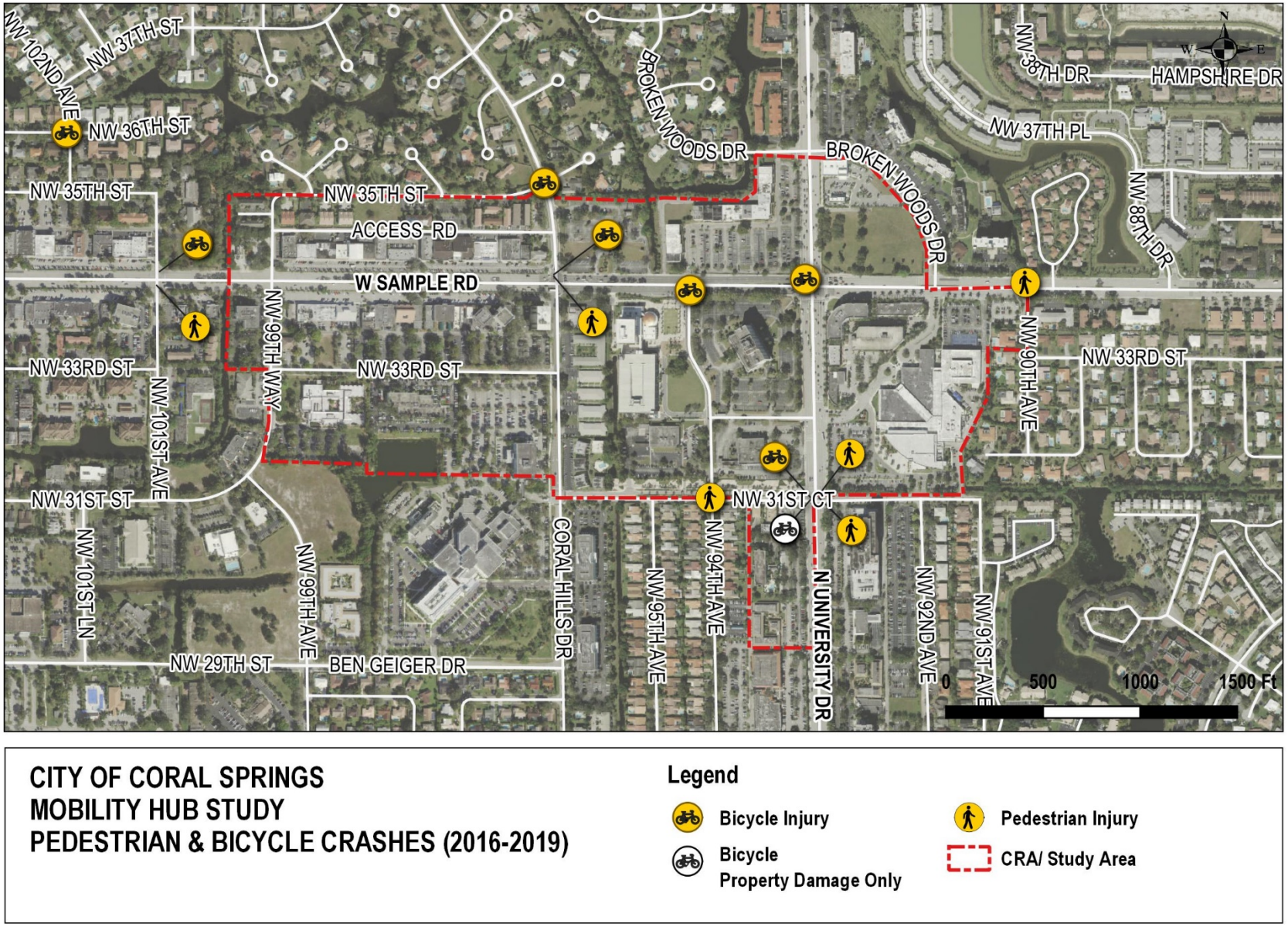


CITY OF CORAL SPRINGS
MOBILITY HUB STUDY
PEDESTRIAN AND BICYCLE NETWORK

Legend

- CRA / Study Area
- Downtown Pathway
- Sidewalks
- Existing Bike Lanes
- Proposed Bike Lanes
- Shopping Center
- NW Regional Library
- School
- Hospital
- City Hall

FIGURE C-12: PEDESTRIAN AND BICYCLE CRASH HISTORY



ROADWAY NETWORK

Figure C-13 depicts the existing roadway network indicating the jurisdictions of roadways and location of signalized intersections in the Mobility Hub study area. The network is clearly hierarchical, with primary access from Sample Road and University Drive to local public streets at limited points, and then to neighborhoods comprised primarily of local or private streets.

Jurisdictional responsibility of the primary access roads varies and requires coordination between agencies to achieve consistency in the design of the roadways through the area. Sample Road is a County road west of University Drive and a State Highway east of University Drive. University Drive is a City road north of Sample Road and a State Highway south of Sample Road. The Transportation Improvement Program (TIP) indicates that the segment of University Drive north of Sample Road will be upgraded from four (4) to six (6) lanes in 2023. **Major roadways such as these present challenges in mobility hub areas, the expanse of pavement creates an unfriendly pedestrian environment with long distances to walk and separates uses.**

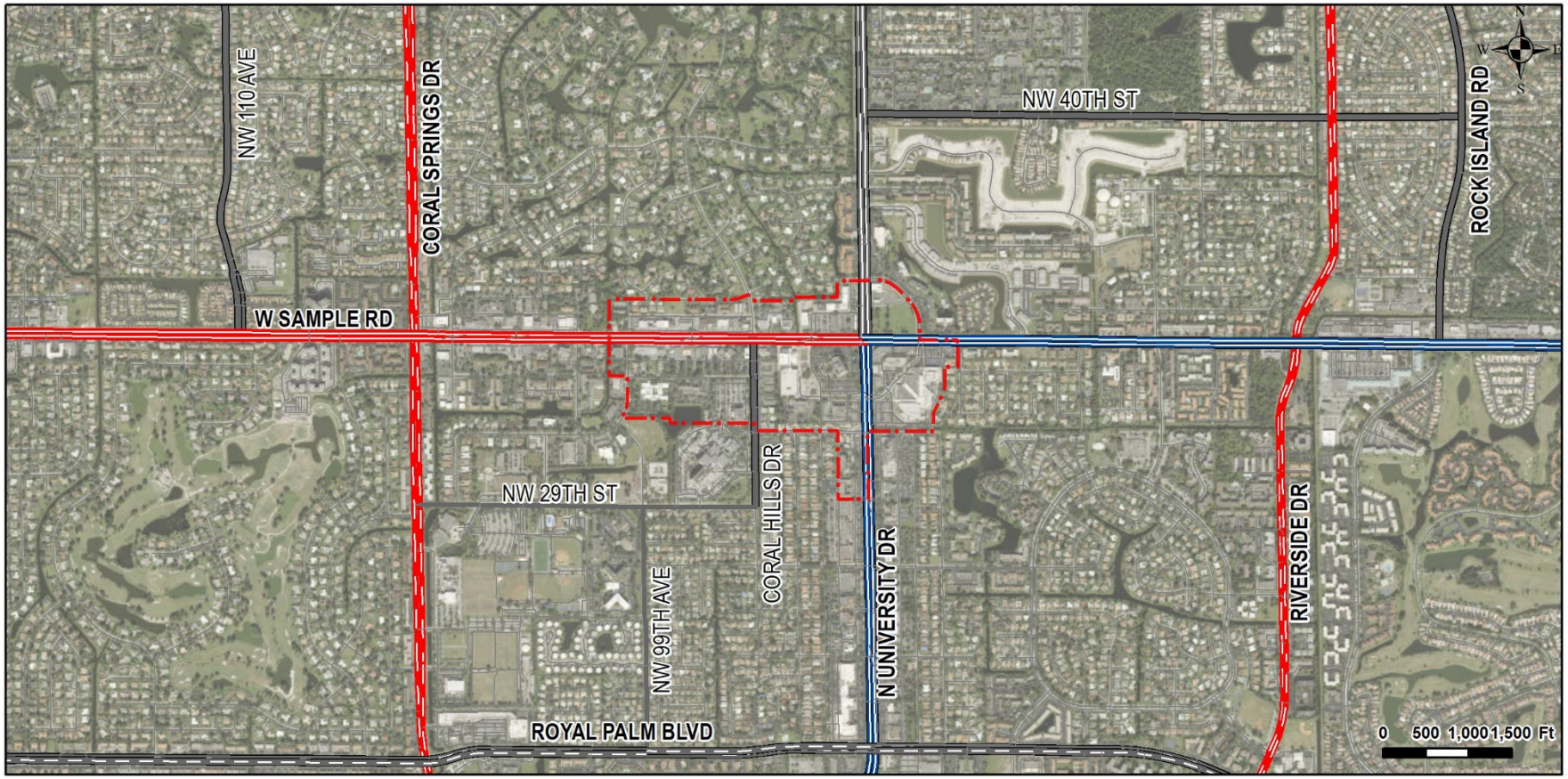
The functional roadway classification system is broadly defined in the following manner; see Table C-4 for additional details.

- Urban Principal Arterials – Major Highway serving heavy volumes of traffic through the urban area.
- Urban Minor Arterials – Roadways carrying moderately heavy volume of traffic which channel traffic to community activity centers.
- City Collectors – Roadways carrying moderate volumes of traffic to the arterial network.
- Local Roadways – Neighborhood Roadways carrying low volumes of traffic to collector or arterial roadways.

TABLE C-4: FUNCTIONAL CLASSIFICATION OF ROADWAYS

Roadway	Functional Classification	Required ROW Width	# of Existing Lanes	Agency
University Drive	Urban Principal Arterial	200’	6 Lane Divided to Cardinal Rd / 4 Lane Divided to Sawgrass Expressway	FDOT/ City
Coral Hills Drive	City Collector	NA	2 Lane	City
Sample Road	Urban Principal Arterial	106’	6 Lane Divided (Sawgrass Expressway to University Dr)	County
Sample Road	Urban Principal Arterial	200’	6 Lane Divided (University Dr to SR 7)	FDOT

FIGURE C-13: EXISTING ROADWAY NETWORK



SELECTED PREVIOUS RECOMMENDATIONS

Various mobility-related planning recommendations exist within the documents and ordinances listed in the Planning Context introduction. These recommendations vary from regionwide to district specific. The most relevant recommendations from these plans and ordinances are summarized below.

City of Coral Springs Comprehensive Plan (2015)

The Comprehensive Plan for the City of Coral Springs was adopted in 2015. The Transportation Element of the Plan documented existing conditions and established eight goals for the future transportation system, seven of which are relevant to planning for the Mobility Hub study area. The Plan provides direction for the City, Broward County, the Florida Department of Transportation and other agencies guiding the decision-making process for maintaining and developing safe, convenient, efficient, and comprehensive transportation and transit facilities for the community. The Plan encourages coordination and/or partnership with other agencies.

Existing public transit serves most public transit generators or attractors within the City, including higher density residential areas or major commercial/industrial employment or shopping areas. The City recognizes the growing demand and need for transportation options, and advocates for the provision of transit service to areas considered public transit generators.

Level of Service (LOS) & Transportation Analysis

Sample Road (at the time of adoption) was identified as having a LOS D west of University Drive and LOS B east of University Drive during peak hour traffic. University Drive has been identified as having a LOS D during peak hour traffic, north and south of Sample Road.

The Plan identifies several goals relevant to mobility. To achieve the identified goals, the Plan provides corresponding measurable objectives and specific actionable policies as summarized below:

Coordinate with Broward County to establish and support a complete public multi-modal transportation system that provides:

- In a context sensitive fashion, safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation;
- Promotes the reduction of greenhouse gas emissions;
- Increases physical activity opportunities;
- Coordinates and balances the transportation system with appropriate land uses and sustainability of the environment;
- Aesthetically pleasing;
- Coordinated with adopted transportation plans, programs, neighboring cities and implementing agencies;
- Addresses the transportation needs of present and future populations; supports economic vitality;
- Provides for meaningful citizen participation and promotes regional transportation coordination.

Maintain and, where feasible, improve the functional relationship between the transportation system and applicable land uses to ensure that transportation modes and services meet the transportation needs of existing and future population densities, housing and employment patterns, and land uses.

- The City shall be divided into Concurrency Districts:
    - Multi-Modal Transportation Concurrency District that is the majority of the City including the Mobility Hub study area; designated as the North Central Concurrency Multi-Modal Transportation District by Broward County, shall be the area of the City located south of the Sawgrass Expressway.
    - Standard Concurrency District, located north of the Sawgrass Expressway.

Work with Broward County to exceed the regional Level of Service goal of an overall reduction in the lane miles of the Regional Roadway Network within Coral Springs currently operating below Level of Service "D".

- A minimum peak hour Level of Service (LOS) standard of "D" shall be established for locally maintained collector roadways and a minimum peak hour LOS standard of "C" shall be developed for all other City neighborhood roads.
- Transportation System Management (TSM) and Transportation Demand Management (TDM) program should be developed to modify peak hour travel demand and reduce the number of vehicle miles traveled.

To develop and Promote an overall transportation system

- Implement a safe and enjoyable bikeway/walkway system
- Improve traffic safety while maintaining Level of Service
- Reduce the number of access points to adjacent roads
- Provide adequate on-site motorized and non-motorized circulation and adequate off-street parking.

Ensure adequate facilities and services are available to meet existing and future needs

- Ensure adequate rights-of-way for Coral Springs' future mass transit and other transportation needs
- Coordinate transportation with land use activities to propose proper land use decisions.
- Encourage transit-oriented development, mixed-use developments and high residential density properties.
- Park and ride lots shall be in proximity to, or within, the city.

Continue developing a high level of transit service

- Increase the level of annual BCT ridership
- Increase the levels of transit service within the City
- Coordinate transit improvements with plans and programs
- Develop strategies to increase ridership on the City-operated Community Bus System by performance measures developed for the Community Bus, reported passenger boarding data and evaluation on the Community Bus service
- Coordinate the transportation system with the Future Land Use Map

Maintain and expand transit services for transportation disadvantaged groups

- Through the ADA Para-Transit Program, and maintained and expanded handicapped accessibility on regular routes, transit services will be maintained and expanded for transportation disadvantaged groups.
- All bus stops were planned to be handicapped accessible by 2015 and the Senior Pride Program was maintained.

Commitment 2045 – Metropolitan Transportation Plan for Broward County (2019)

Broward MPO's Metropolitan Transportation Plan (MTP) was approved in December 2019 and is a multi-modal transportation plan which looks at the region and future needs over 25 years. The MTP emphasizes moving people and goods, creating jobs and strengthening communities. The Broward Metropolitan Planning Organization (MPO) is the agency responsible for creating local transportation policy and identifying the best use of Federal and State tax dollars on transportation projects.

The MTP builds on existing transportation assets, identifies deficiencies in these facilities, and recommends actions that maintain and/or improve quality of life. The 2045 MTP identifies the Mobility Hubs program as one of six funding programs within the Cost Feasible Plan. Funds support the collaborative development of mobility hubs. Additionally, the plan provides a prioritized list of regionally significant projects through 2045.

Cost Feasible Projects identified within the MTP for Coral Springs include:

- University Drive southbound at Royal Palm Boulevard; dual left turn lanes, total cost of $466,662, with an expected timeframe for implementation between 2026-2030.
- Coral Hills Drive from Sample Road to NW 31st Court; Extend left-turn lane on Coral Hills Drive at Sample Rd, widen Coral Hills Drive between Sample Road and NW 31St Court to 3-lane cross section including curb and gutter, bike lanes, and new sidewalk on east side, total cost $1,383,708, with an expected timeframe for implementation between 2026-2030.

- University Drive Rapid Bus from Golden Glades to Wiles Road: Limited stop service, mixed traffic or semi-exclusive Business Access and Transit (BAT) lanes, level boarding stations, use of Transit Signal Priority (TSP)/Queue Jump technologies, and mobile ticketing with 10 to 15-minute service. Total cost is $115,696,114, with an expected timeframe for implementation of 2031 to 2035.

Downtown Development of Regional Impact (DRI) (2005)

In 2005 the City adopted through Ordinance No. 2005-105 a Development Order that regulates all development within the boundaries of the Community Redevelopment Area (depicted in Figure C-2) and reflected the intent of a master developer's development program. The expiration of the Development Order is December 1st, 2035. The area of the DRI coincides with the CRA boundaries as well as the Local Activity Center Future Land Use Plan Map designation.

The DRI ties the impacts of development to traffic and transit, sustainability, air quality, workforce development, and other infrastructure and services. In addition, it establishes limits on allowable development by use. Below are the uses and quantities of development allowed:

Office	2,000,000 square feet gross floor area
Retail	1,200,000 square feet gross leasable area
Residential	2,400 dwelling units
Library	72,000 square feet gross floor area
School	1,600 students
Hotel	750 rooms
Movie Theater	80,000 square feet gross leasable area
Government Office	100,000 square feet gross floor area
Open Space	3 Acres +/-

It also prohibits laboratories, warehouses, and storage facilities which may have significant hazardous materials.

The Development Order placed a limit on development when the total 2-way peak hour vehicle trips reaches 2,802 throughout the entire CRA. As of the last biennial DRI report the area is generating a total net increase of only 59 2-way peak hour trips. Additionally, phased transportation improvements are required based on estimated traffic counts reaching 10%, 30%, and 50% of total estimated traffic. The improvements that were identified include:

- Two (2) bus pullouts (NB University Drive near NW 31st Court and EB Sample Road near University Drive)
- Turn lane improvements (EB Sample Road, NB University Drive)
- Sidewalks (along Sample Road displaced by construction)
- Signalization improvements (Sample Road and University Drive)
- School zone flashers
- Roadway widening

Other required transportation improvements include:

- University Drive/Wiles Road, add NB and SB though lanes, add NB and SB left turn lanes, add EB and WB left turn lanes.
- University Drive/Sample Road, add SB right turn lane, EB right turn lane and WB right turn lane.
- Sample Road/Coral Springs Drive, add EB right turn lane, and WB right turn lane.
- Sample Road/Riverside Drive, add EB right turn lane, NB left turn lane and SB left turn lane.
- Sample Road/NW 85th Avenue, add NB left turn lane and SB left turn lane. (completed)
- Sample Road/Sportsplex Drive, install new traffic signal. (completed)
- Coral Hills Drive, Sample Road to NW 29th Street, widen to provide a 3-lane cross section.
- NW 33rd Street, Coral Hills Drive to NW 99th Way, widen to provide a 3-lane cross section.

Other improvements, as determined in consultation with the Florida Department of Transportation, if needed. Reimbursable improvements include:

- University Drive, Wiles Road to NW 40th Street, widen from 4 lanes to 6 lanes;
- Wiles Road, University Drive to Riverside Drive, widen from 4 lanes to 6 lanes.

The DRI also states that new development should be energy efficient and feature sustainable designs whenever possible. The Development Order also requires that tenants be provided information about employee training and maintain a database of skilled workers.

- **Neighborhood Transit Center (NTC)**

The DRI requires the construction of a NTC prior to the issuance of a Certificate of Occupancy for any use that that produces more than 1,401 total vehicle trips per hour, which is 50% of the total allowed by the DRI.

- The maximum cost of 50% of the proportionate share with Broward County Transit.
- The basic design for the NTC is to have bus transfer facilities, bicycle storage, and a kiss and ride area; it is not intended to be a park and ride facility and does not include parking for this purpose.
- If the cost to construct the basic facility does not require the 50% proportional share, then additional amenities including shade, seating, covers and lighting up to the 50% cost would be required, as well as some Transportation Demand Management (TDM) strategies.

If Broward County Transit provides funding, then a host of guidelines for the design of the NTC are outlined by the DRI. It is important to make the distinction between guidelines and requirements. A guideline is advice on what should be done, and a requirement is an absolute. The DRI provides discretion to the City as to what improvements are appropriate and feasible in consultation with Broward County Transit. Once this decision is reached, then any unspent money could then be used for roadway improvements or TDM strategies in consultation with Broward County Transit and the Florida Department of Transportation or used to maintain the facilities.

With the level of development at this time producing only 59 2-way peak hour vehicle trips, and the requirement for additional (re)development within the next 15 years while the DRI is still in place to produce an additional 1,342 2-way peak hour vehicle trips, the likelihood of the requirement for the NTC being triggered appears very low.

CRA Downtown Coral Springs Roadway Study (2009)

The CRA Downtown Coral Springs Roadway Study was completed in February 2009, to evaluate roadway and infrastructure improvement needs within the City's Downtown to assist with the development of the Downtown. Infrastructure improvements identified include street and roadway improvements, bus and transit stop improvements, and a Neighborhood Transportation Center (NTC). The report provides a detailed traffic analysis and proposed roadway and transit-oriented improvements and recommendations.

Identified improvements include preliminary engineering and plan layouts for roadway improvements, engineering estimates with a list of prioritized recommendations for roadway improvements, and revisions to the Master Plan elements involving the Neighborhood Transportation Center (NTC). The Plan identifies four (4) intersections as priority improvements:

- University Drive and Sample Road: Add SB right turn lane, EB right turn lane, & WB right turn lane.
- Sample Road and Coral Springs Drive: Add EB right turn lane, & WB right turn lane.
- Sample Road and Riverside Drive: Add EB right turn lane, NB right left turn lane, & SB left turn lane.
- Sample Road and NW 85th Avenue: Add NB left turn lane, and SB left turn lane.

Coral Hills Drive (from Sample Road to NW 28th Street), NW 31st Court (from Coral Hills Drive to University Drive), and NW 33rd Street (from NW 99th Way to Coral Hills Drive) have also been recommended for corridor improvements. Corridor improvements include improved pedestrian and bicycle facilities, vehicular turn lanes, narrowing or eliminating traffic lanes, median landscaping and the addition of transit stops and/or midblock crossings.

The NTC was identified as the cornerstone of regional transportation improvements and key to transit-oriented development within the City. The southwest corner of Coral Hills Drive and NW 33rd Street was identified as a potential location for the NTC, co-locating the facility with a proposed parking facility, in partnership with the Coral Springs Medical Center. The NTC would include a kiss and ride, walkways, bicycle storage, and bus transfer operations facilities. Additional amenities would include platform canopies, pedestrian/bicycle friendly streetscape, rest rooms, ticket office, vending machines and ATM. The NTC was not recommended to be a park and ride facility. Additional recommendations included enhanced transit stops around the perimeter of the southwest quadrant of the Downtown, placement of mid-block crosswalks and minor route relocations to the Future Bicycles and Pedestrian Ways Map of the City's Comprehensive Master Plan.

Northern Broward County Livability Study (2010)

Prepared for the Broward MPO by Florida Atlantic University, completed July 30th, 2010. The Transit Supportive Infrastructure and Land Use Study is a component of a long-term strategy for sustainable land use and mobility options that reduce greenhouse gas emissions in the area crossing the Broward/Palm Beach County Line between the Turnpike and the Everglades Conservation Area. The study examines existing transportation infrastructure and land use to evaluate the potential for transit supportive development and proposes planning and redevelopment strategies for locations with high potential for transit-oriented redevelopment. It identified major corridors of significance for public transit, as well as specific places of interest with high potential for transit-oriented development activity. The Downtown Coral Springs study area was identified as a place for the location of a Gateway Hub (as depicted in Figure C-14) and made recommendations to improve infrastructure, land use development, and amendments to the 2035 LRTP.

Issues identified by the study:

- Pedestrian safety at pedestrian crosswalks.
- Southwest corner of University Drive and Sample Road to have greatest density and redevelopment.
- New mixed-use development should be sensitive to the scale of existing single-family homes.

Strategic recommendations identified by the study:

- Provide landmarks through the use of public art, at the corners of University Drive and Sample Road.
- Provide continuous pedestrian/bike route to local parks and common use areas.
- Continue pedestrian-oriented development pattern north on University Drive to Sample Road.
- Enhance existing office and retail on Sample Road with connection to pedestrian routes and rear parking areas.
- Provide enhanced transit shelters through the use of private investment.
- Provide pedestrian bridges at canals and waterways.
- Provide pedestrian crosswalk at Sample Road and Coral Hills Drive.
- Reduce pedestrian travel distances through the use of secure access gates to gated communities.
- Permit educational facilities as a potential use in LAC and mixed-use area.

The students also produced some innovative design concepts for an improved pedestrian and transit environment using a location along the north side of Sample Road west of University Drive (Figures C-14 through C-19) by modifying the City-owned parking areas with a bus shelter, outdoor seating for a restaurant, sidewalk along Sample Road buffered by landscaping, and a newsstand.

FIGURE C-14: NORTHERN BROWARD COUNTY LIVABILITY STUDY WORKING GROUP WORKSHOP RECOMMENDATIONS

Source: 2010 Northern Broward County Livability Study

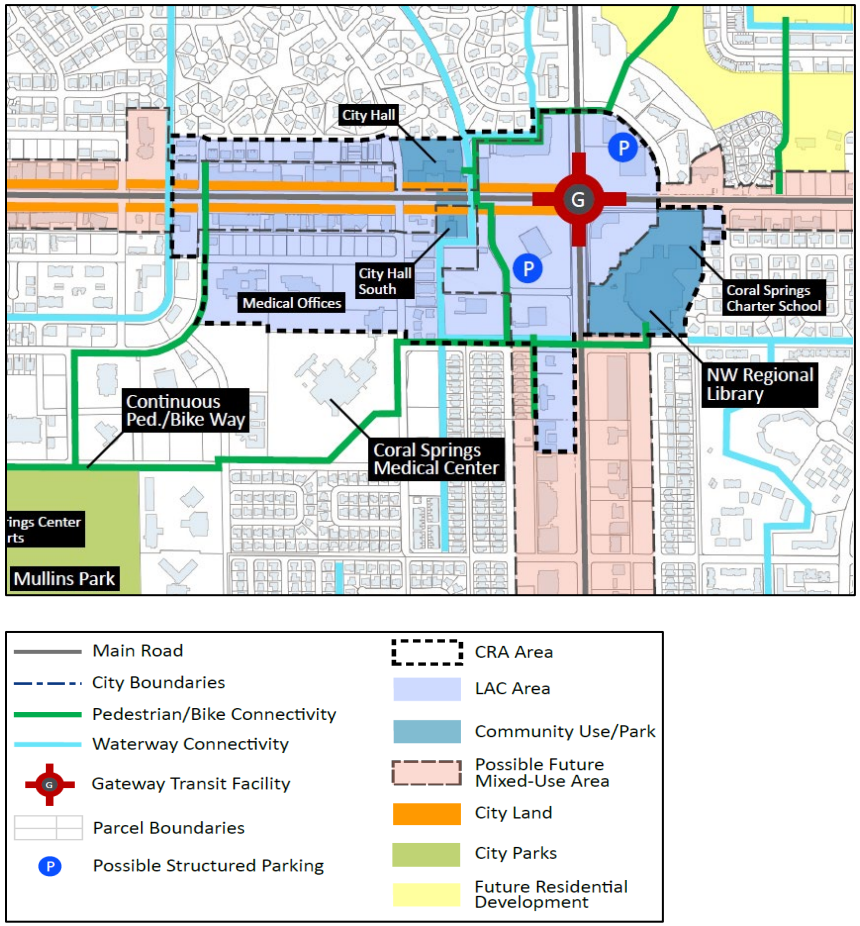


FIGURE C-15: OVERALL PLAN FOR AN IMPOVED PEDESTRIAN AND TRANSIT ENVIRONMENT ALONG SAMPLE ROAD

Source: 2010 Northern Broward County Livability Study

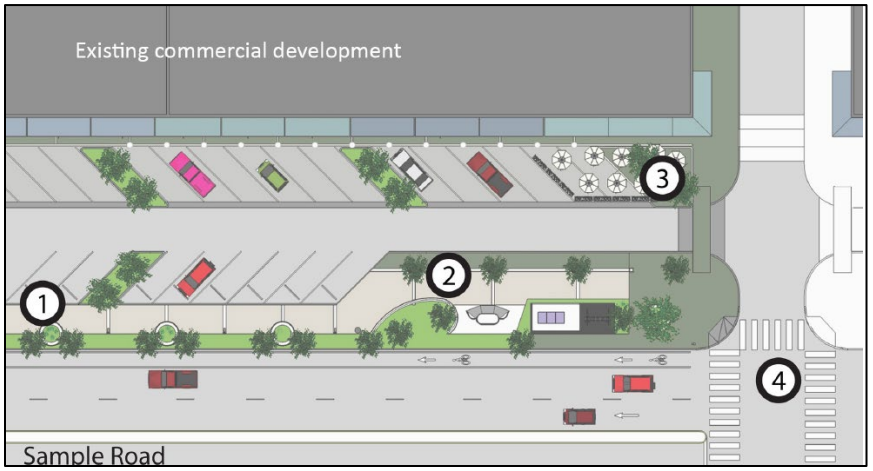


FIGURE C-16: PEDESTRIAN IMPROVEMENTS ALONG SAMPLE ROAD

Source: 2010 Northern Broward County Livability Study

FIGURE C-17: PEDESTRIAN AND TRANSIT ENVIRONMENT IMPROVEMENTS ALONG SAMPLE ROAD

Source: 2010 Northern Broward County Livability Study

FIGURE C-18: PEDESTRIAN AND TRANSIT ENVIRONMENT IMPROVEMENTS ALONG SAMPLE ROAD

Source: 2010 Northern Broward County Livability Study

FIGURE C-19: PEDESTRIAN AND TRANSIT ENVIRONMENT IMPROVEMENTS ALONG SAMPLE ROAD

Source: 2010 Northern Broward County Livability Study

Urban Land Institute Technical Assistance Panel for the Coral Springs Community Redevelopment Agency (2013)

Conducted on May 22nd and 23rd in May of 2013, the Urban Land Institute's (ULI) Advisory Services Program brought together a panel of seasoned real estate, planning, landscape architecture, financing, marketing, and development experts to provide unbiased pragmatic advice on complex land use and development issues. The focus of the panel was to discuss and give advice related to the redevelopment of the Sample Road and University Drive intersection. Particular focus was placed on the southwest quadrant of the intersection, just west of the Coral Spring Financial Plaza, that was under consideration for the new City Hall/City Center Complex which has now been constructed. The recommendations from the panel that are relevant to this Mobility Hub study are:

- Adopt transit-friendly land development code requirements that require features that make walking to transit or within the site more desirable.
- Consolidate route options to ease transfers and accommodate a hierarchy of services (premium bus rapid transit service, standard bus

service, a community shuttle, and a local downtown circulator that operates more often and could provide short (10-15 minute) headways (the time between vehicles).

- Create a gateway transit hub with multiple bays to accommodate different services. Such a hub could be located in the southwest quadrant of the Sample Road and University Drive intersection near the parking garage next to the new City Hall to facilitate easy park and ride.
- Explore federal and state funding to assist in the creation of the gateway hub. Consider integrating the gateway hub into the first floor of the parking garage (with extended first floor heights).
- Incorporate complete street principles in all road design to create a positive pedestrian experience.
- Complete the street grid in the southwest quadrant and create a functional Main Street along NW 94th Avenue (potentially expanding to NW 33rd Street as future phases of the downtown evolve).

University Drive Mobility Improvements Study (2014)

Prepared for the MPO in 2014, the report explores mobility hubs on the University Drive corridor which was identified as one (1) of the most critical north-south transportation corridors in Broward County in the 2035 Long Range Transportation Plan (LRTP). The LRTP proposed three (3) types of Mobility Hubs (Gateway Hub, Anchor Hub, and Community Hub) with several located at transit transfer points along the University Drive corridor. Three (3) character districts along the corridor were identified (Centers, Corridors, and Neighborhoods) to influence the context along the corridor. The report identified University Drive and Sample Road as the optimal location for a Gateway Hub using seven (7) elements of data analysis (Housing Units Per Acre, Parcel Size, Percentage of Residents in the Workforce, Year Structure Built, Underutilized Properties, Future Land Use, and Boardings and Alightings) to select the area for being best positioning for longer term success and development of a transit oriented development. Conceptual plans diagraming redevelopment patterns and places for transit stations were produced as well as concepts for pedestrian and roadway improvements.

FIGURE C-20 PROPOSED GATEWAY MOBILITY HUB - OVERALL TOD CONCEPT WITH LABELS

Source: BMPO 2014 Mobility Hub Urban Design Report

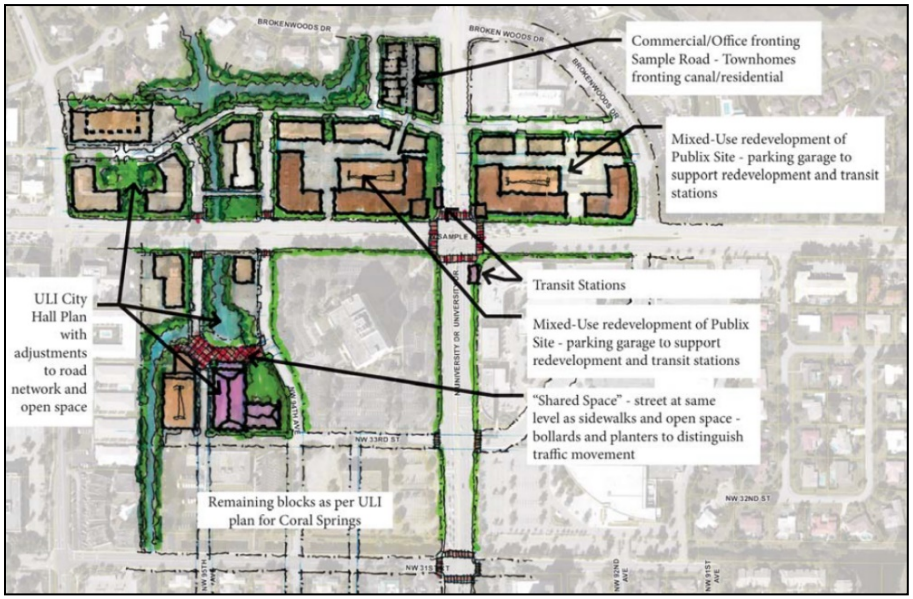
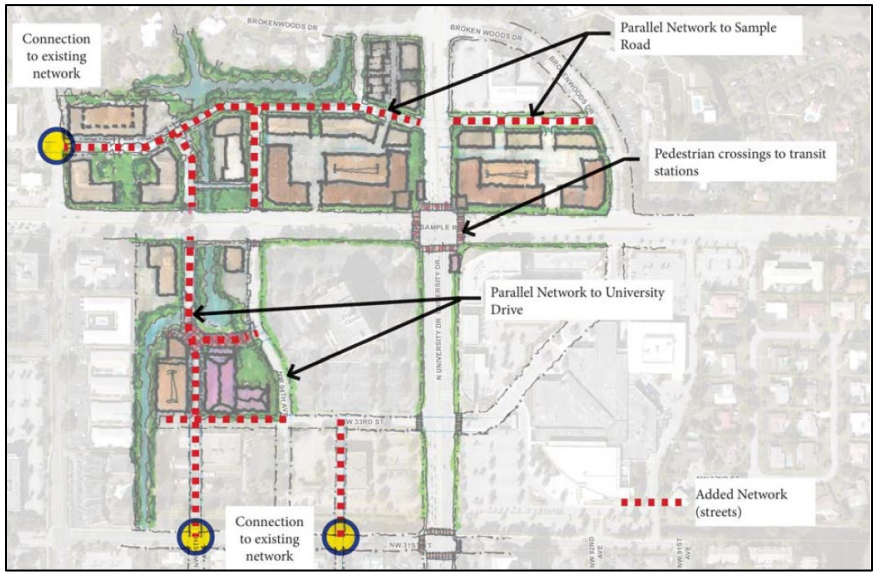


FIGURE C-21: PROPOSED GATEWAY MOBILITY HUB – CONCEPT FOR PEDESTRIAN & ROADWAY IMPROVEMENTS

Source: BMPO 2014 Mobility Hub Urban Design Report



Shared Parking Study: Downtown Coral Springs Mixed-Use District (2015)

The Shared Parking Study was completed in June 2015 for the City of Coral Springs by TrafTech Engineering. The Coral Springs Downtown Mixed-Use District falls within the boundary of NW 35th Street to the north, NW 31st Court to the south, Broken Woods Drive/Coral Springs Charter School to the east, and NW 99th Way to the west. The Plan identified the following conclusions:

- Existing parking is primarily surface parking lots with one parking structure.
- 78% of existing parking is provided in the areas south of Sample Road (3,880 out of 4,945 spaces).
- The highest concentration of parking (683 parking spaces) is the parking garage located at the southeast corner of University Drive and Sample Road.
- Three (3) areas were identified as providing over 400 parking spaces:
  - Village Green Shopping Center – northwest corner of University Drive and Sample Road.
  - Coral Springs Financial Plaza – southwest corner of University Drive and Sample Road.
  - Offices located north of the Hospital – northwest corner of Coral Hills Drive and NW 31st Court.
- The two (2) commercial strip shopping centers located along Sample Road between NW 99th Way and Coral Hills Drive provide more than 600 parking spaces combined.
- Coral Springs Charter School has 148 parking spaces.
- City Hall had 157 parking spaces.
- At buildout of the Coral Springs Downtown Mixed-Use District requires a total of 6,841 parking spaces, if parking spaces are effectively shared.

Table C-5 provides the suggested parking requirements for the Downtown area.

TABLE C-5: SUGGESTED OFF-STREET PARKING REQUIREMENTS: DOWNTOWN CORAL SPRINGS MIXED-USE DISTRICT

Source: ITE, ULI and TrafTech Engineering, Inc.

Suggested Off-Street Parking Requirements
Downtown Coral Springs Mixed-Use District

Land Use	Parking Generation Rate
General Office	2.84 parking spaces per 1,000 sf
Government Office	4.15 parking spaces per 1,000 sf
Commercial Retail	2.94 parking spaces per 1,000 sf
Residential	1.38 parking spaces per unit
Hotel	1.00 parking spaces per room
Library	2.60 parking spaces per 1,000 sf
School	0.10 parking spaces per student
Movie Theaters	0.15 parking spaces per seat

A shared parking analysis was performed as part of the study. Shared parking has been defined as "parking spaces that are shared between different land uses, especially when the land uses have parking peaks at different times of the day." Table C-6 below provides the parking requirements per the shared parking analysis performed.

TABLE C-6: SHARED PARKING ANALYSIS: DOWNTOWN CORAL SPRINGS MIXED-USE DISTRICT

Source: TrafTech Engineering, Inc.

Shared Parking Analysis
Downtown Coral Springs Mixed-Use District

Area Location	Parking Required
Sample Road North (North of Sample Road West of Coral Hills Drive	685
NW Quadrant (North of Sample Rd. between Coral Hills Dr. & University Dr.)	1,127
NE Quadrant (North of Sample Rd. East of University Dr.)	311
SE Quadrant (South of Sample Rd., East of University Dr.)	522
SW Quadrant (South of Sample Rd. between Coral Hills Dr. & University Dr.)	2,743
Sample Road South (South of Sample Rd., West of Coral Hills Dr.)	1,453
TOTAL PARKING SPACES REQUIRED	**6,841**

At the time of the report the City of Coral Springs was considering building a 600-space parking structure, which has now been built with 400 spaces. The study illustrated how this facility could provide a surplus of 220 parking spaces during peak periods at City Hall, assisting with offsetting parking requirements for any future development adjacent to City Hall. Recommendations also included the adoption of a uniform parking fee collection system to implement throughout the Downtown.

City of Coral Springs Community Redevelopment Agency Community Redevelopment Master Plan (2019)

The Coral Springs Community Redevelopment Agency Community Redevelopment Master Plan was adopted June 18th, 2019 as an update of the original plan, completed by Redevelopment Management Associates. The City Commission created the Community Redevelopment Agency (CRA) on March 6, 2001, and the first plan was subsequently adopted on June 4th, 2002. In 2001, the original Community Redevelopment Area was 129 acres, and approximately seven (7) acres were added in 2002.

The original plan relied on a redevelopment design for the downtown core by a single developer. Only one (1) project, the southeast corner of University Drive and Sample Road, was completed before the Great Recession which occurred from December 2007 to June 2009. The revised plan conceptually provides for an integrated street network focused on connectivity with new streets, pedestrian pathways, visual improvements to drainage canals, 12.65 acres of open space and plazas, and a variety of land use uses that include up to 2,100 new residential units and 215,000 square feet of retail, 22,000 square feet of office, as well as cultural and educational opportunities. Distinct districts with their own identity and character containing these uses are envisioned within five (5) sub areas (as depicted in Figure C-17).

- **Sub Area 1: Downtown Core**
  The Downtown Core is the proposed center and will initially have the most intense redevelopment activities. The strategy for this area is to capitalize on the momentum from the municipal complex with an urban block pattern and form. This includes new streets, multi-level residential with structured parking, designated retail-oriented streets, upgrades to the canal, a central plaza and the Art Walk extension behind the municipal complex. It also suggests connections south to The Walk retail center.

- **Sub Area 2: Northeast Neighborhood**
  The strategy for the Northeast Neighborhood District is to create a transition between the residential neighborhoods to the north and the more intense development in the Downtown Core with a potential grocery store, multi-level residential and neighborhood retail in the short term.

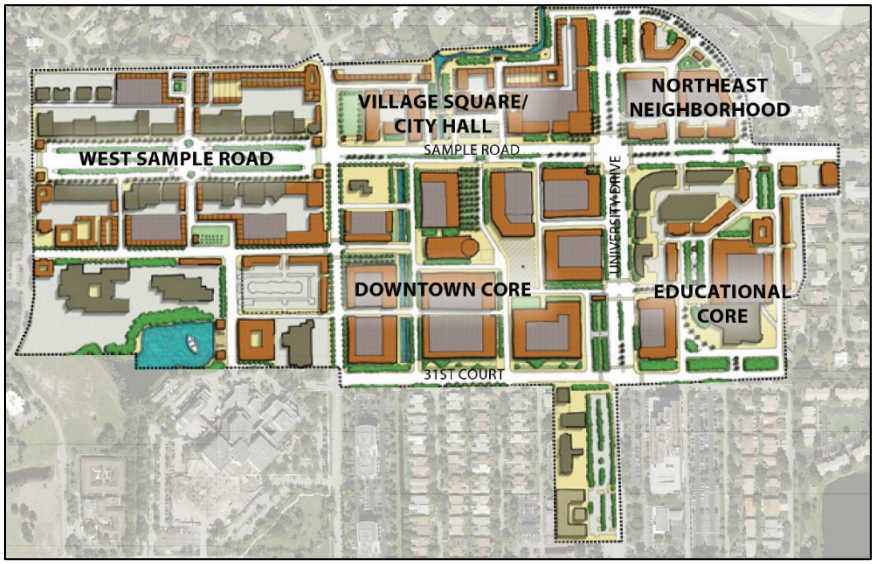
- **Sub Area 3: Village Square/ City Hall**
  The redevelopment opportunities for the Village Square/ City Hall Sub Area are tied to future development of the City Hall property which is now available for development. The strategy for this sub area is to introduce low scale residential townhouses oriented towards the waterway with neighborhood retail. Mid-term development is envisioned for the Village Square property, once the downtown has stabilized.

- **Sub Area 4: Educational Core**
  The Educational Core development is envisioned in the first phase of development and its primary purpose is to capitalize on the City's brand as a center for educational excellence. The strategy is to expand the existing educational facilities on site and to introduce new facilities, including higher education, related residential both apartment and townhomes, some retail, and office. The design scheme includes additional uses with plazas and an extension of the Art Walk.

- **Sub Area 5: West Sample Road**
  The redevelopment of West Sample Road is a long-term strategy to transition the sub area into a more traditional retail corridor and reconfigure the right of way based on Broward MPO's Complete Streets initiative to balance the needs of all modes: pedestrians, bicycles, cars and transit. In the long term, the scheme depicts the current master parking area being replaced with surface parking that is internal to the block and/or structured parking. Residential uses may be upgraded or replaced with townhomes. Existing retail will be upgraded, and the block will have more breaks to facilitate better access for pedestrians. The strategy also includes a potential location of the Neighborhood Transit Center required by the DDRI to offset traffic congestion and create a multi-modal downtown. All development described for this sub area is long term.

FIGURE C-22: CONCEPTUAL CRA MASTER PLAN

Source: RMA Associates 2019 CRA Master Plan



City of Coral Springs Downtown Wayfinding Program (2018)

Signage is a key visual element to help people find their way around an urban environment, the City recognizes this and adopted a wayfinding program in 2018 and is still in the process of implementation. This program will improve visitor navigation through the City's downtown and to its destinations and will help establish aesthetic features that help create a sense of place that is the City of Coral Springs. The program provides for primary gateway features, vehicular message guides, pedestrian guides, and information kiosks.

FIGURE C-23: CONCEPTUAL CRA MASTER PLAN

Source: City of Coral Springs Wayfinding Program

City of Coral Springs Public Art Master Plan (2019)

Another key visual element in wayfinding, downtown identity and pedestrian placemaking is public art. The City has always considered aesthetics to be a significant part of the City's image and development. In November of 2003, the City established its Public Art Program with the adoption of Ordinance 2003-114. The program is funded through a special revenue fund where public art fees are collected during permitting process for new construction and renovations of existing structures. No ad valorem tax dollars are used to purchase public art. The General Fund does not finance this program.

Within the Mobility Hub study area, the City created the ArtWalk in 2015, located at NW 31st Court west of University Drive. The City gained valuable useable public space by capping a drainage canal. This ArtWalk is much more than an attractive pedestrian-friendly environment, it is a vibrant and bustling area with multiple community events. The City, along with the Coral Springs Chamber of Commerce, produces monthly events at the ArtWalk, in addition to the seasonal Coral Springs Farmers' Market.

Photo above: ArtWalk along NW 31st Court west of University Drive.

City of Coral Springs Land Development Code (2019)

The City has a typical suburban-style Euclidean zoning code that is designed for single-uses to control the development of the City. However, in order to achieve the desired mixed-use urban form expressed in the CRA Community Redevelopment Master Plan, the City realized that its land development regulations had to be changed. In 2017 they adopted a Form-Based Code adapted from the principles created by the Form-Based Code Institute at Smart Growth America. Form-Based Codes strive to achieve a specific urban form with a high-quality public realm by using physical form as the organizing principle, with a lesser focus on the actual uses. The adopted regulations contained most of what would be found in a Form-Based Code, with heights, landscaping, parking, permitted uses, setbacks, and street design standards.

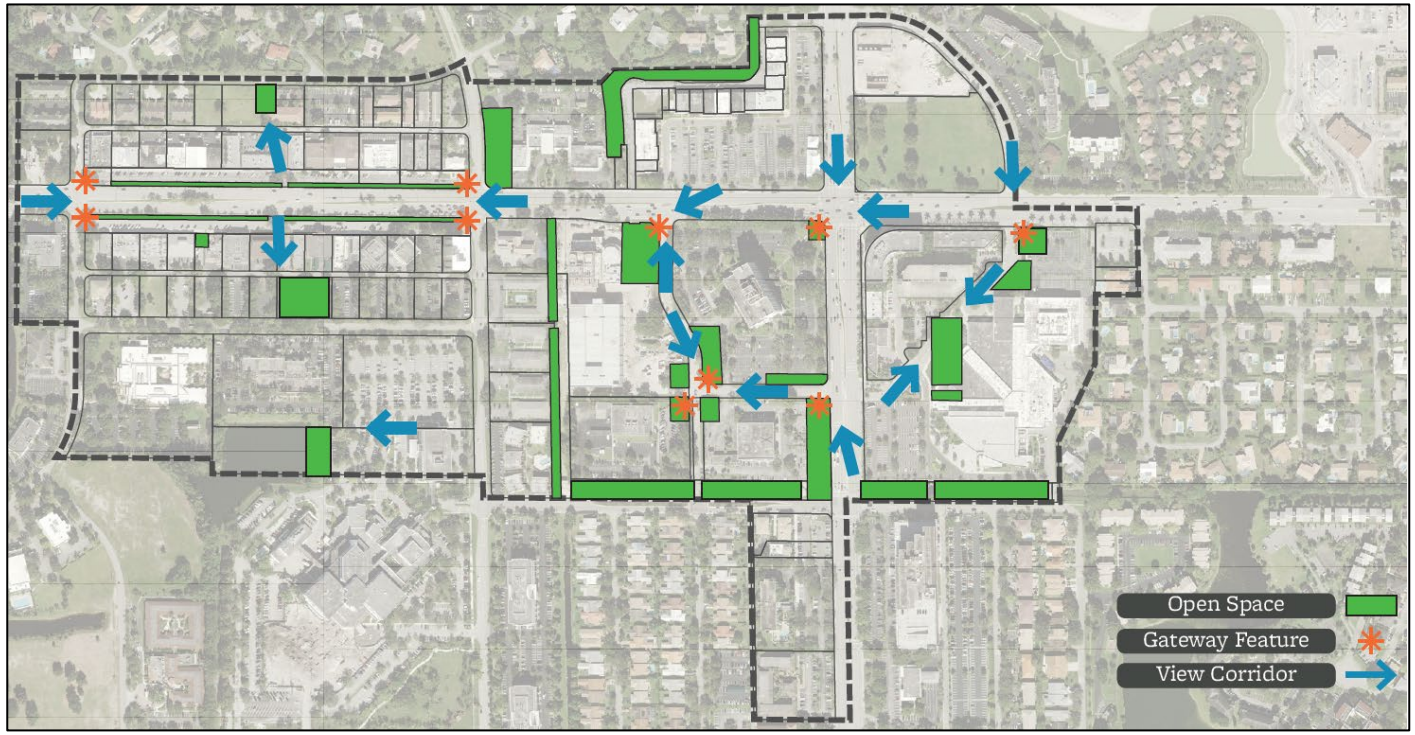
Downtown Coral Springs CRA Design Guidelines (2019)

The Downtown Design Guidelines were prepared by consultant Bermello Ajamil & Partners in March of 2019. The Design Guidelines were 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, Downtown Mixed-Use (DT-MU) ordinance that was created in 2017. The DT-MU are adapted from the Form-Based Codes.

The Guidelines are a supplement to the development standards within the DT-MU to foster a pattern/form of development consistent with the City's and Community's shared vision for the future of Downtown Coral Springs. A street network diagram, open space network diagram, street frontages, and architectural styles palette were adopted.

FIGURE C-24: OPEN SPACE NETWORK DIAGRAM

Source: City of Coral Springs Downtown CRA Design Guidelines



PROGRAMMED AND PLANNED PROJECTS

Planning and programming documents were reviewed including the Broward MPO Year 2019/2023 Transportation Improvement Program (TIP), the MPO 2040 Long Range Transportation Plan (LRTP), projects identified in the Broward County 2018 Penny Surtax and FDOT's 5-year work program. Tables C-7 through C-9 provide the future planned and programmed improvements within the Mobility Hub study area.

TABLE C-7: BROWARD MPO 2040 LRTP PROJECTS

LRTP ID	Project	Description	Location	Cost	Time Period
9	SR 834/Sample Rd.	Upgrades to support enhanced bus service	SR 869/Sawgrass Expressway and SR A1A	$5.8 M	2019-2025
18	SR 817/University Dr	Upgrades to support enhanced bus service	Golden Glades and north of SR 834/Sample Rd	$174 M	2026-2030

TABLE C-8: BROWARD COUNTY 2018 PENNY SURTAX INITIATIVE PROJECTS

No.	Description	Year	Capital Cost
15	School Zone Safety Improvement: Parkside Elementary	2026	$70,000
47	New Sidewalks: Sample Rd. - Coral Springs Dr to University Dr.	2036	$591,000
49	Video Detection Predictive Maintenance	2020	$1,680,000
50	Future Technology Adaptation (Countywide)	2020	$47,500,000
51	Rapid Bus Routes: Sample Rd	2036	NA
52	Rapid Bus service – University Dr	2033	NA

TABLE C-9: BROWARD MPO TIP PROJECTS

TIP ID	Project	Description	Location	Cost	Time Period
4	University Dr. Transit Corridor	Capital improvements for transit service performance, Mobility Hubs, Bicycle Facilities, Pedestrian Facilities and Greenways	Sample Rd to Golden Glades	$174.3 M	
4317562	SA - STP/SU-STP	University Dr from SR-834/Sample Rd to NW 40th St		$59,999	2023
4317562	TALT - Transportation ALTS	University Dr from SR-834/Sample Rd to NW 40th St		$1.253 M	2023
4317562	Bike Lane/Sidewalk	University Dr from SR-834/Sample Rd to NW 40th St		$1.546 M	2023
4317562	Widen 4 Lanes To 6 Lanes	University Drive from NW 40th St to Sawgrass Expressway		$23.744 M	2023
440075-1	Lighting	SR-817/University Dr From Riverside Dr to Sample Rd		$41,979	2023
431756-2	Bike Lane/Sidewalk	University Dr From Sr-834/Sample Rd To NW 40th St		$1.285 M	2023

DEVELOPMENT CONTEXT

The Coral Springs Mobility Hub Master Plan planning area includes the area surrounding the intersection of University Drive and Sample Road and extends west to also take in the West Sample Road commercial center and the hospital complex to the southwest.

The sections that follow document the "baseline" existing development pattern and character features in the area and summarize relevant zoning and development standards. Mobility Hub recommendations will consider and expand upon current conditions and the planning vision documented in other local planning efforts to support the improved integration, function, and visibility of multimodal options the Coral Spring Mobility Hub area continues to evolve.

DEVELOPMENT PATTERN

The study area is comprised a mix of commercial, office, civic uses, and other activity generators. Figure C-18 depicts the current arrangement of land uses in the Coral Springs Mobility Hub planning area, generalized to show the overall pattern rather than parcel-level detail. A more generalized pattern of land uses, and an understanding of the orientation of and access to these uses, are most relevant to the development of multimodal strategies.

MIXED USE developments (shown in orange on Figure C-18) include the mid-rise office tower on the southeast corner of University and Sample that incorporates ground floor commercial space, accessible from the street and a rear parking area. The older shopping center on the northwest corner, while low density and auto-oriented in character, includes second floor office space above ground floor retail.

COMMERCIAL uses (shown in red on Figure C-18) include the two-block long West Sample shopping center west of Coral Hills Drive, which reflects a unique layout of single-story storefront buildings facing a double-loaded City-controlled parking aisle in front on both sides of the street. A recently constructed Starbucks and small urgent care center are located at the corner of University Drive and Broken Woods Drive one block north of Sample Road.

OFFICE uses (shown in blue on Figure C-18) are limited in the area; there are stand-alone medical office facilities present on the Broward Health Coral Springs Hospital campus (discussed below).

RESIDENTIAL uses (shown in gold and yellow on Figure C-18) are present to the north behind the West Sample Road shopping center and south of NW 31st Street. Multi-family mid-rise towers are present along Broken Woods, and smaller-scale townhouse density pockets of multi-family residential are present along Coral Hills Drive and as a buffer between the West Sample Road shopping center and the neighborhood to the north.

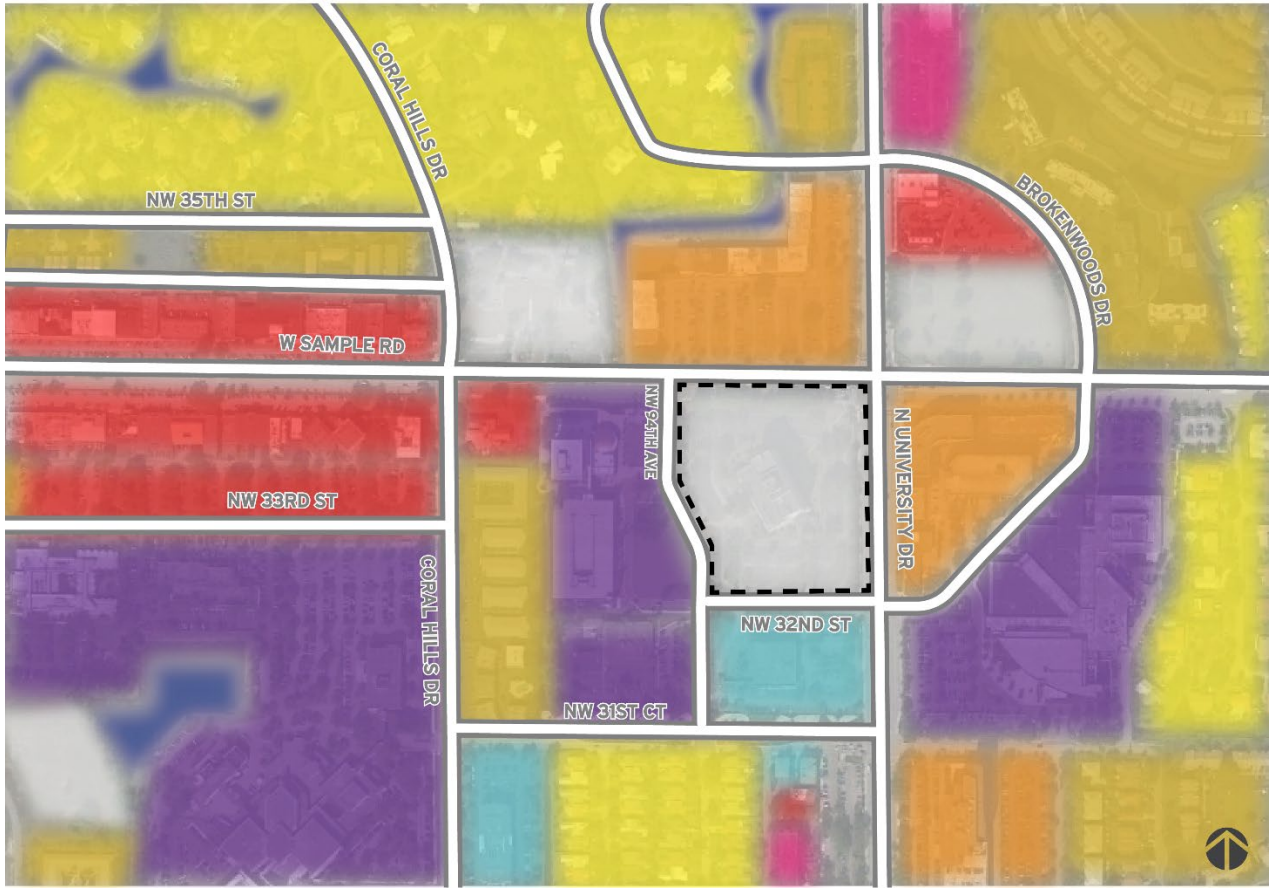
ACTIVITY GENERATORS (shown in purple on Figure C-18) encompass a variety of specialized and/or larger scale uses that warrant specific attention during the development of multimodal strategies. These include:

- **Broward Health Coral Springs Hospital**, with its significant surface parking lots and associated outbuildings, located west of Coral Hills Drive and south of NW 33rd Street.
- The recently completed **Coral Spring City Hall** complex, accessed from NW 94th Avenue between Sample Road and NW 31st Street.
- The **Coral Springs Charter School** in the southeast quadrant, accessed via a private mid-block drive connecting to both Sample and University
- The **Northwest Regional Library** in the southeast quadrant just south of the school, accessed via the same private mid-block drive.

VACANT COMMERCIAL sites (shown in gray on Figure C-25) exist at the southwest corner of Sample and University (where a mixed-use redevelopment project has been approved), the northeast corner of Sample and University (owned by Publix, with no current plans for redevelopment), and the former City Hall site at Sample Road and Coral Hills Drive (which may become part of a consolidated redevelopment site with the older mixed-use shopping center directly to the east).

FIGURE C-25: GENERALIZED EXISTING LAND USE PATTERN

Not to scale



Land Uses

- Commercial
- Mixed-Use (Commercial, Multi-Family, and/or Office)
- Hotels
- Multi-Family Residential
- Single-Family Residential
- Parks
- Office
- Activity Generator
- Water Bodies
- Vacant Commercial
- Development approved/pending

DEVELOPMENT CHARACTER

The Coral Springs Mobility Hub planning area continues to evolve as redevelopment occurs. The southeast corner of the primary intersection of University Drive and Sample Road has an existing high-density office building with ground floor retail space, with two (2) significant activity generators sited directly behind it. Dense mixed-use development is approved for the southwest corner, and discussions are underway regarding a large-scale redevelopment effort at the northwest corner. These developments will add to the urban character, each with a walkable environment and parking hidden from view but will remain separated by multi-lane arterials that will make circulating between them challenging. The West Sample Road commercial area provides a unique pedestrian-scale retail environment immediately to the west, just past the newly developed City Hall complex that also features a plaza and structured parking. The hospital campus immediately to the southwest, by contract, is a lower-density environment with expanses of parking, surrounded by low-density supporting uses. The ArtWalk along NW 31st Court provides a unique public environment that connects the transit corridor of University Drive and The Walk to the hospital area.

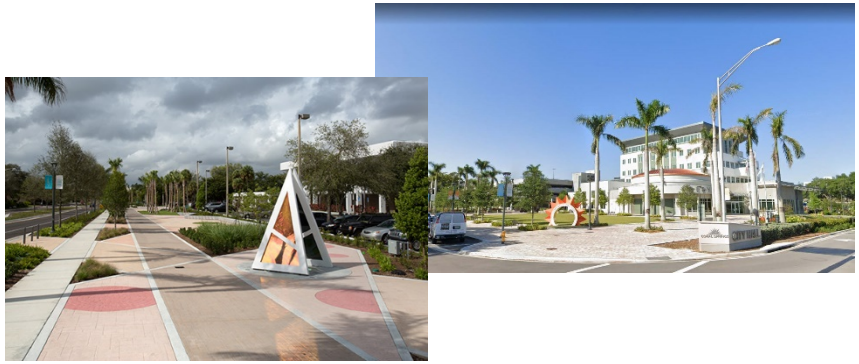


Photo group at top: New City complex with plaza and structured public parking, Artwalk public gathering space along NW 31st Court west of University Drive. Photo group at lower left: Existing commercial uses north of Sample Road – Village Green with new Starbucks, Village Square mixed-use center on northwest corner, West Sample Road shopping center west of Coral Hills Drive. Photo group at lower right: Existing uses in southeast quadrant – Mixed-use office complex (view from Sample Road at University), Coral Springs Charter School, and Northwest Regional Library.

FUTURE LAND USE, ZONING AND DEVELOPMENT STANDARDS

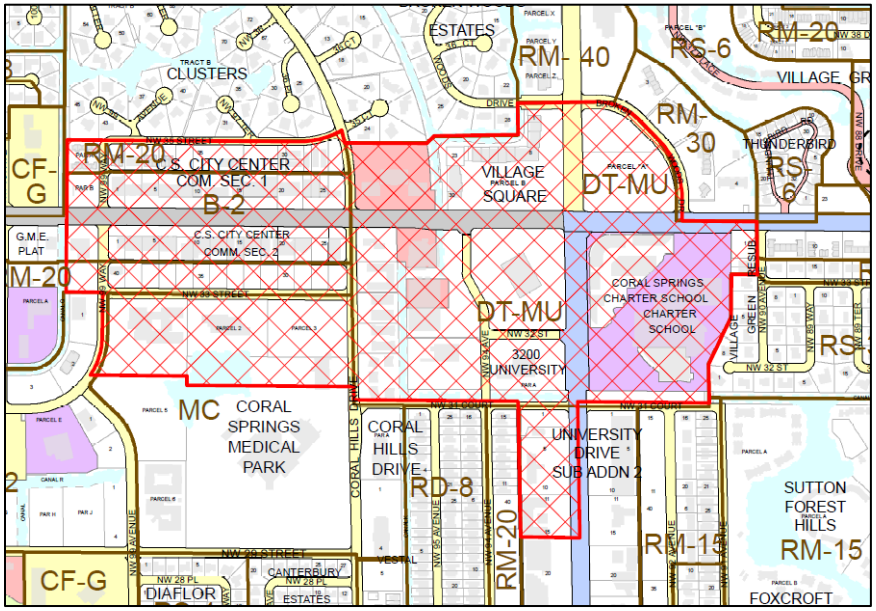
The City's strategy for creating a vibrant, sustainable, pedestrian-friendly, mixed use downtown for residents to live/work/play is clear, and the regulatory framework to achieve it is in place.

The entire Downtown Development of Regional Impact / Community Redevelopment Area (DDRI/CRA) is designated on the Future Land Use Plan Map as a Local Activity Center (LAC); LAC is a broad designation that allows an array of uses on any of the properties in general categories. This designation is a useful planning tool for redevelopment because it provides flexibility regarding uses; commercial, governmental, mixed-use, and residential uses are allowed. The LAC designation was specifically created by the Broward County Planning Council to support a balanced mix of land uses characterized by compactness, pedestrian friendly and neighborhood-scale design, framed by architecture and landscape design appropriate to local history and ecology. Development patterns within LACs are required to generally reflect planning and design principles such as walkable neighborhoods oriented around the five-minute walk, primary orientation toward public transit systems, a centrally located community-serving land use or land uses and greater integration of housing, employment, shopping and recreation at the neighborhood level.

The Zoning classifications with associated development standards assigned to the properties further restrict and define what densities and intensities are allowed. Of the 136 +/- acres in the LAC, 80 +/- acres at the core are Zoned DT-MU, Downtown Mixed-Use District. The DT-MU district was created in 2017 because the traditional Euclidian zoning districts did not allow mixed use. The City went on to further its vision for the area by creating Design Guidelines which are form-based regulations to require all new development within the district to be pedestrian-friendly, mixed-use with an emphasis on the creation of a sense of place and identity of Downtown Coral Springs. The remaining 56 acres of the LAC are in Zoning classifications which do not permit mixed-use and owners that wish to redevelop these properties are encouraged to work with the City early in the rezoning process.

FIGURE C-26: EXISTING STUDY AREA FUTURE LAND USE AND ZONING

Source: City of Coral Springs (current as of 10/23/2018)



LEGEND

Coral Springs Boundary	
Local Activity Center (CRA)	
Roofprints	
ROADWAYS	
City	
County	
Private	
State	
Government	
City Government	
Park	
Educational	
Religious	
Water	

ZONING

RS-1:	Estate
RS-3,4,5:	One-Family Dwelling
RS-6:	Special One-Family
RD-8:	Two-Family Dwelling
RC-6, 12, 15:	Residential Cluster
RM-15:	Low Medium Density Multiple-Family
RM-20:	Medium Density Multiple-Family
RM-30:	Medium High Density Multiple-Family
RM-40:	High Density Multiple-Density
B-1:	Neighborhood Business
B-2:	Community Business
B-3:	General Business
IC:	Industrial Commercial
IRD:	Industrial, Research & Development
MC:	Medical Center
G:	Golf Course
P:	Parks and Recreation
CF-E:	Community Facility Educational
CF-G:	Community Facility General
SU:	Special Utility
GU:	General Utility
DT-MU:	Downtown Mixed-Use

Surrounding the DRRI/CRA/LAC are an array of commercial and residential classifications that reflect the existing land use pattern. The pattern reflects the general suburban planning philosophy of placing more intense uses near major transportation corridors, then stepping down in intensity further away. The residential classifications vary in density from as high as RM-40 High Density Multiple-Family to as low as RS-3 One-Family Dwelling, the non-residential classifications include MC Medical Center and B-2 Community Business District.

STAKEHOLDER OUTREACH

The Broward MPO and consulting team met with the Coral Springs City staff on March 20th, 2019 to discuss the project and solicit input regarding local needs, concerns, and priorities towards multimodal mobility. Meetings were also held with Broward County Transit representatives on April 30th, 2019, Broward County Planning and Engineering representatives on May 7th, 2019, and FDOT District 4 Planning and Operations representatives on May 21st, 2019.

In addition, the project team posted an online survey from October 14th to 25th, 2019, soliciting responses regarding multimodal mobility experiences and needs. Quest Communications also deployed personnel in the Downtown Coral Springs area and aboard the community shuttle to conduct intercept surveys with current public transit users on October 21st, 2019.

The insights shared regarding both near-term investment opportunities and long-term planning needs in the Coral Springs Hub study area collected from these outreach efforts are summarized below.

CITY AND AGENCY MEETINGS

PUBLIC TRANSPORTATION

- The Downtown Master Plan did not focus on transit. Still to be determined are how will transit work in the area, and how will it affect redevelopment.
- A Neighborhood Transit Center is required by the Downtown Development of Regional Impact Development Order; however, Broward County Transit prefers buses stay on main roads on routes, which raises the question of the purpose and need for the NTC.
- The City's community shuttle stops do not have current signage; there are some old signs in neighborhoods, but not on main streets. City does not utilize community shuttle sticker either. The City has had recent conversations about alignments to the routes with BCT, for example, to better serve the library.

ROADWAY, BICYCLE AND PEDESTRIAN NETWORK

- The City desires roadway improvements on Sample Road (west of University Drive it is a County road) to support the downtown destination they are trying to create. Broward County is not opposed to things the community wants such as wider sidewalks, and bicycle lanes but the right-of-way cannot accommodate all the desired elements.
- City staff has indicated that Sample Road and University Drive are relatively easy to cross with existing pedestrian improvements.

DEVELOPMENT PATTERN

- The pending Cornerstone development at the southwest corner of Sample Road and University Drive did not receive full waiver from the required dedication by the Broward County Trafficways plan the developer had requested. An easement for transit amenities was accepted by Broward County in lieu of the full dedication, which may provide an opportunity for enhancement of the existing bus stop.
- Village Square (property at the northwest corner of Sample Road and University Drive) is in the process of being acquired by one (1) owner. The new owner has approached City with schematic site plan, which included a big box use.
- The vacant property at the northeast corner of Sample Road and University Drive is owned by Publix who is not interested in selling or developing property at this time.

SURVEYS

To assess mobility improvement needs as part of the planning phase, surveys were conducted in-person and online. The data collected identifies usage and user perception about transportation services and their facilities, and how mobility in the Coral Springs Downtown area could be improved. Results are summarized below, with complete documentation available in a report entitled "Coral Springs Mobility Hub Planning Phase Survey Results" available under separate cover.

Methodology

In-person surveys targeted qualified respondents, in this case, those observed using Broward County transit and community bus services, walking, and/or cycling in the study area. The online surveys were available to anyone regardless of whether they currently use transit. The online surveys were posted on the City's and Broward MPO websites. Both methodologies were used to provide a broader collection of opinions.

Opinions collected were focused on the following:

- Bus route used
- Purpose of visitation (using bus/shuttle) to the study area
- Frequency of use
- Mode of secondary transportation in the area (Transportation Network Companies (TNC), walking or cycling) used to reach final destination, when applicable
- Pros and cons of the current transit service

The in-person surveys were completed on wireless tablets with data collected through an online portal. The link to the online survey was shared electronically to the City of Coral Springs and through the Broward MPO's communication channels. The survey also included links to the Mobility Hub study area map and overall program information. All completed information submitted on the tablets and online was reviewed and analyzed. The tabulation of data resulted in tables and charts (available under separate cover) to quantify transportation and mobility opinions of the City of Coral Springs' Downtown area.

Overall Summary

There were 296 completed surveys. The majority of BCT riders (70.19%) arriving to the Coral Springs Downtown area transferred to another bus to go to work or high school; less than 25 percent stayed in the area. Those alighting crossed the street and/or walked around the corner to board a bus traveling in the opposite direction. Convenience (27.27%) was cited as the majority reason for liking the service and lack of frequency (45.45%) was cited as a reason they do not like the service. 28% of those surveyed who did not ride public transportation indicated that they did not use public transportation because they were not familiar with it. Shuttle stop signage is either missing or damaged along the routes.

In-Person Surveys

The in-person survey was conducted in Coral Springs Downtown area on Monday, October 21st, 2019, from 6:00 a.m.- 6:00 p.m. A total of 104 in-person bus surveys and 43 community shuttle surveys were completed.

Of the 104 using BCT respondents:

- Bus Route used,
  - 50.96% Bus Route 2 (north/south on University Drive)
  - 37.50% Bus Route 34 (east/west on Sample Road)
  - 11.54% Bus Route 102 (north/south on University Drive)
- Bus Stop Location,
  - 42.31% Bus Stop 2596 (University Drive, south of Sample Road – southbound) (Routes 2, 102)
  - 21.15% Bus Stop 216 (Sample Road / University Drive, south east corner – eastbound) (Route 34)
  - 16.35% Bus Stop 234 (Sample Road / University Drive, north east corner – westbound) (Route 34)
  - 14.42% Bus Stop 2290 (University Drive, south of Sample Road, near the Library – northbound) (Route 2)
  - 5.77% Bus Stop 2226 (University Drive, north of Sample Road – northbound) (Routes 2, 102)

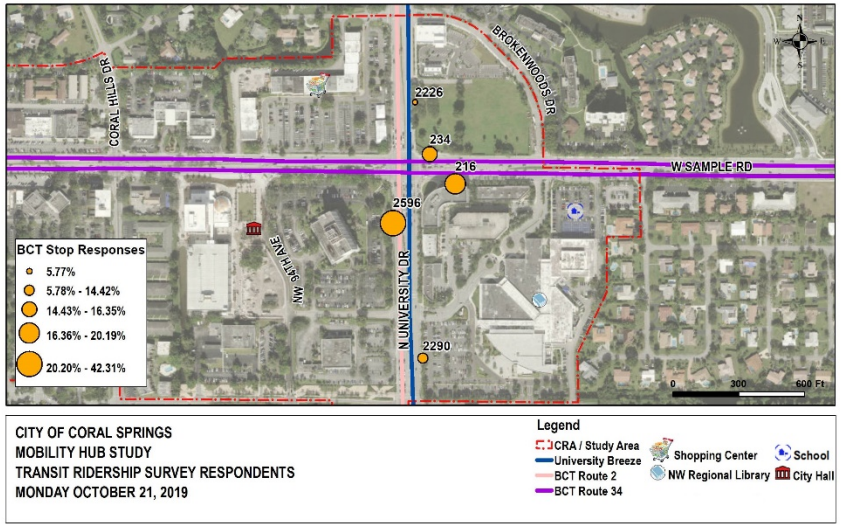
Of the 43 community shuttle respondents:

- 74.42% Green Shuttle Riders
- 25.58% Blue Shuttle Riders

Of the respondents:

- 9.30% Connected with BCT bus
- 16.28% Transferred to another community shuttle to reach a destination
- 79.07% Use the shuttle more than five (5) times a month

FIGURE C-27: TRANSIT RIDERSHIP SURVEY RESULTS



Online Surveys

The online survey was available from October 14th through October 25th, 2019. A total of 79 surveys were completed; 81.88% live in Coral Springs and 20.81% work in Coral Springs. The majority (92.62%) of those that responded to the online survey, do not or have not used public transportation (BCT or community shuttle) to visit Coral Springs Downtown and only 7.38% have used public transportation (BCT or community shuttle) to visit Coral Springs Downtown; of the total respondents, 53.25% have used a TNC and 30.20% have not.

Of the 7.38% who responded as using public transportation to the Coral Springs Downtown area:

- 36.36% used BCT and 36.36% used the community shuttle infrequently. Most wished not to respond or only used it once or three times or less. The respondents used public transportation to the area for the following reasons:
  - 18.18%: Visit the library
  - 18.18%: Attend a special event
  - 9.09%: Visit City Hall
  - 9.09%: Shop
  - 9.09%: Attend school
  - 9.09%: Dine in the area

- Convenience (27.27%) was cited as the majority reason for liking the service and frequency (45.45%) was cited as a reason they do not like the service.

For those who do not or have not used public transportation to the area, cited the following reasons as why they have not used public transportation to the area (multiple answers were provided):

- 29.61% Use/prefer the convenience of driving own vehicle (have a car)
- 28.29% Not being familiar with public transportation
- 9.87% Pick-up locations
- 9.21% Schedule
- 7.24% Frequency
- 4.61% Bus destinations
- 0.66% Cost to ride

If improvements were made to the reasons cited, only 35.51% said that they would be willing to try public transportation; 49.28% said that they would not likely try public transportation even if improvements were made.