

Community Background Report

City of Coral Springs

Boundaries

North: City of Parkland and the Sawgrass Expressway

South: City of North Lauderdale, City of Tamarac, and the Pompano Canal

East: City of Coconut Creek and the City of Margate

West: Sawgrass Expressway

Community Type: Municipality

Report Last Updated: November, 2011

History¹

On December 14, 1961, Coral Ridge Properties purchased 3,860 acres of swampy land in the northwest corner of Broward County, with the intention of building a master-planned community. The City of Coral Springs was chartered on July 10, 1963. A master plan was developed in 1964 that projected a population of more than 50,000 residents living in small neighborhoods throughout the community. Additional land purchases in 1963, and later in 1965, increased the area within the city to 16 square miles. In 1965 the city held a land sale, with celebrity Johnny Carson to help draw buyers. Mr. Carson himself bought 55 acres of land. Coral Springs also attracted the attention of Westinghouse Electric Corporation, which acquired properties in 1966 in order to create an “urban laboratory” for evaluation of their new products (e.g., central air conditioning and fully electric kitchens). In 1967 the city had several hundred residents and held its first election.

By the 1970s, the city started to take shape. The census of 1970 reported Coral Springs’ population to be 1,489, although the city manager believed the actual number was closer to 3,750. Other important first steps took place during this decade: the Broward County School Board voted to build the city’s first elementary school; Westinghouse opened its “Electra Center”, designed to showcase state-of-the-art home systems; the volunteer fire department was established; and the city became independent from Coral Ridge Properties, hired its first city managers, and established its first ad valorem property tax. It was during this transition that the city’s codes and ordinances were created, and the charter was modified to reflect the new vision for the city. The city commission wanted a professionally run city and chose a strong city manager form of government. It is also important to note that in 1971 the last large increase in the city’s jurisdiction resulted from the purchase of the Remsberg Ranch, on the north side of the city, increasing its size to 13,400 acres.

The city grew at an incredible pace. Ten new public schools, a regional mall, shopping centers and parks were developed in the City of Coral Springs during the 1970s. By 1980, the population had grown to more than 37,000 residents and is estimated to have exceeded 50,000 by 1985. This fast growth became the city's greatest concern, resulting in overcrowded schools and traffic congestion. Growth also brought opportunities, such as the Honda Classic moving to the Eagle Trace Country Club in 1984, and an increase in property values that allowed the city to plan bond referendums for community parks, a public safety facility, fire stations, and a community center.

The infrastructural improvements spurred a rapid increase in single-family homes and apartment complexes that earned the city the reputation during the 1980s as a “yuppie” bedroom community. During this period, construction of the Sawgrass Expressway began, linking the city to the major transportation centers in Broward County. Access to the highway would lead the city to experience staggering growth yet again, during the next decade. Between 1990 and 2000, the City of Coral Springs' population grew from 78,864 to 117,549, and created an increasing demand for city services. By 1994, it became apparent that there was a need for better recreational and cultural programming for city residents. Several existing facilities were improved, and new ones opened to serve the growing population: 1) The Coral Springs City Centre was renovated and an art museum was added. The facility was subsequently renamed the Coral Springs Center for the Arts; 2) The Aquatics Complex was expanded and improved; 3) The Sportsplex and Tennis Center were created to provide additional recreation activities; 4) A \$7.5 million bond referendum was passed to purchase environmentally sensitive lands, with the goal of preserving the few wetlands left within the City of Coral Springs.

Community Dynamics

The City of Coral Springs has a distinctive atmosphere, due in part to its stringent codes (i.e., landscaping and sign laws) designed to maintain the city's aesthetic appeal. These codes were made famous when a question in the original version of Trivial Pursuit noted that the City of Coral Springs was one of the first municipalities to block McDonald's from using its distinctive Golden Arches sign.² In many ways, it is the zoning and appearance laws that have given the city its identity.³

In addition to its effective codes, Coral Springs is known for its government's effective fiscal management. The city has maintained high bond ratings and has won accolades for its overall livability, its low crime rate, and its family-friendly orientation. Coral Springs is a recipient of the Malcolm Baldrige National Quality Award, is a two-time Florida Governor's Sterling Award winner, was included in Money magazine's list of Best Places to Live, and was recognized as one of the 100 Best Communities for Young People by America's Promise in 2006 and 2007.⁴

The quality of life in Coral Springs has helped the city emerge as a desirable place for young families and, in turn, made it one of the first places where corporations looked to relocate high-level white-collar workers in Broward.⁵ Companies may have been initially

attracted to Coral Springs for its executive residential enclaves, but over time the city made an effort to expand its reputation as a business-friendly community by capitalizing on its strategic location, with more than one exit from the Sawgrass Expressway, and exits from Florida's Turnpike only a couple of miles away.⁶ The push to become the "business center of north Broward" is guided by the city's mission of keeping the tax base low for its residents. However, as commercial build-out is close at hand, the city has had to implement a "careful" build-out strategy that includes a new downtown area, with only the 445-acre Corporate Park of Coral Springs zoned for industrial and warehouse space.⁷

As one might expect, the city has had to find a way to strike a balance in managing its growth. Challenges and solutions have included:⁸

- Challenge: Preserving open and undeveloped spaces.
Solution: A 1996 referendum approved a \$7.5 million bond to purchase four environmental preserves.
- Challenge: Growth pressures led to increased multi-family residences.
Solution: In 1997 the city declared a five-month moratorium on permits for multi-family dwellings. After the moratorium ended, the city revised its standards for density, which included far stricter zoning laws.
- Challenge: Fast growing diversity in population.
Solution: In 1995 the city established a Multi-Cultural Advisory Committee that acts as a liaison between the city and the community.

Demographic Highlights

After experiencing a 49 percent increase between 1990 and 2000, the City of Coral Springs' population has leveled off, with only a three percent increase between 2000 and 2010.

In 2000 the City of Coral Springs had a population of 117,549, and grew by a modest three percent over the next decade to 121,096. As a point of comparison, Broward County grew by eight percent during the same period. The leveling off in population growth comes after significant growth in the prior decade. From 1990 to 2000, the City of Coral Springs grew by 49 percent. The slower growth may be due in part to the city reaching substantial, residential build-out during this past decade.⁹

It is also interesting to note that while the city is considered a suburban bedroom community, it has a significantly higher population density than the county. The city's area (23.93 square miles) has a population density of 5,060 people per square mile, compared to Broward County's population density of 1,325 people per square mile.

The City of Coral Springs has become increasingly diverse over the past decade. The majority of the city's population is White, but this group declined by 12,103 people since 2000. On the other hand, all the other race categories increased and added 15,650 people to the city's total population.

In terms of race, the city has a White majority (69 percent). However, it should be noted that this is the only population group that has experienced a loss. From 2000 to 2010, the

White population decreased by 12,103 people, representing a decline of 12 percent. All other race categories experienced a gain, especially the Black population, which increased by 10,964 people (a gain of 102 percent), to represent 18 percent of the total population. All other races combined (including individuals of more than one race) increased by 4,686 people.

In terms of ethnicity, the City of Coral Springs also experienced a gain in its Hispanic population. In 2010 there were 28,442 Hispanics living in the city, showing a 56 percent increase over the past decade.

In 2010 the City of Coral Springs' median age was 37, representing an increase of three years since 2000. The median age in Coral Springs remains lower than the county's median age of 40.

The city's increase in housing units closely resembles county trends. However, the City of Coral Springs' vacancy rate is significantly lower than the county's.

In 2010 there were 45,433 housing units in the City of Coral Springs. Over the prior decade, the city experienced a 10 percent increase in the number of units, similar to the county's increase of 9 percent. The city had a low vacancy rate; approximately 8 percent of the housing units were vacant, compared to 15 percent in the county. It is interesting to note that the majority (39 percent) of the vacant units were rentals.

Of those units that were occupied, the majority (65 percent) were owner-occupied. The city's owner-occupancy trend parallels the county, which had a 67 percent owner-occupancy rate in 2010.

The City of Coral Springs has a higher median income than the county.

The 2009 median household income in the City of Coral Springs was \$72,205, significantly higher than the county median of \$51,731.

Transportation Trends¹⁰

The tables below illustrate projected transportation trends in the City of Coral Springs:

<u>Travel time to work for the employed population, 2014</u>		
	City	County
Work at Home	5%	4%
Less than 15 minutes	19%	16%
15-29 Minutes	28%	33%
30-59 Minutes	40%	38%
60+ Minutes	8%	8%

Average household transportation costs

	City	County
2009	\$9,977.07	\$8,836.33
2014	\$12,212.00	\$10,880.30

Average household transportation costs for public transportation

	City	County
2009	\$698.44	\$555.02
2014	\$906.56	\$721.64

Forecasted number of vehicles per household, 2014

	City	County
0 vehicles	3%	7%
1 vehicle	25%	40%
2 vehicles	52%	40%
3 vehicles	16%	10%
4+ vehicles	4%	3%

Forecasted means of transportation to work for employed individuals, 2014

	City	County
Car, Truck, Van to Work	93%	93%
Public Transportation to Work	2%	2%
Other Transportation to Work	1%	2%
Work at Home	5%	4%

The information below briefly summarizes transportation services and projects in Coral Springs:

Coral Springs Community Bus (Blue & Green)

In 2002 the city initiated two Community Bus routes, referred to as the Green Route and the Blue Route, which operate in loop patterns throughout the city.¹¹ The Green Route Bus, which runs through the north side of Coral Springs, and the Blue Route Bus, which runs through the south side, both make stops at Sample Road and University Drive, allowing riders to change routes.¹² The Community Bus Service works in conjunction with/ connects to Broward County Transit (BCT) Routes 2, 34, 62, 83 and 88.¹³ There is a fare of 50 cents for the Community Bus within the City of Coral Springs. For more information, please visit:

<http://www.coralsprings.org/buses/CommunityBuses.cfm>

Senior Pride

Senior Pride is an on-demand para-transit program, offering transportation to shopping facilities for senior citizen residents of incorporated Coral Springs. Any individual 55 years of age or older may apply to join the Senior Pride Bus Transportation Service for an

annual fee of \$25, with unlimited rides by appointment. For more information, please visit: http://www.coralsprings.org/seniorprograms/senior_pride.cfm

Comprehensive Plan

Below are a few key points of information from the Comprehensive Plan's Transportation Element. For more details, please visit:

<http://www.coralsprings.org/Planning/AdoptedComprehensivePlan.cfm>

- The City of Coral Springs is a community of fairly low overall density development. Some higher densities are located along major arterial roadways or clustered at other locations. The existing public transit system provides service to most of the city's major commercial nodes and elderly housing concentrations, including St. Andrews Towers and Ramblewood East, an area of mostly senior citizen housing on Cardinal Road east of University Drive.
- Research of Broward County's Mass Transit Division data reveals that ridership has grown in Coral Springs primarily due to the addition of new transit routes, as well as route expansions and reduced headways on established routes. Because of the city's changing economic characteristics and demographics, there is a growing demand for transportation options.
- There is one exclusively dedicated bicycling facility in Coral Springs, which is located along Sample Road between University Drive and Coral Springs Drive. Bicycle usage is very high within the city. Bicycling within the city's local street system is common, given the relatively low traffic volumes, and controlled traffic conditions encountered. On major roadways, bicyclists typically utilize sidewalks for safety reasons. All new developments and re-development projects are required to provide bike racks on site to encourage more bike use.
- Pedestrian traffic is very common within the city neighborhoods. The city has not had a policy of installing sidewalks on internal subdivision streets since the city's inception. Newer single-family developments built at higher density (zero lot line - 5 DUA) are required to provide internal sidewalks. However, the city strictly enforces its policy of providing sidewalks along all major roadways and other linkages to schools and parks. In some of the areas with master parking, in addition to a sidewalk adjacent to the vehicular travel lane, another sidewalk is provided adjacent to the storefronts. In some other locations only a sidewalk adjacent to the storefronts is provided. As part of the city's downtown re-development plans, an integrated pathway design has been developed and adopted, and implementation has begun, with acquisition of property rights and construction underway.

Downtown Coral Springs CRA Master Plan

In 2002 the Coral Springs Community Redevelopment Agency adopted a master plan with the objective of establishing a physical plan of development and redevelopment for the downtown. Listed below are a few of the transportation-related elements of the plan. For more details, please visit:

<http://www.coralspringscra.com/PlansPublications/CommunityRedevelopmentPlan.pdf>

- The plan found that the area had 1) faulty/inadequate street layout, and inadequate parking, pedestrian and bicycling facilities; 2) transportation facilities incapable of handling traffic flows; and 3) a downtown infrastructure (e.g., the sidewalks, the design and availability of parking, the lack of pedestrian access or bicycling facilities, etc.) that created unsanitary and unsafe conditions in the area.
- The plan was designed to encourage redevelopment and higher population densities able to sustain transportation alternatives to the single-occupant vehicle. This change was projected to help Downtown Coral Springs attract appropriate land uses essential to a multimodal-based development that will remove cars from the heavily congested University Drive and Sample Road area.
- Recommendations included adding covered walkways and improving the pedestrian environment.
- Surface parking recommendations included not applying existing requirements, whether by deed restriction, land development/zoning code, or architectural guidelines, to the CRA area. The resulting Downtown Coral Springs will be a much more urbane, pedestrian-friendly environment, with mixed-use development set close to the major roadways, subject to specific requirements for landscape buffers and sidewalks.

Downtown Coral Springs Development of Regional Impact

In 2005 the city commission approved the Development of Regional Impact (DRI) for Downtown Coral Springs. Transportation-related commitments are outlined in the development order and details are provided about how unspent monies will be used on transit enhancements. For more information, please see a copy of the development order:

<http://www.coralspringscra.com/PlansPublications/DevelopmentOrder.pdf>

The following is a description of the transportation-related commitments in the DRI:

- A Neighborhood Transit Center (NTC) will be built within the Downtown Coral Springs DRI to encourage transit use.
- This center will incorporate the following into the project design and operation:
 - The proposed NTC and shuttle system will be located within the boundaries of the approved Community Redevelopment Area (CRA).
 - The NTC will provide facilities for “kiss and ride”, walking to outside destinations, bicycle storage, and bus transfer operations.
 - The NTC is not intended as a park and ride facility and will not include parking for this purpose.

Traffic Calming Program

In 2002 the City of Coral Springs began to implement its Traffic Calming Program to address the local street/residential roadway traffic concerns of its residents. Staff worked with residents to identify traffic problems in their neighborhoods and create a neighborhood traffic plan. The city’s traffic calming manual and traffic calming map can be viewed at the city’s web site:

<http://www.coralsprings.org/CommunityDevelopment/Traffic/index.cfm>

State Road 7 Collaborative¹⁴

The SR 7/US 441 Collaborative is facilitated by the staff of the South Florida Regional Planning Council. Membership includes the fourteen local governments that span the Broward County section of SR 7, and ex-officio members. The Collaborative conducted a series of nine charrettes focused on the entire 25.6-mile section of SR 7/US 441 in Broward County in order to create a plan for redevelopment, and to accommodate future mass transit along the corridor. The SR 7 - Coconut Creek/Coral Springs/Parkland Charrette is part of the series, and grew out of a public seven-day charrette held from December 3 through December 9, 2005. The Master Plan represents the citizens' vision for the future of the SR 7 corridor within these jurisdictions. The report includes the following features:

1. Give SR 7 the character of a parkway, interrupted by beautiful mixed-use town and neighborhood centers
2. SR 7 a maximum of six lanes
3. Maintain the interconnectivity of streets throughout the study area
4. Design SR 7 as a connector instead of a divider of neighborhoods
5. No big-box retail surrounded by seas of parking
6. Enhance public access and identity of the City of Parkland by providing a public building or museum
7. Enhance public access to natural parks and preserves
8. Improve SR 7 and Sawgrass Expressway drainage areas by converting them to parks
9. Replace Sample Road flyover with an at-grade intersection

Special Events

The City of Coral Springs hosts many events throughout the year. Below is a sample of recurring events. Please visit the city's community calendar for a full list of events, periodically updated:

<http://www.coralsprings.org/events/index.cfm>

The City of Coral Springs has numerous means of communicating with its residents: 1) a television station (City TV- channel 25) for city-related programming, 2) a radio station (City Radio- 1670 AM) that advertises city services, upcoming events, weather updates and emergency bulletins, 3) a magazine (Coral Springs Magazine) that is mailed every January, April, July and October, and 4) social media accounts such as Twitter, Facebook, and others. For more information, please visit the city's media center web site: <http://coralsprings.org/mediacenter/index.cfm>.

Silent Peace Walk - The Silent Peace Walk is an initiative of the Coral Springs Multicultural Advisory Committee and One Planet United. It takes place on the first Saturday of every month at 7:00am at the Coral Springs International Peace Garden (2855 Coral Springs Drive). For more information, please visit www.opunited.org

Slice of the Springs – These monthly meetings allow residents to interface directly with staff members from all sectors of the city, including police, fire, community development and code enforcement. All meetings are held on Thursday evenings, starting at 7 pm. Meetings are telecast on City TV, channel 25 on Advanced Cable Communication, or channel 99 on AT&T's U-Verse. Data from the Slice meetings also will be made available online, including crime, fire and code enforcement statistics.

Family Concert at the Park – Hosted by the City of Coral Springs, the Family Concert Series is an ongoing event held at Betti Stradling Park (10301 Wiles Road). For more information, contact the city's Parks and Recreation Department at (954) 345-2200 or visit: <http://www.coralsprings.org/Recreation/index.cfm>.

Easter Egg Hunt – The City of Coral Springs hosts its annual Easter Egg Hunt every April at the Coral Springs Sportsplex (2575 Sportsplex Drive). For more information, contact the city's Parks and Recreation Department at (954) 345-2200 or visit: <http://www.coralsprings.org/Recreation/index.cfm>.

Fourth of July Celebration - The city's annual Fourth of July Celebration begins at 6 pm on July 4th at Mullins Park (10000 NW 29th Street). For more information, contact the city's Parks and Recreation Department at (954) 345-2200 or visit: <http://www.coralsprings.org/Recreation/index.cfm>.

Golfing for the King - A key annual event for the city is the Golfing for the King Golf Tournament, scheduled during the month of October. The event takes place at the Country Club of Coral Springs (10800 West Sample Road) and benefits the Martin Luther King, Jr. Scholarship Fund for needy high school students. In addition to this event, Coral Springs sponsors the Annual Martin Luther King, Jr. Celebration in January. For more information, please visit: <http://www.coralsprings.org/mlk>

Southern Handcraft Society Holiday Extravaganza – The Southern Handcraft Society hosts an annual craft show with over 60 juried artists. The show takes place every October at the La Quinta Hotel (3710 N University Drive). For more information, contact JoEllen Moneck at (954) 647-7521.

Annual Wine Gala to benefit the Coral Springs Museum of Art – The gala is held at the Fresh Market (4633 University Drive) during the month of October. Proceeds from the gala benefit the Coral Springs Museum of Art. For more information, please call the Coral Springs Museum of Art at (954) 340-5000.

Festival of Lights – During the month of October, the local non-profit organization, Divali Nagar, Inc, hosts the Indian Festival of Lights known as "Divali." Event organizers claim this is the largest outdoor Hindu festival in North America. The festival is held at the Coral Springs Sportsplex (2575 Sportsplex Drive). For more information, contact Neil Persad at (954) 846-9895 or visit: <http://www.divalinagar.us/>

Haunted House - The city's annual Haunted House takes place in October at the Coral Springs Gymnasium (2501 Coral Springs Drive). For more information, call Parks and Recreation at (954) 345-2200.

Coral Springs Craft Guild Holiday Craft Show - The Annual Coral Springs Craft Guild Holiday Craft Show takes place in October at La Quinta Inn and Suites (3701 University Drive). For more information, please visit: <http://coralspringscraftguild.com>

Coral Springs Holiday Boat Parade – Every December, the city hosts this parade along Sample Road from Coral Springs Drive to City Hall. For more information, contact Louis Goldstein at (954) 345-2112 or visit: <http://coralsprings.org/holidayparade>

Business Landscape

According to the Bureau of Labor Statistics, the unemployment rate in the City of Coral Springs was 8.4 percent in March of 2011, slightly lower than the county rate of 9.3 percent during the same period. The Nielsen Co. estimated in 2010 that the top three employing industries in Coral Springs were: retail trade (14.8 percent), healthcare and social assistance (11.7 percent), and finance, insurance, real estate and rental/leasing (10.3 percent). Major employers in the city are: the Broward School Board, Publix, First Data Merchant Services, the Coral Springs Medical Center, Alliance Entertainment, the City of Coral Springs, Coral Springs Auto Mall, ABB Power T&D, RSM Equico, KB Electronics, and Nordis Direct.¹⁵

The City of Coral Springs has reached residential build-out and is quickly nearing commercial build-out. As such, the city is poised for redevelopment.¹⁶ The following section describes various redevelopment, business recruitment, and workforce development efforts within the City of Coral Springs:

Downtown Coral Springs

The City of Coral Springs envisions a “real downtown” that will occupy approximately 135 acres at the four corners of University Drive and Sample Road.¹⁷ The Coral Springs Downtown will be developed in several phases, with plans that include shops, restaurants, sidewalk cafes, a central plaza with fountains, high-density housing, parking garages and offices.¹⁸ The city's Community Redevelopment Agency (CRA), formed for the express purpose of developing the downtown, as well as the city's Economic Development Foundation (EDF), are behind the project.¹⁹

Much of the effort has concentrated on transforming the area around the University Drive/Sample Road intersection, one of the busiest in the city, into a downtown that will serve as a functional and symbolic center of the city.²⁰ In 2005 the city commission passed a second reading of the Development Order for the City of Coral Springs Downtown Development of Regional Impact (DDRI), and also approved an amendment to the city's Land Use Plan that created a Local Activity Center (LAC) category, providing for mixed-use development.²¹ With these two documents in place, the entire

area designated by the CRA has been slated for development, in accordance with the CRA plan established between the city and the CRA.²²

The first phase of the redevelopment of the downtown was One Charter Place, a \$25 million project that broke ground in August, 2005 and opened for business in spring, 2007. The development is a 95,000-square-foot, four-story, class A office building surrounded by a free-standing bank, a parking garage and retail structures. Signature tenants include State Farm, which occupies about 50 percent of the building, Wachovia, Merrill Lynch, First Southern Bank and the LasikPlus Vision Center. In 2007 Publix announced a new Greenwise supermarket for the downtown area, and façade improvements have been made on both sides of Sample Road stretching west of Coral Hills Drive and east of the canal adjacent to NW 99th Way.²³

Future redevelopment of the downtown area will be made easier now that the Coral Springs commission has authorized \$4.17 million for infrastructure improvements from Recovery Zone Economic Development Bonds.²⁴ The money will be used for projects that include construction of six turn lanes (\$800,000), sidewalks (\$200,000), burying FPL power lines (\$900,000), streetscaping/landscaping (\$275,000), drainage (\$100,000), and mast arms (\$50,000).²⁵

Coral Springs College and University Partnership (CSCUP)

In 2005 The EDF and the CRA coordinated a work-force-based partnership between local universities and the city.²⁶ The Coral Springs College and University Partnership offers college courses from Broward College, Barry University, and Strayer University.²⁷ The classes are offered at the Coral Springs Charter School (University Drive and Sample Road) and at the offices of the Coral Springs Economic Development Foundation and Chamber of Commerce (11805 Heron Bay Blvd).²⁸ CSCUP currently enrolls over 2,400 students.²⁹

Enrollment will likely grow, now that Broward College will have a permanent presence in the Coral Springs downtown area, after signing an interlocal agreement with the city.³⁰ The college began offering classes at its campus in 2011, and was expected to have an enrollment of 3,500 by fall of the same year.³¹ Furthermore, it is important to note that Coral Springs' downtown plans include an urban vertical campus for Broward College and other educational institutions on one of the four corners of the University Drive-Sample Road intersection.³² The proposed new campus is envisioned to be built within five years, after enrollment has increased to more than 5,000 students.³³

Economic Development Foundation (EDF)

In 1993 the City of Coral Springs created a foundation dedicated to attracting business.³⁴ The foundation is made up of city officials, chamber of commerce members, and land owners. It also has non-voting members from utility companies such as Florida Power and Light.³⁵ As a private, not-for-profit, independent agency, the EDF's agenda is to diversify the commercial tax base in Coral Springs.³⁶ The EDF has helped bring more than 120 corporations to the city, created more than 15,000 new jobs for residents, and added 7.6 million square feet of office and industrial space.³⁷

Related Links

City of Coral Springs

<http://www.coralsprings.org>

City of Coral Springs Traffic Calming Manual

<http://www.coralsprings.org/CommunityDevelopment/Documents/Traffic-CalmingManual.pdf>

Coral Springs Guide A-Z (includes list of schools, houses of worship, etc.)

<http://www.coralsprings.org/publications/AtoZGuide.pdf>

Coral Springs List of Neighborhood Associations

<http://coralsprings.org/Links/HOAListing.pdf>

City of Coral Springs Strategic Plan FY 2010-2011

http://www.coralsprings.org/Publications/Budget_FY2010/StrategicPlanFY2010-2011.pdf

Coral Springs Comprehensive Plan

<http://www.coralsprings.org/Planning/CompPlan/CompPlanFullVersion.pdf>

Coral Springs CRA

<http://www.coralspringscra.com>

Coral Springs Chamber of Commerce

<http://www.cschamber.com>

Coral Springs Economic Development Foundation

<http://www.coralspringsedf.com>

Coral Springs Tribune (Community Newspaper)

<http://coralspringstribune.com>

Coral Springs Magazine (Back Issues)

<http://coralsprings.org/mediacenter/csmag.cfm?CFID=3063007&CFTOKEN=38138214>

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- ¹² City of Coral Springs Community Bus Brochure, 2010.
<http://www.coralsprings.org/buses/CommunityBusBrochure2010.pdf>
- ¹³ Ibid.
- ¹⁴ Treasure Coast Regional Planning Council. “SR 7 - Coconut Creek/Coral Springs/Parkland Charrette.” http://www.tcrpc.org/departments/studio/sr_7_collaborative/coconut_creek.htm
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