EXHIBIT 4

CITY OF HALLANDALE BEACH

HALLANDALE BEACH BOULEVARD
DESIGN GUIDELINES

DRAFT

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prepared by:

Treasure Coast Regional Planning Council

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INTRODUCTION

These Design Guidelines are intended to provide a framework for the successful execution of urban architecture, streetscape elements, and mitigating strategies for enhancing the built environment along Hallandale beach Boulevard. The guidelines are also intended to facilitate the review process by expressing architectural and design expectations of the community more clear to applicants.

The guidelines touch many different elements of the cityscape and are inclusive of both the public and private realms. It is understood that a "Complete Street", with the full range of amenities that make a corridor livable, requires the collaboration of the public and private sectors. These guidelines themselves are not regulatory however; this document shall serve as a companion to the RAC and Hallandale Beach Form-Based Code.

Image: Courtesy of Southern New Hampshire Planning Commission

The illustration above is a good representation of the many facets of movement and activity that, when designed appropriately with all necessary facilities in balance, characterize a Complete Street. The location of buildings with active ground floor uses; amply wide sidewalks with shade trees; well-defined pedestrian crosswalks; clearly articulated bike lanes; all of these items together make for a vibrant and desirable urban streetscape.

FRONTAGE DESIGN

Architectural expression of a building, and its relationship with the street, the sidewalk, and the pedestrian and transit realms, is critical to forming a Complete Street. Just bringing a building closer to the street is only one part of the equation to activating a street. The size and glazing of the windows, have direct access to the sidewalk in an inviting and comfortable way, providing clear and safe passage to parking areas, all combine to make a vibrant urban street experience.

Frontage Design

Maintaining a comfortable, safe, and predictable experience for all uses of Hallandale Beach Boulevard is essential to creating the complete street. There will be different conditions (buildings of differing scales and uses), however the basic tenets of urban design remain. It is vital that all realms within the streetscape (vehicular, pedestrian, bicycle, transit) are well articulated and designed for maximum safety and comfort.

Image: SW 3rd Ave., Ft. Lauderdale

Himmarshee Avenue in downtown Fort Lauderdale, depicted above, provides a wide sidewalk with shade trees separating the travel lanes and the pedestrian areas. The street trees are in grates and protected from the vehicles with a row of bollards. The provision of cafe seating is best provided adjacent to the building to provide the clear zone for pedestrian movement. While Himmarshee Avenue is clearly a smaller street than Hallandale beach Boulevard, the principles of how to address the street remain the same.

FRONTAGE DESIGN

Image: ARX Solutions/TCRPC: Hollywood, FL

This image shows a streetscape similar in scale to Hallandale beach Boulevard with a continuous frontage of larger buildings with active ground-floor uses. Note that there are no exposed parking garage levels and habitable uses face the street. Conditions such as this typically necessitate structured parking which is ideally located in the center of the block, fully screened from the adjacent public rights-of-way.

Image: ARX Solutions/TCRPC: Military Trail, West Palm Beach, FL

The image above shows redevelopment on a large corridor which includes the creation of a frontage road to provide additional access and on-street parking without interrupting the function of the existing corridor. This example is feasible on where larger parcels control a significant amount of frontage along the corridor. An added benefit to this "boulevard" model is that it provides separation and tree-canopy relief for residential uses that might be proposed on the upper floors.

FRONTAGE DESIGN

Image: Bank Drive-through, REG Architects, West Palm Beach

Drive-through aisles and access can disrupt the street frontage in a way that hampers pedestrian and transit movements. The image above illustrates how, by integrating the drive-through aisles as part of the building architecture, the continuous and active street frontage can be maintained. By placing the drive-through terminals to the rear of the building and enabling vehicles to pass "through" the building is a technique worth emulating.

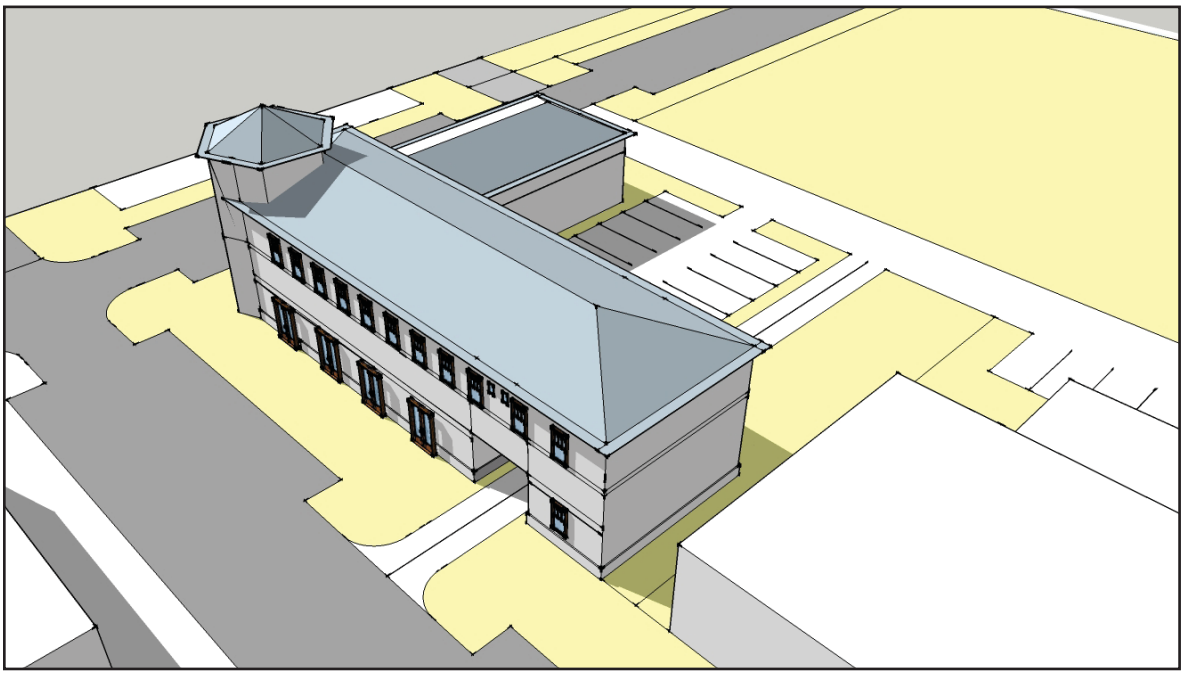


Image: TCRPC

The image above is a diagram of a similar condition illustrated in the top photograph. Vehicles travel through the building (the building upper-floors span over the drive aisles) and access the terminals at the rear or side of the building. This strategy maintains maximum street frontage.

FRONTAGE DESIGN

Image: Hyatt Place; Delray Beach, FL

There are often circumstances when a larger building of residential or lodging uses will propose a covered drive or porte-cochere as a primary drop-off on a primary street. The example above depicting the Hyatt Place Hotel in Delray Beach, Florida internalizes the vehicular drop-off to the building so the street wall is virtually uninterrupted and the pedestrian realm remains clearly defined.

Frontage Design Recommendations

1. Maintain a continuous building wall along the edge of sidewalk with active uses.
2. Recognize that bigger buildings warrant deeper sidewalks than smaller buildings.
3. Reduce the number of curb-cuts accessing properties as much as possible to ensure a safer, continuous pedestrian experience.
4. Encourage the creation of frontage or services roads with shaded parkways and on-street parking for parcels with a frontage of 660' or greater.
5. When provided for front-loaded vehicle drop-offs or porte-cocheres, minimize the impacts to the street wall and pedestrian realm. Internalizing the drop-off within the building envelop can assist in that effort.

ARCHITECTURAL ELEMENTS TO REINFORCE STREETSCAPE

Image: West Palm Beach, FL

The image above is of a very simple commercial building fronting a large commercial corridor. The provision of simple, but elegant, awnings and clear storefront glazing makes for an inviting condition on a relatively challenging street.

Architectural Elements

While putting buildings in the appropriate location to define and support the street is essential, there are many architectural elements that are necessary to enhance and enliven the urban street experience. An active and vibrant street is a safe one, especially when all of the parts are working together. Providing for clear and natural surveillance and storefront visibility; activating lower and upper floors of buildings with terraces and balconies; providing for shade and shelter via arcades, awnings, and entry alcoves; and providing consistent shade tree planting that defines the streets are all important components to the Complete Street.

Image: Coconut Grove, FL

These storefronts are a good example of how clear glazing can activate the street and provide good visibility for merchandise. The alternating awnings and column-based planters provide additional visual interest on the street. Encouraging clear glazing on storefronts is very important to stimulate activity and send the message that those inside the store can see out as well, providing the sense of natural surveillance.

ARCHITECTURAL ELEMENTS TO REINFORCE STREETSCAPE

Image: Downtown Doral, FL. Source: DPZ Partners

This street in downtown Doral, Florida illustrates the use of a variety of awnings types, both fabric and fixed canopy. The sidewalks are amply wide and the curb-zone is clearly articulated as the location for street trees, light fixtures, and utility equipment.

Image: CityPlaza, West Palm Beach

Encouraging balconies to face the street is an excellent way to promote a human connection between the building and the public realm as well as to provide natural surveillance. Even in bigger buildings, like the one illustrated left, the inclusion of balconies and terraces street-side, especially when provided in the first five floors, can positively impact the space and street experience.

ARCHITECTURAL ELEMENTS TO REINFORCE STREETSCAPE

Image: CityPlace; West Palm Beach, FL

Arcades can be a wonderful addition to the urban streetscape experience. They provide continuous shade and shelter from the elements, they hold the street wall in a strong but porous fashion, and can actually increase leasable/saleable space when the upper level program is allowed to encroach over the sidewalk. It is very important though, as is illustrated above, to maintain generous arcade widths and heights to maintian a level of comfort and exposure to light.

Architectural Elements to Reinforce the Streetscape

1. The provision of shade and shelter through awnings, canopies, and arcades should be encouraged.

2. When employing arcades, the primary pedestrian pathway should be in the arcade and not outside of the arcade in a duplicate sidewalk.

3. Storefront glazing should be more transparent than opaque and provide clear views into, and out of, shops and restaurants.

4. Street trees, street lights, and utility equipment should be located towards the curb edge ("curb zone" as identified in the Land Development Regulations) to separate pedestrians from the vehicle travel lanes.

5. Providing accessible balconies that front the street enhance the human connections between the building and the street.

BUILDING AND NEIGHBORHOOD TRANSITIONS

Transitions

The transition of buildings of differing scales is especially important to protecting existing neighborhoods from newer, often larger, redevelopment. While the Form-Based Code regulations developed for the RAC and Hallandale Beach Boulevard districts address this issue, it is important to visualize the key concepts for success transitions of scale and density through these guidelines.

Image: Grandview Heights, FL

The image above depicts a historic single-family street that was confronted with a regional convention center facility to be built across the street. In an effort to protect the residential character of the historic district, and not expose the single family residences to the back of a parking garage, a liner of townhouse units was built to screen the neighborhood. The three story attached units seen above (center-right) are the townhouse "buffer". They are screening the street from the seven-story garage beyond. The rear-loaded alley access to the townhouses can be seen between the blue and green units. This technique was encouraged by the neighborhood who were originally presented with a landscape berm and wall as a proposed buffer to the garage. The desired solution resulted in a protected historic street, additional residential units and added value to the neighborhood, and a regional parking garage that is virtually invisible from the street.

This image illustrates the garage referenced above, under construction at the time, viewed from the opposite direction from the image above. A very large structure, this garage, without the townhouse transition, would have had a significant negative impact on the historic neighborhood.

BUILDING AND NEIGHBORHOOD TRANSITIONS

Image: Miami Beach, FL

The image above is from Lenox Avenue on Miami Beach just south of Lincoln Road. Note the large blank facade to the left of the two-story apartment building. In practice this transition works well for two reasons:

1. *The transition occurs at the alleyway (as opposed to immediately adjacent to one another);*
2. *The transition occurs at the side elevation. This transition would not be successful if the buildings faced one another.*

Image: Coral Gables, FL

The following image series (starting with the image at left) is a variation on the same theme presented above. This significant change in scale again occurs at the alleyway and the buildings have a back-to-back relationship.

BUILDING AND NEIGHBORHOOD TRANSITIONS

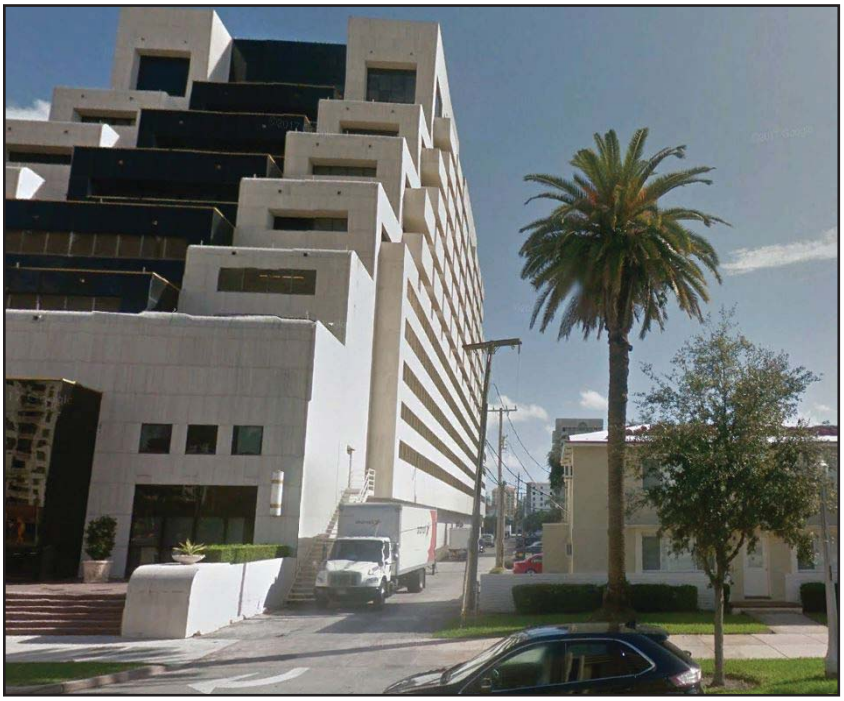


Image: Coral Gables, FL

This image clearly shows the alleyway that separates the 12 story office building to the left from the two-story apartment building to the right. Like the Miami Beach image, the transition occurs at the alleyway and with a back-to-side relationship between the buildings.

Image: Coral Gables, FL

In this final image in the Coral Gables transition series, the street that the two-story apartment building faces is provided to the left. Because the transition between the two buildings occurs at the rea/ side and at the alleyway, the smaller scale of the residential street is preserved. It is very important that buildings of like scale face one another and that transitions occur at the rear or side (preferably at an alleyway).

Building Transitions Recommendations

1. Transitions between buildings of different scales should occur at the rear or sides of the buildings.

2. Utilize alleyways when possible as the point of transition.

3. In the redevelopment of larger parcels, creating alleyways for transitions is a preferred configuration.

4. Buildings have backs and fronts - buildings of like size and scale should face one another.

PARKING AND ACCESS AREAS

Parking

One of the fundamental objectives of the RAC and the Hallandale Beach Boulevard districts form-based code and design guidelines is to relegate parking to functional, but less prominent locations. Large surface parking lots adjacent to the street are anathema to street-level vitality and the creation of complete streets. It is critical that parking be accessible yet secondary to the experience of the street. These guidelines illustrate strategies to screen both surface parking lots and parking structures.

Image: Miami Beach, FL

This iconic garage on Miami Beach was designed to preserve the historic ground-level storefronts. By default the ground level remains activate and engages the street. Because building above the storefronts was not desirable, the upper levels of the garage remains exposed to the street. While it is always preferred that the upper levels of a garage be screened as well, the designers of this project developed a very creative solution to screen the upper levels with a screen of green plantings. The image below shows the same garage with thinner plantings - the plant structure is visible.

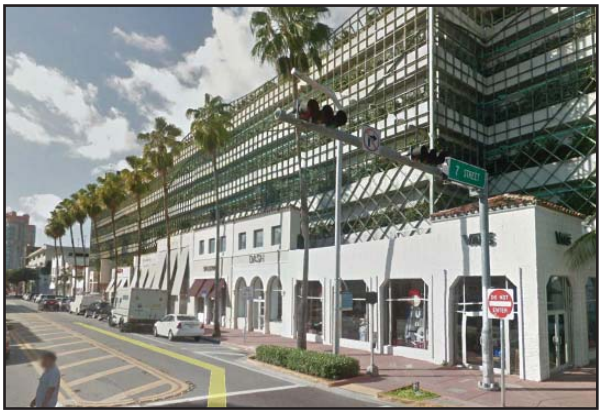


Image: Miami Beach, FL

PARKING AND ACCESS AREAS

Image: Sapodilla Garage, West Palm Beach, FL

This aerial image illustrates the Sapodilla parking garage at CityPlace in West Palm Beach. The garage is fully lined with townhouse units that screen the garage from street view. In this example the units and garage are separated by an alleyway.

Image: Paradise Bank; Broward Blvd., Ft.Lauderdale 2014

This image is a great example of how a surface parking lot is screened from view on Federal Highway in Fort Lauderdale with garden architecture, trellises, and continuous plantings.

PARKING AND ACCESS AREAS

Image: Delray Beach, FL

This image presents another example of an architectural treatment, along with landscaping, that screens the surface parking lot from the adjacent street. Dimensional frontage requirements and screening treatment are provided for in the Hallandale Beach Boulevard form-based code.

Image: Via Mizner Paseo, Palm Beach, Florida

Providing safe and easy access from the street to surface or structured parking placed to the rear of a property is vital to a successful business environment. The image to the left illustrates an exemplary example of a mid-block passage way or paseo. This paseo is Via Mizner on Palm Beach and is activated with storefronts. The Hallandale Beach Boulevard form-based code provides dimensional criteria for the size and location of mid-block passage ways.

PARKING AND ACCESS AREAS

Image: Coral Gables, FL

This garage in Coral Gables is fully lined at the ground level with active retail and restaurant uses. The upper levels of the garage are articulated with vertical openings and box balconies that provide a rhythm and appearance of a fully habitable building. Using black screening in the openings also aids in masking the parked cars and headlights at night. In this design scenario, the garage can fit seamlessly into the urban fabric with disrupting the character of the place.

Parking and Access Areas Recommendations

1. Parking should be screened from the street. Garages should be screened with liner uses.

2. The provision of mid-block access ways, which are interesting and safe, are important to maintaining street and business vitality.

3. If surface parking lots are necessary, the use of garden architecture (trellises and purgolas) should be encouraged in addition to landscaping to help screen the lot.

4. When possible, parking areas should be accessed from alleyways or secondary streets.

CITY STREET FURNITURE

Streetscape design refers to the assemblage of all of the elements between a building and the roadway; benches, trash receptacles, lighting, landscaping, sidewalk treatments, all combine to work together as a harmonic composition or, if not coordinated and designed, can create discord and visual "noise". Providing the proper place for each of these elements creates a balance for all users of the corridor.

City Street Furniture

Providing street furniture such as benches, trash receptacles, bike racks, and shading devices civilize a corridor and make it a desirable place to be. The location, quantity, and quality of these elements is almost as important as providing them at all. Working in concert with the RAC and Hallandale Beach Boulevard district form-based code, a functional and well-composed streetscape can be achieved.

Image: Dorn Avenue; Miami, FL

The style, positioning, and location of street furnishings are an important element to completing streets for all users. This example illustrates how a bench and landscaping are provided at a corner "bulb-out".

Image: Furniture

There are numerous manufacturers with almost limitless designs offered for selection in different conditions. Many designs provide a family of products that share aesthetics to provide a unified look.

CITY STREET FURNITURE

Image: City Place, West Palm Beach, FL

Image: Zebra Bench

The two images above illustrate some of the range in styles available: from the traditional to the modern and artistic. Each municipality should set the standard for specialized districts and offer specifications for developers and builders when requested.

Image: Worth Bollards

Street furnishings go beyond just benches, signage, and trash receptacles. As illustrated in the image above, a the street furnishings include fountains, planters, bollards, and pavement treatments. These elements were all specified as part of a similar design aesthetic and provide continuity in the design and materials used.

CITY STREET FURNITURE

Image: Waterfront, West Palm Beach, Florida

The example shown above is along the waterfront in West Palm Beach. The furnishings are of wood, masonry, and brushed metal. The assemblage of the different streetscape elements are consistent with the waterfront theme the city was seeking to portray. This theme also extended to the paving surfaces including bricks and gravel.

Street Furniture Recommendations

1. Streetscape elements should be selected from the same or similar design "family" so that there is consistency in aesthetics and materials.

2. The placement of elements along a street (i.e. bench and trash receptacle locations) should be determined by studying pedestrian and transit user patterns to be the most effective.

3. Consider defining specialized districts with unique designs that are consistent throughout the district. The continuity of street element designs act like signage for the district.

4. Locate and orient street furnishings in a manner that does not obstruct pedestrian flow along sidewalks and passageways.

LANDSCAPING

Landscaping

Landscaping on the Complete Street provides multiple functions: shade; aesthetics; separation from vehicular travel lanes; and limits heat gain in the vital pedestrian realms. There are different ways to provided landscaping and trees (shade and palm), and their use and location should reflect desired design outcomes.

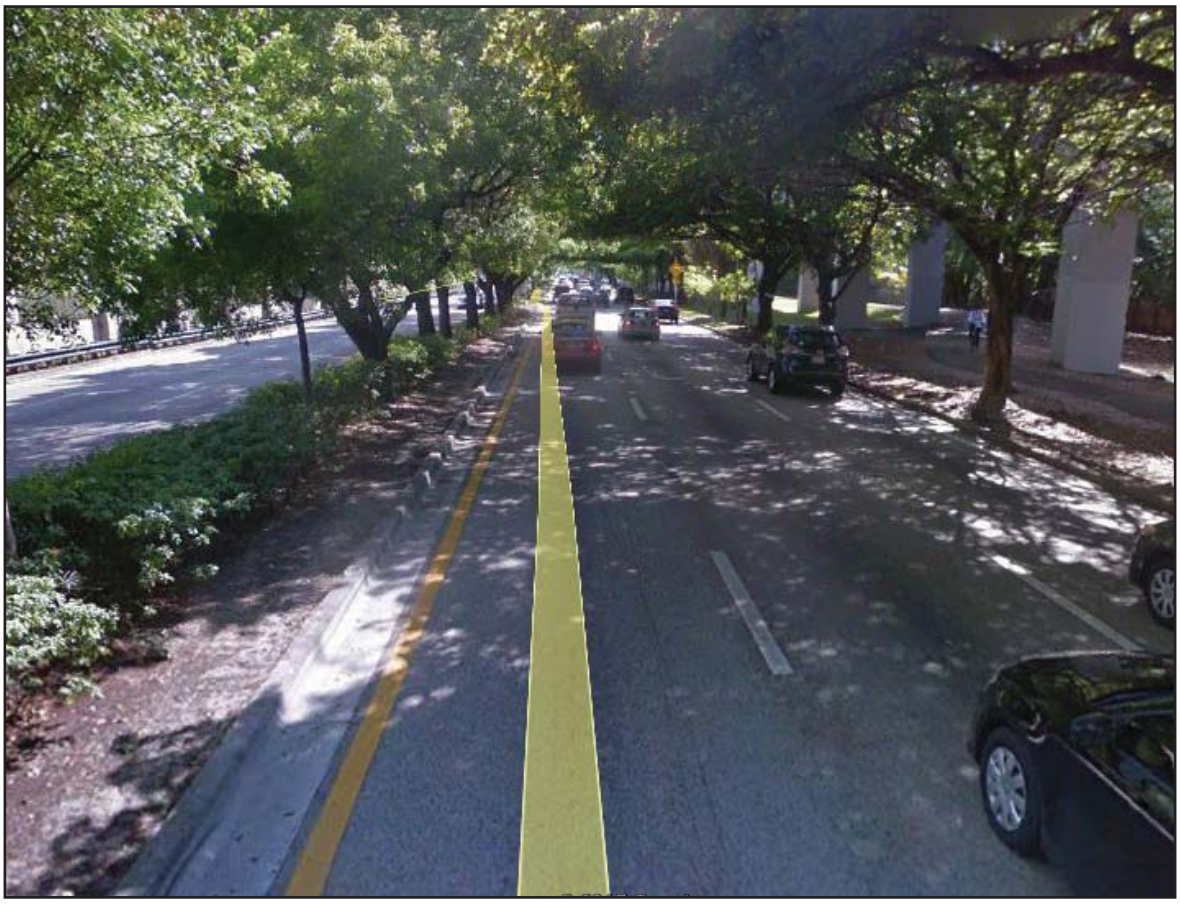


Image: US-1 Miami, Florida

Hallandale Beach Boulevard is a major east-west arterial through the city. Because of its size and traffic volumes, there may be a tendency to assume that significant landscaping and the use of large shade trees may not be possible. The image above is of US-1 in Miami, Florida. US-1 is one of the busiest roadways in Dade County and this particular section of roadway carries daily traffic volumes over 100,000 cars per day. As is evidenced in the image, significant shade trees provide almost a complete canopy over the roadway providing shade, a reduction in heat gain, and a far more beautiful experience than if there were no trees.

LANDSCAPING

Image: Paradise Bank; Broward Blvd., Ft.Lauderdale 2014

The example shown above is along Federal Highway in Fort Lauderdale. The shade trees in the foreground were planted in a continuous parkway that is approximately 10 feet wide. Note that the trees and parkway stop in the background at the project limits.

Image: Atlantic Avenue, Delray Beach: Street Trees in Grates

The trees above are planted wells and covered with trees grates. This is a typical urban condition and may be used with, or insted of, the parkway condition illustrated in the previous image.

LANDSCAPING

Image: 164th Street & NE 18th Ave., North Miami Beach, FL

The image above shows how shade trees and palms are utilized on 164th Street in North Miami Beach. The shade trees are installed along the sidewalks to give relief to pedestrians while the palms are located in the central median to help define the street.

Image: West Palm Beach, FL

Artistic uses of landscaping are frequently found in the form of green walls like the one created at this restaurant illustrated above. Blank walls can be transformed into lush landscapes in areas with little limited space.

LANDSCAPING

Image: CityPlace West Palm Beach, Florida

In cases where true arcades are employed along the street frontage (where the arcade covers most of the sidewalk), the landscaping is provided in planters and pots as illustrated above.

Landscaping Recommendations

1. The City of Hallandale Beach should seek to provide the greatest amount of shade trees along the boulevard possible in order to develop a tree canopy.

2. The use of parkways and/or tree grates for street trees are acceptable along Hallandale Beach Boulevard. The techniques deployed should be done so for specific reasons and be consistent.

3. In sunny south Florida, palm trees should be located in medians or used as specialty accents. Palm trees should not replace shade trees as the primary street tree.

4. Encourage the creative use of plantings in green walls, edible urban landscaping, and other techniques to provide greenery in locations or conditions ordinarily deemed too small or inadequate for landscaping.

5. A list of preferred tree and planting species is available in the City of Hallandale Beach Development Services Department.

UTILITY EQUIPMENT

Utility Equipment

Utility equipment (electrical transformers, traffic control cabinets, backflow preventers, etc.) is a constant and often obstructive component of the urban streetscape. Fortunately many cities are exploring ways to minimize the impacts of these elements. There should be an effort to coordinate a theme and composition when addressing these improvements to create unity on the corridor.

Many cities are using artistic means to minimize the negative impacts of utility equipment within public rights-of-way. In the image above, this electrical cabinet has been camouflaged with images of the landscape beyond. This approach seeks to render the equipment invisible.

The image to the right shows a similar camouflage approach. This digital wrap uses a brick treatment with imagery of plantings to give the impression that this piece of equipment is actually a planter. While not trying to make the box disappear, this clever technique gives the impression that the equipment is part of the street landscaping.

UTILITY EQUIPMENT

Images: Traffic Control Cabinet West Palm Beach

Instead of camouflaging the equipment box to disappear or appear like a piece of furniture, this approach above uses the digital image wrap technique to show historic photographs telling the story of the city. The treatment has more of an educational component.

Utility Equipment Recommendations

1. Identify the utility equipment within public rights-of-way that are creating visual distractions or have a negative visual impact.

2. Coordinate with utility providers on acceptable treatments and approaches to improving the aesthetics of utility equipment.

3. Develop a theme or design approach to treating utility equipment. Considering design competitions (local artists, students, staff) to create unique applications appropriate to the context and objectives.

CAFE AND OUTDOOR SEATING

Café and Outdoor Seating

Few images conjure the idealized urban street experience than the bustling sidewalk café. Due to our climate in south Florida, it seems almost every corridor is a candidate for some form of outdoor dining, despite the size and character of the roadway. Given its current conditions, the future of café dining on Hallandale Beach Boulevard may seem unlikely. However, there are techniques to address the size and impact of the roadway. By disciplining where seating occurs and how it is oriented, the success of outdoor dining is made more achievable.

Image: Park Avenue; Winter Park, FL

Cafe and outdoor seating is a prominent feature along many of Florida's historic main streets and new developments utilizing traditional design approaches to city planning. The image above is from Winter Park, Florida. In this image there appears to be an appropriate balance between areas used for seating and the provision of area for adequate pedestrian passage. Providing ample space for all users is frequently an issue related to cafe seating.

CAFE AND OUTDOOR SEATING

Image: Atlantic Avenue; Delray Beach, FL

The image above illustrates how cafe seating is beginning to encroach on the pedestrian zone and constrict the movement of passersby. Many cities lease sidewalk space for cafe seating and are beginning to provide more clear instructions for maintaining pedestrian clear zones.

Image: Cafe

Image left:
Here the pedestrian clear zone is well articulated and maintained. Even with cafe seating on either side, the open sidewalk is protected with planter boxes and thoughtful seating directions. The scoring in the sidewalk is also a helpful indicator for restaurateurs and code enforcement officers to quickly assess if the cafe seating requirements are being met.

Image right:
Cafe seating on the curb side of the sidewalk can be very uncomfortable when there is no on-street parking to provide protection form moving vehicles. Some cities are creating protective barriers in creative ways to provide peace of mind to diners and service providers.

Image: Cafe

CAFE AND OUTDOOR SEATING

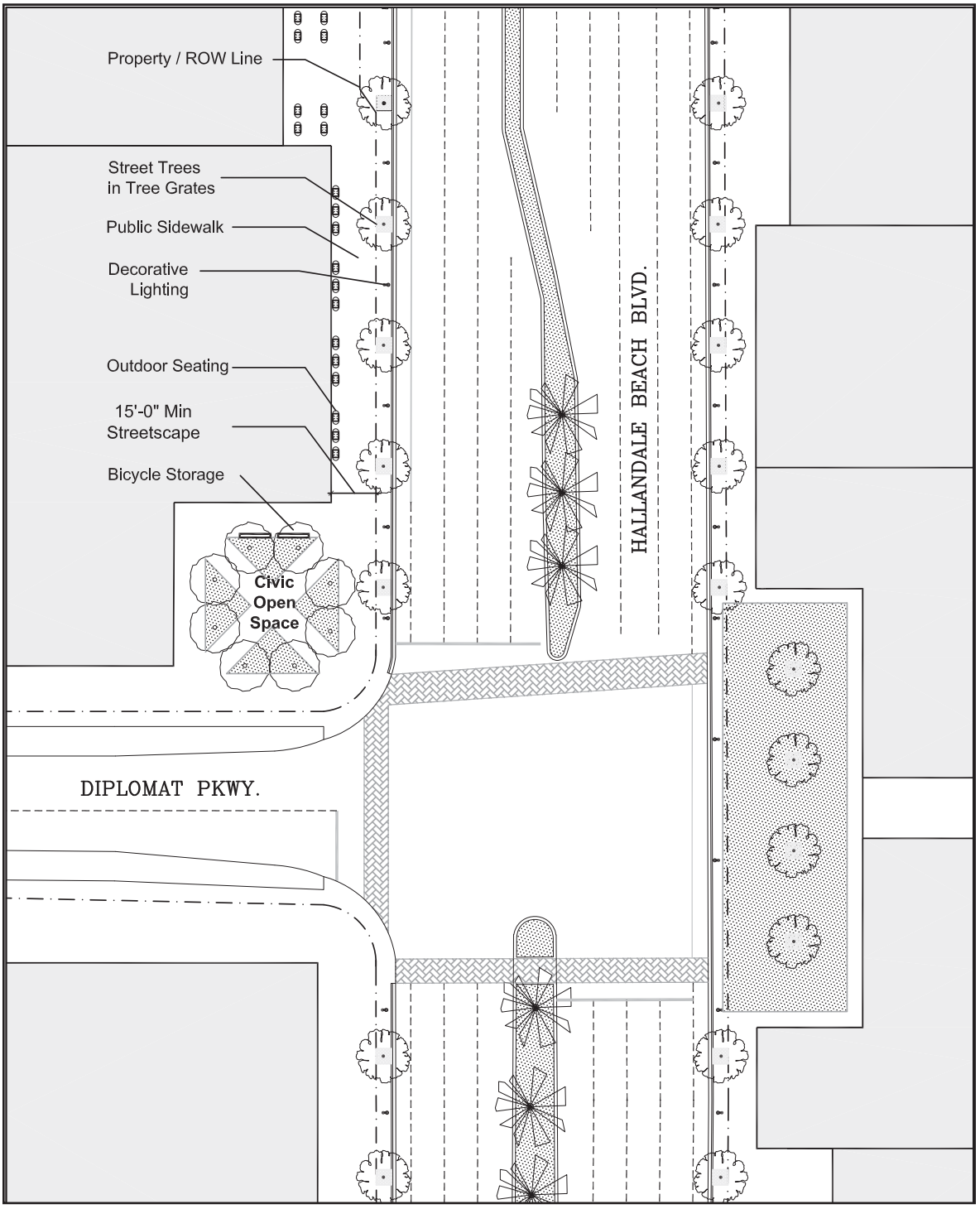


Image: Hallandale Beach Boulevard diagram; TCRPC

The diagram above illustrates how future streetscape elements could be arranged on Hallandale Beach Boulevard. The public open spaces would be provided through redevelopment. Note the wider sidewalks and shade trees separating the vehicle travel lanes from the pedestrian zones of the sidewalks.

CAFE AND OUTDOOR SEATING

Image: Okeechobee Boulevard, West Palm Beach, FL

In cases where outdoor seating is desired adjacent to large, busy roadways and on-street parking does not exist to provide a protective barrier from moving vehicles, some applications include a landscape separation from the roadway. The example above is adjacent to Okeechobee Boulevard in downtown West Palm Beach. Notice that the sidewalk splits apart at the restaurant frontage to create a landscape buffer to protect the outdoor dining area. There is also a slight change in grade to set the diners at a higher elevation than the sidewalk and roadway.

Cafe and Outdoor Seating Recommendations

1. Provide clear instructions to restaurant owners as to where sidewalk/cafe dining can occur and what are the restrictions to provide for pedestrian clear zones.

2. Consider the use of planter boxes and sidewalk score lines to help identify where the pedestrian clears zones are located. Cafe seating should be oriented parallel to the pedestrian flow so that diners are not pulling their seats into the clear zone.

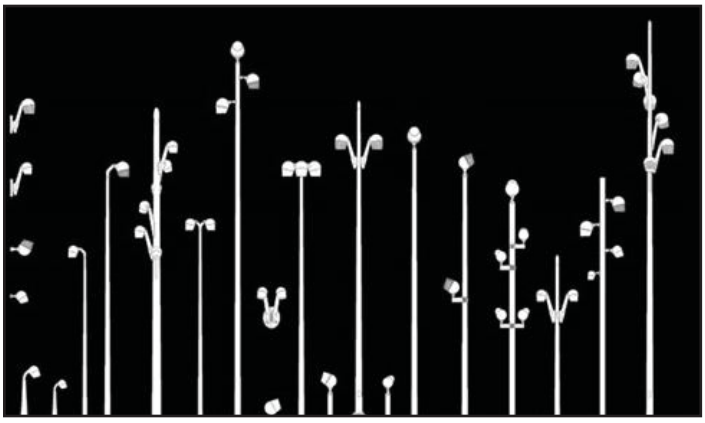
3. Introduce on-street parking adjacent to sidewalk dining areas where possible to provide a protective barrier to sidewalk diners from moving vehicles.

4. Where sidewalk dining occurs adjacent to large roadways without on-street parking, consider very deep sidewalks and physical barriers (i.e. landscaping) to separate the dining areas from the travel lanes.

LIGHTING

Lighting

Street lighting provides perhaps the most straightforward function of all streetscape elements – illuminate areas so people can see in the dark. The future of urban street lighting is "bright" in that the design options and creative uses of lighting are transforming many areas in the country. There is an opportunity to have fun with lighting on the Hallandale beach Boulevard corridor and unique opportunities should be explored.



Lighting manufacturers are responding to growing demand for light fixtures and associated products that are more artistic and less utilitarian that what has been the standard. The image to the left is itself an artistic expression of one manufacturer's array of street lighting products.

There is increasing interest in LED lighting products as well as solar powered lighting. The full-spectrum aspects of the lighting type, as well as the longevity of the fixtures, makes LED a preferred choice for many cities. Solar powered lighting has the obvious benefits of lower electricity costs and environmental benefits.

Image: LA Light Project

In addition to utilizing environmentally sustainable as energy efficient lighting, cities are also looking to lighting as an art form to create attractive installations that become identity draws to public and civic spaces.

Image: Atlantic Street Light

Transit Stops

Providing a dignified transit stop and shelter are paramount to enticing "choice" transit riders – those who have the option to drive but choose to take transit. Like so many other streetscape elements, there is great variety in design and character with transit shelter options. It is key to ensure there is ample space for comfort and safety and the provision of bicycle racks is increasingly important.

Image: Bus shelter in unincorporatied Miami-Dade County

In this image a standard transit shelter has been modified with a unique design pattern.

Image: WVTTK Architects "Living Bus Shelter"

Environmentally sensitive public infrastructure is becoming more prevelant in urban environments all over the world. This bus shelter in the Netherlands was designed as part of an effort to green the city.

TRANSIT STOPS

Image: Bike Shelter

Perhaps one of the most important elements of the transit shelter is the provision of safe, and in this case shown above, sheltered bicycle storage. Cities across the country are seeing significant increases and bicycle and bicycle-transit usage. A bicycle makes the "last mile" trip to the transit stop a much easier one.

Transit Stop Recommendations

1. Ensure that transit stops are adequate in size and are visible from the streets and adjacent properties for ease of natural surveillance.

2. Consider modifying standard shelters to reflect the unique characteristics of a district or corridor. Host design competitions for ideas.

3. When considering investments into transit shelters, coordinate with local transit providers to review stop locations and code compliance.

4. Provide bicycle parking and if possible, bicycle shelters at transit stops to enhance t transit rider access to the service.

CIVIC OPEN SPACE SIZE, USE, & CONFIGURATION

The provision of well-designed sited, and scaled public and civic open spaces along Hallandale Beach Boulevard will go great lengths to make the corridor livable. The Form-Based Code for the RAC and Hallandale beach Boulevard districts are designed to provide incentives for addition civic and public open spaces. These guidelines are intended to illustrate successful spaces, of varying scales, and the elements that make them desirable.

Image: Artist rendering

Parks, plazas, and urban open spaces can provide a variety of experiences and purposes. There are a few basic tenets that apply to all: visibility, safety, and comfort. The rendering above illustrates how all buildings are facing the plaza and parkways to provide natural surveillance onto the public spaces.

Image: Soundscape Park; Miami Beach,FL

This passive park is designed with dynamic pathway geometries and art/landscaping installations. Each public space can have its own identity and unified theme.

VISIBILITY

Image: Centennial Fountain Plaza and Clematis Street, West Palm Beach, Florida

The image above illustrates how the Centennial Plaza at the end of Clematis Street has great viability from adjacent streets and buildings and there are very few obstructions to access. The image below, at CityPlace plaza is fully surrounded by active building fronts which maintain maximum interaction and connectivity between the shops and plaza.

Image: Centennial Fountain Plaza and Clematis Street, West Palm Beach, Florida

VISIBILITY

Image: The Manor, Fort Lauderdale

This plaza is part of The Manor mixed-use project on Federal Highway in Fort Lauderdale. The public space is framed by the buildings such that there is clear visibility into the space from all directions. The space aligns and activates the street and provides an attractive respite along the corridor.

Image: PGA Commons, Palm Beach Gardens, Florida

This image is of the open-air paseo that connects the parking areas of PGA Commomns to the public spaces along the PGS Corridor in Palm Beach Gardens.

SEATING & AMENITIES

Image:Amenities and furniture, New York City

The image above shows fixed, permanent seating at a mid-block crosswalk. In this example the sidewalks are wide enough to accommodate face-to-face seating down the street adjacent to the curb edge. These are also the locations for the shade trees to provide those taking a respite relief from direct sun.

Image: Worthing Place, Delray Beach, Florida

As mentioned earlier relative to transit stops, it is also very important to provide bicycle facilities at public plazas and open spaces. Many more people are opting to utilize bicycles to travel to leisure and entertainment destinations when the needed bicycle facilities are provided.

CIVIC ART

Civic art is created for public spaces, and can help define, express, and reflect the urban language of the city. The creation of these art pieces can reference Hallandale's history, local craft, geography, landmarks, and diverse ethnic culture. Civic art connects one with the urban environment, nature, and the people of the area.

"Urban design and city building are surely among the most auspicious endeavors of this or any age, giving rise to a vision of life, art, artifact and culture that outlives its authors. It is the gift of its designers and makers to the future." -Donald Watson

Image: City Hall, City of Hallendale Beach Florida

This large sculpture is diplayed at the entry to Hallandale Beach City Hall.

Image: City Hall, City of Hallendale Beach Florida

This memorial is one of many types of civic art on display at the City Hall and Community Center complex in Hallandale Beach, Florida..

CIVIC ART

Image: “Beneath the Surface” by muralist Eduardo Mendieta
Hallandale Beach Boulevard Bridge crossing Highway AIA

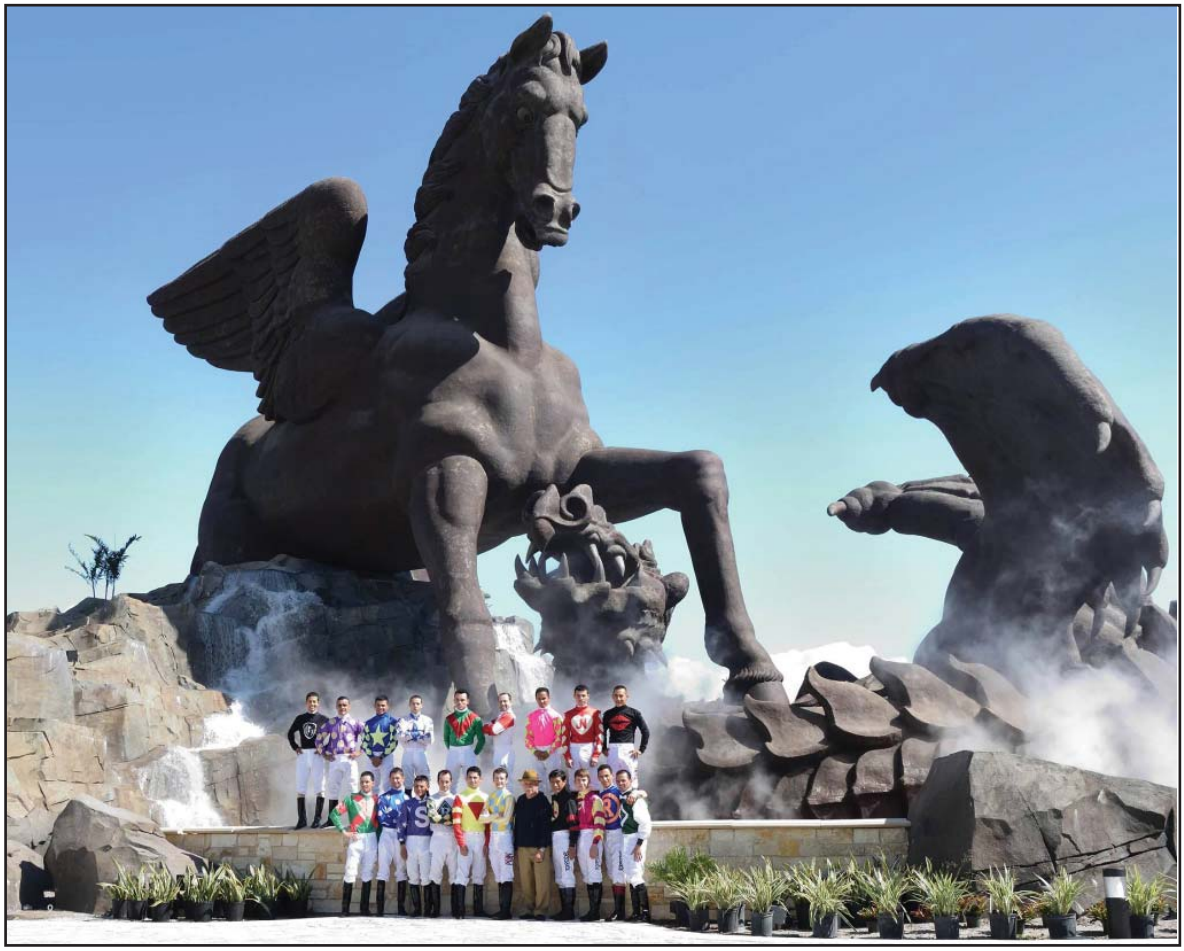


Image: The newly completed 112 ft. high Pegasus statue at Gulfstream Park is perfectly over-the-top. Photo via Gulfstream Park

WAYFINDING SIGNAGE

Wayfinding signage has taken on a whole new meaning in some cities. With groups like Walk Your City and partners like the Knight Foundation, messages to pedestrians and motorists are being tailored to the needs of the user and representative of local amenities and destinations.

Image: Wayfinding sign - Walk Your City - Austin, Texas

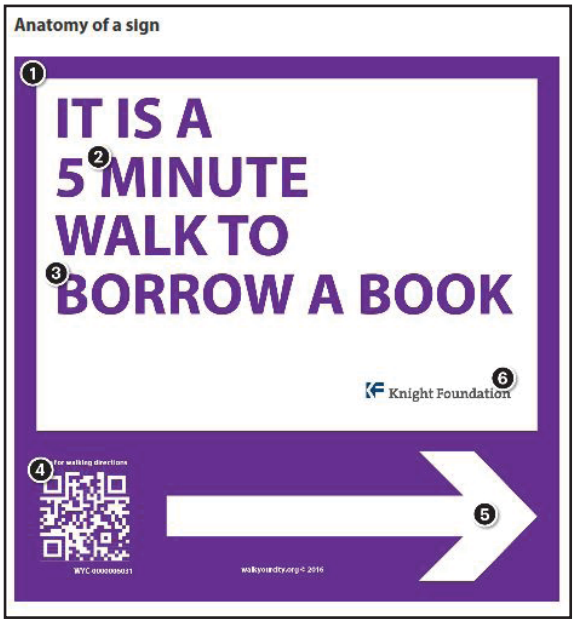


Image: Walk Your City

As the city contemplates additional wayfinding signage, it is important to focus on who are the users and what are their destinations. It is also beneficial to see what create strategies other cities are implementing.

Image: Wayfinding signage at Gulfstream Park, Hallandale Beach, Florida

GREEN INITIATIVES

Cities are increasingly looking to strategies and techniques to limit environmental impacts. Whether it is the reuse of water, xeriscape type of landscaping, or policies prohibiting plastic bags, there are many ways in which a city can do its part to help protect the environment.

Image: Water Alliance

The diagram above by Water Alliance is a good example of ways to communicate techniques for efficient water usage and reuse.

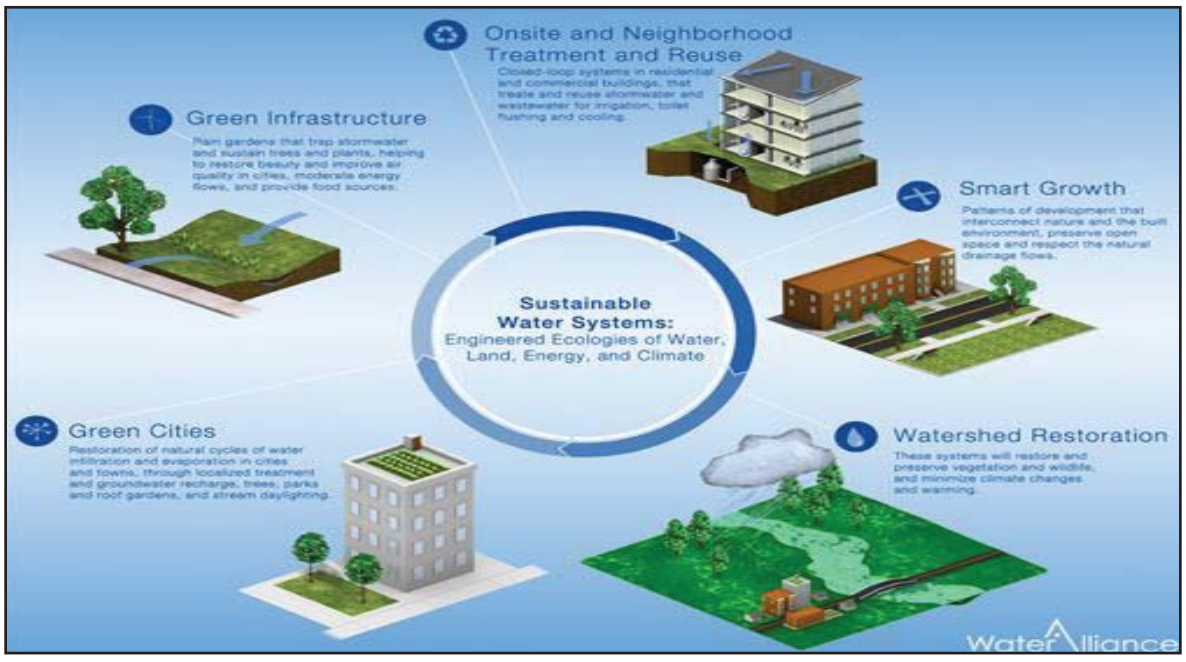


Image: Water Alliance

GREEN INITIATIVES

Even something as simple as providing doggy clean-up stations in parks and public open spaces can help the environment. The removal of pet waste provides a cleaner, healthier environment and helps to eliminate accidental encounters with pet droppings.

In addition to pet clean-up stations, the provision of trash receptacles that distinguish between recyclable and non-recyclable items is a good sustainable practice.

Image: Doggy clean-up station

This image of The Sustainability Tree is a power graphic that describes many of the different facets of sustainable practices. Water conservation, car pooling, transit use, all are things that can have a huge impact not only on quality of life, but also on the environment.

Image: The Sustainability Tree; The Synergy Centre