City of Pembroke Pines

Streetscape Design Guidelines

prepared by:

MILLER LEGG

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Section I:
Introduction

Section I: Introduction

The City of Pembroke Pines is committed to economic revitalization, enhanced liveability and aesthetic improvement of the City. Accordingly, the City has commissioned this study to develop a set of Streetscape Guidelines which, when implemented, will enrich the fabric of the community and help achieve the above-stated economic, liveability and aesthetic commitments.

Streetscape improvements are one of the first steps in initiating comprehensive City revitalization. Public investment improvements like streetscapes are strong indicators to residents, businesses and the private development community that the City is committed to continuous community revitalization and redevelopment, willing to put their money on the line to "prime the pump". Streetscape projects help improve the "investment image" of an area. This is one of the factors considered by businesses, lenders and investors when making a decision on which projects to put their money behind.

The term Streetscape is a broad and often misunderstood term. Often, municipalities under achieve in projects termed "streetscape" due to this lack of understanding. Streetscape improvements should go well beyond simple aesthetic improvements such as landscape plantings and street furnishings and include factors such as drainage considerations, abutting land use, access management, multi-modal mobility, and roadway safety.

The guidelines developed as a result of this study truly encompass the many aspects of streetscape to ensure a comprehensive approach to the City of Pembroke Pines' continual community revitalization. While the goals of economic revitalization and community redevelopment require other actions such as visioning, code development, incentivization, etc., the development of these streetscape guidelines is a positive step in the direction of achieving these goals.

DOCUMENT ORGANIZATION

Following this introduction, this document is organized into 5 sections:

Section II: Goals and Objectives addresses the public input received from web site survey, the public charrette, comments from the public during City Commission presentations and through discussions and work sessions with City staff. The section includes the various tools utilized to solicit input and provides a summary of the goals and objectives resulting from these exercises.

Section III: Opportunities and Constraints is comprised of an inventory and analysis of the existing conditions as they relate to function, aesthetics and safety. This section serves to develop the framework for the Streetscape Guidelines to follow.

Section IV: Guidelines sets forth the actual criteria which shall serve to guide future City streetscape projects. It addresses the key issues identified by the community in the proceeding sections and gives direction to the actual streetscape form. Adoption of these guidelines assures cohesiveness and consistency of design throughout the City.

Section V: Implementation Phase provides guidance in the selection, ranking and budgeting for City streetscape projects. This section includes potential costs for the various elements, categorizes projects relative to scope and budget, and provides a vehicle for ranking or phasing their implementation.

Section II:
Goals & Objectives / Basis of Guidelines

Section II: Goals & Objectives / Basis of Guidelines

As a precursor to developing the streetscape guidelines, the consultant team performed field assessments, initiated a web based survey and held a public workshop or "Charrette" in order to identify outstanding issues relative to the physical makeup of the City. The information gleaned from these activities was synthesized into goals which form the basis for these guidelines.

The overriding theme includes developing "Consistency for all City Districts", a "Minimum Level of Streetscape" within the context of aesthetics and function. Accordingly, the Goals and Objectives for the Pembroke Pines Citywide Streetscape are established as follows:

Goals

1. Unify the City through a 'Sense of Place"

    - Establish City "Gateways"
    - Develop a streetscape vocabulary of landscape, hardscape and amenities
    - Promote multi-modal linkages between City points of interest
    - Create user-friendly streetscape environments

2. Facilitate Economic Progress

    - Enhance regional commercial appeal
    - Provide for a diversity of uses
    - Encourage redevelopment through revitalization

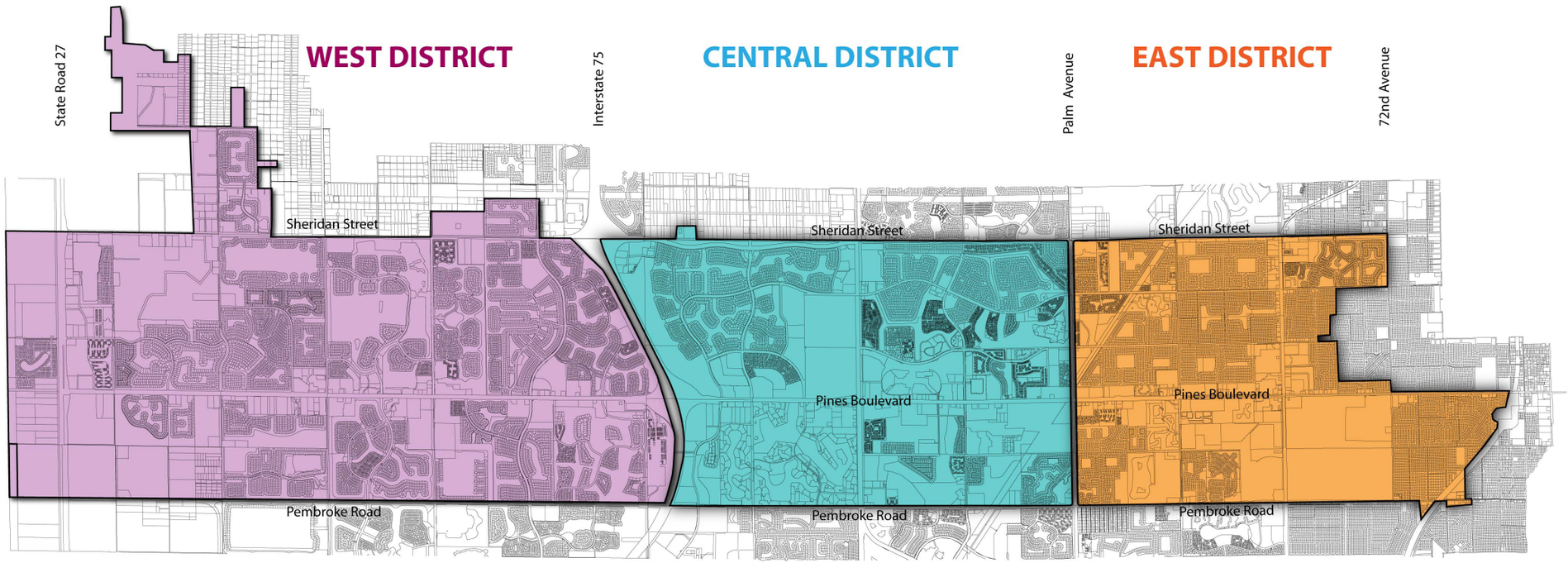
3. Improve City Connectivity

    - Establish a wayfinding program
    - Develop transit specific directional information
    - Define Citywide and City District identity

4. Develop Guidelines

    - Roadmap for future improvement projects
    - Specific streetscape improvement opportunities
    - Solutions that are flexible for district adaptation

Field Assessment – Inventory and Analysis Phase



ASSESSMENT & INVENTORY

A Citywide assessment of the roadways was conducted during the data-gathering and inventory / analysis phase of the Project. The assessment looked at the following streetscape conditions:

- Aesthetics - General appearance and landscaping, hardscape, maintenance etc.,
- Function - The general conditions of auto, bike, pedestrian, bus, lighting, drainage, facilities, etc.,
- Wayfinding and signage and,
- City entry gateway statements.

Based upon the field, historical and document review of the City, it was determined that the guidelines would address the streetscape conditions and solutions by utilizing three distinct City Districts. These Districts were historically developed during three distinct timeframes and exhibit unique characteristics based on this development pattern. This development pattern is further defined by two primary North-South roadways, Palm Avenue and I-75 that physically delineate this development pattern. By necessity, streetscape improvements within the distinct Districts must respond to very different sets of existing conditions.

Accordingly, these Districts are utilized as elements that organize the City into the Eastern District, Central District and the West District.

The Eastern District is the historic core of the City, being developed in the late 1950's to the 1970's, utilizing a classic grid as the base development form. The Central District was developed as planned unit developments with major retail shopping, including the Pembroke Lakes Mall and, later, the Shops at Pembroke Gardens. The Western District was developed primarily in the late 1980's and 1990's, following Hurricane Andrew, with large-scale master planned communities.

Field Assessment – Photographic Inventory

Based on a field assessment performed by the consultant a summary of streetscape priorities were developed. These priorities include improvements of:

- Gateways
- Wayfinding
- Intersection Aesthetics
- East District Landscape Aesthetics
- Pedestrian Function / Safety and Linkage
- Safe Bicycle Facilities
- Unified "Sense of Place"

Website Survey

To ensure that the Streetscape Guidelines included broad-based public input, a survey questionnaire was designed and published on the City's website to gather input regarding the City's streetscapes. Specific questions addressed the function and aesthetics of the streetscapes, signage and wayfinding. Responses from the survey participants were documented and analyzed. From that analysis specific issues, concerns, and recommendations were derived.

A summary of the website participant data included 'Liked' aspects of the City's existing landscaping and aesthetics/ beauty associated with the City's streetscapes. Lighting was also viewed favorably.

Respondents 'Disliked' the aesthetics/ beauty of many of the City's streetscapes. These aesthetic dislikes included both landscaping issues and architectural/ façade issues.

The landscaping 'Dislikes' were directed at those streets that do not have a coherent landscape treatment or those street segments that are essentially devoid of any landscaping. Most of the 'Disliked' locations, are east of Palm Avenue. Only a few respondents saw any significant issues in the City west of I-75.

Respondents had significant 'Dislikes' of the City's current walkability, wayfinding and bicycle suitability. From a safety standpoint, the lack of sidewalks and bike lanes were the top issues. Poor sidewalk conditions and issues of landscaping obscuring views of on-coming traffic were also mentioned.

A desire to improve primary streetscape identifiers, including landscape, architecture and street amenities (such as bus stops, benches, trash receptacles, and banners) was significant.

For questions addressing wayfinding and identity, a majority of respondents thought the gateway statements into the City were sub-standard or totally lacking. Participants felt that the shopping, golf/ recreation, parks, health facilities, places of worship, parking, libraries and other civic facilities need to addressed with wayfinding signage.

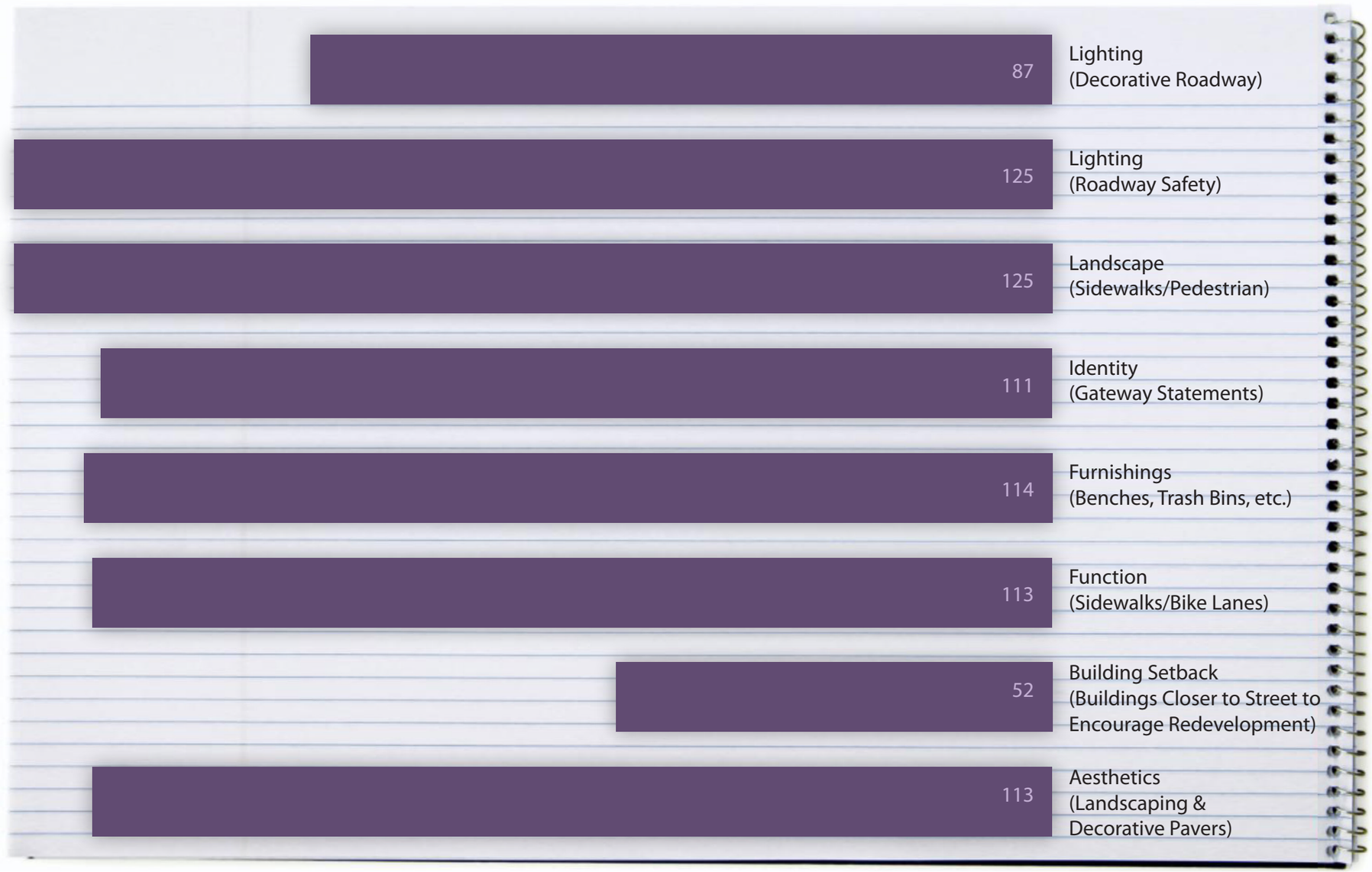
PRIORITY SUMMARY

Based upon the website survey a summary of the streetscape priorities include the improvement of:

- Gateways
- Landscape / Aesthetics
- Roadway Lighting (Safety)
- Bikeway & Sidewalk Network
- Street Amenities

Website Survey:

Streetscape Priorities



The website survey participants were asked to list their priorities concerning streetscape improvements. This chart summarizes the responses. Primary concerns include: landscaping for enhanced pedestrian experience and lighting for safety lead the way, followed closely by bike and pedestrian improvements, street furnishings, general aesthetics improvements (landscape and hardscape related), and creating an identity at the entries into the City. Of lesser concern is the need for decorative lighting and addressing building setbacks.

Website Survey:

Identity & Wayfinding Priorities

Website survey participants were also asked to prioritize some general aspects of signage and wayfinding. This chart summarizes the responses of that question. City gateway signage clearly is the highest priority, followed by improved wayfinding signage. Neighborhood entry signage and identification is another priority followed by a desire to address City facility signage – establishing a uniformity to the City's identity and wayfinding easier.

Charrette Priorities

Priorities from the charrette came from two interactive tasks. The interactive task was a group activity which developed the prioritized lists of issues as shown on this page. During the charrette residents were assigned to assess one of the three districts and asked to prioritize issues relative to the existing streetscape.

WEST DISTRICT PRIORITIES

1. Gateway signage into the City.
2. Wayfinding signage, compatible with the Gateway signage.
3. Neighborhood identification.
4. Network of bike and pedestrian pathways
5. Bus Shelters – use them as part of the City identification theme.
6. Complete road networks (196th Ave and Pembroke Road)

CENTRAL DISTRICT PRIORITIES

1. Gateway signage into the City.
2. Pines Blvd from I-75 to City Center is an important link and should be special.
3. Wayfinding Signage – placement of the signage is important, i.e. before intersections / decision nodes.
4. Intersection improvements with pavers, etc. and banners.
5. Safety-related improvements (turn lanes).
6. Establish intersection landscape theme.

EAST DISTRICT PRIORITIES

1. Landscape improvements, specifically the median for Taft Street east of Douglas Road and the Roundabout(s) for Johnson Street.
2. Gateway statements/signage.
3. Improve and provide bike lanes and bike and pedestrian paths.
4. Wayfinding signage.
5. Pedestrian hardscape.
6. Improve lighting.
7. Provide street trees.

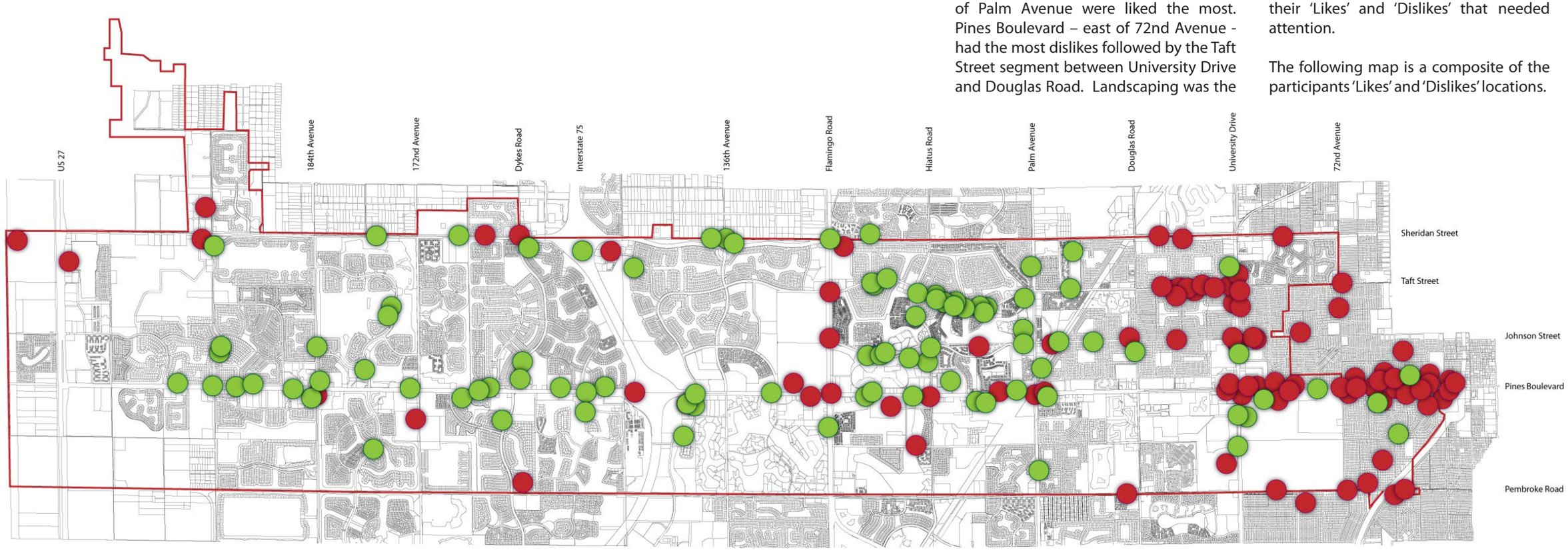
Charrette Individual Activity

During the Charrette's Individual Activity, each participant identified and described three (3) specific City streetscapes that they liked and disliked. The results of this activity included the Central and West Districts with the most 'Likes' and the East District with the most 'Dislikes'.

Taft Street between Flamingo Road and Palm Avenue and Pines Boulevard, west of Palm Avenue were liked the most. Pines Boulevard – east of 72nd Avenue - had the most dislikes followed by the Taft Street segment between University Drive and Douglas Road. Landscaping was the primary issue mentioned by participants on why they "Disliked" or "Liked" a particular street or area of the City.

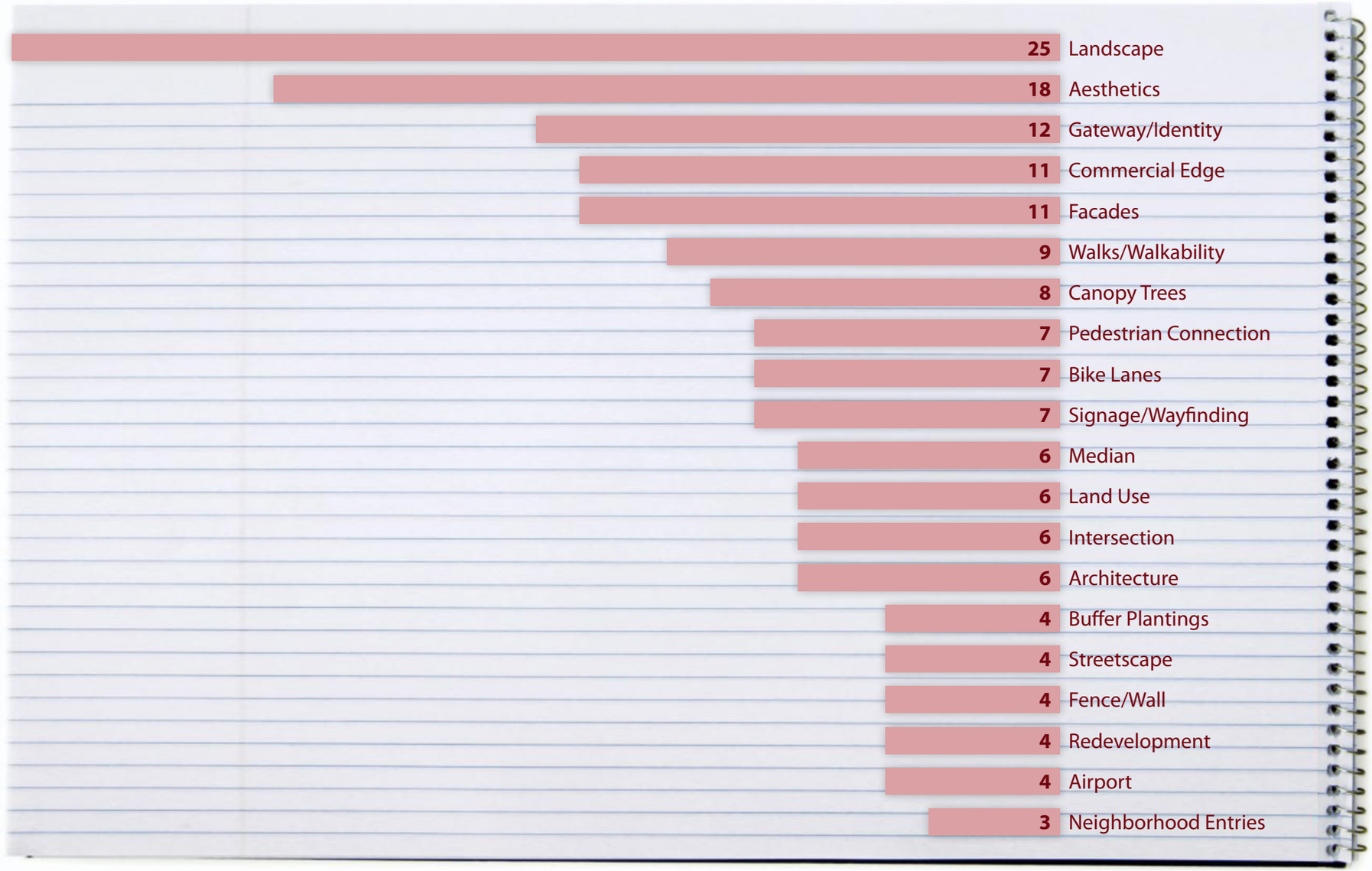
For the second individual activity, each participant was given three green (likes) and three red (dislikes) numbered dots which correlated with their written comments. They were asked to place the dots on the map to locate each of their 'Likes' and 'Dislikes' that needed attention.

The following map is a composite of the participants 'Likes' and 'Dislikes' locations.



Individual Preferences:

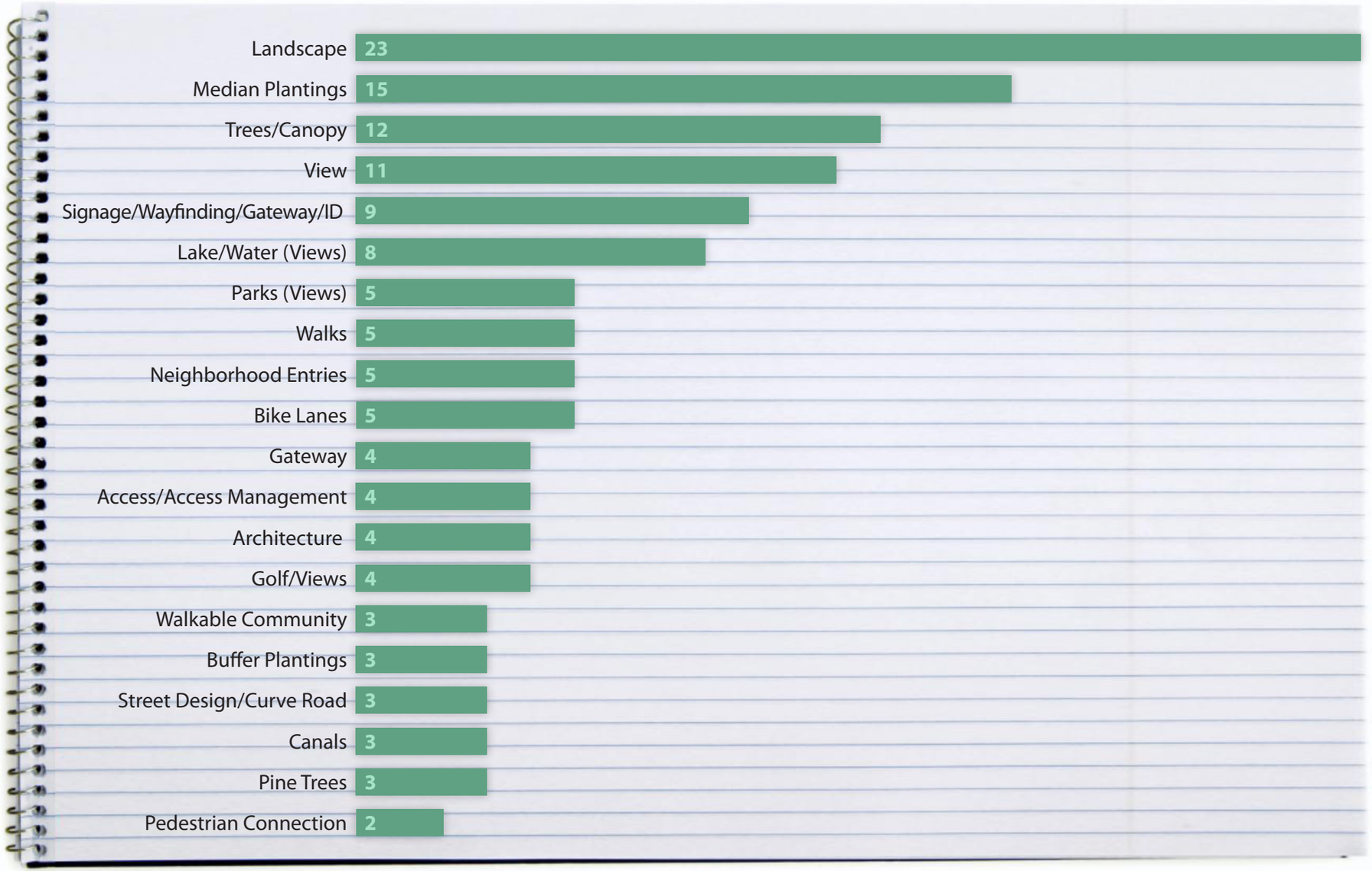
Dislikes



This chart tabulates the number or frequency of "dislikes" mentioned by the participants during the Charrette.

Individual Preferences:

Likes



This chart tabulates the number or frequency of "likes" mentioned by the participants during the Charrette.

TOP INDIVIDUAL "DISLIKES"

- Landscape
- Aesthetics
- Gateway / Identity
- Commercial edge conditions and Commercial facades and Architecture
- Walks and Walkability (and pedestrian connections to retail/schools/parks/etc.)
- Canopy Trees
- Bike Lanes
- Signage / Wayfinding

Several 'Dislikes' specifically addressed the need for a median on East Taft Street and the aesthetics of several individual intersections (such as Pines Boulevard and University Drive).

Other 'Dislikes' mentioned the need to improve the concrete fence/wall along some portions of Pines Boulevard or at the intersection of Taft Street and Douglas Road, traffic and signalization (synchronizing the traffic signals was suggested, particularly along Pines Boulevard between Hiatus Road and I-75), and general maintenance and upkeep (of landscape and/or of building facades, etc).

Maintenance relating to safety was noteworthy and needs to be addressed. This included ensuring that vehicular and pedestrian sight lines are not obstructed by landscaping at intersections and that there is adequate clearance for bikes and pedestrians under street trees and palms that overhang sidewalks, etc.

TOP INDIVIDUAL "LIKES"

- Landscape
- Median Landscape Plantings
- Trees / Canopy
- Views (e.g. golf, lake/water, park/open green space, wetlands)
- Signage / Wayfinding / Identification (in terms of the developing signage in the West District)

Some of the 'Likes' related to concepts presented at the charrette, including roundabouts and canopy trees on East Johnson Street. It was felt that the roundabout(s) could serve as strong City entry gateways, as well as aid in traffic calming.

Other opportunity 'likes' included:

1. Moving parking to the rear of the buildings on East Pembroke Road and East Pines Boulevard to improve aesthetics and walkability.
2. Creating small pocket parks in the neighborhoods (if there's extra green space).
3. Improved pedestrian connections across canal openings.
4. Improved access management for neighborhoods adjacent to primary corridors – e.g. East Taft Street median or East Sheridan Street.

Many 'Likes' of existing streetscapes mentioned how Pembroke Lakes had a small town feel to it and served as a good model of a walkable community.

Synthesis of Priorities

Combining the findings from the Inventory/Analysis Phase, the Website, and the Charrette, the following will be the key items to be addressed in the Streetscape Guidelines.

1. Gateways (and Identity)
2. Landscape & Aesthetics
3. Pedestrian & bike way improvements (improve network and connections and for safety)
4. Wayfinding
5. Street amenities (includes lighting)

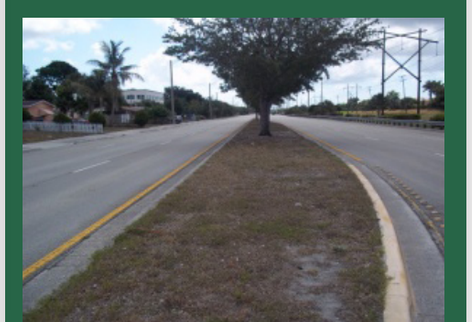
Section III:
Opportunities & Constraints

Section III: Opportunities & Constraints

In order to effectively address any issue, it is first necessary to understand the underlying conditions that create it. Accordingly, the first stages of the Guidelines process have been dedicated to cataloguing the various streetscape conditions encountered throughout the City.

The following descriptions, photographs and graphics document the existing field conditions.

The roadway assessment includes a qualitative analysis of the function and aesthetics of City streetscapes. In order to quantify the assessment for each streetscape element, a general score was assigned to each geographic location of these elements. A graphic depiction of this quantitative analysis is shown here:

	AESTHETIC	FUNCTION	GATEWAY
GOOD			
ADEQUATE			
POOR			

Existing Conditions/Analysis

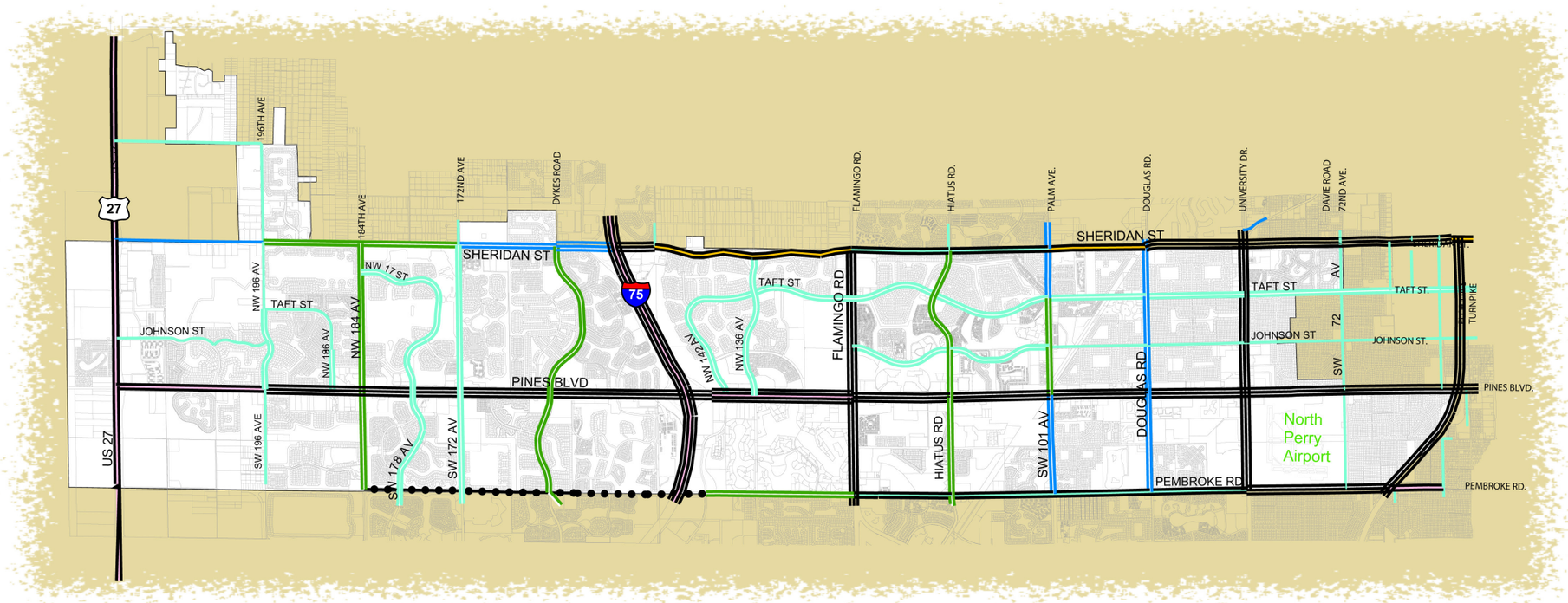
VEHICULAR ROADWAY NETWORK

The vehicular transportation network within the City of Pembroke Pines is comprised of several street types; Major Arterials, divided; Collector Streets, divided; Collector streets, undivided and local roads. This has implications for roadway design standards, design speed, access management, level of service etc. The functional classification for these roadway types is summarized as follows:

1. Arterials: Generally defined Arterial Roads connect population centers. They are primarily designed for through traffic but may accommodate some parcel access.

2. Collector: Connects arterial roads with local roads. They are equally designed for through traffic and local access.

3. Local Road: Primarily designed for local access.



Standard Roadway Classifications

Notes:
1. Functional classifications shown are consistent with the 2000-2010 Federal Functional Classification System
2. Jurisdiction identifies agencies (State, County, or City) responsible for roadway maintenance, operation & construction.
3. State Road 84, a 2-lane one-way pair along I-595 / I-75, is a State Minor Arterial. (not shown in map)
4. Visit http://browardmpo.org/mpo/plansprograms.htm for the current edition of this map.

LEGEND

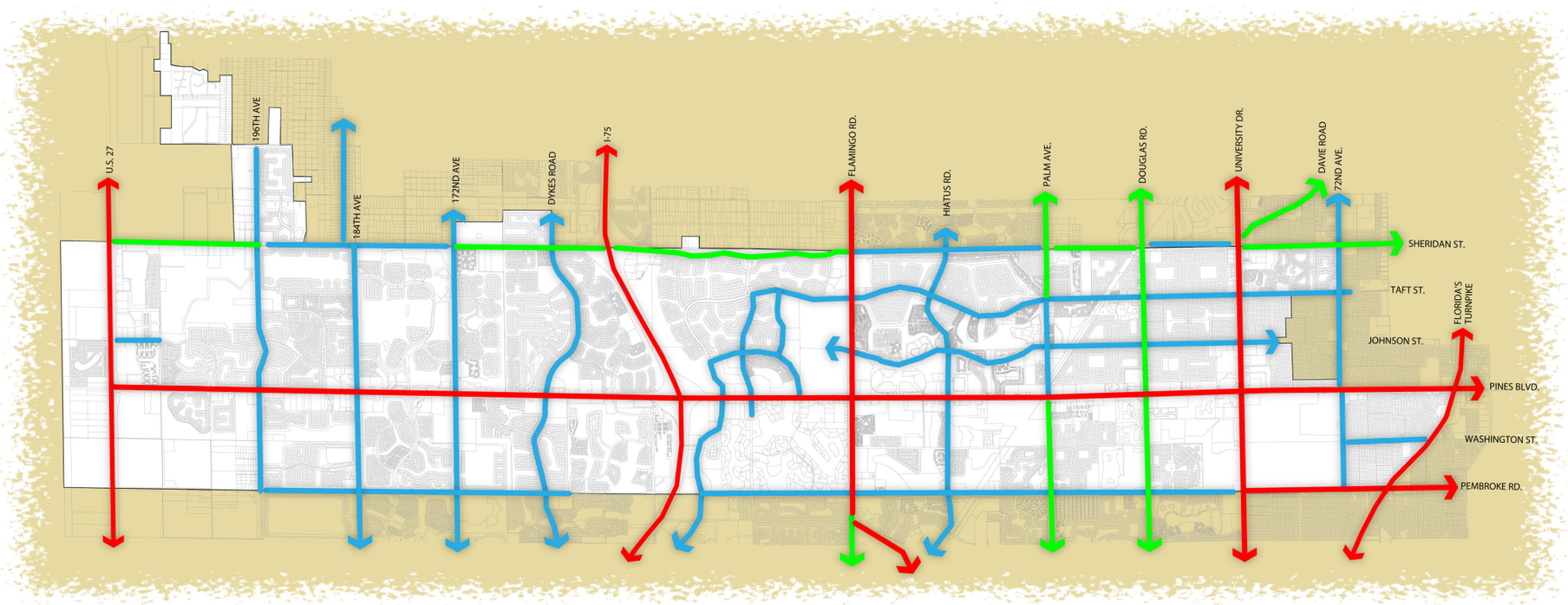
Functional Classification & Jurisdiction

- State Principal Arterial
- State Minor Arterial
- State Collector
- County Principal Arterial
- County Minor Arterial
- County Collector
- City Principal Arterial
- City Minor Arterial
- City Collector
- Committed Future Minor Arterial
- Committed Future Collector

Existing Lane Arrangement

- 2-Lanes
- 3-Lanes
- 4-Lanes
- 6-Lanes
- 8-Lanes
- 10-Lanes
- 12-Lanes

N



Roadway Jurisdictional Diagram

LEGEND

- Major Highway (FDOT)
- County Road
- City Road

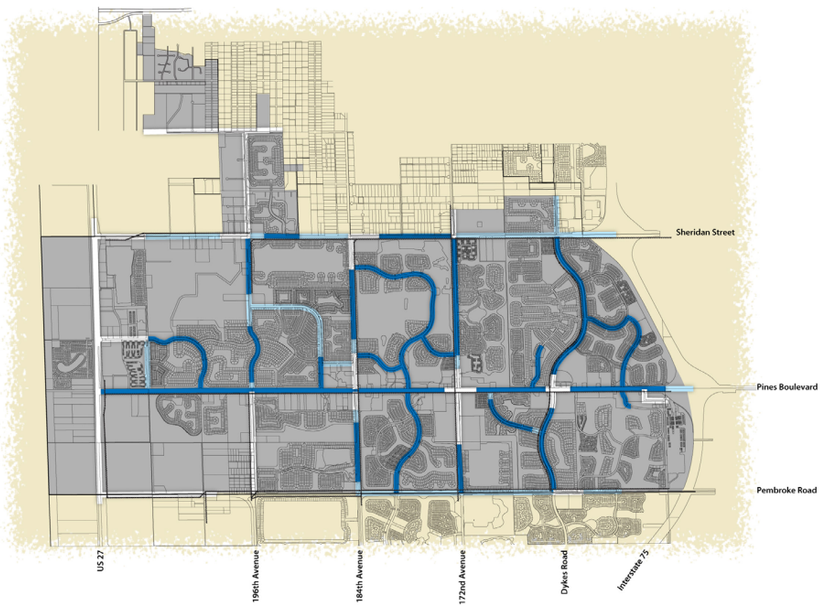
JURISDICTIONAL AUTHORITY

The roadway network within the City of Pembroke Pines is under the jurisdiction of the Florida Department of Transportation; Broward County and the City of Pembroke Pines.

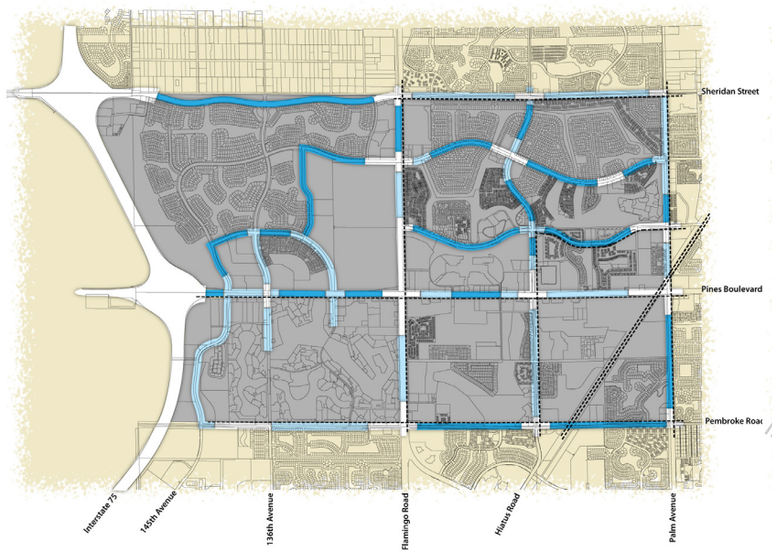
Accordingly, each jurisdictional entity has a unique set of standards guiding the use and/or improvement of these roadway facilities. Therefore, there is not a one size fits all solution to providing streetscape guidelines for the City's road network.

The streetscape guidelines produced herein respect the jurisdictional criteria of the various owners and have been developed accordingly.

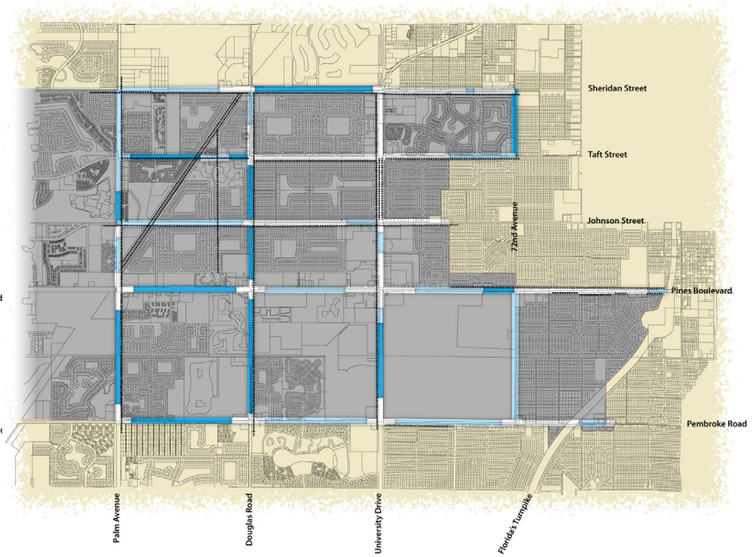
West District



Central District



East District



Aesthetic Assessment

The aesthetic assessment of the roadways includes the presence or absence of landscape improvements. It also involves a qualitative assessment of the aesthetic value of any existing landscape plantings. A good rating would have extensive, healthy plantings that provide environmental benefits such as shade, a variety of color and texture and they are well maintained. A rating of adequate will have plantings that are healthy, provide shade, a variety of color and texture and are well maintained. Plantings may not be extensive or some individual plants may be missing from a grouping. A rating of poor will have little or no landscape plantings, or if plantings are existent they are in poor physical condition, lack in variety and/ or maintenance. These poor landscapes provide little in the way of environmental benefit such as shade.

Currently, the City's landscape plantings are inconsistent throughout the Districts. Some medians are all palms, some are all canopy trees but most of the City's medians around the City are a combination of trees, palms, shrubs and sod. There are, of course, physical constraints – such as soil volume or median width, on what a particular median can support in terms of plant materials. For example, narrow medians should not host canopy trees for safety and plant survivability reasons. Similarly, the physical constraints [such as overhead utilities] associated with the plantings along the rights-of-way, help determine what plant materials are suitable. On Pines Boulevard, the main arterial through the City, Royal Palms are the prominent overhead canopy in the median and they are used consistently in all three Districts. The palms are almost exclusively used east of University Drive in the Pines Boulevard median. As the roadway expands west of University Drive, so does the width of the typical median. The medians become more diverse in their plantings with a combination of flowering tree bosques, palms, and canopy trees. A consistent use of this planting scheme should be employed throughout the City where feasible. Much of the City does have good stands of Canopy trees along the rights-of-way that provide needed shade to the pedestrians using the sidewalks.

Depending on the District or location in the City, canopy trees are growing under overhead utilities, causing them to be severely hat-racked. The resulting 'hedge' of canopy serves a purpose but is a long-term maintenance issue.

LEGEND

- Good
- Adequate
- Inadequate
- Overhead Utility Constraint

West District











Central District











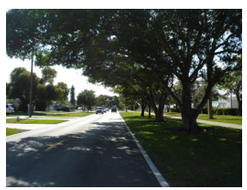

East District



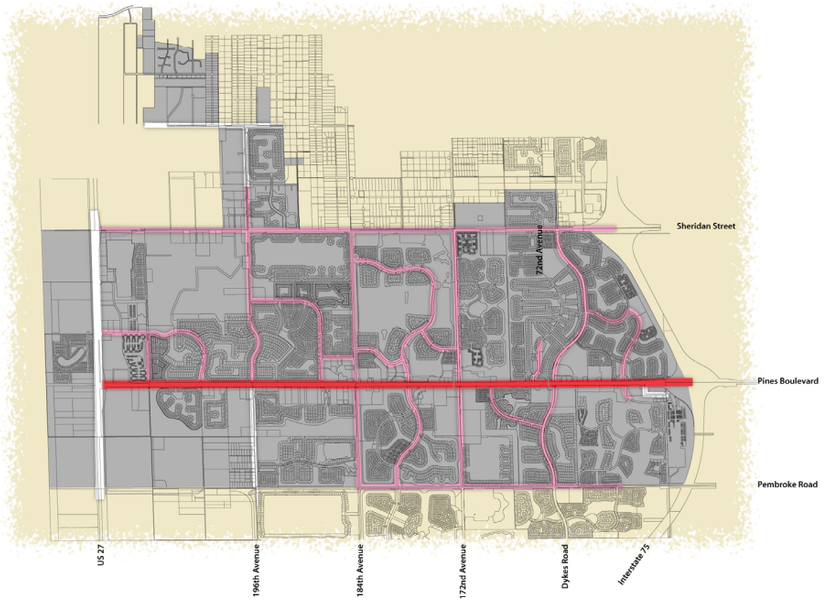




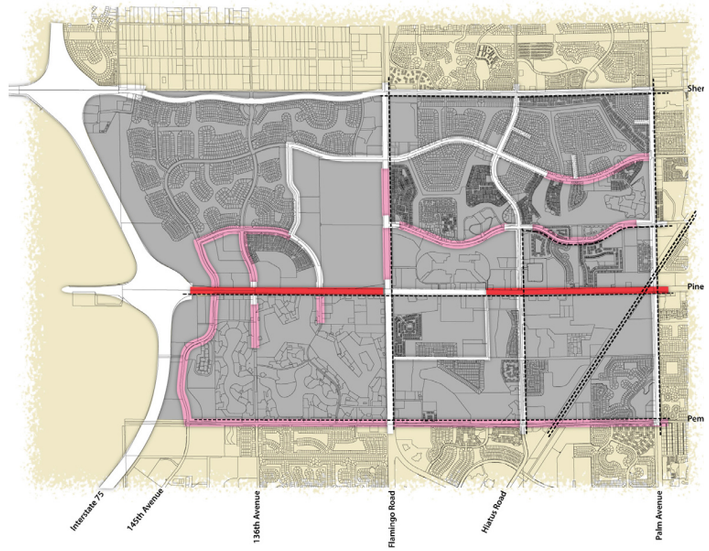


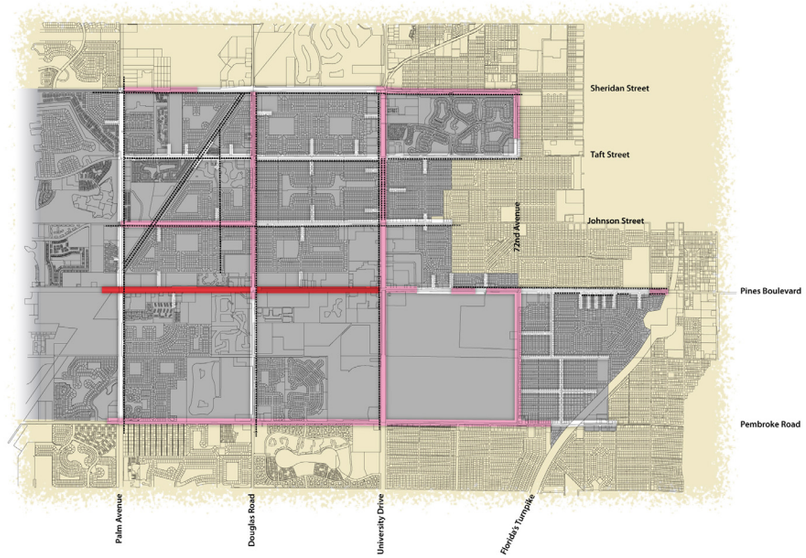
West District



Central District



East District



Functional Assessment

The functional assessment of the roadways includes the presence or absence of: sidewalks, lighting, bike lanes, and pedestrian crossings. A rating of "Good" would be assessed if the roadway included 3 or more of the facilities mentioned above; "Adequate" if it included 2 or more, and "Poor" if it included only one or less of the facilities.

BICYCLE & PEDESTRIAN

Bicycle and pedestrian mobility is an important component of sustainable cities and is a key component of the roadway functional analysis performed for this study. The bicycle and pedestrian mode of transportation provides primary access for those who do not drive cars and secondary access, leisure and exercise for those who do drive cars. Bicycle and pedestrian transportation within the City limits can best be characterized as intermittent. A component of the street deficiency analysis includes the absence of bike lanes, shared streets or "sharrows" and/or sidewalks.

LEGEND

- Good
- Adequate
- Inadequate
- Overhead Utility Constraint

LIGHTING

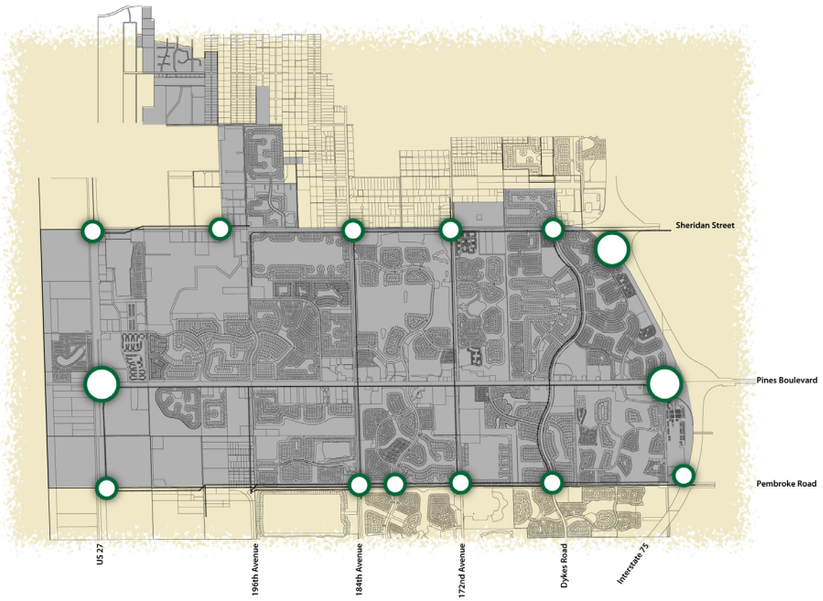
Adequate lighting has a direct impact on the safety, function and liveability of the City. Properly lighted streets help reduce vehicular and vehicular/pedestrian collisions and increase the perceived safety of pedestrians. Appropriate landscape lighting can increase the aesthetic value of the City.

Lighting throughout the City is inconsistent. Existing conditions are mostly 'cobra-style' roadway lights on an assortment of pole types, including wood, concrete and aluminum. Depending on constraints with overhead utility lines, the roadway lights are also at various mounting heights. Pines Boulevard also has 'high-mast' lighting in some of its western segments.

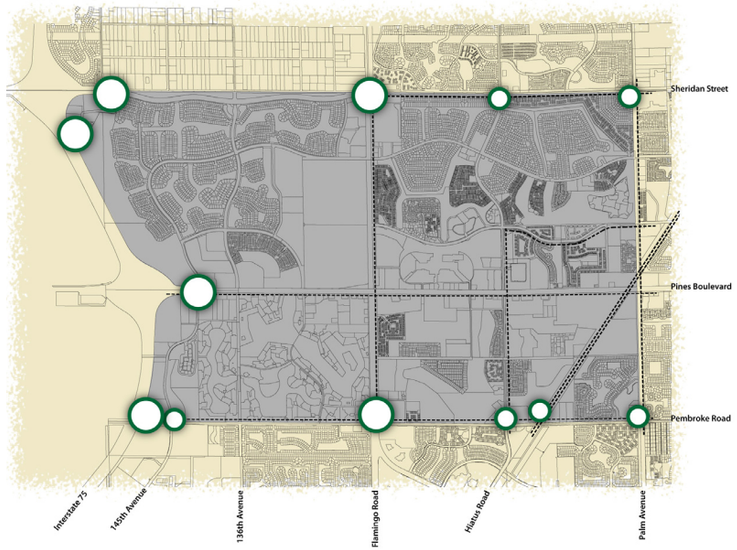
Often, due to canal constraints or other limitations, some streets have streetlights on one side of the street. This creates dark spots along the street, especially if there is an intervening landscape median.

There is very little in the way of pedestrian scale lighting or aesthetic landscape lighting. Along the City's streetscapes, the primary location for this type of lighting is found in the City Center. This type of lighting provides security for pedestrians at night and highlights decorative plantings and streetscape amenities during the evening hours.

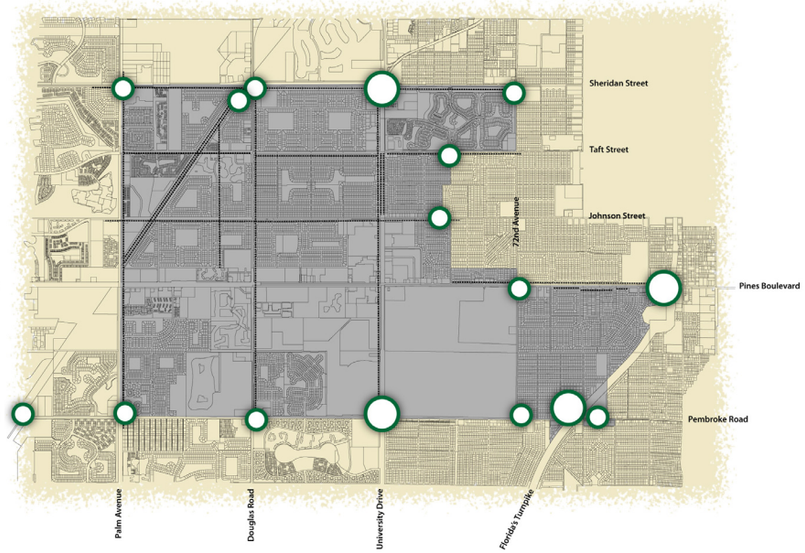
West District



Central District



East District



Gateway Assessment

The Gateway Assessment identifies the existence of gateways (or lack thereof) and whether they are effective in providing identity, and a more qualitative assessment of their aesthetic value.

The size of the circle used to identify each gateway indicates the significance of the gateway. The larger the circle, the more significant a gateway.

LEGEND

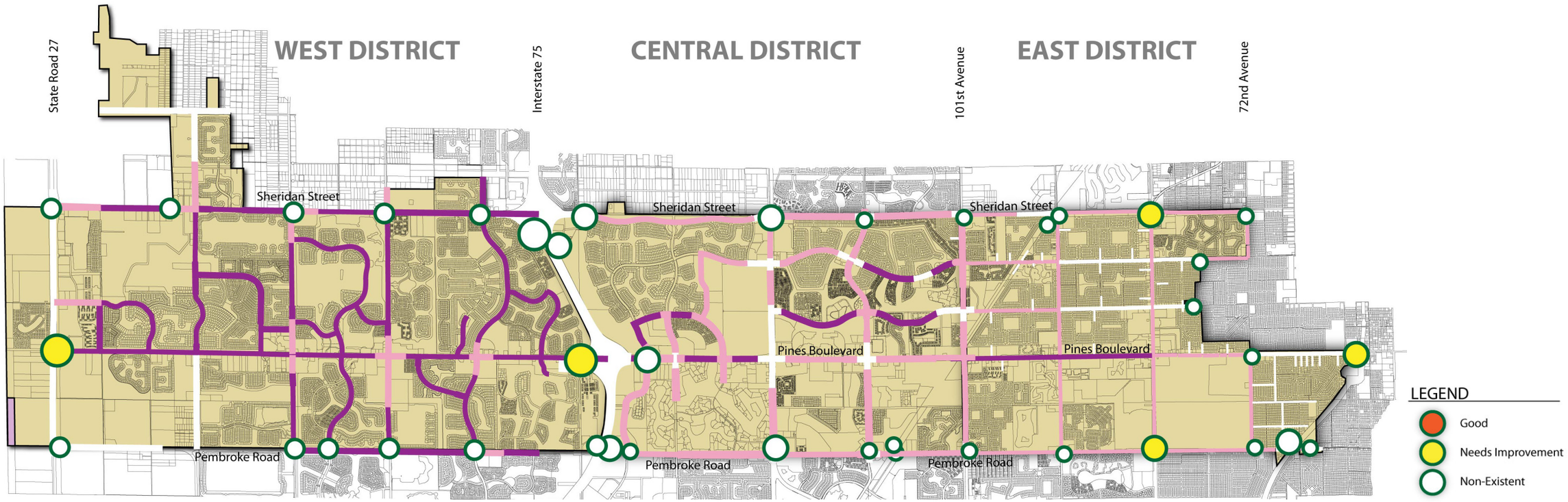
Major Gateway

Minor Gateway

GATEWAYS

Pembroke Pines has numerous entry points. Each of these entry points is a potential opportunity to promote the "Brand" of the City.

Currently all of the entry locations do not have any type of entry identification or they need improvement.



Wayfinding Analysis

ANALYSIS OF EXISTING CONDITIONS

Gateway Signs

Existing Pembroke Pines gateway signs consist of two configurations—large monuments and small monuments. A few post and panel versions exist at entries to some neighborhoods such as Pines Village.

The existing signs are functional, but look a bit worn and dated compared to similar signs in the surrounding communities. The current graphics do not present a clear and unique branding or identity for the City, and they are not currently part of a unified citywide wayfinding system.

Currently there are only (5) five existing monument gateway signs within the City, despite the fact that there are approximately 30 major and minor entry points from surrounding communities and expressways. For the most part, the location of the existing gateways seem appropriate, with the exception of the gateway sign at I-75 and Pines Blvd. which is too far from the intersection.

The most glaring problem is the lack of any gateway identity at the majority of the vehicular access points into the City. Along Pembroke Road, the southern City limit, there is currently only one gateway identity sign—in the median at University Drive. There is no City identity along Pembroke Road at the Turnpike; Douglas Road; Palm Ave.; Hiatus Road; Flamingo Road; Dykes Road; 178th Ave.; and 184th Ave. In almost all of these locations, the City of Miramar has gateway signs installed at their City entries just south of Pembroke Road.

A similar condition exists along the City's northern edge at Sheridan Street. Again, like the southern City limit, there is currently only one gateway identity sign along Sheridan Street—in the median at University Drive. There is no City identity along Sheridan Street at 72nd Ave.; Douglas Road; Palm Ave.; Hiatus Road; Flamingo Road; I-75 (both east and west bound); Dykes Road; 178th Ave.; 184th Ave.; and U.S. 27. Again, in most of these locations there are existing gateway signs for the City of Hollywood (to the east) and Cooper City (to the north).

Other deficient entry points include eastern access points at Taft Street and Johnson Street; I-75 (east bound) at Pines Blvd.; and Johnson Street at U.S. 27.

Existing Large Gateway at Pines Blvd.

Existing Small Gateway on University Dr.

Pembroke Pines identity at entry to Pines Village

A post & panel Hollywood Gateway sign

Typical Miramar Gateway sign

Typical Cooper City Gateway sign


N. Flamingo Road entrance to City at Sheridan Street


I-75 entrance to City at Pines Boulevard (heading East)


Pembroke Road entrance to City at the Turnpike

Directional Signs

Currently, the City has no wayfinding or directional signs. In a few locations, standard FDOT signs provide minimal direction to C.B. Smith Park and the Library—however even these signs are limited to just a few in the immediate vicinity of these destinations. Other surrounding communities (Hollywood, for example), have implemented unique wayfinding programs to guide visitors to their City's destinations.

At present there are, for practical purposes, no signs in the City that direct users to area destinations such as City Hall, North Perry Airport, C.B. Smith Park, Library, Broward College, Academic Village, or any of the City parks or community centers. The lack of this type of directional signage is problematic since, in most parts of the City, pedestrian traffic is at a minimum and visitors access all destinations by car or bike.

The addition of wayfinding directional signs could instantly add clarity, organization, direction, orientation and awareness of valuable City resources and destinations for both residents and visitors alike. A few examples of branded wayfinding directional sign programs in other Cities are shown to the right.

FDOT directional sign in median to Library

Typical existing FDOT directional sign in median

FDOT directional sign in median to C.B. Smith Park

Example of a branded wayfinding sign in Miami Beach, FL

Large wayfinding sign in neighboring Hollywood, FL

Typical wayfinding sign in neighboring Hollywood, FL

Example of a branded wayfinding sign in Asheville, NC

Example of a branded wayfinding sign in Tampa, FL

Example of a branded wayfinding sign in Washington, DC

Identity Signs

Public identity signs within the City have no graphic consistency or uniform format. Many of the current signs, for several different reasons, fall short in their task of effective identity for their locations.

Several of the current signs are poorly positioned and are not visible from main access routes. A few examples of poorly positioned signs are Paul J. Maxwell Park, Fletcher Park, Pines Recreation Center and Chapel Trail Park.

Even more of a problem, there are several public destinations that have no identity at all. Examples of this condition include Pasadena Park, Cinnamon Place Park, John S. Fahey Park, Linear Park, TownGate Park, Silver Lakes Park and Alhambra Park. The City's own website promotes these locations by name, however none of them currently have signs that identify them on site.

Other destinations also have problematic identity signage. Examples of these include Ben Fiorendino Park whose large identity sign is only visible when approaching from the east; the Historical Museum which has no identity on the street or at the entry to the parking lot in which it is located; and the Walter C. Young Resource Center which has an identity marquee sign on Pines Blvd. but no identity sign at the entry to the facility itself.

Many of the public park entries are littered with banners and sandwich boards that create an unappealing visual clutter.

Examples of existing signs that are more effective include the Pembroke Pines Municipal Center (although there is no reference to "City Hall" on this sign); Police/Fire Rescue; typical Fire Station identity signs throughout the City; Village Community Center; Pembroke Lakes Golf & Racquet Club; Pembroke Shores Park; Academic Village; and West Pines Soccer Park & Nature Preserve. Although these signs are functional, there is no consistency in their layout, placement, graphics, colors or materials that visually unifies and brands them as City of Pembroke Pines locales.

Neighborhood Identity

Currently there are a large number of monumental-style signs that identify the different neighborhoods and communities. These signs vary greatly in size, layout, colors and materials. Some signs represent public communities, while others identify private developments. Sometimes in a City the different "named" neighborhoods are identified by uniform "gateway-style" signs. These signs are usually designed to complement the other signs in the wayfinding program. The City of Hollywood is a good example of this type of neighborhood branding. However, another approach is to let these signs remain different and unique—intentionally non-uniform to the wayfinding system. This may be done for historical reasons, or simply to preserve a unique character for each neighborhood.

Paul J. Maxwell Park - no visible identity & banner clutter


Fletcher Park - identity sign not visible at park entry


Pasadena Park - no park identity signage


John S. Fahey & Linear Parks - no park identity signage

Pembroke Pines Municipal Center - no mention of City Hall

Police & Fire Rescue identity


Pembroke Shores Park - banner & sandwich board clutter

Academic Village identity

West Pines Soccer Park & Nature Preserve identity

Regulatory Signage

Usually the majority of signs in an urban environment perform a regulatory function. Examples of these signs are traffic safety (Stop, Do Not Enter, One Way etc.), street identity, warnings, rules and regulations. It is possible to include all of these types of signs in a new wayfinding program, and have them adhere to the same design and layout standards. Often this is not practical since many types of regulatory signs may be governed by other agencies such as FDOT. Certain types of highly public regulatory signs however should be addressed in new wayfinding. These signs include rules and hours for public facilities that are posted near property entries, and other similar highly visible signs that could be designed to complement new wayfinding signs in their vicinity.

Historical Signage

A historical marker program could be implemented to highlight notable events or locations in the City's history. Historical signs both educate and inform residents and visitors alike. They help communities preserve their most important stories and promote a knowledge of the past to present generations. These programs are usually developed with the support and cooperation of local historical societies. Although Pembroke Pines is a young City, there may still be an opportunity to establish a program that can grow and develop over time.

City Branding

The major sign types in most wayfinding programs (gateways, vehicular directional) usually display some direct or implied form of City branding. This may be a logo, type style, color palette, pattern or shape. Signs that are directly branded will feature a logo, official typeface and colors, and maybe a motto or tagline. Implied branding uses shapes, color palettes, patterns and fonts that support existing marketing and branding, but may avoid direct references such as logos, symbols and taglines. Currently, there is no consistent use of branding on the City signs. Sometimes the City seal appears on identity signs such as gateways and park identity. A dark green and off-white color scheme is used consistently on City gateways, and the typeface "Benguiat Bold" displays the City name on all gateway signs.

Pines Village identity

Pasadena Lakes identity

Pembroke Lakes identity

TownGate identity

Typical existing Bicycle Lane sign

Typical rules signs at public parks

Large grant signs appear at several public parks

Historical Museum - potential historical marker program

City Seal - branding displayed on many existing signs

CHARACTERISTICS OF EFFECTIVE WAYFINDING

Wayfinding can be defined as the planning and communication of information throughout a built or dimensional environment. When done properly, wayfinding enables each person to form a mental map of a site, and/or navigate an environment through the use of a comprehensive, systematic, cohesive and visually unified graphic system.

An effective signage program is a key component to any wayfinding system, but is not alone in its responsibility for the task. Even the most thoughtfully conceived sign program can not overcome all the obstacles or a poorly conceived site or environment. Good wayfinding also relies on clear, well-defined pathways; visual clues; prominent landmarks; well planned architecture and public spaces; printed maps; human guides and portable GPS systems.

Signage and wayfinding combined, help orient people to a site and navigate through it. In addition to orientation and direction, signage can also have a placemaking and interpretive role. By creating a unique identity for an environment, a sign program can contribute to "branding" a site and assist in creating a sense of place. Interpretive signage can tell the story of a place, it's inhabitants, and points of interest. Signs can also communicate other kinds of information such as warning, operational and regulatory messages. When properly executed, end users are not overwhelmed with too much information, nor are they left confused by too little.

A proper wayfinding system must be designed for its specific environment, and to communicate with it's defined users. It must be adaptable, expandable and maintainable. No two projects are the same, and every environment presents its own unique set of wayfinding challenges, needs and requirements. However, some fundamentals of a well designed and effective wayfinding program are universal and apply to almost every situation:

Audience
In all wayfinding projects, defining the audience is a critical first step in determining "how" and to "where" you will want to send them. Gateway signs can define the City boundaries, portray City branding, and provide a sense of arrival for all users. Visitors to the City that are unfamiliar with local landmarks will benefit the most from new wayfinding, however guidance for locals and frequent visitors from the surrounding Cities will also be greatly improved.

Structure the Information
In all complex environments there is always a long list of destinations and points of interest that both visitors and locals may choose to visit. For clarity and an anxiety-free wayfinding experience, it is always critical to establish an information hierarchy to define and organize destinations. This hierarchy will first direct visitors along major access routes to primary destinations and then to secondary venues. By providing visitors with just enough information at key decision points, you help them remain in motion to their destination. Conversely, overwhelming them with too much information can create bottlenecks and confusion.

Circulation
Good wayfinding defines the optimum routes and circulation patterns for both vehicular and pedestrian traffic. When properly executed, visitors are seamlessly guided along logical and intuitive paths that avoid unnecessary confusion or congestion. Wayfinding can be used to help define preferred access routes, limit choices, and steer traffic away from congested streets and neighborhoods.

Relativity to Environment
Sign programs always inhabit a physical or environmental space and impart a visual impact on their surroundings. Thus, the sign design, message, character and attitude are always relative to, and influenced by, the environment that surrounds them. With few exceptions, good wayfinding delivers its message without disrupting the visual integrity of its environment.

Nomenclature
One of the most critical steps in any wayfinding process is to determine, refine and agree to the names of destinations that will appear throughout the program. Consistent use and display of destination names is vitally important in establishing a fluid dialogue between guide sign and end user. Names should be familiar to locals, and easy to understand for first-time visitors. Consideration must be given to current name usage regulations for signage that occurs in FDOT right-of-ways. Generally, only destinations open to the public that meet certain minimum attendance numbers are allowed on FDOT regulated signs. Names of private enterprises are usually prohibited. FDOT also restricts the length and number of destinations allowable on wayfinding signage.

Field Testing / Prototypes
Whenever possible it is good practice to field test and evaluate selected elements of the final sign system prior to overall implementation. This can be accomplished through full size visual mock-ups, or working prototypes. Both allow for field observation and analysis that may lead to fine tuning prior to fabrication. They may also be used as a vehicle for allowing community response and feedback, and to build consensus within the community.

User Participation and Community Involvement
It is important that the interested stakeholders in the City have the opportunity to provide input into the design of the new wayfinding system. By encouraging broad participation, and sharing your research, analysis, recommendations and concepts, you can work together to create a consensus amongst the stakeholders, local government and community.

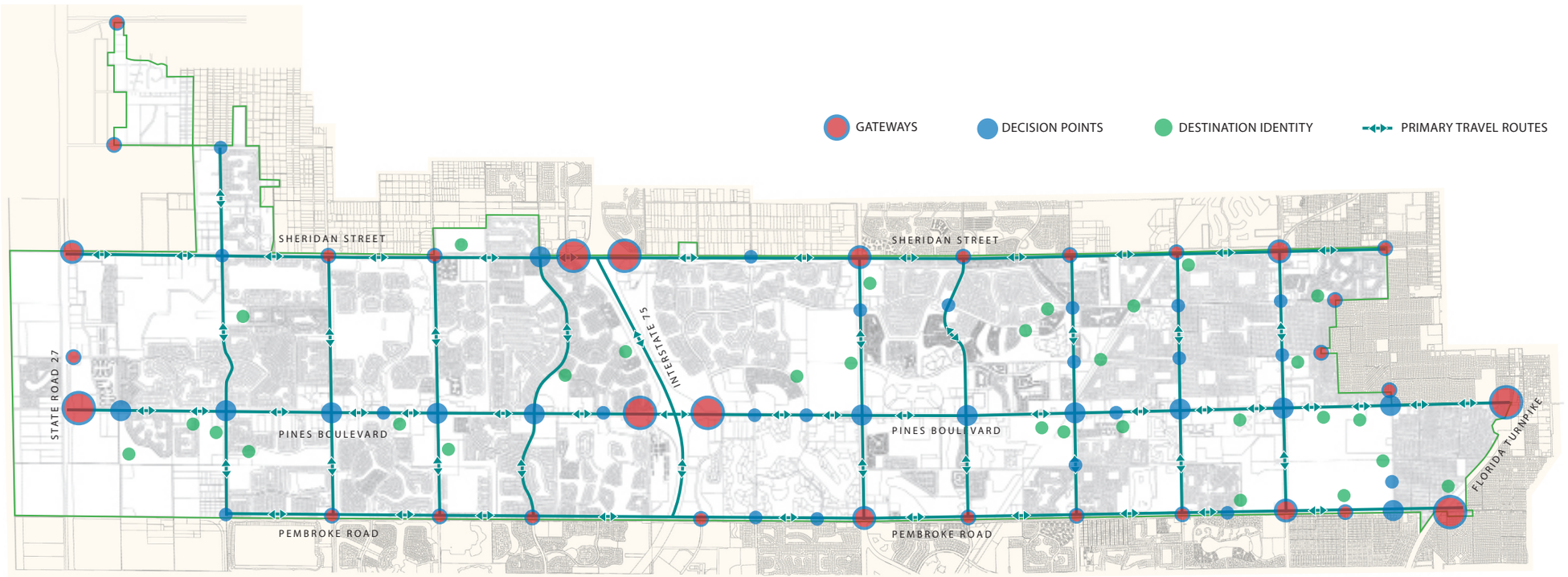
ACCESS, NAVIGATION AND CIRCULATION

As a rule, people navigate from "general" locations to "specific" destinations. Wayfinding leads users to their destination through a series of incremental steps—starting with broad direction and increasing in detail the closer the user gets to their destination.

It would be impractical, inappropriate and impossible to display on each vehicular sign all the specific destinations within an area. More importantly, the user doesn't need to know all the destinations at once, and will not be able to absorb much information while traveling at roadway speeds. Users should only be given information as it is needed; only when it is needed; and in short easy to read directions. In fact, too much information, before one needs it, can create confusion and anxiety in users—and in vehicular situations, it can distract drivers which can be dangerous.

Below is a schematic site plan demonstrating a wayfinding philosophy for the City. Gateway signs (in red) provide entry identity and broad orientation. Large circles indicate the primary entry points, and smaller circles identify secondary and tertiary entries. Directional signs (in blue) at decision points along access routes, provide a hierarchal system of broad and specific directions to upcoming area destinations. Again, the larger circles represent major decision points, while the smaller circles indicate secondary locations. Identity signs (in green) at entries to public sites provide identity and confirmation of arrival. Primary travel routes throughout the City are shown by the blue lines and arrows. Identity and guide signs should be located along these routes. When properly planned and implemented, this hierarchy of identity, orientation and direction creates a seamless and fluid system of navigation to all important City destinations and points of interest.

The principles of how a hierarchal wayfinding program effectively guides users to destinations can be demonstrated by the following typical example of driving to the airport. On the highway there will be signs and arrows that say "Airport", which are providing broad direction. After exiting, signs then direct users to "Arrivals" and "Departures", sub-dividing the route into two distinct directions. As one gets closer, signs give directions to more specific destinations such as "Terminals", "Rental Cars" and "Parking". Closer still, these signs present even more details. "Terminal" signs may be numbered and list individual airlines; "Rental Car" signs will list individual rental car companies; and "Parking" signs will divide into "Short Term" and "Long Term" parking. Finally, signs along the terminal's departure facade will identify the specific airline drop-off locations; signs along the route will direct users to specific rental car company locations; and other signs will identify parking entries, rates and parking levels.



DISTRICTS

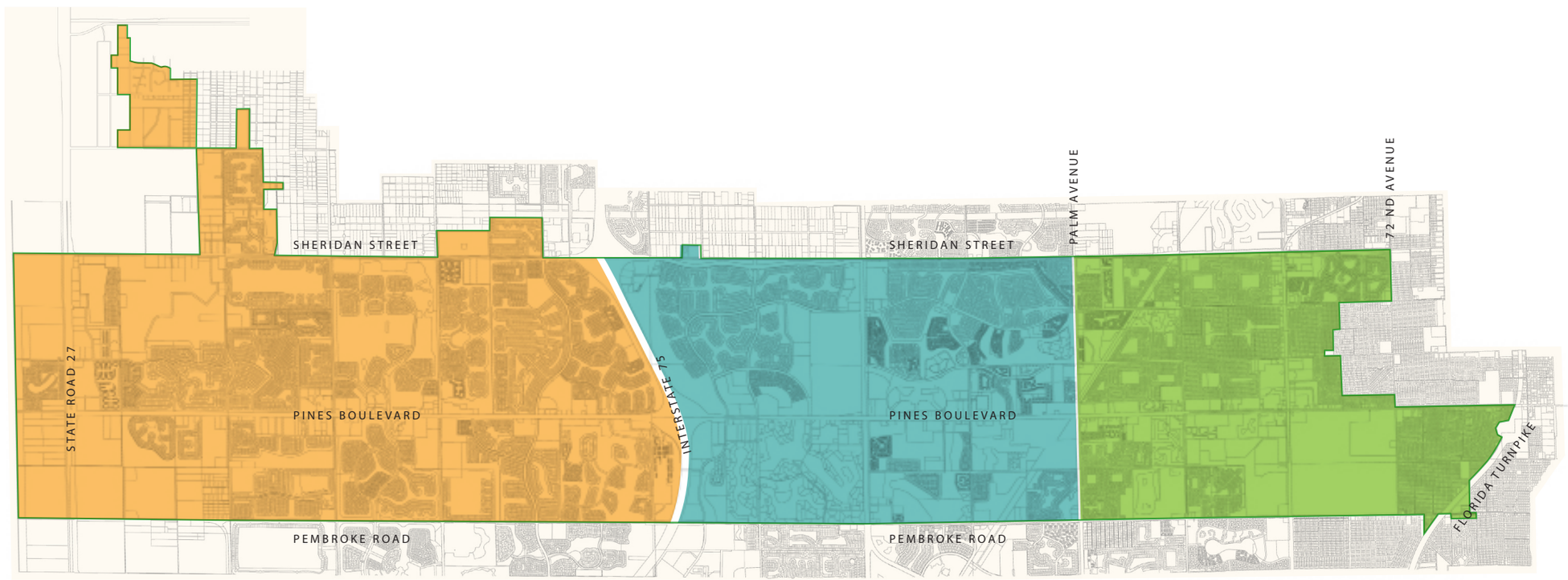
From a wayfinding perspective, dividing the City into Districts allows for improved direction and orientation for visitors to the area. By organizing destinations within three distinct regions, visitors can be directed from afar to specific Districts, and upon arrival be directed to the various destinations within. Vehicular signs, for both practical and safety reasons, are very limited in the number of destinations that can be displayed on a single sign, and the use of Districts can help reduce the number of destinations on sign panels.

Shown below are the three Districts. The "East", "Central" and "West" designations provide a basic level of orientation that gives users a sense of their overall location within the City. In a unified wayfinding program, the different Districts may be listed destinations on signs and/or be represented by unique colors, graphics and/or symbols that help differentiate one District from another.

The *East District* is bordered on the eastern edge by the City limits (Florida Turnpike, 72nd Ave.) and on the western edge by Palm Avenue. Within its boundaries are the neighborhoods of Pasadena Lakes, Pines Village, Walnut Creek, and Boulevard Heights. Other destinations include North Perry Airport, Pines Recreation Center, Broward Community College, Village Community Center, Pembroke Pines Historical Museum, Art & Cultural Center, and several public parks.

The *Central District* is bordered on the east by Palm Avenue, and on the west by Interstate 75. Within its boundaries are the neighborhoods of Pembroke Lakes, Pembroke Falls, Century Village, and Raintree. Other destinations include Pembroke Pines Municipal Center, City Center, Pembroke Lakes Golf & Racquet Club, C.B. Smith Park, Broward County Library, Walter C. Young Resource Center, Pembroke Lakes Mall, Shops at Pembroke Gardens, and several public parks.

The *West District* is bordered on the east by Interstate 75, and on the west by State Road 27. Within its boundaries are the communities of TownGate, Grand Palms, Pembroke Shores, Spring Valley, Silver Lakes, and Chapel Trail and more. Other destinations include the Academic Village, Paraiso Park Shopping Center, and several public parks.

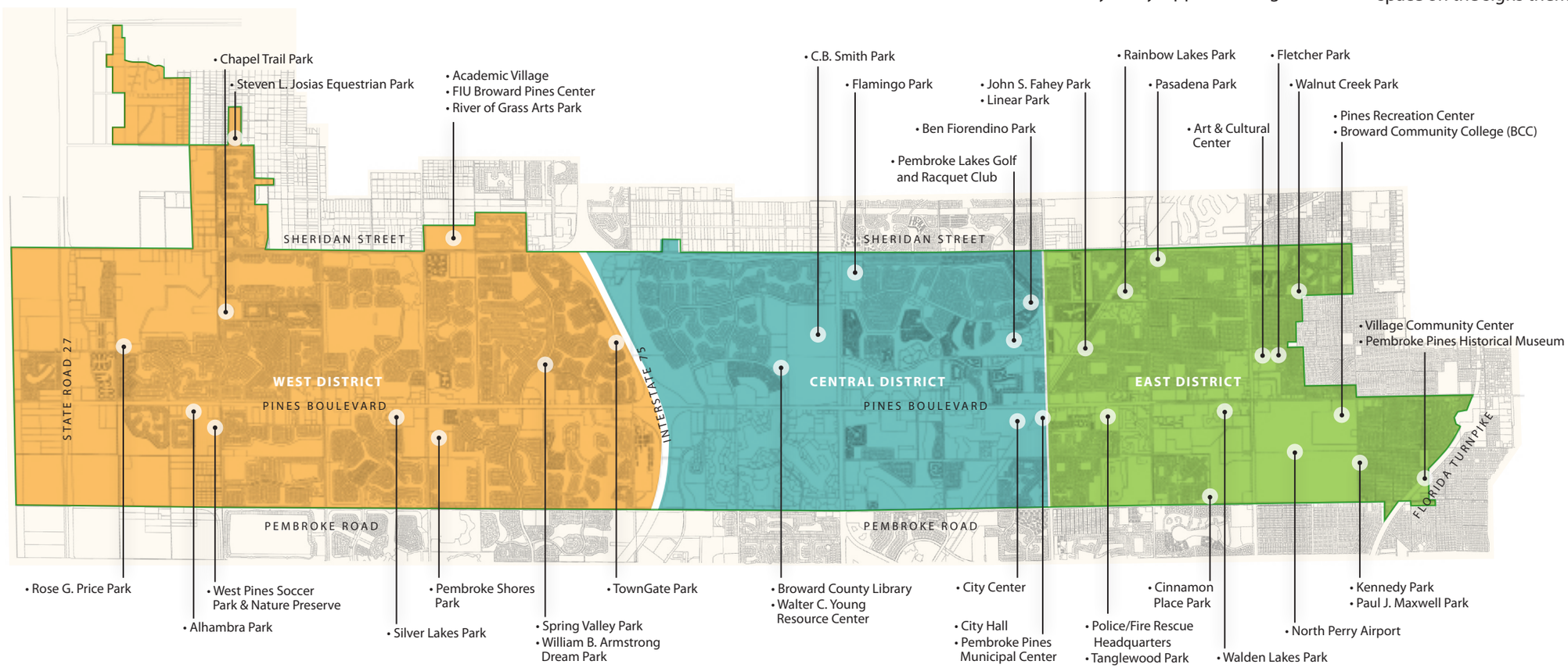


DESTINATIONS

To implement an effective wayfinding system in the City, a prioritized list of destinations must first be established. Shown below is an example of the types of destinations within the City that may be included in a wayfinding program. Due to the large number of individual interests within the City, it is very important to establish a criteria for determining which destinations will appear on wayfinding signs.

A cohesive and comprehensive sign program organizes information and destinations on the basis of two principles — *hierarchy* and *proximity*. Hierarchy ranks all the possible destinations within an environment based on their relative importance to the user. For both practical and functional reasons, signs can only display a limited number of directions at each location. For this reason it is important to prioritize the destinations that will appear on signs in the wayfinding program. Destinations that rank high in importance are often broad directions such as "Downtown", but may also include destinations universal to all users such as "City Hall", "Police", "Library" etc. Most destinations will be classified as those with a mid-level of importance. These destinations may include public parks and museums, community centers, and public arts and entertainment venues.

In addition to hierarchy, sign messages should be displayed according to their proximity to the destination. In proximity-based messaging, destinations that are nearest to the sign's location are given priority to those that are farther away. Once a destination has been reached, its name can be removed from upcoming signs along the route—freeing space for new destinations still to come. Destinations such as "City Hall", "Airport" and "Library" may appear on signs that are still a great distance from these destinations due to their high importance and broad user interest. Destinations such as a specific public park or community center may not appear on signs until users are within close proximity. Message frequency and proximity on wayfinding signs will vary depending on the distance to the destination; its relative importance; the number of other destinations in the vicinity; and the amount of available space on the signs themselves.



Section IV:
Guidelines

Section IV: Guidelines

The following section establishes a set of guidelines which are intended to provide a framework for future streetscape development within the City of Pembroke Pines. When adhered to, these Guidelines will ensure orderly development of the public realm, provide for visual cohesiveness, mitigate adverse environmental effects such as heat and glare, standardize maintenance procedures and enhance the visual aesthetic of the City.

This section is organized to recommend the component parts of streetscape design which should be utilized as a template for future streetscape development projects.

These component parts include:

- Gateways, Major and Minor
- Landscape Plantings
- Street Furnishings (trash receptacles, benches, walls)
- Pedestrian Facilities
- Bicycle Facilities

The Guidelines use typical street types found throughout the City to addresses issues such as limited right of way, roadway safety and existing drainage patterns.

City Branding

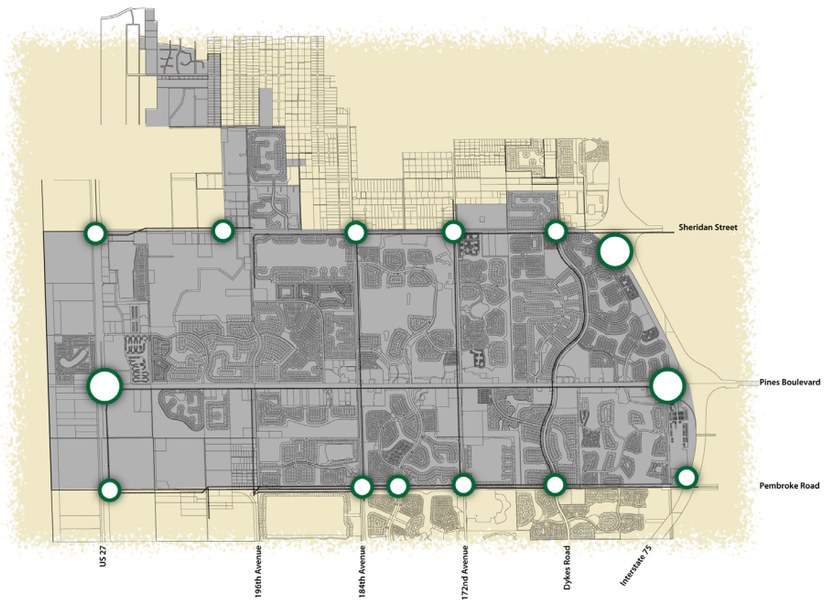
The Streetscape Guidelines include numerous concepts and drawings that refer to the "City's Branding". Prior to the implementation of any of the significant hardscape or signage improvements, the Guidelines encourage the City to undertake a Branding Development Program. As part of this program, the City's "Brand" will be developed, along with the associated icons or standardized logo and letter fonts.

Once this Citywide Branding Program has been fully developed, the branding will be incorporated into the various streetscape elements as proposed in the Guidelines.

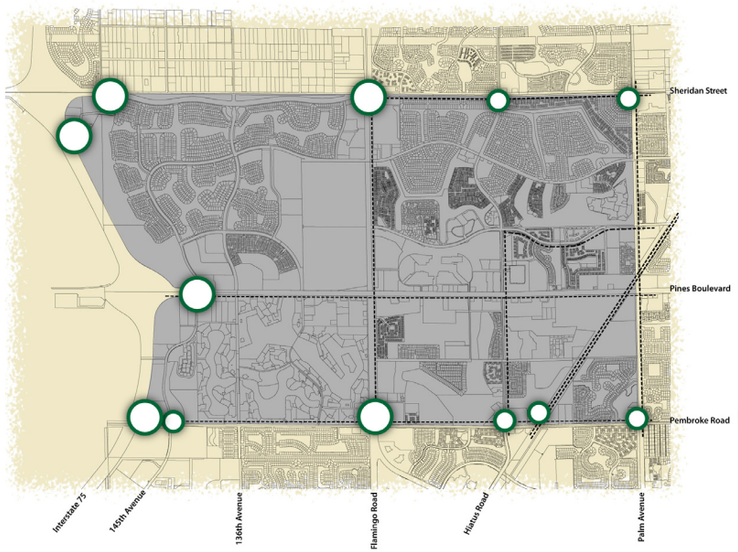
In order to demonstrate how the City's Branding would be integrated into the streetscape improvements, the Guidelines utilize "Example" icons and patterns. Other branding ideas, such as the concepts developed by the Streetscape Committee, are also discussed as potential alternatives in the Guidelines.

It is critical that this Citywide Branding Program be carried out by the City prior to the implementation of the streetscape improvements, Citywide, as the branding needs to play an integral role in achieving the goal of establishing a cohesive, Citywide streetscape.

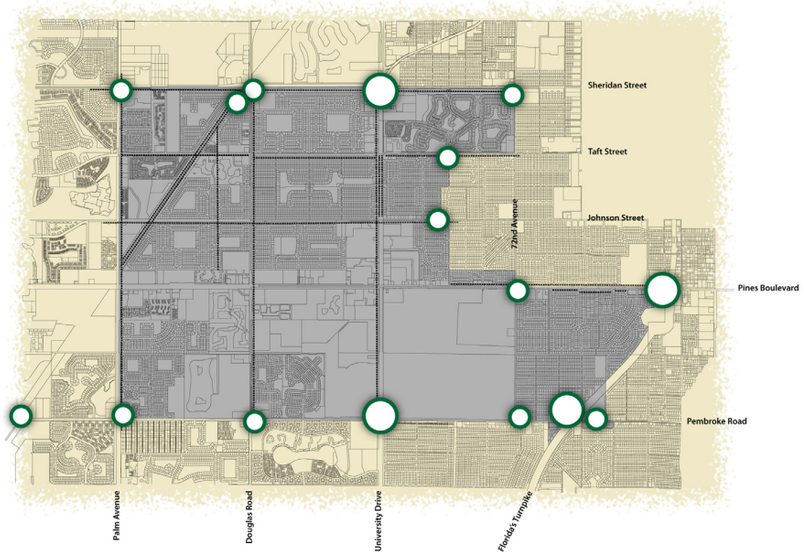
West District



Central District



East District



1. Gateway Guidelines

Pembroke Pines enjoys numerous entry points to the City. Each of these entry points is a potential opportunity to promote the "Brand" of the City. For the purposes of these Guidelines, gateways have been classified as major and minor. While it is not imperative that each gateway be designed exactly alike, and differing right of way conditions will dictate this, it is recommended that each gateway be composed of the same "family" of materials and deliver a uniformity of message.

Gateway opportunities have been categorized according to the level of traffic at each of the entry points. Locations with larger roadways carrying more traffic have been identified as Major Gateways. These gateways typically warrant grander statements in keeping with the scale of the road. The minor gateways occur on smaller roadways and accordingly, the aesthetic treatment will be less grand in keeping with the roadway scale.

LEGEND

Major Gateway

Minor Gateway

TYPICAL GATEWAY TREATMENTS

The accompanying drawings and matrix identify the typical elements to be utilized in the design of a major and minor gateway. While the physical attributes of each right of way, roadway geometry and other factors will dictate the extent of development for each gateway, each shall incorporate to the extent feasible as many of the elements shown in the Gateway Matrix as possible:

➲ Gateway Guideline Matrix

Element	Description		
	Major	**Minor**	**Tertiary**
Crosswalk	10' wide (min.); Stamped/Colored Asphalt "Pines Standard Design"	8' wide (min.); Stamped/Colored Asphalt "Pines Standard Design"	8' wide (min.); Stamped/Colored Asphalt "Pines Standard Design"; may not be applicable
Threshold Specialty Pavement	Stamped/Colored Asphalt, (2) 10' bands bordering themed 16' Stamped/Colored Asphalt in-field design "Pines Branding Design"	Stamped/Colored Asphalt, (1) 10' band "Pines Branding Design"	N / A
Gateway Signage	2 Major Gateway signs (1 each) located at shoulder edge of initial threshold band (preferred); or 1 Major Gateway sign located within median at initial threshold band per typicals. Signage to incorporate "Pines Branding Design" and integral/internal lighting.	2 Minor Entry signs (1 each) located at shoulder edge of threshold band (preferred) or; 1 Minor Entry sign located in median at threshold band per typicals. Signage to incorporate "Pines Branding Design" and integral/internal lighting.	Single Tertiary sign
City Icon Element	Art, sculpture, and/or paving element that follows theme of "Pines Branding Design": 4 elements (typ.) per Gateway. Located at secondary threshold band and/or pedestrian plaza.	Art, sculpture and/or paving element that follows theme of "Pines Branding Design". Up to 4 elements (typ.) per intersection; located at pedestrian plaza, or open space.	N / A
Pedestrian Plaza	Stamped/Colored Concrete pattern utilizing "Pines Branding Design", meeting ADA and applicable codes; minimum 2 corners; min. 200 sq. ft. (typ.)	Stamped/Colored Concrete pattern utilizing "Pines Branding Design", meeting ADA and applicable codes; minimum 1 corner: min. 150 sq. ft. (typ.)	N / A
Tree / Palm Bosque	Bosques or rows of trees at threshold depending on spatial/utility constraints; South Florida Slash Pine trees preferred, modify Species selection according to physical constraints. Refer to typicals. Continue bosques for 1/8 mile from threshold paving, 1 bosque 330 ft o.c. (typ.)	Bosques or rows of trees at threshold depending on spatial/utility constraints; South Florida Slash Pine trees preferred, modify Species selection according to physical constraints. Refer to typicals. Continue bosques for 1/16 mile from threshold paving, 1 bosque 330 ft o.c. (typ.)	N / A
Shrubs/Groundcovers	Refer to typicals	Refer to typicals	6'x 6' area around base of sign (typ.)
Lighting	Landscape uplighting of tree/palm bosques. Refer to Gateway signage for sign lighting treatment.	No Landscape lighting. Refer to Gateway signage for sign lighting treatment.	N / A
Banners (Seasonal/ Informational)	Banner Treatment up to 1/4-mile from City limit. Mount to existing power/light poles, spacing 150 ft o.c. (typ.). (Add standard poles to in-fill as needed).	Banner Treatment up to 1/4-mile from City limit. Mount to existing power/light poles; spacing at 150 ft. o.c. (typ.). (Add standard poles to in-fill as needed) .	N / A

NOTE: All plantings, streetscape amenities and signage must adhere to roadway jurisdictional design standards
NOTE: Tertiary Gateway statements may occur at locations other than intersections, so crosswalks may not be applicable.
NOTE: "Pines Branding Design" - design or pattern as developed by a Citywide branding program.
NOTE: "Pines Standard Design" - running bond with soldier course color to be determined by Citywide branding program.
NOTE: Streetscape furnishing guidelines for Gateways are detailed in streetscape furnishing matrix.

➲ Major Gateway

Preferred Design

A Major gateway sign (2) at threshold band

B City Icon Element, refer to gateway matrix for additional information

C Threshold pavement band

D Threshold Infield pavement design

E Tree bosque in bed on native grasses

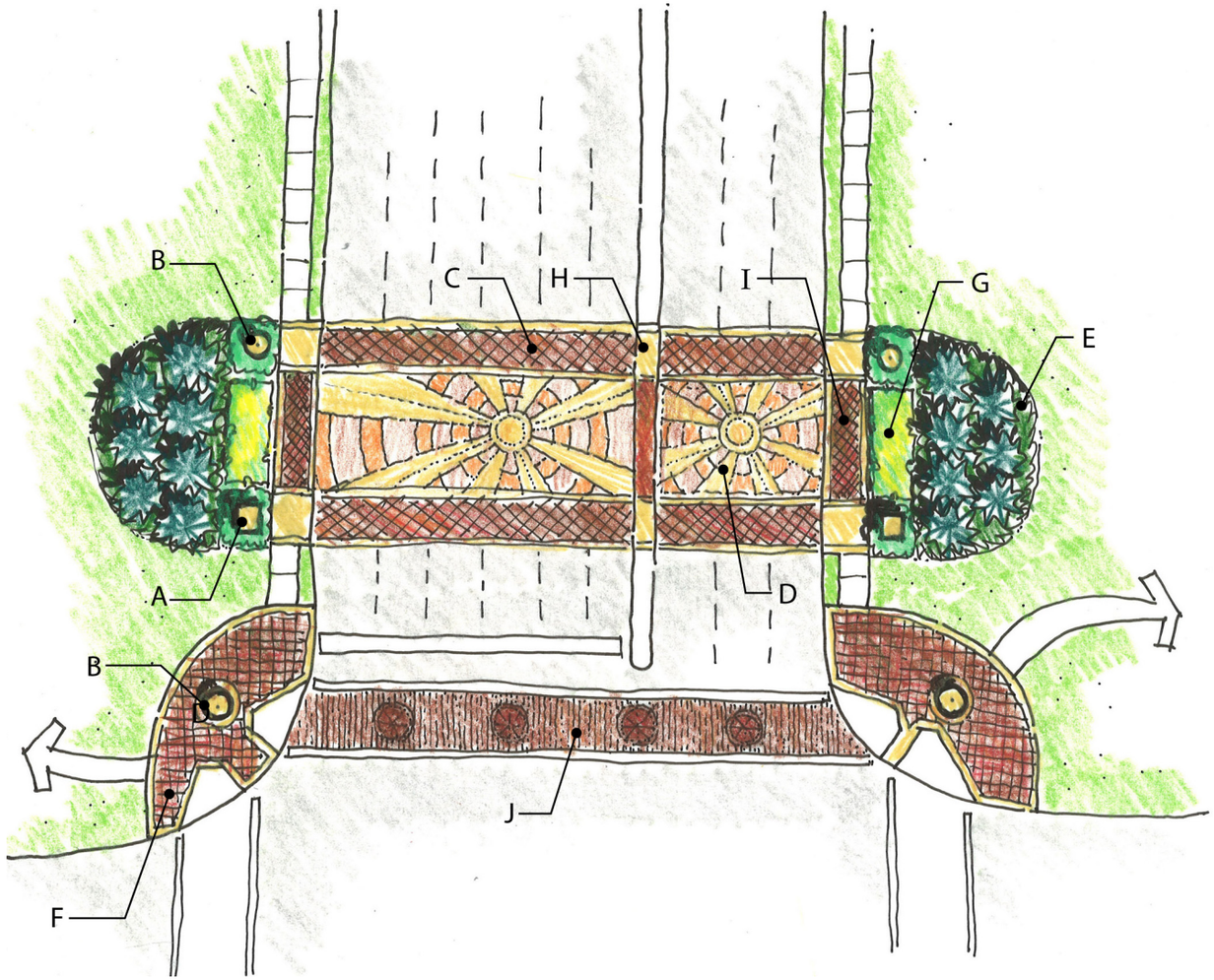
F Pedestrian plaza

G Flowering groundcover or low shrub

H Textured/colored concrete overlay on median separator per median detail

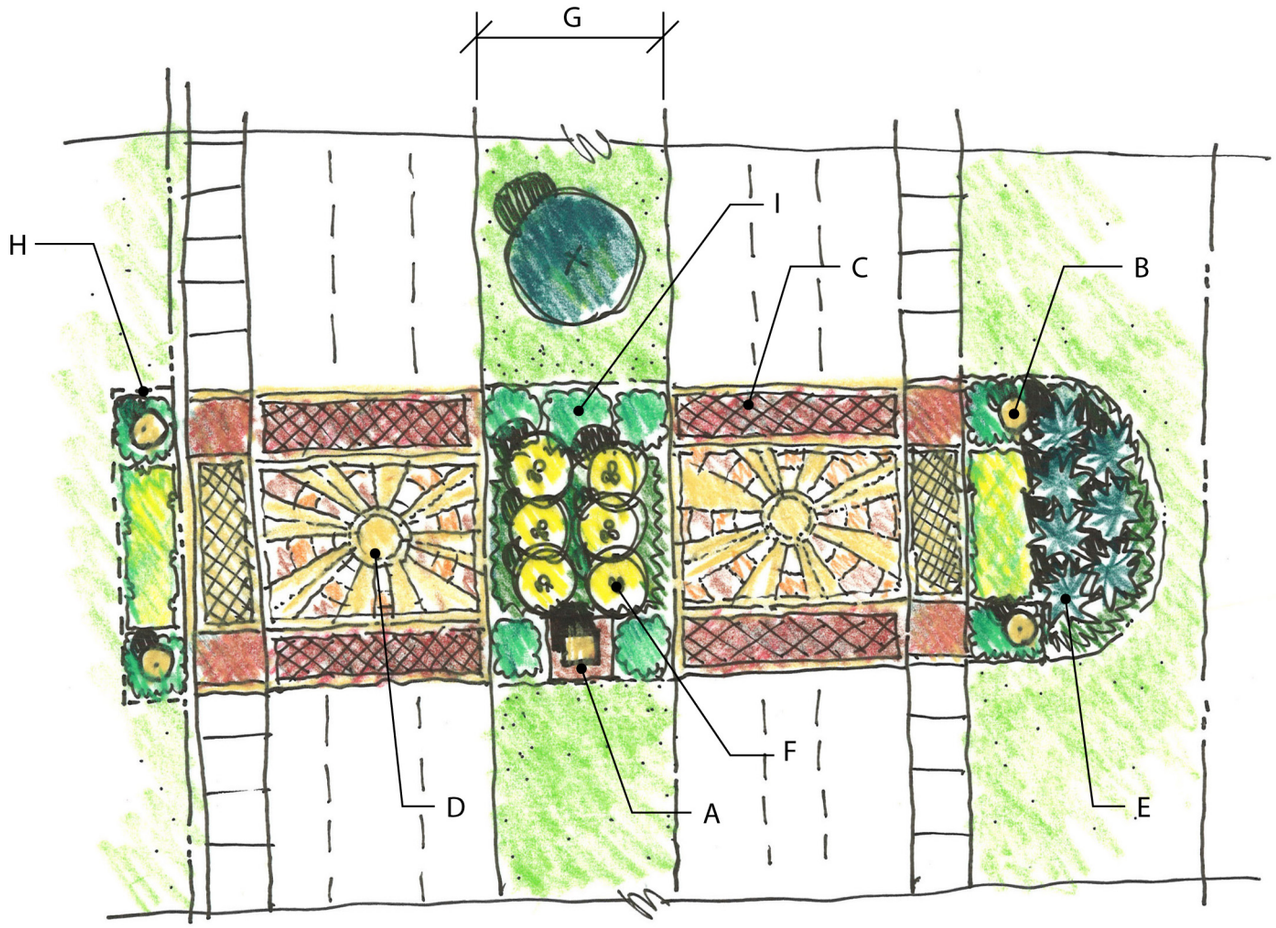
I Textured/ colored concrete sidewalk

J Stamped/ colored asphalt crosswalk



Major Gateway/Single Sign

Alternative Design



A Major gateway sign

B City Icon Element (typ). Locate at threshold bands

C Threshold pavement band (typ.)

D Threshold Infield pavement design

E Tree bosque, if insufficient R.O.W., secure easement for tree bosque and/ or icon elements

F Flowering tree bosque in median

G Median (width sufficient to support major gateway sign)

H Optional easement for element treatments and/or shoulder tree bosque planting

I Optional location for icon element

➲ Minor Gateway

A Minor gateway sign

B City Icon Element, refer to gateway matrix

C Threshold paving band

D Tree bosque (may require easement)

E Palm bosque in bed on native grasses

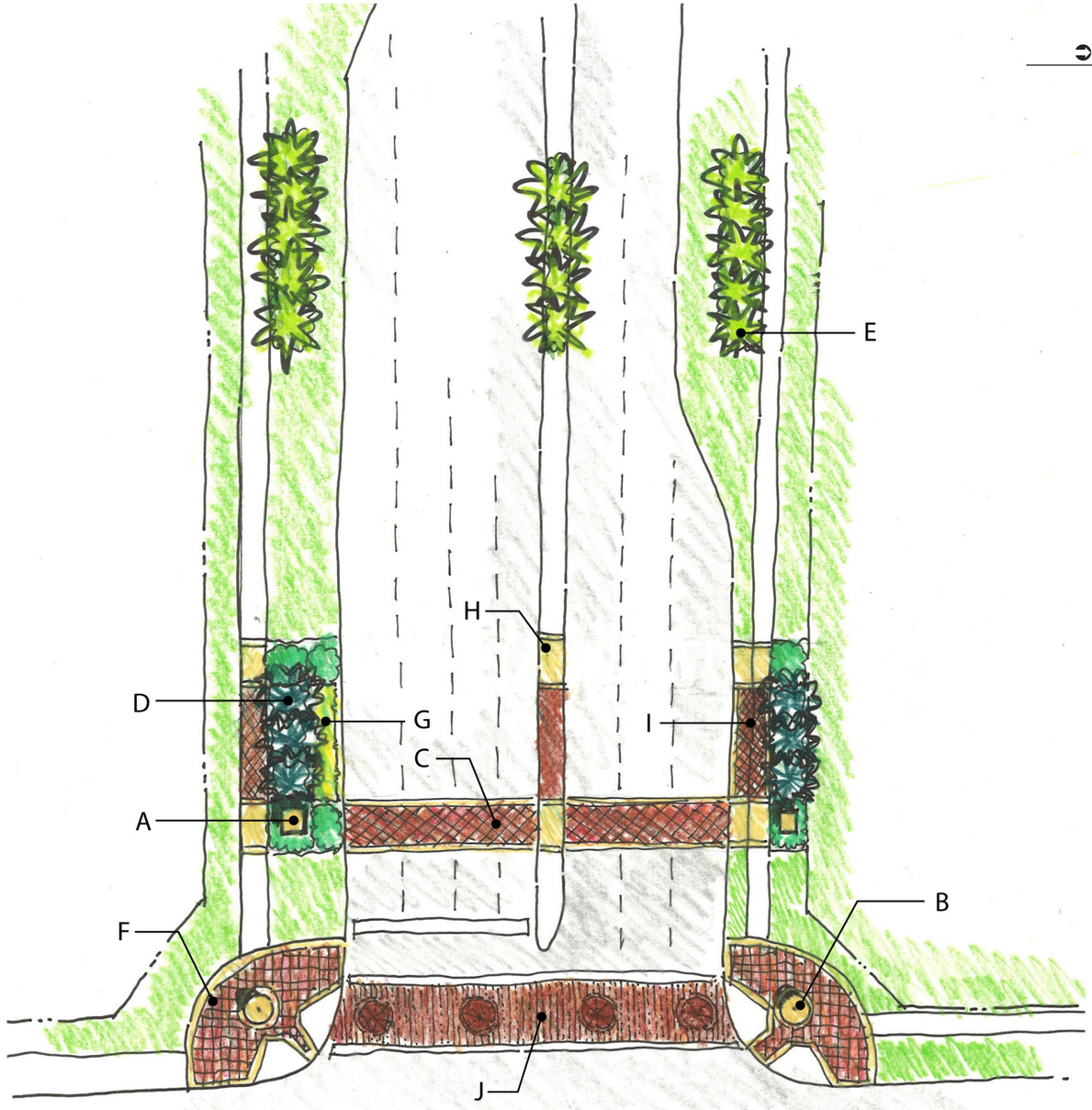
F Pedestrian plaza

G Flowering groundcover or low shrub

H Textured/colored concrete overlay on median separator per Median Detail

I Textured/ colored concrete walk

J Stamped/ colored asphalt crosswalk



PINES BOULEVARD / I-75 GATEWAY

As a location along this major Interstate the existing overpass at the Pines Boulevard and the I-75 interchange offers a unique opportunity to create a significant gateway that would be observed and viewed by over 60,000 vehicular users per day. Since the overpass is located completely with in the City, both southbound and northbound façades of the overpass could be utilized as a unique gateway sign. By seizing this opportunity, a truly iconic gateway could be created for the City of Pembroke Pines.

2. Landscape / Aesthetic Guidelines

The aesthetic improvements to the roadways include plants or hardscape treatments. These treatment options can be viewed as a "Kit of Parts" that can be applied interchangeably.

The 'Kit' consists of landscape materials – such as street trees, tree bosques, median groundcovers and hardscape treatments – such as crosswalks, paver plazas, and concrete overlays. Specialty items like banners or plaza icons are also a part of the 'Kit'.

This 'Kit of Parts' – shall be applied to provide uniformity to a given street or applied to provide variety. The idea is for continuity in the use of materials and themes within a given District. An example would be: as accent trees, use Silver Buttonwood trees in the East District and Lignum Vitae in the West District. Or, use the 'Sunburst' Plaza in the East District or the 'Sundial' Plaza in the Central District.

Note that some streets may or may not have medians. Or, they may have narrow medians that limit the plant palette. In some cases, special pedestrian refuges may be warranted or some sort of traffic calming device such as a roundabout may be proposed.

The proper selection of landscape plantings will serve to provide unity of design throughout the City, control maintenance costs, mitigate the impacts of heat and glare, improve air quality and provide for the desired aesthetics.

While it is not the intent of these guidelines to create a mono-culture, repetition of the proposed plant palate will ensure unity of design and avoid inconsistent solutions.

Repetition also helps reinforce locational awareness such as using a particular street tree in a sub-district, typical plantings at primary gateways to the City, and typical plantings at primary intersections.

PLANT PALETTE

Since many areas of the City's Streetscapes include mature vegetation, the Guidelines encourages maintaining the desirable existing plant material with incremental replacement – a return to 'native stock', where feasible. With most native plant species, the maintenance is less intensive and the native palms and trees have adapted to Florida's unique weather, including drought, excessive rain, wet conditions and tropical storm winds.

District-based City Planting themes will include:

- West District - 'Everglades' theme [Marsh and Tropical Hammock 'Tree Islands']
- Central District – 'Florida [Pines] Flatwoods' theme [dense, low-growing plants along the ground plane with tall canopy trees]
- East District – 'Cosmopolitan Flatwood' theme [to be termed as the "Pembroke Pines Flatwoods theme"].
- Use of yellow color (flowers and foliage) shall be emphasized to reinforce the Streetscape Committee's desire to improve the City's warmth and friendliness.

These themes would be reflected in the plantings of streets with wide medians through a blending of palms, bosques of flowering trees and canopy trees, with canopy trees and accent trees on the roadsides and buffers. The plantings for streets with narrow medians would include flowering tree bosques and/or palms only in the median with canopy trees on the roadsides and buffers.

Final Design for each streetscape shall utilize a variety of species from the Plant Palette for each District. This encourages a diversity in the streetscape materials and is required to minimize the potential of species-specific disease of pest infestation that could decimate an entire streetscape or District.

Planting schemes will be developed for various situations:

- A common theme will be employed for Gateway plantings. (See Gateway Section)
- Each major intersection, especially those along Pines Boulevard, will utilize the District's distinct planting theme. This will serve to help unify and strengthen Pines Boulevard as the City's primary corridor.
- Commercial arteries will have a planting scheme that will utilize the District's planting theme in a more formal design than the 'Family Ways' and Residential arteries/streets.
- Public streets that border public parks shall incorporate mass plantings of Slash Pine trees and understory plantings to create flatwood habitats where feasible. This will reinforce the City's desire to celebrate the Pine Tree and establish an iconic identity for these space.

Plant Material	District			Remarks	
Type & Name	West	Central	East	Native	Attributes
Canopy Tree					
Bald Cypress	X	X		X	Tolerates wet soil conditions
Gumbo Limbo	X	X	X	X	Tropical Hammock Canopy species
Live Oak	X	X	X	X	Canopy, Wind-resistant
Mahogany	X	X		X	Tropical Hammock Canopy species
Pitch Apple	X	X	X	X	Dense-foliage medium evergreen tree
Slash Pine	X	X	X	X	Buffer Tree, Native Flatwoods Habitat
Flowering Tree					
Crape Myrtle	X	X	X		Variety of Flowers, Distinctive Trunk, Understory Tree
Glaucous Cassia	X	X	X		Yellow Flowers, Understory Tree
Lignum Vitae	X	X	X	X	Flowering Understory Tree
Verawood	X	X	X		Yellow Flowers
Understory Trees					
Dahoon Holly	X	X	X	X	Red Berries, tolerates wet conditions
Silver Buttonwood			X	X	Native hybrid, Distinctive leaf
Simpsons Stopper		X		X	Distinctive bark
Spanish Stopper	X			X	Columnar growth
Wax Myrtle	X	X	X	X	Tolerates wet conditions, Aromatic
Palms					
Cabbage Palm	X	X	X	X	Intermediate height
Paurotis Palm	X			X	Multi-trunk accent, tolerates wet conditions
Royal Palm	X	X	X	X	Stately
Solitaire Palm	X	X	X		Frangible
Spindle Palm		X	X		Low Growing
Accents					
Cardboard Plant	X	X	X		Palm-like fronds
Coontie	X	X	X	X	Palm-like fronds, Scrub/Flatwoods Habitat
Paurotis Palm	X			X	Multi-trunk accent, 'Everglades Palm', tolerates wet conditions
Saw Palmetto	X	X	X	X	Palm-like, Flatwoods Habitat

Plant Material	District			Remarks	
Type & Name	West	Central	East	Native	Attributes
Shrubs					
Cocoplum	X	X	X	X	Drought Tolerant, Accepts shearing, Full to base foliage
Coontie	X	X	X	X	Palm-like fronds, Drought-Tolerant
Dwarf Firebush	X	X	X	X	Flowering (red/orange) native hybrid
Dwarf Yaupon Holly		X	X	X	Low growning native hybrid, Drought-Tolerant
Green Island Ficus	X	X	X		Low growing
Inkberry / Scaevola	X	X	X	X	Dense foliage, Drought-Tolerant
Seaside Oxeye			X	X	Yellow Flower, Drought-Tolerant
Thryallis		X	X		Yellow Flower
Trinette	X	X	X		Yellow / Variegated foliage
Weeping Ficus	X	X	X		Fast Growing, Full-to-Base foliage, Accepts shearing
Native Grasses					
Fakahatchee Grass	X	X		X	Wide blade, Tolerates wet soil conditions
Florida Gama Grass	X	X	X	X	Narrow blade, Drought-tolerant
Muhly Grass	X	X	X	X	Purplish inflorescence, Drought-tolerant
Sand Cordgrass	X			X	Tolerates wet soil conditions
Groundcovers					
Creeping Fig	X	X	X		Vine for Wall Climbing
Coreopsis	X	X	X	X	Yellow Flower
Dune Sunflower		X	X	X	Yellow Flower, Drought-tolerant
Gaillardia / Indian Blanket		X	X	X	Red/orange flower
Gold Mound Duranta	X	X	X		Yellowish foliage
Minima Jasmine		X	X		Dark green, erosion control
Parsons Juniper		X	X		Drought-tolerant, Foliage texture and color
Perennial Peanut	X	X	X		Yellow Flower, sod-like
Wild Sage / Lantana	X	X	X	X	White/Yellow Flower, Native

LANDSCAPE AESTHETICS

The accompanying palate of plant materials shall be utilized for each potential project. These plants have been selected to perform within the existing environmental and contextual conditions associated with each District.

Coontie

Cocoplum

Dwarf Firebush

'Green Island' Ficus

Weeping Ficus

Thryallis

Yaupon Holly

Inkberry / Scaevola

Trinette

Seaside Oxeye

Sand Cord Grass

Muhly Grass

Florida Gama Grass

Fakahatchee Grass

'Gold Mound' Duranta

Perennial Peanut

Dune Sunflower

Coreopsis / Tickseed

Gaillardia / Indian Blanket

Wild Sage / Lantana 'Gold Mound'

Royal Palm Tree

Cabbage Palm Tree

Paurotis Palm Tree

Spindle Palm Tree

Solitaire Palm Tree

Live Oak Tree

Gumbo Limbo Tree

Slash Pine Tree

Pitch Apple Tree

Mahogany Tree

Crape Myrtle Tree

Verawood Tree

Glaucous Cassia Tree

Lignum Vitae Tree

Spanish Stopper Tree

Cardboard Plant

Wax Myrtle Tree

Silver Buttonwood Tree

Simpsons Stopper Tree

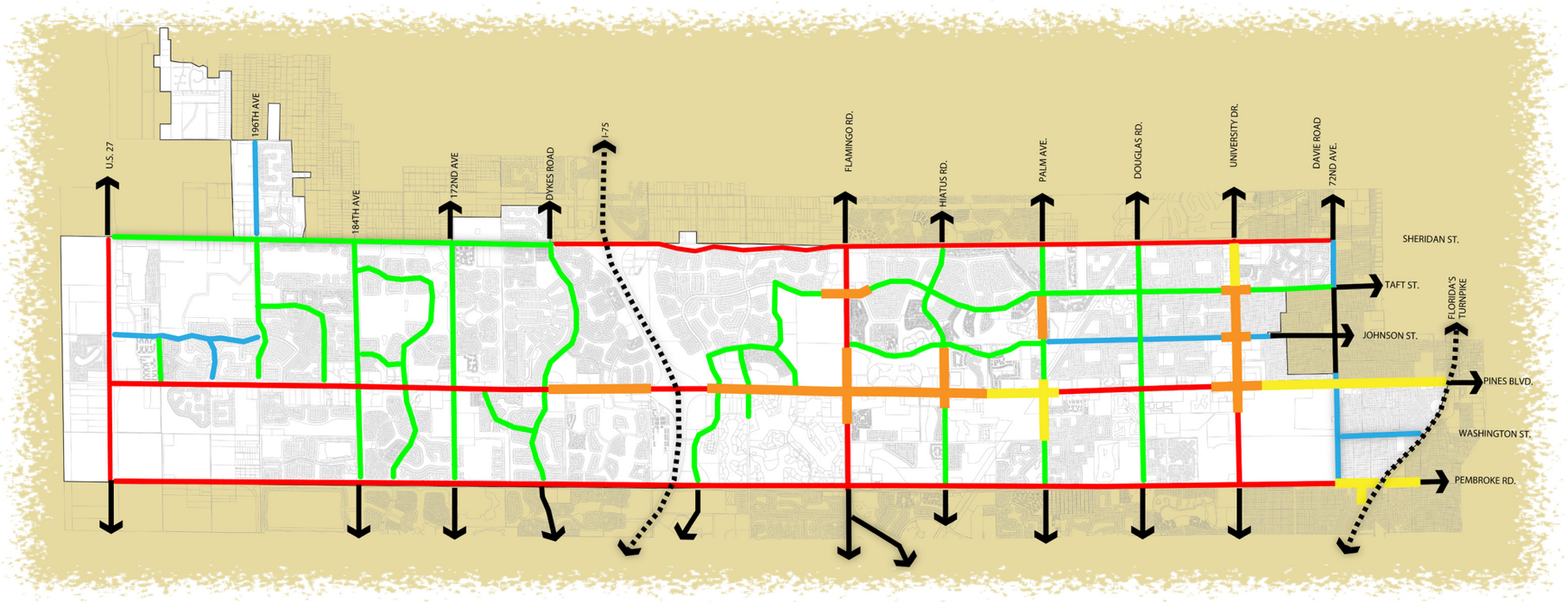
Saw Palmetto

TYPICAL STREETSCAPE DESIGN GUIDELINES

The following typical roadway composite graphic guidelines depict how the various roadways within the City should ultimately be constructed. While it may be impractical to institute all of these recommendations, the City should strive to implement as many as possible when roadways are improved. These guidelines address all aspects of the streetscape improvements (pedestrian/bicycle mobility, landscape beautification, street lighting) in composite drawing. Some roadways may not have sufficient existing right of way to accommodate all of the recommended elements.

The intersection influence zone is an area where the level of detail increases dramatically from that on the main-line street. This approach serves two purposes; first, by elevating the level of detail it encourages drivers to reduce speed and increase awareness. Secondly, when drivers are slowing or are stopped, it improves safety and provides an opportunity to appreciate the level of design detail provided at the intersections at the intersections.

The graphics following these composite plans show other typical situations found throughout the City and shall serve as recommended guidelines for the redevelopment of these facilities.



➲ **Street Classification Map**

GUIDELINES STREET CLASSIFICATIONS

The Street Classification Map identifies the location of the various roadway types that are addressed in the Guidelines typical designs. Due to the unique characteristics of each roadway and its adjacent land uses, the Guidelines address the specific utilization of streetscape elements for each of these roadway types.

LEGEND

- Urban Arterial
- Major Arterial
- Commercial Arterial
- Minor Arterial
- Collector

Description				
	Major Arterial	**Urban Arterial**	**Minor Arterial**	**Collector Arterial**
Shoulder Street Tree	Canopy Trees or Understory Trees (Understory Trees in clusters of 3, if room); Live Oaks, Mahogany, or Gumbo Limbo, and Cypress in low swales depending on Utility constraints, 40' O.C. (typ)	Canopy or understory trees: Live Oak, Mahogany or Gumbo Limbo in tree grate or landscape cut-out. Typically located within min. 10' x 10' (typ) landscape easement, 40' O.C. (typ)	Canopy Trees or Understory Trees (singles); Live Oaks, Mahogany, or Gumbo Limbo, and Cypress in low swales depending on Utility constraints, 40' O.C. (typ)	Canopy Trees or Understory Trees (singles); Live Oaks, Mahogany, or Gumbo Limbo, and Cypress in low swales depending on Utility constraints, 40' O.C. (typ)
Shoulder Tree Bosque	7-9 Tree Cluster, 10'-15' O.C., depending on space. Slash Pines or Understory trees depending on Recovery zone and Utility constraints. Bald Cypress trees in low swales. Understory planting of 75% native grasses and 25% flowering groundcovers / shrubs. Bosques are 400' O.C. and/or aligned w/Median Bosques 400' O.C. (Typ.)	N / A	5-7 Tree Cluster, 10'-15' O.C., depending on space, Flowering Understory trees, Understory planting of 75% native grasses and 25% flowering groundcovers / shrubs. Align Shoulder Bosques w/Median Bosques 400' O.C. (Typ.)	N / A
Shoulder Palm Bosque at Vehicular Transition Zones	3 Royal Palms or Cabbage Palms or Frangible Palms depending on recovery zone and Utility constraints. Understory planting of low shrubs/groundcovers. Palms are 20' O.C., Bosques are 150' O.C.	N / A	3 Royal Palms or Cabbage Palms or Frangible Palms depending on recovery zone and Utility constraints. Understory planting of low shrubs/groundcovers. Palms are 20' O.C., Bosques are 150' O.C.	N / A
Median Tree Bosque	8-10 Tree Cluster - Flowering / Accent Trees, 10'-15' O.C., Bosques align with mid-point of Median. Understory planting of 75% native grasses and 25% flowering groundcovers / shrubs 400' O.C. (Typ.)	N / A	8-10 Tree Cluster - Flowering / Accent Trees, 10'-15' O.C., Bosques align with mid-point of Median. Understory planting of 75% native grasses and 25% flowering groundcovers / shrubs 400' O.C. (Typ.)	N / A
Enhanced Median Tree Bosque	Median Tree Bosque with hardscape border of Stamped/Colored concrete. Located at mid-point of Median along Major "Commercial" and "Urban" Arterials. Understory plantings - refer to Median Bosque treatments. Hardscape shall be 3' width along the back of curb and 7' wide at ends with a center planter.	Median Tree Bosque with hardscape border of Stamped/Colored concrete. Located at mid-point of Median along Major "Commercial" and "Urban" Arterials. Understory plantings - refer to Median Bosque treatments. Hardscape shall be 3' width along the back of curb and 7' wide at ends with a center planter.	N / A	N / A
Median Tree	Canopy Trees, if median is 12' or wider. Match adjacent shoulder canopy trees spacing and alignment, e.g. 40' O.C. (typ). Palms if Median is Narrower than 12' wide.	N / A	Canopy Trees, if median is 12' or wider. Match adjacent shoulder canopy trees spacing and alignment, e.g. 40' O.C. (typ). Understory Trees or Palms if Median is Narrower than 12' wide.	N / A
Median Palm Bosque at Turn lanes	Row of 3-5 Palms, if Median nose is 12' wide use Royals, otherwise use a Frangible Palm species; min 20' O.C.. Ensure driver sight visibility is not impaired. Understory planting of flowering groundcovers/shrubs.	N / A	N / A	N / A
Median Sod	"Perennial Peanut" (Plug Entire Median, 4' O.C.)	N / A	Perennial Peanut (Plug Entire Median, 4' O.C.)	N / A
Shoulder Sod	If irrigated: St. Augustine grass; Bahia grass if no irrigation	N / A	If irrigated: St. Augustine grass; Bahia grass if no irrigation	If irrigated: St. Augustine grass; Bahia grass if no irrigation
Groundcovers, Accents, Shrubs, Native Grasses	Refer to Matrix and Plan typicals for locations and Plant Palette for selection. (Flowering groundcovers /shrubs at median transitions, low shrubs adjacent to transition plantings for 40' +/-)	Refer to Plan typicals for Plant Palette for selection.	Refer to Matrix and Plan typicals for locations and Plant Palette for selection. Flowering groundcovers /shrubs at median transitions, low shrubs adjacent to transition plantings for 40' +/-)	Refer to Plan typical for locations and Plant Palette for selection.

NOTE: All plantings, streetscape amenities and signage must adhere to roadway jurisdictional design standards

NOTE: Vehicular transition zones include: acceleration/deceleration lanes, bus bays and U-turn lanes

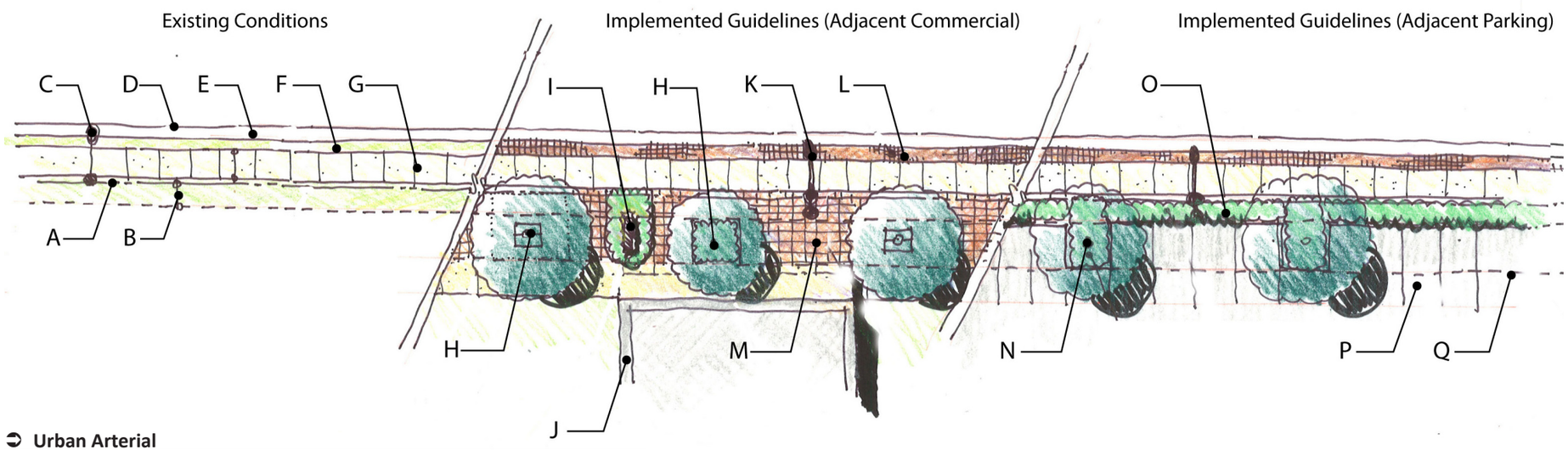
Urban Arterial Roadways

The urban arterial roadways within the City are vehicular oriented and currently do not contain a very pedestrian friendly environment. As such these roadways have only limited long-term sustainability and redevelopment potential. These Streetscape Guidelines outline the establishment of a pedestrian zone along these arterial urban roadways. This pedestrian zone will include the introduction of canopy trees, business signage, landscape, paving and specialty street lights.

To enhance the economic viability and redevelopment potential along the City's urban arterial corridors the Guidelines encourage the dedication of a landscape easement along the urban arterials' right-of-way. By granting this landscape easement, the adjacent property owners are taking the first critical step in creating a more cohesive and safe pedestrian area along these highly commercial areas.

Property owners along urban arterial corridors will be encouraged to grant a landscape easement to the City as part of any improvement or redevelopment activities the owner undertakes.

This enhanced pedestrian zone along the urban arterials will provide cohesive themed spaces that would be reflected in the landscape, hardscape and lighting elements along these corridors. The following details outline how this landscape easement will be utilized to improve the pedestrian zones as well as landscaping along these urban arterial roadways.



Urban Arterial
(Plan)
Examples: East Pines Boulevard, East Pembroke Road and North University Drive

A Right-of-Way Line

B Utility easement (typ.)

C Existing cobra-head roadway light

D Edge of pavement

E Type 'F' curb

F Sod strip

G Existing concrete walk

H Street tree 40' o.c. (typ.) in tree grate or planter cut out with expanded root zone located in landscape easement (Q)

I Monument sign with landscaping located in landscape easement (Q)

J New building / existing building

K Specialty street light with pedestrian scale light

L Pavers or specialty paving

M Pedestrian plaza in landscape easement

N Tree in landscape island located in landscape easement (Q)

O Hedge fronting parking

P Parking area

Q Landscape easement line, dedicated by adjoining private property owners.

A Street tree 40' o.c. (typ.) in landscape easement

B Monument sign with landscaping in landscape easement (D)

C Specialty street light

D Landscape easement

E Utility easement with underground utilities (typ.)

F Building setback

G Pedestrian zone (includes streetscape amenities and landscape)

H Existing concrete walk

I Pavers or specialty paving

J Bike lane

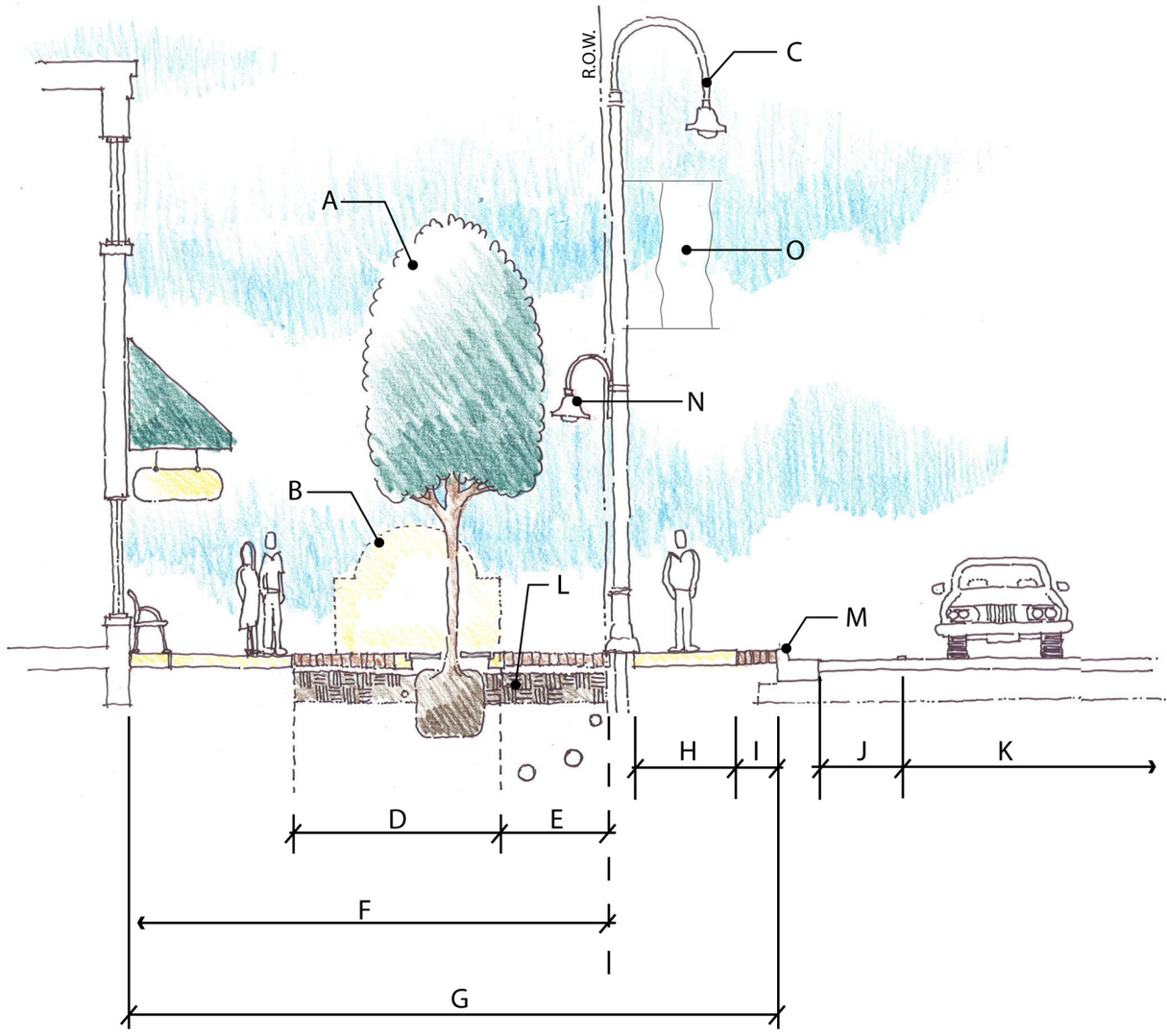
K Travel lane

L Expanded street tree root zone with structural soil

M Type 'F' curb

N Pedestrian scale lighting

O Themed banner



➲ Urban Arterial

(Section)

Examples: East Pines Boulevard, East Pembroke Road, and North University Drive

Major Arterial Roadways

The major arterial roadways within the City include varied levels of landscape. The Guidelines introduce additional street tree plantings as well as regular accent plantings (Tree Bosques, Palm Bosques, etc.) to create a cohesive theme throughout these corridors.

Some major arterials have less desirable landscape materials. For these sections, the Guidelines propose the replacement of this material with plants that adhere to the detail and matrix. An example of this would be the replacement of the Queen Palms, located within the shoulders of Pines Boulevard with street trees, as shown in the typical designs.

A Street tree, 40' o.c. (typ.) Canopy tree preferred depending on utility/space restrictions (replace Queen Palms on Pines Blvd.)

B Tree Bosque 400' o.c. (typ.) Species dependant on soils and hydrology cypress, pine, or flowering trees preferred

C Palm Bosques (150' o.c.) within of Intersections Influence Zone or other vehicular transition zone (G) Royal Palms or Cabbage Palms

D High mast lighting (maintain 15' clearance)

E Sodded swale (typ.)

F Bike lane, add bike lane to shoulder and/or restripe travel lanes as necessary for missing segments

G Acceleration/Deceleration lane, Bus Bay, or U-turn lane

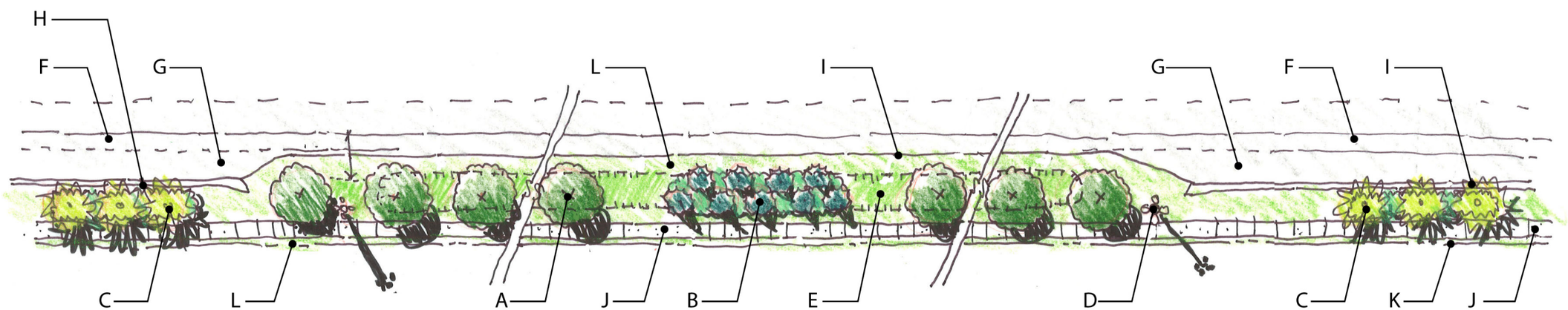
H Curb

I Edge of pavement / shoulder

J Sidewalk, 6' min. width, 8' min. width if no sidewalk on opposite side as necessary for missing segments

K Right-of-Way Line

L Sod



➲ **Major Arterial**
(Plan)
Examples: West Pines Boulevard, Flamingo Road, and Sheridan Street

A High mast lighting

B Tree Bosque 400' o.c. (typ.) Species dependent on soils hydrology cypress pine, or flowering trees preferred

C Median plantings per typical arterial median detail

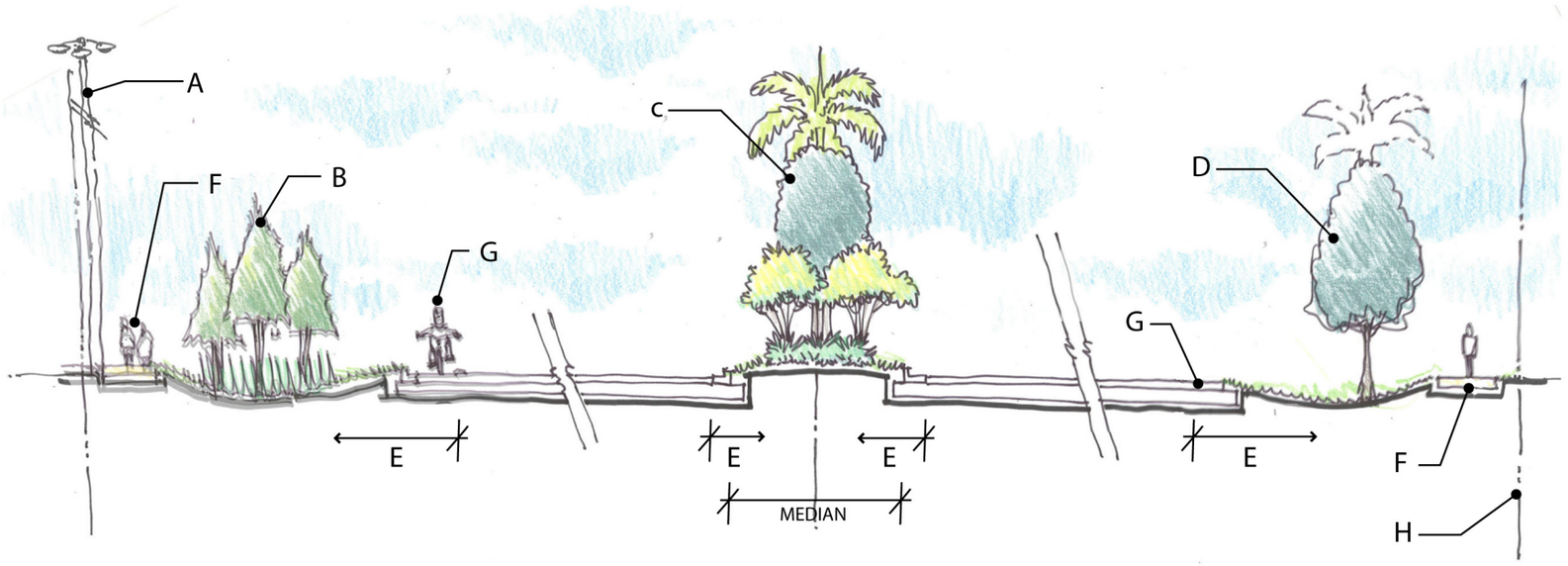
D Street tree 40' o.c. (typ.) Replace Queen Palms along Pines Blvd.

E Applicable setback

F Sidewalk 6' min. width. 8' min. width if no sidewalk on opposite side for missing segments

G Bike lane: Add bike lane to shoulder and/ or re-stripe travel lanes as necessary for missing segments

H Right-of-Way Line



➲ **Major Arterial**
(Section)
Examples: West Pines Boulevard, Flamingo Road, and Sheridan Street

Minor Arterial Roadways

Similar to major arterial roads the Guidelines create a cohesive series of plantings and accents along these minor arterial corridors. Many of these minor arterial corridors have existing overstory trees that should remain in place. The primary initiative of these minor arterial roadway improvements would be to enhance the street trees and introduce repetitive landscape elements, such as Tree and Palm Bosques throughout the corridors. This creates cohesiveness throughout the corridors and aids in unifying existing landscape materials.

A Street tree, 40' o.c. (typ.) Canopy tree preferred depending on utilities/space restrictions

B Tree Bosque 400' o.c. (typ.) Clusters of Slash Pines or understory trees. Species dependent on setback, utility and spatial constraints

C Palm Bosques 150' o.c. (typ.) within Intersection Influence Zone or other vehicular transition zone (F)

D Roadway light

E Bike lane - add bike lane to shoulder and/ or restripe travel lanes as necessary for missing segments

F Acceleration/Deceleration lane, Bus Bay, or U-turn lane

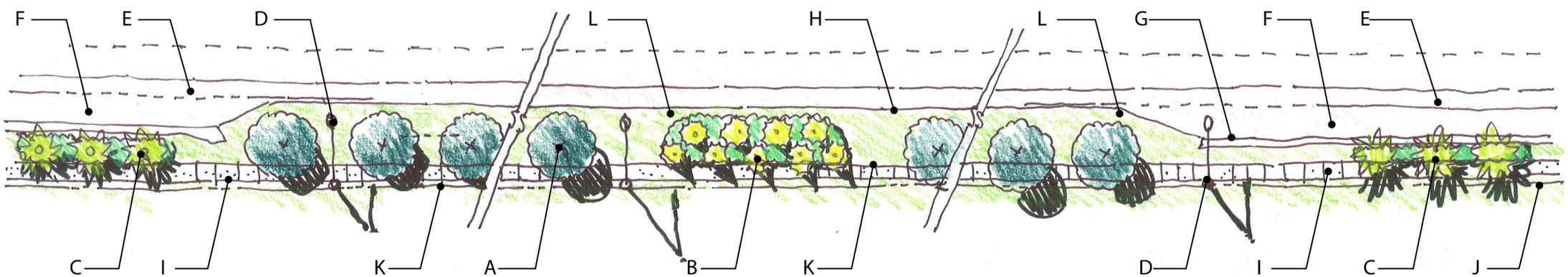
G Curb

H Edge of pavement (curbed or flush shoulder)

I Sidewalk, 5' min. width or 8' min. width if no sidewalk on opposite side as necessary for missing segments

J Right-of-Way Line

K Sod



➲ **Minor Arterial**
(Plan)

A Existing cobra head or enhanced standard street light (typ.) on both sides of roadway where feasible

B Pedestrian scale lighting (typ.) mounted on roadway light pole or separate pole

C Street tree, 40' o.c. (typ.) Canopy tree preferred depending on utility/ space restrictions

D Median plantings - per typical arterial median detail

E Sidewalk - 5' min. width; 8' desired width if no sidewalk on opposite side as necessary for missing links

F Bike lane - add bike lane to shoulder and / or restripe travel lanes as necessary for missing segments

G Right-of-Way Line

H Tree Bosque 400' o.c. (typ.)

I Provide balanced roadway lighting on both sides of street with alternate spacing of poles

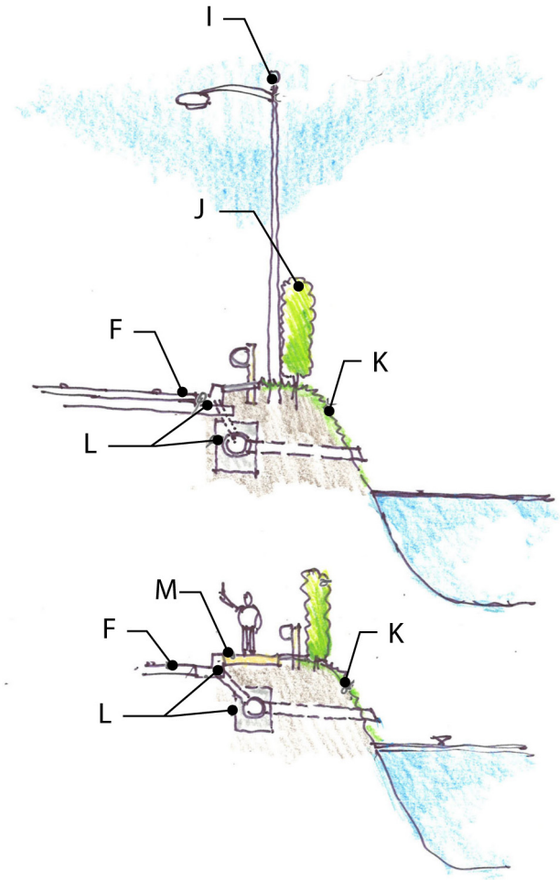
J Screening hedge when residential is adjacent land use

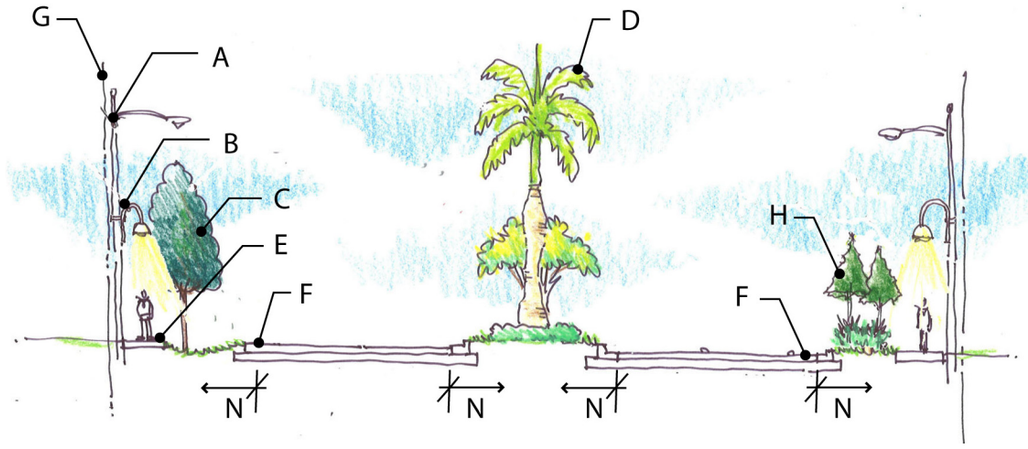
K Setback and slopes per Drainage District requirements

L Drainage improvements as needed - per Drainage District requirements. (curb, gutter, inlet and piping)

M Sidewalk (5' min.) - if space is sufficient

N Applicable setback

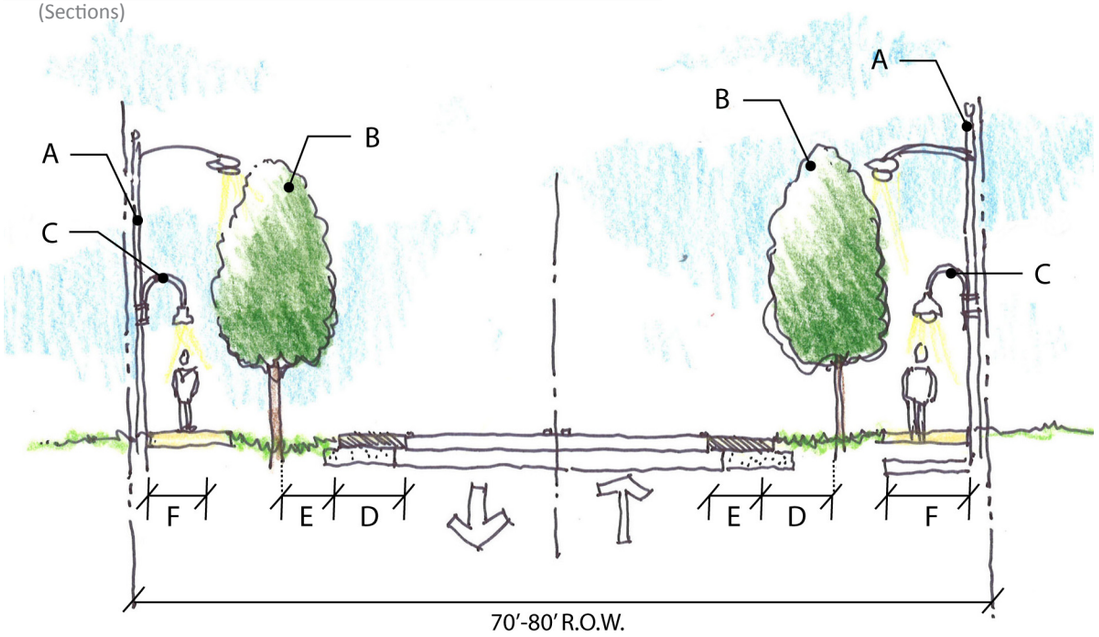




Minor Arterial
(Sections)

➲ Undivided Collector / Neighborhood Road

(Sections)



A Existing cobra head or enhanced standard street light (typ.) on both sides of roadway

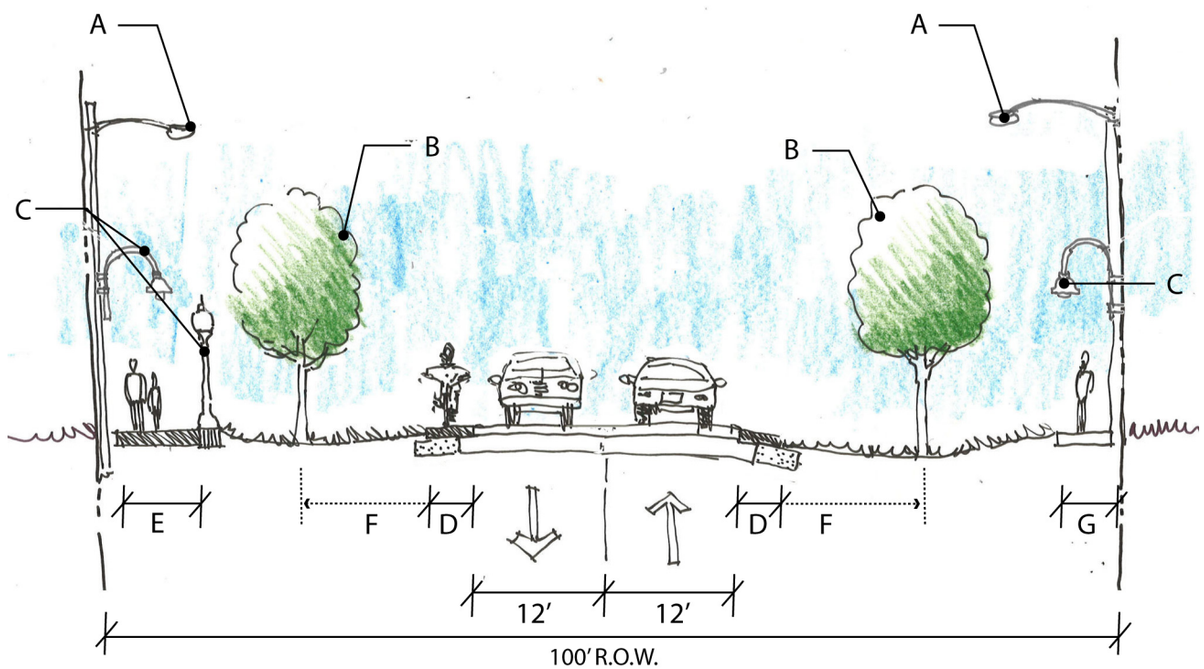
B Street tree 40' o.c. (typ.) Canopy tree preferred, depending on utility/ space restrictions

C Pedestrian scale lighting (typ.) mounted on roadway light pole

D Bike lane - add bike lane to shoulder or restripe lanes as necessary for missing segments

E Applicable setback

F 5' min. walk



A Existing cobra head or enhanced standard street light (typ.) on both sides of roadway

B Street tree 40' o.c. (typ.) Canopy tree preferred, depending on utility/ space restrictions

C Pedestrian scale lighting (typ.) mounted on roadway light pole or free standing units

D Bike lane - add bike lane to shoulder or restripe lanes as necessary for missing segments

E 8' Multi use trail or walk

F Applicable setback

G Existing walk

➲ Undivided Residential Collector / Neighborhood Road
(Plan)

A Street tree 40' o.c. (typ.) In constrained R.O.W. locate within a dedicated landscaped easement (min. 5'x10' on residential lot). Position trees to avoid driveways, utilities and street lights. (understory trees if utility restrictions).

B Existing cobra head or enhanced standard street light on both sides of roadway.

C Palm Bosque. Group of 3 at 200' o.c. in landscape strip between street and walk. Frangible palm if within applicable setback

D Utility easement (existing)

E Tree/ landscape easement

F Existing walk

G Landscape strip

H Applicable setback

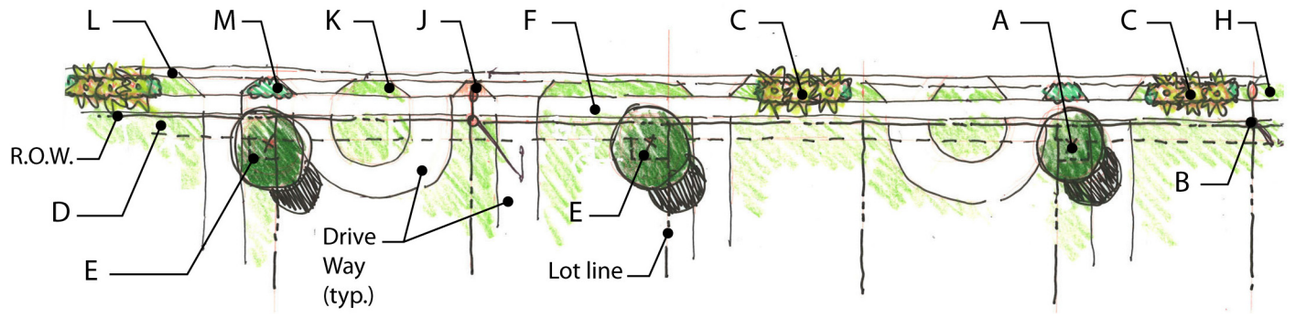
I Bike lane - restripe existing lanes or add shoulder to non-curbed section as necessary for missing segments.

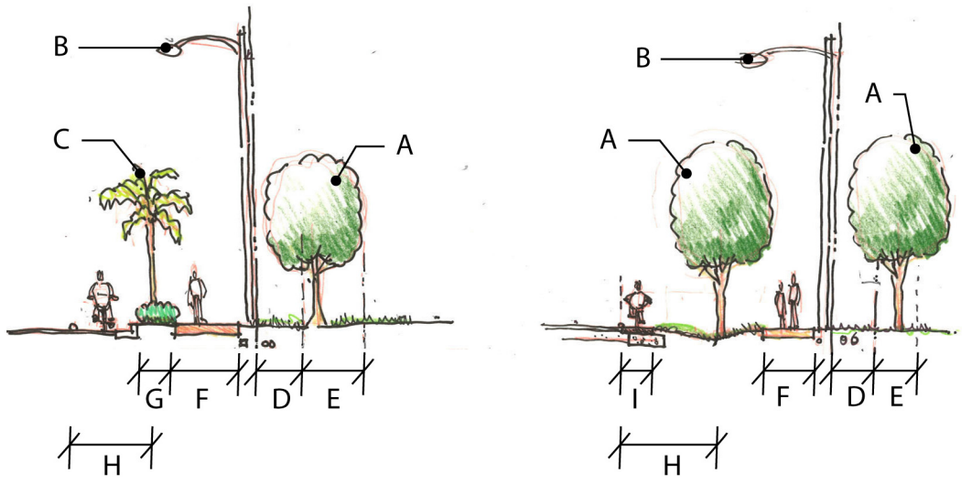
J Infill small areas (<50 s.f.) with District themed specialty pavement or pavers

K Perennial peanut "sod"

L Curb

M Low groundcovers/shrubs (> 50 s.f.)

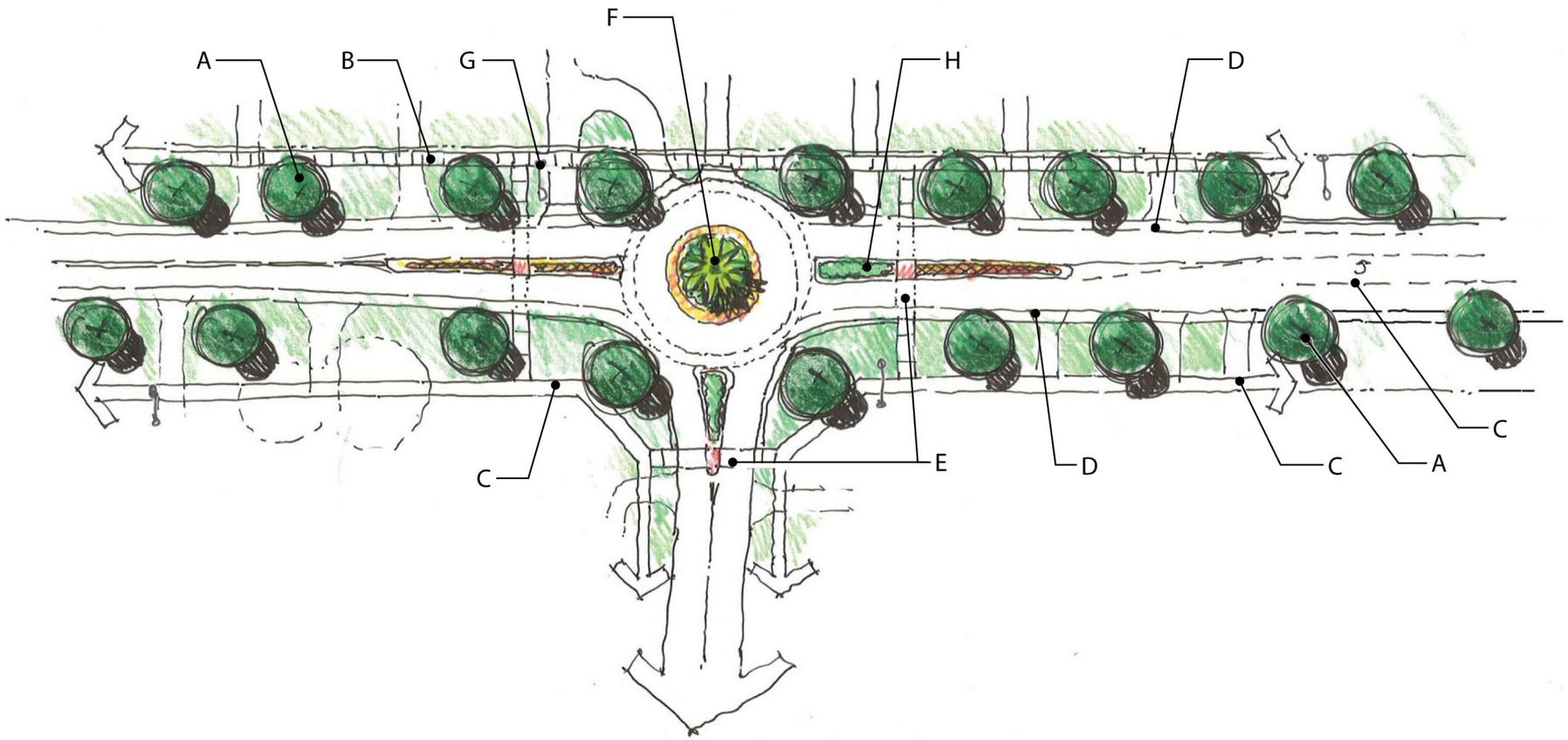




➲ Undivided Residential Collector / Neighborhood Road
(Sections)

Undivided Collector / Neighborhood Road Roundabout

(Plan)



A Street tree 40' o.c. (typ.) Canopy tree preferred. To be coordinated with existing driveways, utilities, and roadway lighting

B 8' width Multi use trail or 5' width walk (typ.)

C Existing walk

D Bike lane, add bike lane to shoulder or restripe lanes as necessary for missing segments

E Crosswalk (typ.)

F Roundabout with specialty pavement and accent plantings

G Roadway and pedestrian lighting

H "Splitter Island" or median at roundabout

A Median nose (or "separator")

B Transition

C Median core

D Median nose "tip"

E Median Palm Bosque - 3 to 5 palms, Royal, Cabbage, or Frangible palms depending on setback criteria

F Perennial peanut "sod"

G Flowering groundcover/ shrub planting at transition

H Hardscape surface pattern in median:
Pattern 'A' - District specific theme
Pattern 'B'- "Pines Standard Design" colored concrete/pavers

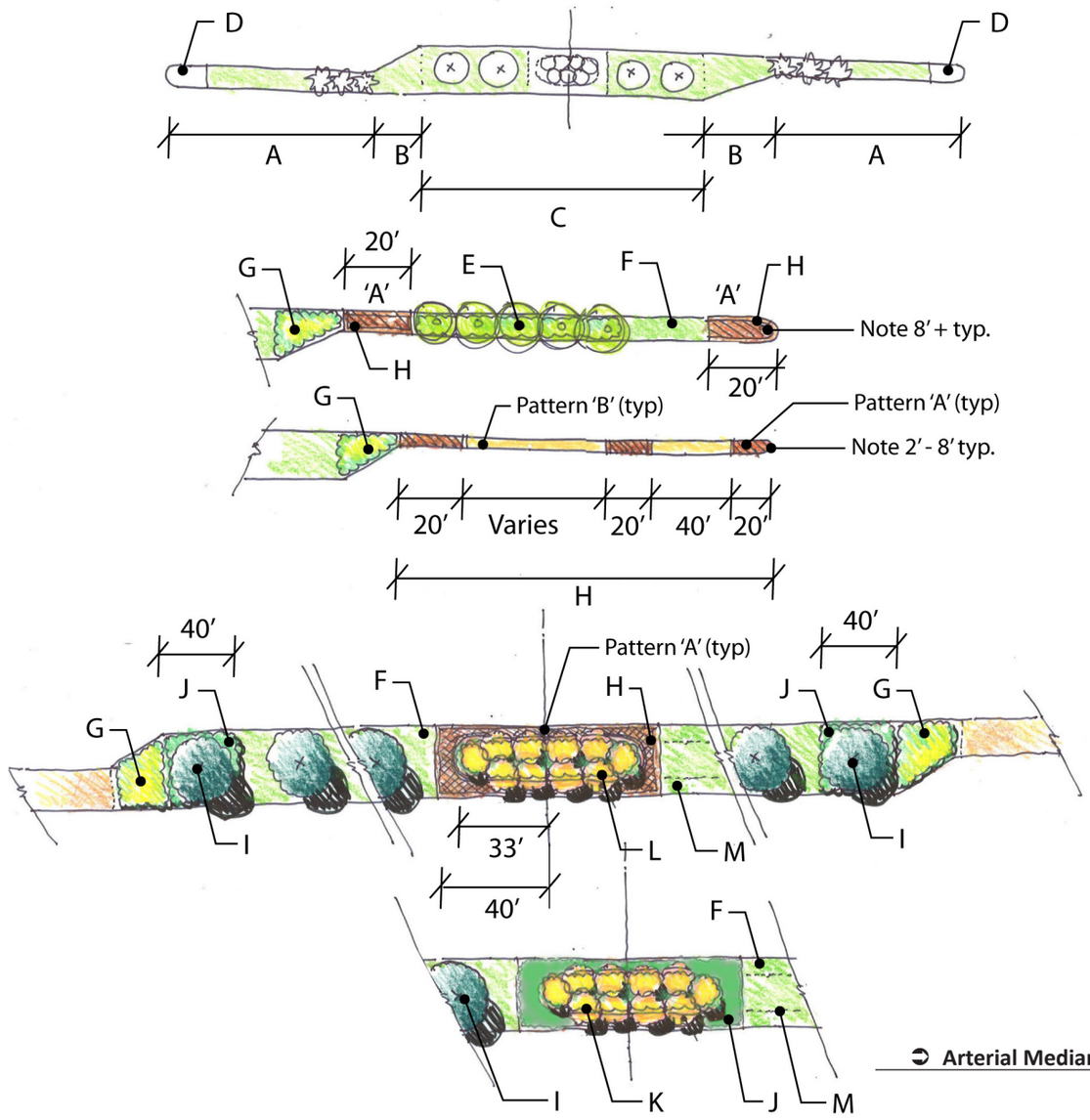
I Median tree 40' o.c. (typ.) Canopy tree/ or palm depending on setback criteria

J Low shrubs

K Median Tree Bosque - located @ midpoint of arterial median.

L Enhanced Median Tree Bosque - located @ midpoint of major urban arterial/ commercial median.

M Applicable setback



➲ **Arterial Median Planting Detail**
(Plan)

Arterial Medians

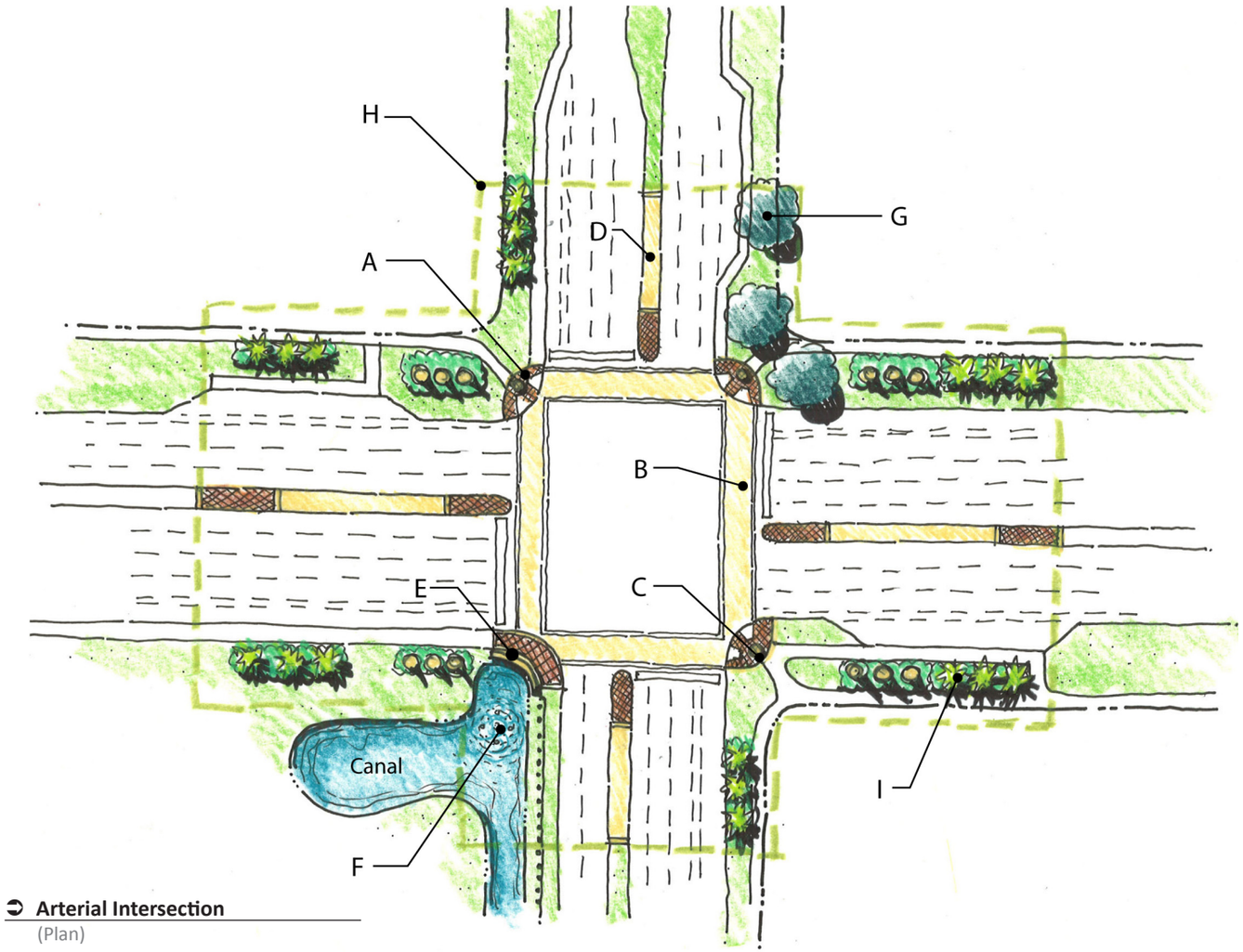
Medians within the arterial roadways have a variety of planting themes. In order to provide consistency to these medians, the Guidelines prescribe the introduction of standard landscape and hardscape elements.

Typical arterial median designs begin with locating a Standard or Enhanced Tree Bosque at the midpoint of all major medians. From that point equally spaced street trees and palm clusters are centered on the median per the details and matrix.

Arterial Intersections

Intersection improvements apply only to interior intersections within the City and do not apply to the gateway intersection locations. The intersection improvements reinforce the branding elements established at each of the gateways, including crosswalks, pedestrian plazas, city icons and plantings.

Should shade/canopy trees exist at intersections, existing trees shall remain if they do not adversely impact traffic controls, utilities or safety.



Arterial Intersection
(Plan)

A Pedestrian Plaza

B Pedestrian crosswalk

C City icon element (typ.) up to 4 elements per major intersections

D Median hardscapes per median detail (typ.)

E Seat wall adjacent to canal to provide barrier/seating (typ.)

F Water features/ fountains where lakes/ canals are adjacent to intersections

G Existing street tree (typ.)

H Intersection influence Zone - 150' for major arterials, 75' for minor arterials

I Palm bosque within Intersection Influence Zone

➲ **Intersection Guideline Matrix**

	Description		
	Major *(Intersection of two Major Arterials)*	**Minor** *(Intersection of a Major Roadway with Minor Arterials)*	**Tertiary** *(Intersection of two Minor Arterials)*
Crosswalk	10' wide (min.); Stamped/Colored Asphalt "Pines Standard Design"	8' wide (min.); Stamped/Colored Asphalt "Pines Standard Design"	8' wide (min.); Stamped/Colored Asphalt "Pines Standard Design"
Pedestrian Plaza	Stamped/Colored Concrete pattern utilizing "Pines Branding Design", meeting ADA and applicable codes; minimum 2 corners; min. 150 sq. ft. (typ.)	Stamped/Colored Concrete pattern utilizing "Pines Branding Design", meeting ADA and applicable codes; minimum 2 corners: min. 100 sq. ft. (typ.)	N / A
City Icon Element	Art, sculpture and/or paving element that follows theme of "Pines Branding Design". Up to 4 elements (typ.) per intersection; located at pedestrian plaza, or open space.	N / A	N / A
Median Nose	Thin concrete overlay, Stamped/Colored concrete; Extend treatment to match Intersection Influence Zone (IIZ) ; District specific design theme pattern and "Pines Standard Design" pattern per typical.	Thin concrete overlay, Stamped/Colored concrete; Extend treatment to match Intersection Influence Zone (IIZ) ; District specific design theme pattern and "Pines Standard Design" pattern per typical.	Thin concrete overlay, Stamped/Colored concrete; Extend treatment to match Intersection Influence Zone (IIZ) ; District specific design theme pattern and "Pines Standard Design" pattern per typical.
Shoulder Palm Bosque at Intersection Influence Zone	3 Royal Palms, Cabbage Palms or Frangible Palms depending on recovery zone and Utility constraints. Understory planting of low shrubs/groundcovers. Palms are 20' O.C.	3 Royal Palms, Cabbage Palms or Frangible Palms depending on recovery zone and Utility constraints. Understory planting of low shrubs/groundcovers. Palms are 20' O.C.	N / A
Shrubs/Groundcovers	Refer to typicals	Refer to typicals	
Water Feature & Seat wall(s)	At Canal Streets, if applicable. Create decorative seatwalls and Canal Headwalls; Provide lighted vertical water feature	N / A	N / A
Banners (Seasonal/ Informational	Banner Treatment up to 1/4-mile from crosswalk. Mount to existing power/light poles, spacing 150 ft o.c. (typ.). Add standard poles to in-fill as needed.	N / A	N / A
Intersection Influence Zone	150' from crosswalk for Major Arterials	150' from crosswalk for Major Arterials, 75' for Minor Arterials	75' from crosswalk for Minor Roadways

NOTE: All plantings, streetscape amenities and signage must adhere to roadway jurisdictional design standards
NOTE: "Pines Branding Design" - design or pattern as developed by a Citywide branding program
NOTE: "Pines Standard Design" - running bond with soldier course color to be determined by Citywide branding program.
NOTE: Apply decorative 'Median Nose Treatments' and designs to concrete medians of the I-75 Overpasses (specifically, for the Pines Boulevard overpass).

STREETSCAPE OPENSPACE OPPORTUNITIES

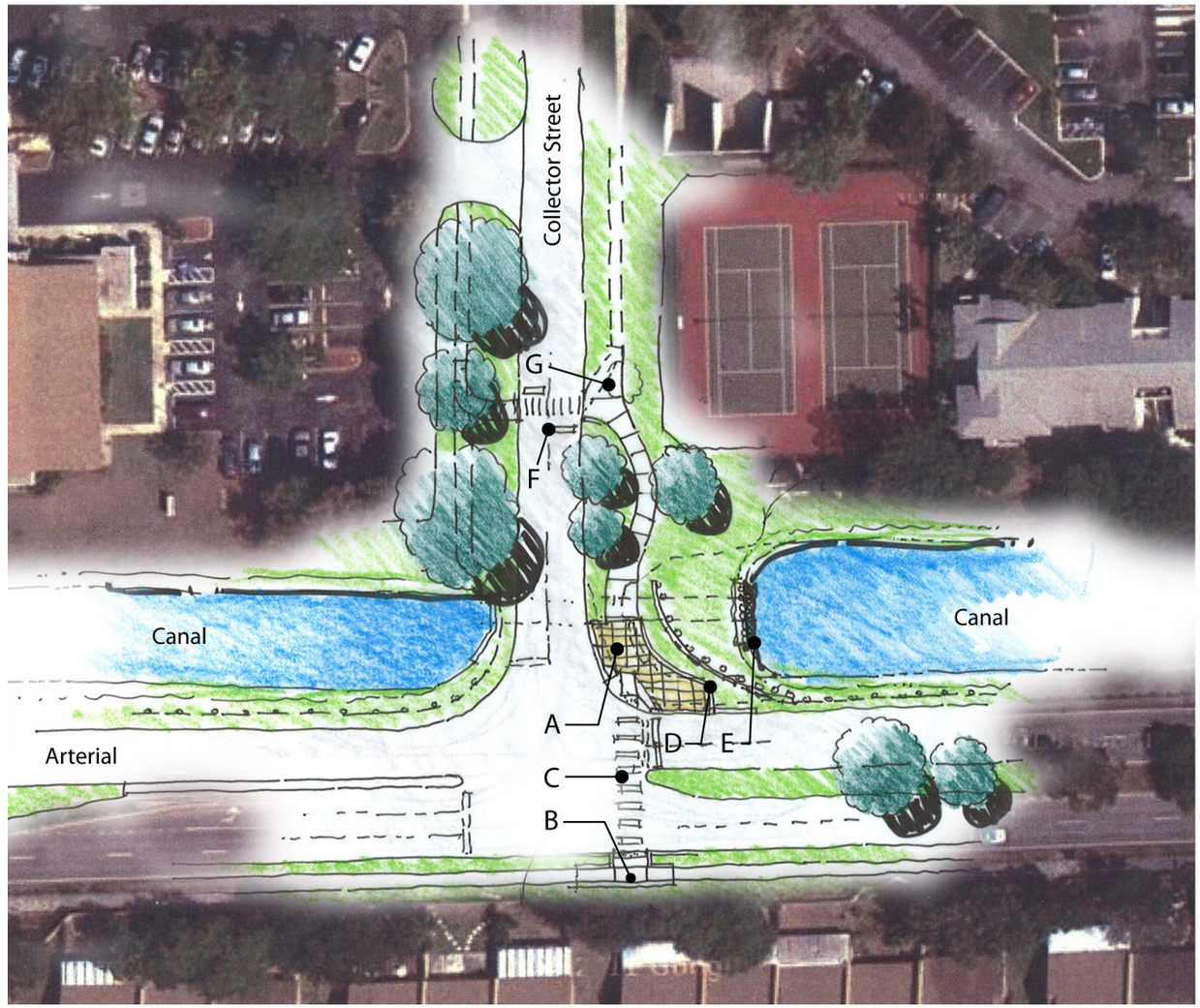
To provide spatial and visual interest along the City streetscape corridors, the Streetscape Guidelines encourage utilization of existing vacated rights-of-way and the acquisition of underutilized adjacent properties. This creates passive recreational uses and enhanced connectivity for pedestrian users along the corridors.

Another recommendation includes the removal of the continuous left turn lane condition, such as the one found on Taft Street (East of Douglas Road). This improves vehicular and pedestrian safety, provides for environmental mitigation of heat and glare, improves storm water absorption and enhances the aesthetics of the roadway. Typical opportunities for these types of enhancements are shown in the following exhibits.

Canal Road Crossings

Many other City roadways that cross canals are very spatially restrictive, containing only a roadway with no greenspace or pedestrian access. Since these crossings are typically entry points to neighborhoods, the expansion and enhancement of these crossings are critical for safely servicing and accessing these neighborhoods. Many of the crossing locations also serve as public transit and/or school bus stops.

Extending the culvert at these canal crossings would allow for the greater space needed to provide a pedestrian plaza and associated sidewalk. This reinforces the City's hardscape theme and provides safer conditions for vehicular and pedestrian users.



➲ **Canal Road Crossing Enhancement (Plan**

A Pedestrian plaza with District themed paving

B Curb cut - meet A.D.A.

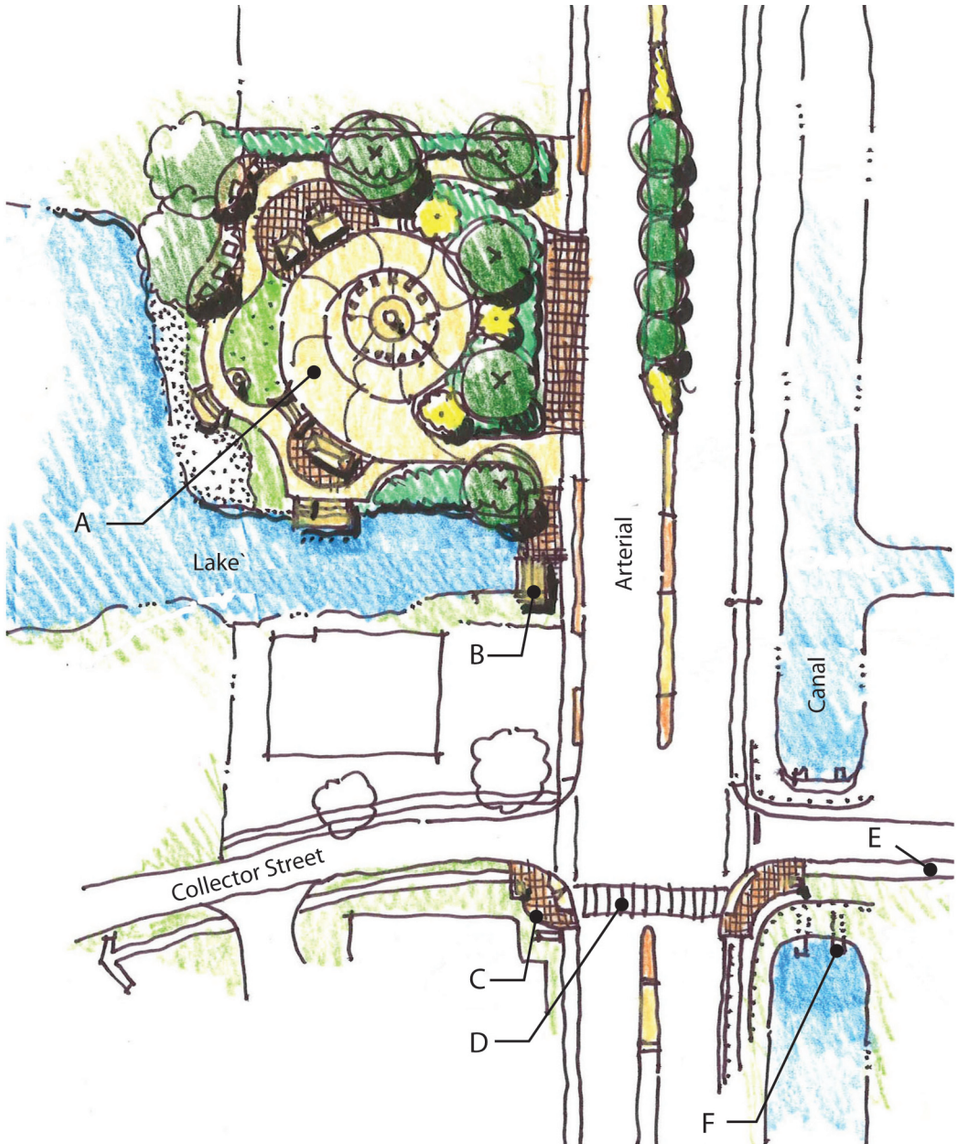
C Crosswalk

D New seat wall @ bus stops or guardrail

E Extend culvert & backfill to create expanded canal crossing

F Strengthen connection to neighborhood

G New walk connection



➲ **Vacant Parcel Streetscape Park Opportunity (Plan View)**

A New City waterfront park with spiral sun dial plaza

B Enhance architecture of pumphouse. Create Plaza

C Neighborhood signage & plaza

D New crosswalk

E Connect to neighborhood

F Lengthen culvert & shift headwall to enhance canal road crossing with pedestrian plaza, walk, shift guardrail, etc.

G Dog Park

H Add walkway to provide loop(s)

I Pembroke Pines signage icon

J Royals palms and flowering trees in bed of groundcovers

K use existing canopy trees when present group in groundcovers

Park Opportunities

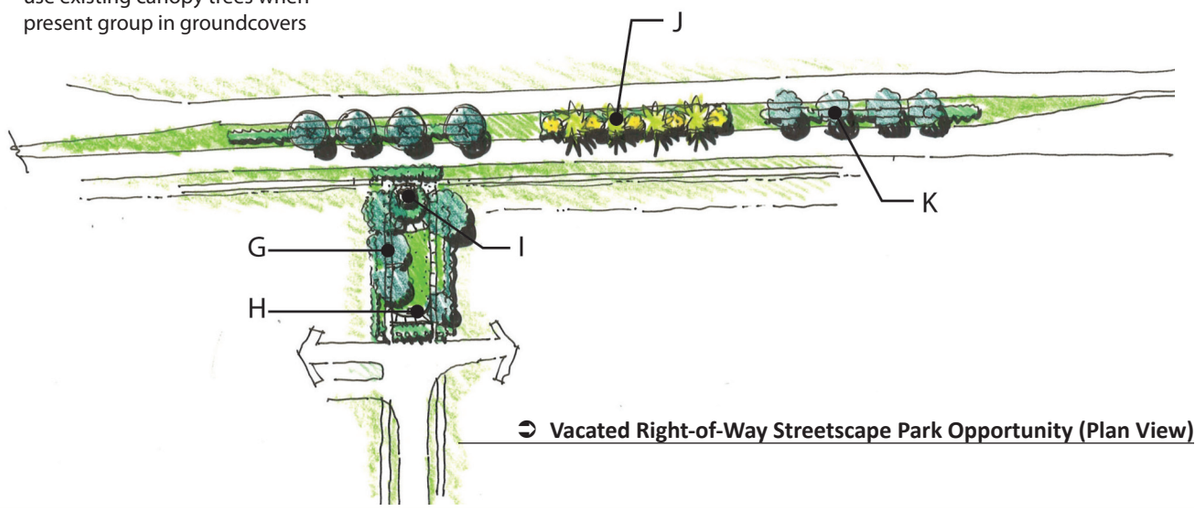
Vacant parcel acquisitions can be key to enhancing the City streetscapes by providing an expanded right-of-way edge as well as the introduction of passive recreational activities for the corridors.

Vacant Parcel Opportunities

This conceptual plan demonstrates how a current vacant parcel on University Drive could be enhanced into a new city park that improves the streetscape experience.

Vacated Right-of-Way

Existing right-of-way areas that currently are unutilized or have been vacated also provide a great opportunity for enhancing the experience of the City's streetscapes. The small vacated right-of-way areas can be utilized to create new green spaces and or parks along the streetscapes and further enhance the streetscapes for pedestrians as well as vehicular users.

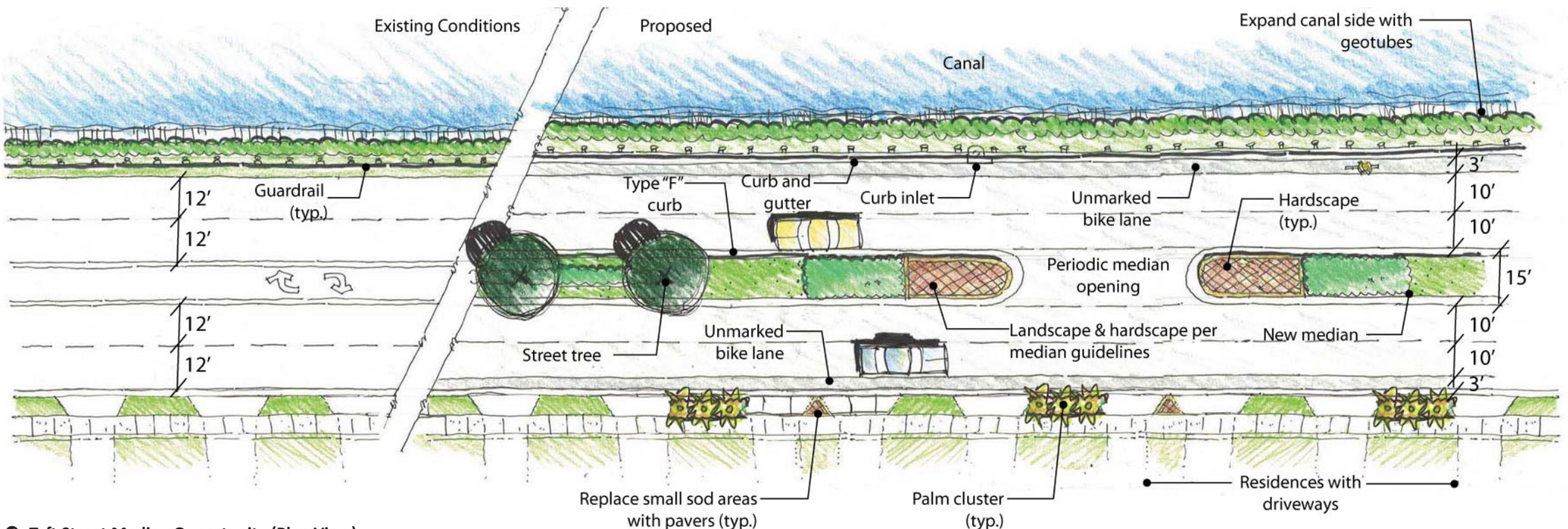


➲ **Vacated Right-of-Way Streetscape Park Opportunity (Plan View)**

MEDIAN OPPORTUNITIES

The continuous left turn condition on a minor arterial road creates a raw and unwelcoming expanse of asphalt. In addition the unregulated continuous left turn lane also introduces potential safety conflicts. To enhance the aesthetics as well as safety aspects associated with these types of city streetscapes, the Guidelines encourage the replacement of this continuous left turn lane with a landscaped median and controlled turning locations.

By making this modification the streetscape now provides additional aesthetic (landscape and hardscape) enhancements and safety improvements including bike lanes and regulated turning movements.



➲ **Taft Street Median Opportunity (Plan View)**

A New median with landscaping

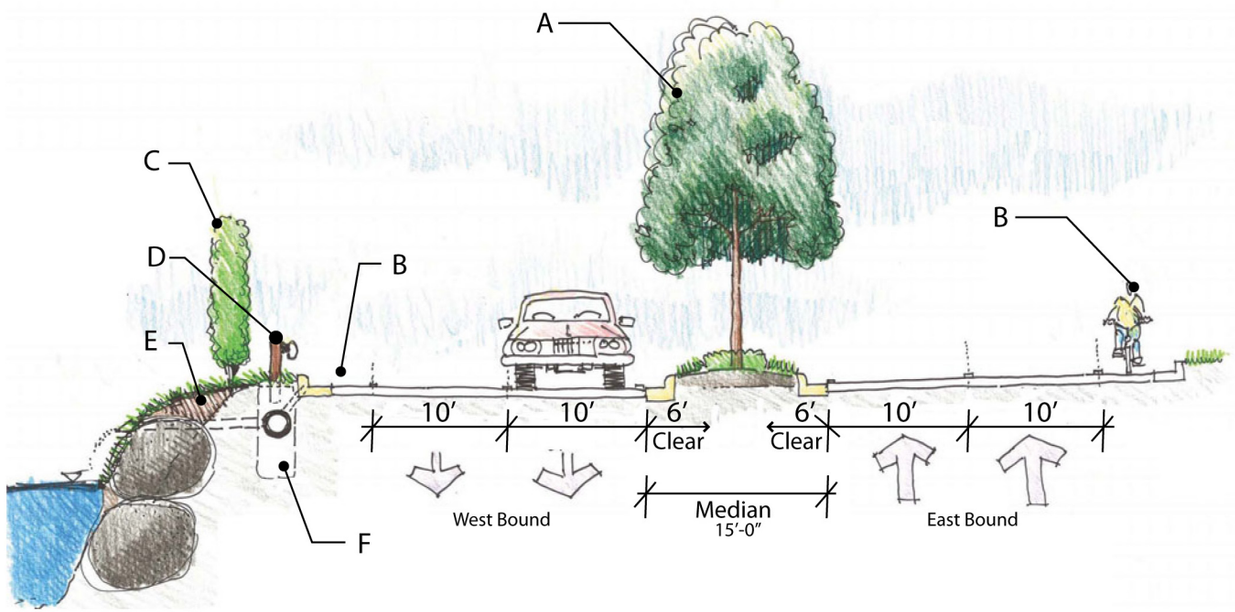
B 3' shoulder unmarked bike lane

C "New" re-positioned green screen

D Re-positioned guardrail & new "F" curb & gutter

E Fill

F Oil/ water separator - collect "first flush"



➲ **Taft Street Median Opportunity (Section)**

3. Streetscape Amenity Guidelines

HARDSCAPE

Hardscape, or paved surfaces, are key elements in the streetscape's "Kit of Parts". The hardscape adds both visual and tactile interest along the streetscapes. The hardscapes shall reflect the City's branding in these designs. This will be utilized at all gateway and intersection improvements.

All cross walks and entry threshold pavement shall be consistent to reinforce an established branding for the City. Since the crosswalks are very utilitarian and must meet strict roadway jurisdictional and ADA requirements, they shall be a simple, colored and patterned asphalt.

Crosswalk paving patterns shall utilize a running bond with a soldier course border. This pattern offers a simplistic and easily reproducible pattern that also significantly enhances the aesthetic aspects of intersections and gateways.

This readily available color and pattern for the crosswalks are also critical so that repairs can be easily facilitated.

Threshold paving for the bands located at the various gateway improvements, shall reflect the established branding and or District themes associated with a City's branding program. Much similar to the crosswalk discussion, the threshold paving shall be a stamped/colored asphalt pattern that meets the strict design criteria for all roadway jurisdictional agencies.

Pedestrian plazas are also called for by the Guidelines at the various gateway and intersection improvements. These pedestrian plazas will be constructed of stamped concrete that must meet all accessibility criteria. The stamped concrete will reflect the various District themes at intersection and gateway plazas.

Crosswalk (Typ)

Pedestrian Plaza (Typ)

Standard Bench

Specialty Bench and Trash Receptacle

Typical Bike Rack

➲ **Streetscape Furnishings Guideline Matrix**

Street Type/Facility	Furnishings				
	Standard Bench	**Standard Trash Receptacle**	**Specialty Bench**	**Specialty Trash Receptacle**	**Bike Rack**
Major Arterial	1 per 1,000 ft	1 per 1,000 ft at Bench Location	N / A	N / A	--
Urban Arterial	--	--	1 per 500 ft	1 per 500 ft at Bench Location	1 per 1,000 ft
Major Arterial - Commercial	1 per 750 ft	1 per 750 ft at Bench Location	--	--	--
Minor Arterial	1 per 1,500 ft	1 per 1,500 ft at Bench Location	--	--	--
Major Gateway	2 each; One (1) at each Plaza*	1 each at Bench Location	--**	--**	N / A
Minor Gateway	2 each; One (1) at each Plaza*	1 each at Bench Location	--	--	N / A
Improved Intersection	2 each; One (1) at each Plaza*	1 each at Bench Location	--	--	--
Transit Stop	Minimum 1 each	Minimum 1 each	--	--	1 each

*NOTE: Plaza' refers to the Pedestrian Plazas that are created at the corners of key intersections / gateways.

**NOTE: If the Gateway lies within a designated 'Urban Arterial', then use the Specialty Bench and Trash Receptacle as Gateway furnishings

STREETSCAPE FURNISHINGS

Consistency of streetscape furnishings helps unify the aesthetic of the City, provides for ease of construction and maintenance. The following site furnishings shall be utilized throughout the city as noted.

The "Presidio" family of streetscape furnishings will be utilized throughout all major and minor arterial roadways to provide consistency of streetscape amenities throughout the City's corridors. The locations and frequency for these streetscape amenities also play a key role in the streetscape's ability to unify the City. Guidelines for the locations and frequency of the streetscape furnishings are outlined in the Streetscape Furnishings Matrix.

LIGHTING

Similar to streetscape furnishings, lighting plays an integral role in the establishment of a comprehensive streetscape program. Lighting however can be very expensive and have a significant impact upon the budget for the streetscape. Therefore specialty lighting is only proposed for specific areas throughout the City. The specific areas include major arterial urban and commercial streetscape sections. In addition, lighting improvements are proposed along minor arterials that provide access to significant gateways and pedestrian use areas.

Cobra Head style street lighting is the existing primary source of City streetscape lighting. For budgetary reasons, only improvements that are required to provide the desired lighting levels along roadways for pedestrian and vehicular safety are proposed.

The enhanced standard streetlight is proposed for those streetscape areas adjacent to commercial areas, major gateways and other high use destinations within the City. This luminaire type is a standard that can be provided by the electric utility, FPL.

The specialty street lighting as shown in the attached detail would be utilized in the major arterial urban corridors. This lighting is iconic and provides an identifiable pedestrian focused lighting element.

With all lighting types, the City will evaluate and utilize the most fiscally sound sustainable lighting systems available.

Many successful examples of solar-powered lighting are now being utilized. In order to have the streetscape lighting as sustainable as possible, the use of solar power to energize the lighting is recommended. LED lighting has also become a standard in streetscape lighting. The Guidelines encourage the utilization of LED luminaires in all lighting enhancements for the City's streetscapes.

Standard Street Light

Specialty Street Light

Existing Cobra Head Lighting (Typ)

➲ Light Fixture & Pole Guideline Matrix

Street Type/Facility	Light Fixture & Pole			
	Existing Cobra Head or High-Mast	Enhanced Standard Streetlight	Specialty Streetlight	Pedestrian-Scale Lighting
Major Arterial	X			
Urban Arterial			X	X
Major Arterial - Commercial		X Supplement Existing High-Mast Lighting		X
Minor Arterial	X			X Supplement Lighting
Major Gateway		X		X
Minor Gateway		X		X
Improved Intersection		X		X

BANNERS

Banners are a visually appealing and cost-effective way to reinforce the City's branding and streetscape initiatives. Banners as outlined in the Guidelines will be utilized to communicate the City's branding, as well as reflect seasonal and/or event-related information. Banners will be primarily located within gateway and intersection improvement zones. Banners could also be integrated along the highly pedestrian-focused urban arterials and major arterials within commercial zones.

City Branding Banners

Reinforcing the City's branding program is the primary purpose for these banners. By integrating the City's icon in the design of these banners, they can serve as one of the City Icon Elements utilized at Gateways and Intersection Influence Zones. These banners can be mounted on existing street/utility poles or on freestanding poles located within the right-of-way.

Seasonal/Informational Banners

Seasonal/Informational Banners would be utilized as informational elements within the streetscapes, yet continue to strengthen the Citywide streetscapes by providing a seasonal or event-focused graphic consistently throughout the City. These banners will be mounted on existing light/utility poles throughout the Gateway and Intersection Influence Zones, as outlined in the Guidelines.

4. Mobility Guidelines

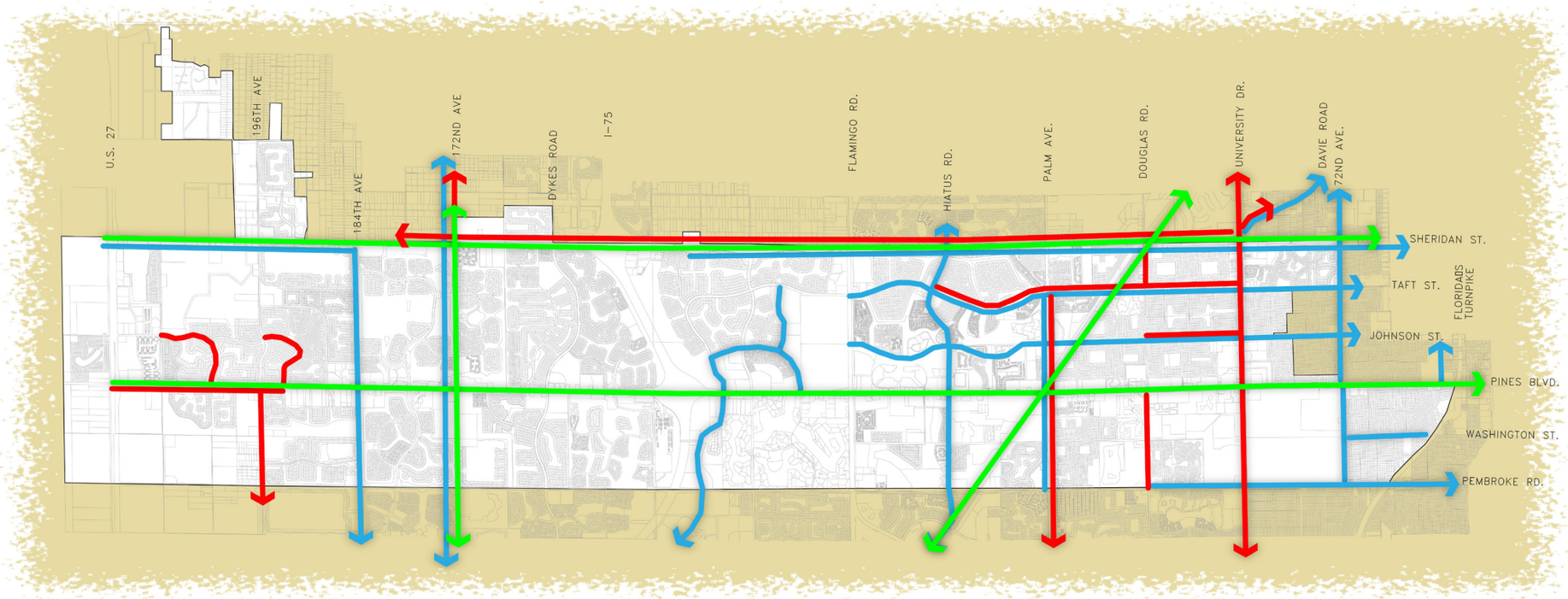
PEDESTRIAN & BIKE WAY IMPROVEMENTS

Equality of mobility and quality of life are key aspects of developing a sustainable community. Accordingly, all new roadway improvements should include pedestrian and bicycle facilities. Pedestrian facilities should include sidewalks, ADA ramps and clearly delineated and convenient crosswalks. Bicycle facilities should consist of dedicated in street bike lanes, shared traffic lanes (sharrows) or separate bicycle/pedestrian trails.

CONNECTIVITY

The accompanying map shows the Broward County Metropolitan Planning Organization's summary of current planned pedestrian and bicycle improvements throughout the City.

Bicycle lanes, sidewalks and multi-use paths shall be provided in accordance with the following plan and typical street sections whenever feasible.



➲ **Planned Pedestrian and Bicycle Improvements**

LEGEND

- Proposed County Greenways
- County Pedestrian Projects
- County Bike Projects

BUS STOPS / SHELTERS

Providing for safe, convenient mass transit is consistent with sustainable design and adds to the liveability of the City. Bus stops/shelters should be located conveniently to population centers and destinations, should be of ample size to accommodate anticipated ridership during rain and be aesthetically appealing.

Bus shelters shall integrate an element of the City's branding program. This will reinforce the City's identity at all the current and future bus stops and transit locations.

Minimum Criteria for bus stops:

- All new commercial development, multifamily development or single family residential subdivision shall be located within one quarter mile of an adequate bus stop. If no adequate bus stop is located within this distance the development shall provide it
- All bus stops shall be paved
- All bus stops shall have a minimum lighting level of 1 foot candle. The lighting for the bus shelters shall utilize solar power alternatives and LED lighting to enhance sustainability.
- All bus stops shall be landscaped with canopy trees or large palms to provide additional shade
- All bus stops shall be connected to the existing pedestrian system by a paved accessible walkway
- Bus stops located within Intersection Influence Zones, Urban Arterial or Gateway locations shall be paved with specialty pavements

Typical Broward County Transit Bus Shelters

5. Safety Guidelines

VEHICULAR SAFETY

Vehicular safety can be achieved when streets are designed to accommodate both the expected traffic loads and the abutting land uses. Roadway design should follow the guidelines of the American Association of State Highway and Transportation Officials (AASHTO) manual; A Policy on Geometric Design of Streets and Highways, and The State of Florida Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Green Book), City and County Standards.

Designs shall also conform with the criteria of the City of Pembroke Pines Code of Ordinances, Subsection 154.32 Design Standards for Streets and Alleys and Florida Power and Light standards for street trees.

Additional sources for guidance come from the Florida Department of Transportation Preliminary Design & Environmental Manual; Design for Livable Communities, and policies on Context Sensitive Design. The latter two provide balance to roadway design accommodating all modes of transportation and supporting community liveability.

Each year, cities receive numerous requests to reduce the traffic congestion on their streets. Citizens also express concerns about the safety of the streets on which they live. In an effort to find appropriate ways to deal with these concerns, reduce traffic congestion and improve safety, many cities have begun considering the use of "roundabouts."

Roundabouts are used extensively throughout Europe, and in many other places around the world, to reduce accidents, traffic delays, fuel consumption, air pollution and construction costs, while increasing capacity and enhancing intersection beauty. They have been successfully used to control traffic speeds in residential neighborhoods and are accepted as one of the safest types of intersection design.

As modern roundabouts replace cross intersections, right angle crashes become less severe and less frequent, and left turning crashes do not occur. Rear-end crashes become less frequent because roundabouts have less queuing.

Elimination of the continuous left turn lane should be a primary goal when streets with this feature are improved. These lanes, also known as "scramble lanes" or "suicide lanes" unlike controlled left turn lanes which have only a few potential conflict points, provide for continuous conflicts or accidents. These lanes should be removed and replaced with landscaped medians which provide for mitigation of heat and glare, improve roadway safety and enhance the overall aesthetic of the corridor.

Left turn lanes which have only a few potential conflict points, provide for continuous conflicts or accidents. These lanes should be removed and replaced with landscaped medians which provide for mitigation of heat and glare, improve roadway safety and enhance the overall aesthetic of the corridor.

CPTED

CPTED or Crime Prevention Through Environmental Design is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts.

All new streetscape designs and enhancements shall employ the basic tenets of CPTED. The tenets include:

- Natural Surveillance - "See and be seen" is the overall goal when it comes to CPTED and natural surveillance. A person is less likely to commit a crime if they think someone will see them do it. Lighting and landscape play an important role in Crime Prevention Through Environmental Design.

- Natural Access Control - Natural Access Control is more than a high block wall topped with barbed wire. CPTED utilizes walkways, fences, lighting, signage and landscape to clearly guide people and vehicles to and from the proper entrances. The goal with this CPTED principle is not necessarily to keep intruders out, but to direct the flow of people while decreasing the opportunity for crime.

- Natural Territorial Reinforcement - Creating or extending a "sphere of influence" by utilizing physical designs such as pavement treatments, landscaping and signage that enable users of an area to develop a sense of proprietorship over it is the goal of this CPTED principle. Public areas are clearly distinguished from private ones. Potential trespassers perceive this control and are thereby discouraged.

- Maintenance - CPTED and the "Broken Window Theory" suggests that one "broken window" or nuisance, if allowed to exist, will lead to others and ultimately to the decline of an entire neighborhood. Neglected and poorly maintained properties are breeding grounds for criminal activity.

LIGHTING

Adequate lighting has a direct impact on the safety, function and liveability of the City. Properly lighted streets help reduce vehicular and vehicular/pedestrian collisions and increase the perceived safety of pedestrians. Landscape lighting also increases the aesthetic value of the City.

All lighting shall meet the criteria, as established below, and required by the jurisdictional authority.

Criteria

Recommended Minimum Levels of Illumination		
Use Area	Lux	Footcandles
Bikeways		
Commercial Areas	9	0.9
Residential Areas	5	0.5
Major Roads		
Commercial Areas	20	2
Residential Areas	10	1
Collector Roads		
Commercial Areas	13	1.2
Residential Areas	6	0.6
Local Roads		
Commercial Areas	10	0.9
Residential Areas	5	0.5
Sidewalks		
Commercial Areas	10	0.9
Residential Areas	5	0.5

Source: Illuminating Engineering Society of North America

6. Wayfinding Guidelines

SIGN FAMILY: STYLE A

The task of directing, informing and orienting users will be accomplished by a City-wide sign program. The style and graphic look of the new sign program could take many forms based upon the City's branding program. In order to depict the visual impact and significance of a specific wayfinding program, a conceptual design for a complete sign family is presented here. Additional examples of wayfinding sign families are shown in Appendix A.

The Pembroke Pines sign family "Style A" maintains a uniformity of layout, design, materials, colors and typefaces.

The vertical forms of these signs abstractly represent the vertical trunks of pine trees. The swash elements are abstract references to the branches and needles of pine trees. Dark green (lettering) and cream (background) are colors that are currently used prominently throughout the City. These signs may be internally illuminated, or lit by ground spot lights.

The vertical orientation of the gateway and neighborhood identity signs allow for a significant graphic display in a relatively small footprint. This is advantageous in locations where right-of-way space is limited.

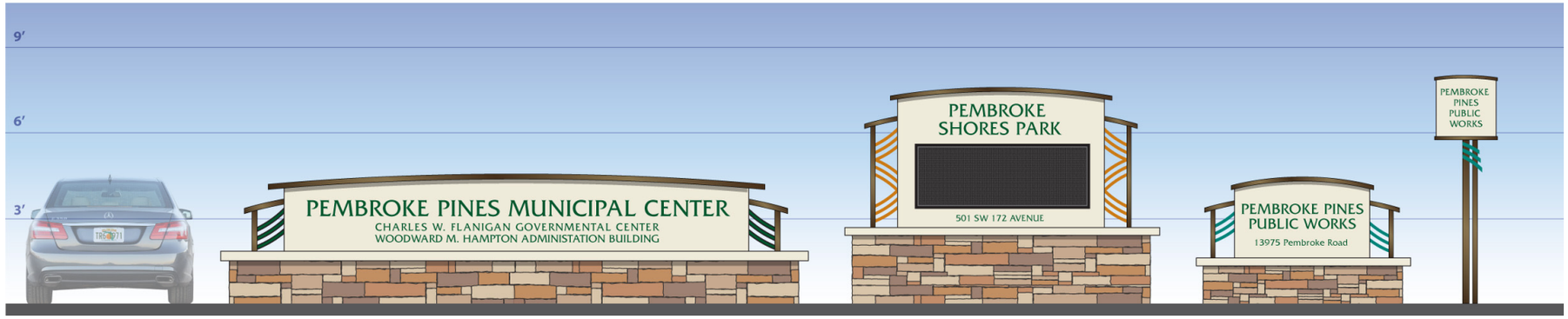
To reinforce the City's three Districts: East, Central, and West, Style A has three different accent colors which are used to represent each District. In some sign types, the District name is also displayed within a color coded band. These colors are used throughout the wayfinding system to identify and represent the District in which each sign is located.

Sign materials may include fabricated and painted aluminum, masonry bases, painted stucco, stone tile, dimensional lettering (monuments), vinyl lettering (directionals) and digital display panels.

Final material selection for the signage will be vandal-resistant to reduce long-term maintenance requirements. Graffiti and impact resistant materials are key for longevity. All signs will have integral lighting as part of the structure. This will reduce potential vandalism and consolidate streetscape elements for ease of maintenance.

Lighting luminaires shall be LED or other energy-efficient sources. To enhance sustainability, lighted signs shall incorporate the use of solar or other alternative energy. This will reduce the upfront costs of providing electrical services to these locations and the long-term operational costs for the sign lighting.

Gateways *Vehicular Directionals* *Pedestrian*



Public Identity

GATEWAY SIGNAGE

The purpose of gateway signage is to signal arrival into the City, while presenting a unique identity that distinguishes Pembroke Pines from surrounding communities. As demonstrated in the Wayfinding Access, Navigation and Circulation diagram, there are many entry points into the City that should have gateway identity signs.

The locations for these signs are designated as major, minor and tertiary entries, based on the prominence, traffic volume, lines of sight and scale of each entry location.

There are some gateway locations around the City where available space for these signs is limited.

The major gateway sign example, shown below, is a vertical format that maximizes graphic impact, while minimizing the physical footprint.

Some locations are large, busy intersections requiring a sign of some significant size to avoid disappearing into the surrounding urban environments. The size and scale of gateway signs at each location should be carefully studied to ensure that the signs and graphics are scaled appropriately to their surroundings and viewing distances.

Gateway signs should be incorporated into existing/planned landscaping and environments as part of a cohesive and unified entry statement.

Major Gateway Signage

At locations where prominence and traffic volume is high, the major gateway configuration should be used. These signs are the largest in size and should be positioned so that they are highly visible to drivers along entry routes into the City. Examples of locations where these major gateways should be located are at the eastern entries to the City along Pines Boulevard and Pembroke Road; at central entries from I-75 at Pines Boulevard and Sheridan Street; and at the western entry point at S.R. 27 and Pines Boulevard. Primary gateways may also be located at north and south access points on Flamingo Road and University Drive.

Minor Gateway Signage

The minor gateway signs are a smaller scale version of the major gateway sign. All graphics, colors, and proportions should remain consistent with the larger major gateway signs. These signs may be internally illuminated, or lit by ground spot lights.

These signs shall be located at minor entry points into the City, where appropriate, and where available space allows. The majority of these locations throughout the City are currently unsigned.

Tertiary Gateway Signage

At some minor City entry locations, a tertiary gateway configuration may be used. These signs may be located at secondary entry points into the City where space does not permit the secondary gateway sign, and/or at smaller intersections where larger scale signs are impractical or inappropriate. Graphics, colors, and materials should remain similar to the larger primary and secondary signs.

Major Gateway

Minor Gateway

Tertiary Gateway

Vehicular Directional Signage

The purpose of vehicular directional wayfinding signs is to guide visitors and residents to important public destinations throughout the City. A unified wayfinding sign program has the added benefit of displaying City identity and branding, and its graphics, colors, design and character can contribute to an overall sense of place. Wayfinding directional signs should be designed as elements of a unified graphic system, sharing colors, layout, typefaces, design and other traits with the other signs in the system. These signs should not be used to guide visitors to commercial and private business and institutions.

Signs that are installed on FDOT maintained roadways must adhere to FDOT guidelines and the 2009 Manual on Uniform Traffic Control Devices, Section 2D.50 Community Wayfinding Signs. These codes and guidelines regulate the colors, materials, typeface, text sizes, number of messages, arrows and more.

In both sizes, dark green is used as the sign panel background color due to its association with the City and its excellent visibility when combined with white text.

The signs also feature a color coded district identifier panel. The District designator helps to orient visitors to their general location within the City.

Large Vehicular Directional Signage

FDOT limits the number of destinations on these signs to a maximum of (3) per sign. The large configuration, shown in different styles below, is used on high volume roads at speed limits over 25 MPH. These signs must have a minimum of 6" cap ht. on the lettering. FDOT restricts the allowable messages to public institutions only, and does not allow for commercial businesses or private institutions to be included on these signs.

Sign panel materials must be retroreflective, and there must be a minimum 70% contrast ratio between the lettering and the background. In addition, FDOT puts restrictions on the typeface, arrows and symbols that can be used. FDOT will require sign panels of this size to have a double post mounting.

Small Vehicular Directional Signage

A smaller version of the vehicular directional sign, shown below, can be used on low volume roads and must comply with FDOT guidelines and the 2009 Manual on Uniform Traffic Control Devices, Section 2D.50 Community Wayfinding Signs.

FDOT limits the number of destinations on these signs to a maximum of (3) per sign. These signs must have a minimum of 4" cap ht. on the lettering. FDOT restricts the allowable messages to public institutions only, and does not allow for commercial businesses or private institutions to be included on these signs.

Large Vehicular Signage

Small Vehicular Signage

NEIGHBORHOOD IDENTITY SIGNAGE

Sometimes in a City the different "named" neighborhoods are identified by uniform "gateway-style" signs. These signs are usually designed to complement the other signs in the wayfinding program.

There are currently a large number of named communities within the City. Some have their own unique identity signs, while others do not. These identity signs are not intended to replace any of the existing planned community identity signs. The styles shown below could be used to replace existing neighborhood identity signs (for example, Pines Village or Pasadena Lakes).

The premise of a neighborhood identity sign program is to provide a uniform manner of identifying the different communities within the City. These signs have the same theme and characteristics of other signs in the wayfinding program, and by association identify the community as a part of the City.

In some instances, these signs could replace any existing neighborhood identity signs. In other instances, they may be used to identify neighborhoods that are currently unsigned.

The neighborhood sign concept, shown below, depicts a typical neighborhood identity signs following a similar format as the gateway signs, but are significantly smaller. The vertical orientation of the neighborhood sign features a small footprint, which is advantageous where right-of-way space is limited.

The neighborhood signs also incorporate the three District colors. The District colors and designators help orient users to their general location within the City.

PRIMARY PUBLIC FACILITY IDENTITY SIGNAGE

Identity signs do exactly as their name suggests—they display the identity of the location they represent. A wayfinding program is designed to guide users to carefully selected locations, and identity signs are used to confirm arrival at these locations.

The configuration of these signs will vary from large monuments to freestanding post and panel signs. Most important is that these signs are located at the intersection of the primary access route and the main entry; are clearly visible upon approach from all directions; and are sized to be easily legible based on traffic speed and lines of sight.

A uniform system of identifying these locations is important to good wayfinding. These signs should support the same graphics, colors and materials as other signs throughout the system.

Identity signs, as part of a wayfinding system, only identify destinations that are public in nature and should not be used for private or commercial developments. There are many different types of public facilities throughout the City including municipal buildings, public parks, arts and community centers etc.

The large public facility monument identity sign should be used to identify the most significant City destinations, and only where a large sign is appropriate and/or feasible. These signs may be internally illuminated, or lit by ground spot lights. They should be sized and positioned where they are easily visible and legible to approaching traffic.

This sign concept incorporates the three District colors. The District colors and designators help orient users to their general location within the City.

PUBLIC FACILITY IDENTITY SIGNAGE WITH DIGITAL DISPLAY

Public facility identity signs in some locations may want to incorporate digital displays to advertise events. These signs may range in size and configuration, and could be single or double sided.

Digital display signs can reduce existing sign clutter at several facilities. Displays can consolidate event information and advertising, and eliminate the need for event/program banners and sandwich boards that currently dominate some facility entries. Digital displays can be controlled and programmed remotely from a central source.

Display sizes and resolutions can vary greatly, and should be specified based on viewing distance, type of information displayed, and space available.

SECONDARY PUBLIC FACILITY IDENTITY SIGNAGE

This secondary version of the monument style public facility sign should be used to identify most of public the destinations within the City. Examples of locations where these signs should be used are at entries to public parks, art centers, community centers etc. These signs feature the same graphics, colors, proportions and materials as the larger version.

The secondary public facility monument identity sign may be internally illuminated, or lit by ground spot lights. They should be sized and positioned where they are easily visible and legible to approaching traffic.

This sign incorporates the three District colors. The District colors and designators help orient users to their general location within the City.

TERTIARY PUBLIC FACILITY IDENTITY SIGNAGE (MONUMENT AND POST & PANEL)

In some cases it may be appropriate to use a small monument or post & panel version to identify public facilities. These signs may be used to identify smaller facilities, non-public access facilities and/or public facilities in locations where there is limited space available for signage. These signs feature the same graphics, colors, proportions and materials as the larger versions. Shown below are a tertiary public facility monument identity sign, and a post & panel version of the sign. The signs may be internally illuminated, or lit by ground spot lights. They should be sized and positioned where they are easily visible and legible to approaching traffic.

These signs incorporate the three District colors. The District colors and designators help orient users to their general location within the City.

PEDESTRIAN DIRECTIONAL SIGNAGE

Pedestrian directional signs are used to direct visitors on foot to public destinations within the immediate area. These signs should be located at intersections and decision points along major public pathways and sidewalks. These signs may also be used to direct visitors to destinations within public parks and exterior public facilities such as City Center.

Pedestrian signs may contain more destinations per sign panel than vehicular directional signs. Text should be a minimum of 1" cap ht., but no larger than 2" cap ht.

The signs shown below utilize the same layouts and color palettes as the rest of the system, and are similar – though smaller – in design and layout to the vehicular directional signs. These signs may be single or double sided, and may be positioned either parallel or perpendicular to pathways.

These signs incorporate the three District colors. The District colors and designators help orient users to their general location within the City.

PEDESTRIAN ORIENTATION KIOSK

Pedestrian orientation kiosks are used to inform visitors on foot to about destinations within the immediate area, and to provide location and orientation information. These signs should be located at intersections and decision points along major public pathways and sidewalks. These signs may also be used within public parks or exterior public facilities, like City Center, to provide site specific information.

These kiosk signs may contain static graphics, posters, maps, information, rules, and directories of destinations and businesses in the area. They may also be used to advertise public events and festivals. Static graphics can be backlit by internal LED fixtures, and should be designed to be easily changeable.

Digital displays could be incorporated and used along with, or instead of, static graphics. These signs could display animated broadcast information, or they could be interactive touch screen displays. Kiosks could be double-sided and may have digital displays on one side, and static graphics on the other.

The kiosks shown below feature the same color palette and materials as other signs in the system and incorporate the three District colors. The District colors and designators help orient users to their general location within the City.

WAYFINDING CONCEPTS: HISTORICAL SIGNAGE

A historical marker program could be implemented to highlight notable events or locations in the City's history. Historical signs both educate and inform residents and visitors alike. They help communities preserve their most important stories and promote a knowledge of the past to present generations. These programs are usually developed with the support and cooperation of local historical societies.

The sign shown below features is the same color palette and materials as other signs in the system. These interpretive signs could contain black & white or full color historical photographs or illustrations, and descriptive text about historical events and/or locations. The sign graphic panels could be fabricated in high resolution high pressure laminate or porcelain enamel for high quality and durability.

These signs should be positioned along pedestrian pathways, and adjacent to historical locations or structures. The signs / locations could be numbered and keyed to a printed brochure or map to create a self guided historical walk.

Section V:
Streetscape Guidelines Implementation

Section V: Streetscape Guidelines Implementation

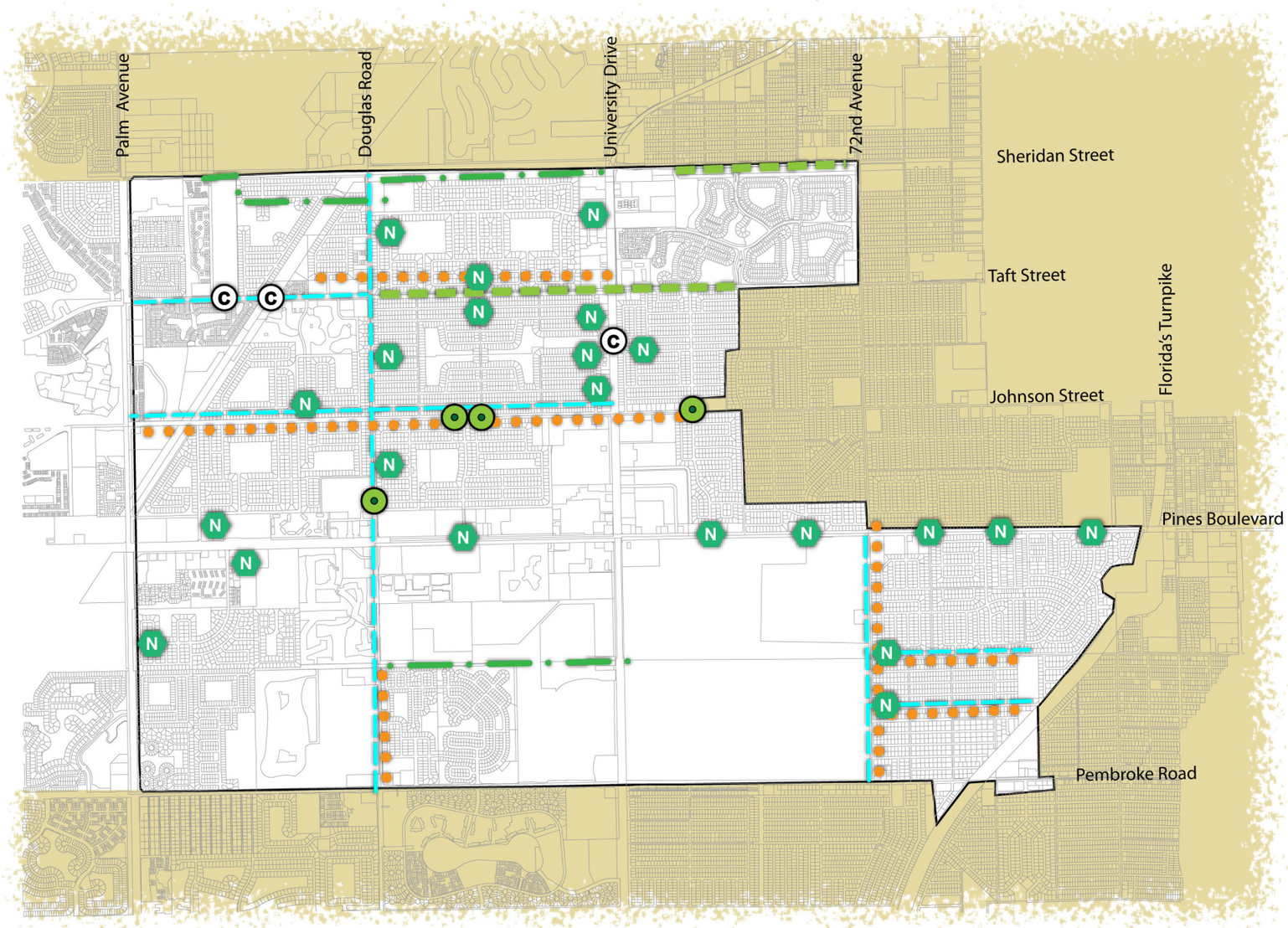
IMPLEMENTATION PLANS

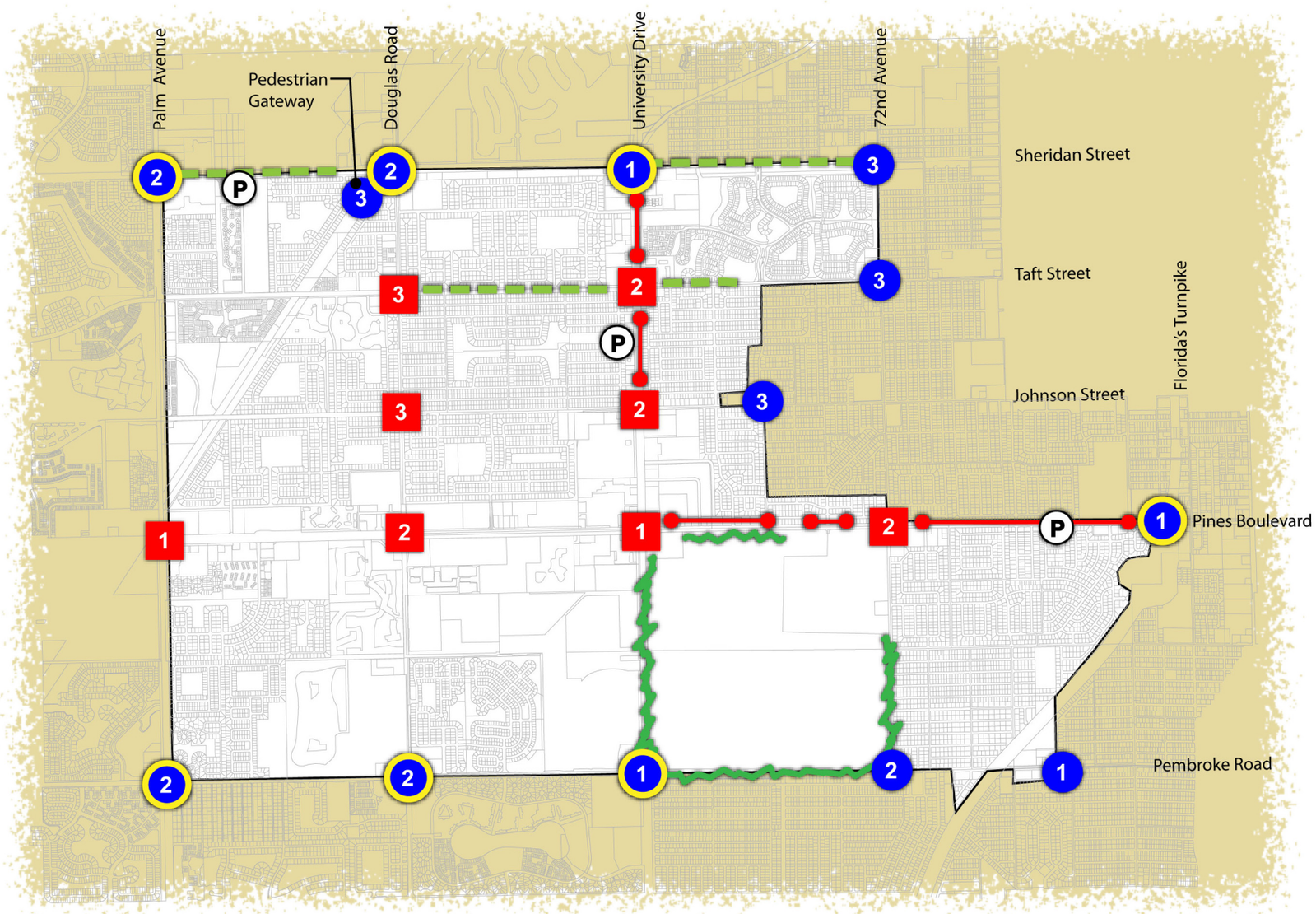
The improvements outlined in the Guidelines are a holistic approach to improvement of all streetscape conditions within the City. Numerous improvements have been discussed and typical designs have been presented to achieve the goals and objectives of the Guidelines. As these Guidelines are implemented over the upcoming year, the following plans identify the key projects and locations required to provide the Citywide level of streetscape as desired by the City and its stakeholders.

For ease of understanding the projects and their locations, the improvements have been shown in plans outlining functional and aesthetic improvements proposed for each District. This creates an easy to use reference for prioritizing and budgeting future Citywide streetscape improvements.

Functional Improvement Map: East District

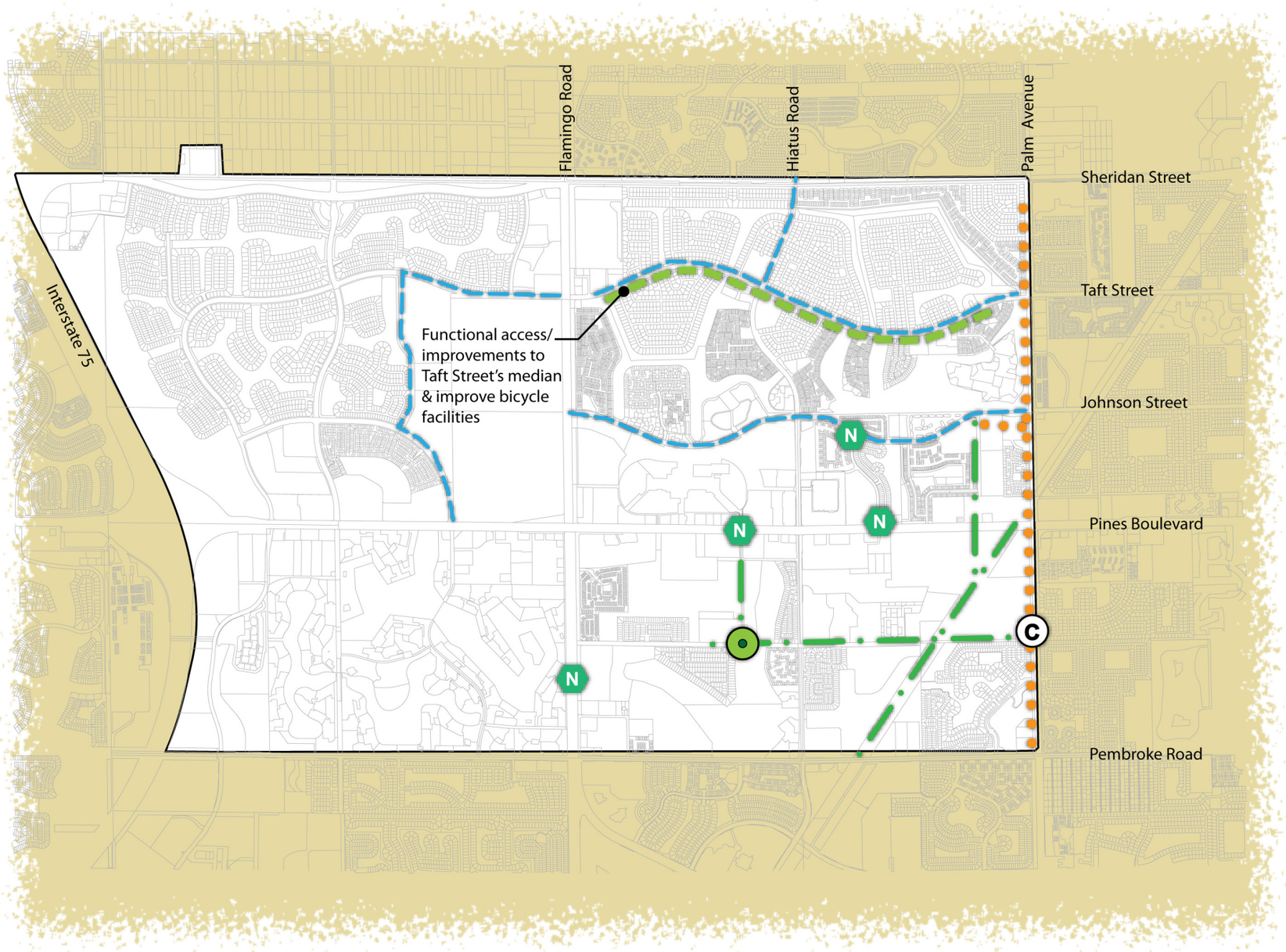
- Neighborhood entry (signage and improved pedestrian connectivity)
- Roundabout
- Median improvement
- Improved/ enhanced canal crossing
- Add sidewalk/ sidewalk improvements
- Improve bicycle facilities
- Pedestrian interconnection/ trail/ path





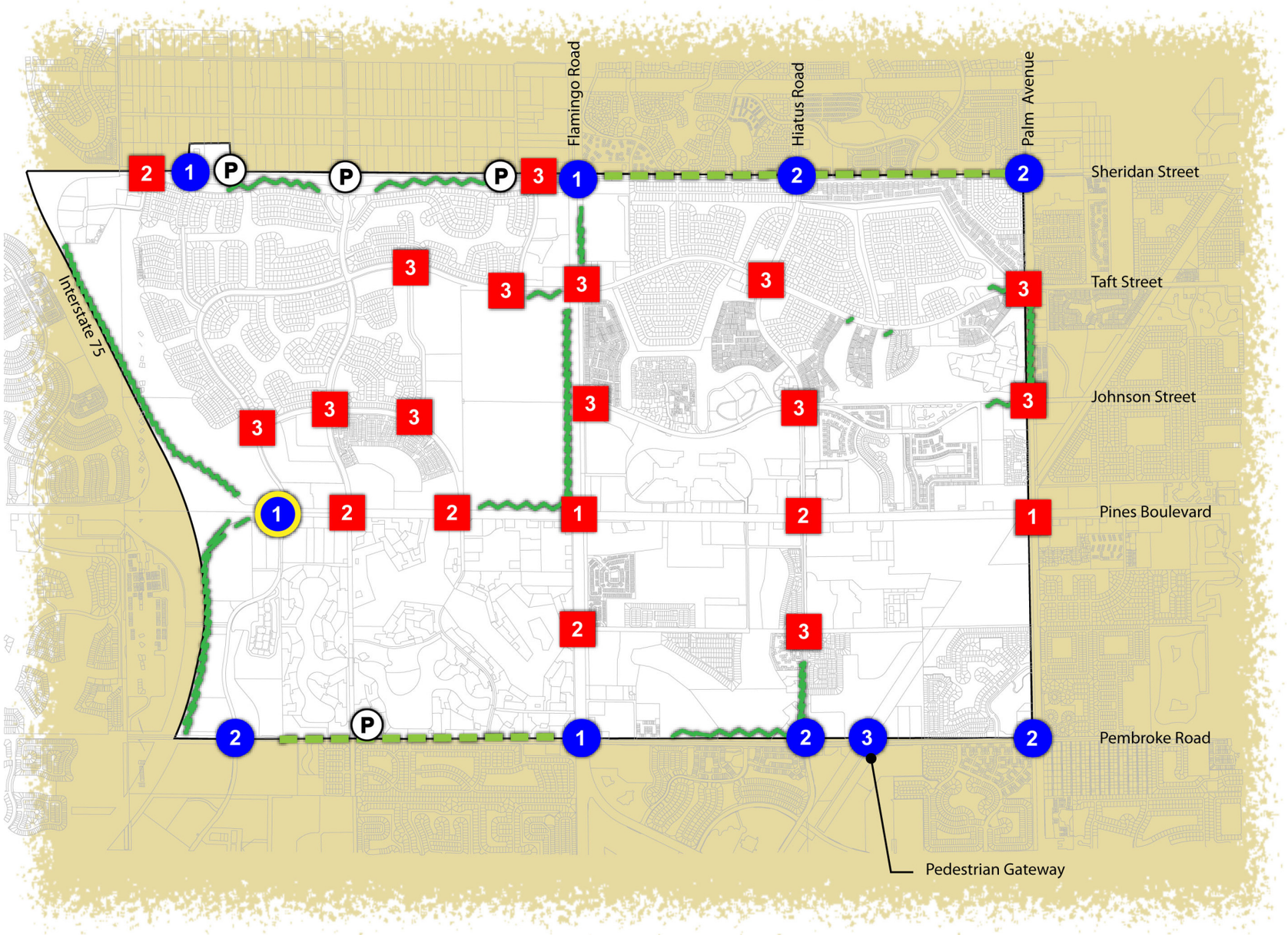
Aesthetic Improvement Map: East District

- Intersection:
  1 : Major
  2 : Minor
  3 : Tertiary
- Gateway
  1 : Major
  2 : Minor
  3 : Tertiary
- Median improvement
- Urban arterial improvement
- Buffer enhancement (pine restoration)
- Streetscape park opportunity
- Denotes Phase I Improvement



Functional Improvement Map: Central District

- Neighborhood entry (signage and improved pedestrian connectivity)
- Roundabout
- Median improvement
- Improved/ enhanced canal crossing
- Add sidewalk/ sidewalk improvements
- Improve bicycle facilities
- Pedestrian interconnection/ trail/ path

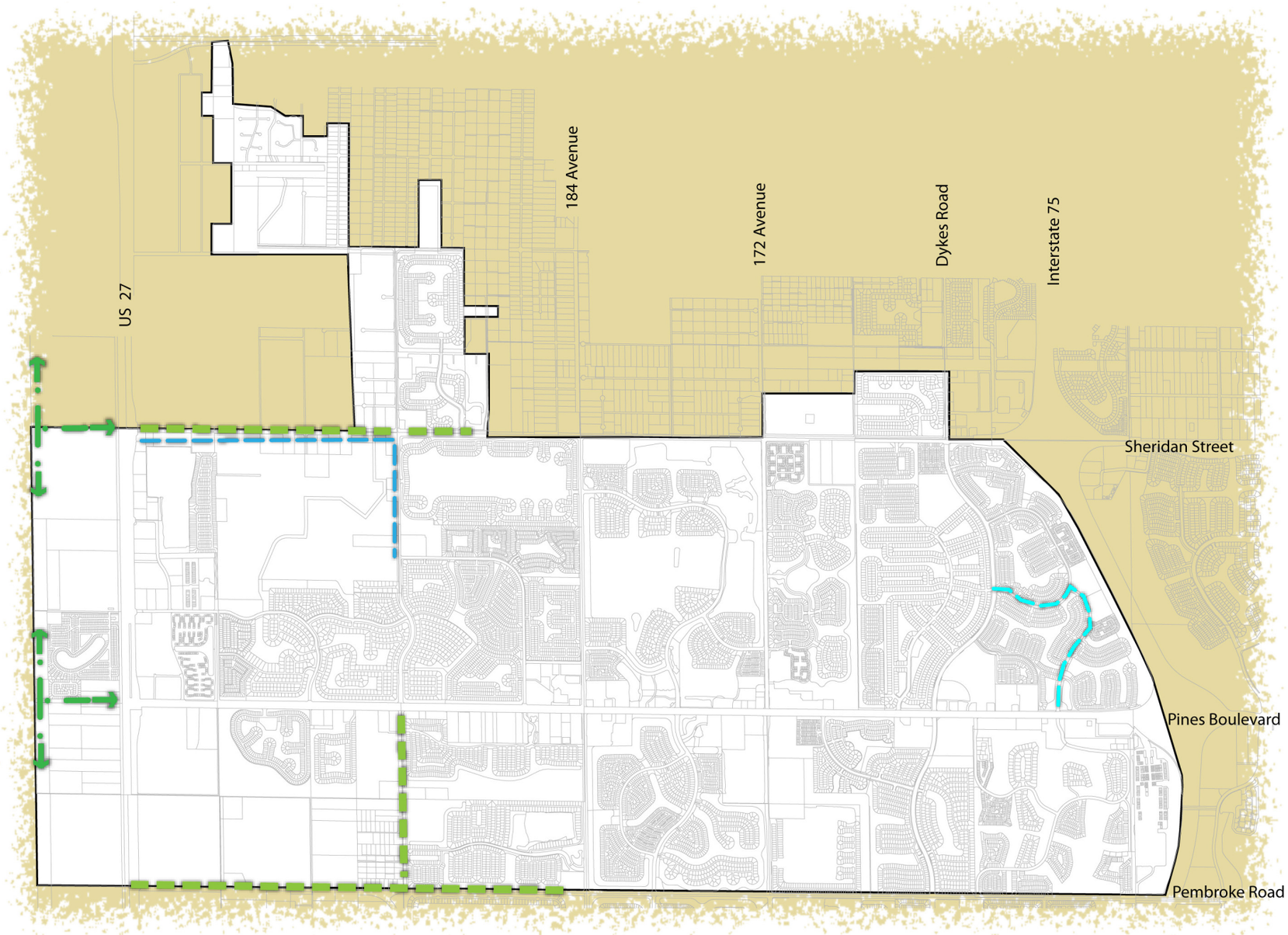


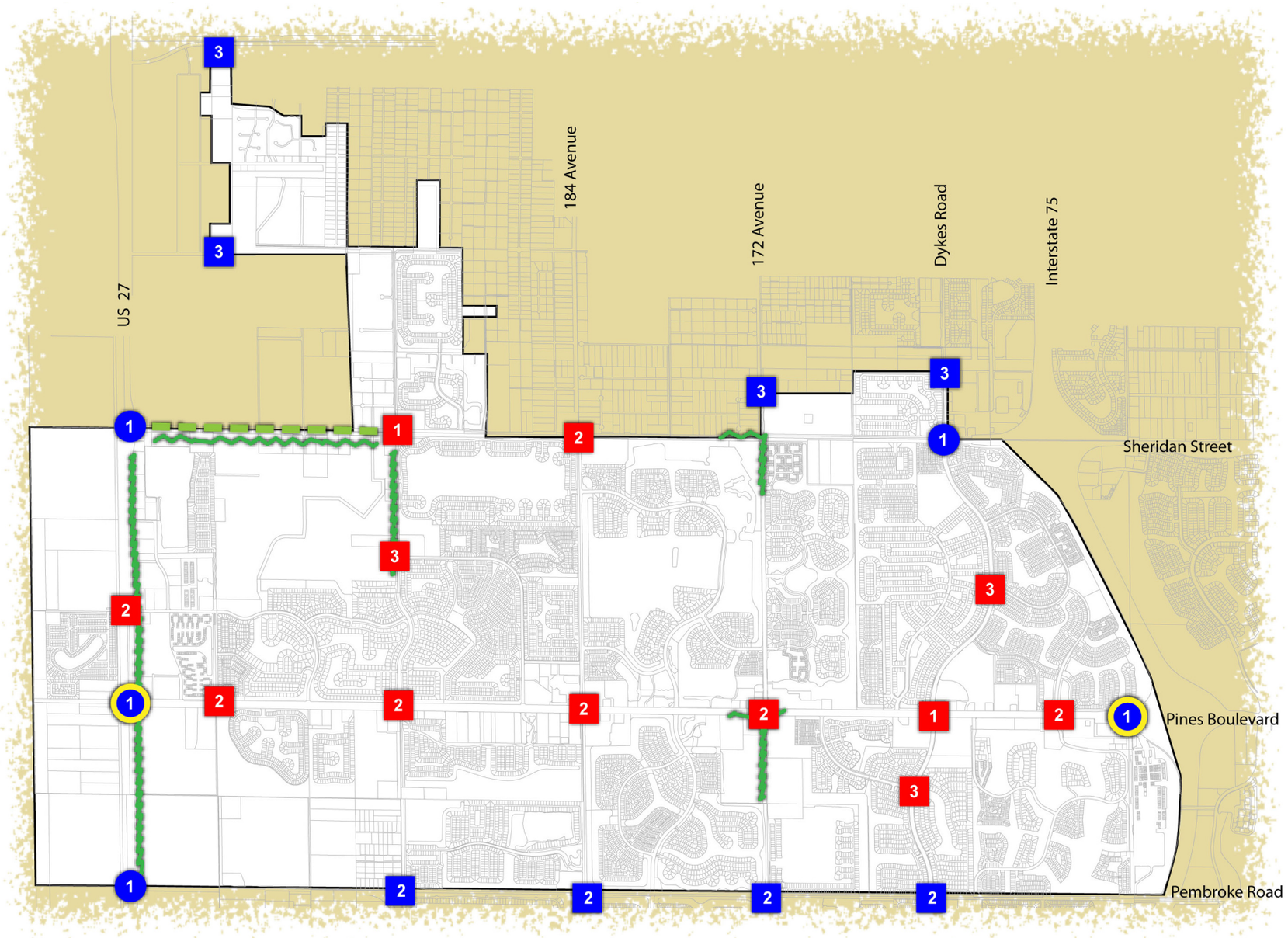
Aesthetic Improvement Map: Central District

- Intersection: 1 : Major, 2 : Minor, 3 : Tertiary
- Gateway 1 : Major, 2 : Minor, 3 : Tertiary
- Median improvement
- Buffer enhancement (pine restoration)
- Streetscape park opportunity
- Denotes Phase I Improvement

Functional Improvement Map: West District

- Median improvement
- Improve bicycle facilities
- Pedestrian interconnection/ trail/ path





Aesthetic Improvement Map: West District

- Intersection:
  1 : Major
  2 : Minor
  3 : Tertiary
- Gateway
  1 : Major
  2 : Minor
  3 : Tertiary
- Median improvement
- Buffer enhancement (pine restoration)
- Denotes Phase I Improvement

ASSOCIATED COSTS OF IMPLEMENTATION

Implementation of the Streetscape Guidelines will occur through both short-term and long-term projects, based upon available funding sources and City initiatives. Therefore, this section identifies Phase I Priority Projects and their associated costs for short-term projects. In addition, both Composite Typical Costs for various project types and costs for Streetscape Elements have been developed which can be utilized by the City to budget/fund future Streetscape Projects.

City Branding Program Development		Qty	Typ Unit Cost	Est. Amount
	Program Development	1	$ 100,000	$ 100,000
	City Branding Program Development Total			**$ 100,000**

Major Gateways		Qty	Typ Unit Cost	Est. Amount
Pines Boulevard/ Turnpike	Site Prep	1	$ 5,000	$ 5,000
	Landscape/Irrigation	0.75	$ 16,900	$ 12,700
	Hardscape	0.75	$ 61,350	$ 46,000
	Signage/Icon	0.75	$ 58,000	$ 43,500
	Street Amenities	0.75	$ 8,000	$ 6,000
	Lighting/Electric	0.75	$ 14,000	$ 10,500
	Soft Costs (Design/Permit/MOT/Owner's Contingency)	0.75	$ 70,638	$ 53,000
				$ 176,700
Pines Boulevard /US 27	Site Prep	1	$ 5,000	$ 5,000
	Landscape/Irrigation	1	$ 16,900	$ 16,900
	Hardscape	1	$ 61,350	$ 61,400
	Signage/Icon	1	$ 58,000	$ 58,000
	Street Amenities	1	$ 8,000	$ 8,000
	Lighting/Electric	1	$ 14,000	$ 14,000
	Soft Costs (Design/Permit/MOT/Owner's Contingency)	1	$ 70,638	$ 70,600
				$ 233,900
Pines Boulevard/ I-75 (2)	Site Prep	2	$ 5,000	$ 10,000
	Landscape/Irrigation	1.5	$ 16,900	$ 25,400
	Hardscape	2	$ 61,350	$ 122,700
	Signage/Icon	2	$ 58,000	$ 116,000
	Street Amenities	2	$ 8,000	$ 16,000
	Lighting/Electric	2	$ 14,000	$ 28,000
	Soft Costs (Design/Permit/MOT/Owner's Contingency)	2	$ 70,638	$ 141,300
				$ 459,300
University Drive/ Sheridan Street	Site Prep	1	$ 5,000	$ 5,000
	Landscape/Irrigation	1	$ 16,900	$ 16,900
	Hardscape	1	$ 61,350	$ 61,400
	Signage/Icon	1	$ 58,000	$ 58,000
	Street Amenities	1	$ 8,000	$ 8,000
	Lighting/Electric	1	$ 14,000	$ 14,000
	Soft Costs (Design/Permit/MOT/Owner's Contingency)	1	$ 70,638	$ 70,600
				$ 233,900
University Drive/ Pembroke Road	Site Prep	1	$ 5,000	$ 5,000
	Landscape/Irrigation	1	$ 16,900	$ 16,900
	Hardscape	1	$ 61,350	$ 61,400
	Signage/Icon	1	$ 58,000	$ 58,000
	Street Amenities	1	$ 8,000	$ 8,000
	Lighting/Electric	1	$ 14,000	$ 14,000
	Soft Costs (Design/Permit/MOT/Owner's Contingency)	1	$ 70,638	$ 70,600
				$ 233,900
	Major Gateway Total			**$ 1,337,700**

Minor Gateways		Qty	Typ Unit Cost	Est. Amount
Douglas Road/ Sheridan Street	Site Prep	1	$ 5,000	$ 5,000
	Landscape/Irrigation	1	$ 16,500	$ 16,500
	Hardscape	1	$ 21,150	$ 21,200
	Signage/Icon	1	$ 48,000	$ 48,000
	Street Amenities	1	$ 8,000	$ 8,000
	Lighting/Electric	1	$ 8,600	$ 8,600
	Soft Costs (Design/Permit/MOT/Owner's Continge	1	$ 56,400	$ 56,400
				$ 163,700
Douglas Road/ Pembroke Road	Site Prep	1	$ 5,000	$ 5,000
	Landscape/Irrigation	1	$ 16,500	$ 16,500
	Hardscape	1	$ 21,150	$ 21,200
	Signage/Icon	1	$ 48,000	$ 48,000
	Street Amenities	1	$ 8,000	$ 8,000
	Lighting/Electric	1	$ 8,600	$ 8,600
	Soft Costs (Design/Permit/MOT/Owner's Contingency)	1	$ 56,400	$ 56,400
				$ 163,700
Palm Avenue/ Sheridan Street	Site Prep	1	$ 5,000	$ 5,000
	Landscape/Irrigation	1	$ 16,500	$ 16,500
	Hardscape	1	$ 21,150	$ 21,200
	Signage/Icon	1	$ 48,000	$ 48,000
	Street Amenities	1	$ 8,000	$ 8,000
	Lighting/Electric	1	$ 8,600	$ 8,600
	Soft Costs (Design/Permit/MOT/Owner's Contingency)	1	$ 56,400	$ 56,400
				$ 163,700
Palm Avenue/ Pembroke Road	Site Prep	1	$ 5,000	$ 5,000
	Landscape/Irrigation	1	$ 16,500	$ 16,500
	Hardscape	1	$ 21,150	$ 21,200
	Signage/Icon	1	$ 48,000	$ 48,000
	Street Amenities	1	$ 8,000	$ 8,000
	Lighting/Electric	1	$ 8,600	$ 8,600
	Soft Costs (Design/Permit/MOT/Owner's Contingency)	1	$ 56,400	$ 56,400
				$ 163,700
	Minor Gateway Total			**$ 654,600**

Wayfinding Program		Qty	Typ Unit Cost	Est. Amount
	25 Sign Locations	25	$ 9,370	$ 234,300
	Wayfinding Total			**$ 234,300**

I-75 Overpass Signage		Qty	Typ Unit Cost	Est. Amount
	I-75 Overpass Signage	1	$ 237,300	$ 237,300
	I-75 Overpass Signage Total			**$ 237,300**

PHASE 1 TOTAL	**$ 2,563,800**

PHASE I IMPLEMENTATION/ COSTS

As outlined earlier in the Guidelines, a comprehensive City Branding Program would be the first step in the Phase I Implementation of the Streetscape Guidelines. This City Branding Program will be key to the development of Citywide icons, letter styles and imagery that would be utilized throughout the City's Gateways, Intersections, Signage and Streetscapes. Upon completion of the Branding Program, the Streetscape Phase I improvements would commence.

The projects outlined in the following tables, were prioritized as key to establishing the City Identity, as stated in the Streetscape Goals. These projects are focused mainly on Primary City Gateways and establishment of the "Kit of Parts" for these and future streetscape projects. The Phase I Projects provide enhancements to all Districts within the City. A Wayfinding Element is also included in the Phase I Implementation, as it will establish direction for the current and future streetscapes.

COMPOSITE PROJECT COSTS

To assist in future streetscape projects, Composite Costs for typical improvements, outlined in the Guidelines, were prepared and are exhibited here. The typical improvements include Gateway, Intersection, Roadway and Wayfinding improvement projects. These costs were derived utilizing current (2012) economic and market conditions. Future changes in these conditions may impact the associated costs of these improvements.

Tertiary Intersection

Item	Qty	UNIT		Unit Cost		
Clear and grub	1	EA	$	5,000	$	5,000
Plaza (stamped concrete)	0	SF	$	12	$	-
Crosswalk	335	SY	$	90	$	30,200
				Subtotal	**$**	**35,200**
Mobilization	1	LS		5%	$	1,800
Maintenance of Traffic	15	DAY	$	450	$	6,800
Design and Permitting (15%)	1			15%	$	5,300
Owner's Contingency (20%)	1	LS		20%	$	7,000
				Total	**$**	**56,000**

Tertiary Gateway

Item	Qty	UNIT		Unit Cost		
Clear and grub	1	EA	$	5,000	$	5,000
Plaza (stamped concrete)	0	SF	$	12	$	-
Crosswalk	71	SY	$	90	$	6,400
Threshold pavement	0	SY	$	90	$	-
Tertiary Sign	1		$	9,000	$	9,000
Shrubs	20		$	10	$	200
				Subtotal	**$**	**20,600**
Mobilization	1	EA		5%	$	1,000
Maintenance of Traffic	10	DAY	$	450	$	4,500
Design and Permitting (15%)	1			15%	$	3,100
Owner's Contingency (20%)	1			20%	$	4,100
				Total	**$**	**33,300**

Major Intersection

Item	Qty	UNIT		Unit Cost		
Clear and grub	1	EA	$	5,000	$	5,000
Plaza (stamped concrete)	600	SF	$	12	$	7,200
Crosswalks	515	SY	$	90	$	46,400
Median Nose Paving	3600	SF	$	4	$	14,400
Icon	4	EA	$	2,500	$	10,000
Lighting	0	EA	$	6,500	$	-
Royal Palms @ Palm Bosque	12	EA	$	750	$	9,000
Shrubs	500	EA	$	10	$	5,000
Irrigation	1	EA	$	7,500	$	7,500
Site furnishings	1	EA	$	8,000	$	8,000
Banners	36		$	1,000	$	36,000
Electrical	1	EA	$	5,000	$	5,000
				Subtotal	**$**	**153,500**
Mobilization	1	EA		5%	$	15,300
Maintenance of Traffic	30	DAY	$	450	$	13,500
Design and Permitting (15%)	1			15%	$	23,000
Owner's Contingency (20%)	1	LS		20%	$	30,700
				Total	**$**	**236,000**

Major Gateway

Item	Qty	UNIT		Unit Cost		
Clear and grub	1	EA	$	5,000	$	5,000
Plaza (stamped concrete)	800	SF	$	12	$	9,600
Threshold pavement	465	SY	$	90	$	41,900
Crosswalk	110	SY	$	90	$	9,900
Major Sign	2		$	15,000	$	30,000
Street Lighting	0		$	6,500	$	-
Icon	4		$	2,500	$	10,000
Landscape Lighting	10		$	900	$	9,000
Irrigation	1		$	7,500	$	7,500
Tree Bosque	20		$	350	$	7,000
Shrubs	200		$	12	$	2,400
Site furnishings	1		$	8,000	$	8,000
Banners	18		$	1,000	$	18,000
Electrical	1		$	5,000	$	5,000
				Subtotal	**$**	**163,300**
Mobilization	1	EA		5%	$	8,200
Maintenance of Traffic	30	DAY	$	450	$	13,500
Design and Permitting (15%)	1			10%	$	16,300
Owner's Contingency (20%)	1			20%	$	32,700
				Total	**$**	**233,900**

Minor Intersection

Item	Qty	UNIT		Unit Cost		
Clear and grub	1	EA	$	5,000	$	5,000
Plaza (stamped concrete)	400	SF	$	12	$	4,800
Crosswalk	335	SY	$	90	$	30,200
Icon	1	EA	$	2,500	$	2,500
Lighting	0	EA	$	6,500	$	-
Royal Palms @ Palm Bosque	12	EA	$	750	$	9,000
Shrubs	500	EA	$	10	$	5,000
Irrigation	1	LS	$	7,500	$	7,500
Site furnishings	1	EA	$	8,000	$	8,000
Banners	0		$	1,000	$	-
Electrical	1	LS	$	5,000	$	5,000
				Subtotal	**$**	**77,000**
Mobilization	1	LS		5%	$	3,800
Maintenance of Traffic	30	DAY	$	450	$	13,500
Design and Permitting (15%)	1			15%	$	11,500
Owner's Contingency (20%)	1	LS		20%	$	15,400
				Total	**$**	**121,200**

Minor Gateway

Item	Qty	UNIT		Unit Cost		
Clear and grub	1	EA	$	5,000	$	5,000
Plaza (stamped concrete)	300	SF	$	12	$	3,600
Crosswalk	90	SY	$	90	$	8,100
Threshold pavement	105	SY	$	90	$	9,500
Minor Sign	2		$	12,500	$	25,000
Icon	2		$	2,500	$	5,000
Street Lighting	0		$	6,500	$	-
Landscape Lighting	4		$	900	$	3,600
Irrigation	1		$	7,500	$	7,500
Tree Bosque	20		$	350	$	7,000
Shrubs	200		$	10	$	2,000
Site furnishings	1		$	8,000	$	8,000
Banners	18		$	1,000	$	18,000
Electrical	1		$	5,000	$	5,000
				Subtotal	**$**	**107,300**
Mobilization	1	EA		5%	$	5,400
Maintenance of Traffic	30	DAY	$	450	$	13,500
Design and Permitting (15%)	1			15%	$	16,100
Owner's Contingency (20%)	1			20%	$	21,500
				Total	**$**	**163,700**

Major Arterial (100 LF)

Item	Qty	Unit	Unit Cost	
Shoulder Street Tree	4	EA	$ 350	$ 1,400
Shoulder tree Bosque	0.25	EA	$ 5,150	$ 1,300
Shoulder Palm Bosque	0.2	EA	$ 4,750	$ 1,000
Median Tree Bosque	0.25	EA	$ 7,500	$ 1,900
Paving Enh Tree Bosque	0.1	EA	$ 3,200	$ 300
Median Tree	2	EA	$ 350	$ 700
Median Palm Bosque	0.1	EA	$ 5,750	$ 600
Furnishings	0.1	EA	$ 4,000	$ 400
Sod	700	SY	$ 3	$ 1,800
Specialty Paving	0	SF	$ 12	$ -
Irrigation	100	LF	$ 30	$ 3,000
			Subtotal	**$ 12,300**
Mobilization	1		5%	$ 600
Design and Permitting (15%)	1		15%	$ 1,800
Owner's Contingency (20%)	1		20%	$ 2,500
			Total	**$ 14,700**
			Cost per LF	**$ 100**

Minor Arterial (100 LF)

Item	Qty	Unit	Unit Cost	
Shoulder Street Tree	4	EA	$ 350	$ 1,400
Shoulder tree Bosque	0.25	EA	$ 5,150	$ 1,300
Shoulder Palm Bosque	0.2	EA	$ 4,750	$ 1,000
Median Tree Bosque	0.25	EA	$ 7,500	$ 1,900
Paving Enh Tree Bosque	0	EA	$ 3,200	$ -
Median Tree	2	EA	$ 350	$ 700
Median Palm Bosque	0	EA	$ 5,750	$ -
Furnishings	0.06	EA	$ 4,000	$ 200
Sod	350	SY	$ 3	$ 900
Specialty Paving	0	SF	$ 12	$ -
Irrigation	100	LF	$ 30	$ 3,000
			Subtotal	**$ 10,300**
Mobilization	1		5%	$ 500
Design and Permitting (15%)	1		15%	$ 1,500
Owner's Contingency (20%)	1		20%	$ 2,100
			Total	**$ 12,400**
			Cost per LF	**$ 100**

Canal Crossing

Item	Qty	UNIT	Unit Cost	
Clear and grub	1	EA	$ 5,000	$ 5,000
Plaza (stamped concrete)	150	SF	$ 12	$ 1,800
Crosswalk	45	SY	$ 90	$ 4,100
Culvert Extension	1	EA	$ 75,000	$ 75,000
Lighting	0	EA	$ 6,500	$ -
Royal Palms @ Palm Bosque	0	EA	$ 750	$ -
Shrubs	0	EA	$ 10	$ -
Irrigation	0	LS	$ 7,500	$ -
Site furnishings	0	EA	$ 8,000	$ -
Electrical	0	LS	$ 5,000	$ -
			Subtotal	**$ 85,900**
Mobilization	1	LS	5%	$ 4,300
Maintenance of Traffic	30	DAY	$ 450	$ 13,500
Design and Permitting (15%)	1		15%	$ 12,900
Owner's Contingency (20%)	1	LS	20%	$ 17,200
			Total	**$ 133,700**

Urban Arterial (100 LF)

Item	Qty	Unit	Unit Cost	
Shoulder Street Tree	4	EA	$ 350	$ 1,400
Shoulder tree Bosque	0	EA	$ 5,150	$ -
Shoulder Palm Bosque	0	EA	$ 4,750	$ -
Median Tree Bosque	0.25	EA	$ 7,500	$ 1,900
Paving Enh Tree Bosque	0.1	EA	$ 3,200	$ 300
Median Tree	2	EA	$ 350	$ 700
Median Palm Bosque	0.1	EA	$ 5,750	$ 600
Furnishings	0.2	EA	$ 4,000	$ 800
Sod	0	SY	$ 3	$ -
Specialty Paving	2000	SF	$ 12	$ 24,000
Irrigation	100	LF	$ 30	$ 3,000
			Subtotal	**$ 32,700**
Mobilization	1		5%	$ 1,600
Design and Permitting (15%)	1		15%	$ 4,900
Owner's Contingency (20%)	1		20%	$ 6,500
			Total	**$ 39,200**
			Cost per LF	**$ 400**

Collector (100 LF)

Item	Qty	Unit	Unit Cost	
Shoulder Street Tree	4	EA	$ 350	$ 1,400
Shoulder tree Bosque	0	EA	$ 5,150	$ -
Shoulder Palm Bosque	0	EA	$ 4,750	$ -
Median Tree Bosque	0	EA	$ 7,500	$ -
Paving Enh Tree Bosque	0	EA	$ 3,200	$ -
Median Tree	0	EA	$ 350	$ -
Median Palm Bosque	0	EA	$ 5,750	$ -
Furnishings	0	EA	$ 4,000	$ -
Sod	250	SY	$ 3	$ 600
Specialty Paving	0	SF	$ 12	$ -
Irrigation	0	LF	$ 30	$ -
			Subtotal	**$ 2,000**
Mobilization	1		5%	$ 100
Design and Permitting (15%)	1		15%	$ 300
Owner's Contingency (20%)	1		20%	$ 400
			Total	**$ 2,400**
			Cost per LF	**$ 20**

Wayfinding

Item	Qty	UNIT	Unit Cost	
Signage	25	EA	$ 6,500	$ 162,500
			Subtotal	**$ 162,500**
Mobilization	1	LS	5%	$ 8,100
Maintenance of Traffic	15	DAY	$ 450	$ 6,800
Design and Permitting (15%)	1		15%	$ 24,400
Owner's Contingency (20%)	1	LS	20%	$ 32,500
			Total	**$ 234,300**
			cost per sign (25 min)	*$ 9,400*

I-75 Overpass Signage

Item	Qty	UNIT	Unit Cost	
Fencing	800	LF	$ 50	$ 40,000
Core Drill Posts	100	EA	$ 20	$ 2,000
Sign Letters	26	EA	$ 2,500	$ 65,000
Letter 'Halo' (Back)	26	EA	$ 500	$ 13,000
Lighting (Luminaire Each Letter)	26	EA	$ 750	$ 19,500
Electrical Service	1	LS	$ 30,000	$ 30,000
			Subtotal	**$ 169,500**
Mobilization	1		5%	$ 8,500
Design and Permitting (15%)	1		15%	$ 25,400
Owner's Contingency (20%)	1		20%	$ 33,900
			Total	**$ 237,300**

STREETSCAPE ELEMENTS ASSOCIATED COSTS

Since the streetscape improvements and the associated funding opportunities may vary in value, a schedule of individual streetscape element costs are outlined here. By utilizing these streetscape element costs, smaller or more focused improvements, can be budgeted by the individual elements.

These costs were derived utilizing current economic and market conditions. Consideration of future changes in these conditions may impact the associated costs of these improvements.

Item	Qty	Unit	Unit Cost	Extended Cost
Shoulder Tree Bosque				
Trees/Palms	9	EA	$ 350.00	$ 3,150.00
Shrubs	200	EA	$ 10.00	$ 2,000.00
Irrigation	1	LS	$ 1,000.00	$ 1,000.00
			Subtotal	**$ 6,150.00**
Design and Permitting	1		$ 0.10	$ 615.00
Owner's Contingency (20%)	1		$ 0.20	$ 1,230.00
			Total	**$ 7,995.00**
Shoulder Palm Bosque				
Trees/Palms	3	EA	$ 750.00	$ 2,250.00
Shrubs	100	EA	$ 10.00	$ 1,000.00
Irrigation	1	LS	$ 500.00	$ 500.00
			Subtotal	**$ 3,750.00**
Design and Permitting	1		$ 0.10	$ 375.00
Owner's Contingency (20%)	1		$ 0.20	$ 750.00
			Total	**$ 4,875.00**
Median Tree Bosque				
Trees/Palms	10	EA	$ 350.00	$ 3,500.00
Shrubs	400	EA	$ 10.00	$ 4,000.00
Irrigation	1	LS	$ 500.00	$ 500.00
			Subtotal	**$ 8,000.00**
Design and Permitting	1		$ 0.10	$ 800.00
Owner's Contingency (20%)	1		$ 0.20	$ 1,600.00
			Total	**$ 10,400.00**
Enhanced Median Tree Bosque				
Trees/Palms	3	EA	$ 750.00	$ 2,250.00
Shrubs	100	EA	$ 10.00	$ 1,000.00
Stamped Concrete	900	SF	$ 12.00	$ 10,800.00
Irrigation	1	LS	$ 500.00	$ 500.00
			Subtotal	**$ 14,550.00**
Design and Permitting	1		$ 0.10	$ 1,455.00
Owner's Contingency (20%)	1		$ 0.20	$ 2,910.00
			Total	**$ 18,915.00**

Item	Qty	Unit	Unit Cost	Extended Cost
Median Palm Bosque				
Trees/Palms	5	EA	$ 750.00	$ 3,750.00
Shrubs	200	EA	$ 10.00	$ 2,000.00
Irrigation	1	LS	$ 500.00	$ 500.00
			Subtotal	**$ 6,250.00**
Design and Permitting	1		$ 0.10	$ 625.00
Owner's Contingency (20%)	1		$ 0.20	$ 1,250.00
			Total	**$ 8,125.00**
Streetscape Amenities				
Standard Bench	1	EA	$ 2,100.00	$ 2,520.00
Specialty Bench	1	EA	$ 2,500.00	$ 3,000.00
Standard Trash	1	EA	$ 1,200.00	$ 1,440.00
Specialty Trash	1	EA	$ 1,500.00	$ 1,800.00
Bike Rack	1	EA	$ 1,000.00	$ 1,200.00
Banner and Frame	1	EA	$ 1,000.00	$ 1,200.00
				w/ contingency
Wayfinding/Signage				
Major Gateway Sign	1	EA	$ 15,000.00	$ 18,000.00
Minor Gateway Sign	1	EA	$ 12,500.00	$ 15,000.00
Tertiary Gateway Sign	1	EA	$ 7,500.00	$ 9,000.00
Neighborhood Sign	1	EA	$ 10,000.00	$ 12,000.00
Large Directional Sign	1	EA	$ 7,500.00	$ 9,000.00
Small Directional Sign	1	EA	$ 5,000.00	$ 6,000.00
Primary Facilitiy Sign	1	EA	$ 20,000.00	$ 24,000.00
Secondary Facility Sign	1	EA	$ 15,000.00	$ 18,000.00
Tretiary Facility Sign	1	EA	$ 7,500.00	$ 9,000.00
Historical/Ped Sign	1	EA	$ 5,000.00	$ 6,000.00
				w/ contingency

Alternative Funding Sources

To assist in funding the Streetscape Guidelines Implementation, alternative funding sources have been identified that may be available for the City's streetscape projects. These alternative funding sources are available through a variety of local, regional, state and federal agencies. Some of the current funding opportunities are outlined and discussed in this section.

Since alternative funding sources evolve over time, it is important that the City monitor the changes in future funding opportunities so that additional opportunities are identified and utilized.

LOCAL

Corporate sponsorships of design elements – gateways, pedestrian plazas, icons, art walls, furnishings.

COUNTY

Broward Beautiful
Environmental Protection Department
Biological Resources Division
(954) 519-0326
Broward Beautiful provides matching grants to Homeowner, Condominium and Civic Associations, Local Governments, Schools and other non-profit organizations to fund environmentally friendly Tree Canopy Enhancement, Landscape, Litter Control, Educational and Ecological Project Events and Programs.

Design Arts Grant Program Community Services Department
Broward Cultural Division
(954) 357-7502
www.broward.org/Arts/Grants/Pages/Default.aspx
The Design Arts Grant Program assists partnerships of governmental entities and/or a not-for-profit organization or organizations (neighborhood association, historical organization, garden clubs, civic organizations, etc.) to work in concert in improving or upgrading the aesthetics of the physical environment in Broward County.

Cultural Heritage Landmarks
Broward County Historical Commission
(954) 765-4670
Broward Cultural Division
(954) 357-7869

Redevelopment Capital Program (RCP)
Department of Urban Planning and Redevelopment - Planning Services Division
(954) 357-6674
www.broward.org/planningservices/Pages/Default.aspx
The Redevelopment Capital Program (RCP) is a funding mechanism for Broward County's participation in municipal and unincorporated area redevelopment activities. The County will examine the proposed redevelopment project or activity to determine the extent to which it achieves the County's funding criteria. Applicants for funding through the RCP may be a municipality, a Community Redevelopment Agency (CRA), or the County.

Public Art and Design Partnership Program
Community Services Department
Broward Cultural Division
(954) 357-8005
The Broward Cultural Division Public Art and Design Program allows for art purchases in county facilities. The program also has a provision for public-private partnerships. Pooled funds may be used as seed money for artists' fees to initiate partnerships with private and other public entities to provide public art and aesthetic enhancements in Broward County.

STATE

FDOT LAP
(Administers Federal Programs dealing with transportation enhancements)

Florida Communities Trust (FCT)
Grant money for land acquisition for Public Parks
www.dep.state.fl.us/lands/FL_Communities_Trust/default.htm

Florida Urban and Community Forestry Grant Program
Grant money for tree planting programs.
www.floridaforestservice.com/forest_management/cfa_urban_grants.html

FEDERAL

Highway Improvement Programs, National Surface Transportation System - Discretionary Grants

Surface Transportation Program (STP) & Transportation Enhancements (TE) under SAFETEA-LU
www.enhancements.org
Transportation Enhancements is a program that offers federal funding opportunities to expand transportation choices and enhance the transportation experience through projects related to surface transportation. Pedestrian and bicycle facilities, and safety and education activities are eligible for funding through this program.

Funding for Transportation Enhancements projects is administered by the state Department of Transportation in each state, but often apportioned to local governments for project selection and funding. Projects require a 20 percent match in funding.

Safe Routes to School (SRTS)
www.saferoutesinfo.org/funding-portal

Recreational Trails Program (RTP)
(enhance and complete the FPL easement trail)
www.fhwa.dot.gov/environment/rectrails/index.htm
The Recreational Trails Program (RTP) is an assistance program of the Federal Highway Administration (FHWA). Federal transportation funds benefit recreation by making funds available to the states to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Each state administers its own program. State RTP Administrators can provide guidance on state policies and project eligibility requirements.

Note: Many of the Federal grants will require adherence to Federal policies such as Davis/Bacon wages.

Section VI:
Appendix

APPENDIX A: STREETSCAPE UTILIZATION OF CITY BRANDING

APPENDIX B: ALTERNATIVE WAYFINDING SIGNAGE CONCEPTS

Appendix

Appendix A: Streetscape Utilization of City Branding

As the City of Pembroke Pines moves forward with a comprehensive branding program, it is important to consider how the City branding can be utilized in the streetscape. A variety of opportunities exist where the branding can be incorporated into the various elements and improvements outlined in the Guidelines. Some ways that the City's branding could be incorporated into the streetscape are shown in this Appendix.

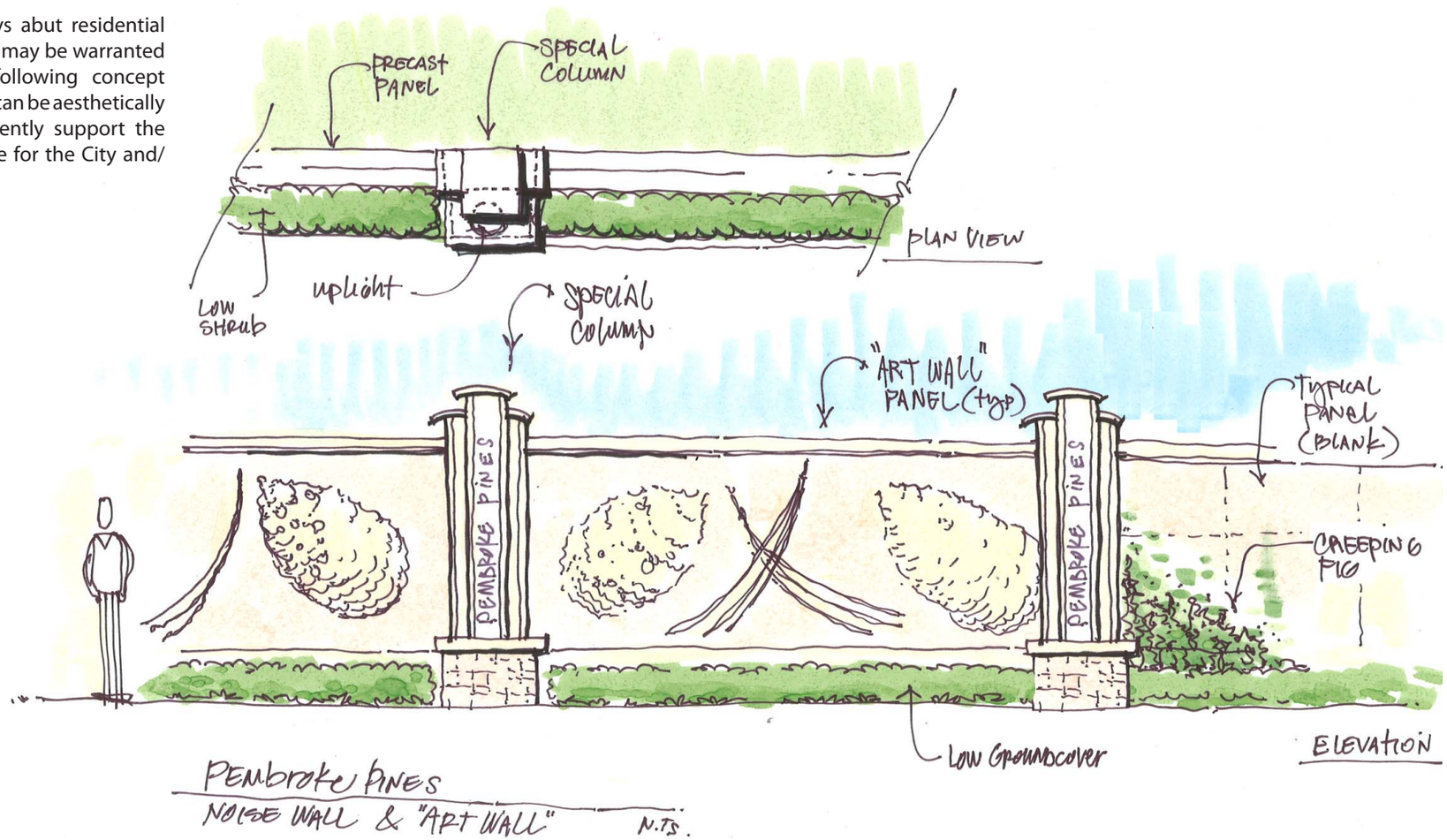
Typically, most cities develop an icon as part of the branding program. Utilizing this icon or its image in the streetscape "Kit of Parts" helps to reinforce the brand throughout the City as well as creates a cohesive element that is repeated throughout the streetscape.

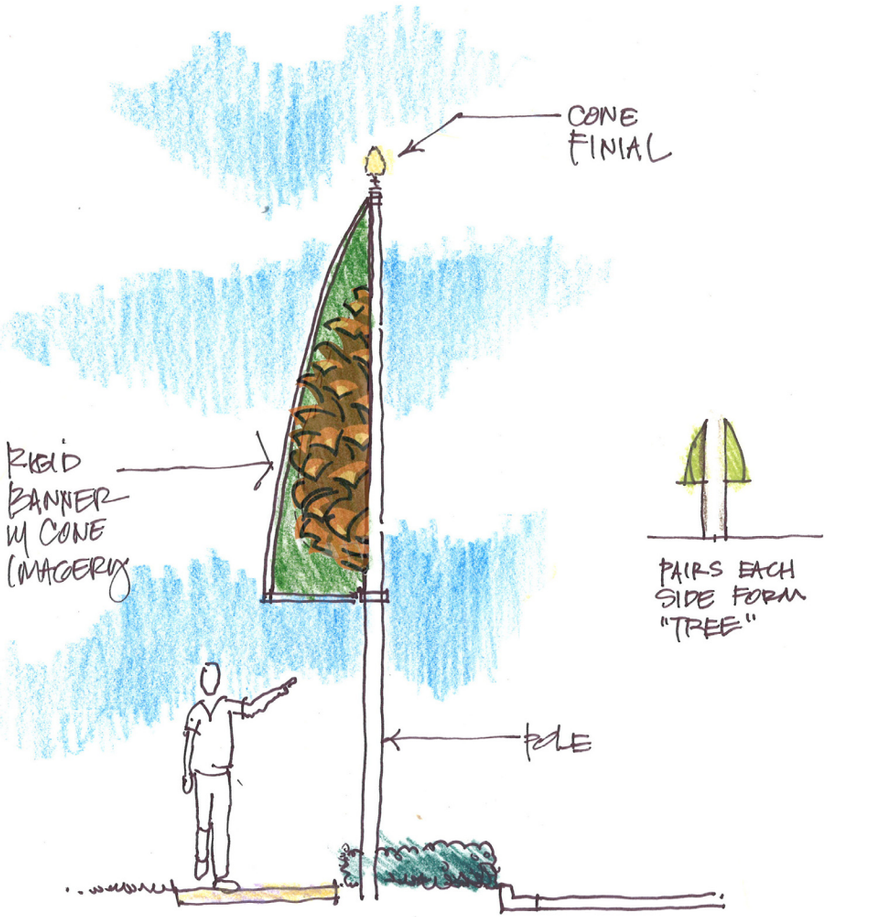
This icon can be utilized in paving patterns, stand-alone objects as well as artistic elements incorporated into banners and signs throughout the streetscape.

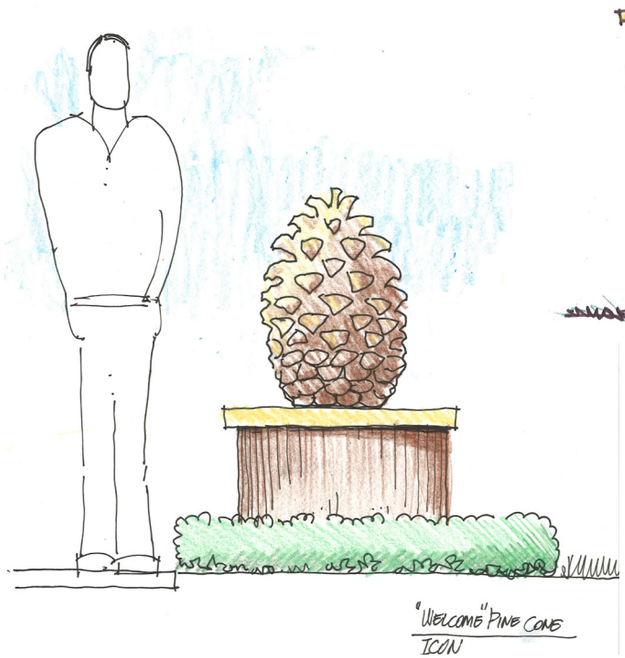
Utilizing a simplistic conceptual theme of a pinecone, the following sketches and concepts outline how that theme/icon could be utilized throughout the City's streetscape amenities.

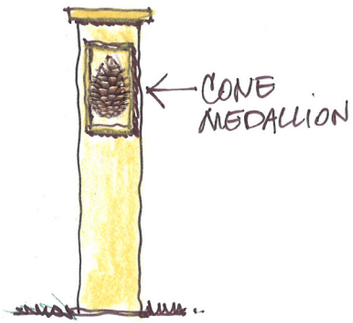
SOUND AND ART WALL

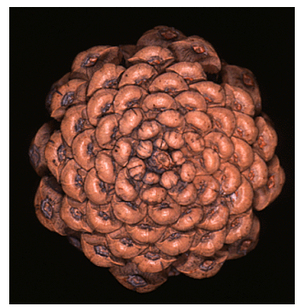
When arterial roadways abut residential properties sound walls may be warranted or requested. The following concept shows how these walls can be aesthetically appealing and consistently support the branding design theme for the City and/or individual Districts.

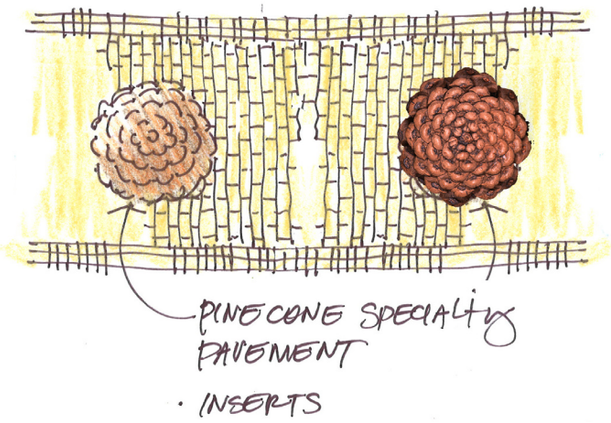












ICONIC USE OF CITY BRANDING

A city logo or icon shall be developed during the City Branding Program. This icon can be used in a variety of ways throughout many of the streetscape elements proposed within the Guidelines. Utilizing the "pine cone", as an example icon for the City, a few potential opportunities for this icon's utilization in the streetscape program are identified below. Art, sculpture, stand-along elements or paving patterns are physical interpretations that could be utilized at the various improvement areas along the streetscapes.

Appendix B: Alternative Wayfinding Signage Concepts

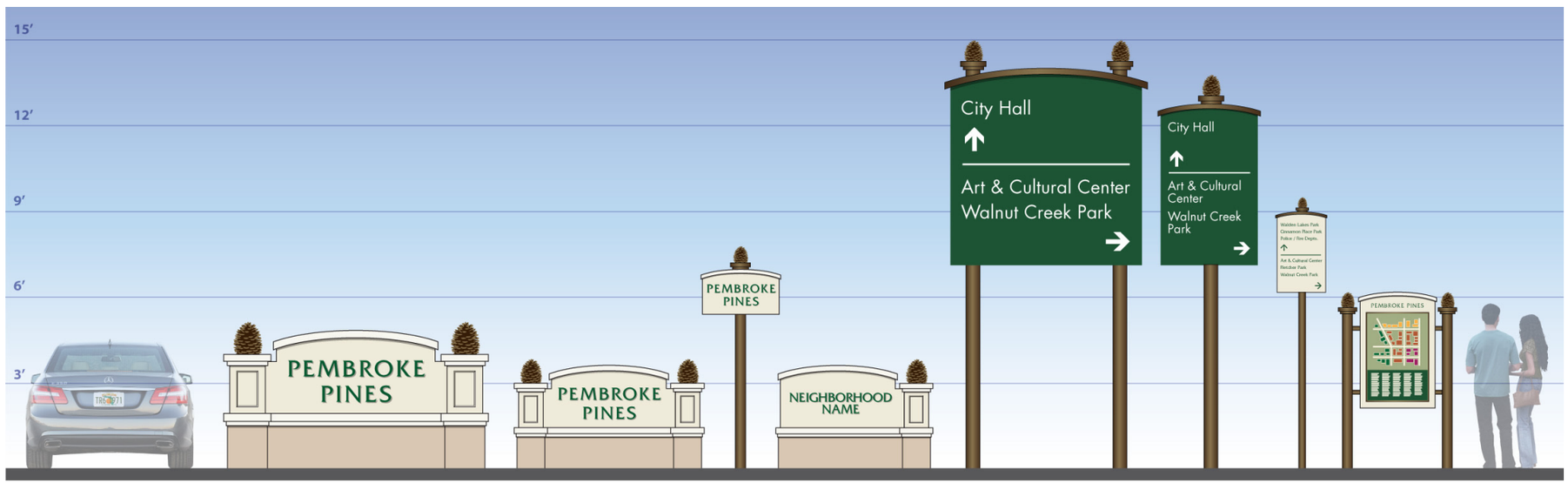
SIGN FAMILY: STYLE B

Depicted to the right is the "Style B" version of the Pembroke Pines sign family. All elements of the system contain a uniformity of layout, design, materials, colors and typefaces.

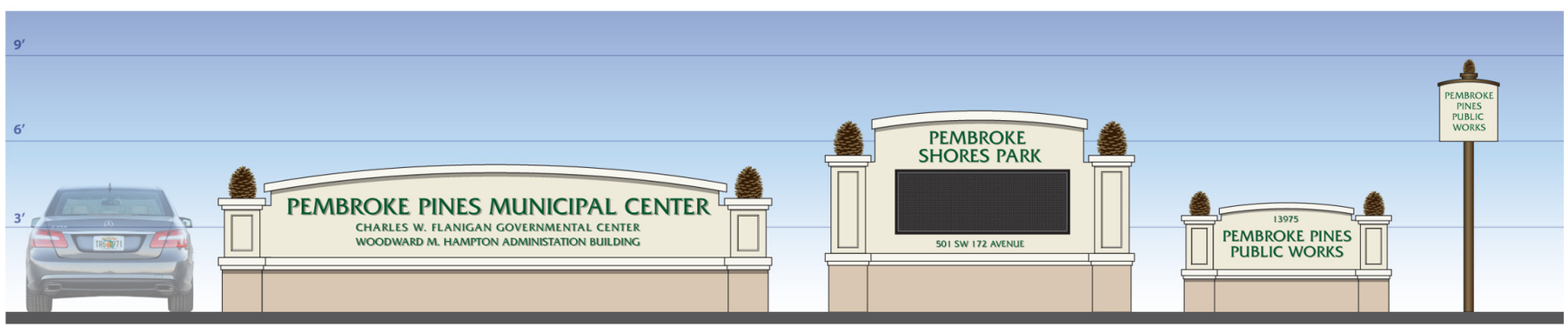
This style features a dimensional "bronze icon" (pine cone) as a symbolic detail and finial. The pine cone functions as a symbol and "brand" for the City, as well as a unifying graphic element.

Dark green (lettering) and cream (background) are colors that are currently used prominently throughout the City.

Sign materials may include fabricated and painted aluminum, masonry, painted stucco, stone or tile, dimensional lettering (monuments), vinyl lettering (directionals) and digital display panels.



Gateways *Vehicular Directionals* *Pedestrian*



Public Identity

SIGN FAMILY: STYLE C

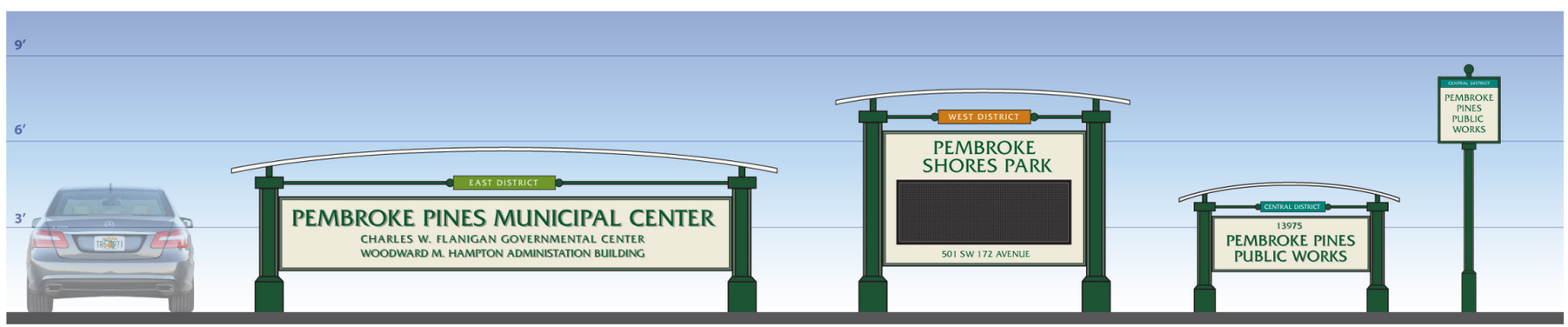
Depicted to the right is the "Style C" version of the Pembroke Pines sign family. All elements of the system maintain a uniformity of layout, design, materials, colors and typefaces.

The shapes, materials and layouts of these signs compliment the design of the new County bus shelters that will soon be installed throughout the City. Colors and materials can be coordinated to match the new bus shelters, which allows for a unity between signage and street furniture.

This style also contains District identity through the use of text and accent colors. These colors are used throughout the wayfinding system to identify and represent the District in which each sign is located. Sign materials may include fabricated and painted aluminum, dimensional lettering (monuments), vinyl lettering (directionals) and digital display panels.

New County Bus Shelter

Gateways *Vehicular Directionals* *Pedestrian*



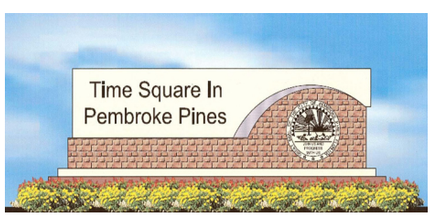
Public Identity

SIGN FAMILY: STYLE D

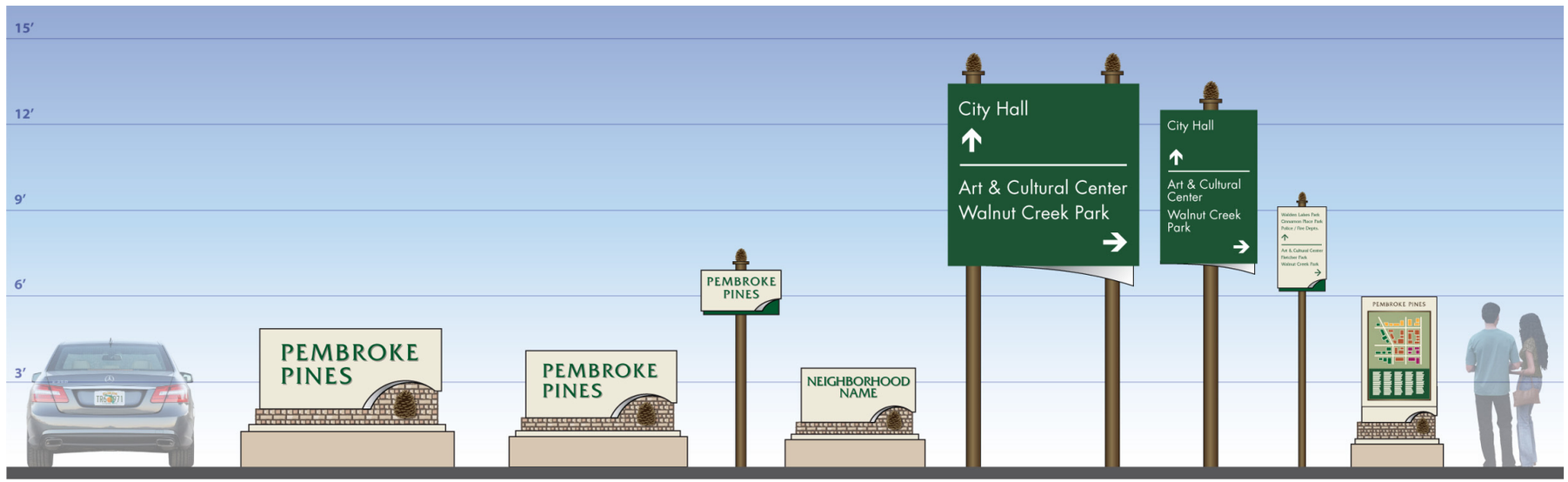
Depicted to the right is the "Style D" version of the Pembroke Pines sign family. All elements of the system maintain a uniformity of layout, design, materials, colors and typefaces.

This style is based on a design developed by the City's Streetscape Committee for a community identity sign. The design features a stucco and stone monument sign with a "sun / sparkle" detail. In our version, we have "flushed out" the design by applying it to an array of sign types. We have replaced the City seal with a dimensional "bronze icon" (pine cone) that serves as a symbol and "brand" for the City.

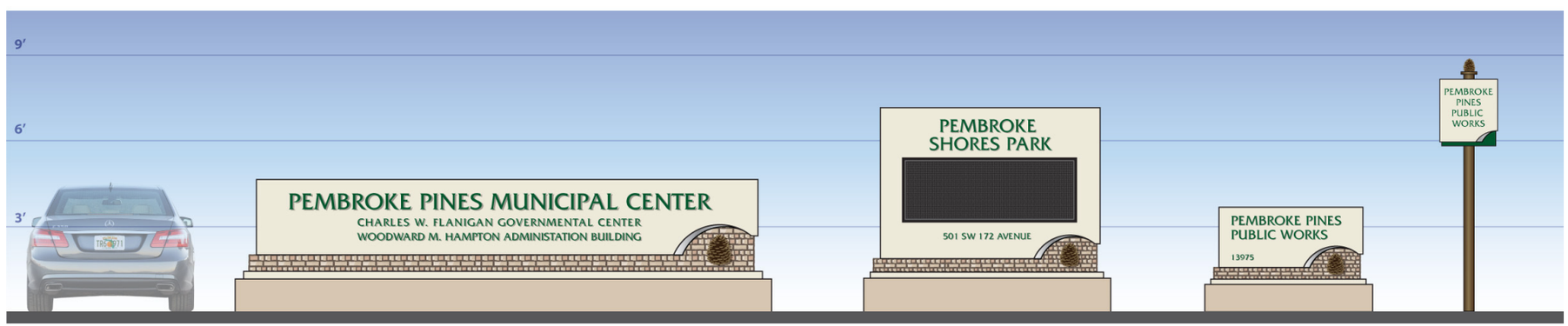
Sign materials may include fabricated and painted aluminum, masonry, painted stucco, stone or tile, dimensional lettering (monuments), vinyl lettering (directionals) and digital display panels.



Streetscape Committee's Community Sign



Gateways *Vehicular Directionals* *Pedestrian*



Public Identity