



# GOLDEN ISLES VISION PLAN

City of Hallandale Beach, Florida





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# History Golden Isles



*View south on Layne Boulevard from Hallandale Beach Boulevard*



**The vision of developer Herbert (Pappy) Layne and his wife, Dorothy, Golden Isles encompasses roughly 340 acres of former swampland that is now home to 310 single-family homes and four Condominium and Co-op Apartment buildings.**

Located on the Intracoastal and its waterways, the community dates to 1957 and originally included land in both Broward and Miami-Dade Counties. Later efforts by a former Golden Isles resident, once commissioner and long-standing Mayor, Sonny Rosenburg, helped negotiate and incorporate the southernmost portion (Holiday Drive) into Broward County.

Layne took what at the time was almost 500 acres of swampland and dredged it to create what are still some of the deepest and widest canals in both Broward and Miami-Dade Counties, that were then shored up by tons of concrete to create miles of seawalls. At the time, lot prices ranged from \$12,500 to \$27,000. With direct access to the Atlantic Ocean and comprised of eight finger islands extending from Layne Boulevard, the community has continued to attract boaters over the decades and boasts of its tropical vibe and lifestyle. With this appeal and increasing demand in South Florida real estate, in recent years many of the more modest mid-century and single-family ranch homes have been cleared for new and higher dollar residences.

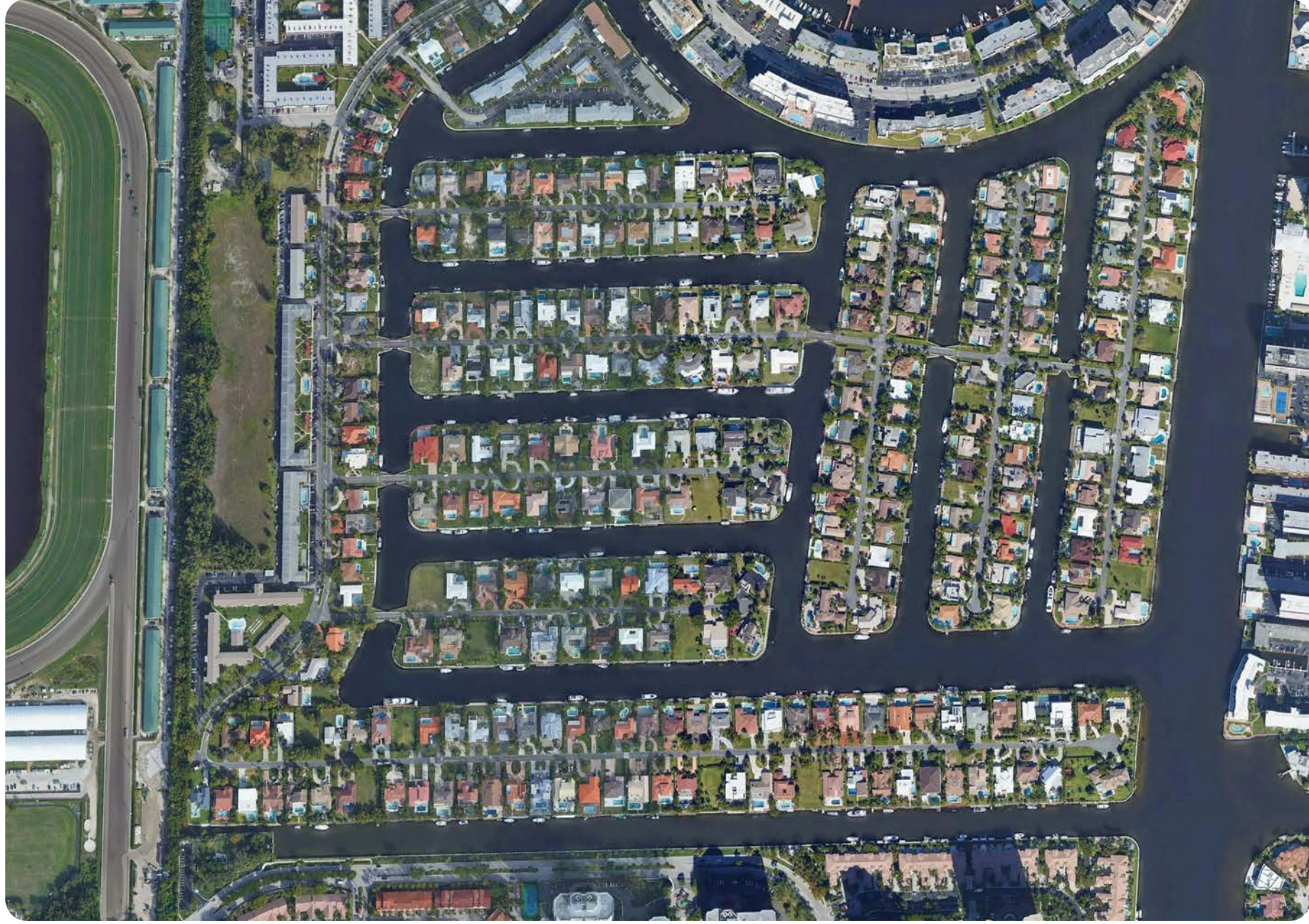
The changing market expectations, national trends of increased walking, biking and active living, along with a desire for enhanced aesthetics and safety along Layne Boulevard have led to a drive to re-imagine Layne Boulevard as the primary corridor in the neighborhood. Additionally, as the City will be moving forward on significant infrastructure projects in upcoming years, the timing is appropriate for major reconstruction.



*Entry Feature at Hallandale Beach Boulevard*



## Golden Isles Project Area





# The Neighborhood

**Located within the City of Hallandale Beach, the Golden Isles community dates to the late 1950's and is characteristic of that period in Florida's development history in attracting both retirees and younger working-class families. Low-rise multi-family buildings and single-story single-family homes comprised the residential land use pattern of the time. The integration of canal systems to create waterfront lots was at the forefront of development trends of the time.**

Layne Boulevard is the primary roadway within the community and it, and all other streets within the neighborhood are in the public right-of-way. Unique to the community is the placement of a guardhouse at the entrance to the neighborhood. Layne Boulevard is the only roadway into or out of the neighborhood, and the guardhouse was constructed by the Golden Isles Safe Neighborhood District (GISND, self-taxing district – established in 1989) to serve as a security measure. However, the guard cannot refuse access to any visitor as they are public roadways.

Currently, the west side of Layne Boulevard within the neighborhood is lined by two-story multi-family buildings dating to the early development of the neighborhood. These are the only multi-family properties within the neighborhood. Like most waterfront communities, Golden Isles has experienced significant reinvestment and redevelopment of the existing single-family homes that line the finger streets that extend eastward from Layne Boulevard.

Residential parcels on adjacent finger streets are separated by canals, and seawalls are located throughout the single-family portion. This direct water access has significantly increased the value of properties.

Due to it not being a private community, Golden Isles lacks an overall design theme or standards, and the styling of homes varies significantly throughout.

The GISND has made investments in the community, including construction of the guardhouse mentioned previously, enhanced landscape, installation of lighting, and more recently, installation of security cameras. The GISND recognizes the inconsistency in design and appearance within the community and seeks to develop a master plan vision and streetscape that more appropriately reflects the changing character of the neighborhood and provides greater unification of it.

Safety considerations, such as lighting, bicycle, and pedestrian access are key considerations. Additionally, several of the multi-family properties along Layne Boulevard include head-in parking directly adjacent to the roadway. Due to the fairly significant traffic within the community this broad amount of open vehicular access and safety considerations should be addressed.



# Layne Boulevard

## Hallandale Beach Boulevard to Guardhouse

**Layne Boulevard at Hallandale Beach Boulevard is a signalized intersection with a large arched mid-century entry feature including cascading water fountains located within the median.**

The first block of Layne Boulevard is generally four lanes with a dedicated turning lane for traffic turning right onto Hallandale Beach Boulevard. Recently reconstructed medians are between the opposing travel lanes and contain a roughly 2-ft. wide type "F" curb and gutter on either side. The median from Church Drive to the guardhouse measures a 7-ft. interior width. The medians include predominantly Royal Palm Trees and shrubs.

The first block of Layne Boulevard provides access to a large retail strip shopping center, and to multiple low-rise offices. The asphaltic condition is average with many areas showing wear of the surface course.

Light poles are a combination of concrete and wood along this portion of Layne Boulevard and include grey LED fixtures. All poles have been identified as Florida Power and Light (FPL)-owned and maintained and were recently retrofitted with the LED fixtures. The neighborhood is served by overhead power/phone/cable lines, although some telephone lines may be buried. The primary utility lines run along the west side of Layne Boulevard until approximately Church Drive and then cross to the east side of the road.

Prior to Church Drive, Layne Boulevard narrows to a two-lane divided roadway with medians as described above. Bicycle lanes begin at this transition and continue through the remainder of Layne Boulevard. Sidewalk locations vary along the roadway, however are present on both sides and extend to the guardhouse.



## Guardhouse to Holiday Drive

Layne Boulevard generally consists of a two lane road separated by a curbed median. Each travel lane is approximately 9-ft. in width. A solid white painted stripe delineates the travel lane from a shared use path, which is striped for cyclists closest to the travel lane and pedestrians closest to the edge of pavement. The shared use lane measures approximately 9.5-ft. on the west side and 7.5-ft. on the east side. The existing median includes a 2-ft. wide type "F" curb and gutter on either side, with a 7-ft. interior width. The median includes Royal Palm Trees, ground cover, up-lighting, and decorative light poles at some noses. The asphaltic concrete is in average condition with many areas showing wearing of the surface course.

Three types of light fixture/pole combinations were observed:

1. Black poles/fixtures near the entrance gate,
2. Grey LED fixtures attached to existing wood/concrete utility poles; and
3. Black teardrop type poles/fixtures at some median noses.

All poles along this segment are also FPL-owned and maintained and were recently retrofitted to LED type.

Stormwater inlets exist throughout Layne Boulevard. Many appear to be inadequately spaced with small/restricted grate openings, which likely impact their effectiveness. The system primarily consists of outfalls to the adjacent waterways and the outfalls cut through private property to reach these waterways. The 14th Avenue canal exists to the west of the neighborhood, carrying stormwater flow south to eventually reach the Intracoastal.

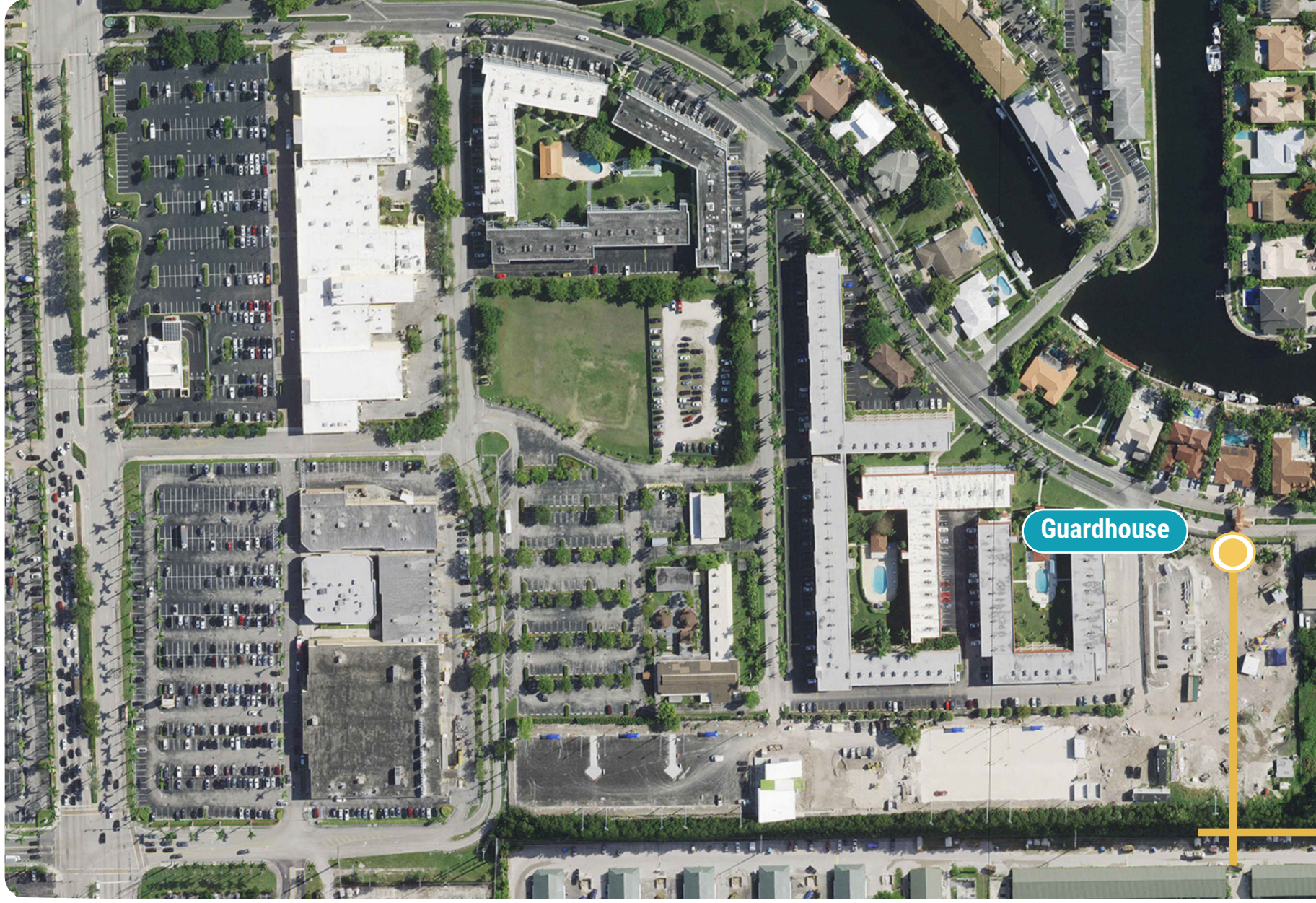
The City is in the process of designing watermain replacements throughout the neighborhood because the existing piping has reached the end of its life cycle. That project will likely also include sanitary sewer improvements.

The existing sanitary sewer consists of a gravity collection system that flows to one of the three lift stations in the neighborhood. There are two stations on Sunset Drive and one on Holiday Drive; these stations all discharge via forcemain piping.



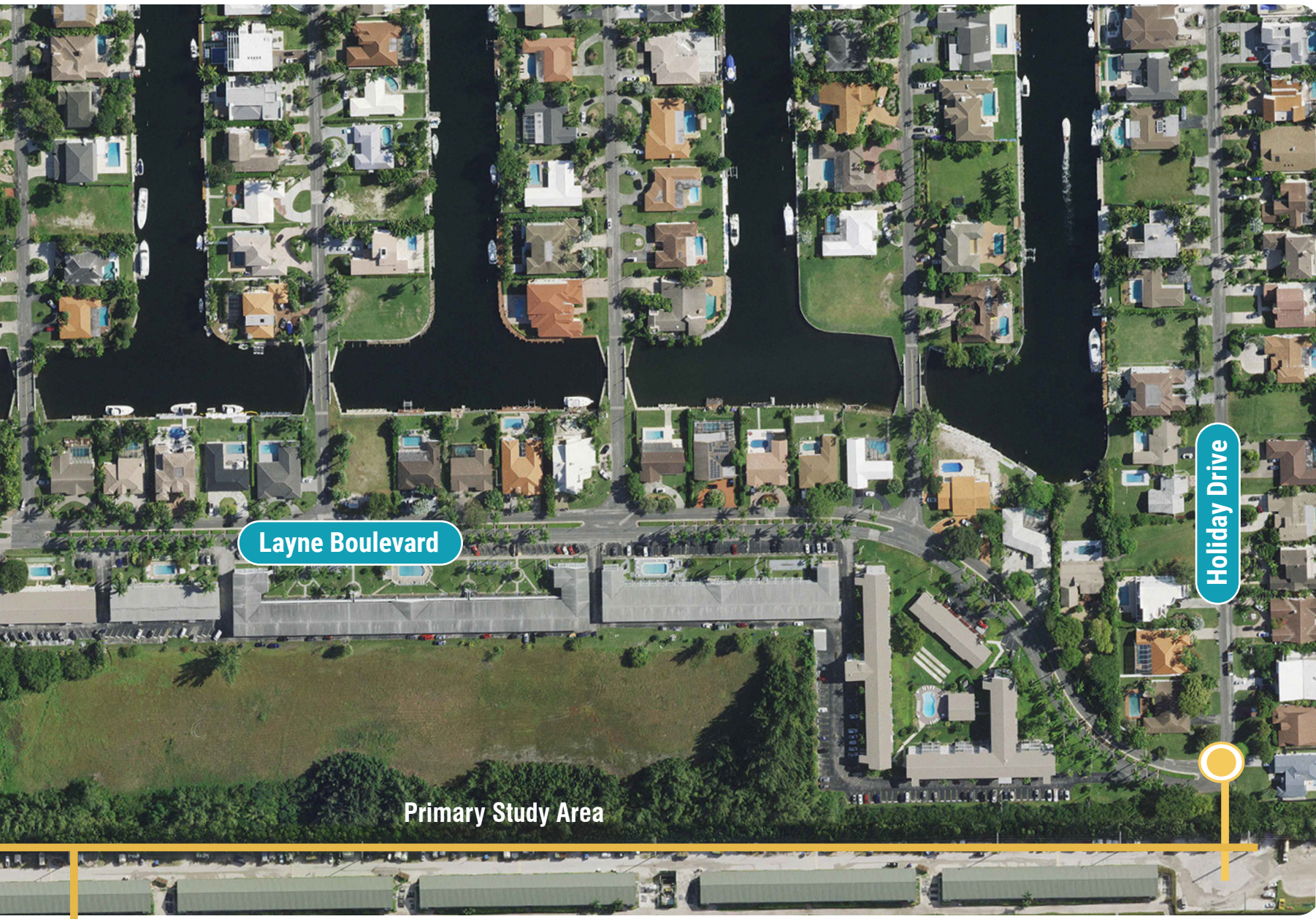


## Primary Study Area



Guardhouse





Layne Boulevard

Holiday Drive

Primary Study Area

The portion of Layne Boulevard between the guardhouse and Holiday Drive is the primary focus of the Vision Plan.



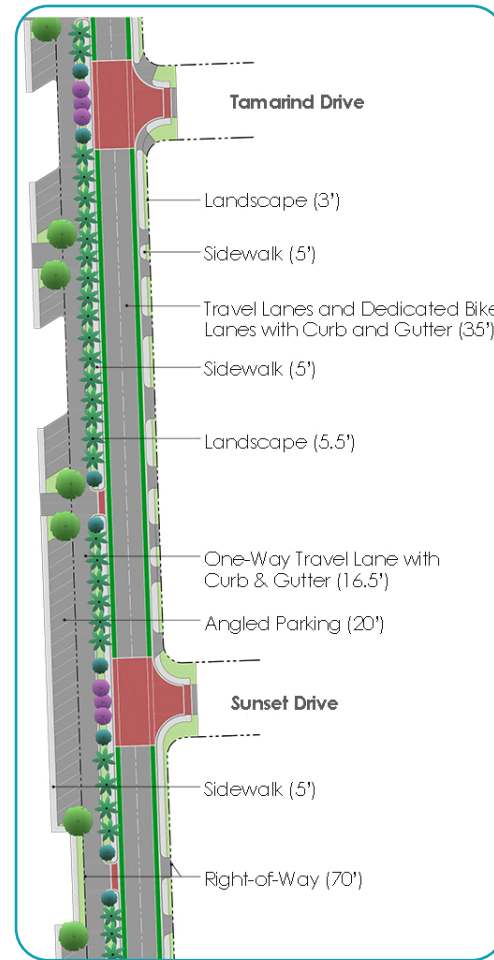
# Layne Boulevard Planning Process

**Led by the Golden Isles Safe Neighborhood District Board, development of this Plan was developed with their guidance and community feedback.**

With direction from the Board, and residents participating throughout the routine meetings, a series of concepts were developed that could realistically be constructed along Layne Boulevard.

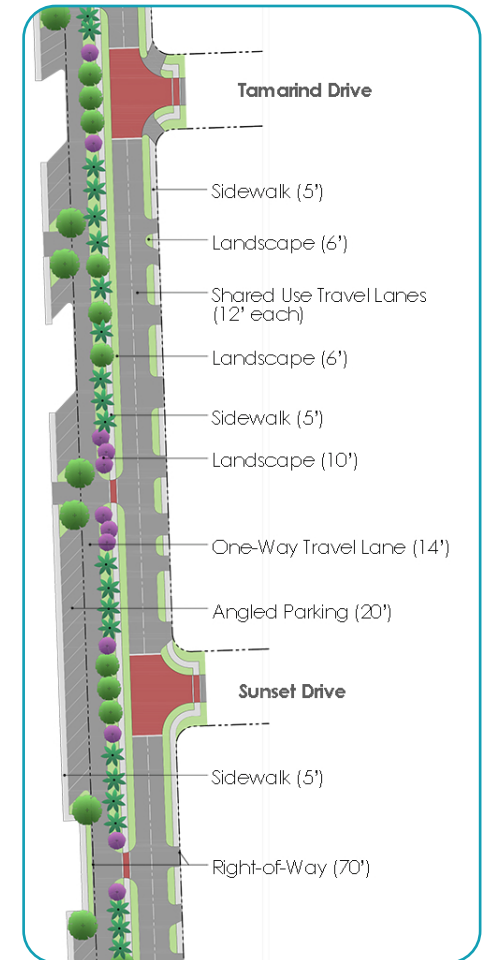
Multiple design iterations were created that led to the development of the five concepts shown on this page, which were presented at a public meeting on April 5, 2022 at the Golden Isles Tennis Center for general input. Following this, and with further input from the Board, the concept plans were narrowed down to three primary concepts and refined for further review with the Board. Following board approval of these, a community-wide survey was conducted.

During this process, a new website, [www.GISND.com](http://www.GISND.com), was created for the community and included the project overview, process, and conceptual plans.



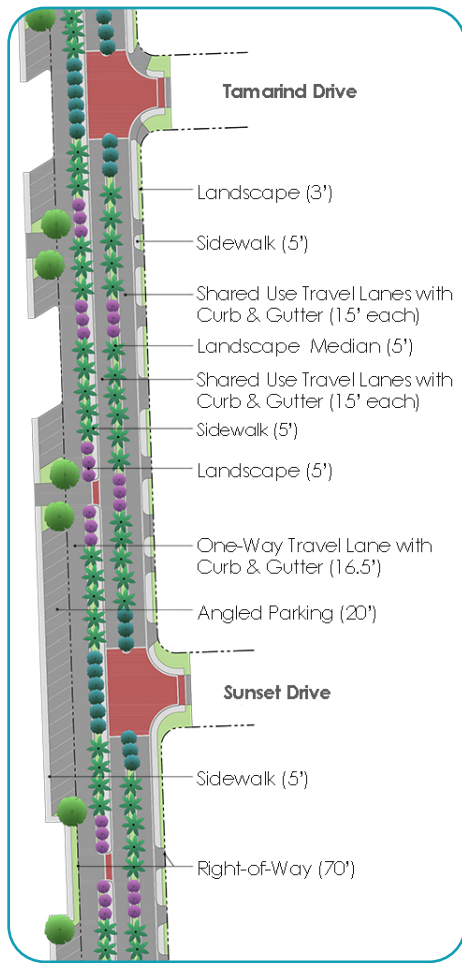
## Concept 1

The on-street parking for the condominiums is a safety concern and outdated development approach. This concept shifts the existing median west and creates a dedicated drive aisle for the condominiums. In this concept, dedicated on-street bike lanes, curb and gutter, and pedestrian sidewalks are the key features.



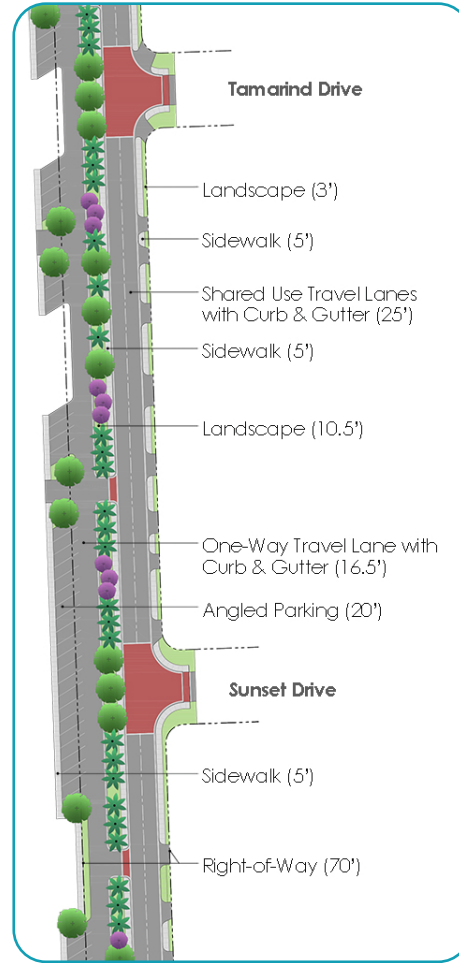
## Concept 2

This concept also included a shifting of the existing median west to create a dedicated drive aisle for the condominiums. In this concept, travel lanes are shared-use (both vehicles and bicycles) with curb and gutter, widened landscape and sidewalks included.



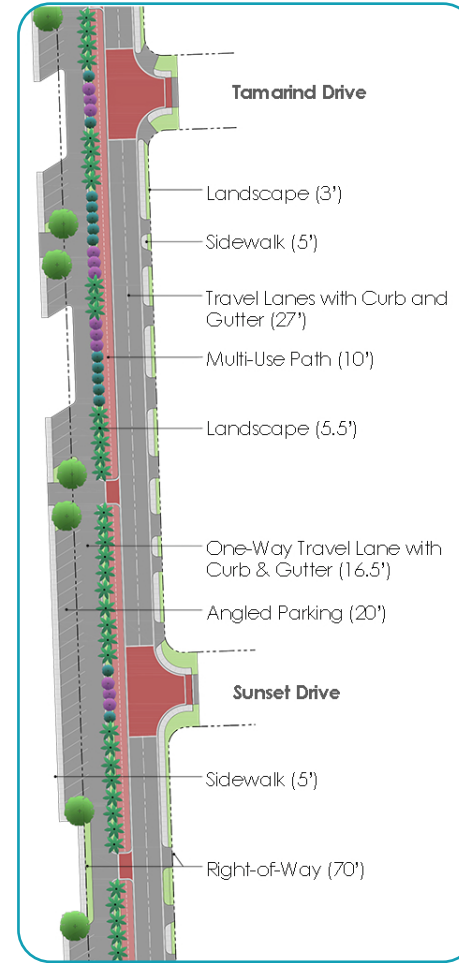
### Concept 3

The third concept includes a relocated median to create a dedicated drive aisle for the condominiums, a narrowed and new median within the primary travel lanes, curb and gutter, and sidewalks in both directions.



### Concept 4

Closely similar to Concept 2, this concept incorporates shared-use lanes along with a relocated median for the dedicated drive aisle for the condominiums. The primary difference with this concept is that the relocated median is slightly narrower, the sidewalk abuts the curb, and the condominium drive aisle is widened by approximately 2.5-ft.



### Concept 5

Following the previous concepts with a relocated median, the primary features in this concept is a shared-use path that has been incorporated within the curb and guttered median. There is also a dedicated sidewalk along the eastern side of Layne Boulevard.



A community workshop was conducted in April 2022 to preview the design concepts with Golden Isles residents.



# Community Survey

The Golden Isles Safe Neighborhood District (GISND) Vision Plan survey was posted on the new GISND website for input from November 1st, 2022 through December 1st, 2022. During the one-month survey period, the survey site was visited approximately 160 times, with 72 people completing the survey in part or whole.

The survey asked ten questions related to the existing configuration of Layne Boulevard and presented the concept images that had been created and posted to the website. Some users responded to all questions whereas some responded only to select questions. A minimum of 60 responses were gathered for all questions. Therefore, survey summaries are provided by percentage.

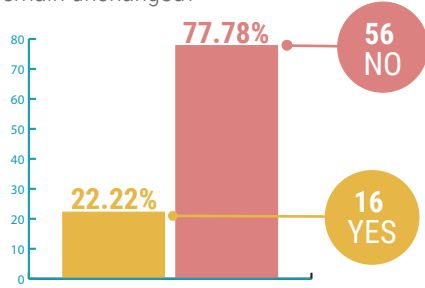
Survey results indicated that roughly 78% of respondents are not satisfied with the current configuration of Layne Boulevard. A similar percentage of respondents (77%) have safety concerns with walking along it, and 84% of respondents would like to see a dedicated sidewalk on Layne Boulevard. A majority of respondents (74%) would also like to see a dedicated bike-lane along the roadway and 83% of respondents would consider a shared use path to accommodate both pedestrians and bicyclists. Roughly 73% of respondents would also consider the shared use path being located within the median if it were widened to accommodate it.

Approximately 60% of respondents have safety concerns with the existing on-street parking along Layne Boulevard and 73% of respondents would consider dedicated driveway access to the existing on-street parking.

Based on these responses, Concept Plans #2 and #3 would be preferred. These concepts include a widened median with a multi-use path and dedicated driveway access for condominium parking. These concepts are posted on the new GISND website: [www.gisnd.com](http://www.gisnd.com).

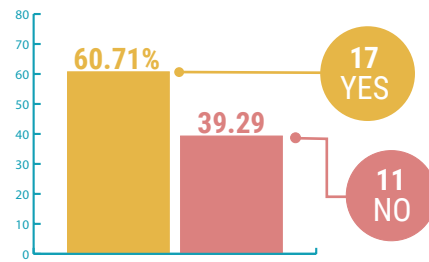


Are you satisfied with the current community of Layne Boulevard within the Golden Isles community as it is today and would like it to remain unchanged?



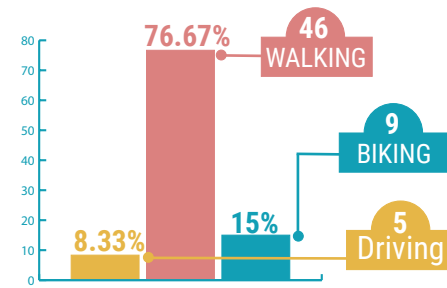
Number of responses: 72

If you answered yes, would you like to see landscape and lighting enhancements to the existing median within the existing configuration?



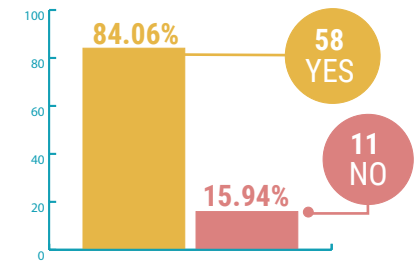
Number of responses: 28

Along Layne Boulevard, do you have safety concerns with:



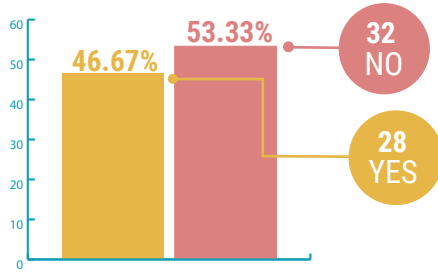
Number of responses: 60

Would you like to see a dedicated sidewalk(s) on Layne Boulevard?



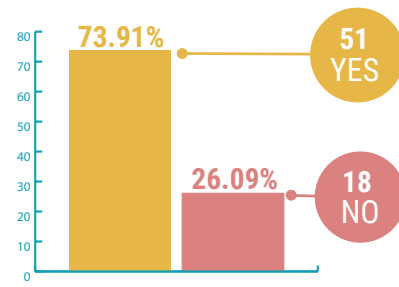
Number of responses: 69

If you answered yes to the question above, do you have a preference which side of Layne Boulevard the sidewalk is placed?



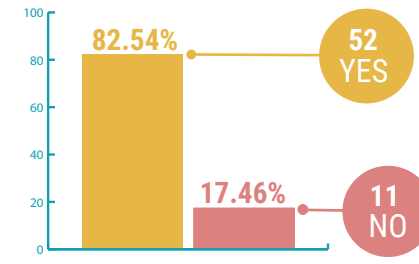
Number of responses: 60

Would you like to see dedicated on-street bike lanes on Layne Boulevard?



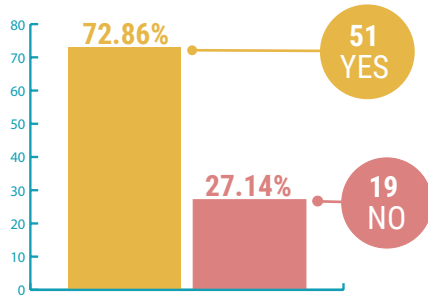
Number of responses: 69

If you answered yes to the questions above, would you consider a single shared use path to accommodate pedestrians and bicyclists? Shared use paths are typically at least two times the width of a standard sidewalk, or approximately 10' wide, and separated from the vehicular travel lanes.



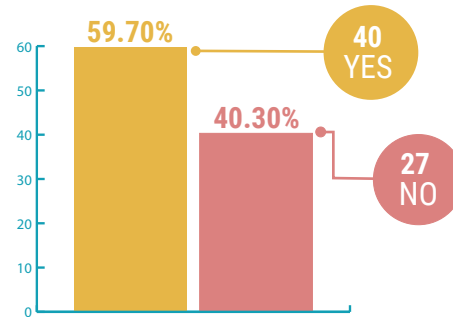
Number of responses: 63

Would you consider a shared use path located within the median if widened to accommodate it?



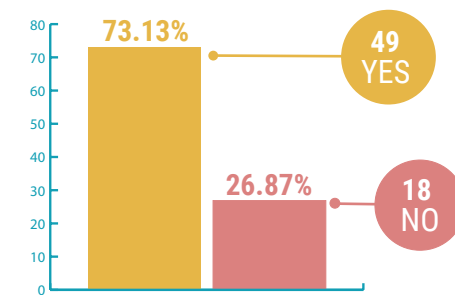
Number of responses: 70

Do you have safety concerns with the existing on-street parking along Layne Boulevard?



Number of responses: 67

Would you consider a dedicated driveway access to the existing on-street parking with a relocation of the existing median to provide separation from Layne Boulevard traffic?



Number of responses: 67

# Roadway Concepts

Primary concerns expressed throughout the project design process with the current configuration of Layne Boulevard largely centered around pedestrian and bicycle safety. This included the volume and speed of vehicles traveling along the roadway.

Additionally, the head-in on-street parking along Layne Boulevard for the condominium units is an outdated design approach that would typically not be permitted in new development or redevelopment due to the safety hazards of backing vehicles directly into the primary travel lane in a non-commercial environment. The general configuration of the parking, including access lanes to the rear of the condominiums would not meet current design standards and will need to be re-evaluated during reconstruction.

Parking at the rear of the buildings appears to have been expanded over the years and also does not meet current design standards. An evaluation of total parking spaces, usage, and design considerations will need to be performed during the design development phase. If required to meet

current design standards, there will be an overall parking reduction unless alternative solutions, including acquiring additional parking spaces at the rear of the units, are pursued. It should be noted that the existing parking located along Layne Boulevard encroaches roughly 3-ft. into the right-of-way. Based on input and direction from the Board and City staff, all design concepts assume this parking is reconstructed, including adjustments along the condominium frontages to ensure all parking is located outside of the right-of-way.

Additionally, all concepts will require a widening of the existing roadway area. However, all concepts remain entirely within the public right-of-way.

The design team developed numerous preliminary concepts. Based on feedback from the Board and the community input, three final concept plans were developed and are further described below and on the following pages.

## Concept 1

This concept has the least amount of overall change. Key highlights include widening of the existing median with a central shared-use path located down the center. Landscape located along either side of the multi-use path adds a safety buffer and retains the aesthetics of the median.

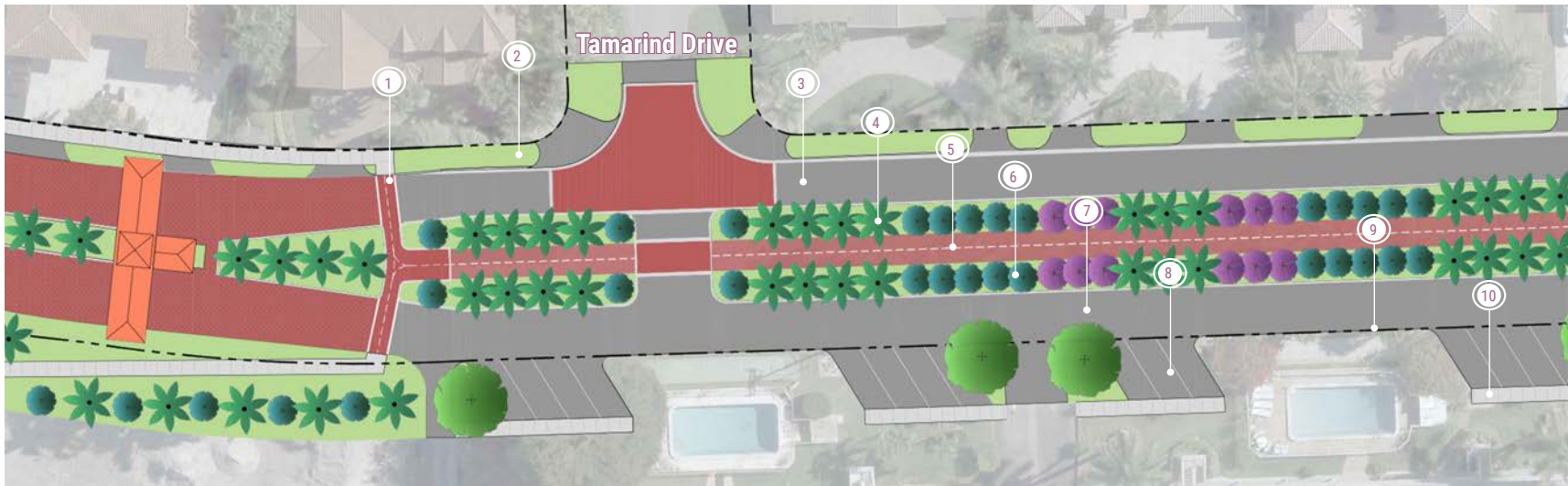
## Concept 2

The second concept shifts the median west, increases its width and incorporates a multi-use path abutting the curbed street edge. Layne Boulevard then becomes two way without a divided median while a separation is created to allow for a dedicated and safer drive aisle for the condominium units.

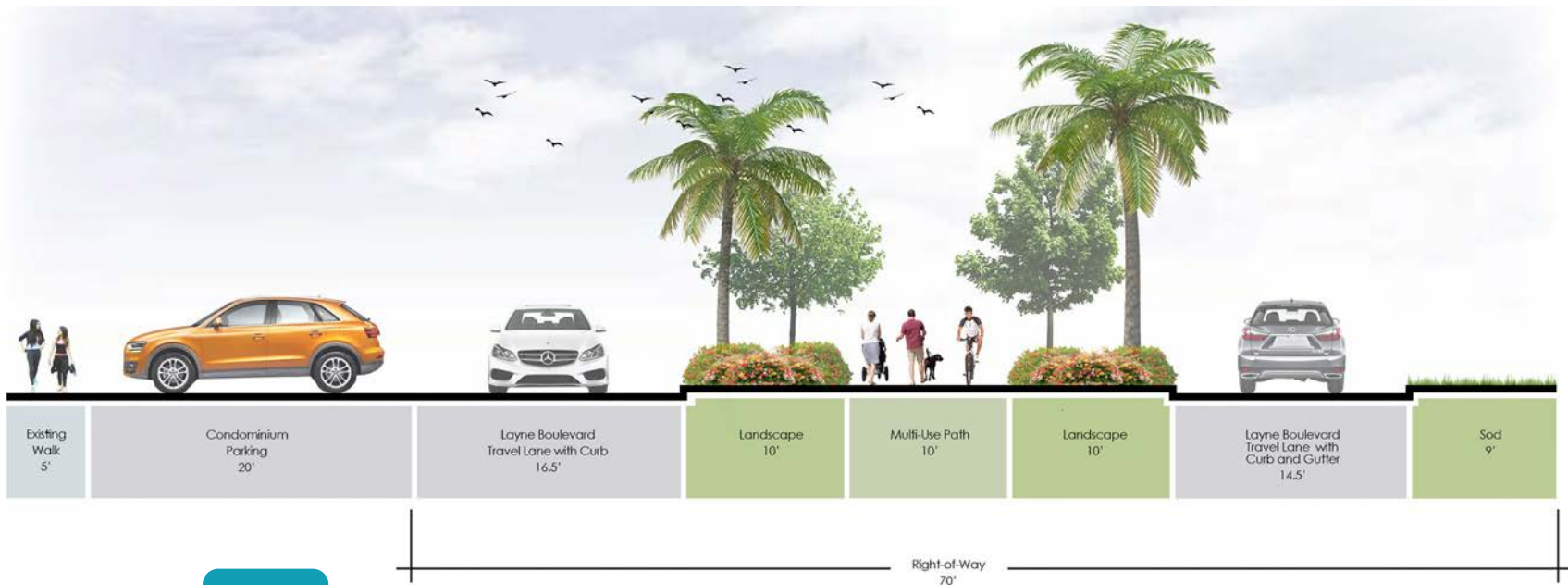
## Concept 3

The last concept follows a similar plan as Concept 2. However, the multi-use path is located within the center of the relocated median and is intended to meander along the length of the roadway. This allows for greater landscape design, including furnishings and lighting that will create more of a linear park experience.



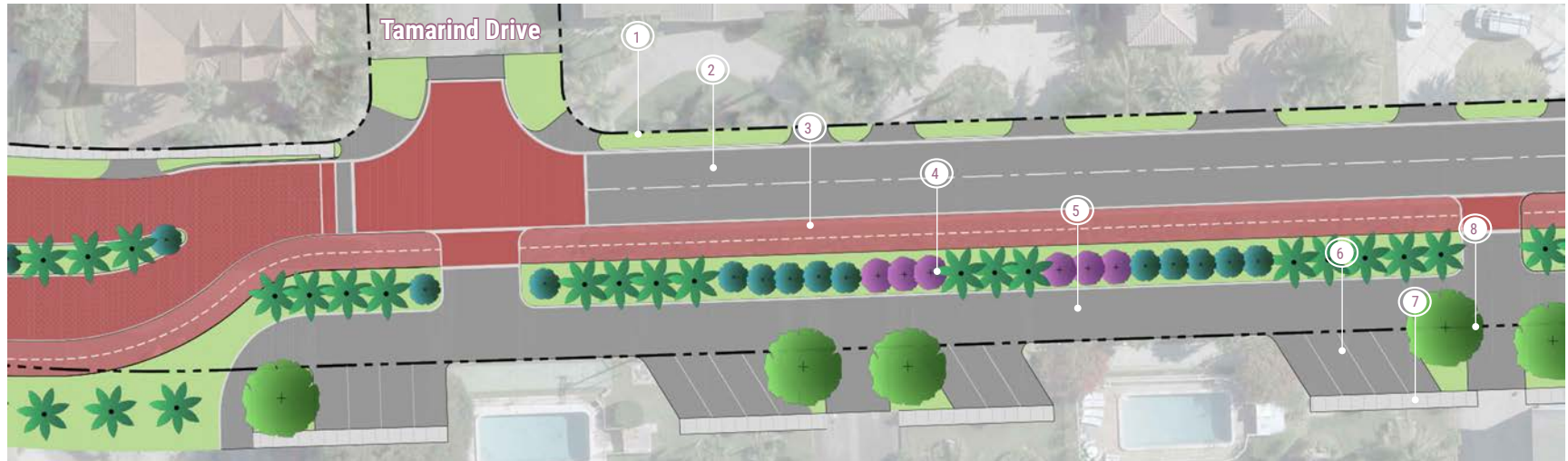


- |  |  |                        |
|--|--|------------------------|
| ① Multi - Use Path Diverges                        | ⑤ Multi - Use Path Pedestrian & Bicyclist (10')  | ⑧ Angled Parking (20') |
| ② Landscape (9')                                   | ⑥ Landscape (10')                                | ⑨ Right-of-Way (70')   |
| ③ One - Way Travel Lane With Curb & Gutter (14.5') | ⑦ One-Way Travel Lane With Curb & Gutter (16.5') | ⑩ Sidewalk (5')        |
| ④ Landscape (10')                                  |  |                        |

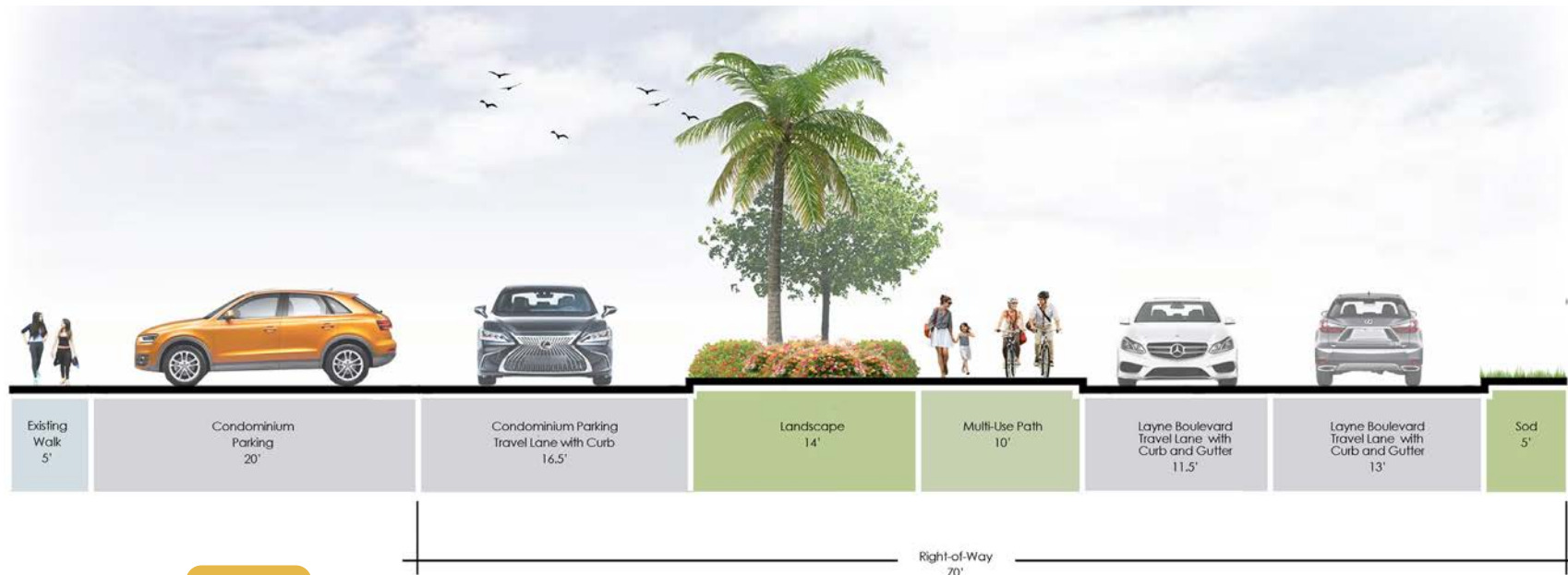


# Concept 1

This concept has the least amount of change in overall appearance and function along the roadway. A widened median with central multi-use path along with curb and gutter on street edges are the primary changes.



- |  |  |                 |
|--|--|-----------------|
| ① Landscape (5')                                 | ④ Landscape (14')                                | ⑦ Sidewalk (5') |
| ② Two-Way Travel Lane with Curb & Gutter (24.5') | ⑤ One-Way Travel Lane with Curb & Gutter (16.5') | ⑧ Right-of-Way  |
| ③ Multi-Use Path (Pedestrian & Bicyclist) (10')  | ⑥ Angled Parking (20')                           |                 |



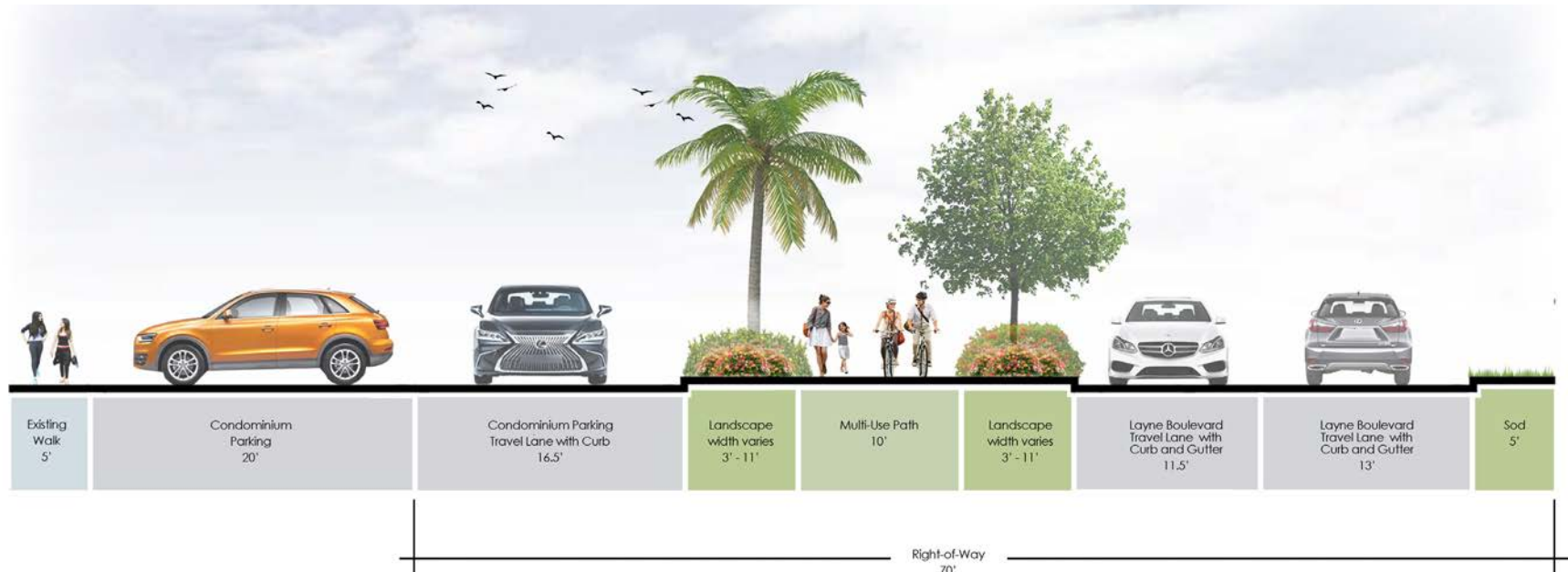
## Concept 2

The primary change on Concept 2 is the relocation of the median to function as a buffer between the two-lane Layne Boulevard and the creation of a dedicated drive aisle for the condominium parking. This will create a safer parking environment for condominium units, and a widening of the median will allow for the incorporation of the multi-use path shown above.





- ① Landscape (5')
- ② Two-Way Travel Lane With Curb & Gutter (24.5')
- ③ Multi-Use Path (Pedestrian & Bicyclist) (10')
- ④ Landscape (varies, 14' overall)
- ⑤ One-Way Travel Lane with Curb & Gutter (16.5')
- ⑥ Angled Parking (20')
- ⑦ Sidewalk (5')
- ⑧ Right-of-Way

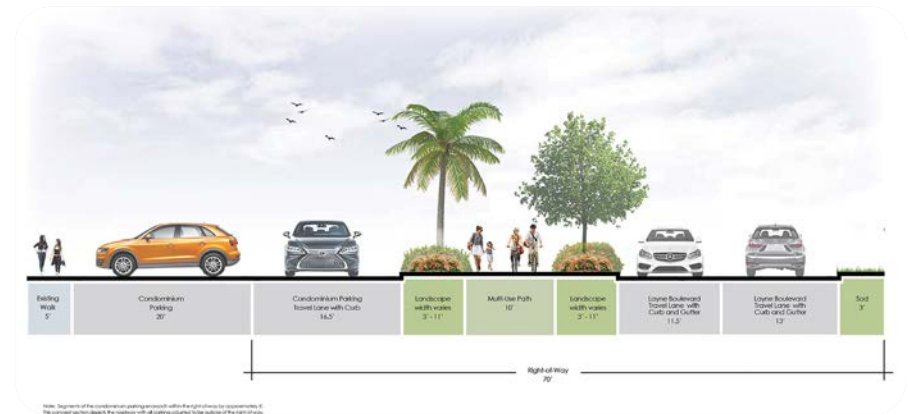
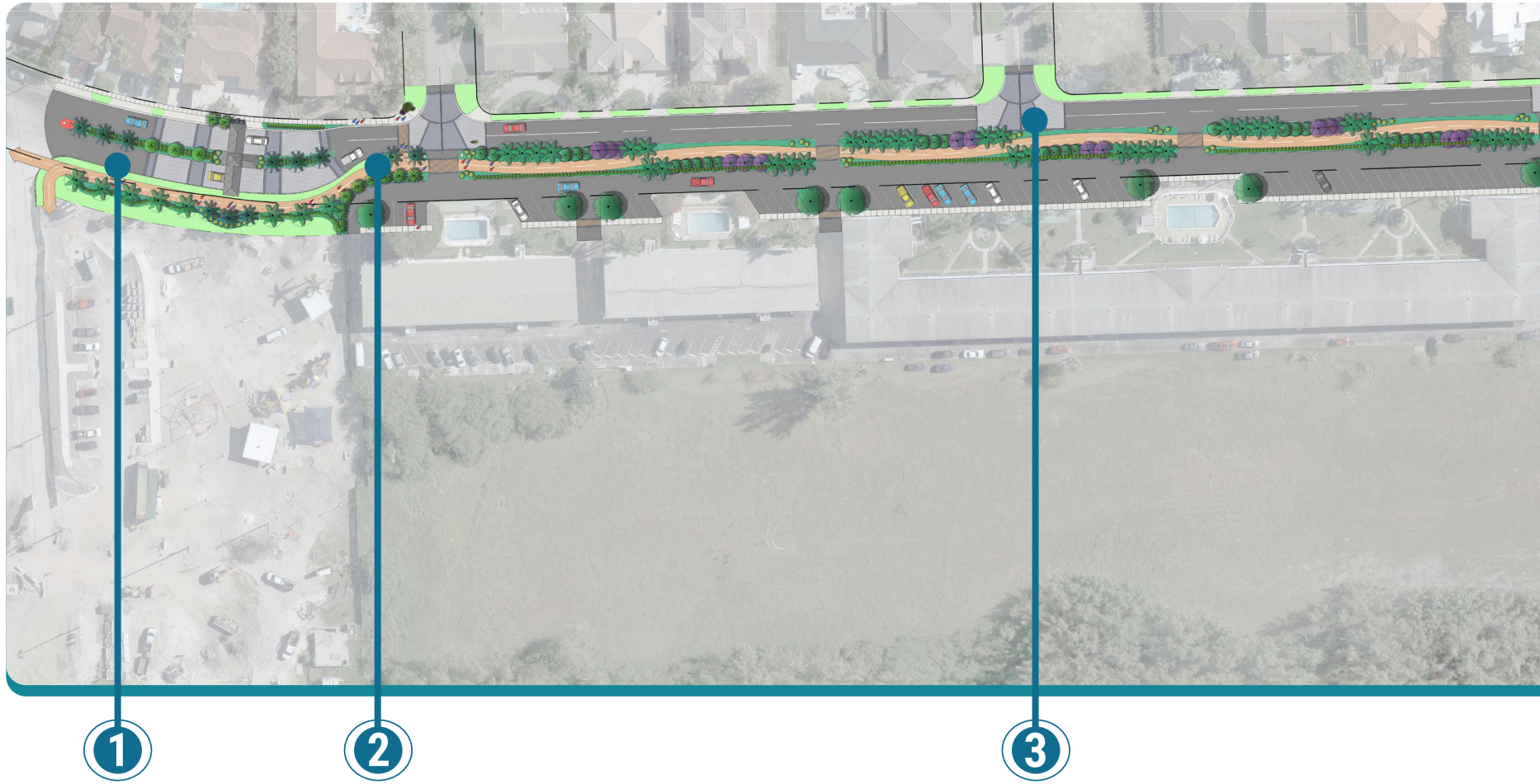


## Concept 3

Building upon the previous concept, Concept 3 incorporates a meandering multi-use path that allows for larger landscape areas within the overall median / buffer that can be used to create more of a linear park type experience along the pathway. This will also allow for greater opportunity to incorporate furnishings, lighting, and other enhancements.

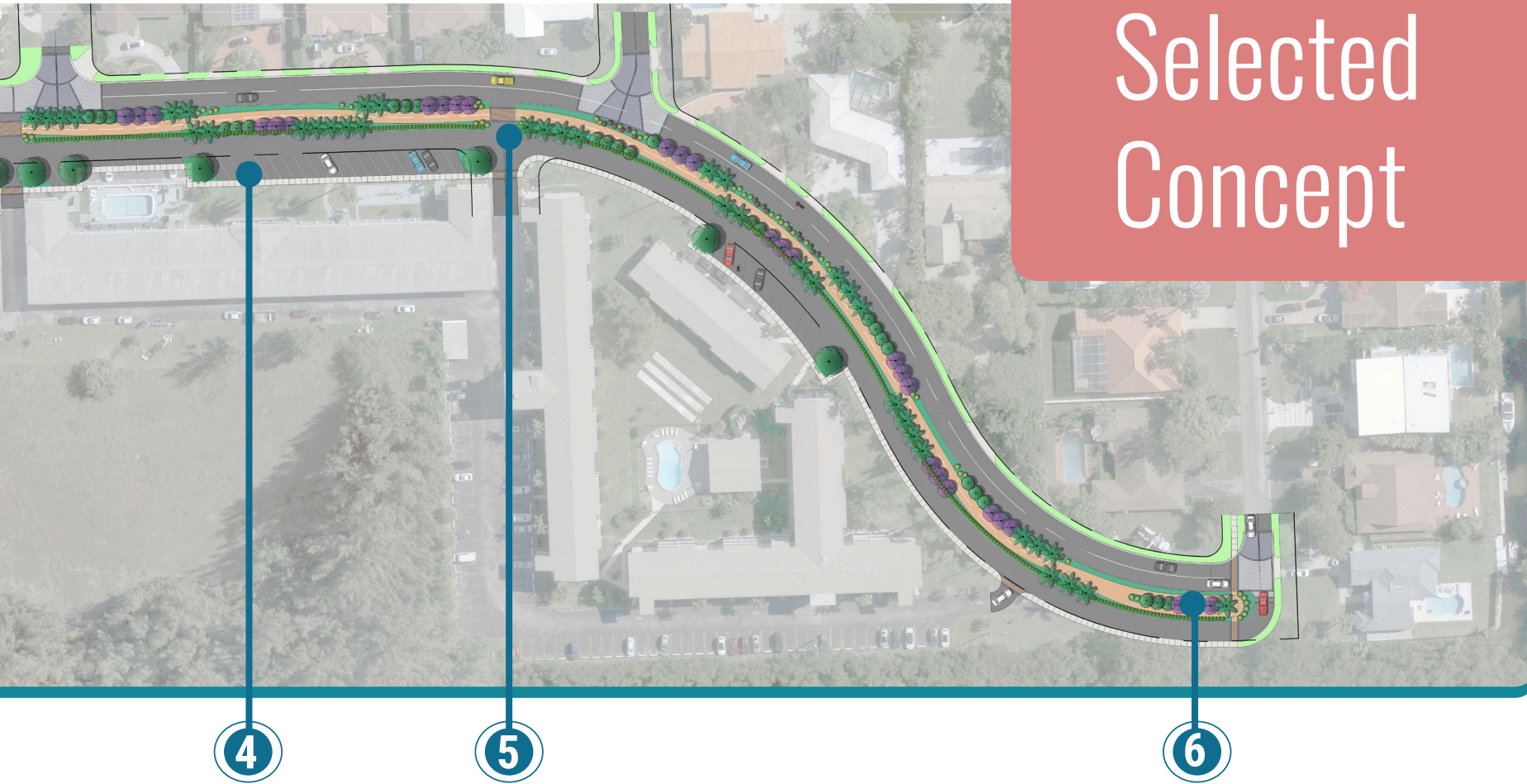
## Concept 3

The final preferred option based on public input and direction from the Board was Concept 3. The following pages feature additional highlights and enlargements of the chosen concept.





# Selected Concept



1

The current guardhouse arrival alignment remains unchanged. Connection of the multi-use pathway to the existing sidewalks and bike lanes along Layne Boulevard is anticipated.

2

The internal roadway design is reconfigured to create a separate one-way drive aisle for the condominium parking.

3

Intersection improvements, including decorative pavers, will help increase the safety and aesthetics of the roadway.

4

Parking is reconfigured to be outside of the right-of-way and will be angled to maximize parking spaces and ease of parking.

5

Several access points are incorporated into the new buffer / median to allow entry and exiting of the condominium parking

6

Various components may be incorporated at the terminus of Layne Boulevard that may delineate the roadway end and/or create additional public use space.

# Plan Views

There are numerous areas along the roadway that may incorporate enhanced elements or features that add to the overall function, aesthetic, or public use. The following enlargements highlight some of these.



## Enlargement



# 1

A modernized guardhouse along with new pavers, lighting and landscape will update the overall arrival experience to Golden Isles. The roadway within the neighborhood will be reconfigured to provide safe access to the dedicated drive aisle for condominium parking and define the two lane roadway.



## Enlargement



# 2

The side street intersections will be enhanced with decorative pavers, signage and lighting that will help improve the overall safety along the roadway for motorists and pedestrians, and improve the aesthetics.





## Enlargement **3**

It is envisioned that the meandering multi-use path and adjacent landscape will help to create a linear park-type experience within the neighborhood. The space created within the buffer will allow for furnishings and lighting that may also encourage use of this as a central social gathering area.



## Enlargement **4**

The terminus of the roadway will allow for a combination of design elements that may range from enhanced landscape to increased public uses. The enlargement above depicts greater landscape design.



## Enlargement **5**

This roadway terminus enlargement incorporates some type of park-like element. It is understood the community also desires a connection to the south side of the canal at the southern edge of the community to connect to the adjacent dog park in Aventura.

# Enlargement **1**

The existing guardhouse remains largely as-is with enhancements to the facade and roof that will help to modernize it. New pavers, landscape, lighting and signage will complete it.





## Enlargement **2**

The intersection improvements should build upon the material selections - pavers, landscape, lighting, and signage that are used at the guardhouse to create a cohesive experience.



## Enlargement **3**

The meandering pathway creates a unique opportunity to create a linear park within the neighborhood that can help increase activity and provide a place for neighbors to socialize. This will also create a dedicated and safe place for walking, bike riding, rollerblading, skateboarding, etc. within the neighborhood.





## Enlargement 4

The first roadway terminus concept focuses on an enhanced landscape plan to signal the end of the roadway to motorists and pedestrians. This also creates a final exiting opportunity for the condominium parking.



## Enlargement **5**

The second roadway terminus concept incorporates a designated park-like element that may provide additional public use, such as a possible dog park or children's' playground.







*View north on Layne Boulevard approaching guardhouse.*





*View of typical streetscape intersection on Layne Boulevard.*





*View of entry within the neighborhood.*



# Additional Features

Reconstruction of Layne Boulevard will have a major impact on the overall appearance and experience along the roadway. However, other elements can have a significant role in creating and enhancing the overall experience. For this, additional consideration has been given to refreshing the existing guardhouse, bridges, landscape, and the addition of furnishings along the park-like roadway.

Similar to the process for Layne Boulevard, the Board guided the process in developing the guardhouse and additional features, then presented to the community for final selection.







# Guardhouse

**Approaching the guardhouse, the roadway surface changes to decorative pavers with a moderately enhanced median landscape.**

The guardhouse is fairly large in size and designed to accommodate both passenger vehicle and large truck traffic. It includes travel lanes for both residents and visitors with swing-arm gates. Portable lane dividers are placed to make the distinction between lanes.

The structure appears to be in generally good condition. It has a general Mediterranean influence with stucco finish and barrel tiles. The structure has modest embellishments to enhance its appearance, including a central cupola.

On the west side of the arrival is the recently improved Golden Isles Park and Tennis Center, and within the community are low-rise multi-family structures. On the east side, both approaching the guardhouse and within the community are single-family homes. Drive access to these homes is somewhat impacted by the guardhouse and traffic.



# Guardhouse Concepts

The Guardhouse was installed in 1989 and currently has a general Mediterranean influence with stucco finish and barrel tiles. The structure also has modest embellishments, including a central cupola. It appears to be in generally good condition.

Several design concepts were presented to the community, ranging in style from classical to contemporary. Design treatment considerations included changes to paving, paint color, lighting, roof material, and windows, as well as removal of certain elements.



Concept 1



Concept 2



Concept 3



Concept 4 - Preferred



Concept 5



Concept 6







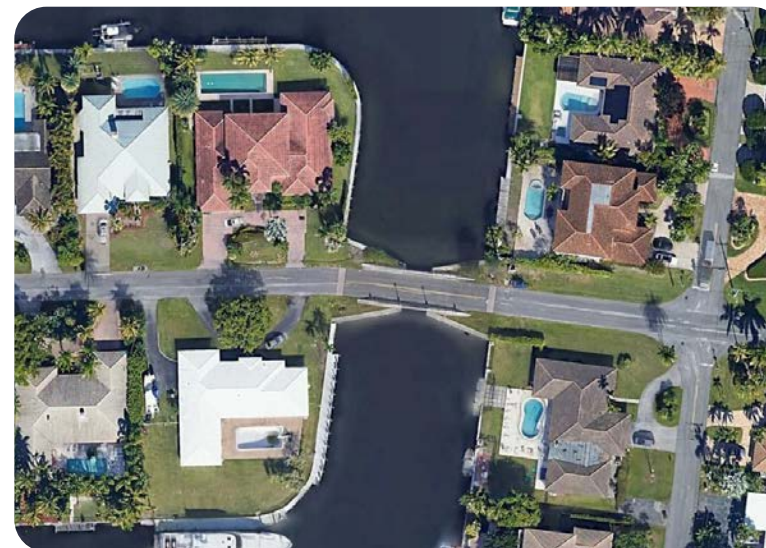




# Bridges

**A series of bridges cross the canal from Layne Boulevard to Tamarind, Sunset, Alamanda, and Poinciana Drives.**

The residential parcels located within the network of canals connect to Layne Boulevard via a series of bridges. The bridges currently consist of asphalt paving, bordered by decorative guardrails with stucco finish and light poles.



# Bridge Concepts

There are a total of four bridges from Layne Boulevard, providing access to the residential parcels along Tamarind, Sunset, Alamanda, and Poinciana Drives. The bridges currently consist of asphalt surfacing, along with the adjacent roadways.

different pavers and colors and alterations to the guardrails and lighting.

Several bridge design concepts were presented to the community. Design considerations included resurfacing the roadway with



Concept 1



Concept 2



Concept 3



Concept 4 - Preferred



Concept 5



Concept 6





*Street view approaching improved bridge.*



*Night view of improved bridge.*

# Furnishings

The preferred redesign concept for Layne Boulevard will create a linear park element within the community. This provides an opportunity for enhanced furnishings along the roadway that help to function as a gathering space - a place for recreation and reconnecting with friends and neighbors.

While durability and maintenance are a consideration, the location behind a guardhouse and in a neighborhood that has proactively sought to improve the roadway minimizes risk of vandalism or unnecessarily harsh use.

The furnishing selection identified blends contemporary features such as the aluminum elements that will tie-in with the contemporary look of the guardhouse elements while providing functional considerations. For example, wood slats used in the benches will be more comfortable and cool in the summer heat than steel or aluminum.

Incorporating a full collection of furnishings - seating, trash and/or recycling receptacles, lighting, signage and other elements will further tie-in the overall experience along the roadway and "park".

Specific elements such as bollard lighting will provide functional benefit including low lighting for the multi-use pathway without creating excess light

spillover to adjacent homes, and also create more aesthetic enhancement in highlighting landscape.

The lighting selected by the City with Florida Power and Light (FPL) to replace the existing street lights is a more traditional style however, and does not necessarily fit the current design aesthetic chosen by the community. There are multiple options provided by FPL for street light replacement. Two of these would be appropriate with the overall design aesthetic. The image below reflects the fixture style that would be most suitable and available

through the FPL selection (Cooper - Arbor). The fixture shown on the bottom right (Cooper-Mesa) would also be an appropriate alternate to the fixture shown in the bottom left. If fixtures and poles cannot be produced in silver, black would be the second option.



FPL, Cooper - Arbor Fixture

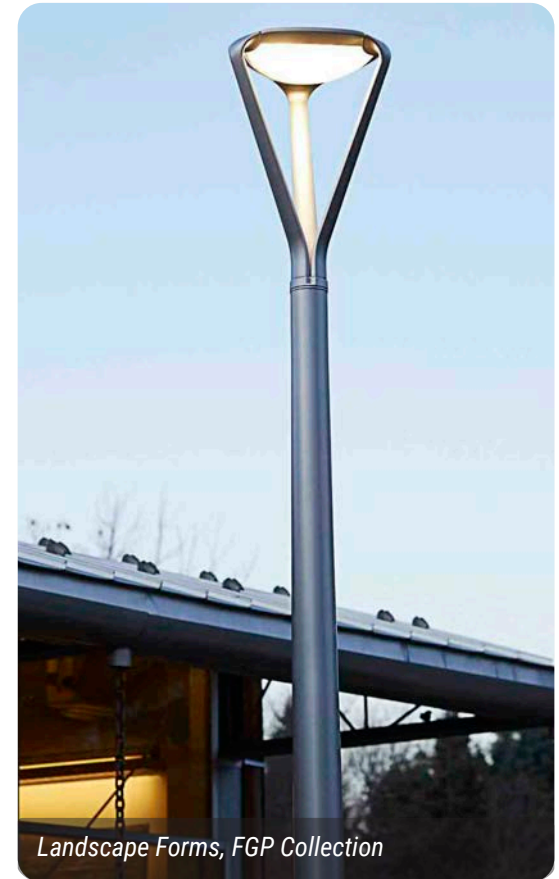


FPL, Cooper - Mesa Fixture and Fiberglass Pole

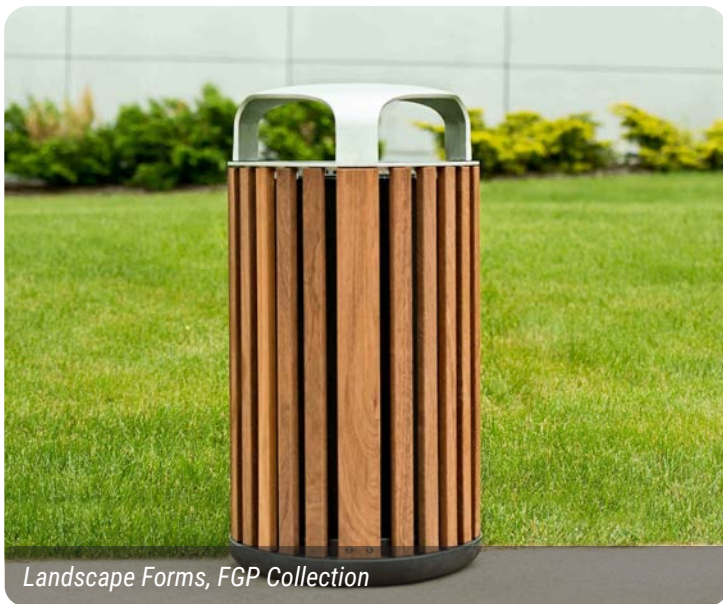




*Landscape Forms, FGP Collection*



*Landscape Forms, FGP Collection*



*Landscape Forms, FGP Collection*



*Landscape Forms, FGP Collection*



*Draffin, Dog Waste Station*



# Landscape

Utilizing a mixture of colors and textures through landscaping will create an attractive visual experience for users throughout the year. Landscape concepts were presented to the Board along with the roadway concepts. The chosen

concept was a semi-formal/semi-informal landscape palette.

The selected plant species below include trees, palms and flowering and evergreen shrubs. These specific species are not meant to be prescriptive, but rather are meant to represent the general aesthetic chosen by the community. Podocarpus and Cocoplum are included as examples of shrubs that can be used to create visual buffers and/or green walls.

The incorporation of Florida-friendly and/or native landscaping will minimize ongoing labor and maintenance costs.



Spider Lily



Yellow spider lily



Green Island Ficus



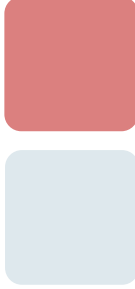
Cocoplum











# APPENDIX

## Appendix A

# Holiday Drive & Finger Streets

Holiday Drive has a wide right-of-way similar to Layne Boulevard. Lighting exists but much of it is set far back from the existing edge of pavement, thus affecting the effectiveness of lighting the street. The City is in the process of coordinating with FPL to potentially provide upgrades to this lighting. The existing asphalt on Holiday Drive is in relatively poor condition. Cracks and wearing of the resurfacing course are evident throughout. In addition, several utility cuts and depressions result in poor rideability.

### General:

- Sea walls in the community are all private with the exception of some small pieces adjacent to the existing bridges.
- No speed humps exist on Poinciana, Alamanda or Tamarind Drives. Asphalt is in a similar condition to Holiday Drive. Sanitary sewer manholes are evident within the street pavement and many require adjustment to be level with the existing road.
- All existing bridges are fairly low profile and appear vulnerable to sea level rise. Decorative light fixtures exist on the bridge pilasters, different from the roadway lighting.
- Sunset Drive has speed humps; this is the central road to the three other islands. Wastewater lift station #10 exists on the north side of Sunset Drive.

### Considerations:

- If utility lines are converted to underground, the placement of transformers and other utility boxes will need to be accommodated and will need to be coordinated for placement within the right-of-way and landscape to minimize visual impact.
- Throughout the neighborhood residents have installed landscape, driveway improvements including specialty pavers, lighting and presumably irrigation within the right-of-way. Any major reconstruction should realign the roadway centerline so impact into the encroached right-of-way is equal on both sides.
- Holiday Drive has a larger right-of-way than the remaining finger streets and will allow more flexibility in re-design.
- Roads, at a minimum should be re-paved and some areas will likely require full reconstruction.



Several designs concepts were created and narrowed down to three by the GISND that may be appropriate for future consideration within the community and are shown on the following pages.

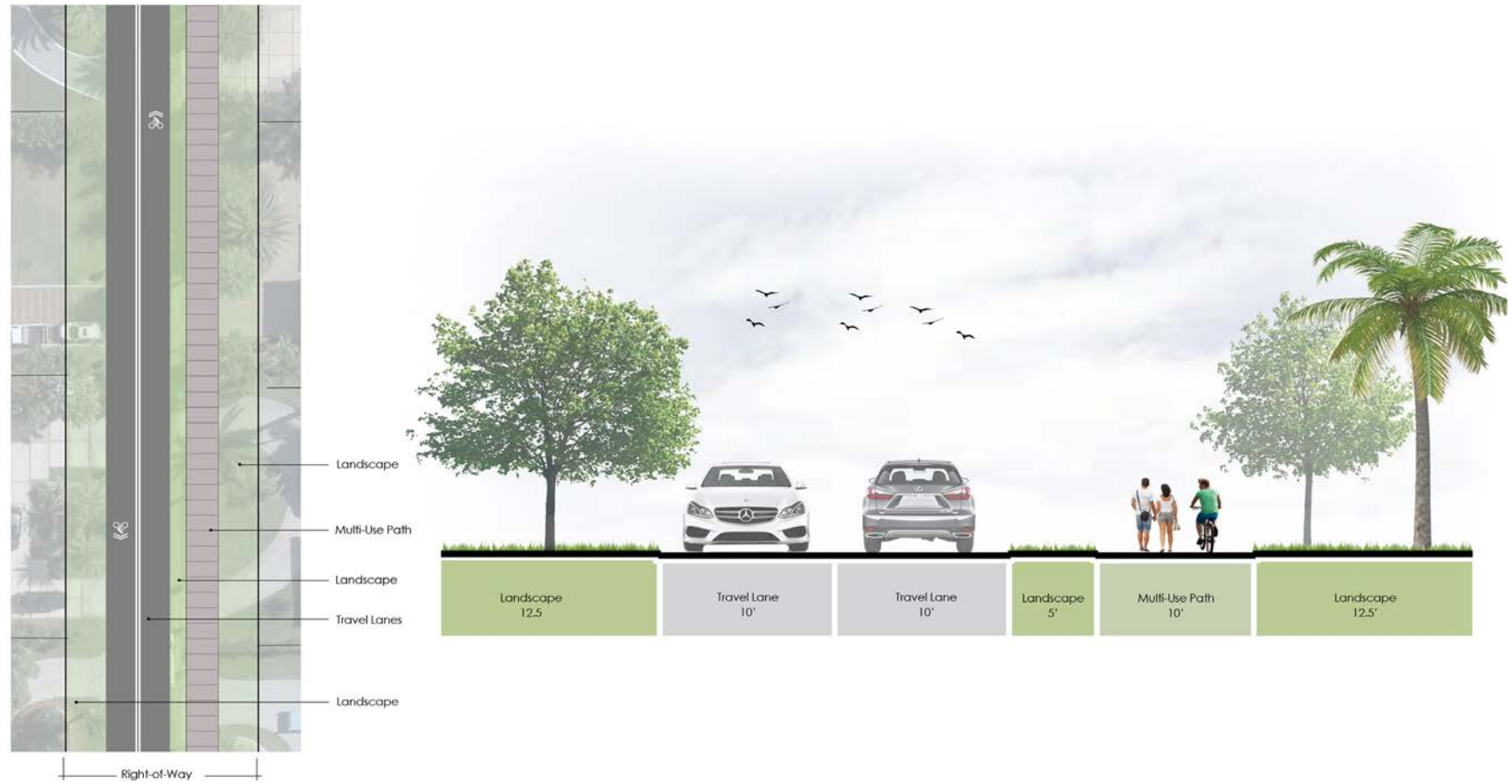




## Concept 1

The first concept has the least amount of visual change on the streets. In this concept the roadway lanes are formalized and widened slightly to accommodate 12-ft. shared (vehicles and bicycles) travel lane.

Each concept assumes that streets will remain uncurbed, therefore a landscape strip has been incorporated to separate the travel lane from a pedestrian sidewalk that would be installed on one side only.

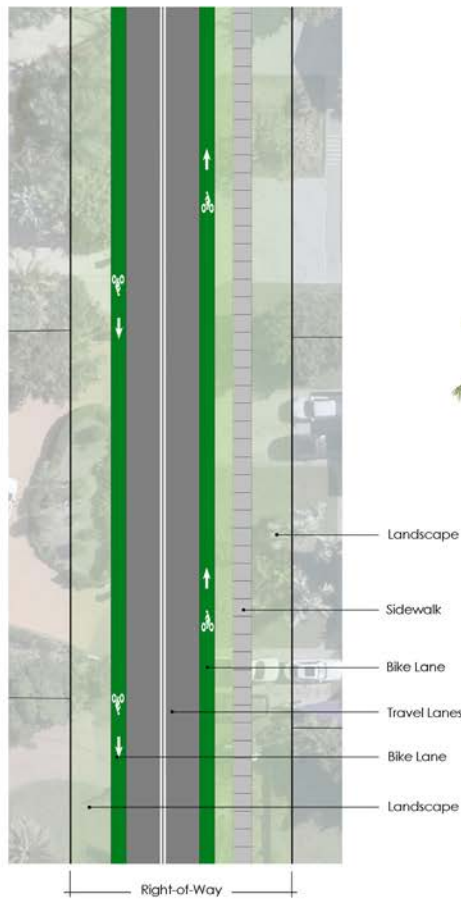


## Concept 2

The second concept evaluates removing the shared-use component of the travel lanes, narrowing the width from the prior concept and slightly narrower than what likely exists throughout the neighborhood today. This supports traffic calming.

In this concept a landscape strip is installed to provide a buffer for a multi-use path for both pedestrian and bicycles on one side of the street.





### Concept 3

The third concept incorporates the greatest change. The most noticeable change in this concept is the inclusion of dedicated on-street bike lanes in both directions.

Like the prior versions, this includes a landscape strip that would provide a buffer for a sidewalk installed on one side of the street.

## Appendix B

# Cul-de-sacs

There are ten cul-de-sacs within the community at the finger street ends. Currently, they are covered entirely in asphalt, a typical design treatment.

In several locations, homeowners have enhanced landscape treatments within the right-of-way at the street terminus and adjacent to the cul-de-sacs. In several locations, homeowners have expanded driveway widths at the cul-de-sacs much wider than would typically be designed or permitted along a street frontage. Most of these appear to have also been enhanced with specialty pavers.

Typically, cul-de-sacs are not considered the most attractive terminus of a street. However, the existing landscape and driveway enhancements adjacent to most of the cul-de-sacs somewhat minimizes the overall appearance of the large asphalt area. Regardless, other enhancements may be considered.

These generally include use of additional paving materials, or central features such as fountains, sculptures, landscape, or a combination of these.

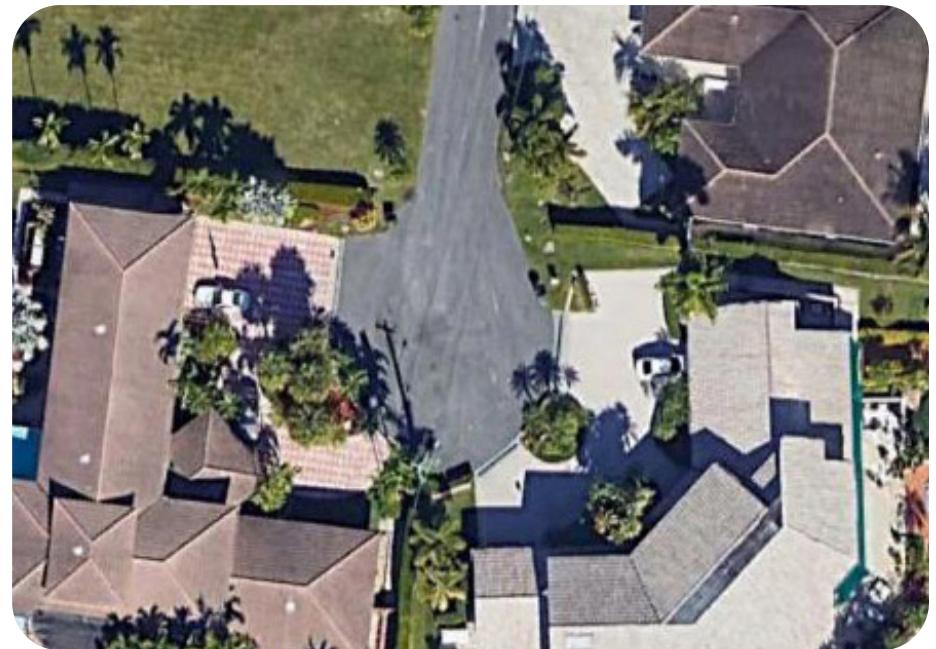
Due to the variation of specialty pavers already installed on driveways, this would not be a suitable option for the cul-de-sacs. Installation of fountains as central features can have a dramatic impact but are very costly and maintenance heavy. Public art can also provide a dramatic visual impact but is very subjective and costly.

The most suitable option for enhancements within the cul-de-sacs would be installation of some type of landscape feature. This could be done fairly minimally by removing a portion of the asphalt and subbase, then fill with quality soil and supplements. If native landscape materials are used and installed during rainy season, there may be limited to no need for irrigation - although it would likely benefit from adjacent homeowner watering while becoming established.

A more substantial improvement would include removing a larger portion of the cul-de-sac to formalize a central landscape area. The current width of the cul-de-sacs should accommodate necessary turning radius for emergency vehicles. Use of mountable curbing and adjacent banding of specialty pavers could be used as part of the necessary turning radius or additional turning movement.

The above-mentioned considerations are summarized below:

1. Limited asphalt removal and installation of a signature landscape element.
2. Larger area of asphalt removal, installation of mountable curb, paver banding, and limited landscape.
3. Larger area of asphalt removal, installation of mountable curb, paver banding, enhanced landscape, irrigation and lighting.







## ■ Appendix C

# Layne Boulevard Guardhouse to Hallandale Beach Boulevard

At the onset of the planning process, it was anticipated that the final design concept may be extended beyond the guardhouse towards Hallandale Beach Boulevard.

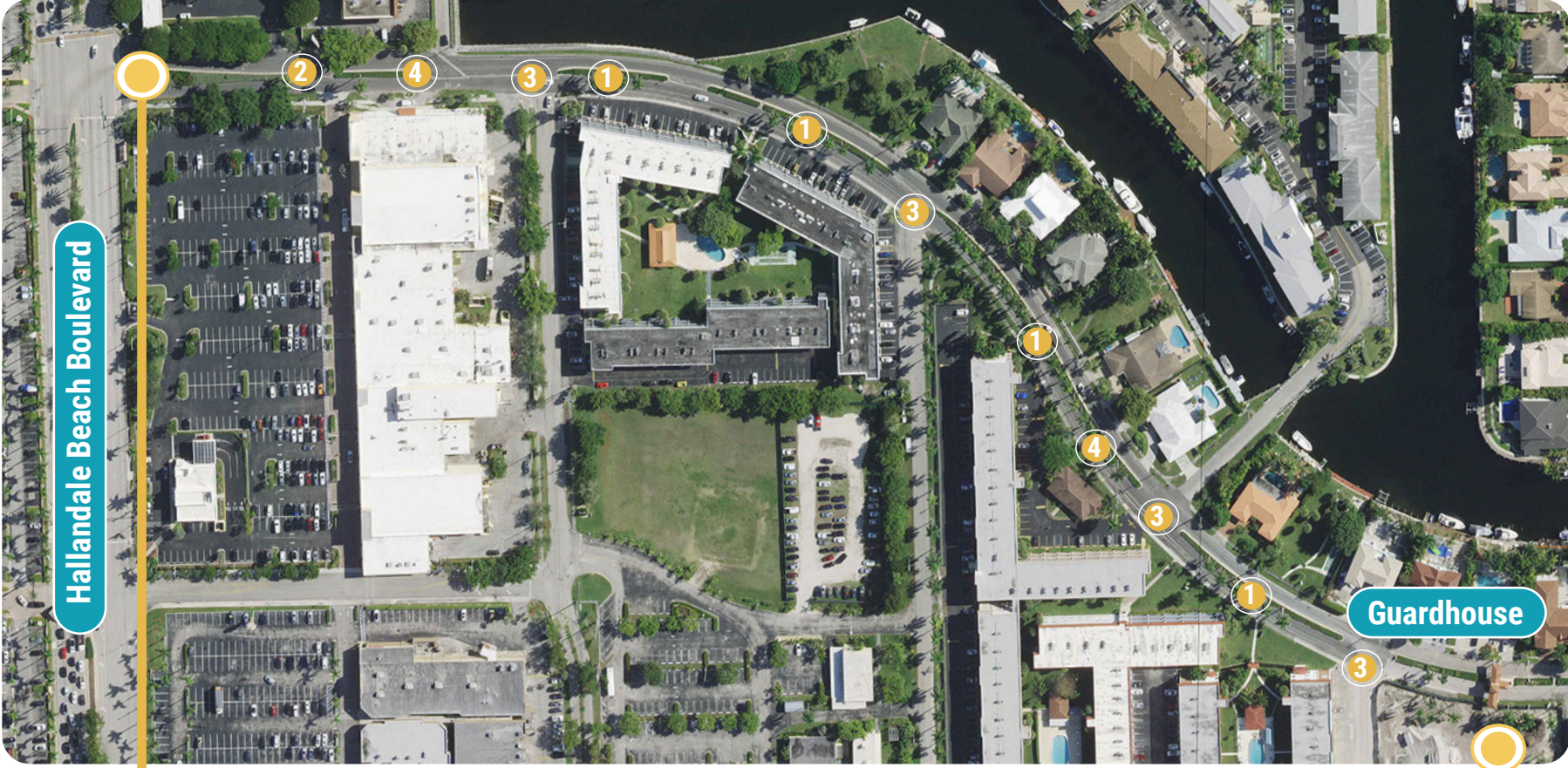
As the various design concepts were developed that led to preferred concepts and later a final concept, it was apparent extending that concept to Hallandale Beach Boulevard was unlikely. This is in large part due to the existing on-street parking and parking access to condominium units along this segment and the anticipated parking reduction and impact on their properties.

There are a number of areas in which other improvements may be made that would help create a more cohesive overall Layne Boulevard from Hallandale Beach Boulevard through the neighborhoods to Holiday Drive.

These improvements may include additional landscape installation or landscape replacement within the medians to match future landscape selections within the primary study area, incorporation of similar lighting, future signage, and intersection improvements.

- 1 Landscape within the existing medians are predominantly evergreen shrubs and Royal Palm trees. During reconstruction of Layne Boulevard within the vision plan area, the medians beyond the guardhouse could be improved with installation of additional landscape materials to match what is installed within the Golden Isles community.
- 2 Installation of specialty pavers at the initial segment of Layne Boulevard will provide immediate recognition to the driver or pedestrian of a defined community area.
- 3 Street intersections could be replaced with specialty pavers and a paver design that mimics what is installed within the Golden Isles community will help enhance the overall cohesiveness.
- 4 Use of similar furnishings (including bollard lighting, pedestrian lighting, and FPL street lighting) along the roadway will also further unify the full length of Layne Boulevard.





Implementation of the preferred concept throughout this segment is unlikely due to the impact on adjacent multi-family properties. However, select improvements may be made during reconstruction within the Golden Isles community to better blend these segments.

## ■ Appendix D

# Additional Considerations

## Resiliency

Any capital improvement project or other neighborhood and site improvements within communities should incorporate resiliency elements as a part of the design and development process.

The roadway reconstruction within Golden Isles will create opportunity for such efforts. The following considerations may be useful in future detailed design of Layne Boulevard, followed by considerations for private homeowner seawalls.

### Roadways:

New roadway work shall consider reconstruction at higher elevations to alleviate sunny day flooding. This raising of the roads requires a very managed approach so that private property is not adversely affected by higher roadway elevations. Often times the highest roadway elevation is limited by the private property conditions and this will require more detailed studying and analysis. The community would benefit from supporting a design that incorporates more pervious area and less paving, and this can be encouraged in both public spaces and within private property.

### Utilities:

Utility infrastructure is critical and shall be a priority for incorporation of resiliency measures. Utilities including power, phone, and cable should be relocated underground when feasible to provide more reliable service and minimize interruptions and damage after storms. Stormwater infrastructure should be studied and designed to maximize capacity and modeled for future higher tidal conditions. New lighting shall be energy efficient with LED fixtures.

### Coastal:

The community's coastal infrastructure is primarily composed of private seawalls at the rear of homes and some minor portions adjacent to the bridges which are part of the public right-of-way. Because the seawalls are private, all residents are encouraged to assess and raise seawalls to prevent rising tides from spilling over and to defend against storm surge. The bridges and adjacent seawall pieces should be reviewed and studied to determine the feasibility of raising them.

## Parking

The head-in parking located along Layne Boulevard is reflective of development patterns of the time. More contemporary design patterns would avoid requiring vehicles to back into the main travelway in a residential community for driver and pedestrian safety.

The current parking configuration does not meet current land development code regulations. Any future reconstruction of the parking would require that parking be improved to conform to current code requirements. Additionally, existing parking spaces encroach within the public right-of-way. Based on direction provided throughout this process, final concepts assume reconstruction of the condominium parking, including shifting parking approximately 4-ft. west to ensure all parking is outside of the right-of-way.



Through on-site evaluations, it also appears that at the rear of the condominiums parking has encroached beyond the current property lines.

At the time of detailed design, a parking evaluation should be conducted to further assess parking options for residents within the condominiums to ensure adequate parking supply during reconstruction.

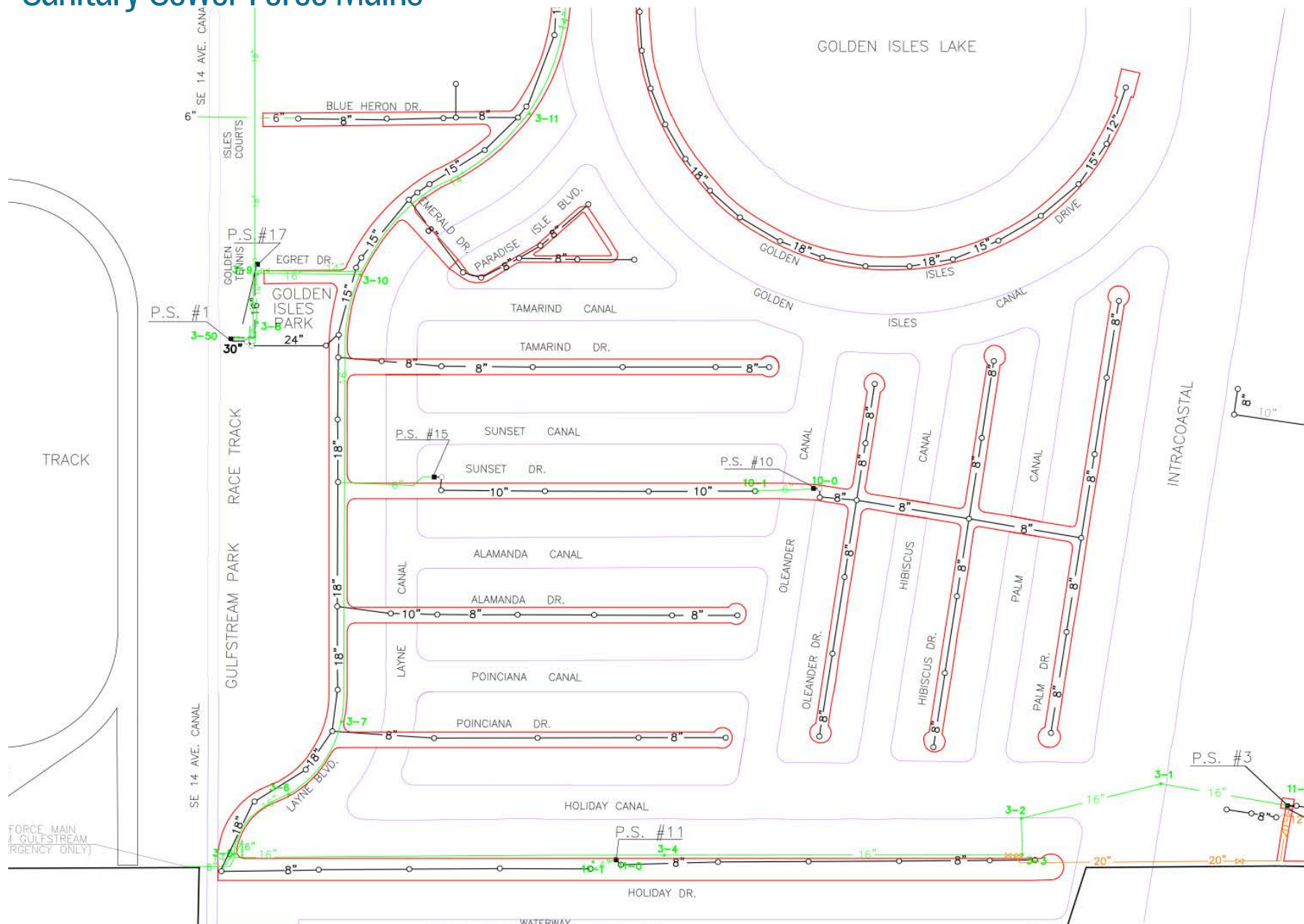
It is also likely that during reconstruction there may be variances required to accommodate future parking.

## Undergrounding Utilities

If overhead utility lines are converted to underground, the placement of transformers and other utility boxes will need to be accommodated. This will apply both along Layne Boulevard and along the Finger Streets if utilities are at some time undergrounded. This will also further impact existing parking along Layne Boulevard, and will be a visual consideration for landscape and location along the roadways.

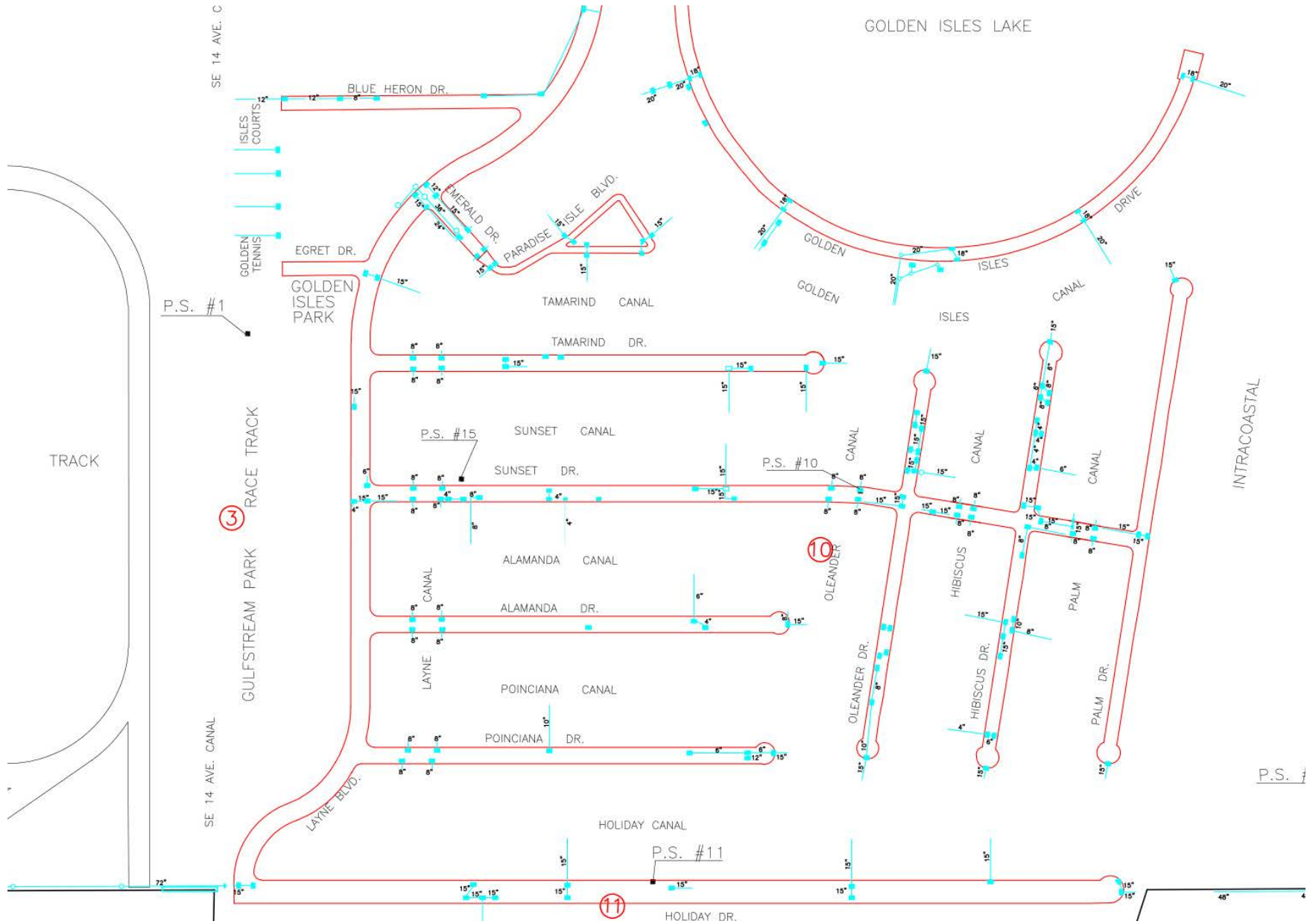
## Appendix E - Utilities

### Sanitary Sewer Force Mains

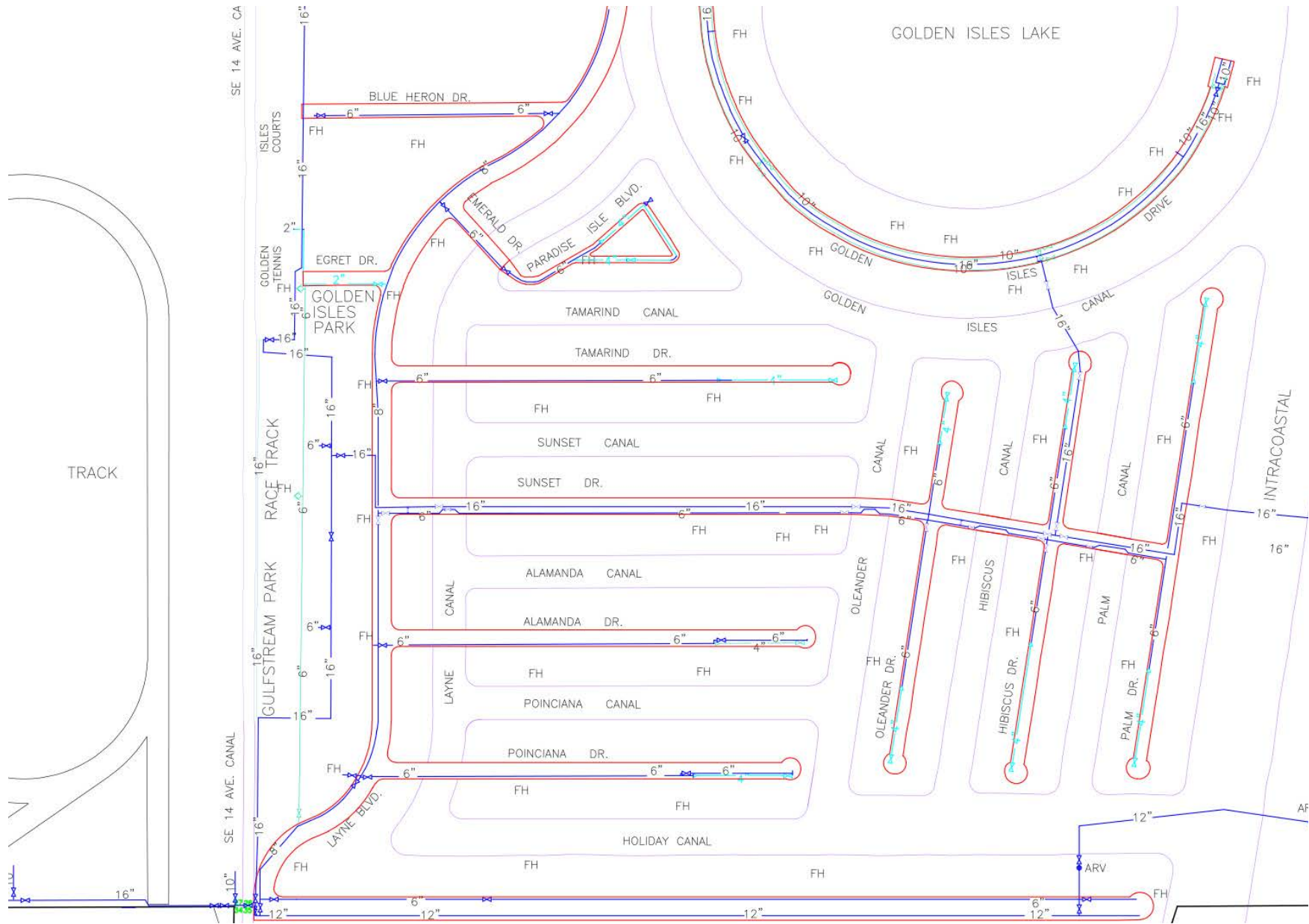




# Storm Drains



Water Mains





## Hydrant Locations



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GOLDEN ISLES VISION PLAN