

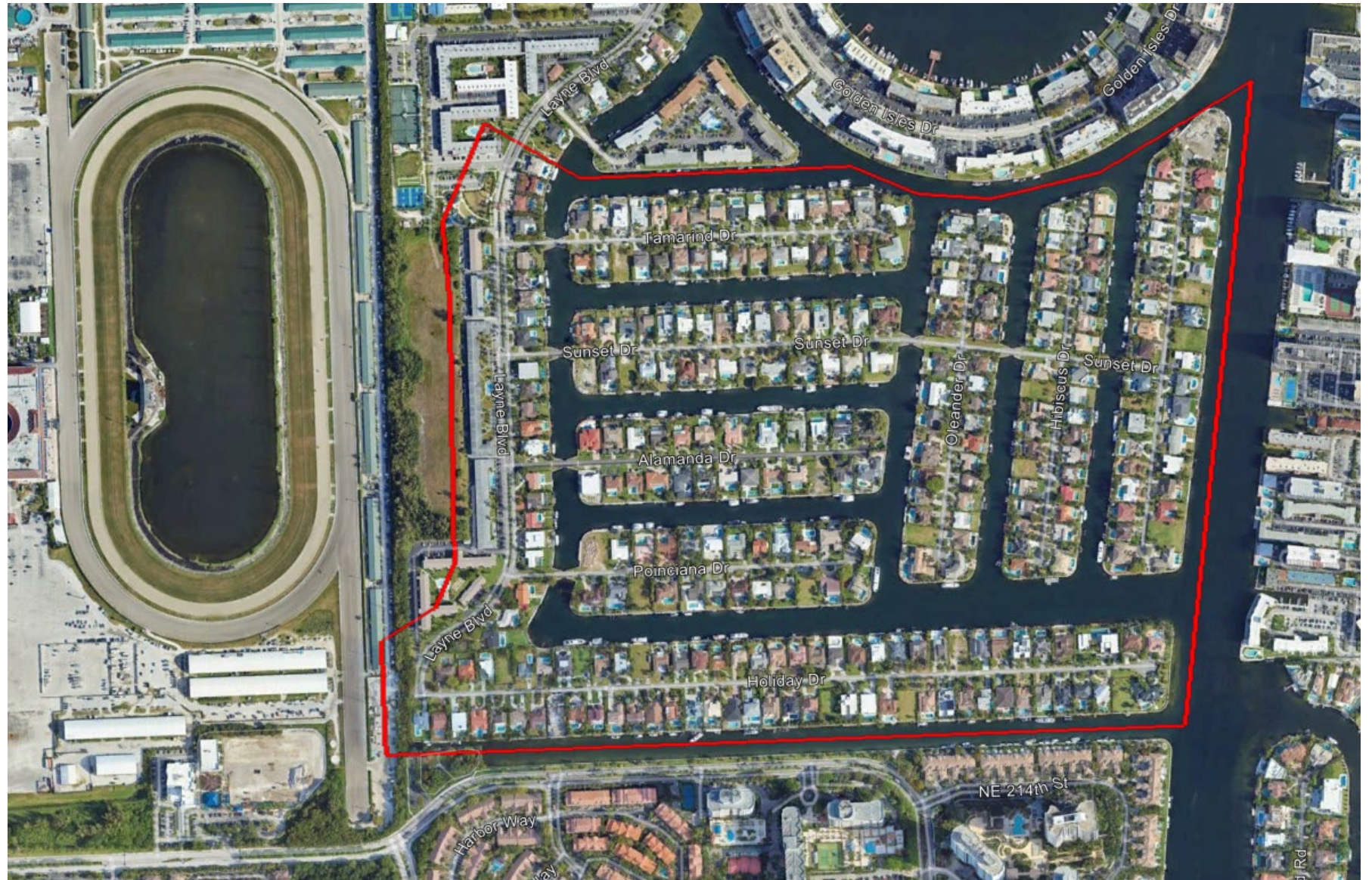


GOLDEN ISLES VISION PLAN

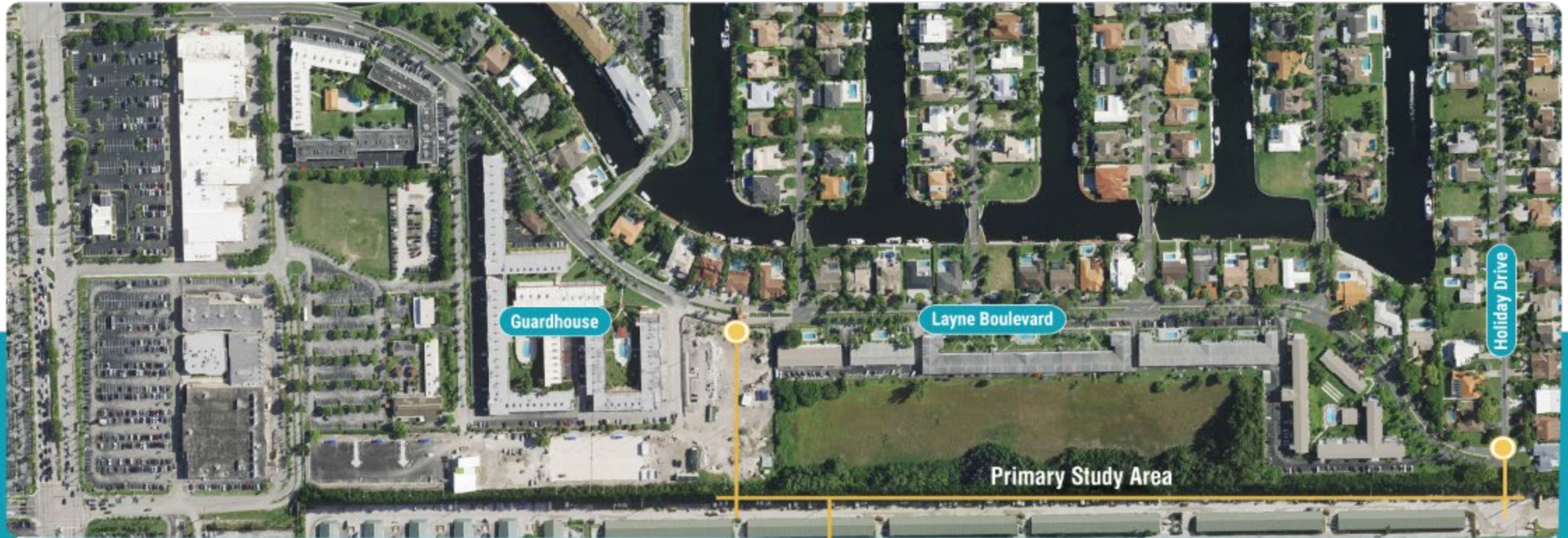
City of Hallandale Beach, Florida 
Hallandale Beach



Overall Project Area



Layne Blvd Entry Road



Layne Boulevard between the guardhouse and Holiday Drive

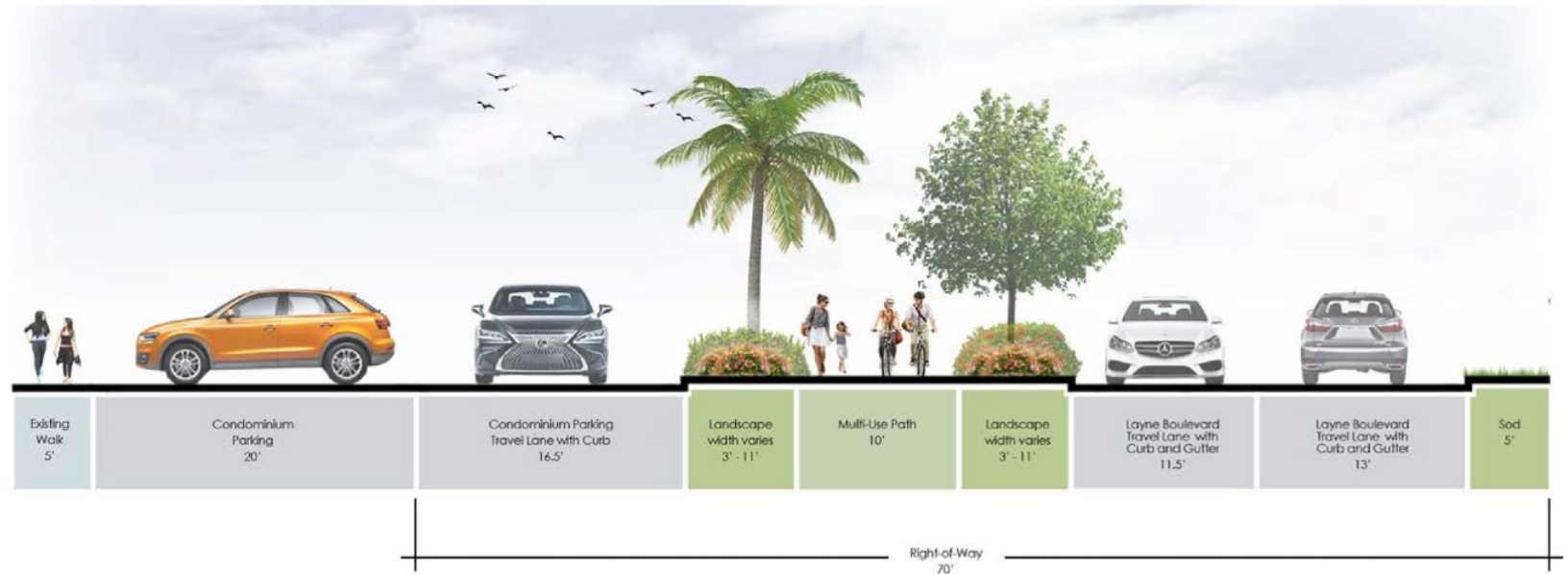
Layne Boulevard Challenges

- Fire Department Width – Additional width required by the Fire Department has shifted more priority to the service road.
- Utility Encroachment – Location of utility poles has impacted the use of the R/W
- Condominium Impacts – Current encroachment and use of R/W will result in multiple impacts to parking and amenities.
- Residential Impacts - Projected layouts will significantly encroach into the swale area along the east side of Layne resulting in the loss of “front yard” space, trees and ornamentals.
- Undefined Funding – No defined funding other than potential neighborhood assessments

Vision Plan Proposal

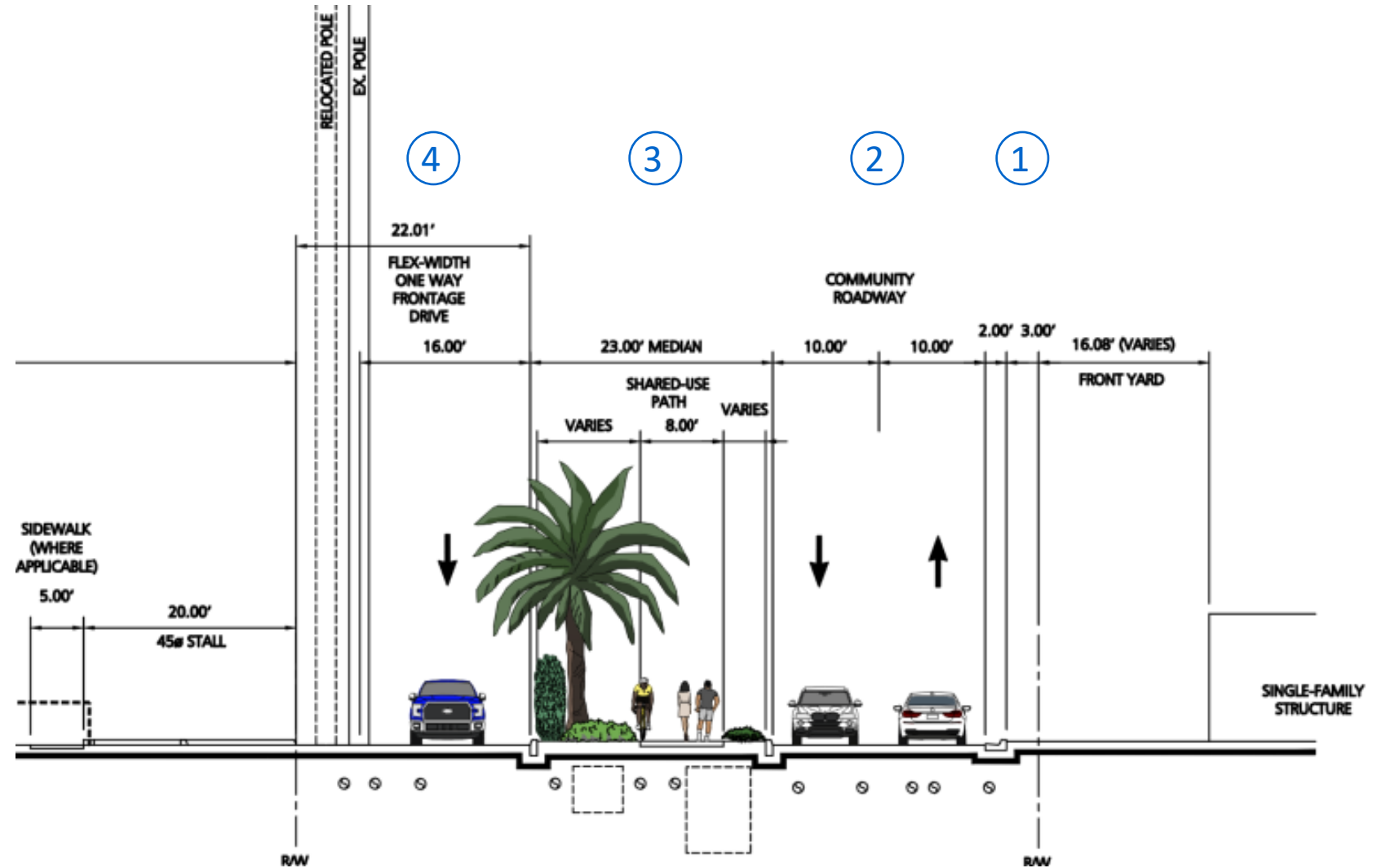


- ① Landscape (5')
- ② Two-Way Travel Lane With Curb & Gutter (24.5')
- ③ Multi-Use Path (Pedestrian & Bicyclist) (10')
- ④ Landscape (varies, 14' overall)
- ⑤ One-Way Travel Lane with Curb & Gutter (16.5')
- ⑥ Angled Parking (20')
- ⑦ Sidewalk (5')
- ⑧ Right-of-Way



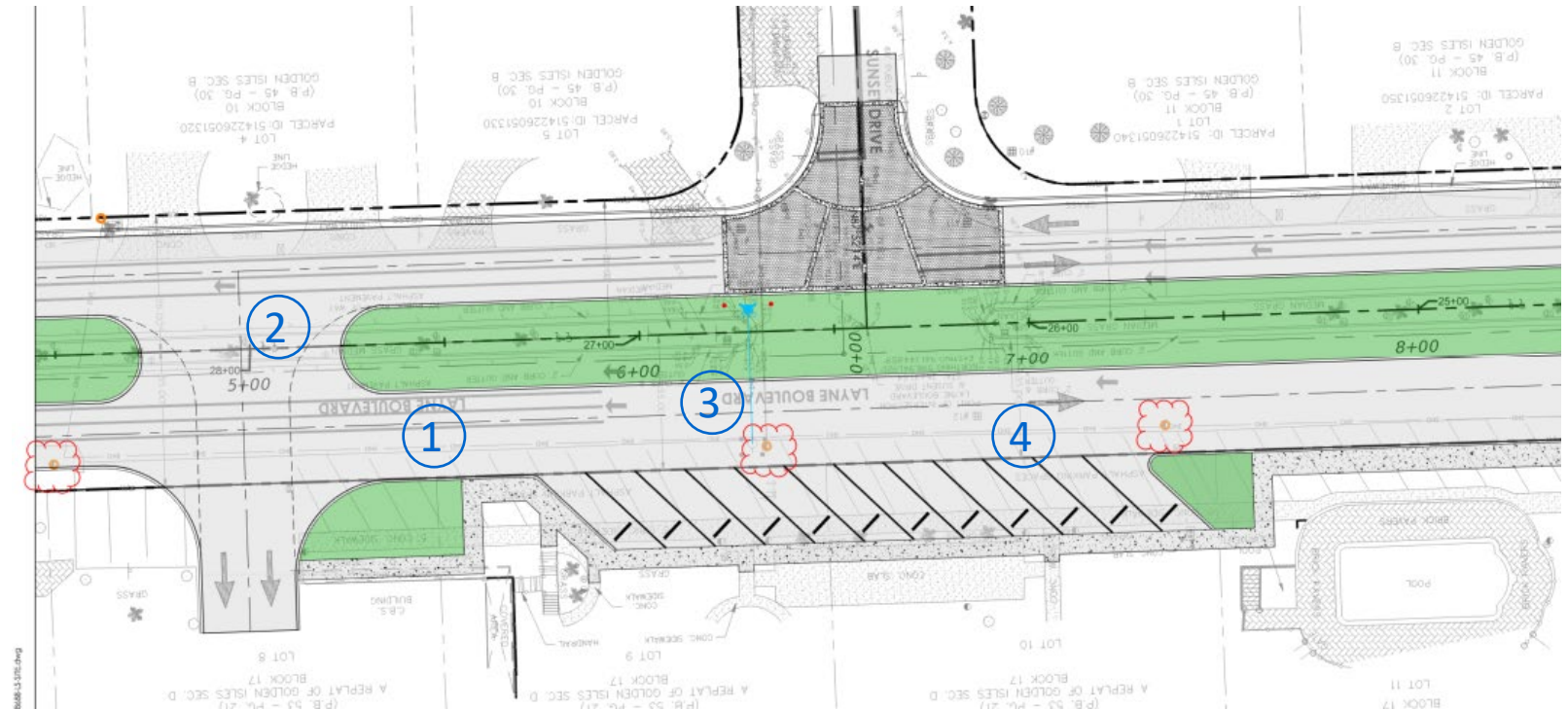
Impacts to Proposed Cross Section

1. Residential Front Yard swale reduced from 5' to 3'
2. Primary Roadway reduced from 22' to 20'
3. Median reduced from 25' to 23'
4. Secondary Road Increased from 16.5' to 22'



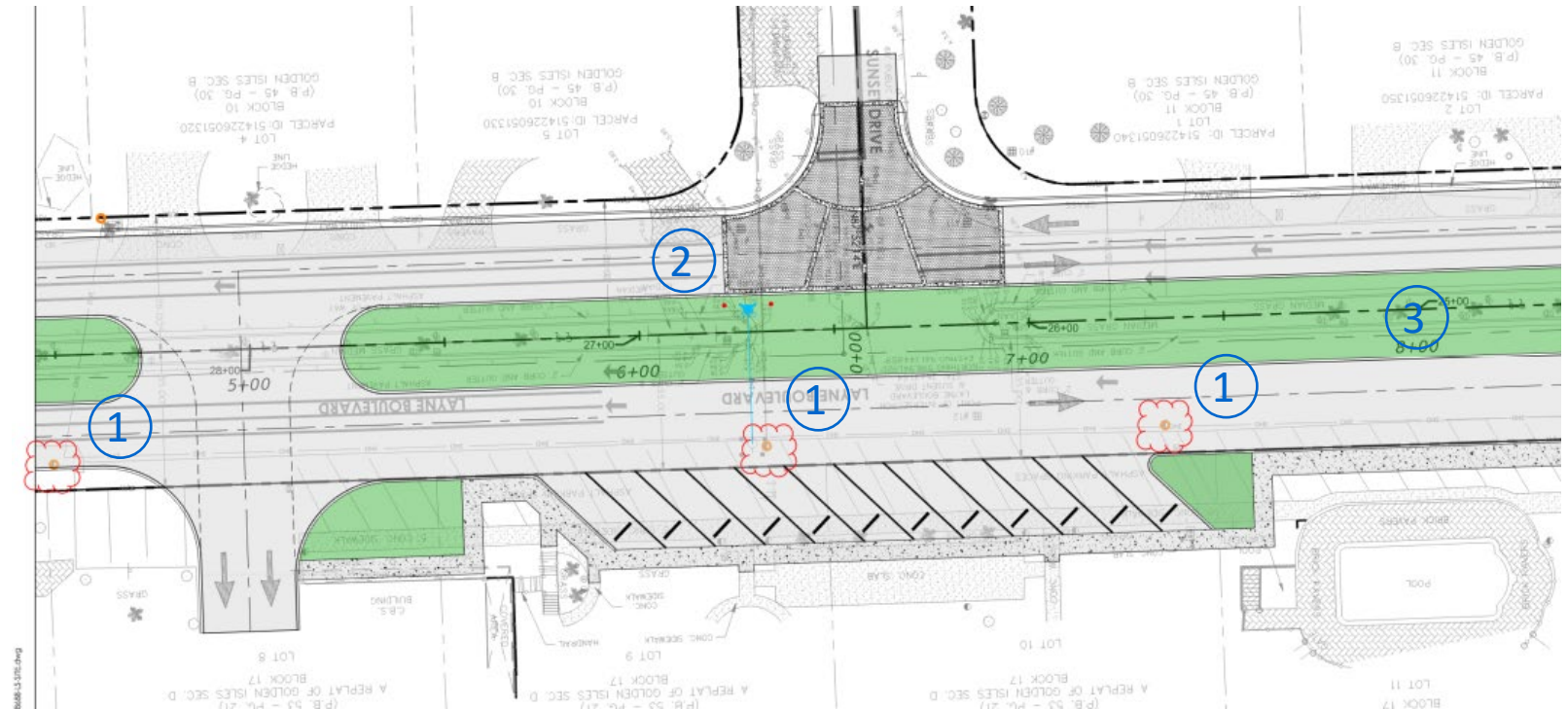
Fire Department Impacts

1. Requested 20' in Service Lane. Negotiated to 18' minimum. Utility Impacts Exacerbate This Challenge
2. Requested Turning Radius Movements throughout Service Lane Resulting in Much Wider Openings in Median
3. Concerned about Fire Hydrant Access No Longer on the Main Road Resulting in Relocation to Median
4. Concerned about Ladder Access Due to Overhead



Utility Impacts

1. FPL Overhead Poles are Significantly Within the R/W Impacting the Available Width
2. Fire Hydrant Location Set Away from R/W. Resulting in Relocation to Median
3. Congested Utilities Under Future Median Will Impact Potential Plantings
4. Approximate Location of Right-of-Way Line



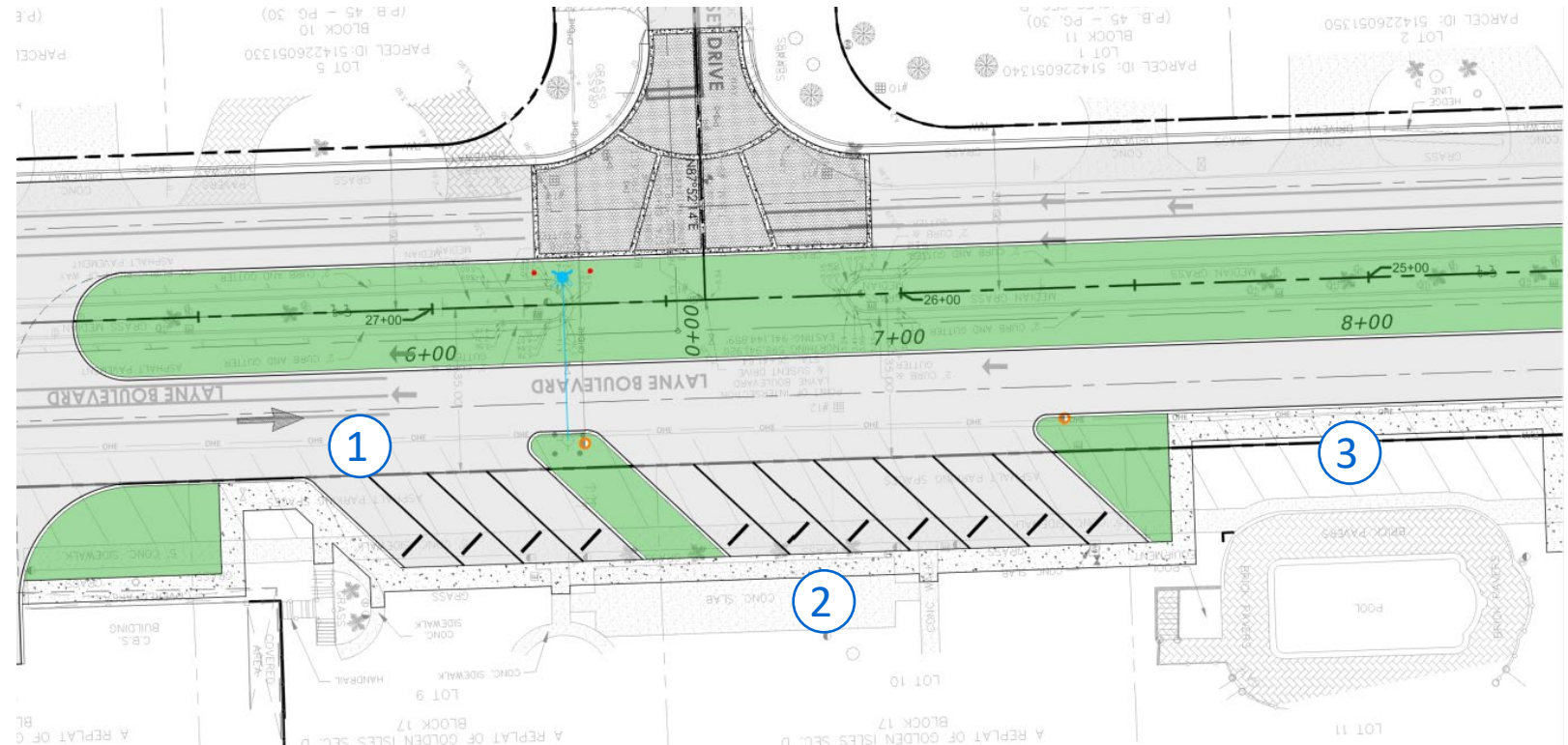
FPL Pole Locations

1. FPL has Undertaken a Hardening Project to Replace the Existing Wood Poles with Concrete Poles
2. They are Generally Set Closer to the R/W Line but Still Offset.
3. Actual Locations Not Available in Survey Since They Were Installed After Data Collection



Condominium Impacts

1. Existing Parking was Substantially Encroaching on the R/W and was Undersized. When Reset to Proper Location and Size it Pushes Further into the property
2. Current Drawings Cause Impacts to Community Amenities such as Shuffleboard Courts, Walkways and Buildings
3. Parking is Reduced Due to Utility Impacts, Fire Geometry and Size Constraints. See Next Slide for Details

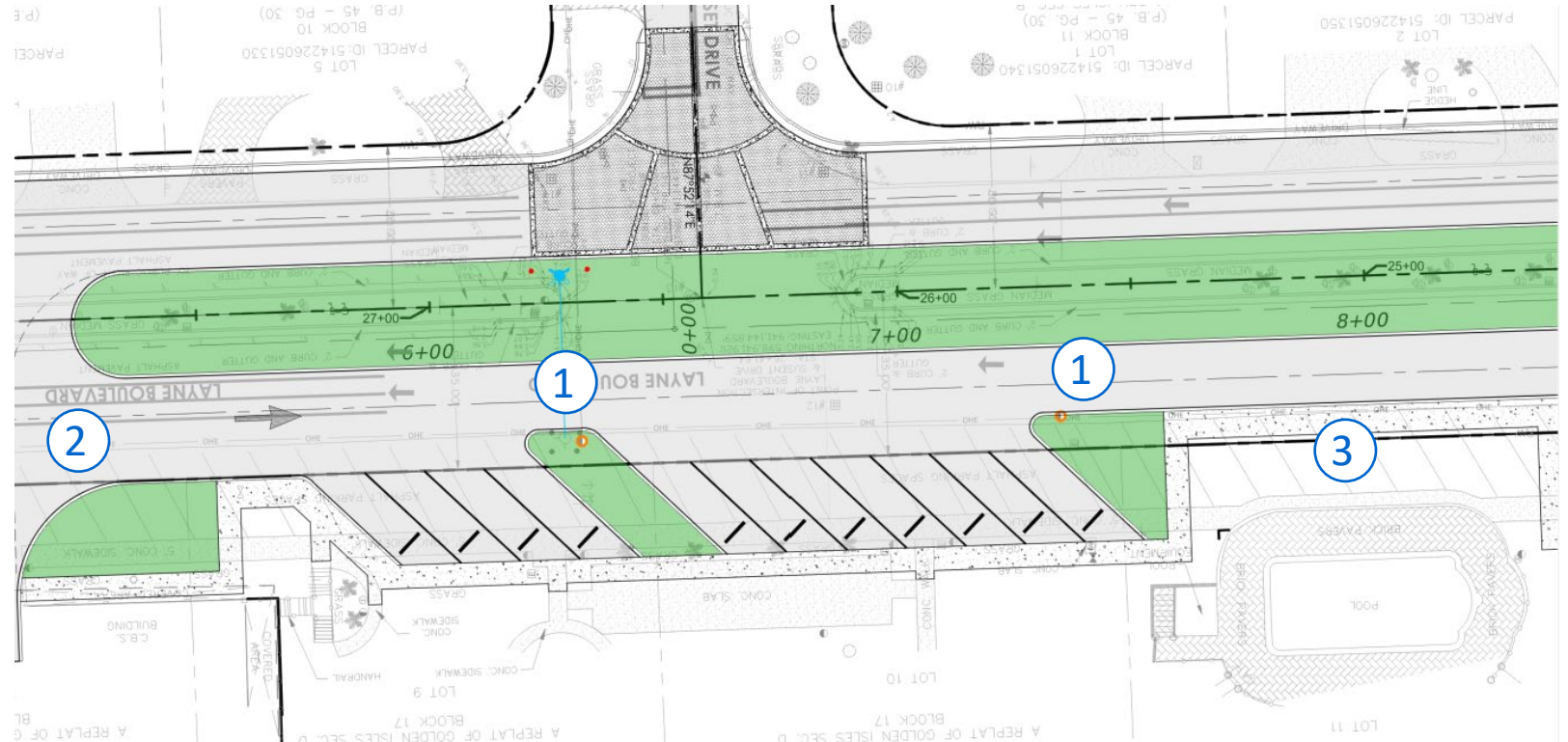
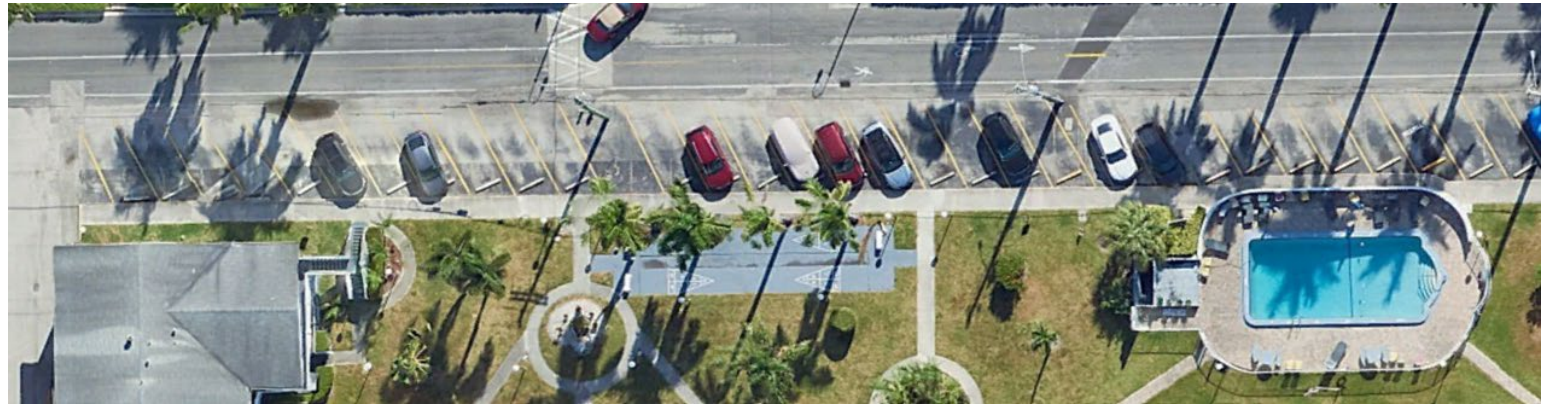


Parking Impacts Specifics

1. Utilities will Require Landscape Islands to Surround Poles to Remain Resulting in the Loss of Spaces and Constriction to the Service Road
2. Existing Parking Cannot Remain Near Intersections to Allow for Larger Turning Radius
3. Parking will Not Fit While Maintaining Major Amenities Such as Pool

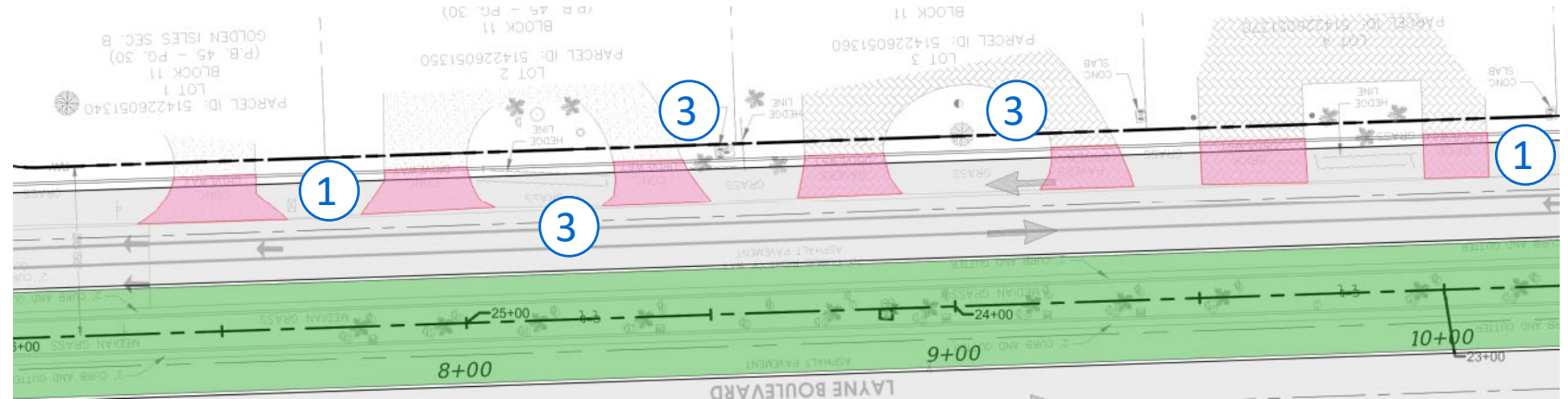
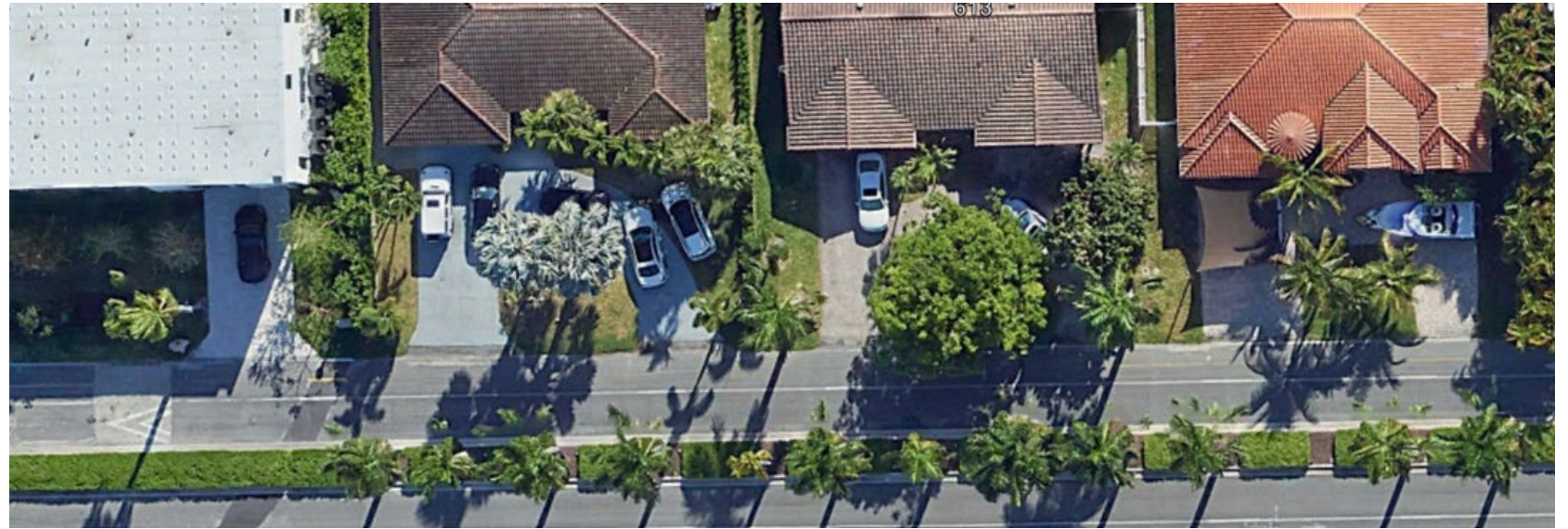
Expected Loss of Approximately Half of all Current Spaces

Significant Impact to the Condominiums for Usage Reasons and for Code Compliance.



Residential Impacts

1. Significant Removal of "Perceived" Front Yard
2. Demolition of Significant Portion of Driveways
3. Loss of Trees and Landscaping
4. Various Monuments, Mailboxes, etc



Residential Impacts - Corners

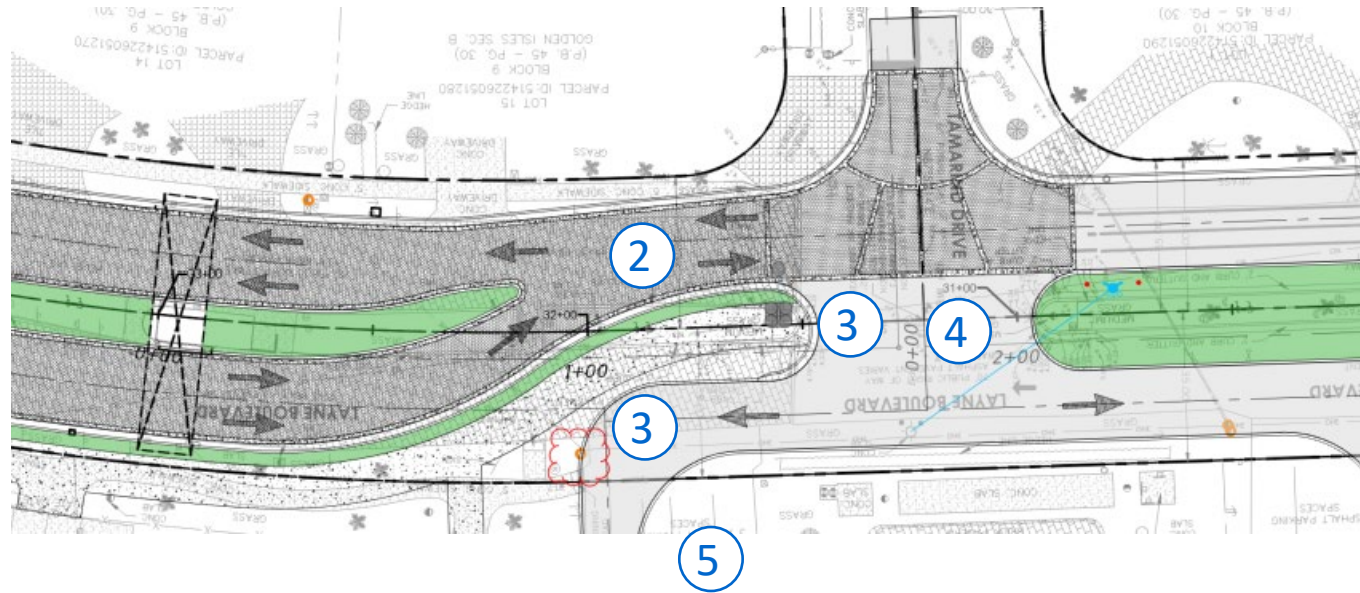
1. Several Locations Have Residential Driveways at the Existing Corners
2. Shifting of Road Puts Driveways at Challenging Locations not in Accordance with Current Standards



Entry Options

Initial Proposal

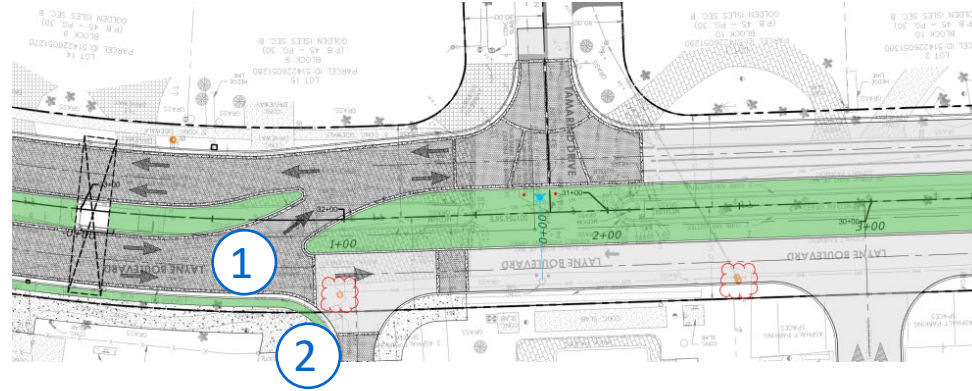
1. The Originally Proposed Entry Split Just Beyond the Guard House
2. Shifting of Road Makes the Constriction More Pronounced
3. Fire Turning Movements Requires Wider Openings and Corners to Accommodate U-Turn
4. Additional Median Opening (for Fire Movements) Deprioritizes Pedestrians in Favor of Vehicles
5. Proposed Parking Spaces Will Not Fit



Entry Alternatives

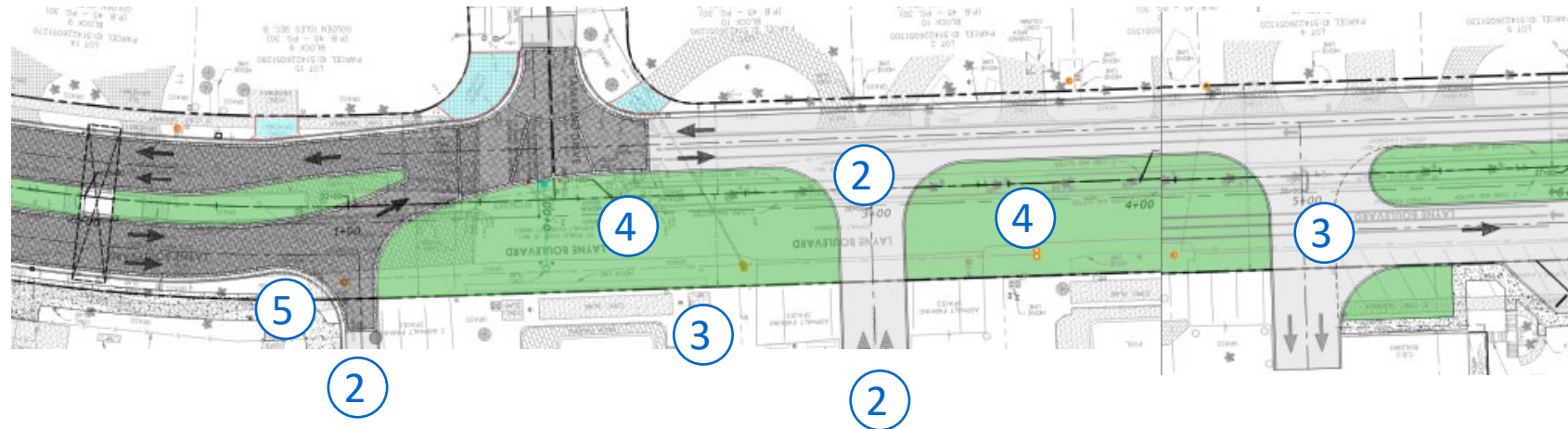
Open Alternate - Consider Leaving Service Road Open on North End for Direct Access

1. Makes Access to Service Road Much Easier
2. Existing Pole Will Need to be Relocated
3. Would Need Heavy Striping and Signage to Direct Through Traffic to the Correct but less Obvious Route



Delayed Shift Alternate – Consider Keeping Traffic Together Until Past the Point Where the I-Turn is Needed

1. Move the Traffic Shift to After the Condo Driveway so that it Does Not Need U-Turn.
2. The Next Two Intersections Will Be Standard Tee Intersections with Easy access
3. Service Lane Would Start Farther South
4. Provides Additional Opportunities for Landscaping and Path (not shown for clarity)
5. Existing Pole Will Need to be Relocated
6. Still Eliminates Parking Spaces but Provides Improved Maneuverability.

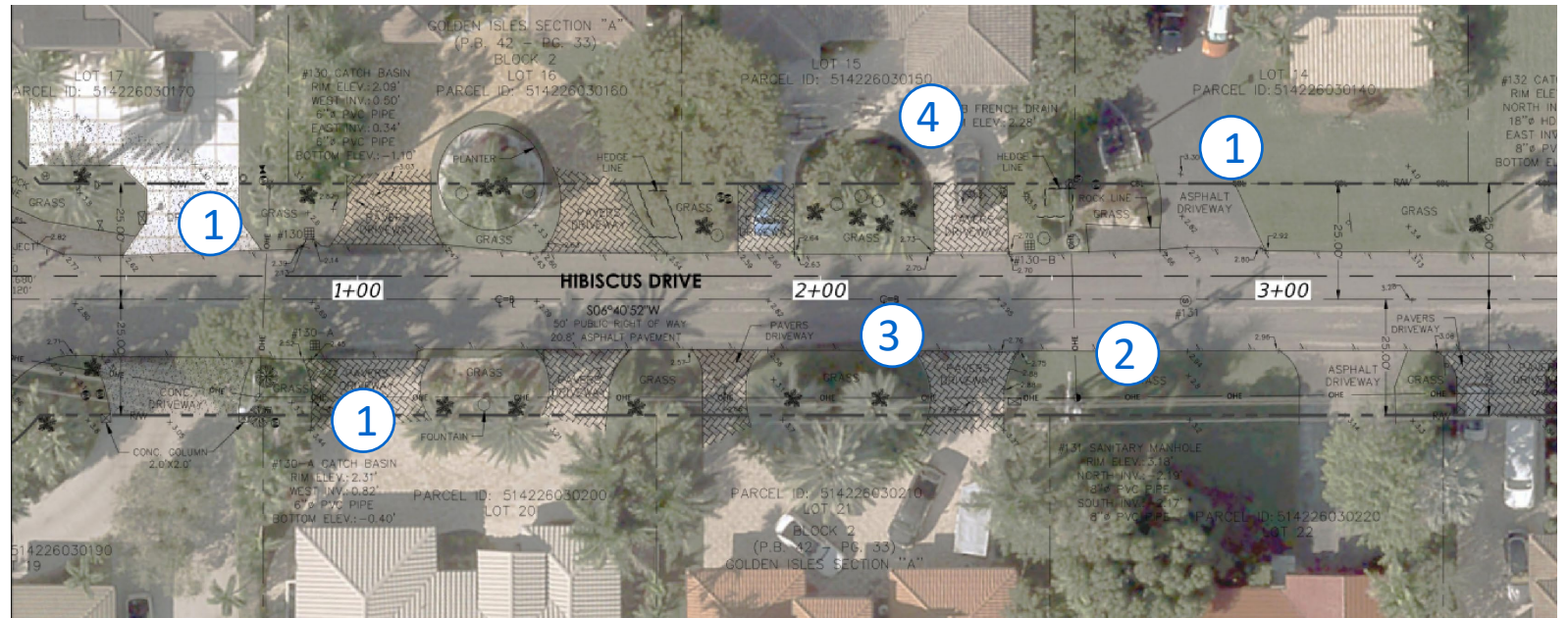
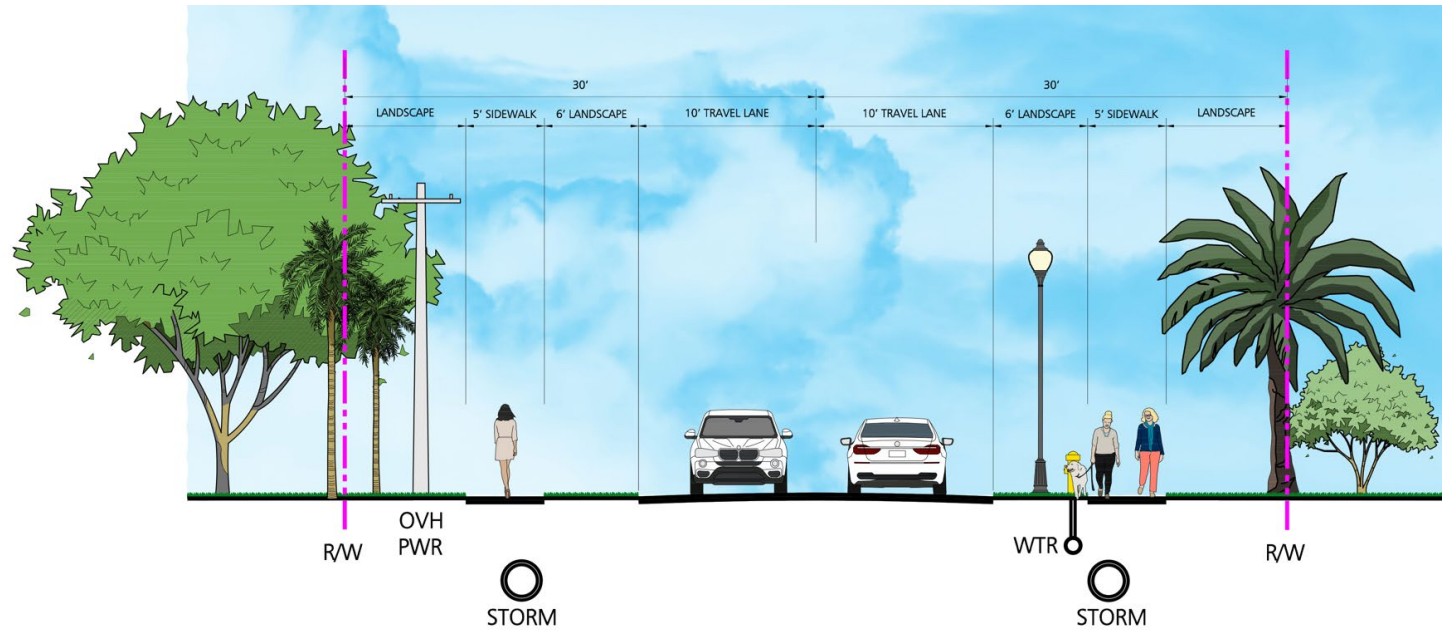


Finger Street Scope – Double Sidewalk Option

Undefined Level of
Improvements for the Streets
Beyond Layne Boulevard.

Multiple Variations are Possible

1. Various Customized Driveways Impacted
2. Existing Power Poles
3. Existing Trees & Landscaping Impacted
4. Current Parking Utilization
5. Ornamental Impacts – Mailboxes, Statuary,

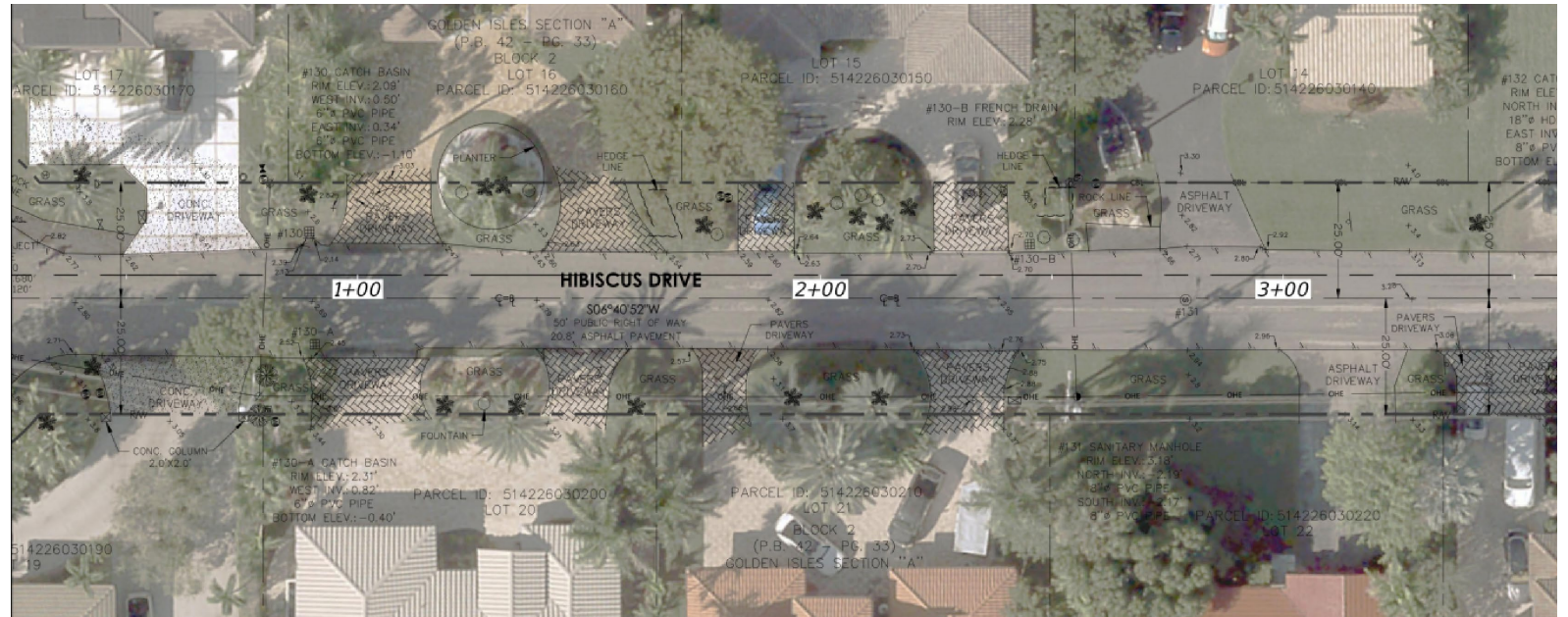
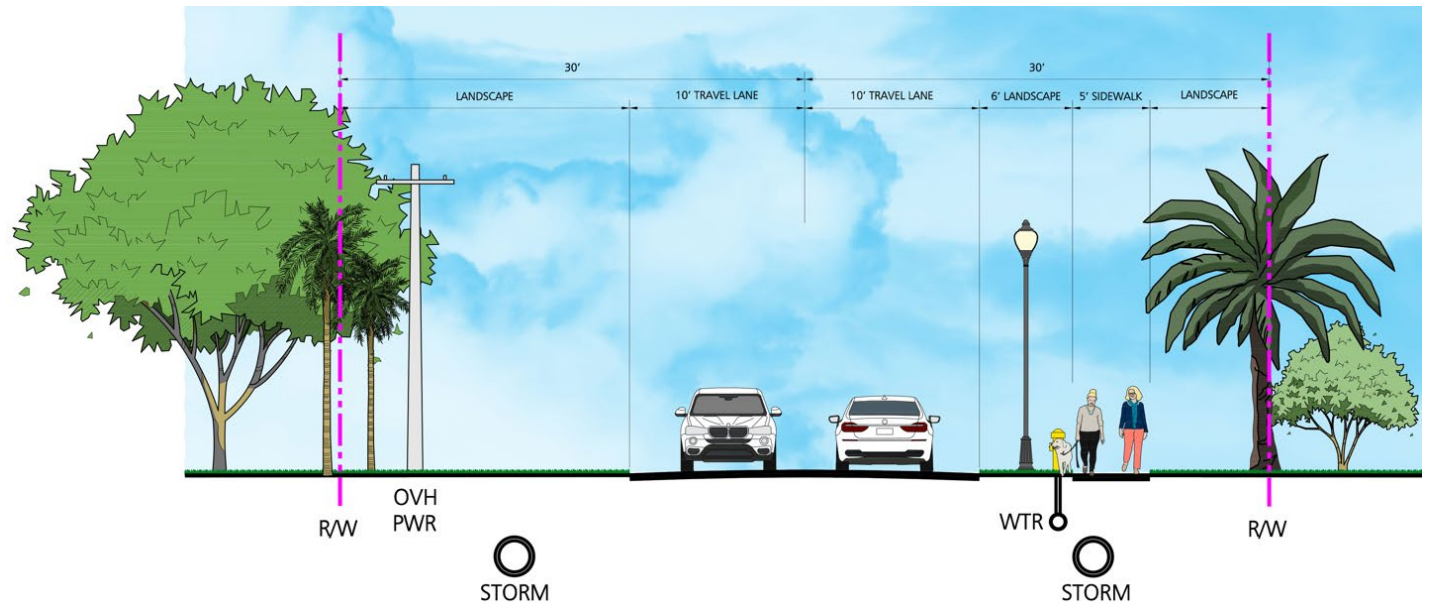


Finger Street Scope – Single Sidewalk Option

Undefined Level of
Improvements for the Streets
Beyond Layne Boulevard.

Additional Implications

1. Which Side Gets the Sidewalk & Impacts?
2. Should the Roadway be Shifted to Center the Improvements and Share the Impacts?
3. Should All Finger Streets Get the Same Sidewalk Scope?

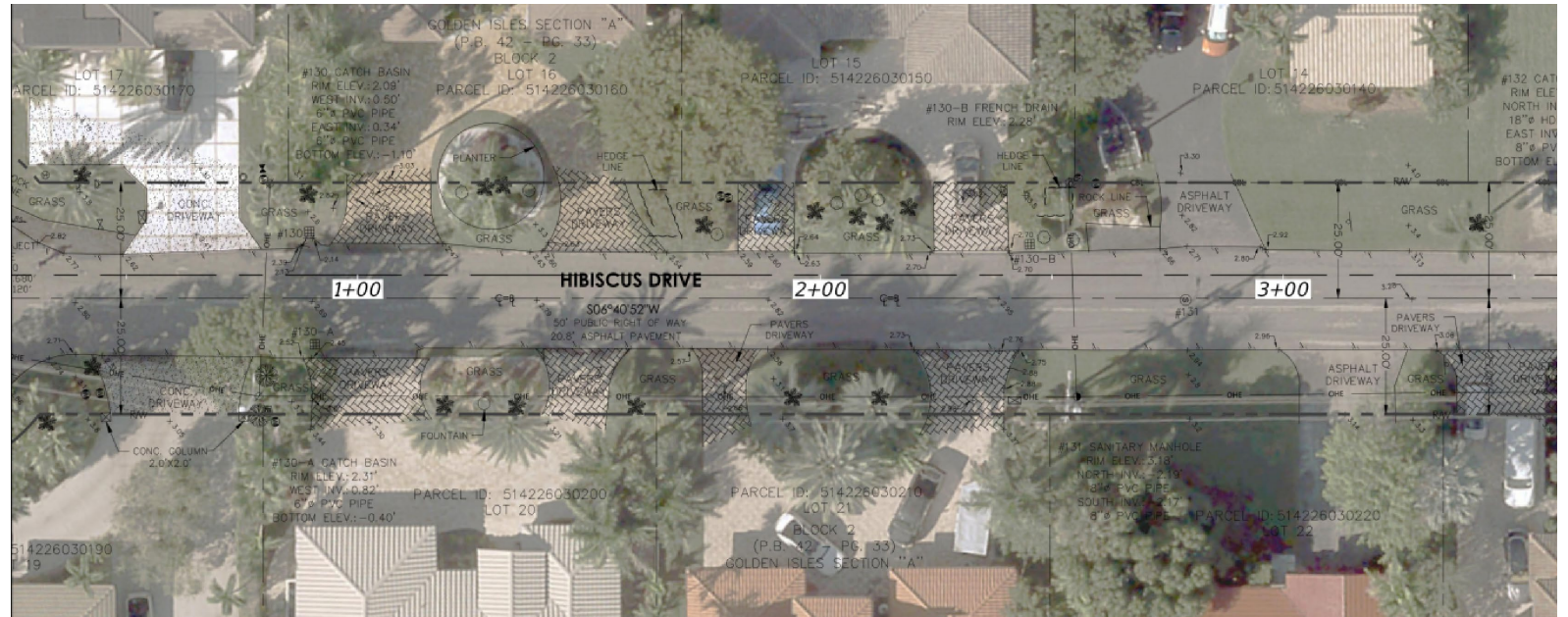
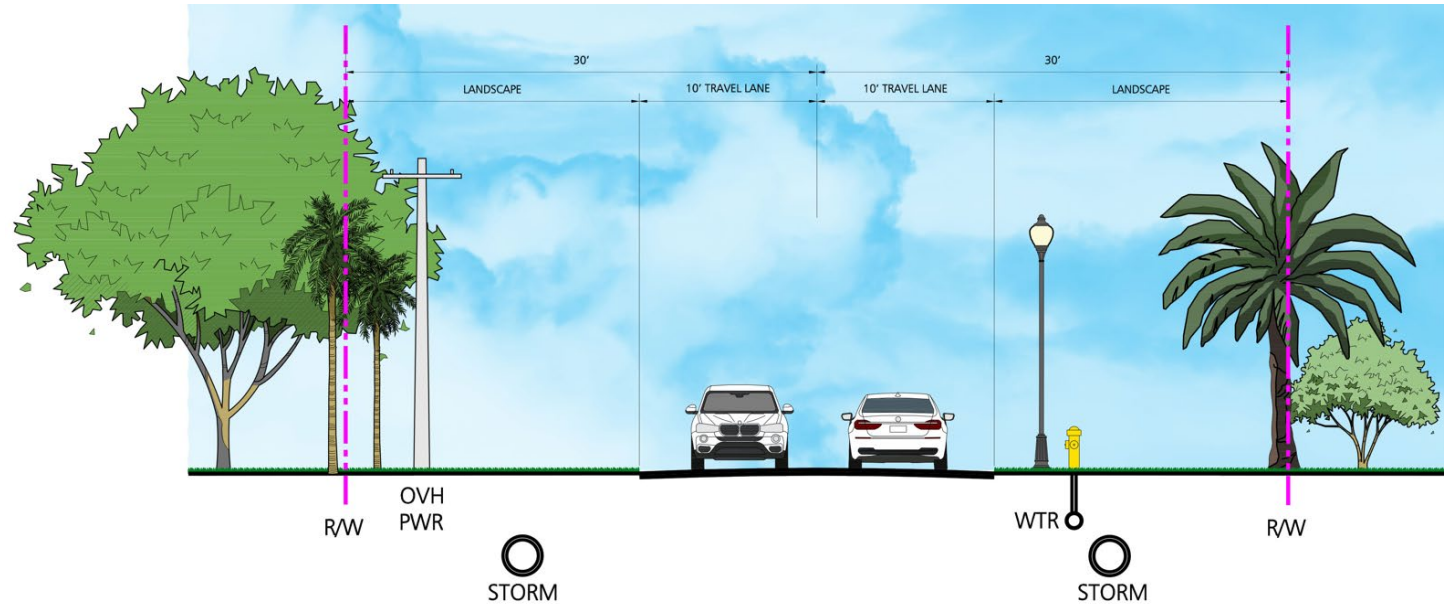


Finger Street Scope – No Sidewalk Option

Undefined Level of
Improvements for the Streets
Beyond Layne Boulevard.

Multiple Variations are Possible

1. Lighting or No Lighting?
2. Undergrounding Utilities?
3. Supplemental Landscaping?
4. Swale Irrigation?
5. Drainage Improvements?



Finger Street Scope – Bridge Challenges

The Bridges are a Constriction Point

Currently Only Accommodates Vehicles. Seven Bridges Total.

1. Drop Sidewalks at Bridges?
2. Widen Bridges? (Could Lead to Questions of Current Traffic Loading)
3. Provide Separate Structure for Pedestrians Parallel to Existing Bridges
4. Various Seawall Configurations to Consider

