



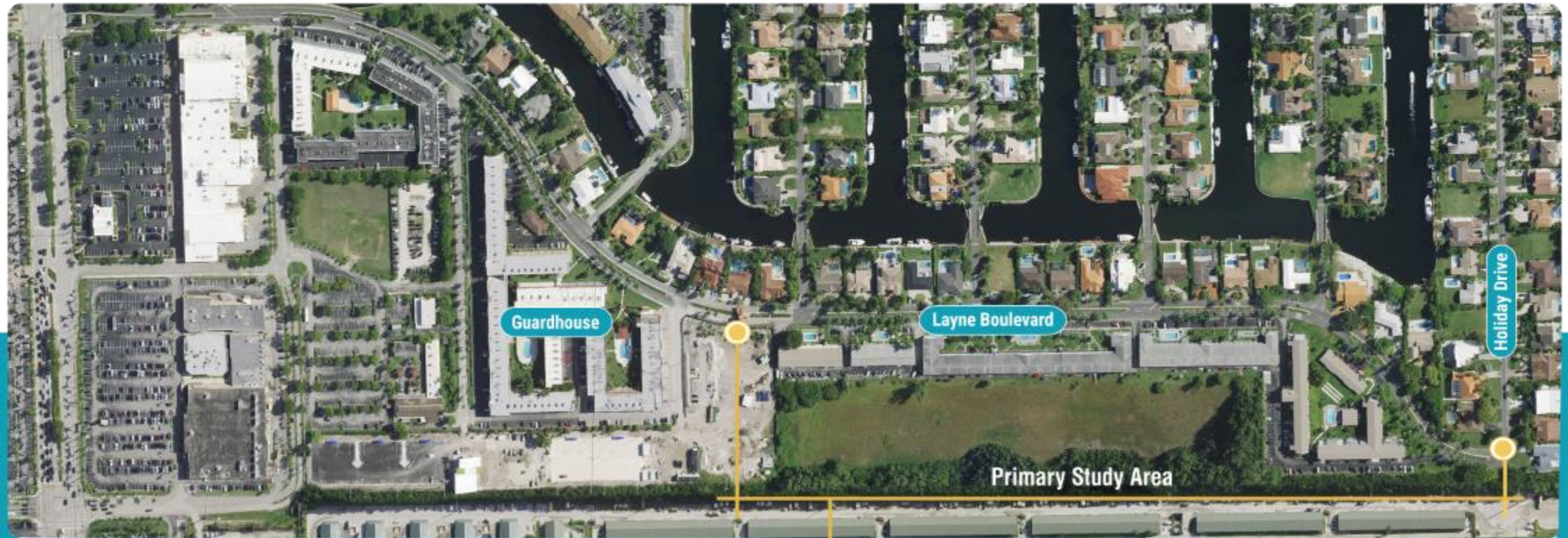
GOLDEN ISLES VISION PLAN

April 15, 2026

City of Hallandale Beach, Florida 
Hallandale Beach



Layne Blvd Entry Road



Layne Boulevard between the guardhouse and Holiday Drive

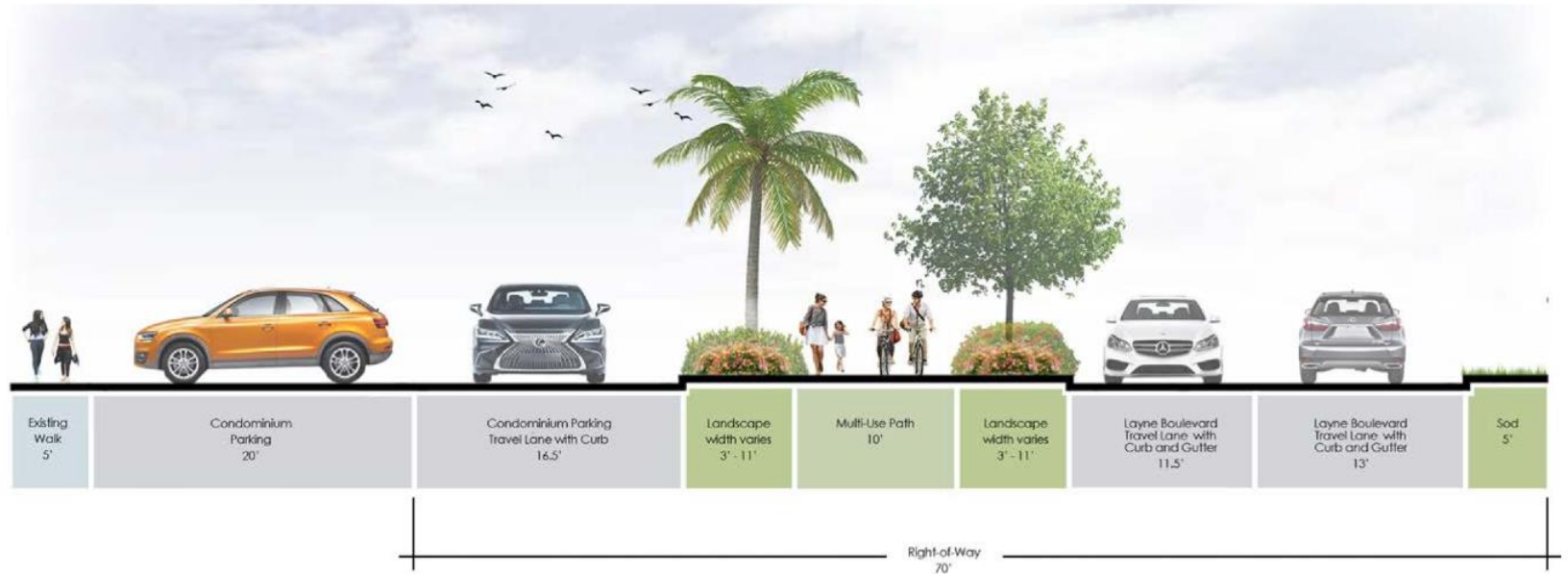
Layne Boulevard Challenges

- **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 – Front yards utilize approximately 12' of existing R/W. Previous layouts cut into driveways, yards and features**

Vision Plan Proposal Concept 3



- 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



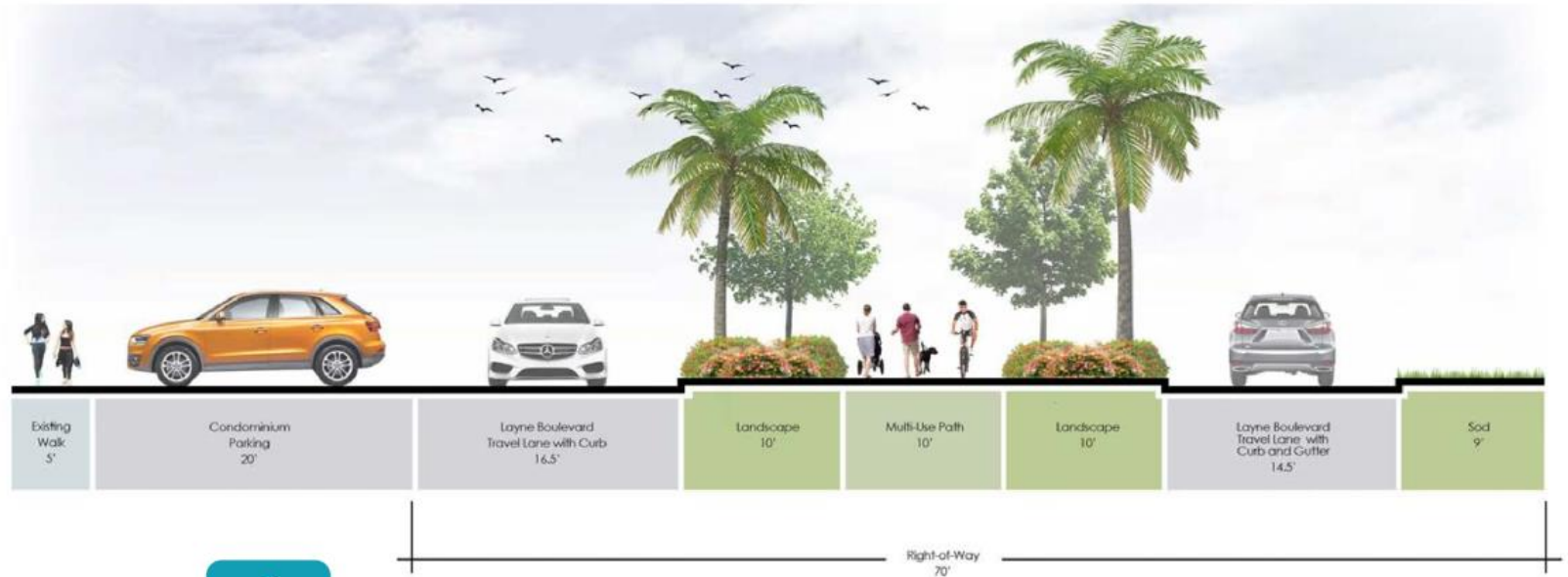
Vision Plan Proposal

Revisit Concept 1



- 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')

1. **No Impacts to Existing East Side Residences**
2. **No Impacts to Condo Parking Except to Meet Minimum Safety/Fire**
3. **Maintain 18' for Fire Each Direction**

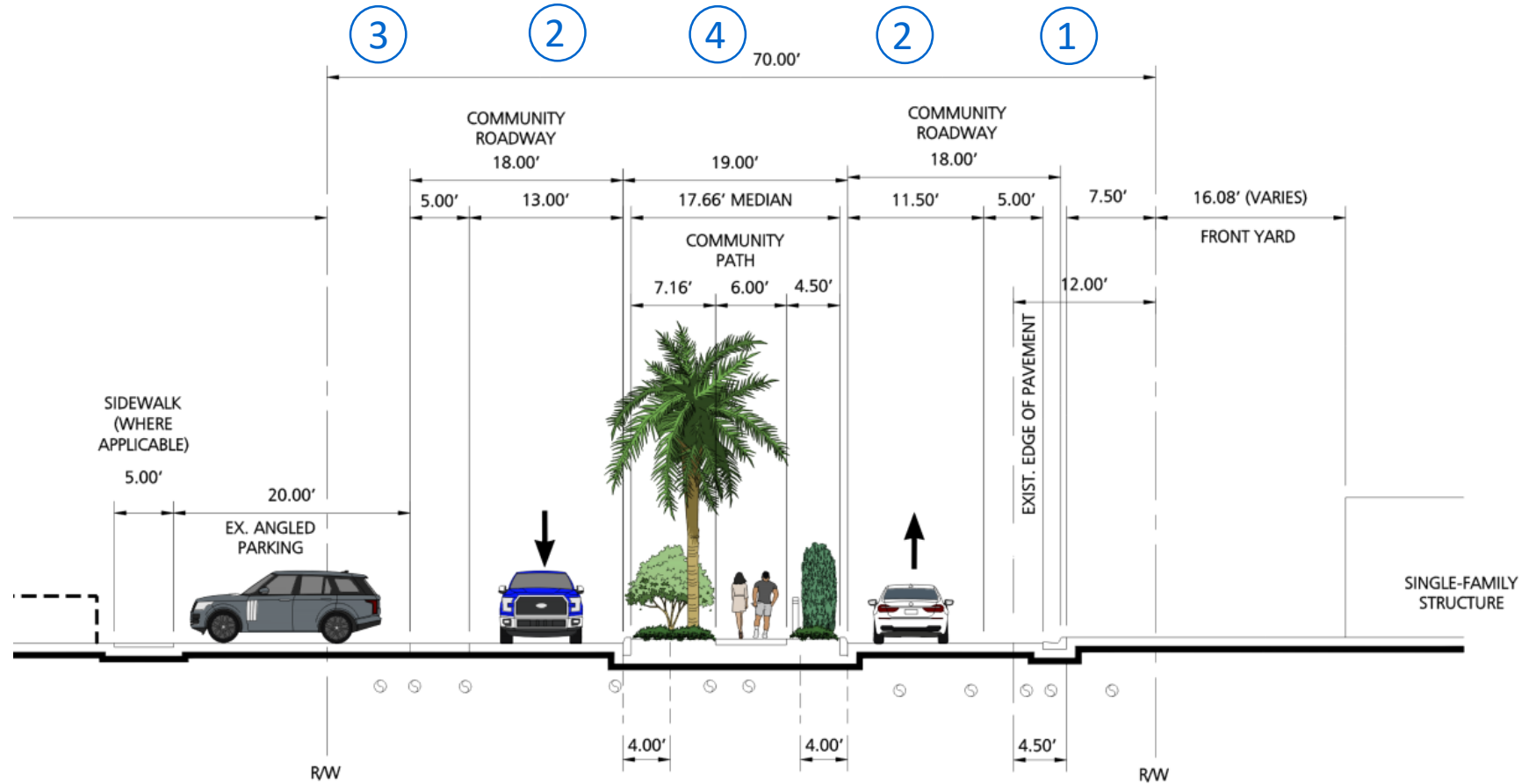


This concept has the least amount of change in overall appearance and function along the roadway. A widened median with central multi-use path along with curb and gutter on street edges are the primary changes.

Proposed Cross Section with Concept 1 – Utilities Removed

1. Existing Residential Front Yard 12' – Impacted by 4.5'
2. Primary Roadway 18' Each Direction Includes Lane, Bike Path and Gutter
3. Parking Impact Approximately 7'
4. Provides 19' with Room for Path and Buffers

- 4.5' FRONT YARD ENCROACHMENT (EAST)
- NO CONDO PARKING ENCROACHMENT (WEST)
- 4' FDOT CLEAR OFFSET / RECOVERY ZONES APPLIED AT MEDIAN
- WEST UTILITIES MOVE UNDERGROUND



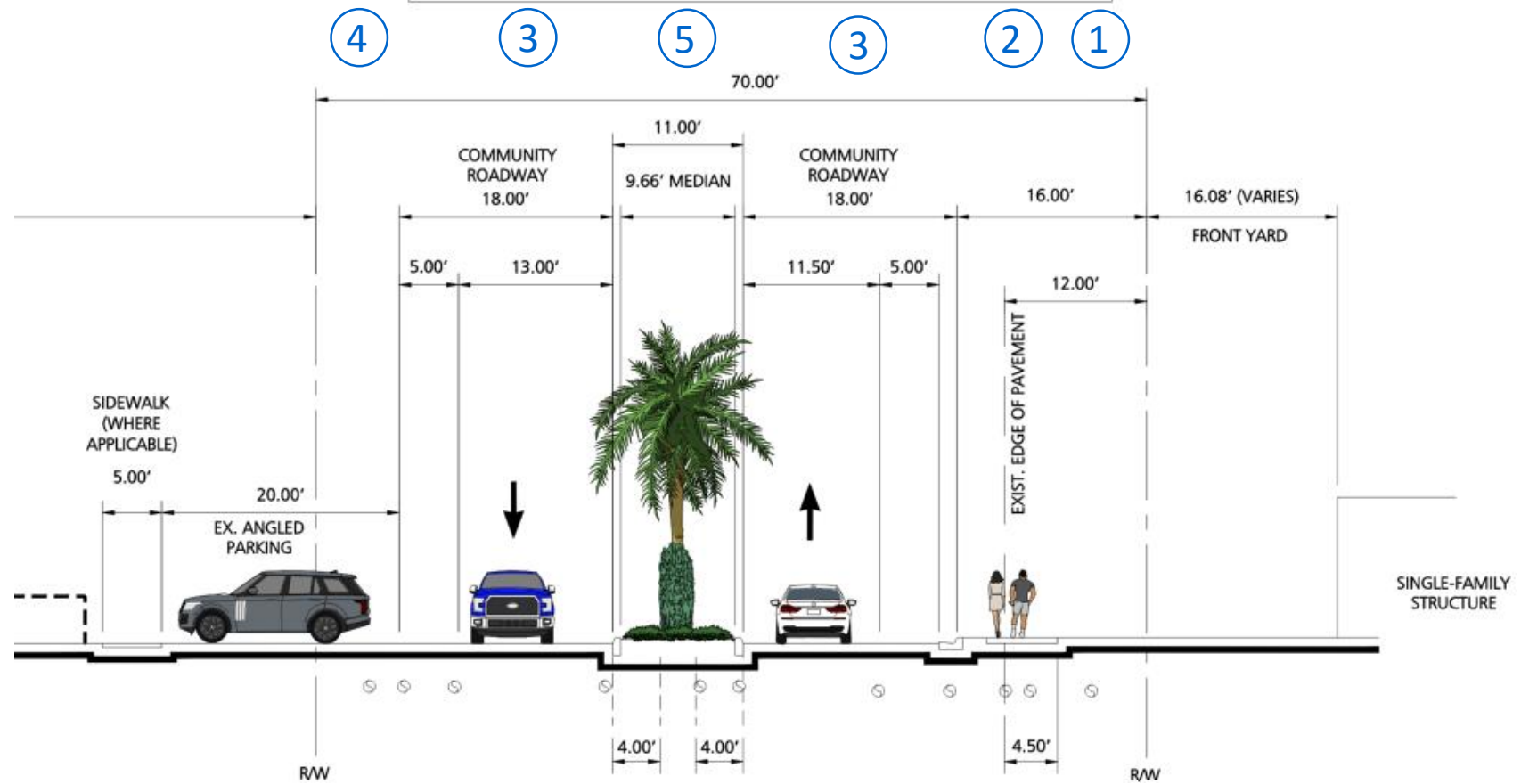


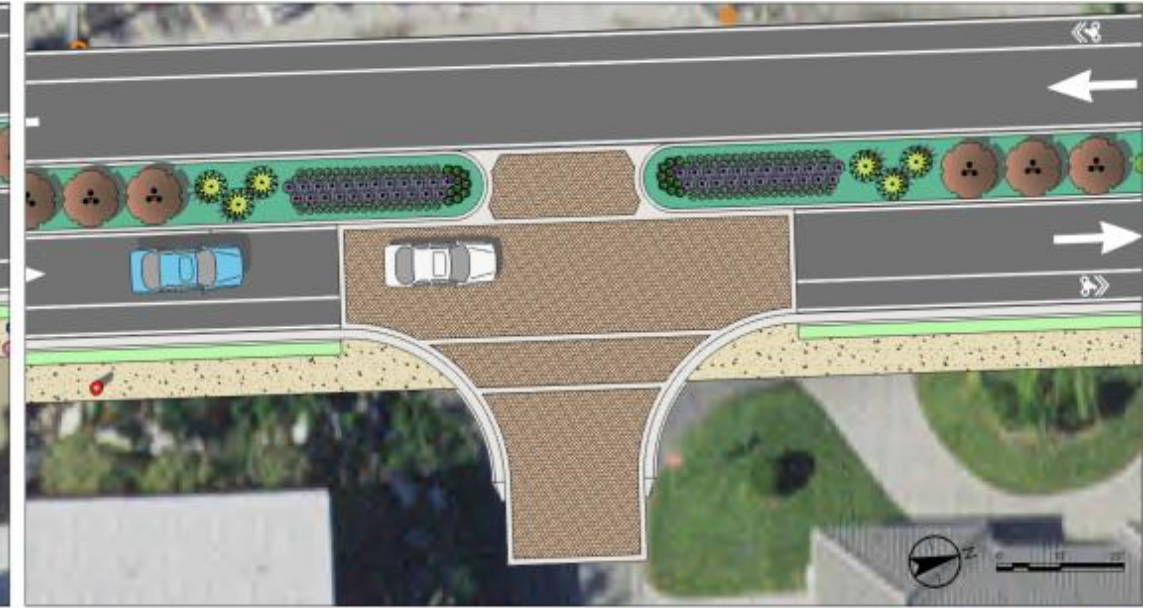
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Illustrative Roadway Concept 1

Proposed Cross Section with Concept 2 – Utilities Removed

1. Existing Residential Front Yard 12' – Impacted by 4.5'
2. 6' Sidewalk Shifts to East
3. Primary Roadway 18' Each Direction Includes Lane, Bike Path and Gutter
4. Parking Impact Approximately 7'
5. Landscaped Median without Path

- 4' FRONT YARD ENCROACHMENT (EAST)
- NO CONDO PARKING ENCROACHMENT (WEST)
- 4' FDOT CLEAR OFFSET / RECOVERY ZONES APPLIED AT WEST LANE AND MEDIAN
- WEST UTILITIES MOVE UNDERGROUND
- MEDIAN TOO NARROW TO SUPPORT BOTH LANDSCAPE AND COMMUNITY SIDEWALK
- COMMUNITY SIDEWALK SHIFTS TO EAST ROADWAY FRONTAGE





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Illustrative Roadway Concept 2

Utility Undergrounding Next Steps

1. FPL's current non-binding estimate is \$3.6M - Inclusive of ASRC credit of \$1.1M
2. Does not include restoration, private property work, or easements within private property.
3. Phasing meeting with FPL and an Engineering deposit of \$37,735 required to start the process.
4. Follow-up coordination also required with Comcast and ATT.
 - a. Comcast +\$1M
 - b. ATT +\$1M
 - c. Private connections +\$1.5M
 - d. Total Cost \$7.1M

