

EXHIBIT 2

PROPOSED

ORDINANCE NO.

1 AN ORDINANCE OF BROWARD COUNTY, FLORIDA, ADOPTING A SMALL SCALE
2 AMENDMENT TO THE BROWARD COUNTY COMPREHENSIVE PLAN; AMENDING
3 THE BROWARD COUNTY LAND USE PLAN WITHIN THE CITY OF PARKLAND; AND
4 PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

5 (Sponsored by the Board of County Commissioners)

6
7 WHEREAS, Broward County adopted the Broward County Comprehensive Plan
8 on April 25, 2017 (the Plan);

9 WHEREAS, the Department of Commerce has found the Plan in compliance with
10 the Community Planning Act;

11 WHEREAS, Broward County now wishes to propose an amendment to the
12 Broward County Land Use Plan within the City of Parkland;

13 WHEREAS, the Planning Council, as the local planning agency for the Broward
14 County Land Use Plan, held its hearing on June 25, 2026, with due public notice;

15 WHEREAS, the Board of County Commissioners ("Commission") held an adoption
16 public hearing on September 10, 2026, at 10:00 a.m., having complied with the notice
17 requirements specified in Section 163.3184(11), Florida Statutes, at which public
18 comment was accepted and considered;

19 WHEREAS, the Commission, after due consideration of all matters, hereby finds
20 that the following amendment to the Plan is consistent with the State Plan, Regional Plan,
21 and the Plan; complies with the requirements of the Community Planning Act; and is in

the best interests of the health, safety, and welfare of the residents of Broward County;
and

WHEREAS, the proposed amendment constitutes a Broward County permitted
small scale amendment to the Plan pursuant to Section 163.3187(1), Florida Statutes,

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
BROWARD COUNTY, FLORIDA:

Section 1. The Broward County Land Use Plan is hereby amended by
Amendment PC 26-2 in the City of Parkland, set forth in Exhibit A, attached hereto and
incorporated herein.

Section 2. Severability.

If any portion of this Ordinance is determined by any court to be invalid, the invalid
portion will be stricken, and such striking will not affect the validity of the remainder of this
Ordinance. If any court determines that this Ordinance, in whole or in part, cannot be
legally applied to any individual, group, entity, property, or circumstance, such
determination will not affect the applicability of this Ordinance to any other individual,
group, entity, property, or circumstance.

Section 3. Effective Date.

(a) The effective date of the plan amendment set forth in this Ordinance shall
be the later of:

(1) Thirty-one (31) days after the adoption of this Ordinance;

(2) The date a final order is issued by the Department of Commerce or the
Administration Commission finding the amendment to be in compliance;

- (3) If the Department of Commerce or the Administration Commission finds the amendment to be in noncompliance, pursuant to Section 163.3184(8)(b), Florida Statutes, the date the Commission nonetheless elects to make the plan amendment effective notwithstanding potential statutory sanctions;
- (4) If a Declaration of Restrictive Covenants is applicable, as per Exhibit B, the date the Declaration of Restrictive Covenants is recorded in the Official Records of Broward County; or
- (5) If recertification of the municipal land use plan amendment is required, the date the municipal amendment is recertified.
- (b) This Ordinance is effective as of the date provided by law.

ENACTED

FILED WITH THE DEPARTMENT OF STATE

EFFECTIVE

Approved as to form and legal sufficiency:
Andrew J. Meyers, County Attorney

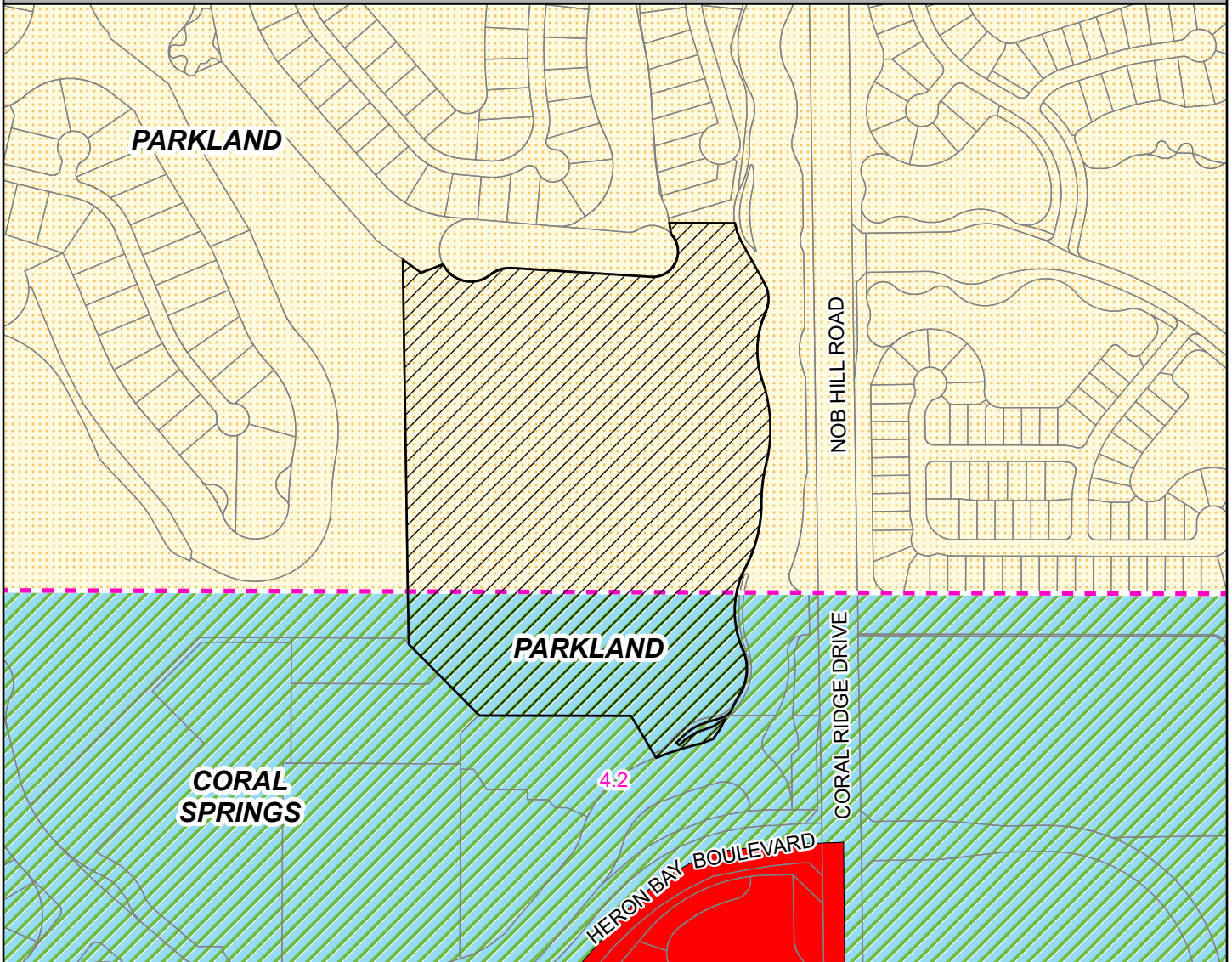
By: /s/ Maite Azcoitia 06/30/2026
Maite Azcoitia (date)
Deputy County Attorney

MA/gmb
PC26-2 City of Parkland Ordinance - small scale
06/30/2026
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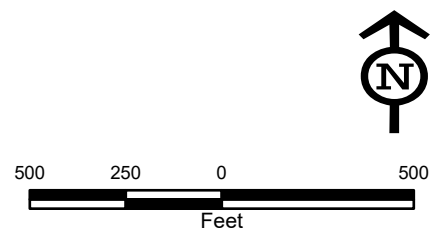
EXHIBIT A

BROWARDNEXT - BROWARD COUNTY LAND USE PLAN FUTURE LAND USE DESIGNATIONS AMENDMENT PC 26-2

Current Land Uses:	25.3 acres of Low (3) Residential and 8.7 acres of Irregular (4.2) Residential within a Dashed-Line Area
Proposed Land Use:	Commerce
Gross Acres:	Approximately 34.0 acres



- | | |
|---|---|
|  Site |  Irregular Residential |
|  Dashed-Line Area |  Commerce |
|  Low (3) Residential | |



SECTION I
AMENDMENT REPORT
BROWARD COUNTY LAND USE PLAN
PROPOSED AMENDMENT PC 26-2
(PARKLAND)

RECOMMENDATIONS/ACTIONS

DATE

I. Planning Council Staff Recommendation

June 16, 2026

Planning Council staff finds the proposed amendment to be generally consistent with the policies of the BrowardNext – Broward County Land Use Plan and recommends **approval** recognizing the applicant’s voluntary commitment to mitigate the anticipated impacts to the regional transportation network resulting from the proposed amendment.

Effectiveness of the approval of the land use plan amendment shall not occur until the municipal recertification of the local amendment is complete, subject to a Resolution (or similar instrument) of the City Commission or the recordation in the public records of Broward County, Florida, to the satisfaction of Broward County, of a legally enforceable agreement, such as a Declaration of Restrictive Covenants, to memorialize the voluntary commitment proffered by the City, as an inducement for Broward County to favorably consider its application.

Further, the applicant’s confirmation to comply with the environmental licensing and permitting requirements to redevelop the property is recognized.

As the Planning Council is aware, the Broward County Charter requires at least one Planning Council public hearing and Article 1.2(A) of the *Administrative Rules Document: BrowardNext* outlines the following circumstances in which a second Planning Council public hearing may be recommended or required:

- (1) At its initial public hearing, the Planning Council takes an action to recommend denial of a proposed amendment; or
- (2) At its initial public hearing, the Planning Council takes an action to recommend approval subject to meeting specific criteria or policy prior to a second Planning Council public hearing; or
- (3) At its initial public hearing, the Planning Council votes by a majority of the members present with a minimum of six (6) affirmative votes for a second Planning Council public hearing; or
- (4) If the County Commission requests by a vote of the majority of members present to request a second Planning Council public hearing; or
- (5) If an objection or comment on adverse impacts to important state resources or facilities is issued during the State of Florida Chapter 163 review process; or
- (6) If State of Florida Chapter 163 requires or is modified to require a second local planning agency public hearing.

RECOMMENDATIONS/ACTIONS (continued)

DATE

I. Planning Council Staff Recommendation (continued)

June 16, 2026

If the Planning Council chooses to require a second Planning Council public hearing per Article 1.2(A)(1)(2) or (3), such recommendation must be made as part of its motion.

In addition, if the Planning Council does not require a second Planning Council public hearing and the Broward County Land Use Plan amendment is adopted by the County Commission, this action by the Planning Council shall be considered the “conditional” recertification of the municipal land use plan amendment, which directly correlates to the referenced Broward County Land Use Plan amendment. The recertification will not be deemed effective until such time as the Planning Council Executive Director and Attorney determine that the municipality has fulfilled all application requirements for recertification of local land use plans, as outlined in the *Administrative Rules Document: BrowardNext*. The Planning Council Executive Director will issue a written letter of effectiveness to the municipality upon satisfaction of the same.

II. Planning Council Public Hearing Recommendation

June 25, 2026

Approval per Planning Council staff recommendation, including not requiring a second Planning Council public hearing. (Vote of the board; Unanimous; 14-0: Abramson, Brunson, Fernandez, Geller, Gomez, Greenberg, Hardin, Horland, Levy, Newbold, Railey, Rosenof, Ryan and Castillo)

SECTION II

PROPOSED AMENDMENT PC 26-2

INTRODUCTION AND APPLICANT'S RATIONALE

- | | | |
|------|--|--|
| I. | <u>Municipality:</u> | Parkland |
| II. | <u>County Commission District:</u> | District 3 |
| III. | <u>Site Characteristics</u> | |
| A. | Size: | Approximately 34.0 acres |
| B. | Location: | In Section 5, Township 48 South, Range 41 East; generally located west of Nob Hill Road/Coral Ridge Drive, north of Heron Bay Boulevard. |
| C. | Existing Uses: | Former golf course and clubhouse |
| IV. | <u>Broward County Land Use Plan (BCLUP) Designations</u> | |
| A. | Current Designations: | 25.3 acres of Low (3) Residential
8.7 acres of Irregular (4.2) Residential within a Dashed-Line Area* |
| B. | Proposed Designation: | Commerce |
| C. | Estimated Net Effect: | Reduction of 111 dwelling units
Addition of 34.0 acres of commerce uses |
| V. | <u>Existing Uses and BCLUP Designations Adjacent to the Amendment Site</u> | |
| A. | Existing Uses: | North: Open space and single-family residential
East: Open space, single-family and multi-family residential
South: Hotel, office and open space (City of Coral Springs)
West: Open space and single-family residential |

*A “Dashed-Line Area” is defined as an area having a particular maximum overall allowable density of dwelling units for all land and land uses within the area for which the permitted overall density appears inside the dashed-line area shown on the land use plan map. That number is multiplied by the total number of acres inside the dashed line, including non-residential areas, to calculate the total number of dwelling units permitted within the same.

INTRODUCTION AND APPLICANT’S RATIONALE (continued)

V. Existing Uses and BCLUP Designations Adjacent to the Amendment Site (continued)

B.	Planned Uses:	North:	Low (3) Residential
		East:	Low (3) Residential and Irregular (4.2) Residential within a Dashed-Line Area
		South:	Irregular (4.2) Residential within a Dashed-Line Area (City of Coral Springs)
		West:	Low (3) Residential and Irregular (4.2) Residential within a Dashed-Line Area

VI. Applicant/Petitioner

A.	Applicant:	City of Parkland
B.	Agent:	City of Parkland
C.	Property Owner:	City of Parkland

VII. Recommendation of Local Governing Body:

The City of Parkland recommends approval of the proposed amendment.

EXHIBIT B

The applicant's voluntary commitment regarding traffic mitigation will be memorialized in the following resolution.

RESOLUTION 2026-0XX

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA, ESTABLISHING TRAFFIC MITIGATION REQUIREMENTS CONSISTENT WITH THE REQUIREMENTS ESTABLISHED IN BROWARD COUNTY LAND USE PLAN AMENDMENT APPLICATION NO. PC-26-2 FOR THE VILLAGE IN THE PARK PROPERTY, GENERALLY LOCATED WEST OF NOB HILL ROAD AND SOUTH OF NW 66TH DRIVE; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE

WHEREAS, the City of Parkland (the “City”) currently owns approximately 34 acres of land generally located west of Nob Hill Road and south of NW 66th Drive, as depicted in Exhibit “A” (the “Property”); and

WHEREAS, the City has engaged a broker with the intent to sell the Property to a developer, and will not be the Property’s ultimate developer; and

WHEREAS, the City submitted a land use plan amendment application to Broward County (the “County”) to amend the Property’s land use designation to Commerce; and

WHEREAS, the County, through its review process, identified the need for certain traffic mitigation commitments; and

WHEREAS, the City offered the traffic mitigation requirements set forth in Exhibit “B” (the “Mitigation Requirements”), and the County accepted the Mitigation Requirements; and

WHEREAS, the future developer of the Property, not the City, will be required to comply with the Mitigation Requirements, in addition to any other mitigation requirements deemed necessary through the City’s Impact Analysis review; and

WHEREAS, the City will require the future developer of the Property to comply with the Mitigation Requirements through its development review process; and

WHEREAS, based upon the evidence in the record and presented at the hearing before the City Commission, the City Commission finds approval of this Resolution is in the best interests of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA THAT:

Section 1. The foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct and are hereby incorporated into and made a part of this Resolution.

Section 2. The Traffic Mitigation Requirements for the Property set forth in the attached Exhibit “B” are hereby approved and shall be the responsibility of the Property’s future developer, and not the City.

Section 3. Should any section or provision of this Resolution or any portion thereof, any paragraph, sentence or word be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder of this Resolution as a whole or part thereof other than the part declared to be invalid.

Section 4. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS ____ DAY OF _____, 2026.

CITY OF PARKLAND, FLORIDA

RICHARD W. WALKER
MAYOR

ATTEST:

ALYSON MORALES, MMC
CITY CLERK

Record of the vote

Mayor Walker _____

Vice Mayor Brier _____

Commissioner Isrow _____

Commissioner Kanterman _____

Commissioner Murphy-Salomone _____

Exhibit A – Site Location

Exhibit B – Traffic Mitigation Analysis and Requirements

To: Sowande Johnson, PE, ICMA-CM, Assistant City Manager, City of Parkland
Kaitlyn Forbes, AICP, CNU-A, Principal, Complete Cities Planning Group

From: Alia Awwad, PE, Planning Group Leader, DRMP

Date: June 8, 2026



Re: Village in the Park (VIP) Proposed Development at Nob Hill Road Traffic Assessment

Village in the Park (VIP) is a proposed mixed-use development within the City of Parkland, located on Nob Hill Road between Heron Bay Boulevard and Trails End Boulevard. The current land use designation for the VIP site is low-density residential, with a potential full-capacity development of 111 dwelling units. To achieve the proposed mixed-use, the City is requesting a change in the land use designation to commercial, with a proposed commercial build-out of 340,000 square feet of potential commercial use.

A Land Use Planning Amendment application was submitted by the City of Parkland to the Broward County Land Use Planning Council. This included a Traffic analysis component, which estimated that the proposed VIP development would generate an additional 1,333 peak-hour trips during the PM Peak Hour. This memorandum assesses the Traffic impacts of the proposed development and recommends measures to mitigate anticipated vehicle trips.

Analysis Summary

Based on the Traffic analysis conducted by the Broward MPO on behalf of the Broward County Land Use Planning Council, the following assumptions, calculations, and results were conducted:

- The current land use designation is approximately 25.3 acres of low-density residential and 8.7 acres of irregular residential, with an estimated total development potential of 111 residential dwelling units.
- An ITE Trip Generation single-family detached housing (210) land use type was assigned. This resulted in 114 peak-hour trips.
- The proposed land use designation is 340,000 square feet of commerce, and an ITE Trip Generation Shopping Center (820) land use type was assumed, generating 1,447 peak hour trips. This resulted in a net PM Peak Hour trips of 1,333 peak hour trips.
- The analysis revealed the following impacts on the adjacent roadway network, with and without the proposed VIP development:

Figure 1: Excerpts from the Traffic Analysis conducted by the Broward MPO and submitted on November 13, 2025

Impacted Regional Transportation Network Without the Proposed Restricted Amendment: Year 2045:

Roadway	Segment	Volume	Capacity	LOS
1. Nob Hill Road	Trails End to Heron Bay Boulevard	1,891	3,222	C
2. Coral Ridge Drive	Heron Bay Boulevard to Sawgrass Expressway	3,572	3,222	F
3. Coral Ridge Drive	Sawgrass Expressway to Wiles Road	2,261	3,401	C
4. Pine Island Road	Holmberg Road to Sawgrass Expressway	1,587	3,222	C
5. Heron Bay Boulevard	Coral Ridge Drive to Pine Island Road	1,074	1,197	D
6. Holmberg Road	Coral Ridge Drive to Pine Island Road	1,074	1,197	D

Impacted Regional Transportation Network With the Proposed Restricted Amendment: Year 2045:

Roadway	Segment	Volume	Capacity	LOS
1. Nob Hill Road	Trails End to Heron Bay Boulevard	2,560	3,222	C
2. Coral Ridge Drive	Heron Bay Boulevard to Sawgrass Expressway	4,073	3,222	F
3. Coral Ridge Drive	Sawgrass Expressway to Wiles Road	2,429	3,401	C
4. Pine Island Road	Holmberg Road to Sawgrass Expressway	1,686	3,222	C
5. Heron Bay Boulevard	Coral Ridge Drive to Pine Island Road	1,236	1,197	E
6. Holmberg Road	Coral Ridge Drive to Pine Island Road	1,187	1,197	D

- Using this information, the proposed development net generated trips were run through the 2045 Regional Travel Demand Model (SERPM) by the Broward MPO to produce the regionally impacted roadway segments. This revealed the following adverse impact results, as per the Traffic analysis document dated November 13, 2025:
 1. Coral Ridge Drive, between Heron Bay Boulevard and the Sawgrass Expressway, is projected to operate at an unacceptable LOS “F,” with or without the addition of the trips generated by the proposed amendment; and
 2. Heron Bay Boulevard, between Coral Ridge Drive and Pine Island Road, is projected to operate at an unacceptable LOS “E,” with or without the addition of the trips generated by the proposed amendment.
- The above assumes that the proposed VIP development is adding approximately 501 trips to the segment along Coral Ridge Drive between the Sawgrass Expressway and Heron Bay Boulevard.

Analysis Assessment

Traffic volumes, volume-to-capacity ratios, and Level of Service (LOS) for Coral Ridge Drive/Nob Hill Road were obtained from the Broward MPO's [2020 Level of Service Spreadsheet](#). Table 1 summarizes the volumes, V/C ratios, and LOS for the corridor north of the Sawgrass Expressway under 2020 and 2045 daily and peak-hour conditions. As shown, conditions are anticipated to operate at LOS D or better for all segments and conditions, except Coral Ridge Drive between the Sawgrass Expressway and Heron Bay Blvd in 2045 conditions.

Table 1: 2020 and 2045 Traffic Conditions Based on the Broward MPO LOS Table*, **

Roadway	Segment	2020 Daily Volume/Capacity, (V/C), LOS	2020 Peak Hour Volume/Capacity, (V/C), LOS	2045 Daily Volume/Capacity, (V/C), LOS	2045 Peak Hour Volume/Capacity, (V/C), LOS
Coral Ridge Dr/Nob Hill Rd	N of Sawgrass Expressway	24,500/35,820 (0.68), C	2,328/3,222 (0.72), C	37,600/35,820 (1.05) F	3,572/3,222 (1.11), F
Nob Hill Rd	N of Heron Bay Blvd	19,400/35,820 (0.54), C	1,843/3,222 (0.57), C	19,900/35,820 (0.56), C	1,891/3,222 (0.59), C
Nob Hill Rd	N of Trails End	19,400/29,160 (0.67), D	1,843/2,628 (0.70), D	14,400/29,160 (0.49), D	1,368/2,628 (0.52), D

*According to the Traffic analysis submitted by Broward MPO in November 2025, more updated data is not yet available.

**Heron Bay Blvd, identified by the Broward Planning Council report as adversely impacted by the proposed VIP, is not part of the roadway system that the Broward MPO and County track for LOS impacts.

In addition to the Broward MPO Data, the *Sawgrass Expressway Widening Traffic Technical Memorandum (TTM)*, dated February 2017, was obtained from the Turnpike Authority for review. The TTM included a full Traffic analysis of the Sawgrass mainline and intersecting roadways at interchanges from south of Sunrise Blvd to South of US 441/SR 7, which includes the Sawgrass Expressway Interchange at Coral Ridge Driveway. A copy of the TTM is included in Appendix A.

The TTM evaluated conditions for 2020, 2030, and 2040, using the SERPM 6.5.4 travel demand model. While SERPM 7 was not available yet for the analysis, SERPM 7 socioeconomic data were used to run the SERPM 6.5.4 model for the analysis. The TTM evaluated multiple alternatives for the interchanges, including the interchange ramps and intersecting corridors.

As shown in Figure 1, the No Build alternative at the Coral Ridge Drive interchange shows failing LOS in 2030 and 2040 at the Sawgrass Expressway ramps for the PM Design Hour, as well as the section between the Sawgrass Expressway and Holmberg Road. However, with the recommended alternative, the Build scenarios show acceptable LOS along Coral Ridge Drive (D or better). The recommended improvements include adding a southbound through lane along Coral Ridge

Drive/Nob Hill Road, starting just south of Heron Bay Boulevard, up to the Sawgrass Expressway interchange. These improvements will be constructed by the Turnpike Authority as part of the Sawgrass Expressway widening project.

Figure 2: PM Design Hour Intersection Analysis Results for the No Build and Recommended Alternatives (Sawgrass Expressway Widening Traffic Technical Memorandum, February 2017)

No-Build PM Design Hour Intersection Analysis Results		2020	2030	2040
Coral Ridge Drive	Holmberg Road	E (70.7)	F (91.8)	F (133.3)
	Sawgrass Expressway SB/WB Ramps	D (50.2)	E (68.4)	F (96.0)
	Sawgrass Expressway NB/EB Ramps	D (43.4)	E (71.9)	F (117.8)
	NW 56 th Drive	C (12.6)	C (15.9)	C (26.2)
	Westview Drive	C (29.6)	D (41.4)	E (55.3)

Build Recommended Alternative PM Design Hour Intersection Analysis Results		2020	2030	2040
Coral Ridge Drive	Holmberg Road	C (32.0)	D (39.2)	D (46.4)
	Sawgrass Expressway SB/WB ramps	B (13.9)	B (18.2)	C (34.4)
	Sawgrass Expressway NB/EB ramps	C (23.1)	C (33.5)	E (63.5)
	NW 56 th Street	B (12.3)	B (14.7)	C (26.3)
	Westview Drive	C (21.3)	C (25.5)	C (33.5)

Based on the FDOT District Four's Office of Work Program and Budget, the [construction schedule](#) for the interchange project is anticipated to begin this month, May 2026. Therefore, the interchange improvements that will enhance LOS conditions for Coral Ridge Drive between the Expressway and Holmberg Road will occur before redevelopment takes place at the VIP site.

Additionally, the proposed land use assumption for the VIP development is Shopping Center (820), which does not account for any internalized/internal capture trips due to the internally interactive nature of the proposed development, which includes a combination of restaurants, plazas, play areas, and other local destinations that do not necessarily conform to the typical retail destinations during PM Peak hours.

Finally, once the development site is developed, the VIP will go through the City's development review process, which will require an assessment of Traffic impacts based on the specific land uses being proposed on the site. During this process, the specifics of the Traffic impacts will be determined, further informing the Traffic mitigation process.

Conclusions & Recommendations

As demonstrated in this assessment, impacts along Coral Ridge Drive/Nob Hill Road due to the proposed VIP site are not anticipated to require additional capacity improvements along the roadway. This is further supported by the Sawgrass Expressway Widening TTM, which showed significant LOS improvement along Coral Ridge Drive, with the Sawgrass widening proposed to begin construction this month.

Regarding Heron Bay Boulevard, particularly the impacted segment between Coral Ridge Drive and Holmberg Road, the following Traffic mitigation measures aim to mitigate impacts while considering the localized context of the street.

Given the local destination nature of the VIP, and its proposed access north of the roadway segments identified by the Broward County Planning Council as adversely impacted, the following is recommended for Traffic mitigation:

- **Traffic Mitigation Measure #1:** The City will require a Traffic and safety evaluation study for the intersection of Nob Hill Road and NW 66th Drive and surrounding intersections as part of the proposed site's Development Review Process (DRC). The intersection is currently unsignalized. The evaluation will consist of standard Traffic and safety analysis procedures. The results of these studies will form the basis of Traffic mitigation at site development, which may include, but not be limited to:
 - Intersection improvements to provide additional storage that may be accomplished with the addition of turn lanes and/or through lanes
 - upgrade signalization to include better communication with fiber, cameras and other known technology
 - The scope/description of mitigation measures must be coordinated with and approved by Broward County Highway Construction Engineering Division (BCHCED) and the Broward County Traffic Engineering Division (BCTED)
- **Traffic Mitigation Measure #2:** The developer and City will review the Traffic signal timing and provide improvements to the same as a result of City/developer-initiated studies for synchronization and intersections. The results of these studies will form the basis of Traffic mitigation at site development, and the scope/description of the mitigation measures must be coordinated with and approved by BCHCED, BCTED, and FDOT.
- **Traffic Mitigation Measure #3:** The City will require the developer to develop Traffic calming treatments along Heron Bay Boulevard between Coral Ridge Dr and Holmberg Road. The evaluation will consist of standard Traffic and safety analysis procedures. The results of these studies will form the basis of Traffic mitigation at site development, which may include, but not be limited to:
 - Intersection improvements to provide additional storage that may be accomplished with the addition of turn lanes and/or through lanes

- Upgrade signalization to include better communication with fiber, cameras, and other known technology
- The scope/description of mitigation measures must be coordinated with and approved by BCHCED and BCTED