CITY OF PARKLAND
FLORIDA

REGULAR CITY COMMISSION MEETING

Wednesday, July 8, 2026 at 6:00 PM

Commission Chamber
6600 University Drive
Parkland, FL 33067
Live Streaming at www.cityofparkland.org/ccm

Rich Walker	**Mayor**
Simeon Brier	**Vice Mayor**
Jordan Isrow	**Commissioner**
Neil Kanterman	**Commissioner**
Cindy Murphy Salomone	**Commissioner**
Nancy Morando	**City Manager**
Anthony Soroka	**City Attorney**
Alyson Morales	**City Clerk**

GENERAL RULES AND PROCEDURES
CITY OF PARKLAND CITY COMMISSION MEETINGS

WHO MAY SPEAK

Meetings of the City Commission are open to the public. They are not however, public forums. Any resident who wishes to address the Commission, on any subject within the scope of the Commission's authority, may do so providing it is accomplished in an orderly manner and in accordance with any procedures outlined below:

A. SPEAKING ON ITEMS ON THE AGENDA

1. **CONSENT AGENDA ITEMS:** These are items which the Commission does not need to discuss individually and which are voted on as a group. Any Commission member who wishes to discuss any individual item on the consent agenda may request the Mayor to pull such items from the consent agenda. These items pulled will be discussed and voted upon individually.
2. **REGULAR AGENDA ITEMS:** These are items which the Commission will discuss individually in the order listed on the agenda. After the Commission has discussed an item on the agenda, the Mayor will close Commission discussion and may inquire as to whether any citizen wishes to be heard on the matter.

B. SPEAKING ON SUBJECTS NOT ON THE AGENDA

Any resident may address the Commission on any item not on the agenda during public input.

ADDRESSING THE CITY COMMISSION, MANNER, TIME

Individuals will be limited to three minutes speaking time. All comments or questions of the public are to be directed to the Mayor as presiding officer only. There shall be no cross conversations or questions of any other persons. Citizens wishing to be heard shall raise their hands until acknowledged by the Mayor. Once acknowledged, those citizens shall come forward and state their name and address. Anyone wishing to speak a second time on the same subject must receive permission from the Mayor.

DECORUM

In order to adjourn a City Commission meeting, it must be voted on by the members of the Commission.

COMMENTS MAY BE SENT VIA EMAIL TO:
PUBLICCOMMENT@CITYOFPARKLAND.ORG

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PUBLICCOMMENT@CITYOFPARKLAND.ORG

REGULAR CITY COMMISSION MEETING
CITY OF PARKLAND

Revised 7/8/2026 - 9:00 AM

Wednesday, July 8, 2026 **at 6:00 PM** **Commission Chamber**
6600 University Drive
Parkland, FL 33067

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **Approval of Minutes**
   - A. City Commission Workshop Meeting - June 3, 2026, 4:00 PM
   - B. City Commission Regular Meeting - June 3, 2026, 6:00 PM
5. **Comments from the Public on Non-Agenda Items**
   - A. Comments from the Public
   - B. Comments by the Mayor and Commissioners
6. **Proclamations and Recognitions**
   - A. National Merit Recognition
   - B. Park and Recreation Month Proclamation
   - C. Area Agency on Aging Senior Hall of Fame
   - D. Girl Scout USA National Gold Award
7. **Approval of the Agenda**
8. **Consent Agenda - None**
9. **Regular Agenda**
   - A. **Resolution 2026-043: FY 2027 Proposed Millage Rate**
     A Resolution of the City Commission of the City of Parkland, Florida, authorizing the City Manager to send a proposed millage rate of 4.2979 mills to the Property

Appraiser for Fiscal Year 2027 and setting September 14, 2026 at 5:01 P.M. at Parkland Commission Chambers, 6600 University Drive, Parkland, Florida as the date, time and place for the first public hearing; setting September 23, 2026 at 6:00 P.M. at Parkland Commission Chambers, 6600 University Drive, Parkland, Florida as the date, time and place for the second public hearing; providing for conflicts; providing for severability; providing for an effective date.

B. **Resolution 2026-041: FY 2027 Preliminary Solid Waste Assessment**
A Resolution of the City Commission of the City of Parkland, Florida, relating to the collection and disposal of solid waste and recyclable materials in the incorporated area of the City of Parkland, Florida; providing authority, purpose and definitions; providing certain legislative findings; describing the method of assessing the solid waste cost against residential property located within the City; establishing the estimated solid waste cost and annual solid waste service assessments for the fiscal year commencing October 1, 2026; directing the preparation of a solid waste assessment roll; authorizing a public hearing and directing the provision of notice thereof; providing for the method of collection; providing for application of assessment proceeds; and providing for severability, conflicts, and an effective date.

C. **Resolution 2026-039: FY 2027 Preliminary Fire Assessment**
A Resolution of the City Commission of the City of Parkland, Florida, relating to the provision of fire rescue services, facilities, and programs in the City of Parkland, Florida; providing authority, purpose and definitions; providing certain legislative findings; describing the method of assessing fire rescue assessed cost against assessed property located within the City of Parkland; establishing the estimated fire rescue assessed cost and annual fire rescue assessments for the fiscal year commencing October 1, 2026; directing the preparation of an assessment roll; authorizing a public hearing and directing the provision of notice thereof; providing for the method of collection; providing for application of assessment proceeds; and providing for severability, conflicts, and an effective date.

D. **Resolution 2026-042: FY 2027 Preliminary Stormwater Management Assessment**
A Resolution of the City Commission of the City of Parkland, Florida, relating to the provision of stormwater management services provided by the City's stormwater utility in the incorporated area of the City of Parkland, Florida; providing authority, purpose and definitions; providing certain legislative findings; describing the method of assessing the stormwater service cost against assessed property located within the stormwater service areas within the City of Parkland; establishing the estimated stormwater service costs and annual stormwater service assessments for the fiscal year commencing October 1, 2026; providing for mitigation credits; directing the preparation of a stormwater service assessment roll; authorizing a public hearing and directing the provision of notice thereof; providing for adjustment of Single Family Units (SFUS); providing for the method of collection; providing for application of assessment proceeds; and providing for severability, conflicts, and an effective date.

E. **Resolution 2026-044: First Amendment (Facilities Amendment) and Second Amendment to the Interlocal Agreement for Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County**

A Resolution of the City Commission of the City of Parkland, approving the First Amendment (the Facilities Amendment) to the Interlocal Agreement for Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County, Florida; approving the Second Amendment to the Interlocal Agreement for Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County, Florida; authorizing execution of the First Amendment and Second Amendment to the Interlocal Agreement; providing for conflicts, severability, and an effective date.

F. **Ordinance 2026-005: Amending the MiraLago Master Plan (Second Reading) (*Deferred to August 12, 2026)***

An Ordinance of the City Commission of the City of Parkland, Florida approving an amendment to the approved Miralago Master Plan to allow for a maximum of 135,000 square feet of development on parcel C and to amend conditions of approval established in Ordinance 2011-036 pertaining to maximum development allowances for the property; generally located at the northwest corner of N. University Drive and W. Hillsboro Blvd. (Somerset Academy Expansion; Application No. 2025-5-MPA): providing for conflicts, severability, and an effective date.

G. **Resolution 2026-029: Plat Note Amendment (*Deferred to August 12, 2026*)**

A Resolution of the City Commission of the City of Parkland, Florida approving a Plat Note Amendment for parcel C of the Debuys Plat to permit a maximum of 135,000 square foot public charter school, generally located at 8401 University Drive (Somerset Charter Expansion; Application No. 2025-29-P); providing for conflicts, severability, and an effective date.

H. **Resolution 2026-028: Somerset Academy Expansion (*Deferred to August 12, 2026*)**

A Resolution of the City Commission of the City of Parkland, Florida approving a Special Exception, Site Plan Amendment and Community Appearance Board application to permit an expansion to an existing educational institution, generally located at 8401 University Drive (Somerset Charter Expansion; Application Nos. 2025-18-SE, 2025-17-SPA & 2025-19-CAB); providing for conflicts, severability, and an effective date.

I. **Resolution 2026-031: Amending the Declaration of Restrictive Covenants (*Deferred to August 12, 2026*)**

A Resolution of the City Commission of the City of Parkland, Florida approving an amendment to a Declaration of Restrictive Covenants, recorded as Instrument No. 109938295 in the Broward County Public Records, to provide for a maximum of 135,000 square feet of public charter school use permitted on the school property located at 8401 University Drive, subject to conditions; providing for conflicts, severability, and an effective date.

J. **Resolution 2026-030: Amendments to Development Agreement (*Deferred to August 12, 2026*)**
A Resolution of the City Commission of the City of Parkland, Florida approving an amendment to the Development Agreement between the City of Parkland and Parkland School Property LLC., recorded as Instrument No. 115758152 in the Broward County Public Records, to accommodate a proposed school expansion project on the subject site, generally located at 8401 University Drive, and the provision of related off-site improvements; providing for conflicts, severability and an effective date.

10. Comments by the Broward Sheriff's Office

11. Comments by the Coral Springs-Parkland Fire Department

12. Comments by the City Manager

13. Comments by the City Attorney

Adjournment

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IN ACCORDANCE WITH THE AMERICANS WITH DISABILITY ACT AND FLORIDA STATUTE 286.26, PERSONS WITH DISABILITIES NEEDING SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT THE CITY CLERK NO LATER THAN 48 HOURS PRIOR TO THE MEETING AT (954) 757-4132 FOR ASSISTANCE.

Updated Titles for Items 9F - 9J

DRAFT

CITY COMMISSION WORKSHOP MEETING
CITY OF PARKLAND
MINUTES

Wednesday, June 3, 2026 **at 4:00 PM** **Commission Chamber**
6600 University Drive
Parkland, FL 33067

1. Call to Order

Mayor Rich Walker called the City Commission Workshop Meeting of June 3, 2026, being held in Commission Chambers, to order at 04:00 PM.

2. Pledge of Allegiance

Mayor Rich Walker led the Pledge of Allegiance.

3. Roll Call

Commission members present were:
Rich Walker, Mayor
Simeon Brier, Vice Mayor
Neil Kanterman, Commissioner
Cindy Murphy Salomone, Commissioner

Commission members absent or excused were:
Jordan Isrow, Commissioner

Others Present were:
Alyson Morales, City Clerk
Nancy Morando, City Manager
Anthony Soroka, City Attorney

4. Regular Agenda

A. Discussion on the Traffic Elements of the Site Plan Application for the Proposed Somerset Academy Expansion.

Scott Backman, of Miskel Backman LLC, representing Somerset Parkland Academy, presented a PowerPoint, which was made a part of the backup materials for this meeting. He reported that a formal review is underway regarding an agreement with the neighboring communities of MiraLago and Town Parc. Bryan Kelley, Vice President of Simmons and White, presented the traffic study results, which were also reviewed by the City's traffic consultant and Broward County Traffic. He spoke about traffic mitigation, proposed staggered school starting times, proposed roundabouts, the proposed traffic management plan, school stacking issues, future growth plans, traffic monitoring, and event parking considerations.

Backman explained the amended development agreement and safeguards that the developer will put into place. John Arrieta, of Colliers Engineering and Design, and the City's traffic consultant, presented the findings of his independent review of the traffic study. The City Commission discussed and asked questions about the study calculations considered for future expansion on Hillsboro Boulevard and the surrounding properties to be developed, traffic with staggering schedules, parking, and the student ramp-up schedule. The Commission asked if language could be added to the agreement, stating that year after year, the growth rate could not be more than what is shown in the ramp-up schedule in the PowerPoint. The petitioner agreed.

5. Adjournment

There being nothing further to discuss, the meeting adjourned at 05:43 PM.

Transcribed and submitted by City Clerk - Alyson Morales

_____

ATTEST:

_____

MAYOR - Richard W. Walker

The above signatures are of the City Clerk and Mayor of the City of Parkland, Florida, and the information provided herein are the Minutes of the City

Commission Workshop Meeting held Wednesday, June 3, 2026, which were formally approved and adopted by the City Commission on Wednesday, July 8, 2026.

Note to Reader: If the Minutes you have received are not signed, or completed as indicated above, this means they are not the official minutes of the City Commission. They will become official Minutes only after review and approval, which may involve amendments, additions or deletions as set forth above.

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DRAFT

REGULAR CITY COMMISSION MEETING
CITY OF PARKLAND
MINUTES

Wednesday, June 3, 2026 **at 6:00 PM** **Commission Chamber**
6600 University Drive
Parkland, FL 33067

1. Call to Order

Mayor Rich Walker called the Regular City Commission Meeting of June 3, 2026, being held in Commission Chambers, to order at 06:00 PM.

2. Pledge of Allegiance

Mayor Rich Walker led the Pledge of Allegiance.

3. Roll Call

Commission members present were:
Rich Walker, Mayor
Simeon Brier, Vice Mayor
Neil Kanterman, Commissioner
Cindy Murphy Salomone, Commissioner

Commission members absent or excused were:
Jordan Isrow, Commissioner

Others Present were:
Alyson Morales, City Clerk
Nancy Morando, City Manager
Anthony Soroka, City Attorney

4. Approval of Minutes

A. City Commission Strategic Planning Retreat - April 6, 2026, 9:00 AM

B. City Commission Regular Meeting - May 20, 2026, 6:00 PM

RESULT:	UNANIMOUS
MOVER:	Vice Mayor Brier
SECONDER:	Commissioner Kanterman
AYES:	Brier, Kanterman, Murphy Salomone, Walker

5. Comments from the Public on Non-Agenda Items

A. Comments from the Public

There was no public comment.

B. Comments by the Mayor and Commissioners

-Commissioner Kanterman spoke about the Broward League of Cities Gala last Saturday night where the new president was installed and sworn in. He thought that it was a great event down at Margaritaville in Hollywood and expressed that any time they are spending time with their fellow commissioners, and other cities, it is a good thing. He then congratulated all the families and graduating students, and students moving on, of course. His kids have long moved on, they are now 25+, so he appreciates some of the other families going through these changes.

He spoke about property taxes and just wanted to make sure that citizens are thinking very carefully about what this really, really means. The irony is not lost on him that in the same week we are celebrating Parkland being named as the 14th best place to live in the entire country and the only city in Florida in the top 50! At the same time, the governor and the legislature are moving forward bills which may very likely change what made that possible. He explained that people are focusing a lot on essential services, which are important, of course: schools, police, and fire. He believes that these are all things that will be protected, whatever moves going forward, and everyone understands the importance of that, but he wants to focus a bit on the so-called nonessential services. What makes Parkland so special? What makes us rank so high on a ranking like that? Things like

Eats and Beats, and this Saturday, Zendatta, a great Police cover band, will be playing for free at the Amphitheater for us and other surrounding communities to enjoy, which is great. The Farmer's Market, Parkland Day, and the robust sports leagues we have in the city are additional things that make the city a wonderful place to be, and they are not free. He trusts that City staff will navigate these changes and invites any citizens that want to look at our budget to view it online. It is fully transparent, and if anyone has any places where they feel that there are things that can change, he asks that they approach him, as he is available. He's all about figuring out where the money is going and what it's being used for; it's entirely about what he ran for office on. He thinks it's the most important thing we are doing. Lastly, he knows that everyone has their own opinion or perspective, and they have every right to have that, but he wants everyone to be wary of the most vocal advocates of doing something like eliminating all property taxes. You will see a lot of realtors, mortgage brokers, and a lot of title companies that are making lots of volume on how great this is, and it's great for them as they have a housing market that will likely do quite well, but Parkland is not just that. Parkland is a lot of other things, and he fears that if things move too broadly in the direction of eliminating our funding, we will lose a lot of what makes us special.

-Commissioner Murphy Salomone agreed with Commissioner Kanterman about the property tax situation and confirmed that we need to be thinking about it. She spoke about graduations and that it's always an amazing month. The Commission has had the honor of being invited to several, maybe all, of the area graduations, and she attended the one for MSD at the Hard Rock, and it was wonderful. She congratulated Scott Walker, the mayor's son, whom she saw walk, and congratulated the others who had graduated, including our Senior Director of Strategy and Intergovernmental Affairs, Jackie Wehmeyer's kids. The principal's son graduated with them, as well. Principal Kefford got pretty emotional, and it made many others very emotional when she said a few words to her son. The elementary school graduations were amazing ceremonies too, and she said that it's amazing to see some of these fifth graders going to middle school and how grown-up they are. She congratulated Rabbi Boxman on his retirement. That was special, and he will be missed, but she knows he will always be a presence in the community. The Broward League of Cities event was wonderful and definitely a great time to speak and connect with other city officials. She congratulated Dania Beach Mayor Davis on taking the role of incoming President of the Broward League of Cities. She said that her predecessor, Denise Horland, was also a great president.

Lastly, she remarked that it was interesting to listen to a lot of these legislative sessions on property taxes and that this issue is huge for all of Florida, but particularly cities like ours. She noted that if this passes, we may potentially cease to exist. We are not a commercial-type city like Fort

Lauderdale. We don't attract tourists. We are a bedroom community, so to speak, and we pride ourselves on that. We rely heavily on dollars that could be taken away. So, she explained that it is hugely important that voters read the information available. There is a lot of good information that boils down to what this all means and it is everywhere. She encouraged everyone to read the objective, factual information. A statistic that she found that was very interesting when listening to something recently, is that the average city in Florida is right around 7,000 residents, so when you think about that, there are many more cities other than ours that could be significantly and negatively impacted by property tax reform being passed in the way it is being proposed. With that, she wished everyone a great summer.

-Vice Mayor Brier expressed that he had the honor of attending Rabbi Boxman's retirement ceremony, which was a great ceremony and send-off for him. He relayed that we thank him for all that he has done for our community and will continue to do. He then congratulated the folks who were inducted into the Senior Hall of Fame by the Area Agency on Aging. It’s a very big deal, and we have some folks from our community, including Bob Mayersohn, a former Parkland City Commissioner and Vice Mayor, Roy Gold, a former Mayor of Coral Springs, and also Angelo Castillo, Mayor of Pembroke Pines, along with seven other amazing nominees. Everyone that got up had an incredible life story, dedication, and commitment to serving our communities. The Broward League of Cities Gala was another great event. He had an opportunity to sit with some folks from the Solid Waste Authority and have a one-on-one with them. He would encourage all his fellow commissioners, if they have not done that, to reach out and do so. It was an educational opportunity for him, and they shared some additional materials, which he provided to Jackie for circulation. He also had an opportunity to go down and visit Hispanic Unity of Florida. They provide education on learning to speak and write fluently in English. They offer vocational training and assist with financial management, asset planning, et cetera, to provide those interested in a pathway to self-sustainability and homeownership. This organization does some amazing work all throughout South Florida. Regarding graduations, he congratulated Scott Walker and all the other graduates. He had just the benefit and honor of speaking at the Somerset Parkland Academy's eighth grade promotion ceremony, and the Park Trails fifth grade graduation/promotion ceremony. He attended the ceremony at Heron Heights, as well, and continues to be amazed by the quality of our students, our educators, the staff and faculty at the schools, as well as the engagement and involvement by the parents, guardians and loved ones. He added that he attended the June Chamber breakfast this morning, which was a very good event, as are all the events put on by the Parkland Chamber of Commerce. It’s a good opportunity to meet some of the other

local business leaders and elected officials there.

-Mayor Walker expressed that this year is great due to all the graduations and promotion ceremonies. He was able to attend the MSD graduation in which his son participated. It was super exciting for him. This year, he had a college graduate and a high school graduate. He still has a sixth grader, so he still has a bit of time left. He noted that we have great schools, administration, principals, and students here.

He then spoke about property taxes. The one thing that disappoints him the most is that we continue down the path of negativity, and right now fraud, waste and abuse are the tagline that everyone likes to use and that is really disappointing. What bothers him the most is to see the state legislators basically putting a lot of blame on local governments because they say that they are not operating properly, wasting money and all those different things. He doesn't know about every other city, but as the Mayor of the City of Parkland, he knows that we are fiscally responsible. We do amazing things here in this city, as the ranking from "U.S. News & World Report" reflects. Whether that is directly related to our hard work, and the staff's hard work, or not, is irrelevant. The fact is that we are the #1 city in the State of Florida. So, to hear everybody continue with the negativity that elected officials are wasting money, and they are doing this and doing that, that language needs to stop because that does not help anyone. As a local elected official, he is closest to the people. He shops at the same stores, is on the fields with them together, and sees them every day. There is communication back and forth on social media. He added that he pays taxes, just like everybody else. He would love to pay less taxes, so that's exciting, but he does worry about what will happen to the City of Parkland. He is confident in our staff and in this commission that we will navigate through whatever challenges we are given by the State. He stressed that we are fiscally responsible and do a fantastic job here in our city, but we cannot please everyone. There will always be people who are upset with the decisions we make, but all in all, he thinks we do a fantastic job. The last time he checked, the state had surplus dollars, so obviously they were someway, somehow, collecting additional taxes or revenue from people and not distributing that, but that is neither here nor there. So, as far as property taxes, he's sure he will speak more about it later, but, for now, he is still trying to navigate what the final outcome of everything looks like.

6. Proclamations and Recognitions

A. World Vitiligo Day

Vice Mayor Brier and the City Commission presented a World Vitiligo Day proclamation to University of Florida student and Marjory Stoneman Douglas High School graduate Raj Selvaraj.

B. Juneteenth Proclamation

Commissioner Kanterman and the City Commission presented a Juneteenth proclamation to legal analyst, lawyer, author and Parkland resident Kaysia Earley.

C. National Gun Violence Awareness Month

Commissioner Murphy Salomone and the City Commission presented a National Gun Violence Awareness Month proclamation to Moms Demand Action representatives.

7. Approval of the Agenda

RESULT:	UNANIMOUS
MOVER:	Commissioner Kanterman
SECONDER:	Commissioner Murphy Salomone
AYES:	Brier, Kanterman, Murphy Salomone, Walker

8. Consent Agenda

A. **Resolution 2026-037: FY 2026 Fee Schedule Amendment**
A Resolution of the City Commission of the City of Parkland, Florida, to amend the administrative and user fee and charge schedules for services, activities, and use of facilities provided by the City of Parkland as presently set forth in Resolution 2025-054, providing adjustments to the user fees and charges schedule; providing for execution; providing for an effective date.

There was no public comment.

RESULT:	UNANIMOUS

MOVER:	Commissioner Kanterman
SECONDER:	Commissioner Murphy Salomone
AYES:	Brier, Kanterman, Murphy Salomone, Walker

9. Regular Agenda

A. **Resolution 2026-038: Comprehensive Emergency Management Plan**
A Resolution of the City Commission of the City of Parkland, Florida, approving the update to the City of Parkland's Comprehensive Emergency Management Plan; providing for execution; providing for an effective date.

City Attorney Soroka read the title. Assistant Public Works Director - Operations Bruno Battel and Senior Director of Operational Services and Projects Christine Garcia presented. There was no public comment.

RESULT:	UNANIMOUS
MOVER:	Vice Mayor Brier
SECONDER:	Commissioner Kanterman
AYES:	Brier, Kanterman, Murphy Salomone, Walker

B. **Resolution 2026-040: Removal of a Jersey Barrier and Enclosure of Building "B" at the Somerset Charter School**
A Resolution of the City Commission of the City of Parkland, Florida, approving a Site Plan Amendment, and Community Appearance Board application, to remove a Jersey barrier and enclose existing Building "B" consisting of approximately 4,500 square feet at the Somerset Charter School generally located at 8401 University Drive; providing for conflicts, severability, and an effective date.

City Attorney Soroka read the title. Planning Director kaityn Forbes presented. There was no public comment.

RESULT:	UNANIMOUS
MOVER:	Commissioner Kanterman
SECONDER:	Commissioner Murphy Salomone
AYES:	Brier, Kanterman, Murphy Salomone, Walker

10. Comments by the Broward Sheriff's Office

Captain McCardle reminded everyone that schools are out and that they are excited about the summer. She congratulated the recent graduates and relayed that they went to some of the graduations at the local schools. It was exciting to be on stage and shake hands with these young students. In preparation for the summer, she explained their safety operational plan that they have in place. They will have extra patrols on the streets, and their main goal is safe roadways. They will be addressing the e-bikes, motorcycles, and golf carts, and whoever is driving them. They want to remind everyone that golf carts are not for kids. They want to keep everybody safe and keep any crashes to a minimum. She then spoke about the stuff that happens behind the scenes with their Strategic Investigations Division. It's their Homeland Security, and they are always running open-source investigations on social media. They have picked up that on Saturday night, there will potentially be a Pine Trails Park takeover, so they are aware and prepared for that. It helps when these teams put this out on social media, because they see it, they are prepared, and they will be out there. She explained that they will have some fun community engagement initiatives for the rest of the summer and are excited about that.

11. Comments by the Coral Springs-Parkland Fire Department

Deputy Chief Roseboom relayed that he will always have statistics available to report on request. He said that he will schedule a meeting with the stakeholders on his side to obtain more information regarding the CADD and possible updates and will report back to the Commission.

12. Comments by the City Manager

City Manager Morando reminded everyone that the next City Commission meeting will be held on Wednesday, July 8th.

13. Comments by the City Attorney

No comments.

14. Adjournment

There being nothing further to discuss, the meeting adjourned at 06:57 PM.

Transcribed and submitted by City Clerk - Alyson Morales

_____

ATTEST:

_____
MAYOR - Richard W. Walker

The above signatures are of the City Clerk and Mayor of the City of Parkland, Florida, and the information provided herein are the Minutes of the Regular City Commission Meeting held Wednesday, June 3, 2026, which were formally approved and adopted by the City Commission on Wednesday, July 8, 2026.

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IN ACCORDANCE WITH THE AMERICANS WITH DISABILITY ACT AND FLORIDA STATUTE 286.26, PERSONS WITH DISABILITIES NEEDING SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT THE CITY CLERK NO LATER THAN 48 HOURS PRIOR TO THE MEETING AT (954) 757-4132 FOR ASSISTANCE.

CITY OF PARKLAND

Meeting: Wednesday, July 8, 2026

AGENDA SUMMARY

Proclamations and Recognitions
Agenda Item: 6.A.

TITLE: National Merit Recognition
SUBMITTED BY:
ORIGIN OF REQUEST: Communications
MEETING GROUP: City Commission

STAFF RECOMMENDATION

n/a

STRATEGIC PLAN

Strategy: Community Engagement
Quality of Life Experiences
Goals & Actions by Strategy: Foster a more fully informed community that strengthens character

BACKGROUND & PURPOSE

Eight Marjory Stoneman Douglas High School students have received recognition from the National Merit Scholarship Corporation. National Merit recognition is based on the students' performance on the October 2024 PSAT. The students are among the top 16,000 scorers of the 1.5 million students who tested throughout the country. Beyond the test score, they have also pursued a rigorous course load and maintained outstanding grades.

FISCAL IMPACT

n/a

EXPIRATION OF CONTRACT

n/a

ATTACHMENTS

None

CITY OF PARKLAND

Meeting: Wednesday, July 8, 2026

AGENDA SUMMARY

Proclamations and Recognitions
Agenda Item: 6.B.

TITLE: Park and Recreation Month Proclamation
SUBMITTED BY: Karla Shores
ORIGIN OF REQUEST: Communications
MEETING GROUP: City Commission

STAFF RECOMMENDATION

n/a

STRATEGIC PLAN

Strategy: Community Engagement
Quality of Life Experiences
Goals & Actions by Strategy: Continue to be a pre-eminent city for parks and recreation programs
Foster a more fully informed community that strengthens character

BACKGROUND & PURPOSE

The City Commission will issue a Park and Recreation Month proclamation to the City's Parks and Recreation department.

FISCAL IMPACT

n/a

EXPIRATION OF CONTRACT

n/a

ATTACHMENTS

None

CITY OF PARKLAND

Meeting: Wednesday, July 8, 2026

AGENDA SUMMARY

Proclamations and Recognitions
Agenda Item: 6.C.

TITLE: Area Agency on Aging Senior Hall of Fame
SUBMITTED BY: Karla Shores
ORIGIN OF REQUEST: Communications
MEETING GROUP: City Commission

STAFF RECOMMENDATION

n/a

STRATEGIC PLAN

Strategy: Community Engagement
Quality of Life Experiences
Goals & Actions by Strategy: Foster a more fully informed community that strengthens character

BACKGROUND & PURPOSE

The City Commission will recognize Parkland residents Michael Brodie and Bob Mayersohn for being named 2026 Broward Senior Hall of Fame Honorees by the Area Agency on Aging of Broward County. The Broward Senior Hall of Fame recognizes Broward County residents age 60 and older who have demonstrated exceptional dedication and outstanding volunteer service to the community. Honorees are nominated by local residents and selected by a distinguished review committee.

FISCAL IMPACT

n/a

EXPIRATION OF CONTRACT

n/a

ATTACHMENTS

None

CITY OF PARKLAND

Meeting: Wednesday, July 8, 2026

AGENDA SUMMARY

Proclamations and Recognitions
Agenda Item: 6.D.

TITLE: Girl Scout USA National Gold Award
SUBMITTED BY: Karla Shores
ORIGIN OF REQUEST: Communications
MEETING GROUP: City Commission

STAFF RECOMMENDATION

n/a

STRATEGIC PLAN

Strategy: Community Engagement
Quality of Life Experiences
Goals & Actions by Strategy: Foster a more fully informed community that strengthens character

BACKGROUND & PURPOSE

The City Commission will recognize Parkland resident Abigail Berkowitz, who was recently named a winner of the Girl Scouts USA National Gold Award Scholarship. As part of her project, Abigail discovered that food insecurity has made a significant impact on pet food costs and on the quality of pet care and pet food throughout South Florida, resulting in overcrowded shelters. Abigail is a senior at Donna Klein Jewish Academy.

FISCAL IMPACT

n/a

EXPIRATION OF CONTRACT

n/a

ATTACHMENTS

None

CITY OF PARKLAND
Meeting: Wednesday, July 8, 2026

AGENDA SUMMARY
Regular Agenda
Agenda Item: 9.A.

TITLE: Resolution 2026-043: FY 2027 Proposed Millage Rate
A Resolution of the City Commission of the City of Parkland, Florida, authorizing the City Manager to send a proposed millage rate of 4.2979 mills to the Property Appraiser for Fiscal Year 2027 and setting September 14, 2026 at 5:01 P.M. at Parkland Commission Chambers, 6600 University Drive, Parkland, Florida as the date, time and place for the first public hearing; setting September 23, 2026 at 6:00 P.M. at Parkland Commission Chambers, 6600 University Drive, Parkland, Florida as the date, time and place for the second public hearing; providing for conflicts; providing for severability; providing for an effective date.
SUBMITTED BY: Kelly Schwartz
ORIGIN OF REQUEST: Finance
MEETING GROUP: City Commission

STAFF RECOMMENDATION
Staff recommends approval.

STRATEGIC PLAN
Strategy: Effective and Efficient Government
Goals & Actions by Strategy: Improve and enhance the City's infrastructure
Maintain a safe community
Improve and enhance the City's transportation infrastructure
Continue to be a pre-eminent city for parks and recreation programs

BACKGROUND & PURPOSE
The Florida Department of Revenue millage forms must be submitted to the Broward County Property Appraiser's Office within 35 days of receiving the notice of taxable values (August 4). The forms will set the maximum millage rate that can be charged by the City and will be the basis of the figures on the TRIM (truth-in-millage) form mailed to residents in August.

Staff is presenting a Proposed Budget for Fiscal Year 2027 with a millage rate of 4.2979 mills, which is the same millage rate as the previous six years.

Attached for your review is the Proposed Fiscal Year 2027 General Fund Budget. The complete proposed budget document will be distributed at the July 8, 2026 meeting and will be available for review during the summer break. The budget will be discussed during a scheduled workshop on August 12th at 5:00 P.M. in the City Hall Commission Chambers. A resident workshop will be held on August 5th at 6:00 P.M. in the City Hall Commission Chambers.

FISCAL IMPACT
Budgeted Ad-valorem revenue of $37,220,000, which represents an increase of $1,571,000 or 4.4% in ad-valorem revenue.

EXPIRATION OF CONTRACT

N/A

ATTACHMENTS

1. Resolution 2026-043 Proposed FY 2027 Millage Rate
2. General Fund_FY 27 Proposed

RESOLUTION NO. 2026-043

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA, AUTHORIZING THE CITY MANAGER TO SEND A PROPOSED MILLAGE RATE OF 4.2979 MILLS TO THE PROPERTY APPRAISER FOR FISCAL YEAR 2027 AND SETTING SEPTEMBER 14, 2026 AT 5:01 P.M. AT PARKLAND COMMISSION CHAMBERS, 6600 UNIVERSITY DRIVE, PARKLAND, FLORIDA AS THE DATE, TIME AND PLACE FOR THE FIRST PUBLIC HEARING; SETTING SEPTEMBER 23, 2026 AT 6:00 P.M. AT PARKLAND COMMISSION CHAMBERS, 6600 UNIVERSITY DRIVE, PARKLAND, FLORIDA AS THE DATE, TIME AND PLACE FOR THE SECOND PUBLIC HEARING; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Florida Statute 200.065 (TRIM - Truth in Millage) requires all municipalities, within 35 days of receipt of the city's certification of taxable value (on or around July 1), to advise the Property Appraiser of an estimated millage rate to be included in the TRIM notice sent to each taxpayer; and

WHEREAS, an estimated and tentative millage rate should be proposed which would allow the City Commission latitude in meeting Fiscal Year 2027 budgetary requirements; and

WHEREAS, Florida Statute 200.065 requires that a hearing date, other than that scheduled by the Broward County Commission and the Broward School Board, be set by each municipality to be included in the TRIM Notice sent to each taxpayer; and

WHEREAS, the City Commission recommends that the estimated millage rate be set at 4.2979 mills for Fiscal Year 2027, and that the public budget hearings be set at 5:01 p.m. on September 14, 2026, and 6:00 p.m. on September 23, 2026, in the City Commission Chambers, 6600 University Drive, Parkland, Florida 33067; and

WHEREAS, the City Commission of the City of Parkland, Florida deems it to be in the best interest of the citizens and residents of the City of Parkland to allow the City Manager to send an estimated and tentative millage rate of 4.2979 mills to the Property Appraiser and to set a date, time and place for the first and second public hearing; and

WHEREAS, the City Commission retains full authority and discretion to reduce said millage rates in the adoption process.

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

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

Section 2. The City Manager is authorized to send to the Property Appraiser an estimated millage of 4.2979 mills, this is an estimate and constitutes the maximum millage and the actual rate approved may be lower.

Section 3. That this Resolution shall become in full force and effect immediately upon its passage and adoption.

PASSED AND ADOPTED THIS 8th DAY OF JULY, 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 ____

CITY OF PARKLAND
ANALYSIS OF REVENUES/SOURCES AND EXPENDITURES/USES
GENERAL FUND

	2024 Actual	2025 Actual	2026 Adopted Budget	2026 Amended Budget	2027 Proposed Budget	$ Change from 2026 Adopted
REVENUES/SOURCES						
Locally Levied Taxes:						
Property Taxes	31,346,732	33,915,346	35,649,000	35,649,000	37,220,000	1,571,000
Franchise Fee - Electricity	2,859,692	2,950,559	2,550,000	2,550,000	2,677,500	127,500
Franchise Fee - Garbage	599,645	693,463	550,000	550,000	550,000	0
Franchise Fee - Gas	148,514	167,200	100,000	100,000	100,000	0
Total Franchise Fees	3,607,851	3,811,222	3,200,000	3,200,000	3,327,500	127,500
Utility Service Taxes:						
Electricity	4,065,376	4,177,697	3,800,000	3,800,000	3,800,000	0
Communication Service Tax	1,375,051	1,499,341	1,000,000	1,000,000	1,000,000	0
Total Utility Service Taxes	5,440,427	5,677,038	4,800,000	4,800,000	4,800,000	0
Total Taxes	**40,395,010**	**43,403,606**	**43,649,000**	**43,649,000**	**45,347,500**	**1,698,500**
Intergovernmental Revenue:						
Municipal Revenue Sharing	1,514,435	1,555,469	1,100,000	1,100,000	1,200,000	100,000
Alcoholic Bev Licenses	6,955	7,176	2,500	2,500	4,550	2,050
Half Cent Sales Tax	2,911,349	2,857,107	2,700,000	2,700,000	2,400,000	(300,000)
CDBG - Senior Program	16,884	70,652	0	0	0	0
County Business Tax Receipts	32,686	32,120	10,000	10,000	10,000	0
Seminole Compact	0	33,378	0	0	0	0
Broward County School Board-SRO	1,288,850	1,459,172	1,400,000	1,400,000	1,400,000	0
Local Option Gas Tax	604,097	615,099	565,000	565,000	565,000	0
Total Intergovernmental Revenue	6,375,256	6,630,173	5,777,500	5,777,500	5,579,550	(197,950)
Licenses & Permits:						
Business Tax Receipts	44,031	40,244	35,000	35,000	35,000	0
Waste Hauler Licenses	9,000	18,000	7,500	7,500	7,500	0
Zoning Occ License Fee	2,230	4,120	750	750	750	0
Building Permits	552,560	666,560	650,000	650,000	650,000	0
Electrical Permits	158,990	205,478	225,000	225,000	200,000	(25,000)
Plumbing Permits	164,538	165,416	225,000	225,000	200,000	(25,000)
Mechanical Permits	65,445	116,373	66,000	66,000	66,000	0
Reinspection Fees	25,900	1,120	10,000	10,000	10,000	0
Landscaping Permits	137,438	109,923	95,000	95,000	90,000	(5,000)
Fire Related Permits	11,728	34,969	10,000	10,000	10,000	0
Zoning Building Permit Review	39,850	53,420	15,000	15,000	25,000	10,000
Continuing Education	28,572	57,129	25,000	25,000	25,000	0
Special Events Permits	18,009	15,515	4,000	4,000	5,000	1,000
Record Retention/Retrieval Fee	3,707	1,885	5,000	5,000	5,000	0
Other Licenses and Permits	68,786	55,820	25,000	25,000	50,000	25,000
Lobbyist Registration	1,650	1,410	1,250	1,250	1,250	0
Total Licenses & Permits	1,332,434	1,547,382	1,399,500	1,399,500	1,380,500	(19,000)
Charges for Services:						
Summer Recreation	394,779	531,819	415,000	415,000	475,000	60,000
After Care P-Rec	293,129	274,340	200,000	200,000	225,000	25,000
Sports Organizations Fees	121,125	146,540	125,000	125,000	160,000	35,000
Tennis Membership/Fees	84,973	69,913	50,000	50,000	50,000	0
Tennis Contractor	183,689	161,298	100,000	100,000	110,000	10,000
Concessions	35,008	32,272	15,000	15,000	15,000	0
Facility Rentals	93,848	93,995	70,000	70,000	75,000	5,000
Sports Contractors	121,605	111,416	90,000	90,000	90,000	0
Enrichment Contractors	96,693	79,899	75,000	75,000	75,000	0
Development Review Fee	42,980	39,760	15,000	15,000	15,000	0
Engineering Review & Inspection	121,982	1,002,658	195,100	195,100	150,000	(45,100)
Public Records Request	4,670	209	0	0	0	0
Document Retention	38,345	54,758	27,500	27,500	23,500	(4,000)
Fire Rescue Assessment Fees	4,057,426	4,306,438	4,200,000	4,200,000	4,568,000	368,000
Interim Fire Service Fee	11,240	3,640	0	0	0	0
Fire Inspections Fees	41,043	36,372	35,000	35,000	35,000	0
False Alarm Fees	200	100	0	0	0	0
Ambulance Fees	780,371	621,019	500,000	500,000	500,000	0
Credit Card Processing Fees	0	99,298	75,000	75,000	150,000	75,000
Telecommunications Inspection	0	0	0	0	0	0
Other Recreation	49,246	18,255	35,000	35,000	20,000	(15,000)
Library Fines & Misc	8,742	12,134	6,000	6,000	6,000	0
Library Special Events	340	0	0	0	0	0
Library Donations	0	60	0	0	0	0

$ Change is calculated from Adopted

CITY OF PARKLAND
ANALYSIS OF REVENUES/SOURCES AND EXPENDITURES/USES
GENERAL FUND

	2024 Actual	2025 Actual	2026 Adopted Budget	2026 Amended Budget	2027 Proposed Budget	$ Change from 2026 Adopted
Other Charges for Services	46,659	41,950	0	0	0	0
Total Charges for Services	6,628,093	7,738,143	6,228,600	6,228,600	6,742,500	513,900
Fines and Forfeitures:						
Fines and Forfeitures	53,562	103,713	30,000	30,000	30,000	0
Code Violations	106,598	156,542	70,000	70,000	70,000	0
Total Fines and Forfeitures	160,160	260,255	100,000	100,000	100,000	0
Miscellaneous Revenues:						
Interest Income	3,257,599	2,839,477	214,000	214,000	250,000	36,000
Interest Tax Collector	71,153	73,034	1,000	1,000	1,000	0
Interest Assessment Tax	9,038	9,178	0	0	0	0
Cell Tower	315,704	300,019	210,000	210,000	210,000	0
Sale of Surplus Property/Fixed Assets	66,500	18,862,792	0	0	0	0
State Contributions	589,037	673,584	650,000	650,000	650,000	0
Other Miscellaneous	94,818	79,626	11,450	11,450	-	(11,450)
Donations	132,730	235,170	60,000	60,000	150,000	90,000
Recreation Special Events	150,933	138,104	120,000	120,000	120,000	0
Reimbursement Streetlighting	22,319	20,823	21,000	21,000	21,000	0
Reimbursement Utilities BSO	17,329	17,363	0	0	0	-
Total Miscellaneous Revenues	4,727,160	23,249,170	1,287,450	1,287,450	1,402,000	114,550
Total Locally Levied Taxes	**59,618,113**	**82,828,729**	**58,442,050**	**58,442,050**	**60,552,050**	**2,110,000**
Other Sources:						
Insurance Reimbursements	22,148	16,566	0	0	0	0
Operating Transfers In	247,950	532,950	247,950	378,352	247,950	0
Use of Fund Balance	0	0	110,000	1,164,748	0	(110,000)
Total Non Revenue Sources	270,098	549,516	357,950	1,543,100	247,950	(110,000)
TOTAL REVENUES/SOURCES	**$ 59,888,211**	**$ 83,378,245**	**$ 58,800,000**	**$ 59,985,150**	**$ 60,800,000**	**$ 2,000,000**
EXPENDITURES - DEPARTMENT						
Commission	333,639	340,491	394,494	394,494	415,814	21,320
City Manager	918,628	1,022,977	1,056,714	1,056,714	1,194,259	137,545
Communications	522,076	593,839	626,025	626,025	666,736	40,711
City Clerk	398,015	452,526	465,743	465,743	489,326	23,583
Finance	722,580	841,106	920,968	920,968	974,637	53,669
Purchasing	344,205	417,441	484,145	484,145	519,166	35,021
Human Resources	380,709	365,293	415,004	415,004	445,886	30,882
Information Technology	728,577	816,247	1,012,569	1,012,569	1,048,282	35,713
Legal	217,847	260,401	532,200	532,200	532,200	0
Development Services	3,181,081	2,968,089	3,813,544	3,813,544	3,497,709	(315,835)
Public Safety/BSO, Crossing Guards	12,912,049	13,465,087	15,322,435	15,322,435	16,162,904	840,469
Fire Rescue	10,227,740	10,566,585	11,092,545	11,092,545	11,520,000	427,455
Public Works (net of Stormwater portion)	7,207,770	7,446,681	9,013,159	9,013,159	9,394,399	381,240
Parks & Recreation	3,062,955	3,272,462	4,200,696	4,200,696	4,519,118	318,422
Library	755,723	801,294	1,023,236	1,023,236	1,069,997	46,761
Non-Departmental	478,749	348,095	754,823	754,823	702,567	(52,256)
Capital/Land Purchase	0	679,235	679,200	679,200	0	(679,200)
Contingency	0	0	200,000	200,000	2,500,000	2,300,000
Emergency Operations	0	0	0	0	0	0
Debt Service	2,648,308	2,839,362	1,905,500	1,905,500	1,897,000	(8,500)
Transfers Out- Capital Projects	6,150,000	41,045,000	1,187,000	1,372,150	0	(1,187,000)
Transfers Out- Equip Replacement	500,000	750,000	750,000	750,000	750,000	0
Transfers Out- Facilities Maintenance	2,200,000	2,500,000	2,500,000	2,500,000	2,500,000	0
Transfers Out- Ranches Roads	0	168,491	450,000	1,450,000	0	(450,000)
Transfers Out- Pine Tree Roads	1,000,000	0	0	0	0	0
TOTAL EXPENDITURES	**$ 54,890,651**	**$ 91,960,702**	**$ 58,800,000**	**$ 59,985,150**	**$ 60,800,000**	**$ 2,000,000**
Excess revenues over (under) expenditures	**4,997,560**	**(8,582,457)**	**-**	**-**	**-**	**-**

$ Change is calculated from Adopted

CITY OF PARKLAND
Meeting: Wednesday, July 8, 2026

AGENDA SUMMARY
Regular Agenda
Agenda Item: 9.B.

TITLE: Resolution 2026-041: FY 2027 Preliminary Solid Waste Assessment
A Resolution of the City Commission of the City of Parkland, Florida, relating to the collection and disposal of solid waste and recyclable materials in the incorporated area of the City of Parkland, Florida; providing authority, purpose and definitions; providing certain legislative findings; describing the method of assessing the solid waste cost against residential property located within the City; establishing the estimated solid waste cost and annual solid waste service assessments for the fiscal year commencing October 1, 2026; directing the preparation of a solid waste assessment roll; authorizing a public hearing and directing the provision of notice thereof; providing for the method of collection; providing for application of assessment proceeds; and providing for severability, conflicts, and an effective date.
SUBMITTED BY: Kelly Schwartz
ORIGIN OF REQUEST: Finance
MEETING GROUP: City Commission

STAFF RECOMMENDATION
Staff recommends approval.
STRATEGIC PLAN
Strategy: Effective and Efficient Government
Goals & Actions by Strategy: Other

BACKGROUND & PURPOSE
In order to legally begin collection of the Solid Waste Assessment for Fiscal Year 2027, the City of Parkland (City) must adopt the estimated rates established within the Preliminary Rate Resolution. This is a two-step process, similar to the budget adoption, that includes two public hearings. This evening, approval of the Preliminary Rate Resolution will impose the maximum rates, which will be placed on the TRIM notices mailed in August and collected via the "Uniform Method" on the property tax bills mailed to property owners in November. The second public hearing will be held at 5:01pm on Monday, September 14, 2026.

In 2010, Ordinance 2010-14 was approved to implement the Solid Waste Assessment. On June 17, 2024, the City Commission approved Ordinance 2024-007, the Third Amendment to the Waste Management Franchise Agreement extending the current franchise term through September 30, 2029. The Solid Waste and Recycling Collection rates that were adopted based on the approval of Ordinance 2024-007 were adjusted by 4.30% for FY 2026, and 4.80% for FY 2027, based on the Consumer Price Index (CPI) for all Urban Consumers, Garbage and Trash Collection Series. The proposed adjusted annual residential rate is $495.48 for each Dwelling Unit for Solid Waste and Recyclable Materials management, collection and disposal services, facilities, and programs approved for the Fiscal Year commencing October 1, 2026. This represents an increase of $22.80 per residential dwelling

unit for the year of services.

This Resolution has been drafted by Nabors, Giblin & Nickerson, P.A.

FISCAL IMPACT

The City receives a franchise fee of 11% for residential solid waste collections. The balance of the assessments is paid to Waste Management for collection and disposal services.

EXPIRATION OF CONTRACT

N/A

ATTACHMENTS

1. PRR_SW_2026
2. Exhibit A - Fee Proposal

RESOLUTION NO. 2026-041

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA, RELATING TO THE COLLECTION AND DISPOSAL OF SOLID WASTE AND RECYCLABLE MATERIALS IN THE INCORPORATED AREA OF THE CITY OF PARKLAND, FLORIDA; PROVIDING AUTHORITY, PURPOSE AND DEFINITIONS; PROVIDING CERTAIN LEGISLATIVE FINDINGS; DESCRIBING THE METHOD OF ASSESSING THE SOLID WASTE COST AGAINST RESIDENTIAL PROPERTY LOCATED WITHIN THE CITY; ESTABLISHING THE ESTIMATED SOLID WASTE COST AND ANNUAL SOLID WASTE SERVICE ASSESSMENTS FOR THE FISCAL YEAR COMMENCING OCTOBER 1, 2026; DIRECTING THE PREPARATION OF A SOLID WASTE ASSESSMENT ROLL; AUTHORIZING A PUBLIC HEARING AND DIRECTING THE PROVISION OF NOTICE THEREOF; PROVIDING FOR THE METHOD OF COLLECTION; PROVIDING FOR APPLICATION OF ASSESSMENT PROCEEDS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

WHEREAS, in 2010, the City of Parkland (the "City") implemented a recurring annual solid waste special assessment program to fund all or a portion of the City's Solid Waste and Recyclable Materials management, collection, and disposal services, facilities, and programs with the adoption of Ordinance No. 2010-14, as it may be amended, (the "Ordinance") and imposed solid waste assessments for Fiscal Year 2010-2011 with the adoption of Resolution Nos. 2010-61 (the "Initial Assessment Resolution") and 2010-76 (the "Final Assessment Resolution"); and

WHEREAS, the imposition of a Solid Waste Service Assessment for Solid Waste and Recyclable Materials management, collection, and disposal services, facilities, and programs for each Fiscal Year is an equitable and efficient method of allocating and apportioning the Solid Waste Cost among parcels of Residential Property; and

WHEREAS, pursuant to the Ordinance, the reimposition of Solid Waste Service Assessments for the Fiscal Year commencing October 1, 2026, requires certain processes such as the preparation of the Assessment Roll; and

WHEREAS, annually a Preliminary Rate Resolution describing the method of assessing the Solid Waste Cost against Residential Property located within the City, directing the preparation of an Assessment Roll, authorizing a public hearing and directing the provision of notice thereof is required by the Ordinance for the reimposition of the Solid Waste Service Assessments; and

WHEREAS, the City Commission deems it to be in the best interest of the citizens and residents of the City to adopt this Preliminary Rate Resolution.

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

Section 1. AUTHORITY. This resolution is adopted pursuant to the provisions of the Ordinance; the Initial Assessment Resolution; the Final Assessment Resolution; Article VIII, section 2 of the Florida Constitution; the City Charter of the City of Parkland; sections 166.021 and 166.041, Florida Statutes; and other applicable provisions of law.

Section 2. PURPOSE AND DEFINITIONS.

(A) This resolution constitutes the Preliminary Rate Resolution as defined in the Ordinance which initiates the annual process for updating the Assessment Roll and directs the reimposition of Solid Waste Service Assessments for the Fiscal Year beginning October 1, 2026.

(B) Unless the context indicates otherwise, words imparting the singular number, include the plural number, and vice versa; the terms "hereof," "hereby," "herein," "hereto," "hereunder" and similar terms refer to this resolution; and the term "hereafter" means after, and the term "heretofore" means before, the effective date of this resolution. Words of any gender include the correlative words of the other genders, unless the sense indicates otherwise.

(C) All capitalized words and terms not otherwise defined herein shall have the meanings set forth in the Ordinance, the Initial Assessment Resolution, and the Final Assessment Resolution.

Section 3. LEGISLATIVE DETERMINATIONS OF SPECIAL BENEFIT AND FAIR APPORTIONMENT.

(A) The legislative determinations of special benefit and fair apportionment embodied in the Ordinance, the Initial Assessment Resolution, and the Final Assessment Resolution are affirmed and incorporated herein by reference.

(B) Government Property that is owned by federal government mortgage entities, such as the VA and HUD, due to foreclosures are not serving a governmental purpose nor providing a public benefit but are instead being held by these federal government mortgage entities in a proprietary capacity. Accordingly, these properties shall not be exempted from the Solid Waste Service Assessment.

Section 4. PROVISION AND FUNDING OF SOLID WASTE SERVICES.

(A) Upon the reimposition of Solid Waste Service Assessments for Solid Waste and

Recyclable Materials management, collection, and disposal services, facilities, and programs against Residential Property located within the City, the City shall cause Solid Waste and Recyclable Materials management, collection, and disposal services, facilities, and programs to be provided to such Residential Property. All or a portion of the Solid Waste Cost to provide such Solid Waste and Recyclable Materials management, collection, and disposal services, facilities, and programs shall be paid from proceeds of the Solid Waste Service Assessments. The remaining cost, if any, required to provide Solid Waste and Recyclable Materials management, collection, and disposal services, facilities, and programs shall be funded by legally available City revenues.

(B) It is hereby ascertained, determined, and declared that each parcel of Residential Property will be benefited by the City's provision of Solid Waste and Recyclable Materials management, collection, and disposal services, facilities, and programs in an amount not less than the Solid Waste Service Assessment upon such parcel computed in the manner set forth in the Preliminary Rate Resolution.

Section 5. DETERMINATION OF SOLID WASTE COST; ESTABLISHMENT OF ANNUAL SOLID WASTE SERVICE ASSESSMENTS.

(A) The estimated Solid Waste Cost to be assessed and apportioned among benefited parcels for the Fiscal Year commencing October 1, 2026, is $5,923,959.00. The approval of this Preliminary Rate Resolution determines the amount of the Solid Waste Cost. The remainder of such Fiscal Year budget for Solid Waste and Recyclable Materials management, collection, and disposal services, facilities, and programs shall be funded from available City revenue other than Solid Waste Service Assessments.

(B) For the Fiscal Year commencing October 1, 2026, in which Solid Waste Service Assessments are reimposed, the Solid Waste Cost shall be allocated among all parcels of Residential Property within the City based upon each parcel's classification as Residential Property and the number of Dwelling Units for such parcel. The Solid Waste Service Assessment for each Tax Parcel of Residential Property shall be computed by multiplying the assessment rate by the number of Dwelling Units on such parcel. An estimated rate of assessment equal to $495.48 for each Dwelling Unit for Solid Waste and Recyclable Materials management, collection, and disposal services, facilities, and programs is hereby approved for the Fiscal Year commencing October 1, 2026 for purposes of this Preliminary Rate Resolution.

(C) The rate of the Solid Waste Service Assessment established in this Preliminary Rate Resolution shall be the rate applied by the City Manager in the preparation of the updated Assessment Roll for the Fiscal Year commencing October 1, 2026, as provided in Section 6 of this Preliminary Rate Resolution.

Section 6. SOLID WASTE ASSESSMENT ROLL.

(A) The City Manager is hereby directed to prepare, or cause to be prepared, an updated

Solid Waste Assessment Roll for the Fiscal Year commencing October 1, 2026, in the manner provided in the Ordinance. The Assessment Roll shall include all Tax Parcels of Residential Property. The City Manager shall apportion the estimated Solid Waste Cost to be received through Solid Waste Service Assessments in the manner set forth in this Preliminary Rate Resolution.

(B) A copy of the Ordinance, the Initial Assessment Resolution, the Final Assessment Resolution, this Preliminary Rate Resolution, documentation related to the estimated amount of Solid Waste Cost to be recovered through the imposition of Solid Waste Service Assessments, and the updated Assessment Roll shall be maintained on file in the office of the City Clerk and open to public inspection. The foregoing shall not be construed to require that the updated Assessment Roll be in printed form if the amount of the Solid Waste Service Assessment for each parcel of property can be determined by use of a computer terminal available to the public.

(C) It is hereby ascertained, determined, and declared that the foregoing method of determining the Solid Waste Service Assessment for Solid Waste and Recyclable Materials management, collection, and disposal services, facilities, and programs is a fair and reasonable method of apportioning the Solid Waste Cost among parcels of Residential Property.

Section 7. AUTHORIZATION OF PUBLIC HEARING. There is hereby established a public hearing to be held at 5:01 p.m. on September 14, 2026, in the Commission Chambers of City Hall, 6600 University Drive, Parkland, Florida, at which time the City Commission will receive and consider any comments on the Solid Waste Service Assessments from affected property owners, consider imposing Solid Waste Service Assessments for the Fiscal Year beginning October 1, 2026, and authorizing collection pursuant to the Uniform Assessment Collection Act.

Section 8. NOTICE BY PUBLICATION. The City Manager shall publish a notice of the public hearing authorized by Section 7 hereof in the manner and time provided in Section 2.04 of the Ordinance. The notice shall be published no later than August 24, 2026, in substantially the form attached hereto as Appendix A.

Section 9. NOTICE BY MAIL

(A) Pursuant to section 200.069(10)(a), Florida Statutes, and with agreement of the Property Appraiser, the City Commission elects to combine the notice of the public hearing authorized by Section 8 hereof, as required by Section 2.05 of the Ordinance and this Resolution, with the truth-in-millage notification required pursuant to section 200.069, Florida Statutes.

(B) Such mailed notice shall be in the form required by section 200.069(10)(a), Florida Statutes, and consistent with the Uniform Assessment Collection Act and the Ordinance for the purpose of reimposing Solid Waste Service Assessments for the Fiscal Year beginning October 1, 2026. Such notices shall be mailed no later than August 24, 2026.

Section 10. METHOD OF COLLECTION. In accordance with Section 3.01 of the Ordinance, the Solid Waste Service Assessments shall be collected and enforced pursuant to the Uniform Assessment Collection Act for the Fiscal Year commencing October 1, 2026.

Section 11. APPLICATION OF ASSESSMENT PROCEEDS. The revenue derived from the City's Solid Waste Service Assessments will be utilized for the provision of Solid Waste and Recyclable Materials management, collection, and disposal services, facilities, and programs, as reflected by the Solid Waste Cost. In the event there is any fund balance remaining at the end of the Fiscal Year, such balance shall be carried forward and used only to fund Solid Waste and Recyclable Materials, management, collection, and disposal services, facilities, and programs.

Section 12. SEVERABILITY. If any clause, section or other part of this resolution shall be held by any court of competent jurisdiction to be unconstitutional or invalid, such unconstitutional or invalid part shall be considered as eliminated and in no way affecting the validity of the other provisions of this resolution.

Section 13. CONFLICTS. That this resolution or parts of resolutions in conflict herewith, be and the same are repealed to the extent of such conflict.

Section 14. EFFECTIVE DATE. This Preliminary Rate Resolution shall take effect immediately upon its passage and adoption.

PASSED AND ADOPTED THIS 8th DAY OF JULY, 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	____

APPENDIX A

FORM OF NOTICE TO BE PUBLISHED

To Be Published by August 24, 2026

[INSERT MAP OF THE CITY OF PARKLAND]

NOTICE OF HEARING TO REIMPOSE AND PROVIDE FOR COLLECTION OF SOLID WASTE SERVICE ASSESSMENTS

Notice is hereby given that the City Commission of the City of Parkland, Florida will conduct a public hearing to consider the continued imposition of solid waste service special assessments against improved residential properties located within the City to fund the cost of Solid Waste and Recyclable Materials management, collection, and disposal services, facilities, and programs for the Fiscal Year beginning October 1, 2026, and to authorize collection of such assessments pursuant to the Uniform Assessment Collection Act.

The hearing will be held at 5:01 p.m. on September 14, 2026, in the Commission Chambers of City Hall, 6600 University Drive, Parkland, Florida, for the purpose of receiving public comment on the proposed assessments and their collection on the tax bill. All affected property owners have a right to appear at the hearing and to file written objections with the City Commission within 20 days of this notice. If a person decides to appeal any decision made by the City Commission with respect to any matter considered at the hearing, such person will need a record of the proceedings and may need to ensure that a verbatim record is made, including the testimony and evidence upon which the appeal is to be made. In accordance with the Americans with Disabilities Act, persons needing a special accommodation or an interpreter to participate in this proceeding should contact the City Clerk's Office at (954)753-5040, at least two (2) business days prior to the date of the hearing.

The assessment for each parcel of property will be computed by multiplying the number of dwelling units on each parcel of residential property by the rate of assessment. The rate of assessment for the upcoming fiscal year shall be $495.48 per dwelling unit.

Copies of the Solid Waste Service Assessment Ordinance (No. 2010-14), the Initial Assessment Resolution (No. 2010-61), the Final Assessment Resolution (No. 2010-76), the Preliminary Rate Resolution, and the updated assessment roll are available for inspection in the office of the City Clerk, City Hall, located at 6600 University Drive, Parkland.

The assessments will be collected on the ad valorem property tax bill which will be mailed in November 2026 by the Tax Collector of Broward County as authorized by section 197.3632, Florida Statutes. Failure to pay the assessments will cause a tax certificate to be issued against the property which may result in a loss of title. Unless proper steps are initiated in a court of competent jurisdiction to secure relief within 20 days from the date of City Commission’s action at the above hearing (including the method of apportionment, the rate of assessment and the imposition of assessments), such action shall be the final adjudication of the issues presented.

If you have any questions, please contact the City Manager's Office at (954)753-5040, Monday through Thursday between 7:00 a.m. and 6:00 p.m.

CITY CLERK OF PARKLAND, FLORIDA

City of Parkland

EXHIBIT Proposal A

COLLECTION SERVICES RATE SCHEDULE

EFFECTIVE DATE - Residential Single Family & Duplex (Tax Roll Billing)	Oct 1, 2026
EFFECTIVE DATE - Multifamily, Commercial and Rolloff	**Oct 1, 2026**
Future CPI Calculation:	
G&T CPI: Garbage & Trash CPI, Not Seasonally Adjusted, All Areas, Series ID CUUR0000SEHG02	4.80%
Limited to maximum of 5% per year	5.0%
CPI Applied	4.80%
Curbside Residential Services	
Curbside Residential Collection of Solid Waste (per unit per month):	$ 37.68
• Includes 1 - 96 gallon rollout cart Includes Rearload overflow route	
Curbside Residential Collection of Recyclable Materials (per unit per month):	$ 3.61
• Includes 1 - 64 gallon rollout cart	
Multi-family Residential Services	
Collection of Recyclable Materials - 96 gallon carts (per unit)	$ 1.90
Containerized/Dumpster Collection of Solid Waste (per yard)	$ 29.49
Commercial Dumpster Service	
Containerized/Dumpster Collection of Solid Waste (per yard)	$ 29.49
• 2, 3, 4, 6 and 8 cubic yard containers available	
Containerized/Dumpster Collection of Solid Waste (per compacted yard)	$ 117.92
• 2, 3, 4, and 6 cubic yard containers available	
Permanent Roll-Off Service	
Open Top Monthly Service Charge	$ 214.24
Per Pull Charge (plus disposal and franchise fees)	$ 596.96
Disposal Rate	$ 62.86
Optional Containerized Service	
Casters (per month)	$ 13.25
Containerized Maintenance (per container/month)	$ 25.52
Short Rollout Container (one time per week/month)	$ 25.52
Long Rollout Container (one time per week/month)	$ 37.83
Extra Service (per yard)	$ 34.80
CLEAN Program per incident plus Franchise Fees	$ 200.00
One time flat fee for additional carts beyond the one provided to the residents	$ 100.00
Additional bulk collection 15 cubic yard limit	$ 125.00

NOTES:

- All rates take into consideration the following disposal fees per ton: Residential $59.36, Commercial $62.86, Bulk / C&D $54.38 effective October 1st, 2026
- Disposal rates mirror WIN Waste Rates as per the ILA with Broward County
- Permanent Roll-Off Service disposal fee of $62.86 per ton
- All rates except for Permanent Roll-Off , CLEAN Program and Additional Bulk Collection Service include Franchise Fees.
- Temporary C&D roll-off service is non-exclusive.

Waste Management Inc. of Florida
Rate Increases Calculations **EXHIBIT A**

Customer Name: City of Parkland

CPI Index:	All items in U.S. city average, all urban consumers, not seasonally adjusted
Mar-26	330.213
Mar-25	319.799
Change	10.414
% Change	**3.256%**

		Residential	Commercial	Bulk/C&D
10/1/2025	Current Rate	$ 57.49	$ 57.49	$ 55.81
	Transportation Component	$ -	$ 3.51	$ -
	Contract Adjustment	$ -		$ (3.25)
	Rate Increase	$ 1.87	$ 1.86	$ 1.83
10/1/2026	**New Rate**	**$ 59.36**	**$ 62.86**	**$ 54.38**

CPI for All Urban Consumers (CPI-U)
Original Data Value

For the City of Parkland

Series Id: CUUR0000SEHG02,CUUS0000SEHG02
Not Seasonally Adjusted
Series Title: Garbage and trash collection in U.S. city average, all
Area: U.S. city average
Item: Garbage and trash collection
Base Period: DECEMBER 1983=100
Years: 2015 to 2025

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	HALF1	HALF2
2015	427.734	429.248	429.235	429.807	431.234	430.813	431.229	432.967	433.843	434.829	436.428	436.996		
2016	437.205	438.296	437.699	437.676	438.317	437.858	438.607	439.358	439.707	440.311	443.343	444.745		
2017	446.266	447.699	446.987	447.129	447.272	448.046	448.328	448.717	449.008	452.196	453.820	453.596		
2018	453.354	454.915	455.230	458.722	462.887	465.041	465.579	470.457	471.026	472.535	486.650	485.935	458.358	475.364
2019	475.687	477.474	478.569	479.449	480.865	480.984	482.138	483.987	484.346	486.133	486.485	486.708	478.838	484.966
2020	491.003	494.429	495.288	494.432	494.946	496.679	498.564	500.882	501.756	503.315	504.970	508.190	494.463	502.946
2021	512.722	517.270	518.505	518.579	516.440	517.202	521.185	524.408	529.934	530.114	529.053	532.538	516.786	527.872
2022	533.078	538.313	540.719	542.564	544.546	547.554	548.187	548.706	558.254	561.090	563.816	565.185	541.129	557.540
2023	570.412	575.697	576.773	580.124	587.431	589.812	596.167	597.347	596.997	597.569	601.631	602.164	580.042	598.646
2024	606.773	610.551	610.015	611.073	609.538	611.946	614.089	615.880	619.640	621.632	627.127	627.807	609.983	621.029
2025	629.803	641.938	642.053	643.063	646.507	648.477	652.682	656.067	652.831		655.705	658.242	641.974	655.105

Index Change =	30.435
CPI Change =	4.80%
NTE 5% =	5.00%
CPI Applied =	**4.80%**

CITY OF PARKLAND
Meeting: Wednesday, July 8, 2026

AGENDA SUMMARY
Regular Agenda
Agenda Item: 9.C.

TITLE: Resolution 2026-039: FY 2027 Preliminary Fire Assessment
A Resolution of the City Commission of the City of Parkland, Florida, relating to the provision of fire rescue services, facilities, and programs in the City of Parkland, Florida; providing authority, purpose and definitions; providing certain legislative findings; describing the method of assessing fire rescue assessed cost against assessed property located within the City of Parkland; establishing the estimated fire rescue assessed cost and annual fire rescue assessments for the fiscal year commencing October 1, 2026; directing the preparation of an assessment roll; authorizing a public hearing and directing the provision of notice thereof; providing for the method of collection; providing for application of assessment proceeds; and providing for severability, conflicts, and an effective date.
SUBMITTED BY: Kelly Schwartz
ORIGIN OF REQUEST: Finance
MEETING GROUP: City Commission

STAFF RECOMMENDATION
Staff recommends approval.
STRATEGIC PLAN
Strategy: Effective and Efficient Government
Goals & Actions by Strategy: Maintain a safe community

BACKGROUND & PURPOSE
In order to legally begin collection of the Fire Assessment for Fiscal Year 2027, the City of Parkland (City) must adopt the estimated rates established within the Preliminary Rate Resolution. This is a two-step process, similar to the budget adoption, that includes two public hearings. This evening, approval of the Preliminary Rate Resolution will impose the maximum rate, which will be placed on the TRIM notices mailed in August and collected via the "Uniform Method" on the property tax bills mailed to property owners in November. The second public hearing will be held at 5:01pm on Monday, September 14, 2026.

In 2022, an updated Fire Services Special Assessment Methodology Report was conducted by Chris Wallace from Munilytics. Based on the projected revenue and expenditures, the maximum fire assessment was $7,366,709, which corresponds to $476.77 for residential and $1.2275 per square foot for commercial.

At the presentation of the updated fire assessment report findings at the Strategic Planning session held in April 2022, City Commission gave staff direction to increase the fire assessment by the Coral Springs contractual increase each year. For FY 2027, the preliminary proposed contractual increase is 4.0%, which increases the residential fire assessment from $327.06 per residential dwelling unit to $340.14 per residential unit. The

non-residential rates were also adjusted accordingly. These proposed rates are much lower than the maximum assessments allowed in the Study.

The Preliminary Rates are:

Fire Class Category	Fire Rescue Assessment Rate	Billing Unit
Residential Property	$340.14	Per Dwelling Unit
Commericial Property	$0.8042	Per Square Foot
Institutional Property	$0.4286	Per Square Foot

This Resolution has been drafted by Nabors, Giblin & Nickerson, P.A.

FISCAL IMPACT

Budgeted revenue is $4,568,000.

EXPIRATION OF CONTRACT

N/A

ATTACHMENTS

1. PRR_Fire_2026

RESOLUTION NO. 2026-039

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA, RELATING TO THE PROVISION OF FIRE RESCUE SERVICES, FACILITIES, AND PROGRAMS IN THE CITY OF PARKLAND, FLORIDA; PROVIDING AUTHORITY, PURPOSE AND DEFINITIONS; PROVIDING CERTAIN LEGISLATIVE FINDINGS; DESCRIBING THE METHOD OF ASSESSING FIRE RESCUE ASSESSED COST AGAINST ASSESSED PROPERTY LOCATED WITHIN THE CITY OF PARKLAND; ESTABLISHING THE ESTIMATED FIRE RESCUE ASSESSED COST AND ANNUAL FIRE RESCUE ASSESSMENTS FOR THE FISCAL YEAR COMMENCING OCTOBER 1, 2026; DIRECTING THE PREPARATION OF AN ASSESSMENT ROLL; AUTHORIZING A PUBLIC HEARING AND DIRECTING THE PROVISION OF NOTICE THEREOF; PROVIDING FOR THE METHOD OF COLLECTION; PROVIDING FOR APPLICATION OF ASSESSMENT PROCEEDS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

WHEREAS, in 2004, the City of Parkland (the "City") implemented a recurring annual fire rescue special assessment program to fund all or a portion of the City's fire rescue services and facilities with the adoption of Ordinance No. 2004-27 (the "Ordinance"), as codified in Article VI, Chapter 19 of the City of Parkland Code of Ordinances, and imposed fire rescue assessments commencing with Fiscal Year 2004-2005; and

WHEREAS, in 2010, the City re-evaluated its Fire Rescue Assessment program to revise its methodology and update its program components and adopted Resolution No. 2010-60, a Preliminary Rate Resolution which amended and restated the Initial Assessment Resolution (the "Amended and Restated Initial Assessment Resolution"), and was confirmed by the adoption of Resolution No. 2010-75, an Annual Rate Resolution which amended and restated the Final Assessment Resolution (the "Amended and Restated Final Assessment Resolution"); and

WHEREAS, pursuant to the Ordinance, the reimposition of Fire Rescue Assessments for the Fiscal Year commencing October 1, 2026, requires certain processes such as the preparation of the Assessment Roll; and

WHEREAS, annually a Preliminary Rate Resolution describing the method of assessing Fire Rescue Assessed Cost against Assessed Property located within the City, directing the preparation of an Assessment Roll, authorizing a public hearing and directing the provision of notice thereof is required by the Ordinance for the reimposition of the Fire Rescue Assessments; and

WHEREAS, the City Commission deems it to be in the best interest of the citizens and residents of the City to adopt this Preliminary Rate Resolution.

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

Section 1. AUTHORITY. This resolution is adopted pursuant to the provisions of the Ordinance; the Amended and Restated Initial Assessment Resolution; the Amended and Restated Final Assessment Resolution; Article VIII, Section 2 of the Florida Constitution; the Charter of the City of Parkland; sections 166.021 and 166.041, Florida Statutes; and other applicable provisions of law.

Section 2. PURPOSE AND DEFINITIONS.

(A) This resolution constitutes the Preliminary Rate Resolution as defined in the Ordinance which initiates the annual process for updating the Assessment Roll and directs the reimposition of Fire Rescue Assessments for the Fiscal year beginning October 1, 2026.

(B) Unless the context indicates otherwise, words imparting the singular number, include the plural number, and vice versa; the terms "hereof," "hereby," "herein," "hereto," "hereunder" and similar terms refer to this resolution; and the term "hereafter" means after, and the term "heretofore" means before, the effective date of this resolution. Words of any gender include the correlative words of the other genders, unless the sense indicates otherwise.

(C) All capitalized words and terms not otherwise defined herein shall have the meanings set forth in the Ordinance, the Amended and Restated Initial Assessment Resolution, and the Amended and Restated Final Assessment Resolution. As used in this resolution, the following terms shall have the following meanings, unless the context hereof otherwise requires:

"Pole Barn" means a nonresidential farm building in which 70 percent of more of the perimeter walls are permanently open and allow free ingress and egress as defined in Section 170.01(4), Florida Statutes.

Section 3. LEGISLATIVE DETERMINATIONS OF SPECIAL BENEFIT AND FAIR APPORTIONMENT.

(A) The legislative determinations of special benefit and fair apportionment embodied in the Ordinance, the Amended and Restated Initial Assessment Resolution, and the Amended and Restated Final Assessment Resolution are affirmed and incorporated herein by reference.

(B) Government Property that is owned by federal government mortgage entities, such as the VA and HUD, due to foreclosures are not serving a governmental purpose nor providing a public benefit but are instead being held by these federal government mortgage entities in a proprietary capacity. Accordingly, these properties shall not be exempt from the Fire Rescue

Assessment.

(C) In accordance with Section 170.01(4), Florida Statutes, the City is required to exempt the following from the Fire Rescue Assessment: (i) Buildings of non-residential property with a just value of $10,000 or less that are located on lands classified as agricultural lands pursuant to Section 193.461, Florida Statutes; and (ii) any Pole Barns that are located on lands classified as agricultural lands pursuant to Section 193.461, Florida Statutes. Accordingly, it is fair and reasonable not to impose Fire Rescue Assessments upon such Buildings.

Section 4. PROVISION AND FUNDING OF FIRE RESCUE SERVICES.

(A) Upon the reimposition of Fire Rescue Assessments for fire rescue services facilities, or programs against Assessed Property located within the City, the City shall provide fire rescue services to such Assessed Property. All or a portion of the Fire Rescue Assessed Cost to provide such fire rescue services, facilities, and programs shall be funded from proceeds of the Fire Rescue Assessments. The remaining cost, if any, required to provide fire rescue services, facilities, and programs shall be funded by legally available City revenues other than Fire Rescue Assessment proceeds.

(B) It is hereby ascertained, determined, and declared that each parcel of Assessed Property located within the City will be benefited by the City's provision of fire rescue services, facilities, and programs in an amount not less than the Fire Rescue Assessment imposed against such parcel, computed in the manner set forth in this Preliminary Rate Resolution.

Section 5. IMPOSITION AND COMPUTATION OF FIRE RESCUE ASSESSMENTS. Unless otherwise exempted as provided herein or pursuant to state law, Fire Rescue Assessments shall be imposed against all Tax Parcels within the Property Use Categories. Fire Rescue Assessments shall be computed in the manner set forth in this Preliminary Rate Resolution.

Section 6. COST APPORTIONMENT METHODOLOGY. The Cost Apportionment embodied in Section 6 of the Amended and Restated Initial Assessment Resolution is affirmed and incorporated herein by reference.

Section 7. PARCEL APPORTIONMENT METHODOLOGY. The Parcel Apportionment embodied in Section 7 and Appendix D of the Amended and Restated Initial Assessment Resolution is affirmed and incorporated herein by reference.

Section 8. DETERMINATION OF FIRE RESCUE ASSESSED COST; ESTABLISHMENT OF ANNUAL FIRE RESCUE ASSESSMENTS.

(A) The estimated Fire Rescue Assessed Cost to be assessed and apportioned among benefited parcels pursuant to the Cost Apportionment and the Parcel Apportionment for the Fiscal Year commencing October 1, 2026, is $4,919,294.00.

(B) The estimated Fire Rescue Assessments to be assessed and apportioned among benefited parcels pursuant to the Cost Apportionment and Parcel Apportionment to generate the estimated Fire Rescue Assessed Cost for the Fiscal Year commencing October 1, 2026, are hereby established as follows for the purpose of this Preliminary Rate Resolution:

Fire Class Category	**Fire Rescue Assessment Rate**	**Billing Unit**
Residential Property	$340.14	Per Dwelling Unit
Commercial Property	$0.8042	Per Square Foot
Institutional Property	$0.4286	Per Square Foot

(C) The following exemptions shall apply to the Fire Rescue Assessment program:

(1) No Fire Rescue Assessment shall be imposed upon a parcel of Government Property; however, Government Property that is owned by federal mortgage entities, such as the VA and HUD, shall not be exempted from the Fire Rescue Assessment;

(2) No Fire Rescue Assessment shall be imposed upon Buildings categorized as Institutional Property whose Building use is wholly exempt from ad valorem taxation under Florida law; and

(3) No Fire Rescue Assessment shall be imposed against any Building of Non-Residential Property located on a Tax Parcel that is classified by the Property Appraiser as agricultural lands pursuant to Section 193.461, Florida Statutes, unless that Building exceeds a just value of $10,000 as determined by the Property Appraiser and is not a Pole Barn.

(D) Any shortfall in the expected Fire Rescue Assessment proceeds due to any reduction or exemption from payment of the Fire Rescue Assessments required by law or authorized by the City Commission shall be supplemented by any legally available funds, or combination of such funds, and shall not be paid for by proceeds or funds derived from the Fire Rescue Assessments. In the event a court of competent jurisdiction determines any exemption or reduction by the City Commission is improper or otherwise adversely affects the validity of the Fire Rescue Assessment imposed for this Fiscal Year, the sole and exclusive remedy shall be the imposition of a Fire Rescue Assessment upon each affected Tax Parcel in the amount of the Fire Rescue Assessment that would have been otherwise imposed save for such reduction or exemption afforded to such Tax Parcel by the City Commission.

(E) The approval of the estimated Fire Rescue Assessment rate schedule by the adoption of this Preliminary Rate Resolution determines the amount of the Fire Rescue Assessed Cost. The remainder of such Fiscal Year budget for fire rescue services, facilities, and programs shall be funded from available City revenue other than Fire Rescue Assessment proceeds.

(F) The estimated Fire Rescue Assessments specified in the estimated Fire Rescue Assessment rate schedule are hereby established to fund the specified Fire Rescue Assessed Cost

determined to be assessed in the Fiscal Year commencing October 1, 2026. No portion of such Fire Rescue Assessed Cost is attributable to impact fee revenue that funds capital improvements necessitated by new growth or development. Further, no portion of such Fire Rescue Assessed Cost is attributable to the Emergency Medical Services.

(G) The estimated Fire Rescue Assessments established in this Preliminary Rate Resolution shall be the estimated assessment rates applied by the City Manager in the preparation of the updated Assessment Roll for the Fiscal Year commencing October 1, 2026, as provided in Section 9 of this Preliminary Rate Resolution.

Section 9. FIRE RESCUE ASSESSMENT ROLL.

(A) The City Manager is hereby directed to prepare, or cause to be prepared, an updated Assessment Roll for the Fiscal Year beginning October 1, 2026, in the manner provided in the Ordinance. Unless otherwise exempted as provided herein or pursuant to state law, the Assessment Roll shall include all Tax Parcels within the Property Use Categories. The City Manager shall apportion the estimated Fire Rescue Assessed Cost to be recovered through Fire Rescue Assessments in the manner set forth in this Preliminary Rate Resolution.

(B) A copy of the Ordinance, the Amended and Restated Initial Assessment Resolution, the Amended and Restated Final Assessment Resolution, this Preliminary Rate Resolution, documentation related to the estimated amount of the Fire Rescue Assessed Cost to be recovered through the imposition of Fire Rescue Assessments, and the updated Assessment Roll shall be maintained on file in the office of the City Clerk and open to public inspection. The foregoing shall not be construed to require that the preliminary Assessment Roll be in printed form if the amount of the Fire Rescue Assessment for each parcel of property can be determined by the use of a computer terminal available to the public.

(C) It is hereby ascertained, determined, and declared that the foregoing method of determining the Fire Rescue Assessments for fire rescue services is a fair and reasonable method of apportioning the Fire Rescue Assessed Cost among parcels of Assessed Property located within the City.

Section 10. AUTHORIZATION OF PUBLIC HEARING. There is hereby established a public hearing to be held at 5:01 p.m. on September 14, 2026, in the Commission Chambers of City Hall, 6600 University Drive, Parkland, Florida, at which time the City Commission will receive and consider any comments on the Fire Rescue Assessments from the public and affected property owners, consider imposing Fire Rescue Assessments for the Fiscal Year beginning October 1, 2026, and authorizing collection of the Fire Rescue Assessments pursuant to the Uniform Assessment Collection Act.

Section 11. NOTICE BY PUBLICATION. The City Manager shall publish a notice of the public hearing authorized by Section 10 hereof in the manner and time provided in Section 19-204 of the Ordinance. The notice shall be published no later than August 24, 2026, in

substantially the form attached hereto as Appendix A.

Section 12. NOTICE BY MAIL

(A) Pursuant to section 200.069(10)(a), Florida Statutes, and with agreement of the Property Appraiser, the City Commission elects to combine the notice of the public hearing authorized by Section 10 hereof, as required by Section 19-205 of the Ordinance and this Resolution, with the truth-in-millage notification required pursuant to section 200.069, Florida Statutes.

(B) Such mailed notice shall be in the form required by section 200.069(10)(a), Florida Statutes, and consistent with the Uniform Assessment Collection Act and the Ordinance for the purpose of reimposing Fire Rescue Assessments for the Fiscal Year beginning October 1, 2026. Such notices shall be mailed no later than August 24, 2026.

Section 13. METHOD OF COLLECTION. In accordance with Section 19-301 of the Ordinance, the Fire Rescue Assessments shall be collected and enforced pursuant to the Uniform Assessment Collection Act for the Fiscal Year commencing October 1, 2026.

Section 14. APPLICATION OF ASSESSMENT PROCEEDS. The revenue derived from the City's Fire Rescue Assessments will be utilized for the provision of fire rescue services, facilities, and programs, as reflected by the Fire Rescue Assessed Cost. In the event there is any fund balance remaining at the end of the Fiscal Year, such balance shall be carried forward and used only to fund fire rescue services, facilities, and programs.

Section 15. SEVERABILITY. If any clause, section or other part of this resolution shall be held by any court of competent jurisdiction to be unconstitutional or invalid, such unconstitutional or invalid part shall be considered as eliminated and in no way affecting the validity of the other provisions of this resolution.

Section 16. CONFLICTS. That this resolution or parts of resolutions in conflict herewith, be and the same are repealed to the extent of such conflict.

Section 17. EFFECTIVE DATE. This Preliminary Rate Resolution shall take effect immediately upon its passage and adoption.

PASSED AND ADOPTED THIS 8th DAY OF JULY, 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	____

APPENDIX A

FORM OF NOTICE TO BE PUBLISHED

To Be Published by August 24, 2026

[INSERT MAP OF THE CITY OF PARKLAND]

NOTICE OF HEARING TO REIMPOSE AND PROVIDE FOR COLLECTION OF FIRE RESCUE SPECIAL ASSESSMENTS

Notice is hereby given that the City Commission of the City of Parkland will conduct a public hearing to consider the continued imposition of fire rescue special assessments for the provision of fire rescue services within the City to fund the provision of fire rescue services, facilities, and programs for the Fiscal Year beginning October 1, 2026, and to authorize collection of such assessments pursuant to the Uniform Assessment Collection Act.

The hearing will be held at 5:01 p.m. on September 14, 2026, in the Commission Chambers of City Hall, 6600 University Drive, Parkland, Florida, for the purpose of receiving public comment on the proposed assessments and their collection on the tax bill. All affected property owners have a right to appear at the hearing and to file written objections with the City Commission within 20 days of this notice. If a person decides to appeal any decision made by the City Commission with respect to any matter considered at the hearing, such person will need a record of the proceedings and may need to ensure that a verbatim record is made, including the testimony and evidence upon which the appeal is to be made. In accordance with the Americans with Disabilities Act, persons needing a special accommodation or an interpreter to participate in this proceeding should contact the City Clerk's office at (954)753-5040 at least two (2) business days prior to the date of the hearing.

The assessment for each parcel of property will be based upon each parcel's classification and the total number of billing units attributed to that parcel. The following table reflects the proposed fire rescue assessment rate schedule:

Fire Class Category	**Fire Rescue Assessment Rate**	**Billing Unit**
Residential Property	$340.14	Per Dwelling Unit
Commercial Property	$0.8042	Per Square Foot
Institutional Property	$0.4286	Per Square Foot

Copies of the Fire Rescue Assessment Ordinance (Article VI, Chapter 19 of the City of Parkland Code of Ordinances), the Amended and Restated Initial Assessment Resolution (No. 2010-60), the Amended and Restated Final Assessment Resolution (No. 2010-75), the Preliminary Rate Resolution, and the updated Assessment Roll are available for inspection at the office of the City Clerk, City Hall, located at 6600 University Drive, Parkland, Florida.

The assessments will be collected on the ad valorem property tax bill which will be mailed in November 2026 by the Tax Collector of Broward County as authorized by section 197.3632,

Florida Statutes. Failure to pay the assessments will cause a tax certificate to be issued against the property which may result in a loss of title. Unless proper steps are initiated in a court of competent jurisdiction to secure relief within 20 days from the date of City Commission's action at the above hearing (including the method of apportionment, the rate of assessment and the imposition of assessments), such action shall be the final adjudication of the issues presented.

If you have any questions, please contact the City Manager's Office at (954)753-5040, Monday through Thursday between 7:00 a.m. and 6:00 p.m.

CITY CLERK OF PARKLAND, FLORIDA

CITY OF PARKLAND
Meeting: Wednesday, July 8, 2026

AGENDA SUMMARY
Regular Agenda
Agenda Item: 9.D.

TITLE: Resolution 2026-042: FY 2027 Preliminary Stormwater Management Assessment
A Resolution of the City Commission of the City of Parkland, Florida, relating to the provision of stormwater management services provided by the City's stormwater utility in the incorporated area of the City of Parkland, Florida; providing authority, purpose and definitions; providing certain legislative findings; describing the method of assessing the stormwater service cost against assessed property located within the stormwater service areas within the City of Parkland; establishing the estimated stormwater service costs and annual stormwater service assessments for the fiscal year commencing October 1, 2026; providing for mitigation credits; directing the preparation of a stormwater service assessment roll; authorizing a public hearing and directing the provision of notice thereof; providing for adjustment of Single Family Units (SFUS); providing for the method of collection; providing for application of assessment proceeds; and providing for severability, conflicts, and an effective date.
SUBMITTED BY: Kelly Schwartz
ORIGIN OF REQUEST: Finance
MEETING GROUP: City Commission

STAFF RECOMMENDATION
Staff recommends approval.
STRATEGIC PLAN
Strategy: Effective and Efficient Government
Goals & Actions by Strategy: Improve and enhance the City’s infrastructure

BACKGROUND & PURPOSE
In order to legally begin collection of the Stormwater Management Assessment for Fiscal Year 2027, the City of Parkland (City) must adopt the estimated rates established within the Preliminary Rate Resolution. This is a two-step process, similar to the budget adoption, that includes two public hearings. This evening, approval of the Preliminary Rate Resolution will impose the maximum rates, which will be placed on the TRIM notices mailed in August and collected via the "Uniform Method" on the property tax bills mailed to property owners in November. The second public hearing will be held at 5:01pm on Monday, September 14, 2026.

The stormwater assessments will fund the cost of providing services and capital facilities for the City's stormwater management function. Fiscal Year 2027 will be the fourth year that the City has collected Stormwater Management Assessments. The rates were adjusted upwards by 3.8%, in accordance with the Miami-Fort Lauderdale-West Palm Beach Consumer Price Index for April 2026.

This Resolution has been drafted by Nabors, Giblin & Nickerson, P.A.

FISCAL IMPACT

Approximately $562,000 in non-ad valorem stormwater assessments will be collected.

EXPIRATION OF CONTRACT

N/A

ATTACHMENTS

1. PRR_stormwater_2026

RESOLUTION NO. 2026-042

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA, RELATING TO THE PROVISION OF STORMWATER MANAGEMENT SERVICES PROVIDED BY THE CITY'S STORMWATER UTILITY IN THE INCORPORATED AREA OF THE CITY OF PARKLAND, FLORIDA; PROVIDING AUTHORITY, PURPOSE AND DEFINITIONS; PROVIDING CERTAIN LEGISLATIVE FINDINGS; DESCRIBING THE METHOD OF ASSESSING THE STORMWATER SERVICE COST AGAINST ASSESSED PROPERTY LOCATED WITHIN THE STORMWATER SERVICE AREAS WITHIN THE CITY OF PARKLAND; ESTABLISHING THE ESTIMATED STORMWATER SERVICE COSTS AND ANNUAL STORMWATER SERVICE ASSESSMENTS FOR THE FISCAL YEAR COMMENCING OCTOBER 1, 2026; PROVIDING FOR MITIGATION CREDITS; DIRECTING THE PREPARATION OF A STORMWATER SERVICE ASSESSMENT ROLL; AUTHORIZING A PUBLIC HEARING AND DIRECTING THE PROVISION OF NOTICE THEREOF; PROVIDING FOR ADJUSTMENT OF SINGLE FAMILY UNITS (SFUS); PROVIDING FOR THE METHOD OF COLLECTION; PROVIDING FOR APPLICATION OF ASSESSMENT PROCEEDS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

WHEREAS, in 2023, the City of Parkland (the "City") implemented a recurring annual stormwater service special assessment program to fund all or a portion of the City's Stormwater Management Services with the adoption of Ordinance No. 2023-009, as it may be amended, (the "Ordinance") and imposed Stormwater Service Assessments for Fiscal Year 2023-24 with the adoption of Resolution Nos. 2023-048 (the "Initial Assessment Resolution") and 2023-058 (the "Final Assessment Resolution"); and

WHEREAS, the imposition of a Stormwater Service Assessment for Stormwater Management Services for each Fiscal Year is an equitable and efficient method of allocating and apportioning the Stormwater Service Cost among parcels of Assessed Property; and

WHEREAS, pursuant to the Ordinance, the reimposition of Stormwater Service Assessments for the Fiscal Year commencing October 1, 2026, requires certain processes such as the preparation of the Assessment Roll; and

WHEREAS, annually a Preliminary Rate Resolution describing the method of assessing the Stormwater Service Cost against Assessed Property located within the Stormwater Services Areas in the City, directing the preparation of an Assessment Roll, authorizing a public hearing and directing the provision of notice thereof is required by the Ordinance for the reimposition of the Stormwater Service Assessments; and

WHEREAS, the City Commission deems it to be in the best interest of the citizens and residents of the City to adopt this Preliminary Rate Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION FOR THE CITY OF PARKLAND, FLORIDA, AS FOLLOWS:

Section 1. AUTHORITY. This resolution is adopted pursuant to the provisions of the Ordinance; the Initial Assessment Resolution; the Final Assessment Resolution; Article VIII, section 2 of the Florida Constitution; the City Charter of the City of Parkland; sections 166.021 and 166.041, Florida Statutes; and other applicable provisions of law.

Section 2. PURPOSE AND DEFINITIONS.

(A) This resolution constitutes the Preliminary Rate Resolution as defined in the Ordinance, which initiates the annual process for updating the Assessment Roll and directs the reimposition of Stormwater Service Assessments for the Fiscal Year beginning October 1, 2026.

(B) Unless the context indicates otherwise, words importing the singular number include the plural number, and vice versa; the terms "hereof," "hereby," "herein," "hereto," "hereunder" and similar terms refer to this resolution; and the term "hereafter" means after, and the term "heretofore" means before, the effective date of this resolution. Words of any gender include the correlative words of the other genders, unless the sense indicates otherwise.

(C) All capitalized words and terms not otherwise defined herein shall have the meanings set forth in the Ordinance, the Initial Assessment Resolution, and the Final Assessment Resolution.

Section 3. LEGISLATIVE DETERMINATIONS OF SPECIAL BENEFIT AND FAIR APPORTIONMENT. The legislative determinations of special benefit and fair and reasonable apportionment embodied in the Ordinance, the Initial Assessment Resolution, and the Final Assessment Resolution are affirmed and incorporated herein by reference.

Section 4. PROVISION AND FUNDING OF STORMWATER MANAGEMENT SERVICES.

(A) Upon the reimposition of Stormwater Service Assessments for Stormwater Management Services against Assessed Property located within the Stormwater Service Areas, the Stormwater Utility shall provide Stormwater Management Services to such Developed Property. All or any portion of the Stormwater Service Costs to provide such Stormwater Management Services shall be funded from proceeds of the Stormwater Service Assessments. The remaining cost required to provide Stormwater Management Services shall be funded by legally available City revenues.

(B) The Stormwater Utility may also acquire and construct capital facilities to assist and facilitate the provision of Stormwater Management Services within the Stormwater Service Areas.

(C) The Stormwater Service Areas created in Section 2.01 of the Initial Assessment Resolution are hereby confirmed and established as the service areas for the Fiscal Year beginning on October 1, 2026, and it is hereby ascertained, determined, and declared each Tax Parcel of Developed Property located within the Stormwater Service Areas will be benefited by the City's provision of Stormwater Management Services in an amount not less than the Stormwater Service Assessment imposed against such Tax Parcel, computed in the manner set forth in this Preliminary Rate Resolution.

Section 5. DETERMINATION OF STORMWATER SERVICE COST; ESTABLISHMENT OF STORMWATER SERVICE ASSESSMENTS.

(A) The estimated total Stormwater Service Cost for the Fiscal Year beginning on October 1, 2026, is $596,435.00, which is further allocated to each Stormwater Service Area based upon the level of Stormwater Management Services provided by the City therein, as follows:

(1) The estimated Stormwater Service Cost for the North Springs Improvement District Stormwater Service Area is $347,944.27;

(2) The estimated Stormwater Service Cost for the Pine Tree Water Control District Stormwater Service Area is $82,199.82;

(3) The estimated Stormwater Service Cost for the Ranches Stormwater Service Area is $34,743.14;

(4) The estimated Stormwater Service Cost for the Cypress Head Stormwater Service Area is $32,837.51;

(5) The estimated Stormwater Service Cost for the City Maintenance Stormwater Service Area is $82,423.21; and

(6) The estimated Stormwater Service Cost for the Hillsboro Stormwater Service Area is $16,286.56.

(B) Unless otherwise exempted as provided herein or pursuant to state law, a Stormwater Service Assessment shall be imposed against all Developed Property within the Stormwater Service Areas. The estimated Stormwater Service Cost shall be assessed against all such Tax Parcels at a rate of assessment based upon the special benefit accruing to such Developed Property from the City's provision of Stormwater Management Services, measured by the number of Net SFUs attributable to each Tax Parcel, as determined pursuant to the methodology described in the Initial Assessment Resolution. The classifications of Tax Parcels and the determination of

Net SFUs set forth in Sections 3.01 through 3.05 of the Initial Assessment Resolution are affirmed and incorporated herein by reference.

(C) The Stormwater Service Assessments to be charged to each Tax Parcel of Developed Property located within each Stormwater Service Area for the Fiscal Year beginning October 1, 2026, shall be computed by multiplying the number of Net SFUs attributable thereto by the following estimated annual rates of Assessment per Net SFU:

(1) North Springs Improvement District Stormwater Service Area - $41.50;

(2) Pine Tree Water Control District Stormwater Service Area - $41.50;

(3) Ranches Stormwater Service Area - $190.90;

(4) Cypress Head Stormwater Service Area - $41.50;

(5) City Maintenance Stormwater Service Area - $86.73; and

(6) Hillsboro Stormwater Service Area - $41.50.

(D) No Stormwater Service Assessment shall be imposed upon a parcel of Government Property; however, Government Leaseholds and Government Property that is owned by federal mortgage entities, such as the VA and HUD, shall not be exempted from the Stormwater Service Assessment.

(E) Any shortfall in the expected Stormwater Service Assessment proceeds due to any reduction or exemption from payment of the Stormwater Service Assessments required by law or authorized by the Commission shall be supplemented by any legally available funds, or combination of such funds, and shall not be paid for by proceeds or funds derived from the Stormwater Service Assessments. In the event a court of competent jurisdiction determines any exemption or reduction by the Commission is improper or otherwise adversely affects the validity of the Stormwater Service Assessment imposed for this Fiscal Year, the sole and exclusive remedy shall be the imposition of a Stormwater Service Assessment upon each affected Tax Parcel in the amount of the Stormwater Service Assessment that would have been otherwise imposed save for such reduction or exemption afforded to such Tax Parcel by the Commission.

(F) The estimated Stormwater Service Assessments established in this Preliminary Rate Resolution shall be the estimated assessment rates applied by the City Manager in the preparation of the updated Assessment Roll for the Fiscal Year commencing October 1, 2026, as provided in Section 7 of this Preliminary Rate Resolution.

Section 6. MITIGATION CREDIT POLICY. The Commission recognizes the benefits provided by privately maintained Stormwater Mitigation Facilities. Properties supporting private Stormwater Mitigation Facilities should be credited for the public benefits they provide.

Accordingly, the number of SFUs otherwise attributable to such property shall be adjusted by any Mitigation Credits approved in accordance with the Mitigation Credit Policy and the procedures set forth in Section 3.06 of the Initial Assessment Resolution.

Section 7. STORMWATER SERVICE ASSESSMENT ROLL.

(A) The City Manager is hereby directed to prepare, or cause to be prepared, an updated Assessment Roll for the Fiscal Year commencing October 1, 2026, in the manner provided in the Ordinance. Unless otherwise exempted as provided herein or pursuant to state law, the Assessment Roll shall include all Developed Property within the Stormwater Service Areas. The City Manager shall apportion the estimated Stormwater Service Cost for each Stormwater Service Area in the manner set forth in this Preliminary Rate Resolution.

(B) A copy of the Ordinance, the Initial Assessment Resolution, the Final Assessment Resolution, this Preliminary Rate Resolution, and the updated Stormwater Service Assessment Roll shall be maintained on file in the office of the City Clerk and open to public inspection. The foregoing shall not be construed to require that the Stormwater Service Assessment Roll be in printed form if the amount of the Stormwater Service Assessment for each Tax Parcel can be determined by use of an available computer terminal.

(C) It is hereby ascertained, determined, and declared that the foregoing method of determining the Stormwater Service Assessments for Stormwater Management Services is a fair and reasonable method of apportioning the Stormwater Service Cost for each Stormwater Service Area among parcels of Developed Property located within the Stormwater Service Areas in the City.

Section 8. AUTHORIZATION OF PUBLIC HEARING. There is hereby established a public hearing to be held at 5:01 p.m. on September 14, 2026, in the Commission Chambers of City Hall, 6600 University Drive, Parkland, Florida, at which time the City Commission will receive and consider any comments on the Stormwater Service Assessments from the public and affected property owners, consider imposing Stormwater Service Assessments for the Fiscal Year beginning October 1, 2026, and authorizing collection of the Stormwater Service Assessments pursuant to the Uniform Assessment Collection Act.

Section 9. NOTICE BY PUBLICATION. The City Manager shall publish a notice of the public hearing authorized by Section 8 hereof in the manner and the time provided in Section 3.06 of the Ordinance. The notice shall be published no later than August 24, 2026, in substantially the form attached hereto as Appendix A.

Section 10. NOTICE BY MAIL.

(A) Pursuant to section 200.069(10)(a), Florida Statutes, and with agreement of the Property Appraiser, the City Commission elects to combine the notice of the public hearing authorized by Section 8 hereof, as required by Section 3.07 of the Ordinance and this Resolution,

with the truth-in-millage notification required pursuant to section 200.069, Florida Statutes.

(B) Such mailed notice shall be in the form required by section 200.069(10)(a), Florida Statutes, and consistent with the Uniform Assessment Collection Act and the Ordinance for the purpose of reimposing Stormwater Service Assessments for the Fiscal Year beginning October 1, 2026. Such notices shall be mailed no later than August 24, 2026.

Section 11. ADJUSTMENT OF NET SFUs.

(A) Petitions for review of the number of Net SFUs attributed to any Tax Parcel shall be submitted to the City Manager, who shall have authority to correct any errors made in applying the provisions hereof to the Tax Parcel. The following procedures shall apply to all petitions.

(1) Each petition shall be made to the City Manager by the owner of the Tax Parcel or such owner's authorized agent.

(2) The petition shall be in writing and set forth, in detail, the grounds upon which adjustment is sought.

(3) The petition must be filed with the City Manager within 30 days of the notice required by Section 10 of this Resolution and shall be reviewed within 30 days of the filing date. Filing of a petition shall not extend the time for payment of any Stormwater Service Assessment or affect the amount of any discount for early payment. If the number of Net SFUs is adjusted for any Tax Parcel, the Stormwater Service Assessment shall be corrected in accordance with Section 5.03 of the Ordinance. If the Stormwater Service Assessment has been paid prior to adjustment of the number of Net SFUs, the Tax Collector shall refund the amount by which the Stormwater Service Assessment has been reduced, as adjusted for any early payment discount taken by the owner.

(4) The petitioner may be required, at petitioner's own cost, to provide supplemental information to the City Manager including, but not limited to, survey data approved by a professional land surveyor and/or engineering reports approved by a professional engineer. Failure to provide such information may result in the denial of the petition.

(5) The City Manager shall respond to each petition in writing.

(B) The City Manager may initiate adjustments to the number of Net SFUs attributed to any Tax Parcel. If the number of Net SFUs is reduced for any Tax Parcel, the Stormwater Service Assessment shall be corrected in accordance with Section 5.03 of the Ordinance. In such event, if the Stormwater Service Assessment has been paid prior to adjustment of the number of Net SFUs, the Tax Collector shall refund the amount by which the Stormwater Service Assessment has been reduced, adjusted for any early payment discount taken by the owner. If the number of Net SFUs is increased for any Tax Parcel, the adjustment shall become effective for Stormwater Service

Assessments in subsequent Fiscal Years.

Section 12. METHOD OF COLLECTION. In accordance with Section 4.01 of the Ordinance, the Stormwater Service Assessments shall be collected, pursuant to the Uniform Assessment Collection Act for the Fiscal Year commencing October 1, 2026.

Section 13. APPLICATION OF ASSESSMENT PROCEEDS. The revenue derived from the City's Stormwater Service Assessments will be utilized for the provision of Stormwater Management Services, as reflected by the Stormwater Service Cost for each Stormwater Service Area. In the event there is any fund balance remaining at the end of the Fiscal Year, such balance shall be carried forward and used only to fund Stormwater Management Services for the applicable Stormwater Service Area.

Section 14. SEVERABILITY. If any clause, section or other part of this resolution shall be held by any court of competent jurisdiction to be unconstitutional or invalid, such unconstitutional or invalid part shall be considered as eliminated and in no way affecting the validity of the other provisions of this resolution.

Section 15. CONFLICTS. That this resolution or parts of resolutions in conflict herewith, be and the same are repealed to the extent of such conflict.

Section 16. EFFECTIVE DATE. This Preliminary Rate Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED THIS 8th DAY OF JULY, 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	____

APPENDIX A

FORM OF NOTICE TO BE PUBLISHED

To Be Published by August 24, 2026

[INSERT MAP OF STORMWATER SERVICE AREAS]

NOTICE OF HEARING TO REIMPOSE AND PROVIDE FOR COLLECTION OF STORMWATER SERVICE ASSESSMENTS

Notice is hereby given that the City Commission of the City of Parkland, Florida will conduct a public hearing to consider the continued imposition of stormwater service special assessments against improved properties located within the City to fund the cost of stormwater management services for the Fiscal Year beginning October 1, 2026, and to authorize collection of such assessments pursuant to the Uniform Assessment Collection Act.

The hearing will be held at 5:01 p.m. on September 14, 2026, in the Commission Chambers of City Hall, 6600 University Drive, Parkland, Florida, for the purpose of receiving public comment on the proposed assessments and their collection on the tax bill. All affected property owners have a right to appear at the hearing and to file written objections with the City Commission within 20 days of this notice. If a person decides to appeal any decision made by the City Commission with respect to any matter considered at the hearing, such person will need a record of the proceedings and may need to ensure that a verbatim record is made, including the testimony and evidence upon which the appeal is to be made. In accordance with the Americans with Disabilities Act, persons needing a special accommodation or an interpreter to participate in this proceeding should contact the City Clerk's Office at (954)753-5040, at least two (2) business days prior to the date of the hearing.

The Stormwater Service Assessments will fund the City's cost to provide Stormwater Management Services within the City's established Stormwater Service Areas, as described below. The Stormwater Service Assessments for each parcel of property are based upon the estimated amount of stormwater runoff generated by impervious surfaces on the property. Impervious surfaces include the roof top, patios, driveways, parking lots and similar areas. The City has determined that the typical single-family parcel in the City includes 5,242 square feet of impervious area, which is defined as the equivalent "single family unit value" or "SFU Value." The City has divided the City into six (6) Stormwater Service Areas depicted above to account for the varying level of Stormwater Management Services to be provided in the different Stormwater Services Areas. The annual Stormwater Service Assessment rates for the upcoming Fiscal Year for each Stormwater Service Area are:

North Springs Improvement District Stormwater Service Area - $41.50 per Net SFU

Pine Tree Water Control District Stormwater Service Area $41.50 per Net SFU

Ranches Stormwater Service Area - $190.90 per Net SFU

Cypress Head Stormwater Service Area - $41.50 per Net SFU

City Maintenance Stormwater Service Area - $86.73 per Net SFU

Hillsboro Stormwater Service Area - $41.50 per Net SFU

Each single-family residential parcel is assigned one (1) SFU for each dwelling unit. Generally, for all other parcels the number of SFUs were calculated individually for each parcel of property by dividing the impervious area of such parcel by the SFU Value of 5,242 square feet. If a property owner applies and qualifies, credits for privately maintained Stormwater management facilities and other factors affecting the quantity or quality of Stormwater runoff will be applied, resulting in an assignment of Net SFUs.

Copies of the Stormwater Assessment Ordinance (No. 2023-009), the Initial Assessment Resolution, the Final Assessment Resolution, the Preliminary Rate Resolution, and the updated assessment roll for the Fiscal Year commencing October 1, 2026, are available for inspection at the City Clerk's Office, City Hall, 6600 University Drive, Parkland, Florida.

The assessments will be collected on the ad valorem property tax bill which will be mailed in November 2026 by the Tax Collector of Broward County as authorized by section 197.3632, Florida Statutes. Failure to pay the assessments will cause a tax certificate to be issued against the assessed property, which may result in a loss of title. Unless proper steps are initiated in a court of competent jurisdiction to secure relief within 20 days from the date of City Commission's action at the above hearing (including the method of apportionment, the rate of assessment and the imposition of assessments), such action shall be the final adjudication of the issues presented.

If you have any questions, please contact the City Manager's Office at (954)753-5040 Monday through Thursday between 7:00 a.m. and 6:00 p.m.

CITY CLERK OF PARKLAND, FLORIDA

CITY OF PARKLAND
Meeting: Wednesday, July 8, 2026

AGENDA SUMMARY
Regular Agenda
Agenda Item: 9.E.

Resolution 2026-044: First Amendment (Facilities Amendment) and Second Amendment to the Interlocal Agreement for Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County

A Resolution of the City Commission of the City of Parkland, approving the First Amendment (the Facilities Amendment) to the Interlocal Agreement for Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County, Florida; approving the Second Amendment to the Interlocal Agreement for Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County, Florida; authorizing execution of the First Amendment and Second Amendment to the Interlocal Agreement; providing for conflicts, severability, and an effective date.

SUBMITTED BY: Jackie Wehmeyer
ORIGIN OF REQUEST: City Manager's Office
MEETING GROUP: City Commission

STAFF RECOMMENDATION

Staff recommends approval.

STRATEGIC PLAN

Strategy: Effective and Efficient Government
Quality of Life Experiences
Goals & Actions by Strategy: Other

BACKGROUND & PURPOSE

Given the current and projected future state of solid waste in Broward County, the City of Parkland and other municipalities within Broward County previously entered into an Interlocal Agreement (ILA) to form a special district effective on August 16, 2023. The Solid Waste Disposal and Recyclable Materials Authority (Authority) was created to provide long-term solid waste solutions while achieving goals of diversion.

The ILA requires the adoption of a Facilities Amendment within 36 months of the ILA effective date. Section 3.3 of the ILA requires the Facility Amendment to be approved by the governing bodies of municipalities representing at least 80 percent of the total population of the participating municipalities.

The purpose of the Facilities Amendment is to provide long-term plans for waste disposal, address the use and disposition of Authority assets in the event of a wind down, and ensure the orderly and efficient allocation of services during a wind down.

A Second Amendment was created that must be approved under the same circumstances as the First Amendment. The Second Amendment allows participating agencies to opt out of the

Broward Solid Waste Authority in 2048; and provides an additional opt-out opportunity in 2027 after the Request for Proposals (RFP) responses from disposal and processing facilities have been received and the contract awards have been recommended.

Attached for the City Commission's review are the Facilities Amendment, Second Amendment, and a copy of the original ILA passed by the City Commission at the May 17, 2023 City Commission meeting, which ultimately became effective August 16, 2023.

FISCAL IMPACT

There are no additional fiscal impacts this fiscal year.

EXPIRATION OF CONTRACT

N/A

ATTACHMENTS

1. Reso 2026-044 Approving First And Second Amendment To SWA ILA
2. Exhibit A
3. 4D81766-Final Facilities Amendment
4. Exhibit B
5. Second Amendment to ILA
6. 2023-030 Solid Waste and Recycling ILA to Create Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County

RESOLUTION NO. 2026-044

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA, APPROVING THE FIRST AMENDMENT (THE FACILITIES AMENDMENT) TO THE INTERLOCAL AGREEMENT FOR SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY, FLORIDA; APPROVING THE SECOND AMENDMENT TO THE INTERLOCAL AGREEMENT FOR SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY, FLORIDA; AUTHORIZING EXECUTION OF THE FIRST AMENDMENT AND SECOND AMENDMENT TO THE INTERLOCAL AGREEMENT; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the City of Parkland (the "City") has previously entered into the Interlocal Agreement for Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County, Florida (the "ILA") among Broward County, Florida (the "County") and twenty-eight municipalities in Broward County (each, individually, a "Municipal Party" and collectively, the "Municipal Parties")(collectively with the County, the "Parties," and each individually a "Party") effective as of August 16, 2023 ("ILA Effective Date"), that created the Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County (the "Authority"); and

WHEREAS, the residents, businesses and tourists in Broward County generate 5,000,000 tons of solid waste annually, or 20,000 pounds per minute, double the national average per person; and

WHEREAS, commissioned studies project that the amount of future solid waste generation in Broward County will increase by almost 50 percent over the next 40 years; and

WHEREAS, the single existing Class I landfill in Broward County currently available for disposal of solid waste is reaching capacity, and will stop accepting Class I waste for disposal at the end of this year; and

WHEREAS, since the 2013 dissolution of the Resource Recovery System (which had been governed by the Resource Recovery Board), the municipalities and the County have failed to achieve the 75% statutory recycling goal, instead the County recycling rate is approximately 30%; and

WHEREAS, even for those municipalities that are participating in recycling efforts, the contamination rates are far too high, resulting in less recycling and increased direct costs to the municipalities that are paid by their residents; and

WHEREAS, following the dissolution of the Resource Recovery System and Resource Recovery Board, each of the 31 municipalities and the County (for the unincorporated area) were on their own to manage solid waste disposal and recycling, resulting in variability of costs and disposal services; and

WHEREAS, the Solid Waste Working Group and subsequently the Authority have analyzed waste composition, waste generation, existing disposal capacity, and areas where significant improvements in solid waste management would yield economies of scale that are expected to result in lower processing and disposal costs, in order to achieve necessary goals of reduction, reuse and recycling to conserve needed disposal capacity; and

WHEREAS, on April 17, 2026, the Governing Board of the Authority adopted a Master Plan that will enable the Parties to work collaboratively, for at least the next 40 years, to implement a long-term, environmentally sustainable, transparent, innovative, and economically efficient plan and approach to reduction, reuse, recycling, and disposal of solid waste generated in the County; and

WHEREAS, the Master Plan outlines strategic actions across several key areas:

- Establishing a waste management system throughout the County that decreases dependency on landfill and waste-to-energy and reduces the risk of market-driven unpredictability of costs for ILA members.
- Ensuring all Parties benefit from streamlined operations, improved access to services, and meaningful participation in long-term decision-making.
- Promoting a circular economy that maximizes the diversion of solid waste from the waste stream into beneficial uses that support domestic supply chains and manufacturing while reducing the reliance on and extraction of virgin natural resources.
- Reducing waste generation through a robust education and outreach program, behavior change, and incentives for circular economy practices.
- Expanding recovery and recycling with construction and demolition (C&D) debris and mandatory commercial recycling ordinances, implementing curbside source-separated yard trash processing, and developing convenience recycling drop-off facilities to protect current and future disposal capacity and maximize value from recovered solid waste commodities for the benefit of ILA members.
- Optimizing the use of existing public and private infrastructure in the most economical and efficient manner, while identifying the potential for new facility needs for transfer, processing, and disposal over the long term so as to achieve the goals of financial transparency, predictability and savings.
- Improving governance and financial stability via flow control mechanisms, assessment models, and regional policy and service harmonization; and

WHEREAS, the single existing waste-to-energy plant located in Broward County is at capacity and is unable to accept any additional solid waste; and

WHEREAS, the County and its municipalities face a solid waste crisis based upon projected increases in the generation of solid waste; and

WHEREAS, in order for the Authority to continue in existence, the ILA requires the adoption of a First Amendment to the ILA (the "Facilities Amendment") within thirty-six months of the ILA Effective Date as part of the Formation Conditions of the Authority, all as defined in the ILA; and

WHEREAS, as part of the Formation Conditions, each Municipal Party's elected body has one hundred twenty days to adopt and deliver to the Authority a resolution approving the Facilities Amendment; and

WHEREAS, in order for the Facilities Amendment to be effective, it must be approved by the elected bodies of: (a) Municipal Parties representing at least eighty percent (80%) of the total population of the Municipal Parties; and (b) the County by August 15, 2026; and

WHEREAS, on March 20, 2026, the Governing Board of the Authority voted to recommend the First Amendment to the ILA, which is attached and incorporated herein as Exhibit "A" to this Resolution (the "Facilities Amendment"); and

WHEREAS, the City Commission deems it to be in the best interest of the City to support the Master Plan, to continue to be a Municipal Party of the Authority, and to approve the Facilities Amendment; and

WHEREAS, the Executive Committee and Governing Board have each unanimously also recommended a further amendment to the ILA, to be effective after the Facilities Amendment is effective, that would provide for two separate options for Parties to withdraw from the ILA, the first option to be exercised by the governing body of the Party by adopting a resolution approving the withdrawal of such Party from the ILA and delivering it to the Authority within 45 days after the Executive Committee recommends the award of contracts resulting from the RFP process for yard trash processing, recyclable material processing and municipal solid waste disposal, which recommendations shall be made no earlier than October 1, 2027 and no later than November 15, 2027 (which dates may be extended by majority vote of the Governing Board); and a second option for Parties to withdraw on the date that is twenty-five (25) years after the Effective Date (August 16, 2048), provided that such withdrawing Party's governing body adopts a resolution approving the withdrawal of such Party from the ILA and it is delivered to the Authority prior to August 16, 2047; and

WHEREAS, those Parties, including the County, that timely deliver to the Authority a resolution adopted by its elected body approving the Facilities Amendment are hereinafter referred to as the "Remaining Parties"; and

WHEREAS, the ILA provides in Section 16.1.3. that any amendment to the ILA that substantively modifies any of the provisions, or that concerns any of the subjects listed in such section, will not be effective unless approved by every Party's elected body; and

WHEREAS, Section 16.1.3.2 lists Article 4 (Duration) as one of the provisions that require approval of every Party to the ILA; and

WHEREAS, the Parties intend for the Second Amendment to be effective after the Facilities Amendment is effective and thus requires approval by the elected bodies of all of the Remaining Parties, including the County; and

WHEREAS, the City Commission hereby determines it to be in the best interest of the City to support providing two separate options for Parties to withdraw from the ILA as further described and set forth in the Second Amendment, attached and incorporated herein as Exhibit "B".

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

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The Facilities Amendment, attached as Exhibit "A", is hereby approved.

Section 3. The Second Amendment, attached as Exhibit "B", is hereby approved.

Section 4. The Mayor and City Manager are authorized to execute the Facilities Amendment, attached as Exhibit "A", and the Second Amendment, attached as Exhibit "B", together with such non-substantial changes as are acceptable to the City Manager and approved as to form and legal sufficiency by the City Attorney, and to send such Facilities Amendment and Second Amendment to the Authority.

Section 5. All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 6. If any clause, section, or other part of this Resolution shall be deemed unconstitutional, or invalid in part, such unconstitutional or invalid provision shall be considered ineffective and will in no way affect the validity of the other provisions of this Resolution.

Section 7. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS 8th DAY OF JULY, 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”

FIRST AMENDMENT
TO INTERLOCAL AGREEMENT FOR
SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY, FLORIDA

This First Amendment ("Facilities Amendment") to the Interlocal Agreement for Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County, Florida ("ILA") is entered into by and among Broward County, a political subdivision of the State of Florida ("County"), and the municipalities in Broward County that formally approve this Amendment pursuant to the ILA's terms and return an executed signature page (each, individually, a "Municipal Party" and collectively, the "Municipal Parties") (collectively, the "Parties" and each individually a "Party").

RECITALS

A. The Parties entered into the Interlocal Agreement for Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County, Florida ("ILA") to form an independent special district known as the Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County, Florida ("Authority"), which is charged with coordinating regional solid waste disposal and recycling programs pursuant to Sections 163.01, 403.706(11), (12), (15), and (19), and 403.713, Florida Statutes.

B. The ILA became effective on August 16, 2023 ("ILA Effective Date"). It requires the adoption of a Facilities Amendment within thirty-six (36) months of the ILA Effective Date as part of the Formation Conditions. This Facilities Amendment, as defined in Section 3.3 of the ILA, is adopted pursuant to that requirement.

C. Section 3.3 of the ILA provides that, to be effective, the Facilities Amendment must be approved by the Broward County Board of County Commissioners and by the governing bodies of municipalities representing at least eighty percent (80%) of the total population of the Municipal Parties to the ILA.

D. As further described in Section 3.3 of the ILA, the purpose of the Facilities Amendment is to: (i) provide long-term contingency plans for waste disposal; (ii) address the use and disposition of Authority facilities and assets in the event of a Wind Down; and (iii) ensure the orderly and efficient allocation of services during that process. The Facilities Amendment reflects lessons from the prior regional solid waste system established in 1986 (the Broward Solid Waste Disposal District governed by the Resource Recovery Board), which dissolved in 2013 and gave rise to asset disputes and litigation that was eventually resolved by settlement in 2015. Through the Facilities Amendment, the Parties seek to avoid similar conflicts by clearly defining procedures for the use and disposition of Authority assets.

E. Consistent with the purposes listed above, this Facilities Amendment is designed to protect public funds and preserve investments in public infrastructure. The Facilities Amendment defines the facilities the Authority may own and operate, establishes standards for open and accountable operation of the System, and includes safeguards intended to keep the Parties' costs fair, predictable, and aligned

with the public interest. The Facilities Amendment also establishes a transparent, orderly Wind Down procedure in which the Authority's assets and liabilities are distributed to continue benefiting the public.

F. This Facilities Amendment does not alter, increase, or reduce the powers of the Authority and, once effective, the ILA, as amended by this Facilities Amendment, may only be modified in compliance with Article 16 of the ILA.

Now, therefore, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. The above Recitals are true and correct and are incorporated herein by reference. All capitalized terms not expressly defined within this Facilities Amendment shall retain the meaning ascribed to such terms in the ILA.

2. Article 2, entitled "**DEFINITIONS**" of the ILA, is hereby amended to add the following new defined terms:

2.0.1 Authority Fund(s) means all monies and financial instruments held by or for the benefit of the Authority, including, without limitation, funds derived from revenues, fees, charges, debt proceeds, investment earnings, and sale proceeds. Authority Funds do not include Authority-Owned Assets.

2.0.2 Authority-Owned Asset(s) means property owned by the Authority, including, without limitation, real property or tangible property, whether used or unused, and any reserve funds dedicated to such property. This term includes Authority-Owned Facilities but does not include Authority Funds.

2.0.3 Authority-Owned Facility(ies) means any System Facility owned by the Authority and operated as part of the System in relation to the management, collection, disposal, processing, recycling, storage, or transfer of System Waste.

2.0.4 System Facility means any site, facility, or equipment, whether or not owned by the Authority, that is operated for the management, collection, disposal, processing, recycling, storage, or transfer of System Waste. This term includes, without limitation, any permanent drop-off center, recycling facility, transfer station, or solid waste disposal facility that receives System Waste. This term does not include real property not directly used for solid waste management, recycling, or resource recovery purposes

3. The Parties agree that this document constitutes the Facilities Amendment as described in Section 3.3 of the ILA and includes the required provisions as stated therein, and therefore the requirements contained Section 3.3 of the ILA are no longer operative.

4. Section 8.1.8 of the ILA is hereby amended as follows (with such deletions set as ~~strikethroughs~~ and such additions set as <u>underlines):</u>

8.1.8. To the extent permissible under applicable law and provided it does not interfere with County's ability to fulfill its statutory obligations, including under Section 403.706(1), Florida Statutes, the Authority will have the power to provide disposal for Authority Solid Waste generated in the Parties' jurisdictions. The Authority is not granted the power to own or operate a "solid waste disposal facility," as that term is defined in Section 403.703, Florida Statutes (2022), or sell or otherwise transfer an interest in such a facility, unless an amendment to this Agreement, granting such power to the Authority and setting forth the limits and extent of such power, is approved by the elected bodies of: (a) Municipal Parties representing at least ~~two-thirds (2/3)~~ eighty percent (80%) of the total population of the Municipal Parties, and (b) County.

5. A new Article 20 entitled "**AUTHORITY-OWNED FACILITIES: APPROVAL, LIMITATIONS ON OWNERSHIP AND POST-WIND DOWN CONSIDERATIONS**" is hereby added to read as follows:

ARTICLE 20. AUTHORITY-OWNED FACILITIES: APPROVAL, LIMITATIONS ON OWNERSHIP AND POST-WIND DOWN CONSIDERATIONS

20.1 **Purpose**. The Parties wish to provide a framework for the responsible stewardship of public infrastructure and to prioritize publicly owned transfer stations as critical assets that support the System's flexibility, address regional needs, and reduce costs for the public. The Parties also seek to establish a structured pathway to enable the potential expansion to more state-of-the-art public facilities in the future, if required and approved by the Parties pursuant to the terms of the ILA.

20.2 **Approved types of Authority-Owned Facilities**. Notwithstanding anything to the contrary in the ILA, the Authority has the power to own or operate the following without following the procedure set forth in Section 8.1.8 of the ILA:

20.2.1 "Transfer Stations," as defined in Section 403.703, Florida Statutes (2022);

20.2.2 "Permanent Drop-Off Centers," meaning any permanent collection site or facility primarily used for the lawful acceptance of System Waste from the public, that is not a "solid waste disposal facility" as defined in Section 403.703, Florida Statutes (2022); and

20.2.3 "Recycling Facilities," meaning any site, facility, or equipment primarily used for recycling or recovering materials, including, without limitation, the collection, transportation, separation, processing, or reuse of solid waste (or materials that would otherwise become solid waste) in the form of raw materials or intermediate or final products. This term is to be construed liberally to include, without limitation, any recovered materials processing facilities, material recovery facilities, yard waste or organics processing facilities, construction and demolition debris recovery facilities, pulverizers, compactors, shredding and baling plants, composting facilities, other volume reduction plants, biochar pyrolysis plants, organic anaerobic digesters, and other thermal, mechanical, or biological conversion facilities. This term does not include any landfill,

waste-to-energy facility, or other "solid waste disposal facility," as defined in Section 403.703, Florida Statutes (2022).

Any Authority ownership or operation of any other type of "solid waste management facility," as defined in Section 403.703, Florida Statutes (2022), outside the scope of this Article 20, and not approved through an amendment adopted pursuant to Section 8.1.8 of the ILA, constitutes a material breach subject to the provisions of Articles 15 and 17 of the ILA, including injunctive relief where appropriate.

20.3 **Amendment related to other types of solid waste disposal facilities; requirements.** If, in the future, the Authority is granted the power to own or operate a "solid waste disposal facility" pursuant to Section 8.1.8 of the ILA, the amendment granting that power must, in addition to the requirements of that Section 8.1.8, also establish the rules, procedures, and funding mechanisms for allocating amongst County, the Municipal Parties and any other municipalities the costs of any capital expansion of a County-owned facility that may be required for County to meet its statutory obligations in the event of a Wind Down if caused by the individual or collective action of the Municipal Parties. The allocation of costs may include County paying all costs, the Municipal Parties paying all costs, or a shared arrangement.

20.4 **Other publicly owned System Facilities.**

20.4.1 Nothing in this Facilities Amendment prohibits any individual Party from owning or operating any "solid waste management facility," as defined in Section 403.703, Florida Statutes (2022), any Permanent Drop-Off Center, or any Recycling Facility.

20.4.2 The Authority may contract with any Party to receive services from, or obtain access to, any System Facility owned or operated by that Party. In return, the Authority may agree to a long-term commitment of System Waste to such System Facility or to any other terms mutually agreed upon by the parties. These agreements may include arrangements under which a Party constructs or acquires a System Facility for the Authority's benefit. However, unless the relevant contract expressly states otherwise, any System Facility owned by an individual Party will not be considered an Authority-Owned Facility and will remain the property of that Party upon Wind Down.

20.5 **Public-private partnerships.** The Authority may enter into public-private partnerships as permitted by applicable law. Notwithstanding the foregoing, the Authority is prohibited from entering into any public-private partnership that results in the Authority owning, in whole or in part, any "solid waste disposal facility," as defined in Section 403.703, Florida Statutes (2022), unless the ILA is amended pursuant to Section 8.1.8 of the ILA.

20.6 **Protection of Authority-Owned Facilities.** Authority-Owned Facilities are held by the Authority in trust for essential governmental and public purposes and are dedicated to the provision of public solid waste and recycling services for the benefit of the Parties, their residents or businesses. Except to the extent expressly pledged pursuant to a written agreement, or as otherwise required under applicable law, Authority-Owned Facilities will not constitute general

assets of the Authority, and all Authority obligations will be non-recourse to Authority-Owned Facilities and payable solely from Authority Funds. No other creditor or claimant may levy upon, attach, execute against, foreclose upon, encumber, or otherwise interfere with any Authority-Owned Facility, and any entity that is not a Party to the ILA that contracts with or asserts a claim against the Authority is deemed, to the fullest extent permitted by Florida law, to have waived any right to receivership or injunctive relief affecting Authority-Owned Facilities. In the event of Wind Down, the Authority's outstanding obligations will be satisfied to the fullest extent possible with Authority Funds.

6. A new Article 21 entitled "**WIND DOWN OF AUTHORITY**" is hereby added to read as follows:

ARTICLE 21. WIND DOWN OF AUTHORITY

21.1 **Purpose**. The Parties desire to ensure that the System remains intact and that investments made in public infrastructure continue to serve public needs in the event of Wind Down. The Parties hereby designate the following rules for Wind Down of the Authority, the orderly transfer of services performed by the Authority, and the transfer of assets of the Authority to a successor entity (or to County if County chooses to perform those services upon Wind Down subject to the requirements set forth below) to benefit all Parties.

21.2 **Schedule**. The general schedule of Wind Down is illustrated in Table 1 below.

Table 1

Days after Notice of Wind Down	Required Action
Day 0	Executive Director issues Notice of Wind Down.
Day 45	Executive Director issues Comprehensive Inventory and begins settling the Authority's debts, liabilities, and obligations using Authority Funds.
Day 99	Deadline for County and Municipal Parties to agree on whether to transfer services to County or a successor entity to the Authority.
	Schedule below applies only to the standard procedure in Section 21.6.1
Day 100	Executive Director issues first Asset Offers to Parties.
Day 150	Applicable Parties' deadline to accept or decline first Asset Offer.
Day 150	The obligation to provide services is transferred to each Party for its geographic jurisdiction, unless County or successor entity has assumed services.
Day 151	Executive Director issues second Asset Offers to Parties.
Day 201	Applicable Parties' deadline to accept or decline second Asset Offer.
After Day 201	Authority sells any Authority-Owned Asset(s) declined by the Parties, uses the proceeds to pay remaining debts and liabilities, and distributes any remaining funds to the Parties.

	The following applies to the standard procedure and both alternate procedures.
No later than 365 days all transfers, debts, and liabilities resolved	Certification and dissolution of the Authority.

Pursuant to this Article 21, the Authority will first pay its debts and liabilities from Authority Funds. Next, once those debts and liabilities are paid, or such funds are exhausted, the Authority will transfer title of any Authority-Owned Assets to the Parties pursuant and subject to Section 21.7 and Article 22. If an Authority-Owned Asset is not transferred to a Party, the Authority will sell that asset. The Authority will use the sale proceeds to pay any remaining debts and liabilities. Finally, the Authority will distribute any surplus sale proceeds and any remaining Authority Funds among the Parties as provided below.

The running of any Wind Down deadline will not be tolled, suspended, delayed, or extended due to the existence of any dispute, request for clarification, or pending arbitration or litigation, except as expressly provided in this Section 21.2. Notwithstanding the foregoing, if the Executive Director or the Authority fails to meet any Wind Down deadline that is applicable to the Executive Director or the Authority, then any deadline applicable to the Parties that is expressly triggered by, or cannot reasonably be performed without, timely completion of such missed obligation will be automatically tolled for a period equal to the duration of such failure (measured from the missed due date until the obligation is satisfied), and the Parties will not be deemed in default for the resulting delay. The Wind Down schedule and all deadlines in this Article 21 are intended to promote fairness, limit dispute, and ensure the orderly and continuous transfer of services and Authority-Owned Assets during Wind Down, and are not intended to be punitive. Pending resolution of any dispute, the Authority and all Parties will continue to perform in good faith and proceed with Wind Down in compliance with this Facilities Amendment, and no tolling will apply except as expressly provided above. For the avoidance of doubt, the Authority will not be considered dissolved until certification pursuant to Section 21.8 below confirms that all Authority obligations have been fully performed and satisfied.

21.3 **Wind Down operations.** During the Wind Down period, the Authority will continue to operate solely for the limited purposes of concluding its affairs, preserving continuity of services, and maintaining assets until such responsibilities are assumed by other entities. The Authority may not accelerate or expand any contracts or enter into new contracts for goods or services that are not required to perform the actions necessary for Wind Down. All actions related to the Wind Down of the Authority will be overseen by the Executive Director and must be completed no later than the applicable deadline specified in this Article 21, including the following:

21.3.1 Providing all Parties a final, comprehensive inventory of all Authority activities, actions, assets, debts, and liabilities;

21.3.2 Liquidating, assigning, or otherwise lawfully disposing of Authority assets, debts, and liabilities;

21.3.3 Assigning all contracts necessary to ensure continuity of services being performed by the Authority and concluding all contracts not necessary for such purpose; and

21.3.4 Transferring operational responsibility for System Waste management services, recycling programs, and other services to the applicable Party(ies).

21.4 **Executive Director's Notice of Wind Down; inventory of assets.** The Executive Director will promptly begin the process of winding down the Authority's operations, upon the occurrence of any of the following events: the Parties fail to extend the ILA pursuant to Section 4.2.1 thereof; the Authority is dissolved by court order; a petition for insolvency or assignment for the benefit of creditors is filed, or any other action that requires or results in the dissolution of the Authority; or the ILA expires or is terminated.

Upon beginning such process, the Executive Director will promptly issue a written "Notice of Wind Down" to all Parties in compliance with the Notices section of the ILA. Within forty-five (45) days after issuing the Notice of Wind Down, the Executive Director will provide all Parties a comprehensive inventory of all Authority activities, actions, assets (including, without limitation, any Authority-Owned Facilities and service contracts), physical address of such assets, reserve funds, debts, and liabilities ("Comprehensive Inventory").

21.5 **Authority debt and liability**. Pursuant to Article 12 of the ILA and Section 163.01(7)(b), Florida Statutes, the Authority's debts, liabilities, and obligations do not constitute the debts, liabilities, and obligations of the Parties. Accordingly, the Authority will use the following process to settle its own debts, liabilities, and obligations.

21.5.1 Use of Authority Funds to satisfy debt, liabilities, and obligations. Upon issuing the Comprehensive Inventory to the Parties, the Executive Director will begin overseeing the payment of the Authority's debts, liabilities, and obligations. Subject to Section 6.9 of the ILA, all outstanding debts, liabilities, and obligations of the Authority, including, without limitation, accounts payable, contractual obligations, retirement liabilities, and any other claims, will be satisfied using all available Authority Funds before any Authority-Owned Assets are sold for that purpose. Regardless of the status of the payment of such debts, liabilities, and obligations, the Authority will begin the Authority-Owned Asset distribution process pursuant to Section 21.7 below. Only after asset distribution as described in Section 21.7 is completed may the Authority satisfy any remaining debts, liabilities, and obligations by selling Authority-Owned Assets that are not transferred to any Party and using the proceeds as described in Section 21.7.1.6 below.

21.5.2 Bond-related debts. The Authority will resolve bond-related debts in accordance with the applicable bond documents.

21.6 **Transfer of services**. The orderly transfer of services in the event of Wind Down is of paramount concern to the Parties. Accordingly, the Parties hereby designate three (3) options for transferring System Waste management services, recycling programs, and other services previously administered by the Authority, each with its own method for dividing obligations and

the manner by which the transfer or sale of Authority-Owned Assets occurs: (a) the standard procedure where each Party provides services or contracts with third parties for the provision of services within each Party's geographic jurisdiction; (b) if County and sufficient Municipal Parties agree, these services would be provided by County; or (c) if County and sufficient Municipal Parties agree, these services would be provided by a successor entity.

The service transitions described in this section may proceed through interim operational agreements, licensing arrangements, and assignment of contracted services, notwithstanding that title transfer of Authority-Owned Assets may occur later pursuant to Section 21.7 below.

21.6.1 Standard procedure; transfer to Parties individually. No later than one hundred fifty (150) days after the Notice of Wind Down is issued, each Party will become responsible for the management of solid waste generated within that Party's geographic jurisdiction (for County, the unincorporated areas) and for determining how recycling and other services previously administered by the Authority will be managed and provided, including by establishing, maintaining, modifying, or discontinuing any programs or contracts it deems appropriate. The Authority will cooperate with each Party, as the applicable Party may agree, to:

21.6.1.1 Assign, amend, or novate relevant service agreements;

21.6.1.2 Transfer records, equipment, and other operational resources;

21.6.1.3 Provide support to facilitate continuity of service during the transition; and

21.6.1.4 Provide each Party with a full accounting of the Authority's customers, service zones, and applicable infrastructure within each such Party's geographic jurisdiction (for County, the unincorporated area).

Each Party will be individually responsible for ensuring uninterrupted service to its geographic jurisdiction (for County, the unincorporated area), and for securing or entering into appropriate service agreements, upon the transition of services from the Authority. All Authority-Owned Assets will be distributed pursuant to Section 21.7.1 of this Facilities Amendment.

21.6.2 Alternate procedure; transfer to County. As an alternative to the standard procedure described in Section 21.6.1 above, County and Municipal Parties representing at least fifty-one percent (51%) of the Municipal Parties' population and at least fifty-five percent (55%) of the total tonnage of all of Broward County may agree, within 99 days after issuance of the Notice of Wind Down, that County will assume operational responsibility for all of the System Waste management services, recycling programs, and other services previously administered by the Authority (the "SWA Services") as follows:

21.6.2.1 Within 60 days of after the Notice of Wind Down is issued, County may issue a non-binding letter to the Municipal Parties indicating its interest to provide the SWA Services ("Service Offer");

21.6.2.2 If County issues a Service Offer, each Municipal Party may respond in writing to indicate its non-binding acceptance or rejection of County's Service Offer; however, any Municipal Party that does not respond before the Board of County Commissioners votes, as referenced in subsection (c) below, will be deemed to have rejected County's Service Offer;

21.6.2.3 The commencement date for County operational responsibility or the SWA Services will be provided for in the agreement between County and each of the applicable Municipal Parties; however, the commencement date may be extended by written notice from the Executive Director should that date interfere with other elements of Wind Down of the Authority; and

Upon receipt of County's written notice that it will provide the services and documentation of the relevant Municipal Parties' agreement, (a) the Authority will coordinate with County to transfer all operational functions, service contracts, Authority-Owned Assets, other equipment, customer data, and financial resources necessary to ensure an uninterrupted transition of the services to those Municipal Parties; (b) the Authority will retain interim custody and continue operations of those services until the transfer is effectuated; and (c) the Authority-Owned Assets associated with the performance of such services will be transferred to County pursuant to Section 21.7.2 below as part of the transition described above.

21.6.3 Alternate procedure; transfer to successor entity. As an alternative to the standard procedure in 21.6.1 above, if, within 99 days after the issuance of the Notice of Wind Down, both the Board of County Commissioners and municipal governing bodies representing at least fifty-one percent (51%) of the total population of the Municipal Parties and at least fifty-five percent (55%) of the total tonnage of Broward County, establish or designate a successor entity to provide the SWA Services, the Authority will cooperate with the successor entity to ensure continuity of operations, including, without limitation, the transfer of the applicable contracts, assets, and liabilities to that successor entity. The Authority will not transfer any such contracts, assets, or liabilities to a successor entity unless such transfer has received formal approval by both the Board of County Commissioners and the elected bodies of the requisite Municipal Parties. If the approvals described above are obtained, the transfer of any Authority-Owned Assets to the successor entity will proceed pursuant to Section 21.7.2 hereof.

21.7 **Disposition of Authority-Owned Assets**. During Wind Down, all Authority-Owned Assets (including, without limitation, any Authority-Owned Facilities and reserve funds) will be distributed as provided in this section and in a manner that ensures continued public benefit,

honors the source and purpose of such funds and assets, and recognizes operational control and jurisdictional authority over the related services.

Regardless of whether all available Authority Funds have been expended pursuant to Section 21.5.1 above, the Authority will work cooperatively with each recipient Party to undertake due diligence and execute all necessary deeds, bills of sale, assignments, and other instruments to lawfully effectuate the transfers described below, including, without limitation, provision for maintenance, insurance, and replacement planning.

21.7.1 Standard procedure; transfer to Parties individually. Notwithstanding anything to the contrary in in the ILA, if operational responsibility for the provision of System Waste management services, recycling programs, and other services previously administered by the Authority is not transferred to either County as provided in Section 21.6.2 above or a successor entity as provided in Section 21.6.3 above, this Section 21.7.1 will govern the disposition of Authority-Owned Assets and reserve funds.

21.7.1.1 Proposed asset offers. At any time after the issuance of the Comprehensive Inventory, any Party may submit to the Executive Director a written proposal identifying the Authority-Owned Asset(s) the Party asserts a right to acquire, together with the factual and legal basis for that assertion under this Facilities Amendment.

21.7.1.2 *Asset offer process*. On the one hundredth (100th) day after the Notice of Wind Down is issued, and not earlier, the Executive Director will send each Party a written offer listing the Authority-Owned Assets that the Party may take ownership of ("Asset Offer") pursuant to Section 21.7.1.4, below, subject to the following procedures:

21.7.1.2.1 Each Party will review the Authority-Owned Assets and give written notice of its decision to accept or decline ownership within fifty (50) days after issuance of the Asset Offer. This deadline applies only to the election to accept or decline. It does not apply to completing the legal transfer. If a Party does not give written acceptance within fifty (50) days, the Party is deemed to have declined the transfer.

21.7.1.2.2 After that fifty (50) day period ends, the Executive Director will send County a second Asset Offer for all Authority-Owned Assets not accepted by any Municipal Party. County has fifty (50) days after receipt to accept or decline in writing.

21.7.1.3 *Asset Offer; required contents*. The Executive Director will include the following information in each Asset Offer: (a) the location of the Authority-Owned Asset; (b) the type of asset; (c) if applicable, the most recent System Facility Report (defined below); (d) if applicable, the most recent permitting, licensing, or other regulatory documents; (e) a statement of the operational and environmental

condition of the Authority-Owned Asset; (f) any known liabilities associated with the Authority-Owned Asset; (g) if applicable, a statement of the specific reserve balances associated with the Authority-Owned Asset; (h) if known, an estimate of the costs of any necessary repairs; and (i) any other documents in the Authority's possession related to the maintenance and status of the Authority-Owned Asset. If any applicable, required content of an Asset Offer is omitted, the applicable Party's deadline to provide written notice of its decision to accept or decline ownership will be tolled until the Authority provides such missing content.

21.7.1.4 *Regional Assets*. Notwithstanding anything else stated in this Facilities Amendment, each Authority-Owned Asset listed below (each a "Regional Asset") will first be offered, subject to the provisions of Article 22, to County and then, if not accepted by County, to Municipal Parties following the procedure stated in Section 21.7.1.5 for non-Regional Assets:

21.7.1.4.1 any "solid waste disposal facility," as defined in Section 403.703, Florida Statutes (2022) including, without limitation, any plant, material property, or equipment associated with such facility;

21.7.1.4.2 any "transfer station," as defined in Section 403.703, Florida Statutes (2022), materials recovery facility, or property that County elects to use in connection with County's obligations under Section 403.706(1), Florida Statutes;

21.7.1.4.3 any Authority-Owned Facility used for the management, collection, disposal, processing, recycling, storage, or transfer of storm debris that County elects to use in connection with County's obligations under Section 403.706(1), Florida Statutes; and

21.7.1.4.4 any non-monetary Authority-Owned Asset the ownership of which was transferred from County.

Any election made by County pursuant to this section will automatically be presumed valid if County provides a proposed asset offer pursuant to Section 21.7.1.1. above, subject to the dispute resolution process of section 17.1 of the ILA.

21.7.1.5 *Authority-Owned Assets other than Regional Assets.* For all non-monetary Authority-Owned Assets that are not Regional Assets (and for Regional Assets that County chooses not to exercise its first option pursuant to Section 21.7.1.2), that are, as of the date the Notice of Wind Down is issued, located within the geographic jurisdiction of a Party (for County, the unincorporated areas), such asset will be offered, subject to Article 22, to that Party. If such Authority-Owned Asset is physically located within the geographic jurisdiction of more than one Party (e.g., two (2) Municipal Parties or a Municipal Party and unincorporated Broward County), such property will be first offered, subject to Article 22, to the multiple

Parties for joint ownership by the applicable Parties; and if any such Party declines the transfer, the asset will be offered, subject to Article 22 to the other Party (or Parties) with geographical jurisdiction over the property. If all Parties to which an asset is offered decline to accept the asset, the asset will then be offered, subject to Article 22 to County and then to the other Municipal Parties.

21.7.1.6 *Tangible Personal Property of the Authority.* For such Authority-Owned Assets that constitute tangible personal property (i.e., not real property or Authority Funds), such as hauler vehicles or railcars, ownership will be allocated among the Parties in a proportionate and equitable manner based on the aggregate fair market value of such assets, taking into account both the number and condition of the assets.

21.7.1.7 Notwithstanding the foregoing, any non-monetary Authority-Owned Asset whose ownership was transferred to the Authority by a Municipal Party or County will be returned to the originating Party at no cost.

21.7.1.8 The foregoing requirements will also apply to any Authority-Owned Asset in which the Authority has an interest through a joint venture, public-private partnership, or other joint ownership model.

21.7.1.9 If any Authority-Owned Asset may not be distributed to any of the Parties in compliance with the procedures in this section due to requirements contained in applicable bond or other secured debt instruments, the Executive Director will provide the Parties with written notice as early as possible.

21.7.1.10 Any System Facility, or other element of the System, that is owned in fee simple by a Municipal Party or by County will not be considered an Authority-Owned Asset and will be retained by such Party.

21.7.1.11 *Sale of Authority-Owned Asset(s) declined by the Parties; application of sale proceeds*. After the Authority-Owned Asset distribution process is completed, any Authority-Owned Assets not transferred to a Party will be sold by the Authority on commercially reasonable terms following a commercially reasonable process. Nothing in this Facilities Amendment prohibits any Party from participating in this process the same as any non-Party, and any acquisition pursuant this process will not be subject to Article 22. The sale will be conducted through a competitive process determined by the Executive Committee, unless the Executive Committee, by a two-third (2/3) vote which must include County's representative, determines that an alternative process is appropriate, commercially reasonable, and in the public interest. The Authority will apply the net proceeds of any such sale first to satisfy any outstanding debts, liabilities, or other obligations of the Authority associated with the sold asset and any remaining unpaid debts, liabilities, and obligations of the Authority.

21.7.1.12 *Reserve funds; surplus Authority Funds and sale proceeds*. Reserve funds that are expressly designated for maintenance, repair, rehabilitation, replacement, or closure of a specific Authority-Owned Asset, and that are not expended pursuant to Section 21.5 above, will be transferred with the associated asset if, and solely to the extent that, such asset is transferred to one or more of the Parties. Such reserve funds will not transfer in connection with the sale of an Authority-Owned Asset to any third party.

Any surplus proceeds and any remaining Authority Funds not expended to satisfy the outstanding debts, liabilities, or other obligations of the Authority will be distributed among the Parties on a pro rata basis based on the most recent certified population estimates (for County, the unincorporated area) published by the Bureau of Economic and Business Research – University of Florida or other reasonable population data source selected by the Governing Board, subject to Section 6.9 of the ILA.

21.7.2 Alternate procedure if Authority operations are transferred to County or successor entity. Notwithstanding anything to the contrary in herein, if all of the SWA Services are transferred to County or to a successor entity pursuant to Section 21.6.2 or 21.6.3 above, the applicable Authority-Owned Assets (including, without limitation, Authority-Owned Facilities) and reserve funds associated with the assumed services, assets, and facilities will be transferred to the successor entity or to County, as applicable, and will not be subject to Article 22 below.

21.8 **Other distributions and transfers; certification of dissolution**. During Wind Down, the Executive Committee will act as a transition committee to oversee the final disposition of any assets and other details of Wind Down not expressly addressed by this Facilities Amendment or the ILA (including, without limitation, Section 6.9 thereof). Final disposition of any Authority-Owned Asset or other unaddressed detail will require the affirmative vote of: (a) a majority of the Municipal Parties' representatives on the Executive Committee; and (b) County's representative. Resolutions of disputes will follow the procedures described in Article 17 of the ILA. Upon the satisfactory completion of all Wind Down activities in compliance with the above and all applicable law, the Executive Director, the Chair, and the Vice-Chair of the Executive Committee, and the Chair and the Vice-Chair of the Governing Board, will certify in writing that all obligations have been resolved. Upon execution of such certification, the Authority will be deemed dissolved and all legal authority and operational responsibilities of the Authority will terminate.

7. A new Article 22 entitled "**OBLIGATIONS OF THE PARTIES AFTER WIND DOWN**" is hereby added to read as follows:

ARTICLE 22. OBLIGATIONS OF THE PARTIES AFTER WIND DOWN

22.1 **Purpose**. The Parties wish to ensure that any Authority-Owned Asset distributed due to the Authority's Wind Down continues to serve a regional benefit after Wind Down. Accordingly, the Authority will ensure that the obligations set forth in this Article 22 are incorporated into deed

restrictions recorded at the time such property is transferred, and that such deed restrictions clearly identify the Parties and any other entities that may enforce them.

22.2 **Obligation to continue operations**. To ensure that Authority-Owned Assets transferred to a Party continue to serve a public purpose after Wind Down, each Party that exercises its right to accept the transfer of an Authority-Owned Asset pursuant to Section 21.7.1.4 or 21.7.1.5 ("New Owner"), accepts such asset subject to the beneficial ownership and rights of the Parties set forth herein. Except as expressly provided for in this Article, the New Owner must operate each transferred asset for its then-existing purpose, or a related purpose that the Authority was authorized to perform or contract, for five years ("Transition Period"). If the transferred asset is an Authority-Owned Facility, it must be operated for its then-existing purpose or a related solid waste purpose during the Transition Period. The New Owner must operate or contract for the operation of the asset responsibly and in a commercially reasonable manner during the Transition Period. Nothing in this section prohibits the New Owner from expanding, improving, upgrading, or modernizing the asset, or from adding compatible uses, provided that such actions do not materially impair the asset's ability to serve its existing purpose during the Transition Period. If, at any time during the Transition Period, the New Owner elects to cease operating the asset for its prior purpose or for a related solid waste purpose that the Authority was authorized to perform or contract for, and instead elects to use it for a purpose unrelated to solid waste, the Transition Period as to that asset will terminate and the New Owner must pay the value of or sell the asset in accordance with the procedures stated in Section 22.4. The New Owner may at any time end the Transition Period as to any asset that was transferred to it and pay the value of or sell the asset in accordance with the procedures stated in Section 22.4. All Parties agree that any such election will not be grounds for any claim of a fraudulent or improper transfer to the New Owner.

Except as expressly provided for in this Article, the New Owner will not sell, lease, or otherwise transfer the asset during the Transition Period. For avoidance of doubt, this restriction does not prohibit contracts for operation, maintenance, or management that do not convey any ownership interest. Subject to the obligations in Section 22.3. below, and notwithstanding anything to the contrary in any other provision of this Facilities Amendment, the New Owner will have final authority to establish and modify rates, fees, and charges for services provided using the asset.

22.3 **Obligation to provide fair fees to contributing Parties**. To ensure that the Parties and their residents and businesses receive a fair financial benefit from assets their residents or businesses helped fund, the following applies to any New Owner that acquires an Authority-Owned Asset and uses that asset to provide fee-based solid waste services:

22.3.1 If the Authority previously operated the asset in a manner that provides lower fees to the Parties as compared to other users, the acquiring Party must continue a substantially similar fee arrangement during the Transition Period to benefit the Parties.

22.3.2 If the Authority did not operate the asset to provide lower fees to the Parties as compared to other users, but the Authority-Owned Asset was purchased or constructed using funds directly contributed by the Parties or collected through special assessment or

fees paid by the Parties or their residents or businesses, users receiving services for solid waste generated within a Party's jurisdiction will receive a credit against the fees charged for use of the asset during the Transition Period. The amount of the credit will be determined by the Authority's independent auditor, on a pro rata basis based on each Party's documented capital contributions relative to the asset's total capital cost, subject to approval by the Executive Committee pursuant to Section 21.8 above. The credit may be in the form of: (a) a uniform per-ton (or per-load) fee discount; (b) an annual service credit applied to invoices; or (c) if (a) or (b) are not practical, such other benefit as approved by the Executive Committee pursuant to Section 21.8 above that is consistent with the findings of the Authority's independent auditor. The credit will be applied to the fees otherwise payable for use of the asset. Notwithstanding the foregoing, the annual aggregate credit amount may not equal or exceed the acquiring Party's annual cost to operate the asset. In addition, no credit is required if the Authority's independent auditor determines that the aggregate annual benefit to all Parties and their residents or businesses would be less than one percent (1%) of the aggregate annual fees otherwise payable for services using the asset. If the New Owner fails to comply with subsection 22.3.1 or 22.3.2 above, the New Owner will have fifteen (15) days after written notice to cure such noncompliance. Any cure will include retroactive refunds or credits, as applicable, sufficient to place affected Contributing Parties and their residents or businesses in the same financial position they would have been in had the required fees or credits been properly applied when due. If the New Owner fails to cure within the fifteen (15) day period, then the Parties may bring a dispute pursuant to Section 17.1 of the ILA.

22.4 **Obligation to Pay For Or Sell Asset Upon Expiration of Transition Period**. At any time during the Transition Period, but no later than the expiration or earlier termination of the Transition Period, the New Owner will: (a) within 90 days after such election or expiration or earlier termination, as applicable, pay to the other Parties the then-current fair market value of the Authority-Owned Asset, taking into account the value of any reserve funds transferred by the in connection with the Authority-Owned Asset, as determined by an MAI appraiser or another appraiser with appropriate credentials and experience; or (b) promptly use its best efforts to sell the asset through a commercially reasonable, competitive sales process consistent with the New Owner's then-existing regulations for the disposition of that Party's property and in accordance with applicable Florida law. The appraised value (if the New Owner elected to continue ownership) or net sales proceeds (if the New Owner elected to sell the property), will be paid by the New Owner to all Parties on a pro rata basis based on the most recent certified population estimates (for County, the unincorporated area) published by the Bureau of Economic and Business Research – University of Florida or other reasonable population data source selected by the New Owner. Net sale proceeds will be the gross proceeds of the sale, less costs of sale and adjustments for any credits or prorations at the closing.

8. A new Article 23 entitled "**SYSTEM FACILITIES: INSPECTIONS, REPORTING, AND TECHNICAL REVIEW**" is hereby added to read as follows:

ARTICLE 23. SYSTEM FACILITIES: INSPECTIONS, REPORTING, AND TECHNICAL REVIEW

23.1 **Purpose**. The Parties recognize that solid waste and recycling services are essential public functions that depend on many System Facilities, each of which takes years to plan and construct and decades to fund, maintain, and operate through sustained collaboration. For that reason, the Parties hereby establish the following framework to maintain a safe, resilient, and compliant System that meets current and future needs, while reinforcing a strong, accountable, and enduring collaboration among the Parties.

23.2 **Inspection rights.** Upon any Party's written request to inspect any Authority-Owned Facility, the Authority will provide such Party, and Party's contractor(s), with access to the applicable Authority-Owned Facility within a within a reasonable time after receiving such request, provided that such access will not be unreasonably withheld, conditioned, or delayed. The Authority may condition such access on the requesting Party and its contractor(s) executing a reasonable release or indemnification agreement in favor of the Authority. The purpose of such inspection is to evaluate the operation and condition of the Authority-Owned Facility, including any equipment or infrastructure onsite. In addition, upon reasonable prior notice to the Authority, any Party may observe, monitor, and verify compliance with Flow Control Ordinances and other flow control obligations contained in the Master Plan or Article 11 of the ILA by tracking or following Hauler vehicles while transporting System Waste to System Facilities, provided that such observation will be conducted in a lawful manner, without interfering with Hauler operations, and in coordination with any reasonable safety or security protocols established by the Authority or the applicable System Facility operator. The Authority will cooperate in good faith with such verification efforts and will, upon request, provide available routing, delivery, or scale data reasonably necessary to confirm adherence to flow control requirements. The results of any inspection or verification constitute a public record, subject to any applicable legal exemptions or confidentiality restrictions.

23.3 **System facility report**. The Authority will ensure that the System can reliably manage all System Waste it is obligated to handle, and can maintain continuity of service, by evaluating the System Facilities' and the System's overall capacity and operational resiliency (each, a "System Facility Report"). A System Facility Report may be conducted at any time. However, the Authority must complete a System Facility Report within eighteen (18) months prior to the end of any Term of the ILA and, to the extent practicable, within eighteen (18) months prior to the initiation of Wind Down, in compliance with the following:

23.3.1 At a minimum, each System Facility Report will include:

23.3.1.1 <u>System Facility capacity versus projected tonnage</u>. A comparison of constructed and permitted System Facilities' capacity to projected System Waste tonnage over a reasonable planning horizon. The System Facility Report will identify any capacity shortfalls or constraints.

23.3.1.2 Authority-Owned Facility conditions. For each Authority-Owned Facility (whether or not operated by the Authority), an evaluation of its operational condition and environmental status, including, at a minimum, structural conditions; mechanical, electrical, and operational systems conditions; preventive and corrective maintenance status; remaining useful life of major systems and of each facility as a whole; and identification of any deferred maintenance or capital-repair needs. The System Facility Report will also include an analysis of the Authority's operation of each Authority-Owned Facility, identifying any level of throughput, collection, disposal, processing, recycling, storage, or transfer, as applicable, that is below commercially reasonable levels when compared to such facility's design capacity, the capacity authorized by applicable permits and licenses, or applicable industry standards.

23.3.1.3 Contracted facility capacity. Confirmation of the quantity, term, and enforceability of all firm contracted capacity available through the System. The System Facility Report will include a determination of whether such contracted System Facility capacity satisfies projected System Waste needs.

23.3.1.4 Contingency services. An assessment of contingency System Waste management services available to the Parties. The System Facility Report will include alternative facilities, redundancy, emergency arrangements, and surge capability for disaster debris or other extraordinary events.

23.3.2 Any System Facility Report used for Wind Down must contain information that is no more than eighteen (18) months old at the time Wind Down begins. In addition, no later than thirty-six (36) months before the end of any Term of the ILA, the Authority shall begin the process of preparing the System Facility Report, including deciding whether it will be prepared by Authority staff or a consultant and initiating any required procurement process.

23.3.3 The Authority must ensure that the System Facility Report final document includes concise findings and recommendations that are easily understood by a lay audience.

23.3.4 Within ten (10) days after completion, the Authority will provide each completed System Facility Report to all Parties and publish it on the Authority's public website.

The results of each System Facility Report will be used to supplement any Asset Offer issued during Wind Down and may be used to inform, support, or evaluate any proposed amendment to the Master Plan (including any amendment relating to System Facilities, contracted services, flow control, or rate and fee structures).

23.4 **County's right to technical review of matters relating to its statutory obligation to provide access to solid waste disposal capacity**. To ensure County's ability to meet its statutory obligation to provide access to solid waste disposal capacity throughout the incorporated and unincorporated areas of Broward County is not being impeded, County may, in County's sole

discretion and at County's expense, retain an expert to conduct audits, inspections, interviews, or evaluations related to System performance, capacity, compliance, planning, and future needs (each, a "County Technical Review"), as set forth below.

23.4.1 Scope of review. A County Technical Review may only address: (a) Authority operations at any Authority-Owned Facility; (b) the sufficiency of Authority plans, forecasts, and assumptions to meet projected solid waste management needs over a reasonable planning horizon; (c) vendor performance, the Authority's contract administration, and cost controls affecting the System; and/or (d) matters that have, or may in the future have, a material impact on County's statutory obligation to provide access to solid waste disposal capacity.

23.4.2 Authority cooperation. The Authority will cooperate fully with any County Technical Review. The Authority will provide County and County's expert reasonable access, during normal business hours and upon reasonable notice, to all relevant records, data, contracts, reports, and other documents. The Authority will also provide reasonable access to Authority-Owned Facilities and other locations under the Authority's control used for System purposes. The Authority will make Authority personnel available for interviews and reasonable information requests.

23.4.3 Recommendations; Governing Board presentation. County may present the results of a County Technical Review and any recommended corrective actions or other measures ("County Recommendations") to the Governing Board. If County elects to present County Recommendations, the Governing Board will hear the presentation within sixty (60) days after County's request to present, subject to the following procedures:

23.4.3.1 The Governing Board will vote to approve, approve with modifications, or reject County Recommendations no later than thirty (30) days after the presentation.

23.4.3.2 If the Governing Board approves County Recommendations, or approves them with modifications, the Authority will implement them within the time stated.

23.4.3.3 If the Governing Board does not approve any County Recommendation that relates to County's ability to meet its statutory obligations contained in Section 403.706(1),F.S. (or does not hear such County Recommendations or vote within the time required above), County may invoke the informal dispute resolution process under Section 17.1 of the ILA and, if not resolved, through that procedure, County may submit the dispute to binding arbitration.

23.4.4 Arbitration; standard of review. The standard of review in arbitration is whether, based on the totality of circumstances, the Authority has reasonably fulfilled its obligations for the services it has undertaken or agreed to provide by satisfying the following criteria

in a manner that does not materially impair County's ability to meet any of its statutory solid waste management obligations:

23.4.4.1 All standards and required levels of service stated in the Master Plan, as may be amended in accordance with the terms of the ILA; and

23.4.4.2 For any service the Authority has agreed or is obligated to perform, a level of service sufficient to:

23.4.4.2.1 Meet the Parties' current and reasonably projected needs for System Waste management in full compliance with all applicable laws, permits, industry standards; and

23.4.4.2.2 Ensure the continuous management of all System Waste and any other solid waste lawfully accepted into the System, including its transfer, processing, recycling, and disposal, and to secure prompt substitute services in the event of an emergency, disaster, or facility shutdown consistent with reasonable contingency planning practices.

23.4.4.2.3 Temporary interruptions resulting from prudent repair and maintenance activities, or as a result of force majeure (i.e., an event beyond the Authority's reasonable control) will not be deemed a failure to meet this standard. Notwithstanding the foregoing, a material interruption caused by inadequate planning, staffing, resourcing, contracting, preventive maintenance, other operational oversight, willful or negligent action or omission, or lack of reasonable diligence will constitute a failure to meet the standard.

23.4.4.3 Each of the foregoing requirements constitutes an enforceable contractual obligation of the Authority. The arbitrator(s) will have full authority to order and direct the Authority to perform such obligations and to award any relief authorized by law or equity in connection with the dispute, including, without limitation, relief available under Articles 15 and 17, including Section 17.5, of the ILA; provided, however, that the arbitrator(s) may not impose on the Authority any new obligations not otherwise imposed by applicable law, require the Authority to undertake the performance of any services not part of the Master Plan (as may have been amended pursuant to the provisions of the ILA), or to require the planning, financing, or construction of new Authority-Owned Facilities.

23.4.5 Selection of arbitrators. County and the Authority will mutually agree on an arbitrator. If County and the Authority are unable to agree to a single arbitrator, County and Authority will each select an arbitrator, and the two arbitrators will select a third arbitrator. Costs of arbitration will be shared on an equal basis between County and the Authority.

23.4.6 Reservation of rights. County's exercise of its rights under this Section 23.4, or County's decision not to exercise such rights in any instance, will not be deemed a waiver of any right or remedy of County under the ILA or applicable law. No waiver will be deemed effective unless in writing and signed by County.

9. A new Article 24 entitled "**MAXIMUM SERVICE CHARGES**" is added to the ILA to read as follows:

ARTICLE 24. MAXIMUM SERVICE CHARGES

24.1 Purpose. The Parties agree that cost control and transparency are essential to the long-term success of the System, and that no Party should face material rate increases without clear notice and broad consensus. Accordingly, the Parties hereby establish the following procedures to protect affordability, prevent sudden cost increases, and provide the Parties additional resources to manage System-related costs.

24.2 Limitation on service charges; Master Plan amendments impacting costs.

24.2.1 Maximum service charges. In no event will the amounts paid by any Party, or by any Party's residents or businesses, for initial services identified in the Master Plan that are provided by, or through, the Authority exceed the maximum amounts set forth in the Master Plan (the "Maximum Service Charges"). The Maximum Service Charges for those services may be increased only in accordance with the index or other adjustment mechanism stated in the Master Plan or established by the Governing Board upon adoption of the Master Plan, which index or adjustment mechanism must merely address customary annual cost adjustments for provided services as well as adjustments occasioned by emergencies or circumstances outside the control of the Authority (the "Adjustment Index").

24.2.2 Master Plan amendments increasing costs. Any amendment to the Master Plan or adoption of a replacement Master Plan is a "Cost Increase Amendment" if it would: (a) increase costs to the Parties or their residents or businesses above the Maximum Service Charges for the initial services, as modified by the Adjustment Index; (b) change, replace, or modify the Adjustment Index; or (c) provide for new service or technology that would increase the cost paid by any Party or that Party's residents or businesses above the Maximum Service Charges (as modified by the Adjustment Index).

24.2.3 Cost Increase Amendment procedures. A Cost Increase Amendment is effective only if approved in compliance with the following process. First, the Executive Committee must recommend approval of the Cost Increase Amendment by majority vote, including the affirmative vote of County's representative. Second, at a meeting of the Governing Board held at least forty-five (45) days after the Executive Committee's vote, the Cost Increase Amendment must be approved by: (a) the members of the Governing Board representing Municipal Parties comprising at least two-thirds (2/3) of the total population of the Municipal Parties; and (b) County's representative to the Governing Board.

24.3 Facility and service price review. As an exhibit or appendix to the Master Plan, the Authority will provide a required process by which the Authority periodically retains a qualified expert with experience in solid waste and recyclable materials pricing and market analysis to conduct a rate and fee competitiveness study. The results of such study may be used to inform, support, or evaluate any proposed amendment to the Master Plan or service agreement, including any adjustment to rates, fees, Maximum Service Charges, or other pricing provisions.

10. Section 6.2.4. entitled "Approvals" is hereby amended to include new language (as provided by underlines) as follows:

6.2.4. Approvals. Subject to Sections 6.8 and 7.1, the Governing Board may take official action only if: there is a quorum; the action is supported by an affirmative vote of a majority of the representatives present that are eligible to vote; and the action is also supported by the affirmative vote of members representing a majority of the Broward Tonnage of those members that are present and eligible to vote. Alternate members of the Governing Board will count towards quorum only when they are serving as voting members.

11. Section 6.5.1. entitled "Quorum" is hereby amended to include new language (as provided by underlines) as follows:

6.5.1. Quorum. A quorum of the Governing Board will be a majority of the total voting members, provided that the members comprising the quorum must represent at least one-half (1/2) of the Broward Tonnage. With respect to the Executive Committee, a quorum will be a majority of the total members voting members, provided that the members comprising the quorum must represent at least one-half of the Broward Tonnage of those Municipal Parties that are members of the Executive Committee. A quorum of the TAC will be a majority of the total voting members of TAC. Unless otherwise authorized by the Governing Board, the Executive Committee, or the TAC, as applicable, a quorum is determined on the basis of physical attendance. If there is a quorum, all members may vote regardless of whether they are attending the meeting physically or via remote conferencing technology.

12. The reference to Section 6.2.3, in Section 7.1.2.2 entitled "Adoption of Other Amendments to Master Plan," is hereby corrected to read "Section 6.2.4."

13. All other provisions of the ILA remain in full force and effect.

14. **Facilities Amendment Effective Date; Counterparts and Multiple Originals.** This Facilities Amendment will be deemed effective on the first business day after it has been executed by: (i) Municipal Parties representing eighty percent (80%) of the population of the Municipal Parties to the ILA; and (ii) County ("Facilities Amendment Effective Date"). The Facilities Amendment may be executed in multiple originals, and may be executed in counterparts, whether signed physically or electronically, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement. Notwithstanding the foregoing, this Facilities Amendment shall not become effective unless the Governing Board has first adopted a Master Plan in full compliance with the ILA. The Facilities Amendment does not alter, increase, or reduce the powers of the Authority and, once effective, may only

be modified in compliance with Article 16 of the ILA. The Facilities Amendment may be executed in multiple originals, and may be executed in counterparts, whether signed physically or electronically, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

IN WITNESS WHEREOF, the Parties hereto have made and executed this Facilities Amendment on the respective dates under each signature on behalf of each Party to this Facilities Amendment, signing by and through its Mayor or Vice-Mayor, authorized to execute same by action of its elected body.

[*SIGNATURE PAGES OF PARTIES TO FOLLOW*]

FIRST AMENDMENT
TO INTERLOCAL AGREEMENT FOR
SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY, FLORIDA

MUNICIPAL PARTY

MUNICIPALITY: _____

ATTEST: By: _____
MUNICIPAL MAYOR

_____ _____
MUNICIPAL CLERK Print Name

_____ day of _____, 20___

I HEREBY CERTIFY that I have approved this Agreement as to form and legal sufficiency subject to execution by the parties:

_____
Municipal Attorney

FIRST AMENDMENT
TO INTERLOCAL AGREEMENT FOR
SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY, FLORIDA

COUNTY

ATTEST:

By: _____
Broward County Administrator, as
ex officio Clerk of the Broward County
Board of County Commissioners

BROWARD COUNTY, by and through
its Board of County Commissioners

By: _____
Mayor

____ day of _____, 20__

Approved as to form by
Andrew J. Meyers
Broward County Attorney
115 South Andrews Avenue, Suite 423
Fort Lauderdale, Florida 33301
Telephone: (954) 357-7600

By_____
Attorney's Name (Date)
Senior Assistant County Attorney

By_____
Attorney's Name (Date)
Deputy County Attorney

FIRST AMENDMENT
TO INTERLOCAL AGREEMENT FOR
SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY, FLORIDA

JOINDER BY AUTHORITY

By affirmative vote of the Governing Board of the Authority, signing by and through its Chair or Vice-Chair, the Authority hereby joins in this Facilities Amendment and further agrees to be bound by all terms, conditions, and obligations stated herein that apply to the Authority.

Signed: _____

Print Name: _____

Title: _____

Date: _____

Exhibit “B”

SECOND AMENDMENT
TO INTERLOCAL AGREEMENT FOR
SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY, FLORIDA

This Second Amendment ("Second Amendment") to the Interlocal Agreement for Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County, Florida ("ILA") is entered into by and among Broward County, a political subdivision of the State of Florida ("County"), and the municipalities in Broward County that formally approve this Amendment pursuant to the ILA's terms and return an executed signature page (each, individually, a "Municipal Party" and collectively, the "Municipal Parties") (collectively, the "Parties" and each individually a "Party").

RECITALS

A. The Parties entered into the Interlocal Agreement for Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County, Florida ("ILA") to form an independent entity known as the Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County, Florida ("Authority"), which is charged with coordinating regional solid waste disposal and recycling programs pursuant to Sections 163.01, 403.706(11), (12), (15), and (19), and 403.713, Florida Statutes.

B. The ILA became effective on August 16, 2023 ("ILA Effective Date"). It requires the adoption of a Facilities Amendment within thirty-six (36) months of the ILA Effective Date as part of the Formation Conditions. A Facilities Amendment, as defined in Section 3.3 of the ILA ("Facilities Amendment"), is currently being considered by the Parties pursuant to that requirement.

C. Section 3.3 of the ILA provides that, to be effective, a Facilities Amendment must be approved by the Broward County Board of County Commissioners and by the governing bodies of municipalities representing at least eighty percent (80%) of the total population of the Municipal Parties to the ILA. Any Municipal Party that fails to deliver to the Authority a resolution adopted by its elected body approving the Facilities Amendment by August 15, 2026, will be deemed to have withdrawn from the Authority and ILA.

D. The Parties have requested a further amendment to the ILA, to be effective after the Facilities Amendment is effective, that will provide for two options to withdraw from the ILA, one within 45 days after the Executive Committee recommends the award of contracts resulting from the RFP process for yard trash processing, recyclable material processing and municipal solid waste disposal, and the other on August 16, 2048.

E. Those Parties, including the County, that timely deliver to the Authority a resolution adopted by its elected body approving the Facilities Amendment are hereinafter referred to as the "Remaining Parties."

F. The ILA provides in Section 16.1.3., that any amendment to the ILA that substantively modifies any of the provisions, or that concerns any of the subjects listed in such section, will not be

effective unless approved by every Party's elected body. Section 16.1.3.2 lists Article 4 (Duration) as one of the provisions that require approval of every Party to the ILA.

G. The Parties intend for this Second Amendment to be effective after the Facilities Amendment is effective, and thus requires approval by the elected bodies of all of the Remaining Parties, including the County.

Now, therefore, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. The above Recitals are true and correct and are incorporated herein by reference. All capitalized terms not expressly defined within this Second Amendment shall retain the meaning ascribed to such terms in the ILA.

2. Section 4.1 of the ILA entitled "Effective Date and Initial Term" is hereby amended as follows (with such deletions set as ~~strikethroughs~~ and such additions set as underlines):

> 4.1. Effective Date and Initial Term. This Agreement will be effective on the first business day after it has been executed by: (a) Municipal Parties representing at least seventy-five percent (75%) of the population of Broward County; and (b) County ("Effective Date"). This Agreement begins on the Effective Date and continues for a period that ends forty (40) years after the Effective Date ("Initial Term"). Subject to Articles 3 and 17, and except as otherwise provided in this Section 4.1, no Party may terminate or otherwise withdraw from this Agreement during the Initial Term.
>
> 4.1.1. Notwithstanding anything to the contrary contained herein, any Municipal Party and the County (solely as to obligations relating to System Waste generated within the unincorporated areas within Broward County, but not with regard to its other rights and obligations under this Agreement and the Facilities Amendment) may withdraw from this Agreement if that governing body adopts a resolution approving the withdrawal of such Party from the Agreement and it is delivered to the Authority within 45 days after the Executive Committee recommends the award of contracts resulting from the RFP process for yard trash processing, recyclable material processing and municipal solid waste disposal, which recommendations shall be made no earlier than October 1, 2027 and no later than November 15, 2027 (which dates may be extended by majority vote of the Governing Board).
>
> 4.1.2. Notwithstanding anything to the contrary contained herein, any Municipal Party and the County (solely as to obligations relating to System Waste generated within the unincorporated areas within Broward County, but not with regard to its other rights and obligations under this Agreement and the Facilities Amendment) may withdraw from this Agreement on the date that is twenty-five (25) years after the Effective Date (August 16, 2048), provided that such withdrawing Party's governing body adopts a resolution approving the withdrawal of such Party from the Agreement and it is delivered to the Authority prior to August 16, 2047.

4.1.3. Except for provisions that survive expiration or termination of this Agreement (and with regard to the County's rights and obligations under this Agreement and the Facilities Amendment other than with regard to commitment of System Waste generated within the unincorporated areas of Broward County, all of which rights and obligations survive County withdrawal from this Agreement), a Party that withdraws from this Agreement pursuant to Section 4.1.1 or 4.1.2 will have no further rights, duties, or obligations hereunder, including, without limitation, that such Party will not have any representative on the Governing Board or the Executive Committee. Notwithstanding the foregoing, any Party that withdraws pursuant to this section will not be prevented from rejoining at a later date pursuant to Section 5.2. If Municipal Parties representing more than 20% of the total population of all of the Municipal Parties withdraw, and the Governing Board determines, by majority vote, that the Authority should no longer continue in existence, then this Agreement will terminate on a date set by the Governing Board and the provisions of Article 21 relating to Wind Down of Authority will be followed.

3. All other provisions of the ILA, as amended by the Facilities Amendment, remain in full force and effect.

4. **Second Amendment Effective Date; Counterparts and Multiple Originals.** This Second Amendment will be deemed effective on the later of August 17, 2026, or the first business day after it has been executed and delivered to the Authority by all of the Remaining Parties as of August 16, 2026, including the County ("Second Amendment Effective Date"). This Second Amendment may be executed in multiple originals, and may be executed in counterparts, whether signed physically or electronically, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

IN WITNESS WHEREOF, the Parties hereto have made and executed this Second Amendment on the respective dates under each signature on behalf of each Party to this Second Amendment, signing by and through its Mayor or Vice-Mayor, authorized to execute same by action of its elected body.

[*SIGNATURE PAGES OF PARTIES TO FOLLOW*]

SECOND AMENDMENT
TO INTERLOCAL AGREEMENT FOR
SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY, FLORIDA

MUNICIPAL PARTY

MUNICIPALITY: _____

ATTEST: By: _____
MUNICIPAL MAYOR

_____ _____
MUNICIPAL CLERK Print Name

_____ day of _____, 20___

I HEREBY CERTIFY that I have approved this Agreement as to form and legal sufficiency subject to execution by the parties:

_____
Municipal Attorney

SECOND AMENDMENT
TO INTERLOCAL AGREEMENT FOR
SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY, FLORIDA

COUNTY

ATTEST:

BROWARD COUNTY, by and through its Board of County Commissioners

By: _____
Broward County Administrator, as ex officio Clerk of the Broward County Board of County Commissioners

By: _____
Mayor

____ day of _____, 20__

Approved as to form by
Andrew J. Meyers
Broward County Attorney
115 South Andrews Avenue, Suite 423
Fort Lauderdale, Florida 33301
Telephone: (954) 357-7600

By_____
Attorney's Name (Date)
Senior Assistant County Attorney

By_____
Attorney's Name (Date)
Deputy County Attorney

SECOND AMENDMENT
TO INTERLOCAL AGREEMENT FOR
SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY, FLORIDA

JOINDER BY AUTHORITY

By affirmative vote of the Governing Board of the Authority, signing by and through its Chair or Vice-Chair, the Authority hereby joins in this Amendment and further agrees to be bound by all terms, conditions, and obligations stated herein that apply to the Authority.

Signed: _____

Print Name: _____

Title: _____

Date: _____

RESOLUTION NO. 2023-030

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA, APPROVING THE INTERLOCAL AGREEMENT AMONG THE CITY, BROWARD COUNTY AND BROWARD MUNICIPALITIES FOR THE ESTABLISHMENT OF THE SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY; PROVIDING FOR EXECUTION AND AN EFFECTIVE DATE.

WHEREAS, in order to protect the long-term public health, safety, and welfare of the residents of Broward County, the various municipalities in Broward County along with Broward County are committed to working together collaboratively through the creation of an independent legal entity to be known as the Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County, Florida (the "Authority"); and

WHEREAS, the Authority's mission is to develop and implement a long-term, environmentally sustainable, transparent, innovative, and economically efficient plan and approach to disposal, reduction, recycling, and reuse of waste generated in Broward County; and

WHEREAS, in order to be effective and create the Authority, the Interlocal Agreement among Broward County, the City of Parkland, and other Broward Municipalities, attached as Exhibit "A", (the "ILA") must be approved Broward County and municipalities representing at least 75% of the total population of Broward County; and

WHEREAS, the ILA establishes a Governing Board (the "Board") comprised of one elected official from the County and one from each participating municipality; an executive committee, an appointed Executive Director, and a Technical Advisory Committee; and

WHEREAS, the ILA will be for a term of 40 years, with up to two possible 10-year extensions approved by the County Commission and the elected bodies of municipalities representing some minimum percentage of the Broward solid waste tonnage as determined by the Governing Board (which will be no less than 50%); and

WHEREAS, in accordance with the ILA, the Board shall adopt a Master Plan and a proposed Facilities Amendment to the ILA, which will collectively describe the Authority's operations in detail, provide the comprehensive planning framework and strategic direction to manage system waste, set forth the facilities that will be operated as part of the system, and describe the funding/financing mechanisms for the Authority; and

WHEREAS, the ILA requires that each party financially contribute towards the cost of operations (the "Start-Up Funding"), until the Authority is able to fund its budget through special assessments or other methods, and such expenses are capped at $2,000,000 total per year, calculated on a fiscal year basis; and

WHEREAS, the portion of the Start-Up Funding used for the cost of professional/technical consultants to develop the Master Plan will be paid 50% by the County and 50% by the participating Broward municipalities on a pro rata basis based upon population, and the remaining Start-Up Funding expenses will be paid by all parties on a pro rata basis based upon population (with the County's population based upon the unincorporated areas only); and

WHEREAS, no later than the effective date of the Facilities Amendment, the ILA requires that all parties commit to send all of their System Waste to the Authority, through regulatory flow control (through the adoption of ordinances) and contractual flow control (through inclusion of such provisions in new hauler contracts), all subject to existing contracts; and

WHEREAS, Section 3.3.1 of the ILA provides municipalities the ability to withdraw from the ILA after the Facilities Amendment is approved by the Board; and

WHEREAS, staff recommends the City Commission approve and authorize execution of the ILA attached as Exhibit "A".

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

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby approves the ILA, attached as Exhibit "A", for the creation of the Authority.

Section 3. The Mayor and City Manager are hereby authorized to execute the ILA with the County and Broward municipalities, attached as Exhibit "A", together with such non-substantial changes as are acceptable to the City Manager and approved as to form and legal sufficiency by the City Attorney.

Section 4. The appropriate City officials are authorized to take all necessary steps to implement the aims of this Resolution.

Section 5. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED THIS 17th DAY OF MAY, 2023.

CITY OF PARKLAND, FLORIDA

RICHARD W. WALKER
MAYOR

ATTEST:

ALYSON MORALES, MMC
CITY CLERK

Record of the vote

Mayor Walker	yes
Vice Mayor Brier	yes
Commissioner Cutler	yes
Commissioner Isrow	yes
Commissioner Mayersohn	yes

Instr# 119258627 , Page 1 of 69, Recorded 12/01/2023 at 11:27 AM
Broward County Commission
Mtg Doc Stamps: $0.00 Int Tax: $0.00

Document Prepared by:
Jamie A. Cole
Weiss Serota Helfman Cole + Bierman, P.L.
200 East Broward Blvd., Suite 1900
Fort Lauderdale, Florida 33301

Return recorded document to:
Lori Smith-Lalla
Weiss Serota Helfman Cole + Bierman, P.L.
200 East Broward Blvd., Suite 1900
Fort Lauderdale, Florida 33301

Interlocal Agreement For Solid Waste Disposal And Recyclable Materials Processing Authority of Broward County, Florida

File No. 5942.001

INTERLOCAL AGREEMENT FOR SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY, FLORIDA

This Agreement ("Agreement") is among Broward County, a political subdivision of the State of Florida ("County"), and the municipalities in Broward County that formally approve this Agreement pursuant to its terms and return an executed signature page (each, individually, a "Municipal Party" and collectively, the "Municipal Parties") (collectively, the "Parties" and each individually a "Party").

ARTICLE 1. RECITALS AND FINDINGS OF FACT

1.1. Mission Statement. To protect the long-term public health, safety, and welfare of the residents of the Municipal Parties and County, the Parties commit to working together collaboratively through the creation of an independent legal entity known as the "Solid Waste Disposal and Recyclable Materials Processing Authority of Broward County, Florida" (the "Authority"), the purpose of which is to develop and implement a long-term, environmentally sustainable, transparent, innovative, and economically efficient plan and approach to disposal, reduction, recycling, and reuse of waste generated in Broward County.

1.2. Goals of the Authority. The Authority will (a) encourage recycling, reduction, and reuse, in order to divert Authority Solid Waste (defined below) from landfills, seeking to ultimately reach zero waste, (b) support regional solutions with other counties with priority being given to the needs and goals of the Parties, (c) conduct comprehensive public education campaigns, and (d) engage in and/or support research and development into disposal, reduction, recycling, reuse, and utilization of the latest technology to create a sustainable and resilient Authority Solid Waste disposal and Recyclable Materials (defined below) processing system. In connection with these goals, the Authority should consider and evaluate all existing permitted facilities and properties within Broward County with the appropriate entitlements and land uses, seeking to ultimately reach zero waste in order to meet its goals and objectives. The Authority may offer the Parties collection and hauling services for Authority Solid Waste and Recyclable Materials; however, ultimate responsibility for providing such services shall remain with each local government in Broward County.

1.3. Reservation of Powers. The Parties, individually and collectively, find that no municipal or County powers or functions are being transferred by this Agreement or by the creation of the Authority as a separate legal entity as described in Section 163.01, Florida Statutes. Each Party retains ultimate responsibility within its jurisdiction for supervising waste and recycling as provided by applicable law. Consequently, the Parties find that the Authority serves a limited government function: to operate the System (defined below). The Parties further find that the Authority is not a mere instrumentality of County or of the Municipal Parties. Except for such matters expressly stated in this Agreement, neither County nor the Municipal Parties shall maintain operational control hindering the Authority's status as an independent and separate legal entity.

1.4. Other Critical Operations Not Addressed by this Agreement. The continuation of this Agreement is contingent on (a) a Master Plan (defined below) being ratified by the Authority, and (b) approval of an amendment to this Agreement by the Parties, both as detailed below. The purpose of the Master Plan and the contemplated amendment to this Agreement is to: (a) provide further specificity regarding the Authority's operations that the Parties have elected to address after the Effective Date (defined below), and (b) resolve other critical issues related to the Authority's creation and reflect such consensus as may exist or be formed concerning operations and related responsibilities, liabilities, or other commitments once the Parties determine the precise operations that will be undertaken, and facilities that will be owned, by the Authority.

ARTICLE 2. DEFINITIONS

2.1. **Authority Solid Waste** means garbage, rubbish, trash, refuse, or other discarded material resulting from the operation of residential, commercial, governmental, or institutional establishments in Broward County that would normally be collected, processed, and disposed of through a public or private solid waste management service. Unless excluded by the Master Plan, this term includes tropical storm debris, hurricane debris, all other storm debris, yard waste, bulk trash, white goods (including, without limitation, large household appliances, refrigerators, stoves, washing machines, drying machines, microwave ovens, and water heaters), manure, and construction and demolition debris. The term does not include the following: solid waste from industrial, agricultural, or mining operations (other than construction and demolition debris); sludges; solids or dissolved materials in domestic sewage, or other significant pollutants in water resources, including, without limitation, silt, dissolved or suspended solids in industrial wastewater effluents, or dissolved materials in irrigation return flows; any nuclear source or byproduct materials regulated under Chapter 404, Florida Statutes, or under the Federal Atomic Energy Act of 1954, as amended; Recovered Materials (defined below); Hazardous Materials (defined below); or any waste deemed unacceptable in the Master Plan.

2.2. **Broward Tonnage** means the total amount of System Waste (defined below) generated in each Municipal Party's jurisdiction and in the unincorporated areas of Broward County. When accurate data for System Waste is not available, the Governing Board (defined below) may by majority vote elect to approximate the total amount of System Waste by using population figures based on the most recent Bureau of Economic and Business Research – University of Florida report or any other reasonable source of population data it deems appropriate.

2.3. **Executive Committee** means the body described in Section 6.3, composed of members of the Governing Board and granted the powers described in Section 8.3.

2.4. **Governing Board** means the primary governing body of the Authority as described in Section 6.2 and granted the powers described in Sections 8.1 and 8.2.

2.5. **Hauler** means a person or entity engaged in the collection, transportation, or delivery of System Waste pursuant to an agreement with, or authorization granted by, any Party or the Authority.

2.6. **Hazardous Materials** means any waste, debris, substance, constituent, object, or material that: (a) is determined to be hazardous, toxic, corrosive, reactive, ignitable, explosive, radioactive, infectious, carcinogenic, teratogenic, or mutagenic (collectively, "Hazardous"), pursuant to the Broward County Charter, Chapter 27 of the Broward County Code of Ordinances, Florida Statutes Chapter 403, Chapter 62-730 of the Florida Administrative Code, the Resource Conservation and Recovery Act ("RCRA"), 42 U.S.C. § 6901, et seq., the Comprehensive Environmental Response, Compensation, and Liability Act ("CERCLA"), 42 U.S.C. § 9601, et seq., the Toxic Substances Control Act, 15 U.S.C. § 2601, et seq., 40 C.F.R. Parts 239 through 374, 40 C.F.R. Parts 700 through 799, 49 C.F.R. § 172.101, or any rule or regulation promulgated pursuant to the foregoing authorities; (b) is classified as "universal waste" pursuant to 40 C.F.R. Part 273; (c) is otherwise prohibited or determined to be Hazardous by applicable state or federal law; (d) is determined to be Hazardous at any time by the United States Environmental Protection Agency; (e) may cause damage to an Authority Solid Waste, Recyclable Materials, or Recovered Materials facility accepting the Hazardous Materials; or (f) otherwise poses a threat to public health or safety.

2.7. **Master Plan** means the master plan of operations document required to be adopted by the Authority for strategic and operational planning purposes, as well as describing the Authority's operations in detail and providing the comprehensive planning framework and strategic direction to manage System Waste, across Broward County, consistent with the Parties' responsibilities under applicable law.

2.8. **Recovered Materials** means metal, paper, glass, plastic, textile, or rubber materials that have known recycling potential, can be feasibly recycled, and have been diverted and source separated or have been removed from the solid waste stream for sale, use, or reuse as raw materials, whether or not the materials require subsequent processing or separation from each other, but the term does not include materials destined for any use that constitutes disposal. Recovered Materials, as described in this Agreement, are not included within the definition of Authority Solid Waste.

2.9. **Recyclable Materials** means those materials that are capable of being recycled and that would otherwise be processed or disposed of as Authority Solid Waste.

2.10. **System** means the collective arrangement of infrastructure and facilities overseen, owned, operated, acquired, or contracted for by the Authority and provided for in the Master Plan to manage System Waste.

2.11. **System Waste** means Authority Solid Waste, Recovered Materials, and Recyclable Materials, collectively, generated in any of the Parties' jurisdictions and/or from outside of Broward County and identified as acceptable waste to be accepted by the Authority in the Master Plan. This term does not include Hazardous Materials or any waste deemed unacceptable in the Master Plan.

ARTICLE 3. FORMATION

3.1. By this Agreement, the Parties are coordinating a joint management program for System Waste through the Authority, created as an independent and separate legal entity pursuant to, and consistent with, Sections 163.01, 403.706(11), (12), (15), and (19), and 403.713, Florida Statutes.

3.2. The Authority will have the power and duty to establish, operate, and maintain the System. This Agreement does not divest any Party of its ultimate authority or obligation to supervise the provision of services related to System Waste generated in its jurisdiction; none of the powers granted the Authority constitutes a transfer of powers or functions as addressed under Article VIII, Section 4, of the Florida Constitution.

3.3. Deadline to Adopt Initial Master Plan and Facilities Amendment. The Authority, through its Governing Board, must: (a) adopt a Master Plan pursuant to the requirements of Article 7, and (b) approve a proposed amendment to this Agreement (the "Facilities Amendment") that must subsequently be adopted by the Parties and that meets the procedural and substantive requirements of this section (the requirements under both subparts (a) and (b) are collectively "Formation Conditions"). If the Formation Conditions are not met within eighteen (18) months, plus any extension(s) of time approved pursuant to Section 3.3.1, after the Effective Date, this Agreement automatically terminates, and upon such automatic termination the Parties will only owe such duties to one another as expressly survive termination of this Agreement.

3.3.1. Extension. The Executive Committee may, by majority vote, extend the deadline to meet the Formation Conditions for up to an additional aggregate total of six (6) months. If the Executive Committee does not extend or has no further extension of the deadline available to it, the Governing Board may, by majority vote, extend the deadline by up to an additional twelve (12) months (i.e., beyond the six (6) month extension exercisable by the Executive Committee). In no circumstance will the deadline to meet the Formation Conditions, as extended, be more than thirty-six (36) months after the Effective Date.

3.3.2. Withdrawal. If and after the Governing Board approves the Facilities Amendment, the Authority shall provide written notice to each Municipal Party and to County. After receiving the Authority's notice, each Municipal Party's elected body shall have one hundred twenty (120) days to adopt a resolution approving the Facilities Amendment. A Municipal Party's failure to deliver to the Authority a resolution adopted by its elected body approving the Facilities Amendment within the one hundred twenty (120) day period will be deemed that Party's withdrawal from this Agreement. Except for provisions that survive expiration or termination of this Agreement, a Party that withdraws from this Agreement pursuant to this section will have no further rights, duties, or obligations hereunder, including, without limitation, that such Party will not have any representative on the Governing Board or the Executive Committee. Notwithstanding the foregoing, any Party that withdraws pursuant to this section will not be prevented from rejoining at a later date pursuant to Section 5.2.

3.3.3. Facilities Amendment; Required Contents. The Facilities Amendment must provide for the following:

3.3.3.1. A procedure and terms by which County may utilize facilities operated as part of the System (if any) that the Authority may own relating to the disposal of Authority Solid Waste if: (a) the Authority is no longer using the facility or has substantially reduced usage of the facility, resulting in a reduction of disposal capacity in Broward County, (b) such capacity is deemed necessary by County to fulfill its obligations under Section 403.706(1), Florida Statutes, and (c) County intends to operate such facility; and

3.3.3.2. A process to effectuate the orderly transfer of services being performed by the Authority and the transfer of assets of the Authority to a successor entity, or to County if County chooses to perform those services, if this Agreement is terminated or expires or if the Authority is dissolved (collectively "Wind Down"), including detailed processes addressing:

3.3.3.2.1. The disposition and/or transfer of reserve funds collected by the Authority associated with the assets being transferred;

3.3.3.2.2. How liabilities of the Authority, including debt obligations associated with assets being transferred, will be satisfied;

3.3.3.2.3. Whether or how County may acquire assets of the Authority that County intends to continue operating on behalf of the residents of Broward County related to Authority Solid Waste; and

3.3.3.2.4. How the costs of a capital expansion for County-owned facilities will be allocated among the Parties (which may include, among other things, County paying the full cost, the Municipal Parties paying the full cost, or some sharing of costs between County and the Municipal Parties).

3.3.4. Notwithstanding anything in this Agreement to the contrary, including, without limitation, Article 16, for the Facilities Amendment to be effective, it must be approved by the elected bodies of: (a) Municipal Parties representing at least eighty percent (80%) of the total population of the Municipal Parties; and (b) County. The Facilities Amendment must be adopted by the elected bodies of the Parties described in this section for the Formation Conditions to be met.

3.3.5. Condition on Exercise of Powers. Until the Formation Conditions are fully met, the Authority may not exercise any of the powers granted in the following sections of this Agreement:

3.3.5.1. Section 8.1.3 (Establishment of rates, fees, and other charges);

3.3.5.2. Section 8.1.4 (Recyclable Materials and Recovered Materials processing);

3.3.5.3. Section 8.1.5 (Recyclable Materials and Recovered Materials facilities and programs);

3.3.5.4. Section 8.1.7 (Collection and transportation services);

3.3.5.5. Section 8.1.8 (Authority Solid Waste disposal);

3.3.5.6. Section 8.1.12 (Issuance of bonds);

3.3.5.7. Section 11.1 (Commitment of System Waste); or

3.3.5.8. Section 11.2 (Regulatory Flow Control).

ARTICLE 4. DURATION

4.1. Effective Date and Initial Term. This Agreement will be effective on the first business day after it has been executed by: (a) Municipal Parties representing at least seventy-five percent (75%) of the population of Broward County; and (b) County ("Effective Date"). This Agreement begins on the Effective Date and continues for a period that ends forty (40) years after the Effective Date ("Initial Term"). Subject to Articles 3 and 17, no Party may terminate or otherwise withdraw from this Agreement during the Initial Term.

4.2. Extension Terms. This Agreement may be extended for up to two (2) consecutive ten (10) year terms (each an "Extension Term," and together with the Initial Term, the "Term") by the approval of the Parties' elected bodies as set forth below:

4.2.1. No later than five (5) years before the end of the then-current term, the Governing Board must determine, based on the projected funding needs of the Authority, the percentage of Broward Tonnage and number of Municipal Parties necessary to extend this Agreement. Notwithstanding the foregoing, no Extension Term may be exercised unless the elected bodies of Municipal Parties representing at least fifty percent (50%) of the Broward Tonnage and the elected body of County agree to exercise the Extension Term.

4.2.2. Except for the provisions of this Agreement that survive termination of this Agreement or that survive a Party's withdrawal from this Agreement, only those Parties whose elected bodies approve an Extension Term will be bound to this Agreement during such Extension Term.

4.2.3. If the Parties fail to extend this Agreement pursuant to Section 4.2.1, this Agreement will expire at the end of the then-current Term.

ARTICLE 5. MEMBERSHIP ELIGIBILITY AND OBLIGATIONS

5.1. Eligibility for Membership. County and each municipality located within Broward County are eligible to be Parties to this Agreement and thereby be members of the Authority.

5.2. Subsequent Joinder by Municipalities. After the Effective Date, any eligible municipality that is not already a Party may become a Party by agreeing to this Agreement (as may subsequently be amended), the Master Plan, and any additional terms and conditions established by the Authority, including, without limitation, payment of all amounts as may be required by the Governing Board.

5.3. Dissolution or Merger of Municipal Parties. Any Municipal Party that becomes unincorporated will lose its representative on the Governing Board. The tonnage attributed to any such former Municipal Party will be transferred to County for the purposes of calculating Broward Tonnage in relation to voting. Municipal Parties that merge will retain only a single representative on the Governing Board and the tonnage attributed to the merged Municipal Party will be the combined tonnage of the merging Municipal Parties for the purposes of calculating Broward Tonnage in relation to voting.

5.4. Ongoing Contributions of Parties Prior to Special Assessment. Until the Authority is able to fund its budget through special assessments or other methods, each Party must financially contribute towards the costs of operations of the Authority as stated in this section. Such expenses shall not exceed an aggregate yearly maximum amount of two million dollars ($2,000,000), calculated on a fiscal year basis (October 1 to September 30). If the Effective Date is on any date other than the start of a fiscal year, the Authority's budget for the first fiscal year shall not exceed a prorated amount of the maximum provided for in this section. The Authority will invoice each Party that Party's yearly funding obligation, on a quarterly or other basis as determined by the Authority, payable in advance.

5.4.1. Consultant Expenses. County will be responsible for payment to the Authority for fifty percent (50%) of the costs of professional/technical consultants retained by the Authority for the development of the Master Plan, with the remaining fifty percent (50%) of such costs paid by the Municipal Parties on a pro rata basis based on population.

5.4.2. Other Authority Expenses. Other than the division of expenses set forth in Section 5.4.1, each Party will jointly fund all other Authority expenses on a pro rata basis based on population (for County, the unincorporated area).

5.5. System Waste Segregation Programs. After the effective date of the applicable minimum standards in any policy or program established by the Authority, the Parties must not enact or permit to continue any program for segregating new or used materials at the point of generation for reuse or recycling that fails to meet the minimum standards in the policy or program established by the Authority, unless expressly excepted by the Authority.

5.6. Cooperation. Each Party agrees to cooperate in good faith with the Authority and to deliver such further information and to take such other actions as may be reasonably requested by the Authority to carry out the intent and purposes of this Agreement, including, without limitation:

5.6.1. Providing Hauler information, including, without limitation: Hauler name and address; make, body type, and motor vehicle registration number of each vehicle used; area of collection; status as municipal vehicle operator or contract hauler; and data received pursuant to Section 11.4;

5.6.2. Adopting such regulations, executing such agreements, providing such information, and doing such work as may be required by any federal, state, or local agency as part of any application for financial assistance; and

5.6.3. Performing such other acts as may be reasonably required by the Authority in furtherance of its operation of the System.

The Authority must pay all reasonable out-of-pocket costs associated with this Section 5.6.

ARTICLE 6. GOVERNANCE

6.1. The Authority will be overseen and managed by a Governing Board, Executive Committee, and Executive Director (described below), which are hereby established and have the powers and authority as set forth herein.

6.2. Governing Board.

6.2.1. Membership. Each Party must appoint one (1) of its elected officials to serve as a member of the Governing Board, which appointee serves at the pleasure of the appointing Party. The appointment by each Party will be made according to such rules and procedures as may be adopted by the appointing Party. Should a representative on the Governing Board cease to be a duly qualified elected official of the appointing Party or have more than two (2) consecutive absences from meetings of the Governing Board that are not excused (by majority vote of the Governing Board or pursuant to adopted policy), the appointing Party must promptly appoint a replacement member that meets the foregoing requirements.

6.2.2. Meetings. The Governing Board must meet at least twice per fiscal year of the Authority, at such dates and times as determined by the Chair of the Governing Board, to conduct the business of the Authority.

6.2.3. Alternate Members. Each Party must appoint one (1) of its elected officials as an alternate member to serve on the Governing Board in the absence of that Party's primary appointed member. An alternate member may only vote when the primary member of the Governing Board for that Party is absent from the meeting. Alternate members may attend and participate during discussion in all Governing Board meetings.

6.2.4. Approvals. Subject to Sections 6.8 and 7.1, the Governing Board may take official action only if: there is a quorum; the action is supported by an affirmative vote of a majority of the representatives present that are eligible to vote; and the action is also supported by the affirmative vote of members representing a majority of the Broward

Tonnage. Alternate members of the Governing Board will count towards quorum only when they are serving as voting members.

6.3. Executive Committee.

6.3.1. Membership. An Executive Committee is to be established, composed of eleven (11) members of the Governing Board as follows:

6.3.1.1. The County's Governing Board Member.

6.3.1.2. Ten (10) Governing Board members from Municipal Parties, who will be selected as follows:

6.3.1.2.1. Large Municipalities. Five (5) members representing the largest third (1/3) of Municipal Parties by population, selected by majority vote of the members of the Governing Board representing those Municipal Parties.

6.3.1.2.2. Medium Municipalities. Three (3) members representing the middle third (1/3) of Municipal Parties by population, selected by majority vote of the members of the Governing Board representing those Municipal Parties.

6.3.1.2.3. Small Municipalities. Two (2) members representing the smallest third (1/3) of Municipal Parties by population, selected by majority vote of the members of the Governing Board representing those Municipal Parties.

6.3.1.2.4. If the number of Municipal Parties is not evenly divisible by three (3), then: (a) if there is a single additional Municipal Party, it will be placed in the Small Municipalities group, or (b) if there are two (2) additional Municipal Parties, the larger one (1) will be placed in the Medium Municipalities group and the other one (1) will be placed in the Small Municipalities group.

6.3.1.3. Population figures to assign Municipal Parties into each of the categories for purposes of selecting members of the Executive Committee will be based on the most recent Bureau of Economic and Business Research – University of Florida report, with such assignments adjusted on January 1, 2030, and every ten (10) years thereafter, and at the conclusion of each two (2) year term if any municipality joined this Agreement during the interim.

6.3.1.4. Terms of Service on Executive Committee. Executive Committee members serve a two (2) year term. Should a member of the Executive Committee cease to be a member of the Governing Board, a successor must be selected using

the same procedures as provided in Section 6.3.1, which successor will serve for the remaining term of the original appointment.

6.3.1.5. Members of the Executive Committee representing groups of Municipal Parties may be removed at any time by majority vote of the applicable portion of the Governing Board (e.g., Large Municipalities, Medium Municipalities, or Small Municipalities, as applicable) that selected them.

6.3.1.6. Any decision of the Executive Committee may be overturned by an affirmative vote of: (a) at least two-thirds (2/3) of the members of the Governing Board representing Municipal Parties; and (b) the County's representative on the Governing Board. If the initial vote of the Governing Board in favor of overturning an Executive Committee decision consists of Governing Board members representing at least ninety (90%) of the population of the Municipal Parties present at the time of the vote, but did not include the County's representative in favor of overturning such decision, then a second vote will be taken; if the second vote is a unanimous vote of the Municipal Parties' representatives to the Governing Board present that voted in the initial vote, the Executive Committee decision will be overturned regardless of the County representative's vote. Notwithstanding the foregoing, the Governing Board may not overturn any decision of the Executive Committee concerning the appointment, removal, or compensation of the Executive Director.

6.3.2. Alternate Members.

6.3.2.1. There must be one (1) alternate member from each of the three (3) municipal categories, selected in the same manner as the primary members. There must be one (1) alternate member from County, who shall be the County's alternate member of the Governing Board.

6.3.2.2. Alternate members may only vote when a primary member of the Executive Committee in the applicable category is absent from the meeting. Alternate members may attend and participate during discussion in all meetings.

6.3.2.3. Alternate members will count towards quorum only when they are serving as voting members.

6.3.3. Meetings. The Executive Committee will meet regularly at such dates and times as may be necessary to conduct the business of the Authority. Meetings may be scheduled by the Executive Committee and pursuant to such rules of procedure as may be adopted by the Executive Committee; such rules will include a process for the Executive Director to request a meeting. Minutes of each meeting of the Executive Committee shall be distributed to all Governing Board members upon approval of such minutes by the Executive Committee.

6.3.4. Approvals. Except as specifically provided in this Agreement, approval of an action or recommendation will require a quorum and a majority vote of its members present at a meeting and eligible to vote.

6.4. Technical Advisory Committee. A Technical Advisory Committee ("TAC") is established and will be composed of representatives from each Party. The role of the TAC, and any TAC subcommittee established by the TAC, is to provide technical advice, guidance, recommendations, and counsel to the Governing Board, Executive Committee, and/or Executive Director on technical matters relevant to the System, including environmental issues and educational programs, and to provide a forum for the exchange of ideas among Party representatives, the public, and the private sector. The Executive Committee shall determine appropriate staffing for the TAC.

6.4.1. Membership. Each Party may appoint a representative with technical or professional knowledge and/or experience in the solid waste industry, environmental sciences, sustainability, or another related profession, to the TAC from that Party's solid waste, environmental management, public works, utilities, or similar department or organizational division. In addition to the regular TAC representative, each Party may also designate a similarly qualified alternate representative. Alternate representatives may attend and participate in the TAC meetings or TAC subcommittee meetings but may only be counted toward a quorum or vote in the absence of the appointed representative for which they serve as alternate. TAC representatives and alternates will serve at the pleasure of their appointing Party.

6.4.2. Meetings. Regular meetings of the TAC will be held in accordance with a schedule approved by the TAC, or as directed by the Governing Board, Executive Committee, or Executive Director.

6.4.3. Approvals. Except as specifically provided in this Agreement, action by the TAC will require a quorum and approval by a majority of the representatives present at the meeting and eligible to vote.

6.5. Meeting Procedure. The following procedures apply to the Governing Board, the Executive Committee, and the TAC:

6.5.1. Quorum. A quorum will be a majority of the total voting members, provided that the members comprising the quorum must represent at least one-half (1/2) of the Broward Tonnage. Unless otherwise authorized by the Governing Board, the Executive Committee, or the TAC, as applicable, a quorum is determined on the basis of physical attendance. If there is a quorum, all members may vote regardless of whether they are attending the meeting physically or via remote conferencing technology.

6.5.2. Chair and Vice-Chair. On an annual basis, the membership of each body must select from among its members a Chair and a Vice-Chair; the Vice-Chair will serve as the Chair when the Chair is not present.

6.5.3. Rules of Procedure. Each body may adopt rules of procedure to conduct its business. In the absence of any specifically adopted rules, the body will use Robert's Rules of Order; provided, however, if there is a conflict between this Agreement and Robert's Rules of Order, this Agreement governs.

6.5.4. Meetings Open to the Public. Meetings of the Governing Board, Executive Committee, and TAC shall be open to the public in accordance with Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes, excluding meetings that are statutorily exempt pursuant to applicable law.

6.6. Ethics and Required Abstentions.

6.6.1. Ethics Compliance. In their roles with the Authority, each member of the Governing Board and the Executive Committee will be treated as "Covered Individuals" within the meaning of Section 1-19 of the Broward County Code of Ordinances and must comply with all state and County laws and requirements pertaining to conflicts of interest, ethics, and lobbying. For purposes of the prohibition on lobbying under Section 1-19(c)(2) of the Broward County Code of Ordinances, the Executive Director and TAC will also be treated as "Covered Individuals." The Governing Board may adopt additional requirements for itself, the Executive Director, the Executive Committee, the TAC, and any employees of the Authority.

6.6.2. No member of the Governing Board or Executive Committee will participate in discussion or vote on any item that relates to an agreement or contract in which the member's respective appointing body (i.e., Municipal Party or County) is a party. This provision is limited only to agreements or contracts with four (4) or fewer Parties, applies only to meetings of the Governing Board or Executive Committee, and does not prohibit the recused member from voting on the agreement or contract when such agreement or contract comes before their Party's elected body.

6.7. Executive Director.

6.7.1. The role of Executive Director is hereby established with such specific duties and responsibilities as described in Section 8.4.

6.7.2. The Executive Director must be an employee of the Authority and while serving as Executive Director, must not be: (a) employed by any Party; (b) serving on the elected body of any Party; or (c) contracted to consult for or lobby on behalf of any Party.

6.7.3. The Executive Committee may appoint or remove the Executive Director by majority vote.

6.8. Major Decisions. Notwithstanding anything to the contrary in this Agreement, the Authority may not take any of the following actions without the approval of at least: (a) two-

thirds (2/3) of the representatives of the Governing Board voting; and (b) representatives of the Governing Board voting that account for two-thirds (2/3) of the Broward Tonnage:

6.8.1. The sale, distribution, or transfer of any real property interest with a value of more than two million dollars ($2,000,000);

6.8.2. The issuance of bonds or the approval of a bank loan with a value of more than two million dollars ($2,000,000);

6.8.3. The recommendation to remove the Executive Director, subject to Executive Committee approval;

6.8.4. Approval of any and all special assessments;

6.8.5. The initiation or settlement of any legal action with an estimated value of more than two million dollars ($2,000,000); or

6.8.6. Assignment by the Authority of any of its rights or obligations under this Agreement.

6.9. Distribution of Authority Cash or Property; Surplus Authority Funds. Except as otherwise provided in this section, and notwithstanding any other section of this Agreement, the Authority is prohibited from distributing any cash or property to any Party or Parties except upon Wind Down or to reimburse the Parties for contributions made to the Authority pursuant to Section 5.4., and then, only if: (a) upon Wind Down, the Auditor (defined below) issues a written opinion that such distribution will not impact any closure, perpetual maintenance, or other obligations that may exist after expiration or earlier termination of this Agreement; and (b) such distribution is fair and equitable between the Parties. In all other circumstances, if the Authority has surplus funds or property not needed for ongoing operations of the System or for future closure, maintenance, and reserve obligations, it may only be utilized for System-related purposes, including but not limited to reserving for future System improvements or obligations, maintenance, repairs, or expansion; to provide credits against or reductions to future assessments, tipping fees, or other user fees; or to enhance recycling and materials reuse programs or education. The prohibitions in this section do not apply to contracts for fair or adequate consideration between the Authority and one or more Parties or have any impact with regard to the property known as Alpha 250.

6.10. Legal Counsel.

6.10.1. Authority Counsel. Authority Counsel shall act as the general counsel and advisor to the Authority, including counsel to the Governing Board and the Executive Committee. Authority Counsel will have such duties as authorized by the Governing Board and serve at the pleasure of same. Authority Counsel shall not be an: (a) elected official of any Party, or (b) employee of any Party other than the Authority. Authority Counsel shall be an attorney duly licensed to practice law in the State of Florida, shall be in good standing

with the Florida Bar, and shall at all times comply with all applicable rules of the Florida Bar regulating attorney conduct. Authority Counsel shall have substantial experience providing counsel to a governmental entity or governmental entities within the State of Florida and demonstrated familiarity with issues related to solid waste disposal and recycling. Except for the matters described in Section 6.10.2, Authority Counsel may retain special counsel to provide legal services to the Authority in connection with particular legal matters or in the event of actual or perceived legal conflict, subject to the approval of the Executive Committee.

6.10.2. Independent Counsel; Scope of Services and Procedures for Retention.

6.10.2.1. The Parties recognize there are certain Sensitive Issues (defined below) where Parties may have conflicting interests, and as to which Authority Counsel may have an actual or perceived conflict of interest or bias.

6.10.2.2. The "Sensitive Issues" are: (a) whether a specific action of the Authority requires the vote of a Party's (or Parties') elected body or Governing Board member; (b) whether a proposed action by the Governing Board or Executive Committee requires an amendment to the Master Plan; (c) whether a proposed amendment to the Master Plan constitutes a Significant Amendment as defined in Section 7.1.2.1; (d) whether a proposed action by the Governing Board or Executive Committee should be treated as an amendment to the Master Plan that requires a Party's (or Parties') Governing Board member's consent pursuant to Section 7.1.3; or (e) whether a proposed action by the Governing Board or Executive Committee must be made through an amendment to the Agreement that requires a Party's (or Parties') elected body's approval pursuant to Section 16.1.5.

6.10.2.3. Before the Authority may exercise any of its powers under Sections 8.1.1 through 8.1.12 and before the Governing Board or Executive Committee may exercise any related powers, the Authority must adopt, by unanimous vote of the Executive Committee, procedures relating to the retention, scope of work, qualifications of, compensation for, and effect of opinions of independent outside counsel, to address situations where the general counsel for a Party issues a written opinion that the opinion of Authority Counsel on a Sensitive Issue is legally incorrect ("Independent Counsel Procedures").

6.10.2.4. Adoption of the Independent Counsel Procedures and any subsequent amendments thereto require a unanimous vote of the Executive Committee. The initial proposed Independent Counsel Procedures will be developed by the municipal and County attorneys that serve as co-counsel to the Solid Waste Working Group established by the "Memorandum of Understanding Regarding Collaborative Study and Subsequent Development of an Integrated Solid Waste and Recycling System" between Broward County municipalities and

County with an effective date of October 1, 2019 (namely, Jamie Cole, Esq. with Weiss Serota Helfman Cole + Bierman, PL, Michael Cirullo, Esq. with Goren Cherof Doody & Ezrol, PA, and the County Attorney, collectively, "SWWG Co-Counsel"), and may only be submitted for consideration to the Executive Committee after separate and independent written approval of the draft proposed procedures is issued by each of the SWWG Co-Counsel. Proposed amendments to the Independent Counsel Procedures may only be considered by the Executive Committee after separate and independent written approval of the proposed amendment is issued by (a) counsel designated by the municipal members of the Executive Committee, and (b) the County Attorney.

6.10.2.5. Nothing in this section shall be deemed a condition precedent to, and shall not prevent or inhibit, any Party's right to invoke the separate dispute resolution provisions pursuant to Article 17.

ARTICLE 7. OBLIGATIONS OF THE AUTHORITY AND MASTER PLAN

7.1. Master Plan. The Authority must adopt a Master Plan that describes, among other things, the operations of the Authority in sufficient detail to fund and implement the System and any related facilities or programs and to allow the Authority to plan for financing, investments, and improvements related to the System.

7.1.1. Contents. A Master Plan must provide for, at a minimum, the following:

7.1.1.1. Revenues necessary to operate the Authority, including the amount of, and methodology to calculate, reserve funds needed to cover any and all applicable costs for closure, long-term care, perpetual maintenance, and potential remediation related to the System and its components;

7.1.1.2. Storage, separation, processing, recycling, recovery, reuse, and identification of the number of diversion sites and disposal sites for System Waste needed for System operations, as may be appropriate;

7.1.1.3. Diversion plans for: (a) any Hazardous Materials that have impermissibly entered the System; and (b) any System Waste for which diversion is appropriate under applicable law;

7.1.1.4. Strategies, services, and programs to address Authority Solid Waste reduction as well as Recyclable Materials and Recovered Materials processing, and appropriate public education regarding same;

7.1.1.5. Alternative and contingency facilities, consistent with this Agreement;

7.1.1.6. Whether certain disposal methods will be prohibited at Authority-owned facilities for the purposes of protecting underground sources of drinking water;

7.1.1.7. Additional goals identified by the Governing Board not inconsistent with applicable law, this Agreement, or with County's exercise of its statutorily granted powers and obligations; and

7.1.1.8. Strategies to fulfill the obligations of the Authority related to System Waste delivered to the System, consistent with the powers and limitations of this Agreement.

7.1.2. Procedure to Adopt and Amend Master Plan.

7.1.2.1. Adoption of Master Plan and Significant Amendments. A Master Plan will not be effective unless approved by: (a) members of the Governing Board representing Municipal Parties that comprise at least two-thirds (2/3) of the total population of the Municipal Parties, and (b) County's representative to the Governing Board. All proposed amendments to the Master Plan that concern any of the following (collectively, "Significant Amendments") will be subject to the same requirements for approval (set forth in the preceding sentence) as a Master Plan to be effective:

7.1.2.1.1. Addition or removal of any category of waste or material (e.g., yard waste, bulk trash, white goods, etc.) from the Authority's jurisdiction or operations;

7.1.2.1.2. Closure of any "solid waste disposal facility," as defined in Section 403.703, Florida Statutes (2022), owned or operated by the Authority;

7.1.2.1.3. County's obligations under Section 403.706(1), Florida Statutes.

7.1.2.2. Adoption of Other Amendments to Master Plan. Amendments to the Master Plan that are not Significant Amendments must be adopted by the Governing Board subject to the provisions of Section 6.2.3. If at least one third (1/3) of the Governing Board members present agree that a proposed amendment to the Master Plan constitutes a Significant Amendment, it shall be treated as a Significant Amendment and may only be adopted subject to the provisions of Section 7.1.2.1.

7.1.3. Notwithstanding anything in this Agreement to the contrary, no proposed amendment to the Master Plan that directly or indirectly (a) creates any additional liability or obligation of any Party, (b) disproportionately removes a right of any Party, or (c) has a disproportionate adverse effect on any Party, will be effective without the affirmative vote of the impacted Party's (or Parties') representative(s) on the Governing Board. In the event of a conflict between the Master Plan and this Agreement, this Agreement will prevail.

7.2. Obligation to Perform. The Authority must implement the various material strategies, services, programs, and goals described in the adopted Master Plan, as may be amended.

7.3. Obligation to Direct the Flow of System Waste. The Authority is obligated to accept all System Waste committed by the Parties, pursuant to Section 11.1, and must cause such System Waste to be directed from the designated System receiving facilities and delivered to appropriate sites for processing or disposal in compliance with the Master Plan and applicable law.

7.4. Obligation to Maintain Reserves. The Authority must ensure adequate reserve funds are collected and maintained to cover applicable costs for closure, long-term care, perpetual maintenance, and potential environmental and other remediation related to the System. The amount of reserve funds and methodology to calculate same must be included in the Master Plan.

ARTICLE 8. POWERS OF THE AUTHORITY

8.1. The Authority has the following general powers, which are granted to the Governing Board unless otherwise expressly provided for in this Agreement:

8.1.1. Develop, adopt, and implement a Master Plan consistent with the powers of the Authority and consistent with the terms and conditions stated in this Agreement.

8.1.2. Develop an annual revenue and expense budget for each fiscal year sufficient for the operation of the Authority.

8.1.3. Establish such rates, fees, and other charges and revenue sources allowed by law, including, without limitation, special assessments and tipping fees, to sufficiently fund and operate the System, which rates, fees, and other charges must be applied uniformly to each Party and will be set at no higher an amount than is reasonably required to accomplish the authorized purposes of the Authority (including all appropriate reserves). Notwithstanding the foregoing, the Authority may establish different rates, fees, or other charges for Parties that join the Authority after the Effective Date and may provide reasonable credits against any such rates, fees, or other charges for Parties that have made extraordinary contributions of funds, real property, other assets, services, or in-kind contributions to the Authority.

8.1.4. Provide for the processing of Recyclable Materials and Recovered Materials generated in each Party's jurisdiction.

8.1.5. Develop, implement, operate, and manage facilities and programs concerning the processing of Recyclable Materials and Recovered Materials and make same available to each Party on uniform terms. Nothing herein will prevent any Party from developing, implementing, operating, or managing programs concerning the processing of Recyclable Materials or Recovered Materials that do not conflict with the minimum standards set by

the Authority. Notwithstanding the foregoing, the Authority may establish different terms for Parties that join the Authority after the Effective Date.

8.1.6. Set minimum standards for System Waste segregation or source separation programs at the point of generation or collection.

8.1.7. Operate services for the collection and transportation of System Waste or other types of waste identified in the Master Plan for collection or transport and, if the Authority chooses to operate such services, make said optional services available to each Party.

8.1.8. To the extent permissible under applicable law and provided it does not interfere with County's ability to fulfill its statutory obligations, including under Section 403.706(1), Florida Statutes, the Authority will have the power to provide disposal for Authority Solid Waste generated in the Parties' jurisdictions. The Authority is not granted the power to own or operate a "solid waste disposal facility," as that term is defined in Section 403.703, Florida Statutes (2022), or sell or otherwise transfer an interest in such a facility, unless an amendment to this Agreement, granting such power to the Authority and setting forth the limits and extent of such power, is approved by the elected bodies of: (a) Municipal Parties representing at least two-thirds (2/3) of the total population of the Municipal Parties, and (b) County.

8.1.9. Conduct studies and research on strategies to improve the management of System Waste.

8.1.10. Provide monitoring of projects, programs, and facilities that directly or indirectly affect the System.

8.1.11. Provide education, outreach, and public information programs to increase the percentage of Recyclable Materials and Recovered Materials that are successfully recycled, to promote the reduction and reuse of Authority Solid Waste in the Parties' jurisdictions, and to increase public understanding of, and engagement with, the Authority's work.

8.1.12. Issue bonds or other instruments related to short- or long-term borrowing, and letters of credit or debt that materially relates to the System.

8.1.13. Sue and be sued, implead, and be impleaded in all courts.

8.1.14. Consistent with the powers described in this Article 8, the requirements of Chapter 403, Florida Statutes, and other applicable law, the Authority will have the power to contract with governmental agencies, individuals, public or private corporations, municipalities, and any other person or entity.

8.1.15. In order to fulfill the purpose and intent of this Agreement, and except as expressly limited by this Agreement, exercise all other necessary and appropriate powers of an

independent entity created pursuant to Chapter 163, Florida Statutes, including without limitation, to acquire, at its discretion, personal or real property or any interest therein by gifts, lease, or purchase.

8.2. The Governing Board has power and authority to take the following actions:

8.2.1. Approval of annual budgets as described in Article 9.

8.2.2. Approval and levy of special assessments as described in Article 9.

8.2.3. Approval of revenue bonds.

8.2.4. Establish the aggregate maximum debt authority of the Executive Committee.

8.2.5. Purchase, sell, or lease any assets of the Authority, in any amount, subject to applicable law.

8.2.6. Enter into agreements for services in any amount, subject to applicable law.

8.2.7. Approval of the Master Plan, the Facilities Amendment, and other amendments, as described in Article 7 and subject to the terms and conditions stated in this Agreement.

8.2.8. Appoint Authority Counsel and make all decisions regarding Authority Counsel, including compensation and, as necessary, removal.

8.2.9. Approval of the annual tipping fee(s), consistent with the terms and conditions of this Agreement.

8.2.10. Approval of any fictitious name or marketing name for the Authority.

8.2.11. Approval of any Governing Board rules of procedure.

8.2.12. Approval of bylaws for the Authority, including, without limitation, the extent of the powers and authority of the Executive Committee or Executive Director to: (a) approve and execute contracts for goods, services, and real property; (b) pursue, defend, and settle legal claims or litigation; (c) enter into revolving and other debt agreements; and (d) exercise other powers of the Governing Board.

8.3. Unless provided otherwise in this Agreement, the Executive Committee has the following powers:

8.3.1. Overseeing the operation and management of the Authority.

8.3.2. Establishing surety bond requirements for the Authority's officers and employees in such amounts as it deems necessary. The premiums for the bonds will be paid by the Authority in the same manner as any other operating expense.

8.3.3. Approval of operational policies for the Authority.

8.3.4. Approval of any annual plan of operations for the Authority.

8.3.5. Develop and recommend to the Governing Board tipping fees, rates, and other charges and revenue sources to sufficiently fund the System and the operation of the Authority.

8.3.6. Develop and recommend to the Governing Board an annual budget, including hosting public workshops and other forums for public input for the annual budget.

8.3.7. Develop and recommend bylaws for the Authority to the Governing Board.

8.3.8. Enforce Flow Control Ordinances (defined below) and the flow control provisions of Hauler contracts for System Waste, as the agent for the Municipal Parties and/or for County, if provided for in such ordinances and to the extent such action is necessary to comply with the Authority's obligations under this Agreement and the service agreements.

8.3.9. Initiate the process for the issuance of revenue bonds; provided that no such revenue bonds will be issued unless approved by the Governing Board and consistent with the terms of this Agreement.

8.3.10. For special assessments, retain any consultants necessary to conduct rate and methodology studies.

8.3.11. Appointment of the Executive Director and all personnel-related decisions regarding the Executive Director, including annual reviews, compensation, and, as necessary, removal.

8.4. The Executive Director serves as the chief executive officer of the Authority, responsible for the operation of the Authority in accordance with the policies and decisions of the Governing Board and the Executive Committee, and, among such other duties as authorized by those policies and decisions, has the following specific duties and responsibilities:

8.4.1. Hire and manage a chief sustainability officer for the Authority or other such employee with similar responsibilities regardless of title.

8.4.2. Hire and manage other such employees as authorized by the Governing Board through its approval of the annual budget as being necessary for the operation of the Authority.

8.4.3. Oversee all personnel issues with employees of the Authority, including setting salaries and benefits, annual reviews, discipline, and termination.

8.4.4. Serve as registered agent for all service of process on the Authority and execute documents on the Authority's behalf as authorized by the Governing Board.

8.4.5. Provide recommendations, assistance, and support as necessary for the Governing Board's adoption of a Master Plan.

8.4.6. Provide recommendations, assistance, and support as necessary for the Executive Committee's approvals of operational policies for the Authority and the annual plan of operations for the Authority.

ARTICLE 9. REVENUE, BORROWING, AND BUDGET

9.1. Special Assessments. In accordance with the provisions of Florida law, including Chapters 163 and 197, Florida Statutes, the Parties agree and stipulate that all improved properties in the geographical areas governed by any of the Parties (for County, the unincorporated area) receive a direct, substantial benefit by the provision of System Waste disposal and processing services by the Authority. Therefore, the Authority has the power to impose, levy, and collect (directly or indirectly) special assessments as a means of: financing the construction and/or acquisition of additions, extensions, and improvements to the System and/or the payment of the principal of and interest on bonds issued pursuant to this Agreement; paying the costs of operating, maintaining, and repairing the System; and providing funds for all other payments that are required to be made by the Authority in connection with the purposes of this Agreement.

9.2. Subject to Section 6.8, the Governing Board will have the power to set rates for and approve the levy, collection, and enforcement of special assessments by resolution, as provided by and consistent with Florida law and this Agreement. Prior to any vote of the Governing Board to levy a special assessment, the Authority will conduct, or hire a consultant to conduct, an assessment study. If such a study was performed on behalf of County and/or Municipal Parties prior to the creation of the Authority, the Governing Board may, in lieu of having a new study performed, adopt the findings of such earlier study if the Governing Board determines that such findings remain valid and reliable despite the passage of time.

9.3. Revenue Bonds and Other Instruments. The Governing Board will determine the need for the issuance of any bonds or other instruments related to short- or long-term borrowing, and the need for letters of credit that it deems necessary or convenient for the operation of the Authority.

9.4. The Governing Board must establish, and may amend, a maximum amount of aggregate debt that may be approved by the Executive Committee. The Executive Committee may approve the issuance of any debt in the aggregate up to that maximum amount. Any debt that exceeds that maximum amount will not be issued unless approved by the Governing Board.

9.5. Annual Budget. The Authority, through the Governing Board, must adopt an annual budget for each fiscal year, consistent with the requirements of Florida law as well as any procedural requirements established by local authorities such as the Broward County Property Appraiser and Broward County Tax Collector.

ARTICLE 10. AUDITING

10.1. The Executive Committee must appoint an external auditor to serve as auditor to the Authority ("Auditor"). The Auditor will, among other things, complete an annual audit of the Authority's receipts and expenditures. The Auditor will report directly to the Governing Board.

10.2. The Executive Committee will appoint five (5) of its members to serve on a Standing Audit Committee. The Standing Audit Committee will be responsible for the selection process for engaging and recommending an Auditor to the Executive Committee for appointment.

ARTICLE 11. COMMITMENT OF SYSTEM WASTE

11.1. Commitment of System Waste. The Parties must cause all System Waste that is: (a) identified by the Master Plan as acceptable for delivery into the System, and (b) generated in the Parties' respective boundaries (for County, within the unincorporated area), to be collected, transported, delivered, and deposited at the designated receiving facilities of the System pursuant to the Master Plan or annual plan of operations, except for System Waste that is transported outside the State of Florida. Except with the prior express written consent of the Authority, no Party will deliver (directly or by contract) into the System any waste, debris, substance, constituent, object, or material that does not qualify as System Waste.

11.2. Regulatory Flow Control. No later than the effective date of the Facilities Amendment, each Party agrees to enact a flow control ordinance pursuant to Section 403.713, Florida Statutes, in a form provided by the Authority, directing that all System Waste generated within its respective geographic boundaries (for County, within the unincorporated area) be delivered to the System, as designated in the Master Plan, except for such waste that is to be transported outside the State of Florida ("Flow Control Ordinance"). Each Party shall maintain their respective Flow Control Ordinances in effect throughout its participation as a Party. Nothing in this section requires a Party to enact a Flow Control Ordinance that operates to terminate or breach any existing contractual agreement the Party has in place prior to becoming a Party ("Conflicting Agreements"); however, each Party must provide copies of all such Conflicting Agreements to the Authority at the time it becomes a Party and shall not renew or extend any such Conflicting Agreement. For those Parties with existing Conflicting Agreements in place on the Effective Date, the adoption of a Flow Control Ordinance under this section must specify that it becomes effective upon the expiration or earlier termination of such existing Conflicting Agreements. Notwithstanding anything else contained herein, this Agreement does not require any Party to violate the prohibitions in Sections 403.7046(2) or 403.713(2), Florida Statutes, concerning the sale and management of Recovered Materials.

11.3. Each Party agrees to include in any Hauler contracts or contract amendments executed after the Effective Date, a provision that all System Waste must be delivered to the System, except for any waste generated within that Party's then-current geographic boundaries that is shown to be destined for recycling or disposal outside the State of Florida, and each Party must strictly enforce such contract obligation. In each such contract and all contract amendments, the Authority must be expressly identified as a third-party beneficiary for the sole purpose of

enforcing such provisions, if enforcement is necessary, to ensure the delivery of System Waste to the System. Prior to initiating any such enforcement action, the Authority must communicate and coordinate with the relevant Party.

11.4. System Waste Reporting Ordinance. Each Party agrees to enact and maintain in effect a System Waste reporting ordinance, in a form provided by the Authority, directing that each Hauler report on a monthly basis all of the following information to their contracting Party or Parties, with a copy to the Authority:

11.4.1. The amount of each category of System Waste collected in each Party's jurisdiction in cubic yards or tons.

11.4.2. Where each category of System Waste collected by the Hauler has been transported. Identification will be by the name and address of the receiving facility.

11.4.3. The quantity (either by volume, weight, or number and size of all trucks or containers) of System Waste that is not processable by a waste-to-energy plant or other System facility that has been collected by the Hauler and that is to be transported outside the State of Florida.

11.4.4. Where the System Waste that is not processable by a waste-to-energy plant or other System facility has been transported outside of the State of Florida. Identification will be by the name and address of the receiving facility.

The System Waste reporting ordinance provided in this section must be adopted by each Party no later than the date determined by the Executive Committee, which shall be no earlier than the date of adoption of the Master Plan.

11.5. With the prior consent of the Authority, any Party may appoint the Authority as its agent for the enforcement of obligations in any agreement, license, permit, franchise, or other arrangement related to the obligations of this article.

11.6. Each Party agrees to include the obligation to comply with the requirements of the ordinances required by Sections 11.2 and 11.4, respectively, in all applicable agreements, licenses, permits, franchises, or other arrangements with Haulers entered into on or after the Effective Date.

11.7. Title to and Interest in System Waste. The Parties relinquish to the Authority any and all title to and interest in System Waste collected within their respective boundaries, effective upon delivery of that System Waste to the System. To the maximum extent provided under applicable law, and except as otherwise provided herein, upon delivery of their System Waste to the Authority, the Parties also relinquish to the Authority all liability for the proper management and disposal of such System Waste.

11.8. Commitment Limited by Existing Agreements. Notwithstanding anything to the contrary in this Agreement, the Authority will not, and this Agreement will not, require any Party to take

any action that would breach or conflict with any current agreement concerning System Waste, including, without limitation: the June 2012 agreement between County and Wheelabrator Environmental Systems Inc. (now WIN-Waste Innovations, Inc.) for solid waste disposal services and the May 2015 Global Amendment thereto; the September 2012 interlocal agreement for solid waste disposal support services, as amended; the April 2015 Settlement Agreement between Waste Management Inc. of Florida and the City of Coconut Creek; any debris clearing or temporary debris management site contract that predates the Effective Date; or any Hauler contract that predates the Effective Date. In addition, the Authority will not, and this Agreement will not, require any Party to take any action that would breach or conflict with the Interlocal Agreement between Broward County and various municipalities for Optional County Services for Keep Broward Beautiful, Household Hazardous Waste and Electronics, and Bulk Trash and Yard Waste Drop-Off Programs, or any successor agreement concerning Household Hazardous Waste.

ARTICLE 12. DEBT OBLIGATIONS

Except as expressly provided in this Agreement or applicable law, any debt obligations incurred by the Authority will be the sole obligation of the Authority and will not be an indebtedness of any Party or Parties within the meaning of any constitutional, statutory, charter, ordinance provision, or other limitation of such Party. No Party is obligated to pay or cause to be paid any amounts due under this Agreement except as expressly provided or incorporated herein, and no Party pledges its full the faith and credit for the payment of any such amounts.

ARTICLE 13. RELATIONSHIPS OF THE PARTIES

Except as set forth herein, nothing in this Agreement imposes upon any Party any responsibility whatsoever with respect to services provided or contractual obligations assumed by any other Party, and nothing in this Agreement will be deemed to make any Party a partner, agent, or local representative of any other Party or to otherwise create any type of fiduciary responsibility or relationship of any kind whatsoever among the Parties, except as expressly stated herein. The obligations created and imposed by this Agreement are not joint; rather, such obligations are separate and several among the Parties.

ARTICLE 14. INDEMNIFICATION

14.1. Indemnification Obligations. The Authority will, at its sole cost and expense, indemnify, hold harmless, and defend ("Indemnification Obligations") each Party and each Party's current, past, and future officers, agents, and employees (each, an "Indemnified Party"), to the maximum extent permitted by law, from and against any and all causes of action, demands, claims, counterclaims, third-party claims, administrative actions, damages of any kind (including, without limitation, personal injury or bodily harm), destruction, losses, liabilities, costs (including, without limitation, costs of investigations, assessments, clean up, fines, violations, punitive damages, regulatory reopeners, and/or remediation), and expenditures of any kind, including, without limitation, attorneys' fees, court costs, and expenses, including through the conclusion of any appellate proceedings, for the matters described in this section and/or in Sections 14.2 and 14.3 below (each a "Claim"). Notwithstanding the Indemnification Obligations

in this article, nothing herein shall act as a waiver by a Party or the Authority of any limitation on liability, including but not limited to sovereign immunity and limitations on tort liability as provided in Section 768.28, Florida Statutes.

14.2. System-Related Claims. The Authority must fulfill its Indemnification Obligations to each Indemnified Party, regardless of whether the Indemnified Party allegedly or actually caused, directly or indirectly, in whole or in part, any Claim(s) arising from, relating to, or in connection with, any or all of the following:

(a) any alleged, threatened, or actual presence or release of any Hazardous Materials in, on, above, or under any site that is or was part of the System at a time when such Hazardous Materials were threatened to be released or actually present or released;

(b) any actual, proposed, or threatened use, treatment, storage, holding, existence, disposition, discharge, or other release, generation, production, manufacturing, processing, refining, control, management, containment, abatement, removal, handling, or transfer of any Hazardous Materials located in, under, on, or above any site that is or was in the System, or transportation of any Hazardous Materials to or from the System (collectively, "Covered Activity");

(c) any actual or proposed assessment, clean up, and/or remediation of any Hazardous Materials at any time located in, under, on, or above any site that is or was in the System, whether or not such assessment, clean up, and/or remediation is voluntary or pursuant to court or administrative order, including any resulting or required clean up, control, management, containment, abatement, removal, remedial, or corrective action;

(d) the imposition, recording, or filing or the threatened imposition, recording, or filing of any environmental lien encumbering any site that is or previously was part of the System at any time during the Term;

(e) any past, present, or threatened injury to, destruction of, or loss of natural resources relating to the construction, use, operation, or maintenance of the System or within the System, including claims for damages, contribution, costs to investigate and assess such injury, destruction, or loss; or

(f) any actual or threatened failure to comply with any debt obligation incurred by the Authority.

14.3. Claims for Acts or Omissions of Authority Actors. The Authority must fulfill its Indemnification Obligations to each Indemnified Party for Claims that are caused or alleged to be caused, in whole or in part, by any act or omission of the Authority, its officers, employees, agents, or contractors acting on behalf of the Authority (collectively, "Authority Actors") for any Claims, including, without limitation, those arising from, relating to, or in connection with one or more of the following by one or more Authority Actors:

(a) any actual or threatened breach of any obligation contained within or undertaken as a result of this Agreement;

(b) any failure to comply with any provision or material obligation contained within or undertaken as a result of the Master Plan;

(c) any intentional, reckless, or negligent act or omission;

(d) arranging for storage, handling, treatment, disposal, or transport of Hazardous Materials to, from, or at any facility or incineration vessel containing such or similar Hazardous Materials; or

(e) any past, present, or threatened noncompliance with or violation of: (i) any environmental laws, including, without limitation, Chapter 27 of the Broward County Code of Ordinances, Florida Statutes Chapters 376 and 403, Chapters 62-701 through 62-787 of the Florida Administrative Code, the Clean Water Act, 33 U.S.C. § 1321, et seq., RCRA, 42 U.S.C. § 6901, et seq., CERCLA, 42 U.S.C. § 9601, et seq., Toxic Substances Control Act, 15 U.S.C. § 2601, et seq., 40 C.F.R. Parts 239 through 799, 49 C.F.R. § 172.101; (ii) any ordinance, regulation, standard, condition, requirement, permit, license, or authorization; or (iii) any order of any governmental authority.

14.4. Defense of Claims. The Authority must, upon written notice of a Claim from an Indemnified Party, defend that Indemnified Party with counsel selected by the Authority and approved by the Indemnified Party, which approval will not be unreasonably withheld.

14.5. Right to Withhold. If considered necessary by an Indemnified Party, any amounts due the Authority from that Indemnified Party under Section 5.4, whether as provided for in this Agreement or any subsequently adopted Master Plan, may be retained by the Indemnified Party until all Claims against the Indemnified Party subject to the Indemnification Obligations have been settled or otherwise resolved by the Authority. Any withheld amounts shall not be subject to payment of interest.

14.6. Exclusions. Notwithstanding anything in this article to the contrary, nothing in this Agreement will be construed to require the Authority (or any successor thereto) to fulfill the Indemnification Obligations if prohibited by applicable law (including, without limitation, the restrictions stated in Section 768.28(19), Florida Statutes), or in connection with a Claim in which an Indemnified Party seeks to be relieved of its statutory liabilities, with exceptions for joint and several liabilities, caused by that Indemnified Party's intentional delivery (whether directly or indirectly, including by contract) of previously known Hazardous Materials into the System without the prior express written consent of the Authority. Nothing in this article limits the defenses available to the Authority (including under Section 768.28, Florida Statutes) in the defense of an Indemnified Party pursuant to the Indemnification Obligations.

14.7. Survival of Indemnification Obligations. The Authority's Indemnification Obligations survive the expiration or earlier termination of this Agreement.

ARTICLE 15. DEFAULT

If any Party or the Authority fails to perform or observe any of the material terms and conditions of this Agreement and fails to cure such failure within sixty (60) days after receipt of written notice of such default from another Party or from the Authority (or, if such failure cannot be reasonably be cured within sixty (60) days, the Party fails to promptly initiate and diligently pursue cure to completion), then in addition to any other claim at law or in equity, the Party giving the notice of default shall be entitled, but is not required, to seek specific performance of this Agreement. The Parties acknowledge that money damages may be an inadequate remedy for the failure to perform and that the Party giving notice is entitled to obtain an order requiring specific performance, injunction, or other equitable relief. Failure of any Party to exercise its rights in the event of any breach by another Party shall not constitute a waiver of such rights. No Party shall be deemed to have waived any failure to perform by another Party unless such waiver is in writing and signed by the waiving Party, with such waiver limited to the terms specifically contained therein.

ARTICLE 16. AMENDMENTS TO THIS AGREEMENT

16.1. Except as expressly authorized in Sections 3.3, 8.1.8, and this article, this Agreement may only be amended as follows:

16.1.1. The Executive Committee is responsible for recommending proposed amendments to this Agreement to the Governing Board.

16.1.2. Upon approval of a proposed amendment to this Agreement by the Governing Board, the Executive Director shall provide notice of the proposed amendment to all Parties of the Authority by forwarding a copy to each Party for consideration by that Party's elected body.

16.1.3. Any amendment that substantively modifies any of the following provisions, or that concerns any of the following subjects, will not be effective unless approved by every Party's elected body:

16.1.3.1. Article 3 (Formation);

16.1.3.2. Article 4 (Duration);

16.1.3.3. Section 6.2.1 (Governing Board Membership);

16.1.3.4. Section 6.3.1 (Executive Committee Membership);

16.1.3.5. Section 6.8 (Major Decisions);

16.1.3.6. Section 8.1 (Powers of the Authority), except for Section 8.1.8;

16.1.3.7. Article 12 (Debt Obligations);

16.1.3.8. Article 14 (Indemnification);

16.1.3.9. Article 17 (Dispute Resolution Process; Authority Liability; Choice of Law, Venue, Jury Trial Waiver);

16.1.3.10. Wind Down (as defined in Section 3.3.3.2); or

16.1.3.11. Disposition of assets owned by the Authority.

16.1.4. Except as otherwise provided in this Agreement, all amendments are effective if approved by the elected bodies of Parties representing at least two-thirds (2/3) of the total population of the Parties plus a majority of the Parties; however, if a Party does not give notice of its elected body's rejection of the proposed amendment within ninety (90) days after that Party received notice of the amendment, that Party will be deemed to have approved the amendment.

16.1.5. Notwithstanding Section 16.1.4, no amendment that directly or indirectly: (a) creates any additional liability or obligation of any one Party (but not all Parties), (b) disproportionately removes a right of only one Party, or (c) has a disproportionate adverse effect on any Party, will be effective unless it is approved by such Party (or Parties) as evidenced by the adoption of a resolution approving the amendment by that Party's (or Parties') elected body.

16.1.6. This Agreement may not be amended to provide greater powers to the Governing Board, the Executive Committee, or the Executive Director than have been granted to the Authority.

16.2. Unless the amendment states otherwise, the amendment will take effect upon certification by the Governing Board that the necessary approvals of the Parties have been obtained.

ARTICLE 17. DISPUTE RESOLUTION PROCESS; AUTHORITY LIABILITY; CHOICE OF LAW, VENUE, JURY TRIAL WAIVER

17.1. Informal Dispute Resolution. The following procedure will apply to resolve a dispute between the Authority and any number of Parties, or between Parties, relating to matters arising out of this Agreement ("Dispute"): (i) the Authority or the Party will issue written notice of the Dispute to the Party or the Authority, as applicable, and any other applicable Parties; and (ii) the parties to the Dispute will use reasonable efforts to resolve the Dispute within sixty (60) days after the written notice, including through informal settlement meetings, discussions, mediation, or other process as may be agreed among them. The parties to the Dispute may jointly agree to extend the day deadline for informal dispute resolution.

17.2. Formal Dispute Resolution. If the Dispute is not fully resolved through the informal dispute resolution process described in Section 17.1, the parties to the Dispute will follow the

conflict resolution procedures for governmental disputes as provided in Chapter 164, Florida Statutes.

17.3. Failure to Resolve through Formal Dispute Resolution. If the processes required by Sections 17.1 and 17.2 fail to resolve the Dispute, the Authority and/or applicable Parties may litigate such Dispute.

17.4. Court-Ordered Dissolution of Authority; Termination of Agreement. In addition to any remedy at law or equity that a Party may have against the Authority, if a court of competent jurisdiction enters a final judgment that (a) the Authority is incapable of performing the services for which it was created, or (b) the actions or inactions of the Authority have prevented County from performing its obligations under Section 403.706, Florida Statutes, such court may order monetary damages (against the Authority but not against any members of the Authority) or equitable relief including, without limitation, the termination of this Agreement and the dissolution of the Authority.

17.5. Authority Liability for Capital Expansion of County Solid Waste Disposal Facilities. In addition to any other damages or remedies at law or in equity, if the Authority fails to perform its obligations under Sections 7.2 or 7.3 and, as a result, County undertakes an expansion of its solid waste disposal facilities to ensure it can satisfy its statutory obligations under Section 403.706, Florida Statutes, to provide disposal capacity for Authority Solid Waste generated in each Party's jurisdiction, the Authority shall be liable and responsible for payment to County of costs incurred by County for such capital expansion through the end of the of the remaining projected useful life of the disposal facility or facilities. Neither a reduction in the amount of Authority Solid Waste disposed of because of increases in the amount of Recyclable Materials lawfully processed or recycled at an appropriate site, nor a reduction in Authority Solid Waste disposal capacity at any Authority-owned facility resulting from County's exercise of its right of first refusal, pursuant to Article 18, shall be deemed a failure by the Authority to perform its obligations under Sections 7.2 or 7.3 of this Agreement.

17.6. Choice of Law; Venue; Waiver of Jury Trial. This Agreement and all disputes between the Parties and the Authority arising out of or relating to this Agreement shall be construed in accordance with and governed by the laws of the State of Florida. The sole and exclusive venue for any litigation related to or arising out of this Agreement, or the duties and responsibilities of the Authority and the Parties, shall be in State Courts of the Seventeenth Judicial Circuit, in and for Broward County, Florida. **EACH PARTY KNOWINGLY, VOLUNTARILY, AND UNEQUIVOCALLY WAIVES ANY RIGHTS IT MAY HAVE TO A TRIAL BY JURY FOR ANY CLAIMS, WHETHER IN CONTRACT, TORT, OR STATUTE, ARISING OUT OF OR RELATING TO THIS AGREEMENT.**

ARTICLE 18. RIGHT OF FIRST REFUSAL

18.1. Prior to entering an agreement to sell real property owned by the Authority of any value, including the associated material property, plant, or equipment (collectively referred to as "Authority Property"), the Authority must provide a copy of the offer, letter of intent, or proposed agreement ("Offer") to all Parties. The Parties will have a right of first refusal to

purchase the Authority Property at the same price, and on the same terms and conditions, as the Offer, as provided below:

18.1.1. If the Authority Property is a "solid waste disposal facility," as defined in Section 403.703, Florida Statutes (2022), County will have the right of first refusal. If County does not exercise the right of first refusal provided in this section, the Municipal Party or Municipal Parties where the Authority Property is located will have the right of first refusal.

18.1.2. For all other Authority Property, the Municipal Party, Municipal Parties, and/or County (for Authority Property located within unincorporated Broward County) where the subject Authority Property is located will have the right of first refusal. For Authority Property located within the territorial jurisdiction of more than one local governmental entity (e.g., two Municipal Parties or a Municipal Party and unincorporated Broward County), the right of first refusal may be exercised jointly or, if one Party elects not to exercise the right, by the other applicable Party. If no Municipal Party exercises the right of first refusal provided in this section, County will have the right of first refusal.

If the applicable Party does not provide the Authority with notice of its intent to exercise its right of first refusal within sixty (60) days after the Authority provides the Parties with a copy of the Offer, the Authority may proceed with the sale of the Authority Property. If County does not provide the Authority with notice of its intent to exercise the right of first refusal as provided in Section 18.1.1, the relevant Municipal Party or Municipal Parties will have sixty (60) days after receipt of notice from the Authority that County has not exercised its right to provide notice of intent to exercise its right of first refusal. If no Municipal Party provides the Authority with notice of its intent to exercise the right of first refusal as provided in Section 18.1.2, County will have sixty (60) days after receipt of notice from the Authority that no applicable Municipal Party has exercised its right to provide notice of its intent to exercise its right of first refusal.

ARTICLE 19. MISCELLANEOUS

19.1. Assignment. Except in the event of merger between Parties or the dissolution of a Party, wherein the successor to the Party will automatically become a Party, this Agreement, or any interest herein, may not be assigned, transferred, or otherwise encumbered, under any circumstances by any Party without the prior written consent of all other Parties to this Agreement, which will not be unreasonably withheld. Subject to Section 6.8, nothing herein will be deemed to restrict or prohibit the Authority's assignment of its rights and obligations as is deemed necessary or appropriate by the Authority for the provision of services under this Agreement.

19.2. Notices. All notices, consents, and other communications required, permitted, or otherwise delivered under this Agreement must be in writing and delivered either by hand with proof of delivery or mailed by first class registered or certified mail, return receipt required, postage prepaid, with contemporaneous email, and in any case must be addressed to each Party's mayor, with copies to its chief executive officer (e.g., City/Town Manager, County

Administrator, etc.) and its chief legal officer (e.g., City/Town Attorney, County Attorney, etc.), at the address of its main headquarters. Notices, consents, and other communications given by mail in accordance with this section will be deemed to have been given five (5) business days after the postmarked date; notices, consents, and other communications given by any other means will be deemed to have been given when received.

19.3. Incorporation of Agreements. This Agreement supersedes all prior negotiations, correspondence, conversations, agreements, or understandings, applicable to the matters contained therein. Accordingly, it is agreed that no deviation from the terms hereof shall be predicated upon any prior representations or agreements, whether oral or written.

19.4. Incorporation by Reference. Any and all recital clauses stated above are true and correct and are incorporated in this Agreement by reference.

19.5. Severability. In the event that any provision of this Agreement shall, for any reason, be determined to be invalid, illegal, or unenforceable in any respect, then (a) that provision is to be construed either by modifying it to the minimum extent necessary to make it enforceable (if permitted by law) or disregarding it (if not), and (b) the Parties shall negotiate in good faith and agree to such amendments, modifications, or supplements to this Agreement or such other appropriate actions as shall, to the maximum extent practicable, implement and give effect to the intentions of the Parties. If an unenforceable provision is modified, disregarded, or amended in accordance with this section, the rest of this Agreement is to remain in effect as written.

19.6. Representations and Warranties. Each Party hereby represents and warrants as to itself as follows:

19.6.1. It is duly organized and validly existing under the constitution and laws of the State of Florida, with full legal right, power, and authority to enter into and perform its obligations hereunder;

19.6.2. This Agreement has been duly authorized, executed, and delivered by it and constitutes its legal, valid, and binding obligation, enforceable against it in accordance with its terms (except as such enforceability may be limited by Article X, Section 13 of the Florida Constitution or by bankruptcy, moratorium, reorganization or similar laws affecting the right of creditors generally);

19.6.3. Neither the execution nor delivery of this Agreement, nor the performance of such Party's obligations hereunder nor the fulfillment of the terms herein: (a) conflicts with, violates or results in a breach of the Constitution, any law or government regulation of the State of Florida, or any other local law or ordinance; or (b) conflicts with, violates, or results in any breach of any term or condition of any judgment or decree, or any agreement or instrument to which it is a party or by which it or any of its properties or assets are bound, or constitutes a default thereunder; and

19.6.4. Except for the procedures provided under Chapter 163 and Chapter 75, Florida Statutes, and such action as has already been taken, no approval, authorization, or order of, or any consent or declaration, registration or filing with, any governmental authority of the State of Florida, or any referendum or other action of voters by election, is required for the valid execution, delivery, and performance of this Agreement by it.

19.7. The applicable financial disclosure, noticing, and reporting requirements of the Authority shall be those provided by general law.

19.8. Intellectual Property. The Authority will have all right, title, and interest in and to any intellectual property created by or for the Authority. No other Party will make any claim of ownership to any such intellectual property or will have any rights to the intellectual property other than as expressly set forth in a written agreement between the Board and that other Party.

19.9. Sovereign Immunity. Except to the extent sovereign immunity is expressly waived by entering into this Agreement among the Parties, nothing herein is intended to serve as a waiver of sovereign immunity by any of the Parties nor shall anything included herein be construed as consent by any of the Parties to be sued by third parties in any matter arising out of this Agreement.

19.10. Interpretation. Terms such as "herein" refer to this Agreement as a whole and not to any particular sentence, paragraph, or section where they appear, unless the context otherwise requires. Any references to "must," "shall," or "will" are obligatory. All citations to "Florida Statutes" mean those statutes as may be amended from time to time, except for references to the term "solid waste disposal facility," as defined in Section 403.703, Florida Statutes (2022). Any reference to "days" means calendar days, unless otherwise expressly stated.

19.11. Third-Party Beneficiaries. The Parties do not intend to directly or substantially benefit a third party by this Agreement. Therefore, the Parties acknowledge that there are no third-party beneficiaries to this Agreement and that no third party shall be entitled to assert a right or claim against any of them based upon this Agreement.

19.12. Counterparts and Multiple Originals. This Agreement may be executed in multiple originals, and may be executed in counterparts, whether signed physically or electronically, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

19.13. Joinder by Authority. This Agreement is contingent upon the Authority, by majority vote of the Governing Board at its first meeting, agreeing to the terms, conditions, and obligations of the Authority as provided for in this Agreement and execution of the joinder of Authority provided for herein. Other than ministerial matters of procedure of the Governing Board, including election of a Chair and Vice-Chair, and other than executing the joiner, the Authority may not exercise any power under this Agreement until and unless it has executed such joinder, and this Agreement automatically terminates should the Governing Board fail to join in this Agreement by the end of its first meeting.

19.14. No Damages for Compliance with Future Applicable Law; Litigation Court Orders impacting Authority Operations. If any Party fails to meet its responsibilities or perform its obligations under this Agreement as a result of actions it takes in compliance with applicable laws, codes, advisory circulars, rules, regulations, ordinances, or orders of any federal, state, or other governmental entity (other than orders of the Party itself) issued, enacted, adopted, or promulgated after the Effective Date ("Future Applicable Law"), that Party shall not be liable to any other Party or to the Authority for damages, provided that such Party: (a) pursues any colorable challenge to the Future Applicable Law and the challenge proves unsuccessful (in whole or in applicable part); (b) issues written notice, with contemporaneous email, to the Authority and to all Parties within fifteen (15) days after the filing of or the initiation of such litigation; and (c) consents to intervention by the Authority and any other Party in such litigation. In addition, if a Party is named as a defendant in any litigation concerning solid waste, recycling, or issues likely to impact the Authority's operations or that Party's obligations under the Agreement, that Party must provide written notice of same to the Authority and all Parties within fifteen (15) days after the litigation was filed or the issue(s) otherwise arose (in the event the issue will be considered by any court within such fifteen (15) day period, such notice shall be provided as promptly as is practical after the Party receives notice of such pending court consideration) and consent to intervention in such litigation by the Authority and any other Party.

19.15. Notwithstanding anything to the contrary contained within or alluded to in this Agreement, nothing in this Agreement shall in any way diminish or modify any right or power of County to take the following actions before the Formation Conditions have been met:

19.15.1. Implement any recycling program County determines will help meet recycling goals established by the state or the Authority or identified by any expert retained by County, the Solid Waste Working Group established by the "Memorandum of Understanding Regarding Collaborative Study and Subsequent Development of an Integrated Solid Waste and Recycling System" between Broward County municipalities and County with an effective date of October 1, 2019, or the Authority; or

19.15.2. Contract for solid waste disposal capacity, or options therefor, with reasonable opportunities for coordination with representatives of the Authority, on such terms and conditions County determines will benefit the public, provided that the terms of any such agreement(s) contain a provision: (a) permitting County to assign the agreement(s) to the Authority after the Formation Conditions have been met; and (b) the Authority is not bound by such agreement(s) without its consent.

In addition, nothing contained within or alluded to in this Agreement shall at any time or in any way impede County from acting as it deems prudent to enable it to offer solid waste disposal capacity to municipalities that are not a party to the Agreement.

19.16. No Additional Financial Obligations. Notwithstanding anything to the contrary in this Agreement, prior to the Formation Conditions being met, the Authority shall take no action that in any way obligates any Party or Broward County resident to expend any money other than the amounts funded by the Parties as expressly stated in Section 5.4. The restrictions of this Section

19.16 shall not apply to any costs incurred by a Party pursuant to the Independent Counsel Procedures referenced in Section 6.10.2.

[The remainder of this page is intentionally left blank.]

IN WITNESS WHEREOF, the Parties hereto have made and executed this Agreement on the respective dates under each signature on behalf of each Party to this Agreement, signing by and through its Mayor or Vice-Mayor, authorized to execute same by action of its elected body.

[SIGNATURE PAGES OF PARTIES TO FOLLOW]

JOINDER BY AUTHORITY

By affirmative vote of the Governing Board of the Authority, signing by and through its Chair or Vice-Chair, the Authority hereby joins in this Agreement and further agrees to be bound by all terms, conditions, and obligations stated herein that apply to the Authority.

Signed: _____

Print Name: Gail Rose

Title: Chairperson

Date: 10/23/23

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement: BROWARD COUNTY through its BOARD OF COUNTY COMMISSIONERS, signing by and through its Mayor or Vice-Mayor, authorized to execute same by Board action on the 23 day of May, 2023, and the Municipal Parties, signing by and through their authorized signers.

COUNTY

ATTEST:

Broward County Administrator, as
ex officio Clerk of the Broward County
Board of County Commissioners

BROWARD COUNTY, by and through
its Board of County Commissioners

By _____
Mayor

26th day of May, 2023

Approved as to form by
Andrew J. Meyers
Broward County Attorney
115 South Andrews Avenue, Suite 423
Fort Lauderdale, Florida 33301
Telephone: (954) 357-7600

COUNTY COMMISSIONERS BROWARD COUNTY, FLORIDA CREATED OCT 1st 1915

By Matthew Haber Digitally signed by Matthew Haber Date: 2023.05.15 11:47:44 -04'00'
Matthew Haber (Date)
Assistant County Attorney

By Nathaniel Klitsberg Digitally signed by Nathaniel Klitsberg Date: 2023.05.15 15:53:47 -04'00'
Nathaniel A. Klitsberg (Date)
Senior Assistant County Attorney

COCONUT CREEK

WITNESS:

Danielle Nowak

Danielle Nowak

Print or type name

CITY OF COCONUT CREEK

Joshua Rydell, Mayor

25th day of May, 2023

WITNESS:

Jaqueline Batres

Jaqueline Batres

Print or type name

Karen M. Brooks

Karen M. Brooks, City Manager

ATTEST:

Joseph J. Kavanagh, City Clerk

APPROVED AS TO FORM BY:

Terrill C. Pyburn

Terrill C. Pyburn, City Attorney

INTERLOCAL AGREEMENT FOR SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY

MUNICIPALITY

ATTEST:

Tedra Allen, City Clerk

CITY OF COOPER CITY

By: _____
Greg Ross, Mayor

31st day of August, 2023

I HEREBY CERTIFY that I have approved this Agreement as to form and legal sufficiency subject to execution by the parties:

Jacob Horowitz, City Attorney

IN WITNESS WHEREOF, the CITY OF CORAL SPRINGS and BROWARD COUNTY have caused these present to be executed in their respective names by the proper officials the day and year first above written.

ATTEST:

GEORGIA ELLIOTT, CMC, City Clerk

CITY OF CORAL SPRINGS, FLORIDA

SCOTT BROOK, Mayor

APPROVED AS TO FORM:

John J. Hearn

John J. Hearn
City Attorney

MUNICIPAL SIGNATURE PAGE

By affirmative vote of the City Commission of the City of Dania Beach, Florida, signing by and through its Mayor or Vice Mayor, the City hereby joins in this Agreement and further agrees to be bound by all terms, conditions and obligations stated herein that apply to the City.

CITY:

CITY OF DANIA BEACH, FLORIDA, a Florida Municipal Corporation

ATTEST:

Elora Riera Digitally signed by Elora Riera Date: 2023.08.09 10:28:40 -04'00'

ELORA RIERA, MMC
CITY CLERK

Archibald J. Ryan IV Digitally signed by Archibald J. Ryan IV Date: 2023.08.09 10:28:19 -04'00'

ARCHIBALD J. RYAN IV
MAYOR

Ana M. Garcia Digitally signed by Ana M. Garcia Date: 2023.08.07 08:15:58 -04'00'

ANA M. GARCIA, ICMA-CM
CITY MANAGER

Dated: August 7, 2023

APPROVED FOR FORM AND CORRECTNESS:

Eve A. Boutsis Digitally signed by Eve A. Boutsis Date: 2023.08.04 16:06:54 -04'00'

EVE A. BOUTSIS
CITY ATTORNEY

INTERLOCAL AGREEMENT FOR SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY, FLORIDA

TOWN OF DAVIE

TOWN OF DAVIE

WITNESS:

Gillian Brewster
Print or type name

By: Judy Paul
Mayor

7 day of June, 2023

WITNESS:

Armani Beaumont

By:
Town Administrator

ATTEST:

By:
Town Clerk

APPROVED AS TO FORM:
Allan Weinthal, Town Attorney

By:
Town Attorney

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement: BROWARD COUNTY through its BOARD OF COUNTY COMMISSIONERS, signing by and through its Mayor or Vice-Mayor, authorized to execute same by Board action on the 23 day of May 2023, and the CITY OF DEERFIELD BEACH, signing by and through their authorized signers.

CITY OF DEERFIELD BEACH

ATTEST:

HEATHER MONTEMAYOR, CITY CLERK

By _____
BILL GANZ, Mayor

18 day of July 2023

By _____ 7/18/23
CITY ATTORNEY (Date)

CITY OF FORT LAUDERDALE, a Florida municipal corporation

By: _____
DEAN J. TRANTALIS
Mayor

By: _____
GREG CHAVARRIA
City Manager

ATTEST:

By: _____
DAVID R. SOLOMON
City Clerk

Approved as to Legal Form and Correctness:
D'Wayne M. Spence, Interim City Attorney

By: _____
RHONDA MONTOYA HASAN
Assistant City Attorney

INTERLOCAL AGREEMENT FOR SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY, FLORIDA

TOWN OF HILLSBORO BEACH, through its Town Commission, signing by and through its Mayor, authorized to execute the same by Commission action on the 6th day of June, 2023.

TOWN

ATTEST:

Sherry D. Henderson, CMC
TOWN CLERK

TOWN OF HILLSBORO BEACH, a municipal corporation

By: _____
TOWN MAYOR

Irene Kirdahy
Print Name

6th day of June, 20 23

APPROVED AS TO FORM:

Donald J. Doody, Town Attorney

TOWN OF HILLSBORO BEACH FLORIDA

Designated Address for Notices include e-mail address(es):

Sherry D. Henderson, CMC Town Clerk
Town of Hillsboro Beach
1210 Hillsboro Mile,
Hillsboro Beach, FL 33062
SHenderson@TownofHillsboroBeach.com

Donald J. Doody, Town Attorney
GOREN, CHEROF, DOODY & EZROL Attorneys at Law
3099 East Commercial Boulevard, Suite 200
Fort Lauderdale, Florida 33308
DDoody@GorenCherof.com

CITY OF HOLLYWOOD

David Keller, Director
Financial Services

Joshua Levy, Mayor

15 day of August, 2023

George R. Keller, Jr. CPPT
City Manager

DS

ATTEST:

APPROVED AS TO FORM:

Patricia A. Cerny, MMC
City Clerk

Douglas R. Gonzales
City Attorney

LAUDERDALE LAKES

INTERLOCAL AGREEMENT FOR SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY

Attest:

Venice Howard
City Clerk

City of Lauderdale Lakes

By: Veronica Edwards Phillips
Veronica Edwards Phillips
Mayor

8 day of Aug, 2023

Approved as to form:

By: _____
Sidney C. Calloway
City Attorney

8th day of Aug, 2023

DocuSign Envelope ID: 789CE7F5-B0DF-4894-9BA9-FA3036DB147A

ATTEST:

DocuSigned by:
Katrina Adler
DCE1FD743A4A498...
Katrina Adler, Town Clerk

TOWN OF Lauderdale-By-The-Sea

DocuSigned by:
B0A8AE8CC88D4A1...
Chris Vincent, Mayor

Date: 7/11/2023 | 11:56 AM PDT

APPROVED AS TO FORM:

DocuSigned by:
Susan Trevarthen
7651C1375CC5435...
Susan Trevarthen, Town Attorney

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement: THE CITY OF LAUDERHILL through its CITY COMMISSION, signing by and through its Mayor, authorized to execute same by City Commission action via approval of Resolution No. 23R-04-116 on April 24, 2023.

CITY OF LAUDERHILL

ATTEST:

CITY CLERK – Andrea M. Anderson

(Seal)

CITY OF LAUDERHILL, FLORIDA

By _____
MAYOR - Ken Thurston

Date 5/25/23

By _____
CITY MANAGER – Desorae Giles Smith

Date 5/25/23

Approved as to Form:

Angel Petti Rosenberg
City Attorney

Date 5/25/23

INTERLOCAL AGREEMENT FOR SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY

Village

Village of Lazy Lake

Attest:

By _____
Richard Willard
Mayor

Tedra Allen
Village Administrative Assistant

10th day of June, 2023

Approved as to form:

By _____
Pamala H. Ryan
Village Attorney

8th day of June, 2023

CITY OF LIGHTHOUSE POINT

ATTEST:

City Clerk

CITY OF LIGHTHOUSE POINT

By:

Mayor

Kyle VanBuskirk

Print Name

27 day of October, 2023

I HEREBY CERTIFY that I have approved this Agreement as to form and legal sufficiency subject to execution by the parties:

City Attorney

CITY OF LIGHTHOUSE POINT

ATTEST:

City Clerk

CITY OF LIGHTHOUSE POINT

By: _____
Mayor

Kyle Van Buskirk
Print Name

11 day of July, 2023

I HEREBY CERTIFY that I have approved this Agreement as to form and legal sufficiency subject to execution by the parties:

_____
City Attorney

JOINDER BY AUTHORITY

ADDITIONAL SIGNATURE PAGE

By affirmative vote of the Governing Board of the Authority, signing by and through its Chair or Vice-Chair, the Authority hereby joins in this Agreement and further agrees to be bound by all terms, conditions, and obligations stated herein that apply to the Authority.

Cale Curtis, City Manager

13th day of June, 2023

ATTEST:

Jennifer M. Johnson, City Clerk

13th day of June, 2023

APPROVED AS TO FORM:

David N. Tolces, Interim City Attorney

15th day of June, 2023

CITY OF MARGATE

Anthony N. Caggiano, Mayor

28th day of June 2023

Cale Curtis, City Manager

28th day of June, 2023

ATTEST:

Jennifer M. Johnson, City Clerk

28th day of June, 2023

APPROVED AS TO FORM:

David N. Tolces, Interim City Attorney

28th day of June, 2023

MIRAMAR

CITY OF MIRAMAR, FLORIDA

By: _____ Date: 6/21/2023
Dr. Roy L. Virgin, City Manager

ATTEST:

_____
Denise A. Gibbs, City Clerk

Approved as to form and legal sufficiency
for the use of and reliance by the City of
Miramar only:

By _____
Austin Pamies Norris Weeks Powell, P.L.L.C
City Attorney

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement: CITY OF NORTH LAUDERDALE through its BOARD OF COMMISSIONERS, signing by and through its City Manager, authorized to execute same by Board action on the 13th day of June, 2023.

CITY

ATTEST:

ELIZABETH GARCIA-BECKFORD, CITY CLERK
8/2/23

CITY OF NORTH LAUDERDALE, by and through its Board of Commissioner's

By
CITY MANAGER MICHAEL SARGIS

2 day of August, 2023

APPROVED AS TO LEGAL FORM:

8/1/2023
CITY ATTORNEY SAMUEL S. GOREN

IN WITNESS WHEREOF, the City of Oakland Park, Florida signing by and through its Mayor duly authorized to execute this Agreement by City Commission action taken on 6/7/23, 2023.

WITNESSES:

Michelle V. Fletcher
Print Name

Robin Greco
Print Name

CITY OF OAKLAND PARK, FLORIDA,
a Florida municipal association

BY: [signature]
MAYOR

Date: July 26, 2023

Attest:

[signature]
RENEE SHROUT, CITY CLERK

R. 2023.091

CITY OF OAKLAND PARK INCORPORATED 1929 FLORIDA

Notices:

As to Municipality:
Attn: David Hebert, City Manager
City of Oakland Park
3650 NE 12th Avenue
Oakland Park, FL 33334

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement on the respective dates under each signature: City of Parkland through its City Commission, signing by and through its Mayor, authorized to execute same by Commission action on the 17th day of May, 2023; and Broward County authorized to execute same.

CITY OF PARKLAND through its City Commission

By: _____
Richard W. Walker, Mayor

22nd day of August, 2023

_____
Alyson Morales, City Clerk

By: _____
Nancy Morando, City Manager

22nd day of August, 2023

Approved as to form and legality
for the use of and reliance by the
City of Parkland only:

By: _____
Anthony Soroka, City Attorney

22nd day of August, 2023

(CITY SEAL)

City of Parkland SEAL Broward County Florida

MUNICIPAL SIGNATURE PAGE

TOWN OF PEMBROKE PARK

ATTEST:

Town Clerk

(Signature)

Marlen Martell

(Print or type name)

(SEAL)

By: _____

Ashira Mohammed, Mayor (Signature and Date)

APPROVED AS TO LEGAL FORM:

Interim Town Attorney (Signature)

Jacob Horwitz

(Print or Type Name

City of Plantation

Attest:

Elsa Thompson
~~April Beggerow, City Clerk~~
Elsa Thompson, Asst. City Clerk

By: _____
Nick Sortal, Mayor

7th day of June, 2023

Approved ~~As~~ To Form:

By: _____

Name: Amy L. Ezrol

Title: City Attorney

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement: BROWARD COUNTY through its BOARD OF COUNTY COMMISSIONERS, signing by and through its Mayor or Vice-Mayor, authorized to execute same by Board action on the 23 day of May 2023, and the Municipal Parties, signing by and through their authorized signers.

MUNICIPALITY

ATTEST:

Stan Path
VILLAGE CLERK

Village of Sea Ranch Lakes

By: _____
Village MAYOR

Jeffrey Nelson
Print Name

29 day of June, 2023

I HEREBY CERTIFY that I have approved this Agreement as to form and legal sufficiency subject to execution by the Parties:

_____
Village Attorney Sean Stuart

Solid Waste Disposal and Recyclable Materials Processing Authority

PASSED AND ADOPTED by the Town Council of the Town of Southwest Ranches, Florida, this 10th day of August, 2023.

Steve Breitkreuz, Mayor

ATTEST:

Russell Muñiz, Assistant Town Administrator/Town Clerk

Approved as to Form and Correctness:

Keith Poliakoff, J.D., Town Attorney

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement: CITY OF SUNRISE, through its Mayor, authorized to execute same on the 23rd day of May, 2023

CITY OF SUNRISE

CITY OF SUNRISE

ATTEST:

CITY OF SUNRISE CORPORATE SEAL 1961 A MUNICIPAL CORPORATION FLORIDA

Felicia M. Bravo
City Clerk

By _____
Mayor Michael J. Ryan

13 day of June, 2023

Approved as to form for the
City of Sunrise

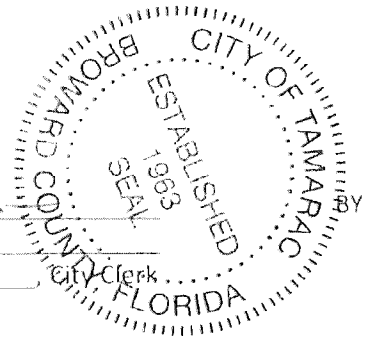
By _____
Kimberly A. Kisslan
City Attorney

TAMARAC

INTERLOCAL AGREEMENT FOR SOLID WASTE DISPOSAL AND RECYCLABLE MATERIALS PROCESSING AUTHORITY OF BROWARD COUNTY, FLORIDA

PARTICIPATING COMMUNITY

ATTEST:



Kimberly Dubb, City Clerk

City of Tamarac

BY: Michelle J. Gomez
Michelle J. Gomez, Mayor

21st day of July, 2023

Approved as to form and legality:

By: _____
City Attorney

17th day of July, 2023

By: Latoya Holloway for Levent Sucuoglu
Levent Sucuoglu City Manager

19 day of July, 2023

MUNICIPALITY

ATTEST:

Alexandra Grant, City Clerk

CITY OF WEST PARK

By: _____

Felicia M. Brunson, Mayor

27 day of OCTOBER, 2023

I HEREBY CERTIFY that I have approved this Agreement as to form and legal sufficiency subject to execution by the parties:

Burnadette Norris-Weeks, City Attorney

WEST PARK

MUNICIPALITY

ATTEST:

Alexandra Grant, City Clerk

CITY OF WEST PARK

By: _____
Felicia M. Brunson, Mayor

(RESOLUTION #2023-65)

8 day of AUGUST, 2023

I HEREBY CERTIFY that I have approved this Agreement as to form and legal sufficiency subject to execution by the parties:

Burnadette Norris-Weeks, City Attorney

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement on the respective dates under each signature: City of Weston through its City Commission, signing by and through its Mayor, authorized to execute same by Commission action on the 5th day of June 2023.

CITY OF WESTON, through its City Commission

By: _____
Margaret Brown, Mayor
21st day of August, 2023

Patricia A. Bates, MMC, City Clerk

By: _____
Donald P. Decker, City Manager/CEO

21st day of August, 2023

(CITY SEAL)

Approved as to form and legality
for the use of and reliance by the
City of Weston only:

By: _____
Jamie Alan Cole, City Attorney
21st day of August, 2023

WILTON MANORS

Municipal Party

ATTEST:

Faith Lombardo, J.D., CMC, City Clerk

CITY OF WILTON MANORS, FLORIDA

BY:

Scott Newton, Mayor

Approved as to form:

/s/ Kerry L. Ezrol

Kerry L. Ezrol, City Attorney

CITY OF PARKLAND
Meeting: Wednesday, July 8, 2026

AGENDA SUMMARY
Regular Agenda
Agenda Item: 9.F.

TITLE: Ordinance 2026-005: Amending the MiraLago Master Plan (Second Reading) (*Deferred to August 12, 2026)*
An Ordinance of the City Commission of the City of Parkland, Florida approving an amendment to the approved Miralago Master Plan to allow for a maximum of 135,000 square feet of development on parcel C and to amend conditions of approval established in Ordinance 2011-036 pertaining to maximum development allowances for the property; generally located at the northwest corner of N. University Drive and W. Hillsboro Blvd. (Somerset Academy Expansion; Application No. 2025-5-MPA): providing for conflicts, severability, and an effective date.
SUBMITTED BY: Kaitlyn Forbes, Anthony Soroka
ORIGIN OF REQUEST: City Commission
MEETING GROUP: City Commission

STAFF RECOMMENDATION
Staff recommends approval.
STRATEGIC PLAN
Strategy: Effective and Efficient Government
Goals & Actions by Strategy: Other

BACKGROUND & PURPOSE
The applicant proposes to amend the approved master plan to increase the development allowance on Parcel C (Subject Site) from 110,000 square feet to 135,000 square feet of commercial development. Conditions of approval from Ordinance 2011-36 would be modified to reflect this increase shown on the modified master plan. The proposed increase in development allowance accommodates a proposed expansion of the existing charter school that was originally approved in 2018.

Public Hearings:
Planning & Zoning Board (April 9, 2026) – Vice Chair Avello made a motion to approve. Board Member Rogers seconded the motion. The board passed (5-1) with Goldstein dissenting.

City Commission (May 6, 2026) First Reading - Commissioner Isrow motioned to approve. Commissioner Kanterman seconded the motion. The Commission passed (4-1) with Vice-Mayor Brier dissenting.

City Commission (May 20, 2026) Second Reading - A motion was made to have a June 3, 2026, City Commission workshop, defer all of these items (Items 9B, 9C, 9D, 9E and 9F) to

the July 8, 2026, City Commission meeting, and authorize Staff to take the necessary actions to process the building permit/application for the removal of the Jersey barrier and the enclosure of existing Building "B"/Phase 0 at the School, and waiving the six-day call-up time period.

FISCAL IMPACT

n/a

EXPIRATION OF CONTRACT

n/a

ATTACHMENTS

1. Master Plan Ordinance - Charter School.4.27.26.v2
2. Ordinance Exhibit A - Master Plan Amendment_06.10.26 - Clouded
3. Staff Report - Master Plan Amendment - CC Update
4. JustificationStatement_MP_06.18.26
5. Master Plan Amendment App_03.09.26
6. business-impact-estimate-Miralago MPA

ORDINANCE NO. 2026-005

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA, APPROVING AN AMENDMENT TO THE APPROVED MIRALAGO MASTER PLAN TO ALLOW FOR A MAXIMUM OF 135,000 SQUARE FEET OF DEVELOPMENT ON PARCEL C AND TO AMEND CONDITIONS OF APPROVAL ESTABLISHED IN ORDINANCE 2011-036 PERTAINING TO MAXIMUM DEVELOPMENT ALLOWANCES FOR THE PROPERTY GENERALLY LOCATED AT THE NORTHWEST CORNER OF N. UNIVERSITY DRIVE AND W. HILLSBORO BLVD. (SOMERSET ACADEMY EXPANSION; APPLICATION NO. 2025-5-MPA); PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, Application No. 2025-5-MPA (the "Master Plan Amendment Application") was submitted to the City of Parkland ("City") by Parkland School Property LLC (the "Applicant") seeking approval to increase the allowable development on Parcel C of the Miralago Master Plan (the "Master Plan"); and

WHEREAS, the Master Plan was originally adopted on January 4, 2012, via Ordinance 2011-36, and was later amended on April 17, 2014, via Ordinance 2014-03; and

WHEREAS, the Master Plan currently is restricted to 110,000 square feet of commercial development on Parcel C through the Master Plan drawing and conditions of approval; and

WHEREAS, the Applicant currently operates a kindergarten through eighth grade public charter school on Parcel C, which is generally located at 8401 N. University Drive, Parkland, Florida (the "Property"); and

WHEREAS, the Applicant is seeking to expand the school physically and operationally to allow for kindergarten through twelfth grade, and the Applicant's Master Plan Amendment Application has requested to increase the development allowance of Parcel C to 135,000 square feet (the "Expansion"); and

WHEREAS, the Applicant has submitted concurrent applications to amend the Restrictive Plat Note and the previous Special Exception and Site Plan Approvals to provide for the Expansion; and

WHEREAS, the Master Plan Amendment Application, attached and incorporated herein as Exhibit "A", was reviewed by pertinent City staff and recommended for approval; and

WHEREAS, on April 9, 2026, the Planning and Zoning Board voted to recommend approval of the Master Plan Amendment Application; and

WHEREAS, the notice and hearing requirements as provided in the City Code of Ordinances have been satisfied; and

WHEREAS, the City Commission has considered the evidence and testimony presented by the Applicant and other interested parties and the recommendations of the various City of Parkland review agencies and staff; and

WHEREAS, based upon the evidence in the record and presented at the hearing before the City Commission, the City Commission finds that all applicable Land Development Code requirements have been met, the Master Plan Amendment is consistent with the City's Comprehensive Plan and approval of the Master Plan Amendment Application is in the best interest of the City.

NOW, THEREFORE, BE IT ORDAINED 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 made a specific part of this Ordinance.

Section 2. The Master Plan Amendment Application is hereby approved, subject to the following conditions of approval, all of which shall be satisfied by the Applicant:

a. As part of the increase of the development allowance of Parcel C to 135,000 square feet of commercial use, any square footage of development on the Property in excess of 109,000 square feet shall be utilized as a gymnasium (including supplemental spaces such as additional instructional space), as identified as Building E on the related Site Plan Amendment for the Expansion.

b. The following recorded agreements shall be amended as required to reflect the proposed Expansion, and approved by all applicable parties and recorded in the Public Records of Broward County as follows:

    i. Prior to issuance of any permits, the First Amendment to the Developer's Agreement, in a form approved by the City Attorney, shall be executed by the applicant and recorded in the public records of Broward County.

    ii. Prior to issuance of any permit that causes development on the Property to exceed 110,000 square feet, as currently limited, the revised Declaration of Restrictive Covenants shall be approved and recorded in the public records of Broward County to allow for an increase of up to 135,000 square feet of public charter school on Parcel C.

c. All previous conditions of approval shall remain in effect, except as modified by the Master Plan Amendment Application, which include the following:

    i. Ord. 2011-36, Exhibit B, Condition of Approval #2, shall be replaced with the following condition: "All development on the Property shall be governed by and be consistent with the Master Plan amended by Schmidt Nichols, dated March 30, 2026. The Master Plan is incorporated by reference into this Ordinance and made

a part hereof. The maximum number of single family dwelling units approved as part of the Master Plan shall not exceed 526 units; the maximum number of multi-family dwelling units approved as part of the Master Plan shall not exceed 250 units; and the maximum square footage for the commercial parcel shall not exceed 135,000 square feet, provided that any square footage of development on the Property in excess of 109,000 square feet shall be utilized as a gymnasium (including supplemental spaces such as additional instructional space), as identified as Building E on the related Site Plan Amendment for the Expansion

ii. Ord. 2011-36, Exhibit B, Condition of Approval #17, shall be modified, in part, to read as follows:
"Payment of impact fees as required by applicable City Ordinances shall be required prior to issuance of each building permit. Payment of the applicable fees for all 526 single family dwelling units, 250 multi-family dwelling units, and 135,000 square feet of commercial (school use) shall be a condition of this approval."

d. Failure to comply with all requirements as set forth herein shall constitute a violation of the applicable Site Plan for the Property and the City's Land Development Code and shall be enforceable by any means available under applicable law.

e. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of all of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the applications.

Section 3. Conflicts. All Ordinances or parts of Ordinances, Resolutions or parts of Resolutions, in conflict with this Ordinance are hereby repealed to the extent of such conflict.

Section 4. Severability. Should any section or provision of this Ordinance 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 Ordinance as a whole or part thereof other than the part declared to be invalid.

Section 5. Effective date. This Ordinance shall take effect immediately upon its passage and adoption on Second Reading.

PASSED 1ST READING ON this 20th day of MAY, 2026.

PASSED 2nd READING AND ADOPTED ON this 8th day of JULY, 2026.

CITY OF PARKLAND, FLORIDA

_____
RICHARD W. WALKER
MAYOR

ATTEST:

_____
ALYSON MORALES, MMC
CITY CLERK

Approved as to form and legality

_____
ANTHONY SOROKA
CITY ATTORNEY

Record of the vote

Mayor Walker ____

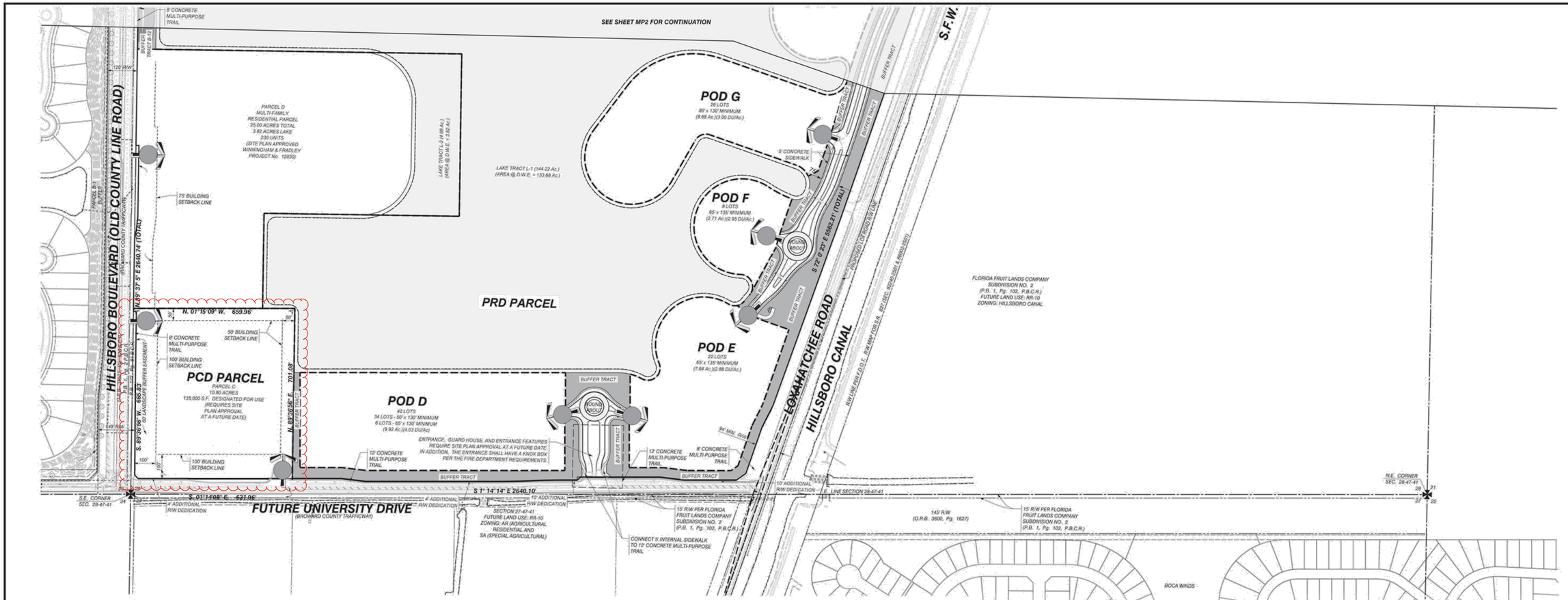
Vice Mayor Brier ____

Commissioner Isrow ____

Commissioner Kanterman ____

Commissioner Murphy Salomone ____

Exhibit A: Amended Master Plan



MIRALAGO MASTER PLAN SITE DATA

OVERALL PARCEL DATA

SURVEY BOUDARY DATA

AREA	SQ. FT.	ACRES
SITE BOUNDARY	16,539,800	379.702
RIGHT-OF- WAY TO BE VACATED	0	0.000
TOTAL GROSS SITE AREA	**16,539,800**	**379.702**
RIGHT-OF- WAY TO BE DEDICATED	15,428	0.354
TOTAL NET SITE AREA	**16,524,372**	**379.347**

PARCEL NET ACREAGES

PARCEL	SQ. FT.	ACRES
SINGLE-FAMILY PARCEL	14,509,646	333.096
MULTI-FAMILY PARCEL (PARCEL D)	1,084,850	24.905
COMMERCIAL PARCEL (PARCEL C)	450,296	10.337
SINGLE-FAMILY PARK (PARCEL A)	342,044	3.853
MULTI-FAMILY PARK (PARCEL B)	136,125	3.125
TOTAL PARCEL AREA	**16,522,931**	**379.315**

PARK ACREAGES (NO CHANGE)

SINGLE-FAMILY

AREA	SQ. FT.	ACRES
SINGLE-FAMILY PARK PARCEL DEDICATION	310,010	7.117
WATER MANAGEMENT RESERVED FROM SINGLE-FAMILY PARCEL	68,041	1.562
TOTAL PARK DEDICATION REQUIRED	378,050	8.679
SINGLE-FAMILY PARK BUFFER EASEMENT	32,005	0.735

MULTI-FAMILY

MULTI-FAMILY PARK PARCEL DEDICATION	120,975	2.777
WATER MANAGEMENT RESERVED FROM SINGLE-FAMILY PARCEL	15,150	0.348
TOTAL PARK DEDICATION PROVIDED	136,125	3.125
SINGLE-FAMILY PARK BUFFER EASEMENT	23,596	0.542
TOTAL PARK AREA (EXCLUDING BUFFER)	**1,083,952**	**11.804**

NOTES:

1. PRIVATE AND PUBLIC PARK DEDICATION REQUIREMENT CALCULATION FOR SINGLE-FAMILY: (5.00 ACRES/1000 X (526 UNITS x 3.3 PERSONS/UNIT = 8.679 ACRES. (BASED ON 2.0 DU/AC)
2. PRIVATE AND PUBLIC PARK DEDICATION REQUIREMENT CALCULATION FOR MULTI-FAMILY: (5.00 ACRES/1000) x (250 UNITS x 2.5 PERSONS,/UNIT = 3.125 ACRES. (BASED ON 10.0 OU/AC)

FUTURE LAND USE	LOW 2 RESIDENTIAL
EXISTING ZONING	RR-10*

*PALM BEACH COUNTY RESIDENTIAL ESTATE

SINGLE -FAMILY PARCEL

SURVEY BOUDARY DATA

AREA	SQ. FT.	ACRES	%
LOTS	4,805,812	110.326	33.12%
LAKES/WATERWAYS	5,858,616	134.495	40.38%
WATER MANAGEMENT TRACT GREEN	483,036	11.089	3.33%
BUFFER TRACTS	1,317,636	30.249	9.08%
PRIVATE RIGHT-OF WAY	1,822,566	41.840	12.56%
CLUBHOUSE (PARCEL E)	221,980	5.096	1.53%
TOTAL NET SITE AREA	**14,509,646**	**333.096**	**100.00%**

PERVIOUS/IMPERVIOUS SITE DATA

IMPERVIOUS

AREA	SQ. FT.	ACRES	%
BUILDING COVERAGE (SEE BELOW)	3,019,700	69.323	21.14%
DRIVEWAYS	208,000	4.775	1.46%
POOLS/PATIOS	234,000	5.372	1.64%
PRIVATE R/W PAVEMENT	898,289	20.622	6.29%
SIDEWALK	309,204	7.098	2.16%
CURBING	296,913	6.816	2.08%

PERVIOUS

LAKE BANK	483,036	11.089	3.38%
INTERIOR GREEN	1,635,796	37.553	11.45%
LOT GREEN	1,344,112	30.857	9.41%
LAKES/WATERWAYS	5,858,616	134.495	41.00%
TOTAL IMPERVIOUS	**4,966,106**	**114.006**	**34.76%**
TOTAL PERVIOUS	**9,321,560**	**213.994**	**65.24%**
TOTAL NET SITE AREA	**14,287,666**	**328.000**	**100.00%**

MAXIMUM BUILDING COVERAGE CALCULATION

AREA	SQ. FT.	ACRES	%
50' x 125' LOTS (137 LOTS x 3,650 S.F.)	500,050	11.480	3.45%
50' x 130' LOTS (160 LOTS x 3,850 S.F.)	616,000	14.141	4.25%
65' x 130' LOTS (99 LOTS x 4,850 S.F.)	480,150	11.023	3.31%
65' x 135' LOTS (130 LOTS x 5,100 S.F.)	663,000	15.220	4.57%
80' x 130' LOTS (26 LOTS x 5,850 S.F.)	760,500	17.459	5.24%
BUILDING COVERAGE TOTAL	**3,019,700**	**69.323**	**20.81%**

SINGLE-FAMILY PARCEL OPEN SPACE CALCULATION

AREA	SQ. FT.	ACRES	%
WATER MANAGEMENT TRACTS	6,258,462	143.675	43.13%
BUFFER TRACTS	1,161,565	26.666	8.01%
LOT OPEN SPACE	278,976	6.404	1.92%
TOTAL OPEN SPACE PROVIDED	**7,699,003**	**176.745**	**53.06%**

SINGLE-FAMILY PARCEL PRIVATE PARK CALCULATION

AREA	SQ. FT.	ACRES	%
CLUBHOUSE (PARCEL E)	221,980	5.096	1.53%
PORTION OF BUFFER TRACT B-2 (SEE PLAN)	156,071	3.583	1.08%
PRIVATE PARK TOTAL	**378,050**	**8.68**	**2.61%**

LOT DATA

LOT FRONTAGE (R/W FEET)	34,517
LOT DEPTH (MAXIMUM)	135'
LOT WIDTH (MINIMUM)	50'
SETBACKS	VARIES (SEE SHEET LD1)
NUMBER OF SINGLE-FAMILY LOTS (DU)	520
NUMBER OF PODS	10
TOTAL GROSS DENSITY	2 UNITS/ACRE

POD DATA

POD	UNITS	SQ. FT.	ACRES	DU/AC
A	26	307,427	7.06	3.68
B	102	952,585	21.87	4.66
C	121	1,210,800	27.80	4.35
D	40	432,003	9.92	4.03
E	22	332,714	7.64	2.88
F	8	117,959	2.71	2.95
G	26	377,932	8.68	3.00
H	66	805,495	18.49	3.57
I	75	966,266	22.18	3.38
J	34	340,893	7.82	4.35
TOTAL (SEE NOTE 5 BELOW)	520	5,843,874	134.16	3.88

SUMMARY OF MINIMUM LOT SIZES

50' x 125'	50' x 130'	65' x 130'	65' x 135'	80' x 130'
137	160	67	130	26

NOTES:

1. PERVIOUS/IMPERVIOUS TOTAL NET SITE AREA = TOTAL NET SITE AREA - CLUBHOUSE
2. OPEN SPACE CALCULATION DOES NOT INCLUDE CLUBHOUSE, BUFFER AREA RESERVED FOR PRIVATE PARK AND WATER MANAGEMENT AREA RESERVED FOR MULTI-FAMILY PARCEL (POD K)
3. REFER TO SHEET OSP1 OF 1 FOR ALL EASEMENTS.
4. BUILDING COVERAGE PERCENTAGE = BUILDING AREA / NET SITE AREA
5. GROSS DENSITY = 520 UNITS/341.25 ACRES = 1.52 DU/AC
6. ONLY THOSE CHANGES INCLUDED IN THE CLOUDED AREAS, NO OTHER MODIFICATIONS HAVE BEEN MADE TO THE REMAINDER OF THE MASTER PLAN.

MULTI-FAMILY PARCEL (PARCEL D)

AREA	SQ. FT.	ACRES
DEVELOPABLE AREA	849,009	19.491
BUFFER EASEMENT	62,016	1.424
WATER MANAGEMENT	177,904	4.084
TOTAL GROSS SITE AREA	**1,088,930**	**24.998**
RIGHT-OF- WAY TO BE DEDICATED	4,080	0.094
TOTAL NET SITE AREA	**1,084,850**	**24.905**
NUMBER OF MULTI-FAMILY UNITS (DU)	230	
NUMBER OF PODS	1	
TOTAL GROSS DENSITY	10 UNITS/ACRE	

COMMERCIAL PARCEL (PARCEL C)

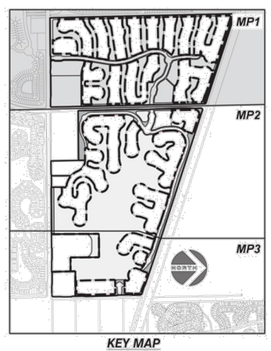
AREA	SQ. FT.	ACRES
TOTAL GROSS SITE AREA	**450,296**	**10.337**
COMMERCIAL SQUARE FOOTAGE	135,000 S.F	
NUMBER OF PODS	1	

MULTI-FAMILY PARCEL OPEN SPACE CALCULATION

AREA	SQ. FT.	ACRES	%
WATER MANAGEMENT TRACT	177,904	4.084	16.34%
BUFFER EASEMENT	75,839	1.741	6.95%
GREEN LOT OPEN SPACE	127,382	2.924	11.70%
TOTAL OPEN SPACE PROVIDED	**381,125**	**8.75**	**35.00%**

COMMERCIAL PARCEL OPEN SPACE CALCULATION

AREA	SQ. FT.	ACRES	%
TOTAL MIN. REQUIRED OPEN SPACE	**135,089**	**3.101**	**30%**



KEY MAP
SCALE: 1" = 200'

LEGEND

- ROADWAY
- BUFFER TRACT
- WATER MANAGEMENT TRACT
- PAVERS
- GROSS AREA PROPERTY LINE
- NET AREA PROPERTY LINE
- SECTION LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- DENOTES POD ACCESS POINT

ABBREVIATIONS

P.B.	PLAT BOOK
Pg.	PAGE
B.C.R.	BROWARD COUNTY RECORDS
P.B.C.R.	PALM BEACH COUNTY RECORDS
O.R.B.	OFFICIAL RECORD BOOK
R/W	RIGHT-OF-WAY
N.S.I.D.	NORTH SPRINGS IMPROVEMENT DISTRICT
F.D.O.T.	FLORIDA DEPARTMENT OF TRANSPORTATION

NORTH

SCALE: 1" = 200'
(FOR 24"x 36" DRAWING)

GRAPHIC SCALE

400 200 100 0 200 600
(IN FEET)
1" = 200'

Master Plan Amended By:

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING
1551 N. Flagler Dr, Ste 102
West Palm Beach, FL 33401
Phone: 561.684.6141
Email: info@nrlandplan.com
Website: www.nrlandplan.com
License No: LC26000232

UNGER ENGINEERING SERVICES, INC.
CRAIG S. UNGER, P.E.
2560 N.E. 14th STREET CAUSEWAY #903, POMPANO BEACH, FL 33062
TEL: 954.769.6800 CELL: 954.270.8000
FAX: 954.946.2175
cunger@uesfla.com CA. LIC. No.: 40337

MASTER PLAN

MIRALAGO & TRIPLE H RANCH

LENNAR HOMES, LLC.

REVISIONS:
Resubmittal - 07/17/25
Resubmittal - 09/30/25
NO. DESCRIPTION

WINNINGHAM & FRADLEY, INC
ENGINEERS PLANNERS SURVEYORS
111 NE 34th STREET, CAUSEWAY PARK, FL 33064
(954) 315-7400 (561) 655-7400
WEBSITE: WWW.WINNINGHAMFRADLEY.COM
LB #2000 LB #2000

APPROVED:

DESIGNED: AMF DATE: 01/14
DRAWN: AMF DATE: 01/14
CHECKED: DATE:
PUBLISHED: 3/19/2026, 3:59:57 PM
PROJECT NUMBER: 13060
SHEET: MP3 OF 3

Cary D. Winningham FL. P.E. 23044

STAFF REPORT
CITY OF PARKLAND
DEVELOPMENT SERVICES DEPARTMENT

Date Prepared: March 18, 2026
Updated: April 27, 2026
Updated: June 17, 2026

I. PETITION DESCRIPTION

Petition No.: 2025-5-MPA

Project Name: MiraLago Master Plan Amendment – Parcel C

Owner, Petitioner: Parkland School Property, LLC
6457 Sunset Dr.
Miami, FL 33143

Request: Master Plan Amendment to allow for an increase in permitted development on Parcel C of the MiraLago Master Plan. The proposed increase allows for 135,000 square feet of commercial development where 110,000 square feet was previously permitted. The Amendment also includes revisions to previous conditions of approval in Ord. 2011-36 that limited development to the aforementioned 110,000 square feet.

Location: 8401 N. University Drive. Generally west of N. University Drive and north of W. Hillsboro Blvd. ("Subject site"). Location map included as Exhibit "A".

Land area: Approximately 10.337 acres.

II. LAND USE AND ZONING

	Existing Land Use	Future Land Use	Zoning
Subject Site	Charter School	Commercial	PCD
North	Residential, Single Family	R-2, Residential	PRD
South	Residential, Single Family	R-3, Residential	PRD
East	Agricultural, Unincorporated	Unincorporated	Unincorporated
West	Residential, Townhomes	R-2, Residential	PRD

1. BACKGROUND AND GENERAL INFORMATION

The subject site is Parcel C of the MiraLago Master Plan. Original master plan approval was granted via Ord. 2011-36, which included approval of the master plan itself, subject to certain conditions of approval. The master plan allowed for up to 110,000 square feet of commercial development (reflecting underlying land use). Conditions of approval in Ordinance 2011-36 included limitations that reflected the development allowances noted on the master plan drawing and tabular data. Ordinance 2014-03 later amended the approved master plan drawing to combine it with the master plan for what would become the Cascata community. Ordinance 2014-03 updated the master plan drawing and modified certain conditions of approval that were not pertinent to the subject site.

The subject site has a commercial land use designation and a Planned Commercial District (PCD) zoning designation. Uses in the PCD are limited to those permitted in the B-1, B-2 and OP zoning districts. The B-2 zoning district permits Educational and Vocational Institutions as a Special Exception use. As a result, the applicant has included the following concurrent applications:

- Plat Note Amendment
- Special Exception Application
- Site Plan Amendment Application
- Community Appearance Board Application

Amendments are also proposed to the Developer's Agreement that was prepared as a condition of approval for the original Site Plan, and to the Declaration of Restrictive Covenants that includes the County as an interested party (restricts development of Parcel C to reflect original master plan).

2. SUMMARY OF REQUEST

The applicant proposes to amend the approved master plan to increase the development allowance on Parcel C (Subject Site) from 110,000 square feet to up to 135,000 square feet of commercial development. Conditions of approval from Ordinance 2011-36 would be modified to reflect this increase shown on the modified master plan. The proposed increase in development allowance accommodates a proposed expansion of the existing charter school that was originally approved in 2018. The original approval allowed for a K-8 charter school in a facility that was approximately 98,638 square feet. This included a two-phase construction plan. The second phase of construction, which included the eastern wing of the school, facing University Drive, and a gymnasium were never constructed. The proposed plan now includes additional school facility space to accommodate a K-12 school with up to 2,100 students. The gymnasium is again incorporated into the proposed plans.

3. STAFF RECOMMENDATION

A. Staff finds 2025-5-MPA meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. As part of the increase of the development allowance of Parcel C to 135,000 square feet of commercial use, any square footage of development on the Property in excess of 109,000 square feet shall be utilized as a gymnasium (including supplemental spaces such as additional instructional space), as identified as Building E on the related Site Plan Amendment for the Expansion.

2. The following recorded agreements shall be amended as required to reflect the proposed Expansion, and approved by all applicable parties and recorded in the Public Records of Broward County as follows:

    a. Prior to issuance of any permits, the First Amendment to the Developer's Agreement, in a form approved by the City Attorney, shall be executed by the applicant and recorded in the public records of Broward County.

    b. Prior to issuance of any permit that causes development on the Property to exceed 110,000 square feet, as currently limited, the revised Declaration of Restrictive Covenants shall be approved and recorded in the public records of Broward County to allow for an increase of up to 135,000 square feet of public charter school on Parcel C.

3. All previous conditions of approval shall remain in effect, except as modified by the Master Plan Amendment Application, which include the following:

    a. Ord. 2011-36, Exhibit B, Condition of Approval #2, shall be replaced with the following condition: "All development on the Property shall be governed by and be consistent with the Master Plan amended by Schmidt Nichols, dated March 30, 2026. The Master Plan is incorporated by reference into this Ordinance and made a part hereof. The maximum number of single family dwelling units approved as part of the Master Plan shall not exceed 526 units; the maximum number of multi-family dwelling units approved as part of the Master Plan shall not exceed 250 units; and the maximum square footage for the commercial parcel shall not exceed 135,000 square feet, provided that any square footage of development on the Property in excess of 109,000 square feet shall be utilized as a gymnasium (including supplemental spaces such as additional instructional space), as identified as Building E on the related Site Plan Amendment for the Expansion

    b. Ord. 2011-36, Exhibit B, Condition of Approval #17, shall be modified, in part, to read as follows:
    "Payment of impact fees as required by applicable City Ordinances shall be required prior to issuance of each building permit. Payment of the applicable fees for all 526 single family dwelling units, 250 multi-family dwelling units, and 135,000 square feet of commercial (school use) shall be a condition of this approval."

4. Failure to comply with all requirements as set forth herein shall constitute a violation of the applicable Site Plan for the Property and the City's Land Development Code and shall be enforceable by any means available under applicable law.

5. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of all of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the applications.

4. Planning and Zoning Board Recommendation

(April 9, 2026) - Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1) with Goldstein dissenting.

5. City Commission Motion

City Commission (May 6, 2026) First Reading - Commissioner Isrow motioned to approve. Commissioner Kanterman seconded the motion. The Commission passed (4-1) with Vice-Mayor Brier dissenting.

City Commission (May 20, 2026) Second Reading - A motion was made to have a June 3, 2026, City Commission workshop, defer all of these items (Items 9B, 9C, 9D, 9E and 9F) to the July 8, 2026, City Commission meeting, and authorize Staff to take the necessary actions to process the building permit/application for the removal of the Jersey barrier and the enclosure of existing Building "B"/Phase 0 at the School, and waiving the six-day call-up time period.

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

Justification Statement
Somerset Parkland Academy
City of Parkland, Florida
Master Plan Amendment Application
Submittal: March 27, 2025
Resubmittal: September 25, 2025
Resubmittal: December 23, 2025
Resubmittal: February 17, 2026
Resubmittal: March 9, 2026
Resubmittal: April 28, 2026
Resubmittal: June 10, 2026
Resubmittal: June 18, 2026

Introduction

On behalf of the Applicant and Property Owner, Parkland School Property, LLC ("Applicant"), Schmidt Nichols ("Agent"), respectfully requests approval of this Master Plan Amendment Application for the Somerset Parkland Academy public charter school located in the City of Parkland, Florida. The 10.337-acre subject property (Folio: 4741 28 01 5290) is located at the northwest corner of University Drive and Hillsboro Boulevard within the Miralago at Parkland Planned Development ("subject property"). This application is being submitted concurrently with a Site Plan Review Application. This is required to confirm that the proposed public charter school layout, site design, and landscaping meet the technical requirements of the City of Parkland Land Development Code.

The subject property was annexed into the City of Parkland as part of the commercial portion (Parcel C) of the Debuys – Lennar Homes Miralago at Parkland planned development. Currently, the subject property has a Future Land Use designation of Commercial (C) and is Zoned Planned Commercial District (PCD). The subject property is currently developed with a 59,401 SF school (Somerset Parkland Academy). See attached survey for a detail of subject property and boundary. The subject property is bounded by University Drive and agricultural uses to the east, Hillsboro Boulevard and single-family residential homes of Parkland Golf and Country Club to the south, multi-family townhouses of Town Parc at Miralago and a water retention lake to the west, and single-family residential homes of Miralago at Parkland and a water retention lake to the north. Below is a summary chart of surrounding properties:

Adjacent Lands	Uses	FLU	Zoning
Subject Property	**School (Parkland Somerset Academy)**	**Commercial (C)**	**PCD**

North	Single-family Residential (Miralago at Parkland)	R-2	PRD
South	SF Residential (Parkland Golf and Country Club)	R-3	PRD
East	Hendrix's Farm - Agricultural	Palm Beach County RR 10	Palm Beach County AR
West	Multi-family Residential Townhouses (Town Parc)	R-2	PRD

Request

The Applicant respectfully requests approval of a Master Plan Amendment to the existing DeBuys Master Plan, which amends a condition of approval in Ordinance 2011-36, within the City of Parkland, Broward County, Florida. Specifically, the amendment proposes to:

- Increase the allowable development square footage on Pod C from 110,000 square feet to 135,000 square feet. The 2014 Master Plan is being amended (governed by MP-2014-003).

- Amend the conditions of approval (#2 and #17) within ordinance 2011-36 that reflects the limitation of the 110,000 square feet.

- Change the Commercial Parcel Open Space Calculation Table to only delineate the minimum requirements instead of site-specific square footages and acreages.

This Master Plan Amendment is necessary to reflect the updated plat note currently being submitted with Broward County.

The proposed amendment includes this increase in the approved commercial square footage to accommodate the proposed development of **125,672 SF**. The proposed development is reflected in the concurrently submitted Site Plan Amendment application. This revision ensures consistency between the Master Plan, the Site Plan, and the updated plat note square footage.

The removal of the site-specific open space requirements, including the Water Management Tract Area, Buffer Easement Area, and Green/Lot Open Space Area, and their replacement with the minimum open space requirement prescribed by the Land Development Code (30%), will provide greater flexibility for any future site plan applications. This modification would eliminate the need to concurrently amend the Master Plan should adjustments to these areas be required, while still ensuring compliance with the Code's minimum open space standards.

The specific conditions to be amended in Ordinance 2011-36 is Condition #2 and #17 which can be found under “Exhibit B – Development Conditions”.

Condition # 2 currently states:

All development on the Property shall be governed by and be consistent with the Master Plan prepared by Unger Engineering Services, Inc. and Winningham & Fradley, Inc. dated received by the Planning and Zoning Department on October 24, 2011. The Master Plan is incorporated by reference into this ordinance and made a part hereof. The maximum number of single family dwelling units approved as part of the Master Plan shall not exceed 526 units; the maximum number of multi- family dwelling units approved as part of the Master Plan shall not exceed 250 units; and the maximum square footage for the commercial parcel shall not exceed 110, 000 square feet.

Condition #17 currently states:

The City is in the process of implementing impact fees for administrative buildings, public works facilities and libraries. Payment of the fees as set forth in Ordinance Number 2011-38 (which implements said fees) shall be required prior to issuance of each building permit. Payment of said fees for all 526 single family dwelling units, 250 multi-family dwelling units and 110,000 square feet of commercial shall be a condition of this approval. The public park impact fee, the police impact fee and the fire impact fee requirements shall be as set forth below and shall all be paid prior to each building permit or as provided in a developer' s agreement acceptable to the City Commission, which agreement shall be executed prior to the issuance of a model/ single family dwelling unit permit. The applicant is meeting the private park level of service standard for the single- family portion of the project by providing a 3. 718 acre clubhouse Parcel C) and 4. 961 acres of buffers (Tract B- 2). The applicant is meeting the public park level of service standard by dedicating marketable title (as approved by the City Attorney) to 8. 68 acres of park land (Parcel A) for the single- family portion of the project (utilizing 3. 3 persons per household) and 3. 13 acres of park land (Parcel B) for the multi- family portion of the project (utilizing 2. 5 persons per household) to the City of Parkland as set forth in the Park Dedication Agreement approved in Resolution Number 2011- 95. Should the Master Plan be amended to reduce the clubhouse parcel or the buffers, the applicant shall be required to readdress the level of service standards.

The following is a summary of the other concurrently proposed applications for Somerset Parkland Academy:

- A Special Exception Use modification to allow a 2,100-student K-12 public charter school in a PCD zoning district (submitted under separate application); and
- Community Appearance Board Review of the building architecture and overall landscaping (submitted under separate application),
- Delegation application for an increase of square footage to the plat note to 135,000 s.f. (submitted under separate application)
- A Site Plan modification to allow a 2,100-student K-12 public charter school with

125,672 s.f. in a PCD zoning district (submitted under separate application).

- The office of Miskell Backman is processing the amended Development Agreement with the City.

Somerset Parkland Academy

The Applicant intends to expand the existing 2-story public charter school building that will house a total of 2,100 K-12 students for a total gross floor area of 125,672 s.f. This includes a 27,174 square-foot gymnasium building with lockers, a multi-purpose court, bleachers and classrooms. The school building addition includes 34 additional classrooms (previously 37 classrooms were proposed, but 3 were previously approved under Reso. 2026-040 on June 3, 2026), a cafeteria, as new interior courtyard play field, and an occupiable rooftop with turf for recreation, which is shaded by a series of canvas sails. This new building is noted as Building D and is two floors above surface parking as well as a rooftop recreational area.

The site plan provides for a drop-off area on the south side of Building E (Gymnasium) that can accommodate buses as well as emergency vehicles. The only buses that are designated entry to this area will be for the purpose of after school intramural activities and special sporting events that occur in off-peak hours. Two (2) covered bike racks have been provided for those students who opt to ride a bicycle to school. 203 parking spaces are provided, this meets and exceeds the SREF required number of 191.

The Somerset Parkland Academy public charter school has been designed for all student drop-off and pick-up traffic to enter and exit from the West Hillsboro Boulevard entrance. In fact, ALL traffic excepted for emergency vehicles and buses will enter and exit from W. Hillsboro Boulevard access point. Once vehicles enter the property, staff will direct vehicles into the double stacked lanes and controlled circulation to the main student drop-off/pick-up location. Turn lane capacity has been constructed along both W. Hillsboro Boulevard (east and westbound) and N. University Drive (north and southbound). Drop-off/pick-up times are staggered fifteen (15) minutes apart based on grades. The staggered drop-off and pick-up times and the additional turn lane capacity around the subject property will eliminate traffic congestions and ensure no vehicles are stacking on roadways off-site. The proposed site plan demonstrates a total on-site capacity for student drop-off/pick-up (234 vehicles) and the proposed queuing has been designed as a double row which can accommodate a total of 295 vehicles. Please see the Simmons and White traffic analysis and operation plan for more details on the drop-off stacking and design.

We will be conducting the expansion and improvements in a manner that ensures the safety of students, staff, and visitors while maintaining the functionality of the school during operating hours.

- Construction Staging & Deliveries:
  The western circular parking area of the north parking lot will be designated as the staging area for construction activities and material deliveries. All deliveries will be scheduled to avoid conflict with school drop-off and pick-up times.

Construction will be phased to minimize disruption to students, staff, and adjacent properties. Work hours, contractor access, material deliveries, and staging will be managed to avoid conflicts with peak school traffic periods, including morning drop-off and afternoon pick-up. Deliveries will be scheduled outside of these windows to the greatest extent practicable.

There will not be a permanent security guard assigned to the site during construction. However, a designated on-site construction representative will be present at all times during construction hours to manage and monitor site access. This individual will facilitate and control all vehicle ingress and egress to ensure that only authorized construction personnel and deliveries are permitted to enter the site.

The site access gates will remain closed and secured at all times except when actively in use for authorized entry or exit. The gates will not be left open during school hours or at any other time. Access procedures will be coordinated with the City and Broward Sheriff's Office (BSO) in accordance with the Development Agreement.

The primary staging area will remain within the western circular portion of the north parking lot. This area provides adequate space for equipment, temporary material storage, and contractor parking while maintaining separation from student areas. Temporary fencing will be installed and maintained to clearly delineate construction zones from active school operations and to prevent unauthorized access.

- Traffic Flow & Student Drop-Off/Pick-Up:
  To facilitate traffic circulation, the jersey barricade on the south side of the Phase I building will be removed during the summer break, and the asphalt driveway will be restriped to provide two lanes for student stacking and drop-off.
  When classes resume for the school year 2026-2027, a designated section will be blocked off and controlled by trained crossing guards on both the east and west sides. This area will accommodate 32 vehicles at a time (16 per lane). The crossing guards will manage all student unloading and loading activities. Vehicles will only be permitted to enter the blocked-off section once the prior group of 32 vehicles has completely exited. This rotation will continue throughout all drop-off and pick-up periods to ensure orderly and safe student movement.

  A Traffic Impact Statement prepared by Simmons & White evaluated the surrounding roadway network under existing, background, and total traffic conditions. The analysis identified several intersections within the study area where improvements may be required to maintain acceptable levels of service at buildout, including University Drive and Hillsboro Boulevard, Trails End and University Drive, University Drive and Loxahatchee Road, and Hillsboro Boulevard and Nob Hill Road. Potential mitigation measures include signalization or

roundabout improvements and minor lane configuration modifications.

Pursuant to Florida Statute 163.3180, improvements required to address background traffic conditions are not solely attributable to the proposed development. The applicant will coordinate with the City regarding proportionate fair share contributions toward applicable improvements, which are preliminarily estimated at approximately $228,250. These improvements are anticipated to occur in coordination with the City and Broward County as part of future roadway improvement programming and permitting, and may be implemented through proportionate share contributions or conditions of approval, as applicable. Additionally, the applicant has proposed constructing a roundabout at Hillsboro Boulevard and University Drive, subject to coordination with the City and Broward County.

- The exterior covered terrace and adjacent corridor next to the cafeteria will be and converted into a multipurpose room for students.

- Construction fencing to separate the construction area from the current buildings.

- As Somerset Parkland Academy continues to grow and our new gymnasium is being built, the school will implement a phased, flexible approach to high school athletics. In the short term, we will rent and partner with facilities (such as municipal, private gyms, and local sports complexes) to provide practice and competition space when possible and cost effective. We will offer a limited menu of sports based on student interest, safety, staffing, and the physical capabilities of our campus at each stage of development, expanding offerings as enrollment increases and facilities come online. In addition, consistent with Florida law, students whose school does not offer a particular sport may be eligible to participate in that sport at another public school, subject to district and FHSAA rules; this right is grounded in Florida's "Equal Opportunity for Access to Extracurricular Activities" provisions, including section 1006.15, Florida Statutes, which govern interscholastic extracurricular student activities and allow students to seek opportunities at other schools when activities are not available at their assigned or attending school.

- The applicant is proposing to construct the roundabout at the intersection of Hillsboro Boulevard at University Drive. Due to timing required to develop full design plans and to permit with Broward County it is not anticipated the roundabout would be constructed until 2027 which is to be proposed under a separate site plan amendment application. The specific requirements will be included in the conditions of approval.

History

Below is a history of the related development of the subject property:

History of Related Development Applications (DeBuys Property – Parcel C)				
Petition Number	**Instrument**	**Request**	**Action**	**Date**
------	Reso. 2007-41	Pre-annexation agreement	Approved	4/18/07
------	Reso. 2010-16	Amendment to pre-annexation agreement	Approved	2/17/10
House Bill 1315	-------	Annexation Bill	Approved	4/20/09
01-LUPA-09	Ord. 2009-55	Land Use Plan Amendment (DeBuys & Triple H)	Approved	8/18/10
02-MP-11& 03-Z-11	Ord. 2011-36	Master Plan & Rezoning	Approved	1/4/12
06-P-11	Ord. 2012-26	DeBuys Plat	Approved	4/4/12
MPA14-001	Ord. 2014-03	Master Plan Amendment	Approved	4/17/14
02-MP-12	113521825	Plat Note Amendment	Approved	3/10/15
02-MP-12	116642189	Plat Note Amendment	Approved	5/19/20
------	Reso. 2018-062	Site plan & Special Exception	Approved	------
------	Reso. 2025-040	SPA & CAB	Approved	6/3/26

City of Parkland
Planning and Zoning Department

6600 University Drive
Parkland, FL 33067

Phone (954) 753-5040
Fax (954) 341-5161

STAFF USE ONLY
Intake Date: _____By_____
Fee Paid: _____Receipt # _____
Case #: _____
[ ] Administrative review only (sec.22-204H.)
[ ] Commission review only (sec. 22-199 J.2)
[ ] Full review process (sec. 22-199 J.1)

MASTER PLAN AMENDMENT APPLICATION

INSTRUCTIONS TO APPLICANT:

1. Please complete all sections of this application. If not applicable, indicate with N/A
2. Provide required attachments as shown on the attached checklist.
3. Pay a filing fee in the amount of three thousand five hundred dollars ($3,500.00) and one escrow in the amount of four hundred dollars ($400.00) for advertisement fees and one escrow in the amount of one thousand dollars ($1,000.00) for professional fees and the amount of one thousand dollars ($1,000) for engineering fees. (Please note that each escrow must maintain a minimum balance of five hundred dollars $500.00 at all times.) Since advertising and professional costs vary, the final amount will be reconciled upon receipt of invoices from the newspaper and professional contractors. **NOTE**: All cost recovery accounts must be current prior to any public hearing before the City Commission.

I. PROPERTY OWNER AND AGENT INFORMATION

Property Owner(s) of Record: Parkland School Property LLC

Address: 6457 Sunset Dr. City: Miami ST: FL ZIP: 33143

Phone: Please Contact Agent E-Mail Address: Please Contact Agent

Applicant (if other than owner): N/A

Address: _____ City: _____ ST: _____ ZIP: _____

Phone: _____ E-Mail Address: _____

Agent: Schmidt Nichols (Jon Schmidt)

Address: 1551 N. Flagler Drive City: West Palm Beach ST: FL ZIP: 33401

Phone: 561-684-6141 E-Mail Address: jschmidt@snlandplan.com

Consultants: If applicable to your request, please attach a separate list of all consultants that will provide information on this request. You should include the name, address, telephone number, and fax number as well as the type of professional service provided.

II. MASTER PLAN AMENDMENT REQUEST

The application is a request for: The Owner is requesting a Master Plan Amendment to indicate updated information for the subject Parcel C which contains the existing Public Charter School which is to be amended for an increase in s.f. and students. All applicable information has been updated to reflect proposed development on the subject parcel. The previously approved 110,000 SF to Parcel C will be amended through a condition of approval in Ordinance 2011-36 to allow for 135,000 SF in the specified pod.

III. PROPERTY LOCATION

A. Is the subject property located within one mile of another municipality? [X] yes [ ] no

If 'yes' please specify: Unincorporated Palm Beach County

B. Folio Number: If additional folios, list on a separate sheet and attach to the application.

Folio: [ ] [ ] - - [ ] [ ] - - [ ] [4] - - [7] [4] - - [1] [2] - - [8] [0] [1] - - [5] [2] [9] [0]

C. Section: 28 Township: 47 Range: 41 Total Acreage of Subject Property: 10.337

D. Project Name: Parkland Somerset Academy

E. Project Address:

8401 University Drive

F. General Location Description (proximity to closest major intersection in miles or fractions thereof):

The subject site is located at the NWC of N. University Dr. and W. Hillsboro Blvd.

IV. LAND USE AND ZONING INFORMATION

A. Zoning Designation: PCD Future Land Use Designation: C - Commercial

B. Existing Use(s) on Property: Public Charter School

C. Proposed Use(s): Same - with expansion

V. PROJECT HISTORY

(List in sequence from first application to most recent – attach additional page if necessary):

Petition Number	Request	Action	Date	Resolution Number
House Bill 1315	Annexation Bill	Approved	4/20/09	House Bill 1315
01-LUPA-09	Plan Amend. (DeBuys)	Approved	8/18/10	Ord. 2009-55
MP-11&03-Z	Master Plan & Rezoning	Approved	1/4/12	Ord. 2011-36
06-P-11	DeBuys Plat	Approved	4/4/12	Ord. 2012-26
SP-1702 / SE17-001	Site Plan & Special Exception	Approved	4/3/19	Reso. 2018-062
MPA14-001	Master Plan Amendment	Approved	4/17/14	Ord. 2014-03
02-MP-12	Plat Note Amendment	Approved	03/10/15	Inst. 113521825
02-MP-12	Plat Note Amendment	Approved	05/19/20	Inst. 116642189

OWNER ACKNOWLEDGEMENT

I/We: ANNETTE IRAOLA, do hereby swear/affirm that I/we am/are the owner(s) of the property referenced in this application.

I/We certify that the above statements and the statements or showings made in any paper or plans submitted herewith are true to the best of my/our knowledge and belief. Further, I/we understand that this application, attachments and fee become part of the official record of the Planning & Zoning Department of the City of Parkland and the fee is not refundable. I/We understand that any knowingly false information given by me/us will result in the denial, revocation or administrative withdrawal of the application or permit. I/We further acknowledge that additional information may be required by the City of Parkland in order to process this application.

I/We further consent to the City of Parkland to publish, copy or reproduce any copyrighted document for any third party submitted as part of this application.

Signature(s) of Owner(s) _____

Print Name(s) Annette Iraola, Manager of Parkland School Property LLC

CONSENT STATEMENT

Owner to complete if using agent/representative

I/We, the aforementioned owner(s), do hereby give consent to Jon Schmidt | Schmidt Nich to act on my/our behalf to submit this application, all required material and documents, and attend and represent me/us at all meetings and public hearings pertaining to the request(s) and property I/we own described in the attached application. Furthermore, as owner(s) of the subject property, I/we hereby give consent to the party designated above to agree to all terms or conditions that may arise as part of the approval of this application for the proposed use.

NOTARY

Signature(s) of Owner(s) _____

Print Name(s) Annette Iraola

STATE OF FLORIDA
COUNTY OF Miami-Dade

The foregoing instrument was acknowledged before me this 28 day of March, 2025 by Annette Iraola. He/She is personally known to me or has produced _____ as identification and did/did not take an oath.

_____ My Commission Expires: _____
(Signature of Notary)

Twinky R Perez
(Name – Must be typed, printed, or stamped)

(NOTARY'S SEAL OR STAMP)

TWINKY R. PEREZ
MY COMMISSION # HH 183754
EXPIRES: January 31, 2026
Bonded Thru Notary Public Underwriters

CITY OF PARKLAND

Planning and Zoning Department

6600 University Drive, Parkland FL 33067 (954) 753-5040 Fax (954) 341-5161

MASTER PLAN AMENDMENT SUBMITTAL CHECKLIST

(ALL PLANS NO LARGER THAN 24" x 36" WITH SCALE NOT SMALLER THAN 100' TO AN INCH)

I. GENERAL

PLEASE CHECK YES	NO	N/A		
☑	☐	☐	a.	An original completed application and twelve (12) copies of the completed application signed by owner, agent and/or applicant. Agent's authorization or power of attorney must be attached if applicant is other than owner.
☑	☐	☐	b.	Required application fees.
☑	☐	☐	c.	Twelve (12) copies of a warranty deed including property control number or folio number and legal description of the property.
☑	☐	☐	d.	A recent aerial photograph of the site with a minimum scale of 1" =300'.
☑	☐	☐	e.	Area location map.
☐	☐	☑	f.	Copies of all Resolutions/Ordinances affecting the property.
☑	☐	☐	g.	Legal description of property (8.5' X 14' with 1' margins) on disc (word format).

II. CURRENT CONDITIONS MAP (Ten copies)

PLEASE CHECK YES	NO	N/A		
☑	☐	☐	a.	Provide numbers of acres, rounded to the nearest one-tenth (1/10) acre.
☐	☐	☑	b.	Comprehensive plan, existing land use and zoning designation of the site and of properties within 300' of the site.
☐	☐	☑	c.	Existing principal structures on the site and of properties within 300' of the site.
☐	☐	☑	d.	Lakes or bodies of water on the site.
☑	☐	☐	e.	Principal vehicular access points.
☐	☑	☐	f.	Proposed alignment of State, County, or City roads.
☑	☐	☐	g.	A survey (not more than a year old) including any and all easements of record (reference by OR Book and page, prepared by a surveyor registered in the State of Florida) including major public or private canals, rights-of-way, and overhead or underground easements.

III. MASTER PLAN

(No larger than 24" x 36" with scale not smaller than 100' to an inch)

PLEASE CHECK YES	NO	N/A		
☑	☐	☐	*a.*	*Scale (graphic and written), date, north arrow, vicinity sketch, project name, revision dates on each drawing, if multiple sheets provide page numbers and clearly identify match lines.*
☑	☐	☐	*b.*	*A computerized copy on disc.*
☑	☐	☐	*c.*	*Location Map- clearly showing the location of the property in relation to existing roads and landmarks, including at least one north-south and one east-west thoroughfare plan road (reduce sketch of master plan for site developments in Planned Development).*
☑	☐	☐	*d.*	*Name, address and telephone number of the developer, along with the name and address of the engineer, surveyor, planner and/or other professional consultant(s) responsible for the plan, plat and supporting documents.*
☑	☐	☐	*e.*	*Written legal description, including Section, Township, Range and parcel, tract, plat name or number (as shown on master plan if a Planned Development).*
☑	☐	☐	*f.*	*Tabular Project Data (total number acres, gross density for the entire project and for each separate pod, number of individual development pods, number and type of dwelling units (total and by each pod), civic sites by number of acres and whether private/public, percentage and number of acres of open space, percentage and number of total and minimum acres of common space required for the entire site and for each pod developed, percentage and number of acres of lakes and waterways, percentage and number of acres of preserves, percentage and number of acres of recreation, percentage and number of acres of public right-of-way and whether private/public, Parkland zoning case number, existing and proposed zoning and land use designation, pervious/impervious area, total gross density, total gross density by pod and type of use and ownership.*
☑	☐	☐	*g.*	*Provide proposed individual development pods.*
☑	☐	☐	*h.*	*Proposed vehicular and non-vehicular circulation including but not limited to major roadways, principal vehicular access points, and location (generalized) pedestrian and bicycle path detail, and signage, if applicable*.
☑	☐	☐	*i.*	*Location of sites to be dedicated for public use including but not limited to schools, parks, or other public facility.*
☑	☐	☐	*j.*	*Location of major private recreational amenities including but not limited to golf courses, tennis courts, private parks, club houses, swimming pools, and similar features.*

☑	☐	☐	*k.*	*Provide major easements, or right-of-way for public utilities, canals, and similar improvements, and any easements or rights-of-way proposed to be abandoned.*
☑	☐	☐	*l.*	*Provide master sign plan including but not limited to the following: location of signs, size and orientation of signs, types of signs (entry feature, entrance and directional),architectural elevations (sign design, content, dimensions, materials and colors), statement of consistency with the City's sign regulations, and typical landscaping (type of trees, shrubs and ground cover associated with the proposed sign).*
☑	☐	☐	*m.*	*Provide estimated square footage of commercial or non-residential uses and dimensions, and acreage of out parcels.*
☑	☐	☐	*n.*	*Location of lots including dimensions (size, width and depth), maximum building coverage, minimum open space per lot, maximum buildable area, building setbacks and/or separation (front, side, side corner, rear, garage and second floor), maximum building height (feet and number of stories), and minimum accessory setbacks (pools, screen enclosures, sheds, detached garages).*
☑	☐	☐	*o.*	*Provide typical lake cross sections and slopes.*
☑	☐	☐	*p.*	*Location and acreage of institutional and other allowable nonresidential uses.*
☑	☐	☐	*q.*	*Provide conceptual architectural styles and conceptual colored building elevations, color palettes and typical materials to be utilized.*
☑	☐	☐	*r.*	*Provide elevations of common elements, including walls, clubhouses, entry features and similar features.*
☑	☐	☐	*s.*	*Overall phasing plan including residential and nonresidential parcels, number of dwelling units, and nonresidential uses and square feet.*
☑	☐	☐	*t.*	*Conceptual drainage plan signed and sealed by a Florida Registered engineer.*

V. LANDSCAPE PLANS (Twelve Copies)

PLEASE CHECK YES	NO	N/A		
☐	☐	☑	a.	*Location, size and specification of all proposed landscaping signed, sealed and prepared by a Florida Registered Professional.*
☐	☐	☑	b.	*Clear sight distances.*
☐	☐	☑	c.	*Irrigation.*
☐	☐	☑	d.	*Provide survey reflecting existing natural features, such as topography, trees and other vegetation including indication of significant native vegetation stands and those portions that will be preserved.*
☐	☐	☑	e.	*Location of mechanical fixtures, fire hydrants, light poles, if applicable.*

VI. TRAFFIC AND LIGHTING (Twelve Copies)

PLEASE CHECK YES	NO	N/A		
☐	☐	☑	a.	*Traffic impact analysis including vehicular circulation systems for cars and other required vehicle types with a depiction of connection to traffic ways. The vehicular circulation system shall provide for smooth, efficient and logical traffic flow patterns both on and off site.*
☐	☐	☑	b.	*Proposed lighting of the premises and within 200' of all property lines.*
☐	☐	☑	c.	*Traffic Impact statement addressing at minimum: additional roadway needs, intersection improvements, traffic control devices, future right of way dedications, distribution and assignment of traffic.*

VII. OTHER (Ten Copies)

PLEASE CHECK YES	NO	N/A		
☐	☐	☑	a.	*Provide environmental assessment.*
☐	☐	☑	b.	*Provide proof of concurrency for all required services.*

Business Impact Estimate

ORDINANCE NO. 2026-005

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA, APPROVING AN AMENDMENT TO THE APPROVED MIRALAGO MASTER PLAN TO ALLOW FOR A MAXIMUM OF 135,000 SQUARE FEET OF DEVELOPMENT ON PARCEL C AND TO AMEND CONDITIONS OF APPROVAL ESTABLISHED IN ORDINANCE 2011-036 PERTAINING TO MAXIMUM DEVELOPMENT ALLOWANCES FOR THE PROPERTY GENERALLY LOCATED AT THE NORTHWEST CORNER OF N. UNIVERSITY DRIVE AND W. HILLSBORO BLVD. (SOMERSET ACADEMY EXPANSION; APPLICATION NO. 2025-5-MPA); PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, this means the City of Parkland is of the view that a business impact estimate is not required by state law[1] for the proposed ordinance, but the City is, nevertheless, providing this Business Impact Estimate as a courtesy and to avoid any procedural issues that could impact the enactment of the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☒ The proposed ordinance is enacted to implement the following:
    a. Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits;
    b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
    c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
    d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

[1] See Section 166.041(4)(c), Florida Statutes.

In accordance with the provisions of controlling law, even notwithstanding the fact that an exemption noted above may apply, the City hereby publishes the following information:

1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

The proposed ordinance is an amendment to the existing Miralago master plan to allow for an expansion of an existing school.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City, if any:
(a) An estimate of direct compliance costs that businesses may reasonably incur; - N/A
(b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible; and – N/A
(c) An estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs. – N/A

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

NA. Master plan is specific to subject site.

4. Additional information the governing body deems useful (if any):

N/A

CITY OF PARKLAND
Meeting: Wednesday, July 8, 2026

AGENDA SUMMARY
Regular Agenda
Agenda Item: 9.G.

TITLE: Resolution 2026-029: Plat Note Amendment (*Deferred to August 12, 2026*)
A Resolution of the City Commission of the City of Parkland, Florida approving a Plat Note Amendment for parcel C of the Debuys Plat to permit a maximum of 135,000 square foot public charter school, generally located at 8401 University Drive (Somerset Charter Expansion; Application No. 2025-29-P); providing for conflicts, severability, and an effective date.
SUBMITTED BY: Kaitlyn Forbes, Anthony Soroka
ORIGIN OF REQUEST: Planning and Zoning
MEETING GROUP: City Commission

STAFF RECOMMENDATION
Staff recommends approval.
STRATEGIC PLAN
Strategy: Effective and Efficient Government
Goals & Actions by Strategy: Other

BACKGROUND & PURPOSE
The Subject Site is Parcel C on the Debuys Plat, as recorded in Plat Book 180, Pages 147-167 of the Public Records of Broward County, Florida. The plat is currently restricted to 11.17 acres of park use on Parcel A and B; 100,000 square feet of public charter school on Parcel C; 230 Townhouse units on Parcel D and 481 single-family detached units.

The proposed development plans exceed this development threshold, and therefore the applicant proposes an amendment to the restrictive note above, to allow for 135,000 square feet of public charter school on Parcel C. No other changes to other properties are proposed.

Public Hearing:

Planning and Zoning Board (April 9, 2026): Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1).

City Commission (May 20, 2026) - A motion was made to have a June 3, 2026, City Commission workshop, defer all of these items (Items 9B, 9C, 9D, 9E and 9F) to the July 8, 2026, City Commission meeting, and authorize Staff to take the necessary actions to process the building permit/application for the removal of the Jersey barrier and the enclosure of existing Building "B"/Phase 0 at the School, and waiving the six-day call-up time period.

FISCAL IMPACT
n/a

EXPIRATION OF CONTRACT

n/a

ATTACHMENTS

1. Plat Note Amendment Resolution.4.29.26
2. Reso Exhibit B - Amended Restrictive Letter_Delegation Ltr_02.18.26
3. Reso Exhibit B - Delegation Application Form_03.09.26
4. Staff Report - PL, SE, SPA, CAB, Agreements - CC Update - July 8

RESOLUTION 2026-029

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA, APPROVING A PLAT NOTE AMENDMENT FOR PARCEL C OF THE DEBUYS PLAT TO PERMIT A MAXIMUM OF 135,000 SQUARE FOOT PUBLIC CHARTER SCHOOL, GENERALLY LOCATED AT 8401 UNIVERSITY DRIVE (SOMERSET CHARTER EXPANSION; APPLICATION NO. 2025-29-P); PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, Application No. 2025-29-P (the "Plat Note Amendment Application") was submitted to the City of Parkland (the "City") by Parkland School Property LLC (the "Applicant") seeking approval to amend the restrictive plat note on Parcel C of the Debuys Plat, generally located at 8401 University Drive (the "Property") to allow for up to a 135,000 square foot public charter school (the "Development"); and

WHEREAS, the Property is approximately 10.3 acres and is generally located at the northwest corner of N. University Drive and W. Hillsboro Blvd., as further described in Exhibit "A"; and

WHEREAS, the Applicant currently operates a kindergarten through eighth grade public charter school on the Property, which is currently restricted by the existing Plat note to 100,000 square feet of public charter school use; and

WHEREAS, the Applicant has petitioned the City for approval of a Special Exception (2025-18-SE, the "Special Exception"), Master Plan Amendment (2025-5-MPA), Plat Note Amendment (2025-29-P), and Site Plan Amendment (2025-17-SPA, the "Site Plan Amendment") (collectively, the "Applications") to expand the School to operate a 135,000 square foot educational institution for students in kindergarten through twelfth grade (the "Expansion"); and

WHEREAS, the Plat Note Amendment Application requests amending the existing 100,000 square feet restriction to permit up to 135,000 square feet of public charter school use on the Property; and

WHEREAS, on April 9, 2026, the Planning and Zoning Board voted to recommend approval of the Plat Note Amendment Application; and

WHEREAS, the City Commission has considered the evidence and testimony presented by the Applicant and other interested parties and the recommendations of the various City of Parkland review agencies and staff regarding the Plat Note Amendment Application; and

WHEREAS, based upon the evidence in the record and presented at the hearing before the City Commission, the City Commission finds that all applicable Land Development Code requirements have been met, the Plat Note Amendment Application is consistent with the City's Comprehensive Plan and approval of the Plat Note Amendment Application is in the best interest 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 Plat Note Amendment Application is hereby approved subject to the following conditions of approval, all of which shall be satisfied by the Applicant:

a. The Plat Note Amendment shall be approved by Broward County and recorded in the Public Records of Broward County prior to the issuance of any building permit that would authorize development of more than 100,000 square feet of public charter school.

b. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

c. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

Section 3. All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 4. 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 hereof as a whole or part thereof other than the part declared to be invalid.

Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS 8th DAY OF JULY, 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

Abbreviated Legal Description: DEBUYS PLAT 180-147 B PARCEL C LESS POR DESC AS: COMM SE COR OF SEC 28-47-41, W 89.01 TO POB, W 4,NE 39.30,N 202.27, NE 100.72,N 214,W 12,N 115.69, E 6.01,S 100.60,E 12,S 229.53, SW 100.72,S 200,SW 42.11 TO POB, LESS A POR OF SAID PAR C DESC AS: COMM SE COR OF SEC 28,W 93.01,NE 39.30,N 202.27 TO POB, NE 100.72,N 214, W 12, S 314 TO POB,LESS POR DESC IN INSTR 116379782

Exhibit B – Plat Note Amendment Application

(See Attached)

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

September 24, 2025
Revised December 23, 2025
Revised February 18, 2026
Revised March 9, 2026

Town of Parkland Planning Department

RE: Amended Restrictive Letter – Delegation Request - Somerset Academy

PARKLAND SCHOOL PROPERTY LLC ("Petitioner") is the owner of a 10.337-acre property generally located at the northwest corner of University Drive and Hillsboro Boulevard in the City of Parkland ("City") and Broward County ("County"), as further identified by County Folio No: 474128015290 ("Property"). The Property is within the Miralago at Parkland planned development and is currently developed with 59,401 square feet of public charter school use (Somerset Parkland Academy).

The Property is located within Parcel C of the DeBUYS PLAT, as recorded in Plat Book 180, Pages 147-167 of the Public Records of Broward County, Florida (County file number 002-MP-12) ("Plat"). Petitioner is seeking to add square footage to expand the existing public charter school on the Property ("Project"). In order to develop the Project, Petitioner respectfully requests approval to amend the restrictive note on the Plat (Instrument #: 116642189) as follows:

From:

This plat is restricted to 11.17 acres of park use on Parcels A and B; 100,000 square feet of public charter school on Parcel C; 230 Townhouse units on Parcel D and 481 single family detached units.

To:

This plat is restricted to 11.17 acres of park use on Parcels A and B; 135,000 square feet of public charter school on Parcel C; 230 Townhouse units on Parcel D and 481 single family detached units.

Schmidt Nichols looks forward to further discussing this development with the City of Parkland Planning Staff. For any questions or concerns, please feel free to contact me at 561-684-6141 or via e-mail at jnichols@snlandplan.com.

Respectfully,

Josh Nichols, LEED AP

STAFF USE ONLY
Intake Date:_____
By:_____
Fee Paid:_____
Receipt:_____
Petition #_____

CITY OF PARKLAND

Planning and Zoning Department

6600 University Drive, Parkland, FL 33067 (954) 753-5040 Fax (954) 341-5161

DELEGATION APPLICATION

INSTRUCTIONS TO APPLICANTS:

1. Please complete all questions on the application. If not applicable, indicate with N/A.
2. Provide required attachments as shown on the attached checklist.
3. Pay a filing fee in the amount of two hundred fifty dollars ($250.00).

I. PROPERTY OWNER AND AGENT INFORMATION

Property Owner(s) of Record: Parkland School Property LLC

Address: 6457 Sunset Dr. City: Miami ST: FL Zip: 33143

Phone: Please contact agent E. Mail Address: please contact agent

Applicant (if other than owner): N/A

Address:_____ City:_____ ST:_____ Zip:_____

Phone:_____ E. Mail Address:_____

Agent & Company Name: Schmidt Nichols (Jon Schmidt)

Address: 1551 N. Flagler Dr. City: West Palm Beach ST: FL Zip: 33401

Phone: 561.684.6141 E. Mail Address: jnichols@snlandplan.com

Consultants: If applicable to your request, please attach a separate list of all consultants that will provide information on this request. You should include the name, address, telephone number, and fax number as well as the type of professional service provided.

II. PROPERTY LOCATION

A. Is the subject property located within one mile of another municipality? [X] yes [ ] no

If 'yes' please specify: Unincorporated Palm beach County

B. Folio Number: If additional folios, list on a separate sheet and attach to the application.

Folio: [ ][ ]--[ ][ ]--[ ][4]--[7][4]–[1][2]–[8][0][1]–[5][2][9][0]

C. Section: 28 Township: 47 Total Range: 4141

Acreage of Subject Property 10.337

D. Project Name: Parkland Somerset Academy

E. Project Address: 8401 University Drive

F. General Location Description (proximity to closest major intersection in miles or fractions thereof):

The subject site is located at the NWC or N. University Dr. and W. Hillsboro Blvd.

CITY OF PARKLAND

Planning and Zoning Department

6600 University Drive, Parkland, FL 33067 (954) 753-5040 Fax (954) 341-5161

DELEGATION SUBMITTAL CHECKLIST

I. GENERAL

PLEASE CHECK YES	NO	N/A		
☑	☐	☐	a.	A completed application signed by owner, agent and/or applicant. Agent's authorization or power of attorney must be attached if applicant is other than owner.
☑	☐	☐	b.	Required application fees.
☑	☐	☐	c.	Application form from Broward County typed or neatly printed in ink and notarized properly.
☑	☐	☐	d.	Justification letter stating the reason for the proposed note change.
☑	☐	☐	e.	Two (2) 8.5' X 11' copies of the plat as recorded in the official records of Broward County.
☑	☐	☐	f.	Three (3) ledger sized (11" X 17") copy of the plat.

STAFF REPORT
CITY OF PARKLAND
DEVELOPMENT SERVICES DEPARTMENT

Date Prepared: March 18, 2026
Updated: April 28, 2026
Updated: June 29, 2026

I. PETITION DESCRIPTION

Petition No.:	2025-29-P, 2025-18-SE, 2025-17-SPA & 2025-19-CAB
Project Name:	Somerset Parkland Academy, Charter School Expansion
Owner, Petitioner:	Parkland School Property, LLC 6457 Sunset Dr. Miami, FL 33143
Request:	Approval of Plat Note Amendment, Special Exception, Site Plan Amendment, Community Appearance Board Approval, First Amendment to the Developer's Agreement, and the Second Amendment to Declaration of Restrictive Covenants to accommodate an expanded charter school on Parcel C of Debuys Plat, to allow up to 135,000 square feet of an Educational Institution by Special Exception, serving up to 2,100 students in grades Kindergarten to twelfth grade.
Location:	8401 N. University Drive. Generally west of N. University Drive and north of W. Hillsboro Blvd. ("Subject site"). Location map included as Exhibit "A".
Land area:	Approximately 10.337 acres.

II. LAND USE AND ZONING

	Existing Land Use	Future Land Use	Zoning
Subject Site	Charter School	Commercial	PCD
North	Residential, Single Family	R-2, Residential	PRD
South	Residential, Single Family	R-3, Residential	PRD
East	Agricultural, Unincorporated	Unincorporated	Unincorporated
West	Residential, Townhomes	R-2, Residential	PRD

1. BACKGROUND AND GENERAL INFORMATION

The Subject Site is located at 8401 N. University Drive and is generally northwest of the intersection of W. Hillsboro Blvd. and N. University Drive. The Subject Site measures approximately 10.3 net acres. The site is part of the Debuys Plat and the Miralago Master Plan, shown as Parcel C on both.

The Subject Site has a commercial land use designation and is zoned Planned Commercial Development (PCD). PCD zoning allows for Educational Institutions as a Special Exception use. The approved master plan restricts the Subject Site to 110,000 square feet of commercial use (reflecting the underlying land use), and the approved plat restricts the development to 100,000 square feet of public charter school use. Other agreements are recorded that further restrict the property including a Development Agreement and Declaration of Restrictive Covenants.

Prior to 2018, the site was vacant and used for agricultural purposes. In 2018, the city approved development plans, including a special exception, to allow for an approximately 98,638 square foot, K-8 public charter school, for up to 1,280 students. The approved plans included a 2-phase development and a stand-alone gymnasium. The eastern wing of the school and the gymnasium were not constructed. The current school, as constructed, is approximately 56,541 square feet. As part of the approved development plans, an Operational Management Plan was adopted that regulates the school operations, monitoring requirements, and other factors. A Development Agreement was entered into to ensure compliance with conditions of approval and establish additional obligations for off-site improvements, funding contributions, and other requirements.

At the May 20, 2026 Commission meeting, the Commission made a motion to allow for the bifurcation of the Site Plan Amendment and Community Appearance Board applications to allow for the enclosure of Building B and the removal of the jersey barrier to move forward of the remainder of the expansion applications. The Applicant submitted separate applications specific to Building B and the jersey barrier that were approved at the June 3, 2026 Commission meeting. At the July 8, 2026 meeting, the Commission will consider the remainder of the Site Plan Amendment and Community Appearance Board applications along with the other concurrent applications. Importantly, the June 3rd approval did not increase the enrollment allowance (1,280 students maximum) or modify the limitation to K-8 grades at the school. The approved Building B expansion was also within the current limitations of the Master Plan, Plat, and Declaration of Restrictive Covenants since the full scope of the original school site plan was not developed.

2. SUMMARY OF REQUEST

Summary

The Applicant proposes the following applications to amend its current development approvals and expand the existing charter school to allow for up to 2,100, K-12 students in an Educational Institution, not to exceed 135,000 square feet:

- Master Plan Amendment

- Plat Note Amendment
- Special Exception
- Site Plan Amendment
- Community Appearance Board

In addition to these development applications, the Applicant has requested to amend the Development Agreement and Declaration of Restrictive Covenants as further described below, to mirror the proposed development plans.

School Operations

The proposed operations would increase student enrollment from 1,280 K-8 students to a maximum of 2,100 K-12 students. The Operational Management Plan, which is incorporated into the development plans, includes important details and regulations regarding the enrollment ramp-up and maximum number of students per grade. It is proposed that enrollment and the addition of new grades will occur over a period of years and will not occur all at once. Grade 9 is proposed to be added in the 27-28 school year, with the next grade being added for each following year, culminating in the 12th grade being added in the 30-31 year.

A revised student pick-up and drop-off schedule is incorporated into the Plan as well. Four staggered start times are proposed, starting at 7:30 AM through 8:45 AM. End times start at 2:15 PM and end at 3:45 PM. High school starts and ends earliest, followed by grades K-5, with grades 6-8 following.

Buses are not currently operating, nor will they, except for sporting events. Aftercare is offered for students and helps disperse traffic at pick-up time.

The Operational Management Plan ("OMP") includes circulation diagrams showing site access, circulation, and staffing at various positions to ensure student safety and effective pick-up and drop-off cycles (see Appendix A of OMP).

Application A: Plat Note Amendment (Resolution No. 2026-029)

The Subject Site is Parcel C on the Debuys Plat, as recorded in Plat Book 180, Pages 147-167 of the Public Records of Broward County, Florida. The plat is currently restricted to 11.17 acres of park use on Parcel A and B; 100,000 square feet of public charter school on Parcel C; 230 Townhouse units on Parcel D and 481 single family detached units.

The proposed development plans exceed this development threshold, and therefore the applicant proposes an amendment to the restrictive note above, to allow for 135,000 square feet of public charter school on Parcel C. No other changes to other properties included in the plat are proposed.

Application B.1 : Special Exception (Resolution No. 2026-028)

The subject site has a commercial land use designation and a Planned Commercial District (PCD) zoning designation. Uses in the PCD are limited to those permitted in the B-1, B-2 and OP zoning districts. The B-2 zoning district permits Educational and Vocational Institutions as a Special Exception use.

The Special Exception approval criteria are established in Section 60-40 of the Land Development Code and primarily pertain to compatibility, traffic and utility impacts, availability of infrastructure, compliance with the comprehensive plan, impacts to adjacent properties, and school-specific design criteria.

The Applicant provided a Justification Statement attached hereto, addressing each of the criterion.

Application B.2 : Site Plan Amendment and Community Appearance Board (Resolution No. 2026-028)

Site Access, Circulation, and Parking

To accommodate the proposed development changes, various modifications are made to the site access, circulation, and parking plans as further described herein.

Driveway access to the subject site remains as originally approved. However, the revised site plan and Operational Management Plan eliminates standard vehicular access from the University Dr. driveway. This driveway remains and is functional, but student drop-off and pick-up will now all occur using the Hillsboro Boulevard driveway entrance.

Once inside the Subject Site, modifications are proposed to the northern parking lot to accommodate additional parking spaces. A total of 203 parking spaces are proposed in the final condition, where 191 are required per State Requirements for Educational Facilities (SREF) standards. This has been increased from the 125 parking spaces currently provided. The parking lot design changes will be made in accordance with the preliminary construction plans included in the Operational Management plan and will occur during summer months to not affect school operations.

The on-site stacking and queuing are modified accordingly, and the site now demonstrates a total on-site capacity for student drop-off/pick-up of 234 vehicles ahead of the drop-off/pick-up zone and an additional 62 vehicles after this zone, before exiting the site. This has been increased from the 188 spaces before the drop-off/pick-up zone as currently provided.

To facilitate improved traffic circulation and operational efficiency, the existing jersey barrier located along the south side of the existing school building will be removed and the driveway will be restriped to accommodate two parallel stacking lanes for student drop-off and pick-up. The revised configuration will provide a 32-vehicle drop-off/pick-up area (16 vehicles per lane) directly in front of the school building. Previously only 16 cars were accommodated in the drop-off/pick-up zone.

Building Design

Development plans show the existing school as Building A, with additions of Building B (enclosed classrooms, formerly exterior terrace area adjacent to cafeteria), Building C (future classrooms), Building D (covered parking and future classrooms, and Building E (gymnasium). In total, the proposed school is increased from the existing 56,541 square feet to 125,672 square feet. The proposed expansion is configured similarly to the original development plans, maintaining most of the development on the central portion of the site with the gymnasium on the western side of the property.

The primarily building mass is maintained at two-stories to mirror the existing school. The proposed building height measures 33'-10" to the top of the upper roof decks on Building D, with a new cupola feature extending to 57'-8" adding design emphasis and a traditional architectural element. The revised design also includes a new shaded play area on the rooftop of Building D, supplementing the existing and improved play space in the central courtyard. Exterior second-floor walkways connect Building D to the gymnasium. The gymnasium is two floors and measures 28'-7" to the top of the flat roof, with parapets extending beyond to screen rooftop mechanical equipment.

The proposed expansion utilizes the same architectural patterns for the expansion area to seamlessly blend with the existing school facility.

Landscaping

The majority of the landscape plan remains the same in the development plans, with the exception of the modified parking lot and the western and norther perimeter buffers. The buffers are supplemented to screen the gymnasium by adding material to the western property line and along the lake. The Applicant coordinated with NSID to allow for planting in the lake maintenance easement to provide additional screening material.

Lighting

On-site lighting is slightly modified to reflect changes to the surface parking lot. Six (6) light poles are relocated within the northern parking lot. Supplemental light poles are added along the eastern gymnasium façade and within the courtyard area to provide required lighting levels. Light poles include a mix of 20' and 12' mounting heights.

Off-Site Improvements

The Applicant proposes a series of off-site improvements to satisfy its proportionate fair share obligations and mitigate impacts on the surrounding street and intersection network. A traffic analysis was prepared in conjunction with the revised site plan.

Per the traffic analysis, "The traffic analysis showed four intersections that will operate below Level of Service D requirements based on background conditions without the school expansion. One of the four intersections is University Drive at Loxahatchee Road which is scheduled to be modified to a roundabout by the FDOT. The school will coordinate with the City on appropriate mitigation measures for the other three intersections (University Drive at Hillsboro Boulevard, University Drive at Trails End, and

Hillsboro Boulevard at Nob Hill road). All other study intersections and roadway segments will operate at acceptable Level of Service standards. Based on the analysis documented in the traffic study and the proportionate share payments, the project meets traffic concurrency requirements."

In coordination with the city's traffic consultant, the Applicant is proposing a roundabout at the intersection of W. Hillsboro Blvd. and N. University Dr. The Applicant has provided a conceptual roundabout design to demonstrate it can be accommodated within the existing right-of-way limits. The final design and permitting of the roundabout will be subject to Broward County and city review. The Applicant will design, fund, and install the roundabout and incorporate the city design standards, found in other examples throughout the city. Subject to County approval, the final design will incorporate a crosswalk to the west of the roundabout for pedestrian crossing. The construction timing will be subject to further coordination to minimize disruptions to the traffic flow.

In addition to the roundabout, subject to Broward County approval, the applicant will install a pedestrian crossing near the main driveway entrance, across Hillsboro Blvd. If approved by Broward County, this will provide an additional safe crossing point for those students walking to school.

Improvement Schedule

The Operational Management Plan includes preliminary construction and phasing plans showing construction starting the summer of 2026 and being completed in August 2030. Initial construction is limited to enclosing Building B and revising the drop-off/pick-up configuration prior to the 2026-27 school year. Starting in February 2027, Phase I will include construction of Building C and the enhanced courtyard playfields. Phase II includes construction of Buildings D and E, along with temporary parking and is anticipated to start in February 2028. Final parking lot modifications will be completed after Phase II construction is finalized, in the summer of 2029.

Construction staging will occur in the northern parking lot. As such, the Applicant was asked to show the impacts to the on-site parking and circulation during the construction phases. To maintain the minimum number of parking spaces required, temporary parking spaces will be required on site. The final location and design of the temporary parking will be coordinated with city staff prior to permitting.

The Applicant will be required to coordinate with BSO throughout the construction phase to ensure site security is maintained at all times.

Application C : First Amendment to the Developer's Agreement (Resolution No. 2026-030)

The Applicant was required to enter into a Developer's Agreement as a condition of approval of the original site plan. The Developer's Agreement was recorded on April 24, 2019, as Instrument Number 115758152 in the Broward County Official Records. The agreement is between the City of Parkland and Parkland School Property LLC. The Agreement stipulates various development restrictions, improvement obligations, and monitoring requirements. To reflect the revised development plans, the Applicant

proposes to amend the Developer's Agreement where necessary. The revisions primarily address changes in enrollment, school operations, and improvement obligations.

Application D: Declaration of Restrictive Covenants Amendment (Resolution No. 2026-031)

A Declaration of Restrictive Covenants was filed as Instrument Number 109938295 in the Public Records of Broward County. The document was originally recorded March 21, 2011 and includes the City of Parkland and Broward County as interested parties. The Restrictive Covenants primarily include maximum development allowances and traffic mitigation requirements. The Restrictive Covenants mirror the approved master plan, and limit the Subject Site to 110,000 square feet of commercial use. Since the proposed development plans exceed this threshold, the applicant proposes an amendment to the Covenants to allow for up to 135,000 square feet of public charter school use on the School Property. Note, the amendment includes an increase in square footage and also restricts the use to public charter school rather than commercial.

3. STAFF RECOMMENDATION

A. Staff finds 2025-29-P (Plat Note Amendment) meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. The Plat Note Amendment shall be approved by Broward County and recorded in the Public Records of Broward County prior to the issuance of any building permit that would authorize development of more than 100,000 square feet of public charter school.

2. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

3. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

B. Staff finds 2025-18-SE, 2025-17-SPA, and 2025-19-CAB (Special Exception, Site Plan Amendment, Community Appearance Board) meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. Conditions of approval C – E, G-J, and L established in Resolution 2018-062, granting Special Exception and Site Plan Approval, are hereby amended as set forth in the First Amendment to the Developer's Agreement, which shall be recorded in the Public Records of Broward County prior to issuance of any permits for the Property.

2. Applicant shall comply with all applicable requirements of the Developer's Agreement, as amended by the First Amendment to the Developer's Agreement.
3. The Applicant shall, at its sole cost and expense (except as described below

regarding the Security), design, permit and complete construction of a Roundabout in accordance with the design and architectural features attached as Exhibit “E” at the intersection of Hillsboro Boulevard and University Drive, subject to approval by Broward County (the “Roundabout”). The Applicant shall submit the necessary permitting applications for construction of the Roundabout to the County and the City prior to the issuance of any certificate of occupancy for the Expansion, including but not limited to any certificate of occupancy for Building B depicted on the Site Plan Amendment. Construction of the Roundabout shall be completed (meaning open to traffic with all designed lanes operational) prior to the first to occur of: (i) physical student enrollment at the Property exceeding a total of 1,154 students, or (ii) the issuance of a final Certificate of Occupancy for Phase I depicted on the Operational Management Plan, dated April 27, 2026 (“OMP”). Notwithstanding, the City may issue a Temporary Certificate of Occupancy (“TCO”) for Phase I construction upon demonstration the Applicant has been working in good faith and diligently pursing permitting and constructing the Roundabout provided that the TCO shall be conditioned on Applicant’s commitment to obtain a Certificate of Completion, or similar document, as required by the City and County, for the Roundabout within 90 days of the issuance of the TCO . However, in no instance shall a final Certificate of Occupancy be issued for Phase I, nor shall the total physical student enrollment at the Property exceed 1,454 students until the Roundabout receives a Certificate of Completion, or similar document, as required by the City and County.

4. The City Manager may further extend the timeframes noted in (c) above and (e) below upon Applicant demonstrating that the Applicant has been working in good faith and diligently pursuing permitting and constructing the Roundabout or the pedestrian crosswalk, as applicable.
5. Applicant shall, at its sole cost and expense, design, permit and complete construction of a pedestrian crossing, including but not limited to any County required markings, signals and lighting, across Hillsboro Boulevard along the west side of the Property entrance, subject to County requirements and approval. The Applicant shall submit the necessary permitting applications for the pedestrian crossing to the County and the City prior to the issuance of any certificate of occupancy for the Expansion, including but not limited to any certificate of occupancy for Building B depicted on the Site Plan Amendment. In the event County has not decided upon or approved such pedestrian crossing prior to the time Building B is ready for issuance of a certificate of occupancy, Applicant shall provide written evidence of such communications to the City and Applicant diligently pursuing the pedestrian crossing, and City shall not withhold issuance of the Building B certificate of occupancy provided that no additional building permits or certificates of occupancy shall be issued for the Expansion until Applicant submits the necessary applications for the pedestrian crossings. Applicant shall complete the pedestrian crossing within six months of Broward County approval unless the County requires or approves a traffic signal or overhead pedestrian hybrid beacon in connection with the pedestrian crossing. If a traffic signal or overhead pedestrian hybrid beacon is required or approved by the County, the Applicant shall complete the pedestrian crossing, including the traffic signal or overhead pedestrian hybrid beacon (as applicable), within nine months of County approval.
6. Applicant shall, at its sole cost and expense, diligently pursue all approvals necessary for the improvements described in these conditions of approval and the First Amendment to the Developer’s Agreement, and cooperate with City as necessary to achieve approval in the most expeditious fashion.
7. Upon issuance of the certificate of completion, or similar document reflecting final completion of the Roundabout, the Applicant’s required Proportionate Share Costs

shall be considered satisfied, subject to the requirements of condition of approval (h) below.

8. As a condition of the City's release of the PSP Security (as described in the Traffic Signalization Agreement between the Applicant, City, and County dated June 15, 2020 (the "Traffic Agreement")) to Applicant for the purpose of constructing the required Roundabout, the Applicant shall obtain Broward County's approval of an amendment to, or termination of, the Traffic Agreement, in a manner that provides for the Roundabout in lieu of a traffic signal at the intersection of N. University Drive and W. Hillsboro Boulevard.
9. Prior to full or partial release of the PSP Security, the Applicant shall provide a cost estimate of the Roundabout to the City to demonstrate the design and construction costs meet or exceed the PSP Security amount together with the Proportionate Fair Share requirements established in the Traffic Study, dated April 28, 2026. The full release of the PSP Security shall only occur if the design and construction cost of the Roundabout is demonstrated to exceed the combined amount of the PSP Security and Proportionate Fair Share costs established in the Traffic Study.
10. The Applicant shall comply with the revised OMP which is hereby incorporated into this Resolution and subject to enforcement by the City, including any amendments or modifications that have been provided to and approved by the City Manager in writing thereafter.
    (i) Temporary parking depicted in Phase II of the OMP shall be limited to visitor parking and shall not be utilized during school drop-off and/or pick-up times so as to not impede the drop-off/pick-up operations. Temporary parking spaces shall be striped to the City's parallel parking standards.
11. The addition of new grade levels (9-12th grade) shall be limited to one new grade level per school year, in successive order, starting with 9th grade in the 2027-2028 school year, in accordance with the Ramp Up Schedule included within the revised OMP. In no event shall either the 11^{th} or 12^{th} grade levels exceed a maximum of 168 students per grade level in any given school year, nor shall total student enrollment during the 9^{th}-12^{th} grade ramp up exceed the total enrollment listed in the Ramp Up Schedule of the OMP in any given school year. Further, the total school enrollment in any given school year shall not exceed the Enrollment Caps specified in the First Amendment to the Developer's Agreement.
12. Applicant shall not be permitted to increase the number of enrolled students on annual basis by more than (a) 26% of the total physical student enrollment at the School, or (b) the maximum amounts identified in the Ramp Up Schedule included within the OMP, whichever is less.
13. Notwithstanding whether Building D (Phase II) is constructed or whether Applicant operates a high school at the Property, Applicant shall be limited to a maximum enrollment of no more than a total of _____ kindergarten through eighth grade students at the school.
14. The Applicant shall coordinate with Broward County Sheriff's Office to ensure the continued security and safety of the school during and after the construction period. All construction plans and logistics shall be coordinated with BSO to ensure the safety and security of the Property prior to the issuance of any engineering or building permits.
15. An updated Accident Management Plan shall be provided to and approved by BSO prior to issuance of any engineering or building permits for the Expansion.
16. The minimum parking ratios required under the State Requirements for Educational Facilities ("SREF") shall be maintained at all times. Further, the minimum required parking spaces per SREF shall be designated for student parking prior to the start of the school year where 11th grade students are physically enrolled. Minimum required

parking spaces shall be maintained so long as 11th or 12th grade students are physically enrolled at the school.

(i) As part of the Annual Monitoring required in the First Amendment to the Developer's Agreement, the Applicant shall include a total faculty and staff count to ensure sufficient faculty and staff parking is provided on the Property each year. In the event the faculty and staff parking provided does not meet applicable SREF standards, the Applicant shall diligently complete and submit the necessary development applications to the City and provide for additional parking on the Property to meet the SREF standards.

(ii) In the event the City amends the City's Land Development Code in a manner that permits smaller parking space width (the "Parking Space Code Amendment"), Applicant has voluntarily committed to apply for and obtain a permit to restripe the parking lot to increase the amount of available parking spaces, including parking spaces for student parking, based on the smaller parking space dimensions. Applicant shall apply for and obtain a permit for such restriping and complete the restriping by no later than the later to occur of: a) the 2029-2030 school year, or b) three months after the effective date of the Parking Space Code Amendment or such later date for completion as may be approved by the City Manager to minimize disruption to school operations. The application for the restriping shall be processed pursuant to the call-up procedure set forth in Section 30-10(J)(2) of the City's Land Development Code.

(iii) Applicant shall make good faith efforts to explore and secure additional off-site parking locations for use as additional student parking prior the start of the first school year where 11th grade students will be physically enrolled at the school.

17. The use of loading zones located within the northern drive aisles on the Property shall be restricted to non-school operating hours, and time periods outside of the pick-up and drop-off periods established in the OMP so as to not conflict with the adjacent parking.
18. Prior to issuance of a certificate of occupancy for a structure that increases the total development on the Property to more than 80,000 square feet, the Applicant shall coordinate with the Planning Department to locate and designate a temporary loading space(s) in accordance with Section 90-1010 of the City's Land Development Code, prior to the final northern parking lot improvements being constructed, as depicted on the Site Plan Amendment and as further regulated in Condition of Approval (q) below. Alternatively, the Applicant may demonstrate the existing loading spaces on the Property to the north of the school remain accessible and functional through the construction period.
19. Reserved.

i. r. The Applicant shall complete the final parking, circulation, loading, stacking, landscape, and lighting improvements shown on the Site Plan Amendment, Landscape Plan, and Photometric Plans for the Expansion by no later than the start of the 2029-2030 school year.

ii. Notwithstanding anything to the contrary in this Resolution, foundation plantings and landscape adjacent to the proposed new structures to be built (as depicted on the Landscape Plan for the Expansion) shall be installed prior to issuance of a Certificate of Occupancy for the applicable structure.

iii. Removal of the existing jersey barrier and landscape improvements within the median south of the existing jersey barrier (as depicted on

the Landscape Plan for the Expansion) shall be required prior to the start of the 2026-2027 school year.

20. Applicant has committed to commence construction of the gymnasium (Building E) identified in the Amended Site Plan concurrently with construction of Building D (Phase II). Applicant shall obtain a building permit and Commence Construction of the gymnasium prior to or at the time of obtaining a building permit and commencing construction of Building D (Phase II). "Commence Construction" means conducting actual ground-disturbing or vertical work pursuant to the Amended Site Plan and applicable building permit approval. Once commenced, construction of the gymnasium must be continuously and diligently prosecuted in good faith. Prior to, and as a condition of, the issuance of any certificate of occupancy for Building D (Phase II), Applicant shall either (i) have completed construction of the gymnasium (as evidenced by a TCO or certificate of occupancy), or (ii) if construction of the gymnasium has not yet been completed, Applicant may receive a temporary certificate of occupancy for Building D if Applicant provides a payment and performance bond to the City to secure completion of the gymnasium within 6 months of issuance of the temporary certificate of occupancy for Building D (Phase II). The payment and performance bond shall be in an amount equal to the value of the gymnasium improvements not yet completed and shall be in a form acceptable to the City Attorney. Applicant acknowledges and agrees that Applicant shall not receive a final certificate of occupancy for Building D until construction of the gymnasium has been completed (as evidenced by a TCO or certificate of occupancy).
21. The interior playfields and courtyard area, as depicted on the Site Plan Amendment for the Expansion shall be completed prior to the issuance of any certificate of occupancy for Phase I of the Expansion, as depicted in the Site Plan Amendment and in the revised OMP.
22. Construction related vehicles and equipment shall not impede the required parking and circulation for the daily school operations. Construction related vehicles and equipment shall not be permitted to park in required school parking spaces. Temporary parking and circulation shall be maintained in accordance with the revised OMP.
23. The decorative finial proposed at the top of the cupola shall be aluminum and shall not include any flag, logo, or text.
24. The City shall inspect all landscaping on the Property on a periodic basis to ensure that it is being properly maintained and is growing in at a normal rate. The City may require the Applicant to add additional landscaping material if planted material is not growing at a normal rate as would be expected based upon the professional judgement of the City Landscape Architect or landscape consultant retained by the City.
25. Prior to submitting the Final Midblock Crossing Analysis to the County, the Applicant shall provide the required analysis to the City for review and approval.
26. Applicant recognizes and acknowledges that City owned athletic facilities have limited availability and that no preferences or priority will be granted by the City to the charter school or any organization affiliated with the charter school related to any request to use the City's athletic facilities.
27. Applicant shall, at Applicant's sole expense, provide for maintenance of the landscaping and irrigation in the right-of-way located along Hillsboro Blvd. adjacent to the school, including the landscaping and irrigation within the medians along Hillsboro Blvd., in accordance with the applicable right-of-way maintenance agreement maintenance standards and applicable approved landscape plan(s).
28. Applicant agrees to abide by the terms and conditions of any agreement Applicant enters into with a homeowner's association within the City concerning mitigating the

impacts of the school Expansion.

29. Regarding the proposed handicapped parking area, prior to the issuance of any engineering permits for the Expansion, Applicant shall provide to the City, and update Applicant's plans to include, the required spacing from a standard stall and the 4" white and blue stripes, along with the size, spacing, and color for the diagonal stripes, the materials for the wheel stops and more information about the proposed fence, such as footers.
30. On annual basis at a meeting date acceptable to the City and Applicant, Applicant shall cause its traffic consultant to provide a presentation to the City Commission at a City Commission meeting regarding the results of the required monthly and annual traffic monitoring reports for the prior year, including detailing any traffic, vehicular and pedestrian safety issues identified, including any Action Required Findings, and any Remedial Actions taken by the Applicant to address any Action Required Findings and any other traffic, vehicular and pedestrian safety issues. The presentation shall not be subject to approval by the City Commission.
31. All previous conditions of approval shall remain in effect, except as modified by this Resolution.
32. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law. Additionally, the City shall have the remedies set forth in Section 3 of the Developer's Agreement (as amended) in the event Applicant fails to abide by such conditions, including but not limited to withholding building permits, and limiting any additional school enrollment in the event there is an Action Required Finding that has not been remedied by the Applicant. Applicant further acknowledges that any requirements or conditions of the Site Plan Amendment and Special Exception Resolution and this Amendment not complied with prior to the beginning of the 2030/2031 school year may require Applicant to submit additional traffic analyses and plans for review and approval by the City.
33. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

C. Staff finds the First Amendment to the Developer's Agreement meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. Prior to issuance of any permits, the First Amendment to the Developer's Agreement shall be executed by the Applicant and recorded in the Public Records of Broward County.

2. Failure to comply with all requirements as set forth in this Resolution and the First Amendment to the Developer's Agreement shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

3. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

D. Staff finds Second Amendment to the Declaration of Restrictive Covenants meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. Final approval of the Second Amendment is subject to approval by Broward County and recordation by the Applicant of the Second Amendment in the Public Records of Broward County.

2. Prior to issuance of any permit that causes the development on the Property to exceed 110,000 square feet, the Amendment shall be approved and recorded as required in (a) above to allow for an increase in the development to a maximum of 135,000 square feet of public charter school on Parcel C.

3. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

4. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

4. Planning and Zoning Board Recommendation

Resolution 2026-029: Plat Note Amendment
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1) with Goldstein dissenting

Resolution 2026-028: Somerset Academy Expansion (SE, SPA, CAB)
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (5-2) with Goldstein and Lazowick dissenting

Resolution 2026-031: Amending the Declaration of Restrictive Covenants
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1) with Goldstein dissenting

Resolution 2026-030: Amendments to Developer's Agreement
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1) with Goldstein dissenting

5. City Commission Motion

City Commission (May 20, 2026) - A motion was made to have a June 3, 2026, City Commission workshop, defer all of these items (Items 9B, 9C, 9D, 9E and 9F) to the July 8, 2026, City Commission meeting, and authorize Staff to take the necessary actions to process the building permit/application for the removal of the Jersey barrier and the enclosure of existing Building "B"/Phase 0 at the School, and waiving the six-day call-up time period.

Exhibit A – Site Location

Abbreviated Legal Description: DEBUYS PLAT 180-147 B PARCEL C LESS POR DESC AS: COMM SE COR OF SEC 28-47-41, W 89.01 TO POB, W 4,NE 39.30,N 202.27, NE 100.72,N 214,W 12,N 115.69, E 6.01,S 100.60,E 12,S 229.53, SW 100.72,S 200,SW 42.11 TO POB, LESS A POR OF SAID PAR C DESC AS: COMM SE COR OF SEC 28,W 93.01,NE 39.30,N 202.27 TO POB, NE 100.72,N 214, W 12, S 314 TO POB,LESS POR DESC IN INSTR 116379782

CITY OF PARKLAND
Meeting: Wednesday, July 8, 2026

AGENDA SUMMARY
Regular Agenda
Agenda Item: 9.H.

TITLE: Resolution 2026-028: Somerset Academy Expansion (*Deferred to August 12, 2026*)
A Resolution of the City Commission of the City of Parkland, Florida approving a Special Exception, Site Plan Amendment and Community Appearance Board application to permit an expansion to an existing educational institution, generally located at 8401 University Drive (Somerset Charter Expansion; Application Nos. 2025-18-SE, 2025-17-SPA & 2025-19-CAB); providing for conflicts, severability, and an effective date.
SUBMITTED BY: Kaitlyn Forbes, Anthony Soroka
ORIGIN OF REQUEST: Planning and Zoning
MEETING GROUP: City Commission

STAFF RECOMMENDATION
Staff recommends approval.
STRATEGIC PLAN
Strategy: Effective and Efficient Government
Goals & Actions by Strategy: Other

BACKGROUND & PURPOSE
The Subject Site is located at 8401 N. University Drive and is generally northwest of the intersection of W. Hillsboro Blvd. and N. University Drive. The Subject Site measures approximately 10.3 net acres. The site is part of the Debuys Plat and the Miralago Master Plan, shown as Parcel C on both.

The Subject Site has a commercial land use designation and is zoned Planned Commercial Development (PCD). PCD zoning allows for Educational Institutions as a Special Exception use. The approved Master Plan restricts the Subject Site to 110,000 square feet of commercial use (reflecting the underlying land use), and the approved plat restricts the development to 100,000 square feet of public charter school use. Other agreements are recorded that further restrict the property, including a Development Agreement and Declaration of Restrictive Covenants.

Prior to 2018, the site was vacant and used for agricultural purposes. In 2018, the City approved development plans, including a special exception, to allow for an approximately 98,638 square foot, K-8 public charter school, for up to 1,280 students. The approved plans included a 2-phase development and a stand-alone gymnasium. The eastern wing of the school and the gymnasium were not constructed. The current school, as constructed, is approximately 56,541 square feet. As part of the approved development plans, an Operational Management Plan was adopted that regulates the school operations, monitoring requirements, and other factors. A Development Agreement was entered into to ensure

compliance with conditions of approval and establish additional obligations for off-site improvements, funding contributions, and other requirements.

Public Hearing:

Planning and Zoning Board (April 9, 2026): *Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (5-2).*

City Commission (May 20, 2026) - A motion was made to have a June 3, 2026, City Commission workshop, defer all of these items (Items 9B, 9C, 9D, 9E and 9F) to the July 8, 2026, City Commission meeting, and authorize Staff to take the necessary actions to process the building permit/application for the removal of the Jersey barrier and the enclosure of existing Building "B"/Phase 0 at the School, and waiving the six-day call-up time period.

FISCAL IMPACT

n/a

EXPIRATION OF CONTRACT

n/a

ATTACHMENTS

1. SPA_SE_CAB-Resolution
2. Reso Exhibit B - Special Exception Application_03.09.26
3. Reso Exhibit B - JustificationStatement_SE_06.18.26
4. Reso Exhibit C - Site Plan_Amendment_Application_03.09.26
5. Reso Exhibit C - JustificationStatement_SitePlan_06.18.26
6. Reso Exhibit D -CAB Application Form_03.09.26
7. Reso Exhibit D - JustificationStatement_CAB_06.18.26
8. Staff Report - PL, SE, SPA, CAB, Agreements - CC Update - July 8
9. Alta Survey_02.17.26
10. SP-1 (6.18.26)
11. Civil Plans (3.6.26) dss
12. ARCHITECTURAL PLANS - With revised sheets 6.22.26
13. 06.17.26_X_LANDSCAPE_729.24A_signed
14. Autoturn Analysis_02.17.26
15. Photometrics A401-A401
16. Photometrics_A402-A402
17. Traffic Operational Plan 04.27.26 dss_Updated 6.16.26
18. Traffic study 04.28.26 dss
19. Pedestrian Circulation Plan
20. Event Parking Plan
21. Concurency Analysis (3.23.26) dss
22. NSID - Service Capacity Letter
23. Solid Waste Concurrency Letter

RESOLUTION 2026-028

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA, APPROVING A SPECIAL EXCEPTION, SITE PLAN AMENDMENT, AND COMMUNITY APPEARANCE BOARD APPLICATION TO PERMIT AN EXPANSION TO AN EXISTING EDUCATIONAL INSTITUTION GENERALLY LOCATED AT 8401 UNIVERSITY DRIVE (SOMERSET CHARTER EXPANSION; APPLICATION NOS. 2025-18-SE, 2025-17-SPA & 2025-19-CAB); PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, Application No.2025-18-SE (the "Special Exception Application") and Application No. 2025-17-SPA (the "Site Plan Amendment Application") and 2025-19-CAB (the "Community Appearance Board Application") have been submitted to the City of Parkland (the "City") by Parkland School Property LLC (the "Applicant") seeking Special Exception, Site Plan Amendment, and Community Appearance Board approval to expand the existing charter school generally located at 8401 University Drive (the "Property") to allow for up to a 135,000 square foot educational institution for kindergarten through twelfth grade (the "Expansion"); and

WHEREAS, the Property is approximately 10.3 acres and is generally located at the northwest corner of N. University Drive and W. Hillsboro Blvd., as further described in Exhibit "A"; and

WHEREAS, the Property has a Commercial Land Use and Planned Commercial District ("PCD") zoning district; and

WHEREAS, uses permitted in the PCD zoning district are restricted to those permitted in the B-1, B-2, and OP zoning districts and Educational Institutions are permitted by Special Exception in the B-2 district; and

WHEREAS, Resolution No. 2018-062 approved a Special Exception and Site Plan Application for up to 1,280 kindergarten through eighth grade students in a 98,638 square foot school; and

WHEREAS, the original site plan included a second phase of development that was not constructed, and only 56,451 square feet of the approved plan was constructed thus far; and

WHEREAS, the Applicant currently operates a kindergarten through eighth grade public charter school on the Property, which is currently restricted to 100,000 square feet of public charter school use; and

WHEREAS, the Applicant has petitioned the City for approval of a Special Exception (2025-18-SE), Master Plan Amendment (2025-5-MPA), Plat Note Amendment (2025-29-P), and Site Plan Amendment (2025-17-SPA) (collectively, the "Applications") to expand the School to operate a 135,000 square foot educational institution for students in kindergarten through twelfth grade (the "Expansion"); and

WHEREAS, the Applicant submitted proposed amendments to the existing Developer's Agreement and Declaration of Restrictive Covenants to reflect the proposed Expansion; and

WHEREAS, the Special Exception Application, attached and incorporated herein as Exhibit "B", the Site Plan Amendment Application, attached and incorporated herein as Exhibit "C", and the Community Appearance Board Application, attached and incorporated herein as Exhibit "D", for the Expansion were reviewed by pertinent City staff and recommended for approval; and

WHEREAS, on April 9, 2026, the Planning and Zoning Board voted to recommend approval of the Special Exception Application, Site Plan Amendment Application, and Community Appearance Board Application; and

WHEREAS, the City Commission has considered the evidence and testimony presented by the Applicant and other interested parties and the recommendations of the various City of Parkland review agencies and staff regarding the Special Exception Application, Site Plan Amendment Application and Community Appearance Board Application; and

WHEREAS, based upon the evidence in the record and presented at the hearing before the City Commission, the City Commission finds that all applicable Land Development Code requirements have been met, the Special Exception Application, Site Plan Amendment Application, and Community Appearance Board Application are consistent with the City's Comprehensive Plan and approval of the Special Exception Application, Site Plan Amendment Application, and Community Appearance Board Application 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 Special Exception Application, Site Plan Amendment Application, and Community Appearance Board Application are hereby approved, subject to the following conditions of approval, all of which were negotiated with the Applicant, the Applicant has voluntarily committed to and shall be satisfied by the Applicant:

a. Conditions of approval C – E, G-J, and L established in Resolution 2018-062, granting Special Exception and Site Plan Approval, are hereby amended as set forth in the First Amendment to the Developer's Agreement, which shall be recorded in the Public Records of Broward County prior to issuance of any permits for the Property.

b. Applicant shall comply with all applicable requirements of the Developer's Agreement, as amended by the First Amendment to the Developer's Agreement.
c. The Applicant shall, at its sole cost and expense (except as described below regarding the Security), design, permit and complete construction of a Roundabout in accordance with the design and architectural features attached as Exhibit "E" at the intersection of Hillsboro

Boulevard and University Drive, subject to approval by Broward County (the "Roundabout"). The Applicant shall submit the necessary permitting applications for construction of the Roundabout to the County and the City prior to the issuance of any certificate of occupancy for the Expansion, including but not limited to any certificate of occupancy for Building B depicted on the Site Plan Amendment. Construction of the Roundabout shall be completed (meaning open to traffic with all designed lanes operational) prior to the first to occur of: (i) physical student enrollment at the Property exceeding a total of 1,154 students, or (ii) the issuance of a final Certificate of Occupancy for Phase I depicted on the Operational Management Plan, dated April 27, 2026 ("OMP"). Notwithstanding, the City may issue a Temporary Certificate of Occupancy ("TCO") for Phase I construction upon demonstration the Applicant has been working in good faith and diligently pursing permitting and constructing the Roundabout provided that the TCO shall be conditioned on Applicant's commitment to obtain a Certificate of Completion, or similar document, as required by the City and County, for the Roundabout within 90 days of the issuance of the TCO . However, in no instance shall a final Certificate of Occupancy be issued for Phase I, nor shall the total physical student enrollment at the Property exceed 1,454 students until the Roundabout receives a Certificate of Completion, or similar document, as required by the City and County.

d. The City Manager may further extend the timeframes noted in (c) above and (e) below upon Applicant demonstrating that the Applicant has been working in good faith and diligently pursuing permitting and constructing the Roundabout or the pedestrian crosswalk, as applicable.
e. Applicant shall, at its sole cost and expense, design, permit and complete construction of a pedestrian crossing, including but not limited to any County required markings, signals and lighting, across Hillsboro Boulevard along the west side of the Property entrance, subject to County requirements and approval. The Applicant shall submit the necessary permitting applications for the pedestrian crossing to the County and the City prior to the issuance of any certificate of occupancy for the Expansion, including but not limited to any certificate of occupancy for Building B depicted on the Site Plan Amendment. In the event County has not decided upon or approved such pedestrian crossing prior to the time Building B is ready for issuance of a certificate of occupancy, Applicant shall provide written evidence of such communications to the City and Applicant diligently pursuing the pedestrian crossing, and City shall not withhold issuance of the Building B certificate of occupancy provided that no additional building permits or certificates of occupancy shall be issued for the Expansion until Applicant submits the necessary applications for the pedestrian crossings. Applicant shall complete the pedestrian crossing within six months of Broward County approval unless the County requires or approves a traffic signal or overhead pedestrian hybrid beacon in connection with the pedestrian crossing. If a traffic signal or overhead pedestrian hybrid beacon is required or approved by the County, the Applicant shall complete the pedestrian crossing, including the traffic signal or overhead pedestrian hybrid beacon (as applicable), within nine months of County approval.
f. Applicant shall, at its sole cost and expense, diligently pursue all approvals necessary for the improvements described in these conditions of approval and the First Amendment to the Developer's Agreement, and cooperate with City as necessary to achieve approval in the most expeditious fashion.
g. Upon issuance of the certificate of completion, or similar document reflecting final completion

of the Roundabout, the Applicant's required Proportionate Share Costs shall be considered satisfied, subject to the requirements of condition of approval (h) below.

h. As a condition of the City's release of the PSP Security (as described in the Traffic Signalization Agreement between the Applicant, City, and County dated June 15, 2020 (the "Traffic Agreement")) to Applicant for the purpose of constructing the required Roundabout, the Applicant shall obtain Broward County's approval of an amendment to, or termination of, the Traffic Agreement, in a manner that provides for the Roundabout in lieu of a traffic signal at the intersection of N. University Drive and W. Hillsboro Boulevard.

i. Prior to full or partial release of the PSP Security, the Applicant shall provide a cost estimate of the Roundabout to the City to demonstrate the design and construction costs meet or exceed the PSP Security amount together with the Proportionate Fair Share requirements established in the Traffic Study, dated April 28, 2026. The full release of the PSP Security shall only occur if the design and construction cost of the Roundabout is demonstrated to exceed the combined amount of the PSP Security and Proportionate Fair Share costs established in the Traffic Study.

j. The Applicant shall comply with the revised OMP which is hereby incorporated into this Resolution and subject to enforcement by the City, including any amendments or modifications that have been provided to and approved by the City Manager in writing thereafter.
(i) Temporary parking depicted in Phase II of the OMP shall be limited to visitor parking and shall not be utilized during school drop-off and/or pick-up times so as to not impede the drop-off/pick-up operations. Temporary parking spaces shall be striped to the City's parallel parking standards.

k. The addition of new grade levels (9-12th grade) shall be limited to one new grade level per school year, in successive order, starting with 9th grade in the 2027-2028 school year, in accordance with the Ramp Up Schedule included within the revised OMP. In no event shall either the 11th or 12th grade levels exceed a maximum of 168 students per grade level in any given school year, nor shall total student enrollment during the 9th-12th grade ramp up exceed the total enrollment listed in the Ramp Up Schedule of the OMP in any given school year. Further, the total school enrollment in any given school year shall not exceed the Enrollment Caps specified in the First Amendment to the Developer's Agreement.
    (i) Applicant shall not be permitted to increase the number of enrolled students on annual basis by more than (a) 26% of the total physical student enrollment at the School, or (b) the maximum amounts identified in the Ramp Up Schedule included within the OMP, whichever is less.
    (ii) Notwithstanding whether Building D (Phase II) is constructed or whether Applicant operates a high school at the Property, Applicant shall be limited to a maximum enrollment of no more than a total of _____ kindergarten through eighth grade students at the school.

l. The Applicant shall coordinate with Broward County Sheriff's Office to ensure the continued security and safety of the school during and after the construction period. All construction plans and logistics shall be coordinated with BSO to ensure the safety and security of the Property prior to the issuance of any engineering or building permits.

m. An updated Accident Management Plan shall be provided to and approved by BSO prior to issuance of any engineering or building permits for the Expansion.

n. The minimum parking ratios required under the State Requirements for Educational Facilities ("SREF") shall be maintained at all times. Further, the minimum required parking spaces per

SREF shall be designated for student parking prior to the start of the school year where 11th grade students are physically enrolled. Minimum required parking spaces shall be maintained so long as 11th or 12th grade students are physically enrolled at the school.

(i) As part of the Annual Monitoring required in the First Amendment to the Developer's Agreement, the Applicant shall include a total faculty and staff count to ensure sufficient faculty and staff parking is provided on the Property each year. In the event the faculty and staff parking provided does not meet applicable SREF standards, the Applicant shall diligently complete and submit the necessary development applications to the City and provide for additional parking on the Property to meet the SREF standards.

(ii) In the event the City amends the City's Land Development Code in a manner that permits smaller parking space width (the "Parking Space Code Amendment"), Applicant has voluntarily committed to apply for and obtain a permit to restripe the parking lot to increase the amount of available parking spaces, including parking spaces for student parking, based on the smaller parking space dimensions. Applicant shall apply for and obtain a permit for such restriping and complete the restriping by no later than the later to occur of: a) the 2029-2030 school year, or b) three months after the effective date of the Parking Space Code Amendment or such later date for completion as may be approved by the City Manager to minimize disruption to school operations. The application for the restriping shall be processed pursuant to the call-up procedure set forth in Section 30-10(J)(2) of the City's Land Development Code.

(iii) Applicant shall make good faith efforts to explore and secure additional off-site parking locations for use as additional student parking prior the start of the first school year where 11th grade students will be physically enrolled at the school.

o. The use of loading zones located within the northern drive aisles on the Property shall be restricted to non-school operating hours, and time periods outside of the pick-up and drop-off periods established in the OMP so as to not conflict with the adjacent parking.

p. Prior to issuance of a certificate of occupancy for a structure that increases the total development on the Property to more than 80,000 square feet, the Applicant shall coordinate with the Planning Department to locate and designate a temporary loading space(s) in accordance with Section 90-1010 of the City's Land Development Code, prior to the final northern parking lot improvements being constructed, as depicted on the Site Plan Amendment and as further regulated in Condition of Approval (q) below. Alternatively, the Applicant may demonstrate the existing loading spaces on the Property to the north of the school remain accessible and functional through the construction period.

q. Reserved.

r. The Applicant shall complete the final parking, circulation, loading, stacking, landscape, and lighting improvements shown on the Site Plan Amendment, Landscape Plan, and Photometric Plans for the Expansion by no later than the start of the 2029-2030 school year.

(i) Notwithstanding anything to the contrary in this Resolution, foundation plantings and landscape adjacent to the proposed new structures to be built (as depicted on the Landscape Plan for the Expansion) shall be installed prior to issuance of a Certificate of Occupancy for the applicable structure.

(ii) Removal of the existing jersey barrier and landscape improvements within the median south of the existing jersey barrier (as depicted on the Landscape Plan for the Expansion) shall be required prior to the start of the 2026-2027 school year.

s. Applicant has committed to commence construction of the gymnasium (Building E) identified in the Amended Site Plan concurrently with construction of Building D (Phase II). Applicant shall obtain a building permit and Commence Construction of the gymnasium prior to or at the time of obtaining a building permit and commencing construction of Building D (Phase II). "Commence Construction" means conducting actual ground-disturbing or vertical work pursuant to the Amended Site Plan and applicable building permit approval. Once commenced, construction of the gymnasium must be continuously and diligently prosecuted in good faith. Prior to, and as a condition of, the issuance of any certificate of occupancy for Building D (Phase II), Applicant shall either (i) have completed construction of the gymnasium (as evidenced by a TCO or certificate of occupancy), or (ii) if construction of the gymnasium has not yet been completed, Applicant may receive a temporary certificate of occupancy for Building D if Applicant provides a payment and performance bond to the City to secure completion of the gymnasium within 6 months of issuance of the temporary certificate of occupancy for Building D (Phase II). The payment and performance bond shall be in an amount equal to the value of the gymnasium improvements not yet completed and shall be in a form acceptable to the City Attorney. Applicant acknowledges and agrees that Applicant shall not receive a final certificate of occupancy for Building D until construction of the gymnasium has been completed (as evidenced by a TCO or certificate of occupancy).

t. The interior playfields and courtyard area, as depicted on the Site Plan Amendment for the Expansion shall be completed prior to the issuance of any certificate of occupancy for Phase I of the Expansion, as depicted in the Site Plan Amendment and in the revised OMP.

u. Construction related vehicles and equipment shall not impede the required parking and circulation for the daily school operations. Construction related vehicles and equipment shall not be permitted to park in required school parking spaces. Temporary parking and circulation shall be maintained in accordance with the revised OMP.

v. The decorative finial proposed at the top of the cupola shall be aluminum and shall not include any flag, logo, or text.

w. The City shall inspect all landscaping on the Property on a periodic basis to ensure that it is being properly maintained and is growing in at a normal rate. The City may require the Applicant to add additional landscaping material if planted material is not growing at a normal rate as would be expected based upon the professional judgement of the City Landscape Architect or landscape consultant retained by the City.

x. Prior to submitting the Final Midblock Crossing Analysis to the County, the Applicant shall provide the required analysis to the City for review and approval.

y. Applicant recognizes and acknowledges that City owned athletic facilities have limited availability and that no preferences or priority will be granted by the City to the charter school or any organization affiliated with the charter school related to any request to use the City's athletic facilities.

z. Applicant shall, at Applicant's sole expense, provide for maintenance of the landscaping and irrigation in the right-of-way located along Hillsboro Blvd. adjacent to the school, including the landscaping and irrigation within the medians along Hillsboro Blvd., in accordance with the applicable right-of-way maintenance agreement maintenance standards and applicable approved landscape plan(s).

aa. Applicant agrees to abide by the terms and conditions of any agreement Applicant enters into with a homeowner's association within the City concerning mitigating the impacts of the school Expansion.

bb. Regarding the proposed handicapped parking area, prior to the issuance of any engineering permits for the Expansion, Applicant shall provide to the City, and update Applicant's plans to include, the required spacing from a standard stall and the 4" white and blue stripes, along with the size, spacing, and color for the diagonal stripes, the materials for the wheel stops and more information about the proposed fence, such as footers.

cc. On annual basis at a meeting date acceptable to the City and Applicant, Applicant shall cause its traffic consultant to provide a presentation to the City Commission at a City Commission meeting regarding the results of the required monthly and annual traffic monitoring reports for the prior year, including detailing any traffic, vehicular and pedestrian safety issues identified, including any Action Required Findings, and any Remedial Actions taken by the Applicant to address any Action Required Findings and any other traffic, vehicular and pedestrian safety issues. The presentation shall not be subject to approval by the City Commission.

dd. All previous conditions of approval shall remain in effect, except as modified by this Resolution.

ee. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law. Additionally, the City shall have the remedies set forth in Section 3 of the Developer's Agreement (as amended) in the event Applicant fails to abide by such conditions, including but not limited to withholding building permits, and limiting any additional school enrollment in the event there is an Action Required Finding that has not been remedied by the Applicant. Applicant further acknowledges that any requirements or conditions of the Site Plan Amendment and Special Exception Resolution and this Amendment not complied with prior to the beginning of the 2030/2031 school year may require Applicant to submit additional traffic analyses and plans for review and approval by the City.

ff. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

Section 3. References in this Resolution to Applicant shall be deemed to include any successors and assigns, and to the owner of the Property, and the owner and operator of the School.

Section 4. All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 5. 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 hereof as a whole or part thereof other than the part declared to be invalid.

Section 6. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS 8th DAY OF JULY, 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

Abbreviated Legal Description: DEBUYS PLAT 180-147 B PARCEL C LESS POR DESC AS: COMM SE COR OF SEC 28-47-41, W 89.01 TO POB, W 4,NE 39.30,N 202.27, NE 100.72,N 214,W 12,N 115.69, E 6.01,S 100.60,E 12,S 229.53, SW 100.72,S 200,SW 42.11 TO POB, LESS A POR OF SAID PAR C DESC AS: COMM SE COR OF SEC 28,W 93.01,NE 39.30,N 202.27 TO POB, NE 100.72,N 214, W 12, S 314 TO POB,LESS POR DESC IN INSTR 116379782

Exhibit B – Special Exception Application

(See Attached)

Exhibit C – Site Plan Application

(See Attached)

Exhibit D – Community Appearance Board Application

(See Attached)

Exhibit E – Roundabout Design and Architectural Features

The Roundabout shall be designed and constructed to a minimum standard generally consistent with the City's recent Mecca Boulevard/Hillsboro Boulevard and Loxahatchee Road roundabouts, including a landscaped central island, mountable truck apron, splitter islands on each approach, curb and gutter, pavement markings, signage, roadway decorative lighting, decorative pavers, drainage, pedestrian accommodations where applicable, and other elements included in the project documentation for the aforementioned sample projects. The roundabout shall incorporate enhanced aesthetic and streetscape elements comparable to those installations, with the design featuring a Southern Oak as the focal point within the central island, surrounded by a stone veneer wall and landscaped areas with irrigation. Uplighting shall be installed to highlight the roundabout's aesthetic features and enhance nighttime visibility and visual appeal. The overall design shall accommodate safe and efficient operation by passenger vehicles, emergency vehicles, service vehicles, and trucks, while complying with all applicable City, County, and FDOT design criteria, utility coordination requirements, and long-term maintenance considerations.

STAFF USE ONLY
Intake Date:_____
By:_____
Fee Paid:_____
Receipt:_____
Petition #:_____

City of Parkland

Planning and Zoning Department

6600 University Drive, Parkland, FL 33067 Phone (954) 753-5040 Fax (954) 341-5161

SPECIAL EXCEPTION USE APPLICATION

INSTRUCTIONS TO APPLICANTS:

1.Please complete all questions on the application. If not applicable, indicate with N/A.

2.Provide required attachments as shown on the attached checklist.

3.Filing Fees required to be paid:

a. Special Exception Use Application - a filing fee in the amount of two thousand five hundred dollars ($2,500) for a filing fee, one thousand nine hundred dollars ($1,900.00) for advertising fees, engineering fees in the amount of one thousand dollars ($1,000.00) and an initial escrow in the amount of one thousand dollars ($1,000) for professional fees. (Please note that the escrow must maintain a minimum balance of $500.00 at all times.) Since advertising and professional costs vary, the final amount due will be reconciled upon receipt of newspaper and professional contractor invoices.

I. PROPERTY OWNER AND AGENT INFORMATION

Property Owner(s) of Record: PARKLAND SCHOOL PROPERTY LLC

Address: 6457 SUNSET DR City: MIAMI ST: FL Zip: 33143

Phone:_____ E-Mail Address:_____

Applicant (if other than owner):_____

Address:_____ City:_____ ST:_____ Zip:_____

Phone:_____ E-Mail Address:_____

Agent & Company Name: Schmidt Nichols | Jon Schmidt

Address: 1551 N. Flagler Drive; Suite 102 City: West Plam Beach ST: FL Zip: 33401

Phone: 561-684-6141 E-Mail Address: jschmidt@snlandplan.com

Consultants: If applicable to your request, please attach a separate list of all consultants that will provide information on this request. You should include the name, address, telephone number, and fax number as well as the type of professional service provided.

II. PROPERTY LOCATION

A. Is the subject property located within one mile of another municipality? [X] yes [ ] no

If 'yes' please specify: Unincorporated Palm Beach County

B. Folio Number: If additional folios, list on a separate sheet and attach to the application.

Folio: [ ][ ]-[ ][ ]-[ ][4]-[1][7]-[1][2]-[8][0][1]-[5][2][9][0]

C. Section: 28 Township: 47 Range: 41 Total Acreage of Subject Property 10.337

D. Project Name: Parkland Somerset Academy

E. Project Address: 8401 University Drive

F. General Location Description (proximity to closest major intersection in miles or fractions thereof):
The subject site is located on the west side of N. University Drive, north of W. Hillsboro blvd.

III. PROJECT HISTORY

(List in sequence from first application to most recent – attach additional page if necessary):

Petition Number	Request	Action	Date	Resolution Number
1-LUPA-10	Land Use Map Amend.	Approved	8/18/10	Ord. 2009-55
02- MP-11& 03-Z-11	Master Plan & Rezoning	Approved	1/4/12	Ord. 2011-36
6-P-11	DeBuys Plat	Approved	4/4/12	Ord. 2012- 26
17.002 & SE17.001	Site plan & Special Excepotion	Approved	4/3/19	Reso. 2018-062
MPA14-001	Master Plan Amendment	Approved	4/17/14	Ord. 2014-03

IV. ADJACENT PROPERTIES

Adjacent Property to the:	Land Use Designation	Zoning Designation	Existing Use(s) of Property	Approved Use(s) of Property*	Petition & Resolution Number
SUBJECT SITE	Commercial	PCD	School	School	Reso. 2018-062
NORTH	R-2	PRD	Single Family	Single Family	
SOUTH	R-3	PRD	Single Family	Single Family	
EAST	Palm Beach County RR 10	Palm Beach County AR	Ag	Ag	
WEST	R-2	PRD	MF Residential	MF residential	

- If adjacent land supports a previous approval by the City of Parkland, please include a brief description of the approved use(s) and the approved square footage or number of dwelling units.

V. COMPLIANCE

A. Is property in compliance with all previous conditions of approval and/or applicable Code requirements?
[X] yes [ ] no List conditions and explain how the property is now in compliance.
Please reference Justification Statement

B. Code Enforcement Case Number(s): N/A

III. PROJECT HISTORY Continued

(List in sequence from first application to most recent – attach additional page if necessary):

Petition Number	Request	Action	Date	Resolution Number
02-MP-12	Plat Note Amendment	Approved	03/10/15	Inst. 113521825
02-MP-12	Plat Note Amendment	Approved	05/19/20	Inst. 116642189

OWNER ACKNOWLEDGEMENT

I/We ANNETTE IRAOLA, do hereby swear/affirm that I/we am/are the owner(s) of the property referenced in this application.

I/We certify that the above statements and the statements or showings made in any paper or plans submitted herewith are true to the best of my/our knowledge and belief. Further, I/we understand that this application, attachments and fee become part of the official record of the Planning & Zoning Department of the City of Parkland and the fee is not refundable. I/We understand that any knowingly false information given by me/us will result in the denial, revocation or administrative withdrawal of the application or permit. I/We further acknowledge that additional information may be required by the City of Parkland in order to process this application.

I/We further consent to the City of Parkland to publish, copy or reproduce any copyrighted document for any third party submitted as part of this application.

Signature(s) of Owner(s) _____

Print Name(s) Annette Iraola, Manager of Parkland School Property LLC

CONSENT STATEMENT

Owner to complete if using agent/representative

I/We, the aforementioned owner(s), do hereby give consent to Jon Schmidt I Schmidt Nich to act on my/our behalf to submit this application, all required material and documents, and attend and represent me/us at all meetings and public hearings pertaining to the request(s) and property I/we own described in the attached application. Furthermore, as owner(s) of the subject property, I/we hereby give consent to the party designated above to agree to all terms or conditions that may arise as part of the approval of this application for the proposed use.

NOTARY

Signature(s) of Owner(s) _____

Print Name(s) Annette Iraola

STATE OF FLORIDA
COUNTY OF Miami-Dade

The foregoing instrument was acknowledged before me this 28 day of March, 2025 by Annette Iraola. He/She is personally known to me or has produced _____ as identification and did/did not take an oath.

_____ My Commission Expires: _____

(Signature of Notary)

Twinky R Perez

(Name – Must be typed, printed, or stamped)

(NOTARY'S SEAL OR STAMP)

TWINKY R. PEREZ
MY COMMISSION # HH 133754
EXPIRES: January 31, 2026
Bonded Thru Notary Public Underwriters

VI. APPLICANT'S STATEMENT OF JUSTIFICATION (Attach additional sheets if necessary)

The applicant is to explain how the request conforms to the following findings:

A. The positive and negative effects the proposed use will have on the neighborhood or area and the community in general and the design of the proposed use will minimize adverse effects, including visual impact and intensity of the proposed use on adjacent lands.

See Justification Statement

B. How does the proposed use affect the design capacity of the adjacent roadways, what are the particular traffic generation characteristics of the proposed use, including the type of vehicular traffic associated with such use, and what are the traffic generation characteristics of other uses permitted in the particular zoning district.

See Justification Statement

C. What is the availability of and impacts upon the capacity of utilities, community facilities and public services such as police and fire protection, water and sewer service, etc.

See Justification Statement

D. How does the proposed use conform to the stated goals, objectives, policies and land uses established by the City's Comprehensive Plan.

See Justification Statement

E. That the proposed request will ensure general compatibility with adjacent properties and other property in the district (use and character).

See Justification Statement

F. That the proposed request complies with all Code of Ordinance standards for use, layout, function and general development characteristics.

See Justification Statement

G. That the proposed request is not out of scale with the needs of the neighborhood or City.

See Justification Statement

OWNER ACKNOWLEDGEMENT

02/05/2009

City of Parkland

Planning and Zoning Department

6600 University Drive, Parkland, FL 33067 Phone (954) 753-5040 Fax (954) 341-5161

SPECIAL EXCEPTION USE SUBMITTAL CHECKLIST

I. GENERAL

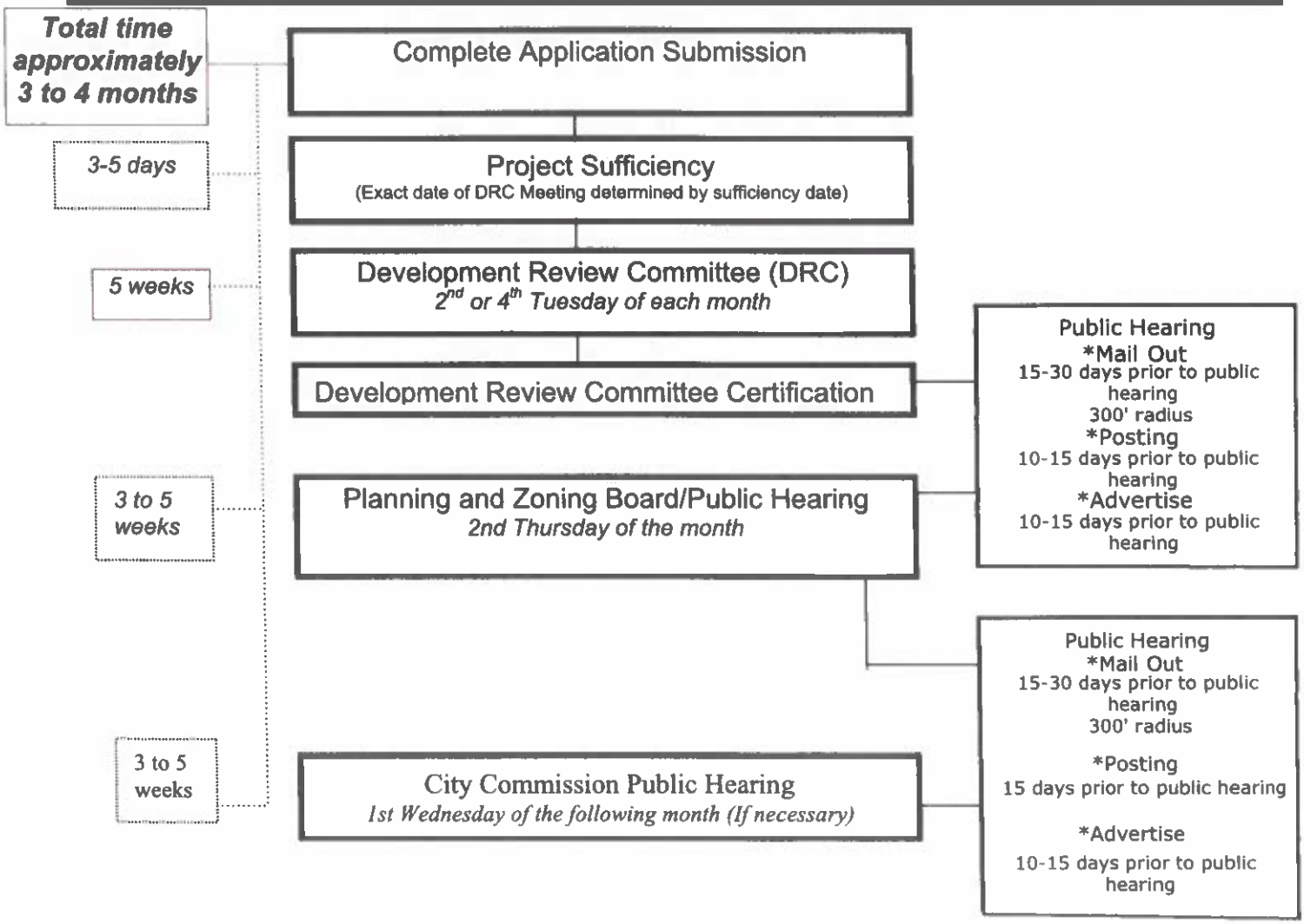
PLEASE CHECK YES	NO	N/A		
☑	☐	☐	a.	A completed application signed by owner, agent and/or applicant. Agent's authorization or power of attorney must be attached if applicant is other than owner.
☑	☐	☐	b.	Required application fee.
☑	☐	☐	c.	Copy of Warranty Deed including property control number or folio number and legal description of the property.
☑	☐	☐	d.	Recent aerial photograph of the site and adjacent properties with a minimum scale of 1"=300. Included w/ SP App
☑	☐	☐	e.	Ten (10) copies of a survey (not more than a year old) including any and all easements of record (referenced by OR Book and page, signed and sealed by a surveyor registered in the State of Florida.) Included w/ SP App.
☑	☐	☐	f.	An impact analysis report in accordance with Section 13-64 of the Code of Ordinances Included w/ SP App.
☑	☐	☐	g.	A Site Plan which meets all requirements of Section 40-20C - Contents of Application for Site Plan approval. Included w/ SP app.

City of Parkland

Planning and Zoning Department

6600 University Drive, Parkland, FL 33067 Phone (954) 753-5040 Fax (954) 341-5161

SPECIAL EXCEPTION USE PROCESS



SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

Justification Statement
Somerset Parkland Academy
City of Parkland, Florida
Special Exception Application
Submittal: April 3, 2025
Revised: September 24, 2025
Revised: December 23, 2025
Revised: February 17, 2026
Resubmittal: March 9, 2026
Resubmittal: April 28, 2026
Resubmittal: June 10, 2026
Resubmittal: June 18, 2026

Introduction

On behalf of the Applicant and Property Owner, Parkland School Property, LLC ("Applicant"), Schmidt Nichols ("Agent"), respectfully requests approval of this application for Site Plan Amendment for the Somerset Parkland Academy public charter school located in the City of Parkland, Florida. The 10.337-acre subject property (Folio: 4741 28 01 5290) is located at the northwest corner of University Drive and Hillsboro Boulevard within the Miralago at Parkland Planned Development ("subject property"). Site Plan Review approval is required to confirm that the proposed public charter school layout, site design, and landscaping meet the technical requirements of the City of Parkland Land Development Code.

The subject property was annexed into the City of Parkland as part of the commercial portion (Parcel C) of the Debuys – Lennar Homes Miralago at Parkland planned development. Currently, the subject property has a Future Land Use designation of Commercial (C) and is Zoned Planned Commercial District (PCD). The subject property is currently developed with a 59,401 SF school (Somerset Parkland Academy). See attached survey for a detail of subject property and boundary. The subject property is bounded by University Drive and agricultural uses to the east, Hillsboro Boulevard and single-family residential homes of Parkland Golf and Country Club to the south, multi-family townhouses of Town Parc at Miralago and a water retention lake to the west, and single-family residential homes of Miralago at Parkland and a water retention lake to the north. Below is a summary chart of surrounding properties:

Adjacent Lands	Uses	FLU	Zoning
Subject Property	**School (Parkland Somerset Academy)**	**Commercial (C)**	**PCD**
North	Single-family Residential (Miralago at Parkland)	R-2	PRD

South	SF Residential (Parkland Golf and Country Club)	R-3	PRD
East	Hendrix's Farm - Agricultural	Palm Beach County RR 10	Palm Beach County AR
West	Multi-family Residential Townhouses (Town Parc)	R-2	PRD

Request

The Applicant is requesting a Special Exception Use modification to the existing 59,401 SF Somerset Parkland Academy public charter school site, adding square footage, revising the gymnasium, parking lot, drive-aisles, landscaping, buffers, and vehicle circulation including on-site student drop-off/pick-up. These modifications have been identified within the architectural set as an exhibit with those areas impacted by the amendment shown in white with black line work and those areas which are existing to remain are indicated in grey.

The following is a summary of the other concurrently proposed applications for Somerset Parkland Academy:

- A Site Plan modification to allow a 2,100-student K-12 public charter school with 125,672 s.f. in a PCD zoning district (submitted under separate application); and
- Community Appearance Board Review of the building architecture and overall landscaping (submitted under separate application),
- Delegation application for an increase of square footage to the plat note to 135,000 s.f. (submitted under separate application)
- Master Plan Amendment to increase the s.f. of the school site to match the site plan and to allow for potential future growth on the plat note (submitted under separate application).
- The office of Miskell Backman is processing the amended Development Agreement with the City.

It should be noted that the parking requirements for the development are regulated by the State Requirements for Educational Facilities ("SREF"), which establish alternative parking standards based on staff, visitors, and students. These standards differ from, and supersede, the typical parking calculations set forth in the Parkland Land Development Code. According to Florida Statute 1002.33(18)(a) – Facilities, "the local governing authority shall not adopt or impose any local building requirements or site-development restrictions, such as parking and site-size criteria, that are addressed by and more stringent than those found in the State Requirements for Educational Facilities of the Florida Building Code." These areas will be discussed further below.

Somerset Parkland Academy

The Applicant intends to expand the existing 2-story public charter school building that will house a total of 2,100 K-12 students for a total gross floor area of 125,672 s.f. This includes a 27,174 square-foot gymnasium building with lockers, a multi-purpose court, bleachers and classrooms. The school building addition includes 34 additional classrooms (previously 37 classrooms were proposed, but 3 were previously approved under Reso. 2026-040 on June 3, 2026), a cafeteria, as new interior courtyard play field, and an occupiable rooftop with turf for recreation, which is shaded by a series of canvas sails. This new building is noted as Building D and is two floors above surface parking as well as a rooftop recreational area.

The site plan provides for circulation throughout the site with consideration for two (2) covered bike racks have been provided for those students who opt to ride a bicycle to school. 203 parking spaces are provided which includes 141 for staff, 28 visitor and 34 reserved for a lottery program for students in 11th and 12th grade. provided for staff and visitors. This exceeds the SREF required number of 191 spaces (Chapter 5, Section 5, (2)(f)10.a-d. page 61 of the SREF standards 2014).

The Somerset Parkland Academy public charter school has been designed for all student drop-off and pick-up traffic to enter and exit from the West Hillsboro Boulevard entrance. In fact, ALL traffic excepted for emergency vehicles and buses will enter and exit from W. Hillsboro Boulevard access point. Once vehicles enter the property, staff will direct vehicles into the double stacked lanes and controlled circulation to the main student drop-off/pick-up location. Additional stacking space, if necessary, is obtained by utilizing double lanes at the north side of the subject property. Turn lane capacity has been constructed along both W. Hillsboro Boulevard (east and westbound) and N. University Drive (north and southbound). Drop-off/pick-up times are staggered fifteen (15) minutes apart based on grades. The staggered drop-off and pick-up times will eliminate traffic congestions and ensure no vehicles are stacking on roadways off-site. The proposed site plan demonstrates a total on-site capacity for student drop-off/pick-up (234 vehicles) and the proposed queuing has been designed as a double row which can accommodate a total of 295 vehicles. Please see the Simmons and White traffic analysis and operation plan for more details on the drop-off stacking and design.

We will be conducting the expansion and improvements in a manner that ensures the safety of students, staff, and visitors while maintaining the functionality of the school during operating hours.

- Construction Staging & Deliveries:
  The western circular parking area of the north parking lot will be designated as the staging area for construction activities and material deliveries. All deliveries will be scheduled to avoid conflict with school drop-off and pick-up times.

  Construction will be phased to minimize disruption to students, staff, and adjacent

properties. Work hours, contractor access, material deliveries, and staging will be managed to avoid conflicts with peak school traffic periods, including morning drop-off and afternoon pick-up. Deliveries will be scheduled outside of these windows to the greatest extent practicable.

There will not be a permanent security guard assigned to the site during construction. However, a designated on-site construction representative will be present at all times during construction hours to manage and monitor site access. This individual will facilitate and control all vehicle ingress and egress to ensure that only authorized construction personnel and deliveries are permitted to enter the site.

The site access gates will remain closed and secured at all times except when actively in use for authorized entry or exit. The gates will not be left open during school hours or at any other time. Access procedures will be coordinated with the City and Broward Sheriff's Office (BSO) in accordance with the Development Agreement.

The primary staging area will remain within the western circular portion of the north parking lot. This area provides adequate space for equipment, temporary material storage, and contractor parking while maintaining separation from student areas. Temporary fencing will be installed and maintained to clearly delineate construction zones from active school operations and to prevent unauthorized access.

- Traffic Flow & Student Drop-Off/Pick-Up:
  To facilitate improved traffic circulation and operational efficiency, the existing jersey barrier located along the south side of the Phase I building will be removed and the driveway will be restriped to accommodate two parallel stacking lanes for student drop-off and pick-up. The revised configuration will provide a 32-vehicle drop-off/pick-up area (16 vehicles per lane) directly in front of the school building. When classes resume for the 2026–2027 school year, this drop-off area will be managed by trained crossing guards located on both the east and west sides of the loading area to safely facilitate student loading and unloading operations. Vehicles will only be permitted to enter the designated loading zone once the prior group of vehicles has exited, allowing for an organized rotation of vehicles throughout the drop-off and dismissal periods. School bus operations will occur within the designated bus loop area shown on the site plan and will operate separately from the parent drop-off queue to avoid conflicts with student pick-up and drop-off circulation. The bus loop is primarily intended to accommodate buses associated with school events and activities during off-peak hours and will be managed in coordination with school staff to maintain safe and efficient site circulation.

- The exterior covered terrace and adjacent corridor next to the cafeteria will be and

converted into a multipurpose room for students.

- Construction fencing to separate the construction area from the current buildings.

- As Somerset Parkland Academy continues to grow and our new gymnasium is being built, the school will implement a phased, flexible approach to high school athletics. In the short term, we will rent and partner with facilities (such as municipal, private gyms, and local sports complexes) to provide practice and competition space when possible and cost effective. We will offer a limited menu of sports based on student interest, safety, staffing, and the physical capabilities of our campus at each stage of development, expanding offerings as enrollment increases and facilities come online. In addition, consistent with Florida law, students whose school does not offer a particular sport may be eligible to participate in that sport at another public school, subject to district and FHSAA rules; this right is grounded in Florida's "Equal Opportunity for Access to Extracurricular Activities" provisions, including section 1006.15, Florida Statutes, which govern interscholastic extracurricular student activities and allow students to seek opportunities at other schools when activities are not available at their assigned or attending school.

History

Below is a history of the related development of the subject property:

History of Related Development Applications (DeBuys Property – Parcel C)				
Petition Number	**Instrument**	**Request**	**Action**	**Date**
------	Reso. 2007-41	Pre-annexation agreement	Approved	4/18/07
------	Reso. 2010-16	Amendment to pre-annexation agreement	Approved	2/17/10
House Bill 1315	-------	Annexation Bill	Approved	4/20/09
01-LUPA-09	Ord. 2009-55	Land Use Plan Amendment (DeBuys & Triple H)	Approved	8/18/10
02-MP-11& 03-Z-11	Ord. 2011-36	Master Plan & Rezoning	Approved	1/4/12
06-P-11	Ord. 2012-26	DeBuys Plat	Approved	4/4/12
MPA14-001	Ord. 2014-03	Master Plan Amendment	Approved	4/17/14
02-MP-12	113521825	Plat Note Amendment	Approved	3/10/15
02-MP-12	116642189	Plat Note Amendment	Approved	5/19/20
------	Reso. 2018-062	Site plan & Special Exception	Approved	------

Special Exception

As required by the City's Land Development Code Section 60-40, please find responses to the applicable criteria and standards below for an application requesting Special Exception approval:

Sec. 60-40. - Standards, guidelines and review criteria.

Any use classified as a special exception use must undergo additional review for the satisfaction of standards over and above the standards set forth for permitted uses. Therefore, any proposed special exception use shall demonstrate compliance with the provisions of the land development code and the comprehensive plan. In addition to those criteria, the standards to be applied by the planning and zoning board and the city commission in considering the applications for a special exception use are as follows:

A. *The compatibility of such use with the existing and permitted use of surrounding properties. An otherwise lawful activity may, because of its location, interfere with the property rights of adjacent landowners by creating an unreasonable disruption to the area by way of increased noise, storage and use of dangerous materials, undesired increase or intensity of development or traffic or other impacts. It is the intent of this article that each application for approval of a special exception use be evaluated in light of the unique characteristics of the neighborhood or area in which it is to be located and the positive and negative effects that it may have on the neighborhood or area, and the community in general.*

Response: The proposed educational institution use is compatible with the character and uses surrounding the subject property. The design of the building at two (2) stories is consistent with the surrounding residential structures. A public school is a common and compatible use found adjacent to commercial and/or residential uses. In fact, all the other public schools located within the City are abutting or adjacent to residential uses. Adequate landscape buffers have been provided, including 50' buffers along the west and north property lines, and 48'-60' buffers along the east and south property lines. These buffers include landscaping (shade trees and palm groupings) in order to lessen the impacts upon surrounding residential neighborhoods. Best efforts are being made to preserve several of the existing trees along the southern property line. Therefore, the proposed public charter school is a compatible use with the surrounding residential neighborhoods, as the City has already recognized that a public school is a compatible use with residential based on locations of other public schools within the City limits.

It should be noted that the proposed building height is 33 feet, 10 inches as measured from the average sidewalk grade to the primary roof line, which is consistent with and compatible with a two-story structure in the surrounding area. The maximum height of 57 feet, 8 inches occurs only at the top of a decorative finial flagpole mounted above the cupola on a limited portion of the building. This architectural feature is not occupiable, is not integrated into the mass of the structure, and does not contribute to perceived building bulk or scale. Because the flagpole is slender and limited in width, it will not create visual obstruction or adverse view impacts to adjacent properties. No other portion of the building approaches this elevation.

The applicant understands that the mass of a school at 33' 10" is not the same

as a single family home at the same height, however, the bulk of the school expansion area is located towards the center of the site with the parking to the north and only the gym to the west. Additional landscaping has been incorporated to the north and west sides of the building to soften the building façade and massing.

B. Access, traffic generation and road capacities. Consideration will be given to the design capacity of the adjacent roadways, the particular traffic generation characteristics of the proposed special exception use, including the type of vehicular traffic associated with such use, and traffic generation characteristics of other uses permitted in the particular zoning districts.

Response: The Somerset Parkland Academy public charter school has been operating with two (2) access points, one (1) off North University Drive, and the other off West Hillsboro Boulevard. The site plan was designed to utilize the West Hillsboro Boulevard entrance as the main single point of access for student drop-off/pick-up, as well as egress back out into the surrounding roadway network. This access point will remain the main entrance for visitors and parents during non-peak drop-off/pick-up times. The North University Drive access point is designed for emergency vehicles with additional faculty parking. The new site plan also expands parking with separated parking lots so that parking does not conflict with the standard drop-off/pick-up peak time stacking. Only the overflow stacking is directed through faculty parking lot, but conflicts are avoided as teachers arrive on the site before the peak time stacking occurs. Pedestrian circulation including sidewalk connections to University Drive and Hillsboro Boulevard to lessen the impacts of traffic trips on area roadways.

A Traffic Impact Statement prepared by Simmons & White evaluated the surrounding roadway network under existing, background, and total traffic conditions. The analysis identified several intersections within the study area where improvements may be required to maintain acceptable levels of service at buildout, including University Drive and Hillsboro Boulevard, Trails End and University Drive, University Drive and Loxahatchee Road, and Hillsboro Boulevard and Nob Hill Road. Potential mitigation measures include signalization or roundabout improvements and minor lane configuration modifications.

Pursuant to Florida Statute 163.3180, improvements required to address background traffic conditions are not solely attributable to the proposed development. The applicant will coordinate with the City regarding proportionate fair share contributions toward applicable improvements, which are preliminarily estimated at approximately *$228,250*. These improvements are anticipated to occur in coordination with the City and Broward County as part of future roadway improvement programming and permitting, and may be implemented through proportionate share contributions or conditions of

approval, as applicable. Additionally, the applicant has proposed constructing a roundabout at Hillsboro Boulevard and University Drive, subject to coordination with the City and Broward County.

C. Availability of and impacts upon the capacity of utilities, community facilities, infrastructure and public services such as police and fire protection, and water and sewer service.

Response: The proposed expansion of the public charter school use will not have any negative impacts upon the capacity of utilities, community facilities and/or public services, including, but not limited to, impacts on police and fire protection, water and sewer service, drainage systems, and refuse disposal. These level of service capacity issues were evaluated during the initial rezoning, planned development and platting of this parcel, as it was planned for 110,000 square-feet of commercial development and is being modified to allow for up to 135,000 s.f. of commercial development (in this case a public charter school). Furthermore, it is the intention of Somerset Parkland Academy to work directly with the Broward County Sherriff's ("BSO") and the Broward County School District ("District") on an emergency preparedness plan that meets all safety protocol. We anticipate expansive input from both BSO and the District as the plans are finalized for the building and site layout.

A Concurrency Analysis was prepared evaluating the proposed expansion of Somerset Parkland Academy from 1,280 to 2,100 students and the associated increase in building area. Updated demand calculations were prepared for potable water, wastewater, drainage, solid waste, and traffic. Capacity-to-serve letters have been provided from the North Springs Improvement District (NSID) confirming adequate capacity for potable water, wastewater, and drainage services, and from Waste Management confirming adequate solid waste collection and disposal capacity for the project. Copies of the service provider letters are included with this submittal.

D. Compliance with the land development code and conformity to, and compliance with, the stated goals, objectives, policies and land uses established by the city comprehensive plan.

Response: The proposed public charter school expansion remains consistent with all of the Land Development and Zoning Regulations, as well as all other portions of the code. Furthermore, the proposed site plan, landscape plan and conceptual engineering plans demonstrating such compliance as it relates to property development regulations, landscaping, buffering, and use standards. This Special Exception use as a public charter school meets and/or exceeds the established standards of development, including those specified by SREF and CPTED. As it relates the Comprehensive Plan, the proposed public charter school is consistent with the following Policies in the Future Land Use Element:

Ord. 2020-003 - 1.3.12 Policy: Schools, roads and canals are intended to be permitted uses in each land use category.

Ord. 2020-003 - 1.3.22 Policy: The City shall require the collocation of public facilities, such as parks, libraries, and community centers, with schools to the extent possible and to encourage the use of elementary schools as focal points for neighborhoods.

In furtherance of Policy 1.9.1 The City shall not approve any Land Use Plan amendments that increase density or rezonings that increase density, unless the applicant demonstrates the effect on the public school system, including an analysis of school siting and future public educational needs. It must be adequately demonstrated that the proposed land use plan amendment or rezoning is not projected to place children in a critically overcrowded school or cause a school to become critically overcrowded, and meets school concurrency standards, consistent with the terms of the interlocal agreement between the City of Parkland and the School Board of Broward County. Further, the City shall adopt Land Development Regulations to specifically implement this policy.

Ord. 2020-003; Policy 1.9.2. The City shall seek, by all available legal means, to encourage all persons applying for plat approval within the City, to work with the Broward County School Board to ensure that issues relating to the availability of public school facilities, school siting, and an analysis of future public educational facility needs is taken into account as it relates to the impact of the plat.

Ord. 2020-003; Policy 1.9.3. The City shall coordinate with the School Board of Broward County to achieve an expedited development review procedure for public elementary and secondary education facilities. *The subject charter school is classified through the State of Florida as a public school.*

E. Whether the proposed use would adversely influence living conditions of the residential neighborhoods affected by the use or impacts directly associated with the use.

Response: A public school is a very common use located within and adjacent to residential neighborhoods. All three (3) existing public elementary schools in the City of Parkland are abutting residential neighborhoods. Westglades Middle School and Marjory Stoneman Douglas High School are across the street from residential neighborhoods. Additionally, the three (3) vacant parcels of land designated by the City as future school sites and owned by the School Board of Broward County are all abutting residential neighborhoods.

F. Whether the proposed use would adversely affect property values in the adjacent area.

Response: The City of Parkland takes pride in the fact that their children attend "A" rated public schools. This is one of the reasons, among many, that residents have relocated to the City of Parkland. The area north of West Hillsboro Boulevard, commonly referred to as the "Wedge", has seen a large influx of these families resulting in the need to evaluate the increasing public school attendance numbers. Somerset Parkland Academy seeks to assist the City of Parkland in providing an additional public school to accommodate these new residents.

G. Whether the proposed use would be a deterrent to the improvement or development of adjacent property in accordance with the existing regulations.

Response: The proposed public charter school will not be a deterrent to the improvement or development of the adjacent property. Broward County School Board issues public charters for use throughout the County to compliment the service areas where the School Board constructs their school facilities. The State of Florida also provides for permissibility of public charter schools to utilize the State Requirements for Educational Facilities ("SREF") for public charter schools as the regulations for construction, zoning regulations (including parking and setbacks), and landscaping. These standards are in place to ensure that the public school properties are constructed to a high standard, thus preventing them from ever becoming dilapidated or an eyesore to surrounding properties. The abutting properties to the north (single-family residential) and west (residential townhomes) were approved creating a need for school capacity. The subject property is adjacent to right-of-ways of West Hillsboro Boulevard to the south and North University Drive to the east with developed property to the south (Parkland Golf and Country Club – Single-family residential) and vacant agricultural land to the east. As stated previously, a public school is a very common use located within and abutting residential neighborhoods. The proposed use will not be a deterrent to the improvement or development of the adjacent property. As previously mentioned in criteria A, the highest point of the structure is a flag pole that extends to the height of 57 feet 8 inches, which is not integrated into the mass of the structure, and does not contribute to perceived building bulk or scale. Because the flagpole is slender and limited in width, it will not create visual obstruction or adverse view impacts to adjacent properties. No other portion of the building approaches this elevation.

H. Any additional factors of considerations which may be reasonably calculated to materially affect public health, safety and welfare. The above factors are to be considered supplement to and separate from any other development review factors provided for in the Land Development Code and the satisfaction of those

requirements shall not be dispositive of whether these supplemental requirements have been met.

Response: The proposed public charter school use will have no negative effect on public health, safety and welfare, as the safety and security of the students, faculty and the surrounding Parkland Community is first and foremost in the minds of Somerset Parkland Academy. It is the intention of Somerset Parkland Academy to work directly with the City of Parkland and the Broward County School District ("District") on an emergency preparedness plan that meets all safety protocol. We anticipate expansive input from the City of Parkland, Tagle and Associates and the District as the plans are finalized for the building and site layout. Visitors are not able to gain access to the school campus, classroom buildings or ancillary facilities without registering and being cleared by the administration. Security cameras will be positioned at entry to property, the parking areas, around the perimeter and within the school buildings. The school will employ school safety monitors who will be responsible to monitor all areas of the school grounds to ensure the campus is safe and secure. The site is already approved for a public charter school. The additional students has been mitigated through on-site circulation and parking as well as additional buildings to accommodate this increase. The school was always intended to grow to serve the K-8 students who are then going to High School.

I. Where the special exception is for a school facility, special consideration shall be given to the following:

- *Whether there are sufficient student drop off areas for motorists that are physically separate from the parking area (supported by a traffic analysis to demonstrate that the size and location of the drop off area are adequate for the facility; and*

Response: The amount of queueing spaces available in comparison to the anticipated queuing demand is detailed in the Operational Management Plan prepared by Simmons and White Engineers. The Applicant is proposing four (4) separate staggered drop-off and pick-up times along with a detailed operational plan in order to minimize the onsite queueing. The reconfigured site plan provides an ingress drop-off/pick-up stacking capacity of 234 vehicles for student drop-off/pick-up. An additional 61 vehicles of exiting capacity is provided with a proposed school traffic signal at the main ingress/egress driveway along West Hillsboro Boulevard. This traffic signal is subject to the approval of Broward County. In the event the signal is not warranted or permitted by Broward County, then two (2) off duty Broward County Sherriff's Officers will assist and direct traffic at the West Hillsboro Boulevard access driveway. The overall on-site vehicle stacking capacity allows for 295 vehicles. Additionally, teachers and staff are required to be on-site prior to student drop-off times, as well as stay on-site after pick-up

times so that they have minimal impact to the stacking and circulation.

- *Whether the site plan provides adequate fencing or other security measures to assure the safety of students from drive aisle and parking areas; and*

Response: The site plan provides adequate fencing, gates and security-controlled doorways to assure the safety of students from drive aisles and parking areas. A two (2) tiered perimeter fence system with a minimum 6-foot ornamental fence and an 8-foot non-scalable fence are proposed to secure the entire site. Other security measures include but not limited to on-site staff to guide children to drop-off/pick-up area and control queuing traffic, pavement markings, raised crosswalks, safety bollards, and raised curbing at drop-off areas to assure the safety of students.

- *Whether the site plan provides adequate additional dedicated parking spaces for buses and provides adequate space and drive isles for use by buses.*

Response: Buses will not be utilized for students to get to/from school on a daily basis. The site will provide for a bus staging area for special events or sports transportation.

Special Exception Application findings:

A. The positive and negative effects the proposed use will have on the neighborhood or area and the community in general and the design of the proposed use will minimize adverse effects, including visual impact and intensity of the proposed use on adjacent lands.

Response: The bulk of the school is constructed so we don't anticipate significant additional impacts visually as this amendment requests an expansion to an already operating school. The proposed educational institution use is compatible with the character and uses surrounding the subject property. A public school is a common and compatible use found adjacent to commercial and/or residential uses. In fact, all the other public schools located within the City are abutting or adjacent to residential uses. Adequate landscape buffers have been provided, including 50' buffers along the west and north property lines, and 48'-60' buffers along the east and south property lines. These buffers include landscaping (shade trees and palm groupings) in order to lessen the impacts upon surrounding residential neighborhoods. Best efforts are being made to preserve several of the existing trees along the southern property line. Therefore, the proposed public charter school is a compatible use with the surrounding residential neighborhoods, as the City has already recognized that a public school is a compatible use with residential based on locations of other public schools within the City limits.

B. How does the proposed use affect the design capacity of adjacent roadways, what are the particular traffic generation characteristic of the proposed use, including the type of vehicular traffic associated with such use, and what are the traffic generation characteristics of other uses permitted in the particular zoning district.

Response: The Somerset Parkland Academy public charter school has been operating with two (2) access points, one (1) off North University Drive, and the other off West Hillsboro Boulevard. The site plan was designed to utilize the West Hillsboro Boulevard entrance as the main single point of access for student drop-off/pick-up, as well as egress back out into the surrounding roadway network. This access point will remain the main entrance for visitors and parents during non-peak drop-off/pick-up times. The North University Drive access point is designed for emergency vehicles with additional faculty parking. The new site plan also expands parking with separated parking lots so that parking does not conflict with the standard drop-off/pick-up peak time stacking. Only the overflow stacking is directed through faculty parking lot, but conflicts are avoided as teachers arrive on the site before the peak time stacking occurs. Additional right-of-way is being dedicated in order to lengthen existing turn lanes around site for adequate access into the subject property. Pedestrian circulation including sidewalk connections to University Drive and Hillsboro Boulevard to lessen the impacts of traffic trips on area roadways. Please see the traffic analysis and operational plan provided by Simmons and White Engineering. Details of the traffic impact numbers have been detailed in the Traffic Study provided by Simmons and White.

C. What is the availability of and impacts upon the capacity of utilities, community facilities and public services such as police and fire protection, water and sewer service, etc.

Response: The proposed expansion of the public charter school use will not have any negative impacts upon the capacity of utilities, community facilities and/or public services, including, but not limited to, impacts on police and fire protection, water and sewer service, drainage systems, and refuse disposal. These level of service capacity issues were evaluated during the initial rezoning, planned development and platting of this parcel, as it was planned for 110,000 square-feet of commercial development and is being modified to allow for up to 135,000 s.f. of commercial development (in this case a public charter school). Furthermore, it is the intention of Somerset Parkland Academy to work directly with the Broward County Sherriff's ("BSO") and the Broward County School District ("District") on an emergency preparedness plan that meets all safety protocol. We anticipate expansive input from both BSO and the District as the plans are finalized for the building and site layout.

D. How does the proposed use conform to the stated goals, objectives, policies and land uses established by the City's Comprehensive Plan.

Response: The use is existing and is being proposed for expansion. The school in terms of a use complies with applicable GOPs of the City's most recently adopted (Ord. 2020-003) Comprehensive Plan.

E. That the proposed request will ensure general compatibility with adjacent properties and other property in the district (use and character).

Response: The proposed expansion remains compact in design and focuses the bulk of the massing towards the intersection of W. Hillsboro Blvd. and N. University Dr. The landscaping has been enhanced around the proposed gymnasium where visible from the neighbors to the north. The architecture for the new structures will be consistent with the current school facility to fit in seamlessly with the site.

F. That the proposed request complies with all Code of Ordinance standards for use, layout, function and general development characteristics.

Response: The site plan, landscape plan, architectural, civil plans have all been designed in strict accordance with the applicable codes and design standards as prescribed by the City.

G. That the proposed request is not out of scale with the needs of the neighborhood or City.

Response: The proposed expansion of the school is needed to allow the students which will matriculate beyond middle to not have to switch schools. This will allow local students to remain in their neighborhood school as well as provide high school opportunities for those throughout the City and provide a reliver valve to avoid overcrowding in the area public schools. The subject site is located on a major intersection and creates a buffer from the adjacent residential while providing a needed community facility.

City of Parkland
Planning and Zoning Department

6600 University Drive
Parkland, FL 33067

Phone (954) 753-5040
Fax (954) 341-5161

STAFF USE ONLY
Intake Date:_____By_____
Fee Paid:_____Receipt # _____
Case #: _____
☐ Administrative review only (sec.22- 204H.)
☐ Commission review only (sec. 22-199 J.2)
☐ Full review process (sec. 22-199 J.1)

SITE PLAN AMENDMENT APPLICATION

INSTRUCTIONS TO APPLICANT:

1. Please complete all sections of this application. If not applicable, indicate with N/A
2. Provide required attachments as shown on the attached checklist.
3. Pay a filing fee in the amount of one thousand two hundred dollars ($1,200.00) and one escrow in the amount of one thousand ($1,200.00) for advertisement fees and one escrow in the amount of one thousand dollars ($1,000.00) for professional fees. (Please note that each escrow must maintain a minimum balance of five hundred dollars $500.00 at all times.) Since advertising and professional costs vary, the final amount will be reconciled upon receipt of invoices from the newspaper and professional contractors. **NOTE**: All cost recovery accounts must be current prior to any public hearing before the City Commission.

I. PROPERTY OWNER AND AGENT INFORMATION

Property Owner(s) of Record: PARKLAND SCHOOL PROPERTY LLC

Address: 6457 SUNSET DR City: MIAMI ST: FL ZIP: 33143

Phone:_____ E-Mail Address: _____

Applicant (if other than owner): _____

Address:_____ City:_____ ST:_____ ZIP: _____

Phone:_____ E-Mail Address: _____

Agent: Schmidt Nichols | Jon Schmidt

Address: 1551 N. Flagler Drive; Suite 102 City: West Plam Beach ST: FL ZIP: 33401

Phone: 561-684-6141 E-Mail Address: jschmidt@snlandplan.com

Consultants: If applicable to your request, please attach a separate list of all consultants that will provide information on this request. You should include the name, address, telephone number, and fax number as well as the type of professional service provided.

II. SITE PLAN REQUEST

The application is a request for: The Applicant is requesting a Site Plan amendment to the existing 59,401 SF Somerset Parkland Academy public charter school site, adding square footage, revising the gymnasium, parking lot, drive-aisles, landscaping, buffers, and vehicle circulation including on-site student drop-off/pick-up

III. PROPERTY LOCATION

A. Is the subject property located within one mile of another municipality? ☑ yes ☐ no

If 'yes' please specify: Unincorporated Palm Beach County

B. Folio Number: If additional folios, list on a separate sheet and attach to the application.

Folio: [ ] [ ] - - [ ] [ ] - - [ ] [4] - - [1] [7] - - [1] [2] - - [8] [0] [1] - - [5] [2] [9] [0]

C. Section: 4 28 Township: 47 Range: 41 Total Acreage of Subject Property: 10.337

D. Project Name: Parkland Somerset Academy

E. Project Address: 8401 University Drive

F. General Location Description (proximity to closest major intersection in miles or fractions thereof):

The subject site is located on the west side of N. University Drive, north of W. Hillsboro blvd.

IV. LAND USE AND ZONING INFORMATION

A. Zoning Designation: PCD Future Land Use Designation: C - Commercial

B. Proposed Zoning Designation (if applicable): N/A

C. Proposed Future Land Use Designation (if applicable): N/A

D. Existing Use(s) on Property: School

E. Proposed Use(s): School (expansion)

V. PROJECT HISTORY

(List in sequence from first application to most recent – attach additional page if necessary):

Petition Number	Request	Action	Date	Resolution / Ordinance Number
---	Pre-annexation agreement	Approved	4/18/07	Reso. 2007-41
---	ndment to pre-annexation agre	Approved	02/17/10	Reso. 2010-16
House Bill 131	Annexation Bill	Approved	4/20/09	House Bill 1315
01-LUPA-09	e Plan Amendment (DeBuys &	Approved	8/18/10	Ord. 2009-55
-MP-11& 03-Z	Master Plan & Rezoning	Approved	1/4/12	Ord. 2011-36
06-P-11	DeBuys Plat	Approved	4/4/12	Ord. 2012-26
---	Site plan & Special Excepotion	Approved	4/3/19	Reso. 2018-062
MPA14-001	Master Plan Amendment	Approved	4/17/14	Ord. 2014-03
02-MP-12	Plat Note Amendment	Approved	03/10/15	Inst. 113521825
02-MP-12	Plat Note Amendment	Approved	05/19/20	Inst. 116642189

OWNER ACKNOWLEDGEMENT

I/We: ANNETTE IRAOLA, do hereby swear/affirm that I/we am/are the owner(s) of the property referenced in this application.

I/We certify that the above statements and the statements or showings made in any paper or plans submitted herewith are true to the best of my/our knowledge and belief. Further, I/we understand that this application, attachments and fee become part of the official record of the Planning & Zoning Department of the City of Parkland and the fee is not refundable. I/We understand that any knowingly false information given by me/us will result in the denial, revocation or administrative withdrawal of the application or permit. I/We further acknowledge that additional information may be required by the City of Parkland in order to process this application.

I/We further consent to the City of Parkland to publish, copy or reproduce any copyrighted document for any third party submitted as part of this application.

Signature(s) of Owner(s) _____

Print Name(s) Annette Iraola, Manager of Parkland School Property LLC

CONSENT STATEMENT

Owner to complete if using agent/representative

I/We, the aforementioned owner(s), do hereby give consent to Jon Schmidt | Schmidt Nich to act on my/our behalf to submit this application, all required material and documents, and attend and represent me/us at all meetings and public hearings pertaining to the request(s) and property I/we own described in the attached application. Furthermore, as owner(s) of the subject property, I/we hereby give consent to the party designated above to agree to all terms or conditions that may arise as part of the approval of this application for the proposed use.

NOTARY

Signature(s) of Owner(s) _____

Print Name(s) Annette Iraola

STATE OF FLORIDA
COUNTY OF Miami-Dade

The foregoing instrument was acknowledged before me this 28 day of March, 2025 by Annette Iraola. He/She is personally known to me or has produced _____ as identification and did/did not take an oath.

_____ My Commission Expires: _____

(Signature of Notary)

Twinky R Perez

(Name – Must be typed, printed, or stamped)

(NOTARY'S SEAL OR STAMP)

TWINKY R. PEREZ
MY COMMISSION # HH 183754
EXPIRES: January 31, 2026
Bonded Thru Notary Public Underwriters

CITY OF PARKLAND
Planning and Zoning Department
6600 University Drive, Parkland FL 33067 (954) 753-5040 Fax (954) 341-5161

SITE PLAN AMENDMENT SUBMITTAL CHECKLIST
(ALL PLANS NO LARGER THAN 24" x 36" WITH SCALE NOT SMALLER THAN 100' TO AN INCH)

I. GENERAL

PLEASE CHECK YES	NO	N/A		
☑	☐	☐	a.	An original completed application and 7 copies signed by owner, agent and/or applicant. Agent's authorization or power of attorney must be attached if applicant is other than owner.
☐	☐	☐	b.	Required application fees.
☑	☐	☐	c.	One (1) copy of a warranty deed including legal description of the property.
☑	☐	☐	d.	Copies of all Resolutions/Ordinances affecting the property (if required by the Planning and Zoning Director)
☐	☐	☑	e.	Changes, if any, to the delineation, identification and sequence of proposed phases of development, if the project is to be platted and constructed in two or more phases.
☐	☐	☑	f.	Report on status of all previous conditions of approval, show property compliance with all conditions of approval and/or applicable Code of Ordinance requirements.
☐	☑	☐	g.	A notification radius map, list of all owners (in excel spreadsheet) within a 500 foot radius of boundary lines of the subject property from the most recent tax roll information as provided by the Broward Property Appraiser's Office and executed affidavit signed by person responsible for preparing these documents.

II. SURVEY

PLEASE CHECK YES	NO	N/A		
☑	☐	☐	a.	Eight (8) signed and sealed surveys (not more than a year old) including any and all easements of record (reference by OR Book and page, prepared by a surveyor registered in the State of Florida).
☑	☐	☐	b.	Existing streets and roadway improvements (medians, landscaping, signage, driveways, etc. within 100 feet of project boundary).
☑	☐	☐	c.	Existing utilities (including inverts of pipes, rim elevations, wells and septic tanks, etc.) within 100 feet of project site.
☐	☑	☐	d.	Existing trees identified by caliper and species.
☑	☐	☐	e.	The location of existing easements, watercourses, section lines, water and sewer lines, well and septic tank location, and other existing important physical features in and adjoining the project to within 100 feet.
☑	☐	☐	f.	The location and dimensions of existing manmade features such as existing roads and structures with indication as to which are to be removed, renovated or altered.
☑	☐	☐	g.	Identification of surrounding land use, zoning, and existing buildings within 100 feet of the site as well as the zoning of the petitioned site.

III. SITE AND DEVELOPMENT PLAN

(No larger than 24" x 36" with scale not smaller than 100 feet to an inch)

PLEASE CHECK YES	NO	N/A		
☑	☐	☐	a.	Eight (8) signed and sealed plans sets to scale (graphic and written), with date of preparation/last revision, north arrow, location map/vicinity sketch (including location of site in relation to at least one north-south and one east-west thoroughfare, project name, revision dates on each drawing, if multiple sheets provide page numbers and clearly identify match lines.
☑	☐	☐	b.	A computerized copy on disc.
☑	☐	☐	c.	Name, address and telephone number of the developer, along with the name and address of the engineer, surveyor, planner and/or other professional consultant(s) responsible for the plan, plat and supporting documents.
☑	☐	☐	d.	Written legal description, including Section, Township, Range and parcel, tract, plat name or number (as shown on master plan if a Planned Development).
☑	☐	☐	e.	Tabular Project Data: existing and proposed zoning district and land use plan designation, gross and net acreage to the nearest .01 acre, lot frontage (ROW feet), lot depth (maximum), lot width (minimum), type of use(s), total building square footage, non-residential square footage by use, net leasable square footage, building height and number of stories, lot coverage, impervious and pervious area (square footage and percentage), total required and proposed parking spaces, including handicapped and grassed spaces, number of required and proposed loading spaces, total number of dwelling units by dwelling type, landscape/open area, lake acreage, preservation acreage, right-of-way area, recreational acreage, commercial acreage, civic acreage, and project density.
☑	☐	☐	f.	Project information (number of users of facility, employees, seating and hours of operation).
☑	☐	☐	g.	Location of lots with dimensions and identified by number/letter, buildings and structures with finished floor elevation and number of units per building for multi-family developments and overhang easement and required privacy fence if a zero lot line structure and applicable setbacks and separations.
☑	☐	☐	h.	List and provide location and nature of recreational amenities including walk/bike paths.
☑	☐	☐	i.	Off-street parking, by-pass lanes, drop off areas and spaces, queuing and loading layout (with dimensions and access location).
☑	☐	☐	j.	Location and details of refuse collection areas including adequate architectural screening of all collection areas.
☐	☑	☑	k.	Location, size and orientation of signs.
☑	☐	☐	l.	Multipurpose trails and pedestrian circulation systems consistent with the parks and recreation element of the comprehensive plan and as described in subsection 22-207(A)(13).
☐	☑	☐	m.	Provider of water and wastewater facilities.
☐	☑	☐	n.	Location of existing and proposed fire hydrant locations and water main sizes.
☑	☐	☐	o.	Labeling of setbacks including front, side, side corner, rear and building separations.

YES	NO	N/A		
☑	☐	☐	p.	*Areas for emergency vehicles and fire engines and provisions for accessibility to vehicles of the required type.*

IV. ENGINEERING PLANS

(Same scale as site plan)

PLEASE CHECK YES	NO	N/A		
☑	☐	☐	a.	*Eight (8) signed and sealed plans including all of the information below.*
☑	☐	☐	b.	*Proposed streets and roadways with dimensions, names and classification, centerline dimensioned and elevations provided for high and low points and cross-section.*
☑	☐	☐	c.	*Interior circulation pattern with curb cuts, including dimensions between curb cuts and intersections.*
☑	☐	☐	c.	*Proposed pedestrian facilities including ingress/egress into structures with entrances noted, sidewalks, paving surfaces, handicap ramps.*
☑	☐	☐	d.	*Curve radii for all internal and external vehicular use areas.*
☑	☐	☐	e.	*Access to the property by means of paved dedicated right-of-way.*
☑	☐	☐	f.	*Proposed traffic control signs and striping.*
☑	☐	☐	g.	*Proposed and existing water distribution system including all utility easements, location of fire hydrants and point of connection and location of water meters and wells, if applicable.*
☑	☐	☐	h.	*Proposed sanitary sewer collection system and point of connection, or size and location of septic tank and drainfield, if applicable.*
☑	☐	☐	i.	*Proposed storm system plans with location of inlets and type of curb and gutter.*
☑	☐	☐	j.	*Proposed storm water management system with location of positive outfall and typical section and top surface area of storm water retention/detention pond, including soil types, slope, bottom and top elevations, proposed method of drainage, estimated design water elevations and hundred year flood elevation, storm water treatment and control methods, location, extent, and proposed method(s) of accommodating existing inflows from beyond project boundaries.*
☑	☐	☐	k.	*Existing topographical conditions of the property and of adjacent lands to a distance of one hundred (100') including elevations shown by contour lines of equal intervals not to exceed one foot (1). Elevations shall be based upon NGVD (1929) and at least one benchmark shall be located and referenced on the plan.*
☑	☐	☐	l.	*All existing South Florida Water Management District or Water Control District facilities and their ultimate right-of-way requirements as they affect the proposed project.*
☑	☐	☐	m.	*General description of subsurface conditions on the property, plus location and results of tests made to ascertain subsurface soil conditions and water table elevations.*
☑	☐	☐	n.	*Existing and proposed fire protection systems.*
☑	☐	☐	o.	*Proposed lighting of the premises and within two hundred (200) feet of all property lines.*

PLEASE CHECK YES	NO	N/A		
☑	☐	☐	a.	Eight (8) plans including all of the information below, signed, sealed and prepared by a Florida Licensed and Registered Professional.
☑	☐	☐	b.	Location, size and specification of all proposed landscaping
☐	☑	☐	c.	Clear sight distances.
☐	☑	☐	c.	Irrigation.
☑	☐	☐	d.	Provide survey reflecting existing natural features, such as topography trees and other vegetation including indication of significant native vegetation stands and those portions that will be preserved.
☑	☐	☐	e.	Location of mechanical fixtures, fire hydrants, light poles, if applicable.

V. LANDSCAPE PLANS

PLEASE CHECK YES	NO	N/A		
☑	☐	☐	a.	Three (3) copies of a traffic impact analysis addressing at minimum: additional roadway needs, intersection improvements, traffic control devices, future right of way dedications, distribution and assignment of traffic.

VI. TRAFFIC ANALYSIS

PLEASE CHECK YES	NO	N/A		
☑	☐	☐	a.	Eight (8) sets of plans including all of the information below, signed and sealed by a Florida Licensed and Registered Professional.
☑	☐	☐	b.	Proposed building materials and colors.
☑	☐	☐	c.	Front, side and rear elevations of all buildings showing concealment of all mechanical or accessory equipment located on the roof.
☐	☑	☐	d.	All permanent ground or freestanding signs allowed per Article XXXIV, as amended from time to time, with lettering and sign dimensions and area.
☑	☐	☐	e.	Preliminary building floor plans for all development other than a single family home development.
☑	☐	☐	f.	Color and rendered elevations of the project which accurately depict the proposed development upon completion.

VII. ARCHITECTURAL

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

Justification Statement
Somerset Parkland Academy
City of Parkland, Florida
Site Plan Amendment Application
Submittal: March 27, 2025
Resubmittal: September 25, 2025
Resubmittal: December 23, 2025
Resubmittal: February 17, 2026
Resubmittal: March 9, 2026
Resubmittal: April 28, 2026
Resubmittal: June 10, 2026
Resubmittal: June 18, 2026

Introduction

On behalf of the Applicant and Property Owner, Parkland School Property, LLC ("Applicant"), Schmidt Nichols ("Agent"), respectfully requests approval of this application for Site Plan Amendment for the Somerset Parkland Academy public charter school located in the City of Parkland, Florida. The 10.337-acre subject property (Folio: 4741 28 01 5290) is located at the northwest corner of University Drive and Hillsboro Boulevard within the Miralago at Parkland Planned Development ("subject property"). Site Plan Review approval is required to confirm that the proposed public charter school layout, site design, and landscaping meet the technical requirements of the City of Parkland Land Development Code.

The subject property was annexed into the City of Parkland as part of the commercial portion (Parcel C) of the Debuys – Lennar Homes Miralago at Parkland planned development. Currently, the subject property has a Future Land Use designation of Commercial (C) and is Zoned Planned Commercial District (PCD). The subject property is currently developed with a 59,401 SF school (Somerset Parkland Academy). See attached survey for a detail of subject property and boundary. The subject property is bounded by University Drive and agricultural uses to the east, Hillsboro Boulevard and single-family residential homes of Parkland Golf and Country Club to the south, multi-family townhouses of Town Parc at Miralago and a water retention lake to the west, and single-family residential homes of Miralago at Parkland and a water retention lake to the north. Below is a summary chart of surrounding properties:

Adjacent Lands	Uses	FLU	Zoning
Subject Property	**School (Parkland Somerset Academy)**	**Commercial (C)**	**PCD**
North	Single-family Residential (Miralago at Parkland)	R-2	PRD

South	SF Residential (Parkland Golf and Country Club)	R-3	PRD
East	Hendrix's Farm - Agricultural	Palm Beach County RR 10	Palm Beach County AR
West	Multi-family Residential Townhouses (Town Parc)	R-2	PRD

Request

The Applicant is requesting a Site Plan amendment to the existing 59,401 SF Somerset Parkland Academy public charter school site, adding square footage, revising the gymnasium, parking lot, drive-aisles, landscaping, buffers, and vehicle circulation including on-site student drop-off/pick-up. These modifications have been identified within the architectural set as an exhibit with those areas impacted by the amendment shown in white with black line work and those areas which are existing to remain are indicated in grey.

The following is a summary of the other concurrently proposed applications for Somerset Parkland Academy:

- A Special Exception Use modification to allow a 2,100-student K-12 public charter school in a PCD zoning district (submitted under separate application); and
- Community Appearance Board Review of the building architecture and overall landscaping (submitted under separate application),
- Delegation application for an increase of square footage to the plat note to 135,000 s.f. (submitted under separate application)
- Master Plan Amendment to increase the s.f. of the school site to match the site plan and plat note (submitted under separate application).
- The office of Miskell Backman is processing the amended Development Agreement with the City.

It should be noted that the parking requirements for the development are regulated by the State Requirements for Educational Facilities ("SREF"), which establish alternative parking standards based on staff, visitors, and students. These standards differ from, and supersede, the typical parking calculations set forth in the Parkland Land Development Code. According to Florida Statute 1002.33(18)(a) – Facilities, "the local governing authority shall not adopt or impose any local building requirements or site-development restrictions, such as parking and site-size criteria, that are addressed by and more stringent than those found in the State Requirements for Educational Facilities of the Florida Building Code." These areas will be discussed further below. It should be noted that only parking is using SREF standards.

Building B and Jersey Barrier Removal Approved Under Resolution 2026-040:

On June 3, 2026, the City Commission held a public hearing and approved a Site Plan Amendment and a Community Appearance Board (CAB) application authorizing modifications to the area surrounding Building B. These modifications include revised entrance door locations, sidewalks, fencing, and pavement features (including a concrete AC pad).

This request was originally part of the overall application but was separated into a standalone submittal to expedite permitting and to satisfy contractual obligations associated with obtaining building permits. It is noted here to document its inclusion throughout the application process.

Somerset Parkland Academy

The Applicant intends to expand the existing 2-story public charter school building that will house a total of 2,100 K-12 students for a total gross floor area of 125,672 s.f. This includes a 27,174 square-foot gymnasium building with lockers, a multi-purpose court, bleachers and classrooms. The school building addition includes 34 additional classrooms (previously 37 classrooms were proposed, but 3 were previously approved under Reso. 2026-040 on June 3, 2026 – additional information above), a cafeteria, as new interior courtyard play field, and an occupiable rooftop with turf for recreation, which is shaded by a series of canvas sails. This new building is noted as Building D and is two floors above surface parking as well as a rooftop recreational area.

The site plan provides for a drop-off area on the south side of Building E (Gymnasium) that can accommodate buses as well as emergency vehicles. The only buses that are designated entry to this area will be for the purpose of after school intramural activities and special sporting events that occur in off-peak hours. Two (2) covered bike racks have been provided for those students who opt to ride a bicycle to school. 203 parking spaces are provided, this meets and exceeds the SREF required number of 191.

The Somerset Parkland Academy public charter school has been designed for all student drop-off and pick-up traffic to enter and exit from the West Hillsboro Boulevard entrance. In fact, ALL traffic excepted for emergency vehicles and buses will enter and exit from W. Hillsboro Boulevard access point. Once vehicles enter the property, staff will direct vehicles into the double stacked lanes and controlled circulation to the main student drop-off/pick-up location. Turn lane capacity has been constructed along both W. Hillsboro Boulevard (east and westbound) and N. University Drive (north and southbound). Drop-off/pick-up times are staggered fifteen (15) minutes apart based on grades. The staggered drop-off and pick-up times and the additional turn lane capacity around the subject property will eliminate traffic congestions and ensure no vehicles are stacking on roadways off-site. The proposed site plan demonstrates a total on-site capacity for student drop-off/pick-up (234 vehicles) and the proposed queuing has been designed as a double row which can accommodate a total of 295 vehicles. Please see the Simmons and White traffic analysis and operation plan for more details on the drop-off stacking and

design.

We will be conducting the expansion and improvements in a manner that ensures the safety of students, staff, and visitors while maintaining the functionality of the school during operating hours.

- Construction Staging & Deliveries:
  The western circular parking area of the north parking lot will be designated as the staging area for construction activities and material deliveries. All deliveries will be scheduled to avoid conflict with school drop-off and pick-up times.

  Construction will be phased to minimize disruption to students, staff, and adjacent properties. Work hours, contractor access, material deliveries, and staging will be managed to avoid conflicts with peak school traffic periods, including morning drop-off and afternoon pick-up. Deliveries will be scheduled outside of these windows to the greatest extent practicable.

  There will not be a permanent security guard assigned to the site during construction. However, a designated on-site construction representative will be present at all times during construction hours to manage and monitor site access. This individual will facilitate and control all vehicle ingress and egress to ensure that only authorized construction personnel and deliveries are permitted to enter the site.

  The site access gates will remain closed and secured at all times except when actively in use for authorized entry or exit. The gates will not be left open during school hours or at any other time. Access procedures will be coordinated with the City and Broward Sheriff's Office (BSO) in accordance with the Development Agreement.

  The primary staging area will remain within the western circular portion of the north parking lot. This area provides adequate space for equipment, temporary material storage, and contractor parking while maintaining separation from student areas. Temporary fencing will be installed and maintained to clearly delineate construction zones from active school operations and to prevent unauthorized access.

- Traffic Flow & Student Drop-Off/Pick-Up:
  To facilitate improved traffic circulation and operational efficiency, the existing jersey barrier located along the south side of the Phase I building will be removed (approved under Site Plan Amendment and Community Appearance Board at the 06/03/26 City Commission Hearing) and the driveway will be restriped to accommodate two parallel stacking lanes for student drop-off and pick-up. The revised configuration will provide a 32-vehicle drop-off/pick-up area (16 vehicles per lane) directly in front of the school building.
  When classes resume for the 2026–2027 school year, this drop-off area will be

managed by trained crossing guards located on both the east and west sides of the loading area to safely facilitate student loading and unloading operations. Vehicles will only be permitted to enter the designated loading zone once the prior group of vehicles has exited, allowing for an organized rotation of vehicles throughout the drop-off and dismissal periods. School bus operations will occur within the designated bus loop area shown on the site plan and will operate separately from the parent drop-off queue to avoid conflicts with student pick-up and drop-off circulation. The bus loop is primarily intended to accommodate buses associated with school events and activities during off-peak hours and will be managed in coordination with school staff to maintain safe and efficient site circulation.

- The exterior covered terrace and adjacent corridor next to the cafeteria will be and converted into a multipurpose room for students.

- Construction fencing to separate the construction area from the current buildings.

- As Somerset Parkland Academy continues to grow and our new gymnasium is being built, the school will implement a phased, flexible approach to high school athletics. In the short term, we will rent and partner with facilities (such as municipal, private gyms, and local sports complexes) to provide practice and competition space when possible and cost effective. We will offer a limited menu of sports based on student interest, safety, staffing, and the physical capabilities of our campus at each stage of development, expanding offerings as enrollment increases and facilities come online. In addition, consistent with Florida law, students whose school does not offer a particular sport may be eligible to participate in that sport at another public school, subject to district and FHSAA rules; this right is grounded in Florida's "Equal Opportunity for Access to Extracurricular Activities" provisions, including section 1006.15, Florida Statutes, which govern interscholastic extracurricular student activities and allow students to seek opportunities at other schools when activities are not available at their assigned or attending school.
- The applicant is proposing to construct the roundabout at the intersection of Hillsboro Boulevard at University Drive. Due to timing required to develop full design plans and to permit with Broward County it is not anticipated the roundabout would be constructed until 2027. The specific requirements will be included in the conditions of approval.

History

Below is a history of the related development of the subject property:

History of Related Development Applications (DeBuys Property – Parcel C)				
Petition Number	**Instrument**	**Request**	**Action**	**Date**
------	Reso. 2007-41	Pre-annexation agreement	Approved	4/18/07
------	Reso. 2010-16	Amendment to pre-annexation agreement	Approved	2/17/10

House Bill 1315	-------	Annexation Bill	Approved	4/20/09
01-LUPA-09	Ord. 2009-55	Land Use Plan Amendment (DeBuys & Triple H)	Approved	8/18/10
02-MP-11& 03-Z-11	Ord. 2011-36	Master Plan & Rezoning	Approved	1/4/12
06-P-11	Ord. 2012-26	DeBuys Plat	Approved	4/4/12
MPA14-001	Ord. 2014-03	Master Plan Amendment	Approved	4/17/14
02-MP-12	113521825	Plat Note Amendment	Approved	3/10/15
02-MP-12	116642189	Plat Note Amendment	Approved	5/19/20
------	Reso. 2018-062	Site plan & Special Exception	Approved	------
------	Reso. 2026-040	SPA and CAB	Approved	6/03/26

Site Plan

As required by the City's Land Development Code Section 35-40, Impact Analysis Report, please find responses to the applicable review criteria and standards below for an application requesting Site Plan approval.

1. Existing land use and zoning map.

2. Vegetation survey of the property, including general vegetation, trees, and areas determined to be environmentally sensitive and/or wetlands as identified by the city's comprehensive plan. **Please see attached survey and landscape plans.**
3. An aerial which includes the property. **Please see attached aerial of site.**
4. A location map including:
    a. Adjacent land uses;
    b. Adjacent zoning;
    c. Adjacent existing use;
    d. Adjacent existing roads;
    e. Existing rights-of-way;
    f. Proposed rights-of-way. **All this information is located on the site plan.**

5. An analysis of each of the elements contained in section 35-10, concurrency requirements for level of service, which demonstrates how each requirement will be met by either the applicant or the appropriate governmental body, including service availability letters from all applicable governments, agencies or private providers. **The subject property was approved for a 1,280-strudent K-8 public charter school in 2019, which anticipated 98,638 SF. The proposed expansion will increase the student count to 2,100 students to accommodate for high school grades 9-12.**

6. Depending on the type of developmental approval sought (i.e., zoning, platting or site plan), information as determined by the city relating to the proposed use of the property, including the size of the parcel, the number of units, the square footage of the building floor area of nonresidential uses, the height of the buildings and the type of use. **All of this information can be found on the proposed site plan SP-1.**

7. Traffic statement or traffic study. A traffic statement shall be required for any development which is anticipated (based upon accepted ITE assumptions) by the city to generate between two hundred (200) and five hundred (500) daily peak hour trips. A traffic study shall be required for any development which produces more than five hundred (500) daily peak hour trips. The study shall detail the impacts on all public roads and intersections for the following areas; within one-half (½) mile of the radius of the site plan or plat where the trip generation is between five hundred (500) to one thousand (1,000) daily peak hour trips and one (1) mile where the trip generation is in excess of that amount (provided the area is within the city or unincorporated Broward County bound on three (3) or more sides by the city). In all other instances, the planning and zoning director or his or her designee shall have the authority to require a statement when the director determines that it is in the best interest of the city to do so. **Please see attached traffic analysis from Simmons and White Engineering.**

8. For all nonresidential applications, an analysis of the noise, odor, traffic, and visual impacts of the proposed development on residential neighborhoods located within five hundred (500) feet of the boundaries of the lot or parcel on which the development is located.

While any development has the potential to create impacts, the proposed public charter school has been carefully designed to avoid or minimize effects on nearby residential properties through setbacks, orientation of activities, buffering, and security features.

<u>Setbacks & Orientation</u> - The Code requires a minimum fifty-foot (50') rear setback. The proposed site plan significantly exceeds this requirement, providing approximately one hundred twenty-three feet (123') of separation to the north property line. In addition, the most active components of the campus, including primary building entrances, student gathering areas, and vehicular activity, are oriented toward University Drive and W. Hillsboro Boulevard rather than toward adjacent residences. In addition, all setbacks exceed the minimum requirement.

<u>Visual Screening & Buffering</u> - A substantial landscape buffer is provided along the western and northern property lines. This buffer has a minimum width of fifty feet (50') and includes continuous landscape materials designed to soften views and provide screening. The buffer is further reinforced by multiple layers of security fencing, including an aluminum fence at the property line, a six-foot (6') ornamental metal fence, and an eight-foot (8') non-scalable fence. These elements combine distance, landscaping, and physical barriers to limit visibility and maintain privacy for neighboring residents.

<u>Noise</u> - Outdoor activities are primarily internal to the campus and directed away from the residential interface. The increased setback distance, together with buildings and landscape buffers, serves to dissipate sound before reaching adjacent neighborhoods.

<u>Traffic</u> - All regular student drop-off and pick-up operations are designed to occur from the W. Hillsboro Boulevard entrance. This approach directs peak activity toward arterial roadways and away from local residential streets. Staggered dismissal schedules and on-site stacking further ensure vehicles do not impact neighborhood roadways.

<u>Odor</u> - The proposed use is a school, which does not generate off-site odor impacts.

9. Broward County School Board impact information letter required. **N/A**

10. The planning and zoning director may require such additional information as he/she determines is necessary to evaluate the application. **Acknowledged.**

11. In the event that the applicant owns (either legally or equitably) or controls (by either contract, option or lease for thirty (30) years or more) additional land within the city or adjacent unincorporated lands (additional land), the following additional information concerning such additional land shall be provided as part of the impact analysis report in the level of detail appropriate for the type of permit requested as determined by the city (i.e., zoning, platting or site plan): **N/A**

As required by the City's Land Development Code Section 40-20.D please find responses to the applicable review criteria and standards below for an application requesting Site Plan approval. It should be noted that according to Florida Statute 1002.33(18)(a) – Facilities, "the local governing authority shall not adopt or impose any local building requirements or site-development restrictions, such as parking and site-size criteria, that are addressed by and more stringent than those found in the State Requirements for Educational Facilities of the Florida Building Code." Although the proposed site plan meets or exceeds all the requirements below, the proposed public charter school is not required to meet these criteria.

Sec. 40-20.D - *Review criteria.* The site plan application, including, but not limited to, elevations, floor plans, renderings, building materials, building colors, size and design of any signs, landscaping, water bodies, and natural features shall be evaluated by the planning and zoning director, DRC, planning and zoning board and the city commission, as applicable, pursuant the following criteria:

1. *Architectural and landscaping review criteria:*
   a. Consistency and harmony with the design of the existing and approved development in the area. No site plan shall be approved by the city commission unless the site plan is compatible, as that term is defined herein, with adjacent zoning and land use plan map designations, approved plats, and existing (conforming) land uses, including occupied residential areas.

      The proposed improvements are designed to remain consistent and harmonious with the established development pattern of the Miralago

Planned Development and surrounding neighborhoods. The site plan maintains compatible building scale and massing, incorporates cohesive architectural elements, and reinforces the existing campus layout with additions that are integrated rather than visually disconnected. Compatibility with adjacent residential and mixed-use areas is further supported through building orientation toward the arterial frontages, substantial setbacks, and enhanced buffering and screening along adjacent residential. A complete Community Appearance Board (CAB) application has been submitted to document and confirm architectural consistency, materials, colors, and landscape compatibility with surrounding development.

b. The extent to which the project design contributes to and enhances the quality of development within the city and is consistent with the intent of this section.

The proposed design enhances the quality of development within the City by improving the site's overall organization, circulation, and visual character through upgraded architecture, coordinated landscaping, and refined pedestrian connections. The project introduces additional landscape enhancements and site amenities that strengthen the "park-like" appearance along public streets and improve the campus identity while maintaining a cohesive and orderly development pattern. The proposed improvements are consistent with the intent of this section by promoting an attractive, well-buffered, and thoughtfully planned site that supports the City's aesthetic standards and long-term development objectives.

c. The extent to which the design of the project is consistent with sound and accepted architectural, planning and engineering principles.

The site plan and associated design documents have been prepared in accordance with sound and accepted architectural, planning, and engineering practices. The project provides clear and efficient internal circulation, safe pedestrian connectivity, appropriate emergency access, and coordinated utility and stormwater considerations consistent with professional standards. Building placement, access points, and site organization reflect adequate operational needs while minimizing off-site impacts. The proposed architecture and landscape improvements have been designed as an integrated campus solution to ensure functional efficiency and safety.

d. The extent to which the overall landscape design of the project, as viewed from the abutting trafficway, arterial and/or collector, conforms to a park-like setting requirements set forth in section 95-1505, "park-like setting."

The proposed landscape design reinforces the City's park-like setting

objectives by providing enhanced streetscape landscaping, layered plantings, canopy trees, and groundcover that softens built elements when viewed from the adjacent arterial and collector roadways. Landscape areas are designed to frame public views, provide visual relief along the perimeter, and create a consistent green edge that supports the City's aesthetic goals. The proposed improvements increase the overall quality of the site frontage and strengthen the landscaped character of the corridor in a manner consistent with Section 95-1505.

Response: The proposed architecture and landscape plans are consistent with the Land Development Code and the proposed amount of pervious open space of 43% of subject site (code requires Min. 30% pervious) definitely presents a "park-like" setting. Additional architecture and design criteria are outlined in CAB analysis below.

2. *Commercial design standards.* All site plans for nonresidential development shall conform to the commercial design standards of section 75-160, signage for commercial centers, of this chapter.

Response: All proposed signage will be consistent with the commercial design standards outlined in Section 75-160. Please see sheet 8 of 9, Signage and Marking Plan, in the Conceptual Civil Plans for more details.

3. *Traffic circulation and impacts.* All site plans shall provide for efficient and convenient on-site traffic circulation and the impacts of the development on off-site traffic flow shall provide for a safe and efficient traffic flow on streets and roads abutting the property upon which the development is located. Safe and adequate access to the development shall be affirmatively demonstrated by the plan. To the fullest extent feasible, ingress and egress to the site shall be designed so as to minimize impacts on abutting streets and roadways and adjacent neighborhoods, promote pedestrian ingress and egress, and avoid danger to pedestrian, bicycle, and equestrian traffic; any negative impacts shall be mitigated as part of the site plan.

Response: The Somerset Parkland Academy public charter school has been operating with two (2) access points, one (1) off North University Drive, and the other off West Hillsboro Boulevard. The site plan was designed to utilize the West Hillsboro Boulevard entrance as the main single point of access for student drop-off/pick-up, as well as egress back out into the surrounding roadway network. This access point will remain the main entrance for visitors and parents during non-peak drop-off/pick-up times. The North University Drive access point is designed for emergency vehicles with additional faculty parking. The new site plan also expands parking with separated parking lots so that parking does not conflict with the standard drop-off/pick-up peak time stacking. Only the overflow stacking is directed through faculty parking lot, but conflicts

are avoided as teachers arrive on the site before the peak time stacking occurs. Pedestrian circulation including sidewalk connections to University Drive and Hillsboro Boulevard to lessen the impacts of traffic trips on area roadways.

A Traffic Impact Statement prepared by Simmons & White evaluated the surrounding roadway network under existing, background, and total traffic conditions. The analysis identified several intersections within the study area where improvements may be required to maintain acceptable levels of service at buildout, including University Drive and Hillsboro Boulevard, Trails End and University Drive, University Drive and Loxahatchee Road, and Hillsboro Boulevard and Nob Hill Road. Potential mitigation measures include signalization or roundabout improvements and minor lane configuration modifications.

Pursuant to Florida Statute 163.3180, improvements required to address background traffic conditions are not solely attributable to the proposed development. The applicant will coordinate with the City regarding proportionate fair share contributions toward applicable improvements, which are preliminarily estimated at approximately *$228,250*. These improvements are anticipated to occur in coordination with the City and Broward County as part of future roadway improvement programming and permitting, and may be implemented through proportionate share contributions or conditions of approval, as applicable. Additionally, the applicant has proposed constructing a roundabout at Hillsboro Boulevard and University Drive, subject to coordination with the City and Broward County.

4. *Consistency with land development code and the comprehensive plan.* No site plan shall be approved which is inconsistent with any provision or requirement of this chapter or the comprehensive plan of the city.

Response: The proposed site plan is consistent with all of the Land Development and Zoning Regulations, as well as all other portions of the code as it relates to property development regulations, landscaping, buffering, and use standards. The site plan meets the established standards of development, including those specified by SREF for parking on site. As it relates the Comprehensive Plan, the proposed public charter school is consistent with the FLU element of the Comprehensive Plan.

5. *Compatibility.* The site plan shall be compatible with adjacent zoning, approved plats and existing (conforming) land uses, including occupied residential areas, and shall determine whether the proposed site plan is compatible with these land uses and whether the development as presented will enhance the quality of life in the city and promote the health, safety and welfare of its citizens and promote the city's village atmosphere.

Response: The proposed site plan is compatible with the character and uses of existing and future surrounding properties. The design of the building at two (2) stories, with the structure reaching the height of 33' -10" tall. This is consistent with the surrounding residential structures. The maximum height of 57 feet, 8 inches occurs only at the top of a decorative finial flagpole mounted above the cupola on a limited portion of the building. This architectural feature is not occupiable, is not integrated into the mass of the structure, and does not contribute to perceived building bulk or scale. Because the flagpole is slender and limited in width, it will not create visual obstruction or adverse view impacts to adjacent properties. No other portion of the building approaches this elevation.

A public school is a common and compatible use found adjacent to commercial and/or residential uses. Therefore, the proposed public charter school will be compatible with the existing and proposed character and living conditions of the proposed surrounding neighborhood in which it is located. Additionally, adequate landscape buffers have been provided to lessen the impacts on surrounding properties. The north and west buffers include a six-foot (6') high decorative fence where the subject property is abutting residential uses. Therefore, the proposed public charter school will likely have positive effects on the surrounding neighborhoods and the community in general. Additional landscaping has been proposed on the north side of Building E (Gymnasium) to provide for screening of the building and to break up the massing from those residents oriented toward the subject property across the lake to the north.

On behalf of the Applicant, Schmidt Nichols respectfully requests your approval of this application for Site Plan Review for the Somerset Parkland Academy public charter school located on the subject property.

City of Parkland
Planning and Zoning Department

6600 University Drive
Parkland, FL 33067

Phone (954) 753-5040
Fax (954) 341-5161

STAFF USE ONLY
Intake Date: _____ By_____
Fee Paid: _____Receipt # _____
Case #: _____
[ ] Administrative review only (sec.22-204H.)
[ ] Commission review only (sec.22-199 J.2.)
[ ] Full review process (sec. 22-199 J.1)

COMMUNITY APPEARANCE BOARD APPLICATION

INSTRUCTIONS TO APPLICANT:

1. Please complete all sections of this application. If not applicable, indicate with N/A
2. Provide required attachments as shown on the attached checklist.
3. Pay a filing fee in the amount of two thousand five hundred dollars ($2,500.00) and one escrow in the amount of four hundred dollars ($400.00) for advertisement fees and one escrow in the amount of one thousand dollars ($1,000.00) for professional fees. (Please note that each escrow must maintain a minimum balance of $500.00 at all times.) Since advertising and professional costs vary, the final amount will be reconciled upon receipt of invoices from the newspaper and professional contractors. **NOTE**: All cost recovery accounts must be current prior to any public hearing before the City Commission.

Type of Request:
Check the appropriate box: **[ ] New Application [ ] Repainting [ ] Architectural Design**
[X] Amending Prior Approval [ ] Sign Design [ ] Uniform Sign Plan

I. PROPERTY OWNER AND AGENT INFORMATION

Property Owner(s) of Record: Parkland School Property LLC
Address: 6457 SUNSET DR City: MIAMI ST: FL ZIP: 33413
Phone: _____ E-Mail Address: _____
Applicant (if other than owner): _____
Address: _____ City: _____ ST: ____ ZIP: _____
Phone: _____ E-Mail Address: _____
Agent: Schmidt Nichols | Jon Schmidt
Address: 1551 N. Flagler Drive; Suite 102 City: West Plam Beach ST: FL ZIP: 33401
Phone: 561-684-6141 E-Mail Address: jschmidt@snlandplan.com

Consultants: If applicable to your request, please attach a separate list of all consultants that will provide information on this request. You should include the name, address, telephone number, and fax number as well as the type of professional service provided.

B. Folio Number: If additional folios, list on a separate sheet and attach to the application.

Folio: [ ][ ]-[ ][ ]-[ ][4]-[1][7]-[1][2]-[8][0][1]-[5][2][9][0]

C. Section: 28 Township: 47 Range: 41 Total Acreage of Subject Property: 10.337

D. Project Name: Parkland Somerset Academy

E. Project Address: 8401 University Drive

F. General Location Description (proximity to closest major intersection in miles or fractions thereof):

The subject site is located on the west side of N. University Drive, north of W. Hillsboro blvd.

IV. LAND USE AND ZONING INFORMATION

A. Zoning Designation: PCD Future Land Use Designation: C - Commercial

B. Proposed Zoning Designation (if applicable): N/A

C. Proposed Future Land Use Designation (if applicable): N/A

D. Existing Use(s) on Property: School

E. Proposed Use(s): School (expansion)

V. PROJECT HISTORY

(List in sequence from first application to most recent – attach additional page if necessary):

Petition Number	Request	Action	Date	Resolution / Ordinance Number
---	Pre-annexation agreement	Approved	4/18/07	Reso. 2007-41
---	ndment to pre-annexation agre	Approved	02/17/10	Reso. 2010-16
House Bill 131	Annexation Bill	Approved	4/20/09	House Bill 1315
01-LUPA-09	e Plan Amendment (DeBuys &	Approved	8/18/10	Ord. 2009-55
-MP-11& 03-Z	Master Plan & Rezoning	Approved	1/4/12	Ord. 2011-36
06-P-11	DeBuys Plat	Approved	4/4/12	Ord. 2012-26
17-002 /SE17-001	Site plan & Special Excepotion	Approved	04/03/19	Reso. 2018-062
MPA14-001	Master Plan Amendment	Approved	4/17/14	Ord. 2014-03
02-MP-12	Plat Note Amendment	Approved	03/10/15	Inst. 113521825
02-MP-12	Plat Note Amendment	Approved	05/19/20	Inst. 116642189

OWNER ACKNOWLEDGEMENT

I/We: ANNETTE IRAOLA, do hereby swear/affirm that I/we am/are the owner(s) of the property referenced in this application.

I/We certify that the above statements and the statements or showings made in any paper or plans submitted herewith are true to the best of my/our knowledge and belief. Further, I/we understand that this application, attachments and fee become part of the official record of the Planning & Zoning Department of the City of Parkland and the fee is not refundable. I/We understand that any knowingly false information given by me/us will result in the denial, revocation or administrative withdrawal of the application or permit. I/We further acknowledge that additional information may be required by the City of Parkland in order to process this application.

I/We further consent to the City of Parkland to publish, copy or reproduce any copyrighted document for any third party submitted as part of this application.

Signature(s) of Owner(s) _____

Print Name(s) Annette Iraola. Manager of Parkland School Property LLC

CONSENT STATEMENT

Owner to complete if using agent/representative

I/We, the aforementioned owner(s), do hereby give consent to Jon Schmidt | Schmidt Nich to act on my/our behalf to submit this application, all required material and documents, and attend and represent me/us at all meetings and public hearings pertaining to the request(s) and property I/we own described in the attached application. Furthermore, as owner(s) of the subject property, I/we hereby give consent to the party designated above to agree to all terms or conditions that may arise as part of the approval of this application for the proposed use.

NOTARY

Signature(s) of Owner(s) _____

Print Name(s) Annette Iraola

STATE OF FLORIDA
COUNTY OF Miami-Dade

The foregoing instrument was acknowledged before me this 28 day of March, 2025 by Annette Iraola. He/She is personally known to me or has produced _____ as identification and did/did not take an oath.

_____ My Commission Expires _____

(Signature of Notary)
Twinky R Perez
(Name – Must be typed, printed, or stamped)

TWINKY R. PEREZ
MY COMMISSION # HH 183754
EXPIRES: January 31, 2026
Bonded Thru Notary Public Underwriters

(NOTARY'S SEAL OR STAMP)

COMMUNITY APPEARANCE BOARD SUBMITTAL CHECKLIST

PLEASE CHECK YES	NO	N/A		
☑	☐	☐	a.	A completed application signed by owner, agent and/or applicant. Agent's authorization or power of attorney must be attached if applicant is other than owner.
☑	☐	☐	b.	Required application fees.
☑	☐	☐	c.	One (1) copy of a warranty deed including property control number or folio number and legal description of the property.
☑	☐	☐	d.	Three (3) copies of a completed written report indicating how the proposed project meets the community appearance standards. The report shall provide a separate response for Code of Ordinances Sections 75-20 through 75-210. See Justification Statement
☑	☐	☐	e.	Letter of intent/code criteria compliance. See Justification Statement
☑	☐	☐	f.	Ten (10) copies of an approved or proposed site plan in compliance with Section 40-10 of the Code of Ordinances. See SP app.
☑	☐	☐	g.	Five (5) copies of completed elevations of all proposed construction and related elevations of existing structures including but not limited to: scale, building(s), depiction of the kind, color and texture of all primary materials to be used, clear depictions of all major/special architectural design features and treatments, lighting fixtures and standards and signs and/or sign band areas. See SP app.
☐	☑	☐	h.	Five (5) copies of samples for all major materials.
☑	☐	☐	i.	Perspective/multi-dimensional drawing of the entire site.
☑	☐	☐	j.	Three (3) copies of any prior City or Broward County approvals (i.e: resolutions, staff reports). See SP app.
☐	☐	☑	k.	For mixed use projects – description of how it meets supplementary design standards as outlined in Section 75-210.

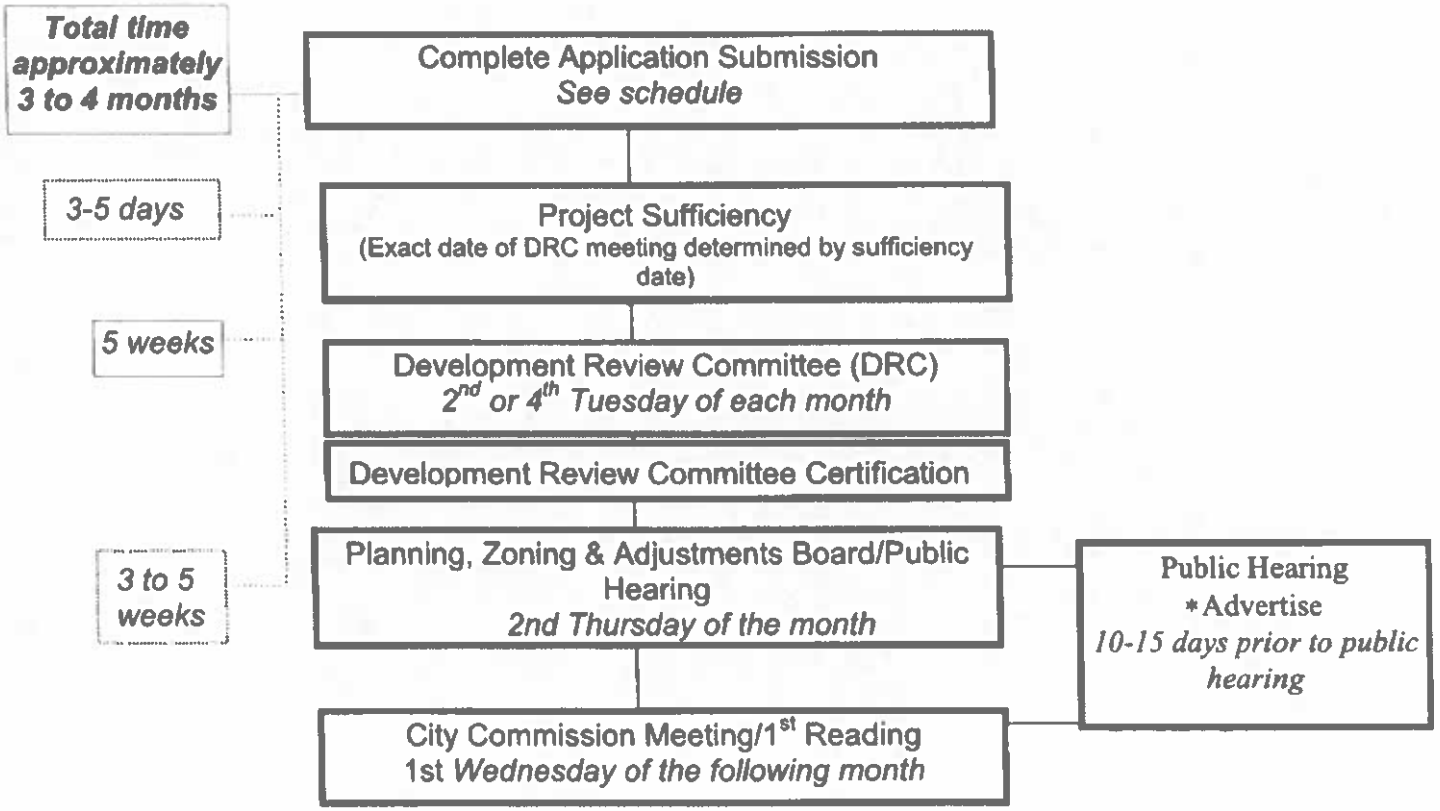
I. GENERAL

*Provide the requisite number of hard copies indicated below, and a **CD-ROM** with all of the information required below.*

PLEASE CHECK YES	NO	N/A		
☐	☐	☑	l.	*For commercial developments provide a uniform sign program.*
☑	☐	☐	m.	*Three (3) copies of lighting plans including scale, north arrow, address of site, property and street pavement lines, proposed ingress/egress to the site with parking area(s), parking stalls and adjacent streets, existing landscaping that will be retained and proposed landscaping, location of all existing (to remain and proposed buildings on site, location of all existing (to remain) and proposed lighting standards, illumination levels generated by the proposed lighting per the requirements of the section 75-150 of the Code.* See SP app.
☑	☐	☐	n.	*Five (5) Scaled drawing of the proposed lighting standards including but not limited to all size/height fixtures, types of lighting fixtures, information on lighting intensity, materials, colors and ground or wall anchorage details.* See SP app.

CITY OF PARKLAND
Planning and Zoning Department
6600 University Drive, Parkland, FL 33067 (954) 753-5040 Fax (954) 341-5161

THE COMMUNITY APPEARANCE BOARD PROCESS



SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

Justification Statement
Somerset Parkland Academy
City of Parkland, Florida
Community Appearance Board (CAB) Application
Submittal: April 3, 2025
Resubmittal: September 24, 2025
Resubmittal: December 23, 2025
Resubmittal: February 17, 2026
Resubmittal: March 9, 2026
Resubmittal: April 28, 2026
Resubmittal: June 10, 2026
Resubmittal: June 18, 2026

Introduction

On behalf of the Applicant and Property Owner, Parkland School Property, LLC ("Applicant"), Schmidt Nichols ("Agent"), respectfully requests approval of this application for Site Plan Amendment for the Somerset Parkland Academy public charter school located in the City of Parkland, Florida. The 10.337-acre subject property (Folio: 4741 28 01 5290) is located at the northwest corner of University Drive and Hillsboro Boulevard within the Miralago at Parkland Planned Development ("subject property"). Site Plan Review approval is required to confirm that the proposed public charter school layout, site design, and landscaping meet the technical requirements of the City of Parkland Land Development Code.

The subject property was annexed into the City of Parkland as part of the commercial portion (Parcel C) of the Debuys – Lennar Homes Miralago at Parkland planned development. Currently, the subject property has a Future Land Use designation of Commercial (C) and is Zoned Planned Commercial District (PCD). The subject property is currently developed with a 59,401 SF school (Somerset Parkland Academy). See attached survey for a detail of subject property and boundary. The subject property is bounded by University Drive and agricultural uses to the east, Hillsboro Boulevard and single-family residential homes of Parkland Golf and Country Club to the south, multi-family townhouses of Town Parc at Miralago and a water retention lake to the west, and single-family residential homes of Miralago at Parkland and a water retention lake to the north. Below is a summary chart of surrounding properties:

Adjacent Lands	Uses	FLU	Zoning
Subject Property	**School (Parkland Somerset Academy)**	**Commercial (C)**	**PCD**

North	Single-family Residential (Miralago at Parkland)	R-2	PRD
South	SF Residential (Parkland Golf and Country Club)	R-3	PRD
East	Hendrix's Farm - Agricultural	Palm Beach County RR 10	Palm Beach County AR
West	Multi-family Residential Townhouses (Town Parc)	R-2	PRD

Request

The Applicant is requesting a Site Plan amendment to the existing 59,401 SF Somerset Parkland Academy public charter school site, adding square footage to the high school, revising the gymnasium which was previously approved but not built, parking lot, drive-aisles, landscaping, buffers, and vehicle circulation including on-site student drop-off/pick-up. These modifications have been identified within the architectural set as an exhibit with those areas impacted by the amendment shown in white with black line work and those areas which are existing to remain are indicated in grey.

The following is a summary of the other concurrently proposed applications for Somerset Parkland Academy:

- A site plan amendment to allow site changes to accommodate a 2,100 student k-12 charter school
- A Special Exception Use modification to allow a 2,100-student K-12 public charter school in a PCD zoning district (submitted under separate application); and
- Delegation application for an increase of square footage to the plat note to 135,000 s.f. (submitted under separate application)
- Master Plan Amendment to increase the s.f. of the school site to match the site plan and plat note (submitted under separate application).
- The office of Miskell Backman is processing the amended Development Agreement with the City.

It should be noted that the parking requirements for the development are regulated by the State Requirements for Educational Facilities ("SREF"), which establish alternative parking standards based on staff, visitors, and students. These standards differ from, and supersede, the typical parking calculations set forth in the Parkland Land Development Code. According to Florida Statute 1002.33(18)(a) – Facilities, "the local governing authority shall not adopt or impose any local building requirements or site-development restrictions, such as parking and site-size criteria, that are addressed by and more stringent than those found in the State Requirements for Educational Facilities of the Florida Building Code." These areas will be discussed further below.

Somerset Parkland Academy

The Applicant intends to expand the existing 2-story public charter school building that will house a total of 2,100 K-12 students. This includes a 27,174 square-foot gymnasium building with lockers, a multi-purpose court, bleachers and classrooms. The school building addition includes 34 additional classrooms (previously 37 classrooms were proposed, but 3 were previously approved under Reso. 2026-040 on June 3, 2026), a cafeteria, as new interior courtyard play field, and an occupiable rooftop with turf for recreation, which is shaded by a series of shade sails.

The site plan provides for a drop-off area to the south of the gymnasium (Building E) that can accommodate buses (only for special events and after school intramural activities) as well as emergency vehicles. Two (2) covered bike racks have been provided for those students who opt to ride a bicycle to school. The proposed site plan indicates a total of 203 parking spaces, this exceeds the SREF required number of 191 spaces.

The Somerset Parkland Academy public charter school has been designed for all student drop-off and pick-up traffic to enter and exit from the West Hillsboro Boulevard entrance. In fact, ALL traffic except for emergency vehicles and buses will enter and exit from W. Hillsboro Boulevard access point. Once vehicles enter the property, staff will direct vehicles into the double stacked lanes and control circulation to the main student drop-off/pick-up location. Additional sacking space, if necessary, is obtained by utilizing double lanes and the bus loop at the north side of the subject property. Drop-off/pick-up times are staggered fifteen (15) minutes apart based on grades. The staggered drop-off and pick-up times and the additional turn lane capacity around the subject property will eliminate traffic congestion and ensure no vehicles are stacking on roadways off-site. The proposed site plan demonstrates a total on-site capacity for student drop-off/pick-up (234 vehicles) and existing stacking (61 vehicles) of 295 vehicles. Please see the Simmons and White traffic analysis and operation plan for more details on the drop-off stacking and design.

History

Below is a history of the related development of the subject property:

History of Related Development Applications (DeBuys Property – Parcel C)				
Petition Number	**Instrument**	**Request**	**Action**	**Date**
------	Reso. 2007-41	Pre-annexation agreement	Approved	4/18/07
------	Reso. 2010-16	Amendment to pre-annexation agreement	Approved	2/17/10
House Bill 1315	-------	Annexation Bill	Approved	4/20/09
01-LUPA-09	Ord. 2009-55	Land Use Plan Amendment (DeBuys & Triple H)	Approved	8/18/10
02-MP-11& 03-Z-11	Ord. 2011-36	Master Plan & Rezoning	Approved	1/4/12
06-P-11	Ord. 2012-26	DeBuys Plat	Approved	4/4/12
MPA14-001	Ord. 2014-03	Master Plan Amendment	Approved	4/17/14
02-MP-12	113521825	Plat Note Amendment	Approved	3/10/15
02-MP-12	116642189	Plat Note Amendment	Approved	5/19/20

------	Reso. 2018-062	Site plan & Special Exception	Approved	------
------	Reso. 2026-040	SPA & CAB		

Community Appearance Board (CAB) Review

The following is the Applicant's response to Article 75 – Community Appearance Board and Standards, specifically Sections 75-60 through 75-270.

Sec. 75-60. - Desirable general design elements.

The subject property is located at the northwest corner of N University Dr. and W Hillsboro Blvd. The two-story scale and architectural character of the proposed public charter school are designed to be consistent with the City's Architectural theme of "Country Elegance" and consistent with the adjacent communities of TownParc, Miralago at Parkland and Parkland Golf and Country Club. To the north, lies Miralago at Parkland, a residential community made up of two-story single-family homes and a large man-made lake. Other than the two homes adjacent to the north, which are at least 190 feet away from gymnasium, views of the school from across the lake are over 1,500 feet away. Directly to the west, exists TownParc, a two-story townhome community. The townhouse units that are directly to the west of the proposed school, which are approximately 80 feet away from the gymnasium and over 180 feet away from main school building, face north-south. To the south, across W Hillsboro Blvd. lies Parkland Golf and Country Club, another two-story single-family homes residential community. The closest home is over 340 feet away from the proposed school. Finally, to the east, on the other side of N University Dr., lies a large undeveloped agricultural property. Little opportunity for continuity of style exists due to the fact that the subject property is surrounded by three different residential communities of varying styles. The proposed charter school building will be two-stories, which will be similar in scale to the surrounding neighborhoods, which are all two-stories in mass.

Screening of parking areas, loading and equipment areas occurs through use of berms within landscape buffers and extensive interior landscaping with use of shade trees. The use of stone on the facades breaks up the surfaces and texture of building. Further articulations, variations and awnings break up the long runs of the main school building. Access drives are clearly visible and have been located appropriate distances away from the intersection of W Hillsboro Blvd. and N University Dr. Exterior lighting will be LED and will meet all code requirements.

Sec. 75-70. - Green building components.

The proposed public charter school will provide green building components as outlined in this section. These elements can include, but are not limited to the following:

- Providing energy efficient heating and air conditioning units
- Fitting HVAC systems provided with programmable thermostats
- Providing appliances with Energy Star or better ratings, if commercially available
- Installing low-flow shower heads, faucets and toilets
- Landscaping that exceeds the minimum requirement in this chapter that twenty-

five (25) percent of the landscape materials shall be native species **(Actual proposed is 88% native for all proposed tree species)**

- Install impact glass windows and doors
- Install impact rated windows and doors with high efficiency glazing
- Install and connect to reclaimed water (i.e., purple pipes) for irrigation purposes, when available to site
- Install exterior lights that are energy efficient and not incandescent (LED proposed)
- Interior lighting will be LED and shall implement a lighting control system such as occupancy sensors, etc.

Sec. 75-80. - Building and parking area location/orientation.

The proposed site plan design is organized in a manner focused on preserving the visual experience of the adjacent lake while framing the northwest corner of N University Drive and W Hillsboro Boulevard. The proposed gymnasium has been updated to remove the open loggia to provide additional landscaping and buffer areas along the north side of the gym. The design of the building facades presents aesthetic vistas down both the N University Drive and W Hillsboro Boulevard corridors. The landscape design for the proposed charter school is lush in nature, meets and/or exceeds all City of Parkland landscaping requirements and includes an extensive use of shade trees and Florida native materials. There is an extensive use of landscaping throughout the site, as well as many areas defined by hardscape and/or paved plazas. A network of pedestrian walkways, some of which are covered within building footprint, that allow users access to all buildings interconnects the campus.

Sec. 75-90. - Parking area design.

All on-site pedestrian/bicycle circulation systems will be connected with adjoining off-site sidewalks, bikeways, and other trails. All access driveways will be clearly visible from all entrances, and all exterior lighting at parking lots will have confined light spread to minimize glare. The proposed project's exterior lighting will conform to the requirements set forth in Article 91. Parking area light fixtures will be designed with a concealed/recessed light source that shields light downward and confines light spread within a site's boundaries and does not adversely impact any adjoining residential areas. The site lighting proposed will provide consistent levels of illumination and highlight all building entrances and other areas of concern as it relates to overall campus security.

Sec. 75-100. - Architectural design.

The architectural composition of the proposed project provides visual interest through the use of volume, textures and colors. Further, the entries are accentuated through the use of vertical & horizontal projections. Additional projections and recesses are provided to break up the long facades and rooflines of the buildings. There are also several towers with sloped roofs to further break up the buildings and add additional interest. The color scheme will be neutral to complement the existing surroundings. The site will also be heavily landscaped to further enhance the design. The Applicant feels that this project will

serve to enhance the public view of the site and set a replicable pattern for future development.

The Architecture is intended to facilitate Concrete Masonry Unit (CMU) construction with a combination of flat, corrugated metal, and canopy roofs, as well as parapet walls. Each façade is unique and has character by use of different textures, various sized windows and openings, as well as building recesses and projections. Additionally for character the use of aluminum canopies and sun shades have been placed on the south, west and east facades. The buildings are also trimmed with details that express the vertical transition of the facades. The campus is composed of various overhangs and covered walkways that provide shaded and weather protected pedestrian connectivity. The articulation and massing of the buildings reinforce pedestrian routes throughout the campus, and are also appropriately scaled at each point of entry. The ground level of the proposed buildings, including the landscaping, is designed to reinforce the overall campus' pedestrian experience.

Sec. 75-110. - Pedestrian amenities for commercial developments.

Not applicable as this is not a commercial development open to the public.

Sec. 75-120. - Vehicular access and circulation.

Access to the site is through two existing platted openings however, only the W Hillsboro Boulevard entrance will be used for student drop-off and pick-up. The N University Drive entrance will be primarily for emergency vehicles and bus service if needed. Each of the openings has been previously approved by both the City of Parkland and Broward County via the Final Plat approval. The access on N University Drive, as well as on W Hillsboro Boulevard have been located in accordance with Broward County standards. Each entrance provides for both right and left turn access with the appropriate and approved stacking distances. The circulation within each parking lot has been designed to provide the maximum stacking distance. Consideration of the interaction of pedestrians, parent drop-offs and staff parking has also been considered. All parking spaces, as well as drive aisles and intersection radii are in accordance with the applicable codes. The landscape and lighting design has been integrated to minimize the impact of the parking drive aisles on the surrounding community. No dead end parking aisles are included within the site. A detailed traffic analysis and operational plan for the proposed public charter school is included and prepared by Simmons and White Engineering.

A Traffic Impact Statement prepared by Simmons & White evaluated the surrounding roadway network under existing, background, and total traffic conditions. The analysis identified several intersections within the study area where improvements may be required to maintain acceptable levels of service at buildout, including University Drive and Hillsboro Boulevard, Trails End and University Drive, University Drive and Loxahatchee Road, and Hillsboro Boulevard and Nob Hill Road. Potential mitigation measures include signalization or roundabout improvements and minor lane configuration modifications.

Pursuant to Florida Statute 163.3180, improvements required to address background traffic conditions are not solely attributable to the proposed development. The applicant will coordinate with the City regarding proportionate fair share contributions toward applicable improvements, which are preliminarily estimated at approximately $228,250. These improvements are anticipated to occur in coordination with the City and Broward County as part of future roadway improvement programming and permitting, and may be implemented through proportionate share contributions or conditions of approval, as applicable. Additionally, the applicant has proposed constructing a roundabout at Hillsboro Boulevard and University Drive, subject to coordination with the City and Broward County.

Sec. 75-130. - Pedestrian, bicycle, and equestrian circulation.

All on-site pedestrian/bicycle circulation systems will be connected with adjoining off-site sidewalks, bikeways, and other trails. Sidewalks are designed and will be maintained with smooth and continuous surfaces that do not represent a tripping hazard. ADA access is provided to each abutting street to the primary entrance of the development. Sidewalks are aligned directly and continuously to connect pedestrian destinations. Internal pedestrian walkways are designed with crosswalks at drive aisles. Bicycle racks and parking spaces are near both customer and employee building entrances but do not obstruct entrances or the flow of pedestrian traffic.

Sec. 75-140. - Landscaping design.

The landscape design for the proposed charter school is lush in nature, meets and/or exceeds all City of Parkland landscaping requirements and includes an extensive use of shade trees. There is an extensive use of landscaping throughout the site, as well as many areas defined by hardscape and/or paved plazas. Landscaping also exceeds the minimum requirements in that eighty-eight percent (88%) of the landscape materials (trees) are native species (Land Development Code requires minimum of 25%).

Sec. 75-150. - Exterior lighting.

The proposed project's exterior lighting will conform to the requirements set forth in Article 91. Parking area light fixtures will be designed with a concealed/recessed light source that shields light downward and confines light spread within a site's boundaries and does not adversely impact any adjoining residential areas. The site lighting is proposed to be LED and will provide at consistent levels of illumination and highlight all building entrances and other areas of special security concern.

Sec. 75-160. - Signage for commercial centers.

Not applicable as this is not a commercial development open to the public.

Sec. 75-170. - Utilities, mechanical, and telecommunications equipment.

All utility lines are proposed to be underground and all transformers will be placed away from major pedestrian routes and outdoor seating areas and screened from view. Additional landscaping will be installed to screen equipment, while still maintaining access to the equipment.

Sec. 75-180. - Storage, loading, and service areas.

The project's service areas are located away from the public streets and concealed from the view of adjacent developments. Trash enclosures and containers are sized to accommodate the volume of refuse. These facilities are enclosed and landscaped per the requirements of Article 95. Enclosure materials and colors are consistent with and complementary to the building materials and finishes. Deliveries will be coordinated at off-peak times of the school while students are not on campus.

Sec. 75-190. - Trash/recycling facilities.

Trash enclosures and containers are sized to accommodate the volume of refuse that is will be generated for a public school of this size. The trash containers are in an enclosed area that is contained and screened from public view and do not obstruct drive aisles, pedestrian walkways, and access to parking spaces. They are easily accessed by refuse haulers. There was also a note added to the site plan that “All trash services will be handled by Waste Management.”

Sec. 75-200. - Maintenance factors.

The proposed public charter school will be maintained and in a continued good appearance as it relates to regular maintenance. Exterior materials and finishes have been selected for their durability and wear as well as for their appearance. Proper measures and devices will be incorporated for protection against the elements, neglect, damage and abuse.

Sec. 75-210. - Mixed-use supplementary design standards.

Not applicable as this is not a mixed-use project.

Sec. 75-220. - Determination of compliance.

It is the Applicant’s opinion that:

- The plan for the proposed charter school is in conformity with good taste, good design, and in general contributes to the image of the City as a place of parklike beauty, spaciousness, harmony, taste, fitness, broad vistas and high quality, and the factors and standards set forth in Section 75 of this code.
- The proposed public charter school is not, in its exterior design and appearance, of inferior quality such as to cause the nature of the local environment or evolving environment to materially depreciate in appearance and value.

- The proposed public charter school is in conformity with standards of this Code insofar as the location and appearance of the buildings are involved.
- The proposed public charter school is in harmony with the proposed developments in the general area, with the comprehensive plan for the City, and with the criteria set forth in Section 75. The Applicant understands that conditions may be applied if the proposed building does not comply with the above criteria, and will be applied, within reason, to bring the structure or project into conformity.

Sec. 75-230. - Submittal requirements—Building construction, exterior remodeling, and additions.

The Applicant has submitted a Site Plan, Architectural Elevations, Renderings, Materials and Color samples that comply with this section.

Sec. 75-240. - Submittal requirements—Freestanding ground signs.

The Applicant is not proposing any freestanding signs at this time. If freestanding ground signs are proposed, then the Applicant understands that these will required CAB review and approval.

Sec. 75-250. - Submittal requirements—Wall signs.

The Applicant is not proposing any wall signs at this time. If wall signs are proposed, then the Applicant understands that these will required CAB review and approval.

Sec. 75-260. - Submittal requirements—Lighting.

The site lighting is proposed to be LED and will provide at consistent levels of illumination and highlight all building entrances and other areas of special security concern. The proposed lighting plans and specifications meet the requirements of this section.

Sec. 75-270. - Additional single-family residential development design standards (anti-monotony review).

Not applicable, as this is not a residential project.

Additionally, the site design incorporates some passive energy conservation in its site design per standards for Planned Developments in Sec 10-4050.M – Energy Conservation. The building has been oriented so that the west, south and east sides of the building screen the courtyard and play areas. The building will also utilize impact rated windows and doors with high efficiency glazing. Landscaping is utilizing 88% native species for all trees, which do not require as much irrigation.

On behalf of the Applicant, Schmidt Nichols respectfully requests your approval of this application for Community Appearance Board for the Somerset Parkland Academy public

charter school located on the subject property.

STAFF REPORT
CITY OF PARKLAND
DEVELOPMENT SERVICES DEPARTMENT

Date Prepared: March 18, 2026
Updated: April 28, 2026
Updated: June 29, 2026

I. PETITION DESCRIPTION

Petition No.:	2025-29-P, 2025-18-SE, 2025-17-SPA & 2025-19-CAB
Project Name:	Somerset Parkland Academy, Charter School Expansion
Owner, Petitioner:	Parkland School Property, LLC 6457 Sunset Dr. Miami, FL 33143
Request:	Approval of Plat Note Amendment, Special Exception, Site Plan Amendment, Community Appearance Board Approval, First Amendment to the Developer's Agreement, and the Second Amendment to Declaration of Restrictive Covenants to accommodate an expanded charter school on Parcel C of Debuys Plat, to allow up to 135,000 square feet of an Educational Institution by Special Exception, serving up to 2,100 students in grades Kindergarten to twelfth grade.
Location:	8401 N. University Drive. Generally west of N. University Drive and north of W. Hillsboro Blvd. ("Subject site"). Location map included as Exhibit "A".
Land area:	Approximately 10.337 acres.

II. LAND USE AND ZONING

	Existing Land Use	Future Land Use	Zoning
Subject Site	Charter School	Commercial	PCD
North	Residential, Single Family	R-2, Residential	PRD
South	Residential, Single Family	R-3, Residential	PRD
East	Agricultural, Unincorporated	Unincorporated	Unincorporated
West	Residential, Townhomes	R-2, Residential	PRD

1. BACKGROUND AND GENERAL INFORMATION

The Subject Site is located at 8401 N. University Drive and is generally northwest of the intersection of W. Hillsboro Blvd. and N. University Drive. The Subject Site measures approximately 10.3 net acres. The site is part of the Debuys Plat and the Miralago Master Plan, shown as Parcel C on both.

The Subject Site has a commercial land use designation and is zoned Planned Commercial Development (PCD). PCD zoning allows for Educational Institutions as a Special Exception use. The approved master plan restricts the Subject Site to 110,000 square feet of commercial use (reflecting the underlying land use), and the approved plat restricts the development to 100,000 square feet of public charter school use. Other agreements are recorded that further restrict the property including a Development Agreement and Declaration of Restrictive Covenants.

Prior to 2018, the site was vacant and used for agricultural purposes. In 2018, the city approved development plans, including a special exception, to allow for an approximately 98,638 square foot, K-8 public charter school, for up to 1,280 students. The approved plans included a 2-phase development and a stand-alone gymnasium. The eastern wing of the school and the gymnasium were not constructed. The current school, as constructed, is approximately 56,541 square feet. As part of the approved development plans, an Operational Management Plan was adopted that regulates the school operations, monitoring requirements, and other factors. A Development Agreement was entered into to ensure compliance with conditions of approval and establish additional obligations for off-site improvements, funding contributions, and other requirements.

At the May 20, 2026 Commission meeting, the Commission made a motion to allow for the bifurcation of the Site Plan Amendment and Community Appearance Board applications to allow for the enclosure of Building B and the removal of the jersey barrier to move forward of the remainder of the expansion applications. The Applicant submitted separate applications specific to Building B and the jersey barrier that were approved at the June 3, 2026 Commission meeting. At the July 8, 2026 meeting, the Commission will consider the remainder of the Site Plan Amendment and Community Appearance Board applications along with the other concurrent applications. Importantly, the June 3rd approval did not increase the enrollment allowance (1,280 students maximum) or modify the limitation to K-8 grades at the school. The approved Building B expansion was also within the current limitations of the Master Plan, Plat, and Declaration of Restrictive Covenants since the full scope of the original school site plan was not developed.

2. SUMMARY OF REQUEST

Summary

The Applicant proposes the following applications to amend its current development approvals and expand the existing charter school to allow for up to 2,100, K-12 students in an Educational Institution, not to exceed 135,000 square feet:

- Master Plan Amendment

- Plat Note Amendment
- Special Exception
- Site Plan Amendment
- Community Appearance Board

In addition to these development applications, the Applicant has requested to amend the Development Agreement and Declaration of Restrictive Covenants as further described below, to mirror the proposed development plans.

School Operations

The proposed operations would increase student enrollment from 1,280 K-8 students to a maximum of 2,100 K-12 students. The Operational Management Plan, which is incorporated into the development plans, includes important details and regulations regarding the enrollment ramp-up and maximum number of students per grade. It is proposed that enrollment and the addition of new grades will occur over a period of years and will not occur all at once. Grade 9 is proposed to be added in the 27-28 school year, with the next grade being added for each following year, culminating in the 12th grade being added in the 30-31 year.

A revised student pick-up and drop-off schedule is incorporated into the Plan as well. Four staggered start times are proposed, starting at 7:30 AM through 8:45 AM. End times start at 2:15 PM and end at 3:45 PM. High school starts and ends earliest, followed by grades K-5, with grades 6-8 following.

Buses are not currently operating, nor will they, except for sporting events. Aftercare is offered for students and helps disperse traffic at pick-up time.

The Operational Management Plan ("OMP") includes circulation diagrams showing site access, circulation, and staffing at various positions to ensure student safety and effective pick-up and drop-off cycles (see Appendix A of OMP).

Application A: Plat Note Amendment (Resolution No. 2026-029)

The Subject Site is Parcel C on the Debuys Plat, as recorded in Plat Book 180, Pages 147-167 of the Public Records of Broward County, Florida. The plat is currently restricted to 11.17 acres of park use on Parcel A and B; 100,000 square feet of public charter school on Parcel C; 230 Townhouse units on Parcel D and 481 single family detached units.

The proposed development plans exceed this development threshold, and therefore the applicant proposes an amendment to the restrictive note above, to allow for 135,000 square feet of public charter school on Parcel C. No other changes to other properties included in the plat are proposed.

Application B.1 : Special Exception (Resolution No. 2026-028)

The subject site has a commercial land use designation and a Planned Commercial District (PCD) zoning designation. Uses in the PCD are limited to those permitted in the B-1, B-2 and OP zoning districts. The B-2 zoning district permits Educational and Vocational Institutions as a Special Exception use.

The Special Exception approval criteria are established in Section 60-40 of the Land Development Code and primarily pertain to compatibility, traffic and utility impacts, availability of infrastructure, compliance with the comprehensive plan, impacts to adjacent properties, and school-specific design criteria.

The Applicant provided a Justification Statement attached hereto, addressing each of the criterion.

Application B.2 : Site Plan Amendment and Community Appearance Board (Resolution No. 2026-028)

Site Access, Circulation, and Parking

To accommodate the proposed development changes, various modifications are made to the site access, circulation, and parking plans as further described herein.

Driveway access to the subject site remains as originally approved. However, the revised site plan and Operational Management Plan eliminates standard vehicular access from the University Dr. driveway. This driveway remains and is functional, but student drop-off and pick-up will now all occur using the Hillsboro Boulevard driveway entrance.

Once inside the Subject Site, modifications are proposed to the northern parking lot to accommodate additional parking spaces. A total of 203 parking spaces are proposed in the final condition, where 191 are required per State Requirements for Educational Facilities (SREF) standards. This has been increased from the 125 parking spaces currently provided. The parking lot design changes will be made in accordance with the preliminary construction plans included in the Operational Management plan and will occur during summer months to not affect school operations.

The on-site stacking and queuing are modified accordingly, and the site now demonstrates a total on-site capacity for student drop-off/pick-up of 234 vehicles ahead of the drop-off/pick-up zone and an additional 62 vehicles after this zone, before exiting the site. This has been increased from the 188 spaces before the drop-off/pick-up zone as currently provided.

To facilitate improved traffic circulation and operational efficiency, the existing jersey barrier located along the south side of the existing school building will be removed and the driveway will be restriped to accommodate two parallel stacking lanes for student drop-off and pick-up. The revised configuration will provide a 32-vehicle drop-off/pick-up area (16 vehicles per lane) directly in front of the school building. Previously only 16 cars were accommodated in the drop-off/pick-up zone.

Building Design

Development plans show the existing school as Building A, with additions of Building B (enclosed classrooms, formerly exterior terrace area adjacent to cafeteria), Building C (future classrooms), Building D (covered parking and future classrooms, and Building E (gymnasium). In total, the proposed school is increased from the existing 56,541 square feet to 125,672 square feet. The proposed expansion is configured similarly to the original development plans, maintaining most of the development on the central portion of the site with the gymnasium on the western side of the property.

The primarily building mass is maintained at two-stories to mirror the existing school. The proposed building height measures 33'-10" to the top of the upper roof decks on Building D, with a new cupola feature extending to 57'-8" adding design emphasis and a traditional architectural element. The revised design also includes a new shaded play area on the rooftop of Building D, supplementing the existing and improved play space in the central courtyard. Exterior second-floor walkways connect Building D to the gymnasium. The gymnasium is two floors and measures 28'-7" to the top of the flat roof, with parapets extending beyond to screen rooftop mechanical equipment.

The proposed expansion utilizes the same architectural patterns for the expansion area to seamlessly blend with the existing school facility.

Landscaping

The majority of the landscape plan remains the same in the development plans, with the exception of the modified parking lot and the western and norther perimeter buffers. The buffers are supplemented to screen the gymnasium by adding material to the western property line and along the lake. The Applicant coordinated with NSID to allow for planting in the lake maintenance easement to provide additional screening material.

Lighting

On-site lighting is slightly modified to reflect changes to the surface parking lot. Six (6) light poles are relocated within the northern parking lot. Supplemental light poles are added along the eastern gymnasium façade and within the courtyard area to provide required lighting levels. Light poles include a mix of 20' and 12' mounting heights.

Off-Site Improvements

The Applicant proposes a series of off-site improvements to satisfy its proportionate fair share obligations and mitigate impacts on the surrounding street and intersection network. A traffic analysis was prepared in conjunction with the revised site plan.

Per the traffic analysis, "The traffic analysis showed four intersections that will operate below Level of Service D requirements based on background conditions without the school expansion. One of the four intersections is University Drive at Loxahatchee Road which is scheduled to be modified to a roundabout by the FDOT. The school will coordinate with the City on appropriate mitigation measures for the other three intersections (University Drive at Hillsboro Boulevard, University Drive at Trails End, and

Hillsboro Boulevard at Nob Hill road). All other study intersections and roadway segments will operate at acceptable Level of Service standards. Based on the analysis documented in the traffic study and the proportionate share payments, the project meets traffic concurrency requirements."

In coordination with the city's traffic consultant, the Applicant is proposing a roundabout at the intersection of W. Hillsboro Blvd. and N. University Dr. The Applicant has provided a conceptual roundabout design to demonstrate it can be accommodated within the existing right-of-way limits. The final design and permitting of the roundabout will be subject to Broward County and city review. The Applicant will design, fund, and install the roundabout and incorporate the city design standards, found in other examples throughout the city. Subject to County approval, the final design will incorporate a crosswalk to the west of the roundabout for pedestrian crossing. The construction timing will be subject to further coordination to minimize disruptions to the traffic flow.

In addition to the roundabout, subject to Broward County approval, the applicant will install a pedestrian crossing near the main driveway entrance, across Hillsboro Blvd. If approved by Broward County, this will provide an additional safe crossing point for those students walking to school.

Improvement Schedule

The Operational Management Plan includes preliminary construction and phasing plans showing construction starting the summer of 2026 and being completed in August 2030. Initial construction is limited to enclosing Building B and revising the drop-off/pick-up configuration prior to the 2026-27 school year. Starting in February 2027, Phase I will include construction of Building C and the enhanced courtyard playfields. Phase II includes construction of Buildings D and E, along with temporary parking and is anticipated to start in February 2028. Final parking lot modifications will be completed after Phase II construction is finalized, in the summer of 2029.

Construction staging will occur in the northern parking lot. As such, the Applicant was asked to show the impacts to the on-site parking and circulation during the construction phases. To maintain the minimum number of parking spaces required, temporary parking spaces will be required on site. The final location and design of the temporary parking will be coordinated with city staff prior to permitting.

The Applicant will be required to coordinate with BSO throughout the construction phase to ensure site security is maintained at all times.

Application C : First Amendment to the Developer's Agreement (Resolution No. 2026-030)

The Applicant was required to enter into a Developer's Agreement as a condition of approval of the original site plan. The Developer's Agreement was recorded on April 24, 2019, as Instrument Number 115758152 in the Broward County Official Records. The agreement is between the City of Parkland and Parkland School Property LLC. The Agreement stipulates various development restrictions, improvement obligations, and monitoring requirements. To reflect the revised development plans, the Applicant

proposes to amend the Developer's Agreement where necessary. The revisions primarily address changes in enrollment, school operations, and improvement obligations.

Application D: Declaration of Restrictive Covenants Amendment (Resolution No. 2026-031)

A Declaration of Restrictive Covenants was filed as Instrument Number 109938295 in the Public Records of Broward County. The document was originally recorded March 21, 2011 and includes the City of Parkland and Broward County as interested parties. The Restrictive Covenants primarily include maximum development allowances and traffic mitigation requirements. The Restrictive Covenants mirror the approved master plan, and limit the Subject Site to 110,000 square feet of commercial use. Since the proposed development plans exceed this threshold, the applicant proposes an amendment to the Covenants to allow for up to 135,000 square feet of public charter school use on the School Property. Note, the amendment includes an increase in square footage and also restricts the use to public charter school rather than commercial.

3. STAFF RECOMMENDATION

A. Staff finds 2025-29-P (Plat Note Amendment) meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. The Plat Note Amendment shall be approved by Broward County and recorded in the Public Records of Broward County prior to the issuance of any building permit that would authorize development of more than 100,000 square feet of public charter school.

2. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

3. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

B. Staff finds 2025-18-SE, 2025-17-SPA, and 2025-19-CAB (Special Exception, Site Plan Amendment, Community Appearance Board) meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. Conditions of approval C – E, G-J, and L established in Resolution 2018-062, granting Special Exception and Site Plan Approval, are hereby amended as set forth in the First Amendment to the Developer's Agreement, which shall be recorded in the Public Records of Broward County prior to issuance of any permits for the Property.

2. Applicant shall comply with all applicable requirements of the Developer's Agreement, as amended by the First Amendment to the Developer's Agreement.
3. The Applicant shall, at its sole cost and expense (except as described below

regarding the Security), design, permit and complete construction of a Roundabout in accordance with the design and architectural features attached as Exhibit “E” at the intersection of Hillsboro Boulevard and University Drive, subject to approval by Broward County (the “Roundabout”). The Applicant shall submit the necessary permitting applications for construction of the Roundabout to the County and the City prior to the issuance of any certificate of occupancy for the Expansion, including but not limited to any certificate of occupancy for Building B depicted on the Site Plan Amendment. Construction of the Roundabout shall be completed (meaning open to traffic with all designed lanes operational) prior to the first to occur of: (i) physical student enrollment at the Property exceeding a total of 1,154 students, or (ii) the issuance of a final Certificate of Occupancy for Phase I depicted on the Operational Management Plan, dated April 27, 2026 (“OMP”). Notwithstanding, the City may issue a Temporary Certificate of Occupancy (“TCO”) for Phase I construction upon demonstration the Applicant has been working in good faith and diligently pursing permitting and constructing the Roundabout provided that the TCO shall be conditioned on Applicant’s commitment to obtain a Certificate of Completion, or similar document, as required by the City and County, for the Roundabout within 90 days of the issuance of the TCO . However, in no instance shall a final Certificate of Occupancy be issued for Phase I, nor shall the total physical student enrollment at the Property exceed 1,454 students until the Roundabout receives a Certificate of Completion, or similar document, as required by the City and County.

4. The City Manager may further extend the timeframes noted in (c) above and (e) below upon Applicant demonstrating that the Applicant has been working in good faith and diligently pursuing permitting and constructing the Roundabout or the pedestrian crosswalk, as applicable.
5. Applicant shall, at its sole cost and expense, design, permit and complete construction of a pedestrian crossing, including but not limited to any County required markings, signals and lighting, across Hillsboro Boulevard along the west side of the Property entrance, subject to County requirements and approval. The Applicant shall submit the necessary permitting applications for the pedestrian crossing to the County and the City prior to the issuance of any certificate of occupancy for the Expansion, including but not limited to any certificate of occupancy for Building B depicted on the Site Plan Amendment. In the event County has not decided upon or approved such pedestrian crossing prior to the time Building B is ready for issuance of a certificate of occupancy, Applicant shall provide written evidence of such communications to the City and Applicant diligently pursuing the pedestrian crossing, and City shall not withhold issuance of the Building B certificate of occupancy provided that no additional building permits or certificates of occupancy shall be issued for the Expansion until Applicant submits the necessary applications for the pedestrian crossings. Applicant shall complete the pedestrian crossing within six months of Broward County approval unless the County requires or approves a traffic signal or overhead pedestrian hybrid beacon in connection with the pedestrian crossing. If a traffic signal or overhead pedestrian hybrid beacon is required or approved by the County, the Applicant shall complete the pedestrian crossing, including the traffic signal or overhead pedestrian hybrid beacon (as applicable), within nine months of County approval.
6. Applicant shall, at its sole cost and expense, diligently pursue all approvals necessary for the improvements described in these conditions of approval and the First Amendment to the Developer’s Agreement, and cooperate with City as necessary to achieve approval in the most expeditious fashion.
7. Upon issuance of the certificate of completion, or similar document reflecting final completion of the Roundabout, the Applicant’s required Proportionate Share Costs

shall be considered satisfied, subject to the requirements of condition of approval (h) below.

8. As a condition of the City's release of the PSP Security (as described in the Traffic Signalization Agreement between the Applicant, City, and County dated June 15, 2020 (the "Traffic Agreement")) to Applicant for the purpose of constructing the required Roundabout, the Applicant shall obtain Broward County's approval of an amendment to, or termination of, the Traffic Agreement, in a manner that provides for the Roundabout in lieu of a traffic signal at the intersection of N. University Drive and W. Hillsboro Boulevard.
9. Prior to full or partial release of the PSP Security, the Applicant shall provide a cost estimate of the Roundabout to the City to demonstrate the design and construction costs meet or exceed the PSP Security amount together with the Proportionate Fair Share requirements established in the Traffic Study, dated April 28, 2026. The full release of the PSP Security shall only occur if the design and construction cost of the Roundabout is demonstrated to exceed the combined amount of the PSP Security and Proportionate Fair Share costs established in the Traffic Study.
10. The Applicant shall comply with the revised OMP which is hereby incorporated into this Resolution and subject to enforcement by the City, including any amendments or modifications that have been provided to and approved by the City Manager in writing thereafter.
    (i) Temporary parking depicted in Phase II of the OMP shall be limited to visitor parking and shall not be utilized during school drop-off and/or pick-up times so as to not impede the drop-off/pick-up operations. Temporary parking spaces shall be striped to the City's parallel parking standards.
11. The addition of new grade levels (9-12th grade) shall be limited to one new grade level per school year, in successive order, starting with 9th grade in the 2027-2028 school year, in accordance with the Ramp Up Schedule included within the revised OMP. In no event shall either the 11^{th} or 12^{th} grade levels exceed a maximum of 168 students per grade level in any given school year, nor shall total student enrollment during the 9^{th}-12^{th} grade ramp up exceed the total enrollment listed in the Ramp Up Schedule of the OMP in any given school year. Further, the total school enrollment in any given school year shall not exceed the Enrollment Caps specified in the First Amendment to the Developer's Agreement.
12. Applicant shall not be permitted to increase the number of enrolled students on annual basis by more than (a) 26% of the total physical student enrollment at the School, or (b) the maximum amounts identified in the Ramp Up Schedule included within the OMP, whichever is less.
13. Notwithstanding whether Building D (Phase II) is constructed or whether Applicant operates a high school at the Property, Applicant shall be limited to a maximum enrollment of no more than a total of _____ kindergarten through eighth grade students at the school.
14. The Applicant shall coordinate with Broward County Sheriff's Office to ensure the continued security and safety of the school during and after the construction period. All construction plans and logistics shall be coordinated with BSO to ensure the safety and security of the Property prior to the issuance of any engineering or building permits.
15. An updated Accident Management Plan shall be provided to and approved by BSO prior to issuance of any engineering or building permits for the Expansion.
16. The minimum parking ratios required under the State Requirements for Educational Facilities ("SREF") shall be maintained at all times. Further, the minimum required parking spaces per SREF shall be designated for student parking prior to the start of the school year where 11th grade students are physically enrolled. Minimum required

parking spaces shall be maintained so long as 11th or 12th grade students are physically enrolled at the school.

(i) As part of the Annual Monitoring required in the First Amendment to the Developer's Agreement, the Applicant shall include a total faculty and staff count to ensure sufficient faculty and staff parking is provided on the Property each year. In the event the faculty and staff parking provided does not meet applicable SREF standards, the Applicant shall diligently complete and submit the necessary development applications to the City and provide for additional parking on the Property to meet the SREF standards.

(ii) In the event the City amends the City's Land Development Code in a manner that permits smaller parking space width (the "Parking Space Code Amendment"), Applicant has voluntarily committed to apply for and obtain a permit to restripe the parking lot to increase the amount of available parking spaces, including parking spaces for student parking, based on the smaller parking space dimensions. Applicant shall apply for and obtain a permit for such restriping and complete the restriping by no later than the later to occur of: a) the 2029-2030 school year, or b) three months after the effective date of the Parking Space Code Amendment or such later date for completion as may be approved by the City Manager to minimize disruption to school operations. The application for the restriping shall be processed pursuant to the call-up procedure set forth in Section 30-10(J)(2) of the City's Land Development Code.

(iii) Applicant shall make good faith efforts to explore and secure additional off-site parking locations for use as additional student parking prior the start of the first school year where 11th grade students will be physically enrolled at the school.

17. The use of loading zones located within the northern drive aisles on the Property shall be restricted to non-school operating hours, and time periods outside of the pick-up and drop-off periods established in the OMP so as to not conflict with the adjacent parking.
18. Prior to issuance of a certificate of occupancy for a structure that increases the total development on the Property to more than 80,000 square feet, the Applicant shall coordinate with the Planning Department to locate and designate a temporary loading space(s) in accordance with Section 90-1010 of the City's Land Development Code, prior to the final northern parking lot improvements being constructed, as depicted on the Site Plan Amendment and as further regulated in Condition of Approval (q) below. Alternatively, the Applicant may demonstrate the existing loading spaces on the Property to the north of the school remain accessible and functional through the construction period.
19. Reserved.

i. r. The Applicant shall complete the final parking, circulation, loading, stacking, landscape, and lighting improvements shown on the Site Plan Amendment, Landscape Plan, and Photometric Plans for the Expansion by no later than the start of the 2029-2030 school year.

ii. Notwithstanding anything to the contrary in this Resolution, foundation plantings and landscape adjacent to the proposed new structures to be built (as depicted on the Landscape Plan for the Expansion) shall be installed prior to issuance of a Certificate of Occupancy for the applicable structure.

iii. Removal of the existing jersey barrier and landscape improvements within the median south of the existing jersey barrier (as depicted on

the Landscape Plan for the Expansion) shall be required prior to the start of the 2026-2027 school year.

20. Applicant has committed to commence construction of the gymnasium (Building E) identified in the Amended Site Plan concurrently with construction of Building D (Phase II). Applicant shall obtain a building permit and Commence Construction of the gymnasium prior to or at the time of obtaining a building permit and commencing construction of Building D (Phase II). "Commence Construction" means conducting actual ground-disturbing or vertical work pursuant to the Amended Site Plan and applicable building permit approval. Once commenced, construction of the gymnasium must be continuously and diligently prosecuted in good faith. Prior to, and as a condition of, the issuance of any certificate of occupancy for Building D (Phase II), Applicant shall either (i) have completed construction of the gymnasium (as evidenced by a TCO or certificate of occupancy), or (ii) if construction of the gymnasium has not yet been completed, Applicant may receive a temporary certificate of occupancy for Building D if Applicant provides a payment and performance bond to the City to secure completion of the gymnasium within 6 months of issuance of the temporary certificate of occupancy for Building D (Phase II). The payment and performance bond shall be in an amount equal to the value of the gymnasium improvements not yet completed and shall be in a form acceptable to the City Attorney. Applicant acknowledges and agrees that Applicant shall not receive a final certificate of occupancy for Building D until construction of the gymnasium has been completed (as evidenced by a TCO or certificate of occupancy).
21. The interior playfields and courtyard area, as depicted on the Site Plan Amendment for the Expansion shall be completed prior to the issuance of any certificate of occupancy for Phase I of the Expansion, as depicted in the Site Plan Amendment and in the revised OMP.
22. Construction related vehicles and equipment shall not impede the required parking and circulation for the daily school operations. Construction related vehicles and equipment shall not be permitted to park in required school parking spaces. Temporary parking and circulation shall be maintained in accordance with the revised OMP.
23. The decorative finial proposed at the top of the cupola shall be aluminum and shall not include any flag, logo, or text.
24. The City shall inspect all landscaping on the Property on a periodic basis to ensure that it is being properly maintained and is growing in at a normal rate. The City may require the Applicant to add additional landscaping material if planted material is not growing at a normal rate as would be expected based upon the professional judgement of the City Landscape Architect or landscape consultant retained by the City.
25. Prior to submitting the Final Midblock Crossing Analysis to the County, the Applicant shall provide the required analysis to the City for review and approval.
26. Applicant recognizes and acknowledges that City owned athletic facilities have limited availability and that no preferences or priority will be granted by the City to the charter school or any organization affiliated with the charter school related to any request to use the City's athletic facilities.
27. Applicant shall, at Applicant's sole expense, provide for maintenance of the landscaping and irrigation in the right-of-way located along Hillsboro Blvd. adjacent to the school, including the landscaping and irrigation within the medians along Hillsboro Blvd., in accordance with the applicable right-of-way maintenance agreement maintenance standards and applicable approved landscape plan(s).
28. Applicant agrees to abide by the terms and conditions of any agreement Applicant enters into with a homeowner's association within the City concerning mitigating the

impacts of the school Expansion.

29. Regarding the proposed handicapped parking area, prior to the issuance of any engineering permits for the Expansion, Applicant shall provide to the City, and update Applicant's plans to include, the required spacing from a standard stall and the 4" white and blue stripes, along with the size, spacing, and color for the diagonal stripes, the materials for the wheel stops and more information about the proposed fence, such as footers.
30. On annual basis at a meeting date acceptable to the City and Applicant, Applicant shall cause its traffic consultant to provide a presentation to the City Commission at a City Commission meeting regarding the results of the required monthly and annual traffic monitoring reports for the prior year, including detailing any traffic, vehicular and pedestrian safety issues identified, including any Action Required Findings, and any Remedial Actions taken by the Applicant to address any Action Required Findings and any other traffic, vehicular and pedestrian safety issues. The presentation shall not be subject to approval by the City Commission.
31. All previous conditions of approval shall remain in effect, except as modified by this Resolution.
32. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law. Additionally, the City shall have the remedies set forth in Section 3 of the Developer's Agreement (as amended) in the event Applicant fails to abide by such conditions, including but not limited to withholding building permits, and limiting any additional school enrollment in the event there is an Action Required Finding that has not been remedied by the Applicant. Applicant further acknowledges that any requirements or conditions of the Site Plan Amendment and Special Exception Resolution and this Amendment not complied with prior to the beginning of the 2030/2031 school year may require Applicant to submit additional traffic analyses and plans for review and approval by the City.
33. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

C. Staff finds the First Amendment to the Developer's Agreement meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. Prior to issuance of any permits, the First Amendment to the Developer's Agreement shall be executed by the Applicant and recorded in the Public Records of Broward County.

2. Failure to comply with all requirements as set forth in this Resolution and the First Amendment to the Developer's Agreement shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

3. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

D. Staff finds Second Amendment to the Declaration of Restrictive Covenants meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. Final approval of the Second Amendment is subject to approval by Broward County and recordation by the Applicant of the Second Amendment in the Public Records of Broward County.

2. Prior to issuance of any permit that causes the development on the Property to exceed 110,000 square feet, the Amendment shall be approved and recorded as required in (a) above to allow for an increase in the development to a maximum of 135,000 square feet of public charter school on Parcel C.

3. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

4. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

4. Planning and Zoning Board Recommendation

Resolution 2026-029: Plat Note Amendment
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1) with Goldstein dissenting

Resolution 2026-028: Somerset Academy Expansion (SE, SPA, CAB)
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (5-2) with Goldstein and Lazowick dissenting

Resolution 2026-031: Amending the Declaration of Restrictive Covenants
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1) with Goldstein dissenting

Resolution 2026-030: Amendments to Developer's Agreement
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1) with Goldstein dissenting

5. City Commission Motion

City Commission (May 20, 2026) - A motion was made to have a June 3, 2026, City Commission workshop, defer all of these items (Items 9B, 9C, 9D, 9E and 9F) to the July 8, 2026, City Commission meeting, and authorize Staff to take the necessary actions to process the building permit/application for the removal of the Jersey barrier and the enclosure of existing Building "B"/Phase 0 at the School, and waiving the six-day call-up time period.

Exhibit A – Site Location

Abbreviated Legal Description: DEBUYS PLAT 180-147 B PARCEL C LESS POR DESC AS: COMM SE COR OF SEC 28-47-41, W 89.01 TO POB, W 4,NE 39.30,N 202.27, NE 100.72,N 214,W 12,N 115.69, E 6.01,S 100.60,E 12,S 229.53, SW 100.72,S 200,SW 42.11 TO POB, LESS A POR OF SAID PAR C DESC AS: COMM SE COR OF SEC 28,W 93.01,NE 39.30,N 202.27 TO POB, NE 100.72,N 214, W 12, S 314 TO POB,LESS POR DESC IN INSTR 116379782

DESCRIPTION:

A PORTION OF PARCEL C, DeBUYS PLAT, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 180, PAGES 147-167 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 28, TOWNSHIP 47 SOUTH, RANGE 41 EAST; THENCE S.89°36'56"W. ALONG THE SOUTH LINE OF SECTION 28, A DISTANCE OF 93.01 FEET TO A POINT ON SAID LINE; THENCE N.44°11'24"E. , A DISTANCE OF 16.84 FEET TO THE **POINT OF BEGINNING;** THENCE S.89°36'57"W. ALONG THE NORTH LINE OF ADDITIONAL RIGHT-OF-WAY AS RECORDED IN INSTRUMENT NUMBER 116379782 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, A DISTANCE OF 665.83; THENCE S.00°23'29"E, A DISTANCE OF 12.00 FEET TO A POINT ON THE SAID SOUTH LINE OF SECTION 28; THENCE S89°37'03"W. A DISTANCE OF 12.88 FEET; THENCE N.01°15'09"W., A DISTANCE OF 659.96 FEET; THENCE N.89°36'58"E., A DISTANCE OF 695.08 TO A POINT ON THE WESTERLY RIGHT-OF-WAY NORTH UNIVERSITY DRIVE; THENCE S.01°14'08"E, A DISTANCE OF 631.95 FEET; THENCE S.44°11'24"W., A DISTANCE OF 22.46 FEET TO THE **POINT OF BEGINNING**.

CONTAINING: 450,295.67 SQUARE FEET / 10.337 ACRES MORE OR LESS

SURVEYOR'S NOTES:

1) EASEMENTS, RIGHTS-OF-WAYS, SET BACK LINES, RESERVATIONS, AGREEMENTS AND OTHER SIMILAR MATTERS TAKEN FROM OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, COMMITMENT NUMBER: 1687249 WITH AN EFFECTIVE DATE OF OCTOBER 13, 2025 AT 11.00 PM .
2) THIS SURVEY IS LIMITED TO ABOVE GROUND VISIBLE IMPROVEMENTS ALONG AND NEAR THE BOUNDARY LINES, EXCEPT AS SHOWN HEREON, AND THAT NOTHING BELOW THE GROUND WAS LOCATED INCLUDING, BUT NOT LIMITED TO FOUNDATIONS (FOOTINGS), UTILITIES, ETC.
3) BEARINGS SHOWN HEREON ARE BASED ON THE SOUTH LINE OF SECTION 28, TOWNSHIP 47 SOUTH, RANGE 41 EAST, BROWARD COUNTY HAVING A BEARING OF S.89°36'56"W. THE GRID BEARINGS AS SHOWN HEREON REFER TO THE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN HORIZONTAL DATUM OF 1983 (NAD 83-2011 ADJUSTMENT) FOR THE EAST ZONE OF FLORIDA.
4) ALL DIMENSIONS, UNLESS OTHERWISE NOTED, ARE SURVEY DIMENSIONS.
5) THIS SURVEY IS INTENDED TO BE DISPLAYED AT 1" = 50' OR SMALLER.
6) THE SUBJECT PARCEL LIES IN FLOOD ZONE "X" AND "AE", ACCORDING TO FLOOD INSURANCE RATE MAP, MAP NO. 12011C0135H FOR CITY OF PARKLAND, COMMUNITY NO. 120051, BROWARD COUNTY, FLORIDA, DATED AUGUST 18, 2014 AND ISSUED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. LINES SHOWN, IF ANY, HAVE BEEN DIGITALLY TRANSLATED FROM DFIRM DATABASE INFORMATION SUPPLIED BY THE FEMA MAP SERVICE CENTER (HTTPS://MSC.FEMA.GOV).
7) ELEVATIONS SHOWN HEREON ARE RELATIVE TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD '88) AND ARE BASED ON PALM BEACH COUNTY BENCHMARK "GARRETT" (ELEVATION = 12.273') FOUND AS DESCRIBED: THE STATION IS LOCATED IN THE NORTHEAST QUADRANT OF THE INTERSECTION OF PALMETTO PARK ROAD AND GLADES ROAD (UNIVERSITY DRIVE). THE STATION IS A PALM BEACH COUNTY BRASS DISK STAMPED "GARRETT", SET IN THE SOUTHWEST CORNER OF THE CONCRETE RIM AROUND A DRAINAGE INLET. THE STATION IS LOCATED 18.2 FEET SOUTHEAST OF A FIRE HYDRANT, 20.0 FEET NORTH OF THE NORTH EDGE OF PAVEMENT OF PALMETTO PARK ROAD, 81.0 FEET EAST OF THE CENTERLINE OF GLADES ROAD (UNIVERSITY DRIVE) AND 14.8 FEET NORTHEAST OF THE NORTH POST OF TWO POSTS SUPPORTING A STOP SIGN.
8) USE OF THIS SURVEY FOR PURPOSES OTHER THAN INTENDED, WITHOUT WRITTEN AUTHORIZATION, WILL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO THE SURVEYOR. NOTHING HEREON SHALL BE CONSTRUED TO GIVE ANY RIGHTS OR BENEFITS TO ANYONE OTHER THAN THOSE CERTIFIED TO.
9) THE PROPERTY ADDRESS: 8401 UNIVERSITY DRIVE, PARKLAND, FL 33076
10) NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS
11) NO INFORMATION WAS PROVIDED TO SURVEYOR IN REGARDS TO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.

PARKING TABULATION

REGULAR	119
HANDICAP	6 "E"
TOTAL SPACES	125

Surveyor's Certification

To:
Parkland School Property LLC
Old Republic National Title Insurance Company
Edwards Cohen
Regions Bank, an Alabama banking corporation, as Administrative Agent

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3 , 4, 5, 6, 7a, 7b, 8, 9, 13, 14, 16, 17, 18, 19 of Table A thereof.

The fieldwork was completed on February 2, 2026.
Date of Plat or Map: February 3, 2026

Luis Ortiz
Digitally signed by Luis Ortiz
DN: c=US, st=Florida, l=Tampa, o=GeoPoint Surveying, Inc., ou=Professional Surveyor and Mapper, cn=Luis Ortiz, email=Luis@GeoPointSurvey.com
Date: 2026.02.03 12:09:24 -05'00'

Luis J. Ortiz **LS7006**

This Survey is valid only with a Signature & Original Seal, in hard copy form, or a Digital Seal in electronic form, pursuant to Rules 5J-17.060 and 5J-17.062, Section 472.027 of the Florida Statutes.

THIS SURVEY WAS PREPARED WITH THE BENEFIT OF TITLE COMMITMENT ISSUED BY:
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
COMMITMENT NUMBER: 1687249
EFFECTIVE DATE: OCTOBER 13, 2025 AT 11:00PM

SCHEDULE B-II

RESTRICTION/EASEMENTS:

1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I-- REQUIREMENTS ARE MET. **(NOT A MATTER OF SURVEY)**

2. A. GENERAL OR SPECIAL TAXES AND ASSESSMENTS REQUIRED TO BE PAID IN THE YEAR 2025 AND SUBSEQUENT YEARS. **(NOT A MATTER OF SURVEY)**
B. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT RECORDED IN THE PUBLIC RECORDS. **(NOT A MATTER OF SURVEY)**
C. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE THAT WOULD BE DISCLOSED BY AN INSPECTION OR AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND AND INSPECTION OF THE LAND. **(NOT A MATTER OF SURVEY)**
D. EASEMENTS OR CLAIMS OF EASEMENTS NOT RECORDED IN THE PUBLIC RECORDS. **(NOT A MATTER OF SURVEY)**
E. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR OR MATERIAL FURNISHED, IMPOSED BY LAW AND NOT RECORDED IN THE PUBLIC RECORDS. **(NOT A MATTER OF SURVEY)**

3. ANY OWNER'S POLICY ISSUED PURSUANT HERETO WILL CONTAIN UNDER SCHEDULE B THE FOLLOWING EXCEPTION: ANY ADVERSE OWNERSHIP CLAIM BY THE STATE OF FLORIDA BY RIGHT OF SOVEREIGNTY TO ANY PORTION OF THE LAND INSURED HEREUNDER, INCLUDING SUBMERGED, FILLED AND ARTIFICIALLY EXPOSED LANDS, AND LANDS ACCRETED TO SUCH LANDS. **(NOT A MATTER OF SURVEY)**

4. ANY LIEN PROVIDED BY COUNTY ORDINANCE OR BY CHAPTER 159, F.S., IN FAVOR OF ANY CITY, TOWN, VILLAGE OR PORT AUTHORITY, FOR UNPAID SERVICE CHARGES FOR SERVICES BY ANY WATER SYSTEMS, SEWER SYSTEMS OR GAS SYSTEMS SERVING THE LAND DESCRIBED HEREIN; AND ANY LIEN FOR WASTE FEES IN FAVOR OF ANY COUNTY OR MUNICIPALITY. **(NOT A MATTER OF SURVEY)**

5. RIGHTS OF THE LESSEES UNDER UNRECORDED LEASES. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

6. ALL MATTERS CONTAINED ON THE PLAT OF DEBUYS PLAT, AS RECORDED IN PLAT BOOK 180, PAGE 147, TOGETHER WITH AGREEMENT FOR AMENDMENT OF NOTATION ON PLAT RECORDED IN INSTRUMENT NUMBER 113521825 AND INSTRUMENT NUMBER 116642189, AND AMENDMENT TO NONVEHICULAR ACCESS LINES RECORDED IN INSTRUMENT NUMBER 116584102, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

7. RESERVATIONS IN FAVOR OF THE STATE OF FLORIDA, AS SET FORTH IN THE DEED FROM THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA, RECORDED IN DEED BOOK 40, PAGE 42, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; PARTIALLY RELEASED IN O.R. BOOK 50009, PAGES 1231 AND 1234, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, HOWEVER, THE RIGHT OF ENTRY AND EXPLORATION ASSOCIATED WITH THE OIL AND MINERAL RESERVATION HAS BEEN RELEASED PURSUANT TO SEC. 270.11, F.S. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

8. INFORMATIONAL NOTE: ENVIRONMENTAL RESOURCE PERMIT NOTICE BY THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT RECORDED IN O.R. BOOK 19963, PAGE 1185, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

9. RESOLUTION NO. 2010-16 AMENDMENT TO AGREEMENT BY AND BETWEEN CITY OF PARKLAND, TRIPLE H RANCH PROPERTY, LTD. AND DEBUYS PROPERTY INVESTMENT GROUP, LTD. RECORDED IN O.R. BOOK 47341, PAGE 1190, WHICH AMENDS AGREEMENT RECORDED IN O.R. BOOK 44292, PAGE 1239, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

10. JOINT DEVELOPMENT AGREEMENT BY AND BETWEEN TRIPLE H RANCH PROPERTY, LTD. AND DEBUYS PROPERTY INVESTMENT GROUP, LTD. AS RECORDED IN O.R. BOOK 47796, PAGE 1791, AFFECTED BY PARTIAL ASSIGNMENT AND ASSUMPTION RECORDED IN O.R. BOOK 47978, PAGE 331, RE-RECORDED IN O.R. BOOK 48043, PAGE 1663, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

11. MEMORANDUM OF AGREEMENT BY AND BETWEEN TRIPLE H RANCH PROPERTY, LTD. AND DEBUYS PROPERTY INVESTMENT GROUP, LTD. AS RECORDED IN O.R. BOOK 47796, PAGE 1818, AFFECTED BY PARTIAL ASSIGNMENT AND ASSUMPTION OF ASSIGNMENT AGREEMENT RECORDED IN O.R. BOOK 47978, PAGE 338, RE-RECORDED IN O.R. BOOK 48043, PAGE 1670, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

12. COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED MARCH 21, 2011, IN O.R. BOOK 47796, PAGE 1823, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, WHICH CONTAIN PROVISIONS CREATING EASEMENTS AND/OR ASSESSMENTS. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

13. COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED MARCH 21, 2011, IN O.R. BOOK 47796, PAGE 1850, TOGETHER WITH AMENDMENTS AND/OR OTHER RELATED INSTRUMENTS RECORDED IN O.R. BOOK 49281, PAGES 886 AND 1010, O.R. BOOK 50456, PAGE 318 AND O.R. BOOK 50493, PAGE 986, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, WHICH CONTAIN PROVISIONS CREATING EASEMENTS AND/OR ASSESSMENTS. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

14. EASEMENT IN FAVOR OF LENNAR HOMES, LLC, CONTAINED IN INSTRUMENT RECORDED JUNE 15, 2011, UNDER O.R. BOOK 47978, PAGE 367, CORRECTED IN O.R. BOOK 48043, PAGE 1699 AND AFFECTED BY SURVEYOR'S AFFIDAVIT RECORDED IN O.R. BOOK 48018, PAGE 1812, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

15. INFORMATIONAL NOTE: SOUTH FLORIDA WATER MANAGEMENT DISTRICT NOTICE OF ENVIRONMENTAL RESOURCE OR SURFACE WATER MANAGEMENT PERMIT RECORDED IN O.R. BOOK 48626, PAGE 1747, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

16. PUBLIC PARK DEDICATION AGREEMENT BY AND BETWEEN THE CITY OF PARKLAND AND LENNAR HOMES, LLC, A FLORIDA LIMITED LIABILITY COMPANY AS RECORDED IN O.R. BOOK 48508, PAGE 645, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(DOES NOT AFFECTS PROPERTY)**

17. BROWARD COUNTY RESOLUTION NO. 2012-718 RECORDED NOVEMBER 29, 2012, IN O.R. BOOK 49280, PAGE 1876, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(DOES NOT AFFECTS PROPERTY)**

18. LIEN AGREEMENT BY AND BETWEEN BROWARD COUNTY, LENNAR HOMES, LLC AND DEBUYS PROPERTY INVESTMENT GROUP, LTD. AS RECORDED IN O.R. BOOK 49736, PAGE 44, AMENDED IN O.R. BOOK 50456, PAGE 477, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(DOES NOT AFFECTS PROPERTY)**

19. TRAFFIC SIGNALIZATION AGREEMENTS BY AND BETWEEN BROWARD COUNTY, LENNAR HOMES, LLC AND DEBUYS PROPERTY INVESTMENT GROUP, LTD. AS RECORDED IN O.R. BOOK 49736, PAGES 63, 74 AND 85, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

20. MODULAR CLASSROOM CONTRIBUTION AGREEMENT - DEBUY'S PLAT AND TRIPLE H RANCH PLAT RECORDED IN O.R. BOOK 50639, PAGE 73, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

21. ORDINANCE RECORDED IN O.R. BOOK 50988, PAGE 565, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

22. COVENANT OF UNIFIED DEVELOPMENT RECORDED IN INSTRUMENT NUMBER 112854018, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

23. PUBLIC UTILITY EASEMENT RECORDED IN INSTRUMENT NUMBER 113211995, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, SHOWN)**

24. PUBLIC UTILITY EASEMENT RECORDED IN INSTRUMENT NUMBER 113356405, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, SHOWN)**

25. EASEMENT IN GRANTED TO NORTH SPRINGS IMPROVEMENT DISTRICT RECORDED IN INSTRUMENT NUMBER 113356406, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, SHOWN)**

26. LIEN OF RECORD OF NORTH SPRINGS IMPROVEMENT DISTRICT RECORDED IN INSTRUMENT NUMBER 114996563 AND INSTRUMENT NUMBER 117656939, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

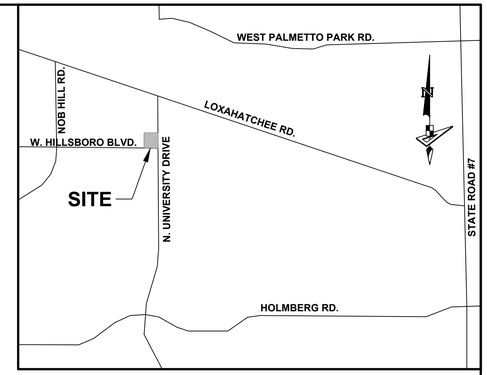
27. AGREEMENT BETWEEN CITY OF PARKLAND AND PARKLAND SCHOOL PROPERTY LLC RECORDED IN INSTRUMENT NUMBER 115758152, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

28. RESOLUTION NO. 2020-024 RECORDED IN INSTRUMENT NUMBER 116379780, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

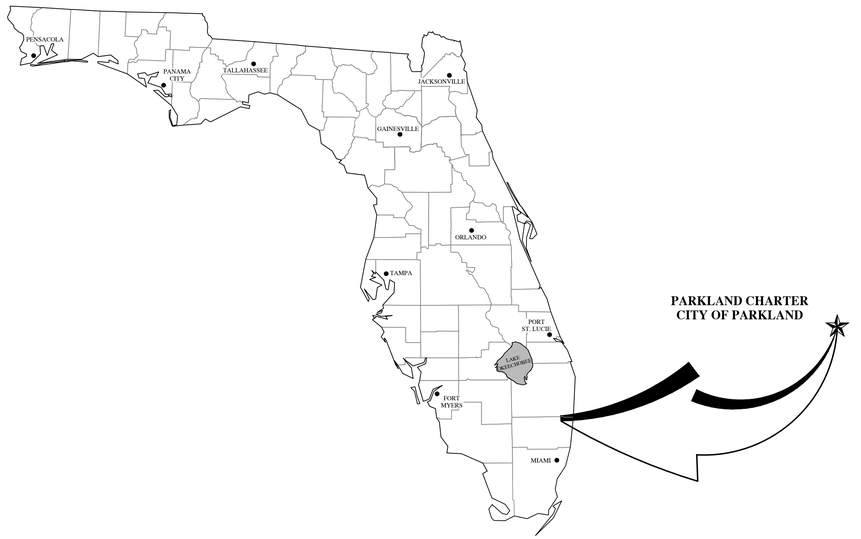
29. EASEMENT IN FAVOR OF FLORIDA POWER & LIGHT COMPANY RECORDED IN INSTRUMENT NUMBER 116413988, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, SHOWN)**

30. SECURITY/LIEN AGREEMENT INSTALLATION OF REQUIRED IMPROVEMENTS RECORDED IN INSTRUMENT NUMBER 116584103, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**

31. AGREEMENT AMONG BROWARD COUNTY, CITY OF PARKLAND AND PARKLAND SCHOOL PROPERTY LLC, RELATED TO TRAFFIC SIGNALIZATION RECORDED IN INSTRUMENT NUMBER 116584104, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. **(AFFECTS PROPERTY, NOT PLOTTABLE)**



LOCATION MAP
(NOT TO SCALE)



(NOT TO SCALE)

JOB #: PARKLAND CHARTER SCHOOL-PHASE II		Revisions		
DATE OF LAST FIELD SURVEY: 11/25/2024		DATE	DESCRIPTION	DRAWN
DRAWN BY: JLF DATE: 10/20/2025 OFFICE CHECK:LJO FIELD CHECK:---		02/03/26	ADD SIDEWALK ELEVATIONS	LJO
CREW #1	NAME: KH FIELD BOOK: 2020-23W/29-32	---	---	---
	DATA FILE: DATA FILE	---	---	---
CREW #2	NAME: --- FIELD BOOK: ---	---	---	---
	DATA FILE: ---	---	---	---
CREW #3	NAME: --- FIELD BOOK: ---	---	---	---
	DATA FILE: ---	---	---	---

PARKLAND CHARTER SCHOOL - PHASE II ALTA/ NSPS SURVEY

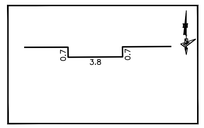
PREPARED FOR:
PARKLAND SCHOOL PROPERTY, LLC
LOCATED IN:
Section 28, Township 47 S., Range 41 E., Broward County, Florida

www.GeoPoint.org Licensed Business No.: LB 7768
GeoPoint
1720 E. Tiffany Dr., Suite 201
Mangonia Park, Florida 33407
Phone: (561) 444-2720

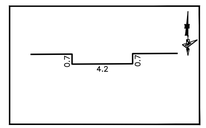
SHEET: **01** of **02**

DWG NAME: W:\PARKLAND CHARTER SCHOOL\SURVEY\PARKLAND CHARTER SCHOOL_ALTA.DWG PLOTTED BY: LUIS ORTIZ ON: 2/3/2026 11:54 AM LAST SAVED BY: LUISO ON: 2/3/2026 11:54 AM

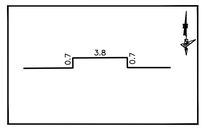
BUILDING DETAIL "A" (SCALE: 1" = 5')



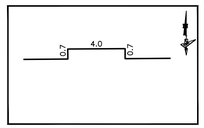
BUILDING DETAIL "B" (SCALE: 1" = 5')



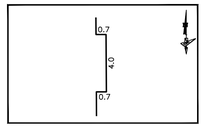
BUILDING DETAIL "C" (SCALE: 1" = 5')

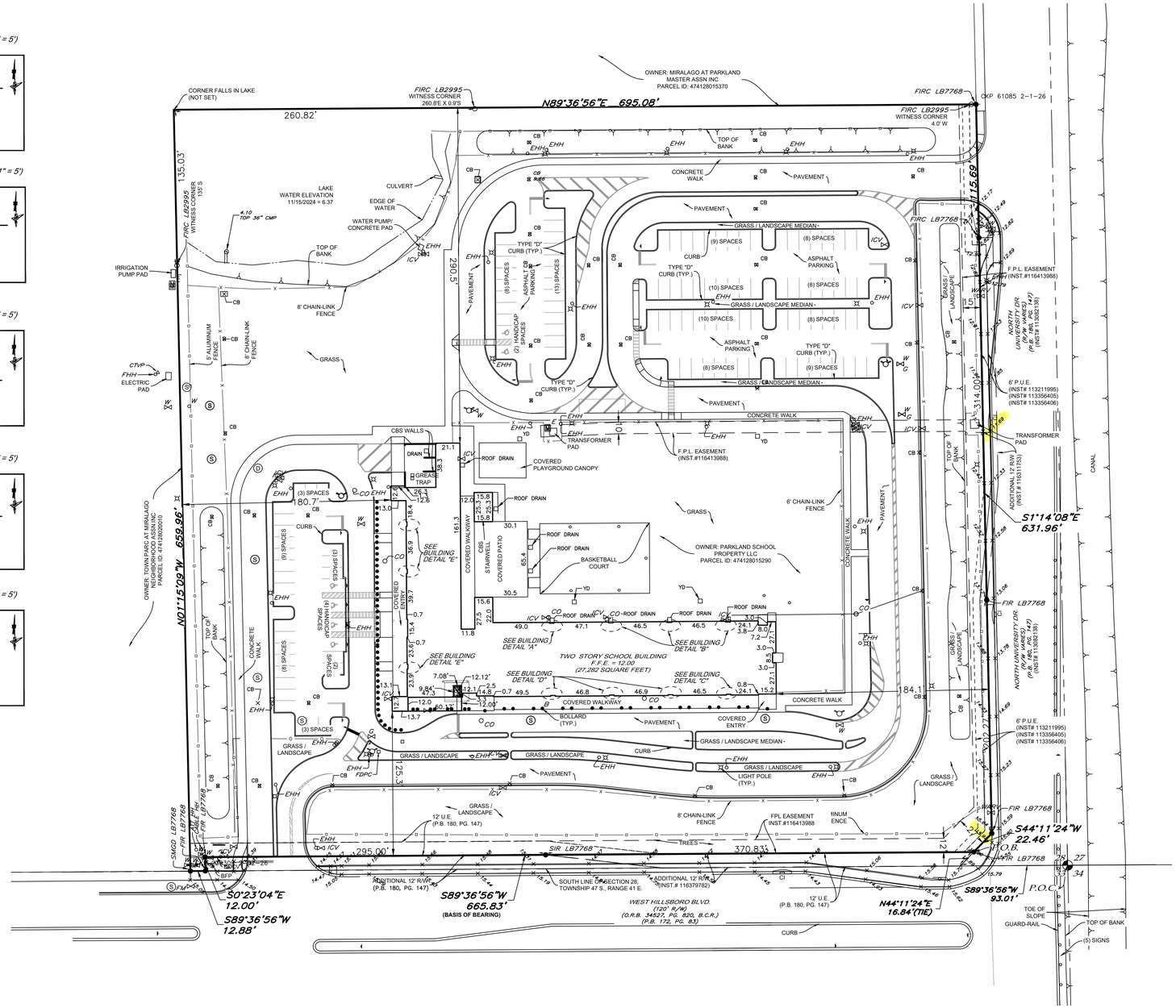


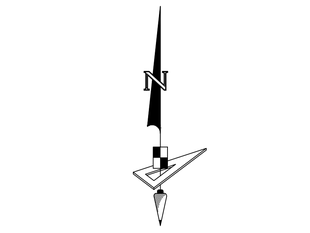
BUILDING DETAIL "D" (SCALE: 1" = 5')



BUILDING DETAIL "E" (SCALE: 1" = 5')







LEGEND

S	Sanitary Sewer Manhole
M	Water Meter
D	Storm Drainage Manhole
U	Unknown Manhole
W	Water Gate Valve
FH	Fire Hydrant
BO_V	Water Blow-off Valve
EHH_D	Electric Handhole
P.U.E.	Public Utility Easement
INST	Instrument
L.M.E.	Lake Maintenance Easement
U.E.	Utility Easement
R/W	Right-of-Way
FIR	Found Iron Rod
FIRC	Found Iron Rod & Cap
SMGD	Set Mag Nail & Disk
TYP.	Typical
F.F.E.	Finished Floor Elevation
CB	Catch Basin
YD	Yard Drain
CI	Curb Inlet
P.B.	Plat Book
PG.	Page
O.R.B.	Official Record Book
B.C.R.	Broward County Records
G	Gas Valve
ICV	Irrigation Control Valve
FM	Force Main Gate Valve
FDPC	Fire Department Connection
CO	Clean Out
W	Water Service
E	Electric Meter
HH	Handhole
CMP	Corrugated Metal Pipe
LB	Licensed Business
ELEV	Elevation
	Sign
ARV	Air Release Valve
	Light Pole
B	Bollard
FHH	Fiber Optic Handhole
CTVP	Cable Pedestal
	Aluminum Fence
	Wood Fence
	Guard Rail
	Top of Bank
	Chain Link Fence
	Edge of Water

PARKING TABULATION

REGULAR	119
HANDICAP	6 "6"
TOTAL SPACES	125

PARKLAND CHARTER SCHOOL ALTA/ NSPS SURVEY

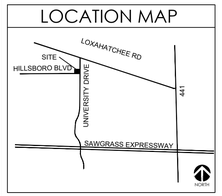
PREPARED FOR:
PARKLAND SCHOOL PROPERTY, LLC
LOCATED IN:
Section 28, Township 47 S., Range 41 E., Broward County, Florida

www.GeoPoint.org
Licensed Business No.: LB 7768
GeoPoint
1720 E. Tiffany Dr., Suite 201
Mangonia Park, Florida 33407
Phone: (561) 444-2720

SHEET: 02 of 02

DWG NAME: W:\PARKLAND CHARTER SCHOOL SURVEY\PARKLAND CHARTER SCHOOL_ALTA.DWG PLOTTED BY: LUIS ORTIZ ON: 2/3/2026 11:54 AM LAST SAVED BY: LUISO ON: 2/3/2026 11:54 AM

LOCATION MAP



NORTH

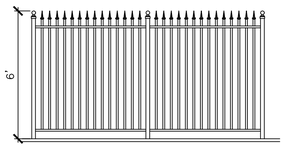
0' 25' 50' 100' 150'

SCALE: 1" = 50'-0"

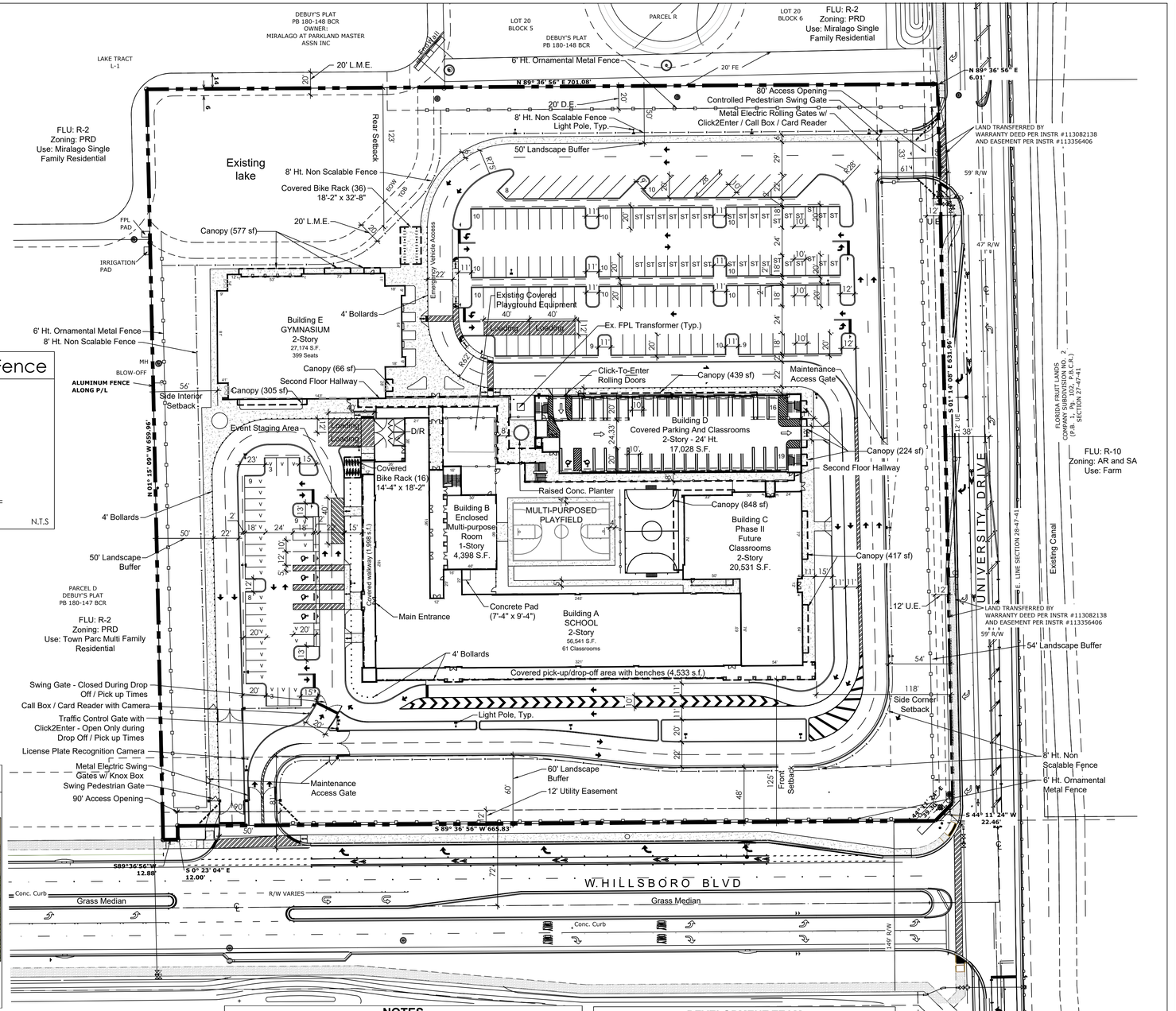
8' Ht. Non Scalable Fence

N.T.S

6' Ht. Ornamental Aluminum Fence



N.T.S



SITE TABULAR DATA	
Application Name	**Somerset Parkland Acedemy**
Application Number	**TBD**
Proposed Use	**Educational Institution**
Future Land Use Designation	**Commercial (C)**
Zoning District	**Planned Commercial Development (PCD)**
Folio ID#	**4741-28-01-5290**
Total Site Area	**10.337 Acres (450,295.67 s.f.)**
Total Gross Floor Area	**125,672 s.f.**
Building A (Existing School Bldg.)	**56,541 s.f.**
Buidling B (Enclosed Multi-Purpose)	**4,398 s.f.**
Building C (Future Classrooms, Phase II)	**20,531 s.f.**
Building D (Coverd parking / classrooms)	**17,028 s.f.**
Building E (Gymnasium)	**27,174 s.f.**
Total Building Coverage	**93,910 s.f. (21%)**
Impervious Area	**257,790 s.f. (57%)**
Buildings	**90,870 s.f.**
Pavements/Walks	**166,852 s.f.**
Pervious Area	**192,506 s.f. (43%)**
Required Open Space	**135,089 s.f. (30%)**
Open Space	**162,923 s.f. (36%)**
Existing Lake	**29,583 s.f.**
Floor Area Ratio (FAR)	**(GFA-125,672/Site Area-450,296) 0.28**
Number of Students	**2,100**
Number of Instructional Spaces/Classrooms	**80**
Building Height (A.S.G.)	
Structure	**33'-10"**
Highest Building Feature (Finial)	**57'-8"**
Number of Stories	**2 stories**
Parking Required (SREF)	**191 spaces**
Proposed Parking	**203 spaces**
Bicycle Parking	**52 spaces**
Handicap Spaces Required	**6**
Handicap Spaces Proposed	**6**
Loading Required (12' x 40' Min.)	**4**
Loading Provided	**4**

PROPERTY DEVELOPMENT REQUIREMENTS

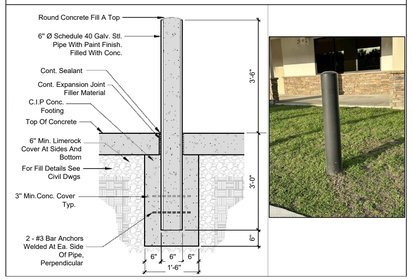
		ZONING DISTRICT	MINIMUM LOT DIMENSIONS				MAX BLDG. HEIGHT		MAX. BLDG COVER	MIN. PERVIOUS	SETBACKS/SEPARATIONS			
			SIZE	WIDTH	FRONTAGE	DEPTH					FRONT (S)	SIDE INTERIOR (W)	SIDE STREET (E)	REAR (N)
CODE	CODE	PCD	10 AC.	-	-	-	-		25%	30%	100'	50'	100'	50'
APPROVED		PCD	10.337 AC.	695'	1,250'	555'	34'-4"		16%	47%	125'	50'	118'	123'
PROPOSED	CODE	PCD	10.337 AC.	695'	1,250'	555'	57' -8" Finial	33' -10" Structure	20%	43%	125'	56'	118'	123'

PARKING DATA

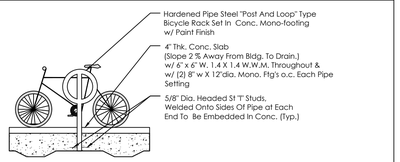
TYPE	SREF REQUIRED	PROVIDED
STAFF	(1 space per employee @ 140 employees) = 140	141 SPACES
VISITORS	(1 space/ 100 students @ 2,100 students) = 21	28 SPACES
STUDENTS	(1 space per every 10 students above grade 10 @ 293 students) = 30	34 SPACES
REQUIRED / TOTAL PROVIDED	191 SPACES	203 SPACES

Parking Data provided from State Requirements for Educational Facilities (SREF) Section 5.2.f.10.

Fixed Exterior Bollard

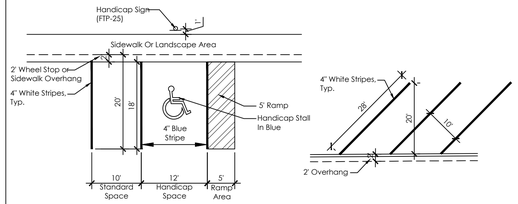


BIKE RACK DETAIL



N.T.S

PARKING AND STRIPING



PARKING STALL DIMENSIONS:
STANDARD 10'X20'
HANDICAP 12'X20' PLUS 5' RAMP AREA

N.T.S

LEGAL DESCRIPTION

PARCEL "C" DEBUYS PLAT, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDER IN PLATBOOK 180, PAGE 147. PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. LESS AND EXCEPT THE PORTION OF SUCH LANDS WHICH HAVE BEEN TRANSFERED BY WARRANTY DEED DATED AS JUNE 18, 2015 MADE BY DEBUYS PROPERTY INVESTMENT GROUP, LTD., AND RECORDED AS INSTRUMENT NO. 113082138, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

NOTES

-BASE INFORMATION FOR THIS PROJECT WAS OBTAINED FROM A SURVEY PREPARED BY WINNINGHAM & FRADLEY, INC. DIGITAL DATA Survey.W17033_Sheet 2 - Survey by GEOPOINT DATED 11/25/24

-D/R DUMPSTER WITH ENCLOSURES (ALL TRASH SERVICES WILL BE HANDLED BY WASTE MANAGEMENT

-ALL MAJOR MECHANICAL EQUIPMENT LIKE AC UNITS AND AIR HANDLERS WILL BE ROOF MOUNTED AND SCREENED FROM VIEW

- -o-o-o- 6' HEIGHT ORNAMENTAL IRON FENCE

- - - - - - 8' HEIGHT NON-SCALABLE FENCE

-ALL BOLLARDS ARE TO MAINTAIN A MAXIMUM OF 5' OF SEPARATION

-CERTAIN ELEMENTS OF THIS DEVELOPMENT ARE REGULATED BY THE STATE REQUIREMENTS FOR EDUCATIONAL FACILITIES ("SREF"). ACCORDING TO FLORIDA STATUTE 1002.33(18)(A) - FACILITIES, "THE LOCAL GOVERNING AUTHORITY SHALL NOT ADOPT OR IMPOSE ANY LOCAL BUILDING REQUIREMENTS OR SITE-DEVELOPMENT RESTRICTIONS, SUCH AS PARKING AND SITE-SIZE CRITERIA, THAT ARE ADDRESSED BY AND MORE STRINGENT THAN THOSE FOUND IN THE STATE REQUIREMENTS FOR EDUCATIONAL FACILITIES OF THE FLORIDA BUILDING CODE."

-SHOULD THE FIRE DEPARTMENT TWO WAY RADIO COMMUNICATIONS PROVE TO BE INADEQUATE FOR ANY REASON, AN IN-BUILDING PUBLIC SAFETY RADIO ENHANCEMENT SYSTEM IS TO BE PROVIDED IN ACCORDANCE WITH NFPA 1, 11.10

-SREF STANDARDS SHALL ONLY BE USED FOR ALTERNATIVE PARKING

-OFF SITE IMPROVEMENTS ARE CONCEPTUAL AND SUBJECT TO SEPARATE PERMITTING

DEVELOPMENT TEAM

DEVELOPER:	**COMPANY NAME**
	PARKLAND SCHOOL PROPERTY, LLC
	6457 SUNSET DRIVE
	MIAMI, FLORIDA 33143
CIVIL/TRAFFIC ENGINEER:	**SIMMONS AND WHITE**
	2581 METROCENTRE BLVD WEST; SUITE 3
	WEST PALM BEACH, FL 33407
	(561) 478-7848
PLANNER:	**SCHMIDT NICHOLS**
	1551 N FLAGLER DRIVE, SUITE 102
	WEST PALM BEACH, FL 33401
	(561) 684-6141
SURVEYOR:	**WINNINGHAM & FRADLEY, INC.**
	111 NE 44TH STREET
	OAKLAND PARK, FL 33334
	(954) 771-7740

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING
1551 N. Flagler Dr, Ste 102
West Palm Beach, FL 33401
Phone: 561.684.6141
Email: info@snlandplan.com
Website: www.snlandplan.com
License No: LC26000232

Somerset Parkland Academy

The City of Parkland, Florida

Date:	02/17/26
Scale:	1" = 50'
Design By:	RC
Drawn By:	RC
Checked By:	JN
File No.	729.24A
Job No.	24-67

REVISIONS / SUBMISSIONS

Submittal - 04/03/25
Resubmittal - 09/15/25
Resubmittal - 09/25/25
Resubmittal - 12/23/25
Resubmittal - 02/17/26
Resubmittal - 03/09/26
Resubmittal - 04/23/26
Resubmittal - 06/10/26

NOT VALID WITHOUT THE SIGNATURE AND SEAL OF A FLORIDA LICENSED LANDSCAPE ARCHITECT.

Jon E. Schmidt
Digitally signed by Jon E. Schmidt
Date: 2026.06.17 17:24:52 -04'00'

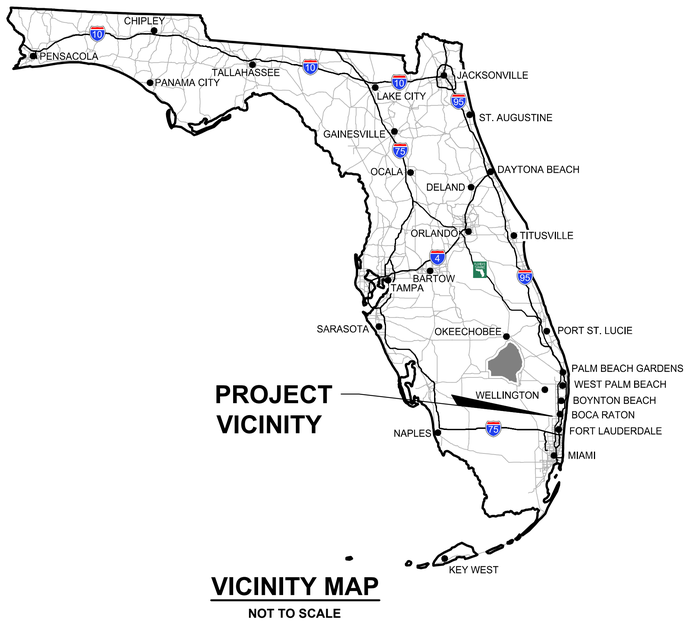
FLORIDA REGISTRATION NO.
Jon Eric Schmidt LA 0001638

SITE PLAN

SP-1 of 1

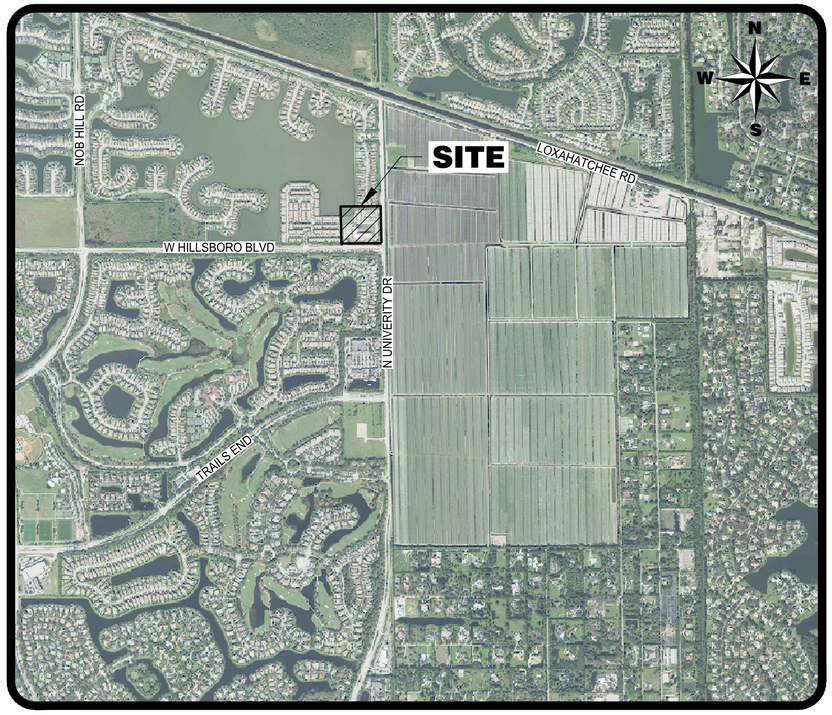
CONCEPTUAL SITE DEVELOPMENT PLANS
SOMERSET ACADEMY PARKLAND

SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA



VICINITY MAP

NOT TO SCALE



LOCATION MAP

NOT TO SCALE

INDEX OF SHEETS

SHEET NO.:	DESCRIPTION:
1	TITLE SHEET
2	CONCEPTUAL DEMOLITION PLAN
3	CONCEPTUAL MASTER PLAN
4-5	CONCEPTUAL SITE DEVELOPMENT PLAN
6-9	CONCEPTUAL SITE DEVELOPMENT DETAILS
10-11	CONCEPTUAL SUBSURFACE STORM WATER MANAGEMENT SYSTEM DETAILS
12	CONCEPTUAL POLLUTION PREVENTION PLAN
13	CONCEPTUAL STRIPING, SIGNING AND MARKING PLAN
14-15	CONCEPTUAL WATER AND WASTEWATER DETAILS

3/6/2026

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY GREGORY FRANKLIN BOLEN, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

GREGORY FRANKLIN BOLEN LICENSE No. 56729 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Gregory F Bolen
DN: C=US, O=Simmons & White, Inc., OU=Engineering, E=gbolen@simmonswhite.com, CN=Gregory F Bolen
Reason: I am the author of this document
Date: 2026.03.06 12:00:23-05'00'

1.) ADDED STRIPING, SIGNING AND MARKING PLAN PER CITY OF PARKLAND COMMENTS, 12/02/25 B.L.

REVISIONS

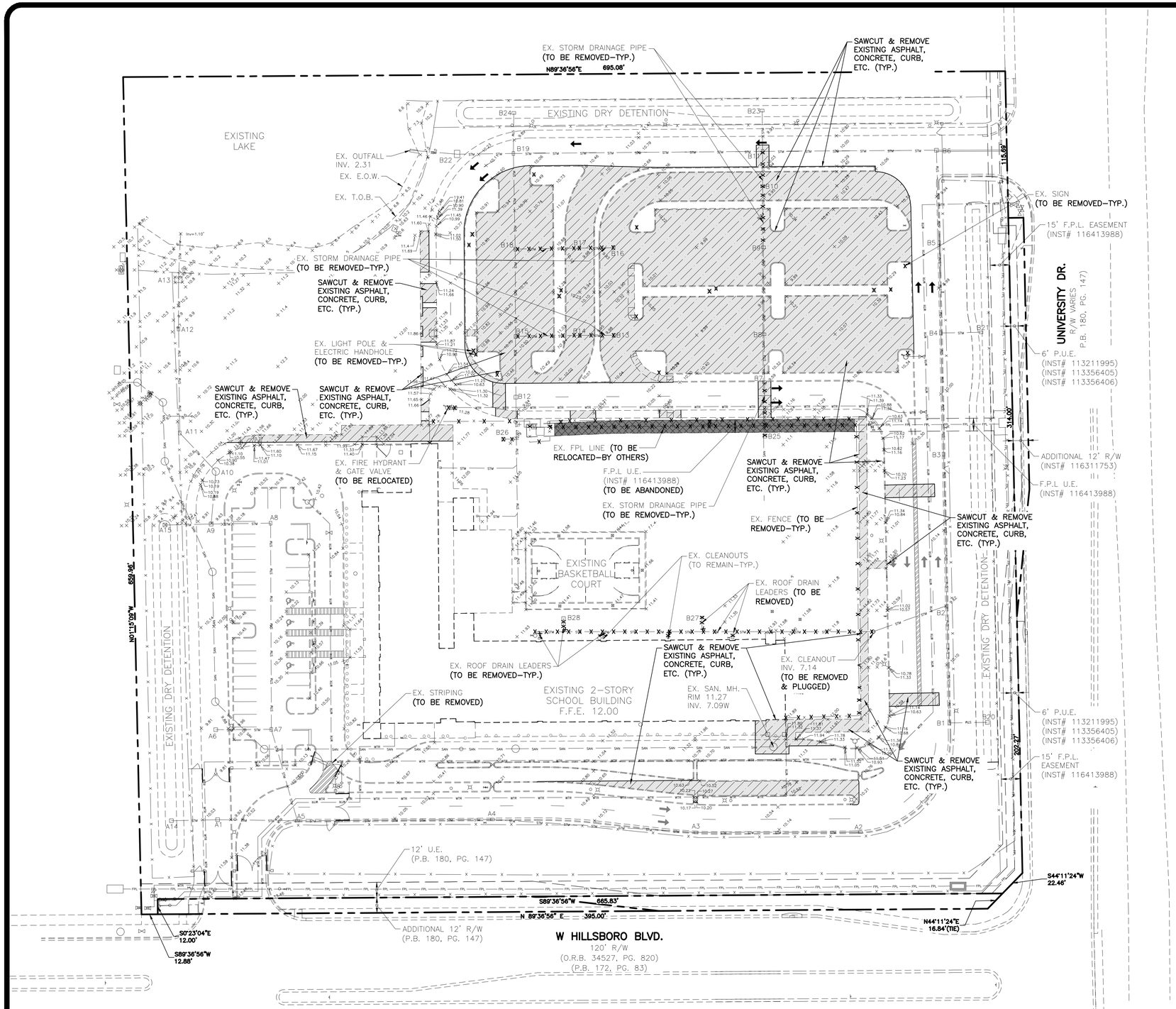
SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.G.	C.O.			

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
TITLE SHEET

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24129C01	1	15

Y:\AUTOCAD_FILES\2024\24-129\CONCEPTUAL\24129C01_TS.dwg 3/6/2026 11:21 AM Phoebe Lowe



LEGEND

- EXISTING GRADE ELEVATION
- SAWCUT & REMOVE EXISTING ASPHALT, CONCRETE, CURB, ETC.
- EXISTING EASEMENT (TO BE ABANDONED)
- EXISTING OVERHEAD POWER LINE & POWER POLE
- EXISTING STORM DRAINAGE PIPE
- EXISTING WATER MAIN
- EXISTING SEWER MAIN
- EXISTING FORCE MAIN
- EXISTING STORM DRAINAGE PIPE (TO BE REMOVED)
- EXISTING WATER MAIN (TO BE REMOVED)
- EXISTING SEWER MAIN (TO BE REMOVED)
- EXISTING FORCE MAIN (TO BE REMOVED)
- EXISTING LIGHT POLE (TO BE REMOVED)

NOTES:

1.) CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE F.D.E.P. AND PALM BEACH COUNTY HEALTH DEPT. STANDARDS FOR THE REMOVAL AND DISPOSAL OF EXISTING SANITARY SEWER SYSTEM, GREASE TRAPS AND OTHER SANITARY SEWER SYSTEM APPURTENANCES ON–SITE.
2.) CONTRACTOR SHALL COORDINATE RELOCATION/ REMOVAL OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITY LINES, POWER/UTILITY/LIGHT POLES AND GUY WIRES, SERVICES AND TRANSFORMERS IN CONFLICT WITH THE PROPOSED IMPROVEMENTS WITH APPLICABLE UTILITY COMPANIES PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY CONFLICTS.
3.) CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES ON AND ADJACENT TO THE PROPOSED SITE PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY CONFLICTS.
4.) CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE REMOVAL OF ALL EXISTING SITE IMPROVEMENTS AND THE DISPOSAL THERE OF IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL CODES AND ORDINANCES AT THE CONTRACTORS EXPENSE. JOB SITE SHALL BE LEFT IN A CLEAN AND PRESENTABLE CONDITION AT THE END OF EVERY DAY.
5.) CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL FEES FOR ENVIRONMENTAL SURVEYS AND/OR ASSESSMENTS, AS MAY BE REQUIRED FOR DEMOLITION AND OBTAINING ANY AND ALL PERMITS REQUIRED FROM THE ISSUING GOVERNING AGENCIES.
6.) CONTRACTOR SHALL TURN OFF OR HAVE CAPPED OFF ALL UTILITIES IN ALL AREAS TO BE DEMOLISHED WHETHER SHOWN OR NOT.
7.) THE DEMOLITION CONTRACTOR SHALL CARRY THE PROPER INSURANCE TO PROTECT HIMSELF, HIS EMPLOYEES, THE OWNER, THE ARCHITECT AND ENGINEERS FROM ANY AND ALL CLAIMS OCCURRING OR CAUSED BY OR RELATED TO HIS WORK.
8.) ANY DAMAGE TO EXISTING PROPERTY OF ANY KIND ATTRIBUTED TO THIS CONTRACTOR'S WORK SHALL BE QUICKLY AND PROPERLY REPAIRED TO THE SATISFACTION OF THE OWNER AND ENGINEER AND APPLICABLE GOVERNING AGENCY.
9.) CONTRACTOR SHALL FIELD VERIFY ADDITIONAL SITE RELATED DEMOLITION AND NOTIFY ENGINEER OF ANY CONFLICTS OR CHANGES IN SCOPE.
10.) CONSTRUCTION/DEMOLITION WITHIN PALM BEACH COUNTY AND F.D.O.T. RIGHT OF WAY SHALL NOT COMMENCE WITHOUT PERMITS BEING ISSUED. CONSTRUCTION COMMENCEMENT NOTICES AND PRE–CONSTRUCTION MEETING HELD WITH BOTH AGENCIES.
11.) ALL EXISTING EASEMENTS IN AREAS TO BE DEMOLISHED ON–SITE SHALL BE ABANDONED. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING REMOVAL OF EXISTING FACILITIES WITH APPLICABLE GOVERNING AGENCIES AND UTILITY SERVICE PROVIDERS AND PROVIDING NEW SERVICE TO PROPOSED BUILDINGS.
12.) CONTRACTOR SHALL PROVIDE MEANS TO ADEQUATELY STORE AND PROPERLY TREAT AND DISPOSE OF STORMWATER RUNOFF FROM THE CONSTRUCTION SITE DURING DEMOLITION OF EXISTING FACILITIES.
13.) CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL F.D.E.P./N.P.E.S. STANDARDS DURING DEMOLITION, INCLUDING OBTAINING ALL PERMITS AND FILING OF N.O.I, N.O.T., ETC.
14.) ABANDON TANK PER CODE 64E–6.011 TANK ABANDONMENT PROCEDURES: (A) PUMP OUT TANK BY CERTIFIED LICENSED SEPTIC TANK CONTRACTOR OR LICENSED PLUMBER (RECEIPT REQUIRED). (B) RUPTURE TANK BOTTOM OR COLLAPSE ENTIRE TANK SO AS TO PREVENT THE TANK FROM RETAINING WATER, & (C) FILL TANK WITH CLEAN SAND/OTHER SUITABLE MATERIAL & COMPLETELY COVER WITH SOIL.
15.) FINAL APPROVAL SHALL BE GRANTED UPON RECEIPT OF THE FOLLOWING LEGIBLE INFORMATION SUBMITTED TO FDOHB–septic@flhealth.gov: (1) PUMP OUT RECEIPT & (2) PICTURES OF (B) & (C) ABOVE, (3) PICTURE SHOWING THE SEPTIC TANK IN RELATION TO THE BUILDING. THE DOH MAY PERFORM A FINAL INSPECTION PRIOR TO FINAL APPROVAL.

LOCATION MAP

NOT TO SCALE

N

40 20 0 40 80

SCALE IN FEET
1"=40'

EXISTING STRUCTURE TABLE			
STR. No.	RIM ELEV.	INV. ELEV.	STRUCTURE NOTES
B2	9.62	5.82W,S 5.58N	EXISTING CATCH BASIN (BOTTOM ELEV. 4.67)
B3	9.69	5.40S 5.37N	EXISTING CATCH BASIN
B4	9.60	5.19E 5.05N 5.03S	EXISTING CATCH BASIN
B5	9.62	4.92S 4.82N	EXISTING CATCH BASIN
B6	9.63	4.77W 4.63S	EXISTING CATCH BASIN
B7	9.64	6.07N 6.02S	EXISTING CATCH BASIN
B8	9.58	5.83S 5.82N	EXISTING CATCH BASIN
B9	9.67	5.69S 5.59N	EXISTING CATCH BASIN
B10	9.63	5.65S 5.40N	EXISTING CATCH BASIN (TO BE REMOVED)
B11	9.64	5.10S 4.37W 4.42E 4.36N	EXISTING CATCH BASIN
B12	9.69	5.95N 5.93S	EXISTING CATCH BASIN
B13	9.66	6.08W	EXISTING CATCH BASIN (TO BE REMOVED)
B14	9.70	6.01E,W	EXISTING CATCH BASIN (TO BE REMOVED)
B15	10.39	5.90N 5.88E 5.87W	EXISTING CATCH BASIN
B16	9.65	6.05W	EXISTING CATCH BASIN (TO BE REMOVED)
B17	9.63	5.98E,W	EXISTING CATCH BASIN (TO BE REMOVED)
B18	10.42	5.82E 5.72S 5.30N	EXISTING CATCH BASIN
B19	9.66	5.02S 4.05N 3.98E 2.59W	EXISTING CATCH BASIN
B22	10.91	3.25W 2.55E	EXISTING CONTROL STRUCTURE W/ DBI (WEIR ELEV. 9.41) (BLEEDER ELEV. 6.92)
B23	±8.0	±4.5S	EXISTING CATCH BASIN W/ DBI
B24	±8.0	±4.5S	EXISTING CATCH BASIN W/ DBI
B25	±10.8	±8.8	EXISTING YARD DRAIN (TO BE REMOVED)
B26	±10.6	±8.6	EXISTING YARD DRAIN (TO BE REMOVED)
B27	±11.4	±9.4	EXISTING YARD DRAIN (TO BE RELOCATED)
B28	±11.4	±9.4	EXISTING YARD DRAIN

3/6/2026

48 HOURS BEFORE DIGGING
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ST. LUCIE • MARTIN COUNTIES
ALL TIME
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SUNSHINE STATE 1 CALL
UNDERGROUND UTILITIES
NOTIFICATION CENTER

NOTE: ALL ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) OF 1988 BASED ON A SURVEY PREPARED BY GEOPOINT SURVEYING, INC. (561) 444–2720.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY GREGORY FRANKLIN BOLEN, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

GREGORY FRANKLIN BOLEN LICENSE No. 56729 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Gregory F. Bolen
DN: C=US, E=Gregory.F.Bolen@simmonswhite.com, O=Simmons & White, Inc., CN=Gregory F. Bolen
Date: 2026.03.06 12:00:57-05'00'

REVISIONS

2.) REVISED PER COORDINATION W/ M.E.P. COMMENTS, 09/09/25 R.W.
1.) REVISED PER CITY OF PARKLAND COMMENTS, 08/28/25 B.L.

SIMMONS & WHITE
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Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.G.	C.O.			

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
CONCEPTUAL DEMOLITION PLAN

JOB NO.	DRAWING NO.	SHEET
24–129	24129C02	2 OF 15

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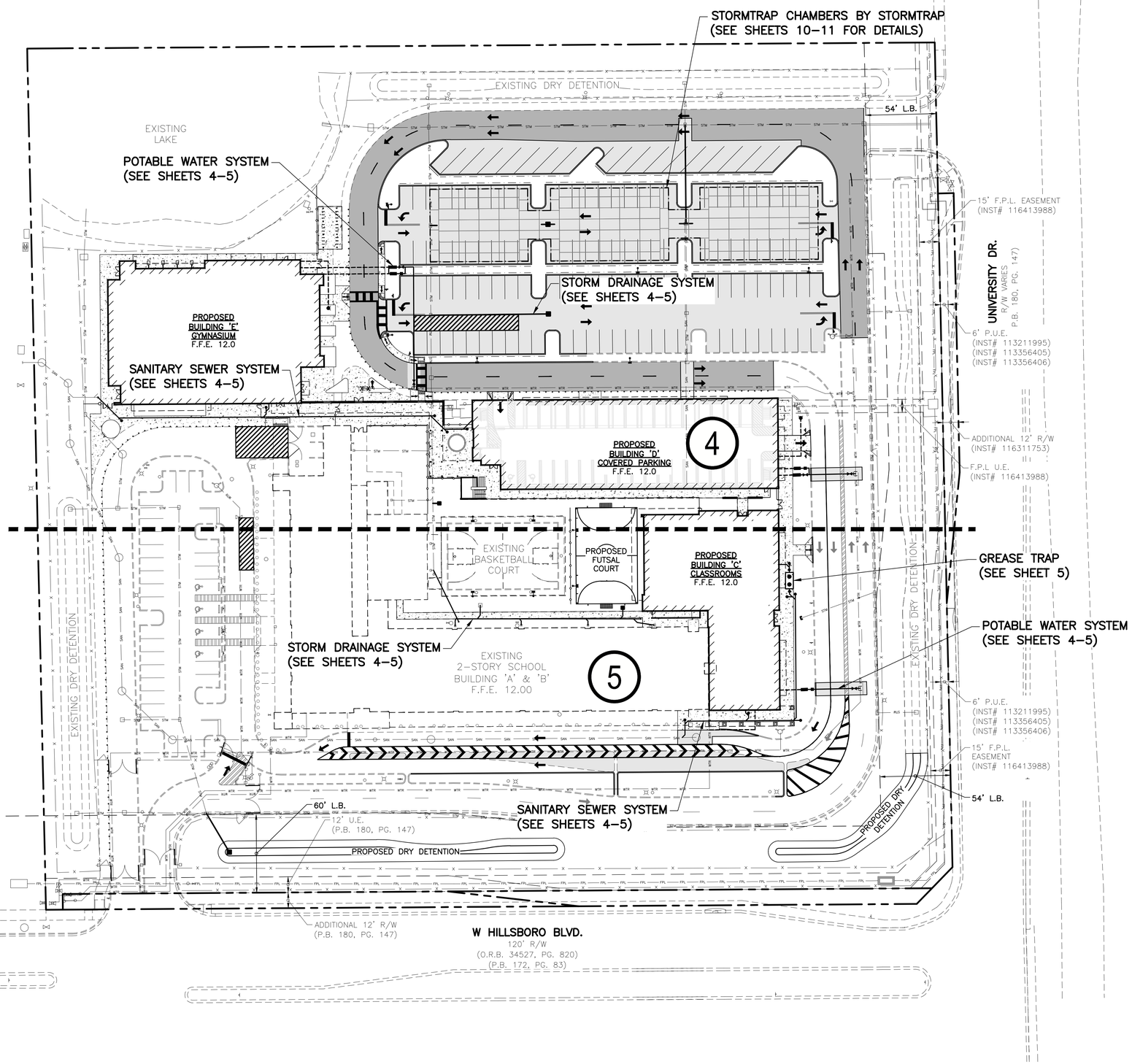

LOCATION MAP

NOT TO SCALE

N

40 20 0 40 80

SCALE IN FEET
1"=40'

LEGEND

- PROPOSED STORM SEWER AND CATCH BASIN
- PROPOSED ASPHALT PAVEMENT (SEE SHEET 7 FOR SPECIFICATIONS)
- PROPOSED MILL AND RESURFACE (SEE SHEET 7 FOR SPECIFICATIONS)
- PROPOSED CONCRETE
- PROPOSED STORMTRAP CHAMBERS BY STORMTRAP (SEE SHEET 10–11 FOR DETAILS)
- PROPOSED DETECTABLE WARNING SURFACE
- PROPOSED WHITE DIRECTIONAL ARROW
- 24" WHITE STOP BAR, "STOP" SIGN & (25') 6" DOUBLE YELLOW
- SINGLE SEWER SERVICE W/ CLEAN–OUT
- WATER SERVICE, WATER METER & R.P.Z.
- PROPOSED LIGHT POLE (BY OTHERS)
- PROPOSED BIKE RACK (SEE SITE PLAN FOR DETAILS)
- EXISTING OVERHEAD POWER LINE & POWER POLE
- STM EXISTING STORM DRAINAGE PIPE
- WTR EXISTING WATER MAIN
- SAN EXISTING SEWER MAIN
- FM EXISTING FORCE MAIN
- 5/15 SEE SHEET NUMBER FOR INFORMATION

LAND USE TABLE

	Currently Permitted	Proposed
Building	1.29 AC	2.09 AC
Impervious	3.99 AC	3.83 AC
Pervious	5.06 AC	4.42 AC
Total	10.34 AC	10.34 AC

3/6/2026

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DN: CN=Gregory F Bolen, E=gbolen@simmonswhite.com, OU=Authorized, C=US
Date: 2026.03.06 12:06:34-05'00'

3.) REVISED PER LATEST SITE PLAN, 02/17/26 P.L.
2.) REVISED PER COORDINATION W/ M.E.P. COMMENTS, 09/09/25 R.W.
1.) REVISED PER CITY OF PARKLAND COMMENTS, 08/28/25 B.L.

REVISIONS

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DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.G.	C.O.			

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
CONCEPTUAL MASTER PLAN

JOB NO.	DRAWING NO.	SHEET	OF
24–129	24129C03	3	15

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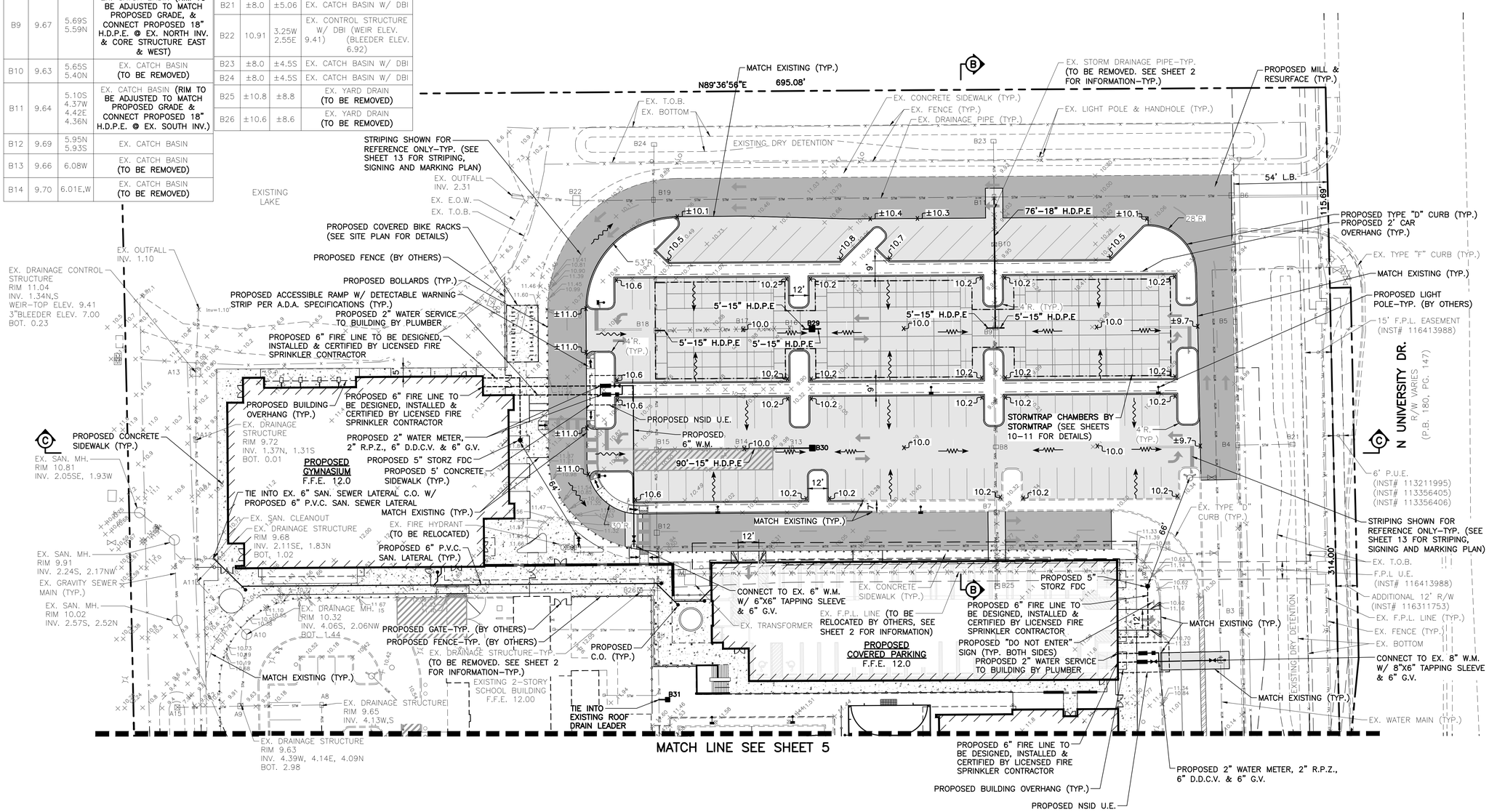
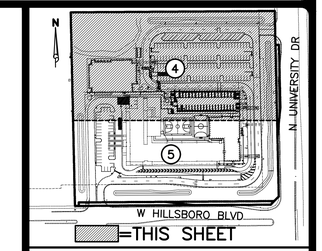
EX. STRUCTURE TABLE			
STR. No.	RIM ELEV.	INV. ELEV.	STRUCTURE NOTES
B3	9.69	5.40S 5.37N	EX. CATCH BASIN
B4	9.60	5.19E 5.05N 5.03S	EX. CATCH BASIN
B5	9.62	4.92S 4.82N	EX. CATCH BASIN
B6	9.63	4.77W 4.63S	EX. CATCH BASIN
B7	9.64	6.07N 6.02S	EX. CATCH BASIN (SOUTH INV. TO BE PLUGGED)
B8	9.58	5.83S 5.82N	EX. CATCH BASIN (RIM TO BE ADJUSTED TO MATCH PROPOSED GRADE)
B9	9.67	5.69S 5.59N	EX. CATCH BASIN (RIM TO BE ADJUSTED TO MATCH PROPOSED GRADE, & CONNECT PROPOSED 18" H.D.P.E. @ EX. NORTH INV. & CORE STRUCTURE EAST & WEST)
B10	9.63	5.65S 5.40N	EX. CATCH BASIN (TO BE REMOVED)
B11	9.64	5.10S 4.37W 4.42E 4.36N	EX. CATCH BASIN (RIM TO BE ADJUSTED TO MATCH PROPOSED GRADE & CONNECT PROPOSED 18" H.D.P.E. @ EX. SOUTH INV.)
B12	9.69	5.95N 5.93S	EX. CATCH BASIN
B13	9.66	6.08W	EX. CATCH BASIN (TO BE REMOVED)
B14	9.70	6.01E,W	EX. CATCH BASIN (TO BE REMOVED)

EX. STRUCTURE TABLE			
STR. No.	RIM ELEV.	INV. ELEV.	STRUCTURE NOTES
B15	10.39	5.88E 5.87S 5.77N	EX. CATCH BASIN (RIM TO BE ADJUSTED TO MATCH PROPOSED GRADE, & CONNECT PROPOSED 15" H.D.P.E. @ EX. EAST INV.)
B16	9.65	6.05W	EX. CATCH BASIN (TO BE REMOVED)
B17	9.63	5.98E, W	EX. CATCH BASIN (TO BE REMOVED)
B18	10.42	5.82E 5.72S 5.30N	EX. CATCH BASIN (RIM TO BE ADJUSTED TO MATCH PROPOSED GRADE, & CONNECT PROPOSED 15" H.D.P.E. @ EX. EAST INV.)
B19	9.66	5.02S 4.05N 3.98E 2.59W	EX. CATCH BASIN
B21	±8.0	±5.06	EX. CATCH BASIN W/ DBI
B22	10.91	3.25W 2.55E	EX. CONTROL STRUCTURE W/ DBI (WEIR ELEV. 9.41) (BLEEDER ELEV. 6.92)
B23	±8.0	±4.5S	EX. CATCH BASIN W/ DBI
B24	±8.0	±4.5S	EX. CATCH BASIN W/ DBI
B25	±10.8	±8.8	EX. YARD DRAIN (TO BE REMOVED)
B26	±10.6	±8.6	EX. YARD DRAIN (TO BE REMOVED)

DRAINAGE STRUCTURE TABLE			
STR. No.	RIM ELEV.	INV. ELEV.	STRUCTURE NOTES
B29	9.6	6.1W	TYPE "C"
B30	9.6	6.1W	TYPE "C"
B31	±11.3	±8.6W	YARD DRAIN



LOCATION MAP
NOT TO SCALE



KEY MAP
NOT TO SCALE

LEGEND

- B29 — PROPOSED STRUCTURE # (SEE DRAINAGE STRUCTURE TABLE FOR INFORMATION)
- B26 — EXISTING STRUCTURE # (SEE EXISTING STRUCTURE TABLE FOR INFORMATION)
- PROPOSED STORM SEWER AND CATCH BASIN
- SINGLE SEWER SERVICE W/ CLEAN–OUT
- WATER SERVICE, WATER METER & R.P.Z.
- DIRECTION OF FLOW
- DIRECTION OF SWALE
- 19.0 — PROPOSED GRADE ELEVATION
- 10.30 — EXISTING GRADE ELEVATION
- ASPHALT PAVEMENT (SEE SHEET 7 FOR SPECIFICATIONS)
- PROPOSED MILL AND RESURFACE (SEE SHEET 7 FOR SPECIFICATIONS)
- CONCRETE
- DETECTABLE WARNING SURFACE
- PROPOSED STORMTRAP CHAMBERS BY STORMTRAP (SEE SHEET 10–11 FOR DETAILS)
- SAWCUT, REMOVE, & REPLACE EXISTING PAVEMENT, CONCRETE, CURB, ETC.
- LIGHT POLE (BY OTHERS)
- WHITE DIRECTIONAL ARROW
- PROPOSED BIKE RACK (SEE SITE PLAN FOR DETAILS)
- 24" WHITE STOP BAR, "STOP" SIGN & (25') 6" DOUBLE YELLOW STRIPING W/ BI–DIRECTIONAL AMBER R.P.M.'S
- STM — EXISTING STORM DRAINAGE PIPE (TO REMAIN)
- WTR — EXISTING WATER MAIN (TO REMAIN)
- SAN — EXISTING SEWER MAIN (TO REMAIN)
- STM — EXISTING STORM DRAINAGE PIPE (TO BE REMOVED. SEE SHEET 2 FOR INFORMATION)

3/6/2026

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THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY GREGORY FRANKLIN BOLEN, P.E. ON THE DATE ADJACENT TO THE SEAL.

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GREGORY FRANKLIN BOLEN — LICENSE No. 56729 — STATE OF FLORIDA — PROFESSIONAL ENGINEER

Digitally signed by Gregory F Bolen
DN: CN=Gregory F Bolen, E=QualifierA0141000000c19809b4d9a9f000f154fbAA, OU=Authorized, C=US
Date: 2026.03.06 12:00:35 -05'00'

REVISIONS

4.) REVISED PER LATEST SITE PLAN, 02/17/26 P.L.
3.) ADDED TYPICAL SECTION C–C PER CITY OF PARKLAND COMMENTS, 12/02/25 B.L.
2.) REVISED PER COORDINATION W/ M.E.P. COMMENTS, 09/09/25 R.W.
1.) REVISED PER CITY OF PARKLAND COMMENTS, 08/28/25 B.L.
5.) REVISED PER CITY OF PARKLAND COMMENTS, 03/05/26 P.L.

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Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.G.	C.O.			

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
CONCEPTUAL SITE DEVELOPMENT PLAN

JOB NO.	DRAWING NO.	SHEET	OF
24–129	24129C04	4	15

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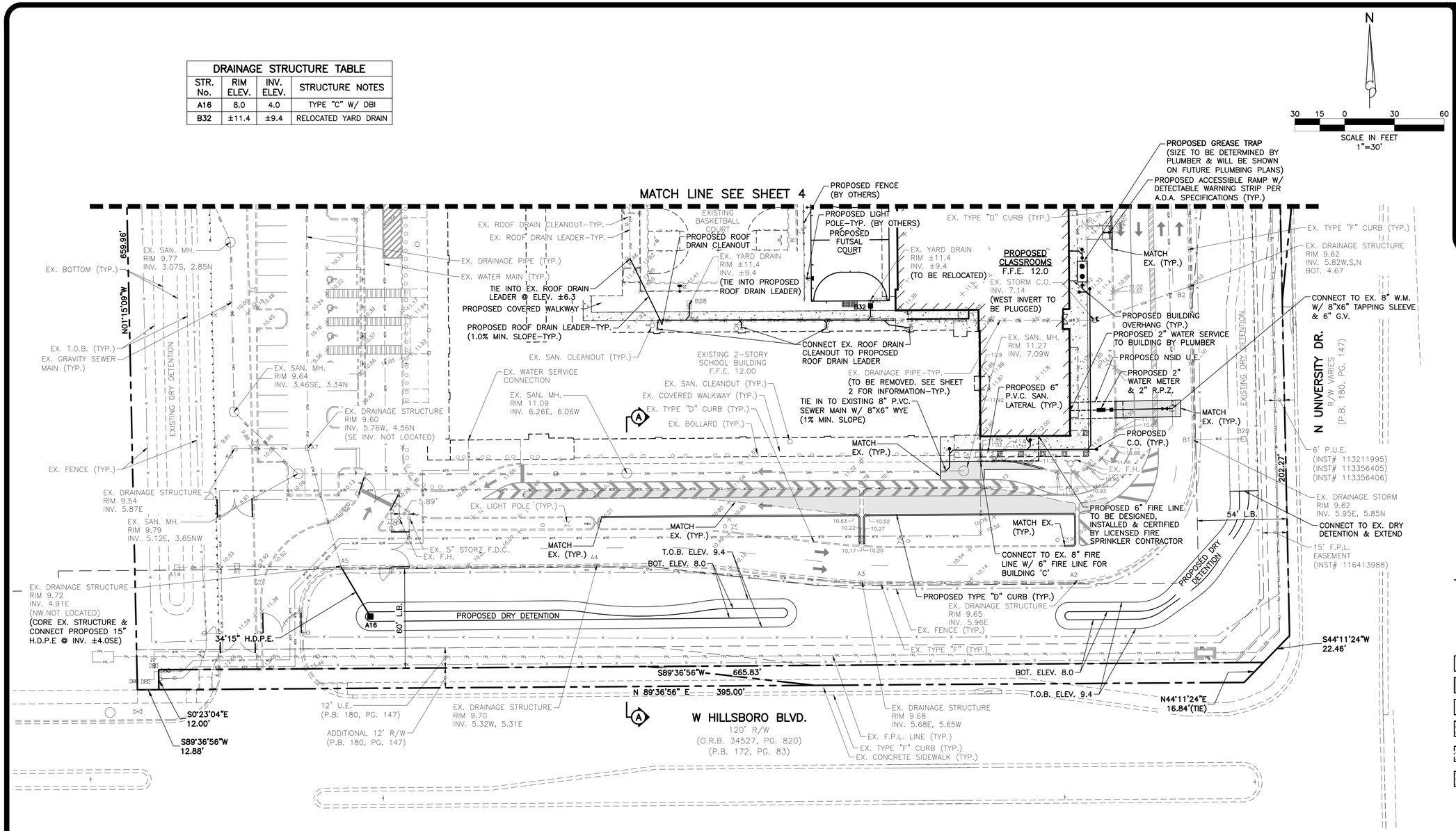
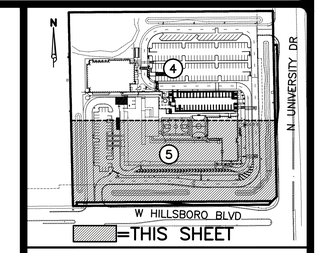
DRAINAGE STRUCTURE TABLE			
STR. No.	RIM ELEV.	INV. ELEV.	STRUCTURE NOTES
A16	8.0	4.0	TYPE "C" W/ DBI
B32	±11.4	±9.4	RELOCATED YARD DRAIN



LOCATION MAP
NOT TO SCALE



KEY MAP
NOT TO SCALE

LEGEND

- B29 — PROPOSED STRUCTURE # (SEE DRAINAGE STRUCTURE TABLE FOR INFORMATION)
- B26 — EXISTING STRUCTURE # (SEE EXISTING STRUCTURE TABLE FOR INFORMATION)
- PROPOSED STORM SEWER AND CATCH BASIN
- SINGLE SEWER SERVICE W/ CLEAN-OUT
- WATER SERVICE, WATER METER & R.P.Z.
- DIRECTION OF FLOW
- DIRECTION OF SWALE
- 19.0 — PROPOSED GRADE ELEVATION
- 10.30 — EXISTING GRADE ELEVATION
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- PROPOSED MILL AND RESURFACE (SEE SHEET 7 FOR SPECIFICATIONS)
- CONCRETE
- DETECTABLE WARNING SURFACE
- PROPOSED STORMTRAP CHAMBERS BY STORMTRAP (SEE SHEET 10-11 FOR DETAILS)
- SAWCUT, REMOVE, & REPLACE EXISTING PAVEMENT, CONCRETE, CURB, ETC.
- LIGHT POLE (BY OTHERS)
- WHITE DIRECTIONAL ARROW
- PROPOSED BIKE RACK (SEE SITE PLAN FOR DETAILS)
- 24" WHITE STOP BAR, "STOP" SIGN & (25') 6" DOUBLE YELLOW STRIPING W/ BI-DIRECTIONAL AMBER R.P.M.'S
- STM — EXISTING STORM DRAINAGE PIPE (TO REMAIN)
- WTR — EXISTING WATER MAIN (TO REMAIN)
- SAN — EXISTING SEWER MAIN (TO REMAIN)
- SW — EXISTING STORM DRAINAGE PIPE (TO BE REMOVED. SEE SHEET 2 FOR INFORMATION)

3/6/2026

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THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY GREGORY FRANKLIN BOLEN, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

GREGORY FRANKLIN BOLEN LICENSE No. 56729 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Gregory F. Bolen, DN: C=US, cn=Gregory F. Bolen, dnQualifier=A01410D000001556D6A0BA8B0001148A4
Date: 2026.03.06 12:00:35 -05'00'

REVISIONS
3.) REVISED PER CITY OF PARKLAND COMMENTS, 03/05/26 P.L.
2.) REVISED PER COORDINATION W/ M.E.P. COMMENTS, 09/09/25 R.W.
1.) REVISED PER CITY OF PARKLAND COMMENTS, 08/28/25 B.L.

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Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.G.	C.O.			

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
CONCEPTUAL SITE DEVELOPMENT PLAN

JOB NO.	DRAWING NO.	SHEET
24-129	24129C05	5 OF 15

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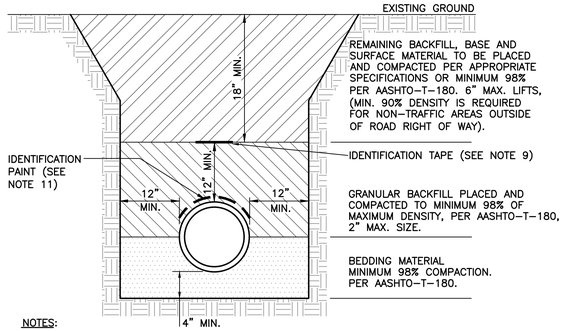


NOTES:

1. BEDDING SHALL CONSIST OF IN-SITU GRANULAR MATERIAL OR WASHED AND GRADED LIMEROCK 3/8" – 7/8" SIZING WITH EQUAL OR GREATER STRUCTURAL ADEQUACY AS EXISTING. UNSUITABLE IN-SITU MATERIALS SUCH AS MUCK, DEBRIS AND LARGER ROCKS SHALL BE REMOVED.
2. THE PIPE SHALL BE FULLY SUPPORTED FOR ITS ENTIRE LENGTH WITH APPROPRIATE COMPACTION UNDER THE PIPE HAUNCHES.
3. THE PIPE SHALL BE PLACED IN A DRY TRENCH.
4. BACKFILL SHALL BE FREE OF UNSUITABLE MATERIAL SUCH AS LARGE ROCK, MUCK AND DEBRIS.
5. DENSITY TESTS ARE TAKEN IN 1 FOOT LIFTS ABOVE THE PIPE AT INTERVALS OF 400' MAXIMUM, (MINIMUM 1 SET) OR AS DIRECTED BY THE CONSTRUCTION COORDINATION DIVISION. RESULTS SHALL BE SUBMITTED TO CONSTRUCTION COORDINATION AS PART OF THEIR FIELD REVIEW.
6. THE PERMITTEE/DEVELOPER/CONTRACTOR SHALL BE RESPONSIBLE TO COMPLY WITH ALL TRENCH SAFETY LAWS AND REGULATIONS.
7. SEE SEPARATE DETAIL FOR PAVED AREAS (OPEN CUT FOR THOROUGHFARE AND NON-THOROUGHFARE ROADS).
8. THE AFFECTED AREA SHALL BE RESTORED TO EQUAL OR BETTER CONDITION OR AS SPECIFIED IN PERMIT/CONTRACT DOCUMENTS.
9. APPROVED MAGNETIC TAPE IS REQUIRED FOR ALL MAIN PRESSURE PIPES AND CONDUIT IN THE COUNTY'S RIGHT-OF-WAY. INSTALL TAPE 18" BELOW FINISHED GRADE.
10. ROOT BARRIER IS REQUIRED FOR APPROVED PIPE INSTALLATION CLOSER THAN 10 FEET FROM AN EXISTING TREE. SEE SEPARATE DETAIL FOR ROOT BARRIER.
11. CONTINUOUS 4" WIDE PAINT STRIPING IS REQUIRED FOR DIP/PCCP WATER MAINS (BLUE), DIP SANITARY FORCE MAINS (GREEN), DIP RECLAIMED WATER MAINS (PURPLE), GAS MAINS (YELLOW), OR AS REQUIRED BY THE APWA.
12. PERMANENT ABOVE GROUND UTILITY MARKER SHALL BE INSTALLED IF REQUIRED.

TYPICAL TRENCH DETAIL (NON-PAVED AREAS)

NOT TO SCALE

CONSTRUCTION PROCEDURES

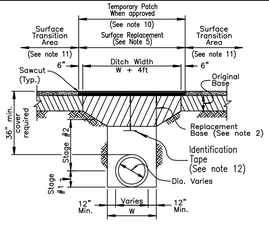
THE BACKFILL FOR THE FIRST AND SECOND STAGES SHALL BE PLACED IN 6" LAYERS (COMPACTED THICKNESS) AND SHALL BE COMPACTED TO 100% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-99.

STAGE 1:

THE CONTRACTOR SHALL PROVIDE ADEQUATE COMPACTED FILL BENEATH THE HAUNCHES OF THE PIPE, USING MECHANICAL TAMPS SUITABLE FOR THIS PURPOSE. THIS COMPACTION APPLIES TO THE MATERIAL PLACED BENEATH THE HAUNCHES OF THE PIPE AND ABOVE ANY BEDDING REQUIRED.

STAGE 2:

THE CONTRACTOR SHALL OBTAIN A WELL-COMPACTED BED AND FILL ALONG THE SIDES OF THE PIPE AND TO A POINT INDICATING THE TOP OF SUB-GRADE MATERIAL.

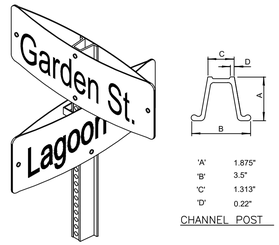


REPLACEMENT OF FLEXIBLE PAVEMENT FOR PERMITTED PAVEMENT CUT

NOTES

1) BEDDING SHALL CONSIST OF IN-SITU GRANULAR MATERIAL OR WASHED AND GRADED LIMEROCK 3/8" – 7/8" SIZING WITH EQUAL OR GREATER STRUCTURAL ADEQUACY AS EXISTING. UNSUITABLE IN-SITU MATERIALS SUCH AS MUCK, DEBRIS AND LARGER ROCKS SHALL BE REMOVED.
2) REPLACED BASE MATERIAL OVER DITCH SHALL BE 16" LIMEROCK (LBR100) MINIMUM FOR THOROUGHFARE PLAN ROADS. ANY ALTERNATE BASE MATERIAL REQUESTED BY THE ENGINEER OF RECORD REQUIRES APPROVAL BY THE ROADWAY PRODUCTION DIVISION.
3) ASPHALT CONCRETE PAVEMENT JOINTS SHALL BE MECHANICALLY SAWED AND BUTT-JOINTED.
4) BASE MATERIAL (PER ROADWAY PRODUCTION DESIGN STANDARDS) SHALL BE PLACED IN TWO OR THREE LAYERS (6" MAX. PER LAYER) AND EACH LAYER THOROUGHLY ROLLED OR TAMPED TO THE SPECIFIED DENSITY. (MINIMUM 98% AASHTO T-180).
5) 1" FRICTION COURSE FC-9.5 OVER 1-1/2" TYPE SP STRUCTURAL COURSE (TRAFFIC LEVEL C) WITH TACK COAT AT 0.05 GAL/SY AND RC-70 PRIME COAT AT 0.10 GAL/SY FOR LIMEROCK BASE. FOLLOW THE LATEST FDOT SPECIFICATIONS FOR APPLICATION RATES OF PRIME AND TACK COATS. CONTRACTOR TO SUBMIT MATERIALS AND RATES TO ENGINEER FOR APPROVAL PRIOR TO BEGINNING WORK.
6) PIPE SHALL BE PLACED IN A DRY TRENCH.
7) ALL ROADWAY REPAIR WORK SHALL BE PERFORMED IN CONFORMANCE WITH APPLICABLE FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND COUNTY PPM# EL-01-3605.
8) DENSITY TESTS SHALL BE TAKEN IN 1 FT LIFTS ABOVE THE PIPE AT INTERVALS OF 400 FT MAXIMUM (1 SET MINIMUM) OR AS DIRECTED BY THE CONSTRUCTION COORDINATION DIVISION. RESULTS SHALL BE SUBMITTED TO CONSTRUCTION COORDINATION DIVISION AS PART OF THEIR FIELD REVIEW.
9) ENGINEER-OF-RECORD SHALL PROVIDE FULL-TIME INSPECTION DURING THE ENTIRETY OF THE OPEN-CUT OPERATION, BEGINNING WITH THE EXCAVATION AND CONTINUING THROUGH THE COMPLETION OF THE PAVING.
10) IF THE PAVEMENT IS NOT COMPLETELY RESTORED IMMEDIATELY FOLLOWING THE OPEN CUT, A SMOOTH TEMPORARY PATCH (MINIMUM 1.5" SP 12.5 STRUCTURAL COURSE ASPHALT) SHALL BE INSTALLED, PROPERLY MATCHING THE EXISTING GRADE OF THE ROADWAY. THE TEMPORARY PATCH SHALL BE ALLOWED TO REMAIN IN PLACE AND BE MAINTAINED FOR A PERIOD NO LONGER THAN 45 DAYS. THE COUNTY RETAINS THE RIGHT TO USE POSTED SURETY TO COMPLETE ANY RESTORATION WORK THAT HAS NOT BEEN COMPLETED IN THE 45 DAY PERIOD. ALTERNATIVE TEMPORARY TRENCH PROTECTION (STEEL PLATES OR OTHERS) MAY BE APPROVED BY THE CONSTRUCTION COORDINATION DIVISION.
11) FOR FINAL RESTORATION (INCLUDES THE PATCHED/SURFACE REPLACEMENT AREA OVER THE TRENCH). THE ROAD SHALL BE MILLED/RESURFACED PER NOTE 5 ABOVE FOR A FULL LANE WIDTH OF THE TRAVEL LANES ENCROACHED BY THE TRENCH AREA, INCLUDING A TRANSITION AREA OF 50 FT ON EACH SIDE MEASURED FROM TOP OF TRENCH.
12) APPROVED MAGNETIC TAPE IS REQUIRED FOR ALL MAIN PRESSURE PIPES AND CONDUIT IN THE COUNTY'S RIGHT-OF-WAY. INSTALL TAPE 24" BELOW FINISHED GRADE.
13) CONTINUOUS 4" WIDE PAINT STRIPING IS REQUIRED FOR DIP/PCCP WATER MAINS (BLUE); SANITARY MAINS (GREEN), DIP RECLAIMED WATER MAINS (PURPLE), GAS MAINS (YELLOW), OR AS REQUIRED BY THE APWA.

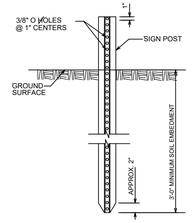
OPEN CUT DETAIL FOR THOROUGHFARE ROADS (PAVED AREAS)



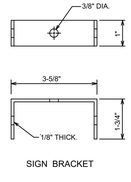
ISOMETRIC VIEW

'A'	1.875"
'B'	3.5"
'C'	1.313"
'D'	0.22"

CHANNEL POST

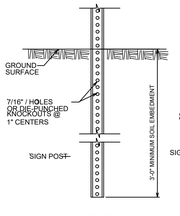


ELEVATION



SIGN BRACKET

STEEL FLANGED CHANNEL POST DETAILS



ELEVATION

STEEL SQUARE TUBE POST DETAILS

GENERAL SPECIFICATIONS:

FLAT BLADE: ALCOA #86054.6063-T6 ALLOY, ETCHED, DEGREASED WITH #1200 ALODINE FINISH WITH #3877 GREEN DIAMOND GRADE BACKGROUND AND EQUAL DIMENSIONS – 9" & 12" MIN. H, 24", 30", 36" AND 42" L.

LETTERS: NAME – 6" UPPERCASE WITH 4.5" LOWERCASE & 9" UPPERCASE WITH 6.75" LOWERCASE. SERIES "B" #3870 DIAMOND GRADE (SILVER) OR EQUAL – SUFFIX – 4.5"

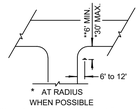
POST: STEEL FLANGED CHANNEL POST 3 LBS. PER FOOT WITH BAKED GREEN ALKYD OR GALVANIZED FINISH PER A.S.T.M. –A-123 WITHOUT ANCHOR PLATES. SQUARE POST PER FDOT INDEX 700-010.

BRACKETS SHALL BE ATTACHED FIRMLY ON STANDARD SQUARE TUBE OR U-CHANNEL POSTS BY MEANS OF (2)⅜" DIAMETER HEX HEAD BOLTS.

STOP SIGN: R1-1 MUTCD – DIAMOND GRADE

LOCATION: ONE PER INTERSECTION AS INDICATED ON THE PLANS.

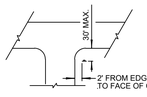
POLICY:
9" BLADES WITH 6" UPPER CASE WITH 4.5" LOWERCASE LETTERS FOR TWO LANE ROADS WITH A SPEED LIMIT UNDER 45 MPH
12" BLADES WITH 9" UPPERCASE WITH 6.75" LOWERCASE LETTERS FOR:
–THOROUGHFARE ROADS FOUR LANES OR WIDER.
–TWO LANE ROADS WITH A POSTED SPEED LIMIT OF 45 MPH OR MORE.
ONLY ONE BLADE WILL BE INSTALLED AT INTERSECTION WITH THOROUGHFARE ROAD INDICATING THE SIDE STREET NAME.



UNCURBED SECTION

* * FROM THROUGH LANE

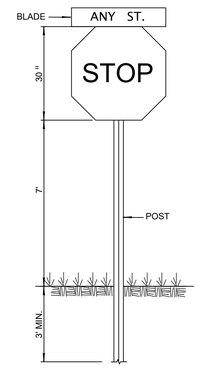
IF STOP BAR IS USED IT SHALL BE PLACED AT THE STOP SIGN



CURBED SECTION

TYPICAL STOP SIGN PLACEMENT

STREET NAME SIGN (SNS) or (D-3)



STREET NAME SIGN WITH STOP SIGN

NOT TO SCALE

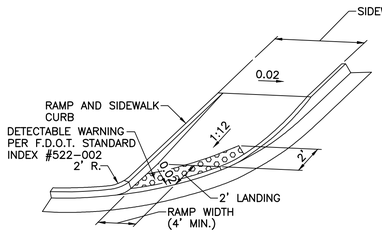
BROWARD COUNTY NOTES:

6-1.1 Minimum Design Criteria: As a minimum, roads designated as arterial or collector roads and related facilities shall be designed in substantial accordance with: "The Green Book," "Design Standards," and the "Utility Accommodation Guide Manual," all as published by FDOT, "The Land Development Code," Chapter 5, Article IX of the "Broward County Code of Ordinances," EPD's "Code of Regulations," Chapter 27, Section 406e "Design Criteria," Subsection 1.C.3 entitled "Flood Protection" and the provisions of the "Americans With Disabilities Act." Roadway segments designated a "Urban Core," "Urban Residential," or "Urban Main Street" on the Trafficways Plan of Broward County shall be designed in substantial accordance with all of the above, except to the extent that other criteria permitted under Appendix E may apply.
6-1.2 Construction Criteria: Construction materials and methods shall meet the requirements of FDOT "Standard Specifications for Road and Bridge Construction" and supplements, except as modified herein, by EPD's "Code of Regulations," Chapter 27, Section 406e and by the provisions of Chapter 3 of this document. All materials shall be new and unused.
6-1.2.1 Temporary Facilities: Temporary facilities, unrelated to any ongoing construction in public right-of-way, and intended to provide an essential service for a period of time not to exceed one (1) year, may be constructed in public right-of-way, contingent upon Highway Construction and Engineering Division approval of project plans and specifications, and issuance of an Highway Construction and Engineering Division Construction Permit.
6-1.2.2 Temporary Facilities Constructed to Provide or Maintain an Essential Feature: In cases where temporary facilities must be constructed to provide or maintain an essential feature around portions of a public right-of-way for public safety or convenience during construction, such temporary facility shall be clearly drawn in sufficient detail on standard size drafting sheets, and submitted to the Highway Construction and Engineering Division for review and approval prior to implementation.
6-1.3 Typical Sections: A typical section shall be shown on all plans. For submittal of a new roadway or new through lanes, the applicant shall submit sketches of the proposed typical right-of-way sections to the Highway Construction and Engineering Division for approval prior to beginning the preparation of plans. Proposed typical right-of-way cross sections shall follow the format and general provisions shown in Drawings 1 through 6 in Appendix A, except that roadway segments designated as "Urban Core," "Urban Residential," or "Urban Main Street" on the Trafficways Plan of Broward County may incorporate other criteria, as permitted under Appendix E herein. The Highway Construction and Engineering Division may require submittal of a traffic study that evaluates the anticipated traffic volume and the capacity of the new roadway based on Florida Department of Transportation standards.
The typical sections shall show or note all of the applicable design elements outlined in the "Green Book." Where determination of the "ultimate through lane" is necessary, it shall be made in this review.
6-1.4 Minimum Safety Criteria: The minimum safety criteria for design of roads and streets in Broward County shall meet or exceed all standards referenced in Sections 6-1.1 and 6-1.2 of this Chapter.
6-1.5 Guardrail: The following policy is to be implemented in the design of all roadway construction involving lakes and canals when it is necessary for such waterways to exist adjacent and parallel to the roadway.
For the purpose of this policy, a canal/lake is defined as a constructed or natural water body having a bottom elevation lower than one (1) foot below the control elevation of the area. The top of lake or canal shall be at least one (1) foot above the control elevation.
6-1.5.1 Minimum Distance to Canal: the distance from the outside edge of the ultimate through travel lane to the top of the lake/canal ultimate side slope (top of bank) nearest the road shall be no less than sixty (60) feet for highways with design speeds of 50 mph or greater. For highways with design speeds less than 50 mph, this minimum distance may be reduced to fifty (50) feet for rural highways or forty (40) feet for urban (curb and gutter) highways. Where a canal or roadway alignment is required, (at less than the ultimate cross-section), distances greater than those above should be provided, if possible, to accommodate possible future improvements to the roadway (widening, etc.).
6-1.5.2 Installation of Protection: Installation of guardrail, or other approved protective devices, is required throughout all areas where it is impossible to meet the above minimum criteria. For canals located on the outside of curves sharper than two (2) degrees, greater offset widths or construction of guardrail is required. (see FDOT "Design Standards").
When guardrail is required for canal protection, it should normally be placed at or near the edge of the clear recovery area. The distance from the outside edge of the shoulder to the face of guardrail should, in all cases, be greater than twelve (12) feet when guardrail is not constructed at the edge of the shoulder. The roadway front slope back of guardrail may be steepened to a slope of 2:1.
A continuous strip of asphalt 2" foot (4) inches thick and three (3) feet minimum width, centered on the guardrail, shall be placed at all new guardrail installations in unpaved areas.
6-1.5.3 Installation of Guardrail at Existing Bus Stop: At all existing bus stop locations, where guardrail is proposed to be installed, openings shall be provided in the guardrail at appropriate points for passenger access. If so doing would create a hazardous condition, the bus stop should be relocated instead.
6-1.5.4 Objects Immediately Behind Guardrail: All objects within public right-of-way that are not protected by guardrail shall be of "breakaway" design.
6-1.6 Subgrade: The entire width of public right-of-way shall be demucked before construction of the roadbed begins. No material of FDOT Class A-5, A-7 or A-8 shall be allowed. All material supporting the roadway and shoulders shall have a minimum Load Bearing Ratio (LBR) of 40. The top twelve (12) inches of the disturbed soil shall be compacted to 100% of maximum dry density as per AASHTO T-99-C. Subgrade shall be cleared of "pumping" conditions prior to base construction.
6-1.7 Bases
6-1.7.1 Material: Limerock of the Miami formation shall be used, having a minimum percentage of carbonates of calcium and magnesium of 70%, and a minimum LBR of 100. Limerock bases shall be constructed in lifts not to exceed six (6) inches. The finished surface of all roadway bases shall be tested by "boarding" or by other approved method, and shall show no deviation from the required elevation greater that one-quarter (1 / 4) inch in any fourteen (14) foot segment. Base material shall be compacted to a density of not less than 98% of maximum dry density as determined by AASHTO T-180.
6-1.7.2 Alternative Base Materials: The permittee may propose alternate base materials for use in lieu of limerock. Such proposal shall be submitted to the Highway Construction and Engineering Division, whose approval for the substitution shall be obtained before the proposed material may be incorporated into the project.
6-1.7.3 Start of Base Course Construction: The requirements of Chapter 3, Section 3-4.5.4 apply.
6-1.8 Wearing (Surface) Courses: A tack coat shall be used between paving courses, and a prime coat shall be used on the finished rock base. Only virgin materials may be used in wearing courses, unless otherwise approved, in writing, by the Highway Construction and Engineering Division.
6-1.8.1 Surface Course Construction: See Drawing 6, Sheet 2 of 2 in Appendix A for surface course construction requirements.
Recycled asphalt used in the road mix shall not exceed 10%.
6-1.8.2 Asphaltic Concrete Aggregate: Miami Oolite only shall be utilized as an asphaltic concrete aggregate.
6-1.8.3 Wearing Course: Wearing courses shall not be placed until the following has occurred:
6-1.8.3.1 A walk through has been conducted to determine if there is any remaining work that might cause damage to the final lift.
6-1.8.3.2 All landscape work that might cause damage to the final lift is complete.
6-1.8.3.3 All construction equipment has been inspected for leaks of fluids that may blemish or damage the newly placed final lift. This equipment shall be repaired, or removed from the job-site.
6-1.8.3.4 All underground utilities are installed and accepted, and a finished Rock Survey has been submitted to and accepted by the Highway Construction and Engineering Division.
6-1.8.4 Alternate Roadway Surfacing Materials: Alternate roadway surfacing materials such as concrete, brick pavers, stamped concrete, etc., shall be considered on a case by case basis. Brick pavers are not permitted on arterial or collector roads, unless otherwise approved by the Highway Construction and Engineering Division.
6-1.9 Shoulders: See Drawing 6, Sheet 2 of 2 in Appendix A for shoulder construction requirements.
All shoulders shall have a minimum width of eight (8) feet where conditions permit, but in any event, no less than six (6) feet. Where possible, a width of five (5) feet of the shoulder shall be paved as one-way bike lane.
For unpaved shoulders, materials shall be stabilized to an LBR of at least 40.
For paved shoulders, pavement shall be one (1) inch minimum of Type S–III over an eight (8) inch compacted and primed limerock base. Limerock base shall be compacted to a minimum density of 98% of AASHTO T-99C.
6-1.10 Curb/Gutter: See Drawing 6, Sheet 2 of 2 in Appendix A for curb/gutter construction requirements. All type "F" curb elements shall be placed so that they are one-quarter (1 / 4) inch higher than adjacent inlet frames and grates. Concrete shall have a minimum twenty-eight (28) day strength of 3000 p.s.i.
Unless otherwise approved, all curb elements shall have a limerock foundation or "pad" with a minimum LBR of 100 and minimum carbonate content of 70%. Pads shall be at least four (4) inches deep, extending six (6) inches (min.) beyond the edges of the concrete compacted to 98% of maximum density, per AASHTO T-180. The use of other materials shall be considered on a case by case basis.
6-1.11 Traffic Separators: Traffic Separators, less than four (4) feet in width between face of curbs, shall be paved with a six (6) inch (minimum) thickness of concrete (refer to FDOT "Design Standards," Index 302).
6-1.12 Swales: Bottoms of swales, measured from top of turf, shall be at least six (6) inches below the edge of road pavement. Swales shall be compacted to 95% of maximum density, per AASHTO T-99-C, and seeded, mulched and fertilized, or sodded, if not paved. For typical sections through swales and sidewalk areas see Drawings 15 and 16 in Appendix A.
Where drainage is dependent upon percolation in the swale, sufficient testing shall be performed to verify the validity of the design assumptions and calculations, and the results shall be submitted, together with the design calculations and drawings, to the Highway Construction and Engineering Division for evaluation of the proposed system. If conditions so indicate, a positive drainage system shall be required.
When swale work is being performed, trucks that are blocking lanes should be parked on a side street whenever practical.
Upon completion of construction in the swale with the exception of final seeding or sodding, swale percolation shall be re-tested as directed by the Highway Construction and Engineering Division, to verify that the actual percolation is consistent with the design values. The results of these tests shall be submitted to the Highway Construction and Engineering Division prior to final inspection.
Where a designated bus stop exists or is planned in any public-right-of way, anyone developing, redeveloping or improving public right-of-way, except for the owner of a single one-family or duplex residence lot abutting such bus stop, shall provide an approved paved pedestrian access conforming with the provisions of the Americans with Disabilities Act for persons exiting or seeking to enter a bus. If such pedestrian access obstructs the flow of water in the swale, a culvert shall be provided to allow the water flow freely past the obstruction. The swale, in the vicinity of such paved access, shall be sloped up to the top of the paved access edge to avoid creation of a hazardous condition. At locations where guardrail exists, the guardrail shall be modified to provide the required access. Where guardrail is less than 600' in length, if access cannot be provided without creating a hazardous condition, the bus stop should be located elsewhere.

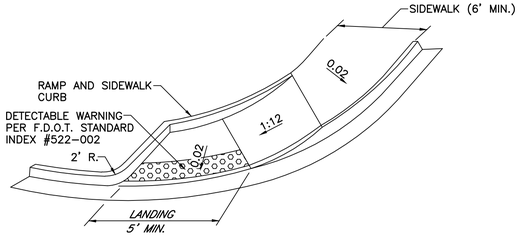
6-1.13 Drainage: All drainage facilities and systems within public right-of-way shall be designed and constructed in accordance with the requirements of the Environmental Protection Department, the Surface Water Management Division "Management of Surface Water Discharge and Non-Point Source Pollution" Regulations, Chapter 27, Section 405, and FDOT "Utility Accommodation Guide," except as modified herein, and with the provisions of Chapter 3 of this document.
6-1.13.1 Pipe: All drainage pipe installed under or within five (5) feet of existing or proposed paved areas (including curbs and sidewalks or bike paths) shall be reinforced concrete conforming to ASTM Specification C76 or ASTM C1450. Use of reinforced concrete pipe meeting ASTM C1450 shall be approved on case by case basis. The use of high density polyethylene (HDPE) pipe is prohibited unless otherwise approved, in writing, by the Highway Construction and Engineering Division.
The minimum pipe size to be used shall be fifteen (15) inches in diameter.
All plugs in pipes, placed during construction, shall be removed prior to final inspection unless specifically approved to remain.
Pipes with spider cracks shall be rejected.
Filter fabric shall be placed over the tops of all pipe joints.
All drainage pipe in public right-of-way shall have a minimum cover as shown in FDOT "Design Standards," Index 205, but in no case less than twenty-four (24) inches unless otherwise approved by the Highway Construction and Engineering Division.
Concrete exfiltration pipe shall be laid such that slits are only at 3 o'clock and 9 o'clock.
Filter fabric in exfiltration trench shall have a minimum overlap of twelve (12) inches. All overlaps of filter fabric shall be on top and/or bottom of the trench. Overlaps on sides of exfiltration trench shall be avoided.
Exfiltration systems may not be placed under a roadway.
For drainage pipe installed in exfiltration trench refer to Drawings 17 and 18 in Appendix A.
Culverts in or crossing public right-of-way shall have a minimum of five (5) feet of cover unless otherwise approved by the Highway Construction and Engineering Division.
6-1.13.2 Slope Protection: Slope protection at outfalls and culvert ends shall be concrete revetment mats having a minimum thickness of four (4) inches, unless an alternate design is approved.
6-1.13.3 Structures: All drainage structures shall be of precast, reinforced concrete unless otherwise approved. All precast concrete structures shall meet the requirements of ASTM Standard No. C478. Walls shall be not less than eight (8) inches thick and top and bottom slabs shall be not less than eight (8) inches thick.
Walls and floor slabs shall be fully dowled together and top slabs shall have an approved anchorage to prevent displacement. Walls shall extend a minimum of six (6) inches above the top of the highest pipe hole, three (3) inches minimum each side of each opening and, for inlets, twelve (12) inches minimum below the invert of the lowest pipe, unless otherwise approved. Concrete for drainage structures shall have a minimum compressive strength of 4000 p.s.i. at twenty-eight (28) days. All exposed brick shall be coated with one-half (½) inch, minimum thickness of cement mortar, and all voids around pipes and structures shall be grouted.
All concrete structures shall be delivered to the job-site bearing the stamp of an independent Florida certified Engineering Testing Laboratory, signed and dated by the laboratory's inspector unless certified by the manufacturer as meeting FDOT standards. These structures shall be un-patched and uncoated and shall remain so until approved by the Highway Construction and Engineering Division Inspector. For drainage structure details see Drawing 19 in Appendix A.
Maintenance access structures shall have a minimum dimension of four (4) feet between opposing walls.
Conflict Structures: Where two (2) or more drainage pipes and parallel concrete walls and shall measure not less than four (4) feet between other opposing walls. They shall have a minimum wall thickness of six (6) inches unless otherwise approved. For conflict structure details see Drawing 21 in Appendix A.
Type "C" inlets are not permitted under paved areas, and are only permitted in swales.
Control structures shall have either two (2) standard access tops or one (1) in the center over the weir with a minimum opening of three (3) feet in accordance with FDOT "Design Standards," Index 201.
Concrete aprons, as approved by the Highway Construction and Engineering Division, shall be provided at all inlets in swales. Aprons shall extend three (3) feet from the inlet structure on the side opposite the flow, except that on the side facing the road it shall extend to the edge of pavement. Aprons shall be a minimum of six (6) inches thick and shall have a minimum twenty-eight (28) day strength of 3000 p.s.i. For apron details see Drawing 20 in Appendix A.
Asphalt aprons are not permitted, unless otherwise approved by the Highway Construction and Engineering Division.
6-1.13.4 Baffles: In retention/detention areas, for each drainage structure, the minimum distance between the baffle and the opposing wall shall be two (2) feet, and the minimum distance between the baffle and the adjacent wall shall be a minimum of one (1) foot or three-fourths (¾) of the radius of the baffle, whichever is greater.
Maintenance access structure covers shall be placed directly over the baffle, with the inside edge of the wall aligned with the inside wall of the cover opening. For a structure up to five (5) feet inside diameter, provide one (1), three (3) feet diameter cover directly over the baffle.
For a structure with more than a five (5) feet inside diameter, two (2), two (2) feet diameter covers shall be provided. The covers shall be placed directly over the baffles, and if only one baffle exists then the covers shall be placed on the opposite side of the structure.
6-1.13.5 Top Frames, Grates and Covers: Top frames, grates and covers for all drainage structures shall be of traffic bearing design and shall be a cast of close-ground grey iron conforming to ASTM Standard A48 with a minimum lid weight of 160 lbs. and a minimum combined weight of 400 lbs., unless otherwise approved by the Highway Construction and Engineering Division.
Castings shall be the following types, as manufactured by United States Foundry and Manufacturing Corp. or approved equal:
Closed-lid maintenance access structure: Type 420 Frame, Type A or C cover
Inlet-maintenance access structure: Type 3177 Frame, Type 5855 Grate
Curb-type (FDOT #five and #6) inlets: Type 5160 Frame, Type 6310 Grate
Curb-type (FDOT #9) inlet: Type 5130 Frame, Type 6168 Grate
Valley gutter (FDOT type "V") inlet: Type 5106 Frame, Type 6140 Grate
Ditch bottom (FDOT "C") inlet: Type 4155 Frame, Type 6212 Grate
Ditch bottom (FDOT "E") inlet: No Frame, Type 6290 Grate
Ditch bottom (FDOT "H") inlet: No Frame, Type 6292 Grate
Castings for other applications shall be considered on a case by case basis. Steel gratings may note be used in public right-of-way unless specifically approved by the Highway Construction and Engineering Division for a particular location. All frames placed on top of slabs shall be on a minimum of two (2) courses and a maximum of four (4) courses of brick, to facilitate adjustments to conform to changes in the finished grade. All inlet lids and grates shall be designed and placed to allow for safe traversing by pedestrians and bicycles.
All access openings in pavement shall be in accordance with Drawing 13 in Appendix A.
6-1.13.6 Testing: All tests shall be conducted by the permittee in the presence of a representative of, or the Engineer of Record, and a representative of the Highway Construction and Engineering Division.
All drainage installations shall be tested for leakage prior to backfilling. Leakage shall not exceed five-hundred (500) gal/day/inch of diameter/mile of pipe, under a minimum hydraulic head of two (2) feet. Any portion with leakage exceeding the allowable shall be corrected and retested. This shall be repeated until all portions of the installation meet the leakage requirement.
All drainage pipes and French drain pipes, above the water table, or as directed by Highway Construction and Engineering Division, shall be lamped prior to placement of the final lift of asphalt.
6-1.13.7 Cleaning and Repair of Structures and Pipes: Underwater inspection of pipes and structures shall be performed by experienced personnel trained in evaluating structural breaks, bad joints, and obstacles, by closed-circuit television or man entry. Dive crews shall obey all OSHA rules that apply to confined spaces and diving operations.
A permittee may not de-water a Broward County drainage system for cleaning or repair services without written approval from the Highway Construction and Engineering Division. A permittee may not install a plug in a Broward County drainage system without written approval from the Highway Construction and Engineering Division.
In order to verify the cleaning/repair of a pipe, manhole, structure or pipe, a video tape of the structure/pipe shall be made upon completion of the project. Underwater video inspections shall be performed after the removal of plugs in order to verify that the plugs were removed.
6-1.13.8 Installation of Cured in Place Pipe (CIPP): Cured in place pipe shall be installed in accordance with, and meet the specifications of the American Society of Testing Materials (ASTM) and the National Association of Sewer Service Companies (NASSCO).

6-1.13 Drainage: All drainage facilities and systems within public right-of-way shall be designed and constructed in accordance with the requirements of the Environmental Protection Department, the Surface Water Management Division "Management of Surface Water Discharge and Non-Point Source Pollution" Regulations, Chapter 27, Section 405, and FDOT "Utility Accommodation Guide," except as modified herein, and with the provisions of Chapter 3 of this document.
6-1.13.1 Pipe: All drainage pipe installed under or within five (5) feet of existing or proposed paved areas (including curbs and sidewalks or bike paths) shall be reinforced concrete conforming to ASTM Specification C76 or ASTM C1450. Use of reinforced concrete pipe meeting ASTM C1450 shall be approved on case by case basis. The use of high density polyethylene (HDPE) pipe is prohibited unless otherwise approved, in writing, by the Highway Construction and Engineering Division.
The minimum pipe size to be used shall be fifteen (15) inches in diameter.
All plugs in pipes, placed during construction, shall be removed prior to final inspection unless specifically approved to remain.
Pipes with spider cracks shall be rejected.
Filter fabric shall be placed over the tops of all pipe joints.
All drainage pipe in public right-of-way shall have a minimum cover as shown in FDOT "Design Standards," Index 205, but in no case less than twenty-four (24) inches unless otherwise approved by the Highway Construction and Engineering Division.
Concrete exfiltration pipe shall be laid such that slits are only at 3 o'clock and 9 o'clock.
Filter fabric in exfiltration trench shall have a minimum overlap of twelve (12) inches. All overlaps of filter fabric shall be on top and/or bottom of the trench. Overlaps on sides of exfiltration trench shall be avoided.
Exfiltration systems may not be placed under a roadway.

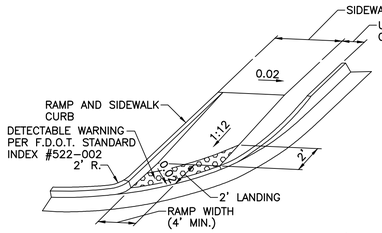
6-1.13.9 Certification: Prior to scheduling final inspection for acceptance of drainage systems, the Engineer of Record shall provide to the Highway Construction and Engineering Division, one (1) set of certified as-built drawings signed and sealed by a Professional Surveyor and Mapper registered in the State of Florida together with the Engineer of Record certification. These drawings shall show all drainage structures with their locations, rim and invert elevations, and structure numbers.
In every case, when the design drawings have been produced using a CAD system, the "as-built" or record drawings shall also be produced on the CAD system and the Engineer of Record shall also submit a copy of the magnetic medium containing the information from which the as-built drawings were produced.
6-1.13.10 Headwalls and Revetments: Unless otherwise approved, where embankments at culvert ends and outfalls are steeper than 1:3, approved concrete endwalls shall be installed. Where embankment slopes are 1:3 or flatter, approved revetments shall be installed. This preferred type of revetment is the poured concrete–in–fabric form type, with a "quilted" appearance. Under no circumstances shall paper wrapped rip–rap be allowed.
6-1.14 Sidewalks: Sidewalks shall be of unreinforced Portland Cement Concrete and shall be as shown in Drawing 14 in Appendix A, unless otherwise approved. Alternate materials of construction, such as asphaltic concrete, and special surface treatments, such as pavers, tiles, etc., shall be considered when requested by the Engineer of Record.
Narrow grass strips one (1) to three (3) feet) between sidewalk and curb and gutter shall be eliminated by increasing the width of sidewalk. Sidewalks adjacent to curbs shall be six (6) feet wide, unless otherwise approved by the Highway Construction and Engineering Division, except that roadway segments designated as "Urban Core," "Urban Residential," or "Urban Main Street" on the Trafficways Plan of Broward County may incorporate other criteria, as permitted under Appendix E herein.
6-1.14.1 Slope: Sidewalks shall have a maximum transverse slope of .02 feet per foot, and a minimum transverse slope of .01 feet per foot, toward the swale or gutter and shall be given a transverse hair broom finish.
6-1.14.2 Thickness and Strength: Sidewalks shall have a minimum thickness of six (6) inches, a minimum twenty–eight (28) day strength of 3000 p.s.i., and a maximum allowable slump of four (4) inches. Wire or steel reinforcement is not permitted.
6-1.14.3 Obstructions: No unnecessary obstructions shall be placed in or on sidewalks unless specifically approved, on a case by case basis, by the Highway Construction and Engineering Division. All obstructions in or on sidewalks shall be so located that maximum clear width is maintained.
6-1.14.4 Maintenance of Traffic–School/Pedestrian: The provisions of Chapter 3, Section 3–1.3.7 shall apply.
6-1.15 Swales, Driveway Connections and Sidewalks: Swales, driveway connections and sidewalks shall be maintained by the owners of the abutting properties, in accordance with Drawings 14, 15, and 16 in Appendix A, as applicable, at no expense to Broward County.
Clear sight zones shall be provided and maintained in accordance with the provisions



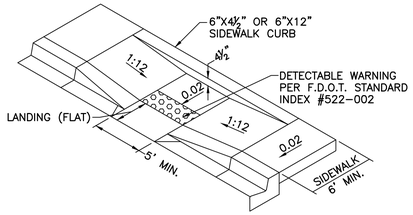
ACCESSIBLE RAMP DETAIL (CR-G)
NOT TO SCALE



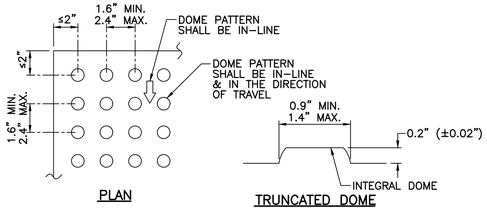
ACCESSIBLE RAMP DETAIL (CR-D)
NOT TO SCALE



ACCESSIBLE RAMP DETAIL (CR-F)
NOT TO SCALE



ACCESSIBLE RAMP DETAIL (CR-C)
NOT TO SCALE

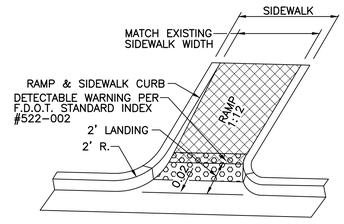


PLAN

TRUNCATED DOME

NOTE: ALL SIDEWALK CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACES THAT EXTEND THE FULL WIDTH OF THE RAMP AND IN THE DIRECTION OF TRAVEL 24" IN PUBLIC R/W, 36" ON-SITE FROM THE BACK OF CURB. CONTRACTOR SHALL VERIFY W/ INSTALLATION. THE DETECTABLE WARNING SURFACE SHALL HAVE A CONTRASTING COLOR (YELLOW OR APPROVED ALTERNATE)

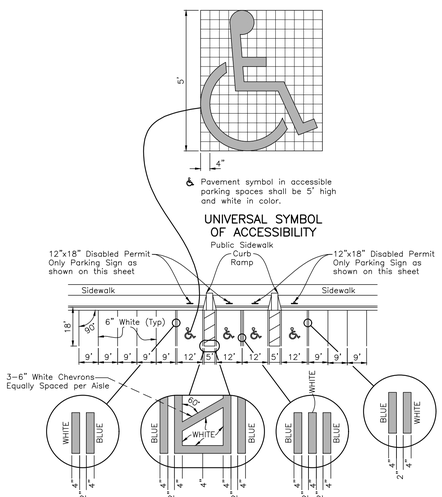
CURB RAMP DETECTABLE WARNING DETAIL
NOT TO SCALE



ACCESSIBLE RAMP DETAIL (CR-E)
NOT TO SCALE

NOTES:
1. THESE ARE THE MINIMUM GENERAL REQUIREMENTS FOR PEDESTRIAN RAMPS. SEE F.D.O.T. INDEX 522-002 FOR ADDITIONAL SIDEWALK CURB RAMP DETAILS.
2. DETECTABLE WARNING SURFACE REQUIRED ON ALL H/C RAMPS. DETECTABLE WARNING SHALL BE CONTRASTING IN COLOR WITH TRUNCATED DOMES AND SHALL COMPLY WITH F.D.O.T. SPECS.
3. THIS DETAIL MAY NOT ADDRESS ALL IN-FIELD CONDITIONS AND SCENARIOS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER OF CONFLICTS AND TO ENSURE THAT ALL CONSTRUCTION IS A.D.A. COMPLIANT AND IN CONFORMANCE WITH F.B.C. AND LOCAL GOVERNING AGENCY REQUIREMENTS.

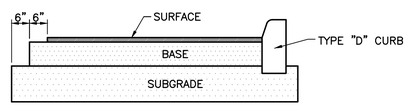
TYPICAL ACCESSIBLE RAMP DETAILS
NOT TO SCALE



NOTES:
1. Dimensions are to the centerline of markings.
2. Criteria for pavement markings only, not public sidewalk curb ramp locations. For ramp locations refer to plans.
3. Blue pavement markings shall be tinted to match shade 15180 of Federal Standards 595a.

PAVEMENT MARKING FOR PUBLIC SIDEWALK CURB RAMPS

TYPICAL PARKING SPACES
NOT TO SCALE



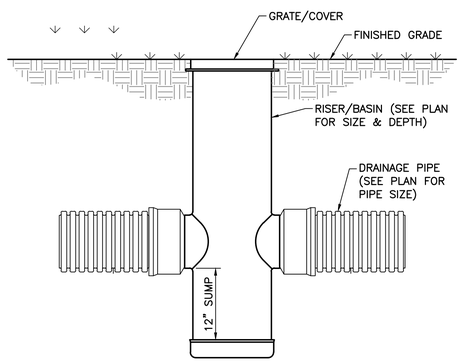
SURFACE: 1¼" A.C.S.C. S-3

BASE: 8" SHELLROCK OR 6" LIMEROCK COMPACTED TO 98% PER A.A.S.H.T.O. T-180

SUBGRADE: 12" COMPACTED GRANULAR MATERIAL COMPACTED TO 98% PER A.A.S.H.T.O. T-180

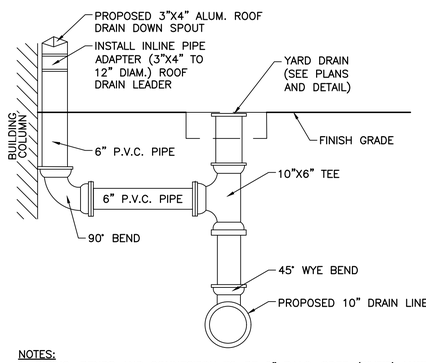
MILL AND RESURFACE:
1" FRICTION COURSE OVER 1½" STRUCTURAL COURSE

PAVEMENT SPECIFICATION
NOT TO SCALE



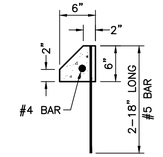
(NYLOPLAST, FITTINGS OR APPROVED EQUAL)

YARD DRAIN DETAIL
NOT TO SCALE

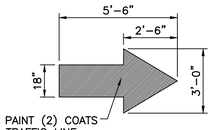


NOTES:
1. PIPING, BENDS AND CONNECTION TO BE 6" P.V.C. SD35 (WHITE) MATERIAL UNLESS OTHERWISE APPROVED BY THE ENGINEER IN WRITING.
2. MINIMUM COVER TO BE 24" IN SODDED AREAS AND 30" IN PAVED AREAS.
3. MINIMUM PIPE GRADIENT TO BE 1%.

ROOF DRAIN LEADER CONNECTION DETAIL
NOT TO SCALE



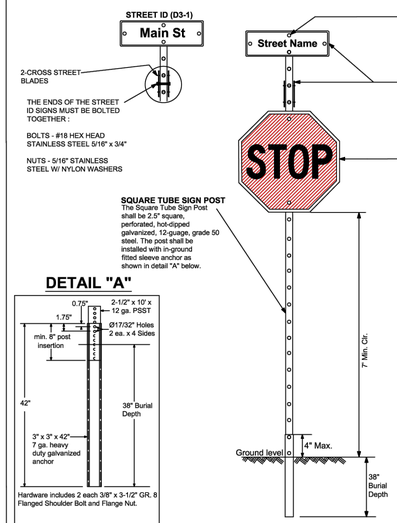
CONCRETE WHEEL STOP
NOT TO SCALE



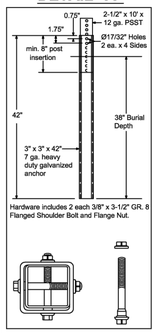
DIRECTIONAL ARROW
NOT TO SCALE

FOR SIGN ASSEMBLIES WITH MAXIMUM 8.75 SQUARE FOOT PANEL AREA

Typical Details



DETAIL "A"



STREET ID (D3-1) MATERIALS:

LETTERS
WHITE TYPE XI SHEETING
LETTERING OF STREET NAME SIGNS SHALL BE COMPOSED OF A COMBINATION OF LOWERCASE LETTERS WITH INITIAL UPPERCASE LETTERS

BORDER
BORDER WIDTHS WILL VARY BASED ON LETTER HEIGHTS

LETTER HEIGHTS - BORDER WIDTHS
4 INCH LETTER = 0.375 INCH BORDER WIDTH
6 INCH LETTER = 0.500 INCH BORDER WIDTH
8 INCH LETTER = 0.750 INCH BORDER WIDTH

GREEN BACKGROUND
GREEN TRANSLUSCENT INK SILK-SCREENED CLEAR-COATED OR ELECTRO-CUT (EC) FILM OR EQUIVALENT

LETTER SIZES
SEE MUTCD TABLE 2D-2 (PG 163) FOR MINIMUM LETTER HEIGHTS LENGTH VARIES BY STREET NAME

HARDWARE
BOLTS - #18 HEX HEAD STAINLESS STEEL 5/16" x 3"
NUTS - 5/16" STAINLESS STEEL W/ NYLON WASHERS.

REGULATORY SIGN
WHEN NO STREET ID IS PRESENT THE STOP SIGN SHALL BE MOUNTED FLUSH TO THE TOP OF THE POST WHILE MAINTAINING 7 FEET MIN. CLEARANCE BETWEEN BOTTOM OF SIGN AND GROUND LEVEL. ANY SIGN INSTALLED BACK TO BACK WITH THE STOP SIGN SHALL BE SMALLER THAN THE STOP SIGN.

STOP, DO NOT ENTER OR YIELD
WHITE TYPE XI SHEETING
PRESSURE-SENSITIVE RED TRANSLUCENT INK SILK-SCREENED CLEAR-COATED OR ELECTRO-CUT (EC) FILM OR EQUIVALENT.

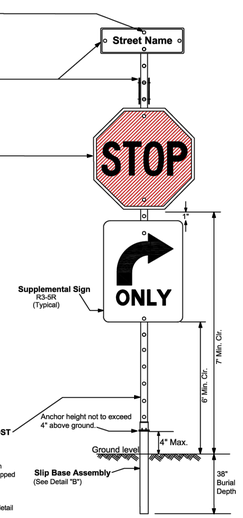
HARDWARE
BOLTS - #18 HEX HEAD STAINLESS STEEL 5/16" x 3"
NUTS - 5/16" STAINLESS STEEL W/ NYLON WASHERS.

NOTES: 1. ALL TYPE XI SHEETING UTILIZED MUST BE ON THE FDOT APL LIST.

2. SEE BCTED TECHNICAL POLICY MEMO #TPM - 16-001 - SPECIFICATIONS FOR RETROFLECTIVE TRAFFIC SIGN MATERIALS.

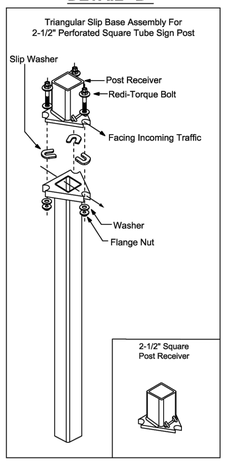
FOR SIGN ASSEMBLIES WITH GREATER THAN 8.75 SQUARE FOOT PANEL AREA WITH SUPPLEMENTAL SIGN

Typical Details



SQUARE TUBE SIGN POST
The Square Tube Sign Post shall consist of a 2.5" square tube inserted into a 2.5" square post receiver. Both tubes will be perforated, hot-dipped galvanized, 12-guage, grade 50 steel. The post shall be installed into the slip base assembly shown in detail "B".

DETAIL "B"



Notes:
1. Dimensions and certain details for the parts used to assemble the slip base connections are intentionally not shown. Slip base connections are patented manufactured products that are in compliance with NCHRP 350 crash test criteria. The base connection details are only shown on this plan to illustrate how the parts are assembled. The complete assembly must be designed to withstand 150 mph Base Wind Speed per 2013 AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 6th edition and interims.

2. For standard ground sign installation, see detail entitled " Ground Sign Assembly Details".

REVISIONS	
DATE	DESCRIPTION
08-08-2017	N/A
01-25-2018	N/A
04-09-2019	UPDATED MATERIAL NOTES

BROWARD COUNTY FLORIDA

PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING DIVISION

DESIGN BY: CARMELO CARATOZZOLO, P.E. | SCALE: NTS
DRAWN BY: STEPHON RAMOUTAR
CHECKED BY: ANDREW SEBO, P.E., PTOE

STOP SIGN AND STREET IDENTIFICATION ASSEMBLY TYPICAL DETAILS

SHEET NO. 1 OF 1

3/6/2026

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY GREGORY FRANKLIN BOLEN, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

GREGORY FRANKLIN BOLEN LICENSE No. 56729 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Gregory F Bolen
DN: CN=Gregory F Bolen, 2ExQualifier=A01410D000001786084068A9B000145A, OU=Authorized, C=US
Date: 2026.03.06 12:00:37 -05'00'

REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.G.	C.O.			

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
CONCEPTUAL SITE DEVELOPMENT DETAILS

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24129C07	7	15

Y:\AUTOCAD_FILES\2024\24-129\CONCEPTUAL\24129C06-09_SDD.dwg 3/6/2026 11:21 AM Phoebe Lowe

GENERAL NOTES:

1. NOTIFY ENGINEER OF IN–FIELD CONFLICTS OR DESIGN DISCREPANCIES PRIOR TO COMMENCEMENT OF WORK.
2. EXISTING WATER, SEWER AND DRAINAGE SYSTEMS ARE REPRESENTED AS DASHED LINES AND SHALL BE VERIFIED BY CONTRACTOR.
3. CONTRACTOR SHALL PROTECT ALL UTILITIES AND PUBLIC IMPROVEMENTS AND SHALL BE RESPONSIBLE FOR ALL DAMAGES CAUSED DURING CONSTRUCTION AND SHALL REPAIR SAID DAMAGES AT HIS EXPENSE. CONTRACTOR TO RESTORE ALL AREAS DISTURBED DURING CONSTRUCTION TO ORIGINAL OR BETTER CONDITION.
4. SUPPORT OR THE RELOCATION OF EXISTING STREET LIGHT POLES, POWER OR TELEPHONE POLES, EXISTING UTILITIES, IRRIGATION SYSTEMS, SIDEWALKS, WALLS, ETC. NECESSARY FOR COMPLETION OF THIS WORK ARE THE RESPONSIBILITY OF THE CONTRACTOR AT HIS EXPENSE.
5. INFORMATION SHOWN ON THESE DRAWINGS AS TO THE LOCATION OF EXISTING UTILITIES HAS BEEN PREPARED FROM THE MOST RELIABLE DATA AVAILABLE TO THE ENGINEER. THIS INFORMATION IS NOT GUARANTEED, HOWEVER, AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE LOCATION, CHARACTER AND DEPTH OF ANY EXISTING UTILITIES. ALL "AS–BUILT" INFORMATION INCLUDING LOCATION AND ELEVATION OF UTILITY STUB–OUTS TO BE FIELD VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION OR ORDERING OF STRUCTURES. NOTIFY ENGINEER OF DISCREPANCIES/CONFLICTS.
6. REFER TO ARCHITECTURAL DRAWINGS FOR DETAILS CONCERNING SIDEWALKS, RAMPS, STRIPING AND SIGNAGE, LIGHTING AND ELECTRICAL CONDUIT, ETC.
7. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS WITH ARCHITECTURAL PLANS AND NOTIFY THE ENGINEER OF ANY DEVIATIONS PRIOR TO COMMENCING CONSTRUCTION.
8. SIDEWALKS TO BE FLUSH WITH YARD AREAS UNLESS OTHERWISE NOTED.
9. ALL DRAINAGE CONSTRUCTION SHALL CONFORM TO FLORIDA DEPT. OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION) AND CITY OF PARKLAND AND BROWARD COUNTY REQUIREMENTS.
10. GRADE ALL PAVEMENT AREAS TO CATCH BASINS. CONTRACTOR TO NOTIFY ENGINEER IF IN–FIELD CONDITIONS CHANGE, ARCHITECTURAL DETAILS WILL CREATE CONFLICTS WITH DRAINAGE DESIGN SHOWN, POTENTIAL EROSION PROBLEMS ARISE OR STANDING WATER OCCURS.
11. ALL ELEVATIONS SHOWN HEREON REFER TO N.A.V.D. 1988 TOPOGRAPHIC AND BOUNDARY SURVEY PROVIDED BY GEOPOINT SURVEYING, INC. (561) 444–2720.
12. ALL DRAINAGE PIPE SHOWN AS R.C.P. SHALL BE REINFORCED CONCRETE PIPE CLASS III, WALL "B" AND CONFORMING TO FLORIDA DEPT. OF TRANSPORTATION SPECIFICATIONS.
13. CONTRACTOR SHALL PROVIDE ADEQUATE EQUIPMENT FOR THE REMOVAL OF STORM, SURFACE AND/OR SUBSURFACE WATER WHICH MAY ACCUMULATE IN THE EXCAVATION AREAS SO THAT IT WILL BE SUITABLY DRY FOR WORK REQUIRED.
14. NO OFF–SITE DISCHARGE FROM DEWATERING OPERATIONS SHALL BE PERMITTED UNLESS THE CONTRACTOR SECURES WRITTEN PERMISSION FROM THE GOVERNING AUTHORITIES.
15. ALL SUB–BASE UNDER ROADWAYS, PARKING LOTS, CURBS, ETC. SHALL BE COMPACTED TO NOT LESS THAN 98% OF MAXIMUM DENSITY AS DETERMINED BY A.A.S.H.T.O. T–180 PROCTOR.
16. WHERE ENCOUNTERED (OR SPECIFIED IN THE GEOTECHNICAL REPORT), MUCK/UNSUITABLE MATERIALS SHALL BE COMPLETELY REMOVED FROM PROPOSED PAVING AND BUILDING AREAS 10 FEET BEYOND THE EDGE OF PAVEMENT/BUILDING PAD EACH SIDE.
17. CONTRACTOR TO PROVIDE TEST REPORTS FROM AN INDEPENDENT LABORATORY FOR PROCTORS AND DENSITIES ON BASE, SUBGRADE AND PIPE BACKFILL.
18. CONTRACTOR IS RESPONSIBLE FOR PROVIDING COMPLETE PAVING AND DRAINAGE, WATER AND SEWER CONSTRUCTION RECORD INFORMATION TO THE ENGINEER.
19. CONTRACTOR SHALL ARRANGE FOR THE ENGINEER TO OBSERVE:
    A. STORM SEWER AFTER GROUTING AND WHEN BACKFILL IS COMPLETED TO THE MIDPOINT OF THE PIPE.
    B. STRINGLINING OF SUBGRADE.
    C. STRINGLINING/BOARDING OF BASE.
20. THE CONTRACTOR SHALL FILL AND FINE GRADE ALL PLANTING AREAS, LEAVING THE FINISHED GRADE SMOOTH AND READY TO RECEIVE SOD OR OTHER PLANTING MATERIAL. WHERE SOD IS DESIRED, THE FINISHED GRADES SHALL BE TWO (2) INCHES LOWER TO ALLOW FOR THICKNESS OF THE GRASS. SPECIAL ATTENTION SHALL BE GIVEN ALONG EDGE OF PAVEMENT AND SIDEWALKS SO AS NOT TO TRAP WATER.
21. ANY SHELLROCK OR LIMEROCK PAVING BASE INSTALLED WITHIN PLANTING AREAS SHALL BE REMOVED IN ITS ENTIRETY PRIOR TO PLACING PLANTER AREA FILL.
22. ALL SWALE, RIGHT OF WAY AREAS AND YARD AREAS SHALL BE GRADED AND SEEDED OR SODDED IN ACCORDANCE WITH GOVERNING AGENCY STANDARDS. NO AREAS SHALL BE LEFT BARREN OR SUBJECT TO EROSION.
23. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ADHERE TO ALL O.S.H.A. RULES AND FLORIDA LAWS RELATED TO TRENCH SAFETY.
24. CONTRACTOR SHALL ENSURE NO SEDIMENT OR DEBRIS LEAVES THE SITE DURING CONSTRUCTION IN ACCORDANCE WITH N.P.D.E.S. REQUIREMENTS (SILT FENCE, HAY BALES OR SOD APRONS AT INLETS, WASH ROCK EXIT, ETC. MAY BE REQUIRED TO MEET SAID REQUIREMENTS). CONTRACTOR SHALL BE RESPONSIBLE FOR THE PREPARATION, IMPLEMENTATION AND CERTIFICATION OF ALL N.P.D.E.S. POLLUTION PREVENTION RELATED MEASURES (i.e. FILING OF AN N.O.I. POLLUTION PREVENTION PLAN MONITORING REPORTS, ETC.)
25. CONTRACTOR SHALL REFER TO LANDSCAPE PLANS FOR PLANTING AND BERMING REQUIREMENTS AND NOTIFY ENGINEER OF ANY CONFLICTS WITH THIS PLAN.
26. CONTRACTOR SHALL CONTACT BROWARD COUNTY TRAFFIC OPERATIONS AT (561) 233–3900) 48 HOURS PRIOR TO CONSTRUCTION, IF ANY WORK IS BEING DONE WITHIN 10 FEET OF A SIGNALIZED INTERSECTION.
27. ANY DAMAGE TO BROWARD COUNTY–TRAFFIC I.T.S. FACILITIES CAUSED BY CONSTRUCTION OF THIS PROJECT MUST BE REPAIRED OR REPLACED TO ORIGINAL OR BETTER CONDITION BY THE PERMITEE AT NO COST TO BROWARD COUNTY.
28. BROWARD COUNTY RESERVES THE RIGHT TO DETERMINE IF DAMAGED BROWARD COUNTY FACILITIES WILL BE REPAIRED OR REPLACED.
29. CONSTRUCTION TESTING REQUIREMENTS:
    1. DENSITY, THICKNESS AND F.B.V./L.B.R. FOR BASE AND SUBGRADE
        a. ROADS – MAXIMUM SPACING = 500 L.F.
        b. PARKING LOT – MAXIMUM SPACING = 6,000 S.F.
    2. ASPHALT THICKNESS
        a. ROADS – MAXIMUM SPACING = 600 L.F.
        b. PARKING LOT – MAXIMUM SPACING = 2,000 S.Y.

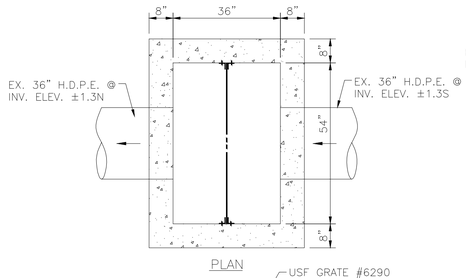
TESTING SHALL BE TAKEN IN A STAGGERED PATTERN, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
THERE SHALL BE A MINIMUM OF 4 EACH OF THE ABOVE TESTS FOR A PROJECT OR PORTION THEREOF.

3. BASE – CHEMICAL AND SIEVE ANALYSIS, FROM SUPPLIER/PIT (DOT CERTIFICATION)
4. ASPHALT – DESIGN MIX. IF REQUESTED BY THE ENGINEER, STABILITY TESTS WILL BE REQUIRED.
5. PIPELINE BACKFILL DENSITY TESTS
   – ALL PIPE AND STRUCTURE TRENCHES SHALL BE BACKFILLED USING A MAX. OF 12" LIFTS. ALL BACKFILL MATERIAL SHALL BE CLEAN, DRY STRUCTURAL FILL, WITH NO DELETERIOUS OR ORGANIC MATERIAL PRESENT.
   – AT LEAST ONE TEST SHALL BE PERFORMED FOR EVERY 12" OF DEPTH, STARTING AT THE SPRINGLINE OF THE PIPE, COVERING THE 12" LAYER BELOW THE SPRINGLINE OF THE PIPE.
   – PIPE TRENCHES SHALL BE TESTED AT RANDOMLY SELECTED LOCATIONS ALONG THE LENGTH OF EACH PIPE RUN WITHIN EACH 300' INTERVAL (MAXIMUM) AND BETWEEN EACH SET OF TWO STRUCTURES IF A PIPE RUN SEPARATING THE TWO IS LESS THAN 300' IN LENGTH.
   – TESTS SHALL BE PERFORMED AT EVERY STRUCTURE BEGINNING AT THE BASE OF THE STRUCTURE (COVERING THE 12" BELOW THE BASE OF THE STRUCTURE) WITH ONE TEST FOR EVERY 12" LIFT. TESTS SHALL ALTERNATE FROM CORNER TO CORNER OR FROM SIDE TO SIDE AROUND THE STRUCTURE WITH EACH 12" LIFT.
   – WHERE OUTSIDE PAVED AREAS BY 10' OR MORE, ALL TESTS SHALL BE TAKEN WITHIN THE BOTTOM 3' OF TRENCH AND ONLY 1 TEST PER 300 L.F. IS REQUIRED.

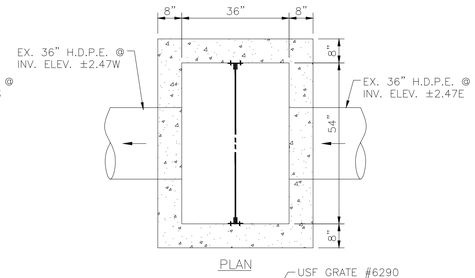
MINIMUM SPACING REQUIREMENTS:

DEPTH OF CUT	SPACING OF TESTS
0 – 6'	1 PER 300 L.F.
6 – 9'	2 PER 300 L.F.
9 – 12'	3 PER 300 L.F.
12 – 15'	4 PER 300 L.F.
15 – 18'	5 PER 300 L.F.

THE ABOVE REQUIREMENTS ARE THE MINIMUM AND ARE SUBJECT TO INCREASE BY THE GOVERNING AGENCIES. ALL TESTS AND LOCATIONS ARE SUBJECT TO REVIEW BY ENGINEER AND/OR GOVERNING AGENCIES, ADDITIONAL TESTS MAY BE REQUIRED BASED ON FIELD OBSERVATIONS OF CONSTRUCTION TECHNIQUES OR MATERIALS USED ON SITE.



EXISTING A13–C.S. TYPE "E" INLET
NOT TO SCALE



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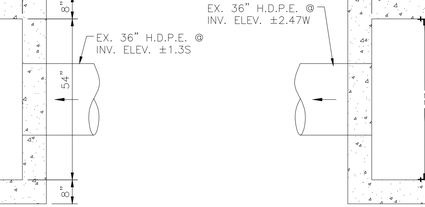

ASPHALT CONNECTION DETAIL
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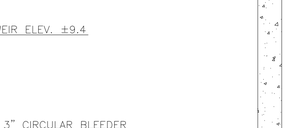
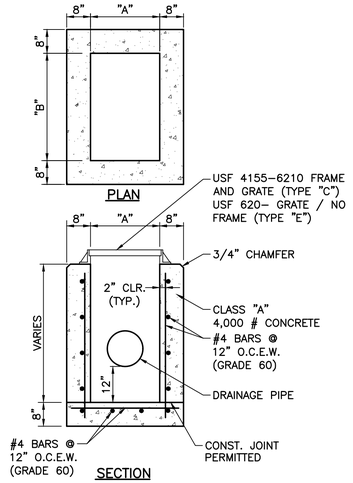


RAISED SIDEWALK DETAIL
NOT TO SCALE

TYPICAL SIDEWALK DETAIL
NOT TO SCALE

TYPE "D" CURB
NOT TO SCALE



SECTION

TYPE INLET	DIMENSIONS	
	"A"	"B"
C	2'–0"	3'–1"
E	3'–0"	4'–6"

STANDARD TYPE "C"&"E" INLET
NOT TO SCALE

3/6/2026

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY GREGORY FRANKLIN BOLEN, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

GREGORY FRANKLIN BOLEN LICENSE No. 56729 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Gregory F Bolen
DN: CN=Gregory F Bolen, [illegible]
Date: 2026.03.06 12:00:39 -05'00'

REVISIONS

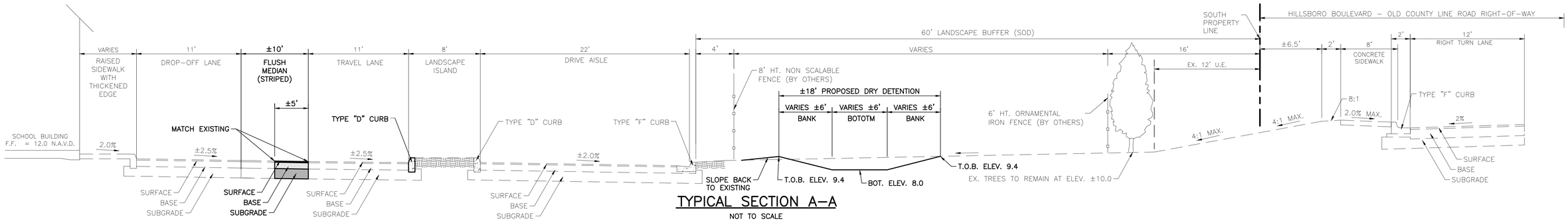
SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.G.	C.O.			

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
CONCEPTUAL SITE DEVELOPMENT DETAILS

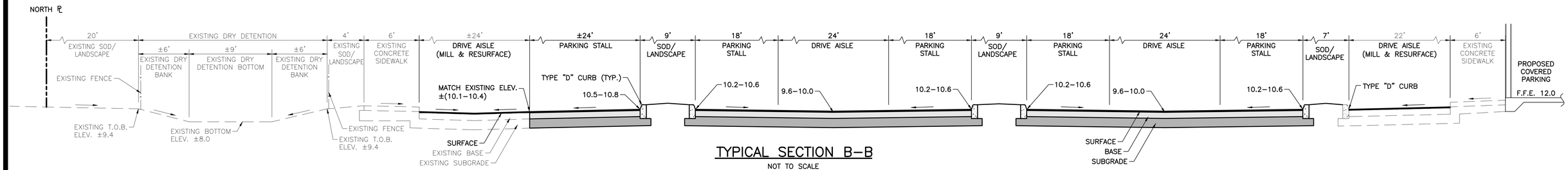
JOB NO.	DRAWING NO.	SHEET	OF
24–129	24129C08	8	15

Y:\AUTOCAD_FILES\2024\24-129\CONCEPTUAL\24129C06-09_SDD.dwg 3/6/2026 11:21 AM Phoebe Lowe



TYPICAL SECTION A–A

NOT TO SCALE



TYPICAL SECTION B–B

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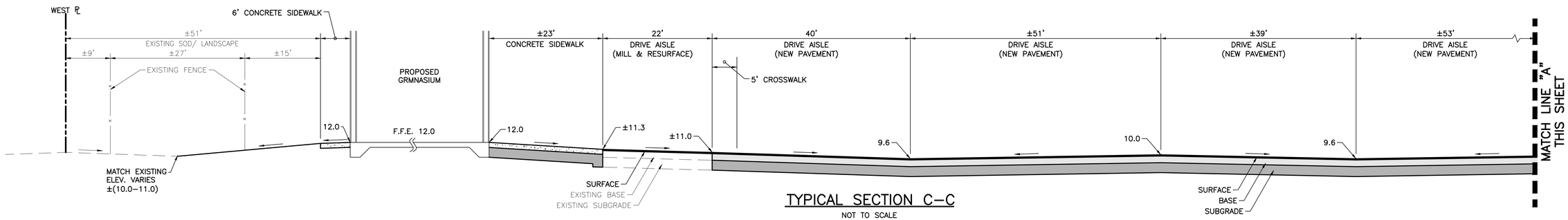
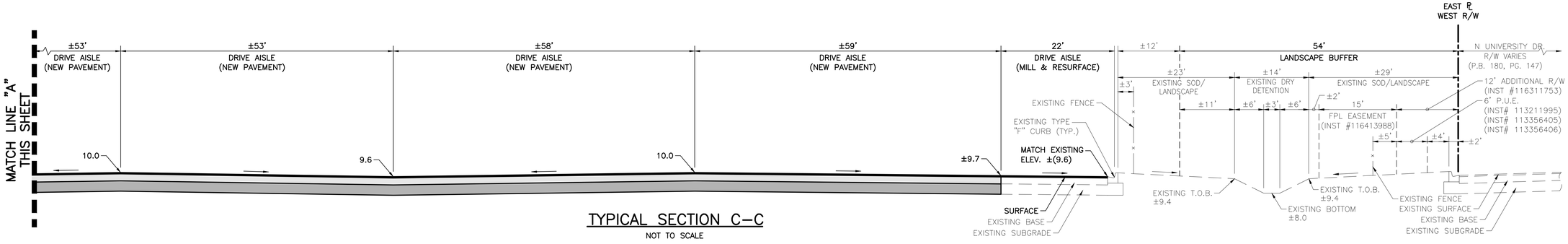


TYPICAL SECTION C–C

NOT TO SCALE



TYPICAL SECTION C–C

NOT TO SCALE

3/6/2026

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GREGORY FRANKLIN BOLEN LICENSE No. 56729 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Gregory F Bolen
DN: CN=Gregory F Bolen, ...
Date: 2026.03.06 12:00:39-05'00'

2.) ADDED TYPICAL SECTION C–C PER CITY OF PARKLAND COMMENTS, 12/02/25 B.L.
1.) REVISED PER CITY OF PARKLAND COMMENTS, 08/28/25 B.L.

REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

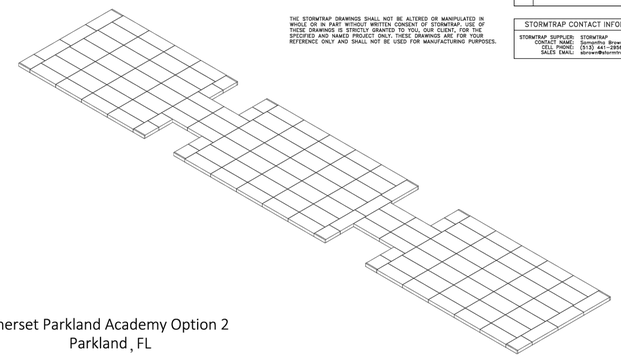
DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.G.	C.O.			

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
CONCEPTUAL SITE DEVELOPMENT DETAILS

JOB NO.	DRAWING NO.	SHEET
24–129	24129C09	9 OF 15

StormTrap

MODULAR CONCRETE
STORMWATER MANAGEMENT



Somerset Parkland Academy Option 2
Parkland , FL

THE STORMTRAP DRAWINGS SHALL NOT BE ALTERED OR MANIPULATED IN WHOLE OR IN PART WITHOUT WRITTEN CONSENT OF STORMTRAP. USE OF THESE DRAWINGS SHALL BE LIMITED TO THE PURPOSE FOR THE SITE SPECIFIED AND NAMED PROJECT ONLY. THESE DRAWINGS ARE FOR YOUR REFERENCE ONLY AND SHALL NOT BE USED FOR MANUFACTURING PURPOSES.

SHEET INDEX

PAGE	DESCRIPTION
0.0	COVER SHEET
1.0	GENERAL NOTES
1.1	SINGLETRAP DESIGN CRITERIA
2.0	SINGLETRAP SYSTEM LAYOUT
3.0	SINGLETRAP INSTALLATION SPECIFICATION
3.1	SINGLETRAP INSTALLATION SPECIFICATION
4.0	SINGLETRAP BACKFILL SPECIFICATION
5.0	PIPE/ACCESS OPENING SPECIFICATION
6.0	SPLASH PAD & DEGMEB DETAILS
7.0	SINGLETRAP MODULE TYPES

STORMTRAP CONTACT INFORMATION

STORMTRAP SUPPLIER: STORMTRAP
CONTACT NAME: Samantha Brown
CELL PHONE: (513) 441-2956
SALES EMAIL: sbrown@stormtrap.com

StormTrap
PROUDLY SERVED BY [WWW.STORMTRAP.COM/PHOENIX]
1257 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4548 / F:331-318-5347

ENGINEER INFORMATION:
Simmons & White
2581 Metrocentre Blvd
Suite 3
West Palm Beach, FL
561-478-7848

PROJECT INFORMATION:
Somerset Parkland
Academy Option 2

Parkland, FL

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SHEET TITLE:
COVER SHEET

SHEET NUMBER:
0.0

GENERAL NOTES:

1. STRUCTURE PROXIMITY LOADING DISCLAIMER:

   STORMTRAP MODULES AND FOUNDATION ARE NOT DESIGNED TO ACCEPT ANY ADDITIONAL LOADING FROM ANY NEARBY STRUCTURES NEXT TO OR OVER THE TOP OF STORMTRAP. EXAMPLES OF NEARBY STRUCTURES MAY INCLUDE BUT ARE NOT LIMITED TO BUILDINGS, FOUNDATION ELEMENTS, RETAINING WALLS, LIGHT POLES, BOLLARDS, SIGNPOSTS, FENCES. ADDITIONALLY, STORMTRAP IS NOT RESPONSIBLE FOR INSTALLATION CONFLICTS ARISING FROM ANY OF THESE NEARBY STRUCTURES. IF ADDITIONAL LOADING CONSIDERATIONS ARE REQUIRED FOR STRUCTURAL DESIGN OF STORMTRAP, PLEASE CONTACT STORMTRAP IMMEDIATELY. FOR LIGHT POLES SHOWN OVER THE TOP OF THE SYSTEM, STORMTRAP WILL PROVIDE A 5'-0" LATERAL DISTANCE CAVITY AROUND THE LIGHT POLE TO ACCOMMODATE IT. THE EOR TO TAKE RESPONSIBILITY FOR ENSURING THE LIGHT POLE IS NOT INFLICTING ANY LOADING ON THE STORMTRAP MODULES AND FOUNDATION.

2. TREE LOADING DISCLAIMER:

   THE NUMBER OF TREES OR WEIGHT OF TOTAL PLANT MATERIAL PRESENT ON TOP OF A SINGLE STORMTRAP MODULE SHALL NOT EXCEED 16,000 LBS. THE REQUIREMENTS LISTED HERE APPLY AT BOTH THE TIME OF INSTALLATION AND FOR THE LIFE OF THE TREES AND PLANTS IN QUESTION. THE EOR AND LANDSCAPE ARCHITECT ARE RESPONSIBLE FOR ENSURING THAT TREE AND OTHER PLANT ROOTS DO NOT INTERFERE WITH OR COMPROMISE THE FUNCTIONAL AND STRUCTURAL INTEGRITY OF STORMTRAP'S UNDERGROUND MODULES. APPROPRIATE MEASURES SHOULD BE TAKEN TO PREVENT ROOT GROWTH INTO THE STORMTRAP SYSTEM FROM ADJACENT OR OVERHEAD TREES. FURTHERMORE, THE ROOTS OF THE TREES MUST BE CONTAINED TO PREVENT FUTURE DAMAGE TO THE STORMTRAP SYSTEM. STORMTRAP ACCEPTS NO LIABILITY FOR DAMAGES CAUSED BY TREES OR OTHER VEGETATION PLACED AROUND OR ON TOP OF THE SYSTEM.

3. PRE-TREATMENT/SEDIMENT/FILTER CHAMBER DISCLAIMER:

   FOR SYSTEMS CONTAINING PRE-TREATMENT, SEDIMENTATION AND/OR FILTER CHAMBERS; IF REQUIRED TO BE SEALED TO PREVENT SAND AND/OR PRE-TREATED WATER FROM MIGRATING INTO ADJOINING MODULES, IT IS THE SOLE RESPONSIBILITY OF THE INSTALLING CONTRACTOR TO ENSURE THAT THOSE MODULES ARE SEALED.

4. OUTLET CONTROL STRUCTURE DISCLAIMER (IF SHOWN ON THESE PLANS):

   IF A WATERTIGHT SOLUTION IS REQUIRED FOR AN OUTLET CONTROL STRUCTURE, ALL EXTERIOR COLD JOINTS, INCLUDING JOINT BETWEEN TOP AND BASE MODULES, BETWEEN TOP AND BASE OF ADJOINING SYWONS WALLS, AND JOINTS BETWEEN MODULE AND ADJACENT END PANELS WILL BE THE SOLE RESPONSIBILITY OF THE INSTALLING CONTRACTOR TO PROVIDE AND INSTALL THE WATERTIGHT APPLICATION PER THE EOR'S SPECIFICATION.

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1257 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4548 / F:331-318-5347

ENGINEER INFORMATION:
Simmons & White
2581 Metrocentre Blvd
Suite 3
West Palm Beach, FL
561-478-7848

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GENERAL NOTES

SHEET NUMBER:
1.0

STRUCTURAL DESIGN LOADING CRITERIA

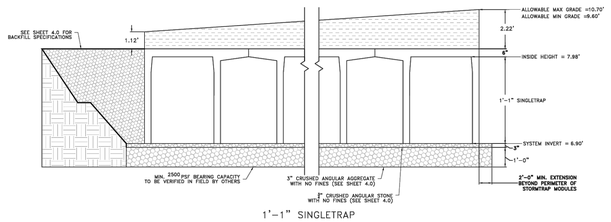
LIVE LOADING: AASHTO HS-20 HIGHWAY LOADING
GROUND WATER TABLE: BELOW INVERT OF SYSTEM
SOIL BEARING PRESSURE: 2500 PSF
SOIL DENSITY: 120 PCF
EQUIVALENT UNSATURATED LATERAL ACTIVE EARTH PRESSURE: 35 PSF / FT.
EQUIVALENT SATURATED LATERAL ACTIVE EARTH PRESSURE: 80 PSF/FT. (IF WATER TABLE PRESENT)
APPLICABLE CODES: ASTM C857
ACI-318
BACKFILL TYPE: SEE SHEET 4.0 FOR BACKFILL OPTIONS

STORMTRAP SYSTEM INFORMATION

UNIT HEADROOM: 1'-1" SINGLETRAP
TOTAL STORAGE PROV: 14,172.64 CUBIC FEET

SITE SPECIFIC DESIGN CRITERIA

1. STORMTRAP UNITS SHALL BE MANUFACTURED AND INSTALLED ACCORDING TO SHOP DRAWINGS APPROVED BY THE INSTALLING CONTRACTOR AND ENGINEER OF RECORD. THE SHOP DRAWINGS SHALL INDICATE SIZE AND LOCATION OF ROOF OPENINGS AND INLET/ OUTLET PIPE TYPES, SIZES, INVERT ELEVATIONS AND SIZE OF OPENINGS.
2. COVER RANGE: MIN. 1.12" MAX. 2.22' CONSULT STORMTRAP FOR ADDITIONAL COVER OPTIONS.
3. ALL DIMENSIONS AND SOIL CONDITIONS, INCLUDING BUT NOT LIMITED TO GROUNDWATER AND SOIL BEARING CAPACITY ARE REQUIRED TO BE VERIFIED IN THE FIELD BY OTHERS PRIOR TO STORMTRAP INSTALLATION.
4. FOR STRUCTURAL CALCULATIONS THE GROUND WATER TABLE IS ASSUMED TO BE BELOW INVERT OF SYSTEM IF WATER TABLE IS DIFFERENT THAN ASSUMED, CONTACT STORMTRAP.



1'-1" SINGLETRAP

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ROMEOVILLE, IL 60446
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NTS

SHEET TITLE:
SINGLETRAP DESIGN CRITERIA

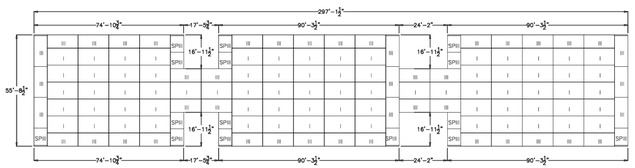
SHEET NUMBER:
1.1

BILL OF MATERIALS

QTY.	UNIT TYPE	DESCRIPTION	WEIGHT
74	I	1'-1" SINGLETRAP	12079
0	II	1'-1" SINGLETRAP	–
65	III	1'-1" SINGLETRAP	9947
0	IV	1'-1" SINGLETRAP	–
0	VII	1'-1" SINGLETRAP	–
0	VII-1	1'-1" SINGLETRAP	–
0	VII-2	1'-1" SINGLETRAP	–
0	VII-3	1'-1" SINGLETRAP	–
0	VII-4	1'-1" SINGLETRAP	–
15	SPIII	1'-1" SINGLETRAP	VARIES
0	SPIV	1'-1" SINGLETRAP	VARIES
0	T2 PANEL	8" THICK PANEL	–
12	T4 PANEL	8" THICK PANEL	787
0	T7 PANEL	8" THICK PANEL	–
24	JOINTWRAP	150' PER ROLL	
0	JOINTTAPE	14.5' PER ROLL	
	TOTAL PIECES = 134		
	TOTAL PANELS = 12		
	HEAVIEST PICK WEIGHT = 12,079		

DESIGN CRITERIA
ALLOWABLE MAX GRADE = 10.70'
ALLOWABLE MIN GRADE = 9.60'
INSIDE HEIGHT ELEVATION = 7.98'
SYSTEM INVERT =6.90'

NOTES:
1. DIMENSIONING OF STORMTRAP SYSTEM SHOWN BELOW ALLOW FOR A 3/4" GAP BETWEEN EACH MODULE.
2. ALL DIMENSIONS TO BE VERIFIED IN THE FIELD BY OTHERS.
3. SEE SHEET 3.0 FOR INSTALLATION SPECIFICATIONS.
4. SP = INDICATES A MODULE WITH MODIFICATIONS.
5. P = INDICATES A MODULE WITH A PANEL ATTACHMENT.
6. CONTRACTORS RESPONSIBILITY TO ENSURE CONSISTENCY/ACCURACY TO FINAL ENGINEER OF RECORD PLAN SET.
7. IN ORDER FOR STORMTRAP TO GENERATE APPROVAL DRAWINGS, CIVIL ENGINEERING DRAWINGS MUST BE PROVIDED TO STORMTRAP AND SHALL INCLUDE ALL PIPE SIZES, PIPE MATERIAL, PIPE INVERT ELEVATIONS, ACCESS OPENING SIZE AND SHAPE. IN ADDITION, FINAL GRADING PLANS SHALL ALSO INCLUDE MINIMUM AND MAXIMUM GRADES OVER THE TOP OF THE STORMTRAP SYSTEM.



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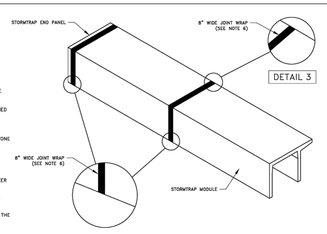
SHEET TITLE:
SINGLETRAP SYSTEM LAYOUT

SHEET NUMBER:
2.0

STORMTRAP INSTALLATION SPECIFICATION

1. STORMTRAP SHALL BE INSTALLED IN ACCORDANCE WITH ASTM C891 (STANDARD PRACTICE FOR INSTALLATION OF UNDERGROUND PRECAST CONCRETE UTILITY STRUCTURES). THE FOLLOWING ADDITIONS AND/OR EXCEPTIONS ARE PROVIDED FOR EMPHASIS. THE MENTION OF THESE ITEMS DOES NOT PRECLUDE THE INSTALLING CONTRACTOR FROM FOLLOWING ASTM C891 IN ITS ENTIRETY AND IMPLEMENTING ALL APPROPRIATE MEASURES. THE INSTALLING CONTRACTOR OWNS AND IS RESPONSIBLE FOR THE STORMTRAP SYSTEM UPON REMOVAL OF THE MODULES FROM THE DELIVERY TRUCK THROUGH "FINAL CONSTRUCTION". FINAL CONSTRUCTION IS ACHIEVED WHEN ALL MODULES ARE SET, FULLY BACKFILLED, AND WHEN FINAL FINISHED GRADES ARE REACHED. THE CONTRACTOR IS RESPONSIBLE FOR ANY COUNTERMEASURES NECESSARY TO RESIST UPLIFT/BUOYANCY BEFORE "FINAL CONSTRUCTION" IS ACHIEVED.
2. IT IS THE RESPONSIBILITY OF THE INSTALLING CONTRACTOR TO ENSURE THAT PROPER/ADEQUATE EQUIPMENT IS USED TO SET/INSTALL THE MODULES.
3. THE AGGREGATE FOUNDATION HAS BEEN DESIGNED BASED ON THE FOLLOWING ASSUMPTIONS. THESE ASSUMPTIONS WILL NEED TO BE VERIFIED BY A GEOTECHNICAL ENGINEER WHICH WILL NEED TO BE EMPLOYED BY THE OWNER.
   - 3.1. A QUALIFIED GEOTECHNICAL ENGINEER WILL BE EMPLOYED, BY OWNER, TO PROVIDE ASSISTANCE IN EVALUATING THE EXISTING SOIL CONDITIONS BELOW THE PROPOSED ENGINEERED STONE FOUNDATION. IF A STONE FOUNDATION DESIGN IS TO BE USED, THE BEARING PRESSURE OF THE SOILS BELOW THE STONE WILL NEED TO MEET OR EXCEED ALLOWABLE CAPACITY. IF THIS IS NOT POSSIBLE, THE STONE FOUNDATION MAY NOT BE AN OPTION FOR THIS LOCATION.
   - 3.2. A QUALIFIED GEOTECHNICAL ENGINEER WILL BE EMPLOYED, BY OWNER, TO EVALUATE A SOURCE OF STONE AGGREGATES THAT WILL BE PLACED ON PROPERLY COMPACTED SOILS (SEE SHEET 1.1 FOR SOIL BEARING CAPACITY REQUIREMENTS). THE AGGREGATE BASE COURSE FOR WHICH THE STORMTRAP SYSTEM WILL BEAR DIRECTLY ON SHALL CONSIST OF A 3" THICK BED OF 2" DIAMETER ANGULAR STONE, WELL COMPACTED AND SEATED, WITH NO FINES, AND A 1'-0" THICK BED OF 2" ANGULAR AGGREGATE (SEE SHEET 4.0 FOR FURTHER DESCRIPTION/EXPLANATION). PLEASE NOTE THAT THESE ARE ONLY MINIMUM RECOMMENDATIONS AND A QUALIFIED GEOTECHNICAL ENGINEER SHALL BE USED TO DETERMINE THE EXACT REQUIREMENTS FOR THE LOCATIONS THAT THE STORMTRAP SYSTEM IS TO BE LOCATED.
   - 3.3. THE CONTRACTOR SHALL REMOVE ANY AND ALL EXPANDABLE OR COLLAPSIBLE SOILS AT THE DIRECTION OF A QUALIFIED GEOTECHNICAL ENGINEER.
   - 3.4. THE AGGREGATE FOUNDATION SHALL BE INSTALLED SUCH THAT THE AGGREGATE EXTENDS A MINIMUM OF 2'-0" PAST THE OUTSIDE OF THE SYSTEM (SEE DETAIL 1).
   - 3.5. THE 2" AGGREGATE SHALL BE COMPACTED USING A VIBRATING ROLLER WITH ITS' FULL DYNAMIC FORCE APPLIED TO ACHIEVE A FLAT SURFACE.
   - 3.6. DISK, DRY AND COMPACT THE TOP 8" OF THE SUBGRADE SOILS TO 95% OF THE STANDARD DRY DENSITY AND 110% OPTIMUM MOISTURE CONTENT.
   - 3.7. AGGREGATE SHALL BE GRADED WITHIN +/- 1" OF THE GRADE SHOWN ON THE PLANS.
   - 3.8. MINIMUM SOIL BEARING CAPACITY LISTED ON SHEET 1.1 SHALL BE VERIFIED IN FIELD BY OTHERS.
4. THE STORMTRAP MODULES SHALL BE PLACED SUCH THAT THE MAXIMUM SPACE BETWEEN ADJACENT MODULES DOES NOT EXCEED 3" (SEE DETAIL 2). IF THE SPACE EXCEEDS 3", THE MODULES SHALL BE RESET WITH APPROPRIATE ADJUSTMENT MADE TO LINE AND GRADE TO BRING THE SPACE INTO SPECIFICATION.
5. STORMTRAP MODULES ARE NOT WATERTIGHT.
6. ALL EXTERIOR ROOF AND EXTERIOR VERTICAL WALL JOINTS BETWEEN ADJACENT STORMTRAP MODULES SHALL BE SEALED WITH 8" WIDE PRE-FORMED, COLD-APPLIED, SELF-ADHERING ELASTOMERIC RESIN, BONDED TO A WOVEN , HIGHLY PUNCTURE RESISTANT POLYMER WRAP, CONFORMING TO ASTM C891 AND SHALL BE INTEGRATED WITH PRIMER SEALANT AS APPROVED BY STORMTRAP (SEE DETAILS 2, 3, & 4). THE JOINT WRAP DOES NOT PROVIDE A WATERTIGHT SEAL. THE SOLE PURPOSE OF THE JOINT WRAP IS TO PROVIDE A SLT AND SOIL TIGHT SYSTEM. THE ADHESIVE EXTERIOR JOINT WRAP SHALL BE INSTALLED ACCORDING TO THE FOLLOWING INSTALLATION INSTRUCTIONS:
   - 6.1. USE A BRUSH OR WET CLOTH TO THOROUGHLY CLEAN THE OUTSIDE SURFACE AT THE POINT WHERE THE JOINT WRAP IS TO BE APPLIED.
   - 6.2. A RELEASE PAPER PROTECTS THE ADHESIVE SIDE OF THE JOINT WRAP. PLACE THE ADHESIVE TAPE (ADHESIVE SIDE DOWN) AROUND THE STRUCTURE, REMOVING THE RELEASE PAPER AS YOU GO. PRESS THE JOINT WRAP FIRMLY AGAINST THE STORMTRAP MODULE SURFACE WHEN APPLYING.
7. IF THE CONTRACTOR NEEDS TO CANCEL ANY SHIPMENTS, THEY MUST DO SO 48 HOURS PRIOR TO THEIR SCHEDULED ARRIVAL AT THE JOB SITE. IF CANCELED AFTER THAT TIME, PLEASE CONTACT THE PROJECT MANAGER.
8. IF THE STORMTRAP MODULE(S) IS DAMAGED IN ANY WAY PRIOR, DURING, OR AFTER INSTALL, STORMTRAP, MUST BE CONTACTED IMMEDIATELY TO ASSESS THE DAMAGE AND TO DETERMINE WHETHER OR NOT THE MODULE(S) WILL NEED TO BE REPLACED. IF ANY MODULE ARRIVES AT THE JOBSITE DAMAGED DO NOT UNLOAD IT; CONTACT STORMTRAP, IMMEDIATELY. ANY DAMAGE NOT REPORTED BEFORE THE TRUCK IS UNLOADED WILL BE THE CONTRACTOR'S RESPONSIBILITY.
9. STORMTRAP MODULES CANNOT BE ALTERED IN ANY WAY AFTER MANUFACTURING WITHOUT WRITTEN CONSENT FROM STORMTRAP.



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ENGINEER INFORMATION:
Simmons & White
2581 Metrocentre Blvd
Suite 3
West Palm Beach, FL
561-478-7848

PROJECT INFORMATION:
Somerset Parkland
Academy Option 2

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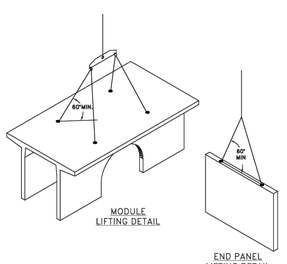
SCALE:
NTS

SHEET TITLE:
SINGLETRAP INSTALLATION SPECIFICATION

SHEET NUMBER:
3.0

STORMTRAP MODULE LIFTING SPECIFICATION

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL (4) CHAINS/CABLES ARE SECURED PROPERLY TO THE LIFTING ANCHORS AND IN EQUAL TENSION WHEN LIFTING THE STORMTRAP MODULE.
2. MINIMUM 7'-0" CHAIN/CABLE LENGTH TO BE USED TO LIFT STORMTRAP MODULES (SUPPLIED BY CONTRACTOR).
3. CONTRACTOR TO ENSURE MINIMUM LIFTING ANGLE IS 60° FROM TOP SURFACE OF STORMTRAP MODULE. SEE DETAIL.
4. IT IS UNDERSTOOD AND AGREED THAT AT ALL TIMES DURING WHICH ADJUSTING AND RIGGING EQUIPMENT IS BEING SUPPLIED TO THE PURCHASER, OPERATOR OF SUCH EQUIPMENT SHALL BE IN CHARGE OF HIS ENTIRE EQUIPMENT AND SHALL AT ALL TIMES BE THE JUDGE OF THE SAFETY AND PROPERTY OF ANY SUGGESTION TO HIM FROM THE SELLER, ITS AGENTS OR EMPLOYEES. PURCHASER AGREES TO SAVE, INDEMNIFY AND HOLD HARMLESS SELLER FROM ALL LOSS, CLAIMS, DEMANDS OR CAUSES OF ACTION, WHICH MAY ARISE FROM THE EXISTENCE OR OPERATION OF SAID EQUIPMENT.

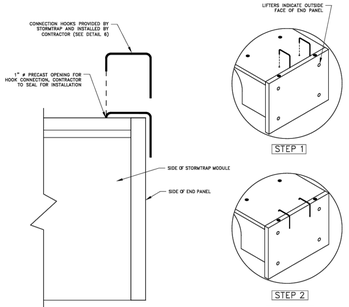


MODULE LIFTING DETAIL

END PANEL LIFTING DETAIL

END PANEL ERECTION/INSTALLATION SPECIFICATION

1. END PANELS WILL BE SUPPLIED TO CLOSE OFF OPEN ENDS OF ROWS.
2. PANELS SHALL BE INSTALLED IN A TILT UP FASHION DIRECTLY ADJACENT TO OPEN END OF MODULE (REFER TO SHEET 2.0 FOR END PANEL LOCATIONS). SIDE WITH LIFTERS INDICATES OUTSIDE FACE.
3. CONNECTION HOOKS WILL BE SUPPLIED WITH END PANELS TO SECURELY CONNECT PANEL TO ADJACENT STORMTRAP MODULE (SEE PANEL CONNECTION ELEVATION VIEW).
4. ONCE CONNECTION HOOK IS ATTACHED, LIFTING CLUTCHES MAY BE REMOVED.
5. JOINT WRAP SHALL BE PLACED AROUND PERIMETER JOINT PANEL (SEE SHEET 3.0).



PANEL CONNECTION ELEVATION VIEW

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ENGINEER INFORMATION:
Simmons & White
2581 Metrocentre Blvd
Suite 3
West Palm Beach, FL
561-478-7848

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SHEET TITLE:
SINGLETRAP INSTALLATION SPECIFICATION

SHEET NUMBER:
3.1

3/6/2026

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY GREGORY FRANKLIN BOLEN, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

GREGORY FRANKLIN BOLEN LICENSE No. 56729 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Gregory F Bolen
DN: CN=Gregory F Bolen, 2.16.840.1.113549.1.9.1=gbolen@simmonswhite.com, OU=Authorized, O=SW, C=US
Date: 2026.03.06 12:09:40-05'00'

REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.G.	C.O.			

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
CONCEPTUAL SUBSURFACE STORM WATER MANAGEMENT SYSTEM DETAILS

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24129C10	10	15

Y:\AUTOCAD_FILES\2024\24-129\CONCEPTUAL\24129C10-11_SSWMD.dwg 3/6/2026 11:21 AM Phoebe Lowe

ZONE CHART

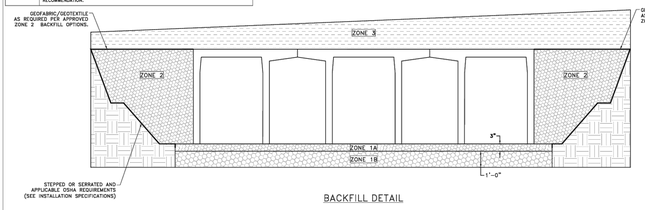
ZONES	ZONE DESCRIPTIONS	REMARKS
ZONE 1A	FOUNDATION AGGREGATE	#5 (2") STONE ANGULAR AGGREGATE (SEE NOTE 4 FOR DESCRIPTION)
ZONE 1B	FOUNDATION AGGREGATE (INFILTRATION NOT ALLOWED)	3" RECYCLED CRUSHED CONCRETE (SEE NOTES 5 & 6 FOR DESCRIPTION)
	FOUNDATION AGGREGATE (INFILTRATION ALLOWED)	3" STONE AGGREGATE (SEE NOTE 5)
ZONE 2	BACKFILL	UNIFIED SOILS CLASSIFICATION (GW, GP, SW, SP) OR SEE BELOW FOR APPROVED BACKFILL OPTIONS
ZONE 3	FINAL COVER OVERTOP	MATERIALS NOT TO EXCEED 120 PCF

APPROVED ZONE 2 BACKFILL OPTIONS

OPTION	REMARKS
#7 STONE AGGREGATE	THE STONE AGGREGATE SHALL CONSIST OF CLEAN AND FREE DRAINING ANGULAR MATERIAL. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 10% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE BACKFILL (ASTM SIZE #57) AS DETERMINED BY THE GEOTECHNICAL ENGINEER.
SAND	IMPORTED PURE SAND IS PERMITTED TO BE USED AS BACKFILL IF IT IS CLEAN AND FREE DRAINING. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING #40 SIEVE AND LESS THAN 5% PASSING #200 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE SAND BACKFILL.
CRUSHED CONCRETE AGGREGATE	CLEAN, FREE DRAINING CRUSHED CONCRETE AGGREGATE MATERIAL CAN BE USED AS BACKFILL FOR STORMTRAP'S MODULES. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE BACKFILL.
ROAD PACK	STONE AGGREGATE 100% PASSING THE 1-1/2" SIEVE WITH LESS THAN 12% PASSING THE #200 SIEVE (ASTM SIZE #467). GEOFABRIC AS PER GEOTECHNICAL ENGINEER RECOMMENDATION.

FILL DEPTH	TRACK WIDTH	MAX VEHICLE WEIGHT (KIPS)	MAX GROUND PRESSURE
12"	12"	51.8	1890 psf
	18"	56.1	1219 psf
	24"	58.1	1111 psf
	30"	76.7	1000 psf
	36"	85.0	924 psf

NOTE: TRACK LENGTH NOT TO EXCEED 15'-4". ONLY TWO TRACKS PER VEHICLE.



BACKFILL DETAIL

STORMTRAP ZONE INSTALLATION SPECIFICATION/PROCEDURE

1. THE FILL PLACED AROUND THE STORMTRAP MODULES MUST BE DEPOSITED ON BOTH SIDES AT THE SAME TIME AND TO APPROXIMATELY THE SAME ELEVATION, AT NO TIME SHALL THE FILL BEHIND ONE SIDE WALL BE MORE THAN 2'-0" HIGHER THAN THE FILL ON THE OPPOSITE SIDE. BACKFILL SHALL EITHER BE COMPACTED AND/OR VIBRATED TO ENSURE THAT BACKFILL AGGREGATE/STONE MATERIAL IS WELL SEATED AND PROPERLY INTER LOCKED. CARE SHALL BE TAKEN TO PREVENT ANY WEDGING ACTION AGAINST THE STRUCTURE, AND ALL SLOPES WITHIN THE AREA TO BE BACKFILLED MUST BE STEPPED OR SERRATED TO PREVENT WEDGING ACTION. CARE SHALL ALSO BE TAKEN AS NOT TO DISRUPT THE FOUNDATION SOIL BELOW THE MODULES. SEE SHEET 4.0 FOR APPROVED BACKFILL OPTIONS. SEE ZONE 2 BACKFILL CHART ON THIS PAGE FOR APPROVED BACKFILL OPTIONS. IF NATIVE EARTH IS SUSCEPTIBLE TO LATERAL MIGRATION, CONFIRM WITH GEOTECHNICAL ENGINEER AND PROVIDE PROTECTION AS REQUIRED (PROVIDED BY OTHERS). ALL MODULES MUST BE SET AND ALL SIDES MUST BE FULLY BACKFILLED BEFORE TRAVEL OVERTOP THE SYSTEM IS PERMITTED. SEE NOTE 2 FOR EXCEPTIONS AND LIMITATIONS.
2. THE FILL PLACED OVERTOP THE SYSTEM SHALL BE PLACED IN MINIMUM 6" LIFTS AT NO TIME SHALL MACHINERY OR VEHICLES TRAVEL OVER THE SYSTEM UNLESS ADEQUATE COVER IS ACHIEVED, SEE SHEET 1.1 TRAVEL OVERTOP THE SYSTEM. IF TRAVEL OVER THE SYSTEM OCCURS BEFORE THE MINIMUM DESIGN COVER IS ACHIEVED, IT MAY BE NECESSARY TO REDUCE THE ULTIMATE LOAD/BURDEN OF THE OPERATING MACHINERY SO AS TO NOT EXCEED THE DESIGN CAPACITY OF THE SYSTEM. VEHICLES AND MACHINERY USED TO PLACE FILL MATERIAL ON TOP OF THE SYSTEM SHALL TRAVEL PARALLEL TO THE LONGITUDINAL AXIS OF THE STORMTRAP MODULES WHENEVER POSSIBLE.
3. THE VIBRATORY FUNCTION OF ANY ROLLER, COMPACTOR, VEHICLE, ETC. SHALL NOT BE USED OVERTOP THE SYSTEM UNTIL THE MINIMUM DESIGN COVER IS ACHIEVED. IN SOME CASES, HAND COMPACTION MAY BE NECESSARY TO ENSURE THAT THE ALLOWABLE DESIGN LOADING IS NOT EXCEEDED.
4. FREE DRAINING ANGULAR AGGREGATE - 80% AGGREGATE RETAINED ON 2" SIEVE MAJORITY OF AGGREGATE SIZE BETWEEN 2" AND 1" ONLY 5% OF MATERIAL PASSING #8 SIEVE.
5. FREE DRAINING, NO FINES, 2" ANGULAR AGGREGATE - MAJORITY OF STONE SIZE IN BETWEEN 1½" AND 3" - VERY SIMILAR TO AASHTO (#1, #2, #3, & #34) STONE AGGREGATE GRADATION.
6. CRUSHED CONCRETE AGGREGATE IS KNOWN TO REACT WITH WATER AND CAN INCREASE THE PH VALUE OF THE GROUND WATER. PRIOR TO USING CRUSHED CONCRETE AGGREGATE IN ZONE 1B IT IS IMPERATIVE THAT THE USE OF SUCH MATERIAL SHALL BE VERIFIED BY THE EOR AND/OR THE PROJECT GEOTECHNICAL ENGINEER.

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1227 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4549 / F:331-318-5347

ENGINEER INFORMATION:
Simmons & White
2581 Metrocentre Blvd
Suite 3
West Palm Beach, FL
561-478-7848

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SHEET TITLE: SINGLETRAP BACKFILL SPECIFICATION

SHEET NUMBER: 4.0

ACCESS OPENING SPECIFICATION

1. A TYPICAL ACCESS OPENING FOR THE STORMTRAP SYSTEM ARE 2'-0" IN DIAMETER. ACCESS OPENINGS LARGER THAN 4'-0" IN DIAMETER NEED TO BE APPROVED BY STORMTRAP. ALL OPENINGS MUST BE A MINIMUM OF 1'-0" OF CLEARANCE FROM THE END OF THE STORMTRAP MODULE UNLESS NOTED OTHERWISE. ALL ACCESS OPENINGS TO BE LOCATED ON INSIDE LEG UNLESS OTHERWISE SPECIFIED. SEE SHEET 2.0 FOR SIZES AND LOCATIONS.
2. UNLESS OTHERWISE SPECIFIED, PLASTIC COATED STEPS ARE PROVIDED INSIDE ANY MODULE WHERE DESIGN NECESSARY. THE HIGHEST STEP IN THE MODULE IS TO BE PLACED A DISTANCE OF 1'-0" FROM THE INSIDE EDGE OF THE STORMTRAP MODULES. ALL ENSUING STEPS SHALL BE PLACED AT A DISTANCE BETWEEN 10" MIN AND 14" MAX BETWEEN THEM. STEPS MAY BE MOVED OR ALTERED TO AVOID OPENINGS OR OTHER IRREGULARITIES IN THE MODULE.
3. STORMTRAP LIFTING INSERTS MAY BE RELOCATED TO AVOID INTERFERENCE WITH ACCESS OPENINGS OR THE CENTER OF GRAVITY OF THE MODULE AS NEEDED.
4. STORMTRAP ACCESS OPENINGS MAY BE RELOCATED TO AVOID INTERFERENCE WITH INLET AND/OR OUTLET PIPE OPENINGS SO PLACEMENT OF STEPS IS ATTAINABLE.
5. ACCESS OPENINGS SHOULD BE LOCATED IN ORDER TO MEET THE APPROPRIATE GRADING AND DRAINAGE REQUIREMENTS. INSPECTION AND CONVENES AT LEAST TWO ACCESS OPENINGS PER SYSTEM FOR ACCESS AND INSPECTION.
6. USE PRECAST ADJUSTING RINGS AS NEEDED TO MEET GRADE. STORMTRAP RECOMMENDS FOR COVER OVER 2' TO USE PRECAST BARREL OR CONE SECTIONS. (PROVIDED BY OTHERS)

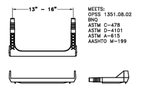
PIPE OPENING SPECIFICATION

1. MINIMUM EDGE DISTANCE FOR AN OPENING ON THE OUTSIDE WALL SHALL BE NO LESS THAN 1'-0".
2. CONNECTING PIPES MAY BE INSTALLED WITH A 1'-0" CONCRETE COLLAR AND AN AGGREGATE CRADLE (AS REQUIRED) FOR AT LEAST ONE PIPE LENGTH (SEE PIPE CONNECTION DETAIL). A STRUCTURAL GRADE CONCRETE OR HIGH STRENGTH, NON-SHRINK GROUT WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3000 PSI MAY BE USED.
3. THE ANNULAR SPACE BETWEEN THE PIPE AND THE HOLE SHALL BE FILLED WITH HIGH STRENGTH NON-SHRINK GROUT.

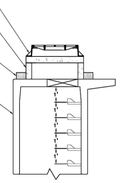
PIPE INSTALLATION INSTRUCTIONS

1. CLEAN AND LIGHTLY LUBRICATE ALL OF THE PIPE TO BE INSERTED INTO STORMTRAP.
2. IF PIPE IS CUT, CARE SHOULD BE TAKEN TO ALLOW NO SHARP EDGES. BEVEL AND LUBRICATE LEAD END OF OF PIPE.
3. ALIGN CENTER OF PIPE TO CORRECT ELEVATION AND INSERT INTO OPENING.

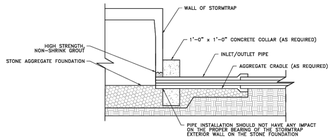
NOTE: ALL ANCILLARY PRODUCTS/SPECIFICATIONS RECOMMENDED AND SHOWN ON THIS SHEET INCLUDING BUT NOT LIMITED TO CONCRETE COLLARS, AGGREGATE CRADLES, GRADE RINGS, RISER SECTIONS, ETC., ARE RECOMMENDATIONS ONLY AND SUBJECT TO CHANGE PER THE INSTALLING CONTRACTOR AND/OR PER LOCAL MUNICIPAL CODE/REQUIREMENTS.



STEP DETAIL



RISER/STAIR DETAIL



PIPE CONNECTION DETAIL
WHEN PIPE INVERT IS AT
INVERT OF STORMTRAP SYSTEM

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ROMEOVILLE, IL 60446
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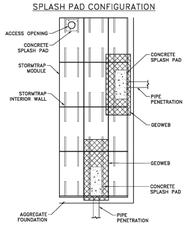
SHEET TITLE: PIPE / ACCESS OPENING SPECIFICATION

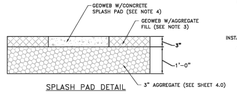
SHEET NUMBER: 5.0

GEOWEB AND SPLASH PAD INSTALLATION SPECIFICATION

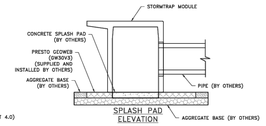
1. THE APPROVED GEOWEB SHALL BE PRESTO GEOWEB (GW30V3). THE GEOWEB NOMINAL DIMENSIONS SHALL BE 9'-7" x 23'-1".
2. THE CONCRETE SPLASH PAD AND GEOWEB SHALL BE INSTALLED PRIOR TO INSTALLATION OF THE STORMTRAP MODULES.
3. THE GEOWEB INFILL MATERIAL SHALL BE #5 AGGREGATE.
4. THE CONCRETE SPLASH PAD SHALL BE INSTALLED WITHIN THE GEOWEB AND IS REQUIRED AT ALL PIPE ENTRY LOCATIONS.
5. THE GEOWEB EDGE SHALL BE INSTALLED 1'-FT BEYOND THE OUTER PERIMETER OF THE STORMTRAP SYSTEM.
6. THE GEOWEB LONGITUDINAL DIMENSION (23'-FT) SHALL BE INSTALLED PARALLEL TO THE STORMTRAP LEGS.
7. THE CONCRETE SPLASH PAD AND GEOWEB SHALL BE CENTERED AT THE PIPE PENETRATION.
8. REFER TO SPLASH PAD LAYOUT FOR CONCRETE SPLASH PAD DIMENSIONS.
9. IF ANY PRODUCT OTHER THAN PRESTO GEOWEB IS TO BE INSTALLED, THE PRODUCT MANUFACTURER IS REQUIRED TO SUBMIT A LETTER STATING THAT THE PRODUCT IS EQUAL OR SUPERIOR TO PRESTO GEOWEB, BOTH IN PERFORMANCE AND IN STRUCTURAL CAPACITY.
10. ALL GEOWEB AND SPLASH PADS TO BE SUPPLIED AND INSTALLED BY CONTRACTOR.
11. A CONCRETE SPLASH PAD IS REQUIRED AT ANY ACCESS OPENING THAT HAS AN OPEN GRATE FOR DRAINAGE. THE CONCRETE SPLASH PAD SHALL EXTEND BETWEEN THE UNIT AND THE FIRST ROW OF CELLS AND SHALL BE CENTERED ON THE OPENING ON BOTH SIDES UNLESS SPECIFIED OTHERWISE ON THE SPLASH PAD LAYOUT. GEOWEB IS NOT REQUIRED UNDER ACCESS OPENINGS.

SPLASH PAD CONFIGURATION

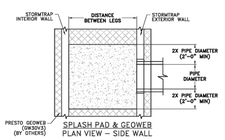




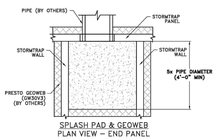
SPLASH PAD DETAIL



SPLASH PAD ELEVATION



SPLASH PAD & GEOWEB
PLAN VIEW - SIDE WALL



SPLASH PAD & GEOWEB
PLAN VIEW - END PANEL

StormTrap
PATENTS LISTED AT: [HTTPS://STORMTRAP.COM/PATENTS]
1227 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4549 / F:331-318-5347

ENGINEER INFORMATION:
Simmons & White
2581 Metrocentre Blvd
Suite 3
West Palm Beach, FL
561-478-7848

PROJECT INFORMATION:
Somerset Parkland Academy Option 2
Parkland, FL

CURRENT ISSUE DATE:
07/09/2025

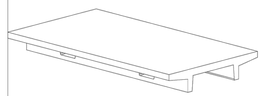
ISSUED FOR:
PRELIMINARY

REV.	DATE:	ISSUED FOR:	DWN BY:
1	07/09/2025	PRELIMINARY	JT

SCALE: NTS

SHEET TITLE: SPLASH PAD & GEOWEB DETAILS

SHEET NUMBER: 6.0



TYPE I

TYPE III

TYPE IV END PANEL

NOTES:
1. OPENING LOCATIONS AND SHAPES MAY VARY.
2. SP - INDICATES A MODULE WITH MODIFICATIONS.
3. P - INDICATES A MODULE WITH A PANEL ATTACHMENT.
4. POCKET WINDOW OPENINGS ARE OPTIONAL.

StormTrap
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REV.	DATE:	ISSUED FOR:	DWN BY:
1	07/09/2025	PRELIMINARY	JT

SCALE: NTS

SHEET TITLE: SINGLETRAP MODULE TYPES

SHEET NUMBER: 7.0

3/6/2026

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY GREGORY FRANKLIN BOLEN, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

GREGORY FRANKLIN BOLEN LICENSE No. 56729 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Gregory F Bolen
DN: dc=com, dc=bentley, ou=Users, cn=gbolen@simmonswhite.com, 0.9.2342.19200300.100.1.1=gbolen@simmonswhite.com, 2.16.840.1.113730.3.4.2.1=Gregory F Bolen, 2.16.840.1.113730.3.4.2.2=P.E., 2.16.840.1.113730.3.4.2.3=56729, 2.16.840.1.113730.3.4.2.4=FL, 2.16.840.1.113730.3.4.2.5=Civil, 2.16.840.1.113730.3.4.2.6=Simmons & White, 2.16.840.1.113730.3.4.2.7=West Palm Beach, 2.16.840.1.113730.3.4.2.8=Florida, 2.16.840.1.113730.3.4.2.9=Engineer, 2.16.840.1.113730.3.4.2.10=Professional, 2.16.840.1.113730.3.4.2.11=Civil, 2.16.840.1.113730.3.4.2.12=Engineer, 2.16.840.1.113730.3.4.2.13=Civil, 2.16.840.1.113730.3.4.2.14=Engineer, 2.16.840.1.113730.3.4.2.15=Civil, 2.16.840.1.113730.3.4.2.16=Engineer, 2.16.840.1.113730.3.4.2.17=Civil, 2.16.840.1.113730.3.4.2.18=Engineer, 2.16.840.1.113730.3.4.2.19=Civil, 2.16.840.1.113730.3.4.2.20=Engineer, 2.16.840.1.113730.3.4.2.21=Civil, 2.16.840.1.113730.3.4.2.22=Engineer, 2.16.840.1.113730.3.4.2.23=Civil, 2.16.840.1.113730.3.4.2.24=Engineer, 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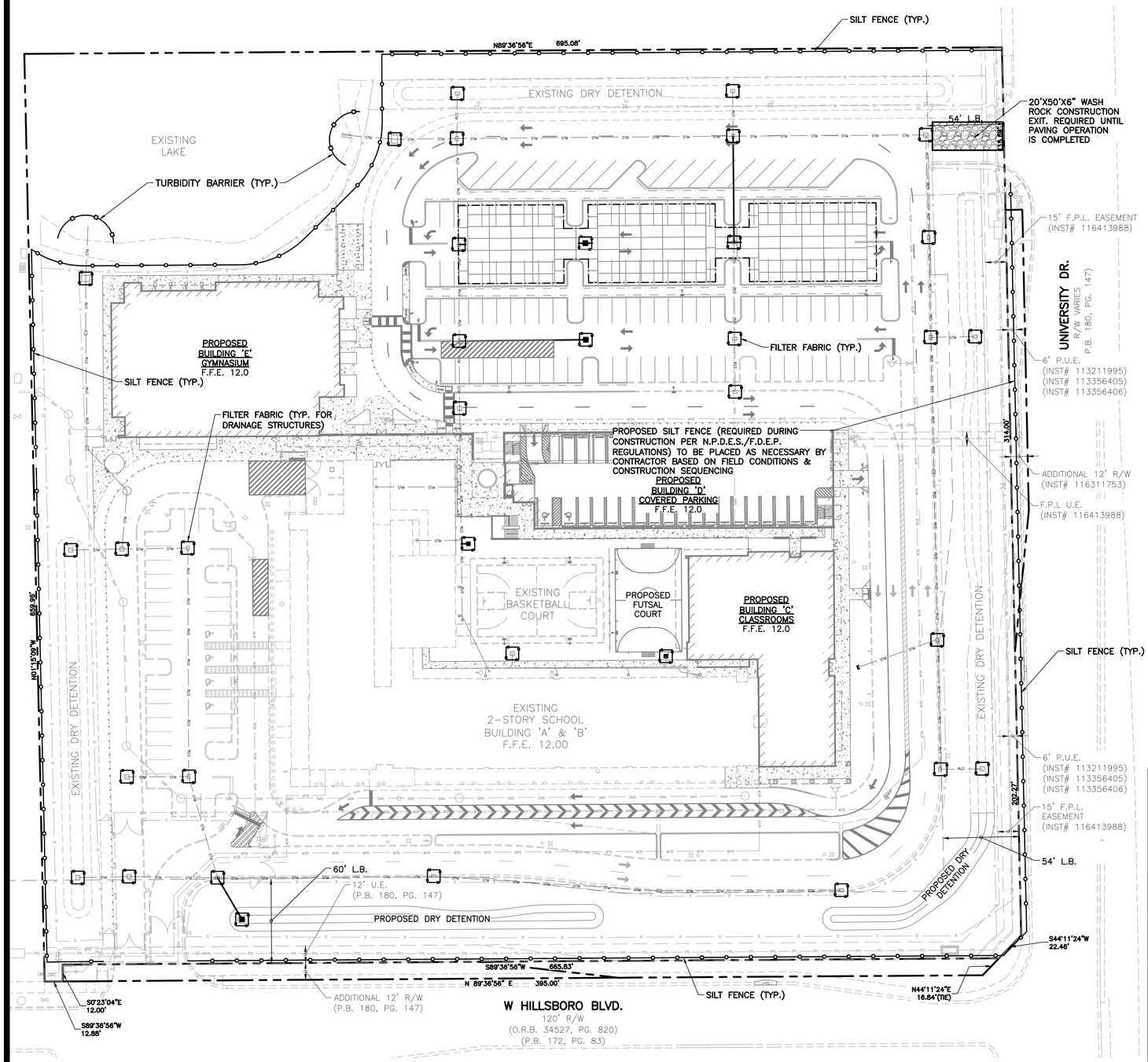
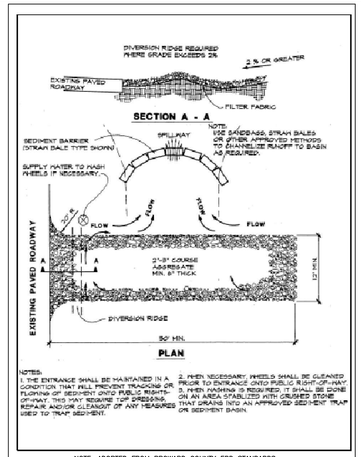


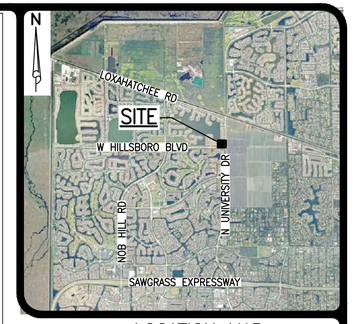


NOTE: ADOPTED FROM BROWARD COUNTY EPD STANDARDS

TEMPORARY CONSTRUCTION ENTRANCE

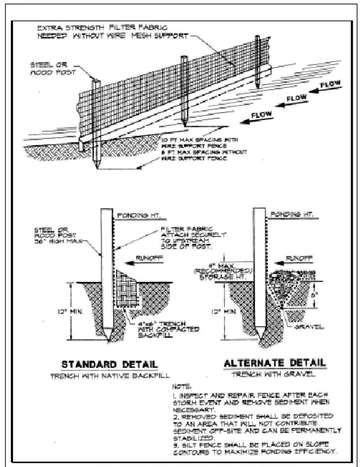
NOTE: ADOPTED FROM BROWARD COUNTY EPD STANDARDS

INLET PROTECTION



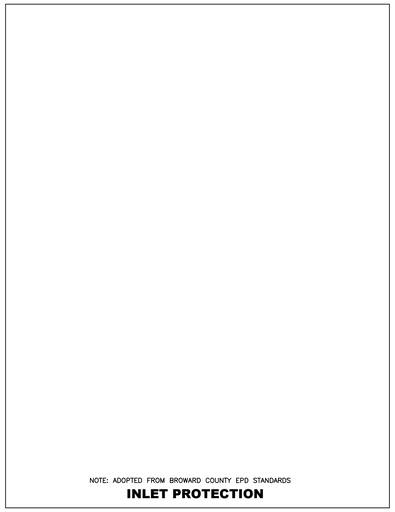
LOCATION MAP

NOT TO SCALE



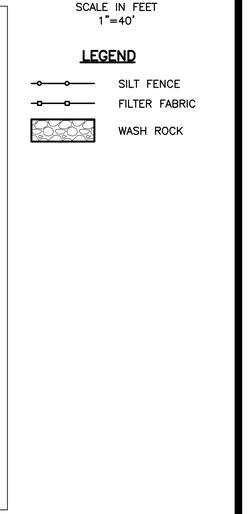
NOTE: ADOPTED FROM BROWARD COUNTY EPD STANDARDS

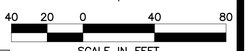
SILT FENCE



NOTE: ADOPTED FROM BROWARD COUNTY EPD STANDARDS

TURBIDITY BARRIERS





LEGEND

- SILT FENCE
- FILTER FABRIC
- WASH ROCK

POLLUTION PREVENTION NOTES:

1.) THIS PLAN SHOULD BE USED AS A GUIDE, A COMPLETE STORMWATER POLLUTION PLAN SHOULD BE DEVELOPED BY THE CONTRACTOR TO MEET OR EXCEED F.D.E.P. REQUIREMENTS.
2.) CONTRACTOR IS RESPONSIBLE TO ENSURE THAT NO DIRT BE TRACKED OFF-SITE OR LEAVES THE SITE BY WIND, RUNOFF, OR OTHER MEANS.
3.) CONTRACTOR SHALL BE RESPONSIBLE FOR ALL N.P.D.E.S. REQUIREMENTS INCLUDING FILING OF N.O.I., MONITORING REPORTS AND N.O.T.
4.) POLLUTION PREVENTION MEASURES SHALL CONSIST OF, BUT NOT LIMITED TO, THE FOLLOWING:
A. CONSTRUCT WASHROCK PAD AT ALL POINTS EGRESS FOR WASHDOWN OF TRUCK TIRES.
B. CONSTRUCT EROSION CONTROL FENCE AND/OR TURBIDITY SCREENS ALONG PROPERTY LINES AS NEEDED.
C. NO AREA SHALL BE LEFT BARREN OR SUBJECT TO EROSION DURING CONSTRUCTION. SEEDING AND MULCHING IS REQUIRED FOR ANY AREAS ANTICIPATED TO BE BARREN DURING CONSTRUCTION FOR MORE THAN 15 DAYS.
D. TURBIDITY BARRIERS TO BE UTILIZED AT PROJECT OUTFALL.
E. OTHER MEASURES AS DIRECTED BY THE ENGINEER, CITY OF PARKLAND, OR BROWARD COUNTY.
5.) IT IS THE CONTRACTORS RESPONSIBILITY TO COMPLY WITH ALL LOCAL, STATE AND FEDERAL POLLUTION PREVENTION REQUIREMENTS. FOR AFFECTED AREAS GREATER THAN 1 ACRE, COMPLIANCE SHALL INCLUDE (BUT IS NOT LIMITED TO) THE FOLLOWING:
A. PREPARATION OF A STORMWATER POLLUTION PREVENTION PLAN (S.W.P.P.P.) IN ACCORDANCE WITH THE D.E.P. "GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES" (D.E.P. DOCUMENT NO. 62-621.300(4)(A))
B. SUBMITTAL OF THE NOTICE OF INTENT (N.O.I.) TO THE D.E.P.
C. MAINTENANCE AND INSPECTION OF THE ELEMENTS OF THE S.W.P.P.P.
D. MAINTENANCE OF RECORDS (INSPECTION REPORTS, N.O.I, S.W.P.P.P., ETC.)
E. SUBMITTAL OF THE NOTICE OF TERMINATION TO THE D.E.P. AT THE CONCLUSION OF THE PROJECT.
6.) PROPOSED SILT FENCE (REQUIRED DURING CONSTRUCTION PER N.P.D.E.S./F.D.E.P. REGULATIONS) TO BE PLACED AS NECESSARY BY CONTRACTOR BASED ON FIELD CONDITIONS & CONSTRUCTION SEQUENCING.

3/6/2026

48 HOURS BEFORE DIGGING
BROWARD • PALM BEACH • INDIAN RIVER
ST. LUCIE • MARTIN COUNTIES
CALL TOLL FREE
1-800-432-4770
SUNSHINE STATE 1 CALL
UNDERGROUND UTILITIES
NOTIFICATION CENTER

NOTE: ALL ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) OF 1988 BASED ON A SURVEY PREPARED BY GEOPOINT SURVEYING, INC. (561) 444-2720.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY GREGORY FRANKLIN BOLEN, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

GREGORY FRANKLIN BOLEN LICENSE No. 56729 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Gregory F Bolen
DN: CN=Gregory F Bolen, C=US
Date: 2026.03.06 12:00:45 -05'00'

1.) REVISED PER CITY OF PARKLAND COMMENTS, 08/28/25 B.L.

REVISIONS

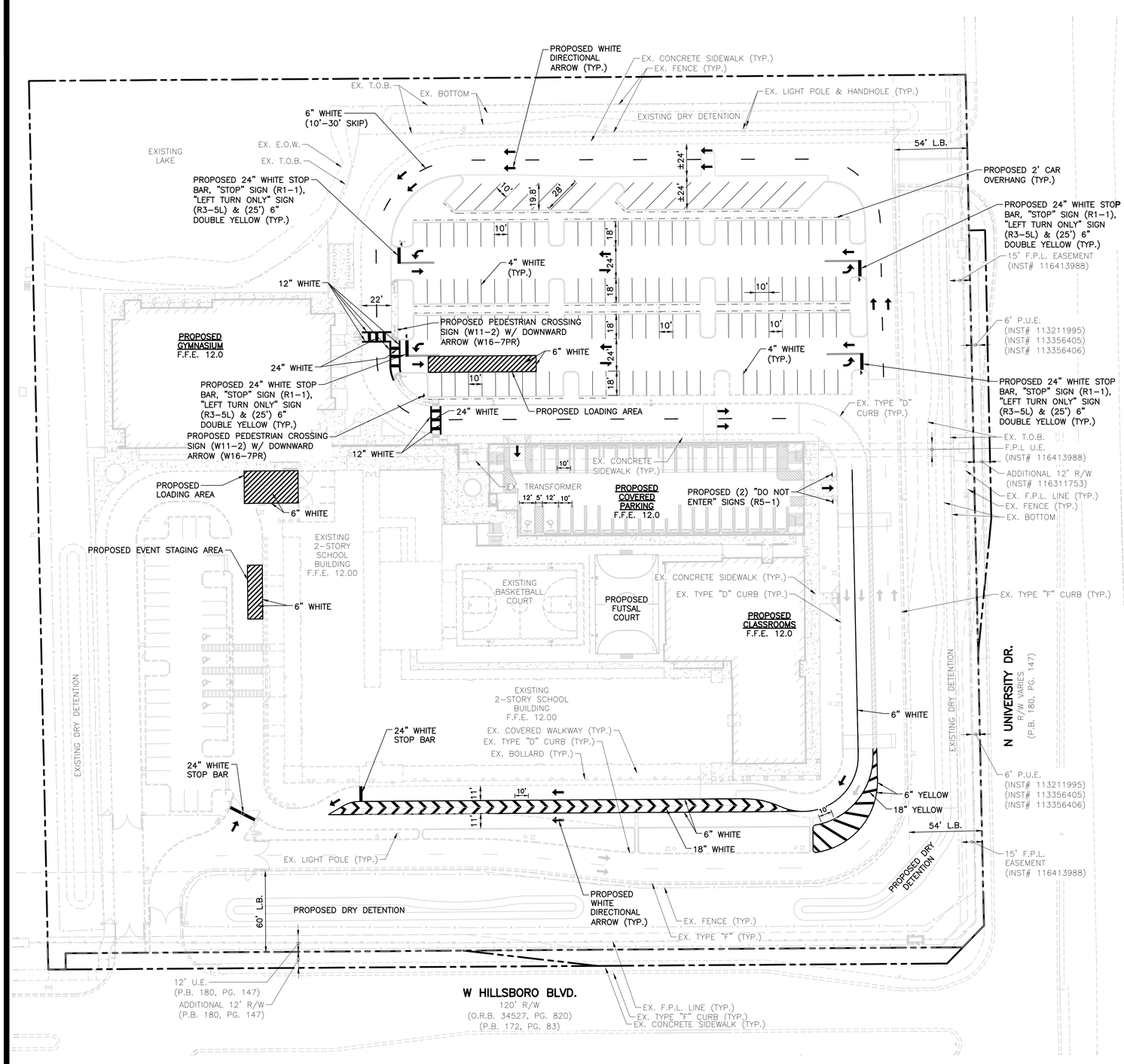
SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

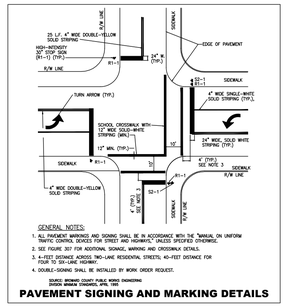
DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.G.	C.O.			

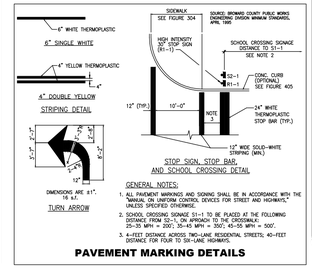
SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
CONCEPTUAL POLLUTION PREVENTION PLAN

JOB NO.	DRAWING NO.	SHEET
24-129	24129C12	12 OF 15

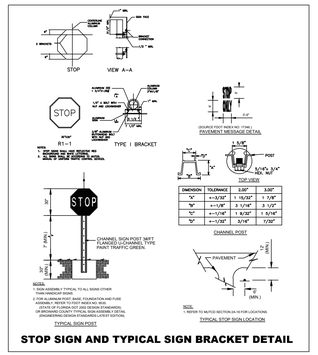
Y:\AUTOCAD_FILES\2024\24-129\CONCEPTUAL\24129C12_PPP.dwg 3/6/2026 11:21 AM Phoebe Lowe



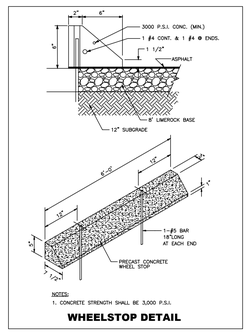




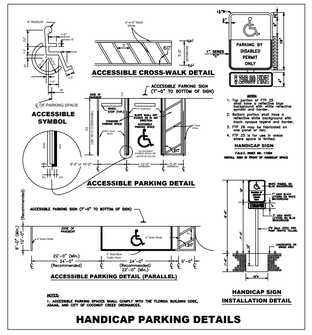
LOCATION MAP
NOT TO SCALE



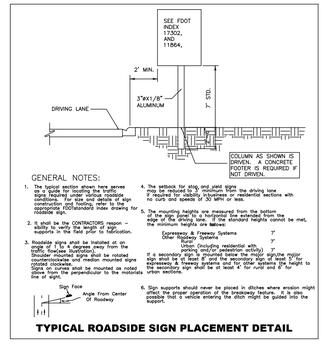
STOP SIGN AND TYPICAL SIGN BRACKET DETAIL



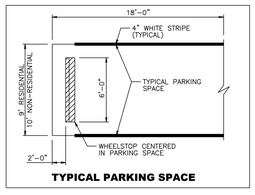
WHEELSTOP DETAIL



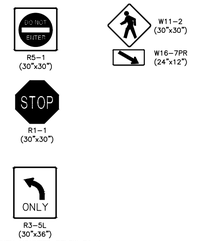
HANDICAP PARKING DETAILS



TYPICAL ROADSIDE SIGN PLACEMENT DETAIL



TYPICAL PARKING SPACE



3/6/2026

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THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY GREGORY FRANKLIN BOLEN, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

GREGORY FRANKLIN BOLEN LICENSE No. 56729 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Gregory F Bolen
DN: C=US, O=Simmons & White, Inc, CN=Gregory F Bolen
Reason: I am the author of this document
Location: C=US
Date: 2026.03.06 12:00:42-05'00'

2.) REVISED PER LATEST SITE PLAN, 02/17/26 P.L.
1.) ADDED STRIPING, SIGNING AND MARKING PLAN PER CITY OF PARKLAND COMMENTS, 12/02/25 B.L.

REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.G.	C.O.			

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
CONCEPTUAL STRIPING, SIGNING AND MARKING PLAN

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24129C13	13	15

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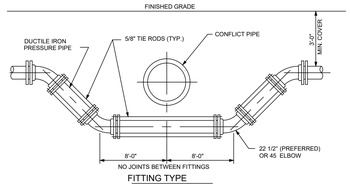
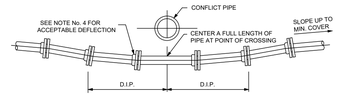


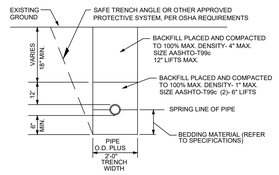
FITTING TYPE



DEFLECTION TYPE

NOTES:
1. THERE SHALL BE IN ALL CASES A MINIMUM OF 18" VERTICAL SEPARATION BETWEEN WATER MAINS AND FORCE MAINS.
2. WHEREVER POSSIBLE WATER MAINS SHALL PASS OVER FORCE MAINS OR STORM SEWERS.
3. FITTINGS SHALL BE RESTRAINED WITH RETAINER GLANDS AND EITHER THRUST BLOCKS OR TIE RODS.
4. THE DEFLECTION TYPE CROSSING IS PREFERRED.
5. DO NOT EXCEED 75F MANUFACTURERS RECOMMENDED MAXIMUM JOINT DEFLECTION.
6. A MINIMUM OF 18" VERTICAL SEPARATION BETWEEN WATER MAINS AND STORM SEWERS SHALL BE MAINTAINED. WHERE THIS IS NOT POSSIBLE WATER MAIN SHALL BE D.I.P. WITH NO LESS THAN 6" SEPARATION.

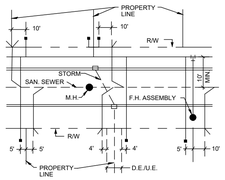
CONFLICT DETAIL
N.T.S.



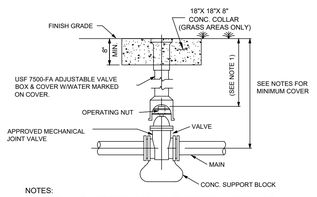
SECTION

NOTES:
1. FOR EXCAVATION AND BACKFILL AROUND MANHOLES, APPURTENANCES, OR IN WATER, REFER TO PROVISIONS WITHIN THE SPECIFICATIONS.
2. UNLESS OTHERWISE SPECIFIED, BEDDING MATERIAL SHALL CONSIST OF WASHED AND GRADED LIMEROCK (3/8" TO 7/8").
3. WHERE REQUIRED, SHEETING AND SHORING SHALL BE IN ACCORDANCE WITH SPECIFICATIONS.
4. WHERE MUCK OR OTHER UNSUITABLE MATERIAL EXIST, REMOVE TWO FEET MIN. BELOW INVERT OF PIPE AND REPLACE WITH CLEAN, WELL COMPACTED MATERIAL.
5. WHERE SHORING OR SHEETING IS NOT USED, APPROPRIATE TRENCH SIDE ANGLE PER OSHA REQUIREMENTS SHALL BE MAINTAINED.

TRENCH DETAIL
N.T.S.

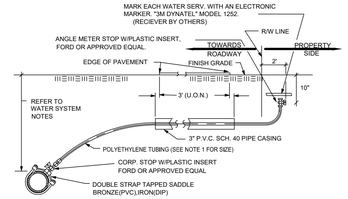


WATER & SANITARY SERVICE PLAN
N.T.S.



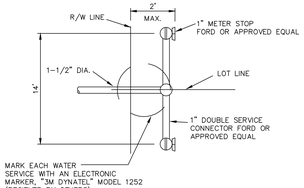
NOTES:
1. WHEN VALVE IS DEEPER THAN 36" AN EXTENSION WITH UNIVERSAL JOINT WILL BE REQUIRED TO BRING OPERATING NUT 24"-30" BELOW FINISHED GRADE. IF REQUIRED EXTENSION PIPE SHALL BE C-900 PVC.
2. VALVES PLACED NEAR CURBS & SIDEWALKS SHALL BE NO CLOSER THAN 12 INCHES (18" PREFERRED) FROM THE C of CTHE VALVE TO THE EDGE OF CURB OR SIDEWALK.

WATER MAIN
VALVE & BOX DETAIL
N.T.S.

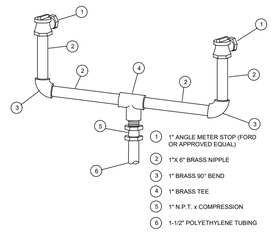


SERVICE CONNECTION DETAIL
N.T.S.

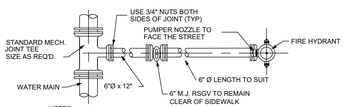
NOTES:
1. SINGLE SERVICE TO BE 1" DIA., DOUBLE SERVICE TO BE 1-1/2" DIA.; UNLESS OTHERWISE SPECIFIED ON PLANS. ALL SERVICES TO BE LESS THAN 2".
2. THE CORPORATION STOP SHALL BE INSTALLED AT A MINIMUM ANGLE OF 18" AND A MAX. ANGLE OF 45°.
3. SLEEVES ARE TO BE INSTALLED UNDER ALL ROADWAY CROSSINGS.
4. A MINIMUM COVER OF 24" SHALL BE MAINTAINED UNDER THE ROADWAY FINISHED GRADE.
5. BACKFILL OF THE ENTIRE SERVICE LINE SHALL BE PLACED BY HAND UNDER, AROUND, AND ABOVE TO AN EL. OF ONE (1) FT. ABOVE THE PIPE.
6. BACKFILL SHALL MEET OR EXCEED THAT REQUIRED FOR P.V.C. WATER MAINS RE: SECTION 06610 PART 3 OF THE PROJECT MANUAL.
7. CASING PIPE SHALL BE ONE PIECE. IF LENGTH REQUIRES ADDITIONAL PIPE THE JOINT SHALL BE GLUED.



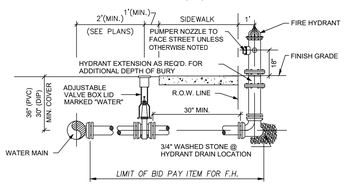
1" DOUBLE SERVICE CONNECTION
N.T.S.



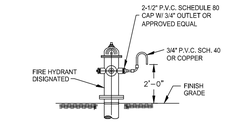
1" DOUBLE SERVICE DETAIL
N.T.S.



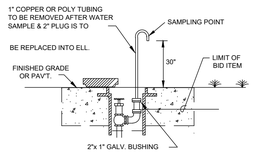
NOTES:
1. FIRE HYDRANTS SHALL BE INSTALLED A MAXIMUM OF 6 FEET BEYOND BACK OF ANY RAISED CURB OR 1 FOOT OUTSIDE RIGHT-OF-WAY OR BACK OF SIDEWALK WHERE VALLEY GUTTER IS USED.
2. NUTS,WASHERS AND OTHER FASTENERS SHALL BE ASTM A 246 CORROSION RESISTANT STEEL,GALVANIZED OR BITUMINOUS COATED OR TYPE 316 STAINLESS STEEL.
3. ALL FIRE HYDRANTS SHALL BE AMERICAN (B-84-B) OR APPROVED EQUAL, PAINTED "FIRE HYDRANT RED" w/ WHITE FLUORESCENT CAPS.
4. USE MEG-A-LUG JOINT RESTRAINT SYSTEM (TYP.).



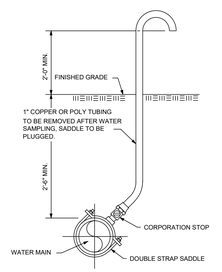
TYPICAL FIRE HYDRANT DETAIL
(STANDARD INSTALLATION)
N.T.S.



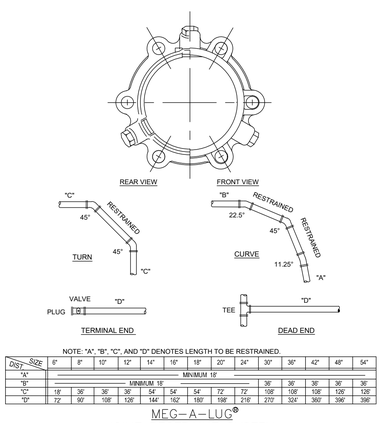
SAMPLING POINT ON HYDRANT DETAIL
N.T.S.



SAMPLE POINT ON B.O.
N.T.S.



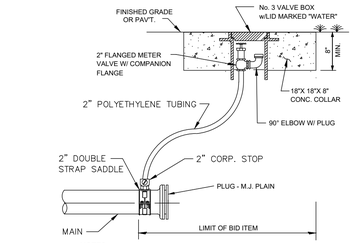
SAMPLE POINT
N.T.S.



NOTE: "A", "B", "C", AND "D" DENOTES LENGTH TO BE RESTRAINED.

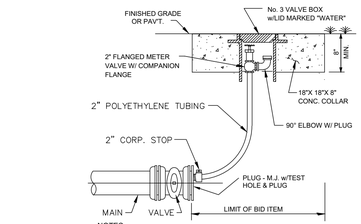
SIZE / DIST	6"	8"	10"	12"	14"	16"	18"	20"	24"	30"	36"	42"	48"	54"
"A"	MINIMUM 18'								MINIMUM 18'					
"B"	MINIMUM 18'									36'	36'	36'	36'	36'
"C"	18'	36'	36'	36'	54'	54'	54'	72'	72'	108'	108'	108'	126'	126'
"D"	72'	90'	108'	126'	144'	162'	180'	198'	216'	270'	324'	360'	396'	396'

MEG-A-LUG®
JOINT RESTRAINT SYSTEM
N.T.S



NOTES:
1. WATER MAIN TO BE RESTRAINED WITH MEG-A-LUG JOINT RESTRAINT SYSTEM PER JURISDICTIONAL REQUIREMENTS (SEE WATER MAIN NOTES).
2. SEE MEG-A-LUG JOINT RESTRAINT SYSTEM DETAIL THIS SHEET.

TYP. TERM. DEAD END w/2" BLOWOFF WATER DISTRIBUTION MAINS
N.T.S.



NOTES:
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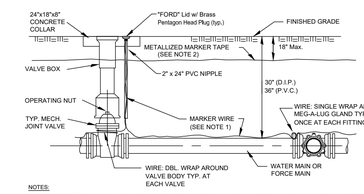
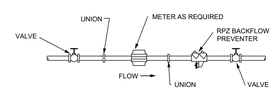
2. SEE MEG-A-LUG JOINT RESTRAINT SYSTEM DETAIL THIS SHEET.

TYP. TEMPORARY TERM. END W/2" BLOWOFF WATER DISTRIBUTION MAINS
N.T.S.

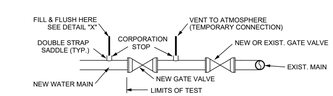


NOTES:
1. MARKING WIRE: shall be installed with all New Water mains and Force mains continuously for the entire length of the line. The Wire shall be 14ga Solid Insulated (Blue for Water mains and Green for Force mains). Cost of Marker Wire shall be included in the lineal foot price of the pipe bid.
2. MARKING TAPE: shall be installed with all New Water mains and Force mains continuously for the entire length of the line. The Tape shall be Metallized and shall be imprinted with the Conituous message "CAUTION-WATER (FORCE) MAIN BURIED BELOW"(wording being appropriate to the type of main being installed). The tape must Conform to "ALLEN SYSTEMS, INC. DETECTABLE" or an approved equal. Minimum width shall be 3" and the Maximum depth of burial shall be 18". Cost of Marker Tape shall be included in the lineal foot price of the pipe bid.

MARKER WIRE & MARKER TAPE DETAIL
N.T.S.

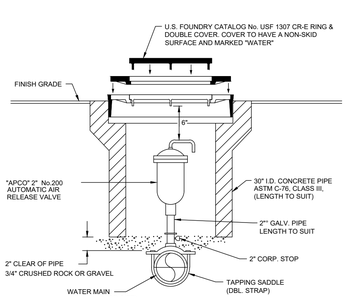


DETAIL "X"



1. WATER MAIN TO BE PRESSURE TESTED AND DISINFECTED ACCORDING TO AUTHORITY STANDARDS.
2. BACTERIOLOGICAL TESTS ARE TO BE PERFORMED BY THE CONTRACTOR.
3. DO NOT REMOVE TEMPORARY CONNECTION UNTIL ALL TESTING HAS BEEN COMPLETED.

FILLING & FLUSHING DETAIL
N.T.S.



NOTES:
AUTOMATIC AIR RELEASE VALVE TO BE LOCATED ONLY WHERE CONDITIONS MAKE IT NECESSARY OR AS REQUIRED BY THE AUTHORITY.

AUTOMATIC AIR RELEASE VALVE WATER
N.T.S.

TYPICAL INTERSECTION PLAN
N.T.S.

3/6/2026

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY GREGORY FRANKLIN BOLEN, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

GREGORY FRANKLIN BOLEN LICENSE No. 56729 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Gregory F Bolen
DN: CN=Gregory F Bolen, C=US
Date: 2026.03.06 12:00:45-05'00'

REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.G.	C.O.			

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
CONCEPTUAL WATER AND WASTEWATER DETAILS

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24129C14	14	15

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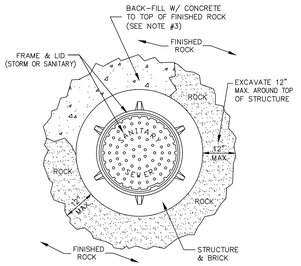
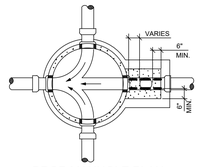


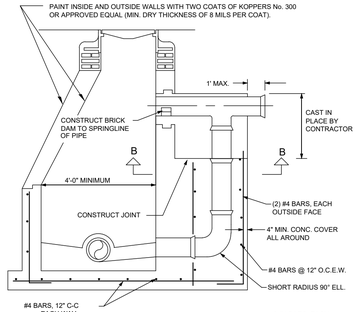
NOTES:

1. MAXIMUM OF 12" DUG AROUND CASTING.
2. COMPACT ROCK AFTER ADJUSTMENT.
3. POUR OPEN AREA W/ CONCRETE – ONLY TO TOP OF ROCK, TO ALLOW FOR FULL DESIGNED ASPHALT THICKNESS.
4. TOP MUST BE SET TO DESIGN ASPHALT SLOPE AND GRADE.

MANHOLE TOP ADJUSTMENT
(PRIOR TO PAVING)
N.T.S.



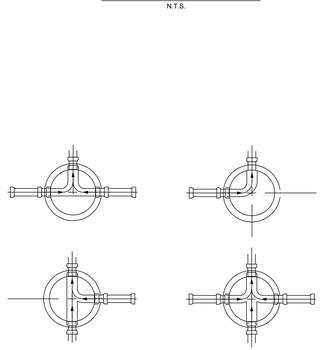
DROP MANHOLE PLAN
N.T.S.



NOTES:

1. CONCRETE ENCASEMENT FOR DROP CONNECTION TO BE POURED INTEGRALLY WITH BOTH MANHOLE SLAB AND WALL.
2. DROP CONNECTIONS SHALL BE REQUIRED WHENEVER AN INFLUENT SEWER IS LOCATED TWO (2) FEET OR MORE ABOVE THE MAIN INVERT CHANNEL.
3. A FLOW CHANNEL SHALL BE CONSTRUCTED INSIDE MANHOLE TO DIRECT INFLUENT INTO FLOW STREAM (TYPE II GROUT).

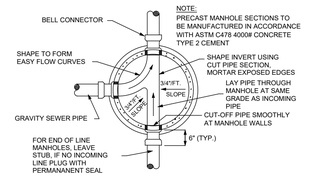
DROP MANHOLE DETAIL
N.T.S.



NOTES:

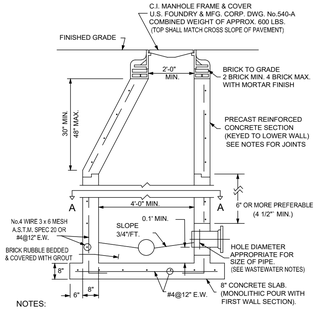
1. INVERT CHANNELS TO BE CONSTRUCTED FOR SMOOTH FLOW WITH NO OBSTRUCTION.
2. SPILLWAYS SHALL BE CONSTRUCTED BETWEEN PIPES WITH DIFFERENT INVERT ELEVATIONS PROVIDING SMOOTH FLOWS.
3. CHANNELS FOR FUTURE CONNECTIONS (STUBS) SHALL BE CONSTRUCTED, FILLED WITH SAND & COVERED WITH 1" OF MORTAR.
4. WHEN FLOW LINE DEFLECTS MORE THAN 45° A DROP OF 0.10 IS REQUIRED.

PLAN OF BOTTOM AND CURVE FLOWS
N.T.S.



NOTE:
PRECAST MANHOLE SECTIONS TO BE MANUFACTURED IN ACCORDANCE WITH ASTM C478 4000# CONCRETE TYPE 2 CEMENT

SECTION A-A



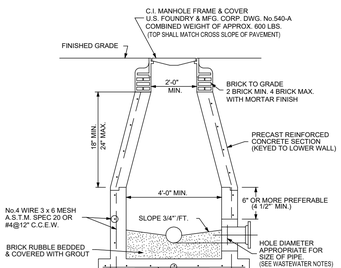
NOTES:

1. FLOW CHANNELS INSIDE MANHOLE SHALL BE CONSTRUCTED TO DIRECT INFLUENT INTO FLOW STREAM. (SEE DETAIL THIS SHEET)
2. INSIDE DROPS SHALL NOT BE DESIGNED TO EXCEED 18" AND NOT CONSTRUCTED TO EXCEED 24".
3. 12"-15" FOR 8" PIPE 14"-17" FOR 10" PIPE CAST HOLE OR BORE ONLY.
4. PAINT INSIDE AND OUTSIDE WALLS OF MANHOLE WITH TWO COATS OF KOPPERS No. 300 OR APPROVED EQUAL (MIN. DRY THICKNESS OF 8 MILS PER COAT).

PRECAST CONCRETE MANHOLE
ECCENTRIC N.T.S.

SCHEDULE OF MANHOLE DIMENSIONS		
LARGEST PIPE IN MANHOLE	"D" DIAMETER	"T" PRECASTWALL THICKNESS
8"-15"	4'-0"	8"
18"-24"	5'-0"	8"
30"-36"	6'-0"	8"
42" AND OVER	NOMINAL PIPE DIA. + 3'-0"	SUBMIT RECOMMENDED THICKNESS TO ENGINEER FOR APPROVAL

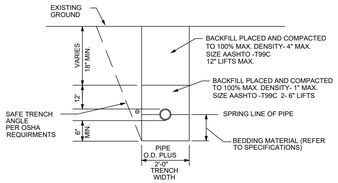
* SHALLOW MANHOLE WALL THICKNESS SHALL BE 8"



NOTES:

1. FLOW CHANNELS INSIDE MANHOLE SHALL BE CONSTRUCTED TO DIRECT INFLUENT INTO FLOW STREAM. (SEE DETAIL THIS SHEET)
2. 12"-15" FOR 8" PIPE 14"-17" FOR 10" PIPE CAST HOLE OR BORE ONLY.
3. PAINT INSIDE AND OUTSIDE WALLS OF MANHOLE WITH TWO COATS OF KOPPERS No. 300 OR APPROVED EQUAL (MIN. DRY THICKNESS OF 8 MILS PER COAT).

PRECAST CONCRETE MANHOLE
CONCENTRIC N.T.S.

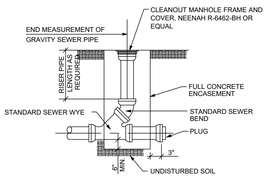


SECTION

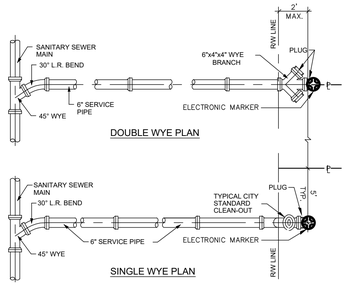
NOTES:

1. FOR EXCAVATION AND BACKFILL AROUND MANHOLES, APPURTENANCES, OR IN WATER, REFER TO PROVISIONS WITHIN THE SPECIFICATIONS.
2. UNLESS OTHERWISE SPECIFIED, BEDDING MATERIAL SHALL CONSIST OF WASHED AND GRADED LIMEROCK (3/8" TO 7/8").
3. WHERE REQUIRED, SHEETING AND SHORING SHALL BE IN ACCORDANCE WITH SPECIFICATIONS.
4. WHERE MUCK OR OTHER UNSUITABLE MATERIAL EXIST, REMOVE TWO FEET MIN. BELOW INVERT OF PIPE AND REPLACE WITH CLEAN, WELL COMPACTED MATERIAL.
5. WHERE SHORING OR SHEETING IS NOT USED, APPROPRIATE TRENCH SIDE ANGLE PER OSHA REQUIREMENTS SHALL BE MAINTAINED.

TRENCH DETAIL
N.T.S.



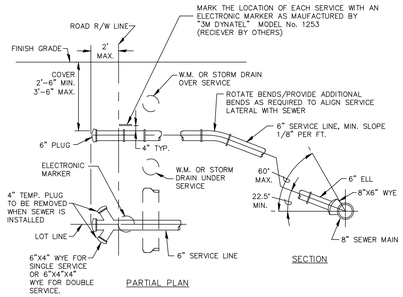
SEWER CLEANOUT DETAIL
N.T.S



DOUBLE WYE PLAN

SINGLE WYE PLAN

PLAN VIEW - SANITARY SERVICE CONNECTIONS
N.T.S.



SEWER SERVICE DETAIL
N.T.S.

WASTEWATER NOTES:

- PRECAST CONCRETE MANHOLES SHALL MEET THE REQUIREMENT OF A.S.T.M. SPECIFICATION C-478 – LATEST REVISION WITH DIMENSION AS SHOWN.
- CONCRETE FOR PRE-CAST MANHOLES SHALL HAVE NOT LESS THAN 4,000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
- REINFORCING STEEL FOR TOP AND BOTTOM SLABS SHALL CONFORM TO A.S.T.M. SPECIFICATION A-615, GRADE 60.
- GROUT FOR MANHOLE BOTTOM SHALL CONSIST OF BROKEN BLOCK, BRICK AND 1:2 CEMENT MORTAR USING TYPE 2 CEMENT.
- SPACE AROUND ALL PIPING ENTERING OR LEAVING MANHOLE SHALL BE COMPLETELY FILLED WITH EMBECO MORTAR OR EQUIVALENT.
- ALL MANHOLES SHALL BE SET PLUMB TO LINE AND GRADE AND SHALL REST ON A FIRM CAREFULLY GRADED SUB-GRADE WHICH SHALL PROVIDE UNIFORM BEARING UNDER BASE.
- ALL MANHOLE FRAMES AND LIDS MUST BE SET TRUE TO LINE AND GRADE OF FINISHED ASPHALT.
- ALL JOINTS SHALL BE FURNISHED WATERTIGHT.
- ALL SPLICES OF REINFORCED BARS SHALL HAVE A MINIMUM LAP OF 24 BAR DIAMETERS.
- CONSTRUCTION OF THE WASTEWATER COLLECTION SYSTEM AS DETAILED HEREIN SHALL NOT BE DEVIATED FROM WITHOUT WRITTEN AUTHORIZATION OF THE ENGINEER.
- ALL OPENINGS FOR SEWER, FRAMES, ETC., IN PRE-CAST MANHOLES SHALL BE CAST AT TIME OF MANUFACTURE, ANY CHANGE REQUIRES CORE DRILLING.
- MANHOLE JOINTS TO BE RAM-NEK FLEXIBLE GASKETS BY "K.T. SNYDER CO., INC." (PRIME JOINT WITH RAM-NEK PRIMER).
- ALL GRAVITY SEWER LINES SHALL BE 8" P.V.C. PIPE AND FITTINGS, UNLESS OTHERWISE NOTED.
- USE ONLY P.V.C. TRANSITION COUPLING ON D.I.P., NO OTHER FITTINGS OR ADAPTERS WILL BE APPROVED.
- SEWER PIPING SHALL BE LAID AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED WATER MAIN.
- REFER TO THE PROJECT MANUAL FOR ADDITIONAL REQUIREMENTS CONCERNING MATERIAL, WORKMANSHIP, TESTING, AND INSTALLATION.

POTABLE WATER-SEWER SYSTEM-REUSE WATER SEPARATION NOTES

- 1. SANITARY SEWER SYSTEMS AND/OR REUSE WATER MAINS SHOULD CROSS UNDER POTABLE WATER MAINS WHENEVER PHYSICALLY POSSIBLE. SANITARY SEWER SYSTEMS AND/OR REUSE WATER MAINS CROSSING OVER POTABLE WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL SEPARATION DISTANCE OF 18 INCHES BETWEEN THE INVERT OF THE UPPER PIPE AND THE CROWN OF THE LOWER PIPE.
- A. WHERE SANITARY SEWER SYSTEMS AND/OR REUSE WATER MAINS MUST CROSS UNDER A POTABLE WATER MAIN WITH LESS THAN THE REQUIRED MIN. OF 18 INCHES VERTICAL SEPARATION DISTANCE; OR MUST CROSS OVER THE WATER MAIN, IRREGARDLESS OF THE VERTICAL SEPARATION DISTANCE; THEN THE SEWER SYSTEM AND/OR THE REUSE WATER MAIN AND THE POTABLE WATER MAIN PIPING MATERIAL MUST BE CONSTRUCTED OF DUCTILE IRON PIPE (DIP) AT THE CROSSING.
- B. SUFFICIENT LENGTHS OF DIP MUST BE USED TO PROVIDE A MINIMUM SEPARATION OF 10 FEET BETWEEN TWO JOINTS. ALL CROSSINGS SHALL ALWAYS BE ARRANGED SO THAT THE SEWER SYSTEM AND/OR REUSE WATER MAIN PIPE JOINTS AND THE THE POTABLE WATER MAIN PIPE JOINTS ARE EQUIDISTANT FROM THE POINT OF CROSSING (PIPES CENTERED ON CROSSING). A MINIMUM VERTICAL CLEARANCE OF 6 INCHES MUST BE MAINTAINED AT ALL CROSSINGS. ADDITIONALLY, ALL JOINTS ON THE POTABLE WATER MAIN WITHIN 20 FEET OF THE CROSSING MUST BE MECHANICALLY RESTRAINED.
- 2. A MINIMUM OF A 10-FOOT HORIZONTAL SEPARATION DISTANCE SHALL BE MAINTAINED BETWEEN SANITARY SEWER SYSTEM AND POTABLE WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER PHYSICALLY POSSIBLE. THE MINIMUM HORIZONTAL SEPARATION FOR A REUSE WATER MAIN IN REFERENCE TO A POTABLE WATER MAIN OR A SANITARY SYSTEM IS 5 FEET ON CENTER, OR (3) FEET OUTSIDE TO OUTSIDE OF PIPE, WHICHEVER IS GREATER. IN SOME CASES WHERE IT IS NOT POSSIBLE TO MAINTAIN THE HORIZONTAL SEPARATION, THEN THE POTABLE WATER MAY BE LAID, AT THE MAXIMUM HRIZONTAL SEPARATION DISTANCE POSSIBLE, IN A SEPARATE TRENCH, OR, ON AN UNDIST-URBED EARTH SHELF, BUT AT SUCH AN ELEVATION AS THAT THE BOTTOM OF THE WATER MAIN IS AT A MINIMUM OF 18 INCHES OR MORE ABOVE THE TOP OF THE SEWER SYSTEM AND/OR REUSE WATER MAIN, THUS CONFORMING TO THE MINIMUM CROSSING STANDARDS. WHENEVER THE MINIMUM STANDARDS CANNOT BE MAINTAINED, THEN BOTH OF THE SEWER SYSTEM AND/OR THE REUSE WATER MAIN AND THE POTABLE WATER MAIN PIPING MATERIAL MUST BE CONSTRUCTED OF DUCTILE IRON PIPE (DIP) (SEE 1B).
- 3. ALL DIP SHALL BE CLASS 50 OR HIGHER. ADEQUATE PROTECTIVE MEASURES AGAINST CORROSION SHALL BE USED AS DETERMINED BY THE DESIGN.
- 4. FITTINGS SHALL BE PAID FOR AS DUCTILE IRON COMPACT FITTING WEIGHT.

WATER & FORCE MAIN NOTES:

- ALL FORCE MAINS AND WATER MAINS ARE DESIGNED FOR A MINIMUM WORKING PRESSURE OF 150 PSI, HAVE COMPRESSION TYPE BELL JOINTS AND BE EITHER ANSI/AWWA C-151/A21.51-02 DUCTILE IRON PIPE (D.I.P.), CLASS 50 FOR 4" DIAMETER PIPE AND LARGER AND CLASS 51 IF PIPE DIAMETER IS SMALLER THAN 4" OR ANSI/AWWA C-900-97, PVC PIPE WITH A MAXIMUM SDR OF 18. ALL D.I.P. WATER MAINS SHALL BE CEMENT LINED AND SEAL COATED IN ACCORDANCE WITH ANSI/AWWA STANDARDS. ALL D.I.P. FORCE MAINS SHALL BE COATED OUTSIDE WITH A BITUMINOUS COATING APPROXIMATELY ONE MIL THICK IN ACCORDANCE WITH ANSI 21.51-8, CEMENT MORTAR LININGS ARE NOT APPROPRIATE FOR THIS APPLICATION. ALL D.I.P. FORCE MAINS AND GRAVITY SEWER MAINS SHALL BE COATED INSIDE WITH POLYBOND VIRGIN POLYETHYLENE, COMPLYING WITH A.S.T.M. DESIGNATION D 1248 AND HAVE A MINIMUM "K" VALUE OF 0.012. SEE PROJECT SPECIFICATIONS MANUAL FOR MORE DETAILS. OR PROTECTOR 401 CERAMIC EPOXY. ALL D.I.P. PIPE SHALL BE LAID WITH A MINIMUM OF 30" CLEAR COVER. ALL PVC PIPE SHALL BE LAID WITH A MINIMUM OF 36" CLEAR COVER.
- THE WATER SYSTEM SHALL BE CLEANED OF DEBRIS, FLUSHED AND TESTED FOR A PERIOD OF NOT LESS THAN 2 HOURS AT 150 PSI WITH AN ALLOWABLE LEAKAGE NOT TO EXCEED THE ALLOWABLE GAL/HR IN ACCORDANCE WITH THE ANSI/AWWA C-600-99 STANDARD SECTION 4.2.2.

$$L = \frac{SD\sqrt{P}}{133{,}200}$$

L = ALLOWABLE LEAKAGE, GALLONS/HOUR
S = LENGTH OF PIPE TESTED, FEET
D = NOMINAL DIAMETER, INCHES
P = AVERAGE TEST PRESSURE, LB/IN GUAGE

FOR 2 HOURS AT LINE PRESSURE AFTER THE 150 PSI TEST & DISINFECTED. DISINFECTION SHALL BE IN ACCORDANCE W/ANSI/AWWA C651-02 STD.

- AT THE TIME OF BACTERIOLOGICAL SAMPLING, CHLORINE RESIDUAL DETERMINATION SHALL BE MADE TO INSURE THAT CHLORINE CONCENTRATION IN THE MAIN IS NO HIGHER THAN THAT GENERALLY IN THE SYSTEM (3.0 MG/1 FREE OR 5.0 MG/1 COMBINED MAXIMUM), OR LESS THAN 0.2 MG/1 FREE OR 0.6 MG/1 COMBINED. THE RESULT SHALL BE REPORTED ALONG WITH THE BACTERIOLOGICAL TEST RESULTS. ALL TESTING SHALL BE COORDINATED AND PAID FOR BY THE CONTRACTOR.
- GATE VALVES (4" AND LARGER) SHALL CONFORM TO THE REQUIREMENTS OF ANSI/AWWA C509-01. ALL GATE VALVES SHALL BE RESILIENT SEATED.
- CAST IRON AND DUCTILE IRON FITTINGS FOR LINES UP TO 12" SHALL BE CLASS 250 AND CLASS 150 FOR SIZES 16" AND LARGER. ALL FITTINGS FOR WATER MAINS SHALL BE CEMENT LINED AND SEAL COATED.
- CAST IRON AND DUCTILE IRON FITTINGS FOR FORCE MAINS SHALL BE COATED WITH A BITUMINOUS COATING APPROXIMATELY ONE MIL THICK IN ACCORDANCE WITH ANSI 21.51-8. CEMENT MORTAR LININGS ARE NOT APPROPRIATE FOR THIS APPLICATION.
- SEWER PIPING SHALL BE LAID AT LEAST 10' HORIZONTALLY FROM ANY EXISTING OR PROPOSED WATER MAIN.
- USE ONLY PVC TRANSITION COUPLING ON DIP, NO OTHER FITTINGS OR ADAPTERS WILL BE APPROVED.
- THE OPERATING OR MAINTAINING UTILITY COMPANIES SHALL BE THE APPROPRIATE UTILITY OWNER.
- FITTINGS SHALL BE PAID FOR AS DUCTILE IRON COMPACT FITTING WEIGHT.

3/6/2026

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY GREGORY FRANKLIN BOLEN, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

GREGORY FRANKLIN BOLEN LICENSE No. 56729 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Gregory F Bolen
DN: CN=Gregory F Bolen, ...
Date: 2026.03.06 12:00:44-05'00'

REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.G.	C.O.			

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
CONCEPTUAL WATER AND WASTEWATER DETAILS

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24129C15	15	15

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Somerset Parkland Academy
Phase II

PROJECT ADDRESS:
8401 UNIVERSITY DRIVE
PARKLAND, FL 33076
FOLIO #s : 474128015290

APPLICANT:
PARKLAND SCHOOL PROPERTY LLC.
6457 SUNSET DRIVE
MIAMI, FL 33143

DATE: APRIL 1, 2025

ISSUED FOR:
SITE PLAN APPROVAL
CIVICA PROJECT : 240108

A R C H I T E C T:

CIVICA
ARCHITECTURE
8323 NW 12th St. Suite 106
Doral, FL 33126
TEL: 305.593.9959
www.civicagroup. com
AA #26001093

C O N S U L T A N T S:

SIMMONS & WHITE
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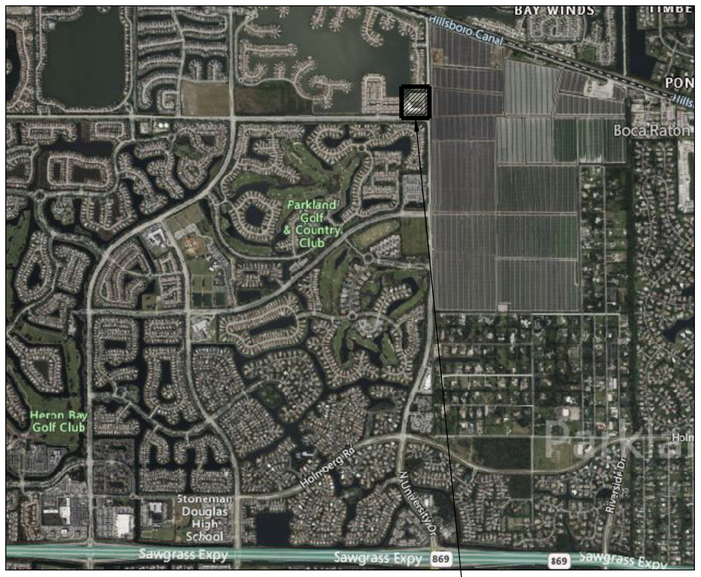
SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING



L O C A T I O N M A P
N . T . S .

LEGAL DESCRIPTION
FOLIO #: 474128015290

A PORTION OF PARCEL C, DyBUYS PLAT, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 180, PAGES 147-167 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 28, TOWNSHIP 47 SOUTH, RANGE 41 EAST; THENCE S.89°36'56"W. ALONG THE SOUTH LINE OF SECTION 28, A DISTANCE OF 93.01 FEET TO A POINT ON SAID LINE; THENCE N.44°11'24"E., A DISTANCE OF 16.84 FEET TO THE POINT OF BEGINNING; THENCE S.89°36'57"W. ALONG THE NORTH LINE OF ADDITIONAL RIGHT-OF-WAY AS RECORDED IN INSTRUMENT NUMBER 116379782 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, A DISTANCE OF 665.83; THENCE S.00°23'29"E, A DISTANCE OF 12.00 FEET TO A POINT ON THE SAID SOUTH LINE OF SECTION 28; THENCE S89°37'03"W. A DISTANCE OF 12.88 FEET; THENCE N.01°15'09"W., A DISTANCE OF 659.96 FEET; THENCE N.89°36'58"E., A DISTANCE OF 695.08 TO A POINT ON THE WESTERLY RIGHT-OF-WAY NORTH UNIVERSITY DRIVE; THENCE S.01°14'08"E, A DISTANCE OF 631.95 FEET; THENCE S.44°11'24"W., A DISTANCE OF 22.46 FEET TO THE POINT OF BEGINNING.

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CIVIL	
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4 of 12	CONCEPTUAL SITE DEVELOPMENT PLAN
5 of 12	CONCEPTUAL SITE DEVELOPMENT PLAN
6 of 12	CONCEPTUAL SITE DEVELOPMENT DETAILS
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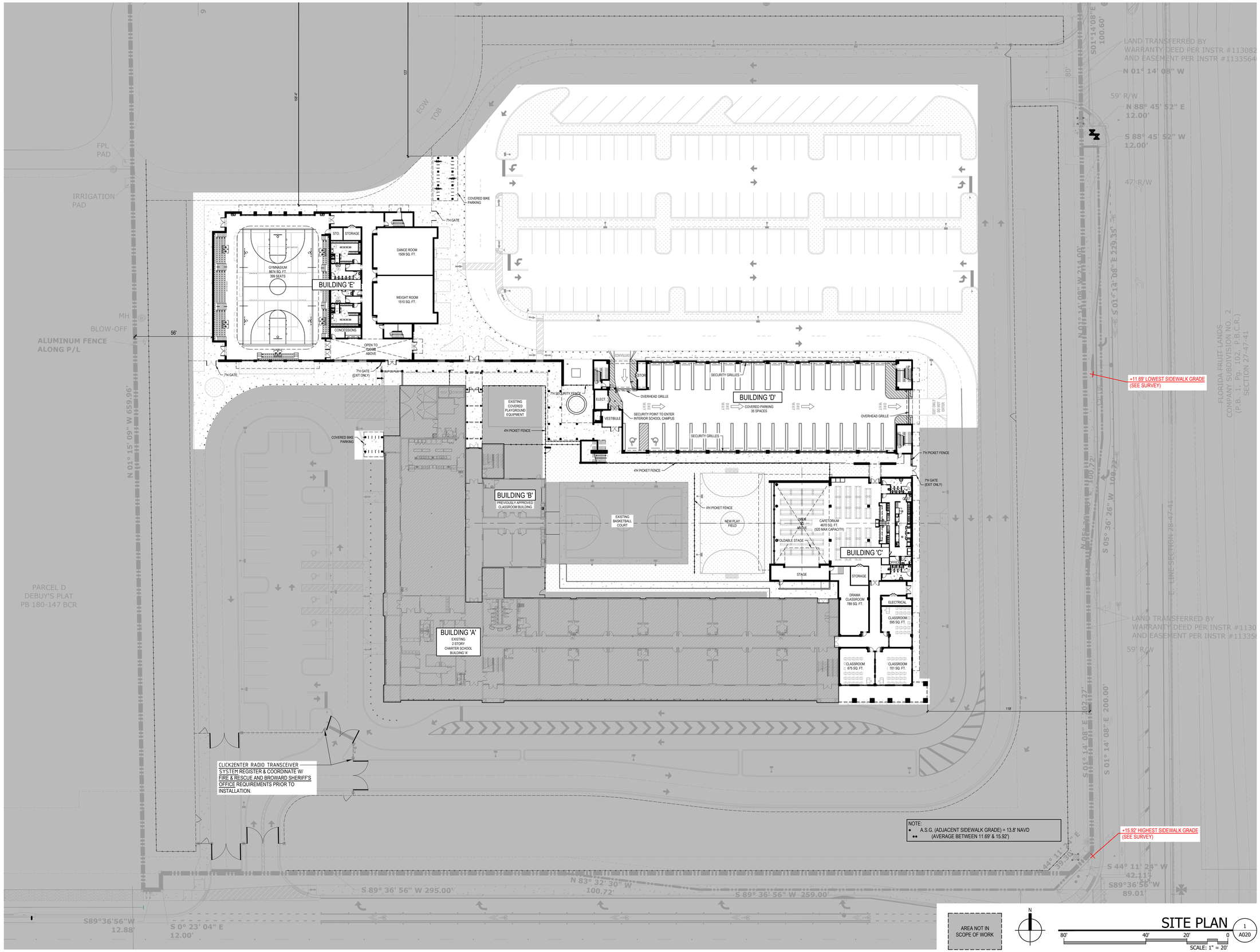
A402	COVERED PARKING LIGHTING AND PHOTOMETRICS

REVISIONS		
NO.	DATE	REVISION
1	8/29/25	DRC RESUBMITTAL
2	12/12/2025	DRC RESUBMITTAL
3	2/10/2026	DRC RESUBMITTAL
4	3/5/2026	DRC RESUBMITTAL
5	6/11/2026	DRC RESUBMITTAL



CIVICA
ARCHITECTURE
8323 NW 12th St. Suite 106
Doral, FL 33126
tel: 305.593.9959
AA #26001093
www.civicagroup.com
info@civicagroup.com

PROJECT:

SOMERSET PARKLAND (PHASE-2)

8401 UNIVERSITY DR
PARKLAND, FL 33076

PARCEL ID:
474128015290

APPLICANT:
PARKLAND SCHOOL PROPERTY LLC
6457 SUNSET DRIVE
MIAMI, FL 33143

ISSUED FOR:
SITE PLAN APPROVAL

CIVICA PROJECT No :
240108

CONSULTANTS:

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

No.	DATE	ISSUED FOR	BY
1	08/29/25	DRC RESUBMITTAL	GD
2	12/12/25	DRC RESUBMITTAL	GD
3	2/16/26	DRC RESUBMITTAL	GD
4	4/22/26	BLDG 'B' COORD.	GD
5	6/18/26	BLDG 'B' COORD.	GD

DRAWN BY: GD
APPROVED BY: JG/ RL
DATE: 04/01/2025
SCALE: AS SHOWN

KEY PLAN

1st FL FFE: 12.00 NAVD

SEAL/SIGNATURE

ROLANDO LLANES
AR - 0013160

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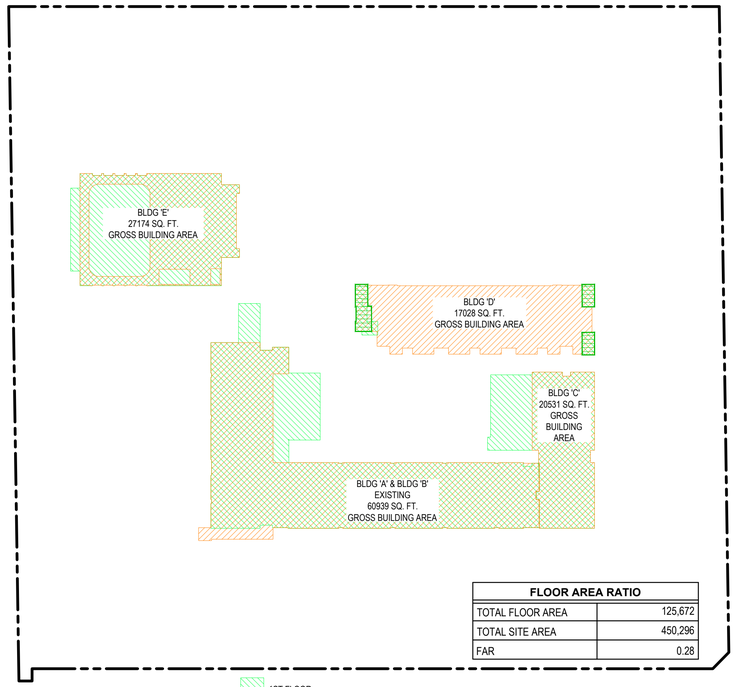
SHEET TITLE

SITE PLAN (FOR REFERENCE ONLY)

SHEET NUMBER

A020

Jun 18, 2026 - 11:58am LOGIN: gjelgadillo FILE LOCATION: P:\2024\240108\Arcad\01 SD\ 240108_A020.dwg



FLOOR AREA RATIO	
TOTAL FLOOR AREA	125,672
TOTAL SITE AREA	450,296
FAR	0.28

1ST FLOOR
2ND FLOOR
ROOF

N

F.A.R. CALCULATION

4 A021

280' 140' 70' 0

SCALE: 1" = 70'

N

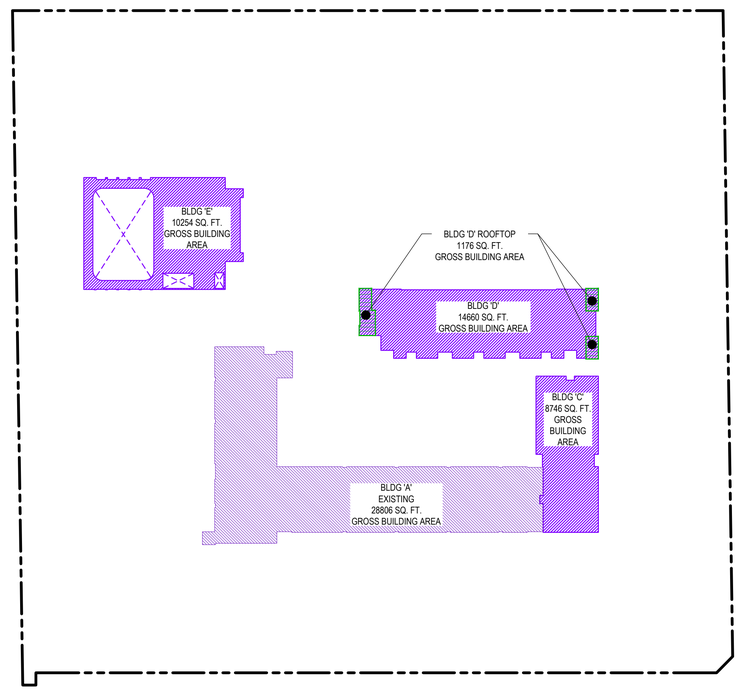
BUILDING LOT COVERAGE

3 A021

280' 140' 70' 0

SCALE: 1" = 70'

BUILDING GROSS SQUARE FOOTAGE					
		1ST FLOOR	2ND FLOOR	ROOFTOP	TOTAL
BLDG 'A' EXISTING		27,735	28,806		56,541
BLDG 'B' PREV. APPROVED		4,398	-	-	4,398
ADDITIONS	BUILDING 'C' - CLASSROOM	11,785	8,746	-	20,531
	BUILDING 'D' - PARKING	1,192	14,660	1,176	17,028
	BUILDING 'E' - GYM	16,920	10,254	-	27,174
TOTAL ADDITIONS GROSS		34,295	33,660	1,176	69,131
TOTAL BUILDING GROSS		62,030	62,466	1,176	125,672



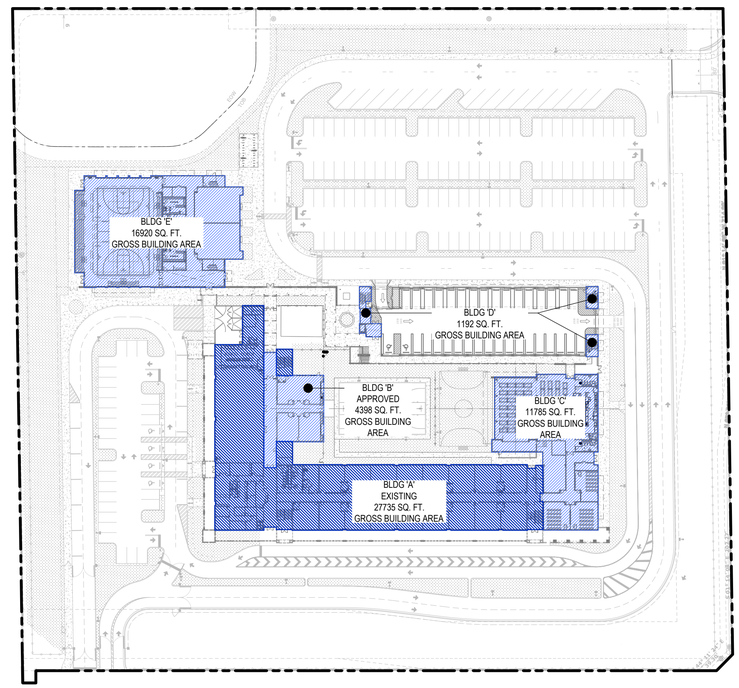
N

GROSS 2ND FLOOR AREA

1 A021

280' 140' 70' 0

SCALE: 1" = 70'



N

GROSS 1ST FLOOR AREA

1 A021

280' 140' 70' 0

SCALE: 1" = 70'

CIVICA
ARCHITECTURE
8323 NW 12th St. Suite 106
Doral, FL 33126
tel: 305.593.9959
AA #26001093
www.civicagroup.com
info@civicagroup.com

PROJECT:

SOMERSET PARKLAND
(**PHASE-2**)

8401 UNIVERSITY DR
PARKLAND, FL 33076

PARCEL ID:
474128015290

APPLICANT:

PARKLAND SCHOOL
PROPERTY LLC
6457 SUNSET DRIVE
MIAMI, FL 33143

ISSUED FOR:
SITE PLAN APPROVAL

CIVICA PROJECT No :
240108

CONSULTANTS:

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE
AND URBAN PLANNING

No.	DATE	ISSUED FOR	BY
1	08/29/25	DRC RESUBMITTAL	GD
2	12/12/25	DRC RESUBMITTAL	GD
4	4/22/26	BLDG 'B' COORD.	GD
5	6/11/26	BLDG 'B' COORD.	GD

DRAWN BY: GD
APPROVED BY: JG/ RL

DATE: 04/01/2025
SCALE: AS SHOWN

KEY PLAN

1st FL FFE: 12.00 NAVD

SEAL/SIGNATURE

ROLANDO LLANES
AR - 0013160

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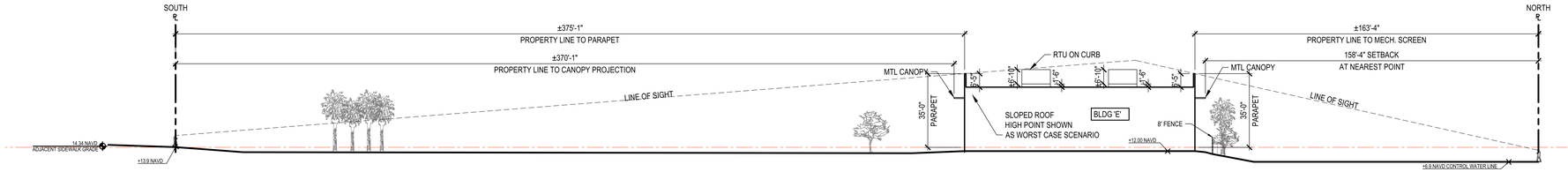
SHEET TITLE

AREA CALCULATIONS (FOR REFERENCE ONLY)

SHEET NUMBER

A021

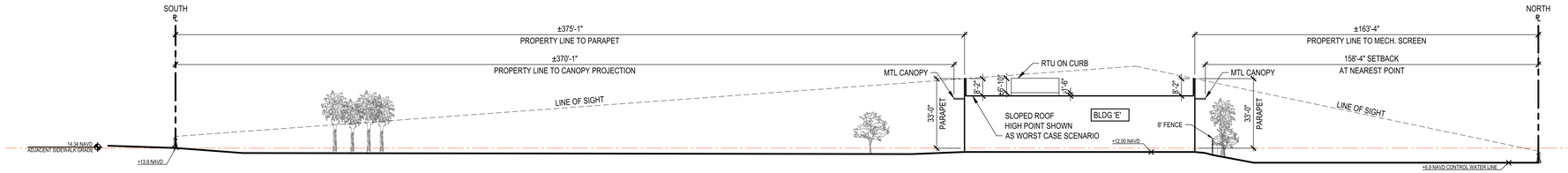
Jun 11, 2026 - 12:54pm LOGIN: gdelgadillo FILE LOCATION: P:\2024\240108\Acad\01 Arch\01 SD\ 240108_ A021.dwg



SECTION 5 (5 / A022)

120' 60' 30' 0

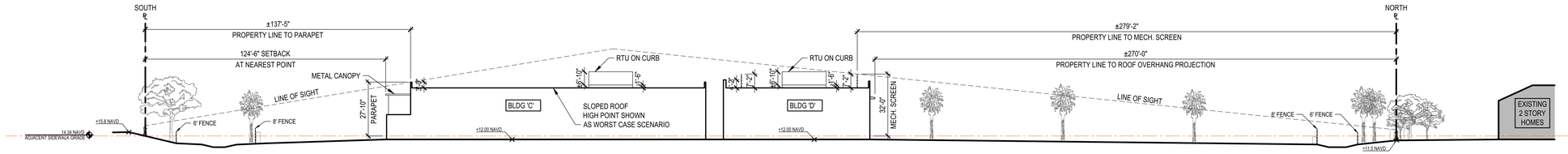
SCALE: 1" = 30'



SECTION 4 (4 / A022)

120' 60' 30' 0

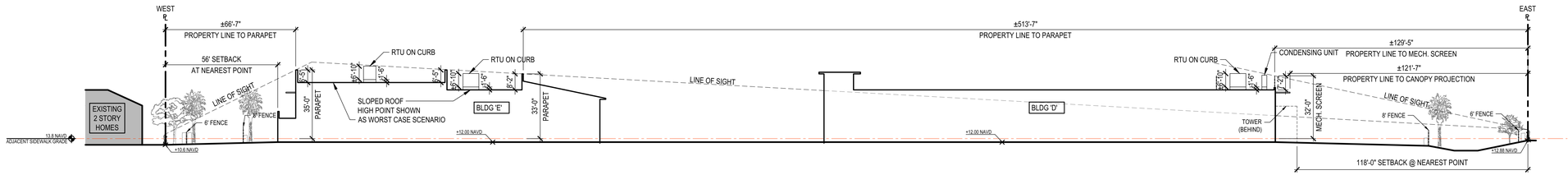
SCALE: 1" = 30'



SECTION 3 (3 / A022)

120' 60' 30' 0

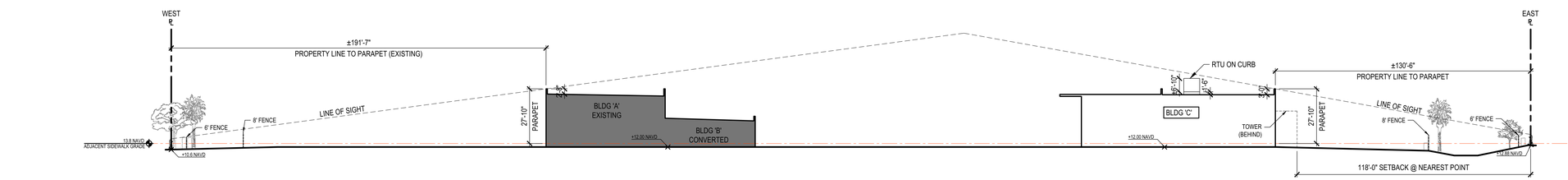
SCALE: 1" = 30'



SECTION 2 (2 / A022)

120' 60' 30' 0

SCALE: 1" = 30'



NOTE:
- ALL DIMENSIONED ELEVATIONS FROM ADJACENT SIDEWALK GRADE (13.8 NAVD) (11.69' LOW / 15.92' HIGH)
- SIGHT LINES SHOWN ARE FROM PROPERTY LINE

SECTION 1 (1 / A022)

120' 60' 30' 0

SCALE: 1" = 30'

CIVICA
ARCHITECTURE
8323 NW 12th St. Suite 106
Doral, FL 33126
tel: 305.593.9959
AA #26001093
www.civicagroup.com
info@civicagroup.com

PROJECT:

SOMERSET PARKLAND (**PHASE-2**)

8401 UNIVERSITY DR
PARKLAND, FL 33076

PARCEL ID:
474128015290

APPLICANT:
PARKLAND SCHOOL PROPERTY LLC
6457 SUNSET DRIVE
MIAMI, FL 33143

ISSUED FOR:
SITE PLAN APPROVAL

CIVICA PROJECT No :
240108

CONSULTANTS:

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

No.	DATE	ISSUED FOR	BY
1	08/29/25	DRC RESUBMITTAL	GD
2	12/12/25	DRC RESUBMITTAL	GD
3	2/16/26	DRC RESUBMITTAL	GD

DRAWN BY: GD
APPROVED BY: JG/ RL
DATE: 04/01/2025
SCALE: AS SHOWN

KEY PLAN

1st FL FFE: 12.00 NAVD

SEAL/SIGNATURE

ROLANDO LLANES AR0013160 STATE OF FLORIDA

Digitally signed by Rolando Llanes
Date: 2026.03.06 11:25:44 -05'00'

ROLANDO LLANES
AR - 0013160

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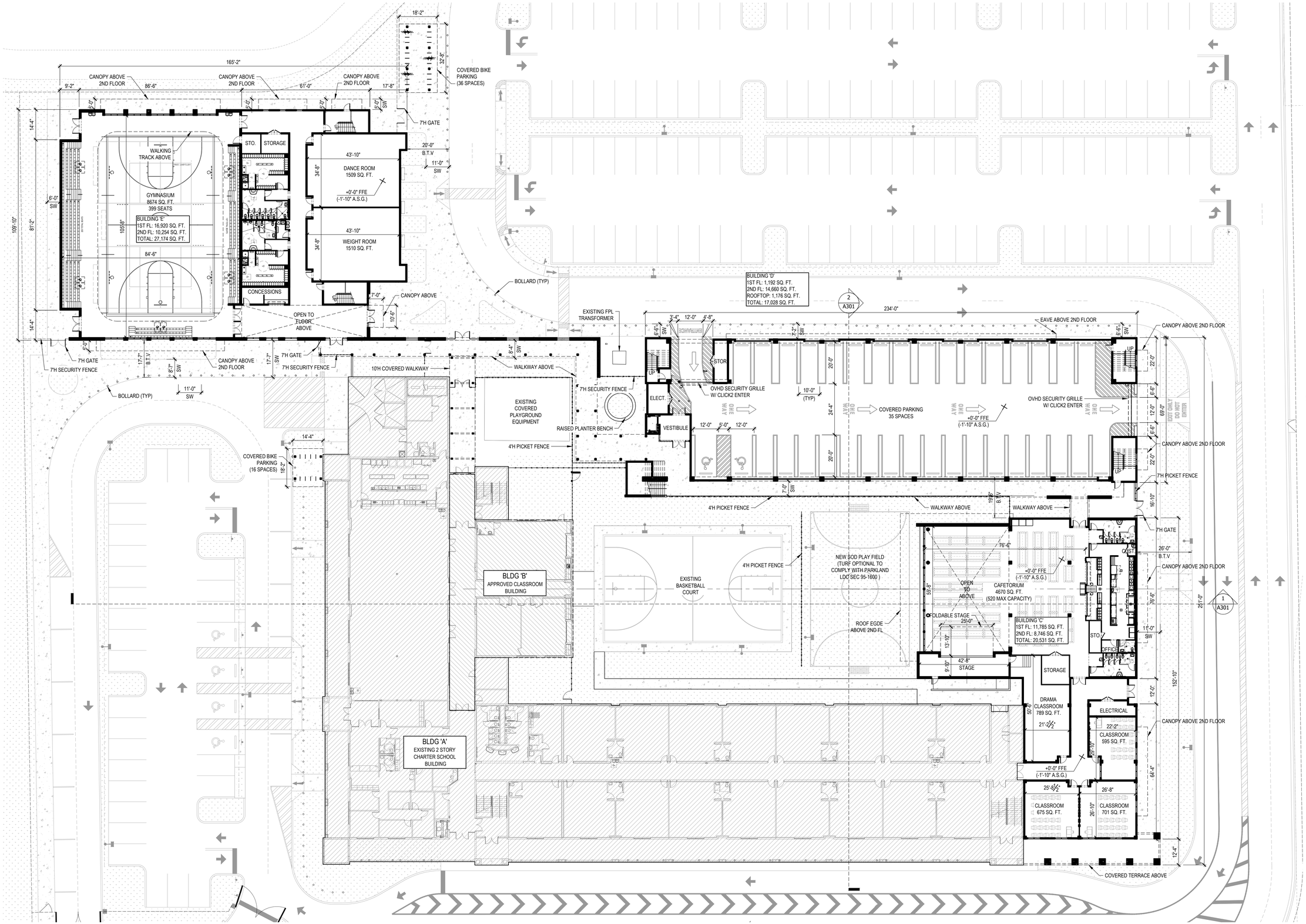
SHEET TITLE

LINE OF SIGHT SECTIONS

SHEET NUMBER

A022

Feb 13, 2026 - 9:37am LOGIN: gdelgadillo FILE LOCATION: P:\2024\240108\Acad\01 Arch\01 SD\ 240108_A022.dwg



X' DISTANCE
Building To Vehicular use

NOTE:
1. ALL ELEVATIONS FROM 1ST FFE (12.00 NAVD).
2. HEIGHTS PER CITY CODE ARE 1'-10" LOWER (SEE ELEVATION AND SECTION DWGS)
3. ALL FURNITURE/FIXTURES SHOWN FOR GRAPHIC REPRESENTATION ONLY

N

FIRST FLOOR PLAN

1 A101

80' 40' 20' 0

SCALE: 1" = 20'

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ARCHITECTURE
8323 NW 12th St. Suite 106
Doral, FL 33126
tel: 305.593.9959
AA #26001093
www.civicagroup.com
info@civicagroup.com

PROJECT:

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8401 UNIVERSITY DR
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CIVICA PROJECT No :
240108

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SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

No.	DATE	ISSUED FOR	BY
1	08/29/25	DRC RESUBMITTAL	GD
2	12/12/25	DRC RESUBMITTAL	GD
3	2/16/26	DRC RESUBMITTAL	GD
4	4/22/26	BLDG 'B' COORD.	GD
5	6/11/26	BLDG 'B' COORD.	GD

DRAWN BY: GD
APPROVED BY: JG/ RL
DATE: 04/01/2025
SCALE: AS SHOWN

KEY PLAN

1st FL FFE: 12.00 NAVD

SEAL/SIGNATURE

ROLANDO LLANES
AR - 0013160

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SHEET TITLE

1ST FLOOR PLAN

SHEET NUMBER

A101

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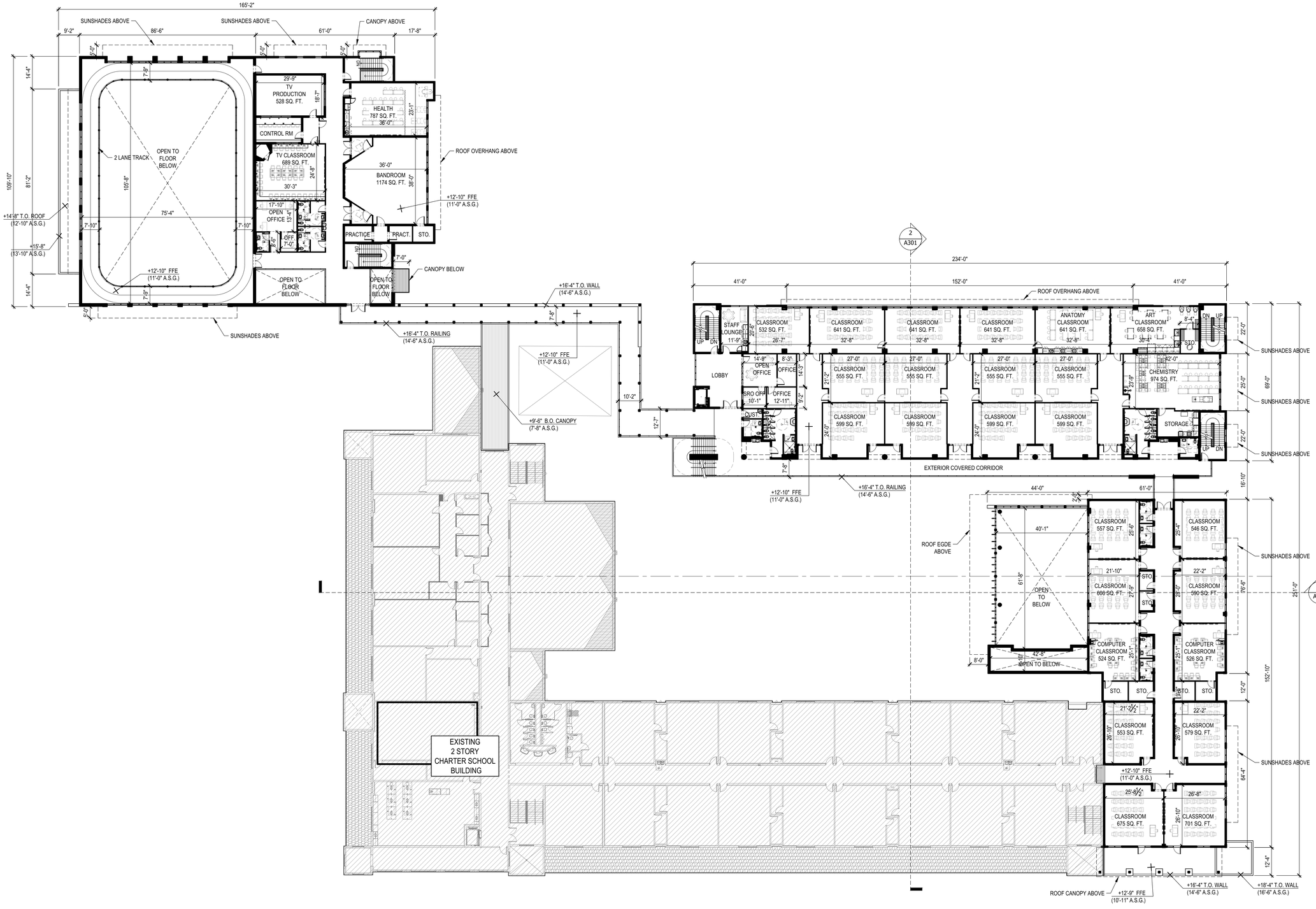

NOTE:
1. ALL ELEVATIONS FROM 1ST FFE (12.00 NAVD).
2. HEIGHTS PER CITY CODE ARE 1'-10" LOWER (SEE ELEVATION AND SECTION DWGS)
3. ALL FURNITURE/FIXTURES SHOWN FOR GRAPHIC REPRESENTATION ONLY

N

SECOND FLOOR PLAN

1 A102

80' 40' 20' 0

SCALE: 1" = 20'

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ARCHITECTURE
8323 NW 12th St. Suite 106
Doral, FL 33126
tel: 305.593.9959
AA #26001093
www.civicagroup.com
info@civicagroup.com

PROJECT:

SOMERSET PARKLAND (**PHASE-2**)

8401 UNIVERSITY DR
PARKLAND, FL 33076

PARCEL ID:
474128015290

APPLICANT:
PARKLAND SCHOOL PROPERTY LLC
6457 SUNSET DRIVE
MIAMI, FL 33143

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SITE PLAN APPROVAL

CIVICA PROJECT No :
240108

CONSULTANTS:

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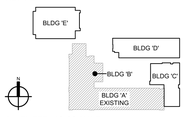
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

No.	DATE	ISSUED FOR	BY
1	08/29/25	DRC RESUBMITTAL	GD
2	12/12/25	DRC RESUBMITTAL	GD
3	2/16/26	DRC RESUBMITTAL	GD
4	3/05/26	DRC RESUBMITTAL	GD

DRAWN BY: GD
APPROVED BY: JG/ RL
DATE: 04/01/2025
SCALE: AS SHOWN

KEY PLAN



1st FL FFE: 12.00 NAVD

SEAL/SIGNATURE

STATE OF FLORIDA
ROLANDO LLANES
AR0013160
REGISTERED LANDSCAPE ARCHITECT

Digitally signed by Rolando Llanes
Date: 2026.03.06 11:27:05 -05'00'

ROLANDO LLANES
AR - 0013160

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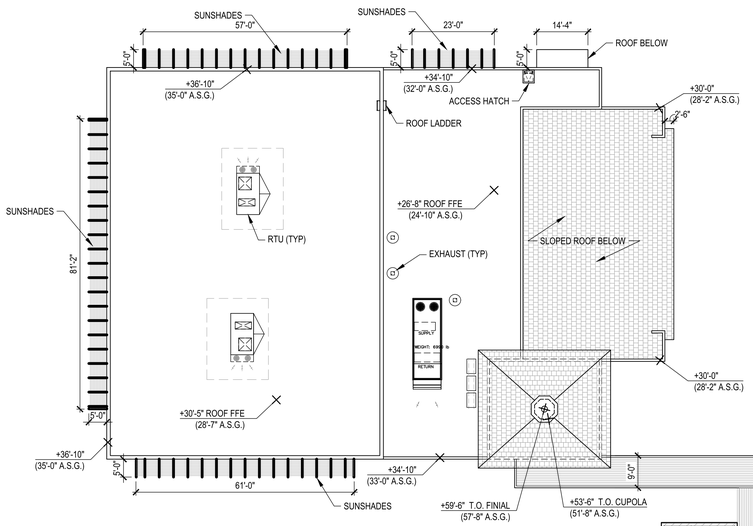
SHEET TITLE

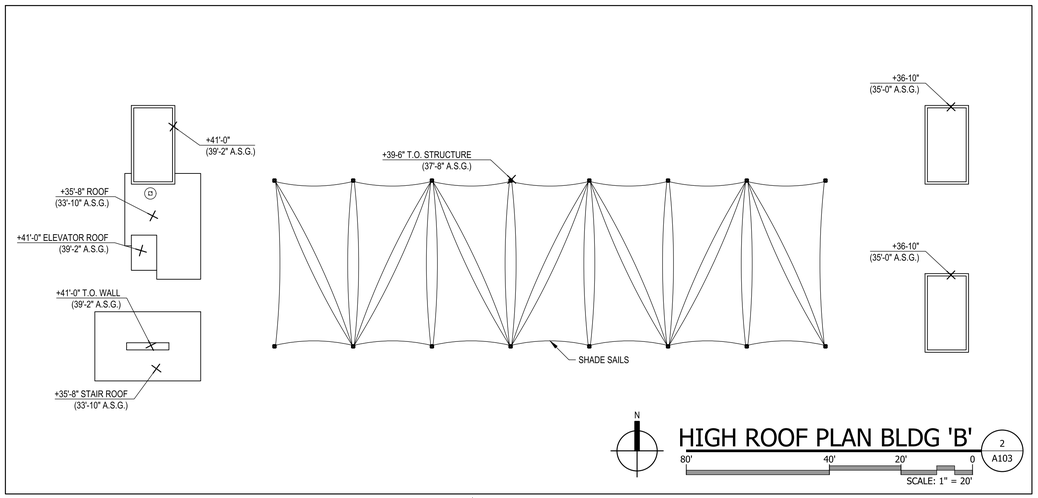
2ND FLOOR PLAN

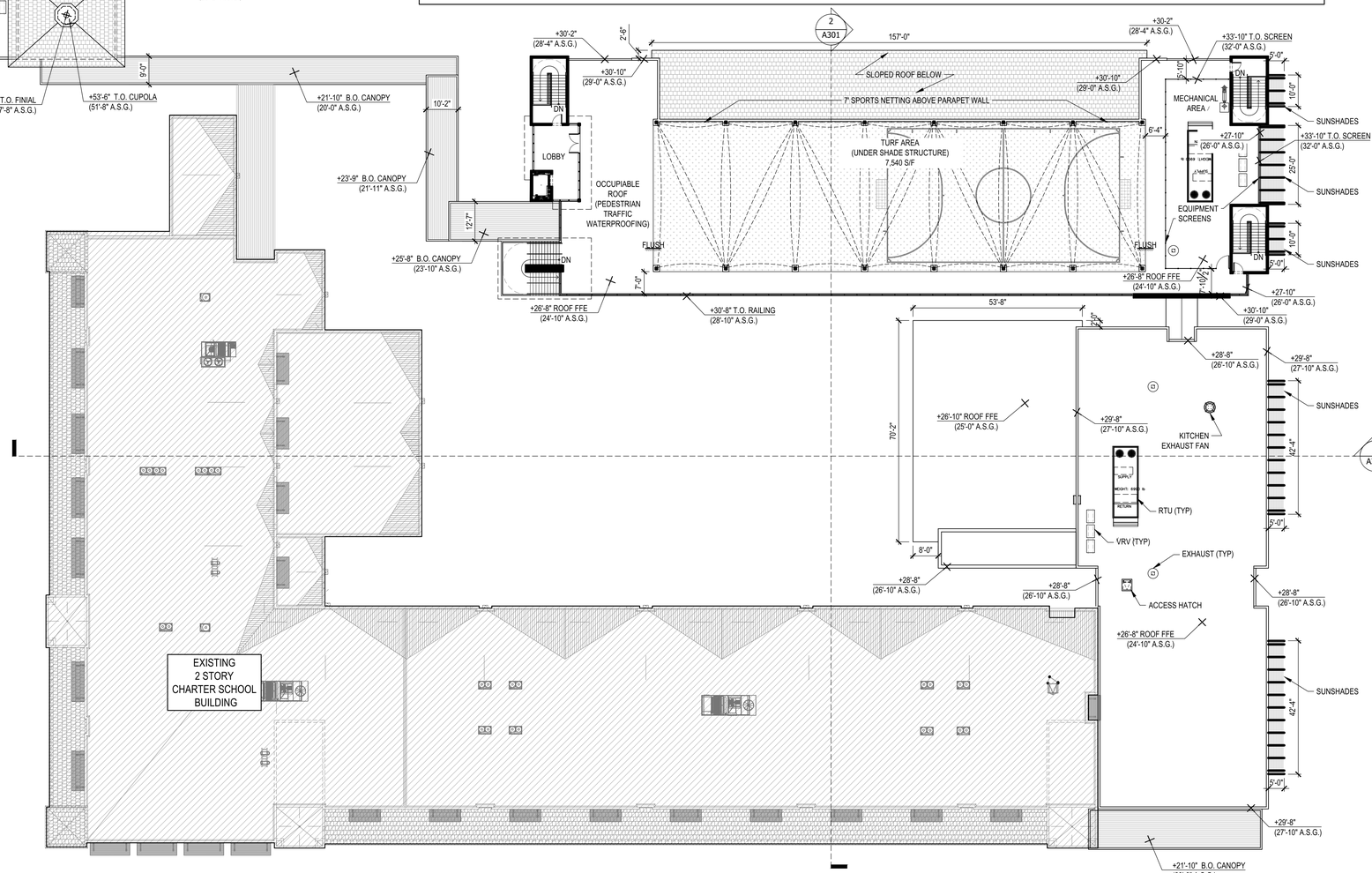
SHEET NUMBER

A102

Feb 27, 2026 - 4:41pm LOGIN: gdelgadillo FILE LOCATION: P:\2024\240108\Acad\01 Arch\01 SD\ 240108_A102.dwg







NOTE:
1. ALL ELEVATIONS FROM 1ST FFE (12.00 NAVD).
2. HEIGHTS PER CITY CODE ARE 1'-10" LOWER (SEE ELEVATION AND SECTION DWGS)
3. ALL FURNITURE/FIXTURES SHOWN FOR GRAPHIC REPRESENTATION ONLY

N

ROOF PLAN
80' 40' 20' 0
SCALE: 1" = 20'
1
A103

CIVICA
ARCHITECTURE
8323 NW 12th St. Suite 106
Doral, FL 33126
tel: 305.593.9959
AA #26001093
www.civicagroup.com
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PROJECT:
SOMERSET PARKLAND
(**PHASE-2**)

8401 UNIVERSITY DR
PARKLAND, FL 33076

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474128015290

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CONSULTANTS:

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

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1	08/29/25	DRC RESUBMITTAL	GD
2	12/12/25	DRC RESUBMITTAL	GD
3	2/16/26	DRC RESUBMITTAL	GD

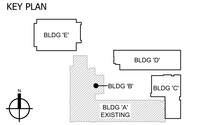
DRAWN BY
GD

APPROVED BY
JG/ RL

DATE
04/01/2025

SCALE:
AS SHOWN

KEY PLAN



1st FL FFE: 12.00 NAVD

SEAL/SIGNATURE

ROLANDO LLANES
AR0013160
STATE OF FLORIDA

Digitally signed by Rolando Llanes
Date: 2026.03.06 11:27:43 -05'00'

ROLANDO LLANES
AR - 0013160

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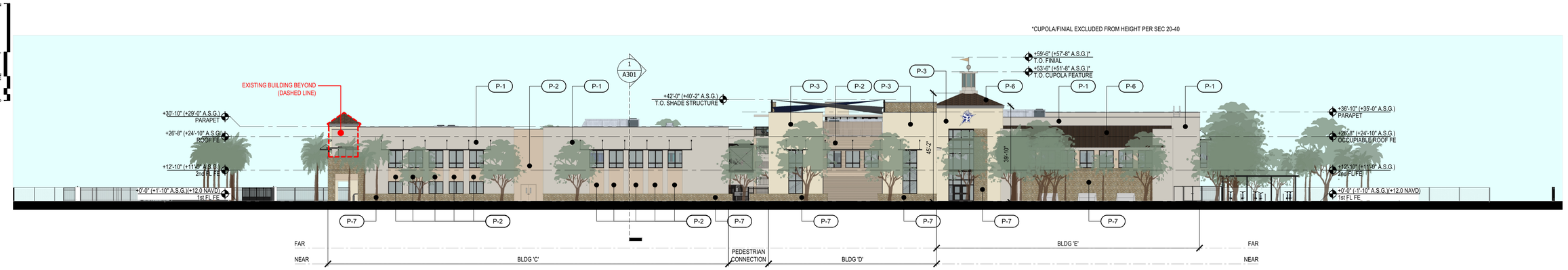
SHEET TITLE
ROOF PLAN

SHEET NUMBER
A103

Feb 13, 2026 - 9:38am LOGIN: jpilgadillo FILE LOCATION: P:\2024\240108\Acad\01 Archi\01 SD\ 240108_A103.dwg



HIGHEST BUILDING HEIGHT PER PARKLAND LDC

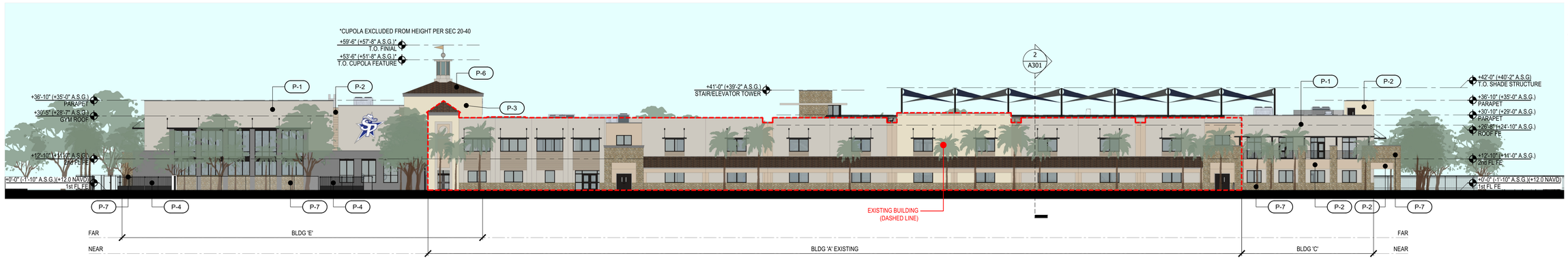
EAST ELEVATION

2 A200a

80' 40' 20' 0

SCALE: 1" = 20'

NOTE:
1. A.S.G. (ADJACENT SIDEWALK GRADE) = 13.8' NGVD
2. ANY SIGNAGE DEPICTED IS CONCEPTUAL ONLY AND NOT PART OF THIS SITE PLAN PACKAGE



SOUTH ELEVATION

1 A200a

80' 40' 20' 0

SCALE: 1" = 20'

NOTE:
1. A.S.G. (ADJACENT SIDEWALK GRADE) = 13.8' NGVD
2. ANY SIGNAGE DEPICTED IS CONCEPTUAL ONLY AND NOT PART OF THIS SITE PLAN PACKAGE

EXISTING BUILDING
(ALL EXTERIOR FINISHES TO MATCH)

PROPOSED MATERIALS & COLOR SELECTION

COLOR SELECTION BASED ON SHERWIN WILLIAMS COLOR PALETTE

NOTES:
1. HM DOORS/FRAMES TO MATCH PAINT COLOR OF BACKGROUND WALL
2. METAL STAIRS/RAILING: DARK BRONZE

P-1 BODY	P-2 ACCENT	P-3 ACCENT (TOWERS)	P-4 ACCENT (SECURITY WALL)	P-5 ALUMINUM WINDOWS/DOORS	P-6 SLATE ROOFING	P-7 STONE
SW7003 TOQUE WHITE	SW6119 ANTIQUE WHITE	SW7527 NANTUCKET DUNE	SW7068 GRIZZLE GRAY	DARK BRONZE	SAXONY 900 FLORIDA BLEND	EL DORADO STONE WEATHER EDGE AMBER FALLS

BUILDING COLORS (PAINT ON STUCCO)

CIVICA ARCHITECTURE
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tel: 305.593.9959
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PROJECT:

SOMERSET PARKLAND (**PHASE-2**)

8401 UNIVERSITY DR
PARKLAND, FL 33076

PARCEL ID:
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ENGINEERING | PLANNING | CONSULTING | SINCE 1982

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

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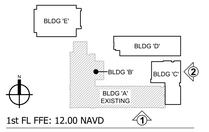
3	2/16/26	DRC RESUBMITTAL	GD

DRAWN BY GD
APPROVED BY JG/ RL

DATE 04/01/2025
SCALE: AS SHOWN

KEY PLAN



SEAL/SIGNATURE

STATE OF FLORIDA ROLANDO LLANES AR0013160 REGISTERED ARCHITECT

Digitally signed by Rolando Llanes
Date: 2026.03.06 11:28:22 -05'00'

ROLANDO LLANES
AR - 0013160

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SHEET TITLE

SOUTH & EAST ELEVATIONS

SHEET NUMBER

A200a

Feb 13, 2026 - 9:40am LOGIN: gdelgado FILE LOCATION: P:\2024\240108\Acad\01 Arch\01 SD\ 240108_A200a.dwg

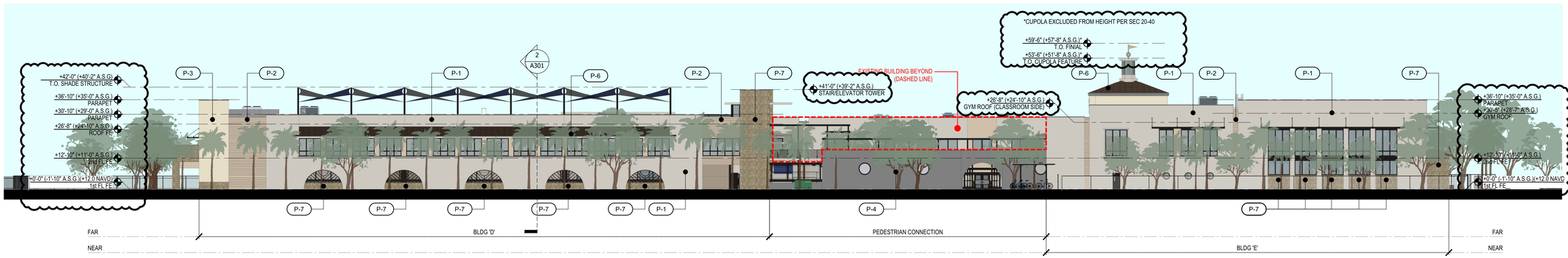
WEST ELEVATION

2 A200b

80' 40' 20' 0

SCALE: 1" = 20'

NOTE:
1. A.S.G. (ADJACENT SIDEWALK GRADE) = 13.8' NGVD
2. ANY SIGNAGE DEPICTED IS CONCEPTUAL ONLY AND NOT PART OF THIS SITE PLAN PACKAGE



NORTH ELEVATION

1 A200b

80' 40' 20' 0

SCALE: 1" = 20'

NOTE:
1. A.S.G. (ADJACENT SIDEWALK GRADE) = 13.8' NGVD
2. ANY SIGNAGE DEPICTED IS CONCEPTUAL ONLY AND NOT PART OF THIS SITE PLAN PACKAGE

EXISTING BUILDING
(ALL EXTERIOR FINISHES TO MATCH)

PROPOSED MATERIALS & COLOR SELECTION

COLOR SELECTION BASED ON SHERWIN WILLIAMS COLOR PALETTE

NOTES:
1. HM DOORS/FRAMES TO MATCH PAINT COLOR OF BACKGROUND WALL
2. METAL STAIRS/RAILING: DARK BRONZE

P-1 BODY	P-2 ACCENT	P-3 ACCENT (TOWERS)	P-4 ACCENT (SECURITY WALL)	P-5 ALUMINUM WINDOWS/DOORS	P-6 SLATE ROOFING	P-7 STONE
SW7003 TOQUE WHITE	SW6119 ANTIQUE WHITE	SW7527 NANTUCKET DUNE	SW7068 GRIZZLE GRAY	DARK BRONZE	SAXONY 900 FLORIDA BLEND	EL DORADO STONE WEATHER EDGE AMBER FALLS

BUILDING COLORS
(PAINT ON STUCCO)

CIVICA
ARCHITECTURE
8323 NW 12th St. Suite 106
Doral, FL 33126
tel: 305.593.9959
AA #26001093
www.civicagroup.com
info@civicagroup.com

PROJECT:

SOMERSET PARKLAND
(**PHASE-2**)

8401 UNIVERSITY DR
PARKLAND, FL 33076

PARCEL ID:
474128015290

APPLICANT:

PARKLAND SCHOOL
PROPERTY LLC
6457 SUNSET DRIVE
MIAMI, FL 33143

ISSUED FOR:
SITE PLAN APPROVAL

CIVICA PROJECT No :
240108

CONSULTANTS:

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

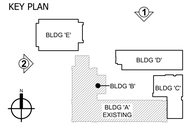
SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

No.	DATE	ISSUED FOR	BY
1	08/29/25	DRC RESUBMITTAL	GD
2	12/12/25	DRC RESUBMITTAL	GD
3	2/16/26	DRC RESUBMITTAL	GD

DRAWN BY: GD
APPROVED BY: JG/ RL

DATE: 04/01/2025
SCALE: AS SHOWN

KEY PLAN



1st FL FFE: 12.00 NAVD

SEAL/SIGNATURE

ROLANDO LLANES
AR0013160
STATE OF FLORIDA

Digitally signed by Rolando Llanes
Date: 2026.03.06 11:29:46 -05'00'

ROLANDO LLANES
AR - 0013160

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SHEET TITLE

NORTH & WEST ELEVATIONS

SHEET NUMBER

A200b

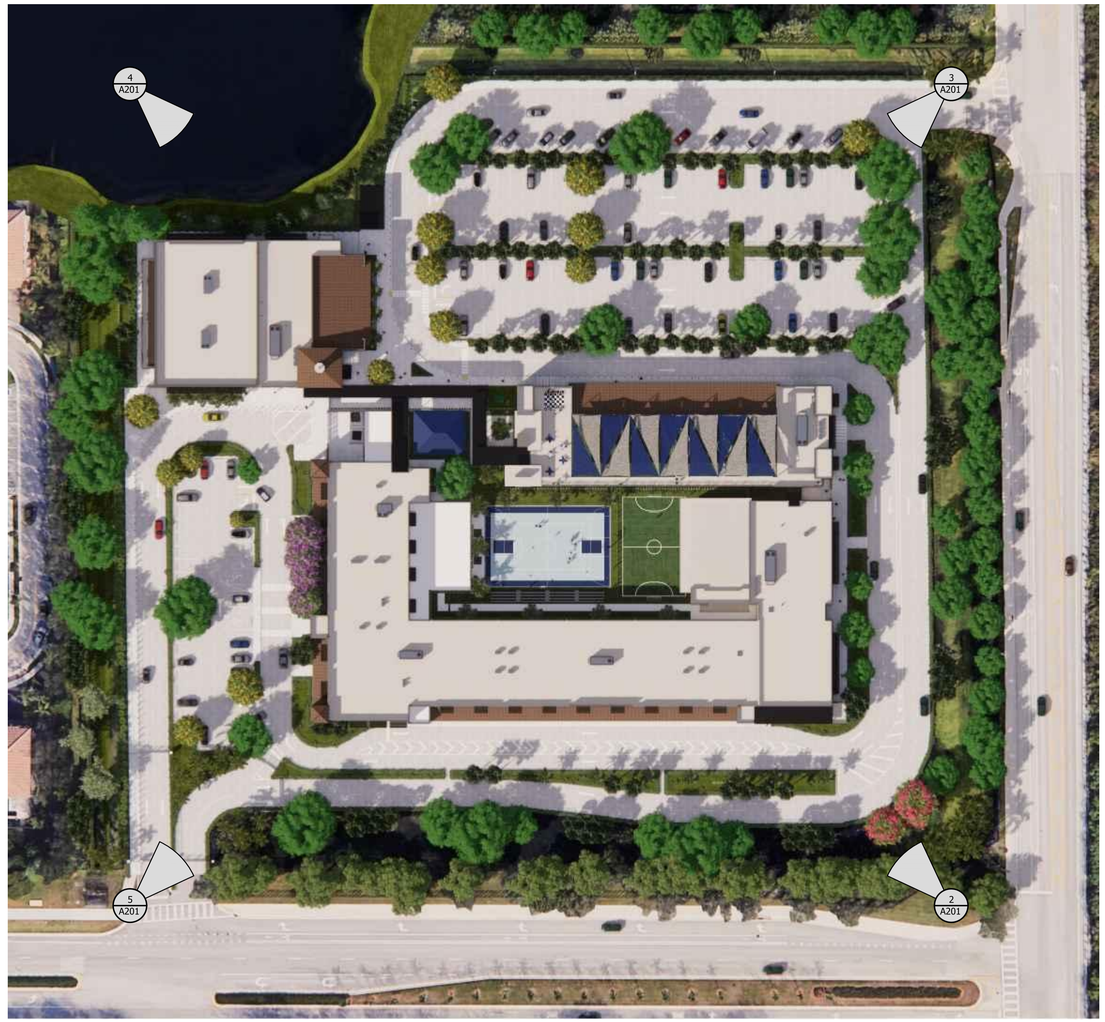
Feb 13, 2026 - 9:39am LOGIN: gdegadillo FILE LOCATION: P:\2024\240108\Acad\01 Arch\01 SD\ 240108_A200b.dwg

LOOKING NORTHEAST
SCALE: N.T.S.
5 A201

LOOKING NORTHWEST
SCALE: N.T.S.
2 A201

LOOKING SOUTHEAST
SCALE: N.T.S.
4 A201

LOOKING SOUTHWEST
SCALE: N.T.S.
3 A201



SITE PLAN AERIAL
SCALE: N.T.S.
1 A201

CIVICA
ARCHITECTURE
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tel: 305.593.9959
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info@civicagroup.com

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(**PHASE-2**)

8401 UNIVERSITY DR
PARKLAND, FL 33076

PARCEL ID:
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MIAMI, FL 33143

ISSUED FOR:
SITE PLAN APPROVAL

CIVICA PROJECT No :
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CONSULTANTS:

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ENGINEERING | PLANNING | CONSULTING | SINCE 1982

SCHMIDT NICHOLS
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2	12/12/25	DRC RESUBMITTAL	GD

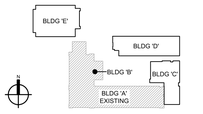
DRAWN BY
GD

APPROVED BY
JG/ RL

DATE
04/01/2025

SCALE:
AS SHOWN

KEY PLAN



1st FL FFE: 12.00 NAVD

SEAL/SIGNATURE

ROLANDO LLANES
AR0013160
STATE OF FLORIDA
REGISTERED ARCHITECT

Digitally signed by Rolando Llanes
Date: 2026.03.06 11:30:25 -05'00'

ROLANDO LLANES
AR - 0013160

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SHEET TITLE

3D
AERIALS

SHEET NUMBER

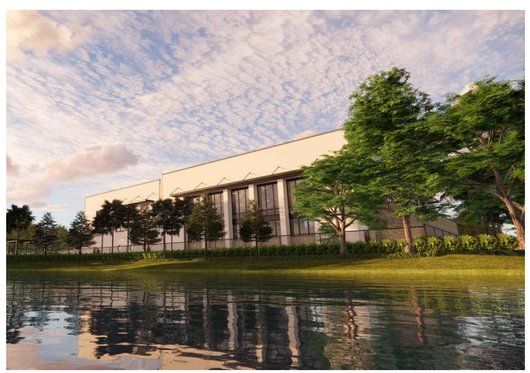
A201

Mar 06, 2026 - 11:26am LOGIN: gdelgadillo FILE LOCATION: P:\2024\240108\Acad\01 Archi\01 SD\ 240108_A201.dwg

2"
1"
1/2"
0

VIEW OF GYMNASIUM AND EXISTING BUILDING FROM ADMIN PARKING LOT

VIEW OF CORNER BETWEEN EXISTING BUILDING AND NEW CLASSROOM BUILDING 'C'



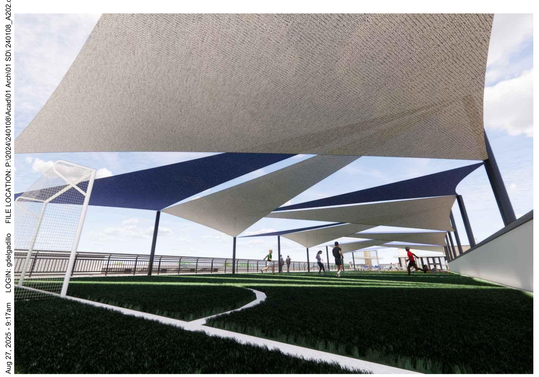
VIEW OF BUILDING 'E' GYMNASIUM FROM OVER LAKE

VIEW OF 2ND FLOOR WALKWAY LEADING TO NEW CLASSROOM BUILDING 'D' FROM GYMNASIUM

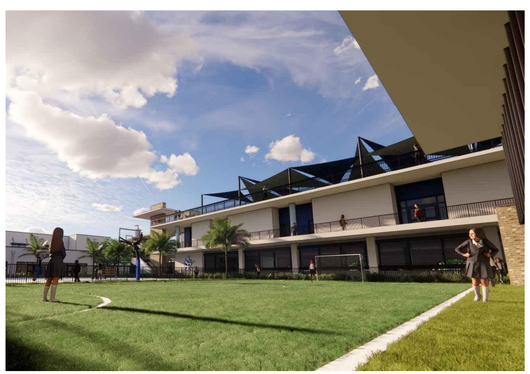
VIEW OF CONNECTION BETWEEN CLASSROOM BUILDINGS 'C' AND 'D'

VIEW OF NEW CLASSROOM BUILDING 'D' AND GYMNASIUM BUILDING 'E' FROM PARKING LOT

VIEW OF BUILDING 'E' GYMNASIUM AND COVERED BIKE AREA FROM PARKING LOT



OCCUPIABLE ROOF PLAY AREA ABOVE NEW CLASSROOM BUILDING 'D'



INTERIOR COURTYARD LOOKING NW @ NEW CLASSROOM BUILDING 'D'

VIEW OF INTERIOR COURTYARD LOOKING NE @ NEW CLASSROOM BUILDINGS 'D' AND 'C'

CIVICA
ARCHITECTURE
8323 NW 12th St. Suite 106
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SOMERSET PARKLAND (PHASE-2)

8401 UNIVERSITY DR
PARKLAND, FL 33076

PARCEL ID:
474128015290

APPLICANT:
PARKLAND SCHOOL PROPERTY LLC
6457 SUNSET DRIVE
MIAMI, FL 33143

ISSUED FOR:
SITE PLAN APPROVAL

CIVICA PROJECT No :
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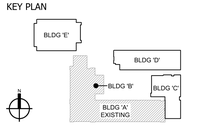
DRAWN BY
GD

APPROVED BY
JG/ RL

DATE
04/01/2025

SCALE:
AS SHOWN

KEY PLAN



1st FL FFE: 12.50 NAVD

SEAL/SIGNATURE

ROLANDO LLANES
AR0013160
STATE OF FLORIDA

Digitally signed by Rolando Llanes
Date: 2026.03.06 11:31:21 -05'00'

ROLANDO LLANES
AR - 0013160

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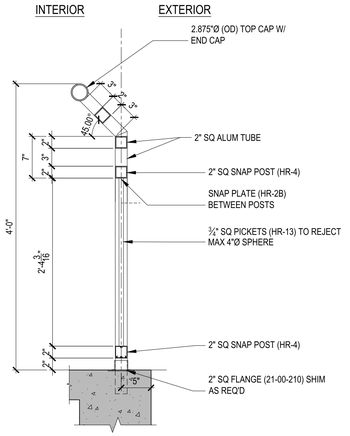
SHEET TITLE

RENDERINGS

SHEET NUMBER

A202

Aug 27, 2025 - 9:17am LOGIN: gallegadillo FILE LOCATION: P:\2024\240108\Acad\01 Arch\01 SD\ 240108_A202.dwg



ROOFTOP RECREATION AREA RAILING

SCALE: N.T.S. — 12 / A203

WINDOWS
- FRAME
  - DARK BRONZE FINISH TO MATCH EXISTING
- GLASS
  - LAMINATED W/ GRAY FILM (TO MATCH EXISTING)
  - LARGE MISSILE IMPACT RESISTANT
  - 1ST FLOOR EXTERIOR FACING WINDOWS TO HAVE 23 MIL SHOOTER ATTACK FILM TO MEET ASTM F-3561

WINDOWS

SCALE: N.T.S. — 9 / A203

PVC COATED CHAINLINK FENCE
(TO MATCH EXISTING)
(SEE PLANS FOR ANY ADD'L HEIGHTS)

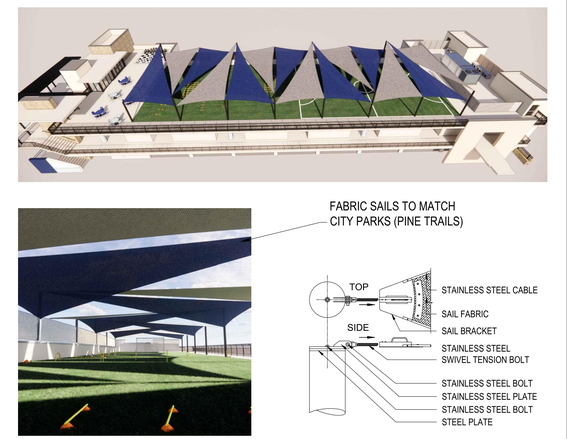
FENCES/NETTING

SCALE: N.T.S. — 6 / A203

ALUMINUM SUNSHADE
DARK BRONZE FINISH
(TO MATCH EXISTING)

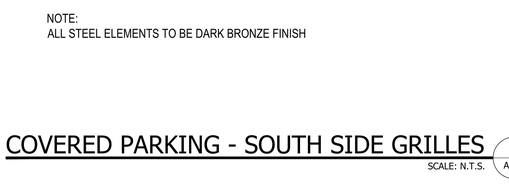
SUNSHADES

SCALE: N.T.S. — 3 / A203



CUPOLA & FINIAL

SCALE: N.T.S. — 11 / A203



NOTE:
ALL STEEL ELEMENTS TO BE DARK BRONZE FINISH

COVERED PARKING - NORTH SIDE GRILLES

SCALE: N.T.S. — 8 / A203

UNDERCANOPY LIGHTING

STEEL CAP & PAN CANOPY ROOF (BRONZE FINISH)

48"H PICKET RAILING (BRONZE FINISH) (SEE DTL 4/A204)

CONCRETE WALKWAY SLAB

STEEL COLUMNS (BRONZE FINISH)

WALKWAY CANOPIES

SCALE: N.T.S. — 5 / A203

EL DORADO STONE
WEATHER EDGE - AMBER FALLS
(TO MATCH EXISTING)

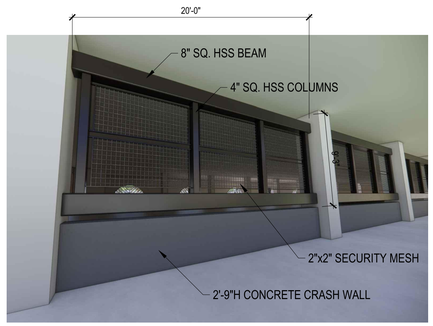
STONE VENEER

SCALE: N.T.S. — 2 / A203

FABRIC SAILS TO MATCH CITY PARKS (PINE TRAILS)

SHADE STRUCTURE

SCALE: N.T.S. — 10 / A203

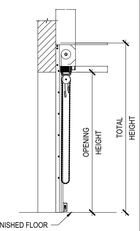


NOTE:
ALL STEEL ELEMENTS TO BE DARK BRONZE FINISH

COVERED PARKING - SOUTH SIDE GRILLES

SCALE: N.T.S. — 7 / A203

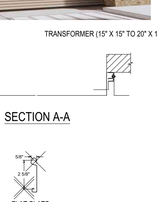
MOTORIZED OVERHEAD ROLLING GRILLE W/ ACCESS CONTROL (PAINTED TO MATCH FACADE)



SECTION B-B

TRANSFORMER (15" X 15" TO 20" X 15")

SECTION A-A

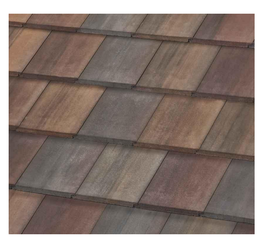


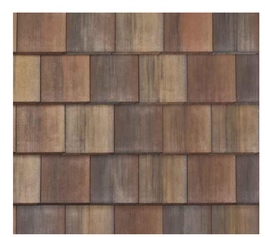
ELEVATION

OVERHEAD ROLLING GRILLE

SCALE: 1" = 120' — 4 / A203

480' 240' 120' 0





SAXONY 900
FLORIDA BLEND
(TO MATCH EXISTING)

MIAMI-DADE NOA NO: 24-0320.02:

Dimensions	Test Specifications	Product Description
L =17" W =13" H = 1.19" Thickness: .70"	TAS 112	Flat, Type 3a interlocking Class III, concrete tile equipped with two nail holes. For direct deck or battened nail-on, mortar or adhesive set applications.

CONCRETE "SLATE" ROOF SHINGLES

SCALE: N.T.S. — 1 / A203

CIVICA
ARCHITECTURE
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Doral, FL 33126
tel: 305.593.9959
AA #26001093
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info@civicagroup.com

PROJECT:

SOMERSET PARKLAND (**PHASE-2**)

8401 UNIVERSITY DR
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PARCEL ID:
474128015290

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SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

No.	DATE	ISSUED FOR	BY
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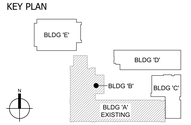
2	12/12/25	DRC RESUBMITTAL	GD
3	2/16/26	DRC RESUBMITTAL	GD

DRAWN BY: GD
APPROVED BY: JG/ RL
DATE: 04/01/2025
SCALE: AS SHOWN

KEY PLAN



1st FL FFE: 12.00 NAVD

SEAL/SIGNATURE

ROLANDO LLANES AR0013160 STATE OF FLORIDA

Digitally signed by Rolando Llanes
Date: 2026.03.06 11:32:04 -05'00'

ROLANDO LLANES
AR - 0013160

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SHEET TITLE

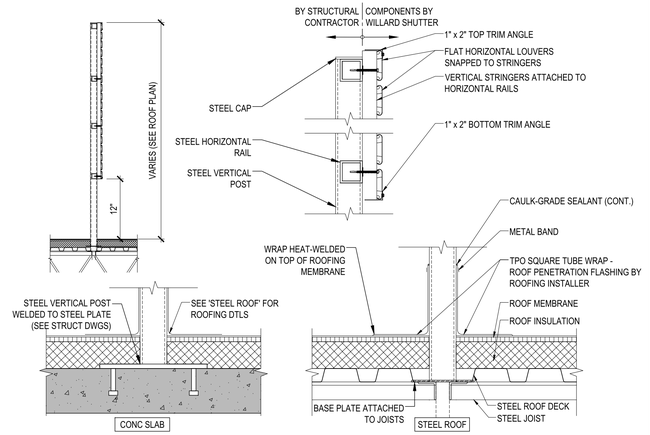
EXTERIOR MATERIALS

SHEET NUMBER

A203

Feb 13, 2026 - 9:39am LOGIN: pdegiustto FILE LOCATION: P:\2024\240108\Arch\01 SD\ 240108_A203.dwg

HORIZONTAL FLAT SLAT STYLE
ALL COMPONENTS PAINTED SILVER

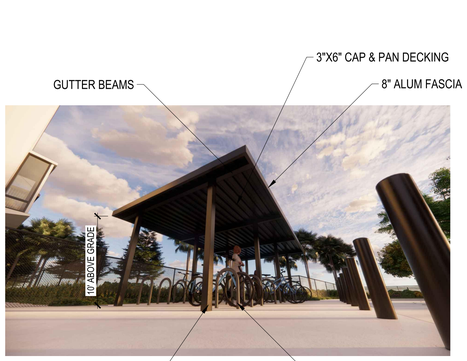


NOTES:
1. BASED ON ECONOSPAN LOUVER SCREEN SYSTEM (WWW.WILLARDSHUTTERCO.COM)
3. SUITABLE ALTERNATE SHALL BE SUBMITTED FOR APPROVAL TO ARCHITECT/OWNER

HVAC EQUIPMENT GRILLES

SCALE: N.T.S.

3 / A204



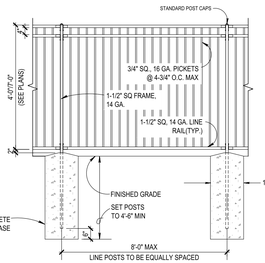
NOTE: ALL FINISHES TO BE DARK BRONZE

COVERED BIKE PARKING STRUCTURE

SCALE: N.T.S.

5 / A204

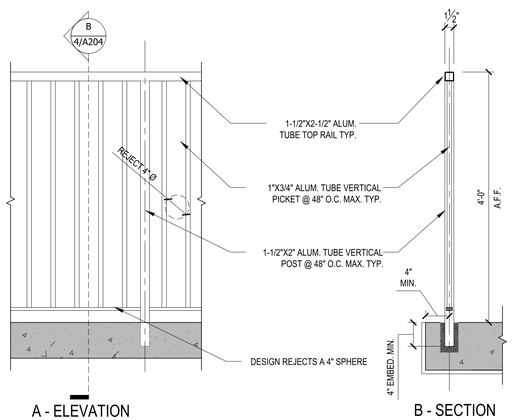
PICKET FENCE PAINTED BLACK



PICKET FENCES

SCALE: N.T.S.

2 / A204

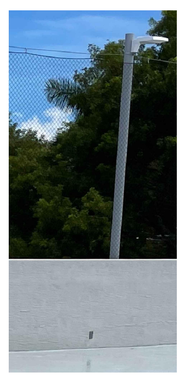


BRONZE FINISH (SEE IMAGE ON DTL 5/A203)

ELEVATED WALKWAY RAILING

4' 2' 1' 0
SCALE: 1" = 1'-0"

4 / A204



7' H TWISTED KKNOTTED NYLON SPORTS NETTING (1.56MM W/ 1-1/2" SQ PATTERN) ON TOP OF 4'-2" PARAPET

ROOFTOP SPORTS NETTING

SCALE: N.T.S.

1 / A204

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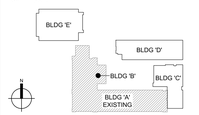

1st FL FFE: 12.00 NAVD

SEAL/SIGNATURE

ROLANDO LLANES AR0013160 STATE OF FLORIDA

Digitally signed by Rolando Llanes
Date: 2026.03.06 11:32:42 -05'00'

ROLANDO LLANES
AR - 0013160

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SHEET TITLE

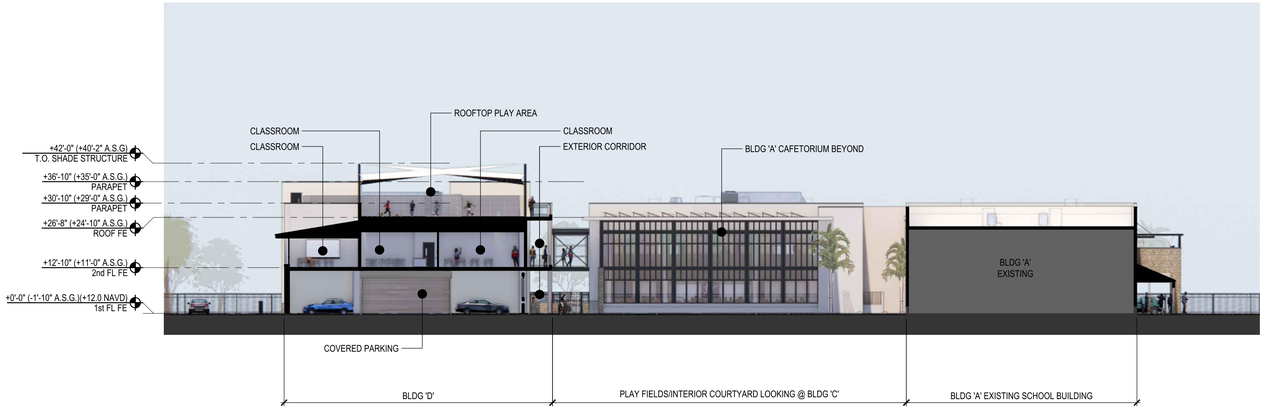
EXTERIOR MATERIALS

SHEET NUMBER

A204

Feb 13, 2026 - 9:39am LOGIN: gallgadillo FILE LOCATION: P:\2024\240108\Acad\01 Arch\01 SD\ 240108_ A204.dwg

2"
1"
1/2"
0



SECTION 2

2 / A301

80' 40' 20' 0

SCALE: 1" = 20'

SECTION 1

1 / A301

80' 40' 20' 0

SCALE: 1" = 20'

NOTE:
1. A.S.G. (ADJACENT SIDEWALK GRADE) = 13.8' NGVD
2. ANY SIGNAGE DEPICTED IS CONCEPTUAL ONLY AND NOT PART OF THIS SITE PLAN PACKAGE

CIVICA
ARCHITECTURE
8323 NW 12th St. Suite 106
Doral, FL 33126
tel: 305.593.9959
AA #26001093
www.civicagroup.com
info@civicagroup.com

PROJECT:

SOMERSET PARKLAND (**PHASE-2**)

8401 UNIVERSITY DR
PARKLAND, FL 33076

PARCEL ID:
474128015290

APPLICANT:

PARKLAND SCHOOL PROPERTY LLC
6457 SUNSET DRIVE
MIAMI, FL 33143

ISSUED FOR:
SITE PLAN APPROVAL

CIVICA PROJECT No :
240108

CONSULTANTS:

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

No.	DATE	ISSUED FOR	BY
1	08/29/25	DRC RESUBMITTAL	GD
2	12/12/25	DRC RESUBMITTAL	GD
3	2/16/26	DRC RESUBMITTAL	GD

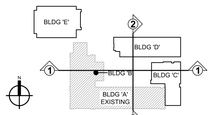
DRAWN BY
GD

APPROVED BY
JG/ RL

DATE
04/01/2025

SCALE:
AS SHOWN

KEY PLAN



1st FL FFE: 12.00 NAVD

SEAL/SIGNATURE

STATE OF FLORIDA
ROLANDO LLANES
AR0013160

Digitally signed by Rolando Llanes
Date: 2026.03.06 11:33:22 -05'00'

ROLANDO LLANES
AR - 0013160

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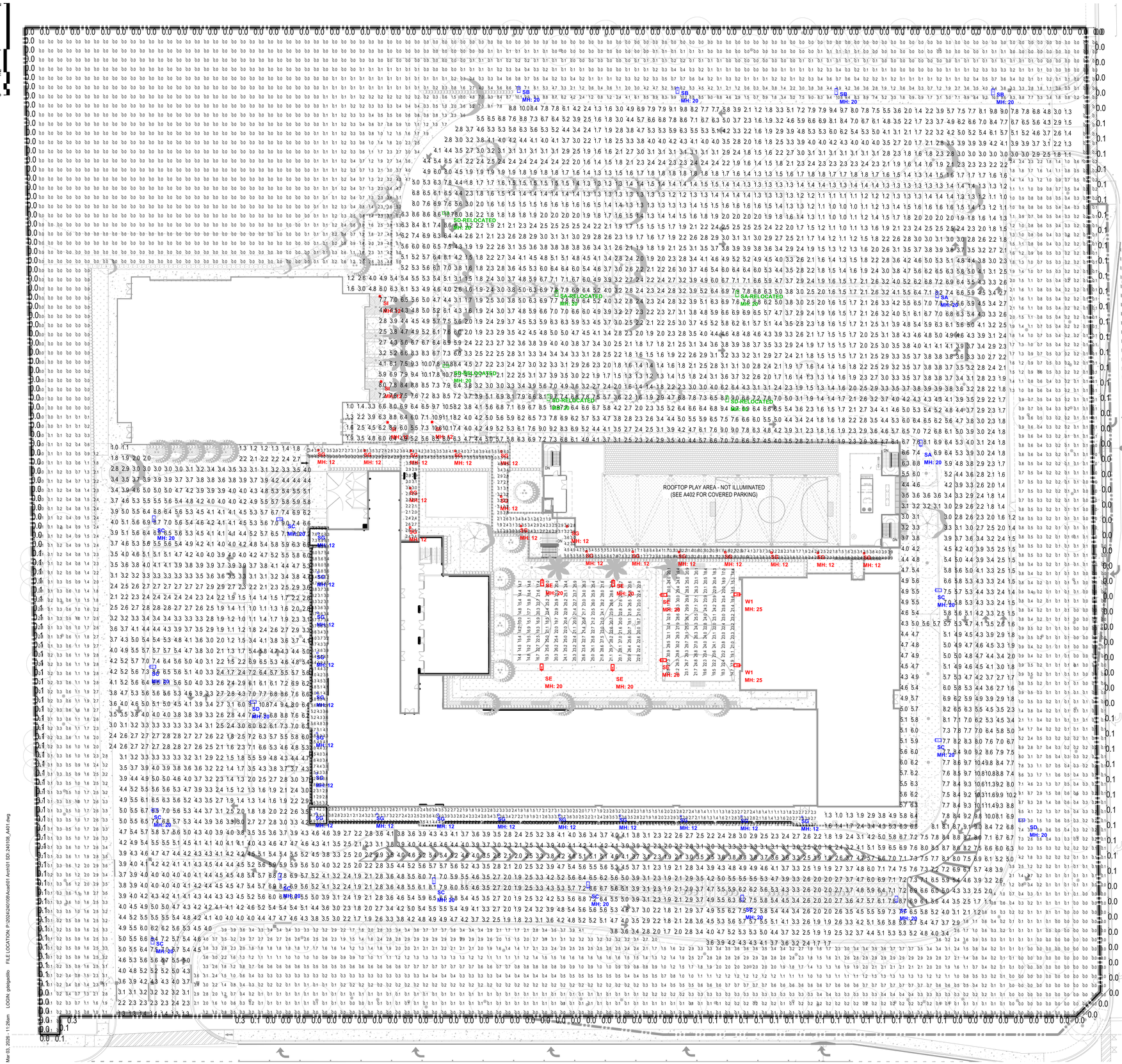
SHEET TITLE

RENDERED SECTIONS

SHEET NUMBER

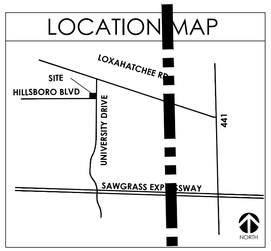
A301

Feb 13, 2026 - 9:39am LOGIN: gdelgadillo FILE LOCATION: P:\2024\240108\Acad\01 Arch\01 SD\ 240108_ A301.dwg


ROOFTOP PLAY AREA - NOT ILLUMINATED
(SEE A402 FOR COVERED PARKING)
SA-RELOCATED
SD-RELOCATED
SB
SC
SD
SE
SG
MH: 20
MH: 12
MH: 25
W1
SA
SD
SE
SE
SE

SOMERSET PARKLAND ACADEMY

The City of Parkland, Florida



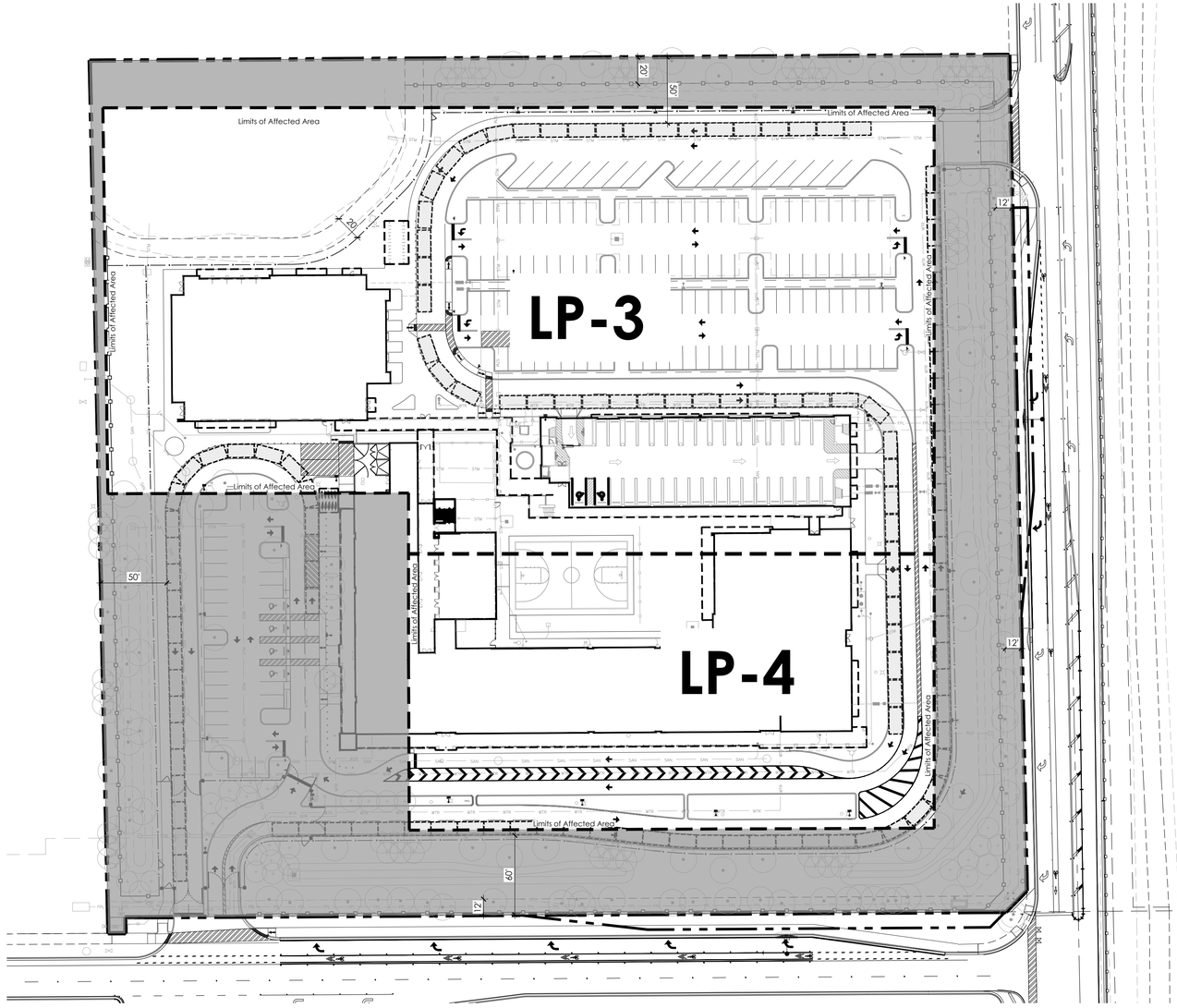
DRAWING INDEX	
LI-1	Landscape Index Sheet
LP-1	Tree Disposition Plan
LP-2	Tree Disposition Tabular
LP-3	Landscape Plan
LP-4	Landscape Plan
LP-5	Landscape Notes
LP-6	Landscape Specifications

811 Know what's below. Call before you dig.

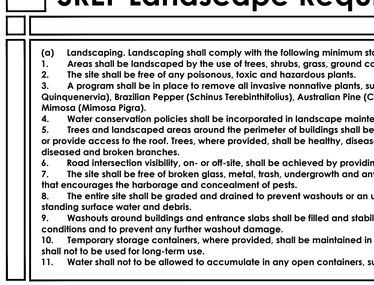
NORTH

0' 25' 50' 100' 150'

SCALE: 1" = 50'-0"



Clear Trunk Detail



Landscape Notes

1. Easements shall not encroach landscape buffers more than 5 feet.
2. Landscaping in right-of-way buffers shall be installed on the exterior side of walls or fences.
3. Walls & fences shall be setback a min. of 10' from the ultimate R-O-W.
4. FDOT Type D or F curb shall be provided along the perimeter of all landscape, open space, drainage and grassed areas adjacent to paved vehicular use areas, except where wheel stops are provided.
5. Safe sight triangles shall be maintained clear of vegetation to provide unobstructed visibility between 30" and 8' above crown of road.
6. Light poles, fire hydrants, electrical/mechanical equipment, signs, drainage structures, etc. shall not interfere with landscaping in terminal islands, parking islands, medians, buffers or other landscaped areas.
7. All plant material is to be installed a the height, spread and DBH/Caliper shown in the Plant List, container sizes are given as a suggestion only.
8. No muck-grown sod shall be utilized in detention areas.
9. All landscape areas (including sod) shall be irrigated with an underground automatic sprinkler system providing min. 120% coverage.
10. Trees shown on this plan are for graphic representation only. Tree spacing is based on design requirements and the trees shown on these plans attempt to accomplish that spacing while maintaining the required setbacks from utilities. Trees may be field adjusted to avoid conflicts with driveways and underground utilities. In any case the trees shall be located in the field in accordance with the planting details shown hereon.
11. Trees are to be installed with a ten foot (10') separation from any water or sewer main and/ or service, hydrants, and lift stations. If a ten foot (10') separation cannot be achieved, the tree can be installed with a root barrier system. Refer to the "Root Barrier" detail for installation requirements. However, in no case shall a tree encroach into a PBCUE without prior PBCWUD approval and only sod can be installed within 7.5' of a fire hydrant unless otherwise approved by the Fire Marshal.
12. All planters shall be excavated to a minimum depth of twenty-four (24) inches and back-filled with a suitable soil consisting of fifty percent (50%) composted organic matter, well-mixed with native soil. Backfill material shall be free from rock, construction debris, or other extraneous material.
13. All hemp, battens and tree supports shall be removed after trees have been established.
14. All dead, dying , and missing plant material must be installed per the original landscape plans. The building will not get a Certificated of Occupancy nor a Temporary Certificate of Occupancy prior to the entire landscape on site being brought up to a healthy condition and meeting the requirements of the original installation. The irrigation must be functioning 100% and the entire site needs to be weeded, fertilized and mulched as part of the final inspection for both new buildings.

SREF Landscape Requirements

(a) Landscaping. Landscaping shall comply with the following minimum standards:
1. Areas shall be landscaped by the use of trees, shrubs, grass, ground cover, mulch, hedges or boulders.
2. The site shall be free of any poisonous, toxic and hazardous plants.
3. A program shall be in place to remove all invasive nonnative plants, such as Punk tree (Melaleuca Quinquenervia), Brazilian Pepper (Schinus Terebinthifolius), Australian Pine (Casuarina-equisetifolia) and Catclaw Mimosa (Mimosa Pigra).
4. Water conservation policies shall be incorporated in landscape maintenance programs.
5. Trees and landscaped areas around the perimeter of buildings shall be maintained to prevent blind spots or provide access to the roof. Trees, where provided, shall be healthy, disease free and trimmed of dead, diseased and broken branches.
6. Road intersection visibility, on- or off-site, shall be achieved by providing a clear sight line atintersections.
7. The site shall be free of broken glass, metal, trash, undergrowth and any debris that constitutes a hazard or that encourages the harborage and concealment of pests.
8. The entire site shall be graded and drained to prevent washouts or an unintentional accumulation of standing surface water and debris.
9. Washouts around buildings and entrance slabs shall be filled and stabilized to remove hazardous conditions and to prevent any further washout damage.
10. Temporary storage containers, where provided, shall be maintained in a safe and secure condition and shall not to be used for long-term use.
11. Water shall not to be allowed to accumulate in any open containers, such as buckets or tires.

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING
1551 N. Flagler Dr, Ste 102
West Palm Beach, FL 33401
Phone: 561.684.6141
Email: info@snlandplan.com
Website: www.snlandplan.com
License No: LC26000232

Somerset Parkland Academy
The City of Parkland, Florida

Date:	06/17/26
Scale:	1" = 50'-0"
Design By:	CPC
Drawn By:	CPC
Checked By:	JES
File No.	729.24A
Job No.	24-67

REVISIONS / SUBMISSIONS
- 05/30/25 Resubmittal
- 08/11/25 DRC Comment Revision
- 09/15/25 Resubmittal
- 12/18/25 Resubmittal
- 02/17/26 Resubmittal
- 05/21/26 Site Plan Amendment
- 06/17/26 Resubmittal

NOT VALID WITHOUT THE SIGNATURE AND SEAL OF A FLORIDA LICENSED LANDSCAPE ARCHITECT.

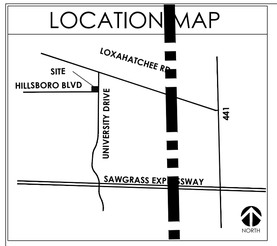
Jon E. Schmidt
Digitally signed by Jon E. Schmidt
Date: 2026.06.17 17:23:16 -04'00'

FLORIDA REGISTRATION NO.
Jon Eric Schmidt LA 0001638

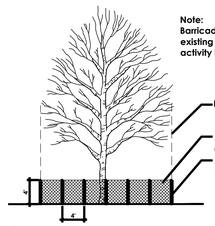
LANDSCAPE INDEX

LI-1 of 1

LOCATION MAP



Tree Protection Detail



Note:
Barricade required at drip line of all existing trees where construction activity is to take place.

Note:
Tree protection barriers shall be installed and in place prior to any other construction activity on site. Tree protection barriers shall remain in place throughout the construction of the project until removal is approved by Palm Beach County.

Tree Protection Notes

1. Tree protection barriers shall be installed and in place prior to any other construction activity on site. Tree protection barriers shall remain in place throughout the construction of the project until removal is approved by the City of Palm Beach Gardens.

2. During land altering and construction, protective barriers shall be erected and maintained around all trees or groups of trees to be protected. The movement of equipment or the storage of equipment, materials, and placement of debris or fill within protective barriers is prohibited.

TREE SUMMARY

Category	Total Trees
Preserved Trees	7
Preserved Palm Trees	44
Relocated Trees	4
Relocated Palm Trees	31
Removed Trees	19
Removed Palm Trees	10

Landscape Notes

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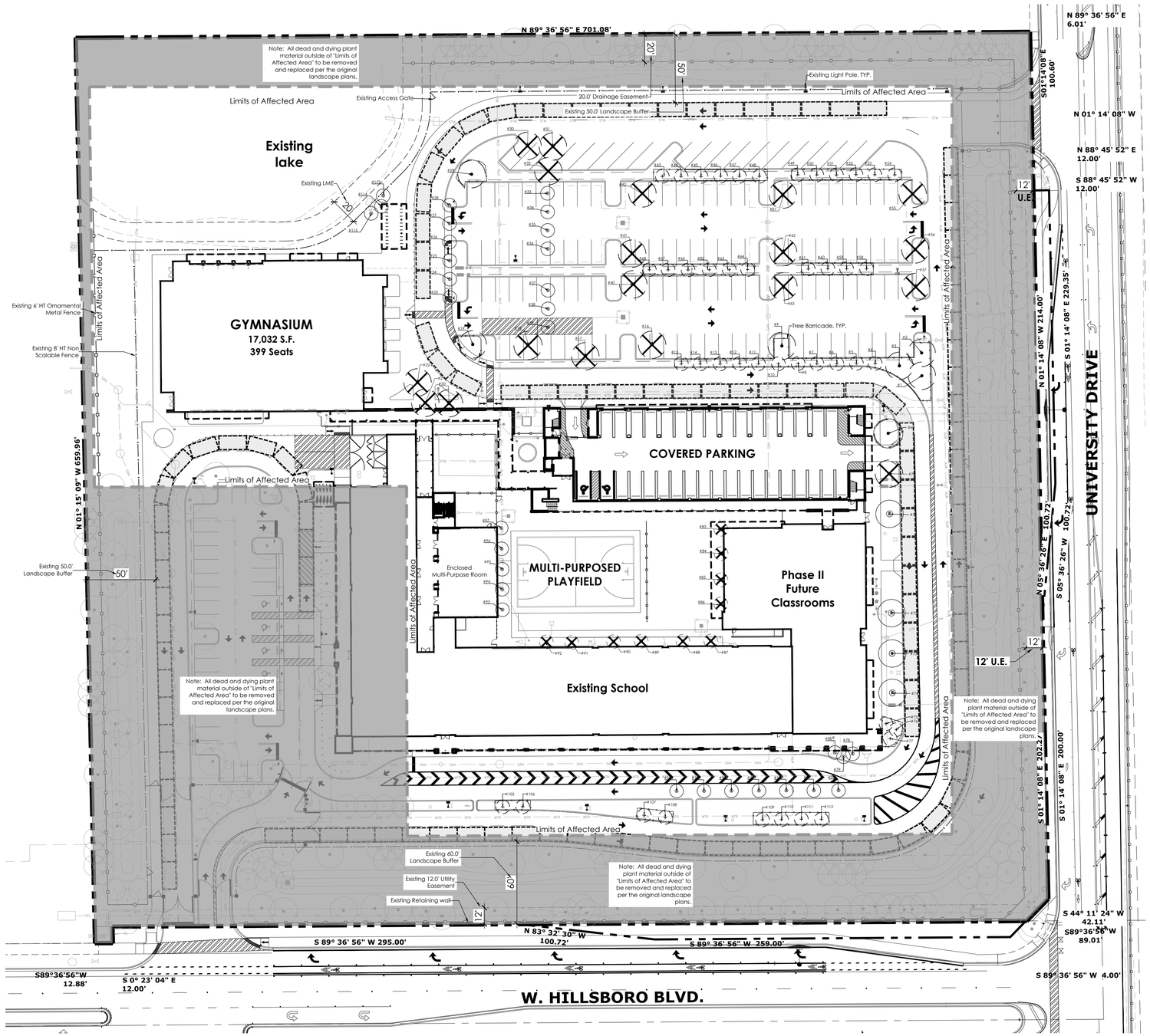

TREE DISPOSITION KEY

- EXISTING TREE TO REMAIN
- EXISTING PALM TO REMAIN
- EXISTING TREE OUTSIDE AFFECTED AREA
- EXISTING PALM OUTSIDE AFFECTED AREA
- EXISTING TREE TO REMOVE
- EXISTING PALM TO REMOVE
- EXISTING TREE TO RELOCATE
- EXISTING PALM TO RELOCATE

Know what's below. Call before you dig.

NORTH

SCALE: 1" = 40'-0"

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING
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Somerset Parkland Academy

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- 05/30/25 Resubmittal
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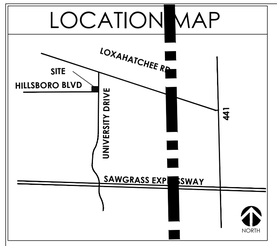
- 06/17/26 Resubmittal

Tree Disposition Plan

LP-1 of 6

LOCATION MAP



Tree Disposition Tabular

Tree #	Common Name	Scientific Name	Size	Disposition	Notes
1	Live Oak	*Quercus virginiana*	2.5"	Preserve	
2	Live Oak	*Quercus virginiana*	2.5"	Preserve	
3	Live Oak	*Quercus virginiana*	2.5"	Preserve	
4	Sabal Palm	*Sabal palmetto*	10'CT	Preserve	
5	Sabal Palm	*Sabal palmetto*	15'CT	Preserve	
6	Sabal Palm	*Sabal palmetto*	12'CT	Preserve	
7	Sabal Palm	*Sabal palmetto*	12'CT	Preserve	
8	Sabal Palm	*Sabal palmetto*	12'CT	Preserve	
9	Live Oak	*Quercus virginiana*	2.5"	Preserve	
10	Sabal Palm	*Sabal palmetto*	12'CT	Preserve	
11	Sabal Palm	*Sabal palmetto*	15'CT	Preserve	
12	Sabal Palm	*Sabal palmetto*	12' CT	Preserve	
13	Sabal Palm	*Sabal palmetto*	12' CT	Preserve	
14	Sabal Palm	*Sabal palmetto*	12' CT	Preserve	
15	Sabal Palm	*Sabal palmetto*	12' CT	Preserve	
16	Live Oak	*Quercus virginiana*	2.5"	Remove	
17	Live Oak	*Quercus virginiana*	2.5"	Remove	
18	Yellow Poinciana	*Peltophorum pterocarpum*	3"	Remove	
19	Yellow Poinciana	*Peltophorum pterocarpum*	3.5"	Preserve	
20	Live Oak	*Quercus virginiana*	2.5"	Remove	
21	Live Oak	*Quercus virginiana*	2.5"	Remove	Dead in field
22	Live Oak	*Quercus virginiana*	2.5"	Remove	
23	Sabal Palm	*Sabal palmetto*	8' CT	Relocate	
24	Sabal Palm	*Sabal palmetto*	12' CT	Relocate	
25	Sabal Palm	*Sabal palmetto*	12'CT	Relocate	
26	Sabal Palm	*Sabal palmetto*	22' CT	Relocate	
27	Sabal Palm	*Sabal palmetto*	15' CT	Relocate	
28	Sabal Palm	*Sabal palmetto*	8'CT	Relocate	
29	Live Oak	*Quercus virginiana*	2.5"	Preserve	
30	Live Oak	*Quercus virginiana*	2.5"	Remove	
31	Live Oak	*Quercus virginiana*	2.5"	Remove	
32	Live Oak	*Quercus virginiana*	2.5"	Remove	
33	Sabal Palm	*Sabal palmetto*	8' CT	Relocate	
34	Sabal Palm	*Sabal palmetto*	12' CT	Relocate	
35	Sabal Palm	*Sabal palmetto*	15' CT	Relocate	
36	Sabal Palm	*Sabal palmetto*	20' CT	Relocate	
37	Sabal Palm	*Sabal palmetto*	15' CT	Relocate	
38	Sabal Palm	*Sabal palmetto*	12' CT	Relocate	
39	Sabal Palm	*Sabal palmetto*	8' CT	Relocate	
40	Yellow Poinciana	*Peltophorum pterocarpum*	3"	Remove	
41	Yellow Poinciana	*Peltophorum pterocarpum*	2.5"	Remove	
42	Yellow Poinciana	*Peltophorum pterocarpum*	2.5"	Remove	
43	Sabal Palm	*Sabal palmetto*	8'CT	Preserve	
44	Sabal Palm	*Sabal palmetto*	8'CT	Preserve	
45	Sabal Palm	*Sabal palmetto*	15'CT	Preserve	
46	Sabal Palm	*Sabal palmetto*	15'CT	Preserve	
47	Sabal Palm	*Sabal palmetto*	15'CT	Preserve	
48	Sabal Palm	*Sabal palmetto*	15'CT	Preserve	
49	Sabal Palm	*Sabal palmetto*	15'CT	Preserve	
50	Sabal Palm	*Sabal palmetto*	15'CT	Preserve	
51	Sabal Palm	*Sabal palmetto*	15'CT	Preserve	
52	Sabal Palm	*Sabal palmetto*	12'CT	Preserve	
53	Sabal Palm	*Sabal palmetto*	10'CT	Preserve	
54	Sabal Palm	*Sabal palmetto*	10' CT	Preserve	
55	Yellow Poinciana	*Peltophorum pterocarpum*	2.5"	Remove	
56	Yellow Poinciana	*Peltophorum pterocarpum*	2.5"	Remove	
57	Yellow Poinciana	*Peltophorum pterocarpum*	3"	Remove	
58	Sabal Palm	*Sabal palmetto*	12'CT	Preserve	
59	Sabal Palm	*Sabal palmetto*	12'CT	Preserve	
60	Sabal Palm	*Sabal palmetto*	15'CT	Preserve	
61	Sabal Palm	*Sabal palmetto*	15'CT	Preserve	
62	Yellow Poinciana	*Peltophorum pterocarpum*	4"	Remove	
63	Yellow Poinciana	*Peltophorum pterocarpum*	4"	Remove	
64	Sabal Palm	*Sabal palmetto*	12'CT	Preserve	
65	Sabal Palm	*Sabal palmetto*	15'CT	Preserve	
66	Sabal Palm	*Sabal palmetto*	12'CT	Preserve	
67	Sabal Palm	*Sabal palmetto*	12'CT	Preserve	
68	Sabal Palm	*Sabal palmetto*	12'CT	Preserve	
69	Live Oak	*Quercus virginiana*	3"	Preserve	
70	Live Oak	*Quercus virginiana*	2.5"	Remove	Dead in Field
71	Live Oak	*Quercus virginiana*	2.5"	Relocate	
72	Live Oak	*Quercus virginiana*	2.5"	Relocate	
73	Live Oak	*Quercus virginiana*	2.5"	Relocate	
74	Live Oak	*Quercus virginiana*	2.5"	Relocate	
75	Sabal Palm	*Sabal palmetto*	15' CT	Preserve	
76	Sabal Palm	*Sabal palmetto*	15' CT	Preserve	
77	Sabal Palm	*Sabal palmetto*	15' CT	Preserve	
78	Sabal Palm	*Sabal palmetto*	12' CT	Relocate	
79	Sabal Palm	*Sabal palmetto*	12' CT	Relocate	
80	Sabal Palm	*Sabal palmetto*	12' CT	Relocate	
81	Live Oak	*Quercus virginiana*	2.5"	Remove	
82	Sabal Palm	*Sabal palmetto*	12'CT	Preserve	
83	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Remove	
84	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Remove	
85	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Remove	
86	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Remove	
87	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Remove	
88	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Remove	
89	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Remove	
90	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Remove	
91	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Remove	
92	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Remove	
93	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Relocate	
94	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Relocate	
95	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Relocate	
96	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Relocate	
97	Double Trunk Montgomery	*Veitchia montgomeryana*	16'-18' OA	Relocate	
98	Royal Palm	*Roystonea regia*	15' GW	Relocate	
99	Royal Palm	*Roystonea regia*	15' GW	Relocate	
100	Royal Palm	*Roystonea regia*	12' GW	Relocate	
101	Royal Palm	*Roystonea regia*	12' GW	Relocate	
102	Royal Palm	*Roystonea regia*	12' GW	Relocate	
103	Royal Palm	*Roystonea regia*	12' GW	Relocate	
104	Royal Palm	*Roystonea regia*	12' GW	Relocate	
105	Sabal Palm	*Sabal palmetto*	15' CT	Preserve	
106	Sabal Palm	*Sabal palmetto*	15' CT	Preserve	
107	Sabal Palm	*Sabal palmetto*	15' CT	Preserve	
108	Sabal Palm	*Sabal palmetto*	15' CT	Preserve	
109	Sabal Palm	*Sabal palmetto*	15' CT	Preserve	
110	Sabal Palm	*Sabal palmetto*	15' CT	Preserve	
111	Sabal Palm	*Sabal palmetto*	15' CT	Preserve	
112	Sabal Palm	*Sabal palmetto*	15' CT	Preserve	
113	Sabal Palm	*Sabal palmetto*	16' CT	Relocate	
114	Sabal Palm	*Sabal palmetto*	18' CT	Relocate	
115	Sabal Palm	*Sabal palmetto*	20' CT	Relocate	

TREE SUMMARY

Category	Total Trees
Preserved Trees	7
Preserved Palm Trees	44
Relocated Trees	4
Relocated Palm Trees	31
Removed Trees	19
Removed Palm Trees	10

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LANDSCAPE ARCHITECTURE AND URBAN PLANNING
1551 N. Flagler Dr, Ste 102
West Palm Beach, FL 33401
Phone: 561.684.6141
Email: info@snlandplan.com
Website: www.snlandplan.com
License No: LC26000232

Somerset Parkland Academy

The City of Parkland, Florida

Date:	06/17/26
Scale:	AS SHOWN
Design By:	CPC
Drawn By:	CPC
Checked By:	JES
File No.	729.24A
Job No.	24-67

REVISIONS / SUBMISSIONS

05/30/25 Resubmittal
08/11/25 DRC Comment Revision
09/15/25 Resubmittal
12/18/25 Resubmittal
02/17/26 Resubmittal
05/21/26 Site Plan Amendment
06/17/26 Resubmittal

Tree Disposition Tabular

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Landscape Notes

1. Easements shall not encroach landscape buffers more than 5 feet.
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5. Safe sight triangles shall be maintained clear of vegetation to provide unobstructed visibility between 30" and 8' above crown of road.
6. Light poles, fire hydrants, electrical/mechanical equipment, signs, drainage structures, etc. shall not interfere with landscaping in terminal islands, parking islands, medians, buffers or other landscaped areas.
7. All plant material is to be installed a the height, spread and DBH/Caliper shown in the Plant List, container sizes are given as a suggestion only.
8. No muck-grown sod shall be utilized in detention areas.
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11. Trees are to be installed with a ten foot (10') separation from any water or sewer main and/ or service, hydrants, and lift stations. If a ten foot (10') separation cannot be achieved, the tree can be installed with a root barrier system. Refer to the "Root Barrier" detail for installation requirements. However, in no case shall a tree encroach into a PBCUE without prior PBCWUD approval and only sod can be installed within 7.5' of a fire hydrant unless otherwise approved by the Fire Marshal.
12. All planters shall be excavated to a minimum depth of twenty-four (24) inches and back-filled with a suitable soil consisting of fifty percent (50%) composted organic matter, well-mixed with native soil. Backfill material shall be free from rock, construction debris, or other extraneous material.
13. All hemp, battens and tree supports shall be removed after trees have been established.
14. All dead, dying , and missing plant material must be installed per the original landscape plans. The building will not get a Certificated of Occupancy nor a Temporary Certificate of Occupancy prior to the entire landscape on site being brought up to a healthy condition and meeting the requirements of the original installation. The irrigation must be functioning 100% and the entire site needs to be weeded, fertilized and mulched as part of the final inspection for both new buildings.

N 89° 36' 56" E 701.08'

Note: All dead and dying plant material outside of "Limits of Affected Area" to be removed and replaced per the original landscape plans.

20'

50'

Existing Light Pole, TYP.

Limits of Affected Area

20.0' Drainage Easement

Existing 50.0' Landscape Buffer

Existing Access Gate

Existing lake

Existing LME

20'

Covered Bike Racks

Root Barrier, (Typ.)

Existing 8' HT Non Scalable Fence

Existing 6' HT Ornamental Metal Fence

Building E
GYMNASIUM
2-Story
27,174 S.F.
399 Seats

Bike Racks

D/R

Existing Covered Playground

Raised Round Planter, 2' Ht.

Building D
Covered Parking And Classrooms
2-Story
17,028 S.F.

Root Barrier, (Typ.)

Root Barrier, TYP.

Limits of Affected Area

Note: All dead and dying plant material outside of "Limits of Affected Area" to be removed and replaced per the original landscape plans.

Matchline See LP-4

Matchline See LP-4

Limits of Affected Area

Know what's below. Call before you dig.

NORTH

0' 10' 20' 40' 60'

SCALE: 1" = 20'-0"

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Landscape Plan

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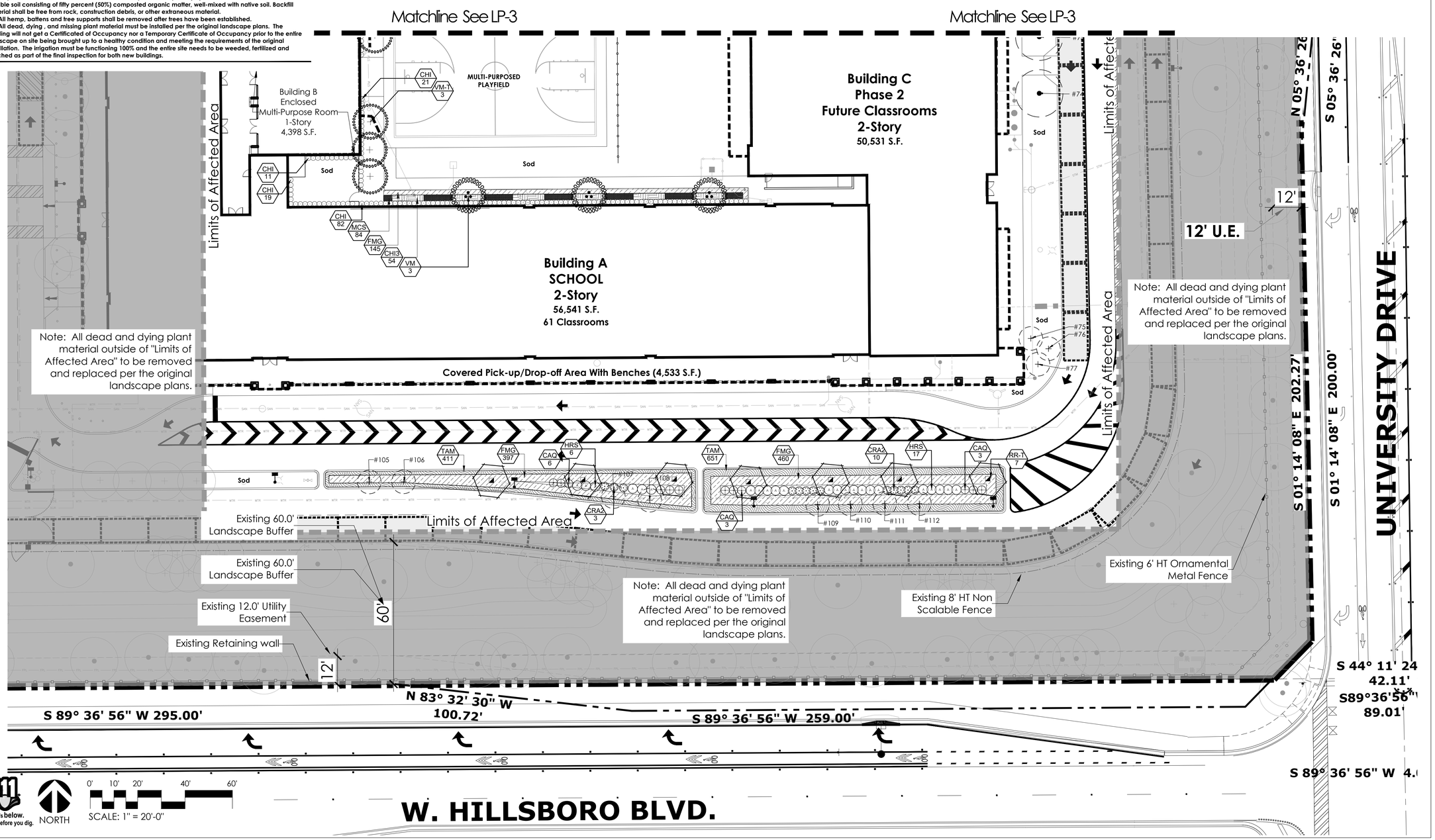

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Landscape Plan

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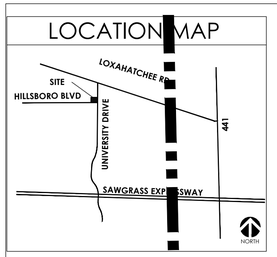
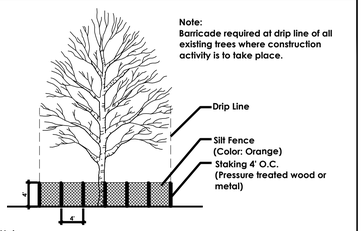
LOCATION MAP



Tree Protection Detail



Note:
Tree protection barriers shall be installed and in place prior to any other construction activity on site. Tree protection barriers shall remain in place throughout the construction of the project until removal is approved by Palm Beach County.

Tree Protection Notes

1. **Tree protection barriers shall be installed and in place prior to any other construction activity on site. Tree protection barriers shall remain in place throughout the construction of the project until removal is approved by the City of Palm Beach Gardens.**

2. **During land altering and construction, protective barriers shall be erected and maintained around all trees or groups of trees to be protected. The movement of equipment or the storage of equipment, materials, and placement of debris or fill within protective barriers is prohibited.**

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SREF Landscape Requirements

(a) Landscaping. Landscaping shall comply with the following minimum standards:
1. Areas shall be landscaped by the use of trees, shrubs, grass, ground cover, mulch, hedges or boulders.
2. The site shall be free of any poisonous, toxic and hazardous plants.
3. A program shall be in place to remove all invasive nonnative plants, such as Punk tree (Melaleuca Quinquenervia), Brazilian Pepper (Schinus Terebinthifolius), Australian Pine (Casuarina-equisetifolia) and Catclaw Mimosa (Mimosa Pigra).
4. Water conservation policies shall be incorporated in landscape maintenance programs.
5. Trees and landscaped areas around the perimeter of buildings shall be maintained to prevent blind spots or provide access to the roof. Trees, where provided, shall be healthy, disease free and trimmed of dead, diseased and broken branches.
6. Road intersection visibility, on- or off-site, shall be achieved by providing a clear sight line atintersections.
7. The site shall be free of broken glass, metal, trash, undergrowth and any debris that constitutes a hazard or that encourages the harborage and concealment of pests.
8. The entire site shall be graded and drained to prevent washouts or an unintentional accumulation of standing surface water and debris.
9. Washouts around buildings and entrance slabs shall be filled and stabilized to remove hazardous conditions and to prevent any further washout damage.
10. Temporary storage containers, where provided, shall be maintained in a safe and secure condition and shall not to be used for long-term use.
11. Water shall not to be allowed to accumulate in any open containers, such as buckets or tires.

PLANT LIST

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CALIPER	HEIGHT	SPREAD	CLEAR TRUNK	WATER USAGE	NATIVE
TREES									
	BS	2	Bursera simaruba / Gumbo Limbo	2" Cal.	12`	5`	5`	Low	Native
	ED	3	Elaeocarpus decipiens / Japanese Blueberry Tree	5" Cal.	16`	5`-6`	6`	Low	Non-Native
	IE	9	Ilex x attenuata `Eagleston` / Eagleston Holly	2" Cal.	12`	5`	5`		
	PP	9	Peltophorum pterocarpum / Yellow Poinciana	2" Cal.	12`	5`	5`		
	QH	11	Quercus virginiana `QVTIA` / Highrise Live Oak	3" Cal	14`	6`	5`	Low	Native
	RR	7	Roystonea regia / Royal Palm	N/A	14` GW	15`	14` GW	Medium	Native
	SS	25	Sabal palmetto / Cabbage Palmetto*+	N/A	16`-24` OA	N/A	N/A		
	TD	2	Taxodium distichum / Bald Cypress*#	2" Cal.	12`	5`	5`		
	VM	9	Veitchia montgomeryana / Double Trunk Montgomery Palm+	N/A	16`-18` OA	N/A	N/A		
TRANSPLANTED TREES									
	RR-T	7	Roystonea regia / Transplanted Royal Palm *+	N/A	EX.	EX.	EX.	Medium	Native
	ST	19	Sabal palmetto / Transplanted Cabbage Palm *+	N/A	EX.	EX.	EX.	Yes	Yes
	VM-T	5	Veitchia montgomeryana / Double Trunk Montgomery Palm+	EX.	EX.	N/A	N/A		

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	HEIGHT	SPREAD	SPACING	WATER USAGE	STATUS
SHRUBS								
	CHL	26	Chrysalidocarpus lutescens / Areca Palm	5`-6`	24"	24" O.C.	Low	Non-Native
	CHI	640	Chrysobalanus icaco / Coco Plum*+	24"	18"	24" O.C.	18"	Yes
	CLG	101	Clusia guttifera / Small-Leaf Clusia	24"	24"	36" O.C.		
	CRA2	13	Crinum augustum / Green Crinum Lily	36"	36"	36" O.C.	Low	Non-Native
	CAQ	12	Crinum augustum `Queen Emma` / `Queen Emma` Crinum	36"	36"	36" O.C.	30"	No
	HRS	23	Hibiscus rosa-sinensis `Red` / Red Hibiscus	24"	24"	48" O.C.	Low	Non-Native
SHRUB AREAS								
	CHI3	185	Chrysobalanus icaco / Coco Plum*+	24"	18"	24" O.C.	18"	Yes
GROUND COVERS								
	FMG	1,206	Ficus microcarpa `Green Island` / Green Island Ficus	12"	12"	18" O.C.	Medium	Non-Native
	MCS	150	Microsorum scolopendrum / Wart Fern	12"	12"	18" O.C.		
	SOD A	27,081 sf	Stenotaphrum secundatum / St. Augustine Grass	N/A	N/A	N/A		
	TAM	1,062	Trachelospermum asiaticum `Minima` / Minima Jasmine+	4"	6"	14" O.C.		

Notes: All areas Labeled "Sod" to be St. Augustine (Contractor to field verify quantities)

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LANDSCAPE NOTES

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PART 1 GENERAL

1.01 WORK INCLUDED

A. The scope of the work for the landscape contractor for the project shall include the provision of all labor, materials and equipment required to complete all tasks associated with the landscape and irrigation installation as shown on the drawings or noted herein. The landscape contractor is responsible for coordinating with the general contractor reasonable access to power and potable water sources as required to ensure plant survivability and delivery of a completed project that meets all the required specifications.
B. Subgrade Elevations: Excavation, filling and grading required to establish elevations 4" lower than elevations and contours shown on drawings are not specified in this Section.
C. Finish Grade Elevations: 1 inch below top of pathway edging.

1.02 QUALITY ASSURANCE

A. Subcontract landscape work to a single firm specializing in landscape work.
B. The landscape contractor shall be responsible for ensuring all work (including delivery, storage and disposal of their materials) is performed in compliance with applicable jurisdictional codes.
C. The landscape contractor shall be responsible for familiarizing themselves with project plans and scopes of work related to associated trades to be performed by others in order to identify key coordination items including, but not limited to, site access, material storage, and scheduling and sequencing of work. The landscape contractor is responsible for coordinating all site issues with the general contractor.
D. The plant quantities shown on the landscape contract documents are for the convenience of the landscape contractor. The landscape contractor is responsible for verifying all quantities and reporting any discrepancies to the Landscape Architect for clarification prior to contract award and at commencement of work. Contractor is responsible for confirming sod quantities and certifying such to the Owner or his representative.
E. The landscape contractor shall be responsible for the protection of all adjacent work, materials and equipment from damage due to their activities. The landscape contractor shall be solely responsible for any damage or injury to person or property that may occur as a result of the execution of their work.
F. Landscape Contractor to notify the Owner or his representative, or Landscape Architect at least three (3) working days prior to beginning any stage of work.
G. Owner or Landscape Architect to be immediately notified of any discrepancies found in field.
H. The Owner or his representative, or Landscape Architect reserve the right to field adjust plant material on-site to avoid conflicts or discrepancies not anticipated in the planning process.
I. Source Quality Control:
   1. Ship landscape materials with certificates of inspection required by governing authorities. Comply with regulations applicable to landscape materials.
   2. Do not make substitutions. If specified landscape material is not obtainable, submit to Landscape Architect proof of non-availability and proposal for use of equivalent material. When authorized, adjustment of contract amount will be made. The contractor is responsible for exhausting all means possible to obtain the materials as specified prior to requesting substitution.
   3. Analysis and Standards: Package standard products with manufacturer's certified analysis. For other materials, provide analysis by recognized laboratory made in accordance with methods established by the Association of Official Agricultural Chemists, wherever applicable.
   4. Trees, Palms and Shrubs: Provide trees, palms and shrubs grown in a recognized nursery in accordance with good horticultural practice. Provide healthy, vigorous stock free of disease, insects, eggs, larvae, and defects such as decay, knots, sun-scald, injuries, abrasions, and disfigurement. Root systems shall be vigorous and fibrous, filling the container but shall not be root bound or exhibit spiraling roots. Verification of the health and vigor of all plant material is the sole responsibility of the landscape contractor.
A. Provide trees, palms and shrubs of species that conform to and comply with the current edition of the Grades and Standards for Nursery Plants, Florida Department of Agriculture, unless otherwise noted.
i. Sizes: Provide trees and shrubs of sizes shown or specified. Trees, palms and shrubs of larger size may be used if acceptable to Landscape Architect, and if sizes of roots or balls are increased proportionately.
B. Inspection: Landscape Architect reserves right to inspect trees, palms and shrubs either at place of growth or at site before planting, for compliance with requirements for name, variety, size and quality.

1.03 SUBMITTALS

A. Certification: Submit certificates of inspections as required by governmental authorities, and manufacturer's or vendor's certified analysis for soil amendments and fertilizer materials. Submit other data substantiating that materials comply with specified requirements.
B. Submit seed vendor's certified statement for each grass seed mixture required, stating botanical and common name, percentage by weight, and percentage of purity, germination, and weed seed for each grass seed species.
C. Planting Schedule: Submit planting schedule showing schedule dates for each type of planting in each area of site.
D. Maintenance Instructions: Submit procedures for maintenance of landscape work.

1.04 DELIVERY, STORAGE AND HANDLING

A. Packaged Materials: Deliver packaged materials in original containers showing weight analysis and name of manufacturer. Protect materials from deterioration during delivery, and while stored at site.
B. Sod: Time delivery so that sod will be placed within 24 hours after stripping. Protect sod against drying and breaking of rolled strips.
C. Trees, palms and shrubs: Provide freshly dug trees, palms and shrubs. Do not prune prior to delivery. Do not bend or bind-tie trees or shrubs in such a manner to damage bark, break branches or destroy natural shape. Provide protective covering during delivery.
D. Deliver trees, palms and shrubs after preparations for planting have been completed and plant immediately. If planting is delayed more than 6 hours after delivery, set trees and shrubs in shade, protect from weather and mechanical damage, and keep roots moist.
E. Do not remove container grown stock from containers until planting time.

1.05 JOB CONDITIONS

A. Proceed with and complete landscape work as rapidly as portions of site become available.
B. Utilities: Determine location of underground utilities and perform work in a manner which will avoid possible damage. Hand excavate, as required. Maintain grade stakes set by others until removal is mutually agreed upon by parties concerned.
C. Excavation: When conditions detrimental to plant growth are encountered, such as rubble fill, adverse drainage conditions, or obstructions, notify Landscape Architect before planting.
D. Planting Schedule: Where applicable prepare planting schedule. Schedule dates to establish a logical sequence for completing each type of landscape work to avoid damage to other landscape work and work performed by other discipline. Correlate with specified maintenance periods to provide maintenance from date of substantial completion. Once accepted, revise dates only as approved in writing, after documentation of reasons for delay.
E. Coordination with Lawns: Plant trees, palms and shrubs after final grades are established and prior to planting of lawns, unless otherwise acceptable to Landscape Architect. If planting of trees, palms and shrubs occurs after lawn work, protect lawn areas and promptly repair damage to lawns resulting from planting operations.

1.06 SPECIAL PROJECT WARRANTY

A. Warrant lawns through specified maintenance period, and until final acceptance. The required period is for one full year following installation of lawn areas.
B. Warrant trees for a period of one year after date of substantial completion against defects death and unsatisfactory growth, except for defects resulting from neglect by Owner, abuse or damage by others, or unusual phenomena or incidents which are beyond Landscape Contractor's control.
C. Warrant shrubs for 1 full year after date of substantial completion.
D. It is understood that the warranty is to be inclusive of all labor, materials and equipment necessary for the replacement of any plant materials required.
E. Should the landscape contractor be required to replace any damaged, diseased, dying or dead plant material it is understood that the replacement material is to be of the same species, size and quality as that originally specified on the Landscape Plan. The contractor will be responsible for the removal of all materials and leaving the impacted area clean following any remedial action.
F. Remove and replace trees, shrubs or other plants found to be dead or in unhealthy condition during warranty period. Make replacements during growth season following end of warranty period. Replace trees and shrubs which are in doubtful condition at end of warranty period; unless, in opinion of the Landscape Architect, it is advisable to extend warranty period for a full growing season or for one full year.
   1. Another inspection will be conducted at end of extended warranty period to determine acceptance or rejection. Only one extension will be required at end of warranty period, except for losses or replacements due to failure to comply with specified requirements.

PART 2 PRODUCTS

2.01 TOPSOIL

A. If topsoil is not available on site it must be furnished as specified. Throughout all parts of site where finish grades and contour lines differ from existing contour lines, bring to finish grade contours shown on "Grading Plan."
B. Topsoil shall be friable fertile soil with representative characteristics of area soils. It should be free of heavy clay, silt, stone, extraneous lime, plant roots and other foreign matter greater than 1 1/2" diameter. It shall not contain noxious plant growth (such as bermuda or nut grass). It shall test in neutral Ph range of 5.0 to 6.75 and contain no toxic substances that can be deemed to impede plant growth. The contractor shall be prepared to have soil lab-tested at his expense by the Landscape Architect or Owner. Topsoil shall comply with the following quantitative analysis.

COMPONENTS	VOLUME MEASURE	PARTICLE SIZE
Organic Matter	3 - 5%	
Silt	10 - 30%	0.05 to 0.002 MM
Sand	25 - 75%	0.2 to 0.05 MM
Clay	5 - 25%	0.002 MM and below

2.02 SOIL AMENDMENTS

A. If necessary to bring soil into above specified limits:
B. Lime: Natural limestone (Dolomite) containing not less than 85% of total carbonates, ground so that not less than 90% passes a 10-mesh sieve and not less than 50% passes a 100-mesh sieve.
C. Peat Humus or Peat Moss: Texture, moisture and pH range suitable for intended use.
D. Humus Soil Conditioner: Consisting of yard trimmings and biosolids co-compost.
E. Commercial Fertilizer: Complete fertilizer of neutral character, with 40% - 50% of the total nitrogen in a water insoluble form. It shall be uniform in composition, dry and free flowing.
   1. For trees, palms and shrubs, provide fertilizer with not less than 6% available phosphoric acid, 6% nitrogen and 6% soluble potash.
   2. For lawns, provide fertilizer with not less than 6% phosphoric acid, and 6% potassium, and percentage of nitrogen required to provide not less than 1 lb. of actual nitrogen per 1000 square feet of lawn area. Provide nitrogen in a form that will be available to lawn during initial period of growth.

2.03 PLANT MATERIAL

A. Plant list/schedule is part of this specification section.
B. Quality: All plants shall comply with Grades and Standards for Nursery Plants, latest edition, prepared by the Florida Department of Agriculture and Consumer Services.
C. Deciduous Trees: Provide trees of height, spread, and caliper listed or shown and with branching configuration for Florida No. 1 graded trees in Grades and Standard for Nursery Plants for type and species required. Provide single stem trees except where special forms are shown or listed. Ball condition variable.
D. Balled and burlap trees should be dug and prepared for shipment in a manner that will not damage roots, branches, shape and future development after planting. The product received on-site should have a firm ball with natural soils. Dried, cracked or broken rootballs will not be accepted.
E. Coniferous and Broad-leafed Evergreens: Provide evergreens of size shown or listed Dimensions indicate minimum height, spread, and caliper. Provide specified quality evergreens with well-balanced form complying with requirements for other size relationships to the primary dimension shown and branching configuration for Florida No. 1 graded trees in Grades and Standard for Nursery Plants for type and species required.
F. The landscape contractor is responsible for confirming the availability of all the specified plant materials within four (4) weeks of project award. All requests for substitution due to lack of availability must be made to the Landscape Architect in writing within this period. No substitution shall be permitted without prior written approval from the Landscape Architect. The contractor is responsible for exhausting all means possible to obtain the materials as specified prior to requesting substitution.
G. Root suckers on Live Oaks are not acceptable.
H. No double or multi-trunk trees unless otherwise specified.
I. Caliper: Trunk caliper (trunk diameter) is measured six inches from the ground on trees up to and including four inches in caliper, and 12 inches above the ground for larger trees. Since trunks are seldom round, the average of the largest diameter and that perpendicular to it, is referred to as caliper

2.04 GRASS MATERIALS

A. Grass Seed: Provide fresh, clean, new-crop seed complying with established tolerance for purity and germination. Provide seed of grass species, proportions and minimum percentages of purity, germination, and maximum percentage of weed seed, as specified. Attach a schedule of requirements.
B. Sod: Provide strongly rooted sod free of weeds and undesirable native grasses, capable of growth and development when planted.
C. No muck-grown sod shall be utilized in detention areas.

2.05 MISCELLANEOUS LANDSCAPE MATERIALS

A. Ground Cover: Provide plants established and well-rooted in removable containers or internal peat pots and with not less than minimum number and length of runners specified.
B. Anti-Erosion Mulch: Provide clean, dry, mulching hay or straw of coastal bermuda, pangola or bahia grass. Only undeteriorated mulch which can be readily cut into the soil shall be used.
C. Mulch: Melaleuca or equal. The use of cypress mulch is prohibited.
D. Stakes and Guys: When required provide stakes and deadmen of sound new hardwood or treated softwood free of knot holes and other defects. Provide wire ties and guys of 2-strand, twisted, pliable galvanized iron wire not lighter than 12 ga. with zinc-coated turnbuckles. Provide not less than 1/2" hose, cut to required lengths to protect tree trunks from damage by wires.

PART 3 EXECUTION

3.01 LAYOUT

A. Layout individual trees and shrub locations and areas for multiple plantings. Stake locations and outline areas and secure Landscape Architect's acceptance before start of planting work. Make adjustments as maybe required.

3.02 PREPARATION OF PLANTING SOIL

A. The landscape contractor is responsible for the preparation of soils within all planting areas inclusive of providing all imported soil materials, soil amendments, soil conditioners and fertilizers as required.
B. Before mixing, clean topsoil of roots, plants, sods, stones, clay lumps, and other extraneous materials harmful or toxic to plant growth.
C. Mix specified soil amendments and fertilizers with topsoil at rates specified. Delay mixing of fertilizer if planting will not follow placing of planting soil within a few days.
D. For planting beds, mix planting soil either prior to planting or apply on surface of topsoil and mix thoroughly before planting.
   1. Mix lime with dry soil prior to mixing of fertilizer.
   2. Prevent lime from contacting roots of acid-loving plants.
E. Remove all shellrock encountered and backfill with clean sand or sand/soil mix.

3.03 PREPARATION FOR ALL PLANTING AREAS

A. Eradicate weeds within the limits of all planting areas prior to beginning landscape installation. Perennial weeds and grasses to be removed include, but are not limited to, nut grass, puncture vine, morning glory, dog fennel, torpedo grass, Bermuda grass, Bahia grass, kikuyu grass, crab grass, carpet grass, sedge and other noxious and/or invasive weeds. The site is to be maintained weed free throughout planting operations.
B. Existing plant material to be removed, except where noted on the Landscape or Tree Disposition Plans.
C. Pre-till to scarify soils in all planting areas to a minimum depth of 4". Densely compacted areas between 85% and 90% are to be cross ripped to a minimum of 8" depth. In the process of tilling remove unacceptable materials including, but not limited to, foreign debris, construction waste, roots, concrete, asphalt and rocks greater than ½" diameter on average. In areas to receive sod till in fertilizer to a depth of 2" at a rate of 12 pounds per cubic ft.
D. All planters shall be excavated to a minimum depth to reach native soil and back-filled with a suitable soil consisting of fifty percent (50%) composted organic matter, well-mixed with native soil. Backfill material shall be free from rock, construction debris, or other extraneous material.
E. All road rock, concrete, asphalt and other non-natural material to be removed from all planting areas prior to landscape installation.
F. Spread a layer of 2 to 3 inches of humus soil conditioner over the entire planting areas Planting areas shall include all new sod areas, shrub areas and tree areas. These areas shall be as large as 3 times the diameter of the beds of the plants, except where confined by hardscape features such as paved parking areas, paved walk ways, structures, etc. Overlapping areas shall be considered to be one large planting area for the entire mass. The humus soil conditioner shall then be uniformly disked, tilled or aerified into the existing soil to a depth of 6 to 8 inches with the following exception: no rototilling shall occur closer to the trunks of established plants than one half the distance to the dripline of the existing plant canopy. All plants, including hedges and ground cover shall be planted in individually dug holes and the material dug from the holes shall then be further mixed with the prepared site soil prior to backfilling of the planting holes around the rootballs.
G. All landscape beds, including sod areas, shall be leveled and raked smooth prior to any planting.

3.04 PREPARATION FOR PLANTING LAWNS

A. Preparation of Unchanged Grades: Where lawns are to be planted in areas that have not been altered or disturbed by excavating, grading, or stripping operations, prepare soil for lawn planting as follows: Till to a depth of not less than 6", apply soil amendments and initial fertilizers; remove high areas and fill in depressions; till soil to a homogenous mixture of fine texture, free of lumps, clods, stones, roots, and other extraneous matter.
   1. Prior to preparation of unchanged areas, remove existing grass, vegetation and turf. Dispose of such material outside of Owner's property; do not turn over into soil being prepared for lawns.
B. Elsewhere: Loosen subgrade of lawn areas to a minimum depth of 4". Remove stones over 1 1/2" in any dimension and sticks, roots, rubbish and other extraneous matter. Limit preparation to areas which will be planted promptly after preparation.
C. Spread planting soil mixture to minimum depth required to meet lines, grades and elevations shown, after light rolling and natural settlement.
D. Place approximately 1/2 of total amount of planting soil required. Work into top of loosened subgrade to create a transition layer and then place remainder of planting soil.
E. Allow for sod thickness in areas to be sodded.
F. Grade lawn areas to smooth, even surface with loose, uniformly fine texture. Roll and rake and remove ridges and fill depressions, as required to meet finish grades. Limit fine grading to areas which can be planted immediately after grading.
G. Moisten prepared lawn areas before planting if soil is dry. Water thoroughly and allow surface moisture to dry before planting lawns. Do not create a muddy soil condition.
H. Restore lawn areas to specified condition if eroded or otherwise disturbed after fine grading and prior to planting.

3.05 PREPARATION OF PLANTING BEDS

A. Loosen subgrade of planting bed areas to a minimum depth of 12" using a cultimulcher or similar equipment\ Remove stones over 1 1/2" in any dimension, and sticks, stones, rubbish and other extraneous matter. Spread planting soil mixture to minimum depth required to meet lines, grades and elevations shown, after light rolling and natural settlement. Place approximately 1/2 of total amount of planting soil required. Work into top of loosened subgrade to create a transition layer, then place remainder of the planting soil. Add soil amendment.
B. Excavation for Trees and Shrubs: Excavate pits, beds and trenched with vertical sides and with bottom of excavation slightly raised at center to provide proper drainage. Loosen hard subsoil in bottom of excavation.
   1. For balled and burlapped (B & B trees and shrubs), make excavations at least half again as wide as the ball diameter and equal to the ball depth.
   2. For container grown stocks, excavate as specified for balled and burlapped stock, adjusted to size of container width and depth.
C. Dispose of subsoil removed from landscape excavations. Do not mix with planting soil or use as backfill. Fill excavations for trees and shrubs with water and allow to percolate out before planting.

3.06 PLANTING TREES, PALMS AND SHRUBS

A. Lay out individual trees, palm and shrub locations and areas for multiple plantings where required. Stake locations and outline areas and secure Landscape Architect's acceptance before start of planting work. Make adjustments as may be required upon approval.
B. Set balled and burlapped (B&B) stock on layer of compacted planting soil mixture, plumb and center of pit or trench with top of ball at same elevation as adjacent finished landscape grades. Remove burlap from sides of balls; retain on bottoms. When set, place additional backfill free from rocks and debris around base and sides of ball and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing final layer of backfill.
C. Balled and burlapped trees with natural burlap: pull back or remove at a minimum, the top 1/3 of the burlap from the root ball. Synthetic/plastic burlap and all other non-biodegradable materials must be removed completely from the root ball and disposed of.
D. Trees in baskets: Remove wire baskets to a depth of 18" min. All synthetic strapping and other non-biodegradable materials must be completely removed and disposed of. Any burlap must be pulled back or removed from the top of the rootball.
E. If trees are to be containerized, root ball will be shaved at the periphery to remove all circling roots.
F. Set container grown stock as specified for balled and burlapped stock, except cut cans on 2 sides with an approved can cutter; remove bottoms of wooden boxes after partial backfilling so as not to damage root balls.
G. Top-most root shall be visible within the top 2" of the root ball.
H. All proposed trees shall be installed either entirely in or entirely out of planting beds. Planting bed outlines shall not be obstructed and shall be smooth and flowing. If trees are located outside planting beds in grass areas, maintain a minimum three feet 3' wide offset to allow for mowers to maneuver.
I. Face of trees and palms to be located a minimum of 2'-0" off all sidewalks/bike paths or other paved surfaces, unless otherwise notated on plans.
J. Groundcover and shrubs to be laid out in a uniform and consistent pattern.
K. Dish top of backfill to allow for mulching.
L. Mulch pits, trenches and planting areas. Provide not less than 3" thickness of mulch and work into top of backfill and finish level with adjacent finish grades. Not more than 2" mulch shall be placed over the rootball of the trees. At the base of the plant, 2" must be maintained free of mulch.
M. Guy and stake trees immediately after planting, as indicated.
N. The landscape contractor shall install plant materials using the best horticultural practices:
   1. Protect plant material from damage during delivery, staging and installation. Do not begin installation of shrub and groundcover materials prior to completion of irrigation installation and finish grading.
   2. Do not install plant materials in winds in excess of 30 miles per hour.
   3. Do not install plant material if deemed site conditions will impede the ability of plant material to thrive without notifying the Landscape Architect of concerns prior to installation.
   4. Perform all work in accordance with all applicable laws, codes and regulations inclusive of all permits and inspections required by federal, state and local jurisdictions.
   5. The use of cables and chains for the lifting of trees is prohibited. Trees are to be lifted using nylon straps a minimum of 4" in width. Wrap trunks to protect from scraping and scarring.
   6. The 'choke' strapping method for lifting trees is prohibited.
   7. Do not drop plant material.
   8. Limit the amount of plants to be installed per day to those that can adequately be watered in the same day.
   9. Carefully remove containerized plants from their cans to avoid breaking the rootball. Containers should only be removed immediately prior to installation and plants should be immediately watered after placement.
   10. Remove burlap and cut steel baskets from at least the top third of the rootball for all B&B material. Remove wire baskets to a minimum depth of 18".
   11. Plant material must be installed at correct elevation in relation to finish grade as indicated on the planting details after settling. Plants set at incorrect elevations will need to be raised or lowered accordingly at no additional cost to the owner.
   12. Planting pits for trees and shrubs must be excavated to the dimensions specified on the planting details. Following planting area immediately surrounding plant is to be tamped firm and use water jet technique to remove all air pockets repeating as required.
   13. Apply re-wetting agent to the surface of all plant pits for trees and shrubs per manufacturer's recommendations.
   14. Apply shredded hardwood mulch in even layer to a 3" depth. Mulch must be pulled off the base of all plant material.
   15. Continuously monitor status of installed materials and make modifications, clean-ups and replacements as required.

3.07 PRESERVED PLANT MATERIALS

A. The contractor is responsible for protecting and maintaining all plant material to remain within the limits of construction as indicated on the plans. Existing trees to remain shall be undisturbed and protected by barricades. Barricades are to be installed prior to any construction or earthwork takes place on the site. Barricades shall remain in place through the duration of all construction activity and not removed until authorization has been received by the Landscape Architect and governing municipality.
B. No vehicle shall traverse this area nor shall any storage of materials or equipment be permitted within this protected area.
C. The contractor shall bear the sole responsibility of replacement for any damage to protected materials caused by construction activity without additional costs to the owner.

3.08 TRANSPLANTED PLANT MATERIALS

A. Root prune all large canopy trees to be relocated prior relocation one half of the root system at a time and allow of adequate harden off time.
B. Transplanted Sabal Palms shall be hurricane cut and rootballs shall be wrapped in burlap or plastic if not being planted within a 24 hour period.
C. Palms of other species shall have their fronds tied together to prevent leaf damage and facilitate handling.
D. Planting hole for transplanted material should measure two times the diameter of the root ball.
E. Trees shall be planted at the same depth as it was in the field.
F. The landscape contractor shall be responsible for providing supplemental irrigation through hand watering or other means (including temporary drip, water wands and soaker hoses) to help establish all transplanted trees. The contractor should continue to monitor the moisture content for all transplanted trees and adjust supplemental irrigation as needed.
G. All relocated trees shall be staked accordingly.
H. The contractor shall bear the sole responsibility of replacement for any damage to transplanted materials caused by construction activity, deficient irrigation, or poor transplant procedure without additional costs to the owner.

3.09 PRUNING

A. All pruning shall be done on the site before planting as directed by Landscape Architect. Pruning shall follow modern horticultural practices (Grades and Standards for Nursery Plants) and shall be done with approved tools designed for the purpose intended. Lopping, topping, or shearing of trees or shrubs will be grounds for rejecting the plants as unsuitable and not meeting requirements. Damaged, scarred, frayed, split, or skinned branches, limbs or roots shall be pruned back to line wood nearest to the next sound outside lateral bud, branch, limb or root. The terminal leader or bud in all trees or shrubs shall be left intact and not removed unless damaged.
B. Prune, thin out and shape trees and shrubs. Prune trees to retain required height and spread. Unless otherwise directed by Landscape Architect, do not cut tree leaders, and remove only injured or dead branches from flowering trees, if any. Prune shrubs to retain natural character.

3.10 SODDING NEW LAWNS

A. Lay sod within 24 hours from time of stripping.
B. Lay sod to form a solid mass with tightly fitted joints. Butt ends and sides of sod strips; do not overlap. Stagger strips to offset joints in adjacent courses. Work from boards to avoid damage to subgrade or sod. Tamp or roll lightly to ensure contact with subgrade. Work sifted soil into minor cracks between pieces to sod; remove excess to avoid smothering of adjacent grass.
C. There shall be no gaps greater than ½" between pieces of sod.
D. Water sod thoroughly with a fine spray immediately after planting. Newly sodded areas shall be kept moist for the first week after planting after which a minimum watering rate of 2" per week, including rainfall shall be applied.
E. No muck-grown sod shall be utilized in detention areas.
F. Landscape Contractor is responsible for replacing any damaged sod.

3.11 MAINTENANCE

A. The landscape contractor shall be responsible for the maintenance of all plant materials and the planting areas immediately after planting and until final acceptance but the owner, Landscape Architect, and governing municipality.
B. Maintain trees, palms, shrubs and other plants until final acceptance but in no case less than following period: 30 days after substantial completion of planting.
C. Maintain trees, palms, shrubs and other plants by pruning, cultivating and weeding as required for healthy growth. Restore planting saucers. Tighten and repair stake and guy supports and reset trees and shrubs to proper grades or vertical position as required. Restore or replace damaged wrappings. Spray as required to keep trees and shrubs free of insects and diseases.
D. Remove and replace excessively pruned or malformed stock resulting from improper pruning.
E. Maintain lawns for not less than the period stated below, and longer as required to establish an acceptable lawn.
   1. Sodded lawns, not less than 30 days after substantial completion.
   2. Seeded lawns, not less than 60 days after substantial completion.
F. Maintain lawns by watering fertilizing, weeding, mowing, trimming, and other operations such as rolling, regrading and replanting as required to establish a smooth, acceptable lawn, free of eroded or bare areas.
G. Landscape Contractor is responsible for watering all sod and plant materials from day of installation through final acceptance even if irrigation is not in place, unless this responsibility is assumed in writing by another party.
H. Contractor is responsible for returning to the site after a period of (1) one year to remove the staking from the trees and palms.

3.12 CLEANUP AND PROTECTION

A. During landscape work, keep pavement clean and work area in an orderly condition.
B. Protect landscape work and materials from damage due to landscape operations, operations by other contractors and trades and trespassers. Maintain protection during installation and maintenance periods. Treat, repair or replace damaged landscape work as directed.

3.13 INSPECTION AND ACCEPTANCE

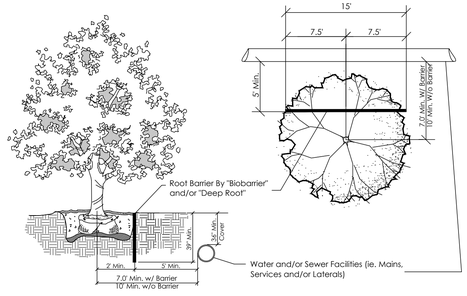
A. When landscape work is completed, including maintenance, Landscape Architect will, upon request, make an inspection to determine acceptability. Landscape work may be inspected for acceptance in parts agreeable to Landscape Architect, provided work offered for inspection is complete, including maintenance.
B. Seeded lawns will be acceptable provided requirements, including maintenance, have been complied with, and healthy, uniform close stand of specified grass established, free of weeds, bare spots and surface irregularities (95% coverage required for acceptance).
C. Sodded lawns will be acceptable provided requirements, including maintenance, have been complied with, and healthy, well-rooted, even-colored, viable lawn is established, free of weeds, open joints and bare areas (95% coverage required for acceptance). Where inspected landscape work does not comply with requirement, replace rejected work and continue specified maintenance until re-inspected by Landscape Architect and found to be acceptable. Remove rejected plants and materials promptly from project site.

3.14 IRRIGATION

A. An automatic irrigation system providing 100% coverage with 50% minimum overlap is to be designed and installed to maintain an established landscape.
B. Bubblers shall be provided on all trees.
C. The landscape contractor shall be responsible for providing supplemental irrigation through hand watering or other means (including temporary drip, water wands and soaker hoses) to help establish the new and salvaged material. The contractor should continue to monitor the moisture content for all trees and shrubs.
D. The landscape contractor is responsible for obtaining all necessary permits prior to installation.
E. Provide an as built drawing of the irrigation system to the Landscape Architect.
F. A rain sensor is required on all irrigation systems.

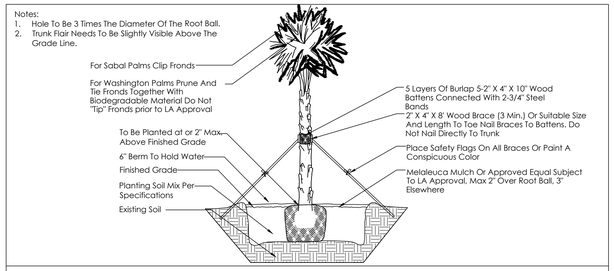
LANDSCAPE AND ROOT BARRIER NOTE:
Trees shown on this plan are for graphic reprsentation only. Tree spacing is based on design requirements and the trees shown on this plans attempt to accomplish that spacing while maintaining the required setbacks from utilities. Trees may be field adjusted to avoid conflicts with driveways and underground utilities. In any case the trees shall be located in the filed in accordance with the planting details shown hereon.

Additionally, trees are to be installed with a ten foot (10') separation from any water or sewer main and/or service, hydrants, and lift stations. If a ten foot (10') separation cannot be achieved, the tree can be installed with a root barrier system. Refer to the "Root Barrier" detail for installation requirements.

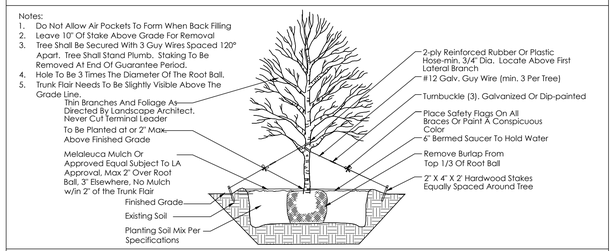


ROOT BARRIER DETAIL

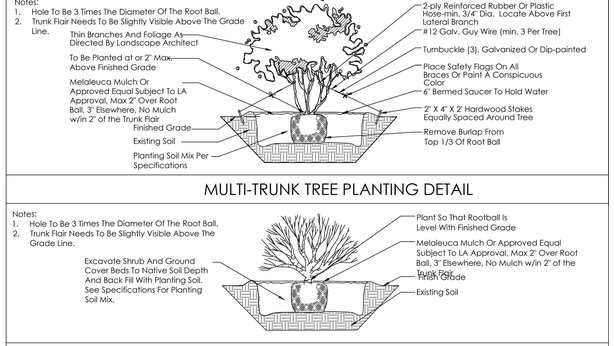
PLANTING DETAILS



PALM PLANTING DETAIL



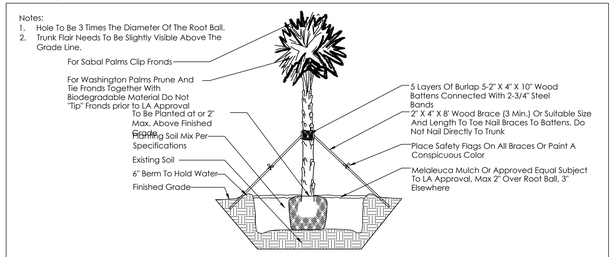
LARGE TREE (OVER 8' HEIGHT) PLANTING DETAIL



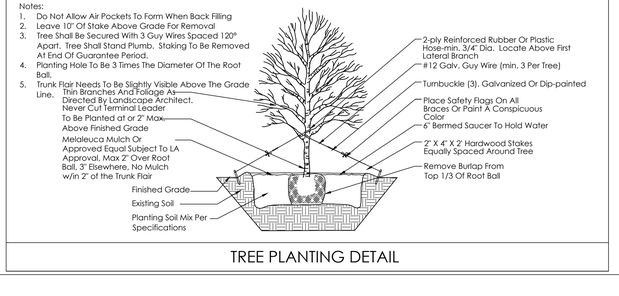
MULTI-TRUNK TREE PLANTING DETAIL

SHRUB AND GROUNDCOVER PLANTING DETAIL

Transplant Details



PALM PLANTING DETAIL



TREE PLANTING DETAIL

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING
1551 N. Flagler Dr, Ste 102
West Palm Beach, FL 33401
Phone: 561.684.6141
Email: info@snlandplan.com
Website: www.snlandplan.com
License No: LC26000232

Somerset Parkland Academy

The City of Parkland, Florida

Date:	06/17/26
Scale:	AS SHOWN
Design By:	CPC
Drawn By:	CPC
Checked By:	JES
File No.	729.24A
Job No.	24-67

REVISIONS / SUBMISSIONS

05/30/25 Resubmittal
08/11/25 DRC Comment Revision
09/15/25 Resubmittal
12/18/25 Resubmittal
02/17/26 Resubmittal
05/21/26 Site Plan Amendment
06/17/26 Resubmittal

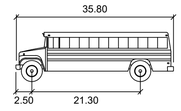
LANDSCAPE SPECIFICATIONS

LP-6 of 6

LOCATION MAP
NOT TO SCALE

N

40 20 0 40 80
SCALE IN FEET
1"=40'



School Bus

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 37.6

RED = VEHICLE BODY
BLUE = FRONT TIRE PATH
GREEN = REAR TIRE PATH

EXISTING DRY DETENTION
EXISTING LAKE
54' L.B.
15' F.P.L. EASEMENT (INST# 116413988)
N UNIVERSITY DR. R/W VARIES (P.B. 180, PG. 147)
6' P.U.E. (INST# 113211995) (INST# 113356405) (INST# 113356406)
ADDITIONAL 12' R/W (INST# 116311753)
F.P.L U.E. (INST# 116413988)
LOADING ZONE
PROPOSED BUILDING 'E' GYMNASIUM F.F.E. 12.0
PROPOSED BUILDING 'D' COVERED PARKING F.F.E. 12.0
LOADING ZONE
EVENT STAGING AREA
EXISTING BASKETBALL COURT
PROPOSED FUTSAL COURT
PROPOSED BUILDING 'C' CLASSROOMS F.F.E. 12.0
EXISTING 2-STORY SCHOOL BUILDING 'A' & 'B' F.F.E. 12.00
EXISTING DRY DETENTION
EXISTING DRY DETENTION
6' P.U.E. (INST# 113211995) (INST# 113356405) (INST# 113356406)
15' F.P.L. EASEMENT (INST# 116413988)
54' L.B.
PROPOSED DRY DETENTION
60' L.B.
12' U.E. (P.B. 180, PG. 147)
PROPOSED DRY DETENTION
ADDITIONAL 12' R/W (P.B. 180, PG. 147)
W HILLSBORO BLVD.
120' R/W
(O.R.B. 34527, PG. 820)
(P.B. 172, PG. 83)

2/17/2026

REVISIONS

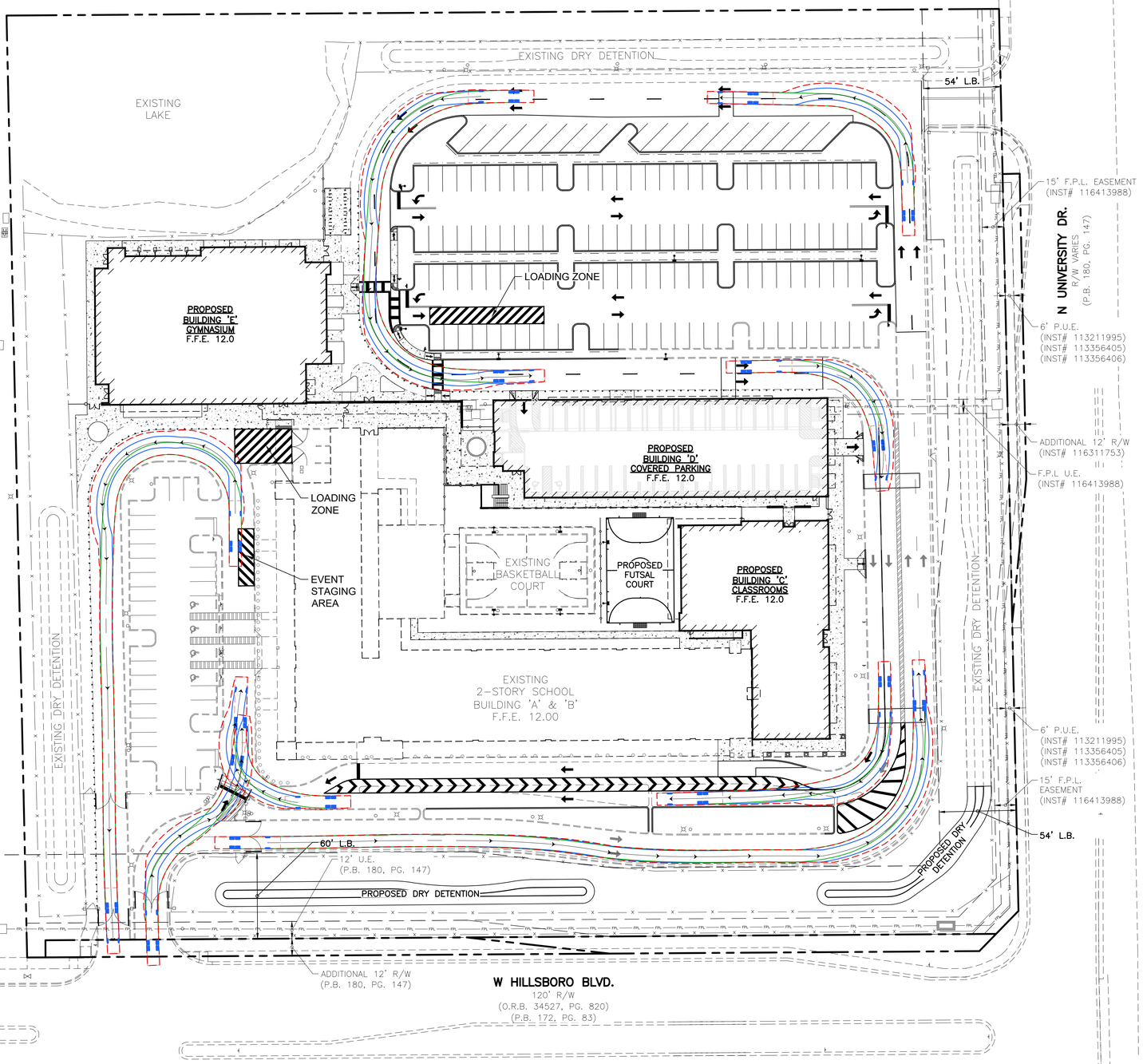
SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
B.K.	D.B.			

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
SCHOOL BUS AUTOTURN ANALYSIS

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24127AT02	1	1

Y:\AUTOCAD_FILES\2024\24-129\EXHIBITS\AUTOTURN ANALYSIS\AT02_2026-02-17 Fire-Bus-SU30-Garbage.dwg 2/17/2026 10:20 AM Daniel Brunet



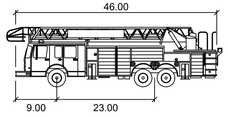
LOCATION MAP

NOT TO SCALE

N

40 20 0 40 80

SCALE IN FEET
1"=40'



46' Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3

RED = VEHICLE BODY
BLUE = FRONT TIRE PATH
GREEN = REAR TIRE PATH

2/17/2026

REVISIONS

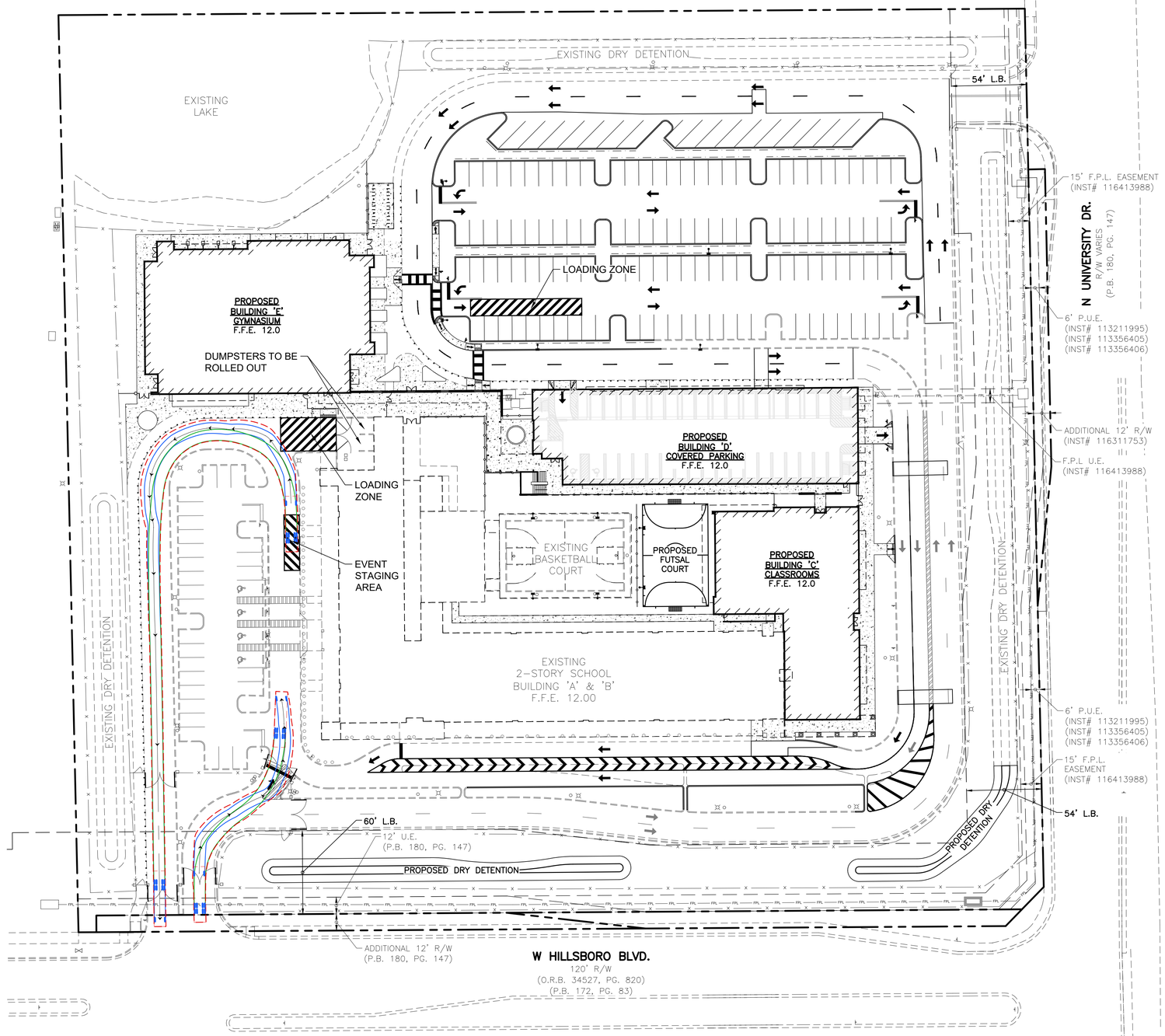
SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
FIRE TRUCK AUTOTURN ANALYSIS

DESIGN	DRAWN	CHECKED	APPROVED	DATE
B.K.	D.B.			

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24127AT02	1	1

Y:\AUTOCAD_FILES\2024\24-129\EXHIBITS\AUTOTURN ANALYSIS\AT02_2026-02-17 Fire-Bus-SU30-Garbage.dwg 2/17/2026 10:20 AM Daniel Brunet



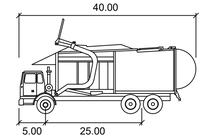
LOCATION MAP

NOT TO SCALE

N

40 20 0 40 80

SCALE IN FEET
1"=40'



Garbage Truck 40'

	feet
Width	: 8.50
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

RED = VEHICLE BODY
BLUE = FRONT TIRE PATH
GREEN = REAR TIRE PATH

2/17/2026

REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
GARBAGE TRUCK AUTOTURN ANALYSIS

DESIGN	DRAWN	CHECKED	APPROVED	DATE
B.K.	D.B.			

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24127AT02	1	1

Y:\AUTOCAD_FILES\2024\24-129\EXHIBITS\AUTOTURN ANALYSIS\AT02_2026-02-17 Fire-Bus-SU30-Garbage.dwg 2/17/2026 10:20 AM Daniel Brunet

LOCATION MAP
NOT TO SCALE

N

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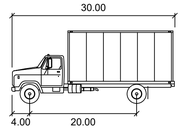
SCALE IN FEET
1"=40'



SU-30

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

RED = VEHICLE BODY
BLUE = FRONT TIRE PATH
GREEN = REAR TIRE PATH

EXISTING DRY DETENTION
EXISTING LAKE
54' L.B.
15' F.P.L. EASEMENT (INST# 116413988)
N UNIVERSITY DR. R/W VARIES (P.B. 180, PG. 147)
6' P.U.E. (INST# 113211995) (INST# 113356405) (INST# 113356406)
ADDITIONAL 12' R/W (INST# 116311753)
F.P.L U.E. (INST# 116413988)
LOADING ZONE
PROPOSED BUILDING 'E' GYMNASIUM F.F.E. 12.0
PROPOSED BUILDING 'D' COVERED PARKING F.F.E. 12.0
LOADING ZONE
EVENT STAGING AREA
EXISTING BASKETBALL COURT
PROPOSED FUTSAL COURT
PROPOSED BUILDING 'C' CLASSROOMS F.F.E. 12.0
EXISTING 2-STORY SCHOOL BUILDING 'A' & 'B' F.F.E. 12.00
EXISTING DRY DETENTION
EXISTING DRY DETENTION
6' P.U.E. (INST# 113211995) (INST# 113356405) (INST# 113356406)
15' F.P.L. EASEMENT (INST# 116413988)
54' L.B.
PROPOSED DRY DETENTION
60' L.B.
12' U.E. (P.B. 180, PG. 147)
PROPOSED DRY DETENTION
ADDITIONAL 12' R/W (P.B. 180, PG. 147)
W HILLSBORO BLVD.
120' R/W
(O.R.B. 34527, PG. 820)
(P.B. 172, PG. 83)

2/17/2026

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

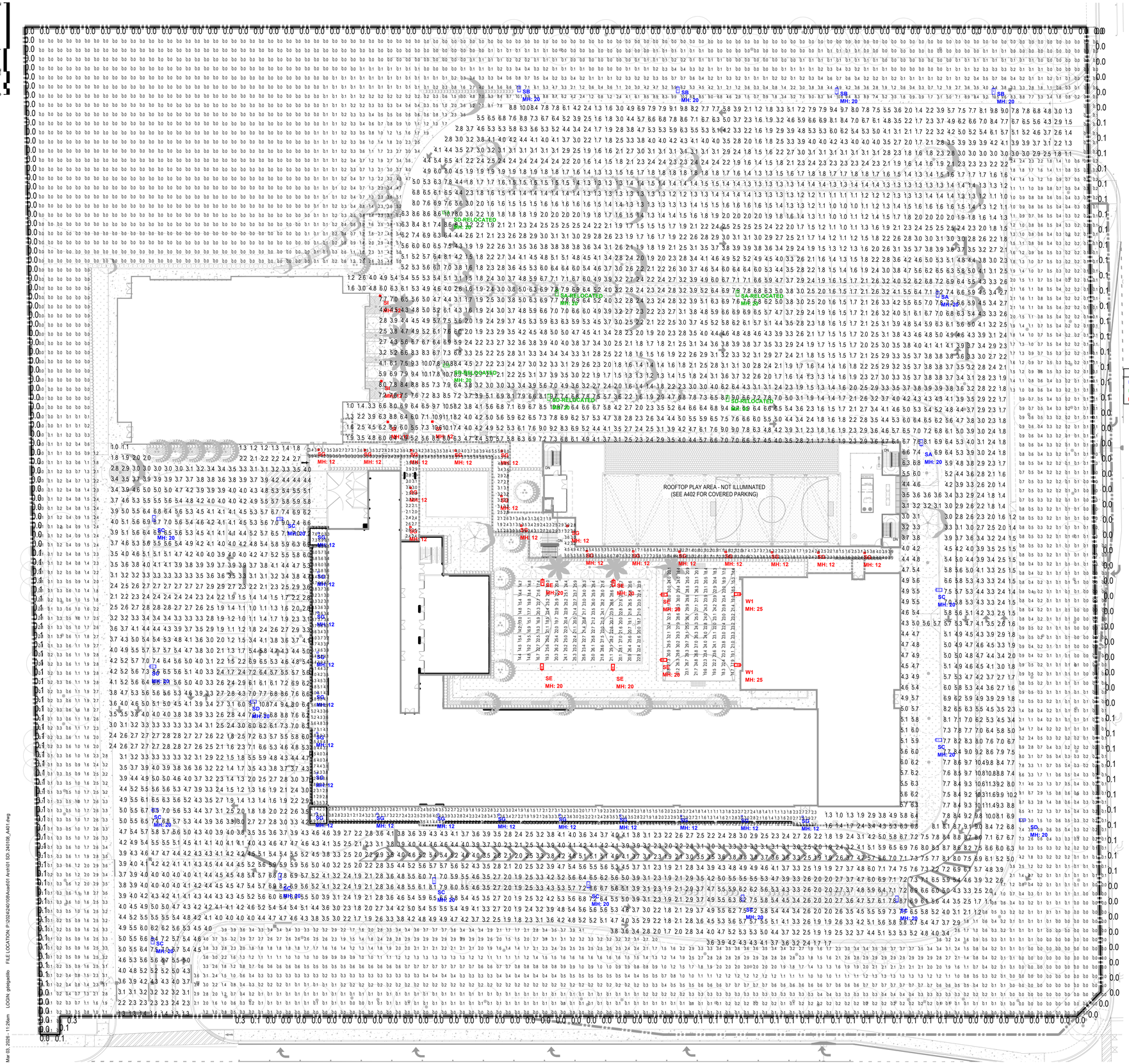
SOMERSET PARKLAND ACADEMY
SECTION 28, TOWNSHIP 41S., RANGE 47E.
CITY OF PARKLAND, FLORIDA
SU-30 AUTOTURN ANALYSIS

REVISIONS

DESIGN	DRAWN	CHECKED	APPROVED	DATE
B.K.	D.B.			

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24127AT02	1	1

Y:\AUTOCAD_FILES\2024\24-129\EXHIBITS\AUTOTURN ANALYSIS\AT02_2026-02-17 Fire-Bus-SU30-Garbage.dwg 2/17/2026 10:20 AM Daniel Brunet



Photometrics Calculation Software Generated Luminaire Schedule

Symbol	Qty	Label	Arrangement	Lum. Lumens	Arr. Lum. Lumens	LLF	Lum. Watts	Arr. Watts
	2	SA	SINGLE	50248	50248	0.900	445	445
	2	SA-RELOCATED	SINGLE	50248	50248	0.900	445	445
	4	SB	SINGLE	28894	28894	0.900	333	333
	13	SC	SINGLE	37400	37400	0.900	333	333
	2	SD	SINGLE	35352	35352	0.900	333	333
	4	SD-RELOCATED	SINGLE	35352	35352	0.900	333	333
	6	SE	Single	49093	49093	0.900	445	445
	33	SG	Single	3564	3564	0.603	20	20
	4	SI	SINGLE	5008	5008	0.900	34	34
	2	W1	Single	49093	49093	0.900	445	445

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
BASKETBALL COURT LIGHT LEVEL @ 3'AFG	Illuminance	Fc	22.19	29.1	13.0	1.71	2.24
COVERED WALKWAY	Illuminance	Fc	4.74	14.9	1.5	3.16	9.93
COVERED WALKWAY 2	Illuminance	Fc	3.37	7.6	1.1	3.06	6.91
HILLSBORO BLVD PROPERTY LINE	Illuminance	Fc	0.04	0.3	0.0	N.A.	N.A.
NORTH PROPERTY LINE	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
PARKING LOT & DRIVEWAY	Illuminance	Fc	4.00	11.6	1.0	4.00	11.60
PLAYFIELD LIGHT LEVEL @ 3'AFG	Illuminance	Fc	24.16	32.5	14.4	1.68	2.26
SITE	Illuminance	Fc	0.69	10.6	0.0	N.A.	N.A.
UNIVERSITY BLVD PROPERTY LINE	Illuminance	Fc	0.05	0.1	0.0	N.A.	N.A.
WEST PROPERTY LINE	Illuminance	Fc	0.04	0.1	0.0	N.A.	N.A.

SOMERSET PARKLAND ACADEMY

LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	MFR	CATALOG NUMBER	VOLTS	COLOR	LUMEN	LAMPS	WATTS	CUT OFF RATING	MOUNTING	REMARKS
SA	LED SITE LIGHTING FIXTURE	MCGRAW EDISON	GLEON-AF-08-LED-E1-5WQ-FINISH / MA1036-XX	UNV	4000K	50248	LED	445W	FULL CUT OFF	29FT POLE	NOTE 1
SB	LED SITE LIGHTING FIXTURE W/HOUSE SIDE SHIELD	MCGRAW EDISON	GLEON-AF-08-LED-E1-SL4-FINISH-HSS / MA1036-XX	UNV	4000K	28894	LED	333W	FULL CUT OFF	29FT POLE	NOTE 1
SC	LED SITE LIGHTING FIXTURE	MCGRAW EDISON	GLEON-AF-08-LED-E1-5MQ-FINISH / MA1036-XX	UNV	4000K	37400	LED	333W	FULL CUT OFF	29FT POLE	NOTE 1
SD	LED SITE LIGHTING FIXTURE	MCGRAW EDISON	GLEON-AF-08-LED-E1-T4W-FINISH / MA1036-XX	UNV	4000K	35352	LED	333W	FULL CUT OFF	29FT POLE	NOTE 1
SE	LED SITE LIGHTING FIXTURE	MCGRAW EDISON	GLEON-AF-08-LED-E1-T4FT-FINISH / MA1036-XX	UNV	4000K	49093	LED	445W	FULL CUT OFF	29FT POLE	NOTES 1
SF1	COVERED PARKING LUMINAIRE	MCGRAW EDISON	TT-D6-740-U-WW-FINISH	UNV	4000K	10020	LED	105W	FULL CUT OFF	SURFACE	
SF1E	COVERED PARKING LUMINAIRE W/ BATTERY PACK	MCGRAW EDISON	TT-D6-740-U-WW-FINISH-BP	UNV	4000K	10020	LED	105W	FULL CUT OFF	SURFACE	
SF2	COVERED PARKING LUMINAIRE	MCGRAW EDISON	TT-D6-740-U-CQ-FINISH	UNV	4000K	12397	LED	105W	FULL CUT OFF	SURFACE	
SF2E	COVERED PARKING LUMINAIRE W/ BATTERY PACK	MCGRAW EDISON	TT-D6-740-U-CQ-FINISH-BP	UNV	4000K	12397	LED	105W	FULL CUT OFF	SURFACE	
SG	CANOPY LUMINAIRE	FAILSAFE	G12-PP-FINISH-LD420W-40-CL-UNV-ED1C	UNV	4000K	2525	LED	20W	FULL CUT OFF	SURFACE	
SH	FLOODLIGHT LUMINAIRE	MCGRAW EDISON	GFLD-SA6D-740-U-MWR-N-FINISH	UNV	4000K	40790	LED	325W	FULL CUT OFF	SURFACE	
SI	LED PEDESTRIAN AREA LIGHT	MCGRAW EDISON	GPC-SA2-740-U-T4FT-BZ	UNV	4000K	14850	LED	113W	FULL CUT OFF	12 FT POLE	NOTE 2
W1	LED WALL PACK	MCGRAW EDISON	GLEON-AF-08-LED-E1-T4FT-WM-FINISH	UNV	4000K	49093	LED	445W	FULL CUT OFF	WALL	

FIXTURE SCHEDULE NOTES

GENERAL NOTE: CONFIRM FINISH

NOTE 1: FIXTURE MOUNTED ON DIRT DIRECT BURIAL CONCRETE POLE #LRD27TH-4-BRZ

NOTE 2: FIXTURE MOUNTED ON DIRT DIRECT BURIAL CONCRETE POLE #LSI16TH-7540

FOR QUESTIONS PERTAINING TO THIS FIXTURE SCHEDULE PLEASE CONTACT TOM ACHBERG @ LIGHTING DYNAMICS – (561) 719-0317

COLOR KEY
- EXISTING
- RELOCATED
- NEW

COOPER Lighting Solutions
a @Signify business

Cooper Lighting Solutions
1121 Hwy 74 South
Peachtree City, GA 30269
770-486-4800

Date: December 16th, 2025

Subject: Somerset Parkland Academy – Fixture Compliance

To: To Whom It May Concern

This letter is to confirm the definition of a Full Cutoff (FCO) luminaire and to explain how our fixtures meet this requirement.

A Full Cutoff luminaire is defined as a lighting fixture that emits no light at or above 90 degrees from nadir (directly downward). In other terms, a Full Cutoff design produces zero uplight, ensuring that illumination is directed only toward the intended area and does not contribute to sky glow or upward spill light.

The fixture list below comply with this definition, as all models proposed for this project carry a U0 uplight rating under the IES BUG system. This means they emit no uplight, satisfying the performance expectation of a Full Cutoff luminaire.

Fixture list:
- GLEON-AF-08-LED-E1-5WQ-FINISH / MA1036-XX — B5-U0-G5
- GLEON-AF-06-LED-E1-SL4-FINISH-HSS / MA1036-HSS — B5-U0-G5
- GLEON-AF-06-LED-E1-5MQ-FINISH / MA1036-XX — B5-U0-G4
- GLEON-AF-06-LED-E1-T4W-FINISH / MA1036-XX — B4-U0-G5
- GLEON-AF-08-LED-E1-T4FT-FINISH / MA1036-XX — B4U0-G5
- TT-D6-740-U-RW-FINISH — B4-U0-G3
- TT-D6-740-U-RW-FINISH+IBP — B4-U0-G3
- TT-D6-740-U-CQ-FINISH — B3-U0-G2
- TT-D6-740-U-CQ-FINISH+IBP (second listing) — B3-U0-G2
- G12-PP-FINISH-LD420W-40-CL-UNV-ED1C — B3-U0-G2
- GFLD-SA6D-740-U-MWR-FINISH — B3-U0-G2
- GLEON-AF-08-LED-E1-T4FT-WM-FINISH — B4-U0-G5

Orestes Orbe

Orestes Orbe, MBA, LC, MIES
Solutions Architect-Infrastructure Sales
tel: 352-362-2715
orestes.orbe@cooperlighting.com

LIGHTING DYNAMICS INCORPORATED

LIGHTING DYNAMICS, INC.
7835 West Commercial Blvd.
Tamarac, FL 33351
(954) 944-0286
www.lightingdynamics.com

CIVICA
ARCHITECTURE
8323 NW 12th St. Suite 106
Doral, FL 33126
tel: 305.593.9959
AA #26001093
www.civicagroup.com
info@civicagroup.com

PROJECT:
SOMERSET PARKLAND
(PHASE-2)

8401 UNIVERSITY DR
PARKLAND, FL 33076

PARCEL ID:
474128015290

APPLICANT:
PARKLAND SCHOOL PROPERTY LLC
6457 SUNSET DRIVE
MIAMI, FL 33143

ISSUED FOR:
SITE PLAN APPROVAL

CIVICA PROJECT No :
240108

CONSULTANTS:

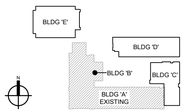
SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

No.	DATE	ISSUED FOR	BY
1	08/29/25	DRC RESUBMITTAL	GD
2	12/12/25	DRC RESUBMITTAL	GD
3	2/16/26	DRC RESUBMITTAL	GD
4	3/05/26	DRC RESUBMITTAL	GD

DRAWN BY: GD
APPROVED BY: JG/ RL
DATE: 04/01/2025
SCALE: AS SHOWN

KEY PLAN



1st FL FFE: 12.00 NAVD

SEAL/SIGNATURE

ROLANDO LLANES AR0013160

Digitally signed by Rolando Llanes
Date: 2026.03.06 11:34:09 -05'00'

ROLANDO LLANES
AR - 0013160

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SHEET TITLE
SITE LIGHTING & PHOTOMETRICS

SHEET NUMBER
A401

Mar 03, 2026 - 11:29am LOGIN: gdegaudio FILE LOCATION: P:\2024\240108\Acad\01 Archi\01 SD\ 240108_ A401.dwg

2"
1"
1/2"
0

COLOR KEY
NORMAL
EMERGENCY

Photometrics Calculation Software Generated Luminaire Schedule								
Scenario: EM MODE								
Symbol	**Qty**	**Label**	**Arrangement**	**Lum. Lumens**	**Arr. Lum. Lumens**	**LLF**	**Lum. Watts**	**Arr. Watts**
	4	SF1	Single	10020	10020	0.900	105.2	105.2
	11	SF1E	Single	10020	10020	0.900	105.2	105.2
	6	SF2	Single	12387	12387	0.900	105.2	105.2
	2	SF2E	Single	12387	12387	0.900	105.2	105.2

Calculation Summary							
Scenario: EM MODE							
Label	**CalcType**	**Units**	**Avg**	**Max**	**Min**	**Avg/Min**	**Max/Min**
COVERED PARKING	Illuminance	Fc	1.31	4.3	0.3	4.37	14.33
PARKING ENTRANCE	Illuminance	Fc	2.57	4.3	1.4	1.84	3.07
PARKING EXIT	Illuminance	Fc	2.50	4.0	1.5	1.67	2.67

N

COVERED PARKING PHOTOMETRICS - EMERGENCY MODE

3 A402

80' 40' 20' 0
SCALE: 1" = 20'

COLOR KEY
NORMAL
EMERGENCY

Photometrics Calculation Software Generated Luminaire Schedule								
Scenario: NORMAL NIGHT MODE								
Symbol	**Qty**	**Label**	**Arrangement**	**Lum. Lumens**	**Arr. Lum. Lumens**	**LLF**	**Lum. Watts**	**Arr. Watts**
	4	SF1	Single	10020	10020	0.900	105.2	105.2
	11	SF1E	Single	10020	10020	0.900	105.2	105.2
	6	SF2	Single	12387	12387	0.900	105.2	105.2
	2	SF2E	Single	12387	12387	0.900	105.2	105.2

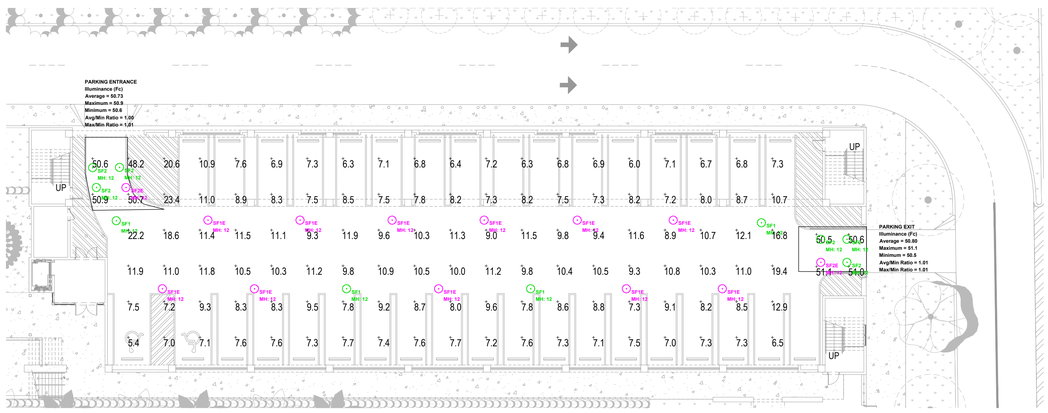
Calculation Summary							
Scenario: NORMAL NIGHT MODE							
Label	**CalcType**	**Units**	**Avg**	**Max**	**Min**	**Avg/Min**	**Max/Min**
COVERED PARKING	Illuminance	Fc	8.77	24.8	5.0	1.75	4.96
PARKING ENTRANCE	Illuminance	Fc	16.03	24.8	10.7	1.50	2.32
PARKING EXIT	Illuminance	Fc	14.83	23.2	9.3	1.59	2.49

N

COVERED PARKING PHOTOMETRICS - NORMAL NIGHT MODE

2 A402

80' 40' 20' 0
SCALE: 1" = 20'



COLOR KEY
NORMAL
EMERGENCY

Photometrics Calculation Software Generated Luminaire Schedule								
Scenario: NORMAL DAY MODE								
Symbol	**Qty**	**Label**	**Arrangement**	**Lum. Lumens**	**Arr. Lum. Lumens**	**LLF**	**Lum. Watts**	**Arr. Watts**
	4	SF1	Single	10020	10020	0.900	105.2	105.2
	11	SF1E	Single	10020	10020	0.900	105.2	105.2
	6	SF2	Single	12387	12387	0.900	105.2	105.2
	2	SF2E	Single	12387	12387	0.900	105.2	105.2

Calculation Summary							
Scenario: NORMAL DAY MODE							
Label	**CalcType**	**Units**	**Avg**	**Max**	**Min**	**Avg/Min**	**Max/Min**
COVERED PARKING	Illuminance	Fc	10.73	50.9	5.4	1.99	9.43
PARKING ENTRANCE	Illuminance	Fc	50.73	50.9	50.6	1.00	1.01
PARKING EXIT	Illuminance	Fc	50.80	51.1	50.5	1.01	1.01

N

COVERED PARKING PHOTOMETRICS - NORMAL DAY MODE

1 A402

80' 40' 20' 0
SCALE: 1" = 20'

NOTE: SEE A401 FOR LIGHTING FIXTURE SCHEDULE

CIVICA ARCHITECTURE
8323 NW 12th St. Suite 106
Doral, FL 33126
tel: 305.593.9959
AA #26001093
www.civicagroup.com
info@civicagroup.com

PROJECT:
SOMERSET PARKLAND
(PHASE-2)

8401 UNIVERSITY DR
PARKLAND, FL 33076

PARCEL ID:
474128015290

APPLICANT:
PARKLAND SCHOOL PROPERTY LLC
6457 SUNSET DRIVE
MIAMI, FL 33143

ISSUED FOR:
SITE PLAN APPROVAL

CIVICA PROJECT No :
240108

CONSULTANTS:

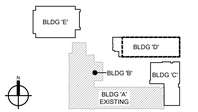
SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

No.	DATE	ISSUED FOR	BY
~~1~~	~~08/29/25~~	~~DRC RESUBMITTAL~~	~~GD~~
2	12/12/25	DRC RESUBMITTAL	GD
3	2/16/26	DRC RESUBMITTAL	GD
4	3/16/26	DRC RESUBMITTAL	GD

DRAWN BY: GD
APPROVED BY: JG/ RL
DATE: 04/01/2025
SCALE: AS SHOWN

KEY PLAN



1st FL FFE: 12.00 NAVD

SEAL/SIGNATURE

Digitally signed by Rolando Llanes
Date: 2026.03.17 10:03:49 -04'00'

ROLANDO LLANES
AR - 0013160

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SHEET TITLE
COVERED PARKING PHOTOMETRICS

SHEET NUMBER
A402

LIGHTING DYNAMICS INCORPORATED

LIGHTING DYNAMICS, INC.
7835 West Commercial Blvd.
Tamarac, FL 33351
(954) 944-0286
www.lightingdynamics.com

Mar 16, 2026 - 4:39pm LOGIN: ggeigaddio FILE LOCATION: P:\2024\240108\Acad\01 Arch\01 SD\ 240108_A402.dwg

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

SOMERSET PARKLAND ACADEMY

Parkland, Florida

OPERATIONAL MANAGEMENT PLAN

PREPARED FOR:

Somerset Parkland Academy
8401 University Drive
Parkland, Florida 33076

JOB NO. 24-129

DATE: August 29, 2025
Revised: 12/12/2025
Revised: 02/16/2026
Revised: 03/05/2026
Revised: 03/16/2026
Revised: 04/27/2026

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 04/27/26. Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	Digitally signed by Bryan G Kelley Date: 2026.06.16 13:26:51-04'00'

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

PAGE 4

1.0 INTRODUCTION
2.0 TRAFFIC GENERATION
3.0 STAGGERED START/END TIMES

PAGE 5

4.0 RAMP UP SCHEDULE

PAGE 6

5.0 TURN LANES
6.0 DELIVERIES
7.0 BUSES

PAGE 7

8.0 SIBLINGS
9.0 PEDESTRIANS AND BICYCLE RIDERS

PAGE 8

10.0 ONSITE QUEUEING AND COMPREHENSIVE TRAFFIC CONTROL

PAGE 9

11.0 AFTER SCHOOL ACTIVITIES

PAGE 10

12.0 EVENT PARKING
13.0 TRAFFIC OPERATIONAL MONITORING
14.0 PARENTAL RESPONSIBILITIES

PAGE 11

15.0 CONSTRUCTION STAGING

PAGE 12

16.0 CONCLUSION

APPENDICES

APPENDIX A

OPERATIONAL PLAN

APPENDIX B

QUEUE COUNTS

APPENDIX C

PRELIMINARY CONSTRUCTION STAGING

1.0 SITE DATA

The subject parcel is located at the northwest corner of University Drive and Hillsboro Boulevard in the City of Parkland, Florida. The existing development is currently approved for a 1280 student Kindergarten through 8th grade public charter school. The school consisted of 993 K-8th grade students during the 2024-2025 school year, but is approved for 1280 students. Site access is existing via a full access driveway connection to University Drive and a full access driveway connection to Hillsboro Boulevard. The proposed development includes the addition of a high school to the property for a total of 2100 Kindergarten through 12th grade students.

The purpose of this report is to document the school's operations, onsite queuing and circulation, as well as the solutions implemented to mitigate project impacts and minimize effects on the surrounding roadway network.

A detailed review of the school operations was performed with specific emphasis on onsite operations and reducing the impact to the surrounding roadway system. Extracurricular activities, sporting events, parent meetings, and other gatherings that take place at the school have been organized to minimize offsite traffic impacts. Each activity has been carefully planned and limited to a specific number in accordance with available onsite parking and established traffic management procedures.

2.0 TRAFFIC GENERATION

A comprehensive Traffic Impact Statement for the proposed project has been prepared concurrently with the Traffic Operational Management Plan. The anticipated peak hour traffic generation for the 2100 student public charter school (based on staggered schedule) with no reduction for pass-by credits may be summarized as follows:

AM Peak Hour Traffic Generation (In/Out)	=	1,912 pht (1,032 In/879 Out)
PM Peak Hour Traffic Generation (In/Out)	=	859 pht (318 In/541 Out)

3.0 STAGGERED START/END TIMES

The school will commit to a total of four staggered start and end times. The staggered times will be separated by a minimum of 15 minutes. The staggered start and end times are proposed to minimize onsite and offsite traffic impacts. The A.M. and P.M. peak hour trip generation shown above reflects a full hour of traffic, which is 3 of the 4 staggered time periods. The staggered start and end times associated with the school are summarized as follows:

3.0 STAGGERED START/END TIMES (CONTINUED)

Table 1
Proposed School Staggering Schedule

Grade Levels	Students	Start Time	End Time
9th Grade – 12th Grade	672	7:30 AM	2:15 PM
Kindergarten – 2nd Grade	462	8:00 AM	2:45 PM
3rd Grade – 5th Grade	462	8:15 AM	3:15 PM
6th Grade – 8th Grade	504	8:45 AM	3:45 PM

Note the above student numbers are an estimate to match the ramp up schedule below. The actual student enrollment by grade may fluctuate but will never exceed 2100 students.

4.0 RAMP UP SCHEDULE

The school will not open at full enrollment in the first year of operations. Instead, the school will ramp up the number of students over several years until full enrollment is reached. The preliminary ramp up schedule is as follows:

Ramp Up Schedule

Grade	Current	26-27	27-28	28-29	29-30	30-31	31-32	32-33
K	100	100	100	154	154	154	154	154
1	130	100	100	154	154	154	154	154
2	144	130	100	100	154	154	154	154
3	123	144	130	100	100	154	154	154
4	133	123	144	130	100	100	154	154
5	125	133	123	144	130	100	100	154
6	103	125	133	168	168	168	168	168
7	96	103	125	133	168	168	168	168
8	73	96	103	125	133	168	168	168
9	0	0	96	150	168	168	168	168
10	0	0	0	96	150	168	168	168
11	0	0	0	0	96	150	168	168
12	0	0	0	0	0	96	150	168
Total	1027	1054	1154	1454	1675	1902	2028	2100

The above ramp up schedule and number of students are preliminary but is provided to show an estimate of future conditions. The slow ramp up will allow the school to make any traffic or other operational improvements necessary early on prior to full enrollment. The number of students may fluctuate per grade level but will never exceed 2100 students.

5.0 TURN LANES

A northbound left-turn lane and a southbound right-turn lane currently exist at the site driveway connection to University Drive. An eastbound left-turn lane and westbound right turn lane also exists at the driveway connection to Hillsboro Boulevard. The existing turn lane dimensions are summarized below in Table 2:

Table 2
Turn Lane Summary

Location	Turn Lane	Existing Length (ft) including taper	Approximate vehicle stacking capacity*
Hillsboro Boulevard at Site Driveway	Eastbound Left Turn	550	20
	Westbound Right Turn	500	18
University Drive at Site Driveway	Northbound Left Turn	300	10
	Southbound Right Turn	300	10
University Drive at Hillsboro Boulevard	Northbound Left Turn	400	14
	Southbound Right Turn	500	18
Total Offsite Queuing Capacity =			90

*Assumes 1 vehicle per 25 feet of full storage length. Assumes 2 additional vehicles for the 100-foot taper area.

Additionally, detailed traffic analysis is provided in the Traffic Impact Statement prepared by Simmons and White, Inc with an emphasis on the operations and queuing at the Hillsboro Boulevard site entrance. The analysis demonstrates that the proposed turn lanes accommodate the calculated maximum queue.

6.0 DELIVERIES

The charter school contracts with vendors for food service, trash pick-up, and book delivery. Book deliveries are completed prior to the start of the school year and do not impact traffic operations. Trash pick-up continues to occur outside of school arrival and dismissal times to avoid interference with traffic operations. Other deliveries are scheduled to avoid peak drop-off and pick-up hours, occurring prior to 7:30 AM or after 4:00 PM, and are coordinated or adjusted as necessary during the school year to prevent conflicts and eliminate associated impacts.

7.0 BUSES

No typical school buses are currently used or proposed. However, buses may be used as applicable for certain sports events. The buses would arrive during off-hours and would stage in the loop in front of the gymnasium. See proposed Traffic Operational Management Plan exhibit for this location.

8.0 SIBLINGS

Many siblings attend the school together and often have different school start and end times. The school offers morning and afternoon sibling care to families. Parents drop off their children at the earliest start time, and the sibling with the later start time is provided morning care, which is often used for additional study and/or homework. Similarly, in the afternoon, aftercare is provided for the student with the earliest release time, and both students are picked up at the later dismissal time. As a result, parents only need to drop off and pick up their students once despite the staggered schedules.

9.0 PEDESTRIANS AND BICYCLE RIDERS

Children riding their bikes and walking to school are accommodated via the existing sidewalk system along University Drive and Hillsboro Boulevard, along with the sidewalk constructed along the site frontage. State-certified crossing guards are stationed at the Hillsboro Boulevard and University Drive intersection.

The pedestrian and bike circulation are further depicted in the Traffic Operational Plan exhibit in Appendix "A," which graphically shows the pedestrian and bike routes to the school as well as the crossing guard locations. Parents and students are instructed each school year on the pedestrian and bicycle path and the proper use of crosswalks.

A sidewalk was previously constructed along the northern side of the school connecting to the existing sidewalk on University Drive, just north of the school driveway connection. Pedestrians and bikers arriving from the north on University Drive use this sidewalk path so they do not have to cross any school driveways. Similarly, a sidewalk was constructed along the west side of the school that connects to Hillsboro Boulevard. Pedestrians and bikers arriving from the west of the school on Hillsboro Boulevard are able to utilize this sidewalk without having to cross any school driveways. Pedestrians and bikers arriving from University Drive south of the school site use the existing crosswalk on the west side of the Hillsboro Boulevard and University Drive intersection to cross the street (aided by crossing guards). From there, they travel west and cross the school driveway (aided by a crossing guard) before entering the school. There are approximately 160 students who either walk or bike to school.

If the roundabout is constructed on Hillsboro Boulevard and University Drive, the pedestrian path will remain very similar to the existing situation. Crossing guards will assist walkers and bikers across the roundabout and a pedestrian refuge will be provided to increase pedestrian safety.

The school zone flashers are currently existing and operational on University Drive and Hillsboro Boulevard and will remain in place and operational.

Note the applicant is working with the City and Broward County Traffic Division (BCTED) on both the roundabout and pedestrian crossing. If BCTED will permit a pedestrian crossing, the applicant will construct the pedestrian crossing with the corresponding pavement markings, signage, and traffic control devices on Hillsboro Boulevard on the west side of the school driveway. Pedestrians would then be encouraged to cross at this location instead of at the intersection of Hillsboro Boulevard at University Drive.

10.0 ONSITE QUEUEING AND COMPREHENSIVE TRAFFIC CONTROL

The general traffic circulation is anticipated to be similar to the existing configuration. Currently, all parents arrive and depart utilizing the Hillsboro Boulevard driveway with the exception of the middle school students which are able to get dropped off in the morning using the University Drive access. The proposed plan will require all students to be dropped off using Hillsboro Boulevard including middle school students. All pick up for all grades will continue to occur from the Hillsboro Boulevard driveway. The school circulation line currently has a total onsite capacity of approximately 188 vehicles when factoring in both onsite ingress lanes. Since the school has a substantial stacking capacity, currently only one stacking lane is used for each dismissal. The second stacking lane is then used for parents arriving early for the next dismissal period.

The proposed Site Plan will increase the vehicle capacity to 234 vehicles double stacked. An additional 61 vehicles could also be stacked in the parking lot drive aisles as overflow if necessary for a total of 295 queue spaces. This does not include the turn lanes on Hillsboro Boulevard.

A back of queue analysis was completed for the onsite operations on Thursday, February 6, 2025. The results showed a maximum queue of 44 vehicles during the A.M. peak hour and 149 vehicles during the P.M. peak hour. The most observed queue on any one lane was 107 vehicles at 2:53 P.M. This drop off time represents the Kindergarten through 2nd grade dismissal consisting of 384 students and results in a vehicle queue of 0.278 vehicles per student. Extrapolating the 0.278 vehicles per student for 672 students (highest dismissal period), results in a total queue of 187 vehicles. The total onsite queue of 234 vehicles (295 with additional queue lines) can accommodate the 672 students if both lanes are utilized.

Table 3
Vehicle Queuing Capacity

Scenario	Queuing Capacity (vehicles)	Queue Rate (veh/ student)
Standard Queue Line	234	0.37
Standard Queue Line Plus Offsite Queue Capacity	272	0.43
Additional Queue Line	295	0.46
Additional Queue Line Plus Offsite Queue Capacity	333	0.52

Instead of using a single lane per drop off period, it is now proposed to utilize a two-lane pick up to increase efficiency and throughput.

A vehicle processing rate study was also conducted for the site previously to determine how fast vehicles could be processed during the afternoon pick up. The count was collected on Tuesday,

10.0 ONSITE QUEUEING (CONTINUED)

May 23, 2023 from 2:40 P.M. to 4:00 P.M. to account for all three drop off periods. The results of the data collection are summarized below and provided in Appendix B:

- Dismissal 1 (K-2nd Grade) = 4.1 vehicles per minute
- Dismissal 2 (3rd-5th Grade) = 3.9 vehicles per minute
- Dismissal 3 (6th-8th Grade) = 6.8 vehicles per minute

During the data collection, it was observed that often times one or two vehicles would hold up the entire line as they were waiting on their child when the vehicles behind them were ready to go. A secondary by-pass lane is not available once vehicles are in front of the school due to the concrete median separator. Numerous middle school students would walk to their parents on the east side of the school before the concrete barrier. This allowed these vehicles to use the by-pass lane and not enter the 16-vehicle pick up lane in front of the school. This was the primary reason the third dismissal had a much higher processing rate. It is now proposed to remove the median barrier and allow for a 2-lane pick up of 32 vehicles. This would substantially increase the vehicle processing rate from the observed data above.

Student Identification for Pick-Up

Each parent is provided a car tag that that is hung on the rearview mirror to identify them as an authorized person/vehicle for pick up. The car tag has the child's name and grade level specified so that staff prior to the pick-up zone can radio ahead so that the child is ready when the parent/vehicle arrives at the designated pick up zone. The color of the tag will also identify which pick up time the vehicle should be part of. When a vehicle arrives too early with an incorrect color tag, the car will be directed into the bypass lane and off campus to return at the proper time. The school will work diligently to educate parents so that this occurrence is kept to a minimum.

Hillsboro Boulevard Traffic Control Personnel

One or two Broward Sheriff Officers are present at the Hillsboro Boulevard driveway connection during school arrival and dismissal times to assist in traffic flow. The BSO's stop traffic in the eastbound and westbound directions as necessary to allow for motorists to safely and efficiently enter and exit the school. The BSO's focus on ensuing that traffic flows efficiently on Hillsboro

Boulevard and that the turn lane queues do not spillover to the through lanes. Note that the applicant has committed to fund and construct a traffic signal at the Hillsboro Driveway entrance if permitted by Broward County.

11.0 AFTER SCHOOL ACTIVITIES

Many students stay after school on certain days as the school offers a variety of afterschool activities and programs. Additionally, an aftercare program is available. The afterschool activities and aftercare program will help disperse peak afternoon traffic and lessen the onsite and offsite traffic impact.

12.0 EVENT PARKING

As shown in the Site Plan, 204 parking spaces are provided onsite. However, since the vehicle queueing line provides dual circulation lanes, the outside lanes can be used for event parking. Using the outside circulation lanes, an approximate 123 additional parking spaces can be added for a total of 327 parking spaces. Events will be carefully planned to ensure that sufficient parking is available. The majority of events will be staggered by grade levels by day and/or time to ensure the event parking can be accommodated. Staff members will be present prior to any event to assist with the additional parking. The Event Parking Plan is provided separately by Schmidt Nichols.

13.0 TRAFFIC OPERATIONAL MONITORING

The applicant has committed to monitor the onsite traffic operations to ensure that the drop off and pick up process moves efficiently and safely. The Operational Management Plan will be reviewed annually or as requested by the City until one year after full student enrollment. If any changes to the traffic operations are determined to be necessary, the school will be required to provide mitigation to relive any issues. Any mitigation proposed will be coordinated with the City. This item will be further coordinated with the City and incorporated in the Developer's Agreement.

14.0 PARENTAL RESPONSIBILITIES

All parents of the Charter School are required to participate in a Parent Education Program to inform them on the pick-up patterns, timeframes, operations and expectations of the school. The following items are included in the Parent Education Program:

- Parents are required to attend a comprehensive orientation program prior to the commencement of the school year and sign a parent contract committing to comply with all operational and safety procedures.
- At the comprehensive orientation program prior to the commencement of the school year, all parents are informed of the specific operational details related to drop-off and pick-up procedures.
- Parents are required to have children prepared and ready for drop-off and pick-up to maximize efficiency and minimize drop-off and pick-up times.
- Parents are encouraged to register and participate to the extent possible in carpooling and ride sharing programs. Parents will receive volunteer hours for participating in a carpooling program which gives families more incentive to carpool. Each family is required to volunteer for a set amount of hours each school year.
- Parents are directed to watch for and yield to children/pedestrians and bicycles near the school site.

15.0 CONSTRUCTION STAGING

Construction staging will be coordinated with the City during the permitting process. However, a preliminary construction staging and operational plan has been prepared.

Temporary Parking:
Temporary parking will be utilized during Phase 2 of construction to offset a temporary loss of parking associated with the construction staging area. Temporary parking will be provided via grass parking on stabilized soil where the future gym building is to be located.

The construction phases are broken down as follows:

Phase 1: The school will maintain sufficient minimum parking requirements during Phase 1 construction. A total of 89 parking spaces will be required based on the projected enrollment and 102 spaces will be provided.

Phase 2: Parking loss due to staging area creates a need for 10 additional spaces. These 10 additional spaces will be provided along the egress circulation route and will be designated for visitors only during non-school drop off and pick up hours. Therefore, no adverse impacts will occur to traffic circulation. Additionally, the spaces will not interfere with emergency access or circulation. A total of 112 spaces are required as part of Phase 2 and 112 spaces will be provided.

Onsite Stacking and Queuing During Construction:
Ingress stacking and onsite queuing operations remain consistent with the approved Traffic Operational Management Plan. The temporary parking area does not reduce available stacking capacity and no adverse impacts to onsite queuing or queue times are anticipated during construction. The applicant will continue to monitor traffic circulation and operations to ensure no adverse impacts are caused.

Updated logistics drawings have been prepared and include parking calculations demonstrating compliance with SREF parking requirements based on the student enrollment for each construction phase.

The preliminary construction logistics plan is included in Appendix C of this report.

16.0 CONCLUSION

The following summary of items has been presented as part of the overall Queuing/Accumulation Analysis and Operational Plan for the school:

1. The existing site has been designed to accommodate the school, and to reduce any potential for congestion on the surrounding roadway network. The proposed site has been designed with the same focus to reduce any potential for congestion on the surrounding roadway network.

2. Trained staff will be utilized and a comprehensive Parental Education Program will be implemented to ensure the efficient flow of traffic throughout the site, as well as to maintain emergency access at all times.

3. The establishment of a carpool/ride sharing registration program that maximizes carpooling opportunities and reduces overall traffic associated with the school.

4. Controlled delivery schedules at off-peak time periods, completely outside the peak drop-off and pick-up time periods.

5. Parents and students will be instructed each year on the proper use of crosswalks and safe walking and biking habits.

6. The school is proposing to have 4 staggered start and end times to reduce peak onsite and offsite traffic.

7. The Site Plan has been designed to accommodate 234 vehicle standard queuing spaces, and can also be expanded for a total of 295 vehicle queueing spaces.

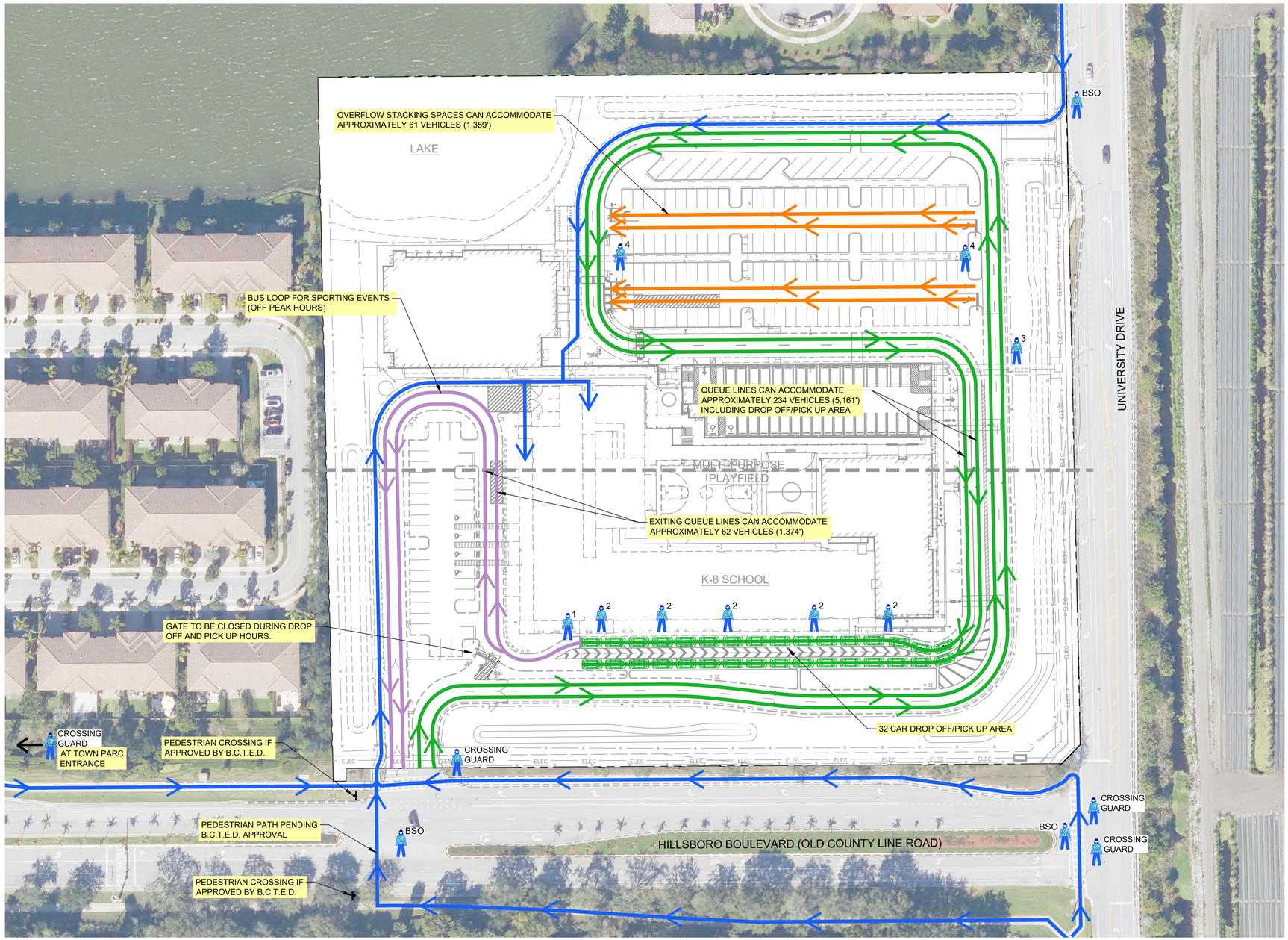
8. The applicant will agree to a Condition to monitor traffic operations and will provide any required mitigation if needed.

9. Events will be carefully planned and typically staggered by grade levels so that sufficient parking is provided. The outside lanes in the queue line will be converted to additional parking spaces for events.

JG: x:/docs/trafficanddrainage/24129.operationalstudy.rev6

APPENDIX A

OPERATIONAL PLAN



N

50 25 0 50 100

SCALE IN FEET
1"=50'

LOCATION MAP
NOT TO SCALE

OPERATIONAL MANAGEMENT STAFF DUTIES:

1 DROP OFF/PICK UP ZONE RELEASE DIRECTOR:

CONTROLS RELEASE OF THE STUDENT DROP OFF/PICK UP AREA. ONE LANE WILL BE RELEASED AT A TIME.

2 LOADING/UNLOADING PERSONNEL:

ASSIST/CONTROL SAFE LOADING/UNLOADING OF STUDENTS WITHIN DROP OFF/PICK UP AREA. THE NUMBER OF FACULTY VARIES.

3 VEHICLE IDENTIFICATION STAFF:

RADIOS IN WHICH STUDENTS ARE TO BE RELEASED AFTER CONFIRMING STUDENT PLACARD ON VEHICLES.

4 STAFF MEMBER TO BE USED IF NEEDED TO ASSIST WITH OVERFLOW CIRCULATION.

LEGEND

- 32 VEHICLES IN DROP OFF/ PICK UP AREA
- INGRESS CIRCULATION
- EGRESS CIRCULATION
- PEDESTRIAN/BIKE CIRCULATION
- OVERFLOW STACKING

1 TRAINED STAFF MEMBER FOR FLOW CONTROL. SEE ABOVE FOR DETAILED DESCRIPTION OF EACH STAFF MEMBERS RESPONSIBILITIES AND DUTIES.

BSO OFF-DUTY BROWARD SHERIFF OFFICER TO ASSIST WITH INGRESS/EGRESS DURING SCHOOL DROP OFF AND PICK UP HOURS. ONE OR TWO BSO'S ARE PROVIDED.

CROSSING GUARD CROSSING GUARD TO ASSIST WITH PEDESTRIAN AND BICYCLES.

PROPOSED TRAFFIC OPERATIONAL PLAN WITHOUT ROUNDABOUT

4/30/2026

REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
B.K.	P.L.			

SOMERSET ACADEMY PARKLAND
SECTION 28, TOWNSHIP 41S., RANGE 47E.
PARKLAND, FLORIDA
TRAFFIC OPERATIONAL PLAN
(WITHOUT ROUNDABOUT)

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24129Z06	1	1

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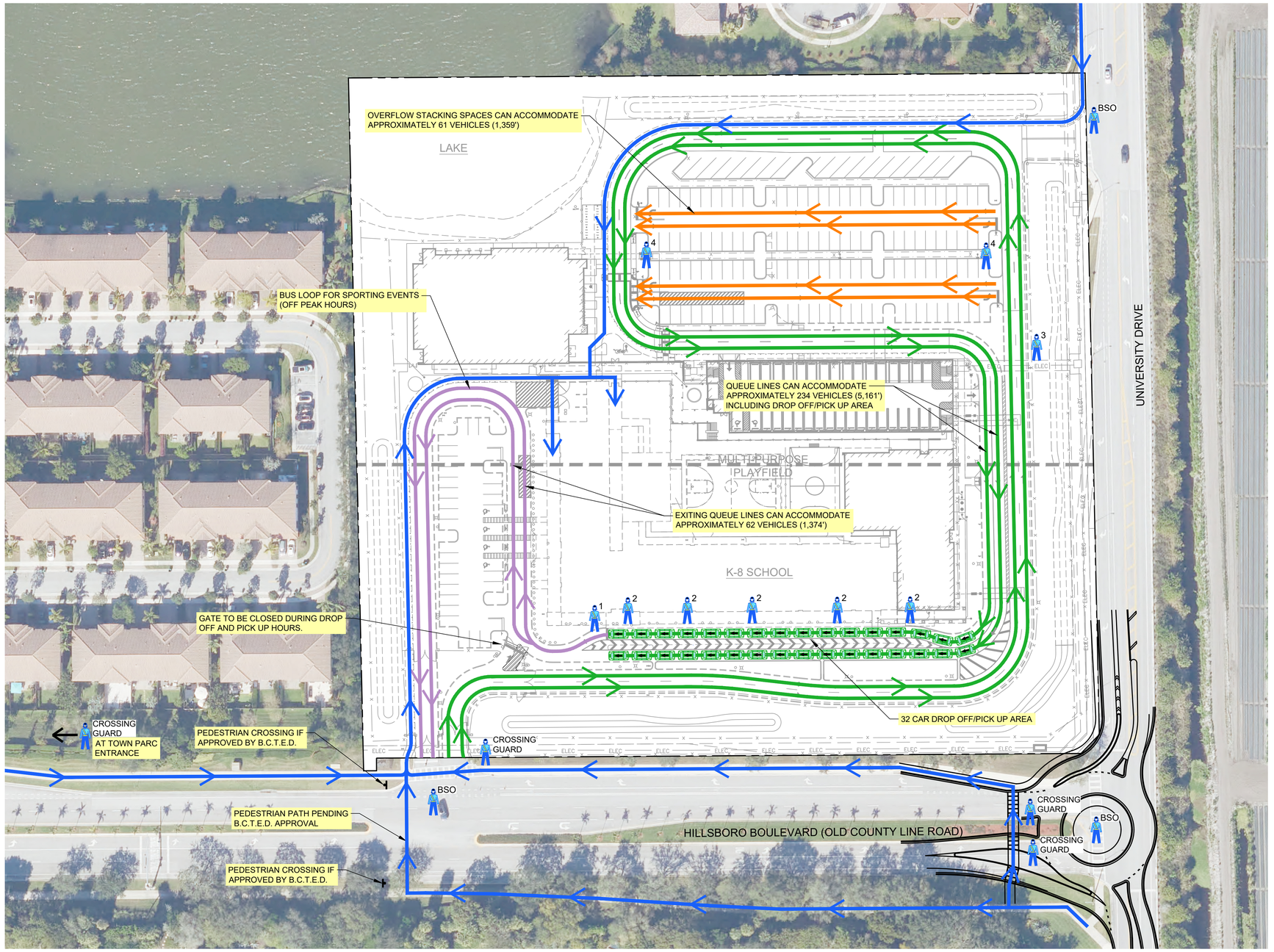

PROPOSED TRAFFIC OPERATIONAL PLAN WITH ROUNDABOUT

N

50 25 0 50 100

SCALE IN FEET
1"=50'

LOCATION MAP
NOT TO SCALE

OPERATIONAL MANAGEMENT STAFF DUTIES:

1 DROP OFF/PICK UP ZONE RELEASE DIRECTOR:
CONTROLS RELEASE OF THE STUDENT DROP OFF/PICK UP AREA. ONE LANE WILL BE RELEASED AT A TIME.

2 LOADING/UNLOADING PERSONNEL:
ASSIST/CONTROL SAFE LOADING/UNLOADING OF STUDENTS WITHIN DROP OFF/PICK UP AREA. THE NUMBER OF FACULTY VARIES.

3 VEHICLE IDENTIFICATION STAFF:
RADIOS IN WHICH STUDENTS ARE TO BE RELEASED AFTER CONFIRMING STUDENT PLACARD ON VEHICLES.

4 STAFF MEMBER TO BE USED IF NEEDED TO ASSIST WITH OVERFLOW CIRCULATION.

LEGEND

- 32 VEHICLES IN DROP OFF/ PICK UP AREA
- INGRESS CIRCULATION
- EGRESS CIRCULATION
- PEDESTRIAN/BIKE CIRCULATION
- OVERFLOW STACKING
- 1 — TRAINED STAFF MEMBER FOR FLOW CONTROL. SEE ABOVE FOR DETAILED DESCRIPTION OF EACH STAFF MEMBERS RESPONSIBILITIES AND DUTIES.
- BSO — OFF-DUTY BROWARD SHERIFF OFFICER TO ASSIST WITH INGRESS/EGRESS DURING SCHOOL DROP OFF AND PICK UP HOURS. ONE OR TWO BSO'S ARE PROVIDED.
- CROSSING GUARD — CROSSING GUARD TO ASSIST WITH PEDESTRIAN AND BICYCLES.

4/30/2026

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

SOMERSET ACADEMY PARKLAND
SECTION 28, TOWNSHIP 41S., RANGE 47E.
PARKLAND, FLORIDA
TRAFFIC OPERATIONAL PLAN
(WITH ROUNDABOUT)

REVISIONS	DESIGN	DRAWN	CHECKED	APPROVED	DATE	JOB NO.	DRAWING NO.	SHEET	OF
	B.K.	P.L.				24-129	24129Z05	1	1

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APPENDIX B

QUEUE COUNTS

Somerset Parkland Academy

City of Parkland, Florida

Internal Queue

Prepared By: JG

Job No.: 24-129

Date: 2/6/25

Time	A	B	C
7:45	40		
7:47	42		
7:49	43		
7:51	39		
7:53	38		
7:55	37		
7:57	34		
7:59	34		
8:01	33		
8:03	35		
8:05	36		
8:07	42		
8:09	41		
8:11	44		
8:13	38		
8:15	39		
8:17	37		
8:19	33		
8:21	24		
8:23	9		
8:25	6		
8:27	8		
8:29	12		
8:31	3		

Time	A	B	C
8:31	0		
8:33	0		
8:35	0		
8:37			
8:39			
8:41			
8:43			
8:45			
8:47			
8:49			
8:51			
8:53			
8:55			
8:57			
8:59			
9:01			
9:03			
9:05			
9:07			
9:09			
9:11			
9:13			
9:15			

2581 Metrocentre Blvd. W, Ste. 3
West Palm Beach, FL 33407
Certificate of Authorization #3452

Somerset Parkland Academy

City of Parkland, Florida

Internal Queue

Prepared By: JG

Job No.: 24-129

Date: 2/6/25

Time	A	B		Total
2:15	27	8		35
2:17	40	8		48
2:19	42	8		50
2:21	43	9		52
2:23	44	10		54
2:25	48	11		59
2:27	50	12		62
2:29	55	14		69
2:31	58	15		73
2:33	70	17		87
2:35	71	20		91
2:37	72	24		96
2:39	76	27		103
2:41	81	28		109
2:43	86	29		115
2:45	89	33		122
2:47	92	33		125
2:49	99	35	Left In	134
2:51	103	35	6	144
2:53	107	41	1	149
2:55	95	42		137
2:57	95	44		139
2:59	86	45		131
3:01	75	46		121
3:03	67	50		117
3:05	60	54		114
3:07	52	58		110
3:09	44	62		106
3:11	37	66		103
3:13	29	69		98
3:15	15	71		86

Time	A	B	Total
3:17	0	74	74
3:19	2	76	78
3:21	7	79	86
3:23	5	75	80
3:25	6	71	77
3:27	5	73	78
3:29	6	78	84
3:31	4	74	78
3:33	6	70	76
3:35	11	66	77
3:37	13	60	73
3:39	19	54	73
3:41	24	48	72
3:43	30	42	72
3:45	36	36	72
3:47	42	30	72
3:49	47	24	71
3:51	53	18	71
3:53	48	11	59
3:55	13	7	20
3:57	12	6	18
3:59	9	4	13
4:01	6	3	9
4:03	3	1	4
4:05	0	0	0
4:07	0	0	0
4:09	0	0	0
4:11			
4:13			
4:15			

2581 Metrocentre Blvd. W, Ste. 3
West Palm Beach, FL 33407
Certificate of Authorization #3452

SOMERSET ACADEMY PARKLAND

02/18/2025

	Hillsboro Blvd at School Driveway				University Drive at School Driveway						
Time:	SBL	SBR	EBL	WBR	NBL	SBR	EBL	EBR	Hourly Total	In	Out
7:00 AM	1	0	1	2	0	0	0	0			
7:15 AM	2	0	0	1	1	0	0	2			
7:30 AM	0	0	0	8	10	0	0	4			
7:45 AM	9	7	29	40	34	12	11	16	190		
8:00 AM	57	67	75	53	52	51	18	42	601		
8:15 AM	70	60	67	41	66	34	24	54	1011		
8:30 AM	13	17	8	4	50	21	17	56	1175	637	538
8:45 AM	6	5	3	5	5	6	7	10	1064	0.54	0.46
9:00 AM	2	1	3	0	0	0	0	0	655		
9:15 AM	1	1	1	2	0	0	0	0	244		
1:30 PM	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0			
2:00 PM	3	0	9	39	0	0	0	0			
2:15 PM	1	1	18	26	0	0	0	0	97		
2:30 PM	5	3	19	32	0	0	0	0	156		
2:45 PM	21	30	16	39	0	0	0	0	262		
3:00 PM	40	15	10	20	0	0	0	0	296		
3:15 PM	28	34	11	36	0	0	0	1	360		
3:30 PM	25	32	26	39	6	7	0	3	439		
3:45 PM	75	56	15	22	3	1	5	14	524	196	328
4:00 PM	19	9	3	7	0	1	0	1	479	0.37	0.63
4:15 PM	11	5	4	17	5	1	1	3	416		
Total =	389	343	318	433	232	134	83	206			

Student Enrollment = 993 Students
AM Peak Hour Trip Gen Rate = 1.18 (54% In, 46% Out)
PM Peak Hour Trip Gen Rate = 0.53 (37% In, 63% Out)

Existing School Stagger

Grades	Start	End	Students
K-2nd	8:15 AM	2:45 PM	384
3rd-5th	8:30 AM	3:15 PM	360
6th-8th	8:45 AM	3:45 PM	249

Proposed School Stagger

Grades	Start	End	Students	# of Students Per Hour
K-2nd	7:40 AM	2:00 PM	476	
3rd-5th	8:00 AM	2:30 PM	504	
6th-8th	8:20 AM	3:00 PM	480	1460
9th-12th	9:15 AM	3:55 PM	640	1120

X:\Documents\PROJECTS\2024\24-129 Somerset Parkland\Traffic\2025 Traffic Study.xls
B.K.

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

Pick Up Processing Rate

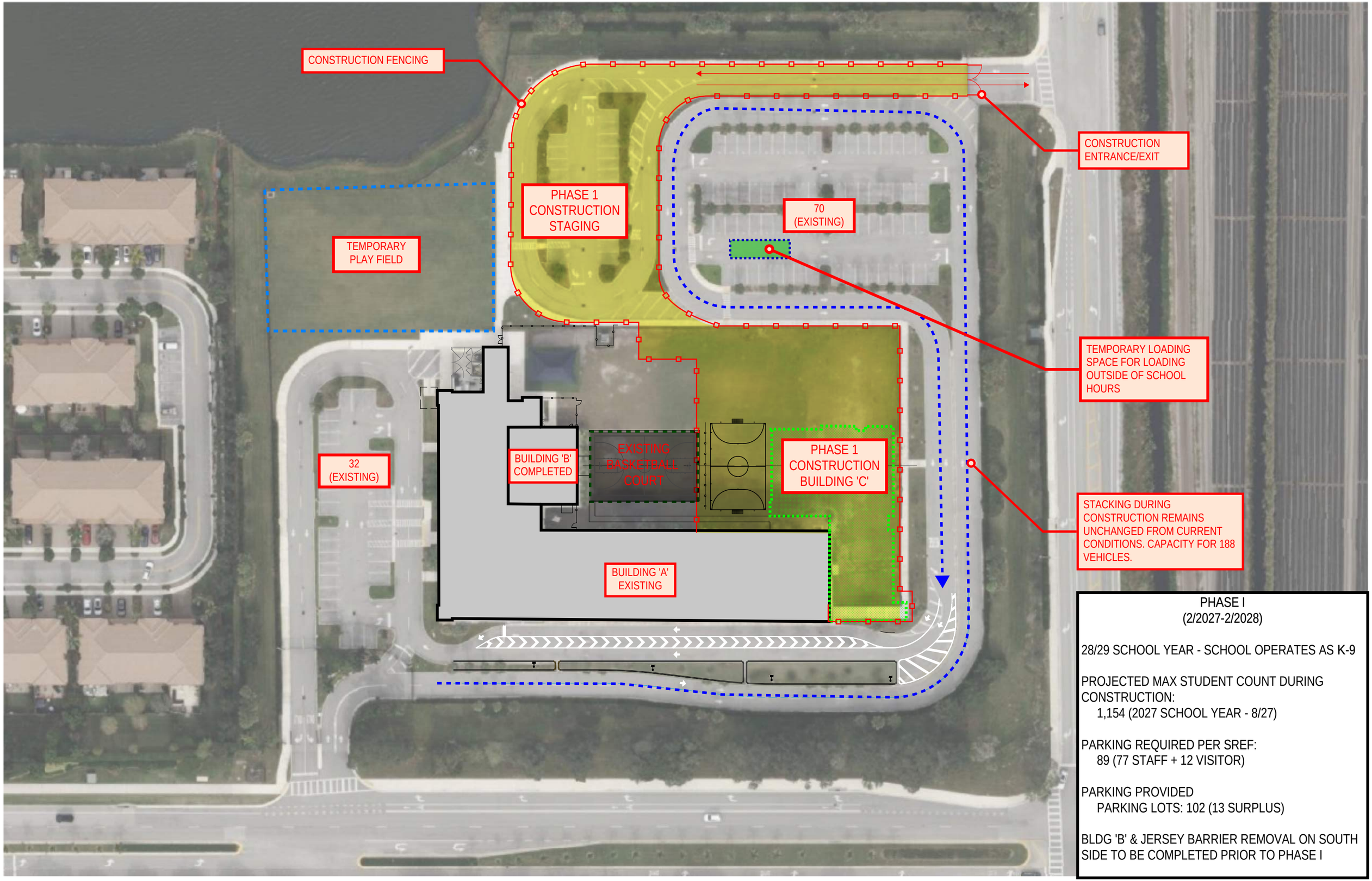
Time	Count
2:40	
2:41	
2:42	
2:43	
2:44	
2:45	
2:46	
2:47	
2:48	
2:49	2
2:50	0
2:51	6
2:52	4
2:53	4
2:54	6
2:55	2
2:56	8
2:57	5
2:58	3
2:59	4
3:00	2
3:01	5
3:02	6
3:03	4
3:04	3
3:05	4
3:06	3
3:07	4
3:08	3
3:09	4
3:10	5
3:11	5
3:12	2
3:13	1
3:14	0
3:15	2
3:16	6
3:17	4
3:18	3
3:19	2
3:20	2

Time	Count
3:21	7
3:22	4
3:23	3
3:24	4
3:25	3
3:26	3
3:27	5
3:28	6
3:29	4
3:30	0
3:31	6
3:32	4
3:33	1
3:34	3
3:35	3
3:36	1
3:37	2
3:38	0
3:39	0
3:40	0
3:41	1
3:42	1
3:43	1
3:44	1
3:45	3
3:46	1
3:47	7
3:48	6
3:49	8
3:50	11
3:51	7
3:52	6
3:53	10
3:54	3
3:55	5
3:56	8
3:57	4
3:58	8
3:59	5
4:00	3
4:01	

	Volumes	Mins	Vol/Min
2:51-3:12	90	22	4.090909
3:16-3:33	66	17	3.882353
3:47-4:00	88	13	6.769231

APPENDIX C

PRELIMINARY CONSTRUCTION STAGING



PHASE I
(2/2027-2/2028)

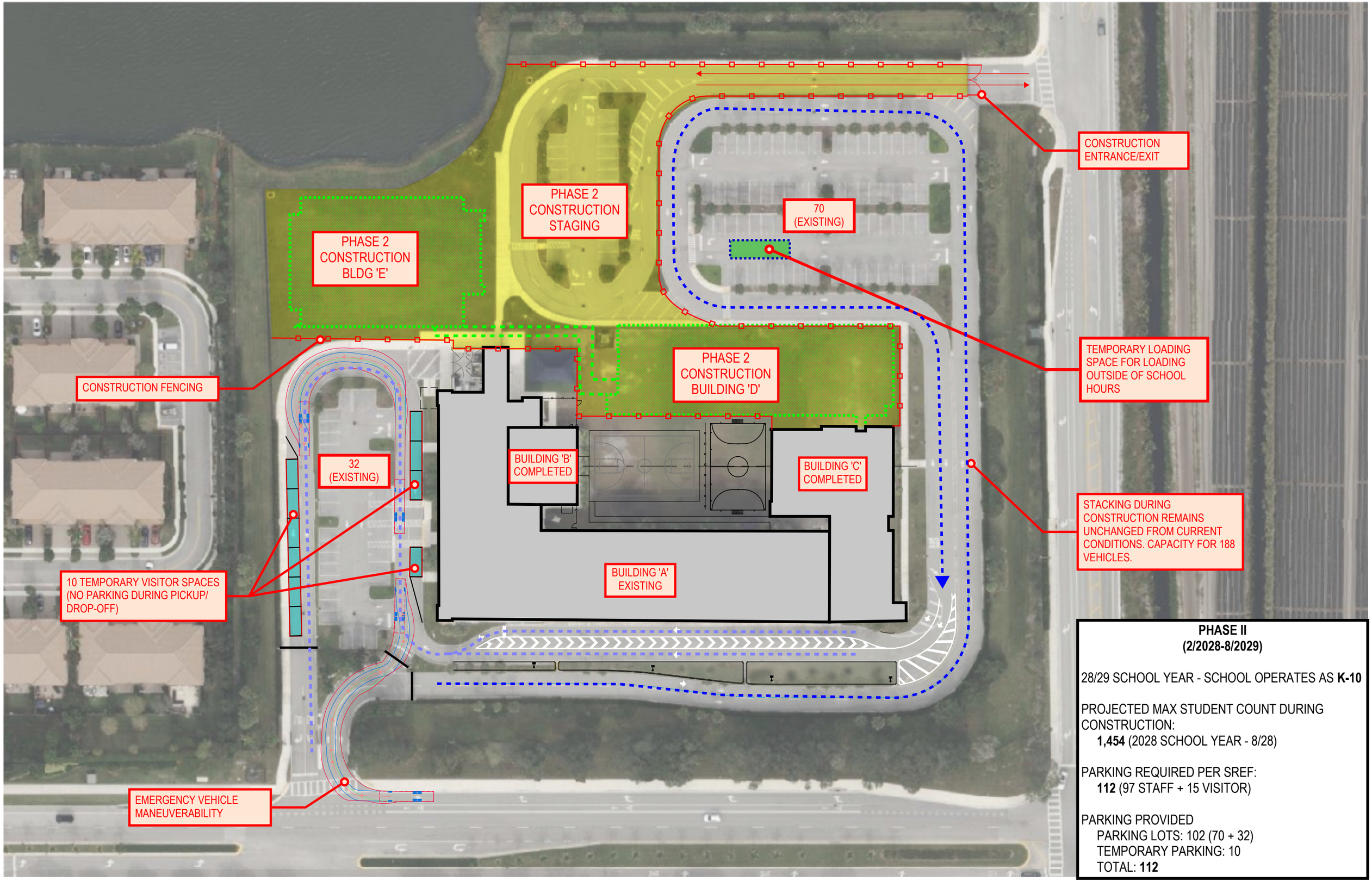
28/29 SCHOOL YEAR - SCHOOL OPERATES AS K-9

PROJECTED MAX STUDENT COUNT DURING CONSTRUCTION:
1,154 (2027 SCHOOL YEAR - 8/27)

PARKING REQUIRED PER SREF:
89 (77 STAFF + 12 VISITOR)

PARKING PROVIDED
PARKING LOTS: 102 (13 SURPLUS)

BLDG 'B' & JERSEY BARRIER REMOVAL ON SOUTH SIDE TO BE COMPLETED PRIOR TO PHASE I



PHASE II
(2/2028-8/2029)

28/29 SCHOOL YEAR - SCHOOL OPERATES AS **K-10**

PROJECTED MAX STUDENT COUNT DURING CONSTRUCTION:
1,454 (2028 SCHOOL YEAR - 8/28)

PARKING REQUIRED PER SREF:
112 (97 STAFF + 15 VISITOR)

PARKING PROVIDED
PARKING LOTS: 102 (70 + 32)
TEMPORARY PARKING: 10
TOTAL: **112**

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

SOMERSET PARKLAND ACADEMY

Parkland, FL

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

Somerset Parkland Academy
8401 University Drive
Parkland, Florida 33076

JOB NO. 24-129

DATE: 03/28/2025
REVISED: 08/28/2025
REVISED: 12/12/2025
REVISED: 02/16/2026
REVISED: 04/28/2026

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 04/28/26. Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	Digitally signed by Bryan G Kelley Date: 2026.04.28 13:12:45-04'00'

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

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1.0 INTRODUCTION

The subject parcel is located at the northwest corner of University Drive and Hillsboro Boulevard in the City of Parkland, Florida. The existing development is currently approved for a 1280 student Kindergarten through 8th grade public charter school. The school consisted of 993 K-8th grade students during the 2024-2025 school year. Site access is existing via a full access driveway connection to University Drive and a full access driveway connection to Hillsboro Boulevard. The proposed development includes the addition of a high school to the property for a total of 2100 Kindergarten through 12th grade students. The location of the existing school is depicted below in Figure 1. For additional information concerning site location and layout, please refer to the existing Traffic Operational Plan included in Appendix "A".

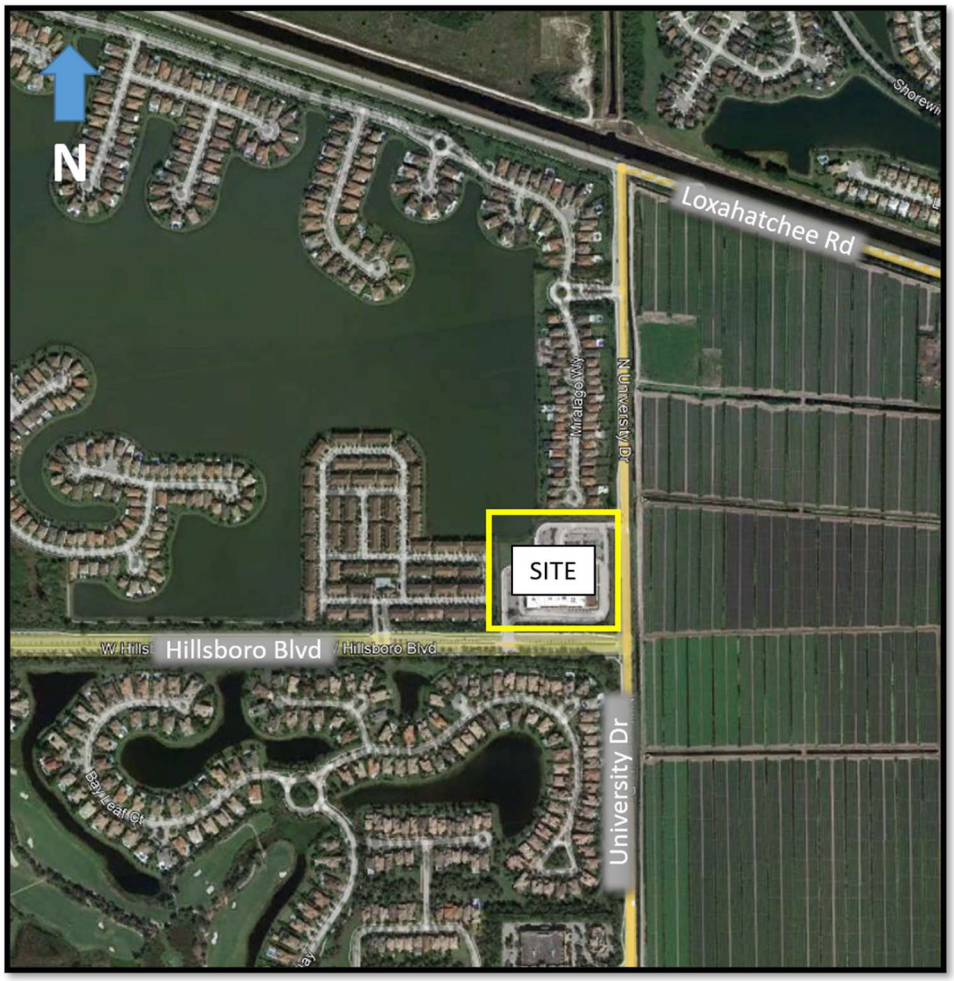


Figure 1
Location Map

2.0 STUDY METHODOLOGY

The traffic study methodology was based on previous methodologies and traffic studies for the subject site. The study intersections included the following:

Study Intersections

1. University Drive & Loxahatchee Road (TWSC)
2. University Drive & Hillsboro Boulevard (AWSC)
3. University Drive & Trails End (AWSC)
4. University Drive & Old Club Road (Roundabout)
5. University Drive & Holmberg Road (Signalized)
6. Nob Hill Road & Hillsboro Boulevard (Signalized)
7. University Drive & School Entrance (TWSC)
8. Hillsboro Boulevard & School Entrance (TWSC)

TWSC = Two Way Stop Control
AWSC = All Way Stop Control

The following roadway segments will also be included in the traffic study:

Study Roadway Segments

1. Hillsboro Boulevard from Nob Hill Road to University Drive
2. University Drive from Loxahatchee Road to Hillsboro Boulevard
3. University Drive from Hillsboro Boulevard to Trails End
4. University Drive from Trails End to Old Club Road
5. University Drive from Old Club Road to Holmberg Road

For each of the study intersections and roadway segments, the analysis will consist of following three scenarios:

1. Existing Conditions (Year 2025)
2. Background Conditions (Year 2030)
3. Total Traffic Conditions (Year 2030)

3.0 EXISTING CONDITIONS

Turning movement counts were collected at the study intersections on Tuesday, February 4, 2025, from 7:00-9:300 A.M. and from 1:30-4:30 P.M. The traffic count times were collected to incorporate both the existing school arrival and dismissal times and the proposed future arrival and dismissal times inclusive of the high school. Since the traffic counts were collected in peak season, a peak season correction factor (PSCF) was not applied. The intersection turning movement counts are included in Appendix "C".

3.0 EXISTING CONDITIONS (CONTINUED)

Link Level of Service Analysis

The roadway link Level of Service (LOS) analysis was performed for the aforementioned roadway segments on Hillsboro Boulevard and University Drive. The LOS D thresholds were taken from the 2023 FDOT Multimodal Quality/Level of Service Handbook which is provided in Appendix "D". The roadway classifications are based on the LOS D thresholds for roadway classification C3R (Suburban Residential). The roadway link volumes were derived from the turning movement counts conducted for this traffic study. A summary of the link analyses is provided in Table 1. All roadway segments currently operate at an acceptable Level of Service.

Table 1
Existing (2025) Link Level of Service Analysis

Roadway	Segment	Dir.	# of Lanes	Speed Limit	AM Peak	PM Peak	Adopted LOS "D" Threshold	Meets Standard?
Hillsboro Boulevard	Nob Hill Rd to University Dr	EB	4	45	505	408	1850	Yes
		WB	4	45	472	399	1850	Yes
University Drive	Loxahatchee Rd to Hillsboro Blvd	NB	2	40	515	357	1110	Yes
		SB	2	40	499	403	1110	Yes
	Hillsboro Blvd to Trails End	NB	2	40	552	573	1110	Yes
		SB	2	40	601	628	1110	Yes
	Trails End to Old Club Rd	NB	2	40	604	479	1110	Yes
		SB	2	40	601	446	1110	Yes
	Old Club Rd to Holmberg Rd	NB	4	40	755	631	1850	Yes
		SB	4	40	667	553	1850	Yes

Intersection Level of Service Analysis

An intersection LOS analysis was performed for both the A.M and school P.M. peak hours for the eight study intersections. Synchro 12 software with the HCM 7th edition methodology was utilized for the results. The peak hour factor used for each intersection was based on the collected traffic data. The results of the intersection analysis are provided in Tables 2 and 3 for the A.M. and P.M. peak hours, respectively. As shown in Tables 2 and 3, all study intersections operate at an acceptable LOS standard with the exception of University Drive at Trails End during the A.M. peak hour as an all-way stop-controlled intersection. The Synchro printouts for the existing conditions analysis are included in Appendix "E".

Table 2
Existing 2025 Intersection Operational Analysis – A.M. Peak Hour

Intersection	Traffic Control	Overall		EB		WB		NB		SB	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Hillsboro Boulevard & Nob Hill Road	Signal	50.3	D	43.1	D	31.4	C	42.9	D	76.6	E
University Drive & Hillsboro Boulevard	AWSC	23.5	C	19.7	C	N/A	N/A	25.1	D	25.4	D
Trails End & University Drive	AWSC	37.0	E	15.1	C	N/A	N/A	43.7	E	41.4	E
University Drive & Loxahatchee Road	TWSC	N/A	N/A	N/A	N/A	9.4	A	33.7	D	N/A	N/A
Hillsboro Boulevard & School Driveway	Police	13.6	B	7.9	A	16.3	B	N/A	N/A	18.8	B
University Drive & Old Club Road	Roundabout	11.3	B	6.8	A	N/A	N/A	11.7	B	12.2	B
Holmberg Road & University Drive	Signal	21.2	C	23.7	C	18.4	B	21.3	C	21.5	C
School Driveway & University Drive	TWSC	N/A	N/A	65.3	F	N/A	N/A	9.6	A	N/A	N/A

Table 3
Existing 2025 Intersection Operational Analysis – P.M. Peak Hour

Intersection	Traffic Control	Overall		EB		WB		NB		SB	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Hillsboro Boulevard & Nob Hill Road	Signal	25.2	D	26.7	C	22.7	C	22.6	C	30.7	C
University Drive & Hillsboro Boulevard	AWSC	21.9	C	20.1	C	N/A	N/A	23.0	C	22.1	C
Trails End & University Drive	AWSC	14.8	B	10.5	B	N/A	N/A	14.9	B	16.1	C
University Drive & Loxahatchee Road	TWSC	N/A	N/A	N/A	N/A	8.1	A	15.2	C	N/A	N/A
Hillsboro Boulevard & School Driveway	Police	12.8	B	7.2	A	13.8	B	N/A	N/A	15.7	B
University Drive & Old Club Road	Roundabout	7.6	A	5.5	A	N/A	N/A	8.1	A	7.7	A
Holmberg Road & University Drive	Signal	21.0	C	23.3	C	19.1	B	21.3	C	20.6	C
School Driveway & University Drive	TWSC	N/A	N/A	12.0	B	N/A	N/A	8.2	A	N/A	N/A

4.0 BACKGROUND CONDITIONS

The project is anticipated to be built out by 2030. Background traffic volumes were derived by including committed but unbuilt projects in the study area and a nominal 1.0% background growth rate. A comparison of the peak hour turning movement counts for the subject intersections from 2023 to 2025 showed traffic volumes as a whole remained about the same. This can be explained since the majority of the City of Parkland is now developed and due to its location on the edge of the Everglades, the City is less impacted by development than other municipalities. The traffic count comparison is provided below:

Table 4
Traffic Count Comparison

Intersection	Peak Hour	2023	2025
Holmberg Road & University Drive	AM	2430	2312
	PM	2426	2279
Hillsboro Boulevard & Nob Hill Road	AM	2278	2617
	PM	2012	1856
University Drive & Hillsboro Boulevard	AM	1475	1549
	PM	1323	1463
Trails End & University Drive	AM	1401	1382
	PM	1050	1035
University Drive & Loxahatchee Road	AM	1280	1025
	PM	993	908
University Drive & Old Club Road	AM	1476	1560
	PM	1230	1247
Total Counts =		19,374	19,233

In addition to the 1.0% background growth rate, trips from the approved Parkland Royale Phase II were also included. A trip generation and trip assignment analysis was prepared for Parkland Royale Phase II and is included in Appendix "F". The 2030 intersection background traffic volumes are also shown in the intersection volume development tables included in Appendix "G".

Link Level of Service Analysis

The roadway link LOS analysis was performed for the A.M. and P.M. peak hours for the background (2030) traffic conditions. The results are summarized in Table 5. All study roadway links continue to perform at an acceptable Level of Service.

Table 5
Background (2030) Link Level of Service Analysis

Roadway	Segment	Dir.	# of Lanes	Speed Limit	AM Peak	PM Peak	Adopted LOS "D" Threshold	Meets Standard?
Hillsboro Boulevard	Nob Hill Rd to University Dr	EB	4	45	531	429	1850	Yes
		WB	4	45	428	419	1850	Yes
University Drive	Loxahatchee Rd to Hillsboro Blvd	NB	2	40	548	399	1110	Yes
		SB	2	40	545	438	1110	Yes
	Hillsboro Blvd to Trails End	NB	2	40	587	626	1110	Yes
		SB	2	40	653	674	1110	Yes
	Trails End to Old Club Rd	NB	2	40	642	527	1110	Yes
		SB	2	40	653	505	1110	Yes
	Old Club Rd to Holmberg Rd	NB	4	40	801	687	1850	Yes
		SB	4	40	728	596	1850	Yes

Intersection Level of Service Analysis
An intersection LOS analysis was also performed for both the A.M and school P.M. peak hours for the study intersections for the background (2030) traffic conditions. The existing geometry was utilized in the analysis. The Synchro printouts are included in Appendix "H" and the results are summarized in Tables 6 and 7 for the A.M and P.M. peak hours, respectively. The results show that some approaches and intersections will operate below the City's accepted LOS based on the committed development and existing intersection geometries. The failing intersections or intersections with approaches with a LOS E or LOS F (with no project traffic from the proposed school expansion) are summarized below:

Failing Intersections (LOS E or F)
1. Nob Hill Road & Hillsboro Boulevard
2. Trails End & University Drive

Intersections with Failing Approaches (LOS E or F)
1. University Drive & Hillsboro Boulevard
2. University Drive & Loxahatchee Road

Table 6
Background 2030 Intersection Operational Analysis – A.M. Peak Hour

Intersection	Traffic Control	Overall		EB		WB		NB		SB	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Hillsboro Boulevard & Nob Hill Road	Signal	63.1	E	44.9	D	31.4	C	51.3	D	110.9	F
University Drive & Hillsboro Boulevard	AWSC	30.2	D	22.2	C	N/A	N/A	31.0	D	36.7	E
Trails End & University Drive	AWSC	51.8	F	16.0	C	N/A	N/A	58.6	F	63.1	F
University Drive & Loxahatchee Road	TWSC	N/A	N/A	N/A	N/A	10.1	B	83.9	F	N/A	N/A
Hillsboro Boulevard & School Driveway	Police	13.4	B	7.8	A	16.3	B	N/A	N/A	19.0	B
University Drive & Old Club Road	Roundabout	12.9	B	7.4	A	N/A	N/A	13.1	B	14.4	B
Holmberg Road & University Drive	Signal	22.0	C	24.7	C	19.2	B	22.0	C	22.1	C
School Driveway & University Drive	TWSC	N/A	N/A	100.3	F	N/A	N/A	9.9	A	N/A	N/A

Table 7
Background 2030 Intersection Operational Analysis – P.M. Peak Hour

Intersection	Traffic Control	Overall		EB		WB		NB		SB	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Hillsboro Boulevard & Nob Hill Road	Signal	26.5	C	28.6	C	24.0	C	24.0	C	31.3	C
University Drive & Hillsboro Boulevard	AWSC	26.8	D	23.1	C	N/A	N/A	28.0	D	28.6	D
Trails End & University Drive	AWSC	17.4	C	10.8	B	N/A	N/A	17.7	C	19.0	C
University Drive & Loxahatchee Road	TWSC	N/A	N/A	N/A	N/A	8.4	A	24.3	C	N/A	N/A
Hillsboro Boulevard & School Driveway	Police	12.4	B	7.0	A	13.7	B	N/A	N/A	16.3	B
University Drive & Old Club Road	Roundabout	8.3	A	5.8	A	N/A	N/A	8.9	A	8.4	A
Holmberg Road & University Drive	Signal	21.6	C	24.1	C	19.7	B	21.8	C	21.1	C
School Driveway & University Drive	TWSC	N/A	N/A	12.6	B	N/A	N/A	8.3	A	N/A	N/A

5.0 TOTAL TRAFFIC CONDITIONS

Traffic Generation

The trip generation rates determined from the driveway counts were compared to the rates provided in the ITE Trip Generation Manual, 11th Edition for "Charter Schools K-8" (ITE Land Use Code 536) and "Charter Schools K-12" (ITE Land Use 538). A comparison of the trip generation is provided in Table 8 below.

Table 8
Trip Generation Comparison

Time Period	Driveway Counts Trip Generation Rate Per Student	ITE 11th Edition "Charter Schools K-8"	ITE 11th Edition "Charter Schools K-12"
AM Peak Hour	1.18	1.04	0.94
PM Peak Hour	0.53	0.72	0.73

The trips associated with the existing site are provided in Tables 9-12 attached to this report and may be summarized as follows:

Existing Development

Daily Traffic Generation = 1,837 tpd
A.M. Peak Hour Traffic Generation = 1,172 pht (633 In/539 Out)
P.M. Peak Hour Traffic Generation = 526 pht (195 In/332 Out)

It was determined for the purposes of projecting the new trips associated with the high school expansion to utilize the existing trip generation rates. However, the rates were applied to the number of students that will have start and end times within a one-hour time frame. It should be noted that some additional carpooling can be expected with the additional grade levels. The current (2024-2025) school year consisted of the following schedule:

Table 13
School Staggering Schedule (2024-2025)

Grade Levels	Students	Start Time	End Time
Kindergarten – 2nd Grade	384	8:15 AM	2:45 PM
3rd Grade – 5th Grade	360	8:30 AM	3:15 PM
6th Grade – 8th Grade	249	8:45 AM	3:45 PM

The proposed future school times including the high school may be summarized as follows:

5.0 TOTAL TRAFFIC CONDITIONS (CONTINUED)

Table 14
Proposed School Staggering Schedule

Grade Levels	Students	Start Time	End Time
9th Grade – 12th Grade	640	7:30 AM	2:15 PM
Kindergarten – 2nd Grade	476	8:00 AM	2:45 PM
3rd Grade – 5th Grade	504	8:15 AM	3:15 PM
6th Grade – 8th Grade	480	8:45 AM	3:45 PM

The increase in trip generation was based on the increase in number of students that would arrive within a one-hour time frame. It was estimated that 1620 students would have drop off and pick up within a one-hour time frame.

The traffic generation associated with the proposed 2100 student public charter school based on the collected trip generation rates is shown in Tables 15-17 attached to this report and may be summarized as follows:

Proposed Development
Daily Traffic Generation = 3,885 tpd
A.M. Peak Hour Traffic Generation = 1,912 pht (1,032 In/879 Out)
P.M. Peak Hour Traffic Generation = 859 pht (318 In/541 Out)

As previously stated, it is assumed that the proposed school expansion will have four staggered start and end times. Therefore, it is estimated that 1620 students will be accommodated within a one-hour time frame. Based on the current and proposed schedules, the increase in traffic generation used in the analysis is also shown in Table 18 and may be summarized as follows:

Net New Trips
A.M. Peak Hour Traffic Generation = 740 pht (400 In/340 Out)
P.M. Peak Hour Traffic Generation = 332 pht (123 In/209 Out)

It should be noted that the trip generation and total traffic conditions analysis can be considered conservative since many of the trips will be pass-by trips or diverted trips already using the existing roadway network.

Trip Distribution
The project trips were distributed throughout the roadway network based on the existing travel patterns. The existing travel patterns were first reviewed based on the driveway volumes and intersection counts. The actual existing travel patterns were similar to the assumptions documented in the original traffic study for the school. It should be noted the existing travel patterns were different in the A.M. and P.M. peak hour which can be partially justified based on pass-by traffic.

5.0 TOTAL TRAFFIC CONDITIONS (CONTINUED)

It was determined to utilize the original trip distribution percentages to keep consistency and to balance the differences associated with the A.M. and P.M. peak hours. The projected trip distribution is depicted in Figure 2.

The project trips were then added to the 2030 background traffic volumes to determine the total traffic volumes for the analysis. The intersection development worksheets are included in Appendix "G".

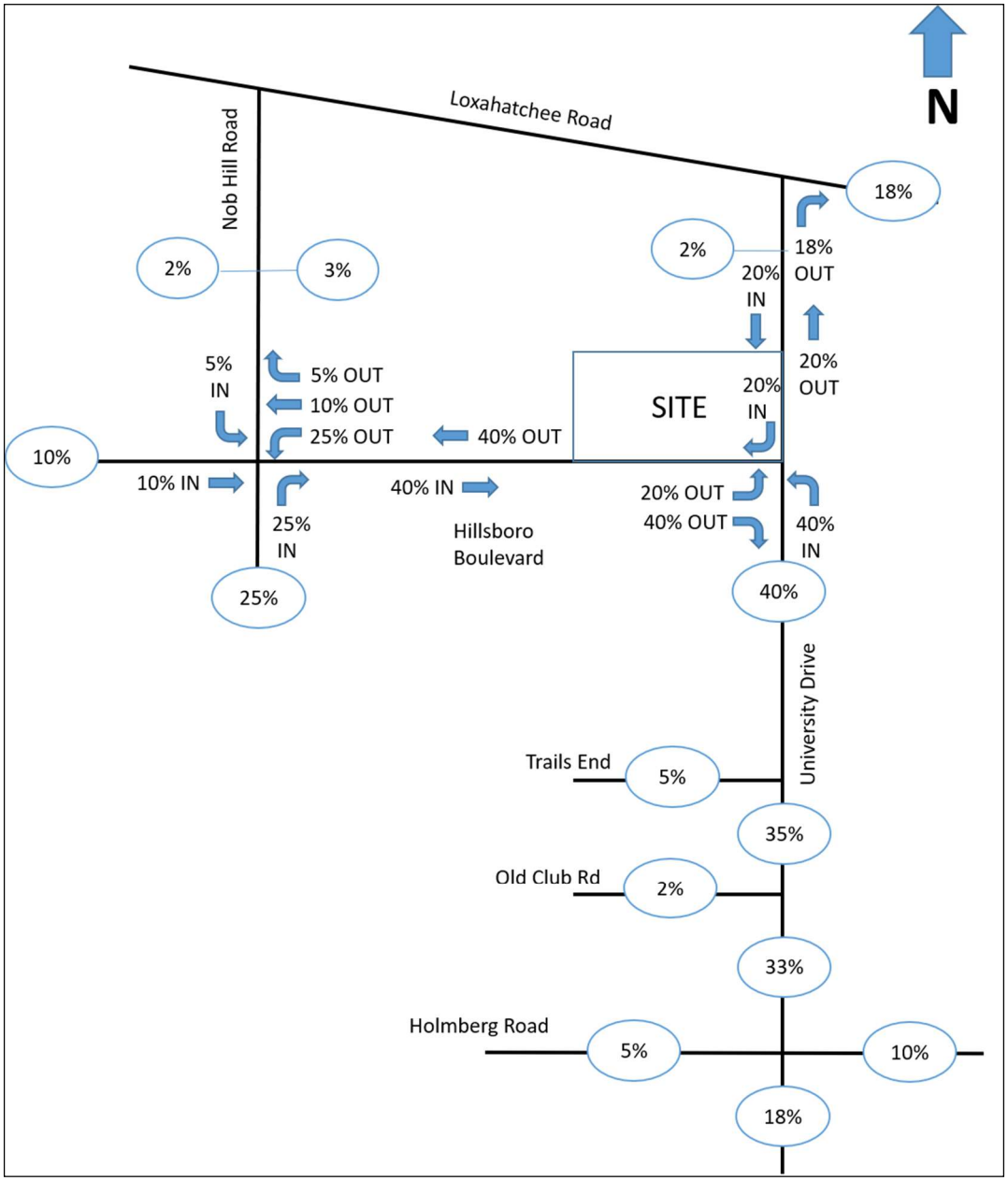


Figure 2
Trip Distribution

5.0 TOTAL TRAFFIC CONDITIONS (CONTINUED)

Link Level of Service Analysis

The roadway link LOS analysis was performed for the A.M. and P.M. peak hour for the total traffic (2030) conditions. The results are summarized in Table 19. All study roadway links continue to perform at an acceptable Level of Service standard.

Table 19
Total (2030) Link Level of Service Analysis

Roadway	Segment	Dir.	# of Lanes	Speed Limit	AM Peak	PM Peak	Adopted LOS "D" Threshold	Meets Standard?
Hillsboro Boulevard	Nob Hill Rd to University Dr	EB	4	45	743	555	1850	Yes
		WB	4	45	887	495	1850	Yes
University Drive	Loxahatchee Rd to Hillsboro Blvd	NB	2	40	478	441	1110	Yes
		SB	2	40	659	463	1110	Yes
	Hillsboro Blvd to Trails End	NB	2	40	751	675	1110	Yes
		SB	2	40	789	758	1110	Yes
	Trails End to Old Club Rd	NB	2	40	782	570	1110	Yes
		SB	2	40	772	578	1110	Yes
	Old Club Rd to Holmberg Rd	NB	4	40	933	727	1850	Yes
		SB	4	40	840	665	1850	Yes

Intersection Level of Service Analysis

An intersection LOS analysis was also performed for both the A.M and school P.M. peak hours for the study intersections for the total traffic (2030) conditions. The existing geometry was utilized in the analysis. The Synchro printouts are included in Appendix "I" and the results are summarized in Tables 20 and 21 for the A.M. and P.M. peak hours, respectively.

Table 20
Total (2030) Intersection Operational Analysis – A.M. Peak Hour

Intersection	Traffic Control	Overall		EB		WB		NB		SB	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Hillsboro Boulevard & Nob Hill Road	Signal	72.7	E	52.5	D	30.2	C	60.4	E	131.9	F
University Drive & Hillsboro Boulevard	AWSC	103.9	F	102.6	F	N/A	N/A	158.3	F	43.5	E
Trails End & University Drive	AWSC	129.3	F	17.0	C	N/A	N/A	157.9	F	148.8	F
University Drive & Loxahatchee Road	TWSC	N/A	N/A	N/A	N/A	10.7	B	195.0	F	N/A	N/A
Hillsboro Boulevard & School Driveway	Police	36.7	D	38.6	D	30.7	C	N/A	N/A	41.2	D
University Drive & Old Club Road	Roundabout	18.9	C	8.8	A	N/A	N/A	19.6	C	20.9	C
Holmberg Road & University Drive	Signal	22.6	C	25.4	C	20.9	C	22.2	C	22.2	C

Table 21
Total (2030) Intersection Operational Analysis – P.M. Peak Hour

Intersection	Traffic Control	Overall		EB		WB		NB		SB	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Hillsboro Boulevard & Nob Hill Road	Signal	27.3	C	30.1	C	24.0	C	25.1	C	32.3	C
University Drive & Hillsboro Boulevard	AWSC	44.0	E	45.0	E	N/A	N/A	48.2	E	36.6	E
Trails End & University Drive	AWSC	24.5	C	11.4	B	N/A	N/A	23.2	C	29.4	D
University Drive & Loxahatchee Road	TWSC	N/A	N/A	N/A	N/A	8.5	A	28.9	D	N/A	N/A
Hillsboro Boulevard & School Driveway	Police	14.5	B	10.2	B	15.1	B	N/A	N/A	17.2	B
University Drive & Old Club Road	Roundabout	9.2	A	6.4	A	N/A	N/A	9.6	A	9.7	A
Holmberg Road & University Drive	Signal	22.0	C	24.4	C	20.3	C	21.9	C	21.6	C

5.0 TOTAL TRAFFIC CONDITIONS (CONTINUED)

Roadway Mitigation
As shown in Tables 20 and 21, four of the surrounding intersections are projected to operate below acceptable LOS standards based on background traffic conditions and total traffic conditions. The FDOT has a planned roundabout improvement at the intersection of Loxahatchee Road at University Drive as part of ongoing Loxahatchee Road improvement project.

The proposed mitigation improvements for these intersections are summarized in Table 22.

Table 22
Proposed Intersection Mitigation Improvements

Intersection	Existing Traffic Control	Proposed Improvement
University Drive & Hillsboro Boulevard	AWSC	Signalization or Roundabout*
Trails End & University Drive	AWSC	Signalization*
University Drive & Loxahatchee Road	TWSC	Roundabout (FDOT programmed improvement)
Nob Hill Road & Hillsboro Boulevard	Signal	Convert southbound right turn lane into shared southbound through/right turn lane

Per Florida Statute 163.3180, all roadway improvements that are required for background conditions without the subject project are not the responsibility of the new development. This applies to each of the intersections identified above in Table 16. However, the applicant will work with the City for the school's required proportionate fair share or mitigation measures. It should be noted the school previously made proportionate share contributions for each of the intersections above.

A proportionate share calculation was prepared based on the methodology previously utilized for the Somerset Academy. The proportionate share percentage was calculated by dividing the new projects trips by the overall intersection volume for the intersections without programmed improvements. The preliminary calculations are provided for discussion purposes and will be further coordinated with the City. The calculations are shown in the Intersection Development Sheets in Appendix G and may be summarized as follows:

Proportionate Share Percentages
University Drive at Hillsboro Boulevard – 16.3%
Trails End at University Drive – 13.6%
Hillsboro Boulevard at Nob Hill Road – 8.0%

Proportionate Share Costs
University Drive at Hillsboro Boulevard - $750,000 x 16.3% = $122,250
Trails End at University Drive - $750,000 x 13.6% = $102,000
Hillsboro Boulevard at Nob Hill - $50,000 x 8.0% = $4,000
Total = $228,250

Provided agreement by the City, the applicant is proposing to construct the roundabout at Hillsboro Boulevard at University Drive based on the understanding the improvement would be proportionate share credible and previous funds paid by the school to the City for this intersection could be utilized. Additionally, the roundabout would not be installed the first year due to timing of permits with Broward County.

A synchro analysis has also been performed for the above four intersections with the proposed mitigation improvements. The results are summarized in Tables 23 and 24 for the A.M. and P.M. peak hours, respectively. The Synchro printouts for the total traffic (2030) conditions with improvements are provided in Appendix "J".

Table 23
Total 2030 Intersection Operational Analysis With Improvements – A.M. Peak Hour

Intersection	Overall		EB		WB		NB		SB	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Hillsboro Boulevard & Nob Hill Road	41.0	D	45.3	D	33.3	C	37.5	D	46.7	D
University Drive & Hillsboro Boulevard (signal alternative)	28.0	C	23.4	C	N/A	N/A	23.1	C	39.4	D
Trails End & University Drive	15.2	B	29.5	C	N/A	N/A	8.7	A	17.1	B
University Drive & Loxahatchee Road	11.5	B	13.8	B	7.2	A	13.4	B	N/A	N/A
University Drive & Hillsboro Boulevard (roundabout alternative)	15.3	C	10.3	B	N/A	N/A	22.4	C	12.8	B

Table 24
Total 2030 Intersection Operational Analysis With Improvements – P.M. Peak Hour

Intersection	Overall		EB		WB		NB		SB	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Hillsboro Boulevard & Nob Hill Road	26.1	C	28.3	C	22.2	C	23.3	C	33.8	C
University Drive & Hillsboro Boulevard (signal alternative)	27.1	C	37.0	D	N/A	N/A	17.7	B	30.9	C
Trails End & University Drive	10.0	A	22.7	C	N/A	N/A	5.5	A	13.1	B
University Drive & Loxahatchee Road	7.1	A	6.0	A	8.1	A	6.3	A	N/A	N/A
University Drive & Hillsboro Boulevard (roundabout alternative)	10.4	B	9.5	A	N/A	N/A	12.3	B	8.6	A

Note a conceptual roundabout design exhibit is provided in Appendix N. The design of the roundabout at Hillsboro Boulevard at University Drive is being further coordinated with the City and Broward County.

6.0 ONSITE OPERATIONAL ANALYSIS

The general traffic circulation is anticipated to be similar to the existing configuration. Currently, all parents arrive and depart utilizing the Hillsboro Boulevard driveway with the exception of the middle school students which are able to get dropped off in the morning using the University Drive access. The proposed plan will require all students to be dropped off using Hillsboro Boulevard including middle school students. All pick up for all grades will continue to occur from the Hillsboro Boulevard driveway. The school circulation line currently has a total onsite capacity of approximately 188 vehicles when factoring in both onsite ingress lanes. Since the school has a substantial stacking capacity, currently only one stacking lane is used for each dismissal. The second stacking lane is then used for parents arriving early for the next dismissal period.

The proposed Site Plan will increase the vehicle capacity to 234 vehicles double stacked. An additional 61 vehicles could also be stacked in the parking lot drive aisles as overflow if necessary for a total of 295 queue spaces. This does not include the turn lanes on Hillsboro Boulevard.

A back of queue analysis was completed for the onsite operations on Thursday, February 6, 2025. The results showed a maximum queue of 44 vehicles during the A.M. peak hour and 149 vehicles during the P.M. peak hour. The most observed queue on any one lane was 107 vehicles at 2:53 P.M. This represents the Kindergarten through 2nd grade drop off/dismissal time consisting of 384 students and results in a vehicle queue of 0.278 vehicles per student. Extrapolating the 0.278 vehicles per student for 640 students (highest dismissal period), results in a total queue of 178 vehicles. The total onsite queue of 295 vehicles can accommodate the 640 students if both lanes are utilized.

The applicant will coordinate further with the City on the proposed traffic operational management plan. Instead of using a single lane per drop off period, it is now proposed to utilize a two-lane pick up to increase efficiency and throughput.

A vehicle processing rate study was also conducted for the site previously to determine how fast vehicles could be processed during the afternoon pick up. The count was collected on Tuesday, May 23, 2023 from 2:40 P.M. to 4:00 P.M. to account for all three drop off periods. The results of the data collection are summarized below and provided in Appendix C:

- Dismissal 1 (K-2nd Grade) = 4.1 vehicles per minute
- Dismissal 2 (3rd-5th Grade) = 3.9 vehicles per minute
- Dismissal 3 (6th-8th Grade) = 6.8 vehicles per minute

During the data collection, it was observed that often times one or two vehicles would hold up the entire line as they were waiting on their child when the vehicles behind them were ready to go. A secondary by-pass lane is not available once vehicles are in front of the school due to the concrete median separator. Numerous middle school students would walk to their parents on the east side of the school before the concrete barrier. This allowed these vehicles to use the by-pass lane and not enter the 16-vehicle pick up lane in front of the school. This was the primary reason the third dismissal had a much higher processing rate. It is now proposed to remove the median barrier and allow for a 2-lane pick up of 32 vehicles. This would substantially increase the vehicle processing rate from the observed data above.

6.0 ONSITE OPERATIONAL ANALYSIS (CONTINUED)

The most recent monthly monitoring reports from the 2024-2025 school year are included in Appendix L attached to this report. Additionally, the signal warrant analysis for the intersection of University Drive and Hillsboro Boulevard is provided in Appendix M attached to this report. The traffic signal at this location has not been warranted to date.

7.0 MID-BLOCK CROSSING ANALYSIS

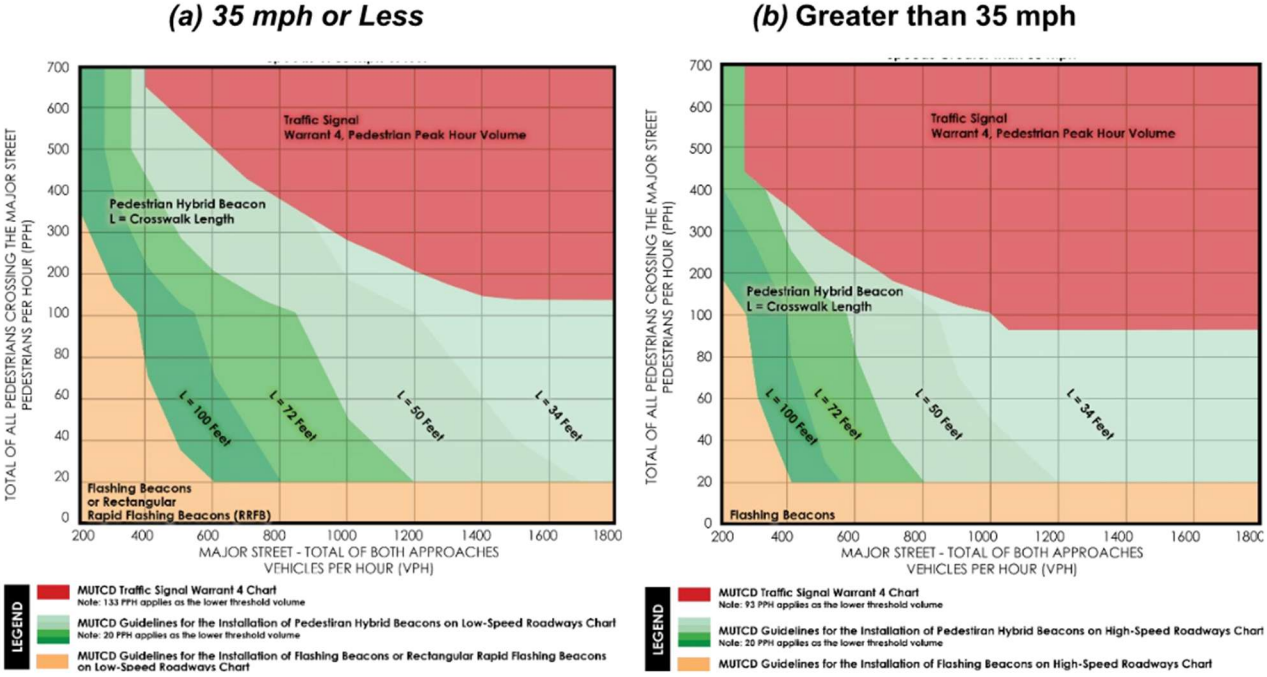
At the request of the City, a mid-block crossing analysis has been prepared in accordance with Section 5.2 of the FDOT Traffic Engineering Manual (TEM), January 2025 edition. The proposed location of the mid-block crossing is at the western school driveway connection to Hillsboro Boulevard. The posted speed of Hillsboro Boulevard is 45 mph (15 mph school speed zone). The traffic counts were taken directly from Table 19 of this report which includes the projected total at buildout. The pedestrian counts were taken from the intersection counts at Hillsboro Boulevard at University Drive. It is assumed that all pedestrians would re-route to this midblock location if available. The traffic data below was compared to Figure 5.2.1 of the TEM.

AM Peak Hour
1620 Hillsboro Boulevard two-way vehicle trips (from Table 19)
26 pedestrians (from Hillsboro Boulevard at University Drive traffic counts)

PM Peak Hour
1050 Hillsboro Boulevard two-way vehicle trips (from Table 19)
79 pedestrians (from Hillsboro Boulevard at University Drive traffic counts)

Crossing Length (L) = Approximately 82 feet

Figure 5.2-1. Guidelines for the Installation of Pedestrian Treatments



Based on Figure 5.2-1 of the TEM, the observed traffic and pedestrian volumes indicate that a pedestrian hybrid beacon (PHB) may be warranted. However, additional factors are also to be considered, and Broward County serves as the permitting authority for this determination. The appropriate pedestrian crossing treatment is currently being coordinated with Broward County in conjunction with the proposed roundabout at Hillsboro Boulevard and University Drive. The applicant will implement the pedestrian crossing treatment ultimately approved by Broward County in coordination with the City.

8.0 CONCLUSION

The existing school site is approved for a 1280 student Kindergarten through 8th grade public charter school. The 2024-2025 School Year consisted of 993 students with three pick up and drop off periods. The proposed high school expansion will include a total Kindergarten through 12th grade student count of 2100 students along four staggered start and end times.

The traffic analysis showed four intersections that will operate below Level of Service D requirements based on background conditions without the school expansion. One of the four intersections is University Drive at Loxahatchee Road which is scheduled to be modified to a roundabout by the FDOT. The school will coordinate with the City on appropriate mitigation measures for the other three intersections (University Drive at Hillsboro Boulevard, University Drive at Trails End, and Hillsboro Boulevard at Nob Hill road). All other study intersections and roadway segments will operate at acceptable Level of Service standards. Based on the analysis documented in the traffic study and the proportionate share payments, the project meets traffic concurrency requirements.

The applicant is proposing to construct a roundabout on Hillsboro Boulevard at University Drive provided the improvements would be proportionate share credible and the previous funding paid by the school to the City for this intersection could be utilized. The applicant will further coordinate the roundabout and the pedestrian crossing treatment across Hillsboro Boulevard with the City and County and include in the conditions of approval as applicable.

The onsite queuing capacity based on the four staggered start and end times should be sufficient to accommodate the proposed high school expansion with certain operational improvements. First, the concrete median barrier in front of the designated drop off/pick up area should be removed or modified to allow for by-pass traffic so one vehicle does not block the rest of the queue line. Additionally, adjustments for early arriving parents may also need to be made.

BGK/pb X:/docs/trafficdrainage/tis.24129rev4

EXISTING DEVELOPMENT

TABLE 9 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Charter School (K-12)	538	993	Students	1.85			1,837		0	1,837	0%	0	1,837
			Grand Totals:				**1,837**	**0.0%**	**0**	**1,837**	**0%**	**0**	**1,837**

TABLE 10 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Charter School (K-12)	538	993	Students	1.18	0.54	0.46	633	539	1,172	0.0%	0	0	0	633	539	1,172	0%	0	633	539	1172
			Grand Totals:				**633**	**539**	**1,172**	**0.0%**	**0**	**0**	**0**	**633**	**539**	**1,172**	**0%**	**0**	**633**	**539**	**1,172**

TABLE 11 - School PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Charter School (K-12)	538	993	Students	0.53	0.37	0.63	195	332	526	0.0%	0	0	0	195	332	526	0%	0	195	332	526
			Grand Totals:				**195**	**332**	**526**	**0.0%**	**0**	**0**	**0**	**195**	**332**	**526**	**0%**	**0**	**195**	**332**	**526**

Notes:
1. Utilized ITE 536 (Charter School K-8) for daily trip generation rates as ITE 538 (Charter School K-12) does not have daily rates listed.

SOMERSET ACADEMY PARKLAND

02/18/2025
Revised: 08/28/2025

PROPOSED DEVELOPMENT

TABLE 15 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Charter School (K-12)	538	2,100	Students	1.85			3,885		0	3,885	0%	0	3,885
			Grand Totals:				**3,885**	**0.0%**	**0**	**3,885**	**0%**	**0**	**3,885**

TABLE 16 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Charter School (K-12)	538	1,620	Students	1.18	0.54	0.46	1,032	879	1,912	0.0%	0	0	0	1,032	879	1,912	0%	0	1032	879	1912
			Grand Totals:				**1,032**	**879**	**1,912**	**0.0%**	**0**	**0**	**0**	**1,032**	**879**	**1,912**	**0%**	**0**	**1,032**	**879**	**1,912**

TABLE 17 - School PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Charter School (K-12)	538	1,620	Students	0.53	0.37	0.63	318	541	859	0.0%	0	0	0	318	541	859	0%	0	318	541	859
			Grand Totals:				**318**	**541**	**859**	**0.0%**	**0**	**0**	**0**	**318**	**541**	**859**	**0%**	**0**	**318**	**541**	**859**

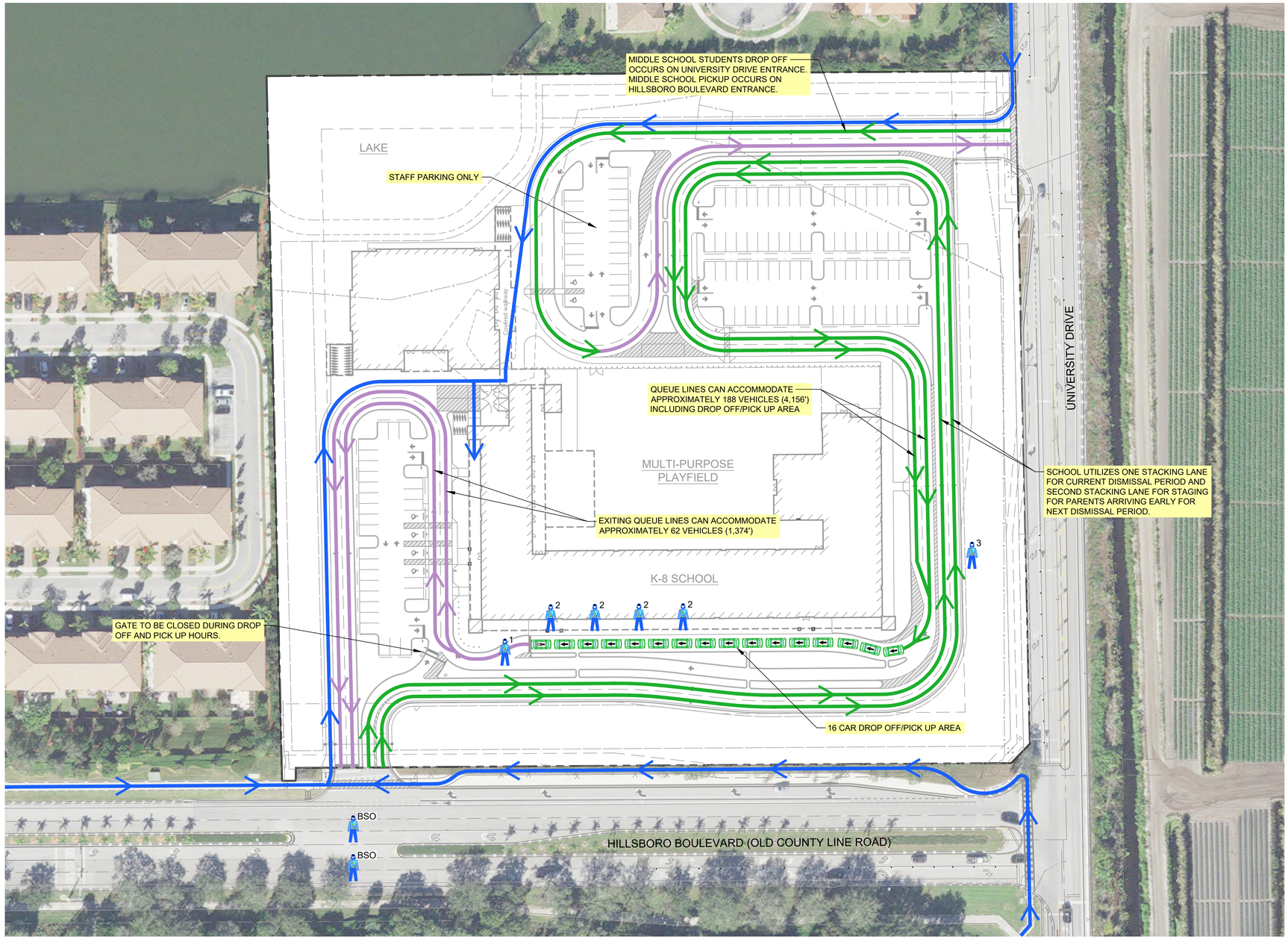
Notes:
1. Utilized ITE 536 (Charter School K-8) for daily trip generation rates as ITE 538 (Charter School K-12) does not have daily rates listed.
2. The proposed staggering schedule will result in 1620 students arriving within an hour

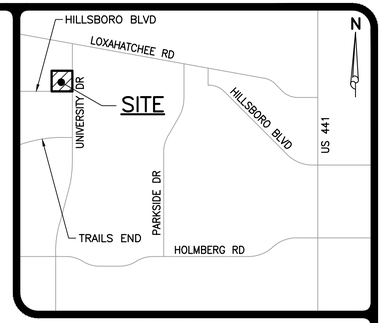
TABLE 18
TRAFFIC GENERATION DIFFERENCE - NET TRIPS

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	1,837	1,172	633	539	526	195	332
PROPOSED DEVELOPMENT =	3,885	1,912	1,032	879	859	318	541
DIFFERENCE =	**2,048**	**740**	**400**	**340**	**332**	**123**	**209**

APPENDIX A

Existing Operational Plan





LOCATION MAP
NOT TO SCALE

OPERATIONAL MANAGEMENT STAFF DUTIES:

1 DROP OFF/PICK UP ZONE RELEASE DIRECTOR:
CONTROLS RELEASE OF THE STUDENT DROP OFF/PICK UP AREA.

2 LOADING/UNLOADING PERSONNEL:
ASSIST/CONTROL SAFE LOADING/UNLOADING OF STUDENTS WITHIN DROP OFF/PICK UP AREA. THE NUMBER OF FACULTY VARIES.

3 VEHICLE IDENTIFICATION STAFF:
RADIOS IN WHICH STUDENTS ARE TO BE RELEASED AFTER CONFIRMING STUDENT PLACARD ON VEHILCES.

LEGEND

- 16 VEHICLES IN DROP OFF/ PICK UP AREA
- INGRESS CIRCULATION
- EGRESS CIRCULATION
- PEDESTRIAN/BIKE CIRCULATION
- 1 — TRAINED STAFF MEMBER FOR FLOW CONTROL. SEE ABOVE FOR DETAILED DESCRIPTION OF EACH STAFF MEMBERS RESPONSIBILITIES AND DUTIES.
- BSO — OFF-DUTY BROWARD SHERIFF OFFICER TO ASSIST WITH INGRESS/EGRESS DURING SCHOOL DROP OFF AND PICK UP HOURS. ONE OR TWO BSO'S ARE PROVIDED.

8/1/2024

EXISTING TRAFFIC OPERATIONAL PLAN

REVISIONS

SIMMONS&WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982
Authorization No. 3452
2581 Metrocentre Blvd West ● Suite 3 ● West Palm Beach, Florida 33407 ● (561) 478-7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
B.K.	C.O.			

SOMERSET ACADEMY PARKLAND
SECTION 28, TOWNSHIP 41S., RANGE 47E.
PARKLAND, FLORIDA
TRAFFIC OPERATIONAL PLAN

JOB NO.	DRAWING NO.	SHEET	OF
20-141	20141Z01	1	1

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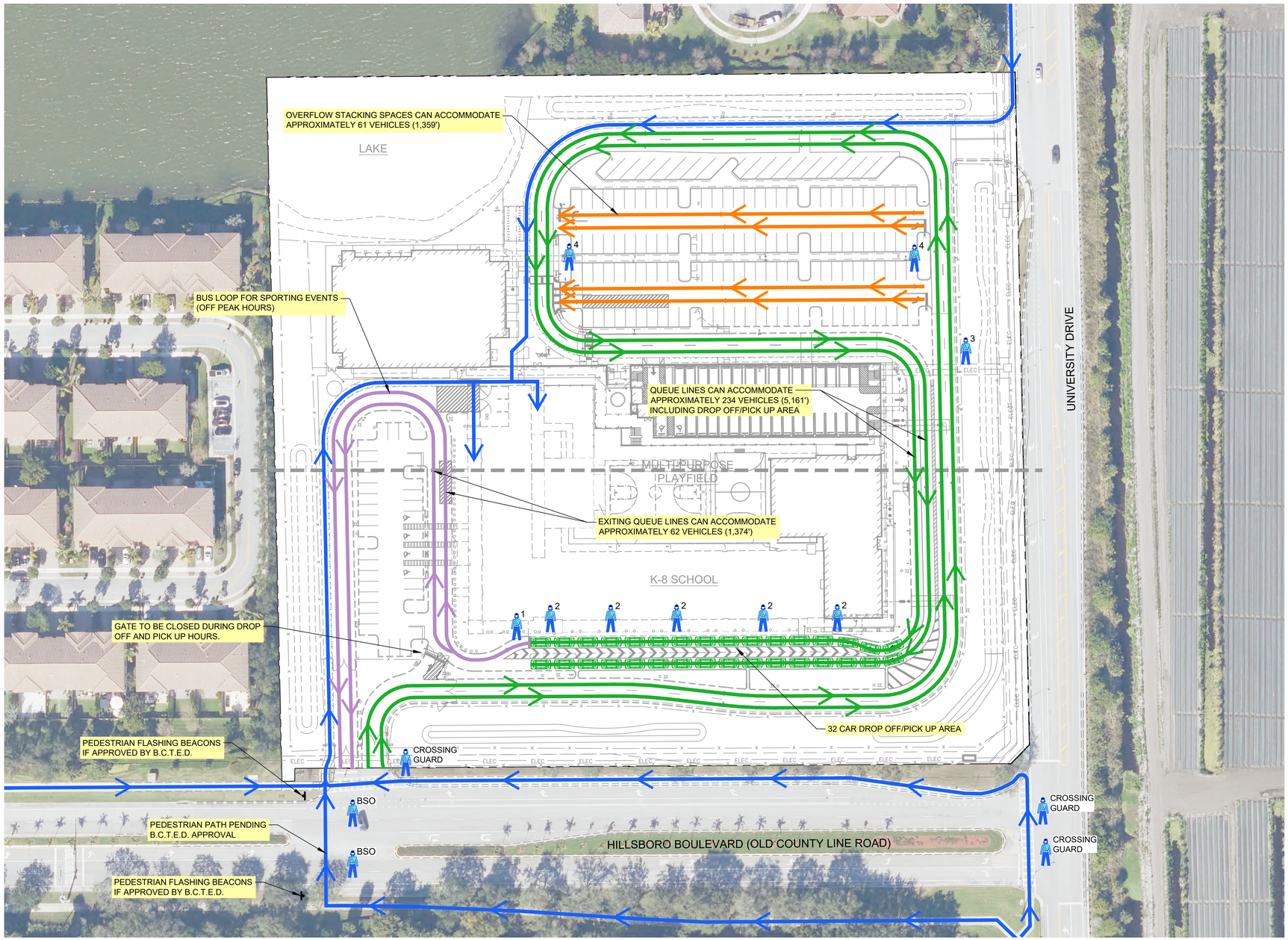
APPENDIX B

Proposed Traffic Operational Plan



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50 25 0 50 100

SCALE IN FEET
1"=50'

LOCATION MAP
NOT TO SCALE

OPERATIONAL MANAGEMENT STAFF DUTIES:

1 DROP OFF/PICK UP ZONE RELEASE DIRECTOR:

CONTROLS RELEASE OF THE STUDENT DROP OFF/PICK UP AREA. ONE LANE WILL BE RELEASED AT A TIME.

2 LOADING/UNLOADING PERSONNEL:

ASSIST/CONTROL SAFE LOADING/UNLOADING OF STUDENTS WITHIN DROP OFF/PICK UP AREA. THE NUMBER OF FACULTY VARIES.

3 VEHICLE IDENTIFICATION STAFF:

RADIOS IN WHICH STUDENTS ARE TO BE RELEASED AFTER CONFIRMING STUDENT PLACARD ON VEHICLES.

4 STAFF MEMBER TO BE USED IF NEEDED TO ASSIST WITH OVERFLOW CIRCULATION.

LEGEND

- 32 VEHICLES IN DROP OFF/ PICK UP AREA
- INGRESS CIRCULATION
- EGRESS CIRCULATION
- PEDESTRIAN/BIKE CIRCULATION
- OVERFLOW STACKING

1 — TRAINED STAFF MEMBER FOR FLOW CONTROL. SEE ABOVE FOR DETAILED DESCRIPTION OF EACH STAFF MEMBERS RESPONSIBILITIES AND DUTIES.

BSO — OFF-DUTY BROWARD SHERIFF OFFICER TO ASSIST WITH INGRESS/EGRESS DURING SCHOOL DROP OFF AND PICK UP HOURS. ONE OR TWO BSO'S ARE PROVIDED.

CROSSING GUARD — CROSSING GUARD TO ASSIST WITH PEDESTRIAN AND BICYCLES.

PROPOSED TRAFFIC OPERATIONAL PLAN WITHOUT ROUNDABOUT

4/20/2026

REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
B.K.	P.L.			

SOMERSET ACADEMY PARKLAND
SECTION 28, TOWNSHIP 41S., RANGE 47E.
PARKLAND, FLORIDA
TRAFFIC OPERATIONAL PLAN
(WITHOUT ROUNDABOUT)

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24129Z06	1	1

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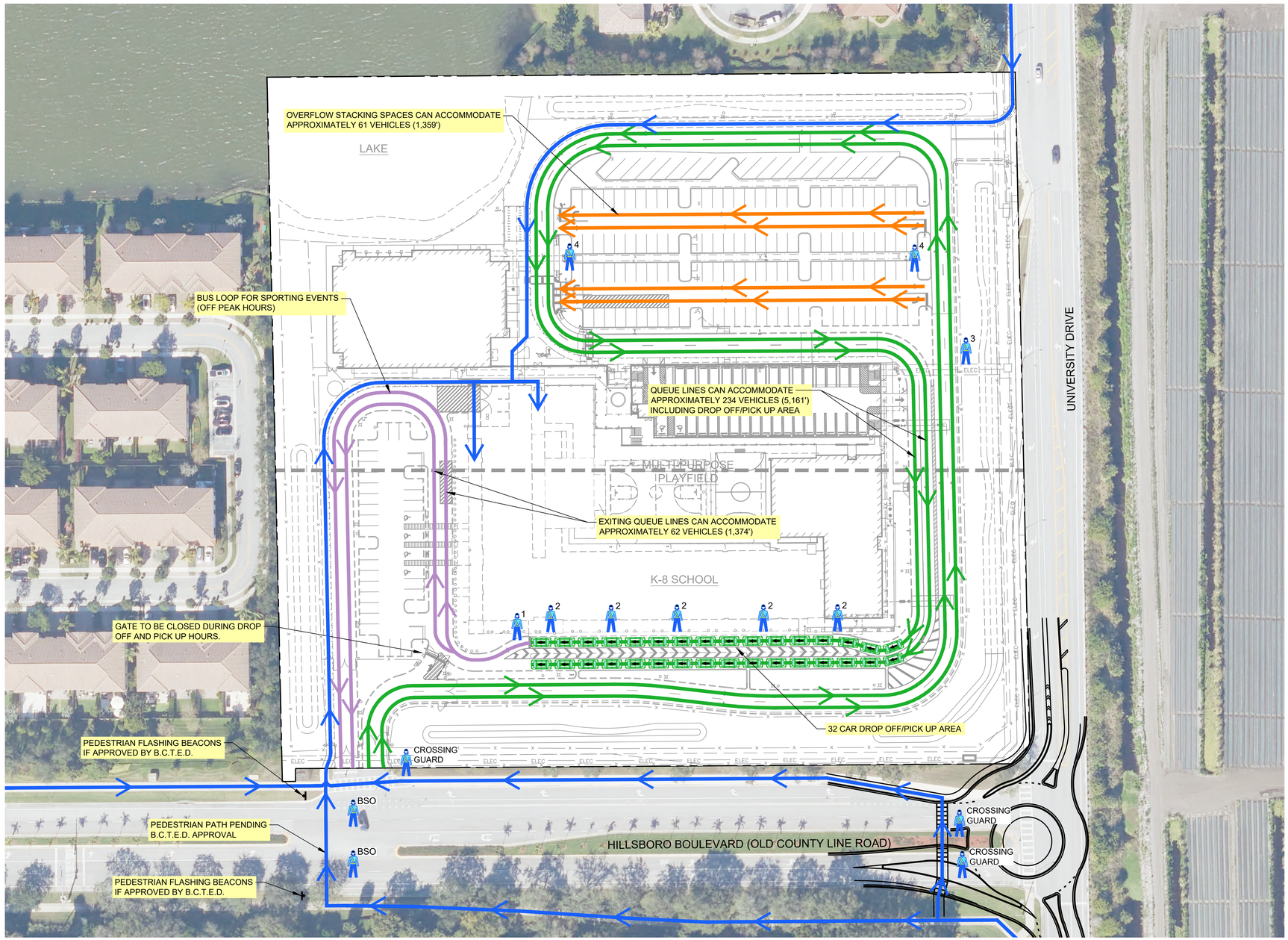

N

50 25 0 50 100

SCALE IN FEET
1"=50'

LOCATION MAP
NOT TO SCALE

OPERATIONAL MANAGEMENT STAFF DUTIES:

1 DROP OFF/PICK UP ZONE RELEASE DIRECTOR:

CONTROLS RELEASE OF THE STUDENT DROP OFF/PICK UP AREA. ONE LANE WILL BE RELEASED AT A TIME.

2 LOADING/UNLOADING PERSONNEL:

ASSIST/CONTROL SAFE LOADING/UNLOADING OF STUDENTS WITHIN DROP OFF/PICK UP AREA. THE NUMBER OF FACULTY VARIES.

3 VEHICLE IDENTIFICATION STAFF:

RADIOS IN WHICH STUDENTS ARE TO BE RELEASED AFTER CONFIRMING STUDENT PLACARD ON VEHICLES.

4 STAFF MEMBER TO BE USED IF NEEDED TO ASSIST WITH OVERFLOW CIRCULATION.

LEGEND

- 32 VEHICLES IN DROP OFF/ PICK UP AREA
- INGRESS CIRCULATION
- EGRESS CIRCULATION
- PEDESTRIAN/BIKE CIRCULATION
- OVERFLOW STACKING

1 TRAINED STAFF MEMBER FOR FLOW CONTROL. SEE ABOVE FOR DETAILED DESCRIPTION OF EACH STAFF MEMBERS RESPONSIBILITIES AND DUTIES.

BSO OFF-DUTY BROWARD SHERIFF OFFICER TO ASSIST WITH INGRESS/EGRESS DURING SCHOOL DROP OFF AND PICK UP HOURS. ONE OR TWO BSO'S ARE PROVIDED.

CROSSING GUARD CROSSING GUARD TO ASSIST WITH PEDESTRIAN AND BICYCLES.

PROPOSED TRAFFIC OPERATIONAL PLAN WITH ROUNDABOUT

4/20/2026

REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
B.K.	P.L.			

SOMERSET ACADEMY PARKLAND
SECTION 28, TOWNSHIP 41S., RANGE 47E.
PARKLAND, FLORIDA
TRAFFIC OPERATIONAL PLAN
(WITH ROUNDABOUT)

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24129Z05	1	1

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APPENDIX C

Traffic Counts/Data

KMF Traffic Group, LLC
(772) 924-6993
www.kmftraffic.net

Manual traffic count - All traffic
Nob Hill Rd and Hillsboro Blvd
Parkland, FL

File Name : 3NOBHIL
Site Code : SW2505
Start Date : 2/4/2025
Page No : 1

Groups Printed- All traffic

	Nob Hill Rd NB				Nob Hill Rd SB				Hillsboro Blvd EB				Hillsboro Blvd WB			
Start Time	Left	Thru	Right	Bike	Left	Thru	Right	Bike	Left	Thru	Right	Bike	Left	Thru	Right	Int. Total
07:00 AM	34	24	10	0	13	73	5	0	25	50	99	4	16	8	11	372
07:15 AM	24	38	13	1	14	121	6	0	47	42	126	7	13	10	19	481
07:30 AM	57	94	43	1	46	136	11	1	36	40	122	1	12	20	10	630
07:45 AM	61	98	37	7	26	114	21	4	48	61	69	5	13	23	6	593
Total	176	254	103	9	99	444	43	5	156	193	416	17	54	61	46	2076
08:00 AM	86	109	64	1	28	118	18	13	42	58	58	0	63	43	24	725
08:15 AM	64	89	46	4	18	136	26	2	31	38	63	8	74	53	17	669
08:30 AM	64	79	16	0	15	130	22	4	36	33	72	5	44	59	25	604
08:45 AM	85	85	14	2	42	132	8	2	18	49	80	1	14	35	9	576
Total	299	362	140	7	103	516	74	21	127	178	273	14	195	190	75	2574
09:00 AM	49	97	17	0	18	93	10	0	18	50	65	1	12	31	12	473
09:15 AM	38	78	12	0	0	87	8	0	15	45	57	0	0	0	0	340
*** PM ***																
Total	87	175	29	0	18	180	18	0	33	95	122	1	12	31	12	813
*** PM ***																
01:30 PM	54	39	17	1	3	39	3	0	3	15	31	0	2	20	8	235
01:45 PM	62	48	18	1	4	46	5	0	8	21	39	0	2	16	6	276
Total	116	87	35	2	7	85	8	0	11	36	70	0	4	36	14	511
02:00 PM	64	52	20	1	6	54	5	0	8	29	43	0	2	24	8	316
02:15 PM	62	51	16	0	10	59	14	1	16	31	34	0	7	36	14	351
02:30 PM	50	63	28	0	13	65	11	1	13	41	51	0	13	19	8	376
02:45 PM	50	47	28	0	17	63	12	0	9	33	65	0	24	41	7	396
Total	226	213	92	1	46	241	42	2	46	134	193	0	46	120	37	1439
03:00 PM	69	57	21	1	13	57	7	0	14	30	59	1	26	35	12	402
03:15 PM	70	85	29	0	11	67	18	3	10	28	53	0	33	49	12	468
03:30 PM	70	55	21	0	10	69	14	0	15	33	60	0	39	45	24	455
03:45 PM	61	86	25	0	5	73	22	0	9	29	47	0	61	50	17	485
Total	270	283	96	1	39	266	61	3	48	120	219	1	159	179	65	1810
04:00 PM	87	95	18	0	7	64	22	0	10	26	47	0	15	29	19	439
04:15 PM	71	79	30	0	8	62	36	0	7	36	55	0	15	56	22	477
Grand Total	1332	1548	543	20	327	1858	304	31	438	818	1395	33	500	702	290	10139
Apprch %	38.7	45	15.8	0.6	13	73.7	12.1	1.2	16.3	30.5	52	1.2	33.5	47.1	19.4	
Total %	13.1	15.3	5.4	0.2	3.2	18.3	3	0.3	4.3	8.1	13.8	0.3	4.9	6.9	2.9	

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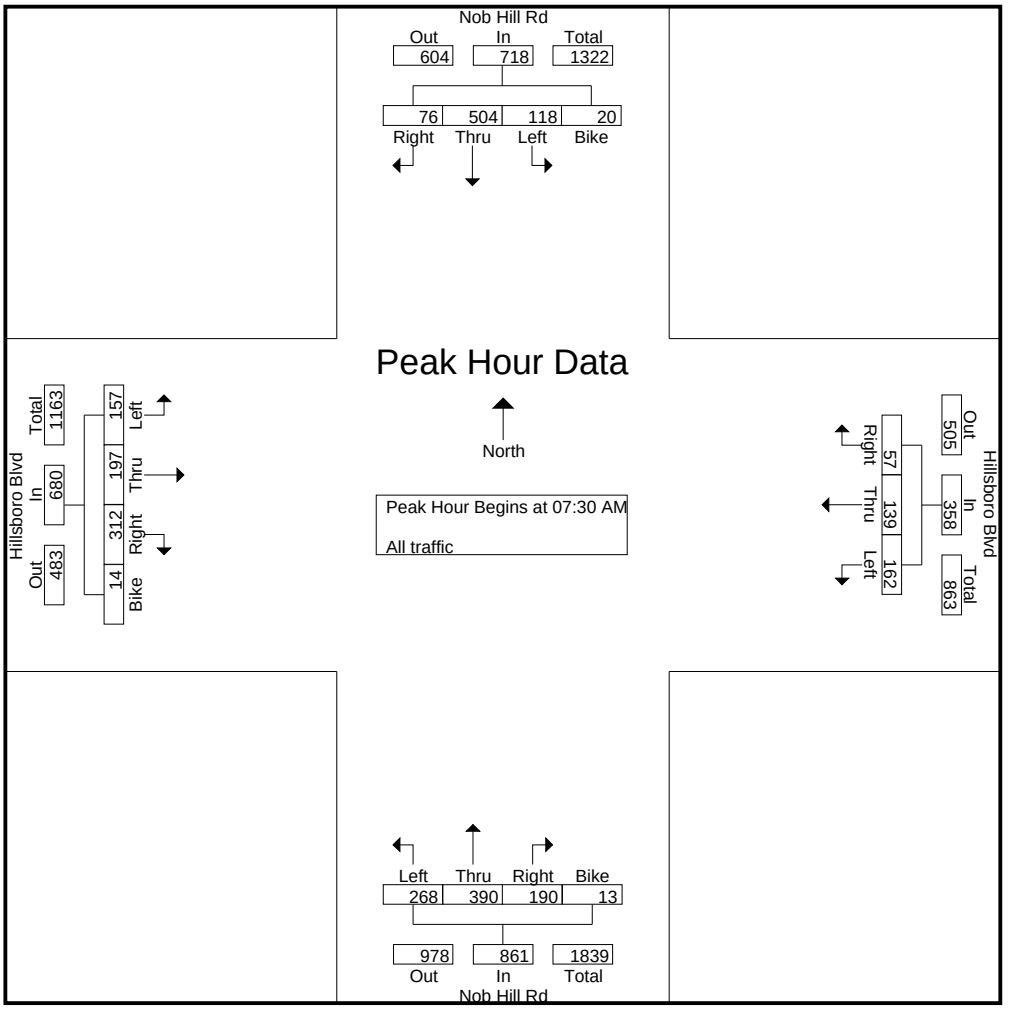
Manual traffic count - All traffic
Nob Hill Rd and Hillsboro Blvd
Parkland, FL

File Name : 3NOBHIL
Site Code : SW2505
Start Date : 2/4/2025
Page No : 2

	Nob Hill Rd NB					Nob Hill Rd SB					Hillsboro Blvd EB					Hillsboro Blvd WB				
Start Time	Left	Thru	Right	Bike	App. Total	Left	Thru	Right	Bike	App. Total	Left	Thru	Right	Bike	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:30 AM																				
07:30 AM	57	94	43	1	195	46	136	11	1	194	36	40	122	1	199	12	20	10	42	630
07:45 AM	61	98	37	7	203	26	114	21	4	165	48	61	69	5	183	13	23	6	42	593
08:00 AM	86	109	64	1	260	28	118	18	13	177	42	58	58	0	158	63	43	24	130	725
08:15 AM	64	89	46	4	203	18	136	26	2	182	31	38	63	8	140	74	53	17	144	669
Total Volume	268	390	190	13	861	118	504	76	20	718	157	197	312	14	680	162	139	57	358	2617
% App. Total	31.1	45.3	22.1	1.5		16.4	70.2	10.6	2.8		23.1	29	45.9	2.1		45.3	38.8	15.9		
PHF	.779	.894	.742	.464	.828	.641	.926	.731	.385	.925	.818	.807	.639	.438	.854	.547	.656	.594	.622	.902



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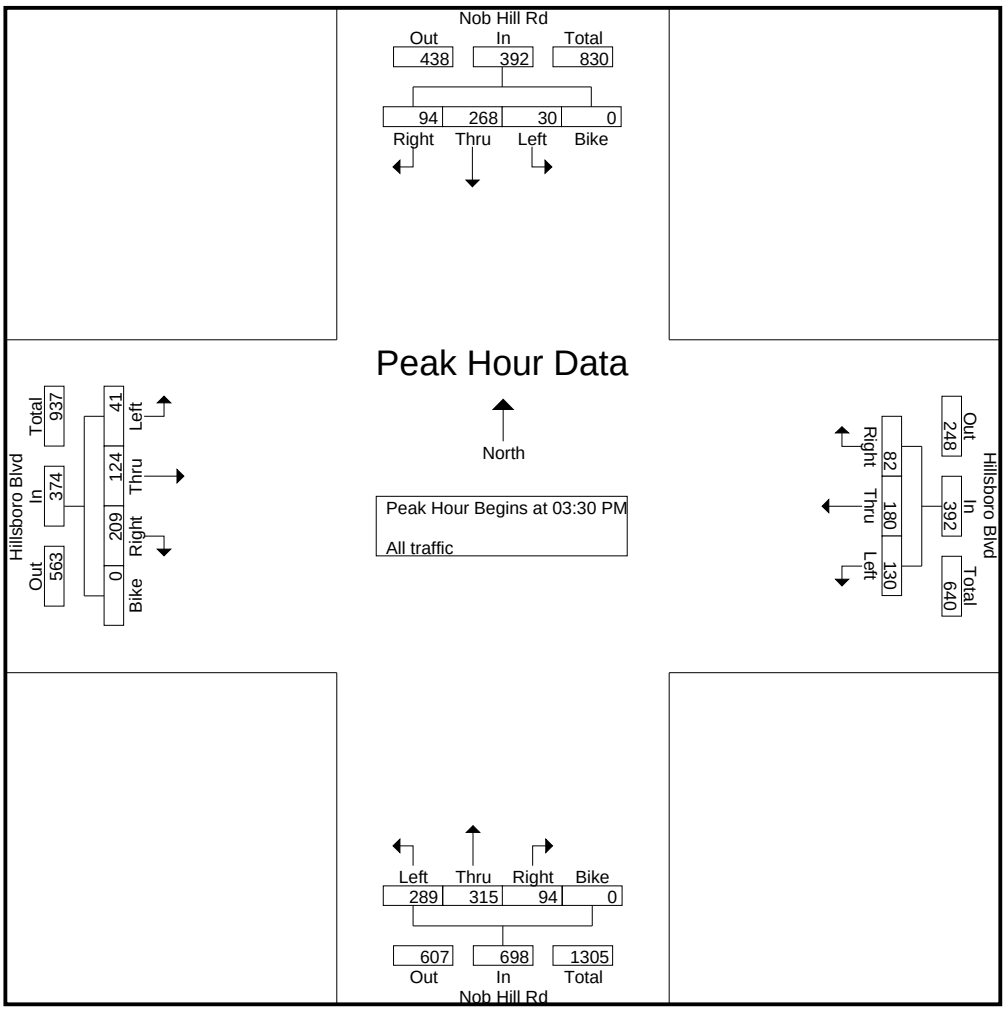
Manual traffic count - All traffic
Nob Hill Rd and Hillsboro Blvd
Parkland, FL

File Name : 3NOBHIL
Site Code : SW2505
Start Date : 2/4/2025
Page No : 3

	Nob Hill Rd NB					Nob Hill Rd SB					Hillsboro Blvd EB					Hillsboro Blvd WB				
Start Time	Left	Thru	Right	Bike	App. Total	Left	Thru	Right	Bike	App. Total	Left	Thru	Right	Bike	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 04:15 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 03:30 PM																				
03:30 PM	70	55	21	0	146	10	69	14	0	93	15	33	60	0	108	39	45	24	108	455
03:45 PM	61	86	25	0	172	5	73	22	0	100	9	29	47	0	85	61	50	17	128	485
04:00 PM	87	95	18	0	200	7	64	22	0	93	10	26	47	0	83	15	29	19	63	439
04:15 PM	71	79	30	0	180	8	62	36	0	106	7	36	55	0	98	15	56	22	93	477
Total Volume	289	315	94	0	698	30	268	94	0	392	41	124	209	0	374	130	180	82	392	1856
% App. Total	41.4	45.1	13.5	0		7.7	68.4	24	0		11	33.2	55.9	0		33.2	45.9	20.9		
PHF	.830	.829	.783	.000	.873	.750	.918	.653	.000	.925	.683	.861	.871	.000	.866	.533	.804	.854	.766	.957



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Manual traffic count - All traffic
University Dr and Hillsboro Blvd
Parkland, FL

File Name : 2UNIHIL
Site Code : SW2505
Start Date : 2/4/2025
Page No : 1

Groups Printed- All traffic

	University Dr NB		University Dr SB		Hillsboro Blvd EB				
Start Time	Left	Thru	Thru	Right	Left	Right	Scooter	Peds	Int. Total
07:00 AM	20	38	52	5	26	68	0	1	210
07:15 AM	37	45	41	7	29	58	0	0	217
07:30 AM	38	70	61	7	32	76	8	2	294
07:45 AM	81	96	82	23	42	79	0	2	405
Total	176	249	236	42	129	281	8	5	1126
08:00 AM	74	103	82	53	54	66	7	3	442
08:15 AM	42	62	86	56	57	72	6	4	385
08:30 AM	39	55	78	39	46	56	3	1	317
08:45 AM	33	56	70	16	28	56	0	0	259
Total	188	276	316	164	185	250	16	8	1403
09:00 AM	38	40	31	32	26	41	0	0	208
09:15 AM	36	34	35	8	25	33	0	1	172
*** PM ***									
Total	74	74	66	40	51	74	0	1	380
*** PM ***									
01:30 PM	28	28	28	9	13	19	0	0	125
01:45 PM	14	13	10	4	8	12	0	0	61
Total	42	41	38	13	21	31	0	0	186
02:00 PM	39	29	43	13	16	35	0	2	177
02:15 PM	61	42	37	25	23	31	0	2	221
02:30 PM	72	43	33	25	25	51	0	2	251
02:45 PM	83	40	34	23	25	71	0	6	282
Total	255	154	147	86	89	188	0	12	931
03:00 PM	71	56	26	13	33	74	0	1	274
03:15 PM	71	69	78	30	28	70	12	4	362
03:30 PM	96	83	73	21	16	70	0	3	362
03:45 PM	64	42	67	27	37	114	5	55	411
Total	302	250	244	91	114	328	17	63	1409
04:00 PM	77	71	94	13	11	62	0	0	328
04:15 PM	82	78	45	15	33	55	0	3	311
Grand Total	1196	1193	1186	464	633	1269	41	92	6074
Apprch %	50.1	49.9	71.9	28.1	31.1	62.4	2	4.5	
Total %	19.7	19.6	19.5	7.6	10.4	20.9	0.7	1.5	

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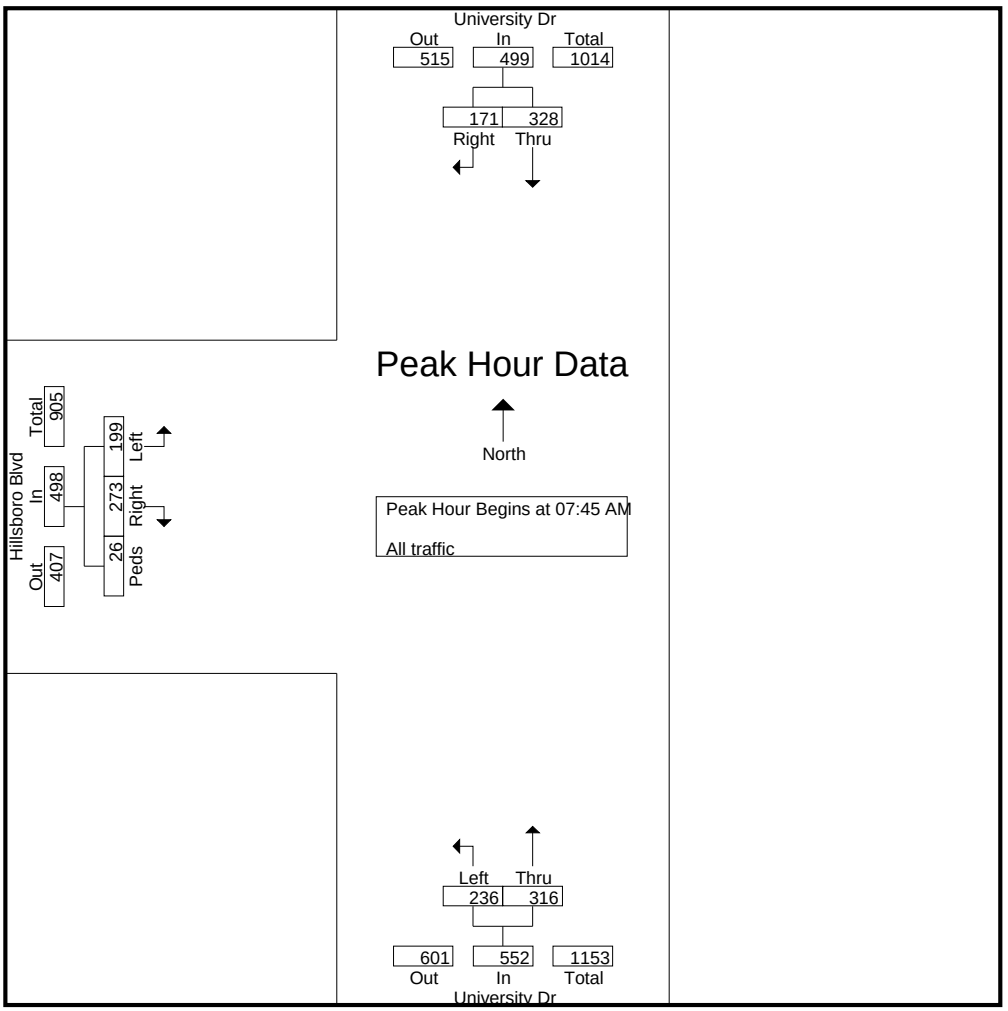
Manual traffic count - All traffic
University Dr and Hillsboro Blvd
Parkland, FL

File Name : 2UNIHIL
Site Code : SW2505
Start Date : 2/4/2025
Page No : 2

	University Dr NB			University Dr SB			Hillsboro Blvd EB					
Start Time	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	Scooter	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:45 AM												
07:45 AM	81	96	177	82	23	105	42	79	0	2	123	405
08:00 AM	74	103	177	82	53	135	54	66	7	3	130	442
08:15 AM	42	62	104	86	56	142	57	72	6	4	139	385
08:30 AM	39	55	94	78	39	117	46	56	3	1	106	317
Total Volume	236	316	552	328	171	499	199	273	16	10	498	1549
% App. Total	42.8	57.2		65.7	34.3		40	54.8	3.2	2		
PHF	.728	.767	.780	.953	.763	.879	.873	.864	.571	.625	.896	.876



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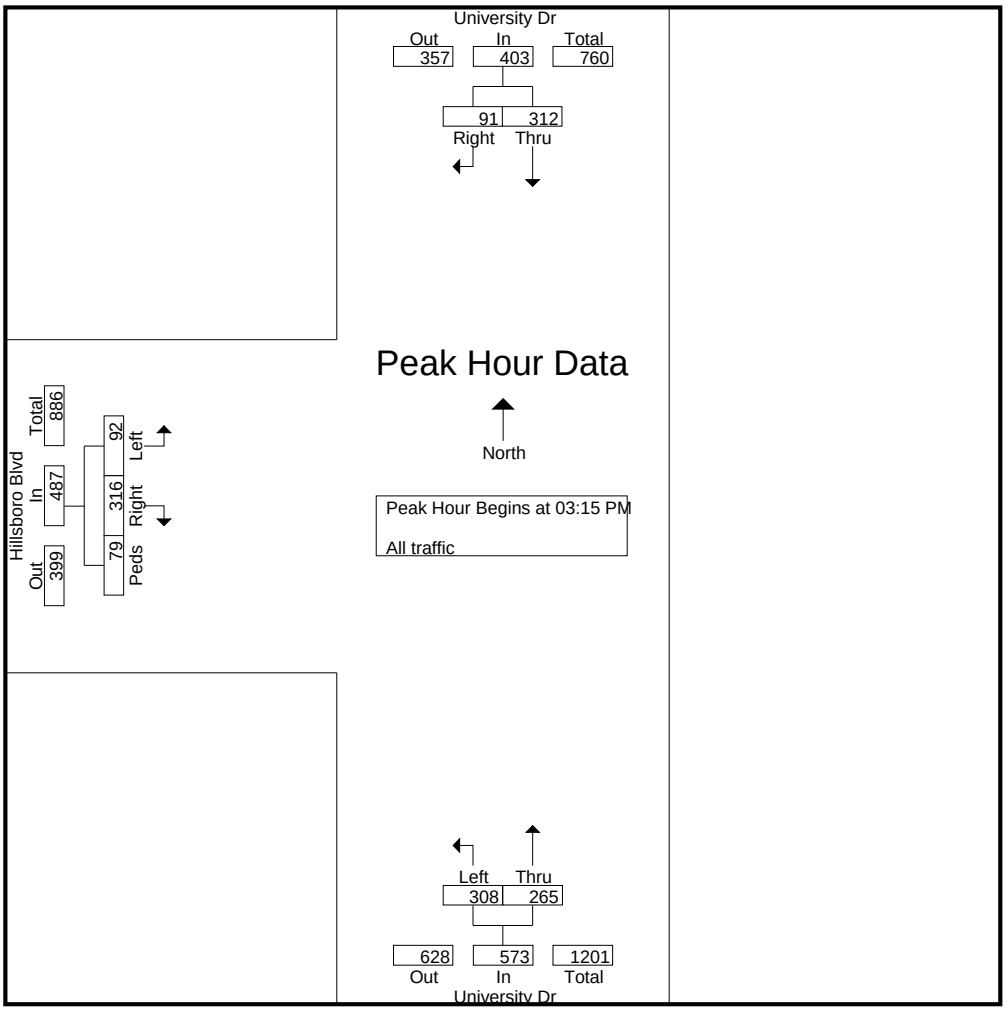
Manual traffic count - All traffic
University Dr and Hillsboro Blvd
Parkland, FL

File Name : 2UNIHIL
Site Code : SW2505
Start Date : 2/4/2025
Page No : 3

	University Dr NB			University Dr SB			Hillsboro Blvd EB					
Start Time	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	Scooter	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 04:15 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 03:15 PM												
03:15 PM	71	69	140	78	30	108	28	70	12	4	114	362
03:30 PM	96	83	179	73	21	94	16	70	0	3	89	362
03:45 PM	64	42	106	67	27	94	37	114	5	55	211	411
04:00 PM	77	71	148	94	13	107	11	62	0	0	73	328
Total Volume	308	265	573	312	91	403	92	316	17	62	487	1463
% App. Total	53.8	46.2		77.4	22.6		18.9	64.9	3.5	12.7		
PHF	.802	.798	.800	.830	.758	.933	.622	.693	.354	.282	.577	.890



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Manual traffic count - All traffic
University Dr and Trails End
Parkland, FL

File Name : 4 UBIVERSITY - TRAI
Site Code : SW2505
Start Date : 2/4/2025
Page No : 1

Groups Printed- All traffic

	University Dr NB		University Dr SB		Trail End EB		
Start Time	Left	Thru	Thru	Right	Left	Right	Int. Total
07:00 AM	11	54	97	10	9	13	194
07:15 AM	21	78	77	15	6	10	207
07:30 AM	41	96	82	41	9	36	305
07:45 AM	55	125	91	53	34	60	418
Total	128	353	347	119	58	119	1124
08:00 AM	43	116	109	17	32	53	370
08:15 AM	24	83	120	6	17	39	289
08:30 AM	18	63	91	9	16	18	215
08:45 AM	20	66	96	8	8	13	211
Total	105	328	416	40	73	123	1085
09:00 AM	17	71	79	7	7	22	203
09:15 AM	16	44	62	9	1	8	140
*** PM ***							
Total	33	115	141	16	8	30	343
*** PM ***							
01:30 PM	24	49	47	9	8	13	150
01:45 PM	21	64	65	3	5	16	174
Total	45	113	112	12	13	29	324
02:00 PM	24	82	61	7	11	38	223
02:15 PM	17	86	57	6	7	30	203
02:30 PM	21	85	78	7	12	29	232
02:45 PM	15	97	84	3	9	23	231
Total	77	350	280	23	39	120	889
03:00 PM	20	103	68	10	12	19	232
03:15 PM	25	91	108	19	10	30	283
03:30 PM	33	69	93	8	4	26	233
03:45 PM	32	92	85	17	9	28	263
Total	110	355	354	54	35	103	1011
04:00 PM	29	106	79	16	8	18	256
04:15 PM	19	85	74	12	7	21	218
Grand Total	546	1805	1803	292	241	563	5250
Apprch %	23.2	76.8	86.1	13.9	30	70	
Total %	10.4	34.4	34.3	5.6	4.6	10.7	

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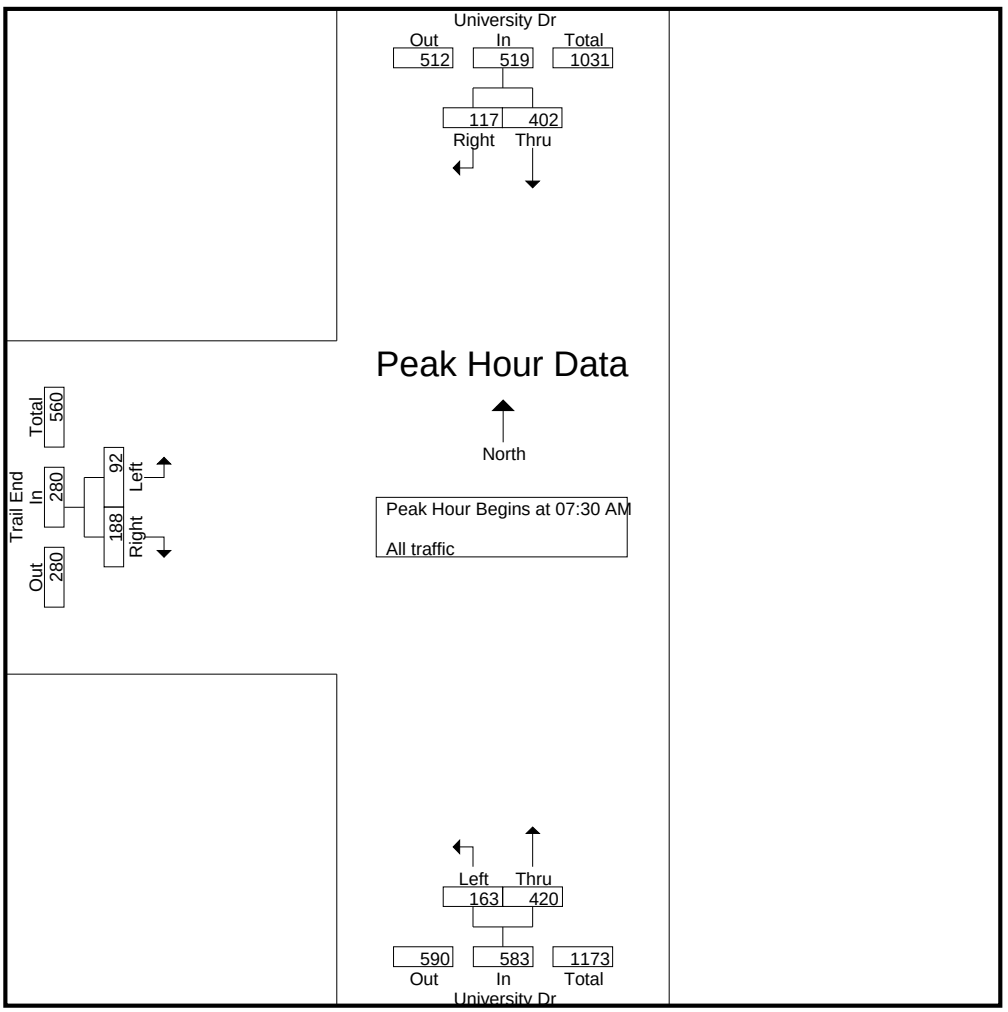
Manual traffic count - All traffic
University Dr and Trails End
Parkland, FL

File Name : 4 UBIVERSITY - TRAI
Site Code : SW2505
Start Date : 2/4/2025

	University Dr NB			University Dr SB			Trail End EB			
Start Time	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	41	96	137	82	41	123	9	36	45	305
07:45 AM	55	125	180	91	53	144	34	60	94	418
08:00 AM	43	116	159	109	17	126	32	53	85	370
08:15 AM	24	83	107	120	6	126	17	39	56	289
Total Volume	163	420	583	402	117	519	92	188	280	1382
% App. Total	28	72		77.5	22.5		32.9	67.1		
PHF	.741	.840	.810	.838	.552	.901	.676	.783	.745	.827



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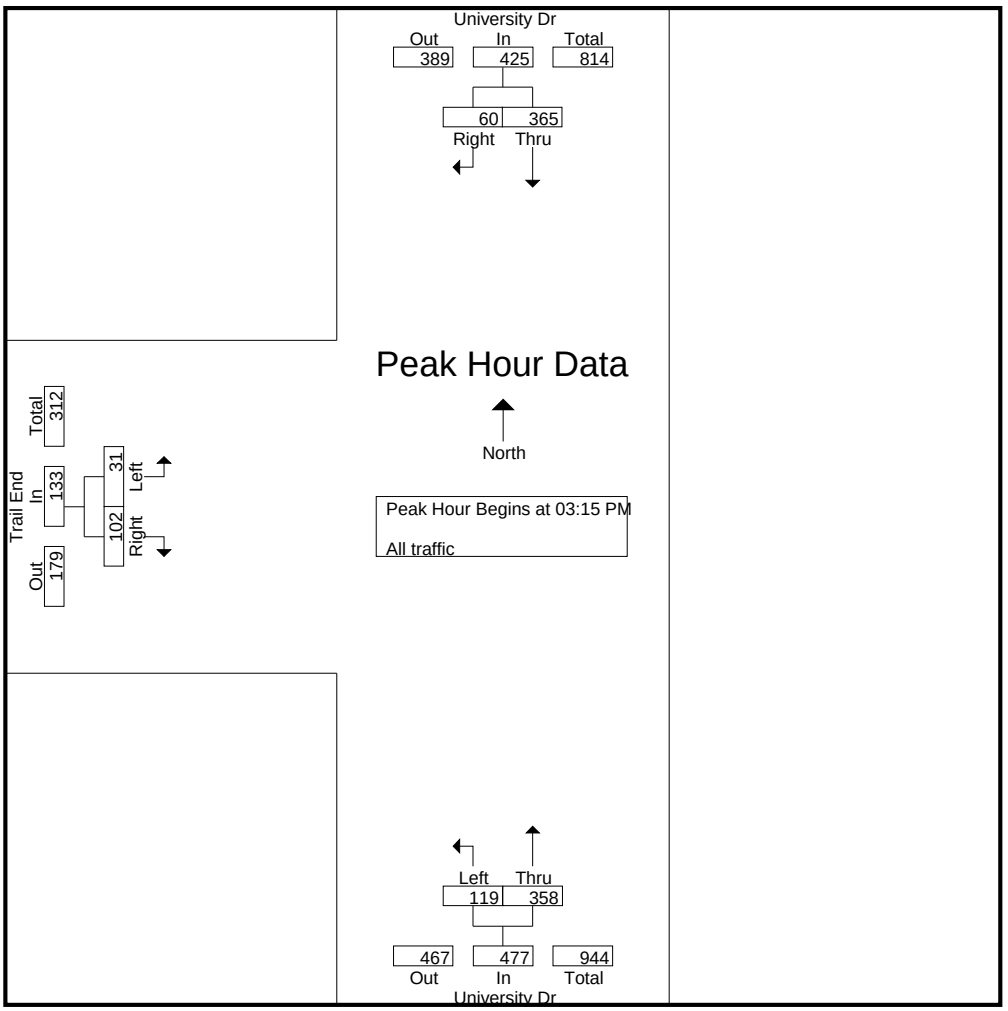
Manual traffic count - All traffic
University Dr and Trails End
Parkland, FL

File Name : 4 UBIVERSITY - TRAI
Site Code : SW2505
Start Date : 2/4/2025
Page No : 3

	University Dr NB			University Dr SB			Trail End EB			
Start Time	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 04:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:15 PM										
03:15 PM	25	91	116	108	19	127	10	30	40	283
03:30 PM	33	69	102	93	8	101	4	26	30	233
03:45 PM	32	92	124	85	17	102	9	28	37	263
04:00 PM	29	106	135	79	16	95	8	18	26	256
Total Volume	119	358	477	365	60	425	31	102	133	1035
% App. Total	24.9	75.1		85.9	14.1		23.3	76.7		
PHF	.902	.844	.883	.845	.789	.837	.775	.850	.831	.914



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Manual traffic count - All traffic
University Dr and Loxahatchee Rd
Parkland, FL

File Name : 1UNILOX
Site Code : SW2505
Start Date : 2/4/2025
Page No : 1

Groups Printed- All traffic

	University Dr NB		Loxahatchee Rd EB		Loxahatchee Rd WB		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	9	48	72	20	10	8	167
07:15 AM	5	66	101	8	18	14	212
07:30 AM	5	45	94	15	37	26	222
07:45 AM	10	75	106	21	66	51	329
Total	29	234	373	64	131	99	930
08:00 AM	8	74	101	27	49	59	318
08:15 AM	8	78	99	11	65	50	311
08:30 AM	17	60	89	18	37	26	247
08:45 AM	16	74	87	11	37	60	285
Total	49	286	376	67	188	195	1161
09:00 AM	8	44	39	12	40	27	170
09:15 AM	10	38	43	12	34	30	167
*** PM ***							
Total	18	82	82	24	74	57	337
*** PM ***							
01:30 PM	8	52	29	5	27	42	163
01:45 PM	10	31	39	9	36	33	158
Total	18	83	68	14	63	75	321
02:00 PM	11	30	39	9	24	43	156
02:15 PM	13	43	37	9	52	40	194
02:30 PM	8	36	37	13	44	51	189
02:45 PM	18	43	44	8	39	52	204
Total	50	152	157	39	159	186	743
03:00 PM	6	42	57	12	33	38	188
03:15 PM	11	46	48	11	37	60	213
03:30 PM	12	48	47	16	49	72	244
03:45 PM	16	58	33	12	46	69	234
Total	45	194	185	51	165	239	879
04:00 PM	8	51	30	9	51	68	217
04:15 PM	10	43	10	7	20	59	149
Grand Total	227	1125	1281	275	851	978	4737
Apprch %	16.8	83.2	82.3	17.7	46.5	53.5	
Total %	4.8	23.7	27	5.8	18	20.6	

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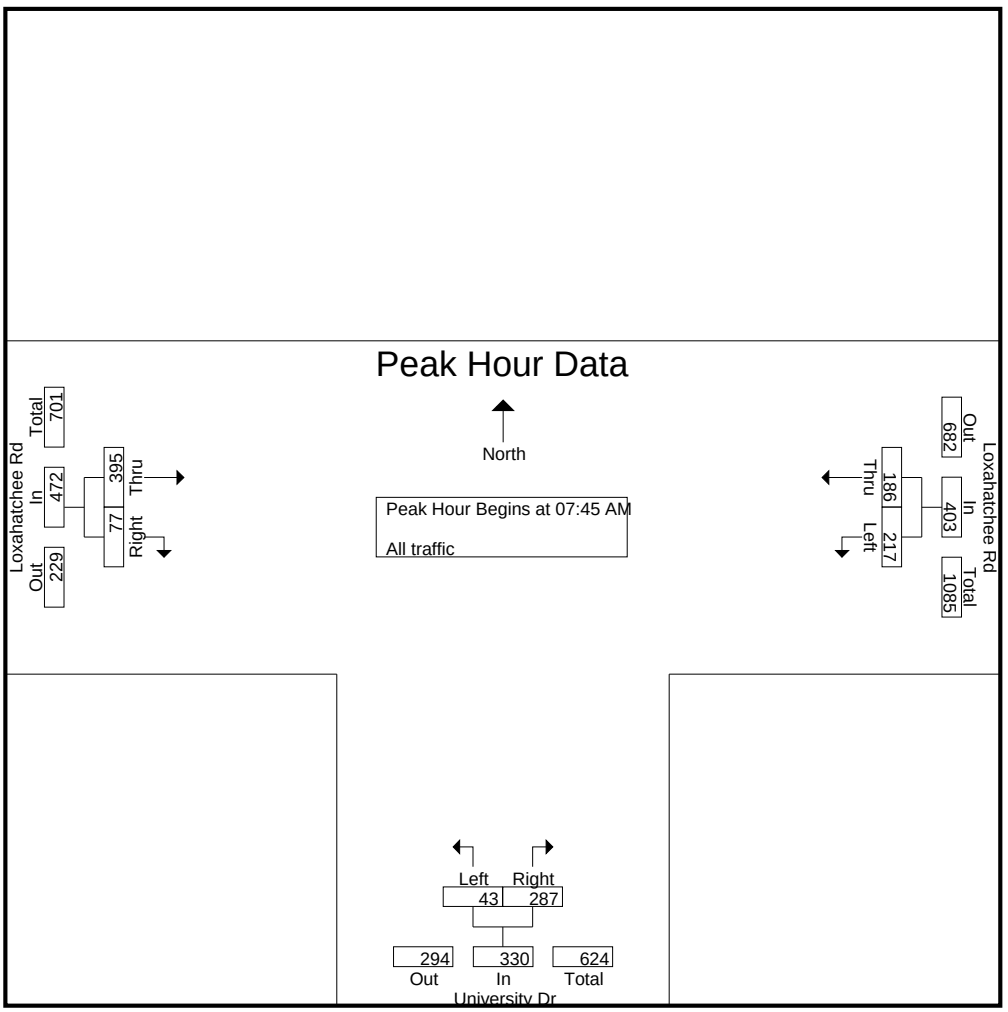
Manual traffic count - All traffic
University Dr and Loxahatchee Rd
Parkland, FL

File Name : 1UNILOX
Site Code : SW2505
Start Date : 2/4/2025
Page No : 2

	University Dr NB			Loxahatchee Rd EB			Loxahatchee Rd WB			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	10	75	85	106	21	127	66	51	117	329
08:00 AM	8	74	82	101	27	128	49	59	108	318
08:15 AM	8	78	86	99	11	110	65	50	115	311
08:30 AM	17	60	77	89	18	107	37	26	63	247
Total Volume	43	287	330	395	77	472	217	186	403	1205
% App. Total	13	87		83.7	16.3		53.8	46.2		
PHF	.632	.920	.959	.932	.713	.922	.822	.788	.861	.916



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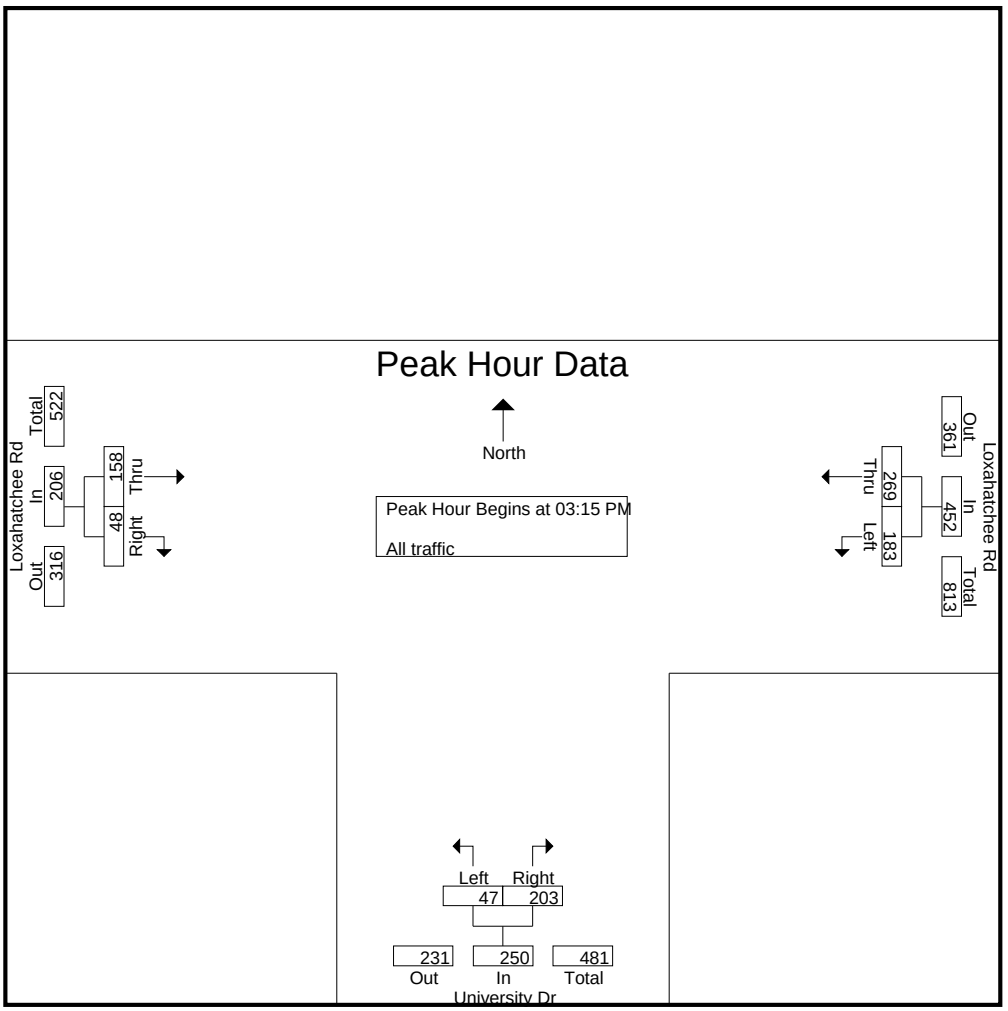
Manual traffic count - All traffic
University Dr and Loxahatchee Rd
Parkland, FL

File Name : 1UNILOX
Site Code : SW2505
Start Date : 2/4/2025
Page No : 3

	University Dr NB			Loxahatchee Rd EB			Loxahatchee Rd WB			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 04:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:15 PM										
03:15 PM	11	46	57	48	11	59	37	60	97	213
03:30 PM	12	48	60	47	16	63	49	72	121	244
03:45 PM	16	58	74	33	12	45	46	69	115	234
04:00 PM	8	51	59	30	9	39	51	68	119	217
Total Volume	47	203	250	158	48	206	183	269	452	908
% App. Total	18.8	81.2		76.7	23.3		40.5	59.5		
PHF	.734	.875	.845	.823	.750	.817	.897	.934	.934	.930



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Manual traffic count - All traffic
Hillsboro Blvd and School Dwy
Parkland, FL

File Name : 8HILPSD
Site Code : SW2505
Start Date : 2/4/2025
Page No : 1

Groups Printed- All traffic

	School Dwy SB			Hillsboro Blvd EB			Hillsboro Blvd WB			
Start Time	Left	Right	Peds	Left	Thru	Peds	Thru	Right	Peds	Int. Total
07:00 AM	1	0	0	1	70	0	19	2	0	93
07:15 AM	2	0	0	0	77	0	31	1	0	111
07:30 AM	0	0	0	0	101	0	40	8	0	149
07:45 AM	9	7	0	29	100	0	49	40	0	234
Total	12	7	0	30	348	0	139	51	0	587
08:00 AM	57	67	0	75	53	0	62	53	0	367
08:15 AM	70	60	0	67	59	0	77	41	0	374
08:30 AM	13	17	0	8	80	0	75	4	0	197
08:45 AM	6	5	0	3	71	0	45	5	0	135
Total	146	149	0	153	263	0	259	103	0	1073
09:00 AM	2	1	1	3	57	0	50	0	0	114
09:15 AM	1	1	0	1	49	0	45	2	0	99
*** PM ***										
Total	3	2	1	4	106	0	95	2	0	213
*** PM ***										
01:30 PM	0	0	0	0	32	0	37	0	0	69
01:45 PM	0	0	0	0	10	0	28	0	0	38
Total	0	0	0	0	42	0	65	0	0	107
02:00 PM	3	0	0	9	47	0	38	39	0	136
02:15 PM	1	1	0	18	52	0	55	26	0	153
02:30 PM	5	3	2	19	61	1	41	32	0	164
02:45 PM	21	30	2	16	66	2	55	39	0	231
Total	30	34	4	62	226	3	189	136	0	684
03:00 PM	40	15	3	10	42	1	54	20	0	185
03:15 PM	28	34	0	11	45	2	65	36	1	222
03:30 PM	25	32	4	26	39	1	78	39	2	246
03:45 PM	75	56	1	15	44	6	56	22	0	275
Total	168	137	8	62	170	10	253	117	3	928
04:00 PM	19	9	0	3	48	0	65	7	2	153
04:15 PM	11	5	0	4	62	1	71	17	0	171
Grand Total	389	343	13	318	1265	14	1136	433	5	3916
Apprch %	52.2	46	1.7	19.9	79.2	0.9	72.2	27.5	0.3	
Total %	9.9	8.8	0.3	8.1	32.3	0.4	29	11.1	0.1	

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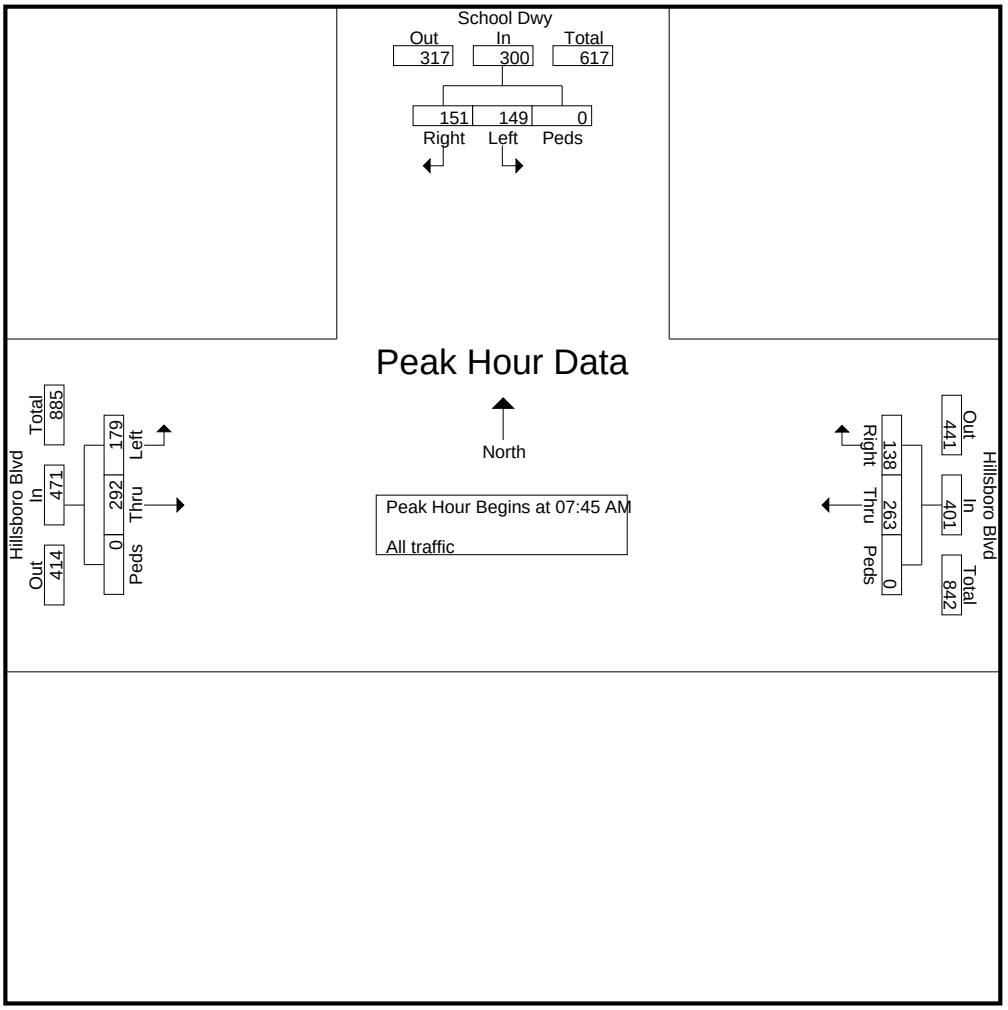
Manual traffic count - All traffic
Hillsboro Blvd and School Dwy
Parkland, FL

File Name : 8HILPSD
Site Code : SW2505
Start Date : 2/4/2025
Page No : 2

	School Dwy SB				Hillsboro Blvd EB				Hillsboro Blvd WB				
Start Time	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	9	7	0	16	29	100	0	129	49	40	0	89	234
08:00 AM	57	67	0	124	75	53	0	128	62	53	0	115	367
08:15 AM	70	60	0	130	67	59	0	126	77	41	0	118	374
08:30 AM	13	17	0	30	8	80	0	88	75	4	0	79	197
Total Volume	149	151	0	300	179	292	0	471	263	138	0	401	1172
% App. Total	49.7	50.3	0		38	62	0		65.6	34.4	0		
PHF	.532	.563	.000	.577	.597	.730	.000	.913	.854	.651	.000	.850	.783



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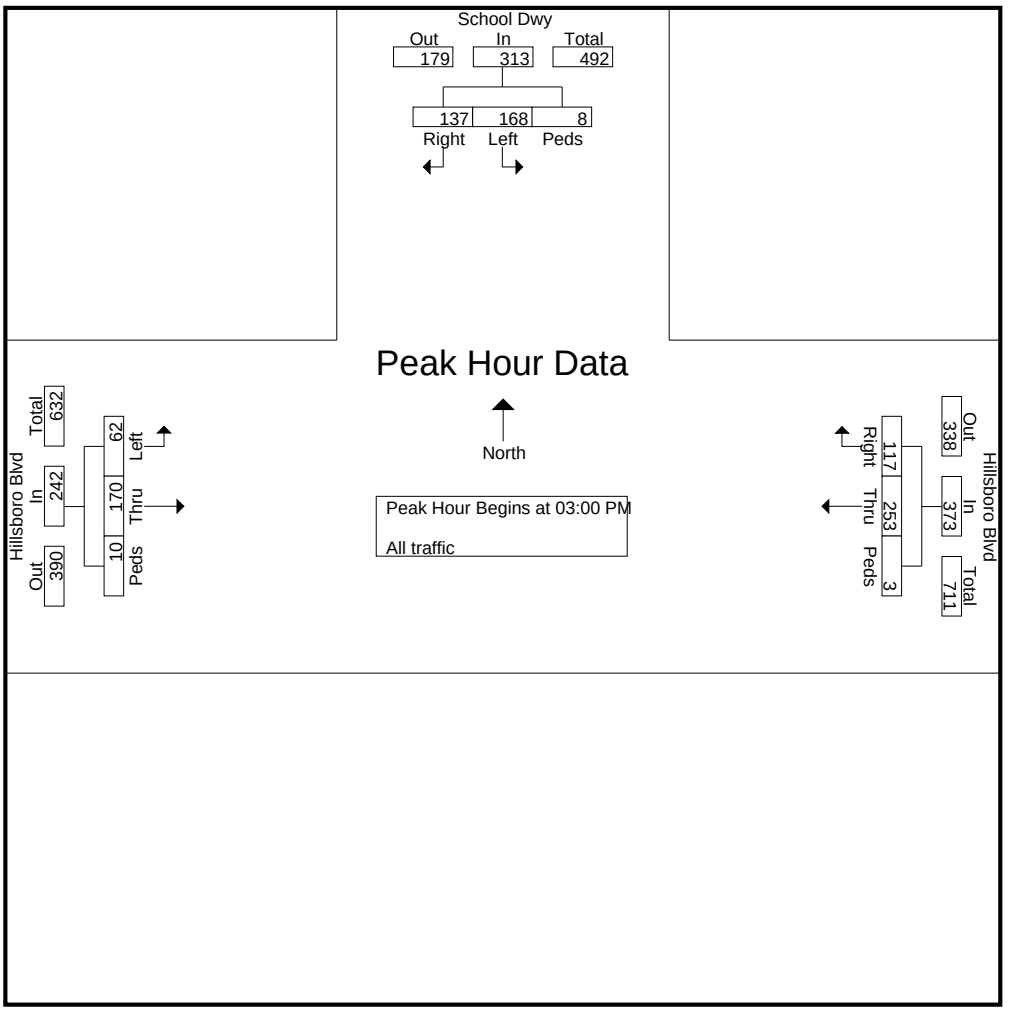
Manual traffic count - All traffic
Hillsboro Blvd and School Dwy
Parkland, FL

File Name : 8HILPSD
Site Code : SW2505
Start Date : 2/4/2025
Page No : 3

	School Dwy SB				Hillsboro Blvd EB				Hillsboro Blvd WB				
Start Time	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 04:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	40	15	3	58	10	42	1	53	54	20	0	74	185
03:15 PM	28	34	0	62	11	45	2	58	65	36	1	102	222
03:30 PM	25	32	4	61	26	39	1	66	78	39	2	119	246
03:45 PM	75	56	1	132	15	44	6	65	56	22	0	78	275
Total Volume	168	137	8	313	62	170	10	242	253	117	3	373	928
% App. Total	53.7	43.8	2.6		25.6	70.2	4.1		67.8	31.4	0.8		
PHF	.560	.612	.500	.593	.596	.944	.417	.917	.811	.750	.375	.784	.844



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Manual traffic count - All traffic
University Dr and Old Club Rd-
Parkland, FL

File Name : 5 UNIOLD2
Site Code : SW2505
Start Date : 2/4/2025
Page No : 1

Groups Printed- All traffic

	University Dr NB		University Dr SB		Old Club Rd EB		
Start Time	Left	Thru	Thru	Right	Left	Right	Int. Total
07:00 AM	16	61	104	10	18	50	259
07:15 AM	5	38	61	8	19	32	163
07:30 AM	28	131	100	7	27	35	328
07:45 AM	70	162	127	17	21	38	435
Total	119	392	392	42	85	155	1185
08:00 AM	52	151	128	18	19	30	398
08:15 AM	49	132	134	20	12	39	386
08:30 AM	42	97	136	21	10	35	341
08:45 AM	38	101	101	24	10	45	319
Total	181	481	499	83	51	149	1444
09:00 AM	28	44	60	19	19	21	191
09:15 AM	18	31	55	19	11	13	147
--PM--							
Total	46	75	115	38	30	34	338
--PM--							
01:30 PM	29	98	72	13	15	34	261
01:45 PM	35	87	91	15	14	39	281
Total	64	185	163	28	29	73	542
02:00 PM	30	101	70	11	18	44	274
02:15 PM	32	89	69	17	12	41	260
02:30 PM	38	94	90	14	15	41	292
02:45 PM	51	116	83	12	12	53	327
Total	151	400	312	54	57	179	1153
03:00 PM	36	115	103	11	12	31	308
03:15 PM	39	108	81	15	13	38	294
03:30 PM	56	111	98	16	9	22	312
03:45 PM	37	87	103	16	7	37	287
Total	168	421	385	58	41	128	1201
04:00 PM	42	112	105	14	10	49	332
04:15 PM	40	134	71	23	9	39	316
Grand Total	811	2200	2042	340	312	806	6511
Apprch %	26.9	73.1	85.7	14.3	27.9	72.1	
Total %	12.5	33.8	31.4	5.2	4.8	12.4	

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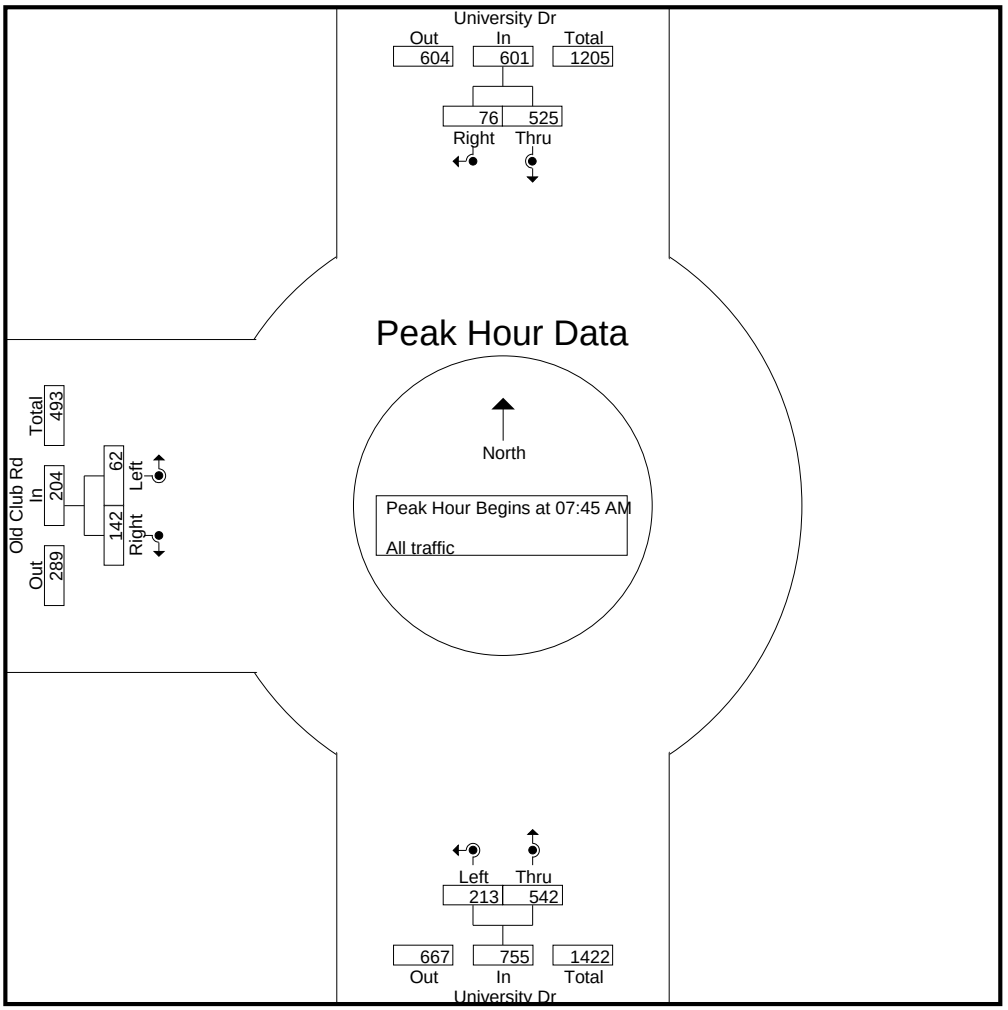
Manual traffic count - All traffic
University Dr and Old Club Rd-
Parkland, FL

File Name : 5 UNIOLD2
Site Code : SW2505
Start Date : 2/4/2025
Page No : 2

	University Dr NB			University Dr SB			Old Club Rd EB			
Start Time	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	70	162	232	127	17	144	21	38	59	435
08:00 AM	52	151	203	128	18	146	19	30	49	398
08:15 AM	49	132	181	134	20	154	12	39	51	386
08:30 AM	42	97	139	136	21	157	10	35	45	341
Total Volume	213	542	755	525	76	601	62	142	204	1560
% App. Total	28.2	71.8		87.4	12.6		30.4	69.6		
PHF	.761	.836	.814	.965	.905	.957	.738	.910	.864	.897



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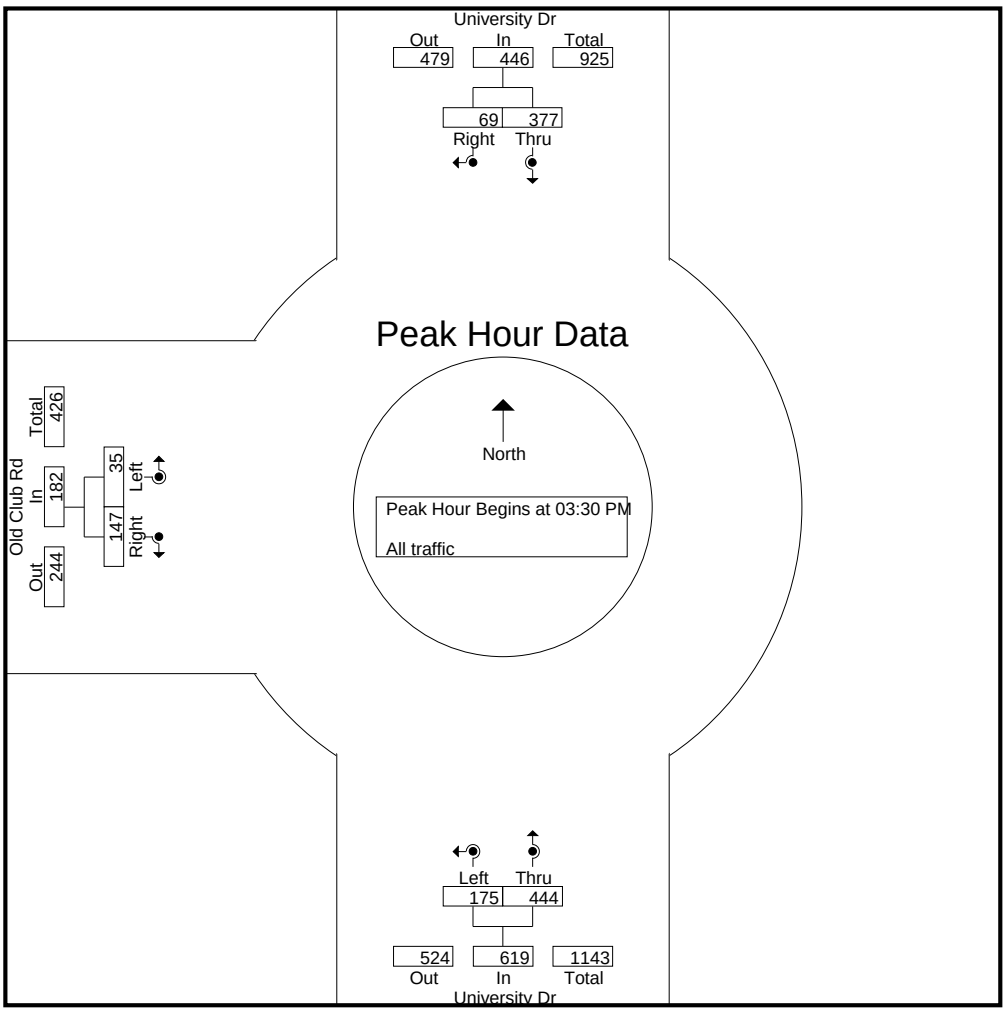
Manual traffic count - All traffic
University Dr and Old Club Rd-
Parkland, FL

File Name : 5 UNIOLD2
Site Code : SW2505
Start Date : 2/4/2025
Page No : 3

	University Dr NB			University Dr SB			Old Club Rd EB			
Start Time	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 04:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:30 PM										
03:30 PM	56	111	167	98	16	114	9	22	31	312
03:45 PM	37	87	124	103	16	119	7	37	44	287
04:00 PM	42	112	154	105	14	119	10	49	59	332
04:15 PM	40	134	174	71	23	94	9	39	48	316
Total Volume	175	444	619	377	69	446	35	147	182	1247
% App. Total	28.3	71.7		84.5	15.5		19.2	80.8		
PHF	.781	.828	.889	.898	.750	.937	.875	.750	.771	.939



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Manual traffic count - All traffic
University Dr and Holberg Rd
Parkland, FL

File Name : 6 UNIHOLB
Site Code : SW2505
Start Date : 2/4/2025
Page No : 1

Groups Printed- All traffic

	University Dr NB			University Dr SB			Holberg Rd EB			Holberg Rd WB			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	39	128	25	37	145	19	14	57	44	23	58	34	623
07:15 AM	28	117	18	42	123	16	12	59	32	50	56	37	590
07:30 AM	15	73	27	23	120	16	10	67	61	30	66	29	537
07:45 AM	23	87	25	19	91	14	24	83	47	46	72	31	562
Total	105	405	95	121	479	65	60	266	184	149	252	131	2312
08:00 AM	19	60	18	27	88	23	25	51	65	31	40	25	472
08:15 AM	19	65	24	14	59	21	14	34	35	30	32	20	367
08:30 AM	16	59	20	14	84	15	17	41	26	40	47	17	396
08:45 AM	24	92	22	16	98	16	27	51	36	45	45	21	493
Total	78	276	84	71	329	75	83	177	162	146	164	83	1728
09:00 AM	15	78	19	12	82	12	12	45	35	38	37	16	401
09:15 AM	14	56	15	8	67	8	11	38	28	27	28	16	316
*** PM ***													
Total	29	134	34	20	149	20	23	83	63	65	65	32	717
*** PM ***													
02:00 PM	26	81	25	24	71	7	11	30	24	23	43	24	389
02:15 PM	27	69	26	26	93	16	12	34	24	39	44	24	434
02:30 PM	33	83	22	20	95	12	19	38	35	36	43	26	462
02:45 PM	39	95	27	20	73	16	32	83	43	30	65	27	550
Total	125	328	100	90	332	51	74	185	126	128	195	101	1835
03:00 PM	29	86	30	37	86	16	22	50	32	43	68	32	531
03:15 PM	29	111	43	44	88	18	9	72	36	34	61	35	580
03:30 PM	55	127	38	45	93	17	19	54	29	28	77	36	618
03:45 PM	31	85	34	42	83	20	19	58	25	26	64	34	521
Total	144	409	145	168	350	71	69	234	122	131	270	137	2250
04:00 PM	23	72	27	37	76	18	12	46	16	18	56	29	430
04:15 PM	24	65	23	31	68	12	8	34	21	12	46	21	365
Grand Total	528	1689	508	538	1783	312	329	1025	694	649	1048	534	9637
Apprch %	19.4	62	18.6	20.4	67.7	11.8	16.1	50	33.9	29.1	47	23.9	
Total %	5.5	17.5	5.3	5.6	18.5	3.2	3.4	10.6	7.2	6.7	10.9	5.5	

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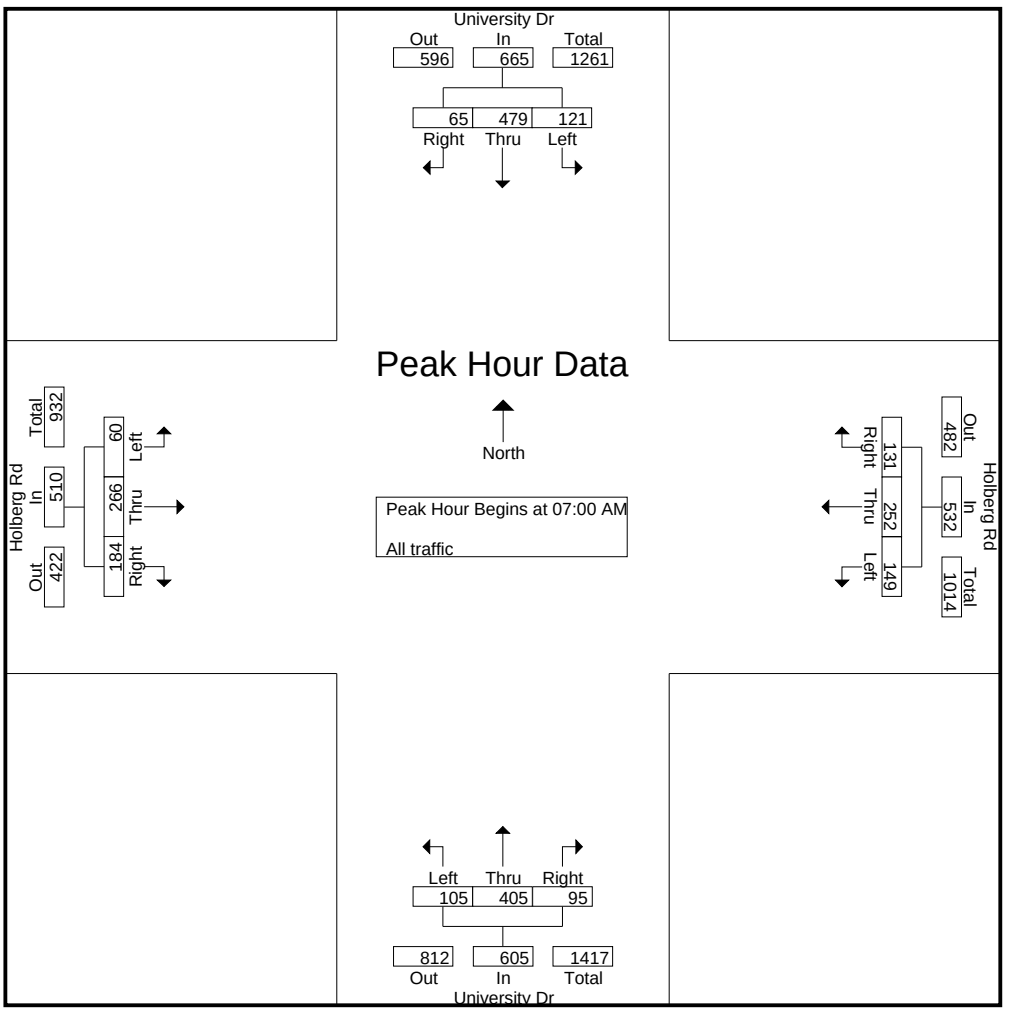
Manual traffic count - All traffic
University Dr and Holberg Rd
Parkland, FL

File Name : 6 UNIHOLB
Site Code : SW2505
Start Date : 2/4/2025
Page No : 2

	University Dr NB				University Dr SB				Holberg Rd EB				Holberg Rd WB				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	39	128	25	192	37	145	19	201	14	57	44	115	23	58	34	115	623
07:15 AM	28	117	18	163	42	123	16	181	12	59	32	103	50	56	37	143	590
07:30 AM	15	73	27	115	23	120	16	159	10	67	61	138	30	66	29	125	537
07:45 AM	23	87	25	135	19	91	14	124	24	83	47	154	46	72	31	149	562
Total Volume	105	405	95	605	121	479	65	665	60	266	184	510	149	252	131	532	2312
% App. Total	17.4	66.9	15.7		18.2	72	9.8		11.8	52.2	36.1		28	47.4	24.6		
PHF	.673	.791	.880	.788	.720	.826	.855	.827	.625	.801	.754	.828	.745	.875	.885	.893	.928



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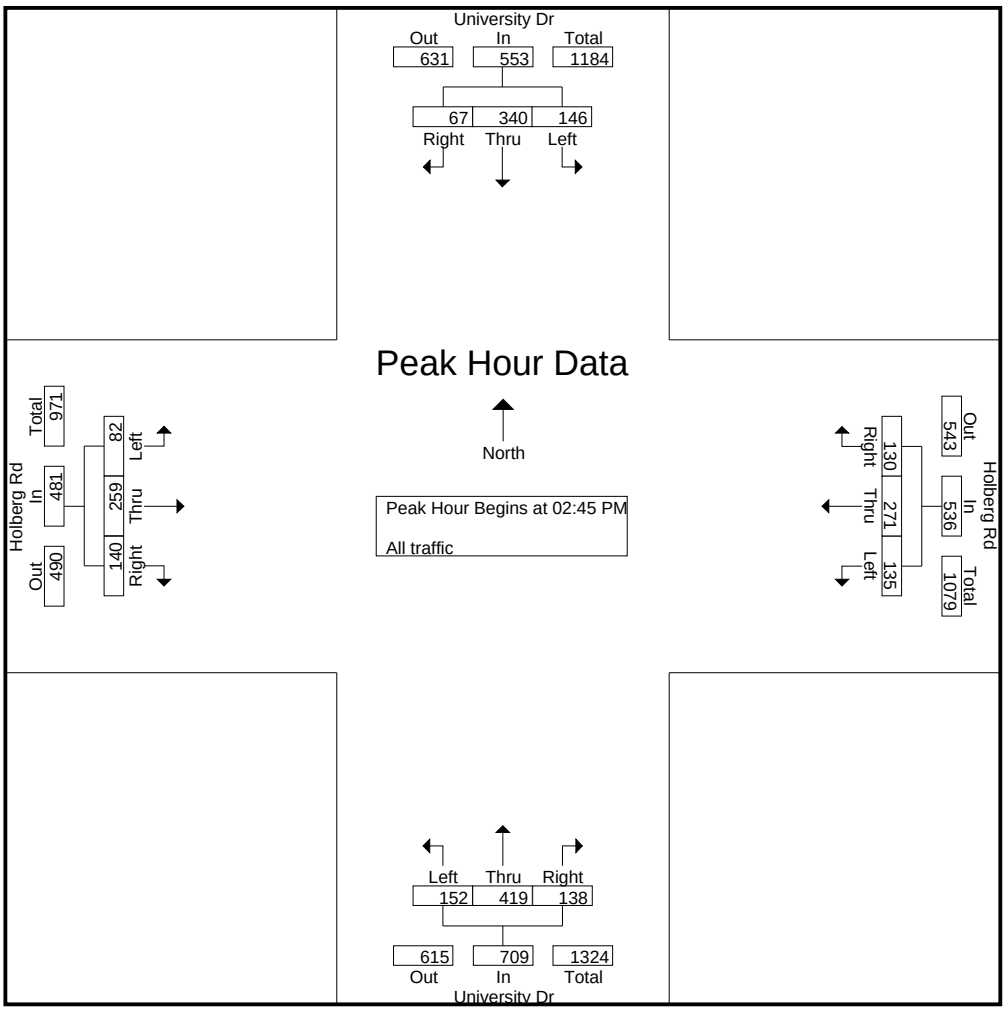
Manual traffic count - All traffic
University Dr and Holberg Rd
Parkland, FL

File Name : 6 UNIHOLB
Site Code : SW2505
Start Date : 2/4/2025
Page No : 3

	University Dr NB				University Dr SB				Holberg Rd EB				Holberg Rd WB				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:45 PM																	
02:45 PM	39	95	27	161	20	73	16	109	32	83	43	158	30	65	27	122	550
03:00 PM	29	86	30	145	37	86	16	139	22	50	32	104	43	68	32	143	531
03:15 PM	29	111	43	183	44	88	18	150	9	72	36	117	34	61	35	130	580
03:30 PM	55	127	38	220	45	93	17	155	19	54	29	102	28	77	36	141	618
Total Volume	152	419	138	709	146	340	67	553	82	259	140	481	135	271	130	536	2279
% App. Total	21.4	59.1	19.5		26.4	61.5	12.1		17	53.8	29.1		25.2	50.6	24.3		
PHF	.691	.825	.802	.806	.811	.914	.931	.892	.641	.780	.814	.761	.785	.880	.903	.937	.922



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Manual traffic count - All traffic
University Dr and School Driveway
Parkland, FL

File Name : 7 UNSCDWY
Site Code : SW2505
Start Date : 2/4/2025
Page No : 1

EB-SE=Students that exit using the sidewalk EB-Left to be picked up by parents at the curb.

Groups Printed- All traffic

	University Dr NB		University Dr SB		School Dwy EB				
Start Time	Left	Thru	Thru	Right	Left	Right	Peds	SE	Int. Total
07:00 AM	0	64	57	0	0	0	1	0	122
07:15 AM	1	73	46	0	0	2	1	0	123
07:30 AM	10	92	64	0	0	4	0	0	170
07:45 AM	34	104	89	12	11	16	1	0	267
Total	45	333	256	12	11	22	3	0	682
08:00 AM	52	105	93	51	18	42	3	0	364
08:15 AM	66	53	88	34	24	54	1	0	320
08:30 AM	50	51	61	21	17	56	2	0	258
08:45 AM	5	79	76	6	7	10	0	0	183
Total	173	288	318	112	66	162	6	0	1125
09:00 AM	0	66	63	0	0	0	0	0	129
09:15 AM	0	59	43	0	0	0	1	0	103
*** PM ***									
Total	0	125	106	0	0	0	1	0	232
*** PM ***									
01:30 PM	0	41	37	0	0	0	0	0	78
01:45 PM	0	15	24	0	0	0	0	0	39
Total	0	56	61	0	0	0	0	0	117
02:00 PM	0	45	56	0	0	0	1	0	102
02:15 PM	0	65	62	0	0	0	2	0	129
02:30 PM	0	68	58	0	0	0	0	0	126
02:45 PM	0	65	57	0	0	0	1	3	126
Total	0	243	233	0	0	0	4	3	483
03:00 PM	0	89	39	0	0	0	0	3	131
03:15 PM	0	97	107	0	0	1	5	9	219
03:30 PM	6	93	91	7	0	3	1	1	202
03:45 PM	3	76	80	1	5	14	0	19	198
Total	9	355	317	8	5	18	6	32	750
04:00 PM	0	82	106	1	0	1	0	0	190
04:15 PM	5	106	57	1	1	3	1	0	174
Grand Total	232	1588	1454	134	83	206	21	35	3753
Apprch %	12.7	87.3	91.6	8.4	24.1	59.7	6.1	10.1	
Total %	6.2	42.3	38.7	3.6	2.2	5.5	0.6	0.9	

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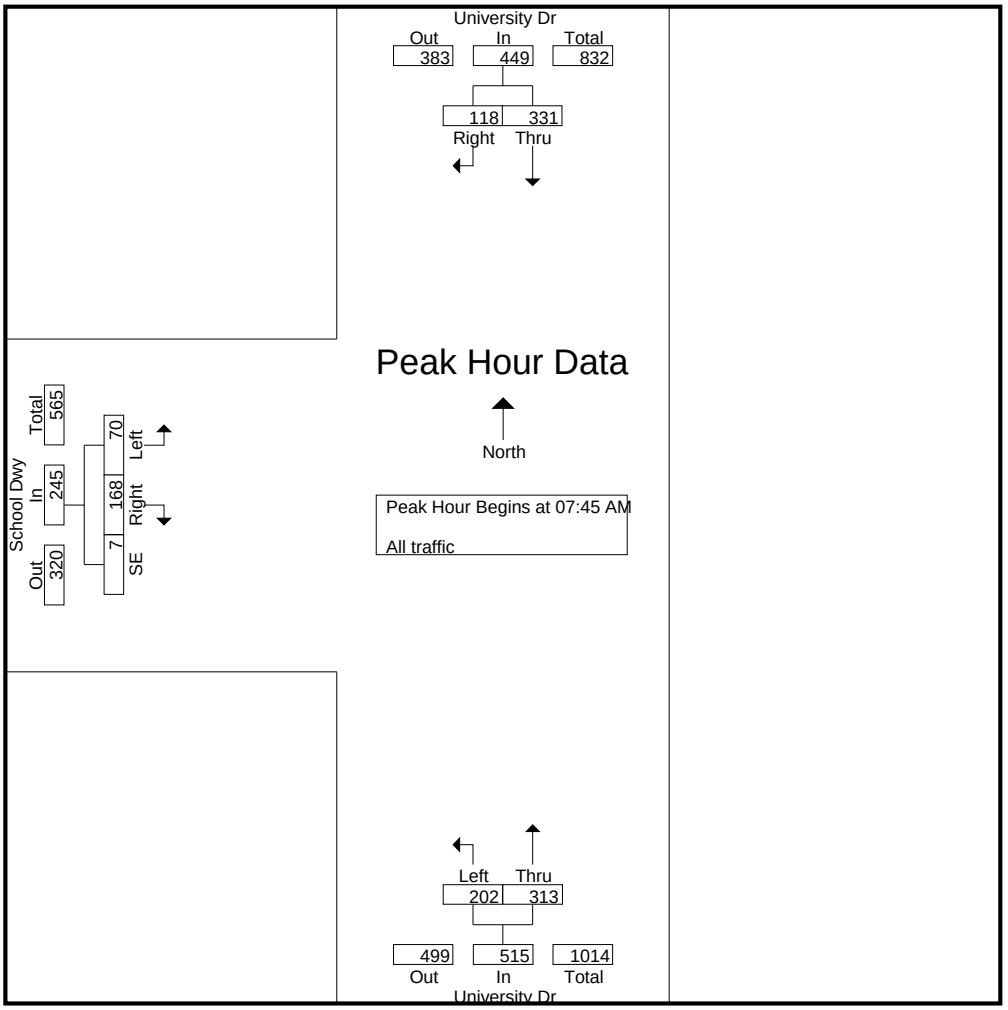
Manual traffic count - All traffic
University Dr and School Driveway
Parkland, FL

File Name : 7 UNSCDWY
Site Code : SW2505
Start Date : 2/4/2025
Page No : 2

	University Dr NB			University Dr SB			School Dwy EB					
Start Time	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	Peds	SE	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:45 AM												
07:45 AM	34	104	138	89	12	101	11	16	1	0	28	267
08:00 AM	52	105	157	93	51	144	18	42	3	0	63	364
08:15 AM	66	53	119	88	34	122	24	54	1	0	79	320
08:30 AM	50	51	101	61	21	82	17	56	2	0	75	258
Total Volume	202	313	515	331	118	449	70	168	7	0	245	1209
% App. Total	39.2	60.8		73.7	26.3		28.6	68.6	2.9	0		
PHF	.765	.745	.820	.890	.578	.780	.729	.750	.583	.000	.775	.830



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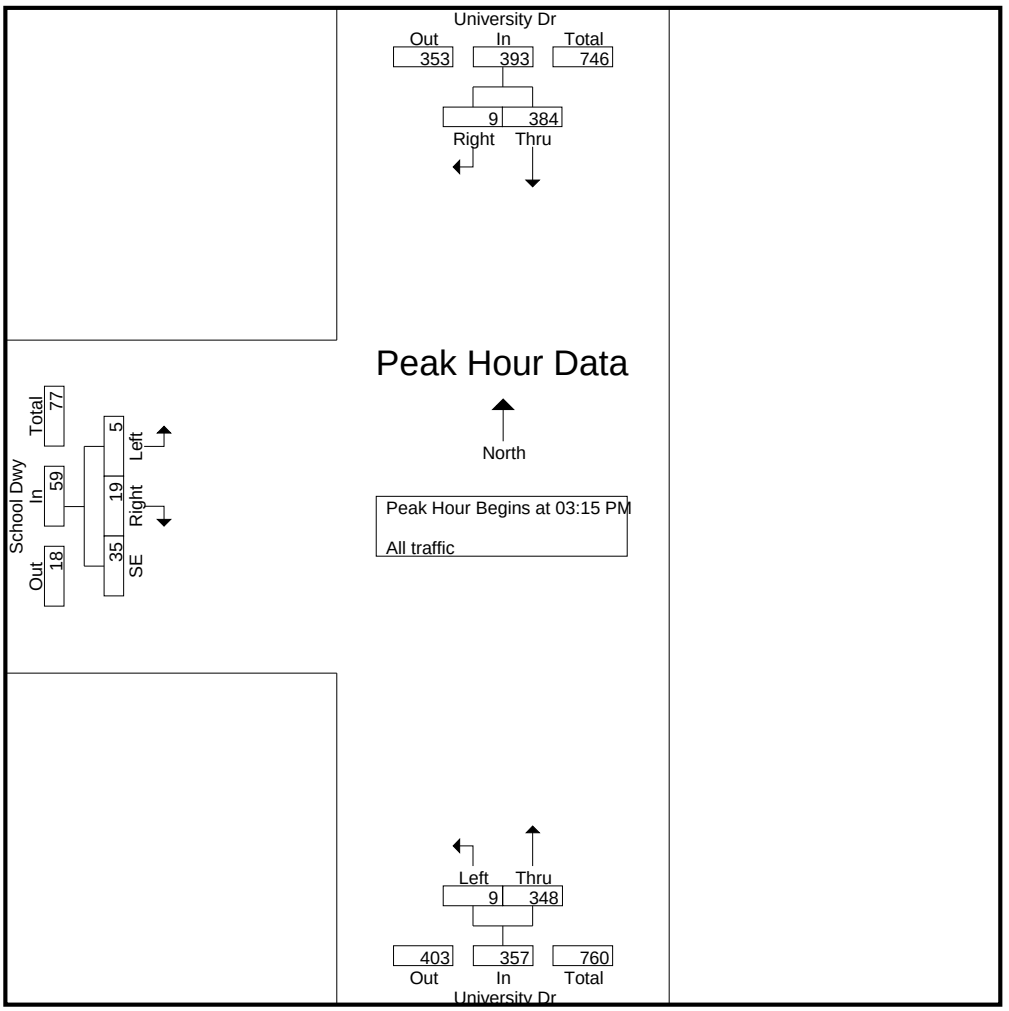
Manual traffic count - All traffic
University Dr and School Driveway
Parkland, FL

File Name : 7 UNSCDWY
Site Code : SW2505
Start Date : 2/4/2025
Page No : 3

	University Dr NB			University Dr SB			School Dwy EB					
Start Time	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	Peds	SE	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 04:15 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 03:15 PM												
03:15 PM	0	97	97	107	0	107	0	1	5	9	15	219
03:30 PM	6	93	99	91	7	98	0	3	1	1	5	202
03:45 PM	3	76	79	80	1	81	5	14	0	19	38	198
04:00 PM	0	82	82	106	1	107	0	1	0	0	1	190
Total Volume	9	348	357	384	9	393	5	19	6	29	59	809
% App. Total	2.5	97.5		97.7	2.3		8.5	32.2	10.2	49.2		
PHF	.375	.897	.902	.897	.321	.918	.250	.339	.300	.382	.388	.924



Somerset Parkland Academy

City of Parkland, Florida

Internal Queue

Prepared By: JG

Job No.: 24-129

Date: 2/6/25

Time	A	B	C
7:45	40		
7:47	42		
7:49	43		
7:51	39		
7:53	38		
7:55	37		
7:57	34		
7:59	34		
8:01	33		
8:03	35		
8:05	36		
8:07	42		
8:09	41		
8:11	44		
8:13	38		
8:15	39		
8:17	37		
8:19	33		
8:21	24		
8:23	9		
8:25	6		
8:27	8		
8:29	12		
8:31	3		

Time	A	B	C
8:31	0		
8:33	0		
8:35	0		
8:37			
8:39			
8:41			
8:43			
8:45			
8:47			
8:49			
8:51			
8:53			
8:55			
8:57			
8:59			
9:01			
9:03			
9:05			
9:07			
9:09			
9:11			
9:13			
9:15			

2581 Metrocentre Blvd. W, Ste. 3
West Palm Beach, FL 33407
Certificate of Authorization #3452

Somerset Parkland Academy

City of Parkland, Florida

Internal Queue

Prepared By: JG

Job No.: 24-129

Date: 2/6/25

Time	A	B		Total
2:15	27	8		35
2:17	40	8		48
2:19	42	8		50
2:21	43	9		52
2:23	44	10		54
2:25	48	11		59
2:27	50	12		62
2:29	55	14		69
2:31	58	15		73
2:33	70	17		87
2:35	71	20		91
2:37	72	24		96
2:39	76	27		103
2:41	81	28		109
2:43	86	29		115
2:45	89	33		122
2:47	92	33		125
2:49	99	35	Left In	134
2:51	103	35	6	144
2:53	107	41	1	149
2:55	95	42		137
2:57	95	44		139
2:59	86	45		131
3:01	75	46		121
3:03	67	50		117
3:05	60	54		114
3:07	52	58		110
3:09	44	62		106
3:11	37	66		103
3:13	29	69		98
3:15	15	71		86

Time	A	B	Total
3:17	0	74	74
3:19	2	76	78
3:21	7	79	86
3:23	5	75	80
3:25	6	71	77
3:27	5	73	78
3:29	6	78	84
3:31	4	74	78
3:33	6	70	76
3:35	11	66	77
3:37	13	60	73
3:39	19	54	73
3:41	24	48	72
3:43	30	42	72
3:45	36	36	72
3:47	42	30	72
3:49	47	24	71
3:51	53	18	71
3:53	48	11	59
3:55	13	7	20
3:57	12	6	18
3:59	9	4	13
4:01	6	3	9
4:03	3	1	4
4:05	0	0	0
4:07	0	0	0
4:09	0	0	0
4:11			
4:13			
4:15			

2581 Metrocentre Blvd. W, Ste. 3
West Palm Beach, FL 33407
Certificate of Authorization #3452

Pick Up Processing Rate

Time	Count
2:40	
2:41	
2:42	
2:43	
2:44	
2:45	
2:46	
2:47	
2:48	
2:49	2
2:50	0
2:51	6
2:52	4
2:53	4
2:54	6
2:55	2
2:56	8
2:57	5
2:58	3
2:59	4
3:00	2
3:01	5
3:02	6
3:03	4
3:04	3
3:05	4
3:06	3
3:07	4
3:08	3
3:09	4
3:10	5
3:11	5
3:12	2
3:13	1
3:14	0
3:15	2
3:16	6
3:17	4
3:18	3
3:19	2
3:20	2

Time	Count
3:21	7
3:22	4
3:23	3
3:24	4
3:25	3
3:26	3
3:27	5
3:28	6
3:29	4
3:30	0
3:31	6
3:32	4
3:33	1
3:34	3
3:35	3
3:36	1
3:37	2
3:38	0
3:39	0
3:40	0
3:41	1
3:42	1
3:43	1
3:44	1
3:45	3
3:46	1
3:47	7
3:48	6
3:49	8
3:50	11
3:51	7
3:52	6
3:53	10
3:54	3
3:55	5
3:56	8
3:57	4
3:58	8
3:59	5
4:00	3
4:01	

	Volumes	Mins	Vol/Min
2:51-3:12	90	22	4.090909
3:16-3:33	66	17	3.882353
3:47-4:00	88	13	6.769231

SOMERSET ACADEMY PARKLAND

02/18/2025

	Hillsboro Blvd at School Driveway				University Drive at School Driveway						
Time:	SBL	SBR	EBL	WBR	NBL	SBR	EBL	EBR	Hourly Total	In	Out
7:00 AM	1	0	1	2	0	0	0	0			
7:15 AM	2	0	0	1	1	0	0	2			
7:30 AM	0	0	0	8	10	0	0	4			
7:45 AM	9	7	29	40	34	12	11	16	190		
8:00 AM	57	67	75	53	52	51	18	42	601		
8:15 AM	70	60	67	41	66	34	24	54	1011		
8:30 AM	13	17	8	4	50	21	17	56	1175	637	538
8:45 AM	6	5	3	5	5	6	7	10	1064	0.54	0.46
9:00 AM	2	1	3	0	0	0	0	0	655		
9:15 AM	1	1	1	2	0	0	0	0	244		
1:30 PM	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0			
2:00 PM	3	0	9	39	0	0	0	0			
2:15 PM	1	1	18	26	0	0	0	0	97		
2:30 PM	5	3	19	32	0	0	0	0	156		
2:45 PM	21	30	16	39	0	0	0	0	262		
3:00 PM	40	15	10	20	0	0	0	0	296		
3:15 PM	28	34	11	36	0	0	0	1	360		
3:30 PM	25	32	26	39	6	7	0	3	439		
3:45 PM	75	56	15	22	3	1	5	14	524	196	328
4:00 PM	19	9	3	7	0	1	0	1	479	0.37	0.63
4:15 PM	11	5	4	17	5	1	1	3	416		
Total =	389	343	318	433	232	134	83	206			

Student Enrollment = 993 Students
AM Peak Hour Trip Gen Rate = 1.18 (54% In, 46% Out)
PM Peak Hour Trip Gen Rate = 0.53 (37% In, 63% Out)

Existing School Stagger

Grades	Start	End	Students
K-2nd	8:15 AM	2:45 PM	384
3rd-5th	8:30 AM	3:15 PM	360
6th-8th	8:45 AM	3:45 PM	249

Proposed School Stagger

Grades	Start	End	Students	# of Students Per Hour
K-2nd	7:40 AM	2:00 PM	476	
3rd-5th	8:00 AM	2:30 PM	504	
6th-8th	8:20 AM	3:00 PM	480	1460
9th-12th	9:15 AM	3:55 PM	640	1120

X:\Documents\PROJECTS\2024\24-129 Somerset Parkland\Traffic\2025 Traffic Study.xls
B.K.

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

APPENDIX D

FDOT Level of Service (LOS) Table

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**

(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

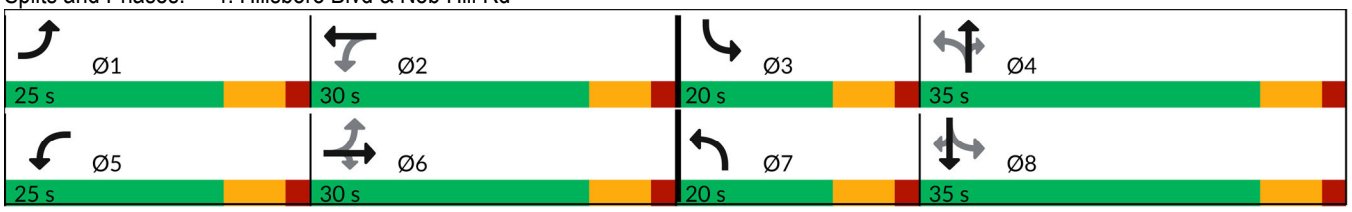
APPENDIX E

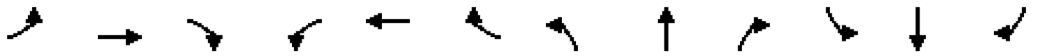
Existing (2025) Conditions Synchro Printouts

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	157	197	312	162	139	268	390	190	118	504	76
Future Volume (vph)	157	197	312	162	139	268	390	190	118	504	76
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases	6		6	2		4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	22.0	22.0	11.0	22.0	11.0	13.0	13.0	11.0	13.0	13.0
Total Split (s)	25.0	30.0	30.0	25.0	30.0	20.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	22.7%	27.3%	27.3%	22.7%	27.3%	18.2%	31.8%	31.8%	18.2%	31.8%	31.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	30.5	18.3	18.3	32.0	19.0	44.5	31.5	31.5	37.8	28.1	28.1
Actuated g/C Ratio	0.30	0.18	0.18	0.32	0.19	0.44	0.31	0.31	0.38	0.28	0.28
v/c Ratio	0.41	0.65	0.61	0.46	0.32	0.98	0.74	0.33	0.40	1.07	0.15
Control Delay (s/veh)	24.4	48.1	9.0	25.3	28.0	76.0	42.2	6.0	20.7	97.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.4	48.1	9.0	25.3	28.0	76.0	42.2	6.0	20.7	97.9	0.5
LOS	C	D	A	C	C	E	D	A	C	F	A
Approach Delay (s/veh)		24.2			26.8		44.8			74.3	
Approach LOS		C			C		D			E	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 100.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 44.9	Intersection LOS: D
Intersection Capacity Utilization 86.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Hillsboro Blvd & Nob Hill Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	197	312	162	139	57	268	390	190	118	504	76
Future Volume (veh/h)	157	197	312	162	139	57	268	390	190	118	504	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	219	280	180	154	52	298	433	144	131	560	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	427	376	318	338	536	175	307	643	545	322	530	449
Arrive On Green	0.10	0.20	0.20	0.10	0.20	0.20	0.13	0.34	0.34	0.07	0.28	0.28
Sat Flow, veh/h	1781	1870	1585	1781	2634	859	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	174	219	280	180	102	104	298	433	144	131	560	17
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1716	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.5	10.5	16.9	7.8	4.8	5.1	12.4	19.5	6.5	5.1	28.0	0.8
Cycle Q Clear(g_c), s	7.5	10.5	16.9	7.8	4.8	5.1	12.4	19.5	6.5	5.1	28.0	0.8
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	427	376	318	338	362	349	307	643	545	322	530	449
V/C Ratio(X)	0.41	0.58	0.88	0.53	0.28	0.30	0.97	0.67	0.26	0.41	1.06	0.04
Avail Cap(c_a), veh/h	576	435	369	483	414	399	307	643	545	430	530	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	35.7	38.3	27.5	33.2	33.4	27.2	27.7	23.4	23.3	35.4	25.7
Incr Delay (d2), s/veh	0.6	1.5	19.0	1.3	0.4	0.5	43.1	2.8	0.3	0.8	54.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	8.5	12.8	6.1	3.8	3.9	13.6	13.9	4.4	3.9	28.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.7	37.2	57.3	28.8	33.7	33.8	70.4	30.4	23.7	24.2	90.4	25.7
LnGrp LOS	C	D	E	C	C	C	E	C	C	C	F	C
Approach Vol, veh/h		673			386			875			708	
Approach Delay, s/veh		43.1			31.4			42.9			76.6	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	27.1	14.0	41.0	17.0	26.8	20.0	35.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	18.0	23.0	13.0	28.0	18.0	23.0	13.0	28.0
Max Q Clear Time (g_c+I1), s	9.5	7.1	7.1	21.5	9.8	18.9	14.4	30.0
Green Ext Time (p_c), s	0.3	1.0	0.1	1.8	0.3	0.9	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	50.3
HCM 7th LOS	D

Intersection	
Intersection Delay, s/veh	23.5
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	199	273	236	316	328	171
Future Vol, veh/h	199	273	236	316	328	171
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	226	310	268	359	373	194
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	19.7	25.1	25.4
HCM LOS	C	D	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	236	316	199	273	328	171
LT Vol	236	0	199	0	0	0
Through Vol	0	316	0	0	328	0
RT Vol	0	0	0	273	0	171
Lane Flow Rate	268	359	226	310	373	194
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.587	0.734	0.517	0.603	0.776	0.366
Departure Headway (Hd)	7.875	7.361	8.223	6.994	7.495	6.775
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	459	492	439	518	485	530
Service Time	5.615	5.101	5.959	4.729	5.235	4.515
HCM Lane V/C Ratio	0.584	0.73	0.515	0.598	0.769	0.366
HCM Control Delay, s/veh	21.3	27.9	19.5	19.8	31.7	13.4
HCM Lane LOS	C	D	C	C	D	B
HCM 95th-tile Q	3.7	6	2.9	3.9	6.9	1.7

Intersection	
Intersection Delay, s/veh	37
Intersection LOS	E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	92	188	163	420	402	117
Future Vol, veh/h	92	188	163	420	402	117
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	227	196	506	484	141
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	15.1	43.7	41.4
HCM LOS	C	E	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	163	420	92	188	402	117
LT Vol	163	0	92	0	0	0
Through Vol	0	420	0	0	402	0
RT Vol	0	0	0	188	0	117
Lane Flow Rate	196	506	111	227	484	141
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.398	0.957	0.258	0.45	0.931	0.243
Departure Headway (Hd)	7.299	6.807	8.368	7.152	6.921	6.204
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	493	536	430	505	523	579
Service Time	5.033	4.521	6.102	4.868	4.657	3.94
HCM Lane V/C Ratio	0.398	0.944	0.258	0.45	0.925	0.244
HCM Control Delay, s/veh	14.8	54.9	14	15.6	50.3	10.9
HCM Lane LOS	B	F	B	C	F	B
HCM 95th-tile Q	1.9	12.4	1	2.3	11.4	0.9

Intersection	
Int Delay, s/veh	10.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	395	77	217	186	43	287
Future Vol, veh/h	395	77	217	186	43	287
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	429	84	236	202	47	312

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	513	0	1103	429
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	674	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1052	-	234	626
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	506	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1052	-	175	626
Mov Cap-2 Maneuver	-	-	-	-	175	-
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	379	-

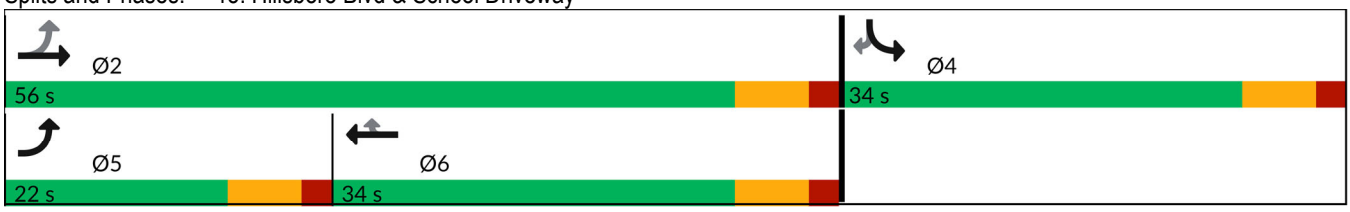
Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.06	33.68
HCM LOS			D

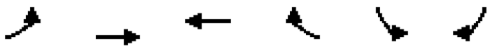
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	468	-	-	934	-
HCM Lane V/C Ratio	0.766	-	-	0.224	-
HCM Control Delay (s/veh)	33.7	-	-	9.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	6.6	-	-	0.9	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	179	292	263	138	149	151
Future Volume (vph)	179	292	263	138	149	151
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	11.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	22.0	56.0	34.0	34.0	34.0	34.0
Total Split (%)	24.4%	62.2%	37.8%	37.8%	37.8%	37.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	30.8	30.8	11.4	11.4	11.5	11.5
Actuated g/C Ratio	0.54	0.54	0.20	0.20	0.20	0.20
v/c Ratio	0.39	0.19	0.47	0.38	0.53	0.41
Control Delay (s/veh)	9.2	7.1	23.2	6.9	27.3	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.2	7.1	23.2	6.9	27.3	6.8
LOS	A	A	C	A	C	A
Approach Delay (s/veh)		7.9	17.6		16.9	
Approach LOS		A	B		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 56.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay (s/veh): 13.5	Intersection LOS: B
Intersection Capacity Utilization 42.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 15: Hillsboro Blvd & School Driveway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	179	292	263	138	149	151
Future Volume (veh/h)	179	292	263	138	149	151
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	229	374	337	177	191	194
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	515	1779	734	327	327	291
Arrive On Green	0.14	0.50	0.21	0.21	0.18	0.18
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	229	374	337	177	191	194
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	4.0	2.6	3.7	4.4	4.3	5.0
Cycle Q Clear(g_c), s	4.0	2.6	3.7	4.4	4.3	5.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	515	1779	734	327	327	291
V/C Ratio(X)	0.44	0.21	0.46	0.54	0.58	0.67
Avail Cap(c_a), veh/h	874	3927	2164	965	1085	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	6.2	15.4	15.7	16.6	16.8
Incr Delay (d2), s/veh	0.6	0.1	0.4	1.4	1.7	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	1.3	2.4	2.7	3.0	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.6	6.2	15.9	17.1	18.2	19.5
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		603	514		385	
Approach Delay, s/veh		7.9	16.3		18.8	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.2		15.1	13.1	16.2
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		49.0		27.0	15.0	27.0
Max Q Clear Time (g_c+I1), s		4.6		7.0	6.0	6.4
Green Ext Time (p_c), s		2.7		1.2	0.4	2.7

Intersection Summary		
HCM 7th Control Delay, s/veh		13.6
HCM 7th LOS		B

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

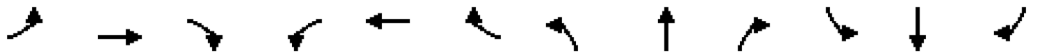
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	227	839	667
Demand Flow Rate, veh/h	231	856	681
Vehicles Circulating, veh/h	595	70	242
Vehicles Exiting, veh/h	328	595	684
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.8	11.7	12.2
Approach LOS	A	B	B

Lane	Left	Bypass	Left	Left
Designated Moves	L	R	LT	TR
Assumed Moves	L		LT	TR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	70	161	856	681
Cap Entry Lane, veh/h	752	752	1285	1078
Entry HV Adj Factor	0.986	0.980	0.980	0.980
Flow Entry, veh/h	69	158	839	667
Cap Entry, veh/h	741	737	1259	1056
V/C Ratio	0.093	0.214	0.666	0.632
Control Delay, s/veh	5.8	7.3	11.7	12.2
LOS	A	A	B	B
95th %tile Queue, veh	0	1	5	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	266	184	149	252	131	105	405	95	121	479	65
Future Volume (vph)	60	266	184	149	252	131	105	405	95	121	479	65
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	12.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.0	12.0	12.0	10.0	12.0	12.0	10.5	18.5	18.5	10.5	18.5	18.5
Total Split (s)	12.0	30.0	30.0	12.0	30.0	30.0	12.0	40.0	40.0	12.0	40.0	40.0
Total Split (%)	12.8%	31.9%	31.9%	12.8%	31.9%	31.9%	12.8%	42.6%	42.6%	12.8%	42.6%	42.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	22.5	16.4	16.4	25.7	22.4	22.4	21.2	17.1	17.1	21.2	17.1	17.1
Actuated g/C Ratio	0.33	0.24	0.24	0.38	0.33	0.33	0.31	0.25	0.25	0.31	0.25	0.25
v/c Ratio	0.15	0.64	0.37	0.43	0.23	0.22	0.37	0.49	0.19	0.38	0.58	0.13
Control Delay (s/veh)	14.8	31.6	6.1	18.9	20.9	2.6	18.1	25.0	1.1	18.3	26.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.8	31.6	6.1	18.9	20.9	2.6	18.1	25.0	1.1	18.3	26.4	0.5
LOS	B	C	A	B	C	A	B	C	A	B	C	A
Approach Delay (s/veh)		20.4			15.8			20.1			22.4	
Approach LOS		C			B			C			C	

Intersection Summary	
Cycle Length: 94	
Actuated Cycle Length: 68	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 19.8	Intersection LOS: B
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Holmberg Road & University Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	266	184	149	252	131	105	405	95	121	479	65
Future Volume (veh/h)	60	266	184	149	252	131	105	405	95	121	479	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	286	133	160	271	76	113	435	37	130	515	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	397	383	325	346	910	406	321	758	338	353	791	353
Arrive On Green	0.04	0.20	0.20	0.10	0.26	0.26	0.07	0.21	0.21	0.08	0.22	0.22
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	65	286	133	160	271	76	113	435	37	130	515	5
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.7	8.8	4.5	4.2	3.8	2.3	3.0	6.7	1.2	3.4	8.1	0.2
Cycle Q Clear(g_c), s	1.7	8.8	4.5	4.2	3.8	2.3	3.0	6.7	1.2	3.4	8.1	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	397	383	325	346	910	406	321	758	338	353	791	353
V/C Ratio(X)	0.16	0.75	0.41	0.46	0.30	0.19	0.35	0.57	0.11	0.37	0.65	0.01
Avail Cap(c_a), veh/h	493	732	621	351	1392	621	357	1943	866	373	1943	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	22.9	21.1	17.3	18.4	17.8	17.3	21.6	19.4	17.0	21.7	18.6
Incr Delay (d2), s/veh	0.2	2.9	0.8	1.0	0.2	0.2	0.7	0.7	0.1	0.6	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	7.0	2.9	3.0	2.6	1.4	2.1	4.8	0.7	2.4	5.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.2	25.8	22.0	18.2	18.5	18.0	18.0	22.3	19.6	17.6	22.6	18.6
LnGrp LOS	B	C	C	B	B	B	B	C	B	B	C	B
Approach Vol, veh/h		484			507			585			650	
Approach Delay, s/veh		23.7			18.4			21.3			21.5	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	19.6	11.8	18.6	10.8	20.1	8.7	21.7
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	5.5	33.5	6.0	24.0	5.5	33.5	6.0	24.0
Max Q Clear Time (g_c+I1), s	5.4	8.7	6.2	10.8	5.0	10.1	3.7	5.8
Green Ext Time (p_c), s	0.0	3.1	0.0	1.8	0.0	3.6	0.0	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	21.2
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	14.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	168	202	313	331	118
Future Vol, veh/h	70	168	202	313	331	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	202	243	377	399	142

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1263	399	541	0	-	0
Stage 1	399	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	187	651	1028	-	-	-
Stage 1	678	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	143	651	1028	-	-	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	413	-	-	-	-	-

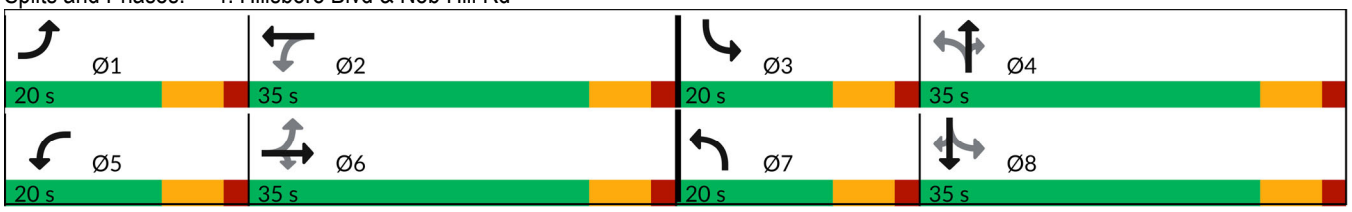
Approach	EB	NB	SB
HCM Control Delay, s/v	65.23	3.76	0
HCM LOS	F		

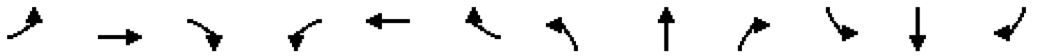
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1028	-	318	-	-
HCM Lane V/C Ratio	0.237	-	0.901	-	-
HCM Control Delay (s/veh)	9.6	-	65.2	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	8.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	41	124	209	130	180	289	315	94	30	268	94
Future Volume (vph)	41	124	209	130	180	289	315	94	30	268	94
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases	6		6	2		4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	22.0	22.0	11.0	22.0	11.0	13.0	13.0	11.0	13.0	13.0
Total Split (s)	20.0	35.0	35.0	20.0	35.0	20.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	18.2%	31.8%	31.8%	18.2%	31.8%	18.2%	31.8%	31.8%	18.2%	31.8%	31.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	22.4	15.5	15.5	31.2	24.5	37.5	30.1	30.1	24.3	17.9	17.9
Actuated g/C Ratio	0.26	0.18	0.18	0.37	0.29	0.44	0.35	0.35	0.29	0.21	0.21
v/c Ratio	0.13	0.38	0.47	0.30	0.27	0.68	0.50	0.14	0.09	0.71	0.21
Control Delay (s/veh)	19.5	36.3	8.7	20.5	21.5	25.0	26.9	0.4	15.0	42.0	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.5	36.3	8.7	20.5	21.5	25.0	26.9	0.4	15.0	42.0	1.0
LOS	B	D	A	C	C	C	C	A	B	D	A
Approach Delay (s/veh)		19.0			21.2		22.5			30.1	
Approach LOS		B			C		C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 85	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 23.1	Intersection LOS: C
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Hillsboro Blvd & Nob Hill Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	124	209	130	180	82	289	315	94	30	268	94
Future Volume (veh/h)	41	124	209	130	180	82	289	315	94	30	268	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	129	156	135	188	75	301	328	36	31	279	88
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	373	316	396	627	242	423	600	509	321	357	302
Arrive On Green	0.03	0.20	0.20	0.08	0.25	0.25	0.16	0.32	0.32	0.03	0.19	0.19
Sat Flow, veh/h	1781	1870	1585	1781	2508	965	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	43	129	156	135	131	132	301	328	36	31	279	88
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1697	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.4	4.5	6.6	4.4	4.5	4.8	9.6	10.9	1.2	1.0	10.7	3.6
Cycle Q Clear(g_c), s	1.4	4.5	6.6	4.4	4.5	4.8	9.6	10.9	1.2	1.0	10.7	3.6
Prop In Lane	1.00		1.00	1.00		0.57	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	361	373	316	396	445	424	423	600	509	321	357	302
V/C Ratio(X)	0.12	0.35	0.49	0.34	0.30	0.31	0.71	0.55	0.07	0.10	0.78	0.29
Avail Cap(c_a), veh/h	612	696	590	556	661	631	453	696	590	583	696	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	25.9	26.8	21.2	22.9	22.9	19.3	21.0	17.8	23.6	29.0	26.1
Incr Delay (d2), s/veh	0.1	0.6	1.2	0.5	0.4	0.4	4.8	0.8	0.1	0.1	3.8	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	3.6	4.5	3.3	3.3	3.4	7.6	8.2	0.8	0.8	8.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.0	26.5	28.0	21.7	23.2	23.4	24.1	21.8	17.8	23.7	32.7	26.6
LnGrp LOS	C	C	C	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h		328			398			665			398	
Approach Delay, s/veh		26.7			22.7			22.6			30.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	25.8	8.9	31.2	13.2	22.0	18.7	21.4
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	13.0	28.0	13.0	28.0	13.0	28.0	13.0	28.0
Max Q Clear Time (g_c+I1), s	3.4	6.8	3.0	12.9	6.4	8.6	11.6	12.7
Green Ext Time (p_c), s	0.0	1.5	0.0	1.8	0.2	1.1	0.1	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	21.9
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	92	316	308	265	312	91
Future Vol, veh/h	92	316	308	265	312	91
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	355	346	298	351	102
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	20.1	23	22.1
HCM LOS	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	308	265	92	316	312	91
LT Vol	308	0	92	0	0	0
Through Vol	0	265	0	0	312	0
RT Vol	0	0	0	316	0	91
Lane Flow Rate	346	298	103	355	351	102
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.715	0.573	0.23	0.669	0.703	0.185
Departure Headway (Hd)	7.44	6.928	8.01	6.783	7.219	6.5
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	488	521	451	536	501	552
Service Time	5.181	4.668	5.71	4.483	4.96	4.241
HCM Lane V/C Ratio	0.709	0.572	0.228	0.662	0.701	0.185
HCM Control Delay, s/veh	26.8	18.6	13.1	22.1	25.4	10.7
HCM Lane LOS	D	C	B	C	D	B
HCM 95th-tile Q	5.7	3.6	0.9	4.9	5.5	0.7

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	102	119	358	365	60
Future Vol, veh/h	31	102	119	358	365	60
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	112	131	393	401	66
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	10.5	14.9	16.1
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	358	31	102	365	60
LT Vol	119	0	31	0	0	0
Through Vol	0	358	0	0	365	0
RT Vol	0	0	0	102	0	60
Lane Flow Rate	131	393	34	112	401	66
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.219	0.605	0.07	0.192	0.627	0.09
Departure Headway (Hd)	6.039	5.534	7.402	6.182	5.628	4.921
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	596	653	484	581	642	729
Service Time	3.761	3.256	5.138	3.918	3.351	2.644
HCM Lane V/C Ratio	0.22	0.602	0.07	0.193	0.625	0.091
HCM Control Delay, s/veh	10.5	16.4	10.7	10.4	17.4	8.1
HCM Lane LOS	B	C	B	B	C	A
HCM 95th-tile Q	0.8	4.1	0.2	0.7	4.4	0.3

Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	158	48	183	269	47	203
Future Vol, veh/h	158	48	183	269	47	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	170	52	197	289	51	218

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	222	0	853	170
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	683	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1348	-	330	874
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	502	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1348	-	272	874
Mov Cap-2 Maneuver	-	-	-	-	272	-
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	414	-

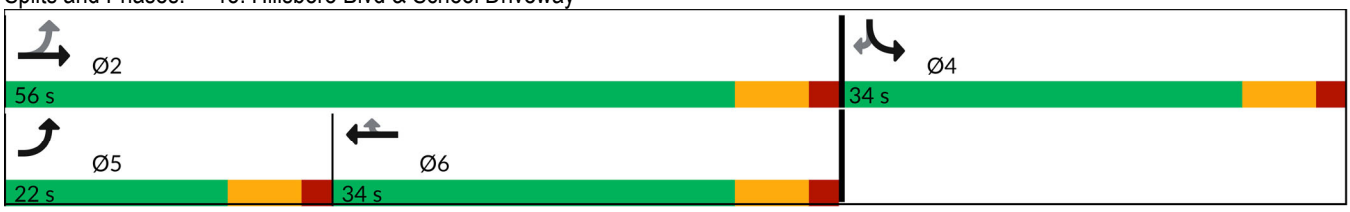
Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.29	15.25
HCM LOS			C

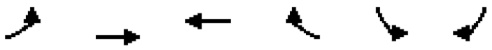
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	617	-	-	729	-
HCM Lane V/C Ratio	0.435	-	-	0.146	-
HCM Control Delay (s/veh)	15.2	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0.5	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	62	170	253	117	168	137
Future Volume (vph)	62	170	253	117	168	137
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	11.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	22.0	56.0	34.0	34.0	34.0	34.0
Total Split (%)	24.4%	62.2%	37.8%	37.8%	37.8%	37.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	18.3	18.3	10.6	10.6	11.8	11.8
Actuated g/C Ratio	0.40	0.40	0.23	0.23	0.26	0.26
v/c Ratio	0.16	0.14	0.37	0.29	0.44	0.31
Control Delay (s/veh)	8.6	8.1	18.4	6.2	20.3	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.6	8.1	18.4	6.2	20.3	5.6
LOS	A	A	B	A	C	A
Approach Delay (s/veh)		8.3	14.6		13.7	
Approach LOS		A	B		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 45.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 12.7	Intersection LOS: B
Intersection Capacity Utilization 37.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 15: Hillsboro Blvd & School Driveway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	170	253	117	168	137
Future Volume (veh/h)	62	170	253	117	168	137
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	202	301	139	200	163
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	411	1567	693	309	325	289
Arrive On Green	0.06	0.44	0.20	0.20	0.18	0.18
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	74	202	301	139	200	163
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	1.1	1.3	2.8	2.9	3.8	3.5
Cycle Q Clear(g_c), s	1.1	1.3	2.8	2.9	3.8	3.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	411	1567	693	309	325	289
V/C Ratio(X)	0.18	0.13	0.43	0.45	0.62	0.56
Avail Cap(c_a), veh/h	1027	4686	2582	1152	1294	1152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.7	6.2	13.2	13.2	14.0	13.8
Incr Delay (d2), s/veh	0.2	0.0	0.4	1.0	1.9	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.6	1.7	1.6	2.6	5.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.9	6.2	13.6	14.2	15.9	15.6
LnGrp LOS	A	A	B	B	B	B
Approach Vol, veh/h		276	440		363	
Approach Delay, s/veh		7.2	13.8		15.7	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		23.4		13.8	9.1	14.2
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		49.0		27.0	15.0	27.0
Max Q Clear Time (g_c+I1), s		3.3		5.8	3.1	4.9
Green Ext Time (p_c), s		1.4		1.1	0.1	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	12.8
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

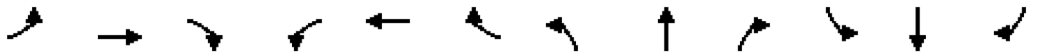
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	193	658	474
Demand Flow Rate, veh/h	197	671	483
Vehicles Circulating, veh/h	409	38	190
Vehicles Exiting, veh/h	264	409	519
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.5	8.1	7.7
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Left
Designated Moves	L	R	LT	TR
Assumed Moves	L		LT	TR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	38	159	671	483
Cap Entry Lane, veh/h	909	909	1327	1137
Entry HV Adj Factor	0.974	0.980	0.980	0.981
Flow Entry, veh/h	37	156	658	474
Cap Entry, veh/h	885	891	1301	1116
V/C Ratio	0.042	0.175	0.506	0.425
Control Delay, s/veh	4.5	5.8	8.1	7.7
LOS	A	A	A	A
95th %tile Queue, veh	0	1	3	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	259	140	135	271	130	152	419	138	146	340	67
Future Volume (vph)	82	259	140	135	271	130	152	419	138	146	340	67
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	12.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.0	12.0	12.0	10.0	12.0	12.0	10.5	18.5	18.5	10.5	18.5	18.5
Total Split (s)	12.0	30.0	30.0	12.0	30.0	30.0	12.0	40.0	40.0	12.0	40.0	40.0
Total Split (%)	12.8%	31.9%	31.9%	12.8%	31.9%	31.9%	12.8%	42.6%	42.6%	12.8%	42.6%	42.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	21.9	15.8	15.8	23.3	18.7	18.7	21.4	15.8	15.8	21.4	15.8	15.8
Actuated g/C Ratio	0.32	0.23	0.23	0.34	0.27	0.27	0.31	0.23	0.23	0.31	0.23	0.23
v/c Ratio	0.22	0.66	0.30	0.41	0.31	0.25	0.45	0.56	0.30	0.48	0.45	0.15
Control Delay (s/veh)	14.9	32.1	3.9	18.0	22.4	2.8	19.6	26.8	4.3	20.8	25.2	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.9	32.1	3.9	18.0	22.4	2.8	19.6	26.8	4.3	20.8	25.2	0.6
LOS	B	C	A	B	C	A	B	C	A	C	C	A
Approach Delay (s/veh)		21.0			16.5			20.9			21.1	
Approach LOS		C			B			C			C	

Intersection Summary	
Cycle Length: 94	
Actuated Cycle Length: 68.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 19.9	Intersection LOS: B
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 19: Holmberg Road & University Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	259	140	135	271	130	152	419	138	146	340	67
Future Volume (veh/h)	82	259	140	135	271	130	152	419	138	146	340	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	282	87	147	295	76	165	455	85	159	370	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	376	319	337	831	370	395	732	327	358	732	327
Arrive On Green	0.06	0.20	0.20	0.09	0.23	0.23	0.09	0.21	0.21	0.09	0.21	0.21
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	89	282	87	147	295	76	165	455	85	159	370	8
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.4	8.6	2.8	3.9	4.2	2.3	4.3	7.1	2.7	4.2	5.6	0.2
Cycle Q Clear(g_c), s	2.4	8.6	2.8	3.9	4.2	2.3	4.3	7.1	2.7	4.2	5.6	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	385	376	319	337	831	370	395	732	327	358	732	327
V/C Ratio(X)	0.23	0.75	0.27	0.44	0.36	0.21	0.42	0.62	0.26	0.44	0.51	0.02
Avail Cap(c_a), veh/h	462	742	629	356	1409	629	395	1967	877	358	1967	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	22.7	20.4	17.3	19.4	18.7	16.8	21.9	20.2	16.9	21.3	19.2
Incr Delay (d2), s/veh	0.3	3.0	0.5	0.9	0.3	0.3	0.7	0.9	0.4	0.9	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	6.9	1.8	2.8	2.9	1.5	3.1	5.1	1.8	3.0	4.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.9	25.7	20.9	18.2	19.6	18.9	17.5	22.7	20.6	17.8	21.8	19.2
LnGrp LOS	B	C	C	B	B	B	B	C	C	B	C	B
Approach Vol, veh/h		458			518			705			537	
Approach Delay, s/veh		23.3			19.1			21.3			20.6	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	19.0	11.4	18.2	12.0	19.0	9.4	20.1
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	5.5	33.5	6.0	24.0	5.5	33.5	6.0	24.0
Max Q Clear Time (g_c+I1), s	6.2	9.1	5.9	10.6	6.3	7.6	4.4	6.2
Green Ext Time (p_c), s	0.0	3.4	0.0	1.6	0.0	2.5	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	19	9	348	384	9
Future Vol, veh/h	5	19	9	348	384	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	21	10	378	417	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	815	417	427	0	-	0
Stage 1	417	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	347	635	1132	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	344	635	1132	-	-	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	679	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12	0.21	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1132	-	540	-	-
HCM Lane V/C Ratio	0.009	-	0.048	-	-
HCM Control Delay (s/veh)	8.2	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

APPENDIX F

Committed Project Data

AM PEAK HOUR COMMITTED TRIPS

Intersection	Scenario	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Nob Hill Road at	Parkland Royale Phase II								7			21	
Hillsboro Boulevard	**Total Committed Trips**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**21**	**0**
University Drive at	Parkland Royale Phase II		64	21		22		7					
Loxhatchee Road	**Total Committed Trips**	**0**	**64**	**21**	**0**	**22**	**0**	**7**	**0**	**0**	**0**	**0**	**0**
University Drive at	Parkland Royale Phase II								7			21	
Hillsboro Road	**Total Committed Trips**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**21**	**0**
University Drive at	Parkland Royale Phase II								7			21	
Trails End	**Total Committed Trips**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**21**	**0**
University Drive at	Parkland Royale Phase II								7			21	
Old Club Road	**Total Committed Trips**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**21**	**0**
University Drive at	Parkland Royale Phase II						2		4		5	16	
Holmberg Road	**Total Committed Trips**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	**0**	**5**	**16**	**0**

PM PEAK HOUR COMMITTED TRIPS

Intersection	Scenario	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Nob Hill Road at	Parkland Royale Phase II								24			14	
Hillsboro Boulevard	**Total Committed Trips**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**14**	**0**
University Drive at	Parkland Royale Phase II		43	14		72		24					
Loxhatchee Road	**Total Committed Trips**	**0**	**43**	**14**	**0**	**72**	**0**	**24**	**0**	**0**	**0**	**0**	**0**
University Drive at	Parkland Royale Phase II								24			14	
Hillsboro Road	**Total Committed Trips**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**14**	**0**
University Drive at	Parkland Royale Phase II								24			14	
Trails End	**Total Committed Trips**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**14**	**0**
University Drive at	Parkland Royale Phase II								24			14	
Old Club Road	**Total Committed Trips**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**14**	**0**
University Drive at	Parkland Royale Phase II						6		18		4	11	
Holmberg Road	**Total Committed Trips**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**18**	**0**	**4**	**11**	**0**

SOMERSET ACADEMY PARKLAND

PARKLAND ROYALE PHASE II TRIP GENERATION

Daily Traffic Generation

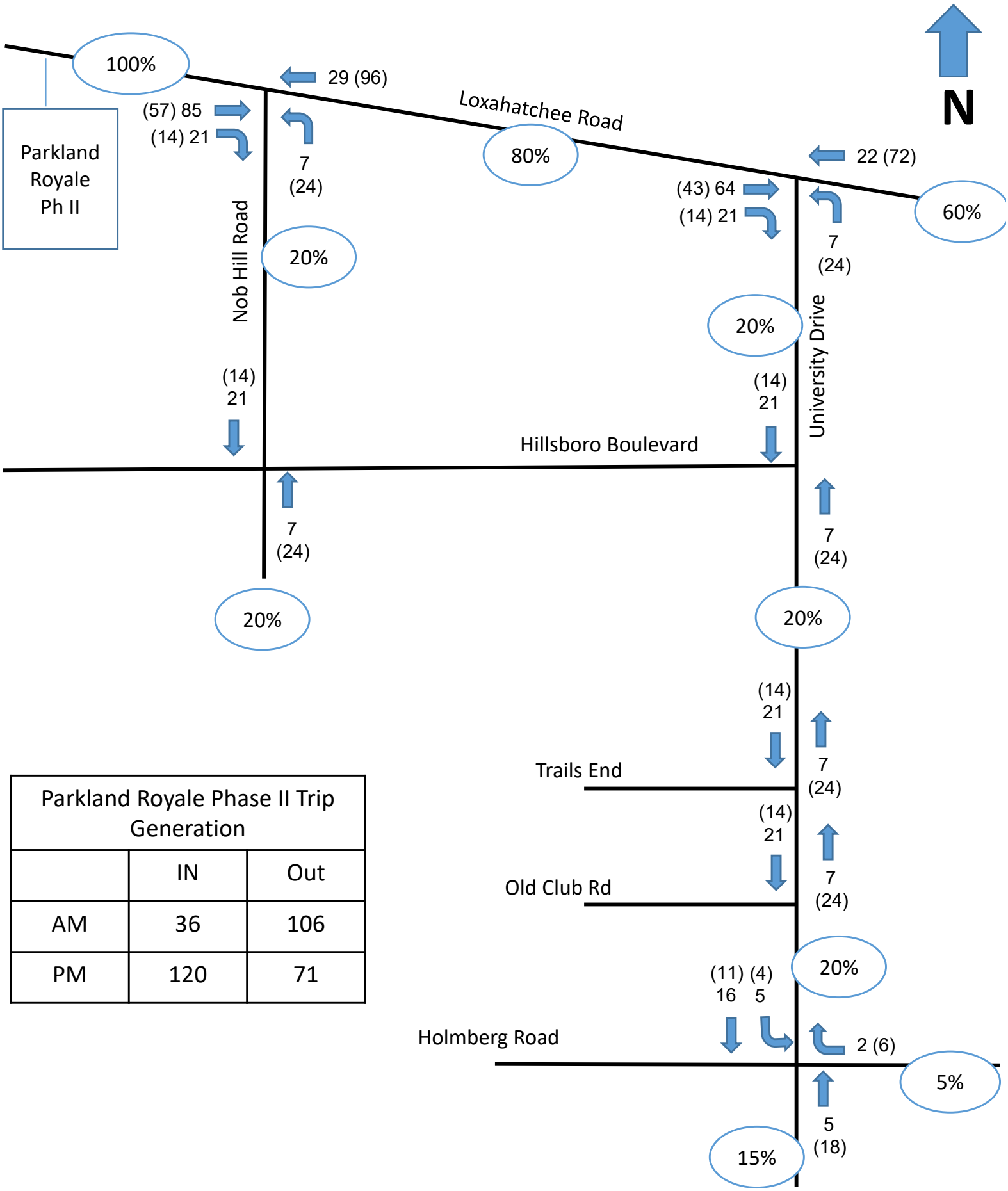
Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips
Single Family Detached	210	203	Dwelling Units	9.43			1,914
			Grand Totals:				**1,914**

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total
Single Family Detached	210	203	Dwelling Units	0.7	0.25	0.75	36	106	142
			Grand Totals:				**36**	**106**	**142**

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total
Single Family Detached	210	203	Dwelling Units	0.94	0.63	0.37	120	71	191
			Grand Totals:				**120**	**71**	**191**



Parkland Royale Phase II Trip Generation		
	IN	Out
AM	36	106
PM	120	71

Parkland Royale Ph. II Trip Assignment
Somerset Academy Parkland
Project # 24-129

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

APPENDIX G

Intersection Development Sheets

Intersection	Peak Hour	2023	2025
Holmberg Road & University Drive	AM	2430	2312
	PM	2426	2279
Hillsboro Boulevard & Nob Hill Road	AM	2278	2617
	PM	2012	1856
University Drive & Hillsboro Boulevard	AM	1475	1549
	PM	1323	1463
Trails End & University Drive	AM	1401	1382
	PM	1050	1035
University Drive & Loxahatchee Road	AM	1280	1025
	PM	993	908
University Drive & Old Club Road	AM	1476	1560
	PM	1230	1247
Total Counts =		19,374	19,233

SOMERSET ACADEMY PARKLAND

INTERSECTION VOLUME DEVELOPMENT
SOMERSET ACADEMY PARKLAND
HILLSBORO BOULEVARD AND NOB HILL ROAD

TRIPS

	IN	OUT
AM	400	340
PM	123	209

INPUT DATA

Comments:

Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030

AM Peak Hour

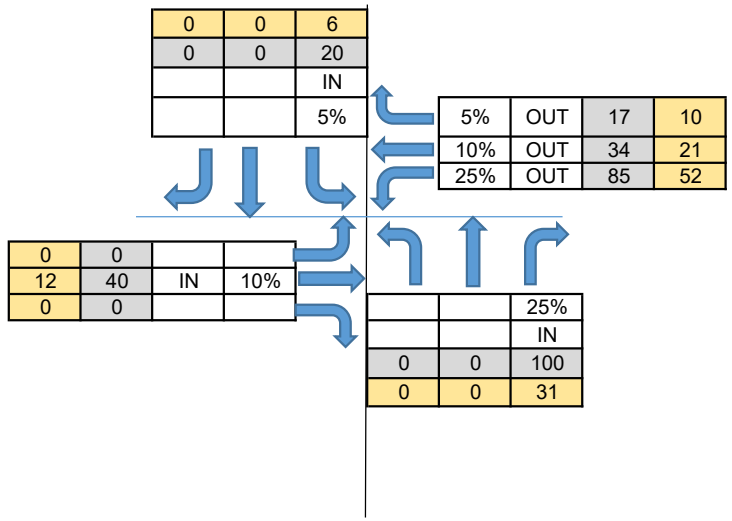
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	268	390	190	118	504	76	157	197	312	162	139	57	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
1% Background Growth	14	20	10	6	26	4	8	10	16	8	7	3	
Committed Projects Trips	0	7	0	0	21	0	0	0	0	0	0	0	
2030 Background Traffic	282	417	200	124	551	80	165	207	328	170	146	60	Total
Project Traffic	0	0	100	20	0	0	0	40	0	85	34	17	296
Total 2030 Traffic	**282**	**417**	**300**	**144**	**551**	**80**	**165**	**247**	**328**	**255**	**180**	**77**	3025

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	289	315	94	30	268	94	41	124	209	130	180	82	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
1% Background Growth	15	16	5	2	14	5	2	6	11	7	9	4	
Committed Projects Trips	0	24	0	0	14	0	0	0	0	0	0	0	
2030 Background Traffic	304	355	99	32	296	99	43	130	220	137	189	86	Total
Project Traffic	0	0	31	6	0	0	0	12	0	52	21	10	132
Total 2030 Traffic	**304**	**355**	**130**	**38**	**296**	**99**	**43**	**142**	**220**	**189**	**210**	**96**	2121



	AM	PM
Project Trips:	296	132
Total Trips:	3025	2121
% of Project Trips:	9.8%	6.2%
Average =	8.0%	

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SOMERSET ACADEMY PARKLAND

INTERSECTION VOLUME DEVELOPMENT
SOMERSET ACADEMY PARKLAND
OLD CLUB ROAD AND UNIVERSITY DRIVE

TRIPS

	IN	OUT
AM	400	340
PM	123	209

INPUT DATA

Comments:

Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030

AM Peak Hour

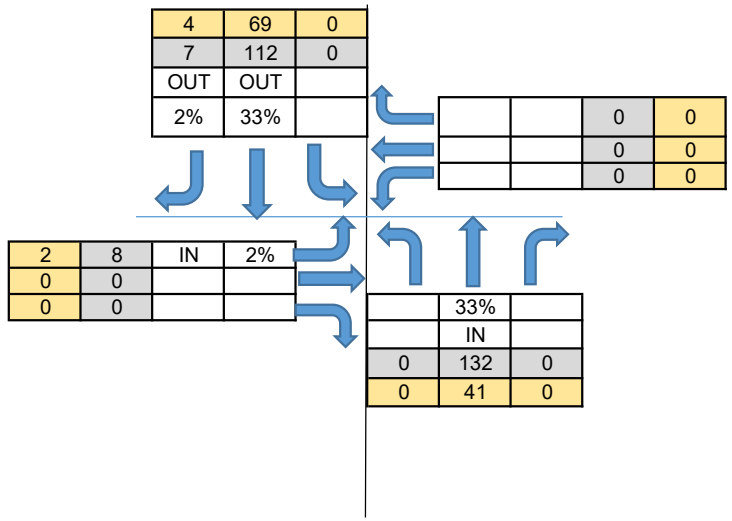
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	213	542	0	0	525	76	62	0	142	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
1% Background Growth	11	28	0	0	27	4	3	0	7	0	0	0	
Committed Projects Trips	0	7	0	0	21	0	0	0	0	0	0	0	
2030 Background Traffic	224	577	0	0	573	80	65	0	149	0	0	0	Total
Project Traffic	0	132	0	0	112	7	8	0	0	0	0	0	259
Total 2030 Traffic	**224**	**709**	**0**	**0**	**685**	**87**	**73**	**0**	**149**	**0**	**0**	**0**	1927

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	175	444	0	0	377	69	35	0	147	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
1% Background Growth	9	23	0	0	19	4	2	0	7	0	0	0	
Committed Projects Trips	0	24	0	0	14	0	0	0	0	0	0	0	
2030 Background Traffic	184	491	0	0	410	73	37	0	154	0	0	0	Total
Project Traffic	0	41	0	0	69	4	2	0	0	0	0	0	116
Total 2030 Traffic	**184**	**532**	**0**	**0**	**479**	**77**	**39**	**0**	**154**	**0**	**0**	**0**	1465



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SOMERSET ACADEMY PARKLAND

INTERSECTION VOLUME DEVELOPMENT
SOMERSET ACADEMY PARKLAND
TRAILS END AND UNIVERSITY DRIVE

TRIPS

	IN	OUT
AM	400	340
PM	123	209

INPUT DATA

Comments:

Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030

AM Peak Hour

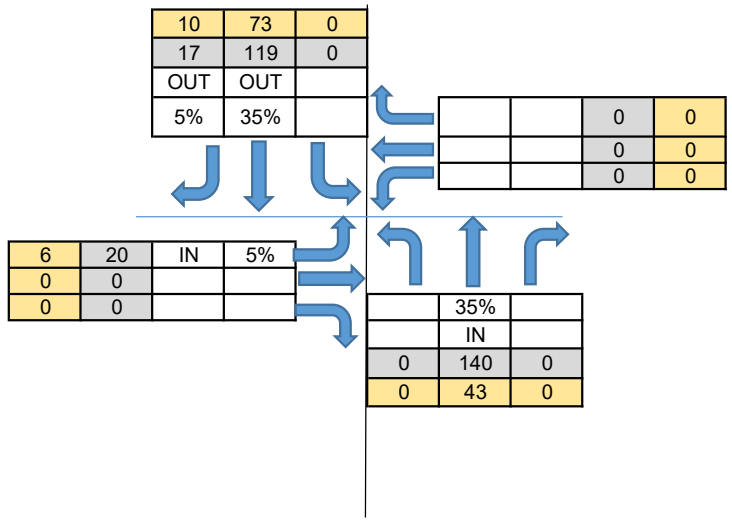
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	163	420	0	0	402	117	92	0	188	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
1% Background Growth	8	21	0	0	21	6	5	0	10	0	0	0	
Committed Projects Trips	0	7	0	0	21	0	0	0	0	0	0	0	
2030 Background Traffic	171	448	0	0	444	123	97	0	198	0	0	0	Total
Project Traffic	0	140	0	0	119	17	20	0	0	0	0	0	296
Total 2030 Traffic	**171**	**588**	**0**	**0**	**563**	**140**	**117**	**0**	**198**	**0**	**0**	**0**	1776

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	119	358	0	0	365	60	31	0	102	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
1% Background Growth	6	18	0	0	19	3	2	0	5	0	0	0	
Committed Projects Trips	0	24	0	0	14	0	0	0	0	0	0	0	
2030 Background Traffic	125	400	0	0	398	63	33	0	107	0	0	0	Total
Project Traffic	0	43	0	0	73	10	6	0	0	0	0	0	132
Total 2030 Traffic	**125**	**443**	**0**	**0**	**471**	**73**	**39**	**0**	**107**	**0**	**0**	**0**	1258



	AM	PM
Project Trips:	296	132
Total Trips:	1776	1258
% of Project Trips:	16.7%	10.5%
Average =	13.6%	

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SOMERSET ACADEMY PARKLAND

INTERSECTION VOLUME DEVELOPMENT
SOMERSET ACADEMY PARKLAND
LOXAHATCHEE ROAD AND UNIVERSITY DRIVE

TRIPS

	IN	OUT
AM	400	340
PM	123	209

INPUT DATA

Comments:

Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030

AM Peak Hour

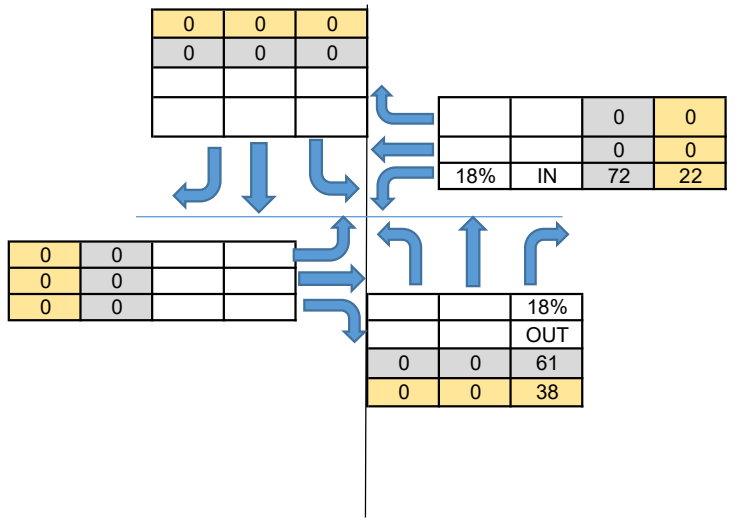
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	43	0	287	0	0	0	0	395	77	217	186	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
1% Background Growth	2	0	15	0	0	0	0	20	4	11	9	0	
Committed Projects Trips	7	0	0	0	0	0	0	64	21	0	22	0	
2030 Background Traffic	52	0	302	0	0	0	0	479	102	228	217	0	Total
Project Traffic	0	0	61	0	0	0	0	0	0	72	0	0	133
Total 2030 Traffic	**52**	**0**	**363**	**0**	**0**	**0**	**0**	**479**	**102**	**300**	**217**	**0**	1513

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	47	0	203	0	0	0	0	158	48	183	269	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
1% Background Growth	2	0	10	0	0	0	0	8	2	9	14	0	
Committed Projects Trips	24	0	0	0	0	0	0	14	43	0	72	0	
2030 Background Traffic	73	0	213	0	0	0	0	180	93	192	355	0	Total
Project Traffic	0	0	38	0	0	0	0	0	0	22	0	0	60
Total 2030 Traffic	**73**	**0**	**251**	**0**	**0**	**0**	**0**	**180**	**93**	**214**	**355**	**0**	1167



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SOMERSET ACADEMY PARKLAND

INTERSECTION VOLUME DEVELOPMENT
SOMERSET ACADEMY PARKLAND
HILLSBORO BOULEVARD AND UNIVERSITY DRIVE

TRIPS

	IN	OUT
AM	400	340
PM	123	209

INPUT DATA

Comments:

Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030

AM Peak Hour

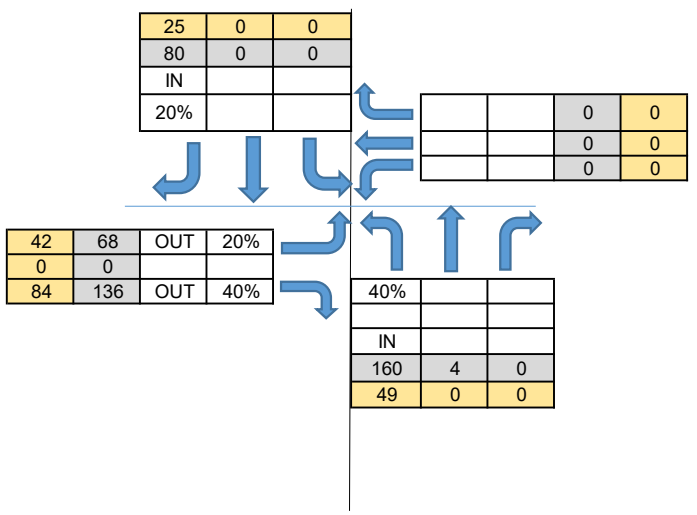
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	236	316	0	0	328	171	199	0	273	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
1% Background Growth	12	16	0	0	17	9	10	0	14	0	0	0	
Committed Projects Trips	0	7	0	0	21	0	0	0	0	0	0	0	
2030 Background Traffic	248	339	0	0	366	180	209	0	287	0	0	0	Total
University Drive Diversion	101	-101	0	0	-84	118	-41	0	84				
Project Traffic	160	4	0	0	0	80	68	0	136	0	0	0	448
Total 2030 Traffic	**509**	**242**	**0**	**0**	**282**	**378**	**236**	**0**	**507**	**0**	**0**	**0**	2154

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	308	265	0	0	312	91	92	0	316	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
1% Background Growth	16	14	0	0	16	5	5	0	16	0	0	0	
Committed Projects Trips	0	24	0	0	14	0	0	0	0	0	0	0	
2030 Background Traffic	324	303	0	0	342	96	97	0	332	0	0	0	Total
Project Traffic	49	0	0	0	0	25	42	0	84	0	0	0	200
Total 2030 Traffic	**373**	**303**	**0**	**0**	**342**	**121**	**139**	**0**	**416**	**0**	**0**	**0**	1693



	AM	PM
Project Trips:	448	200
Total Trips:	2154	1693
% of Project Trips:	20.8%	11.8%
Average =	16.3%	

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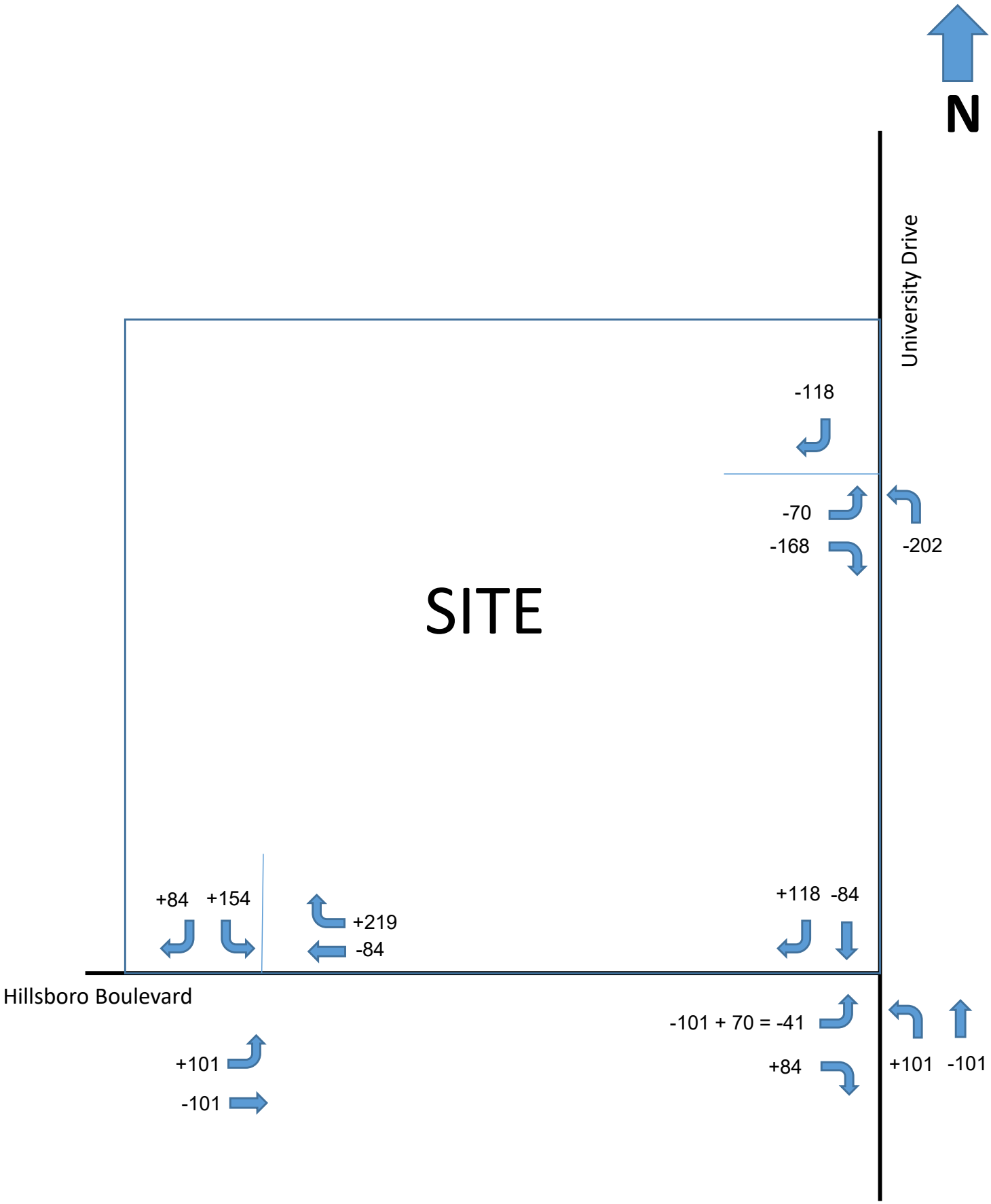


AM Peak Hour Diversion Analysis

SOMERSET ACADEMY PARKLAND

INTERSECTION VOLUME DEVELOPMENT
SOMERSET ACADEMY PARKLAND
HOLMBERG ROAD AND UNIVERSITY DRIVE

TRIPS

	IN	OUT
AM	400	340
PM	123	209

INPUT DATA

Comments:

Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030

AM Peak Hour

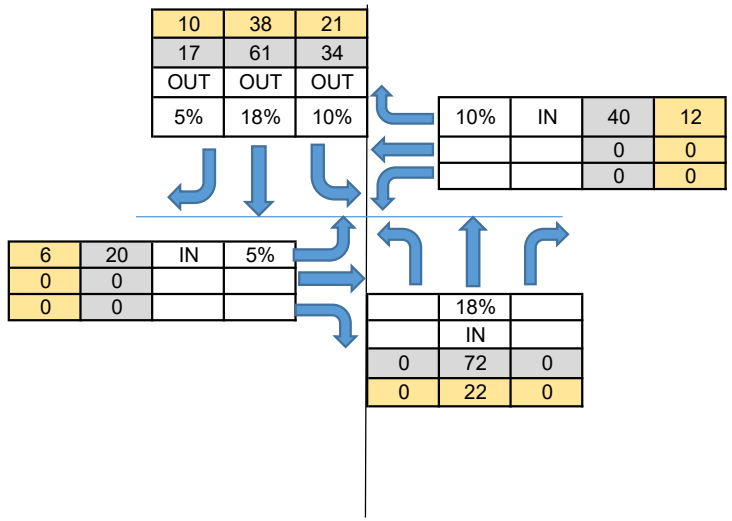
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2025)	105	405	95	121	479	65	60	266	184	149	252	131
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
1% Background Growth	5	21	5	6	24	3	3	14	9	8	13	7
Committed Projects Trips	0	4	0	5	16	8	0	0	0	0	0	2
2030 Background Traffic	110	430	100	132	519	76	63	280	193	157	265	140
Project Traffic	0	72	0	34	61	17	20	0	0	0	0	40
Total 2030 Traffic	**110**	**502**	**100**	**166**	**580**	**93**	**83**	**280**	**193**	**157**	**265**	**180**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2025)	152	419	138	146	340	67	82	259	140	135	271	130
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
1% Background Growth	8	21	7	7	17	3	4	13	7	7	14	7
Committed Projects Trips	0	18	0	4	11	0	0	0	0	0	0	6
2030 Background Traffic	160	458	145	157	368	70	86	272	147	142	285	143
Project Traffic	0	22	0	21	38	10	6	0	0	0	0	12
Total 2030 Traffic	**160**	**480**	**145**	**178**	**406**	**80**	**92**	**272**	**147**	**142**	**285**	**155**



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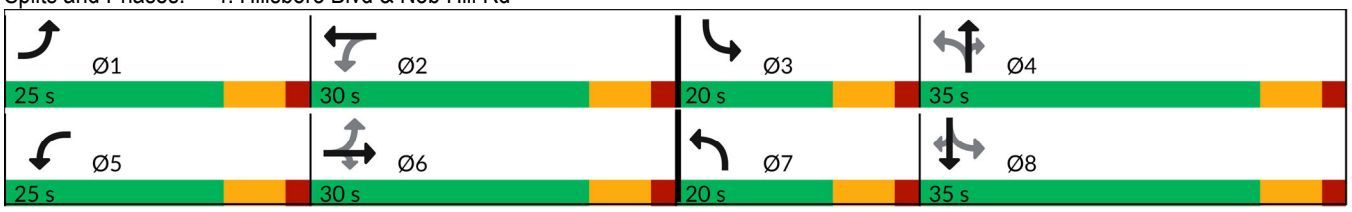
APPENDIX H

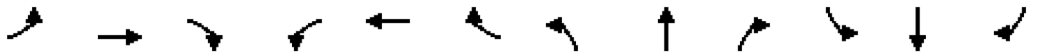
Background (2030) Conditions
Synchro Printouts

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	165	207	328	170	146	282	417	200	124	551	80
Future Volume (vph)	165	207	328	170	146	282	417	200	124	551	80
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases	6		6	2		4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	22.0	22.0	11.0	22.0	11.0	13.0	13.0	11.0	13.0	13.0
Total Split (s)	25.0	30.0	30.0	25.0	30.0	20.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	22.7%	27.3%	27.3%	22.7%	27.3%	18.2%	31.8%	31.8%	18.2%	31.8%	31.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	31.3	18.7	18.7	32.7	19.4	44.3	31.3	31.3	38.0	28.1	28.1
Actuated g/C Ratio	0.31	0.18	0.18	0.32	0.19	0.44	0.31	0.31	0.38	0.28	0.28
v/c Ratio	0.43	0.67	0.62	0.49	0.33	1.04	0.81	0.35	0.46	1.18	0.16
Control Delay (s/veh)	24.5	49.2	9.0	25.8	28.7	91.4	46.7	6.0	22.4	135.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.5	49.2	9.0	25.8	28.7	91.4	46.7	6.0	22.4	135.6	0.6
LOS	C	D	A	C	C	F	D	A	C	F	A
Approach Delay (s/veh)		24.5			27.4		51.7			102.6	
Approach LOS		C			C		D			F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 101.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay (s/veh): 55.5	Intersection LOS: E
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Hillsboro Blvd & Nob Hill Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	207	328	170	146	60	282	417	200	124	551	80
Future Volume (veh/h)	165	207	328	170	146	60	282	417	200	124	551	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	230	297	189	162	56	313	463	155	138	612	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	436	391	331	343	554	185	302	625	530	296	521	442
Arrive On Green	0.10	0.21	0.21	0.10	0.21	0.21	0.13	0.33	0.33	0.07	0.28	0.28
Sat Flow, veh/h	1781	1870	1585	1781	2617	873	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	183	230	297	189	108	110	313	463	155	138	612	22
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1713	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.9	11.1	18.3	8.2	5.1	5.4	13.0	22.0	7.2	5.5	28.0	1.0
Cycle Q Clear(g_c), s	7.9	11.1	18.3	8.2	5.1	5.4	13.0	22.0	7.2	5.5	28.0	1.0
Prop In Lane	1.00		1.00	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	436	391	331	343	376	363	302	625	530	296	521	442
V/C Ratio(X)	0.42	0.59	0.90	0.55	0.29	0.30	1.04	0.74	0.29	0.47	1.17	0.05
Avail Cap(c_a), veh/h	575	428	363	477	407	392	302	625	530	395	521	442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	35.8	38.7	27.3	33.2	33.3	28.2	29.6	24.7	24.4	36.2	26.5
Incr Delay (d2), s/veh	0.6	1.8	22.6	1.4	0.4	0.5	61.3	4.7	0.3	1.1	97.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	9.0	14.0	6.4	4.0	4.1	16.1	15.8	4.9	4.2	38.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.4	37.6	61.2	28.7	33.6	33.8	89.5	34.3	25.0	25.6	133.2	26.5
LnGrp LOS	C	D	E	C	C	C	F	C	C	C	F	C
Approach Vol, veh/h		710			407			931			772	
Approach Delay, s/veh		44.9			31.4			51.3			110.9	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	28.3	14.4	40.6	17.4	28.0	20.0	35.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	18.0	23.0	13.0	28.0	18.0	23.0	13.0	28.0
Max Q Clear Time (g_c+I1), s	9.9	7.4	7.5	24.0	10.2	20.3	15.0	30.0
Green Ext Time (p_c), s	0.3	1.0	0.1	1.3	0.3	0.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	63.1
HCM 7th LOS	E

Intersection	
Intersection Delay, s/veh	30.2
Intersection LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	209	287	248	339	368	180
Future Vol, veh/h	209	287	248	339	368	180
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	238	326	282	385	418	205
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	22.2	31	36.7
HCM LOS	C	D	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	248	339	209	287	368	180
LT Vol	248	0	209	0	0	0
Through Vol	0	339	0	0	368	0
RT Vol	0	0	0	287	0	180
Lane Flow Rate	282	385	238	326	418	205
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.636	0.814	0.558	0.655	0.896	0.398
Departure Headway (Hd)	8.123	7.608	8.46	7.227	7.717	6.996
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	478	428	499	468	513
Service Time	5.868	5.352	6.201	4.968	5.463	4.741
HCM Lane V/C Ratio	0.634	0.805	0.556	0.653	0.893	0.4
HCM Control Delay, s/veh	24.1	36	21.4	22.7	47.7	14.3
HCM Lane LOS	C	E	C	C	E	B
HCM 95th-tile Q	4.3	7.7	3.3	4.7	9.8	1.9

Intersection	
Intersection Delay, s/veh	51.8
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	97	198	171	448	444	123
Future Vol, veh/h	97	198	171	448	444	123
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	239	206	540	535	148
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	16	58.6	63.1
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	171	448	97	198	444	123
LT Vol	171	0	97	0	0	0
Through Vol	0	448	0	0	444	0
RT Vol	0	0	0	198	0	123
Lane Flow Rate	206	540	117	239	535	148
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.424	1.034	0.272	0.48	1.041	0.259
Departure Headway (Hd)	7.521	7.008	8.601	7.362	7.118	6.4
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	482	524	421	491	514	565
Service Time	5.221	4.708	6.301	5.062	4.818	4.1
HCM Lane V/C Ratio	0.427	1.031	0.278	0.487	1.041	0.262
HCM Control Delay, s/veh	15.6	75	14.5	16.7	77.5	11.3
HCM Lane LOS	C	F	B	C	F	B
HCM 95th-tile Q	2.1	15.2	1.1	2.6	15.4	1

Intersection	
Int Delay, s/veh	23.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	479	102	228	217	52	302
Future Vol, veh/h	479	102	228	217	52	302
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	521	111	248	236	57	328

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	632	0	1252	521
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	732	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	951	-	190	556
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	476	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	951	-	133	556
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	333	-

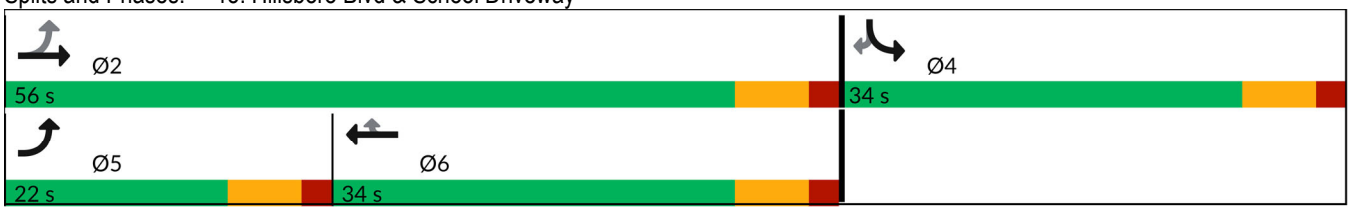
Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.18	83.91
HCM LOS			F

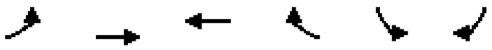
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	379	-	-	826	-
HCM Lane V/C Ratio	1.015	-	-	0.261	-
HCM Control Delay (s/veh)	83.9	-	-	10.1	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	12.4	-	-	1	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	179	347	290	138	149	151
Future Volume (vph)	179	347	290	138	149	151
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	11.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	22.0	56.0	34.0	34.0	34.0	34.0
Total Split (%)	24.4%	62.2%	37.8%	37.8%	37.8%	37.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	31.8	31.8	12.4	12.4	11.6	11.6
Actuated g/C Ratio	0.55	0.55	0.21	0.21	0.20	0.20
v/c Ratio	0.39	0.23	0.49	0.37	0.54	0.41
Control Delay (s/veh)	9.2	7.3	23.1	6.5	28.0	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.2	7.3	23.1	6.5	28.0	6.9
LOS	A	A	C	A	C	A
Approach Delay (s/veh)		7.9	17.8		17.4	
Approach LOS		A	B		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 57.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 13.5	Intersection LOS: B
Intersection Capacity Utilization 43.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 15: Hillsboro Blvd & School Driveway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	179	347	290	138	149	151
Future Volume (veh/h)	179	347	290	138	149	151
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	229	445	372	177	191	194
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	505	1789	749	334	326	290
Arrive On Green	0.14	0.50	0.21	0.21	0.18	0.18
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	229	445	372	177	191	194
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	4.0	3.2	4.1	4.4	4.4	5.1
Cycle Q Clear(g_c), s	4.0	3.2	4.1	4.4	4.4	5.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	505	1789	749	334	326	290
V/C Ratio(X)	0.45	0.25	0.50	0.53	0.59	0.67
Avail Cap(c_a), veh/h	861	3899	2149	958	1077	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	6.3	15.5	15.7	16.7	17.0
Incr Delay (d2), s/veh	0.6	0.1	0.5	1.3	1.7	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	1.5	2.7	2.7	3.1	8.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.7	6.4	16.0	17.0	18.4	19.6
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		674	549		385	
Approach Delay, s/veh		7.8	16.3		19.0	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.5		15.2	13.1	16.4
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		49.0		27.0	15.0	27.0
Max Q Clear Time (g_c+I1), s		5.2		7.1	6.0	6.4
Green Ext Time (p_c), s		3.3		1.2	0.4	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

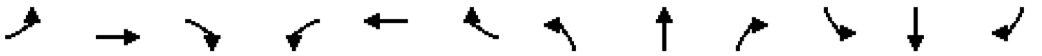
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	238	890	726
Demand Flow Rate, veh/h	242	908	741
Vehicles Circulating, veh/h	650	73	254
Vehicles Exiting, veh/h	345	650	727
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.4	13.1	14.4
Approach LOS	A	B	B

Lane	Left	Bypass	Left	Left
Designated Moves	L	R	LT	TR
Assumed Moves	L		LT	TR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	73	169	908	741
Cap Entry Lane, veh/h	711	711	1281	1065
Entry HV Adj Factor	0.986	0.980	0.980	0.980
Flow Entry, veh/h	72	166	890	726
Cap Entry, veh/h	701	697	1256	1044
V/C Ratio	0.103	0.238	0.709	0.696
Control Delay, s/veh	6.2	8.0	13.1	14.4
LOS	A	A	B	B
95th %tile Queue, veh	0	1	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	280	193	157	265	140	110	430	100	132	519	76
Future Volume (vph)	63	280	193	157	265	140	110	430	100	132	519	76
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	12.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.0	12.0	12.0	10.0	12.0	12.0	10.5	18.5	18.5	10.5	18.5	18.5
Total Split (s)	12.0	30.0	30.0	12.0	30.0	30.0	12.0	40.0	40.0	12.0	40.0	40.0
Total Split (%)	12.8%	31.9%	31.9%	12.8%	31.9%	31.9%	12.8%	42.6%	42.6%	12.8%	42.6%	42.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	22.9	17.0	17.0	24.5	19.9	19.9	23.9	18.3	18.3	25.5	21.2	21.2
Actuated g/C Ratio	0.32	0.23	0.23	0.34	0.27	0.27	0.33	0.25	0.25	0.35	0.29	0.29
v/c Ratio	0.17	0.69	0.39	0.52	0.29	0.26	0.37	0.52	0.20	0.41	0.54	0.14
Control Delay (s/veh)	15.7	34.8	6.2	22.3	23.5	3.6	18.0	25.8	1.4	18.8	25.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.7	34.8	6.2	22.3	23.5	3.6	18.0	25.8	1.4	18.8	25.3	0.5
LOS	B	C	A	C	C	A	B	C	A	B	C	A
Approach Delay (s/veh)		22.3			18.2			20.6			21.5	
Approach LOS		C			B			C			C	

Intersection Summary	
Cycle Length: 94	
Actuated Cycle Length: 72.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 20.7	Intersection LOS: C
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 19: Holmberg Road & University Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	280	193	157	265	140	110	430	100	132	519	76
Future Volume (veh/h)	63	280	193	157	265	140	110	430	100	132	519	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	301	143	169	285	86	118	462	43	142	558	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	388	394	334	335	926	413	317	789	352	356	834	372
Arrive On Green	0.04	0.21	0.21	0.09	0.26	0.26	0.07	0.22	0.22	0.08	0.23	0.23
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	68	301	143	169	285	86	118	462	43	142	558	17
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.9	9.7	5.0	4.7	4.1	2.7	3.2	7.5	1.4	3.9	9.1	0.5
Cycle Q Clear(g_c), s	1.9	9.7	5.0	4.7	4.1	2.7	3.2	7.5	1.4	3.9	9.1	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	388	394	334	335	926	413	317	789	352	356	834	372
V/C Ratio(X)	0.18	0.76	0.43	0.50	0.31	0.21	0.37	0.59	0.12	0.40	0.67	0.05
Avail Cap(c_a), veh/h	477	700	593	335	1329	593	342	1855	828	359	1855	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	23.8	22.0	18.0	19.1	18.5	17.8	22.3	20.0	17.3	22.3	19.0
Incr Delay (d2), s/veh	0.2	3.1	0.9	1.2	0.2	0.2	0.7	0.7	0.2	0.7	0.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	7.8	3.3	3.4	2.9	1.7	2.3	5.4	0.9	2.7	6.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.8	26.9	22.8	19.3	19.3	18.8	18.5	23.0	20.1	18.0	23.2	19.1
LnGrp LOS	B	C	C	B	B	B	B	C	C	B	C	B
Approach Vol, veh/h		512			540			623			717	
Approach Delay, s/veh		24.7			19.2			22.0			22.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	20.7	12.0	19.5	11.1	21.5	8.8	22.7
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	5.5	33.5	6.0	24.0	5.5	33.5	6.0	24.0
Max Q Clear Time (g_c+I1), s	5.9	9.5	6.7	11.7	5.2	11.1	3.9	6.1
Green Ext Time (p_c), s	0.0	3.3	0.0	1.8	0.0	3.9	0.0	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	20.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	168	202	346	380	118
Future Vol, veh/h	70	168	202	346	380	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	202	243	417	458	142

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1361	458	600	0	-	0
Stage 1	458	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	163	603	977	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	603	977	-	-	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	395	-	-	-	-	-

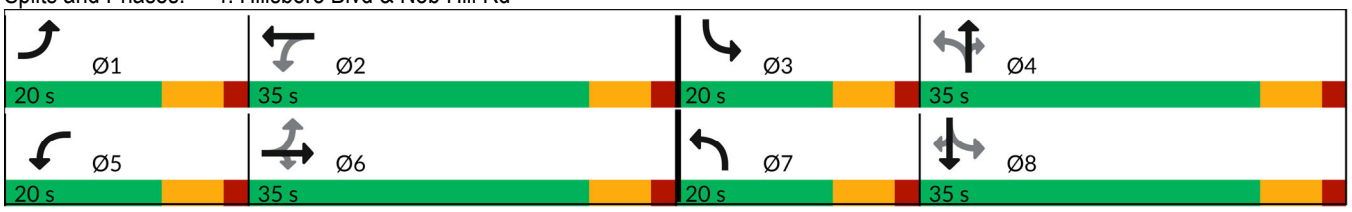
Approach	EB	NB	SB
HCM Control Delay, s/veh	100.27	3.65	0
HCM LOS	F		

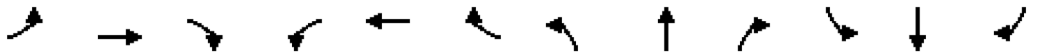
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	977	-	280	-	-
HCM Lane V/C Ratio	0.249	-	1.024	-	-
HCM Control Delay (s/veh)	9.9	-	100.3	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	1	-	10.8	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	43	130	220	137	189	304	355	99	32	296	99
Future Volume (vph)	43	130	220	137	189	304	355	99	32	296	99
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases	6		6	2		4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	22.0	22.0	11.0	22.0	11.0	13.0	13.0	11.0	13.0	13.0
Total Split (s)	20.0	35.0	35.0	20.0	35.0	20.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	18.2%	31.8%	31.8%	18.2%	31.8%	18.2%	31.8%	31.8%	18.2%	31.8%	31.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	22.6	15.6	15.6	31.8	25.0	39.2	31.8	31.8	26.0	19.5	19.5
Actuated g/C Ratio	0.26	0.18	0.18	0.36	0.29	0.45	0.36	0.36	0.30	0.22	0.22
v/c Ratio	0.13	0.40	0.49	0.32	0.28	0.74	0.54	0.15	0.09	0.74	0.21
Control Delay (s/veh)	20.3	37.8	8.9	21.4	22.3	28.6	27.8	0.5	15.0	43.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.3	37.8	8.9	21.4	22.3	28.6	27.8	0.5	15.0	43.0	1.1
LOS	C	D	A	C	C	C	C	A	B	D	A
Approach Delay (s/veh)		19.7			22.0		24.6			31.2	
Approach LOS		B			C		C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 87.2	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 24.5	Intersection LOS: C
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Hillsboro Blvd & Nob Hill Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	130	220	137	189	86	304	355	99	32	296	99
Future Volume (veh/h)	43	130	220	137	189	86	304	355	99	32	296	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	135	167	143	197	80	317	370	41	33	308	93
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	347	359	304	385	615	241	422	631	535	308	384	325
Arrive On Green	0.03	0.19	0.19	0.09	0.25	0.25	0.16	0.34	0.34	0.03	0.21	0.21
Sat Flow, veh/h	1781	1870	1585	1781	2493	978	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	45	135	167	143	138	139	317	370	41	33	308	93
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1694	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.6	4.9	7.4	4.9	5.0	5.3	10.3	12.8	1.4	1.1	12.3	3.9
Cycle Q Clear(g_c), s	1.6	4.9	7.4	4.9	5.0	5.3	10.3	12.8	1.4	1.1	12.3	3.9
Prop In Lane	1.00		1.00	1.00		0.58	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	347	359	304	385	438	418	422	631	535	308	384	325
V/C Ratio(X)	0.13	0.38	0.55	0.37	0.32	0.33	0.75	0.59	0.08	0.11	0.80	0.29
Avail Cap(c_a), veh/h	586	669	567	527	636	606	436	669	567	558	669	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	27.5	28.6	22.3	24.1	24.2	19.5	21.4	17.6	23.6	29.6	26.3
Incr Delay (d2), s/veh	0.2	0.7	1.5	0.6	0.4	0.5	6.9	1.2	0.1	0.2	4.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	4.0	5.2	3.7	3.7	3.8	8.4	9.4	0.9	0.9	9.7	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.4	28.2	30.1	22.9	24.5	24.6	26.5	22.6	17.7	23.7	33.5	26.7
LnGrp LOS	C	C	C	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h		347			420			728			434	
Approach Delay, s/veh		28.6			24.0			24.0			31.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	26.3	9.0	33.4	13.8	22.0	19.4	23.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	13.0	28.0	13.0	28.0	13.0	28.0	13.0	28.0
Max Q Clear Time (g_c+I1), s	3.6	7.3	3.1	14.8	6.9	9.4	12.3	14.3
Green Ext Time (p_c), s	0.0	1.5	0.0	2.0	0.2	1.2	0.1	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	26.5
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	26.8
Intersection LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	97	332	324	303	342	96
Future Vol, veh/h	97	332	324	303	342	96
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	373	364	340	384	108
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	23.1	28	28.6
HCM LOS	C	D	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	324	303	97	332	342	96
LT Vol	324	0	97	0	0	0
Through Vol	0	303	0	0	342	0
RT Vol	0	0	0	332	0	96
Lane Flow Rate	364	340	109	373	384	108
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.775	0.676	0.248	0.723	0.796	0.202
Departure Headway (Hd)	7.667	7.153	8.208	6.979	7.459	6.739
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	473	507	438	519	484	533
Service Time	5.407	4.893	5.941	4.711	5.199	4.478
HCM Lane V/C Ratio	0.77	0.671	0.249	0.719	0.793	0.203
HCM Control Delay, s/veh	32.2	23.6	13.6	25.9	33.5	11.2
HCM Lane LOS	D	C	B	D	D	B
HCM 95th-tile Q	6.8	5	1	5.9	7.3	0.7

Intersection	
Intersection Delay, s/veh	17.4
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	107	125	400	398	63
Future Vol, veh/h	33	107	125	400	398	63
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	118	137	440	437	69
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	10.8	17.7	19
HCM LOS	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	400	33	107	398	63
LT Vol	125	0	33	0	0	0
Through Vol	0	400	0	0	398	0
RT Vol	0	0	0	107	0	63
Lane Flow Rate	137	440	36	118	437	69
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.234	0.688	0.077	0.209	0.698	0.097
Departure Headway (Hd)	6.142	5.636	7.61	6.388	5.748	5.04
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	585	642	471	562	630	711
Service Time	3.874	3.368	5.354	4.13	3.48	2.772
HCM Lane V/C Ratio	0.234	0.685	0.076	0.21	0.694	0.097
HCM Control Delay, s/veh	10.7	19.9	11	10.8	20.7	8.3
HCM Lane LOS	B	C	B	B	C	A
HCM 95th-tile Q	0.9	5.4	0.2	0.8	5.6	0.3

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	93	192	355	73	216
Future Vol, veh/h	180	93	192	355	73	216
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	194	100	206	382	78	232

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	294	0	988	194
Stage 1	-	-	-	-	194	-
Stage 2	-	-	-	-	795	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1268	-	274	848
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	445	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1268	-	217	848
Mov Cap-2 Maneuver	-	-	-	-	217	-
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	353	-

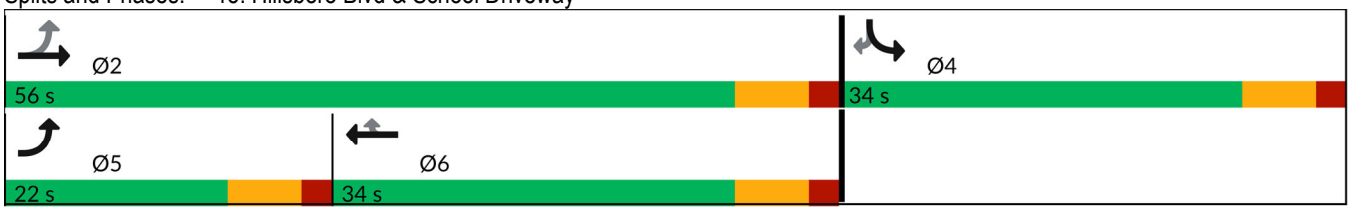
Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.95	24.3
HCM LOS			C

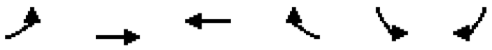
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	489	-	-	632	-
HCM Lane V/C Ratio	0.635	-	-	0.163	-
HCM Control Delay (s/veh)	24.3	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	4.4	-	-	0.6	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	62	261	303	117	168	137
Future Volume (vph)	62	261	303	117	168	137
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	11.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	22.0	56.0	34.0	34.0	34.0	34.0
Total Split (%)	24.4%	62.2%	37.8%	37.8%	37.8%	37.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	19.2	19.2	11.6	11.6	12.0	12.0
Actuated g/C Ratio	0.41	0.41	0.25	0.25	0.26	0.26
v/c Ratio	0.16	0.21	0.41	0.28	0.44	0.31
Control Delay (s/veh)	8.5	8.5	18.6	6.1	20.8	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.5	8.5	18.6	6.1	20.8	5.7
LOS	A	A	B	A	C	A
Approach Delay (s/veh)		8.5	15.1		14.0	
Approach LOS		A	B		B	

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 46.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay (s/veh): 12.8		Intersection LOS: B	
Intersection Capacity Utilization 38.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: Hillsboro Blvd & School Driveway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	261	303	117	168	137
Future Volume (veh/h)	62	261	303	117	168	137
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	311	361	139	200	163
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	402	1613	761	339	322	286
Arrive On Green	0.06	0.45	0.21	0.21	0.18	0.18
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	74	311	361	139	200	163
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	1.1	2.0	3.4	2.9	4.0	3.6
Cycle Q Clear(g_c), s	1.1	2.0	3.4	2.9	4.0	3.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	402	1613	761	339	322	286
V/C Ratio(X)	0.18	0.19	0.47	0.41	0.62	0.57
Avail Cap(c_a), veh/h	998	4547	2506	1118	1256	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	6.3	13.2	13.0	14.5	14.3
Incr Delay (d2), s/veh	0.2	0.1	0.5	0.8	2.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.9	2.1	1.6	2.7	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.8	6.3	13.6	13.8	16.5	16.1
LnGrp LOS	A	A	B	B	B	B
Approach Vol, veh/h		385	500		363	
Approach Delay, s/veh		7.0	13.7		16.3	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		24.4		13.9	9.2	15.2
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		49.0		27.0	15.0	27.0
Max Q Clear Time (g_c+I1), s		4.0		6.0	3.1	5.4
Green Ext Time (p_c), s		2.2		1.1	0.1	2.8

Intersection Summary	
HCM 7th Control Delay, s/veh	12.4
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

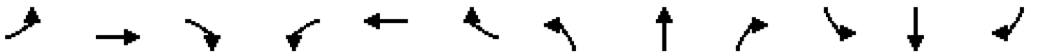
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	203	718	514
Demand Flow Rate, veh/h	207	732	525
Vehicles Circulating, veh/h	445	40	200
Vehicles Exiting, veh/h	280	445	572
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.8	8.9	8.4
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Left
Designated Moves	L	R	LT	TR
Assumed Moves	L		LT	TR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	40	167	732	525
Cap Entry Lane, veh/h	876	876	1325	1125
Entry HV Adj Factor	0.975	0.980	0.980	0.980
Flow Entry, veh/h	39	164	718	514
Cap Entry, veh/h	855	859	1299	1102
V/C Ratio	0.046	0.191	0.553	0.467
Control Delay, s/veh	4.6	6.1	8.9	8.4
LOS	A	A	A	A
95th %tile Queue, veh	0	1	4	3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	272	147	142	285	143	160	458	145	157	368	70
Future Volume (vph)	86	272	147	142	285	143	160	458	145	157	368	70
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	12.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.0	12.0	12.0	10.0	12.0	12.0	10.5	18.5	18.5	10.5	18.5	18.5
Total Split (s)	12.0	30.0	30.0	12.0	30.0	30.0	12.0	40.0	40.0	12.0	40.0	40.0
Total Split (%)	12.8%	31.9%	31.9%	12.8%	31.9%	31.9%	12.8%	42.6%	42.6%	12.8%	42.6%	42.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	22.5	16.4	16.4	24.0	19.3	19.3	22.7	17.1	17.1	22.7	17.1	17.1
Actuated g/C Ratio	0.32	0.23	0.23	0.34	0.27	0.27	0.32	0.24	0.24	0.32	0.24	0.24
v/c Ratio	0.23	0.68	0.31	0.45	0.32	0.27	0.48	0.58	0.30	0.54	0.47	0.15
Control Delay (s/veh)	15.7	33.9	4.5	19.7	23.1	3.8	20.5	27.0	4.6	22.6	25.2	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.7	33.9	4.5	19.7	23.1	3.8	20.5	27.0	4.6	22.6	25.2	0.6
LOS	B	C	A	B	C	A	C	C	A	C	C	A
Approach Delay (s/veh)		22.2			17.4			21.4			21.6	
Approach LOS		C			B			C			C	

Intersection Summary	
Cycle Length: 94	
Actuated Cycle Length: 70.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 20.7	Intersection LOS: C
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 19: Holmberg Road & University Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	272	147	142	285	143	160	458	145	157	368	70
Future Volume (veh/h)	86	272	147	142	285	143	160	458	145	157	368	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	296	95	154	310	90	174	498	93	171	400	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	387	328	334	853	381	386	776	346	344	776	346
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.09	0.22	0.22	0.09	0.22	0.22
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	93	296	95	154	310	90	174	498	93	171	400	11
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.6	9.4	3.2	4.2	4.6	2.9	4.7	8.0	3.1	4.7	6.3	0.3
Cycle Q Clear(g_c), s	2.6	9.4	3.2	4.2	4.6	2.9	4.7	8.0	3.1	4.7	6.3	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	383	387	328	334	853	381	386	776	346	344	776	346
V/C Ratio(X)	0.24	0.76	0.29	0.46	0.36	0.24	0.45	0.64	0.27	0.50	0.52	0.03
Avail Cap(c_a), veh/h	448	711	603	341	1351	603	386	1886	841	344	1886	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	23.6	21.1	17.8	20.0	19.3	17.2	22.4	20.5	17.5	21.7	19.4
Incr Delay (d2), s/veh	0.3	3.2	0.5	1.0	0.3	0.3	0.8	0.9	0.4	1.1	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	7.6	2.1	3.0	3.2	1.8	3.4	5.8	2.0	3.3	4.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.4	26.8	21.6	18.8	20.2	19.6	18.1	23.3	20.9	18.6	22.3	19.5
LnGrp LOS	B	C	C	B	C	B	B	C	C	B	C	B
Approach Vol, veh/h		484			554			765			582	
Approach Delay, s/veh		24.1			19.7			21.8			21.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	20.3	11.8	19.1	12.0	20.3	9.7	21.2
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	5.5	33.5	6.0	24.0	5.5	33.5	6.0	24.0
Max Q Clear Time (g_c+I1), s	6.7	10.0	6.2	11.4	6.7	8.3	4.6	6.6
Green Ext Time (p_c), s	0.0	3.7	0.0	1.6	0.0	2.8	0.0	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	19	9	391	419	9
Future Vol, veh/h	5	19	9	391	419	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	21	10	425	455	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	900	455	465	0	-	0
Stage 1	455	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	309	605	1096	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	306	605	1096	-	-	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.55	0.19	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1096	-	503	-	-
HCM Lane V/C Ratio	0.009	-	0.052	-	-
HCM Control Delay (s/veh)	8.3	-	12.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

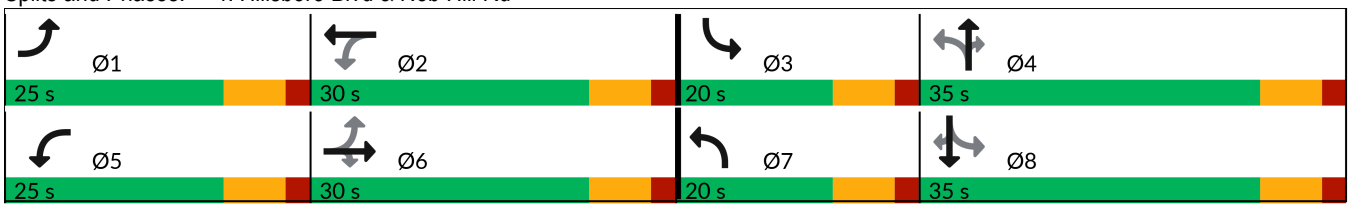
APPENDIX I

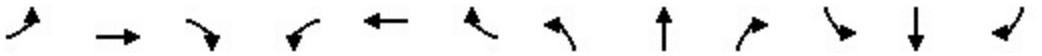
Total Traffic (2030) Conditions
Synchro Printouts

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	165	30	328	255	180	282	417	300	144	551	80
Future Volume (vph)	165	30	328	255	180	282	417	300	144	551	80
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases	6		6	2		4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	22.0	22.0	11.0	22.0	11.0	13.0	13.0	11.0	13.0	13.0
Total Split (s)	25.0	30.0	30.0	25.0	30.0	20.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	22.7%	27.3%	27.3%	22.7%	27.3%	18.2%	31.8%	31.8%	18.2%	31.8%	31.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	28.3	15.6	15.6	35.4	19.2	43.6	30.6	30.6	38.5	28.0	28.0
Actuated g/C Ratio	0.28	0.15	0.15	0.35	0.19	0.43	0.30	0.30	0.38	0.28	0.28
v/c Ratio	0.47	0.11	0.67	0.57	0.42	1.04	0.82	0.47	0.52	1.18	0.16
Control Delay (s/veh)	26.1	38.4	11.3	27.8	31.4	90.6	47.6	5.8	23.1	135.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.1	38.4	11.3	27.8	31.4	90.6	47.6	5.8	23.1	135.4	0.6
LOS	C	D	B	C	C	F	D	A	C	F	A
Approach Delay (s/veh)		17.5			29.6		47.2			100.6	
Approach LOS		B			C		D			F	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 100.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay (s/veh): 53.2	Intersection LOS: D
Intersection Capacity Utilization 94.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Hillsboro Blvd & Nob Hill Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	30	328	255	180	77	282	417	300	144	551	80
Future Volume (veh/h)	165	30	328	255	180	77	282	417	300	144	551	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	33	297	283	200	75	313	463	266	160	612	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	448	382	324	525	633	230	287	567	481	271	494	419
Arrive On Green	0.10	0.20	0.20	0.14	0.25	0.25	0.12	0.30	0.30	0.08	0.26	0.26
Sat Flow, veh/h	1781	1870	1585	1781	2553	927	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	183	33	297	283	137	138	313	463	266	160	612	22
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1704	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	8.4	1.5	19.4	13.0	6.7	7.0	13.0	24.3	14.9	6.8	28.0	1.1
Cycle Q Clear(g_c), s	8.4	1.5	19.4	13.0	6.7	7.0	13.0	24.3	14.9	6.8	28.0	1.1
Prop In Lane	1.00		1.00	1.00		0.54	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	448	382	324	525	441	422	287	567	481	271	494	419
V/C Ratio(X)	0.41	0.09	0.92	0.54	0.31	0.33	1.09	0.82	0.55	0.59	1.24	0.05
Avail Cap(c_a), veh/h	571	406	344	570	441	422	287	567	481	340	494	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	34.1	41.3	26.7	32.5	32.6	29.5	34.2	30.9	27.2	39.0	29.1
Incr Delay (d2), s/veh	0.6	0.1	27.7	0.9	0.4	0.4	80.0	9.1	1.4	2.0	123.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	1.3	15.2	9.5	5.2	5.3	18.1	18.0	9.8	5.4	43.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	34.2	69.0	27.6	32.9	33.0	109.6	43.2	32.3	29.2	162.4	29.1
LnGrp LOS	C	C	E	C	C	C	F	D	C	C	F	C
Approach Vol, veh/h		513			558			1042			794	
Approach Delay, s/veh		52.5			30.2			60.4			131.9	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	33.3	15.9	39.1	22.3	28.6	20.0	35.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	18.0	23.0	13.0	28.0	18.0	23.0	13.0	28.0
Max Q Clear Time (g_c+I1), s	10.4	9.0	8.8	26.3	15.0	21.4	15.0	30.0
Green Ext Time (p_c), s	0.3	1.3	0.1	0.7	0.3	0.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	72.7
HCM 7th LOS	E

Intersection	
Intersection Delay, s/veh	103.9
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	236	507	509	242	282	378
Future Vol, veh/h	236	507	509	242	282	378
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	268	576	578	275	320	430
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	402.6	158.3	43.5
HCM LOS	F	F	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	509	242	236	507	282	378
LT Vol	509	0	236	0	0	0
Through Vol	0	242	0	0	282	0
RT Vol	0	0	0	507	0	378
Lane Flow Rate	578	275	268	576	320	430
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	1.404	0.63	0.65	1.205	0.735	0.901
Departure Headway (Hd)	9.256	8.736	9.302	8.062	9.094	8.364
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	399	415	392	455	401	438
Service Time	6.956	6.436	7.002	5.762	6.794	6.064
HCM Lane V/C Ratio	1.449	0.663	0.684	1.266	0.798	0.982
HCM Control Delay, s/veh	221.6	25.2	27.7	137.5	33.2	51.1
HCM Lane LOS	F	D	D	F	D	F
HCM 95th-tile Q	27.2	4.2	4.4	21	5.8	9.7

Intersection	
Intersection Delay, s/veh	129.3
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	117	198	171	588	563	140
Future Vol, veh/h	117	198	171	588	563	140
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	239	206	708	678	169
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	17	157.9	148.8
HCM LOS	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	171	588	117	198	563	140
LT Vol	171	0	117	0	0	0
Through Vol	0	588	0	0	563	0
RT Vol	0	0	0	198	0	140
Lane Flow Rate	206	708	141	239	678	169
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.426	1.367	0.326	0.472	1.326	0.297
Departure Headway (Hd)	7.863	7.348	9.143	7.893	7.465	6.744
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	461	503	396	460	495	536
Service Time	5.563	5.048	6.843	5.593	5.165	4.444
HCM Lane V/C Ratio	0.447	1.408	0.356	0.52	1.37	0.315
HCM Control Delay, s/veh	16.3	199.1	16.2	17.5	182.7	12.3
HCM Lane LOS	C	F	C	C	F	B
HCM 95th-tile Q	2.1	30.7	1.4	2.5	28.2	1.2

Intersection	
Int Delay, s/veh	55.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	479	102	300	217	52	363
Future Vol, veh/h	479	102	300	217	52	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	521	111	326	236	57	395

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	632	0	1409	521
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	888	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	951	-	153	556
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	402	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	951	-	93	556
Mov Cap-2 Maneuver	-	-	-	-	93	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	243	-

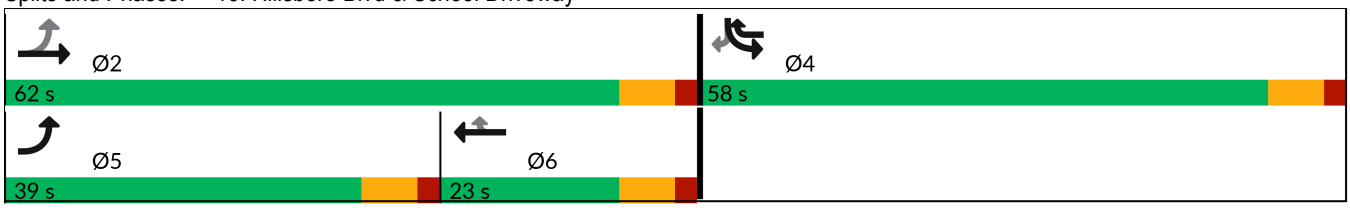
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	6.24	194.96
HCM LOS			F

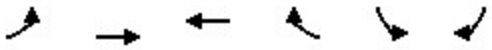
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	341	-	-	826	-
HCM Lane V/C Ratio	1.321	-	-	0.343	-
HCM Ctrl Dly (s/v)	195	-	-	10.7	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	21.6	-	-	1.5	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	413	216	268	619	527	352
Future Volume (vph)	413	216	268	619	527	352
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	5	2	6	4	4	
Permitted Phases	2			6		4
Detector Phase	5	2	6	4	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	11.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	39.0	62.0	23.0	58.0	58.0	58.0
Total Split (%)	32.5%	51.7%	19.2%	48.3%	48.3%	48.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	53.5	53.5	14.8	69.5	47.7	47.7
Actuated g/C Ratio	0.46	0.46	0.13	0.60	0.41	0.41
v/c Ratio	0.91	0.17	0.76	0.79	0.92	0.51
Control Delay (s/veh)	48.5	18.9	60.8	21.3	52.0	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.5	18.9	60.8	21.3	52.0	6.5
LOS	D	B	E	C	D	A
Approach Delay (s/veh)		38.3	33.2		33.8	
Approach LOS		D	C		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 115.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 34.8	Intersection LOS: C
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 15: Hillsboro Blvd & School Driveway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	413	216	268	619	527	352
Future Volume (veh/h)	413	216	268	619	527	352
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	529	277	344	717	676	374
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	564	1671	506	868	722	642
Arrive On Green	0.27	0.47	0.14	0.14	0.41	0.41
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	529	277	344	717	676	374
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	27.3	5.0	10.3	16.0	40.9	20.6
Cycle Q Clear(g_c), s	27.3	5.0	10.3	16.0	40.9	20.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	564	1671	506	868	722	642
V/C Ratio(X)	0.94	0.17	0.68	0.83	0.94	0.58
Avail Cap(c_a), veh/h	598	1739	506	868	808	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	17.1	45.8	15.1	32.0	26.0
Incr Delay (d2), s/veh	22.1	0.0	3.7	6.6	17.1	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.1	3.7	8.4	29.6	27.9	25.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	49.8	17.2	49.4	21.7	49.1	27.0
LnGrp LOS	D	B	D	C	D	C
Approach Vol, veh/h		806	1061		1050	
Approach Delay, s/veh		38.6	30.7		41.2	
Approach LOS		D	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.8		52.6	36.8	23.0
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		55.0		51.0	32.0	16.0
Max Q Clear Time (g_c+I1), s		7.0		42.9	29.3	18.0
Green Ext Time (p_c), s		2.0		2.7	0.6	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	36.7
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	18.9
Intersection LOS	C

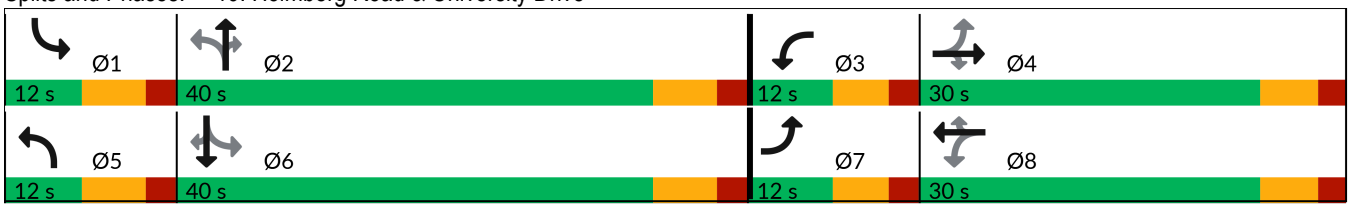
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	247	1037	855
Demand Flow Rate, veh/h	252	1058	872
Vehicles Circulating, veh/h	776	83	254
Vehicles Exiting, veh/h	350	776	887
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.8	19.6	20.9
Approach LOS	A	C	C

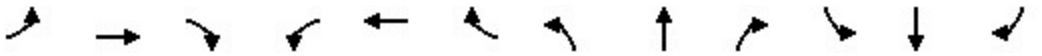
Lane	Left	Bypass	Left	Left
Designated Moves	L	R	LT	TR
Assumed Moves	L		LT	TR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	83	169	1058	872
Cap Entry Lane, veh/h	625	625	1268	1065
Entry HV Adj Factor	0.976	0.980	0.980	0.980
Flow Entry, veh/h	81	166	1037	855
Cap Entry, veh/h	610	613	1243	1044
V/C Ratio	0.133	0.271	0.834	0.819
Control Delay, s/veh	7.5	9.4	19.6	20.9
LOS	A	A	C	C
95th %tile Queue, veh	0	1	11	10

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	280	193	157	265	180	110	502	100	166	580	93
Future Volume (vph)	83	280	193	157	265	180	110	502	100	166	580	93
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	12.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.0	12.0	12.0	10.0	12.0	12.0	10.5	18.5	18.5	10.5	18.5	18.5
Total Split (s)	12.0	30.0	30.0	12.0	30.0	30.0	12.0	40.0	40.0	12.0	40.0	40.0
Total Split (%)	12.8%	31.9%	31.9%	12.8%	31.9%	31.9%	12.8%	42.6%	42.6%	12.8%	42.6%	42.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	23.3	17.2	17.2	24.9	20.3	20.3	25.6	20.0	20.0	27.2	23.0	23.0
Actuated g/C Ratio	0.31	0.23	0.23	0.33	0.27	0.27	0.34	0.27	0.27	0.37	0.31	0.31
v/c Ratio	0.23	0.70	0.40	0.53	0.30	0.34	0.39	0.57	0.19	0.56	0.57	0.16
Control Delay (s/veh)	17.3	36.5	6.4	24.1	24.6	6.0	18.2	26.2	1.3	22.9	25.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.3	36.5	6.4	24.1	24.6	6.0	18.2	26.2	1.3	22.9	25.5	0.6
LOS	B	D	A	C	C	A	B	C	A	C	C	A
Approach Delay (s/veh)		23.2			18.9			21.5			22.2	
Approach LOS		C			B			C			C	

Intersection Summary	
Cycle Length: 94	
Actuated Cycle Length: 74.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 21.5	Intersection LOS: C
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 19: Holmberg Road & University Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	280	193	157	265	180	110	502	100	166	580	93
Future Volume (veh/h)	83	280	193	157	265	180	110	502	100	166	580	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	301	143	169	285	129	118	540	43	178	624	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	380	390	331	323	864	386	308	861	384	344	906	404
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.07	0.24	0.24	0.08	0.25	0.25
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	89	301	143	169	285	129	118	540	43	178	624	35
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.6	10.1	5.2	4.9	4.4	4.5	3.2	9.0	1.4	5.0	10.6	1.1
Cycle Q Clear(g_c), s	2.6	10.1	5.2	4.9	4.4	4.5	3.2	9.0	1.4	5.0	10.6	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	390	331	323	864	386	308	861	384	344	906	404
V/C Ratio(X)	0.23	0.77	0.43	0.52	0.33	0.33	0.38	0.63	0.11	0.52	0.69	0.09
Avail Cap(c_a), veh/h	441	675	572	323	1283	572	330	1791	799	344	1791	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	24.8	22.9	19.0	20.7	20.7	17.7	22.5	19.6	17.6	22.4	18.9
Incr Delay (d2), s/veh	0.3	3.3	0.9	1.5	0.2	0.5	0.8	0.8	0.1	1.4	0.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	8.1	3.5	3.6	3.1	2.9	2.3	6.5	0.9	3.6	7.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	28.1	23.8	20.5	20.9	21.2	18.5	23.3	19.7	19.0	23.3	19.0
LnGrp LOS	B	C	C	C	C	C	B	C	B	B	C	B
Approach Vol, veh/h		533			583			701			837	
Approach Delay, s/veh		25.4			20.9			22.2			22.2	
Approach LOS		C			C			C			C	

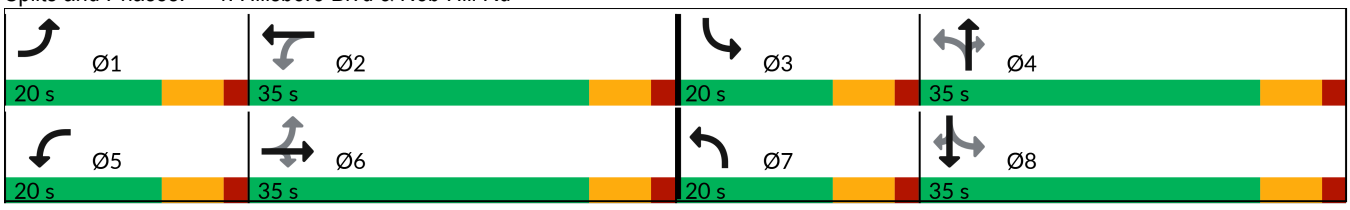
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	22.6	12.0	19.9	11.2	23.5	9.7	22.2
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	5.5	33.5	6.0	24.0	5.5	33.5	6.0	24.0
Max Q Clear Time (g_c+I1), s	7.0	11.0	6.9	12.1	5.2	12.6	4.6	6.5
Green Ext Time (p_c), s	0.0	3.9	0.0	1.8	0.0	4.4	0.0	2.1

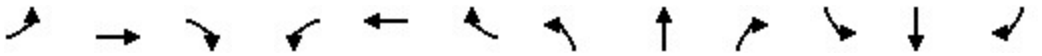
Intersection Summary	
HCM 7th Control Delay, s/veh	22.6
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	43	142	220	176	210	304	355	130	38	296	99
Future Volume (vph)	43	142	220	176	210	304	355	130	38	296	99
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases	6		6	2		4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	22.0	22.0	11.0	22.0	11.0	13.0	13.0	11.0	13.0	13.0
Total Split (s)	20.0	35.0	35.0	20.0	35.0	20.0	35.0	35.0	20.0	35.0	35.0
Total Split (%)	18.2%	31.8%	31.8%	18.2%	31.8%	18.2%	31.8%	31.8%	18.2%	31.8%	31.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	22.8	15.8	15.8	33.4	26.1	39.1	31.7	31.7	26.3	19.7	19.7
Actuated g/C Ratio	0.26	0.18	0.18	0.38	0.29	0.44	0.36	0.36	0.30	0.22	0.22
v/c Ratio	0.14	0.45	0.49	0.40	0.30	0.76	0.55	0.20	0.11	0.74	0.21
Control Delay (s/veh)	20.2	39.0	8.8	22.3	23.0	30.3	28.7	2.3	15.5	43.9	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.2	39.0	8.8	22.3	23.0	30.3	28.7	2.3	15.5	43.9	1.1
LOS	C	D	A	C	C	C	C	A	B	D	A
Approach Delay (s/veh)		20.6			22.8		25.0			31.6	
Approach LOS		C			C		C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 88.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 25.0	Intersection LOS: C
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Hillsboro Blvd & Nob Hill Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	142	220	176	210	94	304	355	130	38	296	99
Future Volume (veh/h)	43	142	220	176	210	94	304	355	130	38	296	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	148	167	183	219	88	317	370	73	40	308	93
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	345	348	295	400	649	253	416	621	527	300	381	323
Arrive On Green	0.03	0.19	0.19	0.11	0.26	0.26	0.16	0.33	0.33	0.03	0.20	0.20
Sat Flow, veh/h	1781	1870	1585	1781	2499	973	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	45	148	167	183	154	153	317	370	73	40	308	93
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1695	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.6	5.6	7.7	6.4	5.7	5.9	10.7	13.3	2.6	1.4	12.7	4.0
Cycle Q Clear(g_c), s	1.6	5.6	7.7	6.4	5.7	5.9	10.7	13.3	2.6	1.4	12.7	4.0
Prop In Lane	1.00		1.00	1.00		0.57	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	348	295	400	462	440	416	621	527	300	381	323
V/C Ratio(X)	0.13	0.43	0.57	0.46	0.33	0.35	0.76	0.60	0.14	0.13	0.81	0.29
Avail Cap(c_a), veh/h	576	649	550	500	617	589	422	649	550	535	649	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	29.0	29.9	22.2	24.2	24.3	20.3	22.4	18.9	24.3	30.6	27.2
Incr Delay (d2), s/veh	0.2	0.8	1.7	0.8	0.4	0.5	7.8	1.4	0.1	0.2	4.1	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	4.6	5.4	4.8	4.2	4.3	8.8	9.8	1.7	1.1	10.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.5	29.8	31.6	23.0	24.6	24.8	28.1	23.8	19.0	24.5	34.7	27.7
LnGrp LOS	C	C	C	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h		360			490			760			441	
Approach Delay, s/veh		30.1			24.0			25.1			32.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	27.9	9.4	33.8	15.5	22.0	19.7	23.4
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	13.0	28.0	13.0	28.0	13.0	28.0	13.0	28.0
Max Q Clear Time (g_c+I1), s	3.6	7.9	3.4	15.3	8.4	9.7	12.7	14.7
Green Ext Time (p_c), s	0.0	1.7	0.0	2.0	0.2	1.3	0.0	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	27.3
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	44
Intersection LOS	E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	139	416	373	303	342	121
Future Vol, veh/h	139	416	373	303	342	121
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	156	467	419	340	384	136
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	45	48.2	36.6
HCM LOS	E	E	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	373	303	139	416	342	121
LT Vol	373	0	139	0	0	0
Through Vol	0	303	0	0	342	0
RT Vol	0	0	0	416	0	121
Lane Flow Rate	419	340	156	467	384	136
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.964	0.734	0.369	0.944	0.867	0.279
Departure Headway (Hd)	8.278	7.761	8.504	7.271	8.122	7.397
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	440	466	423	500	446	485
Service Time	6.031	5.514	6.246	5.012	5.877	5.152
HCM Lane V/C Ratio	0.952	0.73	0.369	0.934	0.861	0.28
HCM Control Delay, s/veh	63.6	29.2	16.2	54.6	44.9	13
HCM Lane LOS	F	D	C	F	E	B
HCM 95th-tile Q	11.6	6	1.7	11.6	8.9	1.1

Intersection	
Intersection Delay, s/veh	24.5
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	107	125	443	471	73
Future Vol, veh/h	39	107	125	443	471	73
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	118	137	487	518	80
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	11.4	23.2	29.4
HCM LOS	B	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	443	39	107	471	73
LT Vol	125	0	39	0	0	0
Through Vol	0	443	0	0	471	0
RT Vol	0	0	0	107	0	73
Lane Flow Rate	137	487	43	118	518	80
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.241	0.786	0.094	0.218	0.845	0.115
Departure Headway (Hd)	6.319	5.812	7.914	6.687	5.878	5.169
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	623	452	536	616	692
Service Time	4.057	3.55	5.671	4.442	3.617	2.908
HCM Lane V/C Ratio	0.241	0.782	0.095	0.22	0.841	0.116
HCM Control Delay, s/veh	11.1	26.6	11.5	11.3	32.6	8.6
HCM Lane LOS	B	D	B	B	D	A
HCM 95th-tile Q	0.9	7.6	0.3	0.8	9.2	0.4

Intersection	
Int Delay, s/veh	9.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	93	214	355	73	251
Future Vol, veh/h	180	93	214	355	73	251
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	194	100	230	382	78	270

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	294	0	1035	194
Stage 1	-	-	-	-	194	-
Stage 2	-	-	-	-	842	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1268	-	257	848
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	423	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1268	-	198	848
Mov Cap-2 Maneuver	-	-	-	-	198	-
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	325	-

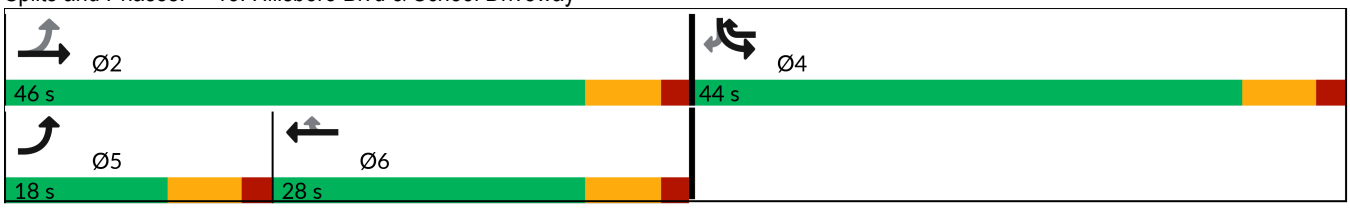
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.18	28.88
HCM LOS			D

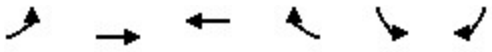
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	487	-	-	677	-
HCM Lane V/C Ratio	0.716	-	-	0.181	-
HCM Ctrl Dly (s/v)	28.9	-	-	8.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	5.7	-	-	0.7	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	231	303	191	324	216
Future Volume (vph)	127	231	303	191	324	216
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	5	2	6	4	4	
Permitted Phases	2			6		4
Detector Phase	5	2	6	4	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	11.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	18.0	46.0	28.0	44.0	44.0	44.0
Total Split (%)	20.0%	51.1%	31.1%	48.9%	48.9%	48.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	25.3	25.3	12.5	43.0	20.3	20.3
Actuated g/C Ratio	0.42	0.42	0.21	0.71	0.33	0.33
v/c Ratio	0.33	0.19	0.50	0.19	0.66	0.37
Control Delay (s/veh)	14.0	11.8	26.7	1.1	24.7	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	11.8	26.7	1.1	24.7	4.2
LOS	B	B	C	A	C	A
Approach Delay (s/veh)		12.6	16.8		16.5	
Approach LOS		B	B		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 60.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 15.6	Intersection LOS: B
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 15: Hillsboro Blvd & School Driveway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	127	231	303	191	324	216
Future Volume (veh/h)	127	231	303	191	324	216
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	275	361	156	386	186
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	401	1516	662	739	499	444
Arrive On Green	0.09	0.43	0.19	0.19	0.28	0.28
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	151	275	361	156	386	186
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	3.0	2.3	4.4	2.8	9.5	4.6
Cycle Q Clear(g_c), s	3.0	2.3	4.4	2.8	9.5	4.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	401	1516	662	739	499	444
V/C Ratio(X)	0.38	0.18	0.55	0.21	0.77	0.42
Avail Cap(c_a), veh/h	644	2902	1563	1141	1380	1228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	8.5	17.6	7.5	15.8	14.0
Incr Delay (d2), s/veh	0.6	0.1	0.7	0.1	2.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	1.3	3.0	2.5	6.6	7.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.1	8.6	18.3	7.7	18.4	14.6
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h		426	517		572	
Approach Delay, s/veh		10.2	15.1		17.2	
Approach LOS		B	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.4		20.4	11.5	15.9
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		39.0		37.0	11.0	21.0
Max Q Clear Time (g_c+I1), s		4.3		11.5	5.0	6.4
Green Ext Time (p_c), s		1.9		1.9	0.2	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	14.5
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

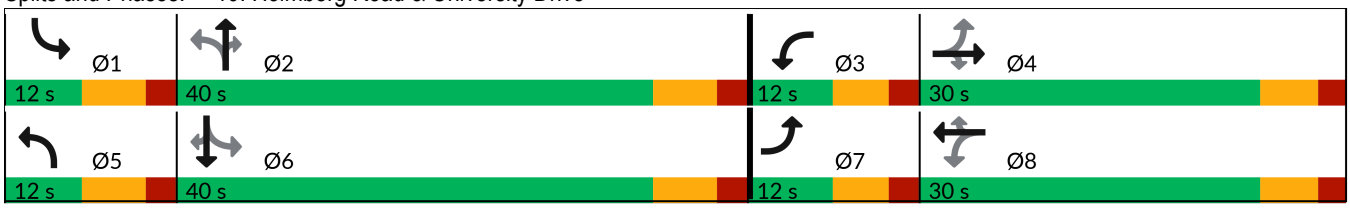
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	205	762	592
Demand Flow Rate, veh/h	209	777	604
Vehicles Circulating, veh/h	520	42	200
Vehicles Exiting, veh/h	284	520	619
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.4	9.6	9.7
Approach LOS	A	A	A

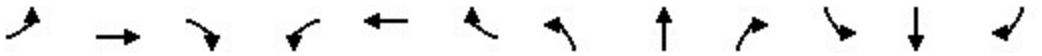
Lane	Left	Bypass	Left	Left
Designated Moves	L	R	LT	TR
Assumed Moves	L		LT	TR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	42	167	777	604
Cap Entry Lane, veh/h	812	812	1322	1125
Entry HV Adj Factor	0.976	0.980	0.980	0.980
Flow Entry, veh/h	41	164	762	592
Cap Entry, veh/h	793	796	1296	1103
V/C Ratio	0.052	0.206	0.588	0.537
Control Delay, s/veh	5.0	6.7	9.6	9.7
LOS	A	A	A	A
95th %tile Queue, veh	0	1	4	3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	272	147	142	285	155	160	480	145	178	406	80
Future Volume (vph)	92	272	147	142	285	155	160	480	145	178	406	80
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	12.0	12.0	4.0	12.0	12.0
Minimum Split (s)	10.0	12.0	12.0	10.0	12.0	12.0	10.5	18.5	18.5	10.5	18.5	18.5
Total Split (s)	12.0	30.0	30.0	12.0	30.0	30.0	12.0	40.0	40.0	12.0	40.0	40.0
Total Split (%)	12.8%	31.9%	31.9%	12.8%	31.9%	31.9%	12.8%	42.6%	42.6%	12.8%	42.6%	42.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	22.7	16.6	16.6	24.1	19.5	19.5	23.4	17.7	17.7	23.4	17.7	17.7
Actuated g/C Ratio	0.32	0.23	0.23	0.34	0.27	0.27	0.33	0.25	0.25	0.33	0.25	0.25
v/c Ratio	0.25	0.69	0.31	0.46	0.32	0.30	0.50	0.59	0.30	0.62	0.50	0.16
Control Delay (s/veh)	16.3	34.4	4.5	20.3	23.5	4.7	21.1	27.1	4.6	26.0	25.5	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.3	34.4	4.5	20.3	23.5	4.7	21.1	27.1	4.6	26.0	25.5	0.7
LOS	B	C	A	C	C	A	C	C	A	C	C	A
Approach Delay (s/veh)		22.6			17.7			21.7			22.7	
Approach LOS		C			B			C			C	

Intersection Summary	
Cycle Length: 94	
Actuated Cycle Length: 71.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 21.2	Intersection LOS: C
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 19: Holmberg Road & University Drive





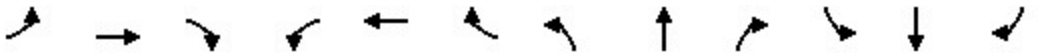
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	272	147	142	285	155	160	480	145	178	406	80
Future Volume (veh/h)	92	272	147	142	285	155	160	480	145	178	406	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	296	95	154	310	103	174	522	93	193	441	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	386	327	332	836	373	373	802	358	340	802	358
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.09	0.23	0.23	0.09	0.23	0.23
Sat Flow, veh/h	1781	1870	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	100	296	95	154	310	103	174	522	93	193	441	22
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.8	9.5	3.2	4.3	4.7	3.4	4.8	8.5	3.1	5.4	7.0	0.7
Cycle Q Clear(g_c), s	2.8	9.5	3.2	4.3	4.7	3.4	4.8	8.5	3.1	5.4	7.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	381	386	327	332	836	373	373	802	358	340	802	358
V/C Ratio(X)	0.26	0.77	0.29	0.46	0.37	0.28	0.47	0.65	0.26	0.57	0.55	0.06
Avail Cap(c_a), veh/h	437	702	595	336	1333	595	373	1861	830	340	1861	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	24.0	21.4	18.1	20.5	20.0	17.3	22.5	20.4	17.7	21.9	19.4
Incr Delay (d2), s/veh	0.4	3.2	0.5	1.0	0.3	0.4	0.9	0.9	0.4	2.2	0.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	7.7	2.1	3.1	3.3	2.2	3.4	6.2	2.0	4.0	5.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.6	27.2	21.9	19.1	20.8	20.4	18.2	23.4	20.8	19.9	22.5	19.5
LnGrp LOS	B	C	C	B	C	C	B	C	C	B	C	B
Approach Vol, veh/h		491			567			789			656	
Approach Delay, s/veh		24.4			20.3			21.9			21.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	20.9	11.8	19.2	12.0	20.9	10.0	21.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	5.5	33.5	6.0	24.0	5.5	33.5	6.0	24.0
Max Q Clear Time (g_c+I1), s	7.4	10.5	6.3	11.5	6.8	9.0	4.8	6.7
Green Ext Time (p_c), s	0.0	3.9	0.0	1.6	0.0	3.1	0.0	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C

APPENDIX J

Total Traffic (2030) Conditions with Improvements Synchro Printouts

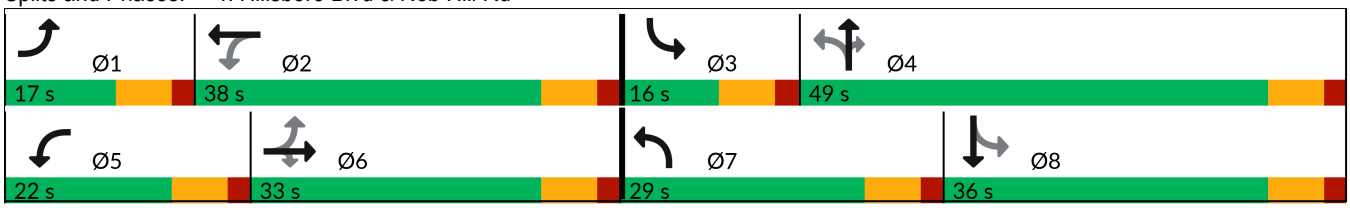


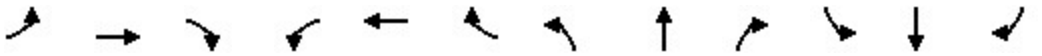
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	247	328	255	180	77	282	417	300	144	551	80
Future Volume (vph)	165	247	328	255	180	77	282	417	300	144	551	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	300		0	220		0	200		210
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			150			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850		0.955				0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	3380	0	1770	1863	1583	1770	3472	0
Flt Permitted	0.576			0.289			0.134			0.344		
Satd. Flow (perm)	1073	1863	1583	538	3380	0	250	1863	1583	641	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			355		54				333		13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		776			4619			485			916	
Travel Time (s)		17.6			105.0			11.0			20.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	183	274	364	283	200	86	313	463	333	160	612	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	183	274	364	283	286	0	313	463	333	160	701	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4		4	8		
Detector Phase	1	6	6	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0		4.0	6.0	6.0	4.0	6.0	
Minimum Split (s)	11.0	22.0	22.0	11.0	22.0		11.0	13.0	13.0	11.0	13.0	
Total Split (s)	17.0	33.0	33.0	22.0	38.0		29.0	49.0	49.0	16.0	36.0	
Total Split (%)	14.2%	27.5%	27.5%	18.3%	31.7%		24.2%	40.8%	40.8%	13.3%	30.0%	
Maximum Green (s)	10.0	26.0	26.0	15.0	31.0		22.0	42.0	42.0	9.0	29.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	
Act Effct Green (s)	31.5	21.7	21.7	41.1	26.5		51.8	36.3	36.3	34.7	26.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.29	0.20	0.20	0.37	0.24		0.47	0.33	0.33	0.32	0.24	
v/c Ratio	0.50	0.74	0.61	0.78	0.33		0.82	0.75	0.45	0.55	0.84	
Control Delay (s/veh)	30.1	55.7	9.5	41.6	29.4		43.7	41.8	5.0	27.3	50.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	30.1	55.7	9.5	41.6	29.4		43.7	41.8	5.0	27.3	50.6	
LOS	C	E	A	D	C		D	D	A	C	D	
Approach Delay (s/veh)		29.5			35.4			31.3			46.2	
Approach LOS		C			D			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 109.8			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 35.4		Intersection LOS: D	
Intersection Capacity Utilization 83.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Hillsboro Blvd & Nob Hill Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	247	328	255	180	77	282	417	300	144	551	80
Future Volume (veh/h)	165	247	328	255	180	77	282	417	300	144	551	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	274	297	283	200	75	313	463	266	160	612	78
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	451	397	337	385	660	240	372	552	467	266	724	92
Arrive On Green	0.09	0.21	0.21	0.14	0.26	0.26	0.15	0.29	0.29	0.09	0.23	0.23
Sat Flow, veh/h	1781	1870	1585	1781	2553	927	1781	1870	1585	1781	3171	403
Grp Volume(v), veh/h	183	274	297	283	137	138	313	463	266	160	342	348
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1704	1781	1870	1585	1781	1777	1798
Q Serve(g_s), s	8.3	14.2	19.1	12.9	6.5	6.9	13.5	24.4	15.0	7.1	19.4	19.5
Cycle Q Clear(g_c), s	8.3	14.2	19.1	12.9	6.5	6.9	13.5	24.4	15.0	7.1	19.4	19.5
Prop In Lane	1.00		1.00	1.00		0.54	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	451	397	337	385	459	441	372	552	467	266	406	410
V/C Ratio(X)	0.41	0.69	0.88	0.74	0.30	0.31	0.84	0.84	0.57	0.60	0.84	0.85
Avail Cap(c_a), veh/h	451	462	392	387	523	502	473	746	632	266	490	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	38.3	40.2	27.6	31.4	31.5	26.0	34.8	31.4	29.1	38.8	38.9
Incr Delay (d2), s/veh	0.6	3.6	18.5	7.1	0.4	0.4	10.5	6.3	1.1	3.7	11.0	11.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	11.2	14.0	10.2	5.1	5.2	10.9	17.5	9.8	5.9	14.7	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.7	41.8	58.6	34.7	31.7	31.9	36.5	41.1	32.5	32.8	49.8	50.0
LnGrp LOS	C	D	E	C	C	C	D	D	C	C	D	D
Approach Vol, veh/h		754			558			1042			850	
Approach Delay, s/veh		45.3			33.3			37.5			46.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	34.2	16.0	38.0	21.9	29.4	23.0	31.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	10.0	31.0	9.0	42.0	15.0	26.0	22.0	29.0
Max Q Clear Time (g_c+I1), s	10.3	8.9	9.1	26.4	14.9	21.1	15.5	21.5
Green Ext Time (p_c), s	0.0	1.6	0.0	3.5	0.0	1.2	0.5	2.6

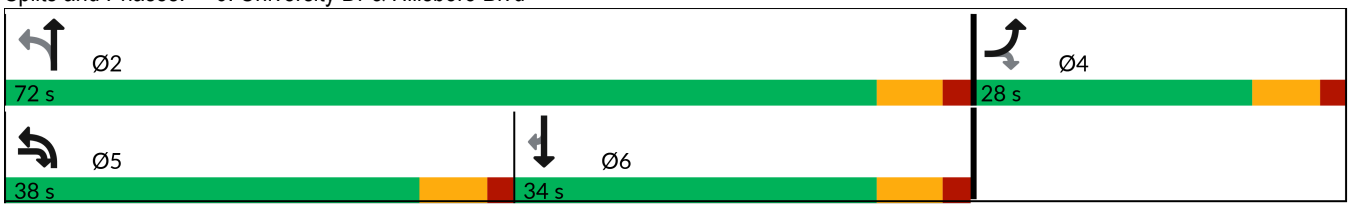
Intersection Summary	
HCM 7th Control Delay, s/veh	41.0
HCM 7th LOS	D

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	236	507	509	242	282	378
Future Volume (vph)	236	507	509	242	282	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	300			400
Storage Lanes	1	1	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.96	0.94	0.99			0.96
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.267			
Satd. Flow (perm)	1692	1484	493	1863	1863	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		202				430
Link Speed (mph)	30			30	30	
Link Distance (ft)	630			2613	299	
Travel Time (s)	14.3			59.4	6.8	
Confl. Peds. (#/hr)	14	14	14			14
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	268	576	578	275	320	430
Shared Lane Traffic (%)						
Lane Group Flow (vph)	268	576	578	275	320	430
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Prot	pm+ov	pm+pt	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	5	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	11.0	11.0	23.0	23.0	23.0
Total Split (s)	28.0	38.0	38.0	72.0	34.0	34.0
Total Split (%)	28.0%	38.0%	38.0%	72.0%	34.0%	34.0%
Maximum Green (s)	21.0	31.0	31.0	65.0	27.0	27.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Recall Mode	None	None	None	Min	Min	Min
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Don't Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	16.9	46.1	56.7	56.7	20.3	20.3
Actuated g/C Ratio	0.19	0.52	0.64	0.64	0.23	0.23
v/c Ratio	0.79	0.64	0.78	0.23	0.75	0.63
Control Delay (s/veh)	52.8	11.3	21.7	7.3	43.7	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.8	11.3	21.7	7.3	43.7	7.6
LOS	D	B	C	A	D	A
Approach Delay (s/veh)	24.5			17.0	23.0	
Approach LOS	C			B	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 88			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 21.4		Intersection LOS: C	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 6: University Dr & Hillsboro Blvd



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	236	507	509	242	282	378
Future Volume (veh/h)	236	507	509	242	282	378
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	268	508	578	275	320	362
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	424	786	627	1128	497	410
Arrive On Green	0.24	0.24	0.26	0.60	0.27	0.27
Sat Flow, veh/h	1781	1585	1781	1870	1870	1543
Grp Volume(v), veh/h	268	508	578	275	320	362
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1543
Q Serve(g_s), s	11.9	21.0	19.2	6.0	13.4	19.8
Cycle Q Clear(g_c), s	11.9	21.0	19.2	6.0	13.4	19.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	424	786	627	1128	497	410
V/C Ratio(X)	0.63	0.65	0.92	0.24	0.64	0.88
Avail Cap(c_a), veh/h	424	786	795	1379	573	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	16.5	16.3	8.1	28.7	31.0
Incr Delay (d2), s/veh	3.0	1.8	13.8	0.1	2.0	16.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.1	0.7	14.4	4.0	10.2	13.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	33.1	18.3	30.2	8.3	30.7	47.1
LnGrp LOS	C	B	C	A	C	D
Approach Vol, veh/h	776			853	682	
Approach Delay, s/veh	23.4			23.1	39.4	
Approach LOS	C			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.1		28.0	29.7	30.4
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		65.0		21.0	31.0	27.0
Max Q Clear Time (g_c+I1), s		8.0		23.0	21.2	21.8
Green Ext Time (p_c), s		1.8		0.0	1.5	1.6

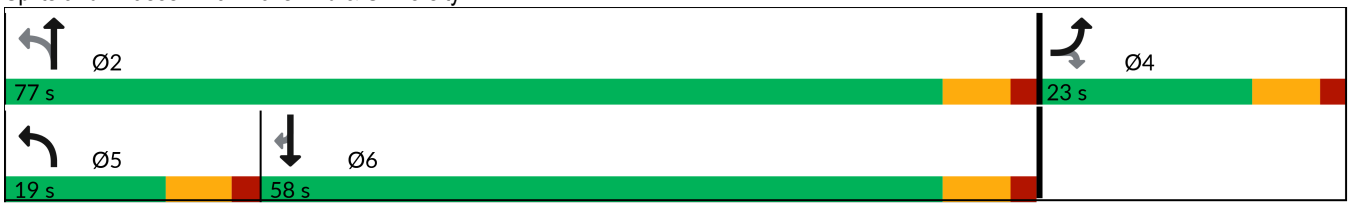
Intersection Summary	
HCM 7th Control Delay, s/veh	28.0
HCM 7th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	117	198	171	588	563	136
Future Volume (vph)	117	198	171	588	563	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	210			300
Storage Lanes	1	1	1			1
Taper Length (ft)	25		70			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.150			
Satd. Flow (perm)	1770	1583	279	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		239				164
Link Speed (mph)	30			30	30	
Link Distance (ft)	888			1890	2613	
Travel Time (s)	20.2			43.0	59.4	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	141	239	206	708	678	164
Shared Lane Traffic (%)						
Lane Group Flow (vph)	141	239	206	708	678	164
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	11.0	23.0	23.0	23.0
Total Split (s)	23.0	23.0	19.0	77.0	58.0	58.0
Total Split (%)	23.0%	23.0%	19.0%	77.0%	58.0%	58.0%
Maximum Green (s)	16.0	16.0	12.0	70.0	51.0	51.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Min	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Flash Don't Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	11.5	11.5	52.7	52.7	34.4	34.4
Actuated g/C Ratio	0.15	0.15	0.67	0.67	0.44	0.44
v/c Ratio	0.55	0.55	0.52	0.57	0.83	0.21
Control Delay (s/veh)	43.0	10.5	11.2	9.0	29.7	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.0	10.5	11.2	9.0	29.7	2.9
LOS	D	B	B	A	C	A
Approach Delay (s/veh)	22.5			9.5	24.5	
Approach LOS	C			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 78.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 17.7		Intersection LOS: B	
Intersection Capacity Utilization 63.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: Trails End & University Dr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	117	198	171	588	563	136
Future Volume (veh/h)	117	198	171	588	563	136
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	167	206	708	678	92
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	251	224	358	1196	820	695
Arrive On Green	0.14	0.14	0.09	0.64	0.44	0.44
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	141	167	206	708	678	92
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	4.7	6.4	3.7	14.0	20.4	2.2
Cycle Q Clear(g_c), s	4.7	6.4	3.7	14.0	20.4	2.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	251	224	358	1196	820	695
V/C Ratio(X)	0.56	0.75	0.57	0.59	0.83	0.13
Avail Cap(c_a), veh/h	447	398	532	2053	1496	1268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	26.3	12.5	6.7	15.8	10.7
Incr Delay (d2), s/veh	2.0	4.9	1.5	0.5	2.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	9.7	2.3	7.5	12.7	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.5	31.2	13.9	7.1	18.0	10.8
LnGrp LOS	C	C	B	A	B	B
Approach Vol, veh/h	308			914	770	
Approach Delay, s/veh	29.5			8.7	17.1	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		47.8		16.0	12.8	35.0
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		70.0		16.0	12.0	51.0
Max Q Clear Time (g_c+I1), s		16.0		8.4	5.7	22.4
Green Ext Time (p_c), s		6.1		0.6	0.3	5.6

Intersection Summary	
HCM 7th Control Delay, s/veh	15.2
HCM 7th LOS	B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	479	102	300	217	52	363
Future Volume (vph)	479	102	300	217	52	363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.976				0.882	
Flt Protected				0.972	0.994	
Satd. Flow (prot)	1818	0	0	1811	1633	0
Flt Permitted				0.972	0.994	
Satd. Flow (perm)	1818	0	0	1811	1633	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	675			639	810	
Travel Time (s)	15.3			14.5	18.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	521	111	326	236	57	395
Shared Lane Traffic (%)						
Lane Group Flow (vph)	632	0	0	562	452	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

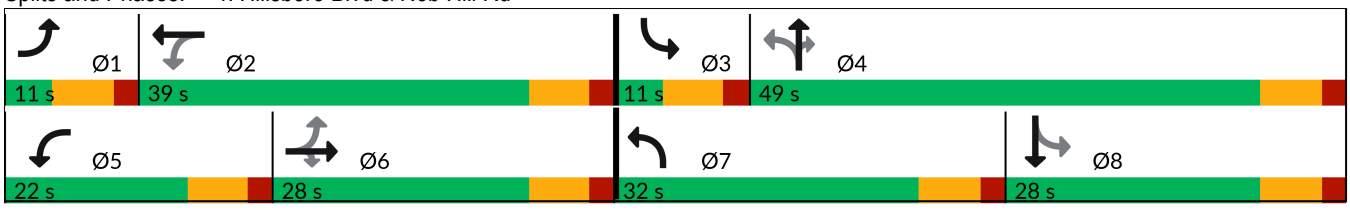
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	632	562	452
Demand Flow Rate, veh/h	644	574	461
Vehicles Circulating, veh/h	333	58	531
Vehicles Exiting, veh/h	299	934	446
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	13.8	7.2	13.4
Approach LOS	B	A	B

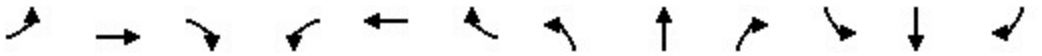
Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	644	574	461
Cap Entry Lane, veh/h	983	1301	803
Entry HV Adj Factor	0.981	0.980	0.980
Flow Entry, veh/h	632	562	452
Cap Entry, veh/h	964	1274	787
V/C Ratio	0.655	0.441	0.574
Control Delay, s/veh	13.8	7.2	13.4
LOS	B	A	B
95th %tile Queue, veh	5	2	4

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	43	142	220	189	210	304	355	130	38	296
Future Volume (vph)	43	142	220	189	210	304	355	130	38	296
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2	7	4		3	8
Permitted Phases	6		6	2		4		4	8	
Detector Phase	1	6	6	5	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	11.0	22.0	22.0	11.0	22.0	11.0	13.0	13.0	11.0	13.0
Total Split (s)	11.0	28.0	28.0	22.0	39.0	32.0	49.0	49.0	11.0	28.0
Total Split (%)	10.0%	25.5%	25.5%	20.0%	35.5%	29.1%	44.5%	44.5%	10.0%	25.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	20.1	16.0	16.0	35.9	29.8	41.0	34.8	34.8	19.2	15.2
Actuated g/C Ratio	0.22	0.18	0.18	0.39	0.33	0.45	0.38	0.38	0.21	0.17
v/c Ratio	0.17	0.45	0.42	0.41	0.28	0.64	0.52	0.18	0.16	0.69
Control Delay (s/veh)	22.6	41.2	3.2	23.3	20.9	23.2	26.3	0.5	19.1	39.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.6	41.2	3.2	23.3	20.9	23.2	26.3	0.5	19.1	39.7
LOS	C	D	A	C	C	C	C	A	B	D
Approach Delay (s/veh)		18.6			21.8		20.9			37.9
Approach LOS		B			C		C			D

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 91.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 24.1	Intersection LOS: C
Intersection Capacity Utilization 74.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Hillsboro Blvd & Nob Hill Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	142	220	189	210	96	304	355	130	38	296	99
Future Volume (veh/h)	43	142	220	189	210	96	304	355	130	38	296	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	148	167	197	219	90	317	370	73	40	308	93
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	362	307	425	679	270	451	567	480	270	428	127
Arrive On Green	0.03	0.19	0.19	0.11	0.27	0.27	0.17	0.30	0.30	0.03	0.16	0.16
Sat Flow, veh/h	1781	1870	1585	1781	2482	988	1781	1870	1585	1781	2702	801
Grp Volume(v), veh/h	45	148	167	197	155	154	317	370	73	40	201	200
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1693	1781	1870	1585	1781	1777	1726
Q Serve(g_s), s	1.6	5.4	7.4	6.5	5.4	5.6	10.8	13.3	2.6	1.4	8.3	8.6
Cycle Q Clear(g_c), s	1.6	5.4	7.4	6.5	5.4	5.6	10.8	13.3	2.6	1.4	8.3	8.6
Prop In Lane	1.00		1.00	1.00		0.58	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	357	362	307	425	486	463	451	567	480	270	282	274
V/C Ratio(X)	0.13	0.41	0.54	0.46	0.32	0.33	0.70	0.65	0.15	0.15	0.71	0.73
Avail Cap(c_a), veh/h	392	507	430	570	734	699	715	1014	859	309	482	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	27.4	28.2	20.4	22.4	22.5	20.4	23.5	19.7	26.1	30.9	31.0
Incr Delay (d2), s/veh	0.2	0.7	1.5	0.8	0.4	0.4	2.0	1.3	0.1	0.2	3.3	3.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	4.3	5.1	4.8	4.0	4.0	7.9	9.7	1.7	1.1	6.7	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.0	28.1	29.7	21.2	22.8	22.9	22.4	24.7	19.9	26.4	34.3	34.8
LnGrp LOS	C	C	C	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h		360			506			760			441	
Approach Delay, s/veh		28.3			22.2			23.3			33.8	
Approach LOS		C			C			C			C	

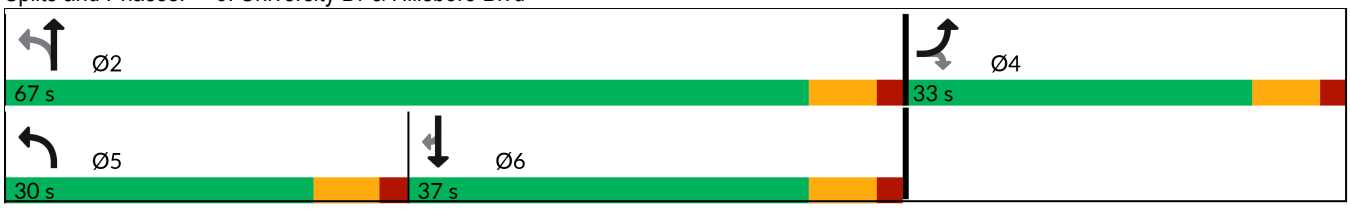
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	28.2	9.3	30.5	15.7	22.0	20.5	19.3
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	4.0	32.0	4.0	42.0	15.0	21.0	25.0	21.0
Max Q Clear Time (g_c+I1), s	3.6	7.6	3.4	15.3	8.5	9.4	12.8	10.6
Green Ext Time (p_c), s	0.0	1.8	0.0	2.6	0.3	1.0	0.8	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	26.1
HCM 7th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	139	416	373	303	342	121
Future Volume (vph)	139	416	373	303	342	121
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	11.0	23.0	23.0	23.0
Total Split (s)	33.0	33.0	30.0	67.0	37.0	37.0
Total Split (%)	33.0%	33.0%	30.0%	67.0%	37.0%	37.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	13.2	13.2	48.0	48.0	20.2	20.2
Actuated g/C Ratio	0.17	0.17	0.63	0.63	0.27	0.27
v/c Ratio	0.51	0.76	0.65	0.29	0.78	0.28
Control Delay (s/veh)	36.1	12.0	14.5	7.6	38.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.1	12.0	14.5	7.6	38.5	6.4
LOS	D	B	B	A	D	A
Approach Delay (s/veh)	18.0			11.4	30.1	
Approach LOS	B			B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 75.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 18.7	Intersection LOS: B
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: University Dr & Hillsboro Blvd



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	139	416	373	303	342	121
Future Volume (veh/h)	139	416	373	303	342	121
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	156	400	419	340	384	69
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	501	446	499	1006	463	356
Arrive On Green	0.28	0.28	0.20	0.54	0.25	0.25
Sat Flow, veh/h	1781	1585	1781	1870	1870	1438
Grp Volume(v), veh/h	156	400	419	340	384	69
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1438
Q Serve(g_s), s	5.3	18.8	12.5	8.0	15.0	2.9
Cycle Q Clear(g_c), s	5.3	18.8	12.5	8.0	15.0	2.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	501	446	499	1006	463	356
V/C Ratio(X)	0.31	0.90	0.84	0.34	0.83	0.19
Avail Cap(c_a), veh/h	598	532	672	1449	725	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	26.7	16.7	10.1	27.6	23.0
Incr Delay (d2), s/veh	0.4	15.9	7.1	0.2	4.7	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	3.6	9.5	5.4	11.4	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.3	42.7	23.8	10.3	32.2	23.3
LnGrp LOS	C	D	C	B	C	C
Approach Vol, veh/h	556			759	453	
Approach Delay, s/veh	37.0			17.7	30.9	
Approach LOS	D			B	C	

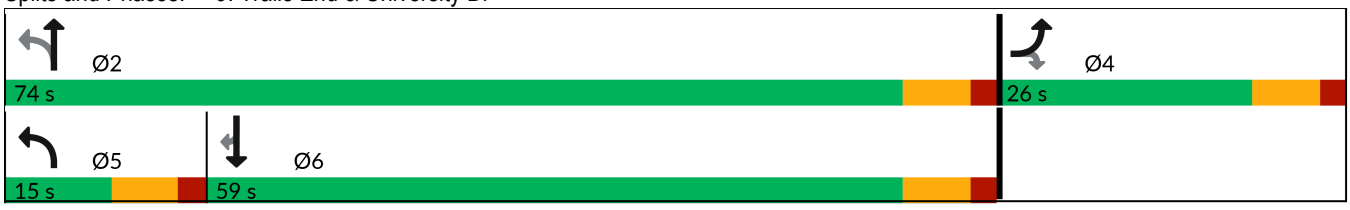
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		48.6		28.8	22.5	26.2
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		60.0		26.0	23.0	30.0
Max Q Clear Time (g_c+I1), s		10.0		20.8	14.5	17.0
Green Ext Time (p_c), s		2.3		1.0	0.9	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	27.1
HCM 7th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	39	107	125	443	471	73
Future Volume (vph)	39	107	125	443	471	73
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	11.0	23.0	23.0	23.0
Total Split (s)	26.0	26.0	15.0	74.0	59.0	59.0
Total Split (%)	26.0%	26.0%	15.0%	74.0%	59.0%	59.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	7.1	7.1	40.6	42.3	25.6	25.6
Actuated g/C Ratio	0.12	0.12	0.69	0.72	0.43	0.43
v/c Ratio	0.20	0.40	0.27	0.37	0.64	0.11
Control Delay (s/veh)	28.1	10.9	5.5	5.7	18.8	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.1	10.9	5.5	5.7	18.8	3.5
LOS	C	B	A	A	B	A
Approach Delay (s/veh)	15.5			5.7	16.7	
Approach LOS	B			A	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 59	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 11.6	Intersection LOS: B
Intersection Capacity Utilization 52.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: Trails End & University Dr



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	107	125	443	471	73
Future Volume (veh/h)	39	107	125	443	471	73
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	52	137	487	518	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	112	100	419	1145	702	595
Arrive On Green	0.06	0.06	0.07	0.61	0.38	0.38
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	43	52	137	487	518	14
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	1.0	1.4	1.8	5.9	10.3	0.2
Cycle Q Clear(g_c), s	1.0	1.4	1.8	5.9	10.3	0.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	112	100	419	1145	702	595
V/C Ratio(X)	0.38	0.52	0.33	0.43	0.74	0.02
Avail Cap(c_a), veh/h	785	699	616	2907	2256	1912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	19.6	8.0	4.4	11.6	8.5
Incr Delay (d2), s/veh	2.1	4.1	0.5	0.3	1.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.2	0.9	2.2	6.5	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.5	23.7	8.5	4.6	13.2	8.5
LnGrp LOS	C	C	A	A	B	A
Approach Vol, veh/h	95			624	532	
Approach Delay, s/veh	22.7			5.5	13.1	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		33.4		9.7	10.2	23.2
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		67.0		19.0	8.0	52.0
Max Q Clear Time (g_c+I1), s		7.9		3.4	3.8	12.3
Green Ext Time (p_c), s		3.6		0.2	0.1	3.9

Intersection Summary		
HCM 7th Control Delay, s/veh	10.0	
HCM 7th LOS	B	

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	294	612	348
Demand Flow Rate, veh/h	300	625	355
Vehicles Circulating, veh/h	235	80	198
Vehicles Exiting, veh/h	470	473	337
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.0	8.1	6.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	300	625	355
Cap Entry Lane, veh/h	1086	1272	1128
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	294	612	348
Cap Entry, veh/h	1064	1246	1105
V/C Ratio	0.276	0.491	0.315
Control Delay, s/veh	6.0	8.1	6.3
LOS	A	A	A
95th %tile Queue, veh	1	3	1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	236	507	509	242	282	378
Future Volume (vph)	236	507	509	242	282	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	300			400
Storage Lanes	1	1	0			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950			0.967		
Satd. Flow (prot)	1770	1583	0	1801	1863	1583
Flt Permitted	0.950			0.967		
Satd. Flow (perm)	1770	1583	0	1801	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	630			2613	299	
Travel Time (s)	14.3			59.4	6.8	
Confl. Peds. (#/hr)	14	14	14			14
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	268	576	578	275	320	430
Shared Lane Traffic (%)						
Lane Group Flow (vph)	268	576	0	853	320	430
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Yield	Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 78.9%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	844	853	750
Demand Flow Rate, veh/h	861	871	765
Vehicles Circulating, veh/h	326	273	590
Vehicles Exiting, veh/h	590	326	554
Ped Vol Crossing Leg, #/h	14	0	14
Ped Cap Adj	0.998	1.000	0.998
Approach Delay, s/veh	10.3	22.4	12.8
Approach LOS	B	C	B

Lane	Left	Bypass	Left	Left	Bypass
Designated Moves	L	R	LT	T	R
Assumed Moves	L		LT	T	
RT Channelized		Yield			Yield
Lane Util	1.000		1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	273	588	871	326	439
Cap Entry Lane, veh/h	990	990	1045	756	756
Entry HV Adj Factor	0.982	0.980	0.980	0.980	0.980
Flow Entry, veh/h	268	576	853	320	430
Cap Entry, veh/h	970	968	1024	740	740
V/C Ratio	0.276	0.595	0.834	0.432	0.581
Control Delay, s/veh	6.5	12.0	22.4	10.7	14.3
LOS	A	B	C	B	B
95th %tile Queue, veh	1	4	10	2	4

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	623	759	520
Demand Flow Rate, veh/h	635	774	531
Vehicles Circulating, veh/h	392	159	427
Vehicles Exiting, veh/h	427	392	506
Ped Vol Crossing Leg, #/h	46	0	46
Ped Cap Adj	0.994	1.000	0.994
Approach Delay, s/veh	9.5	12.3	8.6
Approach LOS	A	B	A

Lane	Left	Bypass	Left	Left	Bypass
Designated Moves	L	R	LT	T	R
Assumed Moves	L		LT	T	
RT Channelized		Yield			Yield
Lane Util	1.000		1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	159	476	774	392	139
Cap Entry Lane, veh/h	925	925	1173	893	893
Entry HV Adj Factor	0.981	0.980	0.981	0.980	0.980
Flow Entry, veh/h	156	467	759	384	136
Cap Entry, veh/h	902	901	1151	870	870
V/C Ratio	0.173	0.518	0.660	0.442	0.156
Control Delay, s/veh	5.7	10.8	12.3	9.6	5.7
LOS	A	B	B	A	A
95th %tile Queue, veh	1	3	5	2	1

APPENDIX K

Existing Signal Timing Sheets

Station : 1207 - University Dr & Holmberg Rd (Standard File)

Phase	1	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		27		30		27		30								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	40	12	30	12	40	12	30								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1	3	2	4
Dwell Cyc Veh 2	6	8	6	8	5	7
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	3	2	2	4	2	4
Exit 2	7	5	6	8	6	8
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 2/11/2025 9:16:45 AM

Station : 1207 - University Dr & Holmberg Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
Day Plan 2											**Easy**															
		100	254																							
Day Plan 3											**Easy**															
		100	254																							

Station : 1207 - University Dr & Holmberg Rd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	2
7							1											1				1																													1
8							1						1	1	1	1	1						1																											1
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																										1	1	1	1	1	1	1			2
12											1							1																											1	1	1	1	1	1	1			2
13												1						1																												1							2
14												1		1	1	1	1	1																													1						2
15												1		1																																		1					2
16												1		1																																					1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

| | | |

Station : 1621 - Hillsboro Blvd & Nob Hill Rd (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		31		25		31		25								
Min Green	4	15	4	6	4	15	4	6								
Gap Ext	2	3	2	2	2	3	2	2								
Max1	20	35	20	35	20	35	20	35								
Max2																
Yellow Clr	5	5	5	5	5	5	5	5	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit					35		40									
Dynamic Max Step					5		5									
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1		ON				ON										
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6		
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8		
Max Presence	180	180	180	180		
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 2/11/2025 9:16:27 AM

Station : 1621 - Hillsboro Blvd & Nob Hill Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
Day Plan 2											**Easy**															
Day Plan 3											**Easy**															

Broward County Timing Sheet 2/11/2025 9:16:27 AM

Station : 1621 - Hillsboro Blvd & Nob Hill Rd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month												Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1																																																	1
2																																																			1
3																																																		1
4																																																		1
5																																																		1
6																																																		1
7																																																		1
8																																																		1
9																																																		1
10																																																		1
11																																																		1
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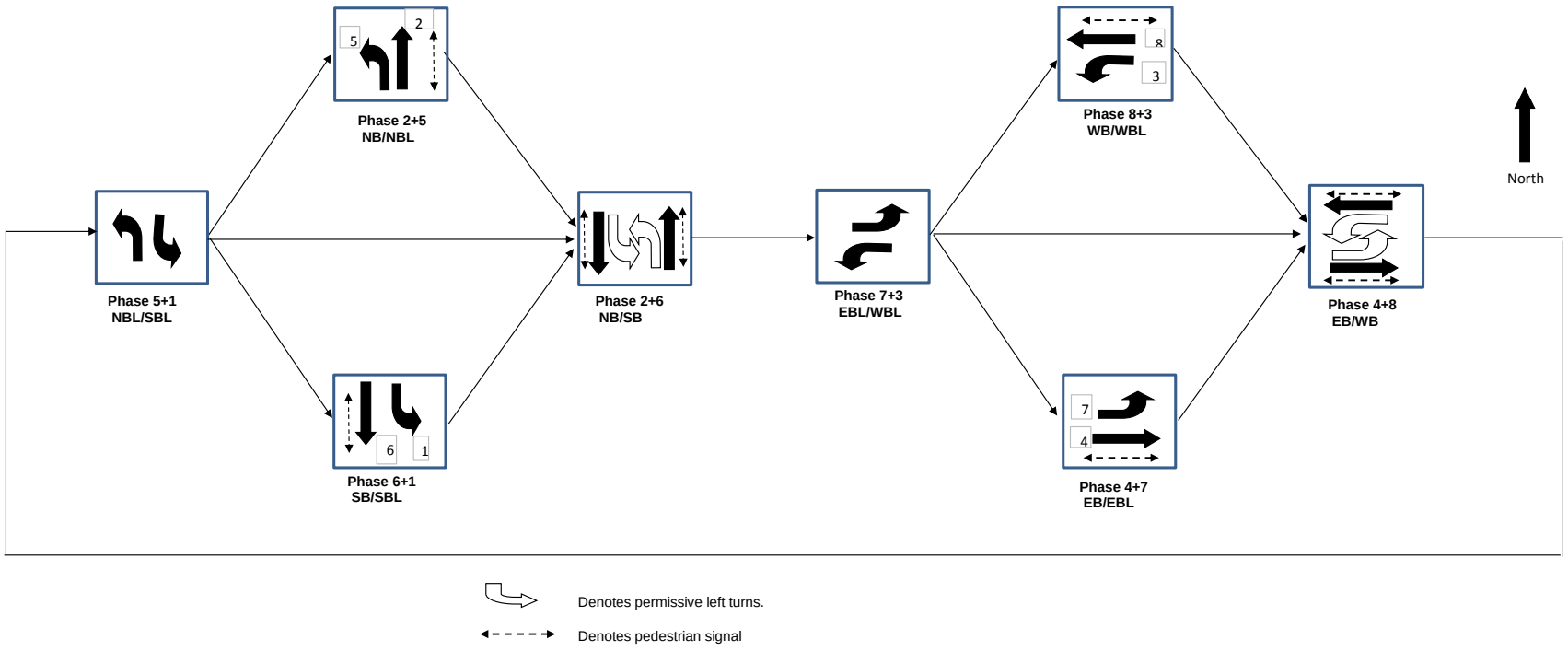
19																																																		1
20																																																		1
21																																																		1
22																																																		1
23																																																		1
24																																																		1
25																																																		1

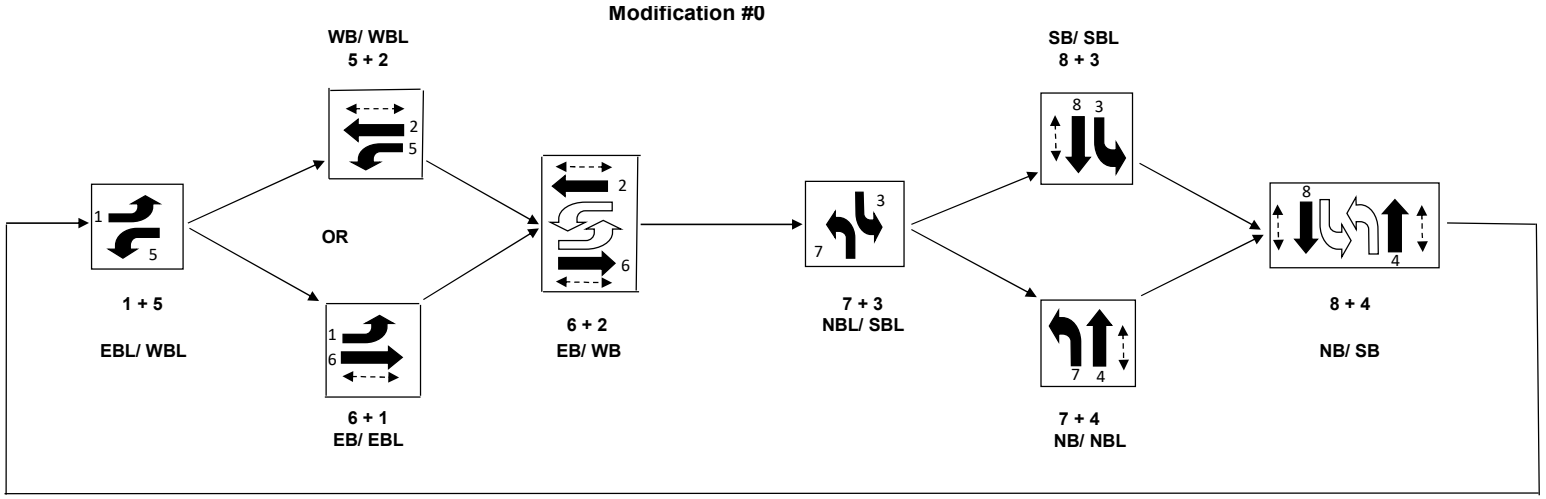
| | | |

Sequence of Operation
University Drive and Holmberg Road, Parkland (MOD 5 and higher)
Intersection Number A-207



Sequence of Operation for (1621) Hillsboro Boulevard and Nob Hill Road

City of Parkland



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1207	**Initial Operation Date**	12/04/06
Controller Type	2070 LN	**System Number**	
Modification Number	6	**Modification Date**	03/28/2019
Drawing/Project No	05144	**FPL Grid Number**	
Intersection	UNIVERSITY DRIVE and HOLMBERG ROAD		
Municipality	PARKLAND		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	12	4	6	4	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	12	40	12	30	12	40	12	30
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		27		30		27		30
Permissive	5-SECT		5-SECT		5-SECT		5-SECT	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN: PHASE 2 ON ------>OMIT 1.
3. ANTI-BACKDOWN: PHASE 6 ON ------>OMIT 5.
4. WITH WOIT2017120260 DATED 12/6/17 INSTALLS PHASES 1 & 7 PROTECTED/PERMISSIVE LEFT TURN SIGNALS.
5. MOD. 6 UPDATES PHASE 4 & 8 WALK VALUES.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1621	**Initial Operation Date**	08/11/2020
Controller Type	2070 LN (BIU)	**System Number**	1621
Modification Number	3	**Modification Date**	01/31/2024
Drawing/Project No	CITY OF PARKLAND	**FPL Grid Number**	
Intersection	HILLSBORO BOULEVARD and NOB HILL ROAD		
Municipality	PARKLAND		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	4	15	4	6	4	15	4	6
Vehicle Ext.(GAP)	2.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0
Maximum Green I	20	35	20	35	20	35	20	35
Maximum Green II								
Yellow Clearance	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay				30-RT				30-RT
Walk		7		7		7		7
Pedestrian Clearance		31		25		31		25
Permissive	YES		YES		YES		YES	
Flash Operation		RED		RED		RED		RED

Attachment

NOTES:

1. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY NORTH/SOUTH (PHASES 4+8).
3. MOD. #3 INCREASES MAXIMUM GREEN TIME TO 20 SECONDS AND THE GAP TIME TO 2 SECONDS ON 1, 3, 5 & 7.

Submitted By _____ **Approved By** _____

APPENDIX L

2024-2025 Monthly Monitoring Reports

Monthly Monitoring Report for Parkland Somerset Academy

Date and Time of Collection: 9/25 Afternoon Reporter: Josh Gibson

Weather: cloudy/rain Active Grades: K-8

	Session 1	Session 2	Session 3
Enrollment:	384 (K-2)	360 (3-5)	(6-8) 249
Start Time:	8:15	8:30	8:45
Dismissal Time:	2:45	3:15	3:45

1. On-Site Queue Analysis

a. Does the carline extend from the student pickup/drop-off and back onto Hillsboro Blvd (i.e. past the school entry gates)?

	Yes	No	If yes, when and how many cars are backed up in the road?
AM			
PM	✓		15 at 3:00 but within right turn lane 10 at 2:50 4 at 3:20

b. Does the carline extend from the student pickup/drop-off and back onto University Drive (i.e. past the school entry gates)?

	Yes	No	If yes, when and how many cars are backed up in the road?
AM			
PM		✓	

2. Off-site Analysis

a. Do vehicles extend out of the queue into the eastbound travel lanes (for more than 15 seconds per intersection cycle)? Yes (No)

If so, what time period(s) does this happen?

b. Do vehicles extend out of the queue into the westbound travel lanes (for more than 15 seconds per intersection cycle)? (Yes) No

If so, what time period(s) does this happen? Approximately 3:00-3:10 PM

c. How many students are dropped off/picked up on Hillsboro Blvd? 3

d. How many students are dropped off/picked up on University Drive? _____

e. Does the number of students dropped off or picked-up exceed 6 within a 1-hour period? Yes (No)

* The school shall implement appropriate mitigation measures for any students dropped off or picked up.

Delay Analysis: AM

f. Southbound left-turn on Town Parc at Hillsboro Blvd [ ] Seconds/Vehicle

g. Is the hourly average delay more than 50 seconds per vehicle YES / (NO)

h. Has the City Traffic Engineer (or designee) observed different conditions than those reported by the School Traffic Engineer? YES / NO

i. If the answer to 2.h. is YES, then the School traffic engineer shall be required to revise the analysis consistent with the observations or collect new data and validate the results.

If "YES" is circled for any Question above other than Question 1, then this shall constitute an Action Required Finding as set forth in the Developer's Agreement. If "YES" is circled for Question 2.g., a certified traffic control officer may be used during the AM peak hour as mitigation. If "NO" is circled for all questions, then this shall constitute a No Action Finding.

Notes: The School will notify the City when the data is to be collected which will be a typical weekday (Tuesday, Wednesday or Thursday) and not on a school holiday. If abnormal conditions are present during the day of the data collection such as a vehicular accident near the school, data will be re-collected on a different day. Unless agreed otherwise, the data collection will only occur 1 day per month. This report sheet will be prepared once a month until the School and City agree to a different schedule. Raw data collection sheets to be attached to this form as

--The City traffic engineer reserves the right to be on-site during the data collection.--

Monthly Monitoring Report for Parkland Somerset Academy

Date and Time of Collection: 10/1 Morning Reporter: Josh Gibson

Weather: clear Active Grades: K-8

	Session 1	Session 2	Session 3
Enrollment:	384	360	249
Start Time:	8:15	8:30	8:45
Dismissal Time:	2:45	3:15	3:45

1. On-Site Queue Analysis

a. Does the carline extend from the student pickup/drop-off and back onto Hillsboro Blvd (i.e. past the school entry gates)?

	Yes	No	If yes, when and how many cars are backed up in the road?
AM		✓	
PM			

b. Does the carline extend from the student pickup/drop-off and back onto University Drive (i.e. past the school entry gates)?

	Yes	No	If yes, when and how many cars are backed up in the road?
AM		✓	
PM			

2. Off-site Analysis

a. Do vehicles extend out of the queue into the eastbound travel lanes (for more than 15 seconds per intersection cycle)? Yes (No)

If so, what time period(s) does this happen?

b. Do vehicles extend out of the queue into the westbound travel lanes (for more than 15 seconds per intersection cycle)? Yes (No)

If so, what time period(s) does this happen?

c. How many students are dropped off/picked up on Hillsboro Blvd? 0

d. How many students are dropped off/picked up on University Drive? 0

e. Does the number of students dropped off or picked-up exceed 6 within a 1-hour period? Yes (No)

* The school shall implement appropriate mitigation measures for any students dropped off or picked up.

Delay Analysis: AM

f. Southbound left-turn on Town Parc at Hillsboro Blvd [ ] Seconds/Vehicle

g. Is the hourly average delay more than 50 seconds per vehicle YES / (NO)

h. Has the City Traffic Engineer (or designee) observed different conditions than those reported by the School Traffic Engineer? YES / (NO)

i. If the answer to 2.h. is YES, then the School traffic engineer shall be required to revise the analysis consistent with the observations or collect new data and validate the results.

If "YES" is circled for any Question above other than Question 1, then this shall constitute an Action Required Finding as set forth in the Developer's Agreement. If "YES" is circled for Question 2.g., a certified traffic control officer may be used during the AM peak hour as mitigation. If "NO" is circled for all questions, then this shall constitute a No Action Finding.

Notes: The School will notify the City when the data is to be collected which will be a typical weekday (Tuesday, Wednesday or Thursday) and not on a school holiday. If abnormal conditions are present during the day of the data collection such as a vehicular accident near the school, data will be re-collected on a different day. Unless agreed otherwise, the data collection will only occur 1 day per month. This report sheet will be prepared once a month until the School and City agree to a different schedule. Raw data collection sheets to be attached to this form as

--The City traffic engineer reserves the right to be on-site during the data collection.--

Monthly Monitoring Report for Parkland Somerset Academy

Date and Time of Collection: 11/20/24 Reporter: Josh Gibson

Weather: cloudy Active Grades: K-8

	Session 1	Session 2	Session 3
Enrollment:	384	360	249
Start Time:	8:15	8:30	8:45
Dismissal Time:	2:45	3:15	3:45

1. On-Site Queue Analysis

a. Does the carline extend from the student pickup/drop-off and back onto Hillsboro Blvd (i.e. past the school entry gates)?

	Yes	No	If yes, when and how many cars are backed up in the road?
AM	✓		3, 8:15 AM within turn lane
PM	✓		3, 2:50 PM

b. Does the carline extend from the student pickup/drop-off and back onto University Drive (i.e. past the school entry gates)?

	Yes	No	If yes, when and how many cars are backed up in the road?
AM	✓		13 at 8:25 AM but within turn lane
PM		✓	9 at 8:20 AM 12 at 8:15 AM

2. Off-site Analysis

a. Do vehicles extend out of the queue into the eastbound travel lanes (for more than 15 seconds per intersection cycle)? Yes (No)

If so, what time period(s) does this happen?

b. Do vehicles extend out of the queue into the westbound travel lanes (for more than 15 seconds per intersection cycle)? Yes (No)

If so, what time period(s) does this happen?

c. How many students are dropped off/picked up on Hillsboro Blvd? 3

d. How many students are dropped off/picked up on University Drive? 0

e. Does the number of students dropped off or picked-up exceed 6 within a 1-hour period? Yes (No)

* The school shall implement appropriate mitigation measures for any students dropped off or picked up.

Delay Analysis: AM

f. Southbound left-turn on Town Parc at Hillsboro Blvd [ ] Seconds/Vehicle

g. Is the hourly average delay more than 50 seconds per vehicle YES / NO

h. Has the City Traffic Engineer (or designee) observed different conditions than those reported by the School Traffic Engineer? YES / NO

i. If the answer to 2.h. is YES, then the School traffic engineer shall be required to revise the analysis consistent with the observations or collect new data and validate the results.

If "YES" is circled for any Question above other than Question 1, then this shall constitute an Action Required Finding as set forth in the Developer's Agreement. If "YES" is circled for Question 2.g., a certified traffic control officer may be used during the AM peak hour as mitigation. If "NO" is circled for all questions, then this shall constitute a No Action Finding.

Notes: The School will notify the City when the data is to be collected which will be a typical weekday (Tuesday, Wednesday or Thursday) and not on a school holiday. If abnormal conditions are present during the day of the data collection such as a vehicular accident near the school, data will be re-collected on a different day. Unless agreed otherwise, the data collection will only occur 1 day per month. This report sheet will be prepared once a month until the School and City agree to a different schedule. Raw data collection sheets to be attached to this form as

--The City traffic engineer reserves the right to be on-site during the data collection.--

Monthly Monitoring Report for Parkland Somerset Academy

Date and Time of Collection: 12/18/24 Reporter: Josh Gibson

Weather: Active Grades: All (K-8)

	Session 1	Session 2	Session 3
Enrollment:	384	360	249
Start Time:	8:15	8:30	8:45
Dismissal Time:	2:45	3:45	3:45

1. On-Site Queue Analysis

a. Does the carline extend from the student pickup/drop-off and back onto Hillsboro Blvd (i.e. past the school entry gates)?

	Yes	No	If yes, when and how many cars are backed up in the road?
AM		✓	
PM	✓		3:20 PM -> 6 vehicles 3:00 PM -> 3 vehicles 3:10 PM -> 4 vehicles

b. Does the carline extend from the student pickup/drop-off and back onto University Drive (i.e. past the school entry gates)?

	Yes	No	If yes, when and how many cars are backed up in the road?
AM		✓	
PM		✓	

2. Off-site Analysis

a. Do vehicles extend out of the queue into the eastbound travel lanes (for more than 15 seconds per intersection cycle)? Yes (No)

If so, what time period(s) does this happen?

b. Do vehicles extend out of the queue into the westbound travel lanes (for more than 15 seconds per intersection cycle)? Yes (No)

If so, what time period(s) does this happen?

c. How many students are dropped off/picked up on Hillsboro Blvd? 2

d. How many students are dropped off/picked up on University Drive? 0

e. Does the number of students dropped off or picked-up exceed 6 within a 1-hour period? Yes No

* The school shall implement appropriate mitigation measures for any students dropped off or picked up.

Delay Analysis: AM

f. Southbound left-turn on Town Parc at Hillsboro Blvd [ ] Seconds/Vehicle

g. Is the hourly average delay more than 50 seconds per vehicle YES / (NO)

h. Has the City Traffic Engineer (or designee) observed different conditions than those reported by the School Traffic Engineer? YES / NO

i. If the answer to 2.h. is YES, then the School traffic engineer shall be required to revise the analysis consistent with the observations or collect new data and validate the results.

If "YES" is circled for any Question above other than Question 1, then this shall constitute an Action Required Finding as set forth in the Developer's Agreement. If "YES" is circled for Question 2.g., a certified traffic control officer may be used during the AM peak hour as mitigation. If "NO" is circled for all questions, then this shall constitute a No Action Finding.

Notes: The School will notify the City when the data is to be collected which will be a typical weekday (Tuesday, Wednesday or Thursday) and not on a school holiday. If abnormal conditions are present during the day of the data collection such as a vehicular accident near the school, data will be re-collected on a different day. Unless agreed otherwise, the data collection will only occur 1 day per month. This report sheet will be prepared once a month until the School and City agree to a different schedule. Raw data collection sheets to be attached to this form as

--The City traffic engineer reserves the right to be on-site during the data collection.--

Monthly Monitoring Report for Parkland Somerset Academy

Date and Time of Collection: 2/6/25 Reporter: Josh Gibson

Weather: Active Grades: K-8

	Session 1	Session 2	Session 3
Enrollment:	384	360	249
Start Time:	8:15	8:30	8:45
Dismissal Time:	2:45	3:15	3:45

1. On-Site Queue Analysis

a. Does the carline extend from the student pickup/drop-off and back onto Hillsboro Blvd (i.e. past the school entry gates)?

	Yes	No	If yes, when and how many cars are backed up in the road?
AM		✓	
PM	✓		6 at 2:51 PM but in turn lane

b. Does the carline extend from the student pickup/drop-off and back onto University Drive (i.e. past the school entry gates)?

	Yes	No	If yes, when and how many cars are backed up in the road?
AM		✓	
PM		✓	

2. Off-site Analysis

a. Do vehicles extend out of the queue into the eastbound travel lanes (for more than 15 seconds per intersection cycle)? Yes (No)
If so, what time period(s) does this happen?

b. Do vehicles extend out of the queue into the westbound travel lanes (for more than 15 seconds per intersection cycle)? Yes (No)
If so, what time period(s) does this happen?

c. How many students are dropped off/picked up on Hillsboro Blvd? _____

d. How many students are dropped off/picked up on University Drive? _____

e. Does the number of students dropped off or picked-up exceed 6 within a 1-hour period? Yes No

* The school shall implement appropriate mitigation measures for any students dropped off or picked up.

Delay Analysis: AM

f. Southbound left-turn on Town Parc at Hillsboro Blvd [ ] Seconds/Vehicle

g. Is the hourly average delay more than 50 seconds per vehicle YES / (NO)

h. Has the City Traffic Engineer (or designee) observed different conditions than those reported by the School Traffic Engineer? YES / NO

i. If the answer to 2.h. is YES, then the School traffic engineer shall be required to revise the analysis consistent with the observations or collect new data and validate the results.

If "YES" is circled for any Question above other than Question 1, then this shall constitute an Action Required Finding as set forth in the Developer's Agreement. If "YES" is circled for Question 2.g., a certified traffic control officer may be used during the AM peak hour as mitigation. If "NO" is circled for all questions, then this shall constitute a No Action Finding.

Notes: The School will notify the City when the data is to be collected which will be a typical weekday (Tuesday, Wednesday or Thursday) and not on a school holiday. If abnormal conditions are present during the day of the data collection such as a vehicular accident near the school, data will be re-collected on a different day. Unless agreed otherwise, the data collection will only occur 1 day per month. This report sheet will be prepared once a month until the School and City agree to a different schedule. Raw data collection sheets to be attached to this form as

--The City traffic engineer reserves the right to be on-site during the data collection.--

Monthly Monitoring Report for Parkland Somerset Academy

Date and Time of Collection: 4/23/25 Reporter: Josh Gibson

Weather: Active Grades: K-8

	Session 1	Session 2	Session 3
Enrollment:	384	360	249
Start Time:	8:15	8:30	8:45
Dismissal Time:	2:45	3:15	3:45

1. On-Site Queue Analysis

a. Does the carline extend from the student pickup/drop-off and back onto Hillsboro Blvd (i.e. past the school entry gates)?

	Yes	No	If yes, when and how many cars are backed up in the road?
AM		✓	
PM	✓		7 at 2:15 PM but in right turn lane

b. Does the carline extend from the student pickup/drop-off and back onto University Drive (i.e. past the school entry gates)?

	Yes	No	If yes, when and how many cars are backed up in the road?
AM			
PM		✓	

2. Off-site Analysis

a. Do vehicles extend out of the queue into the eastbound travel lanes (for more than 15 seconds per intersection cycle)? Yes (No)
If so, what time period(s) does this happen?

b. Do vehicles extend out of the queue into the westbound travel lanes (for more than 15 seconds per intersection cycle)? Yes (No)
If so, what time period(s) does this happen?

c. How many students are dropped off/picked up on Hillsboro Blvd? _____

d. How many students are dropped off/picked up on University Drive? _____

e. Does the number of students dropped off or picked-up exceed 6 within a 1-hour period? Yes No

* The school shall implement appropriate mitigation measures for any students dropped off or picked up.

Delay Analysis: AM

f. Southbound left-turn on Town Parc at Hillsboro Blvd [ ] Seconds/Vehicle

g. Is the hourly average delay more than 50 seconds per vehicle YES / NO

h. Has the City Traffic Engineer (or designee) observed different conditions than those reported by the School Traffic Engineer? YES / NO

i. If the answer to 2.h. is YES, then the School traffic engineer shall be required to revise the analysis consistent with the observations or collect new data and validate the results.

If "YES" is circled for any Question above other than Question 1, then this shall constitute an Action Required Finding as set forth in the Developer's Agreement. If "YES" is circled for Question 2.g., a certified traffic control officer may be used during the AM peak hour as mitigation. If "NO" is circled for all questions, then this shall constitute a No Action Finding.

Notes: The School will notify the City when the data is to be collected which will be a typical weekday (Tuesday, Wednesday or Thursday) and not on a school holiday. If abnormal conditions are present during the day of the data collection such as a vehicular accident near the school, data will be re-collected on a different day. Unless agreed otherwise, the data collection will only occur 1 day per month. This report sheet will be prepared once a month until the School and City agree to a different schedule. Raw data collection sheets to be attached to this form as

--The City traffic engineer reserves the right to be on-site during the data collection.--

APPENDIX M

Hillsboro Boulevard at University Drive Signal Warrant Analysis

SIGNAL WARRANT ANALYSIS - 2025

Intersection = Hillsboro Boulevard at University Drive
Major Street = University Drive (1 Lanes Directional)
Minor Street = Hillsboro Boulevard (2 Lanes)
Speed Limit = 40 mph (Use 100% Criteria)
Count Date = Tuesday, February 4, 2025

Peak Hour	Eastbound Left	Northbound Total	Southbound Through	Major Street 2-Way Total	Warrant 1A Condition Met? (150 Minor Street, 500 Major Street)	Warrant 1B Condition Met? (75 Minor Street, 750 Major Street)
6:00 AM						
7:00 AM	129	425	236	661	No	No
8:00 AM	185	464	316	780	Yes	Yes
9:00 AM						
10:00 AM						
11:00 AM						
12:00 PM						
1:00 PM						
2:00 PM	89	409	147	556	No	No
3:00 PM	114	552	244	796	No	Yes
4:00 PM						
5:00 PM						
6:00 PM						
7:00 PM						
8:00 PM						
9:00 PM						
				Total Hours =	1	2
					8 Hours Needed - NOT SATISFIED	8 Hours Needed - NOT SATISFIED

Notes:
1. Only Eastbound Left considered in signal warrant analysis for minor street. Therefore, the one-lane threshold was used for the minor street
2. Southbound right turns excluded from major street volumes. Therefore, the one-lane threshold for the major street was used.

SIGNAL WARRANT ANALYSIS - 2024

Intersection = Hillsboro Boulevard at University Drive
Major Street = University Drive (1 Lanes Directional)
Minor Street = Hillsboro Boulevard (2 Lanes)
Speed Limit = 40 mph (Use 100% Criteria)
Count Date = Thursday, April 25, 2024
NOTE: Loxhatchee Road under construction and impacted traffic counts.

Peak Hour	Eastbound Left	Northbound Total	Southbound Through	Major Street 2-Way Total	Warrant 1A Condition Met? (150 Minor Street, 500 Major Street)	Warrant 1B Condition Met? (75 Minor Street, 750 Major Street)
6:00 AM						
7:00 AM	18	306	244	550	No	No
8:00 AM	27	380	186	566	No	No
9:00 AM						
10:00 AM						
11:00 AM						
12:00 PM						
1:00 PM						
2:15 PM	5	432	113	545	No	No
3:15 PM	5	494	127	621	No	No
4:00 PM						
5:00 PM						
6:00 PM						
7:00 PM						
8:00 PM						
9:00 PM						
				Total Hours =	0	0
					8 Hours Needed - NOT SATISFIED	8 Hours Needed - NOT SATISFIED

Notes:
1. Only Eastbound Left considered in signal warrant analysis for minor street. Therefore, the one-lane threshold was used for the minor street
2. Southbound right turns excluded from major street volumes. Therefore, the one-lane threshold for the major street was used.

SIGNAL WARRANT ANALYSIS - 2023

Intersection = Hillsboro Boulevard at University Drive
Major Street = University Drive (1 Lanes Directional)
Minor Street = Hillsboro Boulevard (2 Lanes)
Speed Limit = 40 mph (Use 100% Criteria)
Count Date = Wednesday, March 8, 2023

Peak Hour	Eastbound Left	Northbound Total	Southbound Through	Major Street 2-Way Total	Warrant 1A Condition Met? (150 Minor Street, 500 Major Street)	Warrant 1B Condition Met? (75 Minor Street, 750 Major Street)
6:00 AM						
7:00 AM	91	355	233	588	No	No
8:00 AM	178	483	262	745	Yes	No
9:00 AM	91	286	131	417	No	No
10:00 AM	79	219	124	343	No	No
11:00 AM	97	250	144	394	No	No
12:00 PM	88	282	155	437	No	No
1:00 PM	64	317	169	486	No	No
2:00 PM	78	428	168	596	No	No
3:00 PM	98	422	165	587	No	No
4:00 PM	137	469	212	681	No	No
5:00 PM	144	535	297	832	No	Yes
6:00 PM	134	397	223	620	No	No
7:00 PM	91	212	116	328	No	No
8:00 PM						
9:00 PM						
				Total Hours =	1	1
					8 Hours Needed - NOT SATISFIED	8 Hours Needed - NOT SATISFIED

Notes:
1. Only Eastbound Left considered in signal warrant analysis for minor street. Therefore, the one-lane threshold was used for the minor street
2. Southbound right turns excluded from major street volumes. Therefore, the one-lane threshold for the major street was used.

SIGNAL WARRANT ANALYSIS - 2022

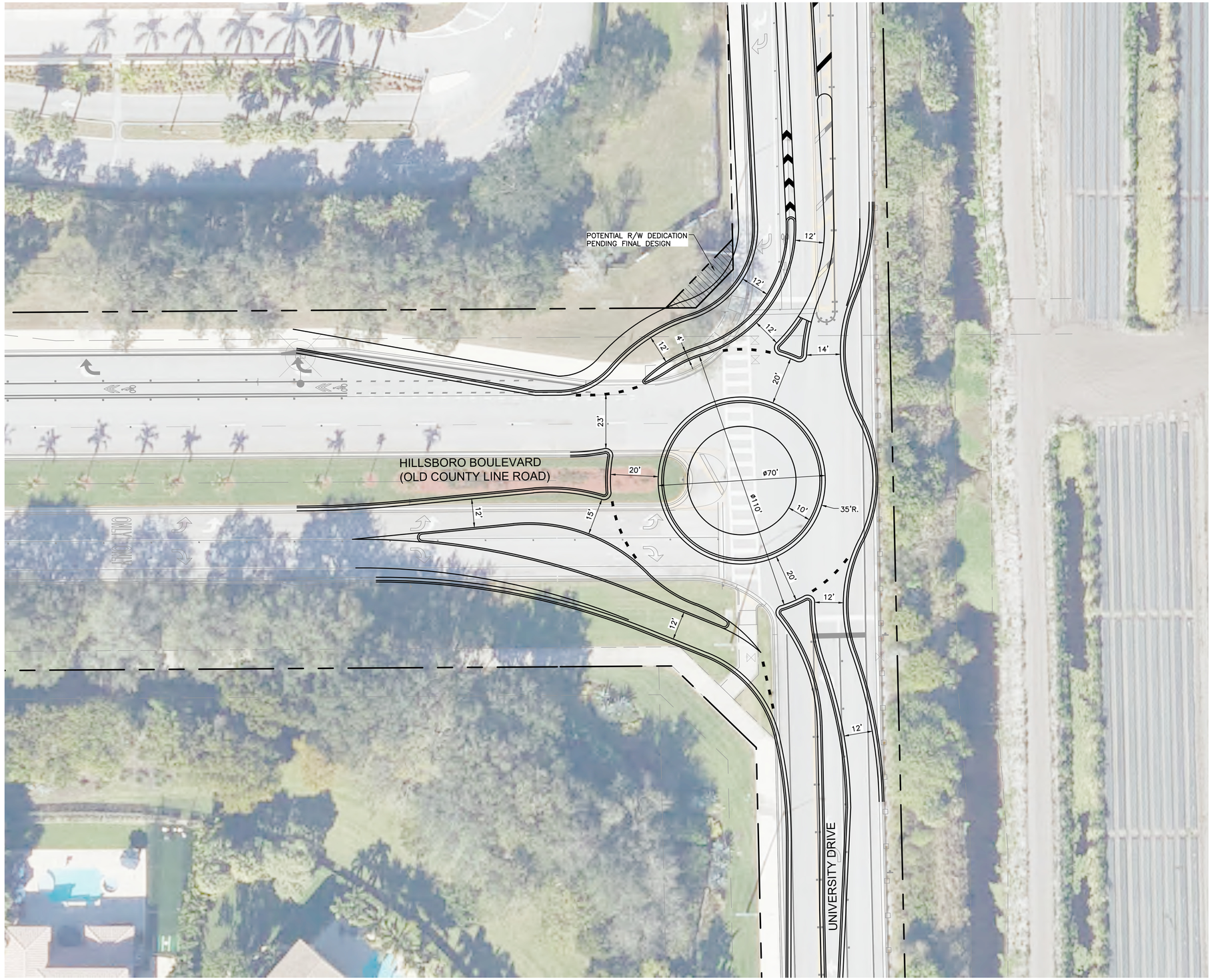
Intersection = Hillsboro Boulevard at University Drive
Major Street = University Drive (1 Lanes Directional)
Minor Street = Hillsboro Boulevard (2 Lanes)
Speed Limit = 40 mph (Use 100% Criteria)
Count Date = Wednesday, March 9, 2022

Peak Hour	Eastbound Left	Northbound Total	Southbound Through	Major Street 2-Way Total	Warrant 1A Condition Met? (150 Minor Street, 500 Major Street)	Warrant 1B Condition Met? (75 Minor Street, 750 Major Street)
6:00 AM						
7:30 AM	177	567	268	835	Yes	Yes
8:00 AM	164	498	283	781	Yes	Yes
9:00 AM						
10:00 AM						
11:00 AM						
12:00 PM						
1:00 PM						
2:00 PM	78	435	180	615	No	No
3:00 PM	103	416	193	609	No	No
4:00 PM						
5:00 PM						
6:00 PM						
7:00 PM						
8:00 PM						
9:00 PM						
				Total Hours =	2	2
					8 Hours Needed - NOT SATISFIED	8 Hours Needed - NOT SATISFIED

Notes:
1. Only Eastbound Left considered in signal warrant analysis for minor street. Therefore, the one-lane threshold was used for the minor street
2. Southbound right turns excluded from major street volumes. Therefore, the one-lane threshold for the major street was used.

APPENDIX N

Hillsboro Boulevard at University Drive
Conceptual Roundabout Design



LOCATION MAP
NOT TO SCALE

N

20 10 0 20 40
SCALE IN FEET
1"=20'

NOTE:

THIS DESIGN IS PRELIMINARY AND SUBJECT TO CHANGE BASED ON FINAL DESIGN.

1/6/2026

REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

SOMERSET ACADEMY PARKLAND
SECTION 28, TOWNSHIP 41S., RANGE 47E.
PARKLAND, FLORIDA
UNIVERSITY DR & HILLSBORO BLVD
ROUNDABOUT PRELIMINARY DESIGN

DESIGN	DRAWN	CHECKED	APPROVED	DATE
T.B.	B.L.			

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24129Z02	1	1

Y:\AUTOCAD_FILES\2024\24-129\EXHIBITS\Z02_Roundabout.dwg 1/6/2026 12:57 PM Daniel Brunet

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

March 13, 2026

City of Parkland Planning Department
6600 University Drive
Parkland, Florida 33067

Attention: Ms. Kaitlyn Forbes, AICP, CNU-A

Reference: Somerset Parkland Academy – Pedestrian Circulation Plan

Dear Ms. Forbes:

This letter is provided to document the existing pedestrian/bicycle circulation for the existing site and the proposed Site Plan including the proposed roundabout at the intersection of Hillsboro Boulevard at University Drive.

Existing Pedestrian/Bicycle Circulation:
Children riding their bikes and walking to school are accommodated via the existing sidewalk system along University Drive and Hillsboro Boulevard, along with the sidewalk previously constructed along the site frontage. State-certified crossing guards are stationed at the Hillsboro Boulevard and University Drive intersection and the school driveway on Hillsboro Boulevard. One or two Broward Sherrif Officers (BSO) assist with traffic control on Hillsboro Boulevard at the school driveway.

The existing pedestrian and bike circulation are further depicted in the attached Existing Pedestrian Circulation Plan, which graphically shows the pedestrian and bike routes to the school as well as the crossing guard locations. Parents and students are instructed each school year on the pedestrian and bicycle path and the proper use of crosswalks.

A sidewalk was previously constructed along the northern side of the school connecting to the existing sidewalk on University Drive, just north of the school driveway connection. Pedestrians and bikers arriving from the north on University Drive use this sidewalk path so they do not have to cross any school driveways. Similarly, a sidewalk was constructed along the west side of the school that connects to Hillsboro Boulevard. Pedestrians and bikers arriving from the west of the school on Hillsboro Boulevard are able to utilize this sidewalk without having to cross any school driveways. Pedestrians and bikers arriving from University Drive south of the school site use the existing crosswalk on the west side of the Hillsboro Boulevard and University Drive intersection to cross the street (aided by crossing guards). From there, they travel west and cross the school driveway (aided by a crossing guard) before entering the school. There are approximately 160 students who either walk or bike to school.

The school zone flashers are currently existing and operational on University Drive and Hillsboro Boulevard and will remain in place and operational.

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization Number 3452

Proposed Pedestrian/Bicycle Circulation:
The general bicycle/pedestrian circulation for the proposed plan will be nearly identical to the existing plan. The only difference will be associated with the proposed roundabout at the intersection of Hillsboro Boulevard and University Drive. The pedestrians/bicyclists will still cross the intersection in relatively the same location with assistance of crossing guards. However, the design of the roadway will allow for an additional area of pedestrian refuge which will improve pedestrian safety. The crossing guards will stop traffic one direction at a time. The Proposed Pedestrian Circulation Plan is attached for reference. It should be noted the roundabout design is conceptual and final design will be coordinated with Broward County Traffic and the City of Parkland. It is anticipated that about 15% of students will walk or bike to school at buildout.

If you have any questions or require any additional information, please don't hesitate to call. Thank you for your help with this matter.

Sincerely,

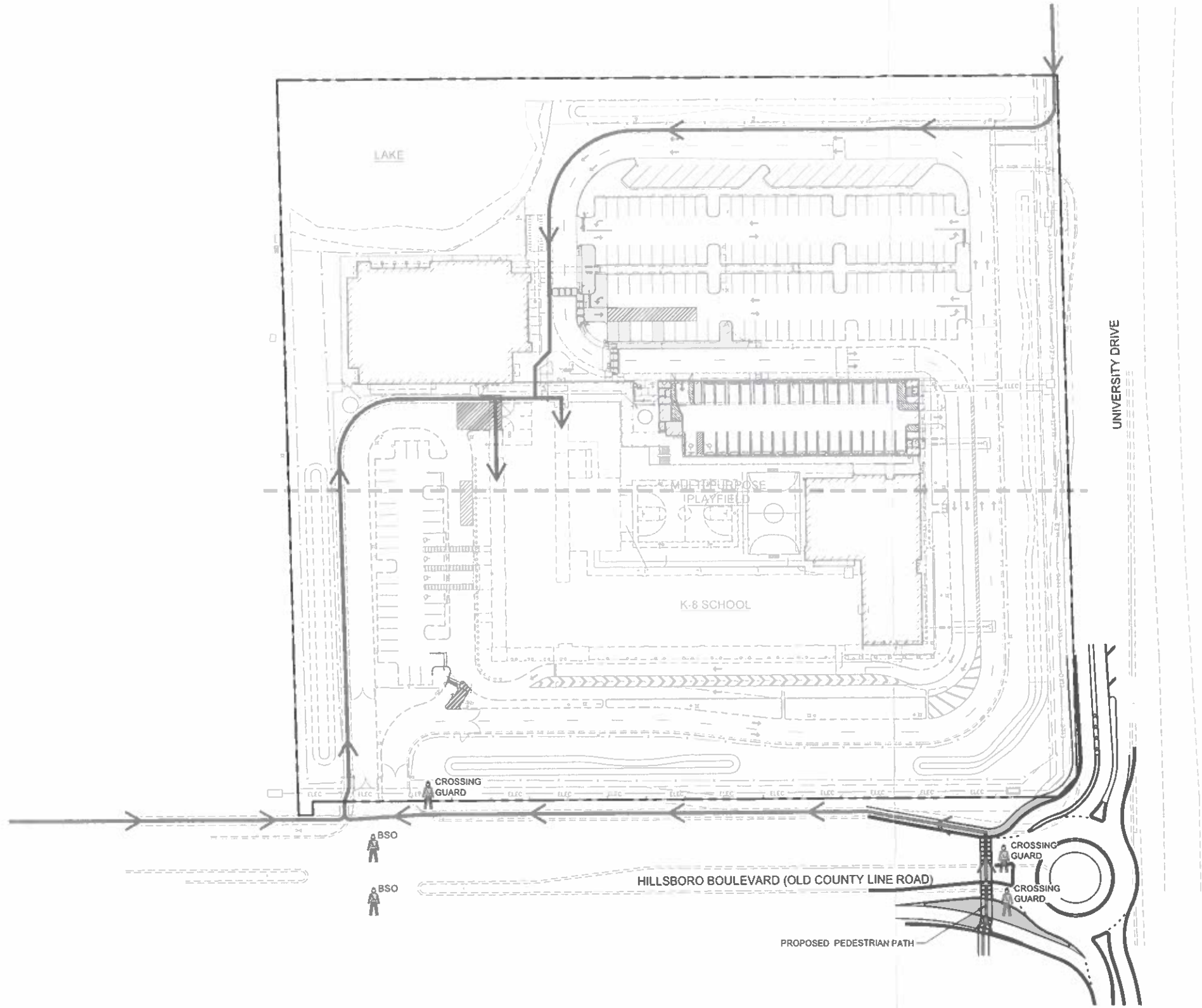
SIMMONS & WHITE, INC.

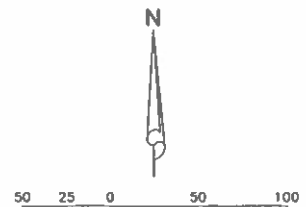
Digitally signed by
Bryan G Kelley
Date: 2026.03.13
12:55:48-04'00'

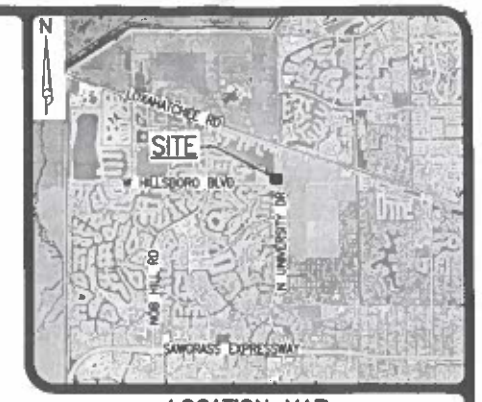
Bryan G. Kelley, P.E.

Attachments

BK x:/docs/miscltr/gibson/24129.forbesletter_pedestrian







LOCATION MAP
NOT TO SCALE

LEGEND

PEDESTRIAN/BIKE CIRCULATION

BSO — OFF-DUTY BROWARD SHERIFF OFFICER TO ASSIST WITH INGRESS/EGRESS DURING SCHOOL DROP OFF AND PICK UP HOURS. ONE OR TWO BSO'S ARE PROVIDED.

CROSSING GUARD — CROSSING GUARD TO ASSIST WITH PEDESTRIAN AND BICYCLES.

PROPOSED PEDESTRIAN CIRCULATION PLAN

3/12/2026

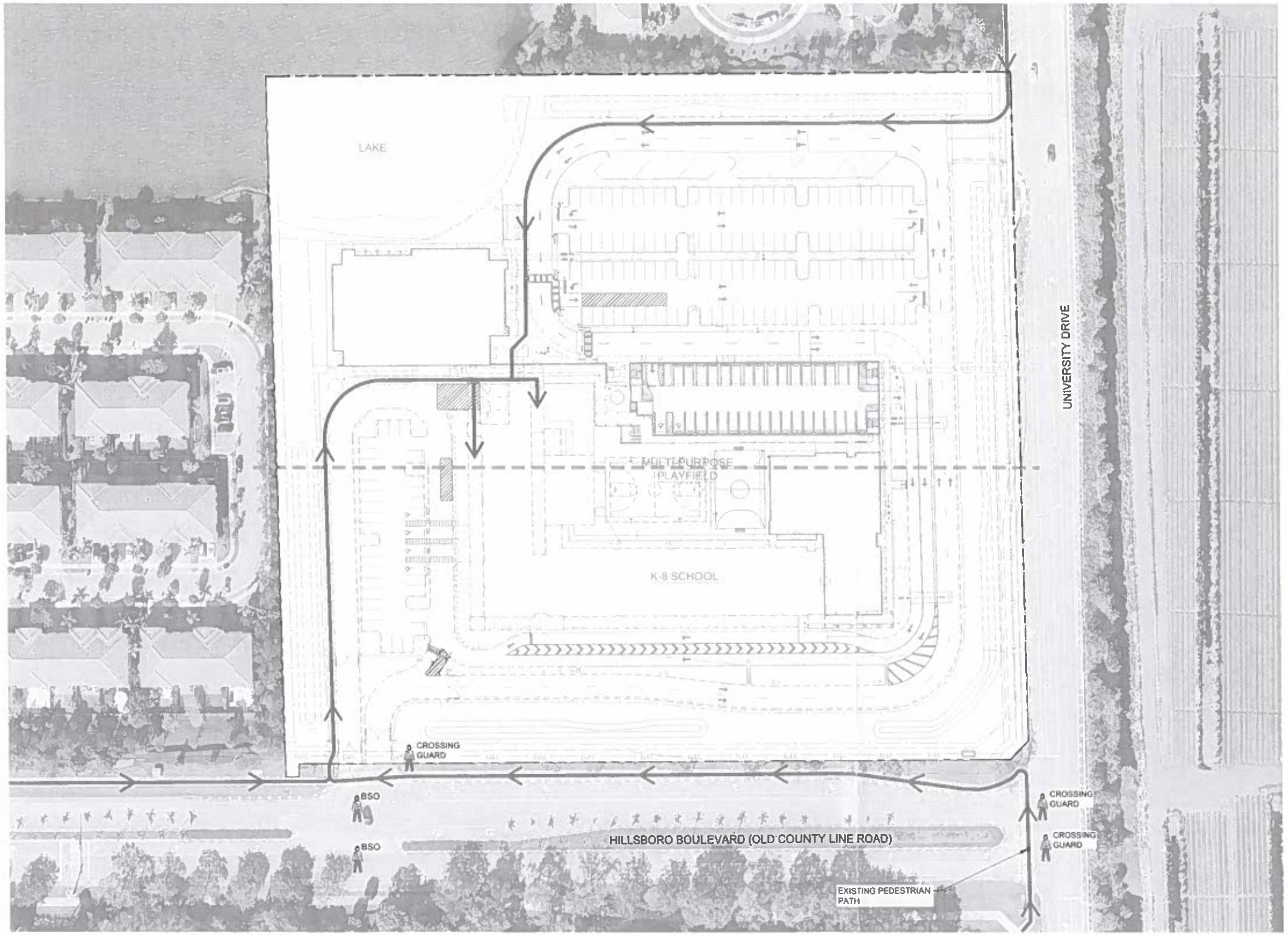
REVISIONS

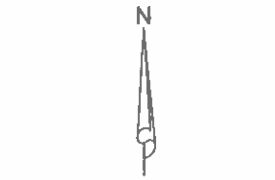
SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

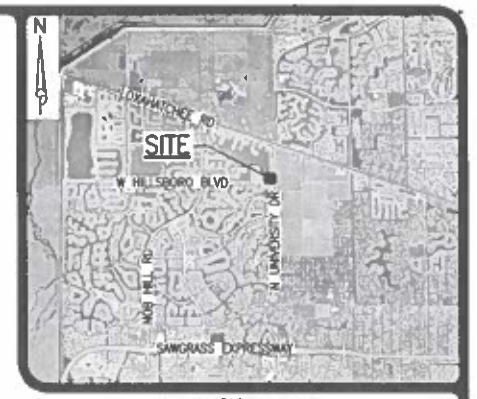
DESIGN	DRAWN	CHECKED	APPROVED	DATE
B.K.	D.B.			

SOMERSET ACADEMY PARKLAND
SECTION 28, TOWNSHIP 41S., RANGE 47E.
PARKLAND, FLORIDA
PROPOSED PEDESTRIAN CIRCULATION PLAN

JOB NO.	DRAWING NO.	SHEET	OF
24-129	24129Z04	1	1







LOCATION MAP
NOT TO SCALE

LEGEND

- PEDESTRIAN/BIKE CIRCULATION
- BSO — OFF-DUTY BROWARD SHERIFF OFFICER TO ASSIST WITH INGRESS/EGRESS DURING SCHOOL DROP OFF AND PICK UP HOURS. ONE OR TWO BSO'S ARE PROVIDED.
- CROSSING GUARD — CROSSING GUARD TO ASSIST WITH PEDESTRIAN AND BICYCLES.

EXISTING PEDESTRIAN CIRCULATION PLAN

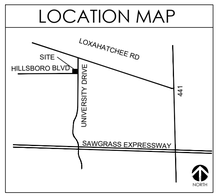
3/12/2026

SIMMONS & WHITE
1581 Metrocentre Blvd West, Ste 3 West Palm Beach, FL 33407
Authorization # 3452 561.478.7846

SOMERSET ACADEMY PARKLAND
SECTION 28, TOWNSHIP 41S., RANGE 47E.
PARKLAND, FLORIDA
EXISTING PEDESTRIAN CIRCULATION PLAN

REVISIONS	DESIGN	DRAWN	CHECKED	APPROVED	DATE	JOB NO.	DRAWING NO.	SHEET	OF
	B.K.	D.B.				24-129	24129203	1	1

LOCATION MAP

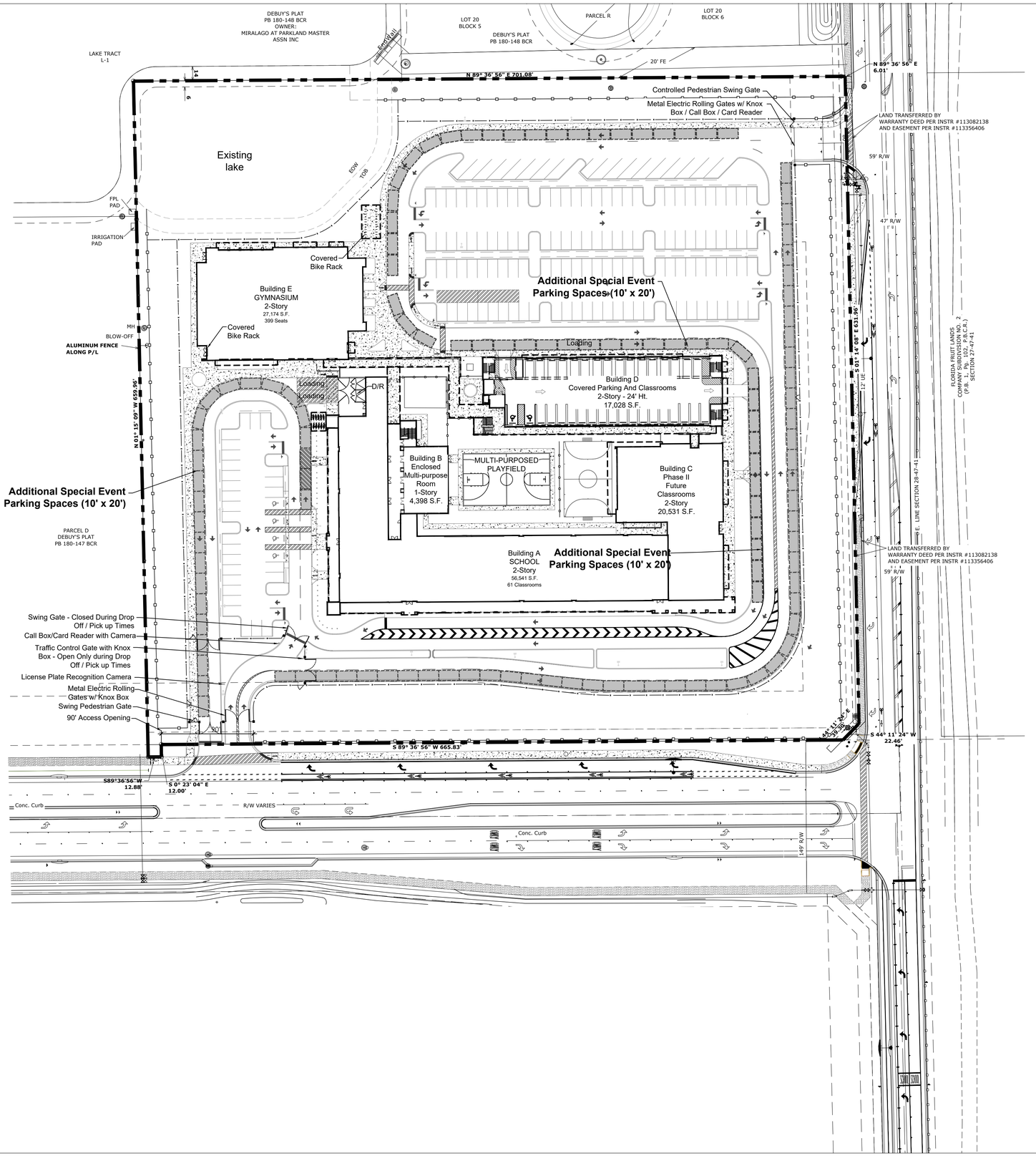


Parking Data

Standard School Operational Hours	204 Cars
Additional Special Event Parking	123 Cars
Total Special Event Parking	327 Cars

PARKING DATA		
TYPE	**SREF REQUIRED**	**PROVIDED**
STAFF	**(1 space per employee @ 140 employees) = 140**	**142 SPACES**
VISITORS	**(1 space/ 100 students @ 2,100 students) = 21**	**28 SPACES**
STUDENTS	**(1 space per every 10 students above grade 10 @ 293 students) = 30**	**34**
REQUIRED / TOTAL PROVIDED	**191 SPACES**	**204 SPACES**

Parking Data provided from State Requirements for Educational Facilities (SREF) Section 5.2.f.10.



NORTH SCALE: 1" = 50'-0"

0' 25' 50' 100' 150'

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING
1551 N. Flagler Dr, Ste 102
West Palm Beach, FL 33401
Phone: 561.684.6141
Email: info@snlandplan.com
Website: www.snlandplan.com
License No: LC26000232

Somerset Parkland Academy

The City of Parkland, Florida

Date:	02/17/26
Scale:	1" = 50'
Design By:	RC
Drawn By:	RC
Checked By:	JN
File No.	729.24A
Job No.	24-67

REVISIONS / SUBMISSIONS

Submittal - 04/03/25
Resubmittal - 09/15/25
Resubmittal - 09/25/25
Resubmittal - 12/23/25
Resubmittal - 02/17/26

NOT VALID WITHOUT THE SIGNATURE AND SEAL OF A FLORIDA LICENSED LANDSCAPE ARCHITECT.

FLORIDA REGISTRATION NO.
Jon Eric Schmidt LA 0001638

EVENT PARKING PLAN

EP-1 of 1

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

March 17, 2026
Job No. 24-129

CONCURRENCY ANALYSIS

Somerset Parkland Academy
City of Parkland, Florida

SITE DATA

The subject parcel is located at the northwest corner of University Drive and Hillsboro Boulevard in the City of Parkland, Florida. The existing development is currently approved for a 1280 student Kindergarten through 8th grade public charter school. The school consisted of 993 K-8th grade students during the 2024-2025 school year. The proposed development includes the addition of a high school to the property for a total of 2100 Kindergarten through 12th grade students. For additional information concerning site location and layout, please refer to the Site Plan prepared by Schmidt Nichols.

CONCURRENCY SUMMARY

As previously mentioned, the site is currently approved with the breakdown of area and student population identified above, and the modifications described below reflect the proposed redevelopment. Updated demand calculations have been prepared for water, wastewater, drainage, and solid waste. Capacity to Serve letters have been received from the North Springs Improvement District (NSID) for water, wastewater, and drainage, and from Waste Management for solid waste. Copies of the letters are provided with this submittal. The project therefore meets the applicable Level of Service and concurrency requirements.

	Existing	Proposed	Difference
School	110,000 SF	135,000 SF	25,000 SF Increase
Students	1,280	2,100	820 Increase

As demonstrated above there is an increase of 25,000 SF of school and 820 Students. The level of service impacts for the proposed development is as follows:

CONCURRENCY SUMMARY (Cont.)

SEWER DEMAND

Students (Existing)
1,280 Students x 20 GPD* / 1 Student = 25,600 GPD

Students (Proposed)
2,100 Students x 20 GPD* / 1 Student = 42,000 GPD

Total Proposed = 16,400

* North Springs Improvement District

GPD to ERC Conversion

Existing
25,600 GPD x 1 ERC / 300 GPD = 85 ERC

Proposed
42,000 GPD x 1 ERC / 300 GPD = 140 ERC

* From City of Parkland Code Section 35-10

As shown above, the proposed development equates to an increase of 16,400 gallons per day (55 ERC) of sanitary sewer demand.

CONCURRENCY SUMMARY (Cont.)

POTABLE WATER DEMAND

Students (Existing)
1,280 Students x $\frac{20\ GPD^*}{1\ Student}$ = 25,600 GPD

Students (Proposed)
2,100 Students x $\frac{20\ GPD^*}{1\ Student}$ = 42,000 GPD

Total Proposed = 16,400

* North Springs Improvement District

GPD to ERC Conversion

Existing
25,600 GPD x $\frac{1\ ERC}{350\ GPD}$ = 73 ERC

Proposed
42,000 GPD x $\frac{1\ ERC}{350\ GPD}$ = 120 ERC

* From City of Parkland Code Section 35-10

As shown above, the proposed development equates to an increase of 16,400 gallons per day (47 ERC) of potable water demand.

CONCURRENCY SUMMARY (Cont.)

SOLID WASTE

Solid waste demand has been calculated utilizing the City of Parkland estimated level of service for garbage collection and disposal of 3.8 pounds/person/day.

Existing
1,280 Students x 3.8 pounds/person/day = 4,864 pounds/day

4,864 pounds/day x 365 day/year x 1 ton/2000 pounds = 888 tons/year

Proposed
2,100 Students x 3.8 pounds/person/day = 7,980 pounds/day

7,980 pounds/day x 365 day/year x 1 ton/2000 pounds = 1,456 tons/year

As shown above, the proposed development equates to an increase of 568 tons of solid waste per year.

STORMWATER DRAINAGE

There is a 0.67 acre increase in impervious area associated with the proposed site redevelopment compared to the remaining land use under the previously approved conceptual plan. The proposed project will meet the adopted Level of Service (LOS) standard for drainage.

As described above, the redevelopment results in an increase in stormwater runoff due to the additional impervious area and will require stormwater management improvements. The proposed system is designed to offset the increase in pavement by retaining the difference in pre and post development runoff generated during the 100 year - 3 day storm event within an underground stormwater storage system.

CONCURRENCY SUMMARY (Cont.)

TRAFFIC

A Traffic Impact Analysis has been prepared and demonstrates that all roadway Level of Service standards are met. The applicant has coordinated with the City and Broward County Traffic Division regarding concurrency, proportionate fair share obligations, and proposed mitigation measures. Broward County has confirmed that traffic concurrency letters are not issued. However, all concurrency requirements will be satisfied through proportionate share contributions and offsite improvements, including the proposed roundabout at Hillsboro Boulevard and University Drive. The roundabout has been conceptually coordinated with both the City and County and will be constructed by the applicant, with related improvements and monitoring requirements incorporated into the conditions of approval. Based on the above, the project complies with applicable traffic concurrency and operational standards.

CONCURRENCY SUMMARY (Cont.)

CONCURRENCY REQUIREMENTS

The proposed redevelopment is limited to modifications within an existing approved site and does not introduce a new land use. Impacts to aquifer recharge and environmentally sensitive lands will remain consistent with regulations and previously approved conditions. The project will comply with all applicable standards related to multipurpose trails and pedestrian circulation, police protection, and fire protection services. School concurrency and local parks and recreation facility standards are either not applicable to this redevelopment or are satisfied under existing approvals. Based on the above, the referenced adequacy requirements are met or not applicable to the proposed project.

Digitally signed by
Bryan G Kelley
Date: 2026.03.23
09:43:06-04'00'

Bryan G. Kelley, P.E.
FL Reg. No. 74006

Jg: x:/docs/trafficdrainage/concurrency.24129.rev2

NORTH SPRINGS IMPROVEMENT DISTRICT

Simmons & White Civil and Traffic Engineering
2581 Metrocentre Blvd West, Ste 3
West Palm Beach, FL 33407

February 12, 2026

Re: Service Capacity-Somerset Parkland Academy

Dear Mr. Gibson:

North Springs Improvement District (NSID) is in receipt of your email requesting a letter from NSID stating that we have sufficient capacity to service your proposed expansion. The approved square footage of the existing and proposed building by the zoning department of Parkland are as follows:

Zoning Approval:
Existing – 110,000 SF
Proposed – 135,000 SF

The referenced expansion does fall within the NSID jurisdictional boundaries and NSID will have the ability to service your project with potable water, wastewater collection and drainage services.

Should you have any questions regarding this correspondence please contact my office at (954) 796-5096.

Sincerely,

Jane C. Early, P.E.
District Engineer

Distribution: Rod Colon, Deputy District Manager
Brenda Richard, District Clerk

9700 NW 52nd Street Coral Springs ~ Florida 33076 | Tel: (954) 752-0400 Fax: (954) 755-7237

Waste Management Inc. of Florida
8801 NW 91st Street
Medley, FL 33178

January 26, 2026

Gema Marti
Somerset Parkland
8401 University Dr
Parkland, FL 33076

Dear Gema:

Solid Waste Concurrency Confirmation – Waste Management (WM) confirms that solid waste collection and disposal services can be provided for Somerset Parkland located in Parkland, Florida. Based on the projected capacity needs provided to WM, we confirm that adequate solid waste service capacity is available to support the anticipated demand, including daily collection volumes consistent with local regulatory requirements. WM is prepared to continue service to the site and will coordinate container sizing, service frequency, and onsite logistics as needed.

Please call me if you have any questions.

Always working for a sustainable tomorrow!

Sincerely,

Sean Williams
Project Manager, Sales
305-986-9694 mobile
305-471-4444 customer service

NORTH SPRINGS IMPROVEMENT DISTRICT

Simmons & White Civil and Traffic Engineering
2581 Metrocentre Blvd West, Ste 3
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Please call me if you have any questions.

Always working for a sustainable tomorrow!

Sincerely,

Sean Williams
Project Manager, Sales
305-986-9694 mobile
305-471-4444 customer service

CITY OF PARKLAND
Meeting: Wednesday, July 8, 2026

AGENDA SUMMARY
Regular Agenda
Agenda Item: 9.I.

TITLE: Resolution 2026-031: Amending the Declaration of Restrictive Covenants (*Deferred to August 12, 2026*)
A Resolution of the City Commission of the City of Parkland, Florida approving an amendment to a Declaration of Restrictive Covenants, recorded as Instrument No. 109938295 in the Broward County Public Records, to provide for a maximum of 135,000 square feet of public charter school use permitted on the school property located at 8401 University Drive, subject to conditions; providing for conflicts, severability, and an effective date.
SUBMITTED BY: Kaitlyn Forbes, Anthony Soroka
ORIGIN OF REQUEST: Planning and Zoning
MEETING GROUP: City Commission

STAFF RECOMMENDATION
Staff recommends approval.
STRATEGIC PLAN
Strategy: Effective and Efficient Government
Goals & Actions by Strategy: Other

BACKGROUND & PURPOSE
A Declaration of Restrictive Covenants was filed as Instrument Number 109938295 in the Broward County Official Records Books. The document was originally recorded March 21, 2011, and includes the City of Parkland and Broward County as interested parties. The Restrictive Covenants primarily include maximum development allowances and traffic mitigation requirements. The Restrictive Covenants mirror the approved Master Plan, and limit the Subject Site to 110,000 square feet of commercial use. Since the proposed development plans exceed this threshold, the applicant proposes an amendment to the Covenants to allow for up to 135,000 square feet of public charter school use on the School Property. Note, the amendment includes an increase in square footage and also restricts the use to Public Charter School rather than Commercial.

Public Hearing:

Planning and Zoning Board (April 9, 2026): Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1).

City Commission (May 20, 2026) - A motion was made to have a June 3, 2026, City Commission workshop, defer all of these items (Items 9B, 9C, 9D, 9E and 9F) to the July 8, 2026, City Commission meeting, and authorize Staff to take the necessary actions to process the building permit/application for the removal of the Jersey barrier and the enclosure of

existing Building "B"/Phase 0 at the School, and waiving the six-day call-up time period.

FISCAL IMPACT

n/a

EXPIRATION OF CONTRACT

n/a

ATTACHMENTS

1. DEC - Resolution.4.28.26
2. Reso. Exhibit B - 6.29.2026 Second Amendment to Declaration of Restrictive Covenants
3. Staff Report - PL, SE, SPA, CAB, Agreements - CC Update - July 8

RESOLUTION 2026-031

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA, APPROVING AN AMENDMENT TO A DECLARATION OF RESTRICTIVE COVENANTS, RECORDED AS INSTRUMENT NO. 109938295 IN THE BROWARD COUNTY PUBLIC RECORDS, TO PROVIDE FOR A MAXIMUM OF 135,000 SQUARE FEET OF PUBLIC CHARTER SCHOOL USE PERMITTED ON THE SCHOOL PROPERTY LOCATED AT 8401 UNIVERSITY DRIVE, SUBJECT TO CONDITIONS; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, Parkland School Property LLC (the "Applicant") is seeking approval to expand the existing public charter school generally located at 8401 University Drive (the "Property") to allow for up to a 135,000 square foot public charter school (the "Development"); and

WHEREAS, the Property is approximately 10.3 acres and is generally located at the northwest corner of N. University Drive and W. Hillsboro Blvd., as further described in Exhibit "A"; and

WHEREAS, the Property is currently subject to a Declaration of Restrictive Covenants, recorded in the Broward County Official Record Books as Instrument No. 109938295; and

WHEREAS, the Applicant currently operates a kindergarten through eighth grade public charter school on the Property, which is currently restricted to a maximum of 110,000 square feet of public charter school use under the Declaration of Restrictive Covenants; and

WHEREAS, the Applicant is proposing to exceed the current development allowances provided for in the existing Declaration of Restrictive Covenants; and

WHEREAS, the Applicant is seeking to expand the school physically and operationally to allow for kindergarten through twelfth grade, and the Applicant has requested an amendment to the existing Declaration of Restrictive Covenants, attached as Exhibit "B", (the "Amendment") to permit a maximum of 135,000 square feet of public charter school use on the Property; and

WHEREAS, Broward County is a party to the Declaration of Restrictive Covenants and would need to approve the Amendment in order for the Amendment to take effect; and

WHEREAS, on April 9, 2026, the Planning and Zoning Board voted to recommend approval of the Amendment to Declaration of Restrictive Covenants; and

WHEREAS, the City Commission has considered the evidence and testimony presented by the Applicant and other interested parties and the recommendations of the various City of Parkland review agencies and staff regarding the Amendment; and

WHEREAS, based upon the evidence in the record and presented at the hearing before the City Commission, the City Commission finds that approval of the Amendment to Declaration of Restrictive Covenants is in the best interest 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 Amendment to Declaration of Restrictive Covenants, attached as Exhibit "B", is hereby approved subject to the following conditions of approval, all of which shall be satisfied by the Applicant:

a. Final approval of the Amendment is subject to approval by Broward County and recordation by the Applicant of the Amendment in the Public Records of Broward County.

b. Prior to issuance of any permit that causes the development on the Property to exceed 110,000 square feet, the Amendment shall be approved and recorded as required in (a) above to allow for an increase in the development to a maximum of 135,000 square feet of public charter school on Parcel C.

c. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

d. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

Section 3. The Mayor and City Manager are authorized to execute the Amendment to Declaration of Restrictive Covenants, attached as Exhibit "B", together with such non-substantial changes as are acceptable to the City Manager and approved as to form and legal sufficiency by the City Attorney.

Section 4. All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 5. 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 hereof as a whole or part thereof other than the part declared to be invalid.

Section 6. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS 8th DAY OF JULY, 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 ((8401 N University Drive)

Abbreviated Legal Description: DEBUYS PLAT 180-147 B PARCEL C LESS POR DESC AS: COMM SE COR OF SEC 28-47-41, W 89.01 TO POB, W 4,NE 39.30,N 202.27, NE 100.72,N 214,W 12,N 115.69, E 6.01,S 100.60,E 12,S 229.53, SW 100.72,S 200,SW 42.11 TO POB, LESS A POR OF SAID PAR C DESC AS: COMM SE COR OF SEC 28,W 93.01,NE 39.30,N 202.27 TO POB, NE 100.72,N 214, W 12, S 314 TO POB,LESS POR DESC IN INSTR 116379782

Exhibit B – Amendment to Declaration of Restrictive Covenants

(see attached)

Return to: (enclose self-addressed stamped envelope)

Name: Christina Bilenki, Esq.

Address:
Miskel Backman LLP
14 S.E. 4th Street, Ste. 36
Boca Raton, Florida 33432

This Instrument Prepared by:
Christina Bilenki, Esq.
Miskel Backman LLP
14 S.E. 4th Street, Ste. 36
Boca Raton, Florida 33432

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SECOND AMENDMENT TO DECLARATION OF RESTRICTIVE COVENANTS

This Second Amendment to the Declaration of Restrictive Covenants ("Second Amendment") is made this ___ day of _____ , 20__, by Parkland School Property, LLC, a Florida limited liability company, having an address of 6457 Sunset Dr., Miami, FL 33143 (referred to herein as "School Owner") and the City of Parkland, a political subdivision of the State of Florida, with an address of 6600 University Drive, Parkland, FL 33067 (“City”), and Broward County, a political subdivision of the State of Florida, with a post office address at 115 South Andrews Avenue, Fort Lauderdale, FL 33301 ("County").

WITNESSETH:

WHEREAS, School Owner is the fee simple owner of approximately 11.5 gross acres of land, as more particularly described in Exhibit “A” (“School Property”); and

WHEREAS, the School Property was included in a prior application to the City and County to amend the City and County Land Use Plans ("Application"), which included a change to the future land use designation from Rural Residential-10 to Commercial for the approximately 11.5 gross acre School Property, and a change from Rural Residential-10 to Residential 2 dwelling units per acre for an additional 673 gross acres (“Residential Property”); and

WHEREAS, in an effort to ameliorate the impacts of the Application, the School Property was included in that certain Declaration of Restrictive Covenants recorded as Instrument #109938295 in the Public Records of Broward County, Florida (“Covenant”),

restricting development of the Property, and as further amended by that certain Amendment to Declaration of Restrictive Covenants recorded as Instrument #-112023653 of the Public Records of Broward County, Florida ("Amendment")-; and

WHEREAS, School Owner seeks to further amend the Covenant to modify the existing commercial use restriction to provide for a maximum of 135,000 square feet of public charter school use -on the School Property.

NOW, THEREFORE, for and in consideration of the mutual benefits and the public interest and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the School Owner, City and County agree as follows:

1. Recitations. The recitations set forth above are true and correct and are incorporated into this Covenant by this reference.

2. Unless otherwise expressly stated herein, amendments to the Covenant made pursuant to this Second Amendment are indicated herein by use of strikethroughs to indicate deletions and bolding/underlining to indicate additions.

3. Paragraph 2 of the Covenant is amended as follows:

   2. Property Development. Development of the PROPERTY is hereby restricted to the following uses and intensities: a maximum of 1,346 dwelling units **on the Residential Property**, and (ii) a maximum of ~~110,000~~ **135,000** square feet of ~~commercial~~ **public charter school** use **on the School Property**.

4. Except to the extent modified herein, the Covenant, as amended by the Amendment, is hereby ratified and reaffirmed and shall remain in full force and effect.

[Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF, the parties have made and executed this Second Amendment to Declaration of Restrictive Covenants on the respective dates under each signature: BROWARD COUNTY through its BOARD OF COUNTY COMMISSIONERS, signing by and through its Mayor or Vice-Mayor, authorized to execute same by Board action on the ____ day of _____, 20__, and OWNER/DECLARANT, signing by and through its _____, duly authorized to execute same.

COUNTY

ATTEST:

BROWARD COUNTY, through its
BOARD OF COUNTY COMMISSIONERS

_____
County Administrator, as Ex-
Officio Clerk of the Board of
County Commissioners of
Broward County, Florida
_____ day of_____, 20__

By _____
Mayor

Approved as to form by
Office of County Attorney
Broward County, Florida
Government Center, Suite 423
115 South Andrews Avenue
Fort Lauderdale, Florida 33301
Telephone: (954) 357-7600
Telecopier: (954) 357-6968

By _____
Assistant County Attorney

_____ day of_____, 20__

IN WITNESS WHEREOF, the parties hereto execute this Second Amendment and further agree that it shall take effect as set forth above.

ATTEST:

By:_____
Name: _____
Title: City Clerk

CITY OF PARKLAND

By:_____
Name: Richard Walker
Title: Mayor

Address: 6600 University Drive
Parkland, FL 33067

APPROVED AS TO FORM:

By: _____
Name: Anthony Soroka, Esq.
Title: City Attorney

STATE OF FLORIDA)

COUNTY OF BROWARD)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ____ day of _____, 2026, by Richard Walker, as Mayor of the CITY OF PARKLAND, a municipal corporation of the State of Florida. He is personally known to me or has produced _____ as identification.

Notary Public

Typed, printed or stamped name of Notary Public

My Commission Expires:

Notary Public

SCHOOL OWNER/DECLARANT

Parkland School Property, A Florida Limited Liability Company

By:

WITNESSES:

_____
Print name:_____
Address:_____
Print name:_____
Address:_____

By:_____
Print Name:_____
Title: _____

_____ day of _____, 2025

_____
Print name:_____
Address:_____
Print name:_____
Address:_____

STATE OF FLORIDA)
) SS:
COUNTY OF BROWARD)

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State aforesaid and in the County aforesaid to take acknowledgments, the foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, by_____, the manager of Parkland School Property, LLC. freely and voluntarily under authority duly vested in him/her by said company. He/She is personally known to me or who has produced _____ as identification.

WITNESS my hand and official seal in the County and State last aforesaid this ____ day of _____, 2025.

_____
Notary Public

_____
Typed, printed or stamped name of Notary Public

My Commission Expires:

Exhibit “A”
Legal Description for School Property

STAFF REPORT
CITY OF PARKLAND
DEVELOPMENT SERVICES DEPARTMENT

Date Prepared: March 18, 2026
Updated: April 28, 2026
Updated: June 29, 2026

I. PETITION DESCRIPTION

Petition No.:	2025-29-P, 2025-18-SE, 2025-17-SPA & 2025-19-CAB
Project Name:	Somerset Parkland Academy, Charter School Expansion
Owner, Petitioner:	Parkland School Property, LLC 6457 Sunset Dr. Miami, FL 33143
Request:	Approval of Plat Note Amendment, Special Exception, Site Plan Amendment, Community Appearance Board Approval, First Amendment to the Developer's Agreement, and the Second Amendment to Declaration of Restrictive Covenants to accommodate an expanded charter school on Parcel C of Debuys Plat, to allow up to 135,000 square feet of an Educational Institution by Special Exception, serving up to 2,100 students in grades Kindergarten to twelfth grade.
Location:	8401 N. University Drive. Generally west of N. University Drive and north of W. Hillsboro Blvd. ("Subject site"). Location map included as Exhibit "A".
Land area:	Approximately 10.337 acres.

II. LAND USE AND ZONING

	Existing Land Use	Future Land Use	Zoning
Subject Site	Charter School	Commercial	PCD
North	Residential, Single Family	R-2, Residential	PRD
South	Residential, Single Family	R-3, Residential	PRD
East	Agricultural, Unincorporated	Unincorporated	Unincorporated
West	Residential, Townhomes	R-2, Residential	PRD

1. BACKGROUND AND GENERAL INFORMATION

The Subject Site is located at 8401 N. University Drive and is generally northwest of the intersection of W. Hillsboro Blvd. and N. University Drive. The Subject Site measures approximately 10.3 net acres. The site is part of the Debuys Plat and the Miralago Master Plan, shown as Parcel C on both.

The Subject Site has a commercial land use designation and is zoned Planned Commercial Development (PCD). PCD zoning allows for Educational Institutions as a Special Exception use. The approved master plan restricts the Subject Site to 110,000 square feet of commercial use (reflecting the underlying land use), and the approved plat restricts the development to 100,000 square feet of public charter school use. Other agreements are recorded that further restrict the property including a Development Agreement and Declaration of Restrictive Covenants.

Prior to 2018, the site was vacant and used for agricultural purposes. In 2018, the city approved development plans, including a special exception, to allow for an approximately 98,638 square foot, K-8 public charter school, for up to 1,280 students. The approved plans included a 2-phase development and a stand-alone gymnasium. The eastern wing of the school and the gymnasium were not constructed. The current school, as constructed, is approximately 56,541 square feet. As part of the approved development plans, an Operational Management Plan was adopted that regulates the school operations, monitoring requirements, and other factors. A Development Agreement was entered into to ensure compliance with conditions of approval and establish additional obligations for off-site improvements, funding contributions, and other requirements.

At the May 20, 2026 Commission meeting, the Commission made a motion to allow for the bifurcation of the Site Plan Amendment and Community Appearance Board applications to allow for the enclosure of Building B and the removal of the jersey barrier to move forward of the remainder of the expansion applications. The Applicant submitted separate applications specific to Building B and the jersey barrier that were approved at the June 3, 2026 Commission meeting. At the July 8, 2026 meeting, the Commission will consider the remainder of the Site Plan Amendment and Community Appearance Board applications along with the other concurrent applications. Importantly, the June 3rd approval did not increase the enrollment allowance (1,280 students maximum) or modify the limitation to K-8 grades at the school. The approved Building B expansion was also within the current limitations of the Master Plan, Plat, and Declaration of Restrictive Covenants since the full scope of the original school site plan was not developed.

2. SUMMARY OF REQUEST

Summary

The Applicant proposes the following applications to amend its current development approvals and expand the existing charter school to allow for up to 2,100, K-12 students in an Educational Institution, not to exceed 135,000 square feet:

- Master Plan Amendment

- Plat Note Amendment
- Special Exception
- Site Plan Amendment
- Community Appearance Board

In addition to these development applications, the Applicant has requested to amend the Development Agreement and Declaration of Restrictive Covenants as further described below, to mirror the proposed development plans.

School Operations

The proposed operations would increase student enrollment from 1,280 K-8 students to a maximum of 2,100 K-12 students. The Operational Management Plan, which is incorporated into the development plans, includes important details and regulations regarding the enrollment ramp-up and maximum number of students per grade. It is proposed that enrollment and the addition of new grades will occur over a period of years and will not occur all at once. Grade 9 is proposed to be added in the 27-28 school year, with the next grade being added for each following year, culminating in the 12th grade being added in the 30-31 year.

A revised student pick-up and drop-off schedule is incorporated into the Plan as well. Four staggered start times are proposed, starting at 7:30 AM through 8:45 AM. End times start at 2:15 PM and end at 3:45 PM. High school starts and ends earliest, followed by grades K-5, with grades 6-8 following.

Buses are not currently operating, nor will they, except for sporting events. Aftercare is offered for students and helps disperse traffic at pick-up time.

The Operational Management Plan ("OMP") includes circulation diagrams showing site access, circulation, and staffing at various positions to ensure student safety and effective pick-up and drop-off cycles (see Appendix A of OMP).

Application A: Plat Note Amendment (Resolution No. 2026-029)

The Subject Site is Parcel C on the Debuys Plat, as recorded in Plat Book 180, Pages 147-167 of the Public Records of Broward County, Florida. The plat is currently restricted to 11.17 acres of park use on Parcel A and B; 100,000 square feet of public charter school on Parcel C; 230 Townhouse units on Parcel D and 481 single family detached units.

The proposed development plans exceed this development threshold, and therefore the applicant proposes an amendment to the restrictive note above, to allow for 135,000 square feet of public charter school on Parcel C. No other changes to other properties included in the plat are proposed.

Application B.1 : Special Exception (Resolution No. 2026-028)

The subject site has a commercial land use designation and a Planned Commercial District (PCD) zoning designation. Uses in the PCD are limited to those permitted in the B-1, B-2 and OP zoning districts. The B-2 zoning district permits Educational and Vocational Institutions as a Special Exception use.

The Special Exception approval criteria are established in Section 60-40 of the Land Development Code and primarily pertain to compatibility, traffic and utility impacts, availability of infrastructure, compliance with the comprehensive plan, impacts to adjacent properties, and school-specific design criteria.

The Applicant provided a Justification Statement attached hereto, addressing each of the criterion.

Application B.2 : Site Plan Amendment and Community Appearance Board (Resolution No. 2026-028)

Site Access, Circulation, and Parking

To accommodate the proposed development changes, various modifications are made to the site access, circulation, and parking plans as further described herein.

Driveway access to the subject site remains as originally approved. However, the revised site plan and Operational Management Plan eliminates standard vehicular access from the University Dr. driveway. This driveway remains and is functional, but student drop-off and pick-up will now all occur using the Hillsboro Boulevard driveway entrance.

Once inside the Subject Site, modifications are proposed to the northern parking lot to accommodate additional parking spaces. A total of 203 parking spaces are proposed in the final condition, where 191 are required per State Requirements for Educational Facilities (SREF) standards. This has been increased from the 125 parking spaces currently provided. The parking lot design changes will be made in accordance with the preliminary construction plans included in the Operational Management plan and will occur during summer months to not affect school operations.

The on-site stacking and queuing are modified accordingly, and the site now demonstrates a total on-site capacity for student drop-off/pick-up of 234 vehicles ahead of the drop-off/pick-up zone and an additional 62 vehicles after this zone, before exiting the site. This has been increased from the 188 spaces before the drop-off/pick-up zone as currently provided.

To facilitate improved traffic circulation and operational efficiency, the existing jersey barrier located along the south side of the existing school building will be removed and the driveway will be restriped to accommodate two parallel stacking lanes for student drop-off and pick-up. The revised configuration will provide a 32-vehicle drop-off/pick-up area (16 vehicles per lane) directly in front of the school building. Previously only 16 cars were accommodated in the drop-off/pick-up zone.

Building Design

Development plans show the existing school as Building A, with additions of Building B (enclosed classrooms, formerly exterior terrace area adjacent to cafeteria), Building C (future classrooms), Building D (covered parking and future classrooms, and Building E (gymnasium). In total, the proposed school is increased from the existing 56,541 square feet to 125,672 square feet. The proposed expansion is configured similarly to the original development plans, maintaining most of the development on the central portion of the site with the gymnasium on the western side of the property.

The primarily building mass is maintained at two-stories to mirror the existing school. The proposed building height measures 33'-10" to the top of the upper roof decks on Building D, with a new cupola feature extending to 57'-8" adding design emphasis and a traditional architectural element. The revised design also includes a new shaded play area on the rooftop of Building D, supplementing the existing and improved play space in the central courtyard. Exterior second-floor walkways connect Building D to the gymnasium. The gymnasium is two floors and measures 28'-7" to the top of the flat roof, with parapets extending beyond to screen rooftop mechanical equipment.

The proposed expansion utilizes the same architectural patterns for the expansion area to seamlessly blend with the existing school facility.

Landscaping

The majority of the landscape plan remains the same in the development plans, with the exception of the modified parking lot and the western and norther perimeter buffers. The buffers are supplemented to screen the gymnasium by adding material to the western property line and along the lake. The Applicant coordinated with NSID to allow for planting in the lake maintenance easement to provide additional screening material.

Lighting

On-site lighting is slightly modified to reflect changes to the surface parking lot. Six (6) light poles are relocated within the northern parking lot. Supplemental light poles are added along the eastern gymnasium façade and within the courtyard area to provide required lighting levels. Light poles include a mix of 20' and 12' mounting heights.

Off-Site Improvements

The Applicant proposes a series of off-site improvements to satisfy its proportionate fair share obligations and mitigate impacts on the surrounding street and intersection network. A traffic analysis was prepared in conjunction with the revised site plan.

Per the traffic analysis, "The traffic analysis showed four intersections that will operate below Level of Service D requirements based on background conditions without the school expansion. One of the four intersections is University Drive at Loxahatchee Road which is scheduled to be modified to a roundabout by the FDOT. The school will coordinate with the City on appropriate mitigation measures for the other three intersections (University Drive at Hillsboro Boulevard, University Drive at Trails End, and

Hillsboro Boulevard at Nob Hill road). All other study intersections and roadway segments will operate at acceptable Level of Service standards. Based on the analysis documented in the traffic study and the proportionate share payments, the project meets traffic concurrency requirements."

In coordination with the city's traffic consultant, the Applicant is proposing a roundabout at the intersection of W. Hillsboro Blvd. and N. University Dr. The Applicant has provided a conceptual roundabout design to demonstrate it can be accommodated within the existing right-of-way limits. The final design and permitting of the roundabout will be subject to Broward County and city review. The Applicant will design, fund, and install the roundabout and incorporate the city design standards, found in other examples throughout the city. Subject to County approval, the final design will incorporate a crosswalk to the west of the roundabout for pedestrian crossing. The construction timing will be subject to further coordination to minimize disruptions to the traffic flow.

In addition to the roundabout, subject to Broward County approval, the applicant will install a pedestrian crossing near the main driveway entrance, across Hillsboro Blvd. If approved by Broward County, this will provide an additional safe crossing point for those students walking to school.

Improvement Schedule

The Operational Management Plan includes preliminary construction and phasing plans showing construction starting the summer of 2026 and being completed in August 2030. Initial construction is limited to enclosing Building B and revising the drop-off/pick-up configuration prior to the 2026-27 school year. Starting in February 2027, Phase I will include construction of Building C and the enhanced courtyard playfields. Phase II includes construction of Buildings D and E, along with temporary parking and is anticipated to start in February 2028. Final parking lot modifications will be completed after Phase II construction is finalized, in the summer of 2029.

Construction staging will occur in the northern parking lot. As such, the Applicant was asked to show the impacts to the on-site parking and circulation during the construction phases. To maintain the minimum number of parking spaces required, temporary parking spaces will be required on site. The final location and design of the temporary parking will be coordinated with city staff prior to permitting.

The Applicant will be required to coordinate with BSO throughout the construction phase to ensure site security is maintained at all times.

Application C : First Amendment to the Developer's Agreement (Resolution No. 2026-030)

The Applicant was required to enter into a Developer's Agreement as a condition of approval of the original site plan. The Developer's Agreement was recorded on April 24, 2019, as Instrument Number 115758152 in the Broward County Official Records. The agreement is between the City of Parkland and Parkland School Property LLC. The Agreement stipulates various development restrictions, improvement obligations, and monitoring requirements. To reflect the revised development plans, the Applicant

proposes to amend the Developer's Agreement where necessary. The revisions primarily address changes in enrollment, school operations, and improvement obligations.

Application D: Declaration of Restrictive Covenants Amendment (Resolution No. 2026-031)

A Declaration of Restrictive Covenants was filed as Instrument Number 109938295 in the Public Records of Broward County. The document was originally recorded March 21, 2011 and includes the City of Parkland and Broward County as interested parties. The Restrictive Covenants primarily include maximum development allowances and traffic mitigation requirements. The Restrictive Covenants mirror the approved master plan, and limit the Subject Site to 110,000 square feet of commercial use. Since the proposed development plans exceed this threshold, the applicant proposes an amendment to the Covenants to allow for up to 135,000 square feet of public charter school use on the School Property. Note, the amendment includes an increase in square footage and also restricts the use to public charter school rather than commercial.

3. STAFF RECOMMENDATION

A. Staff finds 2025-29-P (Plat Note Amendment) meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. The Plat Note Amendment shall be approved by Broward County and recorded in the Public Records of Broward County prior to the issuance of any building permit that would authorize development of more than 100,000 square feet of public charter school.

2. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

3. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

B. Staff finds 2025-18-SE, 2025-17-SPA, and 2025-19-CAB (Special Exception, Site Plan Amendment, Community Appearance Board) meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. Conditions of approval C – E, G-J, and L established in Resolution 2018-062, granting Special Exception and Site Plan Approval, are hereby amended as set forth in the First Amendment to the Developer's Agreement, which shall be recorded in the Public Records of Broward County prior to issuance of any permits for the Property.

2. Applicant shall comply with all applicable requirements of the Developer's Agreement, as amended by the First Amendment to the Developer's Agreement.
3. The Applicant shall, at its sole cost and expense (except as described below

regarding the Security), design, permit and complete construction of a Roundabout in accordance with the design and architectural features attached as Exhibit “E” at the intersection of Hillsboro Boulevard and University Drive, subject to approval by Broward County (the “Roundabout”). The Applicant shall submit the necessary permitting applications for construction of the Roundabout to the County and the City prior to the issuance of any certificate of occupancy for the Expansion, including but not limited to any certificate of occupancy for Building B depicted on the Site Plan Amendment. Construction of the Roundabout shall be completed (meaning open to traffic with all designed lanes operational) prior to the first to occur of: (i) physical student enrollment at the Property exceeding a total of 1,154 students, or (ii) the issuance of a final Certificate of Occupancy for Phase I depicted on the Operational Management Plan, dated April 27, 2026 (“OMP”). Notwithstanding, the City may issue a Temporary Certificate of Occupancy (“TCO”) for Phase I construction upon demonstration the Applicant has been working in good faith and diligently pursing permitting and constructing the Roundabout provided that the TCO shall be conditioned on Applicant’s commitment to obtain a Certificate of Completion, or similar document, as required by the City and County, for the Roundabout within 90 days of the issuance of the TCO . However, in no instance shall a final Certificate of Occupancy be issued for Phase I, nor shall the total physical student enrollment at the Property exceed 1,454 students until the Roundabout receives a Certificate of Completion, or similar document, as required by the City and County.

4. The City Manager may further extend the timeframes noted in (c) above and (e) below upon Applicant demonstrating that the Applicant has been working in good faith and diligently pursuing permitting and constructing the Roundabout or the pedestrian crosswalk, as applicable.
5. Applicant shall, at its sole cost and expense, design, permit and complete construction of a pedestrian crossing, including but not limited to any County required markings, signals and lighting, across Hillsboro Boulevard along the west side of the Property entrance, subject to County requirements and approval. The Applicant shall submit the necessary permitting applications for the pedestrian crossing to the County and the City prior to the issuance of any certificate of occupancy for the Expansion, including but not limited to any certificate of occupancy for Building B depicted on the Site Plan Amendment. In the event County has not decided upon or approved such pedestrian crossing prior to the time Building B is ready for issuance of a certificate of occupancy, Applicant shall provide written evidence of such communications to the City and Applicant diligently pursuing the pedestrian crossing, and City shall not withhold issuance of the Building B certificate of occupancy provided that no additional building permits or certificates of occupancy shall be issued for the Expansion until Applicant submits the necessary applications for the pedestrian crossings. Applicant shall complete the pedestrian crossing within six months of Broward County approval unless the County requires or approves a traffic signal or overhead pedestrian hybrid beacon in connection with the pedestrian crossing. If a traffic signal or overhead pedestrian hybrid beacon is required or approved by the County, the Applicant shall complete the pedestrian crossing, including the traffic signal or overhead pedestrian hybrid beacon (as applicable), within nine months of County approval.
6. Applicant shall, at its sole cost and expense, diligently pursue all approvals necessary for the improvements described in these conditions of approval and the First Amendment to the Developer’s Agreement, and cooperate with City as necessary to achieve approval in the most expeditious fashion.
7. Upon issuance of the certificate of completion, or similar document reflecting final completion of the Roundabout, the Applicant’s required Proportionate Share Costs

shall be considered satisfied, subject to the requirements of condition of approval (h) below.

8. As a condition of the City's release of the PSP Security (as described in the Traffic Signalization Agreement between the Applicant, City, and County dated June 15, 2020 (the "Traffic Agreement")) to Applicant for the purpose of constructing the required Roundabout, the Applicant shall obtain Broward County's approval of an amendment to, or termination of, the Traffic Agreement, in a manner that provides for the Roundabout in lieu of a traffic signal at the intersection of N. University Drive and W. Hillsboro Boulevard.
9. Prior to full or partial release of the PSP Security, the Applicant shall provide a cost estimate of the Roundabout to the City to demonstrate the design and construction costs meet or exceed the PSP Security amount together with the Proportionate Fair Share requirements established in the Traffic Study, dated April 28, 2026. The full release of the PSP Security shall only occur if the design and construction cost of the Roundabout is demonstrated to exceed the combined amount of the PSP Security and Proportionate Fair Share costs established in the Traffic Study.
10. The Applicant shall comply with the revised OMP which is hereby incorporated into this Resolution and subject to enforcement by the City, including any amendments or modifications that have been provided to and approved by the City Manager in writing thereafter.
    (i) Temporary parking depicted in Phase II of the OMP shall be limited to visitor parking and shall not be utilized during school drop-off and/or pick-up times so as to not impede the drop-off/pick-up operations. Temporary parking spaces shall be striped to the City's parallel parking standards.
11. The addition of new grade levels (9-12th grade) shall be limited to one new grade level per school year, in successive order, starting with 9th grade in the 2027-2028 school year, in accordance with the Ramp Up Schedule included within the revised OMP. In no event shall either the 11^{th} or 12^{th} grade levels exceed a maximum of 168 students per grade level in any given school year, nor shall total student enrollment during the 9^{th}-12^{th} grade ramp up exceed the total enrollment listed in the Ramp Up Schedule of the OMP in any given school year. Further, the total school enrollment in any given school year shall not exceed the Enrollment Caps specified in the First Amendment to the Developer's Agreement.
12. Applicant shall not be permitted to increase the number of enrolled students on annual basis by more than (a) 26% of the total physical student enrollment at the School, or (b) the maximum amounts identified in the Ramp Up Schedule included within the OMP, whichever is less.
13. Notwithstanding whether Building D (Phase II) is constructed or whether Applicant operates a high school at the Property, Applicant shall be limited to a maximum enrollment of no more than a total of _____ kindergarten through eighth grade students at the school.
14. The Applicant shall coordinate with Broward County Sheriff's Office to ensure the continued security and safety of the school during and after the construction period. All construction plans and logistics shall be coordinated with BSO to ensure the safety and security of the Property prior to the issuance of any engineering or building permits.
15. An updated Accident Management Plan shall be provided to and approved by BSO prior to issuance of any engineering or building permits for the Expansion.
16. The minimum parking ratios required under the State Requirements for Educational Facilities ("SREF") shall be maintained at all times. Further, the minimum required parking spaces per SREF shall be designated for student parking prior to the start of the school year where 11th grade students are physically enrolled. Minimum required

parking spaces shall be maintained so long as 11th or 12th grade students are physically enrolled at the school.

(i) As part of the Annual Monitoring required in the First Amendment to the Developer's Agreement, the Applicant shall include a total faculty and staff count to ensure sufficient faculty and staff parking is provided on the Property each year. In the event the faculty and staff parking provided does not meet applicable SREF standards, the Applicant shall diligently complete and submit the necessary development applications to the City and provide for additional parking on the Property to meet the SREF standards.

(ii) In the event the City amends the City's Land Development Code in a manner that permits smaller parking space width (the "Parking Space Code Amendment"), Applicant has voluntarily committed to apply for and obtain a permit to restripe the parking lot to increase the amount of available parking spaces, including parking spaces for student parking, based on the smaller parking space dimensions. Applicant shall apply for and obtain a permit for such restriping and complete the restriping by no later than the later to occur of: a) the 2029-2030 school year, or b) three months after the effective date of the Parking Space Code Amendment or such later date for completion as may be approved by the City Manager to minimize disruption to school operations. The application for the restriping shall be processed pursuant to the call-up procedure set forth in Section 30-10(J)(2) of the City's Land Development Code.

(iii) Applicant shall make good faith efforts to explore and secure additional off-site parking locations for use as additional student parking prior the start of the first school year where 11th grade students will be physically enrolled at the school.

17. The use of loading zones located within the northern drive aisles on the Property shall be restricted to non-school operating hours, and time periods outside of the pick-up and drop-off periods established in the OMP so as to not conflict with the adjacent parking.
18. Prior to issuance of a certificate of occupancy for a structure that increases the total development on the Property to more than 80,000 square feet, the Applicant shall coordinate with the Planning Department to locate and designate a temporary loading space(s) in accordance with Section 90-1010 of the City's Land Development Code, prior to the final northern parking lot improvements being constructed, as depicted on the Site Plan Amendment and as further regulated in Condition of Approval (q) below. Alternatively, the Applicant may demonstrate the existing loading spaces on the Property to the north of the school remain accessible and functional through the construction period.
19. Reserved.

i. r. The Applicant shall complete the final parking, circulation, loading, stacking, landscape, and lighting improvements shown on the Site Plan Amendment, Landscape Plan, and Photometric Plans for the Expansion by no later than the start of the 2029-2030 school year.

ii. Notwithstanding anything to the contrary in this Resolution, foundation plantings and landscape adjacent to the proposed new structures to be built (as depicted on the Landscape Plan for the Expansion) shall be installed prior to issuance of a Certificate of Occupancy for the applicable structure.

iii. Removal of the existing jersey barrier and landscape improvements within the median south of the existing jersey barrier (as depicted on

the Landscape Plan for the Expansion) shall be required prior to the start of the 2026-2027 school year.

20. Applicant has committed to commence construction of the gymnasium (Building E) identified in the Amended Site Plan concurrently with construction of Building D (Phase II). Applicant shall obtain a building permit and Commence Construction of the gymnasium prior to or at the time of obtaining a building permit and commencing construction of Building D (Phase II). "Commence Construction" means conducting actual ground-disturbing or vertical work pursuant to the Amended Site Plan and applicable building permit approval. Once commenced, construction of the gymnasium must be continuously and diligently prosecuted in good faith. Prior to, and as a condition of, the issuance of any certificate of occupancy for Building D (Phase II), Applicant shall either (i) have completed construction of the gymnasium (as evidenced by a TCO or certificate of occupancy), or (ii) if construction of the gymnasium has not yet been completed, Applicant may receive a temporary certificate of occupancy for Building D if Applicant provides a payment and performance bond to the City to secure completion of the gymnasium within 6 months of issuance of the temporary certificate of occupancy for Building D (Phase II). The payment and performance bond shall be in an amount equal to the value of the gymnasium improvements not yet completed and shall be in a form acceptable to the City Attorney. Applicant acknowledges and agrees that Applicant shall not receive a final certificate of occupancy for Building D until construction of the gymnasium has been completed (as evidenced by a TCO or certificate of occupancy).
21. The interior playfields and courtyard area, as depicted on the Site Plan Amendment for the Expansion shall be completed prior to the issuance of any certificate of occupancy for Phase I of the Expansion, as depicted in the Site Plan Amendment and in the revised OMP.
22. Construction related vehicles and equipment shall not impede the required parking and circulation for the daily school operations. Construction related vehicles and equipment shall not be permitted to park in required school parking spaces. Temporary parking and circulation shall be maintained in accordance with the revised OMP.
23. The decorative finial proposed at the top of the cupola shall be aluminum and shall not include any flag, logo, or text.
24. The City shall inspect all landscaping on the Property on a periodic basis to ensure that it is being properly maintained and is growing in at a normal rate. The City may require the Applicant to add additional landscaping material if planted material is not growing at a normal rate as would be expected based upon the professional judgement of the City Landscape Architect or landscape consultant retained by the City.
25. Prior to submitting the Final Midblock Crossing Analysis to the County, the Applicant shall provide the required analysis to the City for review and approval.
26. Applicant recognizes and acknowledges that City owned athletic facilities have limited availability and that no preferences or priority will be granted by the City to the charter school or any organization affiliated with the charter school related to any request to use the City's athletic facilities.
27. Applicant shall, at Applicant's sole expense, provide for maintenance of the landscaping and irrigation in the right-of-way located along Hillsboro Blvd. adjacent to the school, including the landscaping and irrigation within the medians along Hillsboro Blvd., in accordance with the applicable right-of-way maintenance agreement maintenance standards and applicable approved landscape plan(s).
28. Applicant agrees to abide by the terms and conditions of any agreement Applicant enters into with a homeowner's association within the City concerning mitigating the

impacts of the school Expansion.

29. Regarding the proposed handicapped parking area, prior to the issuance of any engineering permits for the Expansion, Applicant shall provide to the City, and update Applicant's plans to include, the required spacing from a standard stall and the 4" white and blue stripes, along with the size, spacing, and color for the diagonal stripes, the materials for the wheel stops and more information about the proposed fence, such as footers.
30. On annual basis at a meeting date acceptable to the City and Applicant, Applicant shall cause its traffic consultant to provide a presentation to the City Commission at a City Commission meeting regarding the results of the required monthly and annual traffic monitoring reports for the prior year, including detailing any traffic, vehicular and pedestrian safety issues identified, including any Action Required Findings, and any Remedial Actions taken by the Applicant to address any Action Required Findings and any other traffic, vehicular and pedestrian safety issues. The presentation shall not be subject to approval by the City Commission.
31. All previous conditions of approval shall remain in effect, except as modified by this Resolution.
32. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law. Additionally, the City shall have the remedies set forth in Section 3 of the Developer's Agreement (as amended) in the event Applicant fails to abide by such conditions, including but not limited to withholding building permits, and limiting any additional school enrollment in the event there is an Action Required Finding that has not been remedied by the Applicant. Applicant further acknowledges that any requirements or conditions of the Site Plan Amendment and Special Exception Resolution and this Amendment not complied with prior to the beginning of the 2030/2031 school year may require Applicant to submit additional traffic analyses and plans for review and approval by the City.
33. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

C. Staff finds the First Amendment to the Developer's Agreement meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. Prior to issuance of any permits, the First Amendment to the Developer's Agreement shall be executed by the Applicant and recorded in the Public Records of Broward County.

2. Failure to comply with all requirements as set forth in this Resolution and the First Amendment to the Developer's Agreement shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

3. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

D. Staff finds Second Amendment to the Declaration of Restrictive Covenants meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. Final approval of the Second Amendment is subject to approval by Broward County and recordation by the Applicant of the Second Amendment in the Public Records of Broward County.

2. Prior to issuance of any permit that causes the development on the Property to exceed 110,000 square feet, the Amendment shall be approved and recorded as required in (a) above to allow for an increase in the development to a maximum of 135,000 square feet of public charter school on Parcel C.

3. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

4. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

4. Planning and Zoning Board Recommendation

Resolution 2026-029: Plat Note Amendment
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1) with Goldstein dissenting

Resolution 2026-028: Somerset Academy Expansion (SE, SPA, CAB)
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (5-2) with Goldstein and Lazowick dissenting

Resolution 2026-031: Amending the Declaration of Restrictive Covenants
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1) with Goldstein dissenting

Resolution 2026-030: Amendments to Developer's Agreement
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1) with Goldstein dissenting

5. City Commission Motion

City Commission (May 20, 2026) - A motion was made to have a June 3, 2026, City Commission workshop, defer all of these items (Items 9B, 9C, 9D, 9E and 9F) to the July 8, 2026, City Commission meeting, and authorize Staff to take the necessary actions to process the building permit/application for the removal of the Jersey barrier and the enclosure of existing Building "B"/Phase 0 at the School, and waiving the six-day call-up time period.

Exhibit A – Site Location

Abbreviated Legal Description: DEBUYS PLAT 180-147 B PARCEL C LESS POR DESC AS: COMM SE COR OF SEC 28-47-41, W 89.01 TO POB, W 4,NE 39.30,N 202.27, NE 100.72,N 214,W 12,N 115.69, E 6.01,S 100.60,E 12,S 229.53, SW 100.72,S 200,SW 42.11 TO POB, LESS A POR OF SAID PAR C DESC AS: COMM SE COR OF SEC 28,W 93.01,NE 39.30,N 202.27 TO POB, NE 100.72,N 214, W 12, S 314 TO POB,LESS POR DESC IN INSTR 116379782

CITY OF PARKLAND
Meeting: Wednesday, July 8, 2026

AGENDA SUMMARY
Regular Agenda
Agenda Item: 9.J.

TITLE: Resolution 2026-030: Amendments to Development Agreement (*Deferred to August 12, 2026*)
A Resolution of the City Commission of the City of Parkland, Florida approving an amendment to the Development Agreement between the City of Parkland and Parkland School Property LLC., recorded as Instrument No. 115758152 in the Broward County Public Records, to accommodate a proposed school expansion project on the subject site, generally located at 8401 University Drive, and the provision of related off-site improvements; providing for conflicts, severability and an effective date.
SUBMITTED BY: Kaitlyn Forbes, Anthony Soroka
ORIGIN OF REQUEST: Planning and Zoning
MEETING GROUP: City Commission

STAFF RECOMMENDATION
Staff recommends approval.
STRATEGIC PLAN
Strategy: Effective and Efficient Government
Goals & Actions by Strategy: Other

BACKGROUND & PURPOSE
The Applicant was required to enter into a Development Agreement as a condition of approval of the original site plan. The Development Agreement was recorded on April 24, 2019, as Instrument Number 115758152 in the Broward County Official Records. The agreement is between the City of Parkland and Parkland School Property LLC. The Agreement stipulates various development restrictions, improvement obligations, and monitoring requirements. To reflect the revised development plans, the Applicant proposes to amend the Development Agreement where necessary. The revisions primarily address changes in enrollment, school operations, and improvement obligations.

Public Hearing:

Planning and Zoning Board (April 9, 2026): Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1).

City Commission (May 20, 2026) - A motion was made to have a June 3, 2026, City Commission workshop, defer all of these items (Items 9B, 9C, 9D, 9E and 9F) to the July 8, 2026, City Commission meeting, and authorize Staff to take the necessary actions to process the building permit/application for the removal of the Jersey barrier and the enclosure of existing Building "B"/Phase 0 at the School, and waiving the six-day call-up time period.

FISCAL IMPACT

n/a

EXPIRATION OF CONTRACT

n/a

ATTACHMENTS

1. Development Agreement Amendment Resolution.4.29.26
2. Exhibit B - 1st Amendment to Agreement - Somerset Parkand
3. Staff Report - PL, SE, SPA, CAB, Agreements - CC Update - July 8
4. Current Parkland School Property Developer's Agreement

RESOLUTION 2026-030

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA, APPROVING AN AMENDMENT TO THE DEVELOPMENT AGREEMENT BETWEEN THE CITY OF PARKLAND AND PARKLAND SCHOOL PROPERTY LLC, RECORDED AS INSTRUMENT NO. 115758152 IN THE BROWARD COUNTY PUBLIC RECORDS, TO ACCOMMODATE A PROPOSED SCHOOL EXPANSION PROJECT ON THE SUBJECT SITE, GENERALLY LOCATED 8401 UNIVERSITY DRIVE, AND THE PROVISION OF RELATED OFF-SITE IMPROVEMENTS; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, Parkland School Property LLC (the "Applicant") is seeking approval to expand the existing public charter school generally located at 8401 University Drive (the "Property") to allow for up to a 135,000 square foot public charter school (the "Development"); and

WHEREAS, the Property is approximately 10.3 acres and is generally located at the northwest corner of N. University Drive and W. Hillsboro Blvd., as further described in Exhibit "A"; and

WHEREAS, the Property is currently subject to a Developer's Agreement, which was recorded in the Broward County Official Records as Instrument 115758152, (the "Developer's Agreement") that was required via Resolution 2018-062, which granted Special Exception and Site Plan approval for the existing charter school; and

WHEREAS, the Developer's Agreement generally regulates the design and operation of the charter school as well as obligations of the Applicant including monitoring and reporting, as well as off-site improvements and contributions; and

WHEREAS, the Applicant has petitioned the City for approval of a Special Exception (2025-18-SE, the "Special Exception"), Master Plan Amendment (2025-5-MPA, the "Master Plan Amendment"), Plat Note Amendment (2025-29-P, the "Plat Note Amendment"), and Site Plan Amendment (2025-17-SPA, the "Site Plan Amendment") to expand the School to operate a 135,000 square foot educational institution for students in kindergarten through twelfth grade (the "Expansion"); and

WHEREAS, the Applicant and City have negotiated a First Amendment to the Developer's Agreement, attached as Exhibit "B", (the "First Amendment") to modify certain terms of the Developer's Agreement to address the proposed Expansion and amended development plans; and

WHEREAS, on April 9, 2026, the Planning and Zoning Board voted to recommend approval of the First Amendment to the Developer's Agreement; and

WHEREAS, the City Commission has considered the evidence and testimony presented by the Applicant and other interested parties and the recommendations of the various City of Parkland review agencies and staff regarding the First Amendment to the Developer's Agreement; and

WHEREAS, based upon the evidence in the record and presented at the hearing before the City Commission, the City Commission finds that all applicable Land Development Code requirements have been met, the First Amendment to the Developer's Agreement is consistent with the City's Comprehensive Plan and approval of the First Amendment to the Developer's Agreement, attached as Exhibit "B", is in the best interest 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 First Amendment to the Developer's Agreement, attached as Exhibit "B", is hereby approved subject to the following conditions of approval, all of which shall be satisfied by the Applicant:

1. Prior to issuance of any permits, the First Amendment to the Developer's Agreement shall be executed by the Applicant and recorded in the Public Records of Broward County.

2. Failure to comply with all requirements as set forth in this Resolution and the First Amendment to the Developer's Agreement shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

3. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

Section 3. All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 4. 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 hereof as a whole or part thereof other than the part declared to be invalid.

Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS 8th DAY OF JULY, 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

Abbreviated Legal Description: DEBUYS PLAT 180-147 B PARCEL C LESS POR DESC AS: COMM SE COR OF SEC 28-47-41, W 89.01 TO POB, W 4,NE 39.30,N 202.27, NE 100.72,N 214,W 12,N 115.69, E 6.01,S 100.60,E 12,S 229.53, SW 100.72,S 200,SW 42.11 TO POB, LESS A POR OF SAID PAR C DESC AS: COMM SE COR OF SEC 28,W 93.01,NE 39.30,N 202.27 TO POB, NE 100.72,N 214, W 12, S 314 TO POB,LESS POR DESC IN INSTR 116379782

Exhibit B – First Amendment to the Developer's Agreement

(See attached)

FIRST AMENDMENT TO DEVELOPER'S AGREEMENT

This First Amendment to the Developer's Agreement (the "Amendment") is entered into between the City of Parkland (the "**City**") and Parkland School Property LLC, and its successors, and assigns (collectively, "**Applicant**") ("City and "Applicant" are collectively, the "Parties") as follows:

WHEREAS, the Applicant is the owner of a 10.497 gross acre site located at the northwest corner of University Drive and Hillsboro Boulevard, more particularly described on **Exhibit A** (the "**Property**"); and

WHEREAS, the Property was included in the Miralago Master Plan that was approved by the City Commission on January 4, 2012, via Ordinance 2011-36, and amended by the City Commission on April 17, 2014 via Ordinance 2014-13 (as amended, the "Master Plan"); and

WHEREAS, on April 3rd, 2018, the City Commission approved Resolution No. 2018-062 granting special exception and site plan approval (SP17-002) (the "Site Plan") related to the development and operation of a 98,638 square foot educational institution for students in kindergarten through eighth grade (the "**School**"); and

WHEREAS, Applicant and City entered into that certain developer's agreement, as approved by the City Commission and recorded in instrument # 115758152 of the Public Records of Broward County, Florida (the "**Agreement**") related to the School; and

WHEREAS, the Applicant has petitioned the City for approval of a Special Exception (2025-18-SE, the "Special Exception"), Master Plan Amendment (2025-5-MPA, the "Master Plan Amendment"), Plat Note Amendment (2025-29-P, the "Plat Note Amendment"), and Site Plan Amendment (2025-17-SPA, the "Site Plan Amendment") (collectively, the "**Applications**") to expand the School to operate a 135,000 square foot educational institution for students in kindergarten through twelfth grade (the "**Expansion**"); and

WHEREAS, after a quasi-judicial hearing held on May 20, 2026, the City Commission approved the Expansion based on the amended site plan (and subject to execution and recordation of this Amendment, which incorporates the amended conditions set forth herein), and included certain conditions of approval in connection with the Expansion.

WHEREAS, the Applicant acknowledges and agrees that the conditions and obligations set forth herein are lawfully imposed, represent reasonable development conditions that are rationally related to the Expansion, and that the Applicant (to include all successors and assigns of Parkland School Property, LLC and anyone owning or operating the charter school on the Property) has voluntarily committed to comply with each and every condition and obligation set forth herein as a condition of the approval of the Applications; and

NOW, THEREFORE in consideration of the mutual terms and conditions contained in this Amendment, the sufficiency and adequacy of which are hereby acknowledged by the Parties, the Parties to this Amendment do hereby agree as follows:

Section 1. The above representations are true and correct and made a part of this Amendment as if fully set forth herein.

Section 2. Section 2 of the Agreement is hereby amended to require the Applicant to modify the plat note prior to the issuance of a building permit that would result in an excess of 100,000 square feet of school use. Section 2 and Section 3 of the Agreement are hereby amended to refer to the Applications approved for the Expansion, specifically the Site Plan Amendment and the Special Exception.

Section 3. Section 4.A. of the Agreement is hereby amended to delete the parentheses at the end of the first sentence referencing clause (ii)(a) of Section 5 as the end of the obligation to provide Monitoring Reports. All other Monthly Reporting Requirements contained in Section 4. of the Agreement shall remain in full force and effect.

Section 4. Section 4.B. of the Agreement is hereby amended to delete the sixth bullet point that reads "University Drive and Mira Lago entrance" from the Annual Report requirements. Section 4.B. of the Agreement is further amended specific to the time of year the Annual Report may be completed as follows: "[t]he Annual Report shall be completed anytime school is in session between September 1st and February 1st of each year of the School's operation." All other Annual Reporting Requirements contained in Section 4. of the Agreement shall remain in full force and effect.

Section 5. Section 5 "Enrollment Cap" of the Agreement is hereby deleted in its entirety and replaced with the following:

> **Section 5. Enrollment Cap and Monitoring.**
> The Applicant and the City hereby agree that maximum enrollment at the school shall be capped at 2100 students. The Applicant and City hereby agree that enrollment at the school shall be capped at 1675 students until such time as the process as set forth below is successfully concluded with the issuance of a Memorandum of Compliance (described below). The Annual Report completed during the first year where the physical student enrollment exceeds 1400 students is the Cap Report. The Cap Report shall be determinative of whether the Enrollment Cap of 1675 students will be removed. It shall be the obligation of the Applicant to notify the City when enrollment at the school exceeds 1400 students. The Cap Report shall differ from other Annual Reports only in that it shall measure conditions on two separate days within a thirty (30) day period and non-compliance with the standards set forth in Exhibit D on either day shall be dispositive for purpose of determining an Action Required Finding. As is required for all Annual Reports, the Applicant shall then be required to take those Remedial Measures necessary to secure a No Action finding.
>
> If the Cap Report results in an Action Required Finding, the Enrollment Cap of 1675 students shall remain until such time as a future Annual Report (or Remedial Report using the same methodology and format of the Annual Report) conducted when the school has the same or higher enrollment, at a time agreed to by the School Engineer and City Engineer and conducted on two separate days, results in a No Action Required Finding. This particular No Action Finding shall serve to remove the Enrollment Cap of 1675 students. In such case, the City Engineer shall issue a Memorandum of Compliance

certifying that the Enrollment Cap of 1675 students has be lifted.

Monitoring Reports shall commence upon the issuance of the first certificate of occupancy for the Expansion. The Traffic Review Process, including monthly and annual Monitoring, and Remedial Report requirements shall continue (including the issuance of Action Required and No Action Required Findings and the obligation to implement Remedial Measures) as follows:

a. Monthly Monitoring Reports shall continue to be due until four years from issuance of the final Certificate of Occupancy for the Expansion;

b. Annual Reports shall continue to be due until five years from issuance of the final Certificate of Occupancy for the Expansion.

c. Notwithstanding the above time periods, the requirement for Monthly and Annual Monitoring Reports for the Hillsboro Blvd. and Town Parc entrance – AM only shall be eliminated after three consecutive Annual Monitoring Reports have been conducted after completion of the Expansion with three consecutive No Action Required Findings as to that intersection.

The Applicant and the School Engineer shall cooperate in expeditiously providing all required Monitoring Reports and Annual Reports and in attending any meetings with the City and the City Engineer reasonably necessary as part of the above processes. The standards, conditions and requirements of the report formats as set forth in Exhibits C and D are deemed conditions of this Agreement, and the annual reports shall include the total number of staff and faculty at the School.

On annual basis at a meeting date acceptable to the City and Applicant, Applicant shall cause its traffic consultant to provide a presentation to the City Commission at a City Commission meeting regarding the results of the required monthly and annual traffic monitoring reports for the prior year, including detailing any traffic, vehicular and pedestrian safety issues identified, including any Action Required Findings, and any Remedial Actions taken by the Applicant to address any Action Required Findings and any other traffic, vehicular and pedestrian safety issues. The presentation shall not be subject to approval by the City Commission.

Section 6. Section 6 of the Agreement is hereby deleted in its entirety and replaced with the following:

Section 6. Additional Conditions of Expansion Special Exception

A. At its sole cost and expense, the Applicant shall follow the latest approved Operational Management Plan currently dated April 27, 2026 (on file with the City Clerk), including any amendments or modifications that have been provided to the City in writing thereafter ("OMP"). The obligation to comply with the OMP shall be a continuing condition of the approval.

B. Any traffic control officer required to be provided by the Applicant pursuant to this Agreement shall be a sworn police officer (or deputy) or such other person employed by the law enforcement agency serving the City or such other qualified traffic control officer approved by the City Manager.

C. Applicant hereby acknowledges and agrees that the City is released from any and all traffic signal construction obligations of the City under the Agreement related to a traffic signal at University Drive & Hillsboro Boulevard.

D. The following additional requirements are hereby imposed (all at Applicant's sole cost and expense):

1) The school zone designation approved by the Broward County Traffic Division shall be maintained by the Applicant at its sole cost and expense so long as the Property, or any portion thereof, is operated as a school.
2) The Applicant shall, at its sole cost and expense (except as described below regarding the Security), design, permit and complete construction of a Roundabout, in accordance with the design and architectural features attached as Exhibit "1" (with the final materials and design subject to City approval), at the intersection of Hillsboro Boulevard and University Drive, subject to approval by Broward County (the "Roundabout"). The Applicant shall submit the necessary permitting applications for construction of the Roundabout to the County and the City prior to the issuance of any certificate of occupancy for the Expansion, including but not limited to any certificate of occupancy for Building B depicted on the Site Plan Amendment. Construction of the Roundabout shall be completed (meaning open to traffic with all designed lanes operational) prior to the first to occur of: (i) physical student enrollment at the Property exceeding a total of 1,154 students, or (ii) the issuance of a final Certificate of Occupancy for Phase I depicted on the OMP. Notwithstanding, the City may issue a Temporary Certificate of Occupancy for Phase I construction upon demonstration the Applicant has been working in good faith and diligently pursing permitting and constructing the Roundabout provided that the TCO shall be conditioned on Applicant's commitment to obtain a Certificate of Completion, or similar document, as required by the City and County, for the Roundabout within 90 days of the issuance of the TCO. However, in no instance shall a final Certificate of Occupancy be issued for Phase I, nor shall the total physical student enrollment at the Property exceed 1,454 students until the Roundabout receives a Certificate of Completion, or similar document, as required by the City and County. The City Manager may further extend the timeframes noted herein upon demonstration that the Applicant has been working in good faith and diligently pursuing permitting and constructing the Roundabout.

   The City and Applicant acknowledge that the Applicant previously provided the City with security in the amount of Four Hundred Seventy-Three Thousand Forty-Eight and 75/100 ($473,048.75) related to the cost for design, permitting, construction, construction management and inspections of a traffic signal at the subject intersection

(the "Security") pursuant to a Traffic Signalization Agreement between the Applicant, City, and County dated June 15, 2020 (the "Traffic Agreement"). As a condition of the City's release of the Security to Applicant for the purpose of constructing the required Roundabout at N. University Drive and W. Hillsboro Boulevard, the Applicant shall obtain Broward County's approval of an amendment to, or termination of, the Traffic Agreement, in a manner that provides for the Roundabout in lieu of a traffic signal at the intersection of N. University Drive and W. Hillsboro Boulevard. Prior to full or partial release of the Security, the Applicant shall provide a cost estimate of the Roundabout to the City to demonstrate the design and construction costs meet or exceed the Security amount together with the Proportionate Fair Share requirements established in the Traffic Study, dated April 28, 2026. The full release of the Security shall only occur if the design and construction cost of the Roundabout is demonstrated to exceed the combined amount of the Security and Proportionate Fair Share costs established in the Traffic Study. Applicant shall enter into agreement with the City, in a form approved by the City Attorney, that provides for Applicant, at Applicant's sole cost and expense, to construct and maintain the Roundabout in accordance with the County and City maintenance requirements and to indemnify, defend and hold the City harmless from any and all claims arising out of or resulting from Applicant's construction and maintenance of the Roundabout.

3) Applicant shall, at its sole cost and expense, design, permit and complete construction of a pedestrian crossing, including but not limited to any County required markings, signals and lighting, across Hillsboro Boulevard along the west side of the Property entrance, subject to County requirements and approval. The Applicant shall submit the necessary permitting applications for the pedestrian crossing to the County and the City prior to the issuance of any certificate of occupancy for the Expansion, including but not limited to any certificate of occupancy for Building B depicted on the Site Plan Amendment. In the event County has not decided upon or approved such pedestrian crossing prior to the time Building B is ready for issuance of a certificate of occupancy, Applicant shall provide written evidence of such communications to the City and Applicant diligently pursuing the pedestrian crossing, and City shall not withhold issuance of the Building B certificate of occupancy provided that no additional building permits or certificates of occupancy shall be issued for the Expansion until Applicant submits the necessary applications for the pedestrian crossings. Applicant shall complete the pedestrian crossing within six months of Broward County approval unless the County requires or approves a traffic signal or overhead pedestrian hybrid beacon in connection with the pedestrian crossing. If a traffic signal or overhead pedestrian hybrid beacon is required or approved by the County, the Applicant shall complete the pedestrian crossing, including the traffic signal or overhead pedestrian hybrid beacon (as applicable), within nine months of County approval.
4) Applicant shall, at its sole cost and expense, diligently pursue all approvals necessary for the improvements described in this Section 6(D) and cooperate with City as necessary to achieve approval in the most expeditious fashion.
5) The Applicant shall, at Applicant's sole expense, provide traffic control officers on school days, during peak AM hours of school "drop off" (at a minimum, from 7am to 9am), with one officer at each of the following locations:
    a. At the Main Entrance on Hillsboro Boulevard;

b. At the intersection of Hillsboro Blvd. & University Drive until such time as the Roundabout is fully constructed and the City's law enforcement provider approves modifications to the traffic control officer requirement; and
c. At the North Entrance on University Drive when this entrance is being utilized for student drop-off during peak AM hours or being utilized for pedestrian access.

The Applicant shall, at Applicant's sole expense, provide at least two officers on school days during peak PM hours of school "pick-up" (at a minimum, from 2pm to 4:15p.m.), with one officer each at the following locations: Main Entrances on Hillsboro Blvd. and University Drive. This requirement per intersection may be adjusted upon approval of the City Manager in writing in his/her sole and absolute discretion, provided that a traffic control officer shall be required at the Main Entrance on Hillsboro Blvd. at the minimum times specified above so long as the Property is used for a school. The traffic control officer(s) shall be a sworn police officer (or deputy) or such other person employed by the law enforcement agency serving the City or such other qualified traffic control officer approved by the City Manager.

6) The Applicant shall provide one (1) School Resource Officer per 1,000 students. If enrollment exceeds 1,000 students, a second School Resource Officer shall be provided by the Applicant. If enrollment exceeds 2,000 students, a third School Resource Officer shall be provided by the Applicant. The School Resource Officer(s) shall be a Broward County Sheriff's Officer or some other certified officer approved by the City Manager.
7) The Applicant shall coordinate with the City and County to implement measures to prevent non-public safety personnel from parking or dropping off in the U-Turn area at the intersection of Hillsboro and the Main Entrance promptly upon approval of Broward County, which approval shall be sought by Applicant in cooperation with the City.
8) The Applicant shall install and maintain lighting at the Property's front gate on Hillsboro Boulevard. Lighting shall be subject to review and approval by City.
9) The Applicant shall install preemption devices as part of any traffic signalization. The Applicant shall coordinate with the City's Fire services provider for system requirements as well as Broward County Traffic Engineering.
10) Wherever bonding is required for work on public facilities or in the public right of way, the Applicant shall promptly procure such bond and insurance at its sole cost and expense. Whenever the Applicant has the obligation to construct any improvement, that obligation shall include all activities and costs normally attendant to such act, including but not limited to construction management and inspection and the payment of necessary fees. All work shall be in compliance with all applicable codes, standards and regulations.
11) The School shall determine staggered start school times (up to four separate times) after consultation with the City, in accordance with the OMP approved by the City.
12) With the understanding that enrollment at the School shall be capped as set forth above, the Applicant shall provide a phased construction project plan to the City for approval by the Planning Director and building department prior to the issuance of any building permit. The phasing plan shall assure that all infrastructure, parking, security measures,

stacking lanes, and site plan amenities and recreational facilities are in place and maintained during and after construction of the Expansion.

13) The addition of new grade levels (9-12th grade) shall be limited to one new grade level per school year, in successive order, starting with 9th grade in the 2027-2028 school year, in accordance with the Ramp Up Schedule included within the OMP. In no event shall either the 11th or 12th grade levels exceed a maximum of 168 students per grade level in any given school year, nor shall total student enrollment during the 9th-12th grade ramp up exceed the total enrollment listed in the Ramp Up Schedule of the OMP in any given school year. Further, the total school enrollment in any given school year shall not exceed the Enrollment Caps specified in the First Amendment to the Developer's Agreement.

    (i) Applicant shall not be permitted to increase the number of enrolled students on annual basis by more than (a) 26% of the total physical student enrollment at the School, or (b) the maximum amounts identified in the Ramp Up Schedule included within the OMP, whichever is less.

    (ii) Notwithstanding whether Building D (Phase II) is constructed or whether Applicant operates a high school at the Property, Applicant shall be limited to a maximum enrollment of no more than a total of _____ kindergarten through eighth grade students at the school.

14) The Applicant shall comply with the revised OMP, which is hereby incorporated into this Amendment and subject to enforcement by the City, including any amendments or modifications that have been provided to and approved by the City Manager in writing thereafter.

    (i) Temporary parking depicted in Phase II of the OMP shall be limited to visitor parking and shall not be utilized during school drop-off and/or pick-up times so as to not impede the drop-off/pick-up operations. Temporary parking spaces shall be striped to the City's parallel parking standards.

15) The Applicant shall at its sole cost and expense perform and submit signal warrant studies at the intersection of the Main entrance within 90 days after the start of each school year to the City and Broward County. These studies shall continue until the signal is deemed warranted by the County and the design and construction obligations set forth below have been satisfied, or after three (3) consecutive annual signal warrant studies have been conducted after completion of the Expansion without the signal being warranted, whichever occurs first. If warranted as provided above, the Applicant at its sole cost and expense, shall design, permit and complete construction of the traffic signal at the Main Entrance within 18 months of Broward County signal warrant approval. The signal design shall be approved by both the City and Broward County, and shall include pedestrian crossing controls. Based on the documented commercially reasonable (un)availability of components or for other good cause, together with the Applicant having demonstrated due diligence on its part, the City Manager, in his/her discretion, may extend this 18 month time frame.

16) A minimum of four crossing guards shall be employed or contracted by the Applicant during morning drop-off (at a minimum, from 7am to 9am) and afternoon pick-up (at a minimum, from 2pm to 4:15p.m.) hours as follows:
    a) Main entrance on Hillsboro (1 crossing guard)
    b) Hillsboro & University intersection (2 crossing guards)

c) Entrance of Town Parc (1 crossing guard).

This requirement per intersection may be adjusted upon approval of the City Manager in writing in his/her sole and absolute discretion, provided that a crossing guard shall be required at the Main Entrance on Hillsboro Blvd. at the minimum times specified above so long as the Property is used for a school.

17) In the event the City amends the City's Land Development Code in a manner that permits smaller parking space width (the "Parking Space Code Amendment"), Applicant has voluntarily committed to apply for and obtain a permit to restripe the parking lot to increase the amount of available parking spaces, including parking spaces for student parking, based on the smaller parking space dimensions. Applicant shall apply for and obtain a permit for such restriping and complete the restriping by no later than the later to occur of: a) the 2030-2031 school year, or b) three months after the effective date of the Parking Space Code Amendment or such later date for completion as may be approved by the City Manager to minimize disruption to school operations. The application for the restriping shall be processed pursuant to the call-up procedure set forth in Section 30-10(J)(2) of the City's Land Development Code.
18) Applicant shall make good faith efforts to explore and secure additional off-site parking locations for use as additional student parking prior the start of the first school year where 11th grade students will be physically enrolled at the school.
19) Applicant has committed to commence construction of the gymnasium (Building E) identified in the Amended Site Plan concurrently with construction of Building D (Phase II). Applicant shall obtain a building permit and Commence Construction of the gymnasium prior to or at the time of obtaining a building permit and commencing construction of Building D (Phase II). "Commence Construction" means conducting actual ground-disturbing or vertical work pursuant to the Amended Site Plan and applicable building permit approval. Once commenced, construction of the gymnasium must be continuously and diligently prosecuted in good faith. Prior to, and as a condition of, the issuance of any certificate of occupancy for Building D (Phase II), Applicant shall either (i) have completed construction of the gymnasium (as evidenced by a TCO or certificate of occupancy), or (ii) if construction of the gymnasium has not yet been completed, provide a payment and performance bond to the City to secure completion of the gymnasium within 6 months of issuance of any certificate of occupancy for Building D (Phase II). The payment and performance bond shall be in an amount equal to the value of the gymnasium improvements not yet completed and shall be in a form acceptable to the City Attorney.
20) Applicant recognizes and acknowledges that City owned athletic facilities have limited availability and that no preferences or priority will be granted by the City to the charter school or any organization affiliated with the charter school related to any request to use the City's athletic facilities.
21) Applicant shall, at Applicant's sole expense, provide for maintenance of the landscaping and irrigation in the right-of-way located along Hillsboro Blvd. adjacent to the school, including the landscaping and irrigation within the medians along Hillsboro Blvd., in accordance with the applicable right-of-way maintenance agreement maintenance standards and applicable approved landscape plan(s).
22) Prior to submitting the Final Midblock Crossing Analysis to the County, the Applicant shall provide the required analysis to the City for review and approval.

23) Cost recovery, as funded by the Applicant, shall apply to all reasonable costs incurred by the City in administering this Agreement, including but not limited to the City's traffic engineer review and implementation of the Monitoring Report process set forth in Section 5. Cost recovery matters shall be reimbursed by the Applicant within thirty (30) days of receipt of the Invoice(s) from the City.

Section 7. The Applicant shall undertake development of the Expansion in accordance with the Site Plan Amendment referred to above, as modified herein. The requirements of the Site Plan Amendment and Special Exception Resolution and this Amendment shall be deemed binding conditions of the Special Exception and Site Plan Amendment and failure to comply with these binding conditions shall be deemed City Code violations. The City shall have the remedies set forth in Section 3 of the Agreement in the event Applicant fails to abide by such conditions, including but not limited to withholding building permits, and limiting any additional school enrollment in the event there is an Action Required Finding that has not been remedied by the Applicant. Applicant further acknowledges that any requirements or conditions of the Site Plan Amendment and Special Exception Resolution and this Amendment not complied with prior to the beginning of the 2030/2031 school year may require Applicant to submit additional traffic analyses and plans for review and approval by the City.

Section 8. Except as specifically modified by this Amendment, all terms and conditions of the Agreement remain in full force and effect and the Parties agree to comply with all such terms and conditions.

Section 9. This Amendment shall be recorded in the public records of Broward County, Florida, and shall be binding on the Parties and the School, and their respective successors and assigns, and shall run with and bind the Property and all future owners of the Property, or any portion thereof, jointly and severally. The City's claims to enforce its rights under this Amendment against the School and/or the Applicant shall be superior to any mortgage that may be placed on the Property.

[SIGNATURES ON FOLLOWING PAGES]

FIRST AMENDMENT TO DEVELOPER'S AGREEMENT

IN WITNESS WHEREOF, the parties hereto execute this Amendment and further agree that it shall take effect as set forth above.

ATTEST:

By: _____
Name: _____
Title: City Clerk

CITY OF PARKLAND

By: _____
Name: Richard Walker
Title: Mayor

Address: 6600 University Drive
Parkland, FL 33067

Approved as to Form and Legal Sufficiency
for the use of and reliance by the City of
Parkland, only:

By: _____
Name: Anthony C. Soroka, Esq.
Title: City Attorney

STATE OF FLORIDA)

COUNTY OF BROWARD)

The foregoing instrument was acknowledged before me by means of □ physical presence or □ online notarization, this ____ day of _____, 2026, by Richard Walker, as Mayor of the **CITY OF PARKLAND**, a municipal corporation of the State of Florida. He is personally known to me or has produced _____ as identification.

_____
Notary Public

_____
Typed, printed or stamped name of Notary Public

My Commission Expires:

Notary Public

WITNESSES: **APPLICANT:**

_____
Print Name:_____

_____ By: _____
Print Name:_____ Name: _____
Title: _____

STATE OF FLORIDA)

COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me by means of □ physical presence or □ online notarization, this ____ day of _____, 2026, by _____ as _____ of _____, a Florida limited liability company, who is personally known to me and/or has produced _____ as identification, deposes and says that the aforementioned is true and correct to the best of his or her knowledge.

_____
Notary Public

_____
Typed, printed or stamped name of Notary Public

My Commission Expires:

Notary Public

EXHIBIT "1"

ROUNDABOUT DESIGN AND FEATURES

The Roundabout shall be designed and constructed to a minimum standard generally consistent with the City's recent Mecca Boulevard/Hillsboro Boulevard and Loxahatchee Road roundabouts, including a landscaped central island, mountable truck apron, splitter islands on each approach, curb and gutter, pavement markings, signage, roadway decorative lighting, decorative pavers, drainage, pedestrian accommodations where applicable, and other elements included in the project documentation for the aforementioned sample projects. The roundabout shall incorporate enhanced aesthetic and streetscape elements comparable to those installations, with the design featuring a Southern Oak as the focal point within the central island, surrounded by a stone veneer wall and landscaped areas with irrigation. Uplighting shall be installed to highlight the roundabout's aesthetic features and enhance nighttime visibility and visual appeal. The overall design shall accommodate safe and efficient operation by passenger vehicles, emergency vehicles, service vehicles, and trucks, while complying with all applicable City, County, and FDOT design criteria, utility coordination requirements, and long-term maintenance considerations.

STAFF REPORT
CITY OF PARKLAND
DEVELOPMENT SERVICES DEPARTMENT

Date Prepared: March 18, 2026
Updated: April 28, 2026
Updated: June 29, 2026

I. PETITION DESCRIPTION

Petition No.:	2025-29-P, 2025-18-SE, 2025-17-SPA & 2025-19-CAB
Project Name:	Somerset Parkland Academy, Charter School Expansion
Owner, Petitioner:	Parkland School Property, LLC 6457 Sunset Dr. Miami, FL 33143
Request:	Approval of Plat Note Amendment, Special Exception, Site Plan Amendment, Community Appearance Board Approval, First Amendment to the Developer's Agreement, and the Second Amendment to Declaration of Restrictive Covenants to accommodate an expanded charter school on Parcel C of Debuys Plat, to allow up to 135,000 square feet of an Educational Institution by Special Exception, serving up to 2,100 students in grades Kindergarten to twelfth grade.
Location:	8401 N. University Drive. Generally west of N. University Drive and north of W. Hillsboro Blvd. ("Subject site"). Location map included as Exhibit "A".
Land area:	Approximately 10.337 acres.

II. LAND USE AND ZONING

	Existing Land Use	Future Land Use	Zoning
Subject Site	Charter School	Commercial	PCD
North	Residential, Single Family	R-2, Residential	PRD
South	Residential, Single Family	R-3, Residential	PRD
East	Agricultural, Unincorporated	Unincorporated	Unincorporated
West	Residential, Townhomes	R-2, Residential	PRD

1. BACKGROUND AND GENERAL INFORMATION

The Subject Site is located at 8401 N. University Drive and is generally northwest of the intersection of W. Hillsboro Blvd. and N. University Drive. The Subject Site measures approximately 10.3 net acres. The site is part of the Debuys Plat and the Miralago Master Plan, shown as Parcel C on both.

The Subject Site has a commercial land use designation and is zoned Planned Commercial Development (PCD). PCD zoning allows for Educational Institutions as a Special Exception use. The approved master plan restricts the Subject Site to 110,000 square feet of commercial use (reflecting the underlying land use), and the approved plat restricts the development to 100,000 square feet of public charter school use. Other agreements are recorded that further restrict the property including a Development Agreement and Declaration of Restrictive Covenants.

Prior to 2018, the site was vacant and used for agricultural purposes. In 2018, the city approved development plans, including a special exception, to allow for an approximately 98,638 square foot, K-8 public charter school, for up to 1,280 students. The approved plans included a 2-phase development and a stand-alone gymnasium. The eastern wing of the school and the gymnasium were not constructed. The current school, as constructed, is approximately 56,541 square feet. As part of the approved development plans, an Operational Management Plan was adopted that regulates the school operations, monitoring requirements, and other factors. A Development Agreement was entered into to ensure compliance with conditions of approval and establish additional obligations for off-site improvements, funding contributions, and other requirements.

At the May 20, 2026 Commission meeting, the Commission made a motion to allow for the bifurcation of the Site Plan Amendment and Community Appearance Board applications to allow for the enclosure of Building B and the removal of the jersey barrier to move forward of the remainder of the expansion applications. The Applicant submitted separate applications specific to Building B and the jersey barrier that were approved at the June 3, 2026 Commission meeting. At the July 8, 2026 meeting, the Commission will consider the remainder of the Site Plan Amendment and Community Appearance Board applications along with the other concurrent applications. Importantly, the June 3rd approval did not increase the enrollment allowance (1,280 students maximum) or modify the limitation to K-8 grades at the school. The approved Building B expansion was also within the current limitations of the Master Plan, Plat, and Declaration of Restrictive Covenants since the full scope of the original school site plan was not developed.

2. SUMMARY OF REQUEST

Summary

The Applicant proposes the following applications to amend its current development approvals and expand the existing charter school to allow for up to 2,100, K-12 students in an Educational Institution, not to exceed 135,000 square feet:

- Master Plan Amendment

- Plat Note Amendment
- Special Exception
- Site Plan Amendment
- Community Appearance Board

In addition to these development applications, the Applicant has requested to amend the Development Agreement and Declaration of Restrictive Covenants as further described below, to mirror the proposed development plans.

School Operations

The proposed operations would increase student enrollment from 1,280 K-8 students to a maximum of 2,100 K-12 students. The Operational Management Plan, which is incorporated into the development plans, includes important details and regulations regarding the enrollment ramp-up and maximum number of students per grade. It is proposed that enrollment and the addition of new grades will occur over a period of years and will not occur all at once. Grade 9 is proposed to be added in the 27-28 school year, with the next grade being added for each following year, culminating in the 12th grade being added in the 30-31 year.

A revised student pick-up and drop-off schedule is incorporated into the Plan as well. Four staggered start times are proposed, starting at 7:30 AM through 8:45 AM. End times start at 2:15 PM and end at 3:45 PM. High school starts and ends earliest, followed by grades K-5, with grades 6-8 following.

Buses are not currently operating, nor will they, except for sporting events. Aftercare is offered for students and helps disperse traffic at pick-up time.

The Operational Management Plan ("OMP") includes circulation diagrams showing site access, circulation, and staffing at various positions to ensure student safety and effective pick-up and drop-off cycles (see Appendix A of OMP).

Application A: Plat Note Amendment (Resolution No. 2026-029)

The Subject Site is Parcel C on the Debuys Plat, as recorded in Plat Book 180, Pages 147-167 of the Public Records of Broward County, Florida. The plat is currently restricted to 11.17 acres of park use on Parcel A and B; 100,000 square feet of public charter school on Parcel C; 230 Townhouse units on Parcel D and 481 single family detached units.

The proposed development plans exceed this development threshold, and therefore the applicant proposes an amendment to the restrictive note above, to allow for 135,000 square feet of public charter school on Parcel C. No other changes to other properties included in the plat are proposed.

Application B.1 : Special Exception (Resolution No. 2026-028)

The subject site has a commercial land use designation and a Planned Commercial District (PCD) zoning designation. Uses in the PCD are limited to those permitted in the B-1, B-2 and OP zoning districts. The B-2 zoning district permits Educational and Vocational Institutions as a Special Exception use.

The Special Exception approval criteria are established in Section 60-40 of the Land Development Code and primarily pertain to compatibility, traffic and utility impacts, availability of infrastructure, compliance with the comprehensive plan, impacts to adjacent properties, and school-specific design criteria.

The Applicant provided a Justification Statement attached hereto, addressing each of the criterion.

Application B.2 : Site Plan Amendment and Community Appearance Board (Resolution No. 2026-028)

Site Access, Circulation, and Parking

To accommodate the proposed development changes, various modifications are made to the site access, circulation, and parking plans as further described herein.

Driveway access to the subject site remains as originally approved. However, the revised site plan and Operational Management Plan eliminates standard vehicular access from the University Dr. driveway. This driveway remains and is functional, but student drop-off and pick-up will now all occur using the Hillsboro Boulevard driveway entrance.

Once inside the Subject Site, modifications are proposed to the northern parking lot to accommodate additional parking spaces. A total of 203 parking spaces are proposed in the final condition, where 191 are required per State Requirements for Educational Facilities (SREF) standards. This has been increased from the 125 parking spaces currently provided. The parking lot design changes will be made in accordance with the preliminary construction plans included in the Operational Management plan and will occur during summer months to not affect school operations.

The on-site stacking and queuing are modified accordingly, and the site now demonstrates a total on-site capacity for student drop-off/pick-up of 234 vehicles ahead of the drop-off/pick-up zone and an additional 62 vehicles after this zone, before exiting the site. This has been increased from the 188 spaces before the drop-off/pick-up zone as currently provided.

To facilitate improved traffic circulation and operational efficiency, the existing jersey barrier located along the south side of the existing school building will be removed and the driveway will be restriped to accommodate two parallel stacking lanes for student drop-off and pick-up. The revised configuration will provide a 32-vehicle drop-off/pick-up area (16 vehicles per lane) directly in front of the school building. Previously only 16 cars were accommodated in the drop-off/pick-up zone.

Building Design

Development plans show the existing school as Building A, with additions of Building B (enclosed classrooms, formerly exterior terrace area adjacent to cafeteria), Building C (future classrooms), Building D (covered parking and future classrooms, and Building E (gymnasium). In total, the proposed school is increased from the existing 56,541 square feet to 125,672 square feet. The proposed expansion is configured similarly to the original development plans, maintaining most of the development on the central portion of the site with the gymnasium on the western side of the property.

The primarily building mass is maintained at two-stories to mirror the existing school. The proposed building height measures 33'-10" to the top of the upper roof decks on Building D, with a new cupola feature extending to 57'-8" adding design emphasis and a traditional architectural element. The revised design also includes a new shaded play area on the rooftop of Building D, supplementing the existing and improved play space in the central courtyard. Exterior second-floor walkways connect Building D to the gymnasium. The gymnasium is two floors and measures 28'-7" to the top of the flat roof, with parapets extending beyond to screen rooftop mechanical equipment.

The proposed expansion utilizes the same architectural patterns for the expansion area to seamlessly blend with the existing school facility.

Landscaping

The majority of the landscape plan remains the same in the development plans, with the exception of the modified parking lot and the western and norther perimeter buffers. The buffers are supplemented to screen the gymnasium by adding material to the western property line and along the lake. The Applicant coordinated with NSID to allow for planting in the lake maintenance easement to provide additional screening material.

Lighting

On-site lighting is slightly modified to reflect changes to the surface parking lot. Six (6) light poles are relocated within the northern parking lot. Supplemental light poles are added along the eastern gymnasium façade and within the courtyard area to provide required lighting levels. Light poles include a mix of 20' and 12' mounting heights.

Off-Site Improvements

The Applicant proposes a series of off-site improvements to satisfy its proportionate fair share obligations and mitigate impacts on the surrounding street and intersection network. A traffic analysis was prepared in conjunction with the revised site plan.

Per the traffic analysis, "The traffic analysis showed four intersections that will operate below Level of Service D requirements based on background conditions without the school expansion. One of the four intersections is University Drive at Loxahatchee Road which is scheduled to be modified to a roundabout by the FDOT. The school will coordinate with the City on appropriate mitigation measures for the other three intersections (University Drive at Hillsboro Boulevard, University Drive at Trails End, and

Hillsboro Boulevard at Nob Hill road). All other study intersections and roadway segments will operate at acceptable Level of Service standards. Based on the analysis documented in the traffic study and the proportionate share payments, the project meets traffic concurrency requirements."

In coordination with the city's traffic consultant, the Applicant is proposing a roundabout at the intersection of W. Hillsboro Blvd. and N. University Dr. The Applicant has provided a conceptual roundabout design to demonstrate it can be accommodated within the existing right-of-way limits. The final design and permitting of the roundabout will be subject to Broward County and city review. The Applicant will design, fund, and install the roundabout and incorporate the city design standards, found in other examples throughout the city. Subject to County approval, the final design will incorporate a crosswalk to the west of the roundabout for pedestrian crossing. The construction timing will be subject to further coordination to minimize disruptions to the traffic flow.

In addition to the roundabout, subject to Broward County approval, the applicant will install a pedestrian crossing near the main driveway entrance, across Hillsboro Blvd. If approved by Broward County, this will provide an additional safe crossing point for those students walking to school.

Improvement Schedule

The Operational Management Plan includes preliminary construction and phasing plans showing construction starting the summer of 2026 and being completed in August 2030. Initial construction is limited to enclosing Building B and revising the drop-off/pick-up configuration prior to the 2026-27 school year. Starting in February 2027, Phase I will include construction of Building C and the enhanced courtyard playfields. Phase II includes construction of Buildings D and E, along with temporary parking and is anticipated to start in February 2028. Final parking lot modifications will be completed after Phase II construction is finalized, in the summer of 2029.

Construction staging will occur in the northern parking lot. As such, the Applicant was asked to show the impacts to the on-site parking and circulation during the construction phases. To maintain the minimum number of parking spaces required, temporary parking spaces will be required on site. The final location and design of the temporary parking will be coordinated with city staff prior to permitting.

The Applicant will be required to coordinate with BSO throughout the construction phase to ensure site security is maintained at all times.

Application C : First Amendment to the Developer's Agreement (Resolution No. 2026-030)

The Applicant was required to enter into a Developer's Agreement as a condition of approval of the original site plan. The Developer's Agreement was recorded on April 24, 2019, as Instrument Number 115758152 in the Broward County Official Records. The agreement is between the City of Parkland and Parkland School Property LLC. The Agreement stipulates various development restrictions, improvement obligations, and monitoring requirements. To reflect the revised development plans, the Applicant

proposes to amend the Developer's Agreement where necessary. The revisions primarily address changes in enrollment, school operations, and improvement obligations.

Application D: Declaration of Restrictive Covenants Amendment (Resolution No. 2026-031)

A Declaration of Restrictive Covenants was filed as Instrument Number 109938295 in the Public Records of Broward County. The document was originally recorded March 21, 2011 and includes the City of Parkland and Broward County as interested parties. The Restrictive Covenants primarily include maximum development allowances and traffic mitigation requirements. The Restrictive Covenants mirror the approved master plan, and limit the Subject Site to 110,000 square feet of commercial use. Since the proposed development plans exceed this threshold, the applicant proposes an amendment to the Covenants to allow for up to 135,000 square feet of public charter school use on the School Property. Note, the amendment includes an increase in square footage and also restricts the use to public charter school rather than commercial.

3. STAFF RECOMMENDATION

A. Staff finds 2025-29-P (Plat Note Amendment) meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. The Plat Note Amendment shall be approved by Broward County and recorded in the Public Records of Broward County prior to the issuance of any building permit that would authorize development of more than 100,000 square feet of public charter school.

2. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

3. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

B. Staff finds 2025-18-SE, 2025-17-SPA, and 2025-19-CAB (Special Exception, Site Plan Amendment, Community Appearance Board) meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. Conditions of approval C – E, G-J, and L established in Resolution 2018-062, granting Special Exception and Site Plan Approval, are hereby amended as set forth in the First Amendment to the Developer's Agreement, which shall be recorded in the Public Records of Broward County prior to issuance of any permits for the Property.

2. Applicant shall comply with all applicable requirements of the Developer's Agreement, as amended by the First Amendment to the Developer's Agreement.
3. The Applicant shall, at its sole cost and expense (except as described below

regarding the Security), design, permit and complete construction of a Roundabout in accordance with the design and architectural features attached as Exhibit "E" at the intersection of Hillsboro Boulevard and University Drive, subject to approval by Broward County (the "Roundabout"). The Applicant shall submit the necessary permitting applications for construction of the Roundabout to the County and the City prior to the issuance of any certificate of occupancy for the Expansion, including but not limited to any certificate of occupancy for Building B depicted on the Site Plan Amendment. Construction of the Roundabout shall be completed (meaning open to traffic with all designed lanes operational) prior to the first to occur of: (i) physical student enrollment at the Property exceeding a total of 1,154 students, or (ii) the issuance of a final Certificate of Occupancy for Phase I depicted on the Operational Management Plan, dated April 27, 2026 ("OMP"). Notwithstanding, the City may issue a Temporary Certificate of Occupancy ("TCO") for Phase I construction upon demonstration the Applicant has been working in good faith and diligently pursing permitting and constructing the Roundabout provided that the TCO shall be conditioned on Applicant's commitment to obtain a Certificate of Completion, or similar document, as required by the City and County, for the Roundabout within 90 days of the issuance of the TCO . However, in no instance shall a final Certificate of Occupancy be issued for Phase I, nor shall the total physical student enrollment at the Property exceed 1,454 students until the Roundabout receives a Certificate of Completion, or similar document, as required by the City and County.

4. The City Manager may further extend the timeframes noted in (c) above and (e) below upon Applicant demonstrating that the Applicant has been working in good faith and diligently pursuing permitting and constructing the Roundabout or the pedestrian crosswalk, as applicable.
5. Applicant shall, at its sole cost and expense, design, permit and complete construction of a pedestrian crossing, including but not limited to any County required markings, signals and lighting, across Hillsboro Boulevard along the west side of the Property entrance, subject to County requirements and approval. The Applicant shall submit the necessary permitting applications for the pedestrian crossing to the County and the City prior to the issuance of any certificate of occupancy for the Expansion, including but not limited to any certificate of occupancy for Building B depicted on the Site Plan Amendment. In the event County has not decided upon or approved such pedestrian crossing prior to the time Building B is ready for issuance of a certificate of occupancy, Applicant shall provide written evidence of such communications to the City and Applicant diligently pursuing the pedestrian crossing, and City shall not withhold issuance of the Building B certificate of occupancy provided that no additional building permits or certificates of occupancy shall be issued for the Expansion until Applicant submits the necessary applications for the pedestrian crossings. Applicant shall complete the pedestrian crossing within six months of Broward County approval unless the County requires or approves a traffic signal or overhead pedestrian hybrid beacon in connection with the pedestrian crossing. If a traffic signal or overhead pedestrian hybrid beacon is required or approved by the County, the Applicant shall complete the pedestrian crossing, including the traffic signal or overhead pedestrian hybrid beacon (as applicable), within nine months of County approval.
6. Applicant shall, at its sole cost and expense, diligently pursue all approvals necessary for the improvements described in these conditions of approval and the First Amendment to the Developer's Agreement, and cooperate with City as necessary to achieve approval in the most expeditious fashion.
7. Upon issuance of the certificate of completion, or similar document reflecting final completion of the Roundabout, the Applicant's required Proportionate Share Costs

shall be considered satisfied, subject to the requirements of condition of approval (h) below.

8. As a condition of the City's release of the PSP Security (as described in the Traffic Signalization Agreement between the Applicant, City, and County dated June 15, 2020 (the "Traffic Agreement")) to Applicant for the purpose of constructing the required Roundabout, the Applicant shall obtain Broward County's approval of an amendment to, or termination of, the Traffic Agreement, in a manner that provides for the Roundabout in lieu of a traffic signal at the intersection of N. University Drive and W. Hillsboro Boulevard.
9. Prior to full or partial release of the PSP Security, the Applicant shall provide a cost estimate of the Roundabout to the City to demonstrate the design and construction costs meet or exceed the PSP Security amount together with the Proportionate Fair Share requirements established in the Traffic Study, dated April 28, 2026. The full release of the PSP Security shall only occur if the design and construction cost of the Roundabout is demonstrated to exceed the combined amount of the PSP Security and Proportionate Fair Share costs established in the Traffic Study.
10. The Applicant shall comply with the revised OMP which is hereby incorporated into this Resolution and subject to enforcement by the City, including any amendments or modifications that have been provided to and approved by the City Manager in writing thereafter.
    (i) Temporary parking depicted in Phase II of the OMP shall be limited to visitor parking and shall not be utilized during school drop-off and/or pick-up times so as to not impede the drop-off/pick-up operations. Temporary parking spaces shall be striped to the City's parallel parking standards.
11. The addition of new grade levels (9-12th grade) shall be limited to one new grade level per school year, in successive order, starting with 9th grade in the 2027-2028 school year, in accordance with the Ramp Up Schedule included within the revised OMP. In no event shall either the 11^{th} or 12^{th} grade levels exceed a maximum of 168 students per grade level in any given school year, nor shall total student enrollment during the 9^{th}-12^{th} grade ramp up exceed the total enrollment listed in the Ramp Up Schedule of the OMP in any given school year. Further, the total school enrollment in any given school year shall not exceed the Enrollment Caps specified in the First Amendment to the Developer's Agreement.
12. Applicant shall not be permitted to increase the number of enrolled students on annual basis by more than (a) 26% of the total physical student enrollment at the School, or (b) the maximum amounts identified in the Ramp Up Schedule included within the OMP, whichever is less.
13. Notwithstanding whether Building D (Phase II) is constructed or whether Applicant operates a high school at the Property, Applicant shall be limited to a maximum enrollment of no more than a total of _____ kindergarten through eighth grade students at the school.
14. The Applicant shall coordinate with Broward County Sheriff's Office to ensure the continued security and safety of the school during and after the construction period. All construction plans and logistics shall be coordinated with BSO to ensure the safety and security of the Property prior to the issuance of any engineering or building permits.
15. An updated Accident Management Plan shall be provided to and approved by BSO prior to issuance of any engineering or building permits for the Expansion.
16. The minimum parking ratios required under the State Requirements for Educational Facilities ("SREF") shall be maintained at all times. Further, the minimum required parking spaces per SREF shall be designated for student parking prior to the start of the school year where 11th grade students are physically enrolled. Minimum required

parking spaces shall be maintained so long as 11th or 12th grade students are physically enrolled at the school.

(i) As part of the Annual Monitoring required in the First Amendment to the Developer's Agreement, the Applicant shall include a total faculty and staff count to ensure sufficient faculty and staff parking is provided on the Property each year. In the event the faculty and staff parking provided does not meet applicable SREF standards, the Applicant shall diligently complete and submit the necessary development applications to the City and provide for additional parking on the Property to meet the SREF standards.

(ii) In the event the City amends the City's Land Development Code in a manner that permits smaller parking space width (the "Parking Space Code Amendment"), Applicant has voluntarily committed to apply for and obtain a permit to restripe the parking lot to increase the amount of available parking spaces, including parking spaces for student parking, based on the smaller parking space dimensions. Applicant shall apply for and obtain a permit for such restriping and complete the restriping by no later than the later to occur of: a) the 2029-2030 school year, or b) three months after the effective date of the Parking Space Code Amendment or such later date for completion as may be approved by the City Manager to minimize disruption to school operations. The application for the restriping shall be processed pursuant to the call-up procedure set forth in Section 30-10(J)(2) of the City's Land Development Code.

(iii) Applicant shall make good faith efforts to explore and secure additional off-site parking locations for use as additional student parking prior the start of the first school year where 11th grade students will be physically enrolled at the school.

17. The use of loading zones located within the northern drive aisles on the Property shall be restricted to non-school operating hours, and time periods outside of the pick-up and drop-off periods established in the OMP so as to not conflict with the adjacent parking.
18. Prior to issuance of a certificate of occupancy for a structure that increases the total development on the Property to more than 80,000 square feet, the Applicant shall coordinate with the Planning Department to locate and designate a temporary loading space(s) in accordance with Section 90-1010 of the City's Land Development Code, prior to the final northern parking lot improvements being constructed, as depicted on the Site Plan Amendment and as further regulated in Condition of Approval (q) below. Alternatively, the Applicant may demonstrate the existing loading spaces on the Property to the north of the school remain accessible and functional through the construction period.
19. Reserved.

i. r. The Applicant shall complete the final parking, circulation, loading, stacking, landscape, and lighting improvements shown on the Site Plan Amendment, Landscape Plan, and Photometric Plans for the Expansion by no later than the start of the 2029-2030 school year.

ii. Notwithstanding anything to the contrary in this Resolution, foundation plantings and landscape adjacent to the proposed new structures to be built (as depicted on the Landscape Plan for the Expansion) shall be installed prior to issuance of a Certificate of Occupancy for the applicable structure.

iii. Removal of the existing jersey barrier and landscape improvements within the median south of the existing jersey barrier (as depicted on

the Landscape Plan for the Expansion) shall be required prior to the start of the 2026-2027 school year.

20. Applicant has committed to commence construction of the gymnasium (Building E) identified in the Amended Site Plan concurrently with construction of Building D (Phase II). Applicant shall obtain a building permit and Commence Construction of the gymnasium prior to or at the time of obtaining a building permit and commencing construction of Building D (Phase II). "Commence Construction" means conducting actual ground-disturbing or vertical work pursuant to the Amended Site Plan and applicable building permit approval. Once commenced, construction of the gymnasium must be continuously and diligently prosecuted in good faith. Prior to, and as a condition of, the issuance of any certificate of occupancy for Building D (Phase II), Applicant shall either (i) have completed construction of the gymnasium (as evidenced by a TCO or certificate of occupancy), or (ii) if construction of the gymnasium has not yet been completed, Applicant may receive a temporary certificate of occupancy for Building D if Applicant provides a payment and performance bond to the City to secure completion of the gymnasium within 6 months of issuance of the temporary certificate of occupancy for Building D (Phase II). The payment and performance bond shall be in an amount equal to the value of the gymnasium improvements not yet completed and shall be in a form acceptable to the City Attorney. Applicant acknowledges and agrees that Applicant shall not receive a final certificate of occupancy for Building D until construction of the gymnasium has been completed (as evidenced by a TCO or certificate of occupancy).
21. The interior playfields and courtyard area, as depicted on the Site Plan Amendment for the Expansion shall be completed prior to the issuance of any certificate of occupancy for Phase I of the Expansion, as depicted in the Site Plan Amendment and in the revised OMP.
22. Construction related vehicles and equipment shall not impede the required parking and circulation for the daily school operations. Construction related vehicles and equipment shall not be permitted to park in required school parking spaces. Temporary parking and circulation shall be maintained in accordance with the revised OMP.
23. The decorative finial proposed at the top of the cupola shall be aluminum and shall not include any flag, logo, or text.
24. The City shall inspect all landscaping on the Property on a periodic basis to ensure that it is being properly maintained and is growing in at a normal rate. The City may require the Applicant to add additional landscaping material if planted material is not growing at a normal rate as would be expected based upon the professional judgement of the City Landscape Architect or landscape consultant retained by the City.
25. Prior to submitting the Final Midblock Crossing Analysis to the County, the Applicant shall provide the required analysis to the City for review and approval.
26. Applicant recognizes and acknowledges that City owned athletic facilities have limited availability and that no preferences or priority will be granted by the City to the charter school or any organization affiliated with the charter school related to any request to use the City's athletic facilities.
27. Applicant shall, at Applicant's sole expense, provide for maintenance of the landscaping and irrigation in the right-of-way located along Hillsboro Blvd. adjacent to the school, including the landscaping and irrigation within the medians along Hillsboro Blvd., in accordance with the applicable right-of-way maintenance agreement maintenance standards and applicable approved landscape plan(s).
28. Applicant agrees to abide by the terms and conditions of any agreement Applicant enters into with a homeowner's association within the City concerning mitigating the

impacts of the school Expansion.

29. Regarding the proposed handicapped parking area, prior to the issuance of any engineering permits for the Expansion, Applicant shall provide to the City, and update Applicant's plans to include, the required spacing from a standard stall and the 4" white and blue stripes, along with the size, spacing, and color for the diagonal stripes, the materials for the wheel stops and more information about the proposed fence, such as footers.
30. On annual basis at a meeting date acceptable to the City and Applicant, Applicant shall cause its traffic consultant to provide a presentation to the City Commission at a City Commission meeting regarding the results of the required monthly and annual traffic monitoring reports for the prior year, including detailing any traffic, vehicular and pedestrian safety issues identified, including any Action Required Findings, and any Remedial Actions taken by the Applicant to address any Action Required Findings and any other traffic, vehicular and pedestrian safety issues. The presentation shall not be subject to approval by the City Commission.
31. All previous conditions of approval shall remain in effect, except as modified by this Resolution.
32. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law. Additionally, the City shall have the remedies set forth in Section 3 of the Developer's Agreement (as amended) in the event Applicant fails to abide by such conditions, including but not limited to withholding building permits, and limiting any additional school enrollment in the event there is an Action Required Finding that has not been remedied by the Applicant. Applicant further acknowledges that any requirements or conditions of the Site Plan Amendment and Special Exception Resolution and this Amendment not complied with prior to the beginning of the 2030/2031 school year may require Applicant to submit additional traffic analyses and plans for review and approval by the City.
33. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

C. Staff finds the First Amendment to the Developer's Agreement meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. Prior to issuance of any permits, the First Amendment to the Developer's Agreement shall be executed by the Applicant and recorded in the Public Records of Broward County.

2. Failure to comply with all requirements as set forth in this Resolution and the First Amendment to the Developer's Agreement shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

3. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

D. Staff finds Second Amendment to the Declaration of Restrictive Covenants meets the technical requirements of the code and recommends APPROVAL subject to following requirements:

1. Final approval of the Second Amendment is subject to approval by Broward County and recordation by the Applicant of the Second Amendment in the Public Records of Broward County.

2. Prior to issuance of any permit that causes the development on the Property to exceed 110,000 square feet, the Amendment shall be approved and recorded as required in (a) above to allow for an increase in the development to a maximum of 135,000 square feet of public charter school on Parcel C.

3. Failure to comply with all requirements as set forth herein shall constitute a violation of the site plan and the land development code and shall be enforceable by any means available under applicable law.

4. Applicant shall pay to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any related expenses that the City has or will incur as a direct cost of the application.

4. Planning and Zoning Board Recommendation

Resolution 2026-029: Plat Note Amendment
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1) with Goldstein dissenting

Resolution 2026-028: Somerset Academy Expansion (SE, SPA, CAB)
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (5-2) with Goldstein and Lazowick dissenting

Resolution 2026-031: Amending the Declaration of Restrictive Covenants
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1) with Goldstein dissenting

Resolution 2026-030: Amendments to Developer's Agreement
Vice Chair Tony Avello made a motion to approve. Board member Todd Rogers seconded the motion. The Board passed (6-1) with Goldstein dissenting

5. City Commission Motion

City Commission (May 20, 2026) - A motion was made to have a June 3, 2026, City Commission workshop, defer all of these items (Items 9B, 9C, 9D, 9E and 9F) to the July 8, 2026, City Commission meeting, and authorize Staff to take the necessary actions to process the building permit/application for the removal of the Jersey barrier and the enclosure of existing Building "B"/Phase 0 at the School, and waiving the six-day call-up time period.

Exhibit A – Site Location

Abbreviated Legal Description: DEBUYS PLAT 180-147 B PARCEL C LESS POR DESC AS: COMM SE COR OF SEC 28-47-41, W 89.01 TO POB, W 4,NE 39.30,N 202.27, NE 100.72,N 214,W 12,N 115.69, E 6.01,S 100.60,E 12,S 229.53, SW 100.72,S 200,SW 42.11 TO POB, LESS A POR OF SAID PAR C DESC AS: COMM SE COR OF SEC 28,W 93.01,NE 39.30,N 202.27 TO POB, NE 100.72,N 214, W 12, S 314 TO POB,LESS POR DESC IN INSTR 116379782

Instr# 115758152 , Page 1 of 26, Recorded 04/24/2019 at 09:07 AM
Broward County Commission
Mtg Doc Stamps: $0.00 Int Tax: $0.00

AGREEMENT

This Developer's Agreement (Agreement") is entered into between the City of Parkland (**City**) and Parkland School Property LLC, its successors, and assigns (Applicant) as follows:

WHEREAS, the Applicant is the owner of a 10.497 gross acre site located at the northwest corner of University Drive and Hillsboro Boulevard, more particularly described on **Exhibit A** (the **Property**); and

WHEREAS, Schmidt Nichols on behalf of Parkland School Property, LLC petitioned the City for approval of a Special Exception to construct and operate a 98,638 square foot, sixty-one classroom educational institution for students in kindergarten through eighth grade (the **School**); and

WHEREAS, site plan application SP17-002 was submitted as part of the application for Special Exception (the **Application**), and the site plan, as approved by the City Commission, is incorporated herein by reference and shall be referred to as the **Site Plan**; and

WHEREAS, after a quasi-judicial hearing held on September 5, and 6, 2018, the City approved the Application based on the Site Plan as modified herein (and subject to execution and recordation of this Agreement which incorporates the conditions set forth herein), and included conditions that were deemed necessary by the City in order to secure approval of the Application; and

WHEREAS, the Applicant acknowledges and agrees that the conditions and obligations set forth herein are lawfully imposed and that the Applicant (to include all successors and assigns of Parkland School Property, LLC and anyone owning or operating the charter school on the Property) is obligated to comply with each and every condition and obligation set forth herein as a condition of the approval of the Special Exception and Site Plan. It is the intent that this Agreement be recorded and run with and bind the Property; and

WHEREAS, due to the nature of the School's projected traffic impacts on neighboring residential communities, agreed upon conditions of approval will include a process for periodic reviews and mitigation (as set forth herein) to be undertaken by the Applicant as set forth herein. (the **Traffic Review Process**); and

WHEREAS, the Traffic Review Process shall be cooperatively implemented by the Applicant and City to address and mitigate traffic impacts resulting from the operation of the School; and

WHEREAS, the Traffic Review Process shall be implemented to achieve the spirit and intent of this Agreement and the desire of the Applicant, as expressed at the hearing on the Application, and of the City Commission, in its approval of the Application, to mitigate traffic impacts resulting from the operation of the School; and

WHEREAS, Resolution No. 2018-062_(the **Resolution**), attached hereto as Exhibit B, as supplemented by this Agreement, shall constitute binding conditions of approval of the Application. The provisions herein shall be read as consistent with and supplemental to the Resolution;

NOW, THEREFORE in consideration of the mutual terms and conditions contained in this Agreement, the sufficiency and adequacy of which are hereby acknowledged by the parties hereto, the parties to this Agreement do hereby agree as follows:

Section 1. The above representations are true and correct and made a part hereof as if fully set forth herein.

Section 2. Prior to the issuance of any building permits, the Applicant shall modify the Property's plat note to be consistent with the School. The plat note amendment shall be recorded and on file with Broward County. The City shall cooperate with the request for modification of the plat note to permit the development approved in the Resolution.

Section 3. The Applicant shall undertake development of the School in compliance with the Site Plan referred to above, as modified herein. The requirements of the Resolution and this Agreement shall be deemed binding conditions of the Special Exception and Site Plan for the School and failure to comply with these binding conditions shall be deemed City Code violations (including, but not limited to Land Development Code sections 60-3, 60-70, 5-2520, AND 2-2540) The City shall have the following remedies (the **Remedies**), which are not exclusive of each other, in the event of the Applicant's failure to comply with the Resolution (also referred to as the Development Order) or this Agreement (collectively the **Conditions**):

A. Enforcement against the School and the Applicant through the Code Enforcement Special Magistrate as provided for in Division 4 of the City Code. A violation of this Agreement constitutes a violation of the Development Order authorizing the School and constitutes a violation of the Special Exception and Site Plan Approval and therefore the City Code.
B. Injunctive relief. The Applicant recognizes that the failure to comply with the Conditions shall cause irreparable harm to the City and that the City has no adequate remedy at law.
C. The City may withhold any building permits not yet issued.
D. Where specifically set forth herein, school enrollment shall be limited to the extent provided for herein.

Section 4. The Traffic Review Process shall be implemented to assess the actual traffic impacts of the School on the Monitoring Zone and Study Zone (as hereinafter defined). The Traffic Review Process consists of monthly traffic reviews and annual traffic studies as set forth below and certain identified on-site and operational remedial measures for the School (the **Remedial Measures**) which shall be required to be undertaken by the Applicant as set forth herein.

The Applicant has agreed upon the Traffic Review Process, which will be implemented with the full cooperation of both parties, in good faith. The Applicant shall retain a qualified licensed Professional Engineer (**School Engineer**) to undertake all the technical studies (including supervision of data collection) and reports provided for as part of the Traffic Review Process. The Monthly Monitoring Reports and Annual Reports (as described below) shall be completed by the School Engineer. All actions, including but not limited to, actions relating to data collection, reporting and interpretation by the School Engineer shall be consistent with professionally accepted standards in the profession. All reports required by the Traffic Review Process shall be signed and sealed by the School Engineer.

The City shall retain a Professional Engineer (**City Engineer**) of its choosing to undertake the responsibilities set forth herein of the City's traffic engineer. The City Engineer shall review the Monthly Monitoring Reports and Annual Reports (as defined herein) to assure compliance with the requirements set forth below. All reasonable costs incurred by the City, including but not limited to fees to the City Engineer, will be treated as cost recovery matters to be reimbursed by the Applicant within thirty (30) days of receipt of the Invoice(s) from the City. The Applicant shall be responsible for its costs as well.

Under the Traffic Review Process, the Applicant shall have the following responsibilities:

A. MONTHLY MONITORING REPORT

The School Engineer shall monitor traffic conditions and collect the data required to provide to the City a monitoring report **(Monitoring Report)** describing the site operation and traffic conditions within the **Monitoring Zone** (as defined below), on a monthly basis (for each month of the school year) until the City Manager or his/her designee determines (in writing), in his/her discretion that the reports may be required on a less frequent basis (but in any event, the obligation to provide Monitoring Reports ends as set forth in clause (ii)(a) of Section 5 below. The format for and requirements of the Monitoring Report are set forth in **Exhibit C** and shall be used by the School Engineer to provide the information required by the Monitoring Report and using the standards set forth therein. The specifications, standards, and format for the Monitoring Report may be modified by mutual written agreement of the Applicant and City Manager or his/her designee. The Monitoring Zone shall be the following areas:

- School Car-Line Queueing
- University Drive adjacent to the school
- Hillsboro Boulevard adjacent to the school
- Hillsboro Blvd. and Town Parc entrance – AM only
- School Turn Lanes on Hillsboro Blvd and University Drive

The standards set forth in **Exhibit C** shall be used to assess whether traffic conditions within the Monitoring Zone warrant the implementation of one or more Remedial Measures. The Monitoring Report shall be provided to the City Engineer prior to the 10th day after the month the data was collected. The first report shall cover the first full month of the School's operation with students in attendance and continue monthly thereafter. Where the Monitoring Report indicates that the traffic impacts of the School in the Monitoring Zone are in compliance with the standards set forth in Exhibit C that shall be a **No Action Finding**; which shall be valid until the next Monitoring Report is completed. If the Monitoring Report indicates that the traffic impacts of the School in the Monitoring Zone are not in compliance with the standards set forth in Exhibit C, that shall be an **Action Required Finding.** If there is an Action Required Finding that contains the same findings as to one of the standards set forth on Exhibit C, in two consecutive Monitoring Reports **(Repeated Condition)** the Applicant shall, within sixty (60) days of the second

Action Required Finding (which shall be the **Cure Period**), (i) inform the City Engineer (in writing) of the Remedial Measures that the Applicant will implement, and (ii) commence implementation and diligently pursue such operational changes either on-site or off-site within the Monitoring Zone (to the extent under its control or to the extent it has authorization) or physical improvements on the Property to address said situation (collectively referred to as **Remedial Measures**) and, (iii) conduct the necessary data collection and submit a subsequent Monitoring Report which yields a No Action Finding as to the Repeated Condition. If any Remedial Measures require a site plan amendment, the City agrees to expedite the review and approval of the site plan amendment, during which time, any Cure Period shall be extended accordingly. Failure of the Applicant to take the actions described in subparagraphs (i), (ii), and (iii) above, and commence and diligently pursue implementation of the Remedial Measures within the Cure Period shall be a violation of the conditions of the Special Exception. Such a violation shall be subject to the Remedies described in Section 3 above; provided that, the City Manager or his/her designee, may for good cause, in his/her sole discretion, extend the Cure Period. The Monitoring Reports shall continue as scheduled even during times when Remedial Measures are being undertaken to address Repeated Conditions.

B. ANNUAL REPORT

The Traffic Review Process shall also include annual traffic reports **(Annual Report)** which shall provide the information as set forth on **Exhibit D** in the format required therein and using the standards set forth therein. The area covered by the Annual Report **(Study Zone)** shall be as follows:

- School Car-Line Queueing
- Intersection of University Drive and Hillsboro Blvd
- University Drive and School entrance
- Hillsboro Blvd. and School entrance ("Main Entrance")
- Hillsboro Blvd. and Town Parc entrance
- University Drive and Mira Lago entrance
- School Turn Lanes on Hillsboro Blvd and University Drive

The Annual Report shall be completed between January 15 and March 1 of each year of the School's operation based on data collected during that time and promptly provided to the City. Where the Annual Report indicates that the traffic

impacts of the School in the Study Zone are in compliance with the standards set forth in Exhibit D that shall be a **No Action Finding**; which shall be valid until the next Annual Report is completed. If the Annual Report indicates that the traffic impacts of the School in the Study Zone are not in compliance with the standards set forth in Exhibit D, that shall be an **Action Required Finding.** If there is an Action Required Finding the Applicant shall, within sixty (60) days of the Action Required Finding (the **Cure Period**), (i) inform the City Engineer (in writing) of the Remedial Measures that the Applicant will implement, (ii) commence implementation and diligently pursue such Remedial Measures within the Study Zone to address said situation, and (iii) conduct the necessary data collection and submit a supplement to the prior Annual Report **(Remedial Report)** devoted solely to the matter or matters which caused the Action Required Finding. If a Remedial Report containing a No Action Required Finding is filed with the City Engineer on or before October 30 of the same calendar year, the Applicant shall have complied with its obligations for the Annual Report for the year in question. If the Applicant fails to take the actions described in subparagraphs (i), (ii), and (iii) above, or if a Remedial Report is not filed containing a No Action Required Finding on or before October 30 of the same calendar year, this shall constitute a violation of the conditions of the Special Exception and Site Plan and shall be subject to the Remedies described in Section 3 above; provided that, the City Manager or his/her designee, may for good cause, in his/her sole discretion, extend the Cure Period. The violation shall continue until such time as the Applicant provides a Remedial Report with a No Action Required Finding.
The requirements for the Annual Report shall be in addition to the requirements of the Monitoring Reports.

Section 5. Enrollment Cap

The Resolution provides for a maximum enrollment of 1280 students. The Applicant and City hereby agree that enrollment at the school shall be capped at 1,000 students (**Enrollment Cap**) until such time as the process as set forth below is successfully concluded with the issuance of a **Memorandum of Compliance** (described below). The Annual Report completed during the first year where the school's enrollment exceeds 772 students is the **Cap Report**. The Cap Report shall be determinative of whether the Enrollment Cap will be removed. It shall be the obligation of the Applicant to notify the City when enrollment at the school exceeds 772 students. The Cap Report shall differ from other Annual Reports only in that it shall measure conditions on two separate days within a thirty (30) day period and non-compliance with the standards set forth on Exhibit D on either day shall be dispositive for the purpose of determining an Action Required Finding. As

is required for all Annual Reports, the Applicant shall then be required to take those Remedial Measures necessary to secure a No Action finding.

(i) If the Cap Report results in an Action Required Finding, the Enrollment Cap shall remain until such time as a future Annual Report (or Remedial Report using the same methodology and format of the Annual Report), conducted when the school has the same or higher enrollment, at a time agreed to by the School Engineer and City Engineer and conducted on two separate days, results in a No Action Required Finding. This particular No Action Finding shall serve to remove the Enrollment Cap; in such case the City Engineer shall issue a **Memorandum of Compliance** certifying that the Enrollment Cap has been lifted.

(ii) Notwithstanding the removal of the Enrollment Cap, the Traffic Review Process with its Monitoring, Annual, and Remedial Report requirements shall continue (including the issuance of Action Required and No Action Required Findings and the obligation to implement Remedial Measures) until:

a. Monitoring Reports shall be due from the period beginning with the first full month of classes until the issuance of a Memorandum of Compliance or four years from issuance of the first Certificate of Occupancy, whichever occurs first; provided that, notwithstanding the above, Monitoring Reports shall be required during the first school year of classes after the issuance of a certificate of occupancy for the second phase (see discussion of phasing plan below).
b. Annual Reports shall be due from the period beginning with the first year of classes until the issuance of a Memorandum of Compliance or five years from issuance of the first Certificate of Occupancy whichever occurs first; provided that, notwithstanding the above, Annual Reports shall be required during the first two school years following the issuance of a certificate of occupancy for the second phase (see discussion of phasing plan below).

The Applicant and the School Engineer shall cooperate in expeditiously providing all required Monitoring Reports and Annual Reports and in attending any meetings with the City and the City Engineer reasonably necessary as part of the above processes.

The standards, conditions and requirements of the report formats as set forth in Exhibits C and D are deemed conditions of this Agreement

Section 6. The following additional Special Exceptions conditions are hereby agreed to by the parties:

A. A school zone designation shall be approved by Broward County Traffic Division and said school zone shall be established, designed, permitted, constructed and completed by the Applicant at its sole cost and expense prior to the issuance of a Certificate of Occupancy, and shall be functional at the time the School first opens for students.

B. The Applicant shall at its sole cost and expense perform and submit signal warrant studies within 90 days after the start of each school year to the City and Broward County at the following intersections:

- Main Entrance
- Hillsboro Boulevard & University Drive

These studies shall continue until the two signals are deemed warranted by the County and the design and construction obligations set forth below have been satisfied, or after three (3) annual signal warrant studies have been conducted without the signals being warranted, whichever occurs first. However, in the event the second phase of the Project is constructed and the signals have not yet been warranted, then the Applicant shall perform and submit the annual signal warrant studies for the earlier to occur of a determination that such signal is warranted, or after three (3) annual signal warrant studies following the issuance of a certificate of occupancy for the second phase.

C. If warranted as provided above, the Applicant at its sole cost and expense, shall design, permit and complete construction of the traffic signal at the Main Entrance within 18 months of Broward County signal warrant approval. The signal design shall be approved by both the City and Broward County, and shall include pedestrian crossing controls. Based on the documented commercially reasonable (un)availability of components or for other good cause, together with the Applicant having demonstrated due diligence on its part, the City Manager, in his/her discretion, may extend this 18 month time frame.

D. Prior to the issuance of a building permit, the Applicant shall pay the sum of $473,048.75 (which includes a 25% inflation factor) to the City for the costs and expenses related to the design, permitting and construction and construction management and inspection of a traffic signal at University Drive & Hillsboro Boulevard. The Applicant shall design the signal upon written direction from the City Manager or his/her designee. The Applicant shall complete the design within one hundred and eighty (180) days of said written direction and provide the sealed plans to the City. Upon certification by the City Engineer that the design presented is complete and sufficient to obtain a permit, the City shall pay the Applicant the sum of $45,000 representing the cost of the design. The Applicant shall also take the lead in permitting the signal through all necessary jurisdictions; upon receipt of the necessary permit for construction, the City shall pay to Applicant the sum of $10,000 for said costs. The City shall then use the remaining funds for construction and related activities. The City shall be obligated to construct the signal upon it being warranted, designed and permitted.

The City's signal construction obligation as set forth above for the traffic signal at University Drive & Hillsboro Boulevard shall be released if the signal is not warranted by Broward County after three (3) annual signal warrant studies have been conducted following the issuance of a certificate of occupancy for the first phase of the School. However, in the event the second phase of the School is constructed and the signal has not yet been warranted, then the signal construction obligation shall continue until the earlier to occur of a determination that such signal is warranted, or after three (3) annual signal warrant studies have been conducted without the signals being warranted following the issuance of the certificate of occupancy for the second phase.

If the traffic signal at University Drive & Hillsboro Boulevard is not warranted within the time frame referenced above such that the City's signal construction obligation is terminated, then the City can retain the balance of the funds of $473,048.75 remaining after payment to the Applicant of the amounts for design and permitting as referenced above, and utilize them for traffic improvements elsewhere in the City.

It is believed that Broward County is holding the amount of approximately $137,500 from a prior developer contribution for construction of the signal (the actual amount held shall be referred to as the **Third Party Contribution).** Upon release of The Third Party Contribution to the City and upon completion of construction of the signal and payment of all costs related thereto, the City shall

pay the Third Party Contribution to the Applicant. The City shall be obligated to pay only such amount, if any, of the Third Party Contribution that is released to the City by Broward County.

E. At its sole cost and expense, design, permit and complete construction of a coordinated signal system between the intersections of the Main Entrance, and the intersection of University Drive and Hillsboro Boulevard within 18 months of installation of both signals. The coordinated signal system design shall be approved by both the City and Broward County.

F. The signal construction obligation as set forth above for the Main Entrance shall be released if the signal is not warranted by Broward County after three (3) annual signal warrant studies have been conducted following the issuance of a certificate of occupancy for the first phase of the School. However, in the event the second phase of the School is constructed and the signal has not yet been warranted, then the signal construction obligation shall continue until the earlier to occur of a determination that such signal is warranted, or after three (3) annual signal warrant studies have been conducted without the signals being warranted following the issuance of the certificate of occupancy for the second phase.

G. Reserved

H. Prior to issuance of the Certificate of Occupancy, the Applicant shall, at its sole cost and expense, design, permit and complete construction of crosswalks across Hillsboro Boulevard at the intersection of Hillsboro Boulevard and University Drive subject to approval by Broward County.

I. Applicant shall, at its sole cost and expense, design, permit and complete construction of crosswalks across Hillsboro Boulevard at the Main Entrance within six months of Broward County approval; provided said approval is granted within two (2) years of a Certificate of Occupancy for the second phase of the School (see discussion of phasing below).

J. Applicant shall, at its sole cost and expense, diligently pursue all approvals necessary for the above described improvements (if warranted, as to signals and coordinated signal system) and cooperate with City as necessary to achieve approval in the most expeditious fashion.

K. At its sole cost and expense, the Applicant shall design, permit, construct, and complete the roadway improvements on Hillsboro Boulevard and University Drive, as shown on sheet RW-1 of the Site Plan package (as on file with the Planning Department). All improvements shall be completed prior to and as a precondition of the issuance of a certificate of occupancy and operation of the School. The approved and required improvements include:

1) University Drive: Construct an approximately 400-foot northbound left turn lane, including a 100-foot taper, as approved by the City and Broward County.

2) University Drive: Extend the southbound turn lane approximately another 208 feet for a total turn lane length of approximately 508 feet, including a 100-foot taper, as approved by the City and Broward County.

3) Hillsboro Boulevard: construct an approximately 503-foot westbound right turn lane ahead (east) of the Main Entrance, including a 100-foot taper, as approved by Broward County.

4) Hillsboro Boulevard: extend the eastbound left turn lane at the Main Entrance approximately another 247 feet for a total turn lane length of approximately 547 feet, including a 100-foot taper, as approved by Broward County.

L. Reserved **[see "R" below]**

M. At its sole cost and expense the School shall follow the approved Operational Management Plan (on file with the City Clerk), including any amendments or modifications that have been provided to the City in writing thereafter. The obligation to comply with the Operational Management Plan (as amended) shall be a continuing condition of the approval.

N. The Applicant shall coordinate with any City efforts to gain approval from the County to construct traffic signals at the Main Entrance and the intersection of Hillsboro Boulevard and University Drive, as well as intersection improvements at University Drive and Old Club Road, irrespective of the standard warrant process.

O. Prior to the issuance of the certificate of occupancy of the first phase of the School, the Applicant shall pay the sum of $57,365 to the City's Tree Fund in full satisfaction of any obligations for the removal of the oak trees on the Property and

any obligation to install and maintain the landscaping and irrigation in the medians on Hillsboro Boulevard between the Property's east and west property lines.

P. Reserved.

Q. Any traffic control officer required to be provided by the Applicant pursuant to this Agreement shall be a sworn police officer (or deputy) or such other person employed by the law enforcement agency serving the City or such other qualified traffic control officer approved by the City Manager.

R. The following additional requirements are hereby imposed (all at Applicant's sole cost and expense):

1) The Applicant shall provide one (1) traffic control officer at the intersection of University and Hillsboro Blvd, and two (2) traffic control officers at the Main Entrance, on school days, during peak AM/PM hours of school "drop off" and "pick up". This requirement per intersection shall be eliminated at the earlier of (a) the installation and operation of the traffic light at the intersection, or (b) approval of the City Manager in writing in his/her sole and absolute discretion. City Manager shall also have the discretion, at any time, to reduce the number of traffic control officers from two (2) to one (1) at the Main Entrance.

2) The Applicant shall provide a traffic control officer at the entrance to Town Parc, on school days, in the AM peak hours. The City Manager shall have the discretion to determine that the traffic control officer is not required, or to suspend this obligation for periods he/she determines necessary. Unless the City Engineer certifies an ongoing need for this traffic control officer, the requirements of this subparagraph shall cease no later than five (5) years after the issuance of the Certificate of Occupancy (CO) of the School.

3) The School shall provide one (1) School Resource Officer per 1,000 students. The School Resource Officer shall be a Broward County Sheriff's Officer or some other certified officer approved by the City Manager.

4) The Applicant shall eliminate the U-Turn at the intersection of Hillsboro and the Main Entrance promptly upon approval of Broward County, which approval shall be sought by Applicant in cooperation with the City.

5) The Applicant shall install lighting at the property's front gate on Hillsboro Boulevard. Lighting shall be subject to review and approval by City.

6) The Applicant shall install preemption devices as part of any traffic signalization. The Applicant shall coordinate with the City's Fire Department for system requirements as well as Broward County Traffic Engineering.

7) Wherever bonding is required for work on public facilities or in the public right of way, the Applicant shall promptly procure such bond and insurance at its sole cost and expense. Whenever the Applicant has the obligation to construct any improvement, that obligation shall include all activities and costs normally attendant to such act, including but not limited to construction management and inspection and the payment of necessary fees. All work shall be in compliance with all applicable codes, standards and regulations.

8) The School shall determine staggered start school times (up to three separate times) between 6:45 AM to 9 AM, after consultation with the City.

9) The School shall conduct an outreach or survey program to determine community desire for immediate middle school grade levels. Depending on community response, the School shall incorporate middle school grades as soon as practicable. Evidence of the community response shall be provided to the City prior the beginning of the initial open enrollment period.

10) With the understanding that enrollment at the School could be capped as set forth above, the Applicant shall provide a two phase construction project plan to the City for approval by the Planning Director and building department prior to the issuance of any building permit. The phasing plan shall assure that all infrastructure, parking, security measures, stacking lanes, and site plan amenities and recreational facilities are in place as part of the first phase so that phase two shall only relate to the expansion of the school instruction space.

11) A sufficient number of crossing guards shall be employed by the School during morning drop- off and afternoon pick-up hours.

12) Cost recovery, as funded by the Applicant, shall apply to all reasonable costs incurred by the City in administering this agreement. Cost recovery

matters shall be reimbursed by the Applicant within thirty(30) days of receipt of the Invoice(s) from the City

Section 7. This Agreement shall be recorded in the Public Records of Broward County, Florida and shall be binding on the parties hereto and the School, and their respective successors and assigns, and shall run with and bind the **Property** and all future owners of any portion thereof, jointly and severally. The City's claims to enforce its rights under this Agreement against the School and/or the Applicant shall be superior to any mortgage that may be placed on the Property.

Section 8.

A. The invalidity of the provisions hereof shall in no way affect or invalidate the remainder of this Agreement.

B. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall, together, constitute one and the same instrument.

C. This Agreement shall be construed in accordance with the laws of the State of Florida, and any proceeding arising between the parties in any manner pertaining to this Agreement shall, to the extent permitted by law, be held in Broward County, Florida.

D. The parties agree to execute such documents and take such actions as re necessary to implement the spirit and intent of this Agreement.

E. This Agreement shall not be amended except by subsequent written document approved by the City Commission and the Applicant.

F. This Agreement and the Exhibits hereto sets forth the entire understanding of the Parties. No changes, modifications, or waiver of any provision of this Agreement shall be valid or binding unless it is in writing and signed by all Parties to this Agreement. The Parties agree that this provision cannot be waived by subsequent oral agreement and/or by any actions or conduct of the Parties hereto.

Section 9. All notices, demands, correspondence and communication in connection with this Agreement must be in writing and shall be deemed to have been delivered on the date post-marked by mailing the same by certified mail, or

on the date sent by overnight or the express courier, with a copy being sent by electronic mail (e mail), addressed to the respective parties at the following addresses:

To the City:
City of Parkland
Attention: City Manager
6600 North University Drive
Parkland, FL. 33067
c/o City Clerk: jljohnson@city of parkland.org

With a copy:
Andrew Maurodis, Esq., City Attorney
1200 No. Federal Highway, Suite 312
Boca Raton, Florida 33432
amaurodis@wsh-law.com

To Applicant:
Parkland School Development LLC
6457 Sunset Drive
Miami, FL 33143
Attn: Manager

With a copy:
David Cohen Esq.
Edwards Cohen
200 W. Forsyth Street #1300
Jacksonville, FL 32202
dcohen@edcolaw.com

Section 10. This Agreement is effective on the date that the last party affixes its signature hereto.

[SIGNATURES ON FOLLOWING PAGES]

IN WITNESS WHEREOF, the parties hereto execute this Agreement and further agree that it shall take effect as set forth in Section 10 hereof.

ATTEST:

By: _____
Name: _____
Title: City Clerk

CITY OF PARKLAND

By: _____
Name: Christine Hunschofsky
Title: Mayor

Address: 6600 University Drive
Parkland, FL 33067

APPROVED AS TO FORM:

By: _____
Name: Andrew S. Maurodis, Esq.
Title: City Attorney

City of Parkland SEAL Broward County Florida

STATE OF FLORIDA)

COUNTY OF BROWARD)

The foregoing instrument was acknowledged before me this 15th day of April, 2019, by Christine Hunschofsky, as Mayor of the **CITY OF PARKLAND**, a municipal corporation of the State of Florida. She is personally known to me or has produced _____ as identification.

_____
Notary Public
Stephanie Frohman
Typed, printed or stamped name of Notary Public

My Commission Expires: 5/11/20

Notary Public

Stephanie J. Frohman
NOTARY PUBLIC
STATE OF FLORIDA
Comm# FF991778
Expires 5/11/2020

WITNESSES:

Print Name: Twinky Perez

Print Name: IGNACIO ZULUETA

APPLICANT:

By:
Name: ANNETTE IRAOLA
Title: MANAGER

STATE OF FLORIDA)

COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this 5 day of April, 2019, by Annette M Iraola as manager of Parkland School Property, LLC a Florida limited liability company, who is personally known to me and/or has produced _____ as identification, deposes and says that the aforementioned is true and correct to the best of his or her knowledge.

Notary Public

Twinky R Perez
Typed, printed or stamped name of Notary Public

My Commission Expires:

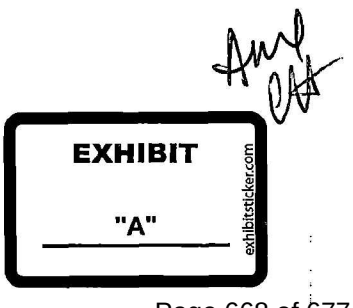
TWINKY R. PEREZ
COMMISSION
Number
GG181494
EXPIRES
Jan 31, 2022
Bonded thru Aaron Notary
Notary Public, State of Florida

Notary Public

EXHIBIT A

Parcel C, DEBUYS PLAT, according to the map or plat thereof as recorded in Plat Book 180, Page 147, Public Records of Broward County, Florida.

LESS AND EXCEPT the portion of such lands which have been transferred by Warranty Deed, dated as of June 18, 2015 made by DeBuys Property Investment Group, Ltd. and recorded as Instrument No. 113082138, Official Records of Broward County, Florida.



RESOLUTION NO. 2018-062

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PARKLAND, FLORIDA GRANTING SPECIAL EXCEPTION AND SITE PLAN APPROVAL TO PERMIT AN EDUCATIONAL INSTITUTION ON A PARCEL ZONED PLANNED COMMERCIAL DEVELOPMENT; LOCATED AT THE NORTHWEST CORNER OF UNIVERSITY DRIVE AND HILLSBORO BOULEVARD; PROVIDING FOR AN EFFECTIVE DATE; CASE NUMBER SE17-001.

WHEREAS, Parkland School Property, LLC (Applicant) is the owner of a 10.497 gross acre site located at the northwest corner of University Drive and Hillsboro Boulevard (the Property); and

WHEREAS, Schmidt Nichols on behalf of Parkland School Property, LLC petitioned the City for approval of a Special Exception to construct and operate a 98,638 square foot, sixty-one classroom educational institution for students in kindergarten through eighth grade (the School); and

WHEREAS, the Property has a zoning designation of Planned Commercial Development (PCD); and

WHEREAS, uses permitted in the PCD district are restricted to those permitted in the B-1, B-2 and OP zoning district; and

WHEREAS, educational institutions are permitted by special exception only in the B-2 district; and

WHEREAS, the Applicant has submitted a site plan as part of its application (SP 17-002 And CAB 17-005, and referenced as the Site Plan); and

WHEREAS, it was determined the proposed development meets the intent and purpose of Article 60 of the City of Parkland Land Development Regulations; and

WHEREAS, the City Commission, as the governing body of the City of Parkland, Florida, pursuant to the authority in Chapter 163 and Chapter 166, Florida Statutes, and the Code of Ordinances is authorized and empowered to consider petitions related to zoning and land development orders; and

WHEREAS, the notice and hearing requirements as provided in the Code of Ordinances have been satisfied; and

WHEREAS, the City Commission has considered the evidence and testimony presented by the Petitioner and other interested parties and the recommendations of the various City of Parkland review agencies and staff.

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

EXHIBIT "B"

exhibitsticker.com

SECTION 1. Site Plan application 17-002 and Special Exception Application SE17-001 to develop a 98,638 square foot, educational institution accommodating kindergarten through eighth grade are hereby **APPROVED**, subject to the conditions of approval set forth below and subject to a Developers Agreement (Agreement), to be recorded in the public records of Broward County and which shall run with and bind the Property. Said Agreement shall be supplemental to and consistent with this Resolution and shall delineate specific procedures to address and mitigate traffic impacts in the Monitoring Zone and Study Zone (as defined in the Agreement). References in this Resolution to Applicant shall include any applicant for the special exception and its successors and assigns, and to the owner of the Property, and the owner and operator of the School and any structures thereon, and any person/entity seeking to construct or operating the School as approved herein. The conditions set forth herein are requirements of approval and must be satisfied for construction and operation of the School which is the subject of the Special Exception Application. All improvements and obligations described below shall be at the Applicant's sole cost and expense and shall include all costs related to the obligations set forth herein. Conditions of approval are as follows:

A. Amendment to the Property's plat note to provide for the subject development.
B. Compliance with the Site Plan, except as modified herein or in any Site Plan Amendment approved by the City.
C. Pursuant to the Agreement, Applicant shall participate in a Traffic Review Process, as delineated in the Agreement, which provides for both Monthly Monitoring Reports and Annual Reports as to traffic conditions in the Monitoring Zone and Study Zone (i.e., intersections, turn lanes, school entrance) immediately adjacent to the School. The Traffic Review Process consists of monthly traffic review and annual traffic studies and certain on-site and operational remedial measures which shall be required to be undertaken by the Applicant depending on the results of the reports.
D. A school zone designation shall be approved by Broward County Traffic Division and the school zone shall be established and completed prior to the receipt of a Certificate of Occupancy and shall be functional at the time the School first opens for students.
E. The Applicant shall (at its sole cost and expense), and as further provided for in the Agreement:
    i. Perform and submit signal warrant studies within 90 days of the start of each school year to the City and Broward County at the following intersections:
        a. Main Entrance & Hillsboro Boulevard (Main Entrance)
        b. Hillsboro Boulevard & University Drive
    ii. At its sole cost and expense, design and construct a traffic signal at the Main Entrance within 18 months of Broward County signal warrant approval. The signal design shall be approved by both the City and Broward County, and shall include pedestrian crossing controls. Until such time as the traffic signal is constructed and operational, Applicant shall pay for and deploy two traffic control officers at the Main Entrance during peak AM/PM hours of school "drop off" and "pick up". The City Manager may, in his/her sole discretion, reduce the number of traffic control officers at the Main Entrance.
    iii. The Applicant shall pay to the City the sum of $473,048.75, representing the estimated cost to design, permit and construct a traffic signal at University Drive & Hillsboro Boulevard (Traffic Signal Costs). The City shall be obligated to construct the signal upon it being warranted,

designed and permitted. The signal design shall be approved by both the City and Broward County, and shall include pedestrian crossing controls. The payment of the foregoing sum shall be made prior to and as a condition of the issuance of the building permit. Until such time as the signal is constructed and operational, Applicant shall pay for and deploy one traffic control officer to provide traffic control services at the intersection during peak AM/PM hours of school "drop off" and "pick up". This obligation for the Traffic Signal Costs shall be secured by payment of the full amount to the City prior to the issuance of the first building permit.

iv. At its sole cost and expense, design and construct a coordinated signal system between the Main Entrance and University Drive and Hillsboro Boulevard. The coordinated signal system design shall be approved by both the City and Broward County.

F. The Applicant shall complete the roadway improvements (including necessary dedications) on Hillsboro Boulevard and University Drive, in accordance with all applicable regulations, standards and permit requirements, prior to the issuance of certificate of occupancy:

1) University Drive: Construct an approximately 400-foot northbound left turn lane, including 100-foot taper, as approved by the City and Broward County.

2) University Drive: Extend the southbound turn lane approximately another 208 feet for a total turn lane length of 508 feet, including a 100-foot taper, as approved by the City and Broward County.

3) Hillsboro Boulevard: Construct an approximately 503-foot westbound right turn lane ahead (east) of the Main Entrance, including a 100-foot taper as approved by Broward County.

4) Hillsboro Boulevard: Extend the eastbound left turn lane at the Main Entrance approximately another 247 feet for a total turn lane length of 547 feet, including a 100-foot taper, as approved by Broward County.

G. Upon approval by Broward County, the School, shall, at its sole cost and expense, design, permit and complete construction of crosswalks across Hillsboro Boulevard at the intersection of Hillsboro Boulevard and University Drive and at the Main Entrance pursuant to plans approved by Broward County..

H. Any traffic control officer required to be provided by the Applicant pursuant to this Resolution shall be a sworn police officer (or deputy) or such other person employed by the law enforcement agency serving the City or such other qualified traffic control officer approved by the City Manager.

I. The Applicant shall implement and comply with the approved Operational Management Plan (on file with the City Clerk), including any amendments or modifications that have been provided to the City in writing thereafter.

J. The Applicant shall coordinate with any City efforts to gain approval from the County to construct traffic signals at the Main Entrance and the intersection of Hillsboro Boulevard and University Drive, as well as intersection improvements at University Drive and Old Club Road, irrespective of the standard warrant process.

K. Prior to the issuance of the certificate of occupancy of the first phase of the School, Applicant shall pay the sum of $57,365 to the City's Tree Fund in full satisfaction of any obligations for the removal of the oak trees on the Property and any obligation to install

and maintain trhe landscaping and irrigation in the medians on Hillsboro Boulevard between the Property's east and west property lines.

L. The following additional requirements are hereby imposed (all at Applicant's sole cost and expense):
   1) The Applicant shall provide a traffic control officer at the entrance to Town Parc, on school days, in the AM peak hours. The City Manager shall have the discretion to determine that the traffic control officer is not required, or to suspend this obligation for periods the City Manager determines necessary.
   2) The Applicant shall provide one (1) School Resource Officer per 1,000 students or portion thereof (thus if over 1,000 students but less than 2,000 students, two School Resource Officers to be provided). The School Resource Officer shall be a Broward County Sheriff's Officer or some other certified offcer approved by the City Manager.
   3) The Applicant shall eliminate the U-Turn at the intersection of Hillsboro and the Main Entrance promptly upon approval of Broward County which approval shall be sought by Applicant in cooperation with the City.
   4) The Applicant shall install lighting at the property's front gate on Hillsboro Boulevard. Lighting shall be subject to review and approval by City.
   5) The Applicant shall install preemption devices as part of any traffic signalization. The Applicant shall coordinate with the City's Fire Department for system requirements as well as Broward County Traffic Engineering.
   6) Wherever bonding is required for work on public facilities or in the public right of way, Applicant shall promptly procure such bond and insurance at its sole cost and expense. Whenever the Applicant has the obligation to construct any improvement, that obligation shall include all activities and costs normally attendant to such act, including but not limited to construction management and inspection, the securing of all necessary permits, and the payment of necessary fees.
   7) The School shall determine staggered start school times (up to three separate times) between 6:45 AM to 9 AM, after consultation with the City.
   8) The School shall conduct an outreach or survey program to determine community desire for immediate middle school grade levels. Depending on community response, the School shall incorporate middle school grades as soon as practicable. Evidence of the community response shall be provided to the City prior the beginning of the initial open enrollment period.
   9) The maximum enrollment of the School shall be 1280 students. However, the enrollment at the School shall be capped at 1,000 students until such time as the Traffic Review Process set forth in the Agreement is successfully concluded with the issuance of a Memorandum of Compliance. The Applicant shall provide a two phase construction project plan to the City for approval by the Planning Director and building department for approval prior to the issuance of any building permit. The phasing plan shall assure that all infrastructure, parking, security measures, stacking lanes, and site plan amenities and recreational facilities are in place as part of the first phase so that phase two shall only relate to the expansion of the school instruction space
   10) A sufficient number of crossing guards shall be employed by the School during morning drop- off and afternoon pick-up hours.

M. Any approval shall be subject to the Applicant paying to the City of Parkland an amount equal to the total expenses incurred by the City in the processing and finalizing of the subject applications prior to issuance of any building permit. This includes, but may not be limited to, expenses for planning, legal, advertising, and landscape review, and any

related expenses that the City has or will incur as a direct cost of the application or as a result of the implementation of the conditions in this Resolution. Developer shall also establish and maintain cost recovery accounts to pay the expenses incurred by the City in the necessary follow-up measures and monitoring of the conditions set forth herein. No building permit shall be issued while funds are due and owing for reasonable cost recovery expenses.

SECTION 2. It shall be a condition of the issuance of any building permit that the Agreement, acceptable to the City Attorney and Planning Director be executed and recorded in the public records of Broward County, so as to run with and bind the land (with consents from any mortgagees provided).

SECTION 3. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED this 3rd day of April, 2019.

CITY OF PARKLAND

CHRISTINE HUNSCHOFSKY, MAYOR

ATTEST:

JENNIFER U. JOHNSON, CMC, CITY CLERK

City of Parkland SEAL Broward County Florida

APPROVED AS TO FORM AND LEGALITY:

ANDREW S. MAURODIS, CITY ATTORNEY

RECORD OF COMMISSION VOTE

Commissioner Kagan	Yes
Commissioner Mayersohn	Yes
Mayor Hunschofsky	Yes
Commissioner Walker	Yes
Vice Mayor Cutler	Yes

Monthly Monitoring Report for Parkland Somerset Academy

Date and Time of Collection: _____ Reporter: _____
Weather: _____ Active Grades: _____

	Session 1	Session 2	Session 3
Enrollment:			
Start Time:			
Dismissal Time:			

1. On-Site Queue Analysis

a. Does the carline extend from the student pickup/drop-off and back onto Hillsboro Blvd (i.e. past the school entry gates)?

	Yes	No	If yes, when and how many cars are backed up in the road?
AM	_____	_____	
PM	_____	_____	

b. Does the carline extend from the student pickup/drop-off and back onto University Drive (i.e. past the school entry gates)?

	Yes	No	If yes, when and how many cars are backed up in the road?
AM	_____	_____	
PM	_____	_____	

2. Off-site Analysis

a. Do vehicles extend out of the queue into the eastbound travel lanes (for more than 15 seconds in any intersection cycle)? Yes No
If so, what time period(s) does this happen?

b. Do vehicles extend out of the queue into the westbound travel lanes (for more than 15 seconds in any intersection cycle)? Yes No
If so, what time period(s) does this happen?

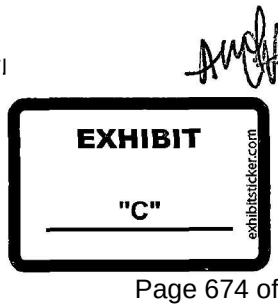
c. How many students are dropped off/picked up on Hillsboro Blvd? _____
d. How many students are dropped off/picked up on University Drive? _____
e. Does the number of students dropped off or picked-up exceed 6 within a 1-hour period? Yes No
* The school shall implement appropriate mitigation measures for any students dropped off or picked up.

Delay Analysis: AM
f. Southbound left-turn on Town Parc at Hillsboro Blvd [ ] Seconds/Vehicle
g. Is the hourly average delay more than 50 seconds per vehicle YES / NO
h. Has the City Traffic Engineer (or designee) observed different conditions than those reported by the School Traffic Engineer? YES / NO
i. If the answer to 2.h. is YES, then the School traffic engineer shall be required to revise the analysis consistent with the observations or collect new data and validate the results.

If "YES" is circled for any Question above other than Question 1, then this shall constitute an Action Required Finding as set forth in the Developer's Agreement. If "YES" is circled for Question 2.g., a certified traffic control officer may be used during the AM peak hour as mitigation. If "NO" is circled for all questions, then this shall constitute a No Action Finding.

Notes: The School will notify the City when the data is to be collected which will be a typical weekday (Tuesday, Wednesday or Thursday) and not on a school holiday. If abnormal conditions are present during the day of the data collection such as a vehicular accident near the school, data will be re-collected on a different day. Unless agreed otherwise, the data collection will only occur 1 day per month. This report sheet will be prepared once a month until the School and City agree to a different schedule. Raw data collection sheets to be attached to this form as applicable.

--The City traffic engineer reserves the right to be on-site during the data collection.--



Annual Monitoring Report for Parkland Somerset Academy

Date: _____

Grade	K	1st	2nd	3rd	4th	5th	6th	7th	8th	Total
Session:										
Enrollment:										

Session	Start	Dismissal	Walk/Bike	Carpool	SOV	Total
1						
2						
3						
Total						

1 On-Site Queue Analysis

a. How many feet of carline queue storage are constructed from the student drop-off location to the edge of the right of way? _____ feet

b. What is maximum observed queue (total of all lanes queuing)?

	AM	PM
Session 1	_____	_____ feet
Session 2	_____	_____ feet
Session 3	_____	_____ feet

c. Based on the observations, what is the projected maximum queue at full enrollment?

Session 1	_____	_____ feet
Session 2	_____	_____ feet
Session 3	_____	_____ feet

	Existing	Projected
d. Does the queue (feet) exceed the available storage (feet) resulting in queueing off-site (within public ROW)	Yes / No	Yes / No

(projected queue is for informational purposes only and does not affect No Action Finding)

2 Intersection Analysis

		Avg Delay per Veh.	Int. LOS	NBL Q	NBT Q	SBT Q	SBR Q	EBL Q	EBR Q
a. Hillsboro Blvd & University Dr	AM								
	PM								
Yes or No; Fails to Meet LOS D Standard/existing Q storage?									

		Avg Delay per Veh.	Int. LOS
b. Hillsboro Blvd & Town Parc	AM		
	PM		
Yes or No; Fails to Meet LOS E Standard? (50 seconds per vehicle average)			

		Avg Delay per Veh.	Int. LOS
c. University Drive & MiraLago	AM		
	PM		
Yes or No; Fails to Meet LOS E Standard? (50 seconds per vehicle average)			

		Avg Delay per Veh.	Int. LOS	SBL Q	SBR Q	WBT Q	WBR Q	EBL Q	EBT Q
d. Hillsboro Blvd & School Entrance	AM								
	PM								
Yes or No; Fails to Meet LOS D Standard/existing Q storage?									

EXHIBIT "D"

exhibitsticker.com

		Avg Delay per Veh.	Int. LOS	SBT Q	SBR Q	NBL Q	NBT Q	EBL Q	EBR Q
e. University Drive & School Entrance	AM								
	PM								
Fails to Meet LOS E (50 seconds per vehicle average) Standard/existing Q storage?									

f. Has the City Traffic Engineer (or designee) observed different conditions than those reported by the School Traffic Engineer? YES / NO

g. If the answer to 2.f. is YES, then the School traffic engineer shall be required to revise the analysis consistent with the observations or collect new data and validate the results.

Notes:

1) 95th percentile queues will be reported

2) PHF shall be based on the traffic counts

3) If observations show unmet demand in any movement at the end of any 15-minute time period. The unmet demand shall be included within that 15-minute time-period to accurately reflect delay.

If "YES" is circled for any Question above other than Question 1, then this shall constitute an Action Required Finding as set forth in the Developer's Agreement. If "NO" is circled for all questions, then this shall constitute a No Action Finding.

Notes: The School will notify the City when the data is to be collected which will be a typical weekday (Tuesday, Wednesday or Thursday) and not on a school holiday in January, February or March. If abnormal conditions are present during the day of the data collection such as a vehicular accident near the school, data will be re-collected on a different day. Raw data collection sheets & all analysis reporting to be attached to this form as applicable.

--The City traffic engineer reserves the right to be on-site during the data collection--

November 30, 2021

Geyler Castro, Principal
Somerset Parkland Academy
8401 University Drive
Parkland, FL 33076

RE: Traffic Concerns at Somerset Parkland Academy

Dear Ms. Castro:

This letter summarizes your recent meeting with BSO Capt. Craig Calavetta, BSO Sgt. Rizza, and Jackie Wehmeyer, to discuss traffic concerns at Somerset Parkland Academy. Based upon that meeting, Capt. Calavetta recommends the following changes be considered to the existing Developer's Agreement:

- adjust agreement to clarify the use of BSO deputies and/or CSAs to conduct traffic direction
- amend the required deputies/CSAs needed at the intersection of University Drive at Hillsboro Blvd. (west crosswalk) to a total of three (3)
    - one (1) at the main entrance
    - one (1) at the north entrance
    - one (1) at or near the intersection of University and Hillsboro
- removal of the requirement to post a deputy at the entrance of Town Parc (location does not appear to be problematic beyond the first few weeks of the school year)
- City to request additional or more conspicuous school zone warnings.

If you have any concerns pertaining to these changes, please let me know as soon as possible.

Kind regards,

Nancy Morando

Nancy Morando, ICMA-CM
City Manager

cc: Capt. Craig Calavetta, BSO
Jackie Wehmeyer, City of Parkland HR Director
Paul O'Connell, City of Parkland Public Safety Advisor