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City of Parkland

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Community Background Report

City of Parkland

Boundaries

North: Broward/Palm Beach County Line

South: Sawgrass Expressway

East: State Road 7 (US441)

West: South Florida Water Management District's Water Conservation Area

Community Type: Municipality

Report Last Updated: November, 2011

History¹

Before founding Parkland, Bruce Barnett Blount was elected Mayor of Pompano in 1956, and served on the city's commission from 1957 to 1960. Shortly thereafter, he and his wife inherited land in northern Broward County, where they raised horses and cattle. Mr. Blount envisioned that part of this land could become a city that would attract retirees interested in animals and a country lifestyle. The remainder of the property, further to the west, was set aside as protected land for agriculture.

With only an estimated seven to nine residents living on the property, approval for a charter was slow to materialize. Additionally, there was resistance to the name originally chosen for the city, "the Ranches", because there were other private ranch communities in north Florida. At the last moment, the name of the city was changed to Parkland, and the city charter was approved by the Florida House of Representatives on July 10, 1963.

During its early years, Parkland had an appointed governing body. Mr. Blount served as the founding mayor and invited prominent Broward residents to govern the city that had grown to a population of 22, with 9 homes. To further grow the population, Mr. Blount encouraged "gentleman farmers" to move their families to Parkland and allowed them, through covenants, to "forever engage" in farming and ranching on parcels with a minimum size of 2.5 acres. Ironically, Mr. Blount lived outside Parkland's boundaries, and appointed a new mayor in 1965 to avoid any conflicts of interest.

By the late 1960s, the Sawgrass Expressway (originally called the University-Deerfield Expressway) was first proposed, and would later prove to have a significant impact on the City of Parkland. By 1979, the Broward County Commission officially proposed building the expressway with two legs, one of which could potentially bisect the City of Parkland and disrupt the cherished, rural lifestyle of its 350 residents. It is interesting to note that during this same time, the city successfully staved off growing development pressures by reducing lot size in a new development, Cypress Head, to three-quarters of

an acre. Another developer defaulted on plans to build 55,000 residential units in Parkland in 1978. Eventually, the Sawgrass Expressway's path did not bisect the city, but followed the bank of the Pine Tree Canal along the south side of Parkland. The expressway opened in 1986 and became part of Florida's Turnpike in 1990.

Community Dynamics

Once a rural enclave of Broward County, the City of Parkland is self-described as an affluent community with “park-like” ambience. The city has experienced exponential population growth over the past twenty years. In 1990 Parkland's population was 3,558. It had grown to 13,835 by 2000, and to 23,962 by 2010. From 2000 to 2010, the city experienced a 573 percent increase in its population.² This dramatic growth can be attributed to the real estate boom in western Broward County, as a consequence of the completion of the Sawgrass Expressway (during the decade 1990-2000), as well as annexations of new land to the city (during the decade 2000-2010).³ It is important to note that the annexations have not all been finalized. One example is an area referred to as “the Wedge” (detailed below). Once annexed and fully developed, the new land is expected to bring the city's population to about 42,000. This would be a 75 percent increase over the city's 2010 population.⁴

Recent growth in terms of population and land is largely influenced by Broward County's policy of annexing all unincorporated areas to adjoining cities by 2010.⁵ In order to retain the city's rural character, existing land uses will be maintained in the newly annexed areas.⁶ For example, the annexation of the properties within “the Wedge” will provide the city with opportunities for additional park space and affordable housing to accommodate future populations.⁷ Below is a brief description of the recent and future annexations to Parkland:

*Parkland Agricultural Area*⁸ – In 2006 House Bill 1359 authorized annexation of the Parkland Agricultural Area. This area is not expected to be developed with residential units at this time.

*Country Acres*⁹ – House Bill 1359 also called for an election in March, 2006 to allow residents south of the Sawgrass Expressway/Godfrey Road area to decide between incorporation into Coral Springs or Parkland. The residents chose Parkland and were incorporated into the city in September, 2006. Country Acres is already fully developed and has added 457 residents to the City of Parkland.

*The Wedge*¹⁰ – In 2009 House Bill 1315 approved the transfer of a 1,949-acre wedge-shaped property, located between County Line Road and Loxahatchee Road, from Palm Beach County to Broward County. In addition, House Bill 1315 approved the annexation of two parcels located within “the Wedge” to the City of Parkland. Now that “the Wedge” is officially within Broward County, the city has created a master plan for “the Wedge”, in which all vacant lands on the north side of the city were considered. This area totaled 2,599 acres, held by multiple property owners. Some of these properties are not located within the City of Parkland or within the area covered

by the current annexation bill. However, it is anticipated that all properties within the master plan area will be annexed to the City of Parkland and will be developed primarily as residential communities. As of 2011, Parkland had already annexed 700 acres of “the Wedge”. The city anticipates annexing the remainder, following approval from the Florida Legislature during the session beginning in January, 2012.¹¹

It should be noted that pre-annexation agreements have already been signed with a few of the current property owners, setting aside land for new schools and 77 acres of new public parks—one of the parks alone will be about 40 acres.¹² The city is in discussions with the school board regarding proposals to create an elementary/middle school campus within “the Wedge”. There will be a 40-acre parcel for a high school.¹³

Demographic Highlights¹⁴

The city has experienced exponential population growth over the past twenty years. The growth pattern is expected to continue on the new land currently being annexed by the city.

In 1990 the City of Parkland’s population was 3,558. It had grown to 13,835 by 2000, and to 23,962 by 2010. Between 2000 and 2010, the city experienced a 573 percent increase in its population. Parkland’s population is likely to increase to about 42,000 once development in “the Wedge” area is complete.¹⁵

The City of Parkland’s median age is similar to the county’s median age.

In 2000 Broward County’s median age was 38, while it was 36 in the City of Parkland. In 2010 both the county and the city had a median age of 40.

The majority of the city’s population is White. While this population group has continued to grow over the last decade, there also has been an increase in the city’s diversity.

In 2010 the majority (20,136 people) of the city’s population was White. However, it is interesting to note that while this population grew over the past decade by 59 percent and is still clearly in the majority, the city did experience an increase in diversity as well. In 2000 the White population made up 91 percent of the total. Today it makes up 84 percent. The difference was made by an increase in the Black population, which added 1,138 people to Parkland’s total population and represented a 268 percent increase over the last decade. During this same time, non-White races other than Black also increased by a collective total of 1,214 people, or 205 percent. The number of residents of “two or more races” grew by 287, constituting a 167 percent increase. With respect to ethnicity, the city’s Hispanic population also increased over the last decade. In 2000 there were 1,152 Hispanics (8 percent of the total) and in 2010 there were 3,113 (13 percent of the total). This represents a 170 percent increase in the Hispanic population.

The city’s median household income in 2009 was significantly higher than the county’s overall median household income.

The median household income in Parkland for 2009 was \$105,602 --significantly higher than the county’s median household income of \$51,731.

Parkland’s housing stock has increased dramatically over the past decade. Growth is expected to continue once all the new land has been annexed.

Just as with its population, the City of Parkland has experienced exponential growth in its housing stock. In 2000 there were 4,522 units, and by 2010 there were 8,292 units. The city experienced an 83 percent rise in housing units over the past decade, compared to the county’s overall increase of 9 percent. Once construction in “the Wedge” is complete, the number of homes in Parkland will likely reach a total of approximately 10,200 units.¹⁶ City officials expect construction of new homes in the area to be completed within three to five years.¹⁷

In 2010 the City of Parkland had a very low vacancy rate (7 percent), less than half of the county’s overall rate of 15 percent. Of those units that were occupied, the majority (85 percent) were occupied by owners. This is a higher rate of owner-occupied units than the county’s overall rate of 67 percent.

Transportation Trends¹⁸

The tables below illustrate projected transportation trends in the City of Parkland:

Travel time to work for the employed population, 2014

	City	County
Work at Home	9%	4%
Less than 15 minutes	15%	16%
15-29 Minutes	31%	33%
30-59 Minutes	37%	38%
60+ Minutes	9%	8%

Average household transportation costs

	City	County
2009	\$11,723.10	\$8,836.33
2014	\$14,260.70	\$10,880.30

Average household transportation costs for public transportation

	City	County
2009	\$1,038.80	\$555.02
2014	\$1,348.63	\$721.64

Forecasted number of vehicles per household, 2014

	City	County
0 vehicles	1%	7%
1 vehicle	17%	40%
2 vehicles	57%	40%
3 vehicles	21%	10%
4+ vehicles	5%	4%

Forecasted means of transportation to work for employed individuals, 2014

	City	County
Car, Truck, Van to Work	90%	93%
Public Transportation to Work	1%	2%
Other Transportation to Work	1%	2%
Work at Home	9%	3%

The information provided below briefly summarizes examples of transportation services and projects in the City of Parkland:

Multi-Use Trail System

Parkland has over 10 miles of continuous pathways and is known for the expanse of bike trails that the city maintains for residents' recreational use.¹⁹ The network of 8-foot-wide, paved, meandering, multi-use trails serves pedestrians, bicyclists and horses. It covers a large portion of the city, providing access to most city parks, places of worship, the city hall, the library, and schools.²⁰ The multi-use trails are provided along most of the significant roadways within the City of Parkland, including Holmberg Road, Riverside Drive, University Drive, Parkside Drive, and Nob Hill Road.²¹ Recently, the city completed most of the planned path and trail connections (with the exception of the North Pine Tree Project). Residents can now travel from the eastern edge to the western edge of the city.²²

The Defunct Community Bus: “Spirit of Parkland”

In 2006 the City of Parkland launched its own community bus service that was known as the "Spirit of Parkland." The free service was designed to work in conjunction with Broward County Transit (BCT), the Coral Springs "Green" Community Bus Route, and the Coconut Creek "N" Community Bus Route. However, after eight months of existence, ridership averaged 1.2 to 1.6 passengers per hour, far below the county's minimum requirement of five riders per hour.²³ The City of Parkland suspended the Spirit of Parkland Community Bus Service in October, 2007.²⁴

City of Parkland Comprehensive Plan²⁵

When Parkland's Comprehensive Plan was written in 2008, the city's population was estimated to grow to 29,313 by 2020, which would make it one of the ten smallest municipalities within Broward County. Based on this projection, the basic considerations for the Comprehensive Plan's Transportation Element are as follows:

- There is a significant commuting population from the City of Parkland.
- Due to the overwhelming residential demographic of the city, not all modes of transportation are suitable for the city.
- Due to the semi-isolated location of the city in proximity to the surrounding roadway network, through traffic has been and will continue to be discouraged, while the mobility of city residents is promoted.

The report found that the future transportation needs of the city were as follows (please note that many of these needs may have been addressed since 2008):

- Future Roadway Needs - Analysis of the future roadway levels of service shows that ten road segments within the City of Parkland will operate below the acceptable "Level of Service D" standard. Of these, three road segments are in the city's jurisdiction:
 - Holmberg Road from Nob Hill Road to Pine Island Road
 - University Drive from the Sawgrass Expressway to Holmberg Road
 - University Drive from Holmberg Road to Trails End Road
- Future Pedestrian, Bicycle and Horse Needs - The City of Parkland is maintaining and proposing to expand the network of multi-use trails that serves pedestrians, bicyclists and horses. The multi-use trail system will be expanded to the northern parts of the city to include facilities along Nob Hill north of Trails End, the existing northern city boundary, and Riverside Drive north of Holmberg Road. In addition, where multi-use trails are currently provided on only one side of the roadway, future plans include providing multi-use trails on both sides. Multi-use trails are planned for both sides of Holmberg Road, Hillsboro Boulevard, Parkside Drive, and University Drive segments. The City may also coordinate the multi-use trails with the Broward County Greenways System.

Amendment to the City of Parkland Comprehensive Plan²⁶

In 2010 the City of Parkland proposed amending the city's Future Land Use Map (FLUM) by designating land uses for 684.5 acres within the "Wedge" area. The amendment proposed changing the future land use of the majority of the property from the Palm Beach County designation of Rural Residential-10 (1 dwelling unit per 10 acres) to Parkland Residential (2 dwelling units per acre), and 11.5 acres to Parkland Commercial. The property would be subject to a voluntary covenant that would limit the maximum development intensities so that traffic volumes generated do not exceed 16,587 net external daily trips, or 1,833 net external PM peak-hour trips, consisting of 1,078 PM peak-hour inbound trips and 755 peak-hour external outbound trips. The State of Florida Department of Community Affairs found the amendment to be in compliance in April, 2011.²⁷ However, it should be noted that the South Florida Regional Planning Council objected to the amendment, calling it premature due to the fact that the current and future

regional transportation network cannot be effectively evaluated, since planning and studies for the “Wedge” are still in progress.

Master Plan for “the Wedge”²⁸

The purpose of the Master Plan was to create a vision for the future development of the City of Parkland and the multiple annexation parcels lying within the area commonly referred to as “the Wedge”. The plan outlines seven goals. Goal #2, “Access and Mobility”, is specifically dedicated to transportation: “Develop a multi-modal plan for future roadway, bike path, horse trail and trail-way connections that will provide efficient access throughout the City. Particular emphasis is placed on developing secondary east-west roadway connections to relieve decreasing capacity of Holmberg Road.” The Master Plan offers specific conclusions and recommendations for meeting the goals. Regarding transportation, a “Roadways and Mobility Plan” is offered that states the following:

Conclusion: Several traffic studies have been carried out in the area in the last few years related to comprehensive plan applications. However, those studies only evaluated the impacts of the subject property, not the ultimate build-out of the study area. The maximum potential would place a significant stress on the existing roadway network and opportunities for potential mitigation need to be identified.

Recommendations:

1. Based on the proposed intensities included in this Master Plan, it is recommended that a long range transportation study should be carried out to the year 2035. The objective of this traffic study will be to identify the necessary transportation improvements that will provide a comprehensive approach to mobility and accessibility of existing and future residents of the City of Parkland.
2. Extend both University Drive and Trails End north to intersect with Loxahatchee Road as shown on the Broward County Trafficway Plan.
3. West Edge Roadway – Utilize the existing L-36 Canal access roadway along the levee at the western edge of the study area adjacent to the Bishop’s Pit property for an emergency access route and trail-way.
4. NSID Easement – Develop the north-south easement between Standard Pacific and Triple H as an emergency access roadway and trail-way to provide both emergency vehicular and pedestrian access to the proposed park property and Loxahatchee Road.
5. Riverside Drive Extension (Parkland Property) – Provide an additional emergency vehicular access and multipurpose trail-way to connect Loxahatchee Road and the future Hillsboro Boulevard extension.

Additionally, it is recommended that the Broward County Traffic Ways Plan be amended to accommodate the following roadway improvements:

6. Trails End – Extend the roadway to connect perpendicular to Loxahatchee Road.

7. Hillsboro Boulevard – Re-alignment of the roadway to the southern boundary of the McJunkin property and north of the Cypress Head community so that the roadway does not bisect the properties adjacent to Loxahatchee Road, which would make them difficult to develop as single family communities.

State Road 7 Collaborative²⁹

The SR 7/U.S. 441 Collaborative is facilitated by the staff of the South Florida Regional Planning Council. Membership includes the fourteen local governments that span the Broward County section of SR 7, and ex-officio members. In 2011 Parkland’s city commission authorized the officials to continue to support and participate in the State Road 7 Partnership.³⁰

The Collaborative conducted a series of nine charrettes focused on the entire 25.6-mile section of SR 7/U.S. 441 in Broward County in order to create a plan for redevelopment, and to accommodate future mass transit along the corridor. The SR 7 - Coconut Creek/Coral Springs/Parkland Charrette is part of the series and grew out of a public, seven-day charrette, held from December 3 through December 9, 2005. The Master Plan represents the citizens' vision for the future of the SR 7 corridor within these jurisdictions. The report includes the following:

1. Give SR 7 the character of a parkway interrupted by beautiful mixed-use town and neighborhood centers
2. SR 7 a maximum of six lanes
3. Maintain the interconnectivity of streets throughout the study area
4. Design SR 7 as a connector instead of a divider of neighborhoods
5. No big-box retail surrounded by seas of parking
6. Enhance public access and identity of the City of Parkland by providing a public building or museum
7. Enhance public access to natural parks and preserves
8. Improve SR 7 and Sawgrass Expressway drainage areas by converting them to parks
9. Replace Sample Road flyover with an at-grade intersection

Special Events

The City of Parkland Parks and Recreation Division, in partnership with community-based entities, offers many ongoing and special events throughout the year for residents. Events require registration through WebTrac unless otherwise noted. A complete list of events can be found by visiting: <http://www.cityofparkland.org/index.aspx?nid=284>

Below is a sample of the events that take place in the City of Parkland. If you have questions or need information about these events, contact Colleen O'Dea, Special Events Coordinator, or call the main Parks and Recreation number: (954)757-4120.

Volunteer Speak (Senior Volunteer Speak Program) –Senior volunteers speak to the teen volunteers at their monthly Teen Advisory Group Meetings, held the third Thursday of each month at 7:00 pm. Each month a different senior volunteer is appointed to speak about volunteerism.

Comedy at the Amphitheater - The City of Parkland hosts the Parkland Comedy Showcase at the Parkland Amphitheater (10561 Trails End) from 7:00 pm to 8:00 pm throughout the year. This event is free and open to all Parkland residents.

Farmer's Market - The City of Parkland hosts the Parkland Farmer's Market. Vendors sell fresh fruits, vegetables and crafts. Parking is located off Ranch Road. Live entertainment is offered, along with children's activities.

Monthly Concert Series - Each month, from 7:00 pm to 8:30 pm, the City of Parkland presents local and regional Florida performers at the Pine Trails Park Amphitheater (10561 Trails End). Some months other activities are featured, such as a car show, a chili cook-off, or an art show.

Movies in the Park - The City of Parkland and North Broward Preparatory School present Movies in the Park once a month at 7:00 pm. Shows are held at the Pine Trails Park Amphitheater (10561 Trails End).

Business Landscape

The City of Parkland is predominantly residential, but there are small pockets zoned for commercial and industrial development.³¹ Parkland's 2010 Strategic Plan embraces this type of business landscape by adopting the model of "small-scale commercial villages."³² These villages are defined as:³³

1. Village type developments that are pedestrian and bike accessible and friendly
2. Compatibly designed, well-maintained buildings and infrastructure
3. Upscale, unique/distinctive retail shops
4. Quality restaurants choices
5. Successful villages with high business occupancy
6. Landscaped buffers from neighborhoods and streets

The city's commercial land is mostly concentrated along the west side of SR 7/U.S. 441, between Loxahatchee Road and the Sawgrass Expressway. According to the city's web site, the following list represents the commercial developments located within its jurisdiction:³⁴

- *Waterways Shoppes* is located between Mecca Boulevard and Loxahatchee Road off State Road 7. This commercial development is comprised of over 17 acres of new retail stores and restaurants.

- *Parkland Commons* is located at the intersection of University Drive and Trails End. The north section includes a Publix, five retail buildings, one restaurant building, and a two-acre lake. A Walgreen's and two banks are planned for the area at the southwest corner of the intersection.
- *Parkland Town Center* is located on Parkside Drive north of Holmberg Road. Five buildings make up the center.
- *Parkland Village Square* is a planned, mixed-use town center project to be located along Pine Island Road, just north of Trails End, in Parkland. The project will include approximately 45,000 square feet of restaurants, retail, and office space, along with 10 residential townhomes surrounding a central park area (Village Green), with pedestrian and bike paths and picnic grounds. The project will be a focal point for the surrounding Parkland communities of Heron Bay, Parkland Golf and Country Club, Parkland Isles, and Parkland Estates.
- *Riverstone Shops* is located on State Road 7 (U.S.441) north of Hillsboro Boulevard.
- *Shoppes of Parkland* is anchored by a BJ's Wholesale Club and is located at the northwest corner of State Road 7 and Hillsboro Boulevard.

Related Links

City of Parkland

<http://www.cityofparkland.org>

City of Parkland Comprehensive Plan

<http://www.cityofparkland.org/DocumentView.aspx?DID=976>

South Florida Regional Planning Council's Memorandum on Parkland's Amendment to the Comprehensive Plan

http://www.sfrpc.com/council/AgendaFeb10_6c.pdf

City of Parkland Strategic Plan

<http://www.cityofparkland.org/index.aspx?nid=269>

The "Wedge" Master Plan

<http://www.cityofparkland.org/DocumentView.aspx?DID=3876>

Parkland Municipal Code

http://library4.municode.com/default-test/home.htm?infobase=11286&doc_action=whatsnew

State Road 7 Collaborative

<http://www.sfrpc.com/sr7.htm>

Parkland/Coconut Creek/Coral Springs State Road 7 Charrette Report

http://www.tcrpc.org/departments/studio/sr_7_collaborative/parkland/charrette_report.pdf

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² US Bureau of the Census, Summary 1 Files for 1990, 2000, and 2010.

³ City of Parkland Comprehensive Plan. <http://www.cityofparkland.org/DocumentView.aspx?DID=976>

⁴ South Florida Sun Sentinel. "Parkland expects population spurt with wedge expansion."

March 30, 2011.

http://articles.sun-sentinel.com/2011-03-30/news/fl-cspf-wedgefinal-0324-20110330_1_wedge-area-debuys-fire-station

⁵ Ibid.

⁶ Ibid.

⁷ Ibid.

⁸ Ibid.

⁹ Ibid.

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¹³ Ibid.

¹⁴ Ibid.

¹⁴ Unless otherwise indicated, all statistics cited in this section are from US Census Bureau 2000 and 2010 Summary Files 1 (SF 1) 100-Percent Data; US Census Bureau 2005-2009 American Community Survey 5-Year Estimates and the South Florida Planning Council Comparative Profile for 2000 and 2010 Census (http://www.sfrpc.com/census/PL2010/SFTCP2010_Parkland.pdf). Percentage numbers were rounded.

¹⁵ South Florida Sun Sentinel. "Parkland expects population spurt with wedge expansion."

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¹⁶ South Florida Sun Sentinel. "Parkland's plans for The Wedge continue to grow." February 24, 2011.

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¹⁷ Ibid.

¹⁸ All statistics cited in this section are from Simply Maps unless otherwise indicated.

¹⁹ City of Parkland Parks and Recreation Division. <http://www.cityofparkland.org/index.aspx?NID=298>

²⁰ City of Parkland Comprehensive Plan, 2008.

<http://www.cityofparkland.org/DocumentView.aspx?DID=976>

²¹ Ibid.

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²³ South Florida Sun Sentinel. "On The Road To Nowhere: City Drives Ahead With Barely Used Bus Service." September 20, 2006. http://articles.sun-sentinel.com/2006-09-20/news/0609200267_1_bus-service-ridership-diesel-powered-bus

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<http://www.cityofparkland.org/DocumentView.aspx?DID=53>
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