

# K-PARK MUPD

## REZONING

### JUSTIFICATION STATEMENT

**Request:** Rezoning

**Original Submittal:** May 16, 2025

**Resubmittal:** August 18, 2025

**Resubmittal:** September 29, 2025

**Resubmittal:** November 19, 2025



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Urban Design  
Land Planning  
Landscape Architecture

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#### OVERVIEW OF REQUEST & PROPERTY INTRODUCTION

On behalf of the Applicants, Wellington Property Owner LLC and Founders Acreage Wellington, LLC, Urban Design Studio (UDS) requests a Rezoning from Community Commercial (CC) and Community Facilities (CF) to Multiple Use Planned Unit Development (MUPD) consistent with the concurrent Master Plan application for the K Park MUPD Project. A concurrent application to approve a Conditional Use approval for a Hotel, and a School, Secondary or Primary as part of the MUPD are also being submitted. The subject property is comprised of a 71.27-acre property of which approximately 5.3 acres are currently zoned Community Commercial (CC), and approximately 65.98 acres designated as Community Facilities (CF). The site is located at 10400 Stribling Way, and is generally located at the southwest intersection of Stribling Way and State Road 7, referenced by parcel control numbers (PCN) 73-42-43-27-05-026-0011 and 73-41-44-24-06-003-0000

The purpose of this application is to allow for the development of an MUPD consisting of a 405,000 SF / 1,750 student School, 215 Residential Units, 210,000 SF of retail, 75,000 SF of office, an 180-room hotel, and 105,000 SF of restaurant uses plus up to 20,000 SF of outdoor dining. A Master Site Plan is included for the MUPD.

#### SURROUNDING USES

The Subject Property is situated along the eastern boundary of the Village at the southwest corner of Stribling Way and State Road 7 (US 441). Within the Village, this portion of the State Road 7 corridor has been developed with primarily non-residential uses at a larger scale including the Palomino Park Medical Center and Marketplace at Wycliffe to the south as well as the Village Green Center, the Mall at Wellington Green, and Wellington Regional Medical Center to the north. Similarly, the Stribling Way corridor provides for a number of nearby institutional uses including the adjacent Life Church Wellington, Emerald Cove Middle School and Olympia Park to the east, and the Village Park Athletics Complex to the west. In addition to the considerable non-residential uses in the surrounding area, properties to the west, north, and south are developed with single-family residential uses on lots of one-fifth to one-quarter of an acre and separated from the site by road right-of-way or substantial landscape buffers. The Subject Property is strategically positioned to provide for the proposed mix of uses contemplated for the K-Park MUPD, including the proposed school use on the western portion of the site.

Please refer to the following summary table with information on the land use and zoning of adjacent properties in closest proximity to the Subject Property.

	Existing Use	Land Use	Zoning
<b>Northwest</b>	<b>SF Residential – Castellina</b>	<b>Residential C</b>	<b>Residential PUD</b>
<b>Northeast</b>	<b>Commercial – Village Green Center</b>	<b>Community Commercial (CC)</b>	<b>Community Commercial (CC)</b>
<b>South</b>	<b>SF Residential – Farmington Estates (PBC)</b>	<b>Residential Low Density (PBC)</b>	<b>Residential PUD (PBC)</b>
<b>Southeast</b>	<b>Life Church Wellington</b>	<b>Community Facilities (CF)</b>	<b>Community Facilities (CF)</b>
<b>East</b>	<b>State Rd 7 ROW - Olympia Park</b>	<b>Community Facilities (CF)</b>	<b>Community Facilities (CF)</b>
<b>West</b>	<b>SF Residential – Oakmont Estates</b>	<b>Residential C</b>	<b>Residential PUD</b>

## BACKGROUND & HISTORY

On September 9, 2003, the Acme Improvement District (Acme) acquired 66.27 acres for of the subject property. The additional acreage for the 71.27-acre property were formerly road right-of-way south of Stribling Way and a strip of land providing access to State Road 7 on the south side of the property.

In February 2006, Wellington entered into a contract with Sunrise Development, Inc. to sell 5.3 acres of the site along State Road 7 to develop an assisted living facility for seniors. As a part of that project, Wellington approved a Comprehensive Plan amendment for the intended site in October 2006, changing the designations from Community Facilities to Community Commercial. However, the buyer elected not to proceed with the project and withdrew their offer to purchase on November 17, 2006.

In December 2010, Wellington began leasing the property to J. Alderman Farms, Inc. on an annual basis. Currently, Alderman leases the property for approximately \$55,000 per year.

In January 2025, Wellington executed two Purchase and Sale Agreements with Wellington Property Owner, LLC and Founders Acreage Wellington, LLC to purchase the property upon receiving entitlements for a mixed-use development. The first phase of the entitlements involved a Village-initiated amendment of the Future Land Use Map of Wellington's Comprehensive Plan. Previously, 5.3 acres of the property were designated Commercial (C), and 65.98 acres were designated Community Facilities (CF). The proposed land use change was processed to support the development of the property as a comprehensive mixed-use project with multifamily residential, retail, hotel, restaurant, and a school. On March 11, 2025, the Village Council adopted Ordinance No. 2025-04 to approve the Comprehensive Plan Map Amendment redesignating the entirety of the Subject Property with the Mixed-Use (MU) Future Land Use.

## REZONING

The applicant is proposing rezoning to the MUPD district to allow for the creation of a master planned, mixed-use development under the recently assigned Mixed-Use (MU) FLU designation. Per Table LU&CD 1-1 of the Village Comprehensive Plan, the MU FLU designation allows a maximum density of 10 dwelling units/acre and a maximum FAR of 0.8. However, the Village adopted Future Land Use Amendment per Ordinance 2025-04, included a Traffic Analysis establishing a maximum density and intensity for the 71.3-acre site of 8.42 dwelling units an acre based on 600 multifamily dwelling units

and a maximum FAR of 0.5 which allows for an overall maximum development intensity of 1,552,478 SF.

The proposed MUPD remains within both the established Comprehensive Plan and Future Land Use Amendment Traffic Analysis limits for density and intensity under the MU FLU designation. The proposed development program is designed with up to 215 multifamily residential dwelling units with a proposed density of 3.02 du/ac and a proposed FAR of 0.42 with up to 1,300,000 SF of gross floor area.

The proposed rezoning of the 71.27-acre Village-owned vacant site to the Multiple Use Planned Development District (MUPD) aligns with the broader urban development goals of the Village, provides a premier education option for the Village, and offers a regional mixed-use retail center including shopping, dining, hotel, office and recreation for the benefit of the Village residents.

Some of the benefits proposed in the MUPD to support the rezoning request include, but are not limited to:

- Traffic calming & roadway features such as on-street parking and chicanes for slowing traffic.
- Public gathering & recreation spaces including pedestrian promenades, plazas, parklets, pathways, wide sidewalks, and gardens to enhance community interaction.
- Street trees, decorative landscape planters.
- Pedestrian-friendly light fixtures, shading, trash receptacles, and benches.
- Structured parking to allow more open and green spaces.
- Pedestrian-focused events (e.g., farmer's markets, live music, street fairs, holiday celebrations, and seasonal programming).
- Enhanced architectural details such as detailing on all sides to prevent blank walls, and see of breaks in roof planes, building planes, and massing for visual interest.
- Incorporation of varied materials, colors, and textures for unique storefronts.

## REZONING STANDARDS

Pursuant to the Village's Development Review Manual, the following decision-making standards apply to any request for Rezoning. Please consider the Applicant's responses to all applicable standards as listed below.

### A. *Whether the proposed amendment is consistent with all elements of the comprehensive plan.*

**Response:** The proposed rezoning of the 71.27-acre site from Community Commercial (CC) and Community Facilities (CF) to MUPD is consistent with all elements of the Village of Wellington Comprehensive Plan, specifically the Future Land Use & Community Design Element (LU&CD). The MUPD zoning designation allows for the contextually appropriate large-scale mixed-use developments along the State Road 7 corridor and aligns with the community's long-term planning principles. This fulfills Objective LU&CD 2.5, which promotes the corridor's evolution into a mixed-use destination with housing, businesses, and employment opportunities.

The proposed development is consistent with Goal LU&CD 1, which emphasizes enhancing the character and quality of Wellington's neighborhoods, commercial districts, and corridors. The proposed rezoning achieves this by requiring and providing a mix of five (5) land uses inclusive of School, Residential, Commercial, Open Space, and Office. The site is also greater than 60 acres, consistent with Objective LU&CD 1.4 and Policy LU&CD 1.4.1 for Large-Scale Mixed-Use (LSMU) designations. It satisfies the required balance of uses by dedicating more than 60% of the project area to non-residential functions, including commercial and institutional components, while also providing residential density at a level compatible with the maximum Planned Development density of 10 DU/AC permitted

in the Mixed Use (MU) Land Use category. This mixed-use character supports the regional orientation of the site and contributes to a sustainable and walkable development pattern.

The school, hotel, retail, and dining components which will be permitted as part of the MUPD zoning will also encourage job creation and community interaction, consistent with Policies LU&CD 2.5.3 and 2.5.4.

The proposed rezoning to MUPD will also require that the project be designed with integrated vehicular and pedestrian circulation in accordance with Policy LU&CD 1.3.2. The MUPD will include landscaping, buffering, and open space features that enhance the site. These features will also enhance the transition between uses and preserve the character of adjacent neighborhoods.

Further supporting the Comprehensive Plan's vision, the location of the site along State Road 7 fulfills Objective LU&CD 2.5, which promotes the corridor's evolution into a mixed-use destination with housing, businesses, and employment opportunities. The school, hotel, retail, and dining components encourage job creation and community interaction, consistent with Policies LU&CD 2.5.3 and 2.5.4, while the inclusion of the additional 215 multifamily housing units supports Policy LU&CD 2.5.5 by providing residential options for those that work within the MUPD and for potential residents of the Village of Wellington. The project also contributes to Wellington's strategic land use pattern by providing a mix of vertically and horizontally integrated uses, reinforcing the corridor's vitality and reducing development pressure on more suburban and rural areas.

The project has also been designed with integrated vehicular and pedestrian circulation networks in accordance with Policy LU&CD 1.3.2, and will include landscaping, buffering, and open space features that enhance the site cohesion. These features will enhance the transition between uses and preserve the character of adjacent neighborhoods.

The project complies with Policy MB 1.1.3 as the MUPD proposes a widening of the existing sidewalk within Stribling Way, a comprehensive sidewalk network along the storefront and plaza areas of Pod B, and an 8' minimum lake path surrounding the Pod "O" Common Open Space Lake. The site is also designed to ensure adequate circulation aisles, turning radii and parking spaces for comfortable vehicular circulation, demonstrating compliance with Policy MB 2.1.2.

The project will comply with Policy CI 1.3.3 and 1.4.1 of the Capital Improvements Element as it relates to Proportionate Share cost of expanded facilities and infrastructure, and impact fees required by the proposed development. The Applicant will commit to providing the required proportionate share and impact fees generated by the new development as coordinated with Village staff throughout the development process. Proposed improvements associated with the project will increase the efficiency of public utility infrastructure at the expense of the Applicant in direct support of the CI Element policies.

The project also complies with Policy ED 1.4.2 of the Education Element of the Comprehensive Plan with the provision of the school proposed in Pod A of the MUPD. The proposed school will provide a comprehensive curriculum focused on academic excellence, global citizenship, and holistic development. Instruction will be delivered in a nurturing, inclusive environment that fosters critical thinking, creativity, and lifelong learning further enhancing the educational opportunities in Wellington.

The project complies with Policy H&N 2.1.3 of the Housing Element of the Comprehensive Plan through the accommodation of mixed-use development and vertically integrated housing and commercial with the Pod B design. The proposed mixed-use pod is also adjacent to State Road 7 which is a major transportation corridor appropriate for the mix of uses.

The project complies with Policy PF 1.1.4 of the Public Facilities Element of the Comprehensive Plan which prescribes that adequate water supplies and required infrastructure are available to serve new development no later than the date of the issuance of the first certificate of occupancy. The proposed MUPD will be designed to provide the necessary water supplies and infrastructure for the Pod A School and Pod B Mixed-Use Village prior to the first Certificate of Occupancy.

The project will also comply with Policy CSR 3.1.1 of the Conservation, Sustainability, & Resiliency Element. The proposed construction for Pod A and Pod B will be designed to achieve LEED silver certification or similar green building ratings on the architecture proposed.

In summary, the proposed amendment to establish this MUPD is fully consistent with the goals, objectives, and policies of the Village of Wellington's Comprehensive Plan. It advances the community's vision for sustainable, integrated, and economically vibrant development within the State Road 7 corridor and complements the surrounding land use context in a balanced and forward-thinking manner.

*B. Whether the proposed request is not in conflict with any portion of Wellington's LDR and is consistent with the purpose and intent of the LDR.*

**Response:** The proposed rezoning to MUPD (Multiple Use Planned Development) is consistent with the Wellington Land Development Regulations (LDRs) and aligns with the stated purpose and intent of applicable regulations. It is compatible with the underlying Mixed-Use (MU) Future Land Use designation and the specific limitations established by Ordinance No. 2025-04.

The MUPD zoning meets the minimum lot size and dimensional requirements, and complies with the maximum allowable residential density of 10 dwelling units per acre and a Floor Area Ratio (FAR) of 0.8, as specified in Table LU&CD 1-1 of the Village Comprehensive Plan.

The proposed development includes approximately 215 residential units, resulting in a density of 3.02 dwelling units per acre. It also includes up to 1,300,000 SF square feet of gross floor area, including the residential development, yielding an FAR of 0.42. Both figures fall within the limits set by the Comprehensive Plan and Ordinance No. 2025-04.

Additionally, the MUPD meets the requirement for a minimum number of use types on sites exceeding 30 acres. The K-Park MUPD will include a mix of School, Residential, Commercial, Open Space, and Office.

*C. Whether the proposed request is compatible and consistent with existing uses and the zoning surrounding the subject land and is the appropriate zoning district for the land.*

**Response:** The proposed rezoning of the 71.27-acre from Community Facilities (CF) and Community Commercial (CC) to Multiple Use Planned Development (MUPD) is compatible with and complementary to the existing development patterns and land uses in the surrounding area. The immediate vicinity includes a diverse mix of commercial, residential, and institutional uses, including the Village Green Shopping Center to the north, Emerald Cove Middle School and Olympia Park to the east, and Single-Family residential to the west and south. The integration of multifamily residential, retail, office, dining, hotel, and school uses on the site aligns with this existing mix and enhances the area's functionality by providing additional amenities and services that can be utilized by nearby residents and businesses.

The location of the site along State Road 7, a major north-south arterial, further supports the appropriateness of the MUPD zoning. The MUPD is designed to propose the higher intensity hotel, retail, and dining uses within Pod B adjacent to State Road 7 and further away from the neighboring

single-family residential to the west and south of the property. Instead, the Pod A school is designed to be adjacent to these uses to allow for compatibility with the surrounding area.

The MUPD also provides multifamily residential uses which will strengthen housing diversity while maintaining compatibility through appropriate buffering, design standards, and connectivity. The proposed Rezoning enhances land use efficiency and contributes to a balanced community by integrating living, working, shopping, education, and hospitality in a cohesive environment. The proposed development supports long-term growth and vitality in the region.

*D. Whether there exist changed conditions which require a rezoning.*

**Response:** The proposed rezoning of the 71.27-acre site is warranted due to a series of changed conditions that render the existing Community Facilities (CF) and Community Commercial (CC) zoning no longer suitable as the vacant land represents an underutilized site for the Village and surplus to necessary operations. This is further supported by the Purchase and Sale Agreements approved between the Village and Applicant team indicating the desire to redevelop the site in the future. The site no longer aligns with the current development patterns or land use needs of the area. Over time, the surrounding corridor has experienced substantial growth and transformation, with significant increases in commercial, residential, and mixed-use development activity. This evolution has repositioned the area as a prominent regional node, making it more appropriate for a higher-intensity, mixed-use designation.

Furthermore, regional infrastructure improvements—particularly along State Road 7—have enhanced accessibility and mobility, increasing the site's suitability for integrated development. Market demand within Wellington has also shifted toward more diverse land use offerings, including multi-family residential, educational facilities, retail, office, and hospitality services. These uses are not only compatible with each other, but also respond to community needs and economic trends. The proposed Multiple Use Planned Development (MUPD) zoning supports a flexible land use framework that encourages infill development and promotes a walkable, sustainable community.

*E. Whether and the extent to which the proposed amendment would result in significantly adverse impacts on the natural environment.*

**Response:** The proposed rezoning from CF to MUPD will not result in significantly adverse impacts on the natural environment. The site is currently used for low-intensity agricultural purposes and has been cleared and, as such, there are no environmentally sensitive areas, protected species, or wetlands existing on or adjacent to the property that would be adversely affected by the proposed development. The site layout seeks to preserve existing mature vegetation where feasible and incorporates native landscaping to reduce irrigation needs. Stormwater is managed on-site through a system designed to meet or exceed South Florida Water Management District and Village requirements, thereby preventing off-site discharge and protecting water quality. Sustainable building practices will further reduce air and water impacts associated with construction and operation.

*F. That the proposed request would result in a logical and orderly development pattern.*

**Response:** The proposed rezoning to MUPD results in a logical and orderly development pattern by converting a large, underutilized agricultural tract into a mixed-use community with a complimentary selection of uses. By clustering commercial uses along a major transportation corridor and placing institutional and residential uses internally with appropriate transitions, the plan avoids land use conflicts and supports efficient access to goods, services, schools, and employment. The internal circulation network, combined with external connectivity to Stribling Way and State Road 7, reflects thoughtful

coordination with the broader mobility and land use system. This approach promotes long-term viability, land use balance, and community cohesion.

*G. That the proposed request is consistent with applicable neighborhood plans.*

**Response:** No neighborhood plans have been identified for the subject site area.

*H. Whether the proposed complies with article 2, Concurrency Management,*

**Response:** The proposed rezoning to MUPD will be consistent with Article 2 Concurrency Management. The Applicant is in coordination with the Village of Wellington Utility Department as well as the dry public utility providers in order to ensure that existing infrastructure can accommodate the proposed school without diminishing service levels to surrounding properties. Emergency services access has been incorporated into the site plan, and the development complies with applicable fire and life safety codes.

## **CONCLUSION**

On behalf of the applicants, Urban Design Studio requests favorable review and consideration of this request to approve the proposed Rezoning. The Project Managers at Urban Design Studio are Ken Tuma and Lentzy Jean-Louis who can be reached at 561-366-1100. Please feel free to contact with any questions or for additional information in support of this application.

# K-PARK MUPD

## POD B - HOTEL

### CONDITIONAL USE

### JUSTIFICATION STATEMENT

**Request:** Conditional Use – Hotel

**Original Submittal:** August 18, 2025

**Resubmittal:** September 29, 2025

**Resubmittal:** November 19, 2025

**Resubmittal:** December 17, 2025



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Urban Design  
Land Planning  
Landscape Architecture

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#### OVERVIEW OF REQUEST

On behalf of the Applicant, Wellington Property Owner, LLC, Urban Design Studio (UDS) and Elkus Manfredi Architects, as Agents, have prepared and hereby respectfully submit this application for approval of a Conditional Use to allow a Hotel within Pod B of the K-Park MUPD. The Applicant proposes to establish a hotel use that will serve as a high-quality hospitality option within the project designed to meet the needs of visitors in the Village of Wellington (Village) and surrounding communities.

The proposed hotel is designed as a family-friendly extended stay hotel integrated within the heart of the mixed-use pod operated by a brand known for setting global hospitality standards. The suite-style accommodations are complemented by the extensive site amenities including a pool, outdoor kitchen, and more to provide guests with the comfort of home while maintaining the services and amenities of a hotel. The hotel is designed to offer upgraded architectural treatment and, as the tallest structure integrated within the mixed-use village, is located as a central element for passive wayfinding. This proposed hospitality use is a thoughtful inclusion within the mixed-use K-Park MUPD as a perfect complement to the restaurants, retail, and service businesses offered within the balance of the project. Further, the hotel will support visitors to the Village who contribute to local commerce, particularly in the equestrian, cultural, and retail sectors that define the Village's identity.

#### CONCURRENT REQUESTS

This application is submitted concurrently with a Rezoning request from Community Facilities (CF) to Multiple Use Planned Unit Development (MUPD), a Master Plan application for the K-Park MUPD, and a Site Plan application for Pod B within the K-Park MUPD within which the proposed hotel is located. A separate application will be made at a later date to approve the height of the proposed Hotel which is anticipated to be above 35'. The proposed height request and building elevations will be subject to ARB and Village Council approval.

#### PROPERTY INTRODUCTION

The K-Park MUPD property comprises +71.27-acres generally located at the southwest corner of Stribling Way and State Road 7 (US 441). The site is currently addressed 10400 Stribling Way and can be more specifically referenced by parcel control numbers (PCNs) 73-42-43-27-05-026-0011 and 73-41-44-24-06-003-0000 ("Subject Property"). The hotel site is integrated with the balance of the mixed-use development planned to occupy the eastern portion of the Subject Property.

Please refer to the associated Rezoning and Master Plan applications for additional details on the overall project. This narrative serves to address the specific Conditional Use criteria in relation to the proposed hotel use located within Pod B as depicted on the K-Park MUPD Master Plan.

## BACKGROUND & HISTORY

On September 9, 2003, the Acme Improvement District (Acme) acquired 66.27 acres of the subject property. The additional acreage for the 71.27-acre property was formerly road right-of-way south of Stribling Way and a strip of land providing access to State Road 7 on the south side of the property.

In February 2006, Wellington entered into a contract with Sunrise Development, Inc. to sell 5.3 acres of the site along State Road 7 to develop an assisted living facility for seniors. As a part of that project, Wellington approved a Comprehensive Plan amendment for the intended site in October 2006, changing the designations from Community Facilities to Community Commercial. However, the buyer elected not to proceed with the project and withdrew their offer to purchase on November 17, 2006. In December 2010, Wellington began leasing the property to J. Alderman Farms, Inc. on an annual basis. Currently, Alderman leases the property for approximately \$55,000 per year.

In January 2025, Wellington executed two Purchase and Sale Agreements with Wellington Property Owner, LLC and Founders Acreage Wellington, LLC to purchase the property upon receiving entitlements for a mixed-use development. On March 11, 2025, the Village Council adopted Ordinance No. 2025-04 to approve the Comprehensive Plan Map Amendment redesignating the entirety of the Subject Property with the Mixed-Use (MU) Future Land Use. The proposed land use change was processed to support the development of the property as a comprehensive mixed-use project offering retail, services, hotel, restaurant, offices, residential, and school uses.

## SURROUNDING USES

The Subject Property is situated along the eastern boundary of the Village at the southwest corner of Stribling Way and State Road 7 (US 441). Within the Village, this portion of the State Road 7 corridor has been developed with primarily non-residential uses at a larger scale including the Palomino Park Medical Center and Marketplace at Wycliffe to the south as well as the Village Green Center, the Mall at Wellington Green, and Wellington Regional Medical Center to the north. Similarly, the Stribling Way corridor provides for a number of nearby institutional uses including the adjacent Life Church Wellington, Emerald Cove Middle School and Olympia Park to the east, and the Village Park Athletics Complex to the west. In addition to the non-residential uses in the surrounding area, properties to the west, north, and south are developed with single-family residential uses on lots of one-fifth to one-quarter of an acre and separated from the site by road right-of-way or substantial landscape buffers. The Subject Property is strategically positioned to provide for the proposed mix of uses contemplated for the K-Park MUPD, including the proposed hotel use on the southwestern portion of the site.

Please refer to the following summary table with information on the land use and zoning of adjacent properties in closest proximity to the Subject Property.

	Existing Use	Land Use	Zoning
Northwest	SF Residential – Castellina	Residential C	Residential PUD

<b>Northeast</b>	<b>Commercial – Village Green Center</b>	<b>Community Commercial (CC)</b>	<b>Community Commercial (CC)</b>
<b>South</b>	<b>SF Residential – Farmington Estates (PBC)</b>	<b>Residential Low Density (PBC)</b>	<b>Residential PUD (PBC)</b>
<b>Southeast</b>	<b>Life Church Wellington</b>	<b>Community Facilities (CF)</b>	<b>Community Facilities (CF)</b>
<b>East</b>	<b>State Rd 7 ROW - Olympia Park</b>	<b>Community Facilities (CF)</b>	<b>Community Facilities (CF)</b>
<b>West</b>	<b>SF Residential – Oakmont Estates</b>	<b>Residential C</b>	<b>Residential PUD</b>

## **SITE DESIGN**

The proposed hotel is envisioned as an integral component of a walkable, mixed-use development that blends hospitality, retail, dining, residential, office, and public space into a cohesive “main street” environment. The hotel is not conceived as a stand-alone building but as a seamless anchor within the larger development framework, supporting both residents and visitors while contributing to the vibrancy of the district. Designed to integrate with the overall main street aesthetic, the hotel incorporates traditional village design elements such as articulated façades, varied rooflines, transitional massing, and pedestrian-scaled treatments. The hotel shares surface parking in balance with the mixture of uses throughout this area of the project. A comprehensive network of pedestrian pathways connect the hotel to surrounding office, retail, personal service, and dining uses in a highly walkable configuration weaving guests through public plazas and green spaces. The location of the hotel and integration with the balance of the mixed-use village component creates a synergistic relationship between the uses and within the project design.

Please refer to the Master Preliminary Site Plan, Master Circulation Plan, and Conceptual Landscape Plans prepared by Urban Design Studio included with this conditional use application for depictions of the proposed hotel within the mixed-use site design as described above and in further detail below.

## **BUILDING HEIGHT & SETBACKS**

Pursuant to Section 6.3.1.G.4 of the Land Development Regulations, developments within the State Road 7 corridor including uses such as the proposed hotel, may be allowed additional building height subject to Conditional Use approval of the Wellington Council. A separate Conditional Use application will be made at a later date to approve the height of the proposed Hotel which will exceed 35' in height. Per Ordinance 2025-30, The Village of Wellington has updated the ULDC to amend the following

- Amend Article 5, Table 5.1.2-1, Development Application Approvals, Related To Building Height Application Types;
- Add 5 Section 5.3.11 Relating To Building Height;
- Amend Article 6, Section 6.3.1.F.5, Related To Building Height Applications In Excess Of 35 Feet;

As outlined in the amended code language, buildings shall provide one foot of additional setback beyond the minimum requirement for every one foot in height above 35 feet. The hotel as currently designed achieves approximately 86 feet of building height requiring an additional 50 feet of setback. The hotel building is located on the site to comply with this requirement for additional setback. The hotel is setback more than 130 feet from the closest property line to the south (rear setback) and more than 600 feet

from the property lines to the east abutting State Road 7 or north abutting Stribling Way (front and side setbacks). The proposed location of the hotel ensures the structure is located more than 600 feet from the nearest existing property development with residential uses.

As the tallest structure in the project, the building is strategically located within the core of the site and will serve as a visual focal point while functioning as an easily located passive wayfinding and orienting feature from any portion of the site. The hotel's architecture will be designed to offer transitional massing which breaks up the structure into smaller forms to avoid a monolithic appearance. The building will utilize materiality, fenestration, articulation and other façade treatments to offer a structure that seamlessly blends into the surrounding buildings and uses. Landscaping in foundation plantings and surrounding planting areas along the pedestrian pathways, plazas, and streets will complement the architecture and contribute to a softening of the building's massing and height as experienced from the surrounding pedestrian realm. The proposed hotel design utilizes a variety of innovative design strategies including façade articulation, massing modulation, roofline variation, landscape buffers, increased setbacks, and more to ensure compatibility in the context of the surrounding development pattern.

In support of this proposed height, the hotel provides innovative architectural design, increased setbacks, integration within a larger mixed-use development pattern, and a cohesive landscape palette with landscape plantings thoughtfully distributed along the main street, hotel, and surrounding plazas within the mixed-use project area. These standards will be further detailed in a forthcoming application for Conditional Use Height approval.

## ACCESS

The hotel will be accessed through the planned internal street network of the mixed-use development, which provides safe and efficient vehicular and pedestrian circulation. Adequate surface parking is provided proximate to the hotel that will be shared with nearby uses in the mixed-use pod. A drop-off loop is provided for the hotel along with a dedicated valet service offered to best serve guests, guarantee efficient use of parking lots, and ensure smooth flow of traffic through the site. The project incorporates pedestrian connections and bicycle accommodations consistent with Wellington's mobility objectives and the goal of creating a compact, walkable mixed-use main street character within the project.

Please refer to the Traffic Operational Management Plan prepared by Simmons & White included with this application for more specific details on the hotel's operation as it related to access and circulation.

## PARKING & LOADING

Pursuant to Section 7.5.1 of the Land Development Regulations, Table 7.5-1. Minimum Off-Street Parking Standards, the minimum off-street parking requirement for the hotel use is established as follows:

- 1.25 spaces per guest room
- 1 space per employee (at max shift)
- Accessory use areas over 1,500 net square feet are to be calculated separately

The hotel is designed to accommodate 180 guest rooms with as many as 25 employees on shift at one time. Based on the Village's requirements, the hotel is required to provide a total of 250 spaces to serve the guest rooms and employees with any accessory use areas over 1,500 net square feet to require additional parking. It is important to note the hotel use is a component of the larger K-Park MUPD and will utilize shared parking areas serving adjacent restaurant, retail, and personal service uses throughout the eastern portion of the site. Shared parking is viable for a development of this nature as different uses have different hours of operation and peak demand. Additionally, the compact, pedestrian friendly mixture of uses creates an ideal scenario for internal capture between uses.

As detailed in the provided Shared Parking Study prepared by Simmons & White, the combined maximum demand for parking in the mixed-use project area is 867 spaces during the height of weekend demand. As depicted on the Master Preliminary Site Plan, Pod B offers 776 parking spaces. With the use of valet and shared parking programs, the project can provide an additional 247 parking spaces for a total of 1,023 parking spaces. The total of 776 spaces does not include any of the valet parking or off-site parking that could potentially be utilized during peak demand nor does it account for the increased efficiency in the use of parking areas resulting from professional valet services.

### **LANDSCAPE BUFFERS**

Pursuant to Chapter 8 of the Village's Land Development Regulations, specific landscape requirements are prescribed for various uses based on the proposed use of the site, applicable zoning district, adjacent uses, and specific site design characteristics. Further, Section 6.5.4.E.3 prescribes additional landscape standards for an MUPD. In connection with the Village's requirements for perimeter landscape buffers, the following perimeter buffer types are proposed for Pod B which includes the hotel:

- Stribling Way (North Property Line): 20-foot Type C buffer, with 5' overlap of a 10' general utility easement
- State Road 7 (East Property Line): 20-foot Type C buffer, with 5' overlap of a 10' general utility easement
- Abutting Life Church Property (South Property Line): Modified 10-foot Type A/F buffer with proposed elimination of required fence

Please refer to the Master Plan – Regulating Buffer Details (MP-2), the Conceptual Landscape Plan, and the Pod B Site Plan included with concurrent applications for specific information related to the design of landscape buffers and plantings proposed for Pod B in relation to the hotel. Please also refer to the concurrent rezoning, master plan, and site plan applications for K-Park MUPD with attention to the Project Standards Manual (PSM) for additional details on deviations and proposed landscaping for the project.

### **CONDITIONAL USE STANDARDS**

Pursuant to the Village's Development Review Manual, the following decision-making standards apply to any request for Conditional Use or Compatibility Determination. Please consider the Applicant's responses to all applicable standards as listed below.

- a) That the proposed request is consistent with all elements of the Comprehensive Plan.*

**Response:** The proposed hotel use is consistent with the goals, objectives, and policies of the Village of Wellington Comprehensive Plan, which encourages balanced growth, economic development, and the integration of residential, commercial, and hospitality uses within mixed-use districts along primary transportation corridors. By locating the hotel within a mixed-use development, the project supports land use policies that promote compact development patterns, efficient infrastructure use, and the creation of vibrant, pedestrian-oriented centers. Further, additional hospitality offerings within the Village will serve to support priority industries such as medical services and equestrian competition consistent with stated goals within the Comprehensive Plan.

The introduction of a vibrant and active mixed-use development is dependent, in part, on the proper mixture of uses at varying scales to create diversity, sustainability, and synergy within the project. The inclusion of a hospitality anchor contributes to this proper blend of uses in a manner directly supporting Objective LU&CD 1.4 of the Land Use & Community Design

(LU&CD) Element of the Comprehensive Plan. The hotel use within the mixed-use Pod B further supports the more specific vision for such development to occur along State Road 7 as stated in Objective LU&CD 2.5, which promotes the corridor's evolution into a mixed-use destination with housing, businesses, and employment opportunities. Similarly, the use serves as an additional amenity to enhance the Village as the Winter Equestrian Capital of the World as stated in Objective LU&CS 2.6. The hotel use encourages job creation, community interaction and hospitality offerings in the Village consistent with Policies LU&CD 2.5.3 and 2.5.4. The project also contributes to Wellington's strategic land use pattern by providing a mix of vertically and horizontally integrated uses, reinforcing the corridor's vitality and reducing development pressure on more suburban and rural areas.

The project has also been designed with integrated vehicular and pedestrian circulation networks in accordance with Policy LU&CD 1.3.2, and will include landscaping, buffering, and open space features that enhance the site cohesion. These features will enhance the transition between uses and preserve the character of adjacent neighborhoods. The project complies with Policy MB 1.1.3 as the MUPD proposed a meandering pedestrian pathway along Stribling Way as well as providing a comprehensive sidewalk network along the storefront and plaza areas of Pod B, as well as providing an 8' minimum lake path surrounding the Pod "O" Common Open Space Lake. The site is also designed to ensure adequate circulation aisles, turning radii and parking spaces for comfortable vehicular circulation, demonstrating compliance with Policy MB 2.1.2. Finally, additional hotel rooms will offer support to guests visiting the Village in relation to the equestrian competition industry in alignment with Goal EQ.3 in the Equestrian Element of the Comprehensive Plan.

The proposed hotel use directly supports the various Comprehensive Plan Goals, Objectives, and Policies listed above and indirectly supports dozens more.

- b) That the proposed request is in compliance with Article 6 of the LDR (Supplementary Regulations).*

**Response:** Pursuant to Section 6.2.2.B.11 of the Village's Unified Land Development Code (ULDC), the following supplementary standards apply to the principal use of a Hotel. Specific responses are provided for each supplementary standard demonstrating compliance with the applicable standards.

- a. A hotel may have an accessory lounge not to exceed to 25 percent of the gross floor area of the hotel, exclusive of parking.*

**Response:** The proposed 7-story hotel is designed with a gross floor area of approximately 175,000 square feet. In accordance with the above provision, the hotel may include an accessory lounge of up to 43,750 square feet. Floor plans including the specific floor area dedicated to the accessory lounge, lobby, and other amenities will be provided at time of Architectural Review Board (ARB) application for Pod B. The hotel's accessory lounge and other ancillary areas will comply with Sec. 6.2.2 Supplementary standards for principal uses and other requirements of the Land Development Regulations.

- b. Must be located on a minimum of two acres.*

**Response:** The hotel use is proposed as one of several principal uses within the mixed-use Pod B which occupies 24.05-acres of the Subject Property before accounting for right-of-way dedications and required buffers. With a net site area of 22.22-acres, the Pod B site area far exceeds the minimum requirement for two acres.

- c) *That the proposed request will ensure general compatibility with adjacent properties and other property in the district (use and character).*

**Response:** The hotel has been designed to integrate seamlessly into the larger mixed-use development, which includes complementary residential, retail, and office components. Hospitality is a compatible use in this context, as it provides lodging opportunities that support nearby commercial activity, restaurants, and cultural venues. Architectural design, buffering, and site planning ensure that the hotel will not create adverse impacts on adjacent residential neighborhoods and will enhance the overall character of the development. The global reputation of the hotel brand guarantees guests can expect the highest quality of site and building operation, quality of service, and quality of neighbor.

Increased setbacks resulting from the central location of the hotel building within the site ensure the structure will exceed the requirement to provide an additional foot of setback for each additional foot of building height over 35 feet. The building utilizes a variety of architectural techniques to soften and transition the massing and blend into surrounding open spaces and public plazas. The increased setback of the building and innovative building design work in unison with perimeter landscape buffers, dispersed landscaping throughout the site, and foundation plantings abutting the structure to ensure the hotel is fully integrated within the site and highly compatible with adjacent properties. For these reasons and others discussed throughout this narrative, the proposed use of a hotel will be a positive inclusion within the mixed-use development and enhances the project's degree of compatibility with adjacent properties along the State Road 7 corridor.

- d) *That the design of the proposed request will minimize adverse effects, including visual impact and intensity of the proposed use on adjacent lands.*

**Response:** The project has been designed to minimize potential adverse impacts on surrounding properties through thoughtful building orientation, landscaping, and screening. The hotel will adhere to Village design standards, ensuring a high level of architectural quality and compatibility with Wellington's character. Building massing is broken into smaller forms to avoid a monolithic appearance, with corner treatments and architectural detailing highlighting key intersections and public spaces. Materials such as brick, stone, stucco, or decorative metal will be selected to complement adjacent retail and residential structures, reinforcing the sense of place. The hotel use is consolidated on the site within a minimal footprint to accomplish an intensity necessary for high-quality hospitality operation with extensive site amenities that encourage guests to explore the balance of the mixed-use development. Noise, lighting, and operational impacts will be mitigated through best management practices and site design. Any potential visual, auditory, or other sensory impacts resulting from the hotel would be mitigated by the distance of the use from surrounding properties and the use of perimeter and internal landscaping which serve to buffer the use.

- e) *That required provisions have been made for public facilities.*

**Response:** The subject property is located within an urbanized area of the Village along the State Road 7 corridor and is served by existing public facilities and infrastructure, including utilities, water and sewer, and roadway access, all of which have adequate capacity to support the proposed hotel use within the larger mixed-use development. Fire, rescue, and police services are readily available to serve the site, ensuring that the development will not place an undue burden on municipal services.

- f) That the design of the proposed request will minimize environmental impacts, including but not limited to water, air, stormwater management, wildlife, vegetation, wetlands and natural functioning of the environment.*

**Response:** Environmental stewardship has been a priority in the design process. The site layout seeks to preserve existing mature vegetation where feasible and incorporates native landscaping to reduce irrigation needs. Stormwater is managed on-site through a system designed to meet or exceed South Florida Water Management District and Village requirements, thereby preventing off-site discharge and protecting water quality. The project has been previously cleared and utilized for agriculture and, as such, there are no environmentally sensitive areas, protected species, or wetlands existing on or adjacent to the property that would be adversely affected by the proposed development. Sustainable building practices will further reduce air and water impacts associated with construction and operation.

- g) That the proposed request will result in logical, timely and orderly development patterns.*

**Response:** The hotel contributes to an orderly pattern of development by concentrating higher-intensity uses in a planned, coordinated environment along the primary State Road 7 corridor. Its placement within the mixed-use project helps to balance daytime and nighttime activity, ensuring vitality and economic sustainability while reducing potential traffic congestion by encouraging multi-purpose trips and internal capture within the development.

- h) That the proposed request complies with all Code standards for use, layout, function and general development characteristics.*

**Response:** The hotel is located on site and designed to be maximally compliant with all applicable Code standards. The proposal specifically complies with the supplemental use standards for hotels as stated above. The hotel use and associated structure work to comply with requirements for the layout, function, and dimensional regulations associated with the proposed building form and the larger mixed-use development within Pod B. As stated with the Project Standards Manual (PSM) associated with the K-Park MUPD rezoning and master plan applications, certain deviations are requested for the project as a whole with several allowing for flexibility within Pod B such as alternative locations for foundation plantings. On the whole, the hotel use and structure are compliant with the requirements of the Code and lend support to the innovative design efforts employed within the K-Park MUPD in the interest of best addressing the intent of the Code.

- i) That the proposed request is not out of scale with the needs of the neighborhood or Wellington.*

**Response:** The addition of a hotel within the mixed-use development supports Wellington's economic base by attracting visitors who contribute to local commerce, particularly in the equestrian, cultural, and retail sectors that define Wellington's identity. The hotel is proportionate to both the mixed-use environment created within the project and the broader Village context. It supports local walkability and diversity of uses, aligning with the Village's goal to maintain a high quality of life through design and balanced development. The hotel will provide employment opportunities, increase the Village's tax base, and serve as an amenity for both residents and visitors. By situating lodging within walking distance of shops, dining, and entertainment, the hotel fosters a dynamic, sustainable community environment. The hotel functions as a hospitality anchor within the mixed-use project, bringing visitors who support local businesses, creating a steady flow of activity, and reinforcing the main street as a vibrant and active destination.

## CONCLUSION

On behalf of the applicants, Urban Design Studio requests favorable review and consideration of this request to approve the proposed Conditional Use. The Project Managers at Urban Design Studio can be reached at 561-366-1100. Please feel free to contact the Agent with any questions or for additional information in support of this application.

# K-PARK MUPD

## POD A - WINGROVE ACADEMY

### CONDITIONAL USE

### JUSTIFICATION STATEMENT

**Request:** Conditional Use – School

**Original Submittal:** May 16, 2025

**Resubmittal:** September 29, 2025

**Resubmittal:** December 17, 2025



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Urban Design  
Land Planning  
Landscape Architecture

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#### OVERVIEW OF REQUEST

On behalf of the Applicant, Founders Acreage Wellington, LLC, Urban Design Studio (UDS), as Agent, has prepared and hereby respectfully submit this application for approval of a Conditional Use to allow a School entitled “Wingrove Academy” within Pod A of the K-Park MUPD. The Applicant proposes to establish a new private school that will serve as a high-quality educational institution designed to meet the academic and developmental needs of students in the Village of Wellington (Village) and surrounding communities. The school will be operated by a world-class organization with an established reputation as an experienced and globally recognized provider of innovative and student-centered educational programs.

The campus is planned to accommodate approximately 1,750 students in grade levels from early childhood through high school, offering a comprehensive curriculum focused on academic excellence, global citizenship, and holistic development. Instruction will be delivered in a nurturing, inclusive environment that fosters critical thinking, creativity, and lifelong learning. The school facility will include age-appropriate classrooms, science and technology labs, art and music spaces, a library/media center, and recreational areas designed to support both academic instruction and extracurricular enrichment. The site design will incorporate sustainable practices, efficient traffic circulation, and landscaped buffers to ensure compatibility with surrounding residential uses and integrate within the overall MUPD. With a focus on community integration, the new school will not only provide a valuable educational option for families but also support the long-term vision of Wellington as a vibrant, family-oriented community with access to diverse learning opportunities. A concurrent site plan application has been submitted for Pod A of the K-Park MUPD to reflect the proposed design and specific improvement associated with the school conditional use.

#### CONCURRENT REQUESTS

This application is submitted concurrently with a Rezoning request from Community Facilities (CF) to Multiple Use Planned Unit Development (MUPD), a Master Plan application for the K-Park MUPD, and a Site Plan application for Pod A. A separate application will be made at a later date to approve the height of the proposed buildings on site which exceed 35'. The proposed height request and building elevations will be subject to ARB and Village Council approval.

#### PROPERTY INTRODUCTION

The K-Park MUPD property comprises ±71.27-acres generally located at the southwest corner of Stribling Way and State Road 7 (US 441). The site is currently addressed 10400 Stribling Way and can be more specifically referenced by parcel control numbers (PCNs) 73-42-43-27-05-026-0011 and 73-41-44-24-06-003-0000 (“Subject Property”). The school site is planned to occupy approximately 43.76-

acres as the western portion of the K-Park MUPD and serves as one of five required uses within the MUPD.

Please refer to the associated Rezoning and Master Plan applications for additional details on the overall project. This narrative serves to address the specific Conditional Use criteria in relation to the proposed school use.

## **BACKGROUND & HISTORY**

On September 9, 2003, the Acme Improvement District (Acme) acquired 66.27 acres of the subject property. The additional acreage for the 71.27-acre property was formerly road right-of-way south of Stribling Way and a strip of land providing access to State Road 7 on the south side of the property.

In February 2006, Wellington entered into a contract with Sunrise Development, Inc. to sell 5.3 acres of the site along State Road 7 to develop an assisted living facility for seniors. As a part of that project, Wellington approved a Comprehensive Plan amendment for the intended site in October 2006, changing the designations from Community Facilities to Community Commercial. However, the buyer elected not to proceed with the project and withdrew their offer to purchase on November 17, 2006. In December 2010, Wellington began leasing the property to J. Alderman Farms, Inc. on an annual basis. Currently, Alderman leases the property for approximately \$55,000 per year.

In January 2025, Wellington executed two Purchase and Sale Agreements with Wellington Property Owner, LLC and Founders Acreage Wellington, LLC to purchase the property upon receiving entitlements for a mixed-use development. The first phase of the entitlements involved a Village-initiated amendment of the Future Land Use Map of Wellington's Comprehensive Plan. Previously, 5.3 acres of the property were designated Commercial (C), and 65.98 acres were designated Community Facilities (CF). The proposed land use change was processed to support the development of the property as a comprehensive mixed-use project with multifamily residential, retail, hotel, restaurant, and a school. On March 11, 2025, the Village Council adopted Ordinance No. 2025-04 to approve the Comprehensive Plan Map Amendment redesignating the entirety of the Subject Property with the Mixed-Use (MU) Future Land Use.

## **SURROUNDING USES**

The Subject Property is situated along the eastern boundary of the Village at the southwest corner of Stribling Way and State Road 7 (US 441). Within the Village, this portion of the State Road 7 corridor has been developed with primarily non-residential uses at a larger scale including the Palomino Park Medical Center and Marketplace at Wycliffe to the south as well as the Village Green Center, the Mall at Wellington Green, and Wellington Regional Medical Center to the north. Similarly, the Stribling Way corridor provides for a number of nearby institutional uses including the adjacent Life Church Wellington to the south, Emerald Cove Middle School and Olympia Park to the east, and the Village Park Athletics Complex to the west. In addition to the considerable non-residential uses in the surrounding area, properties to the west, north, and south are developed with single-family residential uses on lots of one-fifth to one-quarter of an acre and separated from the site by road right-of-way or substantial landscape buffers. The Subject Property is strategically positioned to provide for the proposed mix of uses contemplated for the K-Park MUPD, including the proposed school use on the western portion of the site.

Please refer to the following summary table with information on the land use and zoning of adjacent properties in closest proximity to the Subject Property.

	<b>Existing Use</b>	<b>Land Use</b>	<b>Zoning</b>
<b>Northwest</b>	<b>SF Residential – Castellina</b>	<b>Residential C</b>	<b>Residential PUD</b>
<b>Northeast</b>	<b>Commercial – Village Green Center</b>	<b>Community Commercial (CC)</b>	<b>Community Commercial (CC)</b>
<b>South</b>	<b>SF Residential – Farmington Estates (PBC)</b>	<b>Residential Low Density (PBC)</b>	<b>Residential PUD (PBC)</b>
<b>Southeast</b>	<b>Life Church Wellington</b>	<b>Community Facilities (CF)</b>	<b>Community Facilities (CF)</b>
<b>East</b>	<b>State Rd 7 ROW - Olympia Park</b>	<b>Community Facilities (CF)</b>	<b>Community Facilities (CF)</b>
<b>West</b>	<b>SF Residential – Oakmont Estates</b>	<b>Residential C</b>	<b>Residential PUD</b>

## **SITE DESIGN**

The school site, referred to as “Wingrove Academy,” occupies approximately 43.76 acres on the western portion of the larger K-Park MUPD. It features an innovative layout with high-quality architecture and thoughtfully designed site improvements. The campus is fully secured along all perimeters, ensuring separation from adjacent uses, while still integrating with the broader development through the centrally located lake, which serves as a unifying element. The school provides a series of four unique structures ranging from two to three stories for a total building area of approximately 405,000 square feet complimented by sports courts and fields, a two story parking garage, associated surface parking and circulation around the periphery serving to allow additional separation for active use areas and building setbacks from adjacent properties.

The primary (elementary) and secondary (middle and high) school buildings are designed as separate but complimentary structures to account for the necessary differences in the operation of each. The primary school structure is designed at two stories as the northernmost building with a dedicated parking lot and drop-off area along with a secured playground located centrally within the design of the building to effectively screen this active use area. The secondary school structure is designed at three stories and is centrally located within the school site with a large courtyard activating the internal portion of the site. The design utilizes the adjacent lake area to frame the structures, enhance outdoor activity area, and create cohesion with other structures proposed. A two-story theater building is proposed at the northwestern portion of the site, framing the western side of the entry drive.

A final two-story sports and aquatic center with significant canopy sits as the westernmost structure positioned south of the two-story theater.

The remaining active sports areas are located towards the southern portion of the site and are clustered together to provide a compatible and comfortable functionality of such uses. Exterior amenities include two practice fields, multiple tennis courts, a baseball field, a softball field, a soccer field, and track to allow the school to offer the full gamut of Olympic sporting events.

A perimeter drive lane is proposed within the school site to allow functional access from adjacent roadways and to serve parking lots distributed throughout the site. This driveway and perimeter parking lots work to increase the separation of active uses and setbacks of proposed structures from adjacent properties. As a fully secured site, guardhouses are proposed at the northern driveway from Stribling Way and along the southern driveway providing connection to the shared access points along State Road 7. These gates are setback sufficiently to ensure extensive queueing within the property.

As described later in this narrative, perimeter landscape buffers are proposed along the north, west, and south property line with additional planting areas throughout the school site to allow for shaded pedestrian circulation, planted vehicular use areas, and foundation plantings. Further, security features including fences and walls are proposed to ensure safe integration of the amenitized lake features.

Please refer to the Master Preliminary Site Plan, Master Circulation Plan, and Conceptual Landscape Plans prepared by Urban Design Studio included with this Conditional Use application for depictions of the proposed school site design as described above and in further detail below.

## **BUILDING HEIGHT & SETBACKS**

Per Ordinance 2025-30, The Village of Wellington has updated the ULDC to amend the following

- Amend Article 5, Table 5.1.2-1, Development Application Approvals, Related To Building Height Application Types;
- Add 5 Section 5.3.11 Relating To Building Height;
- Amend Article 6, Section 6.3.1.F.5, Related To Building Height Applications In Excess Of 35 Feet;

As outlined in the amended code language, all buildings above 35' in height are subject to a Conditional Use Height approval by Village Council. A separate application will be made at a later date to approve the height of the Pod A school buildings which are anticipated to be above 35'. The proposed height request and building elevations will be subject to ARB and Village Council approval. Also prescribed in the approved code revisions and currently prescribed in Section 6.3.1.G.5 is the requirement that all developments within the State Road 7 corridor featuring non-retail uses with 100 or more employees, such as the proposed school use, may be allowed building heights up to a maximum height of 72 feet subject to approval of the Wellington Council. Such buildings shall provide one foot of additional setback beyond the minimum requirement for every one foot in height above 35 feet. All structures proposed within the school site that exceed the base height of 35 feet will, at a minimum, comply with the requirement to provide one additional foot of setback for each additional foot of building height of 35 feet.

The school site proposes five structures consisting of a two-story theater, a two-story sports & aquatic center, a two-story primary school, a three-story secondary school, and a two-story parking garage. The architecture of the buildings and design utilizing increased floor to ceiling heights will result in a maximum building within 72' as currently permitted subject to Council approval in Section 6.3.1.G.5. With a base setback of 30 feet as established in the Project Standards Manual (PSM) for the K-Park MUPD, a building height of 72 would require a minimum setback of 67 feet. The centrally located secondary school structure, expected to be the tallest structure on the school site, exceeds the minimum requirement of a 67' setback from the north, west, and south property line. This additional setback significantly exceeds the minimum additional setback required to allow the increased building height with an increase of more than 200 feet above the minimum setback of 30 feet or more than 5 feet of additional setback for each additional foot of building height proposed over the base height of 35 feet.

The southernmost structure, a parking garage for the school uses, proposes a minimum rear setback of 101.9 feet from the south property line as the minimum building setback on the school site providing an additional 71.9 feet of setback above the minimum rear setback of 30 feet. Along the western property line, adjacent to the Oakmont Estates residential community, the Parking Garage is designed with a side of setback 55 feet from the property line. The proposed code revisions expected to be adopted in the first week of December prescribes that buildings adjacent to single-family residential properties shall provide two (2) feet of additional setback beyond the minimum requirement for every one (1) foot in height for all portions of the building that exceed 35 feet on the side of the building adjacent to the single-family properties. Based on the required side setback of 30' established for Pod A, the proposed parking garage structure can be built at a maximum of 47' in height, which the Applicant does not anticipate to be exceeded. As mentioned earlier in this narrative, a separate Condition Use application for height will be submitted at a later date for all buildings exceeding 35' and will be subject to ARB and Village Council approval.

The western setback is mitigated by several existing and proposed buffers. Oakmont Estates provides an existing 20-foot buffer, which is supplemented by a 10-foot landscape buffer along the western perimeter of Pod A. Additionally, there is a 45-foot separation area that includes a 30-foot driveway and landscaping. Together, these elements result in a total separation of 75 feet from the rear property lines of the adjacent single-family homes.

Similarly, the southern setback is mitigated by an existing 25-foot buffer tract within the Farmington Estates community. The 101.9-foot setback to the parking garage includes a 10-foot Type A/F buffer, a 30-foot circulation driveway, and additional landscaping north of the drive to further screen the garage from the residential area.

## ACCESS

Vehicular access to the serve the school has been strategically planned to minimize any impact on the surrounding roadway system and create the safest and most efficient access and circulation pattern for the school operation. The access and circulation for the school have been analyzed in the context of existing traffic patterns and wholistically in the context of the overall mix of uses for the K-Park MUPD.

Vehicular access serving the school is proposed via the following driveway connections to the adjacent roadway network:

- Full access driveway on Stribling Way approximately 2,300 feet west of State Road 7;
- Full access signalized driveway connection to State Road 7 approximately 1,100 feet south of Stribling Way, located at the adjacent Life Church Wellington property.

The Applicant has devised a comprehensive operational management plan to create a safe, efficient, and minimally impactful access and circulation plan utilizing a variety of best practices supported by extensive experience operating in urban areas and backed by contextual data analysis and the professional input of local traffic engineers. These strategies include but are not limited to the following: staggered class start/end times, extensive on-site queuing, traffic control personnel, parent education programs, student parking, controlled delivery schedules, pedestrian and bicycle infrastructure, and traffic monitoring.

Significant vehicular stacking is provided to avoid any potential spillover of school traffic on adjacent roadways. Staggered start times for various grade levels will serve to distribute the school traffic arrivals and departures to further minimize any potential for impact to traffic accessing the project or navigating surrounding roadways during peak hours. The school will conduct parental and student education programs to ensure those driving into the site are informed as to the best practices for access and

circulation which will be complimented by trained school staff and traffic control personnel. Further, on-site parking for upper-level high school students and controlled delivery schedules serve to enhance the efficiency of traffic management. The Applicant is committed to ongoing traffic monitoring as the school operation comes online and ramps up in the early years of operation towards full enrollment.

Please refer to the Traffic Operational Management Plan prepared by Simmons & White included with this application for more specific details on the school's operation as it related to access and circulation.

## **PARKING & LOADING**

Pursuant to Section 7.5.1 of the Land Development Regulations, Table 7.5-1. Minimum Off-Street Parking Standards, the minimum off-street parking requirement for schools is established as follows:

- Elementary: 1 space per classroom, plus 1 space per 200 net square feet of building not accounted for in classroom or hallway areas
- Secondary: 0.25 spaces per student, plus 1 space per 200 net square feet of building not accounted for in classroom or hallway areas

At this time, the details of interior buildout for the primary and secondary educational buildings are not finalized to verify the number of classrooms or tabulate the net square footage of building area outside of classrooms and hallways. Further, the school use is proposed as Pod A of the K-Park MUPD which will include a specific Project Standards Manual (PSM) establishing the unique parking requirements for the development. Based on initial estimates during conceptual planning, it is expected the school demand for parking as calculated within the PSM will result in a more appropriate parking requirement than the standard rate referenced above. The Applicant is proposing to calculate required parking for the primary and secondary school and accessory uses based on the following:

### **Proposed Parking Metrics**

- 1 space for each faculty and staff member (426 faculty/staff members) = 426
- 1 visitor space for every 50 students (1750 Students) = 35
- 1 space for every 10 students in Grade 11 (168 Students) = 17
- 1 space for every student in Grade 12 (168 Students) = 168
- Total Parking Required = 646 Spaces

As shown above, the required parking based on the proposed parking metrics is 646 spaces. The school is currently proposing a total of 646 parking spaces. Note the number of proposed parking spaces may change slightly during the development process but will maintain at least 646 parking spaces. The majority of the parking will be located in the structured parking garage and the surface parking lot to the north of the school buildings.

It is important to note the school use is a component of the larger K-Park MUPD and, while not currently contemplated, it is feasible that opportunities for shared parking could be identified within other portions of the MUPD should it be necessary in the future. In consideration of the above, the proposed school site design more than accommodates the expected demand for parking associated with all elements of the school use.

## **PHASING**

The Pod A School will be developed in two (2) phases. Phase 1 includes construction of the primary school, secondary school, a two-story sports and aquatic center, and the soccer field and track located south of the academic structures. Phase 1 will also provide the surface parking lot north of the primary school and a temporary surface parking lot in the areas planned for the future parking structure, along with the baseball and softball fields.

Phase 2 represents full build-out of the campus and will include the two-story theater, an expansion of the two-story sports and aquatic center with additional outdoor swimming facilities, an expansion of the secondary school, the parking garage structure at the southwestern corner of the site, the two (2) practice fields, the tennis courts, and the baseball and softball fields.

The proposed Phasing Plan will be reflected in the Pod A Site Plan application and incorporated into the Project Standards Manual.

## LANDSCAPE BUFFERS

Pursuant to Chapter 8 of the Village's Land Development Regulations, specific landscape requirements are prescribed for various uses based on the proposed use of the site, applicable zoning district, adjacent uses, and specific site design characteristics. Further, Section 6.5.4.E.3 prescribes additional landscape standards for an MUPD. In connection with the Village's requirements for perimeter landscape buffers, the following perimeter buffer types are proposed for the school site:

- Stribling Way (North Property Line): 20-foot Type C buffer
- West Property Line: 10-foot Type A/F buffer with minimum 6' high masonry wall at property line
- Abutting Life Church Property (East and Northeast Property Lines): 10-foot Type A buffer
- South Property Line: Modified 10-foot Type A/F buffer with minimum 6' high masonry wall terminating at southern gate access into Pod A School

Please also see below for additional information relating the minimum code requirement for buffers for the school site consistent with the Project Standards Manual (PSM) and Master Buffer Plan for K-Park MUPD:

- Buffer Type C.1 – Pod A (North adjacent to Stribling ROW)
  - A 20' Type C perimeter buffer plus a 10' Utility Easement is proposed along the north side of Pod A adjacent to Stribling Way. In lieu of the additional 10' added to the minimum width of the perimeter landscape area for a pedestrian path, the Applicant proposes to maintain the width of the existing sidewalk within the Stribling Way ROW at 8' with locations to vary. The portion of the 8' sidewalk that lands within the subject site shall be dedicated to the Village of Wellington via Sidewalk Easement.
- Buffer Type AF.1 – Pod A (West & south adjacent to residential)
  - Whereas a 10' perimeter buffer is required for a Type A/F buffer, a modified 10' perimeter buffer is provided along the west & south side of Pod A adjacent to the residential neighborhoods of Oakmont Estates and Farmington Estates. The modified buffer retains the existing fence along the western property line to remain and proposes a Masonry Wall at a minimum 6' in height at the property line to further secure the Pod A School. Pod A also includes a proposed 6-foot-tall masonry wall along the southern property line, terminating at the gate access leading into the Pod A School. Accordingly, a deviation is requested to eliminate the eastern portion of the required wall along this southern boundary. An additional deviation is requested to allow the wall to be placed directly on the property line where the adjacent properties to the west and south already provide an existing buffer, rather than following the standard Type A/F buffer requirement that landscaping be located between the barrier and the adjacent property or right-of-way.
- Buffer Type A.1
  - Whereas a 10' perimeter buffer is required for a Type A buffer, a 10' perimeter buffer is provided along the east side of Pod A, adjacent to the church property.

- Buffer Type A.2
  - Whereas a 10' perimeter buffer is required for a Type A buffer, a 10' perimeter buffer consisting of a 100% overlap of the buffer in an existing 15' wide FPL utility easement is proposed for Pod A along the north side of the access easement adjacent to the Church. This will result in an elimination of code required buffer trees due to existing FPL overhead utilities & the proposed easement overlap. Native ornamental grasses and wildflowers may be provided to satisfy code required hedge & shrub requirements.

Please refer to the Site Plan and Landscape Plan prepared by Urban Design Studio included with this application for specific information related to the design of landscape buffers and plantings proposed within the school site. Please also refer to the concurrent rezoning and master plan applications for K-Park MUPD with attention to the Project Standards Manual (PSM) and Master Buffer Plan for additional details on deviations and proposed landscaping for the project.

## CONDITIONAL USE STANDARDS

Pursuant to the Village's Development Review Manual, the following decision-making standards apply to any request for Conditional Use or Compatibility Determination. Please consider the Applicant's responses to all applicable standards as listed below.

- a) *That the proposed request is consistent with all elements of the Comprehensive Plan.*

**Response:** The proposed school use is consistent with the goals, objectives, and policies of the Village of Wellington Comprehensive Plan, particularly those promoting access to educational facilities, orderly growth, and compatibility of land uses. The Land Use & Community Design Element, specifically Policy 1.2.5, encourages the integration of limited non-residential uses, such as schools, in proximity to residential areas to support community needs and reduce travel distances. The Transportation Element supports development that utilizes existing road networks efficiently, and the proposed school aligns with this by providing safe and accessible connections for students, staff, and visitors. Additionally, Goal 4 of the Public Facilities Element encourages the connection of schools to the larger network of multi-modal circulation infrastructure within the Village and the proposed development proposes robust internal pedestrian and cyclist infrastructure connecting to the larger established network in furtherance of this goal.

In addition to the above, the Village Comprehensive Plan contains a dedicated Education Element with multiple goals, policies, and objectives directly supported by the proposed project as a high-quality contributor to the educational and cultural fabric of the Village. The proposed use will contribute to maintaining and increasing the superior quality of life and family-focus encouraged by this element of the Comprehensive Plan with further diversification of the educational opportunities in the Village. The Education Element emphasizes the importance of coordination between the Village and school providers to ensure adequate educational infrastructure. The proposed request supports all of the above directives and other related stated goals within the Village's Comprehensive Plan while maintaining consistency with the underlying land use designation and enhancing the overall livability of the area.

- b) *That the proposed request is in compliance with Article 6 of the LDR (Supplementary Regulations).*

**Response:** Pursuant to Section 6.2.2.F.5 of the Village's Unified Land Development Code (ULDC), the following supplementary standards apply to the principal use of a School,

Secondary or Primary. Specific responses are provided for each supplementary standard demonstrating compliance with the applicable standards.

- a. *For primary schools, the proposed site shall have direct access to at least a minor collector road. Outdoor recreational facilities and similar support facilities shall be located and buffered on the proposed site to minimize impacts on the adjacent properties.*

**Response:** The school site provides for access from both Stribling Way, a minor collector road, and State Road 7, an urban principal arterial road, to comply with the above supplemental standard. All outdoor recreational facilities are adequately buffered from adjacent properties to minimize any impact to surrounding uses. A minimum separation of 66 feet is proposed from the south property line with multiple layers of on-site landscape and driveway proposed within this separation. Additionally, a 25-foot-wide landscaped buffer is existing on adjacent property beyond the southern property line where proximate to adjacent residential uses to create additional buffer and separation from outdoor recreation facilities. The Applicant will coordinate with the Village to ensure that any proposed outdoor activity is appropriately managed to minimize any potential impact on the use of adjacent property.

- b. *For secondary schools, the proposed location shall have direct access to at least a major collector road. Stadiums, outdoor recreational facilities, and similar support facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.*

**Response:** The school campus provides for both primary and secondary education. Please refer to the above response confirming compliance with the access requirements and details related to the proposed buffering and separation to minimize any potential impact of recreation facilities on adjacent properties.

- c. *Prior to approval of a building permit, a pedestrian access/bike path and cross-walk plan shall be submitted by the applicant showing access to the school site from surrounding neighborhoods. This system shall be integrated with existing or proposed pedestrian/bike path systems in the area, and shall be subject to the approval by the Wellington Engineer.*

**Response:** The school site proposes pedestrian and bicycle circulation infrastructure as depicted on the Master Circulation Plan and as supplemented by the School Operational Plan with this application. Additional details on such pathways will be provided at time of site plan application with further construction details included at time of building permit. This system will integrate with pedestrian and cyclist infrastructure in the surrounding right-of-ways as coordinated with the Wellington Engineer.

- d. *Vehicular circulation shall be designed to provide an independent traffic flow for school employees, visitors, and deliveries from the bus loading area, and parent drop-off area, where applicable.*

**Response:** Please refer to the details included above under the Access section of this narrative as well as the Traffic Operational Management Plan prepared by Simmons & White included with this application.

- e. *Dumpster and trash receptacles shall be located a minimum of 100 feet from residential property and screened from view with a six-foot solid wood fence and hedge combination unless part of a pre-existing commercial development.*

**Response:** All dumpster and trash enclosures proposed on the site will be located a minimum of 100 feet from the west or south property lines where adjacent properties are developed with residential uses. Such areas will be adequately screened with a minimum six-foot fence and landscaping to effectively screen such areas from adjacent properties.

- f. *A six-foot-high security fence shall be installed around the entire perimeter of the outside activity area to limit access.*

**Response:** A minimum six-foot-high fence and/or wall is proposed around the entire perimeter of the school site to secure the property. Additional security barriers are proposed where the activity area is accessible to pedestrians on the site.

- g. *Outside activity areas shall be located away from adjacent residential areas, whenever possible. Outside activity areas located adjacent to developed residential properties because of site design constraints shall provide a 50-foot buffer. This landscape buffer shall be supplemented with a six-foot-high hedge or hedge/berm combination and a double row of native canopy trees, spaced an equivalent of one tree per 20 linear feet of landscape buffer.*

**Response:** All outdoor recreational facilities are adequately buffered from adjacent properties to minimize any impact to surrounding uses. A minimum separation of 55 feet is proposed from the south property line with multiple layers of on-site landscape and driveway proposed within this separation. A 10-foot Type A/F landscape buffer with a minimum 6-foot-high masonry wall is currently proposed along a portion of the south property line terminating at the southern gate providing access into Pod A with plantings both within this perimeter buffer and along the north side of the driveway. Additionally, a 25-foot-wide landscaped buffer is existing on adjacent property beyond the southern property line where proximate to adjacent residential uses to create additional buffer and separation from outdoor recreation facilities. The Applicant will coordinate with the Village to ensure that any proposed outdoor activity is appropriately managed to minimize any potential impact on the use of adjacent property.

- h. *Subject to site plan conditions, schools with 100 or fewer on-site students are a permitted use. Schools with 101 or more on-site students shall be considered a conditional use. All schools must demonstrate consistency with the existing site plan/conditions of approval if applicable.*

**Response:** The proposed school campus is planned to accommodate approximately 1,750 students in grade levels from early childhood through high school at the time of full enrollment. This application serves to request approval as a conditional use and provides supporting justification to address all applicable criteria for approval of the use and site design as a component of the K-Park MUPD.

- i. *Existing public schools are considered conforming uses and shall not require conditional use approval to expand or modify their facilities.*

**Response:** The proposed school will be operated as a private school and, as such, is subject to the requirement for conditional use approval. This application serves to request approval as a conditional use and provides supporting justification to address all applicable criteria for approval of the use and site design as a component of the K-Park MUPD.

c) *That the proposed request will ensure general compatibility with adjacent properties and other property in the district (use and character).*

**Response:** The proposed conditional use request to allow a school use within the subject property ensures general compatibility with adjacent properties with respect to both use, operation, and character of the proposed development. The school use is consistent with the Village of Wellington's planning framework, which promotes institutional and community-serving uses in proximity to residential neighborhoods to enhance accessibility and support neighborhood cohesion.

The proposed development has been thoughtfully designed to integrate into the surrounding area with consideration for scale, architectural style, buffering, and traffic management. Site design includes increased building setbacks, perimeter landscaping, additional landscape plantings throughout the site, and screening to minimize any visual or operational impacts on adjoining residential properties. Furthermore, the operational characteristics of the school including, but not limited to, staggered start times, controlled access, internalized outdoor play areas, and noise mitigation efforts enhance the compatibility with the predominantly residential character of properties to the north and west.

Overall, the school will serve as a neighborhood asset to this corridor and the Village at large, providing educational services in a manner that complements and supports the existing community fabric without introducing adverse impacts to adjacent uses.

d) *That the design of the proposed request will minimize adverse effects, including visual impact and intensity of the proposed use on adjacent lands.*

**Response:** The school has been sited and designed to mitigate any adverse impacts to adjacent properties through the use of landscape buffering, appropriate building orientation, and separation from residential uses. Architectural design elements reflect a scale and style consistent with surrounding development of the K-Park MUPD and is expected to set a new standard for high-quality design along this corridor. Extensive efforts will be employed to ensure elements such as exterior lighting and signage will be limited to prevent visual intrusion. Ingress and egress points are positioned appropriately and complemented by a comprehensive traffic management plan to minimize traffic congestion and conflict with local residential circulation patterns. Collectively, these design strategies ensure the school use will not adversely affect the visual or functional quality of adjacent lands.

e) *That required provisions have been made for public facilities.*

**Response:** The proposed development provides adequate access to and capacity for all necessary public facilities, including transportation networks, potable water, sanitary sewer, stormwater management, and solid waste disposal. Coordination with the Village of Wellington and relevant utility providers confirms that existing infrastructure can accommodate the proposed school without diminishing service levels to surrounding properties. Emergency

services access has been incorporated into the site plan, and the development complies with applicable fire and life safety codes.

f) *That the design of the proposed request will minimize environmental impacts, including but not limited to water, air, stormwater management, wildlife, vegetation, wetlands and natural functioning of the environment.*

**Response:** Environmental stewardship has been a priority in the design process. The site layout seeks to preserve existing mature vegetation where feasible and incorporates native landscaping to reduce irrigation needs. Stormwater is managed on-site through a system designed to meet or exceed South Florida Water Management District and Village requirements, thereby preventing off-site discharge and protecting water quality. The project has been previously cleared and utilized for agriculture and, as such, there are no environmentally sensitive areas, protected species, or wetlands existing on or adjacent to the property that would be adversely affected by the proposed development. Sustainable building practices will further reduce air and water impacts associated with construction and operation.

g) *That the proposed request will result in logical, timely and orderly development patterns.*

**Response:** The school use represents an appropriate and beneficial addition to the area, supporting the Village's comprehensive planning goals and filling a community need in a timely manner. The location promotes orderly development by utilizing an infill site with existing access and infrastructure while ensuring compatibility with nearby residential, civic, and commercial uses. The project enhances connectivity, reinforces existing land use patterns, and contributes to a balanced and complete neighborhood framework. Innovative architecture and conscious site design ensure the physical improvements will be compatible with all surrounding uses and integrate seamlessly into the existing urban development pattern of this area of the Village.

h) *That the proposed request complies with all Code standards for use, layout, function and general development characteristics.*

**Response:** The proposed school complies with the applicable provisions of the Village's Land Development Regulations as established within the Project Standards Manual (PSM) for the unique K-Park MUPD. The design is compliant with the proposed dimensional requirements for minimum landscape buffers, supplemental uses standards, setbacks, building height, parking, and traffic circulation. The layout reflects best practices in site planning, ensuring functionality, safety, and accessibility. Innovative design characteristics such as internalized playgrounds and courtyards and unique architecture along with operational structure including hours of operation, traffic management, and secured site access contribute to a thoughtful development plan designed to meet code and reduce potential conflicts with adjacent uses.

i) *That the proposed request is not out of scale with the needs of the neighborhood or Wellington.*

**Response:** The scale and capacity of the proposed school are aligned with the demographic and service needs of the surrounding neighborhood and the broader Wellington community. The facility is designed to serve a defined student population and is not intended to function as a regional or large-scale institutional use. As such, it reflects a context-sensitive response to local educational demand, supporting community objectives without overwhelming the existing infrastructure or altering the character of the area. The scale of the proposed structures is appropriate in consideration of their unique and innovative design and configuration within the site. Lush landscape buffers, foundation plantings, and considerable setbacks further soften the experienced scale of the proposed structures located centrally within the school site.

## **CONCLUSION**

On behalf of the applicants, Urban Design Studio requests favorable review and consideration of this request to approve the proposed Conditional Use. The Project Managers at Urban Design Studio can be reached at 561-366-1100. Please feel free to contact these Agents with any questions or for additional information in support of this application.



# K-PARK MUPD

## JUSTIFICATION STATEMENT

**Request:** Master Plan

**Original Submittal:** May 16, 2025

**Resubmittal:** August 18, 2025

**Resubmittal:** September 29, 2025

**Resubmittal:** November 19, 2025

**Resubmittal:** December 17, 2025

**Urban Design  
Land Planning  
Landscape Architecture**

### OVERVIEW OF REQUEST & PROPERTY INTRODUCTION

On behalf of the Applicants, Wellington Property Owner, LLC and Founders Acreage Wellington, LLC, Urban Design Studio (UDS), as Agent, requests a Master Plan approval consistent with the concurrent Rezoning request to Multiple Use Planned Unit Development (MUPD) for the K-Park MUPD Project. Concurrent applications to approve a Conditional Use for a School, Secondary or Primary, and a Hotel are also being submitted as part of the MUPD. The subject property is comprised of a 71.27-acre property of which 5.30 acres of property is currently zoned Community Commercial (CC), and 65.74 acres designated as Community Facilities (CF). The site is located at 10400 Stribling Way, and is generally located at the southwest intersection of Stribling Way and State Road 7, referenced by parcel control numbers (PCN) 73-42-43-27-05-026-0011 and 73-41-44-24-06-003-0000

The purpose of this application is to allow for the development of an MUPD consisting of a 405,000 SF / 1,750 student School, 215 Residential Units, 210,000 SF of retail, 75,000 SF of office, an 180-room hotel, and 105,000 SF of restaurant uses plus up to 20,000 SF of outdoor dining. An overall conceptual Site Plan is included with this request for the MUPD.

### SURROUNDING USES

The Subject Property is situated along the eastern boundary of the Village at the southwest corner of Stribling Way and State Road 7 (US 441). Within the Village, this portion of the State Road 7 corridor has been developed with primarily non-residential uses at a larger scale including the Palomino Park Medical Center and Marketplace at Wycliffe to the south as well as the Village Green Center, the Mall at Wellington Green, and Wellington Regional Medical Center to the north. Similarly, the Stribling Way corridor provides for a number of nearby institutional uses including the adjacent Life Church Wellington, Emerald Cove Middle School and Olympia Park to the east, and the Village Park Athletics Complex to the west. In addition to the considerable non-residential uses in the surrounding area, properties to the west, north, and south are developed with single-family residential uses on lots of one-fifth to one-quarter of an acre and separated from the site by road right-of-way or substantial landscape buffers. The Subject Property is strategically positioned to provide for the proposed mix of uses contemplated for the K-Park MUPD, including the proposed school use on the western portion of the site.

Please refer to the following summary table with information on the land use and zoning of adjacent properties in closest proximity to the Subject Property.

	Existing Use	Land Use	Zoning
Northwest	SF Residential – Castellina	Residential C	Residential PUD
Northeast	Commercial – Village Green Center	Community Commercial (CC)	Community Commercial (CC)
South	SF Residential – Farmington Estates (PBC)	Residential Low Density (PBC)	Residential PUD (PBC)
Southeast	Life Church Wellington	Community Facilities (CF)	Community Facilities (CF)
East	State Rd 7 ROW - Olympia Park	Community Facilities (CF)	Community Facilities (CF)
West	SF Residential – Oakmont Estates	Residential C	Residential PUD

## BACKGROUND & HISTORY

On September 9, 2003, the Acme Improvement District (Acme) acquired 66.27 acres of the subject property. The additional acreage for the 71.28-acre property was formerly road right-of-way south of Stribling Way and a strip of land providing access to State Road 7 on the south side of the property.

In February 2006, Wellington entered into a contract with Sunrise Development, Inc. to sell 5.3 acres of the site along State Road 7 to develop an assisted living facility for seniors. As a part of that project, Wellington approved a Comprehensive Plan amendment for the intended site in October 2006, changing the designations from Community Facilities to Community Commercial. However, the buyer elected not to proceed with the project and withdrew their offer to purchase on November 17, 2006.

In December 2010, Wellington began leasing the property to J. Alderman Farms, Inc. on an annual basis. Currently, Alderman leases the property for approximately \$55,000 per year.

In January 2025, Wellington executed two Purchase and Sale Agreements with Wellington Property Owner, LLC and Founders Acreage Wellington, LLC to purchase the property upon receiving entitlements for a mixed-use development. The first phase of the entitlements involved a Village-initiated amendment of the Future Land Use Map of Wellington's Comprehensive Plan. Previously, 5.3 acres of the property were designated Commercial (C), and 65.98 acres were designated Community Facilities (CF). The proposed land use change was processed to support the development of the property as a comprehensive mixed-use project with multifamily residential, retail, hotel, restaurant, and a school. On March 11, 2025, the Village Council adopted Ordinance No. 2025-04 to approve the Comprehensive Plan Map Amendment redesignating the entirety of the Subject Property with the Mixed-Use (MU) Future Land Use.

## PROPOSED DESIGN

### Site Design

The Master Plan is thoughtfully divided into distinct yet interconnected development pods—Pod A (School), Pod B (Mixed-Use), and Pod O (Common Open Space), and a municipal pod which includes an existing public lift-station.

### Pod A

The school site, occupies approximately 43.76 acres on the western portion of the larger K-Park MUPD. Of the 43.76-acres of the total Pod A area, ~0.31 acres is allocated to proposed ROW dedication for Stribling Way while ~1.96 acres are allocated to the perimeter buffer areas. The School Pod is planned to feature an innovative layout with high-quality architecture and thoughtfully designed site improvements. The campus will be fully secured along all perimeters, ensuring separation from adjacent uses, while still integrating with the broader development through the centrally located lake, which serves as a unifying element. The school program will provide a total building area of approximately 405,000 square feet complimented by sports courts and fields.

### Pod O

Positioned between Pods A and B is the Pod "O" Common Open Space, totaling 3.23 acres. This area includes a 2.5-acre lake with a minimum 8-foot walking path that extends around its perimeter. Pod O lies east of the spine road which provides access into the interior of Pod B from Stribling Way. On the west side of this spine road, within Pod A, is a 3.31-acre lake. Together, these features create an elevated entry experience when utilizing the centralized access from Stribling Way as lake views are provided along both sides. Further details are regarding Pod O are provided in the Project Standards Manual included in the submittal package.

### Pod B

Pod B totals 24.05 acres and serves as the mixed-use and social hub of the project with a mix of horizontally and vertically integrated uses offering a regional destination for the residents of the Village of Wellington to eat, work, and play. Of the 24.05-acres of the total Pod B area, 0.25 acres is allocated to the proposed ROW dedication while 1.58 acres are allocated to the perimeter buffer areas. Pod B is designed as a Mixed-Use Village with storefronts and buildings oriented around an organic network of public spaces such as pedestrian promenades, plazas, parklets, pathways, wide sidewalks and gardens serving as key focal points for the development.

The proposed mixed-use center is planned to include approximately 210,000 SF of retail space, 105,000 SF of restaurant gross square footage plus up to 20,000 SF of outdoor dining, 75,000 SF of office space, and a 175,000 SF / 180 room hotel for which a concurrent Conditional Use Application has been submitted.

### Municipal Pod

The municipal Pod within the MUPD totals 0.19 acres excluding ROW dedication & buffer area. The municipal Pod is carved out to allow for an existing public lift-station located on Stribling Way

to remain. The access and configuration of the municipal Pod is further detailed in the Project Standards Manual for the MUPD.

### **Residential Phasing**

As part of the requested Master Plan approval for the K-Park MUPD, a total of 215 multifamily residential units are proposed. The development of these units will occur in phases: 15 vertically integrated units will be constructed in the first phase alongside the Mixed-Use Village, while up to 200 remaining units are planned for a second phase within the surface parking areas located on the north and south sides of the Pod O open-space lake, as illustrated and hatched on the Master Site Plan. At the time the Phase 2 units are developed, it is anticipated that a separate Site Plan Amendment application will be required. This application will provide detailed information regarding the proposed residential units, their configuration, parking, and all associated data on the Master Site Plan.

### **Access & Circulation**

Access to the MUPD is proposed through three driveway connections located along Stribling Way and one driveway connection along State Road 7. An additional off-site driveway is intended to provide cross access for the MPUD via the driveway connection to the adjacent Life Church property located just south of the site on State Road 7. Along Stribling Way, Driveway #1 at the western end of School Pod A is proposed as a full-access driveway with signal with considerations of a potential roundabout proposed. Driveway #2 along Stribling is proposed as a full-access driveway into Pod B. The eastern most Driveway #3 along Stribling is proposed as a right-in, right-out driveway to Pod B positioned closer to the intersection of Stribling Way and State Road 7. Along State Road 7, Driveway #4 is proposed as a right-in, right-out driveway located approximately 500 feet south of the intersection of Stribling Way and State Road 7 for Pod B. The aforementioned off-site driveway serving the adjacent Life Church property is proposed to be a modification to the Church's existing driveway and is proposed to be full-access signalized driveway located approximately 1,100 feet south of the intersection with Stribling Way.

The proposed improvements to the adjacent Church access are currently being coordinated with the adjacent Church property owners, FDOT and the Village. The off-site full-access traffic signal with improvements located at the Life Church property along State Road 7 is contingent upon FDOT permitting and agreements with the neighboring Church property which are anticipated to be provided prior to Master Plan approval from the Village Council. This proposed access allows for the best solution to consolidate primary project access serving all pods while also providing a new access point for Life Church with cross-access provisions and a roundabout design that optimizes traffic flow. Life Church benefits from the full access traffic signal as the church currently experiences high attendance numbers with six services each Sunday. This access would provide safe ingress and egress during their peak arrival and dismissal times. As part of the proposed MUPD development, changes to the existing access shown on the approved Site Plan for the Church site are expected. The applicant acknowledges that a formal Site Plan amendment application for the Church site will be processed administratively at a later date to depict the proposed improvements that affected the Church site.

The MUPD will be developed with a robust and comprehensive pedestrian circulation system. The Project maintains the 8' sidewalk within the Stribling Way ROW for the northern perimeter of the MUPD along a lushly planted Type C landscape buffer. The pedestrian circulation design is further enhanced by a series of sidewalks within the MUPD, and a minimum 8' wide walking path surrounding the Pod O Common Open Space Lake, and a pedestrian network within the Pod B Mixed-Use Village which will be designed to maintain a minimum 8' clear path along storefronts and the proposed Spine Roads.

### Parking

A deviation is requested to the code required parking for each development Pod as outlined by the parking studies prepared by Simmons & White included in the current site plan applications. The parking analysis considered parking rates from the ITE Parking Generation, 6th Edition and the Urban Land Institute's (ULI) Shared Parking, 3rd Edition publication.

### Buffering & Landscape

As part of the requested MUPD, a master buffer plan has been provided for the MUPD site perimeter, assessing the use and surrounding property for each pod. Section 6.5.4.E.3, which prescribes that landscape standards shall exceed the Article 7 landscape standards of the LDR by a minimum of 30 percent of the general standard, will be met through a combination of 30% increases in size or 30% increases in quantity as applicable for each pod. The 30% increases will be further detailed on the conceptual landscape plans provided at time of Site Plan approval or Conditional Use approval.

The following buffers required for the MUPD are listed below and are specified by each applicable buffer type as indicated on the K-Park MUPD Master Buffer Regulating Plan (Refer to sheet MP-2).

- Buffer Type C.1 – Pod A (North adjacent to Stribling ROW)
  - A 20' Type C perimeter buffer plus a 10' Utility Easement is proposed along the north side of Pod A adjacent to Stribling Way. In lieu of the additional 10' added to the minimum width of the perimeter landscape area for a pedestrian path, the Applicant proposes to maintain the width of the existing sidewalk within the Stribling Way ROW at 8' with locations to vary. Any portion of the 8' sidewalk that lands within the subject site shall be dedicated to the Village of Wellington via Sidewalk Easement.
- Buffer Type C.3 – Pod B (North adjacent to Stribling ROW)
  - A 20' Type C buffer with a 5' utility easement overlap is provided along the north side of Pod B adjacent to the Stribling Way ROW. In lieu of the additional 10' added to the minimum width of the perimeter landscape area for a pedestrian path, the Applicant proposes to maintain the width of the existing sidewalk within the Stribling Way ROW at 8' with locations to vary. The portion of the 8' sidewalk that lands within the subject site shall be dedicated to the Village of Wellington via Sidewalk Easement.
- Buffer Type C.4 - Pod B (East adjacent to State Road 7 ROW)

- A 20' Type C buffer with a 5' utility easement overlap within the buffer is provided along the east side of Pod B adjacent to the State Road 7 ROW. In lieu of the additional 10' added to the minimum width of the perimeter landscape area for a pedestrian path, the existing sidewalk within the ROW will connect into Pod B where a minimum 8' wide publicly accessible sidewalk shall be provided along the storefronts of the commercial buildings.
- Buffer Type AF.1 – Pod A (West & south adjacent to residential)
  - Whereas a 10' perimeter buffer is required for a Type A/F buffer, a modified 10' perimeter buffer is provided along the west & south side of Pod A adjacent to the residential neighborhoods of Oakmont Estates and Farmington Estates. The modified buffer retains the existing fence along the western property line to remain and proposes a Masonry Wall at a minimum 6' in height at the property line to further secure the Pod A School. Pod A also includes a proposed minimum 6-foot-tall masonry wall along the southern property line, terminating at the southern gate access leading into the Pod A School. Accordingly, a deviation is requested to eliminate the eastern portion of the required wall along this southern boundary. An additional deviation is requested to allow the wall to be placed directly on the property line where the adjacent properties to the west and south already provide an existing buffer, rather than following the standard Type A/F buffer requirement that landscaping be located between the barrier and the adjacent property or right-of-way.
- Buffer Type AF.2 -Pod B (South adjacent to church parcel)
  - Whereas a 10' perimeter buffer is required for a Type A/F buffer, a 10' perimeter buffer is located at the shared property line is provided along the south side of Pod B adjacent to the church property. A deviation to eliminate the required fence within the buffer is requested in order to allow integration between the Mixed-Use Village and the Church property.
- Buffer Type A.1 – Pod A (East adjacent to church parcel)
  - Whereas a 10' perimeter buffer is required for a Type A buffer, a 10' perimeter buffer is provided along the east side of Pod A, adjacent to the church property.
- Buffer Type A.2 – Pod A (South access easement, north side adjacent to church parcel)
  - Whereas a 10' perimeter buffer is required for a Type A buffer, a 10' perimeter buffer consisting of a 100% overlap of an existing FPL utility easement is proposed for Pod A along the north side of the access easement adjacent to the Church. This will result in an elimination of code required buffer trees due to existing overhead utilities & the proposed easement overlap. Native ornamental grasses and wildflowers may be provided to satisfy code required hedge & shrub requirements.

An alternative landscape plan (ALP) has been prepared demonstrating the intent of the landscape standards established in the ULDC as prescribed in Section 7.8.6.B. by meeting the following eight (8) design guidelines and principles:

1. Demonstrates an innovative use of plant materials and design techniques in response to site characteristics;

**Response:** The proposed landscape design demonstrates an innovative use of plant materials and design techniques that respond to the site's unique design characteristics. In Pod A, contextual landscape plantings are provided to complement the building configuration, athletic facilities, courtyards, and pedestrian pathways throughout the site. As illustrated in the alternative foundation planting design, the intent of the code is met through the provision of equivalent square footage of landscaping.

Similarly, Pod B is designed with integrated and innovative landscaping that frames walkable paths and storefronts within the mixed-use village, creating a lush and inviting pedestrian environment. Multiple open space plazas are accentuated with landscape plantings that define and enhance the pedestrian realm. The Pod B foundation planting design also satisfies code intent by providing equivalent landscape square footage in lieu of planting directly adjacent to the buildings.

2. Uses a variety of plant material, including plants of color, plants of form and plants of texture;

**Response:** The landscape design incorporates a variety of plant materials that provide differences in color, form, and texture. Buffer areas are planted with Southern Live Oaks, Silver Buttonwoods, Gumbo Limbo trees, and Trumpet Trees to create a layered and visually diverse landscape edge. Vehicular areas between both pods are framed with trees such as Royal Palms, Gumbo Limbos and Pigeon Plums, which provide visual interest along drive aisles and circulation routes. Understory planting provides color and different textures in shrub leaf(s), providing a unique design throughout the MUPD.

3. Incorporates naturalistic design principles, such as natural variations in topography, meandering or curvilinear buffer plantings and groupings of dominant plant materials including trees and large shrubs in a manner consistent with existing native vegetation;

**Response:** The proposed landscape design incorporates naturalistic design principles through the provision of groupings of dominant plant materials as depicted by the Gumbo Limbo and Southern Live Oak tree groupings in the Pod A perimeter buffer and by the groupings of Trumpet Trees and Silver Buttonwood Trees within the Pod B perimeter buffer.

4. Integrates landscaping and pedestrian facilities in a manner compatible with the location in which the development is located;

**Response:** The MUPD is designed to integrate landscaping and pedestrian facilities through the strategic placement of shade trees along sidewalk paths and throughout the courtyard and elementary playground within Pod A. Similarly,

**the ALP for Pod B incorporates integrated landscape and pedestrian features by providing planters along the opposite side of the buildings adjacent to the minimum 8-foot-wide pedestrian walkway, helping to frame the walkway. Additional landscape plantings are provided to define and enhance outdoor plazas and seating areas throughout the pod.**

5. Illustrate that 50 percent of the required trees exceed minimum height requirements;

**Response: At least 50% of the trees installed shall exceed minimum height requirements as depicted on the ALP. Of the 744 shade trees required, 484 shade trees will be proposed at 18' in height, whereas the code minimum establishes 16' in height for buildings in between 26-35' in height. Buildings above 35' in height will be subject to separate Conditional Use Height approval, with the associated landscape requirements to be assessed at that time.**

6. Creates greater compatibility with abutting properties and is consistent with the design principles and guidelines of this chapter and the DRM;

**Response: The proposed ALP creates compatibility with abutting properties by providing shade trees and buffer plantings that not only screen the subject site, but also compliment the existing buffer material provided on the sites adjacent to the south and west. The proposed landscape design provides an extensive landscape palette with significant canopy and shade, and thoughtful placement of trees and shrubs that soften and enhance the proposed architecture on site, demonstrating compliance with the guidelines of the Chapter 7 Landscape regulations.**

7. Provides a consistent aesthetic appearance from lot perimeters and adjacent roadways;

**Response: A consistent aesthetic appearance from lot perimeters and adjacent roadways will be provided through the provision of shade trees such as Gumbo Limbo, and Southern Live Oak trees within the Pod A perimeter buffers, and Trumpet Trees and Silver Buttonwood Trees within the Pod B Perimeter buffers. Creating a cohesive design throughout the MUPD.**

8. Uses water-efficient irrigation systems and Florida Friendly landscaping principles at appropriate locations; and

**Response: The proposed landscaping has been designed to place landscape material in groupings to water efficiently with an irrigation system as well as using Florida Friendly plant material.**

## Recreation

Pursuant to Section 6.5.2 for Planned Development Districts, proposed development program must consist of five acres of property for park and recreational facilities and one acre of civic

facilities, each 1,000 of the population proposed for the project. Section 6.5.5 prescribes that private recreation areas shall be provided at a minimum of 110 SF of area/person.

As mentioned earlier in the narrative, the MUPD is proposed to developed in two residential phases, with 15 units proposed to be constructed alongside the Mixed-Use Village, while up to 200 remaining units are to be constructed in a second phase. As such – the required land dedication calculations have been provided for each respective phase: Phase 1 consisting of 15 units, and Phase 2 consisting of up to 200 units.

The proposed development program for Phase 1 amounts to an estimated population of 42 persons based on the target unit yield of 15 units, and the provided persons per dwelling unit count generated by the U.S. Census of 2.81 persons per dwelling unit.

The private recreation requirement for Phase 1 based on the Village provided formula amounts to 0.11 acres. The Applicant exceeds the 0.11-acre private recreation requirement by providing a total of 1.26 acres of private recreational amenities, consisting of:

- 0.67 acres for the fitness center in Pod B
- 0.25 acres for the hotel event space in Pod B
- 0.34 acres for the hotel pool in Pod B

Total private recreation provided: 1.26 acres

The Civic requirement based on the Village formula provided results in a total of 0.042 acres, and the public recreation requirement based on the Village formula provided results in a total of 0.21 acres. Combined, the Project totals .252 acres of required public park and civic land dedication for Phase 1. The Applicant satisfies the 0.252-acre public park and civic land dedication requirement by activating the 2.9-acre lake in Pod O with a lakeside park and walking trail and requesting a 50% credit, which yields an effective credit of 1.45 acres. The Applicant also provides a series of interconnected open spaces throughout the site consisting of the main street streetscape, promenade, various plazas, and the central green adjacent to the east side of the Pod O lake. This area totals 5.07 acres. The Applicant is requesting a 75% credit for these areas, yielding an effective credit of 3.8 acres. The .23-acre municipal pod is also included at 100% credit in order to satisfy the civic/public-park land-dedication requirement. As a weighted average, the developer provided public-recreation areas amount to a 67% credit requested across the lake, streetscape & plaza, and municipal parcel areas provided.

The proposed development program for the full 215-unit buildout of Phase 2 amounts to an estimated population of up to 604 persons based on the target unit yield of up to an additional 200 units.

The private recreation requirement for full residential build-out for Phase 2 based on the Village provided formula amounts to 1.53 acres. In addition to the private recreation planned for Phase 1, it is anticipated that at the time of the development of the Phase 2 residential units, an additional .26 acres of residential amenity in each of the proposed residential expansion zones may be added. As such, The Applicant will exceed the 0.11-acre private recreation requirement by providing a total of 1.55 acres of private recreational amenities, consisting of:

- 0.67 acres for the fitness center in Pod B
- 0.25 acres for the hotel event space in Pod B
- 0.34 acres for the hotel pool in Pod B

- 0.26 acres for the future planned residential amenities in Pod B  
Total private recreation provided: 1.55 acres

The Civic requirement for the full residential build-out for Phase 2 based on the Village formula provided results in a total of 0.604 acres, and the public recreation requirement for the full residential build-out for Phase 2 based on the Village formula provided results in a total of 3.02 acres. Combined, the Project totals 3.62 acres of required public park and civic land dedication for the full residential build-out for Phase 2. The 3.62 public recreation requirement is met through the 5.48-acres of Pod O Lake activation, the public open spaces and streetscapes throughout Pod B and the Utility Parcel. The Applicant would like to retain flexibility to reallocate some of the provided area to satisfy the civic/public park dedication requirements in order to accommodate potential program or site layout changes that might arise after the initial approval process.

Allowing the requested flexibility will allow the Applicant to best react to market conditions and changed demand to truly create the most effective and vibrant mixed-use village for the Village to benefit from. This flexibility also supports the project's phased buildout. Although up to 215 residential units are contemplated in the future, they will not all be constructed or occupied on day one. The more stringent public park and civic space dedication requirements are calculated based on the residential population at full buildout. By tying dedication obligations to the actual phased delivery of residential units rather than to the maximum theoretical buildout, the Applicant can proceed efficiently while ensuring that adequate public amenities are provided as the project grows and the population materializes.

As such, The Applicant would like to propose the following condition to allow the requested flexibility in the civic land dedication requirements:

*The developer/owner is required to provide public land dedication for parks and recreation facilities as well as civic facilities for up to 215 DU of residential development within the project. The public land dedication required for parks and recreation is 3.02 acres. The civic land dedication required is .604 acres. Required land dedication (3.62-acre total) shall be satisfied per the following:*

- a. A 67% (approximately 5.48 AC) credit is approved for the developer provided public and private recreation areas with improvements and amenities as shown on the project's approved master plan, PSM and site plan (including landscape plan). The credit will be given towards the total 3.62-acre required for the Public Recreation and Civic land dedication requirement.*
- b. The exact credited acreage may be adjusted at final site plan approval to reflect the actual area constructed as building placement or minor site design refinements occur, provided that the credited acreage shall not be less than 3.62 acres. The Applicant may pull from the pool of 5.48 acres of public amenities provided to meet the 3.62-acre requirement. The credited area may be relocated within the project boundaries so long as the relocated area continues to meet the intent and functional requirements of the Village's civic and recreation standards, any such adjustments or relocations shall be reviewed and approved by the Village through the applicable site plan.*

#### PSM Deviations

As a proposed MUPD, The Project design proposes flexible regulations to encourage distinctive design that results in the efficient use of land, parking, landscaping, open space, access, architectural compatibility, and adaptable space for future uses and sustainability. The Project also is designed to meet the intent to provide infill development, deter urban sprawl, and lessen the need for additional vehicular trips through the internalization of trips within the project. As such, the requested flexible regulations and identified deviations from the Wellington ULDC at this time are detailed below and also listed in the Project Standards Manual (PSM) of the site.

## **POD A DEVIATIONS**

### **1. Required Parking**

- As part of the K-Park MUPD PSM, a deviation to the school parking requirements as listed in Table 7.5.1 is requested. In lieu of the code requirement to park Elementary Schools at one space per classroom, plus one space per 200 NSF of building not accounted for in class or hall areas, and Secondary Schools at 0.25 per student, plus one per 200 NSF of building not accounted for in class or hall areas, a deviation is requested to the required parking as outlined by the School Operational Plan prepared by Simmons & White included in the concurrent site plan application for Pod A. The parking analysis considered parking rates from the ITE Parking Generation, 6th Edition and the Urban Land Institute's (ULI) Shared Parking, 3rd Edition publication.

The Applicant is proposing to calculate required parking for the primary and secondary school and accessory uses based on the following:

#### Proposed Parking Metrics

- 1 space for each faculty and staff member (426 faculty/staff members) = 426
- 1 visitor space for every 50 students (1750 Students) = 35
- 1 space for every 10 students in Grade 11 (168 Students) = 17
- 1 space for every student in Grade 12 (168 Students) = 168
- Total Parking Required = 646 Spaces

As shown above, the required parking based on the proposed parking metrics is 646 spaces. The school is currently proposing a total of 646 parking spaces at full build-out.

### **2. Required Bicycle Parking**

- As part of the K-Park MUPD PSM, a deviation from the bicycle parking requirement is requested. Section 7.5.1.D. requires one bicycle parking space per 2,000 square feet of gross floor area. Based on the school's approximately 405,000 square feet, a total of 203 bicycle parking spaces would be required by code.

The Applicant proposes a reduced and more appropriate standard equal to 10 percent of the anticipated middle and high school student population of 1,072 students, resulting in 108 bicycle parking spaces. This approach reflects a realistic assessment of anticipated bicycle use and limits the calculation to middle and high school students who are more likely to bicycle to campus and have the ability to safely navigate traffic conditions, as opposed to elementary-age

students, where parents may not feel comfortable letting their children bike to school alone due to safety concerns. The proposed bicycle parking will be located in convenient and accessible areas for student use.

### **3. Parking Stall Width**

- As part of the K-Park MUPD PSM, a deviation to the required parking stall width for Pod A is requested. As prescribed in Table 7.5.2 – required parking stall width shall be 9.5'. The proposed K-Park MUPD PSM establishes a proposed regulation of 9' minimum width for the Pod A School Parking Garage and for the east and west surface parking lots that are temporary in Phase 1. At full build out, the proposed modification is limited only to the parking garage, while the north surface parking lot spaces will meet the standard 9.5-foot width requirement. This approach preserves compliance where maneuverability is most critical and applies the reduction only in areas where it can be safely accommodated.

The garage is intended primarily for faculty, staff, and high-school student drivers, all of whom are regular daily users familiar with the campus circulation pattern. Concentrating parking vertically with 9' spaces within the garage also reduces the need for additional impervious surface area, thereby decreasing stormwater impacts and enhancing the site's landscape and recreational areas. The requested modification maintains functionality, safety, and accessibility of parking areas while advancing the pedestrian-friendly character of the development.

### **4. 90 Degree Parking Drive Aisle Width**

- As part of the K-Park MUPD PSM, a deviation to the required drive aisle width for 90-degree parking spaces for Pod A is requested. As prescribed in Table 7.5.2 – the required drive aisle width for 90-degree parking spaces shall be 25'. The proposed K-Park MUPD PSM establishes a proposed regulation of 24' minimum width.

The minor 1' reduction in drive aisle width for the 90-degree spaces is consistent with accepted engineering and planning practice and remains adequate to accommodate safe and efficient two-way vehicular circulation. The modification allows for more efficient site planning, enabling the preservation of pedestrian-oriented open spaces and landscaping without compromising the maneuverability of passenger vehicles or the functionality of parking areas. The reduced drive-aisle also serves as a traffic calming technique to ensure that vehicles traversing along the drive-aisle do not speed and to also emphasize the safety and importance of the pedestrian experience within the pod.

### **5. Loading Space Quantity & Loading Space Dimensions**

- As part of the K-Park MUPD PSM, a deviation to the required loading space quantity for Pod A is requested. As prescribed in Section 7.5.3 – the required loading regulations is one space for every 15,000 square feet of gross floor area (GFA) up to 100,000 square feet; and one space for every 50,000 square feet of GFA over 100,000 square feet. Additionally, Table 7.5.3. prescribes a minimum loading space size of 15' x 55'.

The required loading space requirements and dimensions and proposed loading deviations for the School use development program is as outlined below

<b>School – 405,000 GSF</b>			
<b>Zoning</b>	<b>Required Count</b>	<b>Proposed Size</b>	<b>Proposed Count</b>
<b>15' x 55' @ 1/15,000 SF UP TO 100K</b>	<b>7</b>		
<b>15' x 55' @ 1/50,000 SF OVER 100K</b>	<b>6.1</b>		
<b>TOTAL</b>	<b>13</b>	<b>15'x50'</b>	<b>3</b>

The proposed reduction in loading space and loading quantity are directed by Applicant coordination with internal operations teams and consultants who have established day-to-day input and direct experience managing comparable school campuses. The proposed loading deviations proposed are a minimum can sufficiently accommodate operations without impairing functionality.

Additionally, the Applicant has relied on established use patterns and knowledge of standard delivery truck sizes that regularly serve these types of tenants. The 15' x 50' are consistent with industry practice for accommodating box trucks, service vans, and smaller delivery vehicles that make up the majority of trips anticipated for the school.

## **6. Fence/Wall Location within Landscape Buffers**

- As part of the K-Park MUPD PSM, a deviation from fence location within a landscape buffer is requested. As prescribed in Section 7.8.5.C.7. – If a fence or wall is desired or required, the landscaping shall be located between the barrier and the adjacent property or ROW. The proposed K-Park MUPD PSM proposes that the fence or wall may be located at the property line where the adjacent property has an existing buffer for the west and south property lines for Pod A. Landscape buffers along the western and southern property lines of Pod A exist today for the Oakmont Estates and Farmington Estates communities. As detailed in buffer type AF.1 – the Applicant proposes to provide a masonry wall a minimum of 6' in height at the western property line, and to provide a masonry wall a minimum of 6' in height terminating at the Pod A access gate at the southern property line. A fence or wall will also be proposed at the property line along the eastern perimeter of Pod A adjacent to the church site.

## **7. Fence/Wall Height**

- As part of the K-Park MUPD PSM, a deviation from the 6-foot maximum fence height permitted adjacent to a Major Thoroughfare is requested. The Applicant proposes a minor 1-foot increase to allow a 7-foot-high fence along Stribling Way, which is classified as a collector road and identified as a Major Thoroughfare on the Wellington Functional Road Classifications Map within the Comprehensive Plan. This minor increase provides enhanced security for the school campus and allows fencing throughout the site to remain consistent at 7 feet in height, avoiding an isolated reduction to 6 feet along the Stribling Way frontage.

## **8. Outside Activity Areas Buffer**

- As part of the K-Park MUPD PSM, a deviation from Section 6.2.2.F.5 to the required outside activity area buffer adjacent to residential of 50' for School uses is requested. Athletic facilities anticipated in Pod A may be situated towards the southern portion of the site; however, a minimum separation of 50 feet shall be provided proposed from the south property line with multiple layers of on-site landscape and driveway proposed within this separation. A 10-foot Type A/F landscape buffer is currently proposed along the entirety of the south property line with plantings both within this perimeter buffer and along the north side of the driveway. Additionally, a 25-foot-wide landscaped buffer is existing on adjacent property beyond the southern property line where proximate to adjacent residential uses to create additional buffer and separation from outdoor recreation facilities. As such – the intent of the outside activity area buffer requirement is will be met through the site design.

## **9. Type A Buffer (North adjacent to Church parcel)**

- As part of the K-Park MUPD PSM, a landscape buffer deviation for tree planting for the Type A buffer along the northern property line of Pod A is requested. As prescribed in Section 7.8.5.A.1., Type A buffers shall contain one shade tree per 30 linear feet of buffer. A modified Type A buffer is provided along the north side of the Pod A access easement south of the Church site with native ornamental grasses and wildflowers to satisfy the shrub and hedge requirements. The modified buffer eliminates required tree plantings due to the existing overhead utility lines along the access strip which impacts the ability to properly plant shade trees at the required height established in the ULDC. FPL imposes "Right Tree, Right Place" requirements which limit the type of species and height that are planted in areas that are beneath the overhead lines. As such, the proposed deviation requested allows compliance with FPL requirements. There is also existing buffer material on the church property that further screens the access drive within this area.

## **10. Type A/F Buffer (South property line)**

- As part of the K-Park MUPD PSM, a landscape buffer deviation is requested to eliminate the required fence within Type A/F buffer for the eastern portion of the southern property line between the proposed control access gates and SR 7. A modified Type A/F buffer is provided along the south side of Pod A, consisting of a proposed masonry wall at a minimum of 6' in height located at the property line and terminating at the southern gate access into Pod A. The eastern portion of the southern property line, where a wall is not proposed, does not contain any building square footage or active uses; it consists solely of a driveway that provides access to the school site from the roundabout located on the Church property and landscape open space consisting of a dry detention swale. Additionally, an existing landscape buffer along the northern property line of Farmington Estates, the residential community to the south, provides further screening for the areas where a wall is not proposed. The Applicant is also proposing a masonry wall in lieu of the required fence, providing a higher-quality aesthetic and improved site security compared to the fence that is typically required in a Type A/F buffer.

## **11. Landscape Buffer Perimeter Path**

- As part of the K-Park MUPD PSM, a deviation from the required landscape buffer circulation path is requested. As prescribed in Section 6.5.4.7., A minimum width of ten feet shall be added to the minimum width of a perimeter landscape area to accommodate the path's construction. This requirement would be applicable to the north and eastern perimeter of the MUPD where adjacent to Stribling Way and State Road 7. The Pod A buffer adjacent to Stribling Way proposes a code compliant buffer width of 20' and a 10' perimeter general utility easement. In lieu of an additional 10' added to the code required 20' buffer to accommodate a circulation path the project proposes to maintain the existing sidewalk widths within the adjacent ROW's, specifically for Stribling Way at 8' in width.

## 12. Foundation Planting

- As part of the K-Park MUPD PSM, a deviation for the required foundation planting area for Pod A is requested. As prescribed in Section 7.8.2.B.2., Foundation plantings shall be provided along the front, side and rear facades of non-residential and multiple-family structures with a minimum depth of five feet for each building story or a maximum of 25 feet. The combined length of the required foundation planting shall be no less than 40 percent of the total length of the applicable side of the structure. The proposed K-Park MUPD PSM proposes a deviation to provide the equivalent square footage of planting area as required provided at or near vicinity of building.

The requested deviation allows for a interconnected network of walkways, courtyards, and circulation for the site to accomplish the "campus" feel while still providing the equivalent plantings from a square footage standpoint, to meet the intent of the foundation planting provision. Please refer to the conceptual landscape plans included in the submittal package detailing how each building proposed meets the equivalent square footage of foundation planting otherwise required through innovative design that complements the building configuration, athletic facilities, courtyards, and pathways throughout the site.

## 13. Internal Lot Trees

- As part of the K-Park MUPD PSM, a deviation from the required internal lot tree requirement is requested. As prescribed in Section 7.8.2.B.1., One tree and three shrubs shall be planted, or preserved, for every 1,500 square feet of a non-residential lot, or fraction thereof, excluding wetland areas and areas with listed species. This standard does not include trees, shrubs or hedges required to be planted in perimeter buffers and vehicular areas. The area subject to the planting requirement also excludes perimeter buffer acreage, lake acreage, and acreage dedicated to sports fields within the MUPD. This results in a requirement of 1,403 trees. The K-Park MUPD proposes 1,050 trees throughout the site resulting in a 25% reduction of the requirement. The shrubs proposed meet the requirement based on the revised regulation.

While the intent of this standard is to ensure adequate tree canopy and landscape integration across large sites, the application of this ratio to a compact, mixed-use project becomes excessive when considered alongside the building massing, interconnected open spaces, and pedestrian-oriented design features. The scale and intensity of development inherently limit the amount of available planting area,

and enforcing this threshold would concentrate trees in a manner that is not functionally or spatially consistent with the site's mixed-use layout.

Instead, the project satisfies the code's purpose through a balanced and comprehensive landscape program that integrates tree canopy with plazas, streetscapes, walkable corridors, and open spaces in a manner that directly enhances the walkable environments for Pods A and B. Planting the proposed trees per the ULDC code requirement would also not allow for the necessary root growth and spacing needed to support mature canopy trees overtime.

## **POD B DEVIATIONS**

### **1. Required Parking**

- As part of the K-Park MUPD PSM, a deviation to the required parking for Pod B is requested. Per the Village Code, both the retail and office parking rates are based on net square feet and not gross square feet. The preliminary building program anticipates a total of 360,000 of net square feet (plus 20,000 SF of outdoor dining) for the retail and office uses. Village Code allows for parking to be calculated at 1 space per 500 SF for all area above 80,000 SF within a MUPD.

The proposed uses, sizes and code required parking for Phase 1 of the approved development may be summarized as follows:

- Retail/Office Up To 80,000 Net S.F - (1 Space / 250 SF)
- Retail/Office Over 300,000 Net S.F - (1 Space / 500 SF)
- Hotel 180 Rooms 250 Spaces (1.25 Spaces / Room + 1 per employee)
- Residential – 15 Units – 34 Spaces (2.25 Spaces per Unit)
- **TOTAL = 1,204 Spaces**

A deviation is requested to the required parking depicted as outlined by the parking study prepared by Simmons & White included in this submittal. The anticipated maximum parking demand for the proposed plan of development is 867 parking spaces without of a 10% buffer, and 954 spaces with the 10% buffer based on industry standard rates as established in the ITE Parking Generation, 6th Edition and the Urban Land Institute's (ULI) Shared Parking, 3rd Edition publication.

Pod B is designed to provided 1,023 parking spaces, inclusive of 147 shared spaces located within the LifeChurch parking lot south of Pod B, and 100 valet spaces dispersed throughout the lot north of the Pod O lake, south of the Pod O lake, and within the LifeChurch parking lot. As such, the parking requirement is met based on the Shared Parking Study requirement of 954 spaces.

The reduction in required parking ensures a more efficient use of land while also allowing for more possibilities for thoughtfully designed open space as opposed to an overabundance of surface parking.

Should it be determined that the Shared-Parking Study isn't effectively providing required parking to serve the visitor demand, the Applicant has

prepared two (2) contingency plans to provide the ULDC code prescribed minimum parking of 1,204 spaces. The first contingency plan consists of providing 181 shared parking on the Pod A School site where the baseball and softball fields are located to meet the requirement. The second contingency plan consists of providing two (2) potential parking garages located at the lot north of the Pod O lake and south of the Pod O lake within Pod B.

## **2. Parking Stall Width**

- As part of the K-Park MUPD PSM, a deviation to the required parking stall width for Pod B is requested. As prescribed in Table 7.5.2 – required parking stall width shall be 9.5'. The proposed K-Park MUPD PSM establishes a proposed regulation of 9' minimum width in the parking areas which are not considered high-turnover areas. The areas considered in the “High-Turnover Zone” are anticipated to be the most utilized and desirable parking spaces for the Mixed-Use Village and are located along the Main Street corridor and the central parking lots closest to retail storefronts and anticipated foot traffic. The parking lots west of Building A1 and south of the Hotel building are located in non “High-Turnover Zones” and are the subject of the deviation request to allow parking spaces 9' in width. These spaces are less valued and allow for the primary traffic to accommodate larger vehicles.

Pod B will be designed as a compact, pedestrian-oriented destination with a thoughtfully integrated mix of retail, residential, restaurant, hotel, and office uses. This reduction of parking stall width in non “High-Turnover Zones” is consistent with contemporary industry standards, supports efficient land utilization, and allows the project to prioritize high-quality open spaces, wider pedestrian corridors. The requested modification maintains functionality, safety, and accessibility of parking areas while advancing the pedestrian-friendly character of the development.

## **3. Required Bicycle Parking**

- As part of the K-Park MUPD PSM, a deviation from the bicycle parking requirement is requested. Section 7.5.1.D. requires one bicycle parking space per 2,000 square feet of gross floor area. Based on the 565,000 square feet of non-residential floor area within Pod B, a total of 283 bicycle parking spaces would be required. The Applicant proposes a deviation to provide 200 bicycle parking spaces to serve the non-residential uses, excluding the 175,000 square foot hotel.

The bicycle parking requirement of one space per 2,000 square feet of gross floor area is not appropriate when applied to hotel uses, as hotel floor area is not directly correlated to bicycle demand. Hotel guests typically arrive by vehicle, rideshare, or shuttle, and bicycle use is incidental. Applying a square-footage-based standard would overstate demand and result in excess bicycle parking that is unlikely to be utilized. When the requirement is applied to the remaining 390,000 square feet of non-residential uses, the resulting requirement is 195

bicycle parking spaces, which is satisfied by the 200 spaces proposed within Pod B.

#### 4. Parallel Parking Stall Width

- A deviation to the required parallel parking stall width within Pod B of the K-Park MUPD PSM is requested. Section 7.5.4 requires parallel parking spaces to be 10 feet in width; however, the proposed PSM establishes a minimum width of 9 feet. Parallel parking spaces are proposed along both sides of the driveway extending from the State Road 7 access, as well as along the driveway providing access to the hotel.

A reduction from a 10-foot to a 9-foot parallel parking space is appropriate within the mixed-use village context due to the pedestrian-oriented, low-speed design of the internal paved streets. The narrower stall width remains functional and safe given the slower travel speeds, traffic-calmed environment, and shorter vehicle maneuvering distances typical of a village-scale street network. Additionally, reducing the width to 9 feet allows for a more efficient allocation of right-of-way, supporting wider sidewalks, enhanced streetscape features, and improved pedestrian connectivity. The requested modification maintains operational functionality while furthering the compact, walkable block structure envisioned for the development.

#### 5. 90 Degree Parking Drive Aisles & Angled Parking Drive Aisles

- As part of the K-Park MUPD PSM, a deviation to the required drive aisle width for 90-degree parking spaces and angled parking spaces for Pod B is requested. As prescribed in Table 7.5.2 – the required drive aisle width for 90-degree parking spaces shall be 25'. The proposed K-Park MUPD PSM establishes a proposed regulation of 24' minimum width. Similarly, as prescribed in Table 7.5.2 – the required drive aisle width for 60-degree parking spaces shall be 24 for a two-way drive-aisle'. The proposed K-Park MUPD PSM establishes a proposed regulation of 20' minimum width.

The minor 1' reduction in drive aisle width for the 90-degree spaces is consistent with accepted engineering and planning practice and remains adequate to accommodate safe and efficient two-way vehicular circulation. The modification allows for more efficient site planning, enabling the preservation of pedestrian-oriented open spaces and landscaping without compromising the maneuverability of passenger vehicles or the functionality of parking areas. Given that the proposed Mixed-Use Pod is intended to emphasize a walkable, compact, and pedestrian-friendly design, this adjustment strikes an appropriate balance between vehicular access and high-quality placemaking.

The deviation in drive-aisle width along angled parking spaces from 24 feet to 20 feet also allows for a more enhanced pedestrian experience. Angled spaces inherently require less maneuvering depth than 90-degree stalls, and industry standards recognize narrower aisles as appropriate in such configurations. The proposed 20-foot width provides sufficient clearance for safe entry and exit movements while creating a visually engaging and human-scaled experience for the pedestrian promenades in the retail Village. The reduced drive-aisle also serves as a traffic calming technique to ensure that vehicles traversing along the drive-aisle do not speed and to also emphasize the safety and importance of the

pedestrian experience within the pod. It is also worth noting that the 20' drive aisle width does not include 2' of valley curb on each side separating the parking spaces from the drive aisle. When incorporating the valley curb width into the overall drive aisle width along the angled spaces, the width is 24' which is in line with industry standards and the requested deviation for drive aisle widths along standard parking spaces.

## 6. Loading Space Quantity & Loading Space Dimensions

- As part of the K-Park MUPD PSM, a deviation to the required loading space quantity Pod B is requested. As prescribed in Section 7.5.3 – the required loading regulations are one space for every 15,000 square feet of gross floor area (GFA) up to 100,000 square feet; and one space for every 50,000 square feet of GFA over 100,000 square feet. Additionally, Table 7.5.3. prescribes a minimum loading space size of 15' x 55'.

The required loading space requirements and dimensions and proposed loading deviations between the hotel use and the balance of commercial uses is depicted below:

HOTEL - 175,000 GSF			
Zoning	Required Count	Proposed	Proposed Count
15' x 55' @ 1/15,000 SF UP TO 100K	7		
15' x 55' @ 1/50,000 SF OVER 100K	2		
TOTAL HOTEL	9	14' X 50'	2

RETAIL + F&B + OFFICE - 360,000 NSF			
ZONING	Required Count	Proposed	Proposed Count
15' x 55' @ 1/15,000 SF UP TO 100K	7	14' X 40'	2
15' x 55' @ 1/50,000 SF OVER 100K	5	14' X 50'	9
TOTAL RETAIL + F&B + OFFICE	12		13

<b>TOTAL REQUIRED POD B</b>	<b>21</b>	<b>TOTAL PROPOSED POD B</b>	<b>13</b>
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The proposed reduction in loading space and loading quantity are directed by Applicant coordination with internal operations teams and consultants as supported in the Building Logistics Analysis Support Letter prepared by Lerch Bates, and as also depicted in the K-Park MUPD PSM.

Additionally, the Applicant has relied on established use patterns and knowledge of standard delivery truck sizes that regularly serve these types of tenants. The 14' x 40' and 14' x 50' loading spaces are consistent with industry practice for accommodating box trucks, service vans, and smaller delivery vehicles that make up the majority of trips anticipated for the hotel and commercial users. A portion of deliveries will also be made via parcel / courier / mail trucks / and vans that will make brief deliveries in the standard parking spaces offered on site. These dimensions, combined with the total number of proposed loading spaces, have

been calibrated to the actual operational needs of the project, ensuring efficient service access while avoiding the overbuilding of loading facilities, and avoiding intrusion on potential land area for pedestrian comfort and open space.

## **7. Buffer Type A/F (South)**

- As part of the K-Park MUPD PSM, a deviation from the required fence within a Type A/F landscape buffer is requested. Section 7.8.5 requires a 10-foot-wide Type A/F buffer that includes a fence. The proposed PSM eliminates the required fence along the southern property line of Pod B, adjacent to the Life Church parcel. At the request of Life Church, the Applicant is proposing to remove the fence to promote a more integrated and connected transition between the church and the Mixed-Use Village to the north, while the existing landscape buffer continues to provide adequate screening and separation between the two sites.

## **8. Landscape Buffer Perimeter Path**

- As part of the K-Park MUPD PSM, a deviation from the required landscape buffer circulation path is requested. As prescribed in Section 6.5.4.7., A minimum width of ten feet shall be added to the minimum width of a perimeter landscape area to accommodate the path's construction. The K-Park MUPD proposes the innovative and pedestrian friendly design of Pod B, providing a minimum 8' clear pedestrian path interior to the site along the storefronts of the mixed-use village buildings. The pedestrian circulation interior to Pod B is also designed to connect to the ROW for both State Road 7 and Stribling Way.

## **9. Foundation Planting**

- As part of the K-Park MUPD PSM, a deviation for the required foundation planting area for Pod B is requested. As prescribed in Section 7.8.2.B.2., Foundation plantings shall be provided along the front, side and rear facades of non-residential and multiple-family structures with a minimum depth of five feet for each building story or a maximum of 25 feet. The combined length of the required foundation planting shall be no less than 40 percent of the total length of the applicable side of the structure. The proposed K-Park MUPD PSM proposes a deviation to provide the equivalent square footage of planting area as required provided at or near vicinity of building.

Pod B is designed as a highly walkable environment featuring 8-foot minimum sidewalks, plazas, outdoor dining areas, and pedestrian gathering spaces. Although foundation plantings are not located immediately adjacent to all Pod B buildings, the design incorporates planters along the opposite side of the pedestrian walkways while maintaining an 8-foot clear pedestrian path. These planters enhance the pedestrian experience by creating a landscaped separation between the travel lanes and the walkways.

The proposed planter configuration upholds the intent of the ULDC foundation planting requirements by softening building edges while also preserving storefront visibility and activation. The project provides an alternative landscape treatment that meets the regulation's intent and better supports the urban design goals of Pod B. Shade trees, decorative planters, outdoor seating, and architectural articulation collectively frame the pedestrian realm, providing comfort, shade, and visual interest. The Conceptual Landscape Plans submitted with the Site Plan

application further detail how each building achieves the equivalent square footage of planting area through this Alternative Design..

#### **10. Internal Lot Trees**

- As part of the K-Park MUPD PSM, a deviation from the required internal lot tree requirement is requested. As prescribed in Section 7.8.2.B.1., One tree and three shrubs shall be planted, or preserved, for every 1,500 square feet of a non-residential lot, or fraction thereof, excluding wetland areas and areas with listed species. This standard does not include trees, shrubs or hedges required to be planted in perimeter buffers and vehicular areas. Additional plantings are needed to meet buffer and vehicular area requirements. The area subject to the planting requirement also excludes perimeter buffer acreage, lake acreage, and acreage dedicated to sports fields within the MUPD. This results in a requirement of 1,403 trees. The K-Park MUPD proposes 1,050 trees throughout the site resulting in a 25% reduction of the requirement. The shrubs proposed meet the requirement based on the revised regulation.

While the intent of this standard is to ensure adequate tree canopy and landscape integration across large sites, the application of this ratio to a compact, mixed-use project becomes excessive when considered alongside the building massing, interconnected open spaces, and pedestrian-oriented design features. The scale and intensity of development inherently limit the amount of available planting area, and enforcing this threshold would concentrate trees in a manner that is not functionally or spatially consistent with the site's mixed-use layout.

Instead, the project satisfies the code's purpose through a balanced and comprehensive landscape program that integrates tree canopy with plazas, streetscapes, walkable corridors, and open spaces in a manner that directly enhances the walkable environments for Pods A and B. Planting the proposed trees per the ULDC code requirement would also not allow for the necessary root growth and spacing needed to support mature canopy trees overtime.

#### **SECTION 6.5.6.H.1 STANDARDS**

1. Council shall approve with the project master plan the percentage allocation of each use type based on the project design and efficient use of land, with a maximum percentage allocation for a single use not to exceed 60 percent of the total MUPD acreage. In consideration of the percentage allocation of uses. Council shall consider the following factors:

- i. A market study provided by the applicant/developer, showing the current demand of the use proposed for the project. The project should include one or more uses that is needed in the area as determined by Wellington.

**Response: The findings of the Market Study prepared by the Village of Wellington for the State Road 7 Corridor supports the additional retail and residential uses proposed by this project.**

ii. Furthers the intent of a mixed-use district and encourages development of mixed-use adjacent to other mixed-use developments, while providing enhanced inter-connectivity of both residential and non-residential uses within the project and with adjacent development(s), that is above any minimum required.

**Response:** The proposed K-Park MUPD further the intent of the mixed-use district with a thoughtful offering of institutional, commercial, office, and residential uses that will improve an underutilized, large parcel of land located at along a key vehicular thoroughfare within the village of Wellington. The proposed residential uses within Pod B are vertically integrated with commercial uses and are also supported by a comprehensive pedestrian network which provides interconnectivity between each pod and the adjacent ROW.

iii. Provides community benefit(s), open to the public, within the project or off-site on Wellington property that is above any minimum required. Council approval is required for the community benefit(s) as part of the master plan consideration.

**Response:** Community benefits to be provided include a Main Street styled shopping and dining experience with generous and pedestrian friendly sidewalks, promenades, and recreation areas. The pedestrian oriented public realm includes public plazas, green spaces and gathering places with lush landscaping, ample hardscape, water features, and public art that will be integrated throughout the site. These spaces can be activated for various uses such as community events, programming, and leisure. On a daily basis the public realm will include many passive and interactive components oriented to families, children, and teens.

iv. The project includes at least two facets of sustainable development, that are above any minimum required, such as a renewable energy source (solar/wind power); at least five percent of the required non-residential and residential common area on-site parking is dedicated to electric vehicle (EV) charging stations (Level 2 or Direct-current fast charger); green building design; utilization of recycled materials and/or eco-friendly materials for site and/or vertical construction; water conservation; waste reduction/recycling; etc.

**Response:** The K-Park MUPD is proposed to be designed and built to minimum LEED Silver or comparable building standards across the entire project. The Project will also be designed to incorporate eco-friendly materials throughout construction.

## MASTER PLAN STANDARDS

A. *Whether the proposed amendment is consistent with all elements of the comprehensive plan.*

**Response:** The Master Plan for the 71.27-acre K-Park MUPD is consistent with all elements of the Village of Wellington Comprehensive Plan, specifically the Future Land Use & Community Design Element (LU&CD). The project fulfills the vision for large-scale mixed-use developments and aligns with the community's long-term planning principles.

The proposed development is consistent with Goal LU&CD 1, which emphasizes enhancing the character and quality of Wellington's neighborhoods, commercial districts, and corridors. The project achieves this by utilizing a mix of land uses on a site greater than 60 acres, consistent with Objective LU&CD 1.4 and Policy LU&CD 1.4.1 for Large-Scale Mixed-Use (LSMU) designations. It satisfies the required balance of uses by dedicating more than 60% of the project area to non-residential functions, including commercial, and institutional components, while also providing residential density at a level compatible with the maximum density of 5 DU/AC permitted in the Mixed Use (MU) Land Use category. This mixed-use character supports the regional orientation of the site and contributes to a sustainable and walkable development pattern.

Further supporting the Comprehensive Plan's vision, the location of the site along State Road 7 fulfills Objective LU&CD 2.5, which promotes the corridor's evolution into a mixed-use destination with housing, businesses, and employment opportunities. The school, hotel, retail, and dining components encourage job creation and community interaction, consistent with Policies LU&CD 2.5.3 and 2.5.4, while the inclusion of up to an additional 215 multifamily housing units supports Policy LU&CD 2.5.5 by providing residential options for those that work within the MUPD and future potential residents in the Village of Wellington. The project also contributes to Wellington's strategic land use pattern by providing a mix of vertically and horizontally integrated uses, reinforcing the corridor's vitality and reducing development pressure on more suburban and rural areas.

The project has also been designed with integrated vehicular and pedestrian circulation networks in accordance with Policy LU&CD 1.3.2, and will include landscaping, buffering, and open space features that enhance the site cohesion. These features will enhance the transition between uses and preserve the character of adjacent neighborhoods.

The project complies with Policy MB 1.1.3 as the MUPD proposes to maintain the 8' wide sidewalk within the Stribling Way ROW, a comprehensive sidewalk network along the storefront and plaza areas of Pod B, and an 8' minimum lake path surrounding the Pod "O" Common Open Space Lake. The site is also designed to ensure adequate circulation aisles, turning radii and parking spaces for comfortable vehicular circulation, demonstrating compliance with Policy MB 2.1.2.

The project will comply with Policy CI 1.3.3 and 1.4.1 of the Capital Improvements Element as it relates to Proportionate Share cost of expanded facilities and infrastructure, and impact fees required by the proposed development. The Applicant will commit to providing the required proportionate share and impact fees generated by the new development as coordinated with Village staff throughout the development process. Proposed improvements associated with the project will increase the efficiency of public utility infrastructure at the expense of the Applicant in direct support of the CI Element policies.

The project also complies with Policy ED 1.4.2 of the Education Element of the Comprehensive Plan with the provision of the school proposed in Pod A of the MUPD. The proposed school will provide a comprehensive curriculum focused on

academic excellence, global citizenship, and holistic development. Instruction will be delivered in a nurturing, inclusive environment that fosters critical thinking, creativity, and lifelong learning further enhancing the educational opportunities in Wellington.

The project complies with Policy H&N 2.1.3 of the Housing Element of the Comprehensive Plan through the accommodation of mixed-use development and vertically integrated housing and commercial with the Pod B design. The proposed mixed-use pod is also adjacent to State Road 7 which is a major transportation corridor appropriate for the mix of uses.

The project complies with Policy PF 1.1.4 of the Public Facilities Element of the Comprehensive Plan which prescribes that adequate water supplies and required infrastructure are available to serve new development no later than the date of the issuance of the first certificate of occupancy. The proposed MUPD will be designed to provide the necessary water supplies and infrastructure for the Pod A School and Pod B Mixed-Use Village prior to the first Certificate of Occupancy.

The project will also comply with Policy CSR 3.1.1 of the Conservation, Sustainability, & Resiliency Element. The proposed construction for Pod A and Pod B will be designed to achieve LEED silver certification or similar green building ratings on the architecture proposed.

In summary, the proposed master plan for this MUPD is fully consistent with the goals, objectives, and policies of the Village of Wellington's Comprehensive Plan. It advances the community's vision for sustainable, integrated, and economically vibrant development

- A. *Whether the proposed request is not in conflict with any portion of Wellington's LDR and is consistent with the purpose and intent of the LDR.*

**Response:** The proposed MUPD will be consistent with the purpose and intent of the Land Development Regulations adopted for the Village of Wellington. The proposed MUPD is consistent within the minimum lot dimensional requirements assessed for an MUPD, as well as the maximum building coverage, and maximum 72' building height allowances for properties within a mile of the State Road 7 Corridor, as outlined in Section 6.3.1.G. The MUPD also satisfies the required number of use types for a gross acreage in excess of 30 acres. The K-Park MUPD provides institutional, residential, commercial, office, and common open space uses for the 71.27-acre site.

As part of the Project Standards Manual (PSM) required for Planned Developments in the Village, a number of deviations are requested for each Pod and are further detailed earlier in this narrative and within the PSM.

- a. *. Minimize adverse impacts on environmentally sensitive areas*

**The site is currently vacant and located within a heavily urbanized, commercial corridor, minimizing any direct encroachment or disruption to environmentally sensitive areas.**

*b. Increase and promote public transit, bicycle routes, and non-vehicular modes of transportation*

**A comprehensive pedestrian circulation network connects the residential, educational, commercial, and recreational components internally, while also providing safe access to the Stribling Road and State Road 7 ROW from the site.**

*c. Increase use of public and private amenities as part of PD design*

**The MUPD will feature a mix of private amenities for the school and public-facing amenities, inclusive of retail spaces, outdoor plazas, and walkable public areas highlighted in Pod B. These will be integrated into the master plan to encourage daily use by residents, visitors, and employees, thereby supporting community engagement and vibrancy.**

*d. Provide for efficient use of land, utilities, and infrastructure*

**By concentrating multiple land uses—including institutional, residential, commercial, office, and common open space within a compact and coordinated development footprint, the MUPD maximizes land efficiency and promotes shared infrastructure. Utilities and stormwater systems are designed comprehensively to serve the full development, reducing redundancy and optimizing long-term maintenance and public service provision.**

*e. Provide for effective circulation patterns, internal trip capture, integrated land uses, and enhanced open space and recreational areas*

**The traffic analysis prepared by Simmons & White demonstrates the proposed development meets the requirements of both the Palm Beach County Traffic Performance Standards and the Village of Wellington Traffic Performance Standards with conditions.**

*f. Ensure adequate storm water management*

**The MUPD will include a comprehensive stormwater management plan consistent with applicable regulations, incorporating retention/detention facilities and strategies that address both water quality and quantity. See Preliminary Civil Plans and Drainage Statement prepared by Langan included with the submittal package.**

*g. Encourage distinctive design while achieving compatibility with the surrounding area*

**The MUPD will be designed as visually distinctive for each pod, yet contextually compatible development while also providing a distinct architectural palette that highlights the unique location at a major intersection within the Village to serve as a focal point along the corridor. Thoughtful massing and breaks and projections in architectural facades will create a human-scaled environment that is both functional and attractive.**

C. *Whether and the extent to which the proposed amendment would result in significantly adverse impacts on the natural environment.*

**Response:** The proposed development will not result in significantly adverse impacts on the natural environment. The site is currently used for low-intensity agricultural purposes and has been cleared of any significant vegetation or tree plantings that would be impacted by the proposed development. The plan also preserves and integrates water management features such as lakes and swales, which support stormwater retention and improve water quality. Environmental impacts will be minimized through careful planning and regulatory compliance.

D. *Provide the overall design concept and show that the design of the proposed request minimizes adverse effects, including visual impact and intensity of the proposed use on adjacent lands*

**Response:** The overall design minimizes adverse effects, including visual impact and intensity of the proposed use on adjacent lands. The design incorporates extensive perimeter landscaping buffers, and open spaces to minimize visual and operational impacts on adjacent single-family neighborhoods and institutional uses such as Life Church Wellington. Specifically, the MUPD minimizes visual impact to the neighboring residential to the West through the provision of a 10' Type A/F buffer which is adjacent to an existing 20' Landscape Easement for the Oakmont Estates PUD west of the Type A/F buffer. Similarly for the northern buffer, the Applicant provides a 20' Type C buffer and maintains the width of the existing sidewalk within the Stribling Way ROW as 8'. The southern perimeter provides a modified 10' Type A/F buffer with a masonry wall provided for a portion of the length of the buffer. Commercial and hotel uses (Pod B) are placed along State Road 7, a major arterial, where higher intensities are more appropriate and expected. Pedestrian and vehicular connectivity is thoughtfully planned to reduce internal congestion and integrate safely with external road networks.

E. *That the proposed request is consistent with applicable neighborhood plans.*

**Response:** No neighborhood plans have been identified for the subject site area.

F. *That the proposed request would result in a logical and orderly development pattern.*

**Response:** The master plan, as proposed, results in a logical and orderly development pattern by converting a large, underutilized agricultural tract into a mixed-use community with a complimentary selection of uses. By clustering commercial uses along a major transportation corridor and placing institutional and residential uses internally with appropriate transitions, the plan avoids land use conflicts and supports efficient access to goods, services, schools, and employment. The internal circulation network, combined with external connectivity to Stribling Way and State Road 7, reflects thoughtful coordination with the broader mobility and land use system. This approach promotes long-term viability, land use balance, and community cohesion.

G. *That the proposed request complies with Wellington building standards.*

**Response: The proposed request will comply with Wellington building standards.**

**CONCLUSION**

On behalf of the applicants, Urban Design Studio requests favorable review and consideration of this request to approve the proposed Master Plan. The Project Managers at Urban Design Studio are Ken Tuma, and Lentzy Jean-Louis, who can be reached at 561-366-1100. Please feel free to contact with any questions or for additional information in support of this application.