

The MarketPlace at The Wellington

STAFF REPORT

Petition Numbers: Comprehensive Plan Amendment
2023-0004-CPA
Ordinance No. 2025-08

Conditional Use
2023-0001-CU
Resolution No. R2025-15

Master Plan Amendment
2023-0005-MPA
Resolution No. R2025-16

Owner: Broadview Realty I, LLC

Agent: Donaldson Hearing and
Nicole Plunkett
1934 Commerce Lane
Suite 1
Jupiter, FL 33458

Site Address: 13421 South Shore Boulevard

PCNs: 73-41-44-16-20-001-0000 and
73-41-44-16-20-003-0000

Future Land Use Designation (FLUM) (Existing):
Commercial

FLUM (Proposed):
Mixed Use

Zoning Designation (Current):
Planned Unit Development (PUD)

Acreage: 17.855 acres

Project Manager:
Kelly Ferraiolo, Senior Planner
KFerraiolo@wellingtonfl.gov
(561) 753-5268

Location/Map:

The MarketPlace at The Wellington (fka Professional Center of Wellington) is located on the southwest corner of Greenview Shores Boulevard and South Shore Boulevard.



Adjacent Property	FLUM	Zoning
North	Community Facilities, Residential E	PUD
South	Commercial, Residential C	PUD
East	Residential D and F	PUD
West	Community Facilities Residential C	PUD

Boards, Council:

	Notice Date	Meeting Date	Vote
PZAB	5/6/2025	5/21/2025	Approved 7-0
Village Council	5/23/2025	6/10/2025	Approved 4-0
Village Council	7/28/2025	8/12/2025	TBD

Requests:

The overall project proposal for the 17.855-acre site is for a mixed-use development consisting of 117,000 square feet of commercial/office space, 89 multi-family dwelling units, and an 80-room hotel. The specific amendments/requests are provided below:

Ordinance No. 2025-08 – Comprehensive Plan Amendment (Petition 2023-0004-CPA): To amend the FLUM designation of the 17.855-acre subject property from Commercial to Mixed-Use.

Resolution No. 2025-15 – Conditional Use (Petition 2023-0001-CU): Allow a Conditional Use of an 80-room hotel within Pod 12 “The MarketPlace at The Wellington” of the Wellington PUD.

Resolution No. 2025-16 – Master Plan Amendment (Petition 2023-0005-MPA): To amend the Wellington PUD Master Plan:

1. Rename Pod 12 “Professional Center at Wellington” to “The MarketPlace at The Wellington”;
2. To change the Pod Type of Pod 12 (The MarketPlace at The Wellington) to Mixed-Use;
3. Assign 89 multi-family dwelling units to Pod 12 with a density of 5.0 du/ac;
4. Allow a maximum of 117,000 square feet of commercial/office space within Pod 12 “The MarketPlace at The Wellington”;
5. Adopt The MarketPlace at The Wellington Project Standards Manual; and
6. Establishes Conditions of Approval for the development.

Background and Site History:

The subject property has a current Future Land Use Map designation of Commercial and a zoning designation of Planned Unit Development (PUD). Prior to its current approvals, the site consisted of fenced paddocks and was used for equestrian activities. In 2003, the property received a site plan approval (2003-002-SP1) for the project known as Via Equus, a 12.19-acre project consisted of 95,600 SF of retail, restaurant, and medical office space. Via Equus was never developed. In 2006, the property merged with the vacant commercial piece to the north, making the property 17.855 acres. The property received a site plan approval for the project known as The Professional Center at Wellington (2006-002-SP1) that consisted of 140,000 square feet of Professional Office and 55,000 square feet of Medical Office within nine (9), two-story buildings. In 2008, a Site Plan Amendment was approved that reduced the maximum amount of Professional Office to 142,000 square feet and added 15,000 square feet of Retail and 5,000 square feet of Restaurant space. The site was reconfigured to combine two (2) of the office buildings into one (1) retail/restaurant building. Today, the property is mostly vacant, except for a two-story commercial office building located on the northwest portion of the property, constructed in 2009. The property was purchased by the current owner in 2011.

ANALYSIS – COMPREHENSIVE PLAN AMENDMENT:

The applicant is requesting a Comprehensive Plan Amendment to amend the FLUM designation of the 17.855-acre property from Commercial to Mixed Use. The analysis of the request focuses on the most notable goals, objectives, and policies (GOP) within the Comprehensive Plan, however, the request complies with more GOPs than presented.

Land Use & Community Design Element

Policy LU&CD 1.1.1 Compatible with Existing Conditions New development shall be compatible with existing natural and built conditions. Future growth patterns shall take into consideration topography, soil, vegetation, water quality and quantity, and other natural resources of the land. Future growth patterns shall also respect and protect the character and quality of the surrounding built environment.

The proposed Land Use Amendment to Mixed Use for the overall project is compatible with the surrounding area. To the north of the project are community facilities, which include a park and a school, to the west is commercial and single-family residential, and to the east and south are multi-family residential. The current FLUM is commercial, and the site is already approved for 162,000 square feet of commercial and office uses, which include retail and restaurants. Since the existing land use is Commercial, the proposed Mixed-Use Land Use designation would provide a better transition to the surrounding properties as the proposed development includes both residential and commercial uses.

Policy LU&CD 1.4.2. Mixed-Use Land Use Apply the Mixed-Use (MU) Land Use designation to new development or redevelopment of existing sites to accommodate a wide range of commercial and residential uses that are interconnected with a complementary mix of uses that are sensitive to the surrounding uses and to the natural environment, create neighborhoods with character, promote a walkable built environment, foster improved social and economic sustainability, and reduce infrastructure costs. Maximum FAR for all uses shall not exceed 0.50 and residential density shall not exceed 22 units per acre. The maximum FAR and density is measured for the gross MU acreage.

Policy LU&CD 2.3.2 Mixed Uses encourage projects that incorporate mixed-use, consistent with other Wellington goals, to offer a variety of services, activities, and housing choices in the commercial centers.

The project is centrally located within the Wellington PUD on the southwest corner of Greenview Shores Boulevard and South Shore Boulevard. Currently, the only approved mixed-use projects are located along the 441/SR7 corridor. The MarketPlace at The Wellington will be the first mixed-use project within the Wellington PUD. The proposed development will have a combination of retail, office, restaurants, hotel, and multi-family. These components are similar to the current approval. Adding a residential element will provide for a walkable neighborhood and will allow for the internal capture of vehicular trips. The Project Standards Manual (PSM) adopted as part of the resolution for the Master Plan Amendment, will provide architectural guidelines that incorporate pedestrian promenades and other walkable spaces throughout the development. The conceptual site plan shows the project with a FAR of 0.30 and a density of 5.0 du/ac, which is within the maximum FAR and density required in this Policy.

As this site currently has a Commercial land use designation, it's a potential candidate for development under the Live Local Act (LLA). The applicant is not requesting development under LLA, however, a comparative analysis between the proposal and the maximum potential development under the LLA is provided as Exhibit R.

Policy LU&CD 3.1.3 Market Analysis (Commercial, Mixed-Use, Multi-Family) Requests for Land Use Map amendments or rezoning to a commercial, mixed-use, or multifamily designations shall be supported by a professionally prepared market analysis that demonstrates the need for the requested development at the proposed location, the types of marketable commercial activities or multi-family residential dwelling units there, and the projected market area of the proposed development.

The applicant has submitted a Market Study prepared by Zabik & Associates which is provided in Exhibit P. The study was prepared in October 2022 and updated in October 2024 with better-defined square footage of uses and a reduction of dwelling units. Zabik & Associates determined that the economic impact of the previous development program would still apply. The study indicates that Wellington and central Palm Beach County market areas are strong and demand is currently in place for additional residential and commercial development. There is also an extremely limited supply of new comparable products in and around Wellington.

The proposed development includes a full-service hotel that will be located within one (1) mile of the Wellington International showgrounds. Hotels are very limited in the Western Communities as there are only two (2) in Wellington. The addition of a higher-end hotel will be immediately absorbed as there is a need for space for the growing equestrian industry.

The Market Study determined that every dollar generated by the project will result in \$2 to \$3 dollars of community investment. The total economic impact to the economy for this development would be \$250 million dollars, including direct, indirect, and individual benefits. The results of the analysis determined that during the construction phase of the project, it is estimated to create 257 jobs. After construction, the project is estimated to create 525 long-term jobs.

Policy LU&CD 2.1.4 Use Transitions *Require appropriate transitioning, such as appropriate setbacks, buffers, and height limitations where commercial, industrial, or other high-intensity land uses are in proximity to single-family residential land use.*

Appropriate setbacks, landscape buffers, and height limitations will be reviewed and applied during the site plan process to ensure the surrounding neighborhoods experience little to no impact from the proposed development. The proposed uses will be located in such a manner that the more intense uses will be closer to South Shore Boulevard and the residential uses closer to Equestrian Walk to the southwest.

Education Element

Objective ED 3.2 School Facility Coordination *Continue to coordinate the development approvals and planning for school facilities; and*

Community Partnership

Objective CP1.3 Land Development Coordination *Continue to implement Village's development review processes for communication and coordination with local jurisdictions and other public agencies to address potential impacts of development*

The applicant is required to notify the School Board of Palm Beach County of the proposed development and request a School Capacity Availability Determination (SCAD) letter. The School District reviews the potential impact the proposed development has on the public-school facilities, evaluates the available capacity and utilization percentage based on the evaluation of the most current School District's Five-Year Enrollment Projections on the additional students potentially generated from the proposed residential development. New Horizons Elementary School, Polo Park Middle School, and Wellington High School will service the development. The January 24, 2025, SCAD letter determined that there would be a negative impact on the public schools at the elementary and high school levels. The table below identifies the number of students projected to be generated per school, the available capacity at the school, and the overall utilization percentage:

	New Horizons Elementary School	Polo Park Middle School	Wellington High School
New Students Generated	11	5	7
Available Capacity	-80	98	-422
Utilization Percentage	109%	93%	116%

To address the school capacity deficiency generated by this proposed development at the District elementary and high school levels, the School District has recommended the development contribute \$127,338.00 to the District prior to the issuance of the first building permit. The Local Government may incorporate this condition in the development approvals, however, it is not required. Staff has included this

condition in the Master Plan Amendment, Resolution No. R2025-16, conditions of approval. The school capacity contribution is intended to supplement the required school impact fees.

Parks and Recreation Element

Policy PR 1.1.1 Recreational Land (Recommended Standards) Provide a superior amount of recreational land to serve the population; at least 10 acres of recreational land per 1,000 residents is Wellington's target. Recreational land may comprise land for active or passive recreational use.

Policy PR 1.1.7 Open Space & Recreation Requirements Enforce open space and recreation requirements for development, such as:

1. Amount of open space and recreation land and facilities required on a per unit basis.
2. Types of land eligible to be counted toward open space and recreation calculations.
3. Types of facilities eligible to be counted to offset open space and recreation requirements.
4. Options for cash in lieu of land dedication.
5. Design alternatives that will allow the clustering of development to avoid negative impacts on environmentally sensitive lands and encourage the preservation of open space.

Per Section 6.5.2.E of Wellington's LDR, all Planned Developments that have a residential component shall be subject to land dedications, or payment in lieu of fees, on top of any impact fees required at building permit for parks and recreation facilities, as well as civic facilities. The developer shall provide five (5) acres of property for park and recreational facilities and one (1) acre of civic facilities, each 1,000 of the population proposed for the project. This condition will be applied to the conditions of approval of the Master Plan Amendment.

Mobility Element

Policy MB 1.1.2 Development Impact on Roadway LOS: Development orders shall only be issued if the proposed development will not cause roadway levels of service to fall below the adopted LOS targets or ROW modifications are proposed to mitigate impacts and maintain the target LOS.

A Traffic Impact Statement has been submitted and is provided as Exhibit H. Wellington's Traffic Engineer and Palm Beach County's Traffic Division has reviewed and determined that this project is in compliance with this policy and meets Wellington's and the County's Traffic Performance Standards (TPS).

South Shore Boulevard and Greenview Shores Boulevard intersection improvements will be required and are included in the conditions of approval of the Master Plan Amendment. Improvements include a second eastbound right turn lane on Greenview Shore Boulevard at South Shore Boulevard and a northbound right turn lane on South Shore Boulevard. The property owner will also be required to provide additional pavement and reconstruction of the curb and sidewalk to accommodate the northbound U-turn movements on South Shore Boulevard and the southbound U-turn movements on South Shore Boulevard and Sheffield Street. Signal modifications may also be required.

The developer will also be required to make a proportionate share payment of 3.2% of the total cost of construction of a traffic signal and/or roundabout at Lake Worth Road and 120th Avenue South intersection and a payment of 0.13% of the total cost to widen South Shore Boulevard for Pierson Road to lake Worth Road from two (2) to four (4) lanes.

Policy MB 2.1.1 Access Management Enforce standards and a review process to control roadway access points, on-site traffic flow, and on-site parking for access management, including the requirement of joint access drives for adjacent uses, the spacing and design of driveway curb cuts, the spacing and design of median openings, the provision of service roads.

Policy MB 2.1.3 Connectivity *Require proposed new developments to include internal connections with existing and proposed collectors and adjacent properties to increase connectivity and reduce traffic impacts on Wellington's major thoroughfares.*

There are two (2) access points proposed along South Shore Boulevard, one (1) along Greenview Shores Boulevard, and one (1) along Sheffield Street. These access points, although not all constructed, were already identified on the Wellington PUD Master Plan and the original Professional Center of Wellington site plan. No new access points along the major thoroughfares are being requested as part of this consideration. Sheffield Street was once a residential roadway that connected to Equestrian Walk to the west but was closed off by a wall before the construction of the Saddle Shops and Professional Center to minimize cut-throughs and used only as an access drive to the adjacent commercial parcels. Connection to The MarketPlace and Saddle Shops will be provided on Sheffield Street and will allow for a joint connection through the projects.

The applicant has provided a parking study to determine the parking demands for the various uses that have different hours of operation. The results of the analysis demonstrated that the proposed plan of development will have a maximum parking demand of 746 parking spaces (includes a 10% buffer) during the weekday and 585 parking spaces during the weekend. The proposed Site Plan can accommodate 629 parking spaces. However, a contingency parking plan allows for an additional 144 parking spaces for a total of 774 parking spaces if ever determined to be needed.

The Wellington Traffic Engineer has required a condition for an annual monitoring study to be completed for 10 years and include peak season weekday and weekend parking counts. The monitoring study shall commence upon the certificate of occupancy for the first phase of development. The Village will be notified of the days of the monitoring study one week before it is started. If occupied parking spaces are greater than those projected in the parking study, additional paved parking and/or parking garages will be required. The monitoring study shall be submitted to the Planning and Zoning Division no later than June 1st of each year.

Conservation, Sustainability, & Resiliency Element

Policy CSR 1.1.2 Reduce Greenhouse Gas Emissions *Reduce transportation air quality impacts by increasing non-automobile travel by improving connectivity and safety of sidewalks, bicycle lanes, and multi-use pathways.*

Housing & Neighborhoods Element

Policy H&N 2.1.2 Design Principles *Promote new housing development and redevelopment that utilizes compact building design principles, promotes pedestrian activity and supports multi-modal transportation options by ensuring land use and zoning categories permit such development.*

The project is bordered by existing multi-modal pathways and is designed with an internal walkable streetscape lined with on-street parking and storefronts. Pedestrian access is provided to the north to connect to the existing park/commercial facilities that ultimately leads to Greenbriar Boulevard. A 15-foot pedestrian walkway provided around the 1-acre lake with decorative planters and seating areas required as a condition of the site plan.

Policy H&N 2.2.4 New Housing Compatibility *Assure that all new housing is compatible with adjacent development by utilizing sufficient buffers and feathering densities, intensities, and dwelling types.*

The development is designed to have the buildings with a residential component interior to the project abutting the Community Facilities and Residential C land uses. The buildings with office and commercial components are located closer to the major thoroughfares. The hotel is centrally located on the property,

approximately 600 feet away from residential uses. The taller buildings are proposed on the northern portion of the property.

Capital Improvements Element

Policy CI 1.4.1 Development Impacts Any new construction, redevelopment, or renovation projects which creates the need for new or expanded public facilities shall be required to pay its proportional share of the costs of the required new or expanded facilities based upon the impacts of the project. Any infrastructure required solely for the proposed development shall be funded entirely by the proposed development, such as the extension of water or sanitary sewer lines.

The developer is responsible for the funding and construction of all improvements/upgrades that the Wellington Utility Department determines are necessary for existing lift stations, water distribution systems, sanitary systems, and force main systems because of impacts to existing systems by the proposed project development plan.

ANALYSIS – MASTER PLAN AMENDMENT AND CONDITIONAL USE

As indicated above, the Applicant is requesting a Master Plan Amendment (MPA) to the Wellington PUD Master Plan to (1) rename Pod 12 “Professional Center at Wellington” to “The MarketPlace at The Wellington”; (2) To change the Pod Type of Pod 12 (The MarketPlace at The Wellington) to Mixed-Use; (3) Assign 89 multi-family dwelling units to Pod 12 with a density of 5.0 du/ac; (4) Allow a maximum of 117,000 square feet of commercial/office space within Pod 12 “The MarketPlace at The Wellington”; (5) Adopt The MarketPlace at The Wellington Project Standards Manual; and (6) Establishes Conditions of Approval for the development and a Conditional Use (CU) to allow an 80-room hotel within Pod 12.

The MPA and CU applications were reviewed for consistency with both Wellington’s Comprehensive Plan and Land Development Regulations (LDR) and are found consistent with the following:

Master Plan Amendment:

A. The request is consistent with the purposes, goals, objectives, and policies of the Comprehensive Plan:

The MPA is consistent with the Comprehensive Plan, as explained above in the Comprehensive Plan staff analysis.

B. The request is in compliance with all articles of the Land Development Regulations (LDR):

A Conceptual Site Plan has been submitted and provided as Exhibit F. If the proposed requests are approved, the applicant will be required to obtain a Site Plan approval in compliance with the LDR, the Master Plan, and the proposed Project Standards Manual including site development standards, parking, landscaping/buffering, driveways, access, etc. The applicant will also be required to plat the property prior to the issuance of any permits.

The applicant has submitted a Project Standards Manual (PSM) as part of the Master Plan (Exhibit E). A PSM is the governing document, in addition to the master plan and site plan, for a planned development that provides all regulations for the proposed development as required by Section 6.5.2.C and 6.5.4.E of the LDR. The PSM is adopted by resolution and provides design standards, landscape requirements, circulation, lots sizes, setbacks, etc. for a planned development. The proposed PSM meets the requirements of Article 6.

The applicant is proposing to modify the Wellington PUD Master Plan for Pod 12 from a Commercial Use to a Mixed-Use Pod. The proposed request meets all the requirements of Section 6.5.4, General Standards

for Planned Development Districts, and Section 6.5.5, Planning Unit Development District (PUD), of the LDR. A more in-depth review of landscaping and the site plan will be completed during the Site Plan process.

Although the property is within a PUD, staff also reviewed Section 6.5.6 of Wellington's LDR for compliance with the Mixed Use Planned Development Districts, as this project is proposed to be within a Mixed-Use pod of a Planned Unit Development. The request also meets the minimum number of use types required, square footage, parking, building placement, etc. The buildings will be a mix of two (2) to four (4) stories (pending Council approval of building height increase) with pedestrian-oriented uses, services on the ground floor, and residential and non-residential uses on the above-ground floors. The project is designed with a walkable main street and the hotel centrally located as the main focal point overlooking a lake with a large walking path and lush landscaping. Architectural guidelines were provided in the PSM, including façade articulation, four-sided architecture, exterior treatments, storefronts, fenestrations, etc. However, the Architectural Review Board (ARB) will review the final architectural design, colors, materials, and signage.

C. The request minimizes environmental impacts, including but not limited to water, air, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

An Environmental Assessment Report was submitted and provided in Exhibit O. The property has been cleared/developed except for a 0.6-acre reservoir in the center of the property, which is a constructed storm water retention feature that contains native and non-native vegetation. No signs of listed wildlife species were observed on the property.

No adverse impacts to the natural environment are expected to occur as a result of the proposed modifications. The owners shall obtain all necessary permits or permit modifications from all agencies with jurisdiction for future improvements.

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.

The property is currently approved to develop a commercial project with a maximum of 162,000 square feet of combined professional office, medical office, retail, and restaurant space. The applicant is requesting 117,000 square feet of commercial space, an 80-room hotel, and 89 multi-family residential dwelling units. Wellington's Traffic Engineer has analyzed the Traffic Impact Statement submitted for the proposed development. The Daily Traffic Generation is shown in the table below:

	Existing Land Use Potential (Commercial)	Existing Development (20,921 SF Office)	Proposed Development Program (Mixed Use)
Daily Trips (tpd)	8,751 tpd	204 tpd	3,624 tpd
AM Peak Hour Trips (pht)	198 pht (123 In/75 Out)	29 pht	234 pht (144 In/90 Out)
PM Peak Hour Trips (pht)	804 pht (386 In/418 Out)	27 pht	332 pht (174 In/158 Out)

*Trips per day = tpd

**Peak hour trips = pht

The Wellington Traffic Engineer has determined that the proposed development meets the Wellington Traffic Performance Standards. Conditions of approval have been included in the Master Plan resolution and include:

- Annual monitoring;

- Intersection improvements at Greenview Shores Boulevard and South Shore Boulevard, including additional turn lanes and additional pavement for U-turn movements;
- Additional pavement for U-turn movements at South Shore Boulevard and Sheffield Street; and
- Pay a proportionate share payment to construct a traffic signal or roundabout at Lake Worth Road and 120th Avenue South and to widen South Shore Boulevard from Pierson Road to Lake Worth Road from two (2) to four (4) lanes.

No visual impacts on adjacent properties are expected as the property is surrounded by a public park and elementary school to the north and a similar commercial use (Saddle Shops) to the west. In 2003, the neighboring Equestrian Walk community petitioned to appeal the approvals of the Via Equus (a 12.19-acre portion of the subject property) commercial project, citing traffic concerns as Sheffield Street was the only means of ingress/egress to the community. The parties reached an agreement that included closing off the Sheffield Street entrance and creating a new entrance across the C-23 canal to connect to Pierson Road. All parties were in favor of the road closure. As part of the agreement, Via Equus and Saddle Shoppes were required to install a 10-foot CBS wall on the portion of the project that is contiguous to the residential properties and install a hedge along both sides of the wall separating the commercial from the residential. This is the tallest wall separating residential and commercial property in Wellington. In addition, 14-foot trees were to be placed immediately adjacent to the wall, every 25 feet, providing an additional barrier. This condition will remain in effect, and additional landscaping may be required to ensure that the intended vegetative barrier is maintained and remains healthy. This will and has mitigated any visual and noise impacts that the neighboring single-family neighborhood could potentially experience.

E. The request is consistent with applicable neighborhood plans.

Not applicable as there is no neighborhood plan for this area.

F. The request will result in a logical, timely, and orderly development pattern.

The property is currently approved to develop a commercial project with a maximum of 162,000 square feet of combined professional office, medical office, retail, and restaurant space. The applicant is requesting 117,000 square feet of commercial space, an 80-room hotel equating to 100,000 square feet, and 89 multi-family residential dwelling units. This is a logical location for a mixed-use development as the project is surrounded by a mix of uses, including commercial, community facilities, single-family, and multi-family uses, and is currently approved for 162,000 square feet of combined commercial space.

G. The request complies with Wellington building standards.

All buildings will require a building permit, and will be reviewed to ensure compliance with the Florida Building Code and all other applicable codes.

Conditional Use:

A. The request is consistent with the purposes, goals, objectives, and policies of the Comprehensive Plan:

The CU is consistent with the Comprehensive Plan as explained above in the Comprehensive Plan staff analysis.

B. The request is in compliance with Section 6.2 (Supplementary Regulations) of the Land Development Regulations (LDR):

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

A condition has been added to the Resolution that limits the size of the accessory lounge within the hotel, which will be confirmed during the site plan review.

b. Must be located on a minimum of two (2) acres.

The proposed hotel is located within The MarketPlace at The Wellington, which is 17.855 acres in size.

C. The request will ensure general compatibility with adjacent properties and other properties in the district.

The proposed conceptual site plan shows the hotel central to the 17.855 mixed-use site and over 600 feet away from single-family residential properties. Service areas will be to the rear of the building, adjacent to the Park and Community Facilities land use. There will be a continuous landscape buffer around the entire property, with an opaque fence or wall when adjacent to properties other than a right-of-way.

In addition, the hotel will be located close to the equestrian showgrounds, which will allow quick and convenient access. A market study was provided that supports the need for additional rooms to support the equestrian industry.

D. The design of the request will minimize adverse effects, including visual impact and intensity on the proposed use on adjacent lands.

The hotel is proposed to be the focal point of the Mixed-Use development. Service areas will be to the rear of the building, adjacent to the Park and Community Facilities land use. A condition will be included in the Resolution that limits the time of deliveries to the hotel. Architectural guidelines are provided in the PSM, however, approval by the Architectural Review Board will be required for all elevations, colors, materials, and signage. As previously mentioned, an enhanced landscape buffer was previously agreed upon during the Via Equus approvals, which includes a 10-foot concrete block wall and additional hedges and shade trees to create a vegetative buffer. The wall and buffer are existing. This condition will remain in effect, and additional landscaping may be required to ensure the barrier is maintained and remains healthy. Additional buffers will be required around the perimeter. Traffic improvement conditions will be included in the Resolution of the Master Plan.

E. That satisfactory provisions have been made for public facilities.

The property is located within the Urban Service Boundary with available water and sewer connections nearby. A Developer's Agreement will be required by the Utility Department to reserve water and sewer capacity for the project. Payment of capacity fees will be required to reserve capacity. The Developer's Agreement must be executed and approved by the Village Council prior to the execution of the Palm Beach County Health Water and Sewer Department permits by the Village Utility Director. Wellington's Engineering and Utilities Departments have reviewed the request for compliance with requirements for public facilities. Wellington's Traffic Consultant and Palm Beach County's Traffic Engineer have determined this project meets the Traffic Performance Standards and adopted Level of Service. Roadway improvements will be required and included in the Conditions of Approval of the Master Plan resolution.

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.

As mentioned previously, an Environmental Assessment Report was submitted and provided in Exhibit O. No adverse impacts to the natural environment are expected to occur as a result of the proposed modifications. The owners shall obtain all necessary permits or permit modifications from all agencies with jurisdiction for future improvements.

FINDINGS OF FACT:

At the May 21, 2025 Planning, Zoning and Adjustment Board (PZAB) meeting, the PZAB recommended approval (7-0) of Ordinance No. 2025-08 (CPA), Resolution No. R2025-15 (CU), and Resolution No. R2025-16 (MPA).

At the June 10, 2025 Village Council Meeting, the Council approved (4-0) Ordinance No. 2025-08 (CPA) on first reading.

The staff analysis concludes that the proposed requests comply with the requirements for a Comprehensive Plan Amendment, Conditional Use, and Master Plan Amendment. If the proposed requests are approved, conditions of approval are provided for in the Conditional Use Resolution R2025-15 and Master Plan Resolution R2025-16.

Lists of Exhibits:

Exhibit A	Existing Future Land Use Map
Exhibit B	Proposed Future Land Use Map
Exhibit C	Existing Wellington PUD Master Plan
Exhibit D	Proposed Wellington PUD Master Plan
Exhibit E	Project Standards Manual
Exhibit F	Conceptual Site Plan
Exhibit G	Conceptual Circulation Plan
Exhibit H	Traffic Statement
Exhibit I	Wellington Traffic Engineer Letter
Exhibit J	Palm Beach County Traffic Engineer Letter
Exhibit K	Parking Demand Study
Exhibit L	SCAD Letter
Exhibit M	Utility Demand Analysis
Exhibit N	Drainage Statement
Exhibit O	Environmental Assessment
Exhibit P	Market Study Letter
Exhibit Q	Justification Statement
Exhibit R	Live Local Act Development Potential
Exhibit S	Public Comments