

**Wellington  
Equestrian Preserve Committee Meeting  
May 1, 2019  
Village Hall  
12300 Forest Hill Boulevard**

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**MINUTES**

**I. Call to Order**

Chair Cleveland called the meeting to order at 6:30 PM. Jane Cleveland, Glen Fleischer, Dr. Kristy Lund (late), Robert Bushey, Dr. Rachel Eidelman (late), Carlos Arellano, and Annabelle Garrett were present.

Staff present: Michael O'Dell, Ryan Harding, and D.J. Helkowski.

**II. Pledge of Allegiance**

**III. Remarks by Committee Chair**

Jane Cleveland started by reminding everyone how livestock waste disposal, an equestrian education program for local schools, and the State of the Industry report are ongoing topics from the Equestrian Plan of Action that the EPC wants to continue to focus on. Cleveland then gave the floor to Ryan Harding, who detailed the proposed mid-block crossings in the Equestrian Preserve Area, which the Village Engineering Department provided. It was made clear by staff that these mid-block crossings would be a yield condition rather than a stop condition. Cleveland requested a motion for consensus on the crossing plan to be forwarded to Council, and it passed unanimously.

**IV. Additions/Deletions/Reordering of Agenda**

There were no changes to the agenda.

**V. Workshop**

Chair Cleveland asked both Annabelle Garrett and Dr. Kristy Lund if they had collected any State of the Industry horse show numbers yet. They both said they hadn't, but that they have contacts working on retrieving the data.

Cleveland then asked if anyone had any success in putting together the equestrian education program for local schools yet. Carlos Arellano commented that he had reached out to USPA, and that they were in favor of forming a relationship with the schools in Wellington. Arellano then suggested that a USPA representative be present for the next EPC meeting.

Livestock waste removal was the next topic discussed. Michael O'Dell stated that the Village has been working with the owner of the agricultural transshipment site on 50th Street to improve the current operation. The South Florida Water Management District had inspected the site, and they did not issue a violation to the owner of the operation. O'Dell then explained to the committee that the Florida Department of Environmental Protection is currently debating whether to consider the manure a solid waste or an agricultural byproduct. Arellano commented that a new agricultural transshipment site should be opened in a better location in the Village. His reasons for this included added competition to the current site, as well as fewer trucking routes at the current transshipment location. Other members

of the committee believed that this would be challenging, as there are few areas left in the Village where an operation like this could be placed without being controversial. Glen Fleischer proposed that a new agricultural transshipment site could be opened near the fairgrounds, but Robert Bushey responded by saying he did not believe the County would be okay with that.

O'Dell stated that Wellington would like to have one or more end users (mulching, chipping, or shavings businesses) for livestock waste disposal. Composting and conversion to biofuels were also discussed as potential solutions in regards to livestock waste removal. O'Dell mentioned that agricultural end users may want a moist product, but most other types of end users would want dry manure.

The next topic discussed was the primary subject of the workshop: bridle trails as well as golf carts/low-speed vehicles on Village roads and pathways. O'Dell began by showing the different bridle trails on a map and giving the history of the trail system. O'Dell explained that the trail system is a work in progress and is heavily reliant on private land owners being willing to sign easement agreements. For example, the yellow bridle trail was only able to be constructed because Lasergut Farms granted an easement between South Shore Boulevard and Santa Barbara Drive.

Ryan Harding then began explaining that state statutes define golf carts as motor vehicles that are incapable of exceeding 20 miles per hour. Low-speed vehicles are defined by state statute as a motor vehicle that can exceed 20 miles per hour but not 25. O'Dell noted that the bollards have limited golf carts on pathways over recent years, as well as car and truck traffic to the rear of many farms. A golf cart can be converted into a low-speed vehicle, and is classified as such under state statutes when a golf cart is registered as street legal. A map of Village roadways that meet the criteria of the state statutes for low-speed vehicles was then shown to committee members. Both Pierson Road and 50th Street under state law can be accessed by low-speed vehicles as they have a posted speed limit of 30 miles per hour. However, Annabelle Garrett suggested that these roads may be too dangerous for low-speed vehicles to drive on. O'Dell said the Village Engineer may say no to these roadways being used by these vehicles depending upon the traffic volume and the type of vehicles currently used on the roadways.

The final topic discussed was the upcoming EPC meeting schedule. The committee decided that the next EPC meeting would not be until September, but a July deadline for getting data together on the state of the industry numbers as well as information for equestrian education programming was decided upon. O'Dell reminded the committee that no petitions were forthcoming to June or July, but that August might require a meeting if a petition manifests.

#### **VI. Staff Comments**

There were no staff comments.

#### **VII. Board Comments**

There were no board comments.

#### **VIII. Public Comments**

There were no public comments.

#### **IX. Adjournment**

The meeting adjourned at 8:30 p.m.

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Jane Cleveland, Chair

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D.J. Helkowski, Recording Secretary