

December 18, 2025

Ms. Kelly Ferraiolo
Wellington
Planning, Zoning & Building Department
12300 W. Forest Hill Boulevard
Wellington, FL 33414

**Re: K Park MP - #PTC24-001Q
2025-0001-MP**

Dear Ms. Ferraiolo:

Pinder Troutman Consulting, Inc. (PTC) has completed our review of the resubmitted Master Plan Application for the above referenced project. The Traffic Impact Statement dated November 14, 2025, Supplemental Traffic Analysis dated December 4, 2025, Shared Parking Study dated November 14, 2025, School Traffic Operational Management Plan dated November 14, 2025, all completed by Simmons & White, were reviewed. The resubmittals addressed our comments. We have no new comments. The project is summarized below:

Proposed Uses:	215 Multi-Family Mid-Rise Residential Units
	180 Room Hotel
	1,750 Student Private School
	31,396 SF Church/Synagogue
	75,000 SF General Office
	335,000 SF Shopping Center
Daily Trips:	15,291
Peak Hour Trips:	AM: 866 In, 512 Out, 1,378 Total
	PM: 596 In, 713 Out, 1,309 Total

It has been demonstrated that the proposed development meets the Traffic Performance Standards of Wellington. We recommend the following conditions of approval.

1. No building permits are to be issued after December 31, 2030, unless a time extension has been approved.
2. Prior to Village Council, a Palm Beach County TPS approval letter is required.
3. The County traffic concurrency approval is subject to the Project Aggregation Rules as set forth in the Traffic Performance Standards Ordinance.

4. The Property Owner is required to make proportionate share payments as follows. Total costs of improvements shall be prepared by the developers EOR and accepted by the Village Engineer:
 - a. 3.56% of the total cost of the four lane widening of Stribling Way from Forest Hill Boulevard to Fairlane Farms Road prior to the first building permit.
 - b. 2.80% of the total cost of the four lane widening of Stribling Way from Fairlane Farms Road to Castellina Way prior to the first building permit.
 - c. 0.15% of the total cost of the four lane widening of Big Blue Trace from Wellington Trace to South Shore Boulevard prior to the first building permit.
 - d. 0.19% of the total cost of the ten lane widening of Southern Boulevard from SR 7 to Lyons Road prior to the first building permit.
 - e. 47.6% of the total cost to construct an additional westbound left turn lane at the Forest Hill Boulevard and SR 7 intersection prior to the first building permit.
 - f. 40.8% of the total cost to construct an additional northbound lane (one left turn lane and one thru lane) at the Stribling Way and Fairlane Farms Road roundabout prior to the first building permit.
 - g. 0.6% of the total cost to construct an additional eastbound thru lane at the South Shore Boulevard and Forest Hill Boulevard intersection prior to the first building permit.
5. The property owner shall construct the following improvements at their site driveways. Construction shall begin prior to the first building permit and shall be complete prior to the first certificate of occupancy:
 - a. Signalized intersection or roundabout at full access driveway on Stribling Way approximately 2,300 feet west of SR 7 shall be constructed.
 - i. If a signalized intersection is constructed, then an eastbound right turn lane with 160 feet of storage and a 50 foot taper and a westbound left turn lane with 280 feet of storage and a 50 foot taper shall also be constructed or as approved by the Village Engineer. Two eastbound departure lanes with additional pavement for westbound U-turns shall be included in the construction.
 - ii. If a roundabout is constructed, then it should be multi-lane in the east/west direction and single lane in the north/south direction. This roundabout would include two eastbound lanes into the roundabout and two departure eastbound lanes. Two westbound lanes into the roundabout shall be included with westbound departure lanes including one right lane into Castellina and one through lane.
 - b. An eastbound right turn lane with 280 feet of storage and a 50 foot taper and a westbound left turn lane with 280 feet of storage and a 50 foot taper shall be constructed at full access driveway on Stribling Way approximately 1,320 feet west of SR 7 or as approved by Village Engineer.
 - c. An eastbound right turn lane with 280 feet of storage and a 50 foot taper shall be constructed at the right in/right out driveway on Stribling Way approximately 500 feet west of SR 7 or as approved by Village Engineer.

- d. A southbound right turn lane meeting the minimum requirement in the Florida Design Manual (FDM) with provided space for a buffered bike lane shall be constructed at the right in/right out driveway on SR 7 approximately 514 feet south of Stribling Way.
 - e. Signalized intersection at full access driveway on SR 7 approximately 1,029 feet south of Stribling Way shall be constructed. A southbound right turn lane meeting the minimum requirement in the Florida Design Manual (FDM) with provided space for a buffered bike lane as well as dual northbound left turn lanes, dual eastbound left turns lanes and one eastbound right turn lane shall be constructed. The queue length for the northbound dual left turn lanes must be determined by a traffic study conducted by the applicant at permit. The proposed traffic signal support system shall have the structural capacity to implement a minimum of one signal head per lane with five section heads for all approaches, as needed.
 - f. The proposed multilane roundabout shall follow nationwide design guidelines (FDOT FDM Chapter 213). Queueing from the multilane roundabout's eastern approach must not encroach onto SR 7, as determined by a traffic study conducted by the applicant at permit.
 - g. Close the existing right-in/right-out/left-in driveway on the west side of SR 7, located approximately 1,153 feet south of Stribling Way and provide cross-access with existing church.
 - h. Remove the existing directional median opening on SR 7, located approximately 1,029 feet south of Stribling Way.
6. The following improvements shall be constructed at the intersection of SR 7 and Stribling Way including any signal modifications. Storage lengths to be determined during final design. The queue length for the northbound dual left turn lanes must be determined by a traffic study conducted by the applicant at permit. Construction shall begin prior to the first building permit and shall be complete prior to the first certificate of occupancy
 - a. An additional northbound left turn lane.
 - b. An additional eastbound left turn lane
 - c. An additional eastbound right turn lane
 - d. Extend the southbound right turn lane to meet minimum length as determined by traffic study conducted by the applicant at permit.
7. The property owner shall complete the construction of Stribling Way from Castellina Way to SR 7 to be widened to four lanes. Construction shall begin prior to the first building permit and shall be complete prior to the first certificate of occupancy
8. No building permits shall be issued for the project until the property owner provides acceptable surety to the Village of Wellington in an amount as prepared by the developers EOR and accepted by the Village Engineer for the modifications described in Conditions 6 and 7 above. The surety shall be released upon completion of the modifications.

9. No building permits shall be issued for the project until the property owner provides acceptable surety to the Village of Wellington in an amount as prepared by the developers EOR and accepted by the Village Engineer for the two signals and/or roundabout as described in Conditions 5a and 5f above. The surety shall be released upon completion of the intersection improvements.
10. An annual parking utilization monitoring study shall be conducted for the site and shall be based on a minimum of one week during peak season. This monitoring study shall begin one year after issuance of the certificate of occupancies for more than 150,000 square feet, including residential. The Village shall be provided with the study within 30 days of the monitoring. The annual monitoring study shall be required for a period of 10 years. If a parking deficiency is identified, the Village will notify the property owner within 30 days of the finding and direct the construction of the contingency parking. The property owner shall be required to design, fund, and build the contingency parking within 18 months of the notice. Any appeal of this condition shall be made to the Village Council.
11. Staggered start and stop times for elementary, middle, and high school students shall be staggered a minimum of 30 minutes apart.
12. School circulation shall be per operational plan dated November 14, 2025, including required loading/unloading personnel, traffic control personnel and crossing guards, unless modifications are warranted and approved by the Village Engineer.

Please contact me by phone or at atroutman@pindertroutman.com if you need any additional information or have any questions.

Sincerely,



Andrea M. Troutman, P.E.
President

Enclosures