

Exhibit "A"
Legal Description
Resolution No. 2020-48

COMMENCING at the Southeast corner of Section 12, Township 44 South, Range 41 East, Palm Beach County, Florida; Thence North 01°30'21" East along the East line of the Southeast one-quarter of said Section 12, a distance of 1990.50 feet, to a point being on the Easterly extension of the South line of Tract 13, Block 18, The Palm Beach Farms Co. Plat No. 3., according to the plat thereof as recorded in Plat Book 2, Page 45, of the Public Records of Palm Beach County, Florida; Thence South 89°00'05" West along the Easterly extension line of the South line of said Tract 13, a distance of 242.92 feet, to the point of intersection of the South line of said Tract 13 and the West line of Parcel 115.1R (9-17-96), as recorded in Official Records Book 9427, Page 665, of the Public Records of Palm Beach County, Florida, and the POINT OF BEGINNING;

Thence continue South 89°00'05" West, along the South line of Tracts 13, 14, 15 and 16, Block 18 of said plat, a distance of 2369.63 feet to a point being on the East line of a variable-width Lake Worth Drainage District Easement, as recorded in Official Records Book 3972, Page 1720, of the Public Records of Palm Beach County, Florida;

Thence North 01°28'32" East, along the East line of said variable-width Lake Worth Drainage District Easement, a distance of 960.33 feet;

Thence North 88°31'28" West, a distance of 40.00 feet, to a point being on the West line of the East one-half of said Section 12;

Thence North 01°28'32" East, along said West line of the East one-half of Section 12, a distance of 383.62 feet to a point being on the Westerly extension of the North line of Tract 10, Block 18 of said plat;

Thence North 89°00'05" East, along said Westerly extension line and North line of Tracts 10 and 11, Block 18 of said plat, a distance of 1767.65 feet to the Northeast corner of said Tract 11;

Thence South 01°16'18" East, along the East line of Tract 11, Block 18 of said plat, a distance of 659.72 feet to a point being on the North line of a 25 foot wide Road Reservation as depicted on said plat;

Thence North 89°00'05" East, along the North line of said 25 foot wide Road Reservation, a distance of 612.24 feet to a point being on the West line of said Parcel 115.1R (9-17-96), as recorded in Official Records Book 9427, Page 665, of the Public Records of Palm Beach County, Florida;

Thence South 01°37'52" West, along the West line of said Parcel 115.1R (9-17-96), a distance of 685.43 feet to the POINT OF BEGINNING. Said lands situate, lying and being in Section 12, Township 44 South, Range 41 East, Village of Wellington, Palm Beach County, Florida. Containing 64.02 acres, more or less.

Consultants:

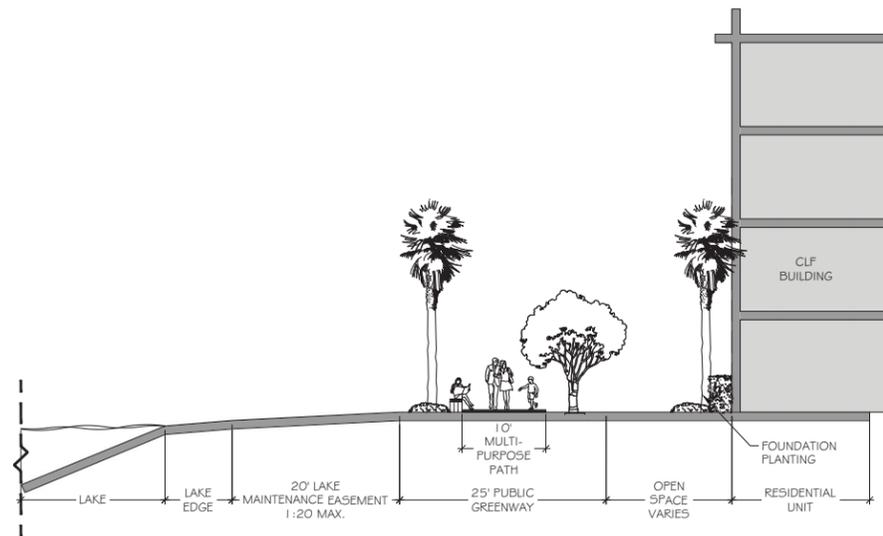
Revisions:

LOTIS WELLINGTON
 Wellington, Florida

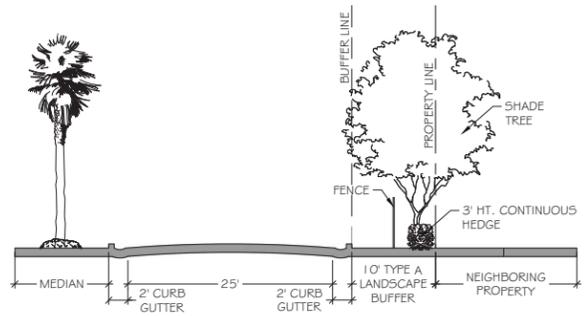
Drawn By: SMT
 Drawing #: 1076
 Date: 03/25/2020

MASTER REGULATING PLAN

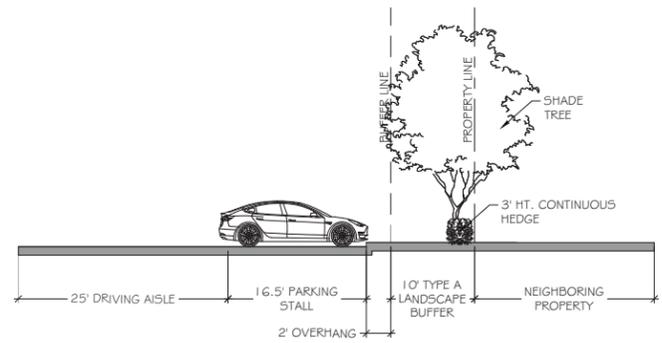
SHEET # **MRP.2**



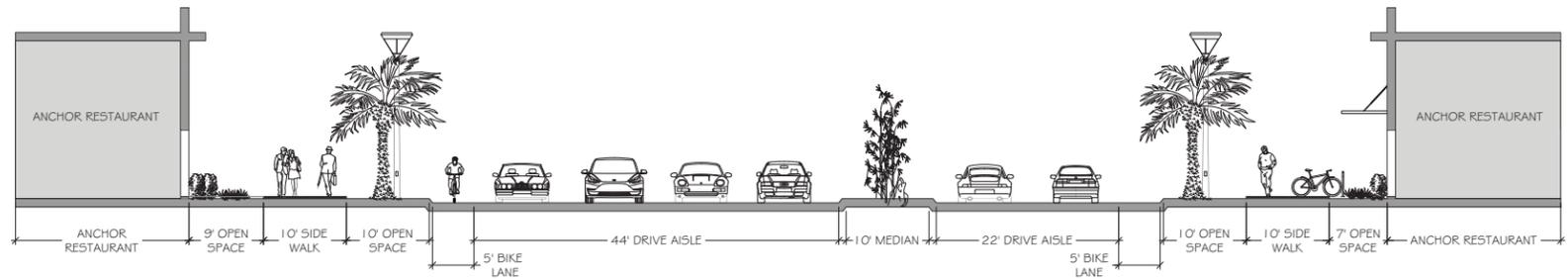
7 SOUTH LAKE AREA GREENWAY SECTION
 MRP.2 SCALE: 1" = 10' - 0"



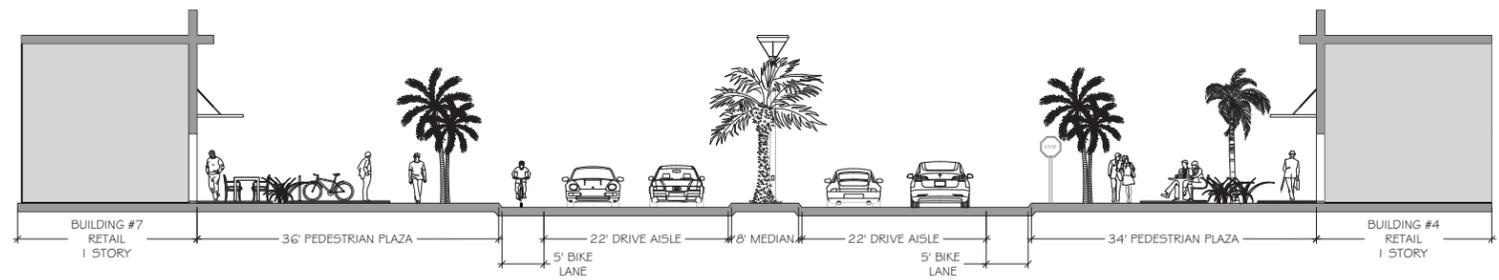
8 SOUTH RESIDENTIAL AREA BUFFER SECTION
 MRP.2 SCALE: 1" = 10' - 0"



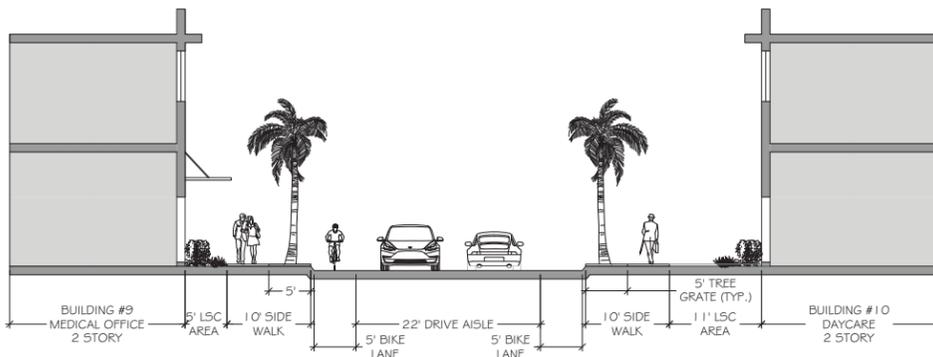
9 SOUTH COMMERCIAL AREA BUFFER SECTION
 MRP.2 SCALE: 1" = 10' - 0"



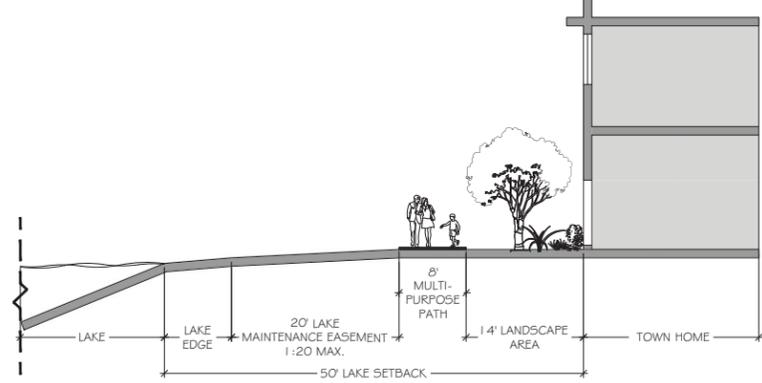
10 ENTRANCE STREET SECTION
 MRP.2 SCALE: 1" = 10' - 0"



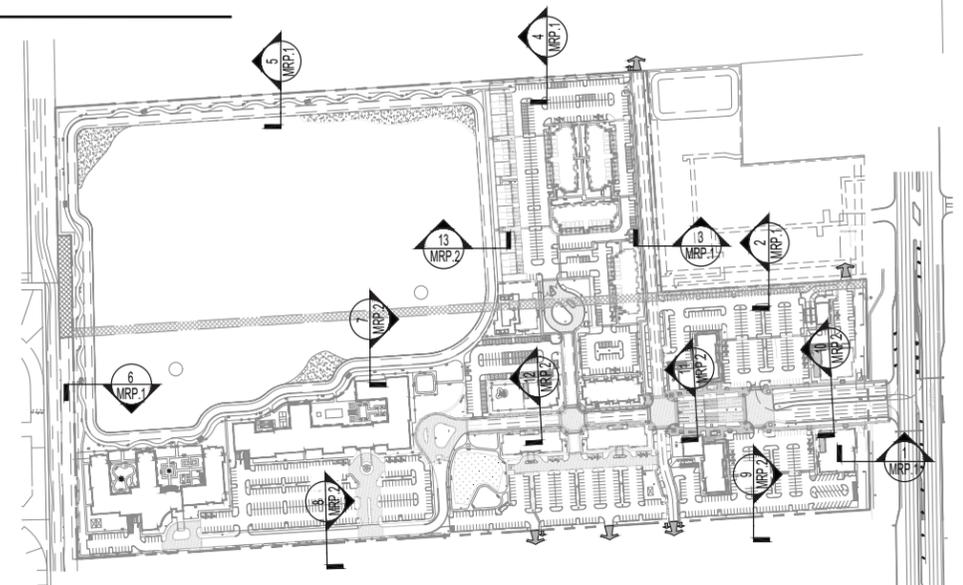
11 STREET SECTION
 MRP.2 SCALE: 1" = 10' - 0"



12 STREET SECTION
 MRP.2 SCALE: 1" = 10' - 0"



13 EAST LAKE AREA SECTION
 MRP.2 SCALE: 1" = 10' - 0"



CROSS SECTION DETAILS KEY
 SCALE: N.T.S.

Exhibit "C" Parking Demand Analysis

James S. Gielda
JKM Developers, LLC
2300 Glades Road, Suite 202E
Boca Raton, FL 33431

Resolution No. 2020-48

Re: Lotis – Type 3 CLF Parking Analysis
PCNs 73-42-43-27-05-018-0130/-0140/-0100/-0110

JFO Group Inc. has been retained to prepare a parking analysis associated with the proposed parking supply for the independent and assisted living components of The Lotis development. The property is located west of State Road 7, just north of Forest Hill Boulevard in the Village of Wellington, Florida. Property Control Numbers associated with this project are 73-42-43-27-05-018-0130/-0140/-0100/-0110.

The Lotis project is proposing 16,700 SF of retail/restaurant, 7,200 SF of retail, 16,700 SF of professional office, 20,514 SF of quality restaurant, 4,642 SF of outdoor quality restaurant, 40,000 SF of medical office, a 15,000 SF daycare, a 2,500 SF drive-in bank, a 0.40-acre public park, a 150-du independent living facility, a 110-bed assisted living facility, and, a 191-multifamily complex. Exhibit 1 includes a copy of a preliminary site plan for the Type 3 CLF uses within The Lotis property. As shown in the proposed plan, the independent living and assisted living uses of the Lotis project are proposing 301 parking spaces.

Section 7.2.2 of the Unified Land Development Code (ULDC) includes parking requirements for assisted living facilities. However, a parking standard is not included for independent living facilities.

As previously approved by the Village of Wellington for the trip generation included in the traffic concurrency study for the project, the independent living facility was considered to operate as a Continuing Care Retirement Community as defined by Land Use Code 255 of the Institute of Transportation Engineers (ITE). Consequently, we are respectfully requesting that the same consideration is given to establish the parking demand for this use. Exhibit 2 includes excerpts from the ITE Parking Generation manual showing land use descriptions and parking rates for Continuing Care Retirement Community (ITE Land Use 255).



Figure 1 : Project Location

ITE describes *Land Use: 255 Continuing Care Retirement Community (CCRC)* as a land use that provides multiple elements of senior adult living. A CCRC enables a resident to transition in place from independent living to increased care as the medical needs of the resident change. Housing options may include various combinations of senior adult housing (detached or attached), congregate care, assisted living, and nursing home. The communities may also contain centralized services such as medical, dining, recreational, communal transportation, and some limited, supporting retail facilities. This ITE description fits the proposed operations for the Type 3 CLF Independent facility at the Lotis development. Table 1 includes a parking summary comparing ULDC and ITE to determine the parking demand for the proposed CCRC at Lotis.

Table 1: Parking Analysis Summary

Building Number	Use	Intensity	ULDC Section 7.2.2. Table 7.2-1	Number of employees during peak shift	Parking Generation Manual, 5th Edition: ITE LU 255: Continuing Care Retirement Community. 85 th Percentile	Parking Spaces	
						Required	Provided
21	Type 3 CLF Independent Living	150 Units [104 (1BR) + 46 (2BR)]	N/A	53	As CCRC: 1.19 Spaces/DU	150 X 1.19 = 179	301
			As Assisted Living: One (1) space per unit and one (1) space per peak shift employee		N/A	150 + 53 = 203	
			As Multifamily: Two (2) spaces per unit and units with four (4) or more bedrooms require one (1) additional <i>parking</i> space per bedroom. Multi-family shall provide 0.25 quest <i>parking</i> spaces per unit for all dwelling units.		N/A	150 X 2.25 = 338	
22	Type 3 CLF Assisted Living	110 Beds	One (1) space per unit or two (2) beds whichever is greater; and one (1) space per peak shift employee or one (1) space per 200 square feet of office whichever is greater;	43	N/A	98	

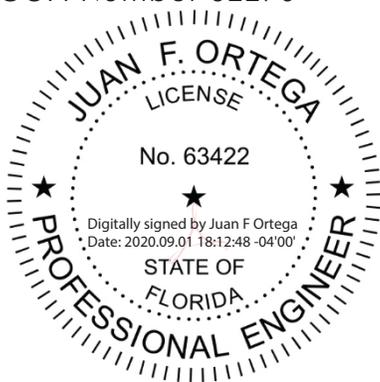
Given the parking standards included in the ULDC, there is a limitation on calculating the parking required by Code for a Type 3 CLF Independent Living facility. As shown in the site plan, both the Independent Living and the Assisted Living facilities will be sharing their parking supply where these two (2) uses will operate as a Continuing Care Retirement Community allowing its residents to easily transition from Independent Living to Assisted Living Care.

As shown in Table 1, since the Independent Living Facility will operate as an element of a Continuing Care Retirement Community, and as shown in the latest edition of the ITE Parking Generation Manual, the anticipated 85th Percentile demand for the Independent Living building would require 179 parking spaces. Similarly, if the parking demand for the Independent Living Facility is calculated by Code as a Type 3 CLF Assisted Living Facility, the Independent Living Facility would require 203 spaces. In addition, if the parking demand for the Independent Living Facility is calculated by Code as Multi-family, the Independent Living Facility would require 338 spaces where the ULDC Multi-family parking rate of two (2) spaces per unit with 0.25 quest parking spaces per unit assumes dwelling units with four (4) bedrooms while the proposed 150-du Independent Living Facility includes 104 units with one (1) bedroom, and, 46 units with two (2) bedrooms.

Consequently, since the closest Off Street Parking Rate requirement included in the ULDC would require 203 parking spaces where 203 parking spaces are provided, and, since according to the closest Use in the latest edition of the ITE Parking Generation Manual would require 179 parking spaces, we are respectfully requesting a parking rate of 1.35 spaces per unit for the Type 3 CLF Independent Living building where this building will be age restricted and will not be allowed to be converted to a multi-family building.

Sincerely,

JFO GROUP INC
COA Number 32276



Enclosures: Exhibit 1: Site Plan
Exhibit 2: ITE Parking Generation

Land Use: 255 Continuing Care Retirement Community (CCRC)

Description

A continuing care retirement community (CCRC) is a land use that provides multiple elements of senior adult living. A CCRC enables a resident to transition in place from independent living to increased care as the medical needs of the resident change. Housing options may include various combinations of senior adult housing (detached or attached), congregate care, assisted living, and nursing home. The communities may also contain centralized services such as medical, dining, recreational, communal transportation, and some limited, supporting retail facilities. CCRCs are usually self-contained villages. Senior adult housing—attached (Land Use 252), congregate care facility (Land Use 253), assisted living (Land Use 254), and nursing home (Land Use 620) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at two general urban/suburban study sites.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	–
5:00 a.m.	–
6:00 a.m.	–
7:00 a.m.	–
8:00 a.m.	100
9:00 a.m.	99
10:00 a.m.	99
11:00 a.m.	99
12:00 p.m.	95
1:00 p.m.	96
2:00 p.m.	96
3:00 p.m.	98
4:00 p.m.	95
5:00 p.m.	83
6:00 p.m.	–
7:00 p.m.	–
8:00 p.m.	–
9:00 p.m.	–
10:00 p.m.	–
11:00 p.m.	–

Continuing Care Retirement Community (255)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 8:00 a.m. - 4:00 p.m.
 Number of Studies: 4
 Avg. Num. of Dwelling Units: 162

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.09	1.02 - 1.19	1.05 / 1.19	***	0.08 (7%)

Data Plot and Equation

Caution – Small Sample Size

