Village of Wellington

12300 Forest Hill Blvd
Wellington, FL 33414

Meeting Agenda

Monday, February 23, 2026

4:30 PM

Village Hall - Conference Rooms 1E & 1F

Village Council Workshop

Michael J. Napoleone, Mayor
Tanya Siskind, Vice Mayor
John T. McGovern, Councilman
Maria Antuña, Councilwoman
Amanda Silvestri, Councilwoman

While this is a public meeting, there will be no opportunity for public comment at this workshop. This workshop will be live streamed, recorded and posted to the Village website for viewing.

1. CALL TO ORDER

2. REVIEW OF COUNCIL AGENDA

A. 26-7614 PRESENTATION BY DOUG CRANE, PALM BEACH COUNTY LIBRARY DIRECTOR

Doug Crane, Director of the Palm Beach County Library, will make a presentation to Council.

B. 26-7582 MINUTES OF THE ACME LANDOWNERS MEETING OF FEBRUARY 10, 2026

Council approval of the Minutes of the Acme Landowners Meeting of February 10, 2026.

C. 25-7338 AUTHORIZATION TO AWARD A CONTRACT TO PYROTECNICO FIREWORKS, INC. FOR THE ANNUAL FOURTH OF JULY FIREWORKS DISPLAY

Authorization to award a contract to Pyrotecnico Fireworks, Inc. for the July 4, 2026 fireworks display, in the amount of $55,000.00.

D. 26-7612 RESOLUTION NO. AC2026-02 (LAND SWAP AGREEMENT WITH MH WELLINGTON 2023 LLC)

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE ACME IMPROVEMENT DISTRICT APPROVING A LAND SWAP AGREEMENT WITH MH WELLINGTON 2023 LLC; AUTHORIZING THE BOARD PRESIDENT AND BOARD SECRETARY TO EXECUTE ALL DEEDS AND OTHER DOCUMENTS NECESSARY TO CLOSE ON THE EXCHANGE OF PROPERTY; AND PROVIDING AN EFFECTIVE DATE.

Approval of Resolution No. AC2026-02 approving a land swap agreement with MH Wellington 2023 LLC and authorizing the Acme Board President and Board Secretary to execute all deeds and other documents necessary to close on the exchange of property.

E. 26-7615 RESOLUTION NO. AC2026-01 (AUTHORIZING THE BOARD PRESIDENT OR VICE PRESIDENT, AND BOARD SECRETARY, TO EXECUTE A SPECIAL WARRANTY DEED IN FAVOR OF WELLINGTON PROPERTY OWNER LLC, TOGETHER WITH ALL OTHER DOCUMENTS NECESSARY TO CLOSE ON THE PROPERTY KNOWN AS “K-PARK)

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE ACME IMPROVEMENT DISTRICT AUTHORIZING THE BOARD PRESIDENT OR VICE PRESIDENT, AND BOARD SECRETARY, TO EXECUTE A SPECIAL WARRANTY DEED IN FAVOR OF WELLINGTON PROPERTY OWNER LLC, TOGETHER WITH ALL OTHER DOCUMENTS NECESSARY TO CLOSE ON THE PROPERTY KNOWN AS “K-PARK, HAVING PARCEL ID NUMBER 73-42-43-27-05-026-0011, TOGETHER WITH A 3.6+/- ACRE PARCEL LOCATED ADJACENT TO AND SOUTH OF K-PARK, HAVING PARCEL ID NUMBER 73-41-44-24-06-003-0000 AND REFERRED TO AS THE “RIGHT OF WAY PARCEL;” AND PROVIDNG AN EFFECTIVE DATE.

Approval of Resolution No. AC2026-01 authorizing the Board President or Vice President, and Board Secretary, to execute a special warranty deed in favor of Wellington Property Owner LLC, together with all other documents necessary to close on the property known as “K-Park.

F. 26-7610 RESOLUTION NO. R2026-04 (WELLINGTON VILLAGE (FKA K PARK) CONDITIONAL USE FOR POD A SCHOOL)

A RESOLUTION OF WELLINGTON, FLORIDA’S COUNCIL, APPROVING A CONDITIONAL USE (PETITION 2025-0001-CU) FOR CERTAIN PROPERTY FORMERLY KNOWN AS K PARK, TOTALING APPROXIMATELY 71.27 ACRES, MORE OR LESS, LOCATED ON THE SOUTHWEST CORNER OF STRIBLING WAY AND US441/SR7, AS MORE SPECIFICALLY DESCRIBED HEREIN, TO ALLOW A 1,750-STUDENT PRIVATE SCHOOL WITH OUTDOOR RECREATIONAL FACILITIES WITHIN POD A OF THE WELLINGTON VILLAGE MUPD; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

Approval of Resolution No. R2026-04 to allow a Conditional Use for a private school (primary and secondary) with a maximum of 1,750 students and an outdoor sports and aquatic center within Pod A of Wellington Village MUPD.

G. 26-7581 RESOLUTION NO. R2026-07 (LOTIS 2 MASTER PLAN AMENDMENT)

A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, FOR A MASTER PLAN AMENDMENT (PETITION 2025-0001-MPA) FOR CERTAIN PROPERTY, KNOWN AS LOTIS WELLINGTON 2, A MIXED-USE PROJECT, TOTALING 52.44 ACRES, MORE OR LESS, LOCATED ON THE WEST SIDE OF STATE ROAD 7, APPROXIMATELY HALF A MILE NORTH OF FOREST HILL BOULEVARD, AS MORE SPECIFICALLY DESCRIBED HEREIN; MODIFYING THE MASTER PLAN AND CONDITIONAL USE APPROVALS BY ABANDONING THE CONDITIONAL USE FOR THE MINIATURE GOLF INDOOR/OUTDOOR ENTERTAINMENT USE, INCREASING THE CONDITIONAL DAYCARE USE FROM 210 TO 230 STUDENTS, ADDING A COMBINED RESTAURANT AND RETAIL USE AND A FREESTANDING RESTAURANT USE, AND TO MODIFY CONDITIONS OF APPROVAL; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

Approval of Resolution No. R2026-07, a Master Plan Amendment (MPA) to modify the Master Plan and Conditional Uses for the 52-acre mixed-use project known as Lotis Wellington 2.

H. 26-7599 RESOLUTION NO. R2025-67 (ISLA CARROLL POLO AND RESIDENCES PUD MASTER PLAN)

A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING THE MASTER PLAN FOR (PETITION 2025-0002-MP) ISLA CARROLL POLO AND RESIDENCES PLANNED UNIT DEVELOPMENT, LOCATED APPROXIMATELY 1,350 FEET SOUTH OF PIERSON ROAD ON THE WEST SIDE OF 120TH AVENUE SOUTH TOTALING 79.17 ACRES, MORE OR LESS, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO ADOPT THE ISLA CARROLL POLO AND RESIDENCES MASTER PLAN; TO DESIGNATE A 44.84-ACRE RESIDENTIAL POD WITH 27 SINGLE-FAMILY DWELLING UNITS; TO DESIGNATE A 34.33-ACRE CLUB/AMENITY POD WITH EQUESTRIAN FACILITIES; TO ADOPT A PROJECT STANDARDS MANUAL (PSM); PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

Approval of Resolution No. R2025-67 to adopt the Isla Carroll Polo and Residences PUD Master Plan that consists of a 44.84-acre Residential Pod with 27 dwelling lots and a 34.33-acre Club/Amenity Pod.

I. 26-7598 ORDINANCE NO. 2025-29 (ISLA CARROLL POLO AND RESIDENCES REZONING)

AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING A REZONING [PETITION NUMBER 2025-0004-REZ] FOR CERTAIN PROPERTY KNOWN AS ISLA CARROLL POLO AND RESIDENCES; LOCATED APPROXIMATELY 1,350 FEET SOUTH OF PIERSON ROAD ON THE WEST SIDE OF 120TH AVENUE SOUTH, TOTALING 79.17 ACRES, MORE OR LESS, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO AMEND THE ZONING DESIGNATION FROM EQUESTRIAN RESIDENTIAL/EQUESTRIAN OVERLAY ZONING DISTRICT (ER/EOZD) TO PLANNED UNIT DEVELOPMENT/EQUESTRIAN OVERLAY ZONING DISTRICT (PUD/EOZD); PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

Approval of Ordinance No. 2025-29 to amend the Zoning Designation of Isla Carroll Polo and Residences from Equestrian Residential/Equestrian Overlay Zoning District (ER/EOZD) to Planned Unit Development/EOZD (PUD/EOZD).

J. 26-7578 ORDINANCE NO. 2026-08 (LAKE WORTH ROAD ANNEXATION)

AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL APPROVING THE UNIFORM METHOD ("INVOLUNTARY") ANNEXATION (PETITION NUMBER 2026-0001-ANX), OF A PORTION OF LAKE WORTH ROAD TOTALING 5.5+/- ACRES, LOCATED APPROXIMATELY 0.6 MILES WEST OF STATE ROAD 7, IN PALM BEACH COUNTY, AS MORE SPECIFICALLY DESCRIBED HEREIN; AMENDING SECTION 12 OF THE VILLAGE CHARTER BY REDEFINING THE CORPORATE LIMITS OF THE VILLAGE OF WELLINGTON; DIRECTING THE VILLAGE MANAGER TO DO ALL THINGS NECESSARY TO EFFECTUATE THIS ANNEXATION; DIRECTING THE VILLAGE CLERK TO FILE A COPY OF THIS ORDINANCE WITH THE CLERK OF THE CIRCUIT COURT IN PALM BEACH COUNTY, THE CHIEF ADMINISTRATIVE OFFICER OF PALM BEACH COUNTY, AND THE FLORIDA DEPARTMENT OF STATE WITHIN THIRTY DAYS AFTER ADOPTION, IN ACCORDANCE WITH SECTION 171, FLORIDA STATUTES; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

Approval of Ordinance 2026-08 to approve the annexation of a portion of Lake Worth Road, fronting Panther Run Elementary School.

K. 26-7616 SIXTH AMENDMENT TO PURCHASE AND SALE AGREEMENT WITH WELLINGTON PROPERTY OWNER LLC AND APPROVAL OF TERMINATION OF PURCHASE AND SALE AGREEMENT WITH EIM

Approval of Sixth Amendment to the Purchase and Sale Agreement with Wellington Property Owner LLC and approval of termination of Purchase and Sale Agreement with EIM.

L. 26-7608 CONSIDERATION OF VILLAGE MANAGER'S EMPLOYMENT AGREEMENT

Council consideration of the Village Manager's Employment Agreement.

3. WORKSHOP

A. 26-7602 WELLINGTON ATHLETICS UPDATE

Presentation by Wellington Athletics

4. ATTORNEY'S COMMENTS

5. MANAGER COMMENTS

6. COUNCIL COMMENTS

7. ADJOURN

File #: 26-7614, **Version:** 1

ITEM: PRESENTATION BY DOUG CRANE, PALM BEACH COUNTY LIBRARY DIRECTOR

REQUEST: Doug Crane, Director of the Palm Beach County Library, will make a presentation to Council.

EXPLANATION: Doug Crane, Director of the Palm Beach County Library, will provide information and updates on the Palm Beach County Library system.

BUDGET AMENDMENT REQUIRED: NO

PUBLIC HEARING: NO **QUASI-JUDICIAL:**

FIRST READING: **SECOND READING:**

LEGAL SUFFICIENCY: N/A

FISCAL IMPACT: NONE

WELLINGTON FUNDAMENTAL: Protecting our Investment

RECOMMENDATION: Doug Crane, Director of the Palm Beach County Library, will make a presentation to Council.

File #: 26-7582, **Version:** 1

ITEM: MINUTES OF THE ACME LANDOWNERS MEETING OF FEBRUARY 10, 2026

REQUEST: Council approval of the Minutes of the Acme Landowners Meeting of February 10, 2026.

EXPLANATION: Minutes of the Acme Landowners Meeting of February 10, 2026 are attached for Council's review and approval.

BUDGET AMENDMENT REQUIRED: N/A

PUBLIC HEARING: NO **QUASI-JUDICIAL:**

FIRST READING: **SECOND READING:**

LEGAL SUFFICIENCY: N/A

FISCAL IMPACT: N/A

WELLINGTON FUNDAMENTAL: Responsive Government

RECOMMENDATION: Council approval of the Minutes of the Acme Landowners Meeting of February 10, 2026.

MINUTES
ACME IMPROVEMENT DISTRICT
MEETING
Wellington Village Hall
12300 Forest Hill Blvd.
Wellington, FL 33414

Tuesday, February 10, 2026
(Immediately preceding the 6:30 p.m. Regular Wellington Council Meeting)

Pursuant to the foregoing notice, a meeting of the Acme Improvement District was held on Tuesday, February 10, 2026, immediately preceding the 6:30 PM Regular Wellington Council Meeting at Wellington Village Hall, 12300 Forest Hill Blvd., Wellington, FL 33414.

Board of Supervisors: Wellington Village Council sitting as the Board of Supervisors – Michael J. Napoleone, President; Tanya Siskind, Vice President; John T. McGovern; Maria Antuña and Amanda Silvestri.

Advisors to the Board of Supervisors: Jim Barnes, District Administrator; Laurie Cohen, Attorney; Tanya Quickel, District Treasurer; and Chevelle Hall, District Secretary.

I. CALL TO ORDER

President Napoleone called the meeting to order.

II. PLEDGE OF ALLEGIANCE

President Napoleone led the Pledge of Allegiance

III. ROLL CALL

The following ACME Board of Supervisors were present: Michael J. Napoleone, President; Tanya Siskind, Vice President; John T. McGovern; Maria Antuña and Amanda Silvestri.

IV. CONSENT AGENDA

AC-1 AUTHORIZATION TO EXECUTE AFFIDAVIT OF OWNERSHIP AND CONSENT TO ESTABLISHMENT OF VILLAGE LANDING COMMUNITY DEVELOPMENT DISTRICT

Mr. Barnes presented the item.

A motion was made by Supervisor McGovern, seconded by Supervisor Antuña, and unanimously passed (5-0) to authorize execution of the Affidavit of Ownership and Consent to Establishment of Village Landing Community Development District.

V. PUBLIC HEARING

There was no Public Hearing.

VI. COMMENTS FROM STAFF

There were no comments from staff.

VII. COMMENTS FROM THE BOARD

There were no comments from the Board.

VIII. ADJOURN

There being no further business to come before the Board of Supervisors, President Napoleone adjourned the Acme Improvement District Meeting.

Approved:

_____

Michael J. Napoleone, President

_____

Chevelle D. Hall, Secretary

Legislation Text

File #: 25-7338, **Version:** 1

ITEM: AUTHORIZATION TO AWARD A CONTRACT TO PYROTECNICO FIREWORKS, INC. FOR THE ANNUAL FOURTH OF JULY FIREWORKS DISPLAY

REQUEST: Authorization to award a contract to Pyrotecnico Fireworks, Inc. for the July 4, 2026 fireworks display, in the amount of $55,000.00.

EXPLANATION: The Village Council previously awarded ITB #202310 Annual Fourth of July Fireworks Display Services to Zambelli Fireworks Mfg. Company in 2023. The initial term of the agreement expires March 13, 2026. Staff has obtained an alternative quote from Pyrotecnico Fireworks, Inc in the amount of $55,000 to provide fireworks for the upcoming July 4, 2026 display.

Pyrotecnico Fireworks recently provided the fireworks display for Wellington's 30th Anniversary Celebration and has provided fireworks displays for both local and state-wide municipalities including:

- City of West Palm Beach
- City of Riviera Beach
- City of Cape Coral
- City of Clearwater
- City of Hollywood
- City of Key West
- City of Margate

Pursuant to the Village's Purchasing Manual, any contract exceeding $50,000 requires Council approval. Staff requests authorization to award a contract to Pyrotecnico Fireworks, Inc. in the amount of $55,000.00.

BUDGET AMENDMENT REQUIRED: NO

PUBLIC HEARING: NO **QUASI-JUDICIAL:**

FIRST READING: **SECOND READING:**

LEGAL SUFFICIENCY: YES

FISCAL IMPACT: Funds have been allocated in the FY 2026 Community Programs budget.

WELLINGTON FUNDAMENTAL: Responsive Government

RECOMMENDATION: Authorization to award a contract to Pyrotecnico Fireworks, Inc. for the July 4, 2026 fireworks display, in the amount of $55,000.00.

PYROTECNICO™
Fireworks Displays
July 04, 2026

Our Story

01

Development of the Craft

A man from a small town in Italy, Constantino Vitale, had the unique talent of building fireworks. He brought his craft to the United States and set up shop in New Castle, Pennsylvania.

02

Fireworks “Blow Up” in New Castle

The Vitale family business began to thrive as more Italian immigrants moved to the area and contributed to the growing industry. Pyrotecnico remains successful with Stephen and Rocco Vitale, his great-grandchildren, keeping the Vitale passion alive.

03

Joining the family of Live Events

Pyrotecnico joins a six company house of brands, gaining the ability to partner with other experts to provide clients with expertise in full-service live event production.

Pyrotecnico is part of the **Live Events** house of brands.

Core Values

Safety

Respect

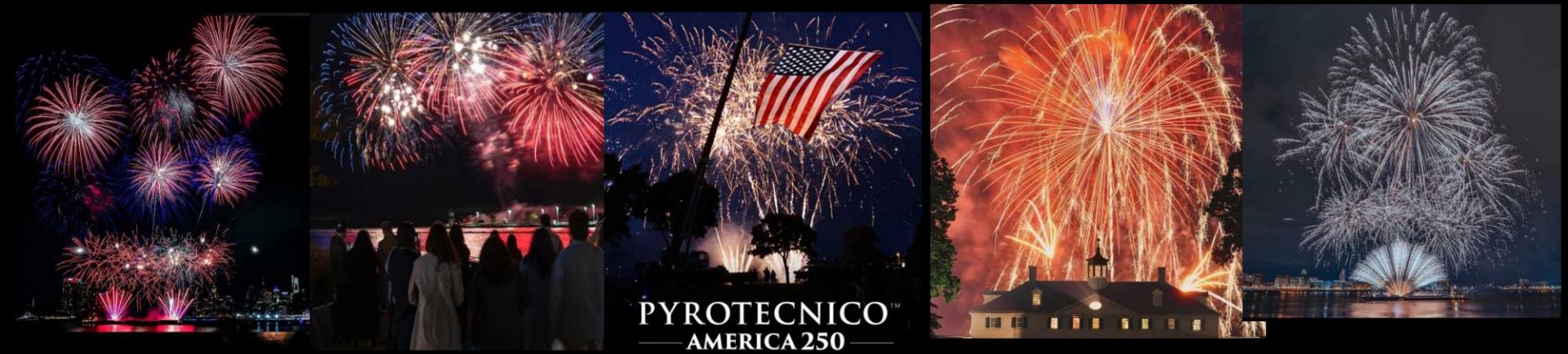
Initiative

Excellence

Passion

We're Here For Your Fans

We've amplified excitement with dozens of brands, 1000's of sporting events, and millions of fans.



Whatever your dream is, we're here for it!

A Few of Our Own

3D Visualization Software

We use a powerful simulation interface to show you an Ultra-HD video of your show—before your show.

Pyrotechnics

The most epic of elements: fireballs, mushroom clouds, airbursts and spherical sparks are just the beginning of how we elevate shows.

Fireworks

Creating unparalleled magic with a classic explosive performance.

Pricing & Description

Description of Displays

Your shows will be fully computer-fired custom design with scenes

From concept to cleanup, we provide the following:

- **Creative –** World class design, previsualization, largest inventory in the U.S.
- **Production –** Staffing, Permitting, Compliance, Training, Equipment Maintenance
- **Show Execution –** Safety, Transportation, Set-Up/Tear Down, $10M Insurance
- **Post Show –** Ensuring safety of site, AHJ/Client Follow Up, What's Next?

July 04, 2026 18-19 Minute Firework Display Show Report & Pricing

Opening Presentation

105 Premium Finale Color Breaks & Effects 300'-500' in Elevation
30 Titanium Salutes (Loud Thundering Booms)

Main Body

824 Color Breaks & Effects 300'-500' in Elevation
1,512 Color Breaks & Effects 150'-160' in Elevation

Finale

590 Premium Finale Color Breaks & Effects 300'-500' in Elevation
100 Titanium Salutes (Loud Thundering Booms)

July 04, 2026 $55,000.00
***Includes - permits. & firewatch fees.**

Contract Terms -

Deposit - 50% Due April 15, 2026; Net 30 days
Postponement prior to departing facility - 15% of display
Postponement post departure - 40% of display
Cancellation - 50% of display

PYROTECNICO
VITALE FAMILY FIREWORKS • 1889

Description of Display

18-19 Minute Display

Time Scripted & Electronically Fired Display

Multi-Year Option

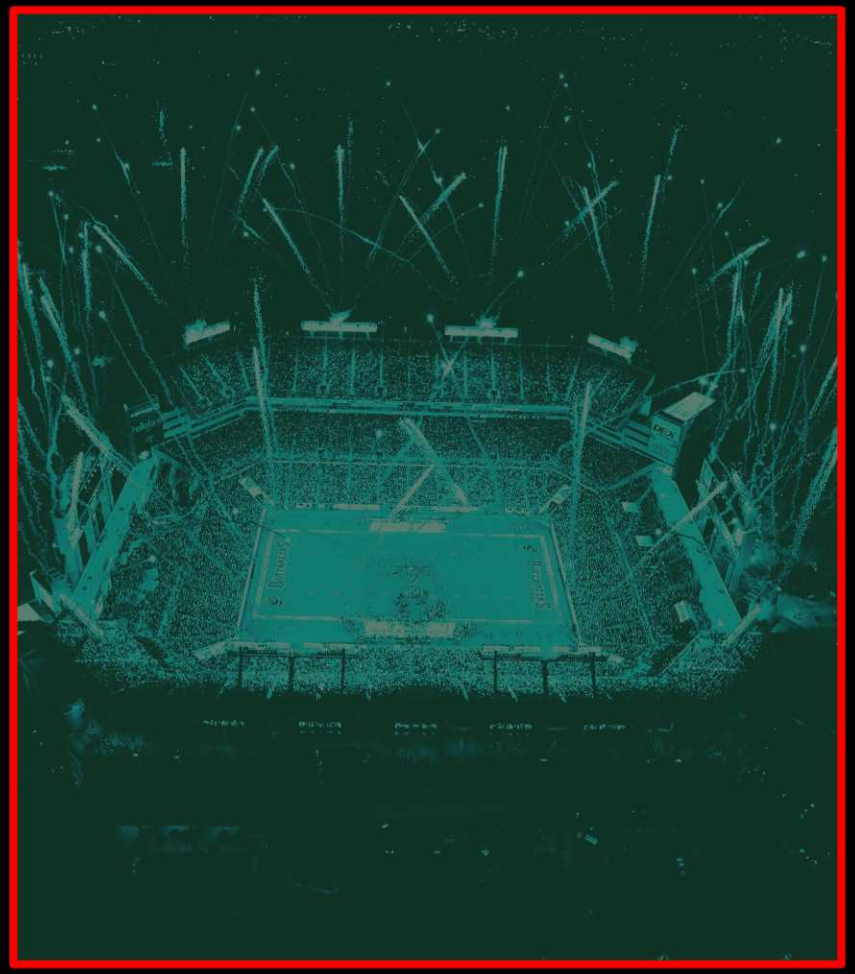
Proposed display can be extended into multiple year agreement as proposed below. Display year over year will remain consistent in product pack value with new design annually; Single year price as listed for 2026.

PROPOSED 3 YEAR CONTRACT

JULY 04, 2026	-	$55,000.00
JULY 04, 2027	-	$55,000.00
JULY 04, 2028	-	$58,300.00

OPTION YEARS

JULY 04, 2029	-	$58,300.00
JULY 04, 2030	-	$61,800.00



Let's Collaborate!

www.pyrotecnico.com

Darren Cunningham
dcunningham@pyrotecnico.com

561.589.9890

File #: 26-7612, **Version:** 1

ITEM: RESOLUTION NO. AC2026-02 (LAND SWAP AGREEMENT WITH MH WELLINGTON 2023 LLC)

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE ACME IMPROVEMENT DISTRICT APPROVING A LAND SWAP AGREEMENT WITH MH WELLINGTON 2023 LLC; AUTHORIZING THE BOARD PRESIDENT AND BOARD SECRETARY TO EXECUTE ALL DEEDS AND OTHER DOCUMENTS NECESSARY TO CLOSE ON THE EXCHANGE OF PROPERTY; AND PROVIDING AN EFFECTIVE DATE.

REQUEST: Approval of Resolution No. AC2026-02 approving a land swap agreement with MH Wellington 2023 LLC and authorizing the Acme Board President and Board Secretary to execute all deeds and other documents necessary to close on the exchange of property.

EXPLANATION: MH Wellington 2023 LLC ("MH") is the owner of a number of parcels within the Mallet Hill subdivision. MH is seeking to square off its property line by acquiring a portion of the corner of Pierson Road and Southshore Blvd. in exchange for conveying a needed bridle path to Acme. The bridle path is adjacent to Pierson Road, as depicted in the Location Map attached as Exhibit B to the Land Swap Agreement. As additional consideration, MH has also agreed to pay Acme the sum of $200,000. Closing is contingent upon MH's completion of a number of tasks, including approval of a partial replat to reconfigure the impacted Mallet Hill lots and subdivide the existing MH parcel to create the bridle path, obtaining parcel valuations from the Property Appraiser, obtaining a release of the bridle path from the current Declaration of Restrictive Covenants governing Mallet Hill, obtaining a setback variance through the public hearing process, and modifying the existing unity of control over the lots owned by MH.

BUDGET AMENDMENT REQUIRED: NO

PUBLIC HEARING: NO **QUASI-JUDICIAL:**

FIRST READING: YES **SECOND READING:**

LEGAL SUFFICIENCY: YES

FISCAL IMPACT: Acme will receive $200,000 at closing in addition to ownership of a needed bridle path.

WELLINGTON FUNDAMENTAL: Responsive Government

RECOMMENDATION: Approval of Resolution No. AC2026-02 approving a land swap agreement with MH Wellington 2023 LLC and authorizing the Acme Board President and Board Secretary to execute all deeds and other documents necessary to close on the exchange of property.

RESOLUTION NO. AC2026-02

A RESOLUTION OF THE BOARD OF SUPERVISORSS OF THE ACME IMPROVEMENT DISTRICT APPROVING A LAND SWAP AGREEMENT WITH MH WELLINGTON 2023 LLC; AUTHORIZING THE BOARD PRESIDENT AND BOARD SECRETARY TO EXECUTE ALL DEEDS AND OTHER DOCUMENTS NECESSARY TO CLOSE ON THE EXCHANGE OF PROPERTY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, MH Wellington 2023 LLC ("MH") owns certain real property adjacent to and north of Pierson Road located in the Village of Wellington, depicted as the Bridle Path Parcel in **Exhibit "B"** to the Land Swap Agreement; and

WHEREAS, Acme Improvement District ("Acme") owns certain real property at the corner of Pierson Road and South Shore Blvd. located in the Village of Wellington, depicted as the Cutout Parcel in **Exhibit "B"** to the Land Swap Agreement; and

WHEREAS, MH desires to convey the Bridle Path Parcel to Acme in exchange for Acme's conveyance of the Cutout Parcel to MH and for additional consideration in the amount of $200,000.00.

NOW, THEREFORE, BE IT RESOLVED BY WELLINGTON, FLORIDA'S COUNCIL that:

SECTION 1. The Land Swap Agreement in the form attached hereto as Exhibit A is hereby approved.

SECTION 2. The Board President and Secretary are hereby authorized to execute all deeds and other instruments necessary to accomplish the land swap in accordance with the Land Swap Agreement.

SECTION 3. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED this _____ day of February, 2026.

ATTEST: **WELLINGTON**

By: _____
Chevelle D. Hall, Board Secretary

By: _____
Michael Napoleone,
Board President

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

By: _____
Laurie S. Cohen, Board Attorney

Docusign Envelope ID: 2E7FCA57-4541-4B2A-A499-0109CE2EDB11

LAND SWAP AGREEMENT

This **LAND SWAP AGREEMENT** ("**Agreement**") is made as of the date on which the latter of the Parties executes and delivers this Agreement (the "**Effective Date**") by and between, **MH WELLINGTON 2023 LLC**, a Delaware limited liability company ("**Buyer**") and **ACME IMPROVEMENT DISTRICT**, a dependent district of the Village of Wellington existing under the laws of the State of Florida ("**Seller**"). Buyer and Seller may be referred to herein individually as a "**Party**" and collectively as the "**Parties**." Capitalized terms not otherwise defined herein shall have the meaning assigned to such terms in the Glossary of Defined Terms attached hereto as **Exhibit "A"** and by this reference made a part hereof (the "**Glossary**").

RECITALS

A. Buyer is the owner of that certain real property located in the Village of Wellington, Palm Beach County, Florida, more particularly identified as the "Proposed 20' Bridle Path Parcel" on **Exhibit "B"** attached hereto and made a part hereof ("**Bridle Path Parcel**").

B. Seller is the owner of that certain real property located in the Village of Wellington, Palm Beach County, Florida, more particularly identified as the "Proposed Parcel A Cutout" on **Exhibit "B"** attached hereto and made a part hereof ("**Cutout Parcel**").

C. Seller has agreed to convey the Cutout Parcel to Buyer, and Buyer has agreed to accept the Cutout Parcel from Seller, on the terms, conditions and provisions contained within this Agreement.

D. Buyer has agreed to convey the Bridle Path Parcel to Seller, and Seller has agreed to accept the Bridle Path Parcel from Buyer, on the terms, conditions and provisions contained within this Agreement.

NOW, THEREFORE, for and in consideration of Ten Dollars ($10.00), and other good and valuable consideration in hand paid by each Party to the other, the receipt, sufficiency and adequacy of which is hereby acknowledged, the Parties, intending to be legally bound, do hereby agree as follows:

1. **Agreement for Land Swap**. Subject to and upon the terms and conditions contained herein, (a) Seller hereby agrees to convey the Cutout Parcel to Buyer, and Buyer agrees to accept the Cutout Parcel from Seller, and in exchange therefor, (b) Buyer agrees to convey the Bridle Path Parcel to Seller and to deliver to Seller the Additional Consideration, as more particularly set forth below, and Seller agrees to accept the Bridle Path Parcel and the Additional Consideration from Buyer. The Parties agree that the Parcels are each transferred with all tenements, hereditaments, development and appurtenances pertaining thereto, including without limitation, any and all right, title and interest in and to any proposed and/or existing roads, streets, alleys, rights-of-way and easements located within, adjacent to or benefitting such real property; provided, however, that the foregoing conveyance does not include, and specifically reserves unto Seller, all mineral, oil and gas subsurface rights pursuant to Florida Statute(s) Chapter 193.

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2. **Due Diligence Period**.

A. **Bridle Path Parcel.**

(1) During the term of this Agreement, Seller shall have the right, subject to the restrictions contained in this subsection, to conduct such Investigations as it shall deem appropriate with respect to the Bridle Path Parcel.

(2) Seller shall have right to reasonable entry onto the Bridle Path Parcel at any time during daylight hours of any Business Day for the purpose of conducting the Investigations at Seller's sole cost and expense; provided, however, that Seller shall not conduct any invasive testing on the Bridle Path Parcel without Buyer's prior written consent, which consent may be granted or withheld by Buyer in the exercise of its sole and absolute discretion.

(3) In connection with Seller's Investigations, Seller shall:

(a) promptly repair any damage to the Bridle Path Parcel resulting from any Investigations and replace, refill and regrade any holes made in, or excavations of, any portion of the Bridle Path Parcel used for such Investigations so that the Bridle Path Parcel shall be in substantially the same condition that existed prior to such Investigations;

(b) fully comply with all Applicable Laws in connection with its Investigations and all other activities undertaken in connection therewith;

(c) take all reasonable actions and implement all reasonable protections necessary to ensure that the Investigations and the equipment, materials and substances generated, used or brought onto the Bridle Path Parcel in connection with Seller's Investigations cause no material damage thereto and do not pose any threat to the health, safety or well-being of any person or the environment;

(d) not permit Seller's Investigations or any other activities undertaken by Seller or any Seller Related Parties to result in any liens, judgments or other encumbrances being filed upon or recorded against the Bridle Path Parcel; and

(e) immediately discharge of record any lien or encumbrance that may be filed upon or recorded against the Bridle Path Parcel as the result of Seller's Investigations or any other activities undertaken by Seller and/or any Seller Related Parties at, around or with respect to the Bridle Path Parcel.

B. **Cutout Parcel.**

(1) During the term of this Agreement, Buyer shall have the right, subject to the restrictions contained in this subsection, to conduct such Investigations as it shall deem appropriate with respect to the Cutout Parcel.

Docusign Envelope ID: 2E7FCA57-4541-4B2A-A499-0109CE2EDB11

(2) Upon not less than twenty-four (24) hours prior notice from Buyer, Seller shall afford Buyer reasonable access to the Cutout Parcel during normal business hours on any Business Day for the purpose of conducting the Investigations at Buyer's sole cost and expense; provided, however, that Buyer shall not conduct any invasive testing on the Cutout Parcel without Seller's prior written consent, which consent may be granted or withheld by Seller in the exercise of its sole and absolute discretion.

(3) In connection with Buyer's Investigations, Buyer shall:

(a) promptly repair any damage to the Cutout Parcel resulting from any Investigations and replace, refill and regrade any holes made in, or excavations of, any portion of the Cutout Parcel used for such Investigations so that the Cutout Parcel shall be in substantially the same condition that existed prior to such Investigations;

(b) fully comply with all Applicable Laws in connection with its Investigations and all other activities undertaken in connection therewith;

(c) permit Seller to have a representative present during all Investigations undertaken by Buyer pursuant to this subsection, provided that Seller shall not cause a delay in the Buyer's Investigations and Seller agrees to waive its rights under this subsection if it is unable to provide a representative in a timely manner;

(d) take all reasonable actions and implement all reasonable protections necessary to ensure that the Investigations and the equipment, materials and substances generated, used or brought onto the Cutout Parcel in connection with Buyer's Investigations cause no material damage thereto and do not pose any threat to the health, safety or well-being of any person or the environment;

(e) cause any consultants retained by Buyer for purposes of performing Investigations to maintain commercial general liability insurance coverage reasonably satisfactory to Seller and naming the Seller as an additional insured, and Buyer shall furnish evidence of such insurance to Seller prior to any entry upon the Cutout Parcel by such consultants;

(f) not permit Buyer's Investigations or any other activities undertaken by Buyer or any Buyer Related Parties to result in any liens, judgments or other encumbrances being filed upon or recorded against the Cutout Parcel; and

(g) immediately discharge of record any lien or encumbrance that may be filed upon or recorded against the Cutout Parcel as the result of Buyer's Investigations or any other activities undertaken by Buyer or Buyer Related Parties at, around or with respect to the Cutout Parcel.

C. **Legal Descriptions for Bridle Path Parcel and Cutout Parcel.** Buyer and Seller each acknowledge and agree that full legal descriptions are not yet available for the Bridle Path Parcel and Cutout Parcel. Accordingly, prior to the expiration of the Due

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Diligence Period, Buyer, at Buyer's sole cost and expense, shall obtain both the Bridle Path Parcel Survey and Cutout Parcel Survey and provide copies of same to Seller, which surveys shall contain a sketch and a metes and bounds legal description of each Parcel, which shall be utilized as the legal descriptions attached to the Bridle Path Parcel Deed and the Cutout Parcel Deed.

D. **Termination Before Due Diligence**. If either Buyer or Seller delivers to the other Party a Termination Notice prior to the expiration of the Due Diligence Period, then this Agreement shall terminate, and the Parties shall be released from any and all further liability hereunder, except for obligations that this Agreement expressly provides shall survive the termination thereof. If neither Buyer nor Seller delivers to the other Party a Termination Notice prior to the expiration of the Due Diligence Period, this Agreement shall continue in full force and effect, and neither Party shall have the right to terminate this Agreement under this section, except as otherwise set forth in other sections of the Agreement. Notwithstanding that Buyer shall be entitled to continue Buyer's Inspections after the expiration of the Due Diligence Period, Buyer acknowledges and agrees that Buyer's right and option to terminate this Agreement on account of Buyer's Inspections shall expire as of the expiration of the Due Diligence Period.

3. **Title Review Period**.

A. **Bridle Path Parcel.**

(1) The Bridle Path Parcel shall be conveyed to Seller by special warranty deed subject to the Bridle Path Parcel Permitted Exceptions (the "**Bridle Path Deed**").

(2) Within thirty (30) Business Days following the Effective Date, Buyer, at Buyer's cost and expense, shall obtain and deliver to Seller: (i) the Bridle Path Parcel Title Commitment; (ii) the Bridle Path Parcel Survey; and (iii) a phase 1 environmental assessment for the Bridle Path Parcel.

(3) If Seller shall provide Buyer with a Title Objection Notice with respect to any Bridle Path Parcel Unpermitted Exceptions within the Title Review Period, Buyer may, but shall not be obligated to (except to the extent of any Monetary Encumbrances and Mandatory Bridle Path Parcel Cure Items), undertake to eliminate the same, subject to the terms and conditions of this subsection.

(4) The Bridle Path Parcel Title Commitment shall be updated prior to the Closing in order to determine whether any new matters have arisen with respect to the Bridle Path Parcel between the date of the expiration of the Title Review Period and the Closing Date.

(5) Seller hereby waives any right Seller may have to advance, as objections to title or to the Bridle Path Parcel Survey, any matters disclosed on the Bridle Path Parcel Title Commitment or the Bridle Path Parcel Survey of which Seller does not notify Buyer within the Title Review Period unless (i) such matters first arose subsequent to the date of the Bridle Path Parcel Title Commitment, and (ii) Seller delivers a Title Update Objection Notice to Buyer within five (5) Business Days after Seller shall have first received any

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updated Bridle Path Parcel Title Commitment reflecting such matters (failure to so notify Buyer shall be deemed to be a waiver by Seller of its right to raise any such matters as a Bridle Path Parcel Unpermitted Exception or as a ground for Seller's refusal to proceed to the Closing).

(6) Except as otherwise expressly provided herein with respect to Monetary Encumbrances or Mandatory Bridle Path Parcel Cure Items, Buyer shall not, under any circumstance, be required or obligated to cause the cure or removal of any Bridle Path Parcel Unpermitted Exception; provided, however, that Buyer shall be required to satisfy any and all Monetary Encumbrances and Mandatory Bridle Path Parcel Cure Items with respect to the Bridle Path Parcel.

(7) In the event that Buyer elects not to eliminate any or all Bridle Path Parcel Unpermitted Exceptions (excluding Monetary Encumbrances and Mandatory Bridle Path Parcel Cure Items, which Buyer is required to remove pursuant to this Agreement) in accordance with the provisions of this subsection and to convey title to the Bridle Path Parcel in accordance with the terms of this Agreement on or before the Closing Date, Buyer shall notify Seller that it elects not to remove the same within five (5) Business Days of Buyer's receipt of Seller's Title Objection Notice or Title Update Objection Notice, as applicable, in which event Seller shall have the right, as its sole remedy for such election of Buyer, by delivery of written notice to Buyer within five (5) Business Days following receipt of notice from Buyer of its election not to remove such Bridle Path Parcel Unpermitted Exceptions, to either (i) terminate this Agreement by written notice delivered to Buyer, in which case the provisions of this subsection shall be applicable, or (ii) accept title to the Bridle Path Parcel subject to such Bridle Path Parcel Unpermitted Exception(s). The failure of Seller to deliver timely any written notice of election under this subsection shall be conclusively deemed to be an election to accept title to the Bridle Path Parcel subject to the Bridle Path Parcel Unpermitted Exception(s).

(8) If, on the Closing Date, there are any Bridle Path Parcel Unpermitted Exceptions that Buyer is obligated (or has otherwise agreed) to discharge under this Agreement, Buyer shall have the right (but, except as otherwise expressly provided in this Agreement, not the obligation) to either (i) arrange, at Buyer's cost and expense, for normal and customary affirmative title insurance or special endorsements generally accepted by institutional investors in commercial real estate, in form and substance reasonably acceptable to Seller in all material respects, and insuring against enforcement of such Bridle Path Parcel Unpermitted Exceptions against, or collection of the same out of, the Bridle Path Parcel, or (ii) pay and discharge the same, either by way of payment or by alternative manner reasonably satisfactory to the Title Company, and the same shall not be deemed to be Bridle Path Parcel Unpermitted Exceptions.

(9) In the event that Buyer shall be unable or elects not to discharge any Bridle Path Parcel Unpermitted Exceptions that Buyer is obligated or has agreed to cure on or before the Closing Date, Buyer shall notify Seller, in which event Buyer shall have the right, as its sole remedy, by delivery of written notice to Seller within five (5) Business Days following receipt of notice from Buyer, to either (i) terminate this Agreement by written notice delivered to Buyer, in which case the provisions of this subsection shall be

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applicable, or (ii) accept title to the Bridle Path Parcel subject to such Bridle Path Parcel Unpermitted Exceptions. The failure of Seller to deliver timely any written notice of election under this subsection shall be conclusively deemed to be an election to accept title to the Bridle Path Parcel subject to the Bridle Path Parcel Unpermitted Exception(s).

(10) Notwithstanding anything contained in this Agreement to the contrary, in the event that Buyer is unwilling or otherwise fails to satisfy and eliminate any Monetary Encumbrance or Mandatory Bridle Path Parcel Cure Items, then Seller shall have the rights and remedies set forth in this Agreement.

(11) Seller acknowledges that Buyer intends to replant the privacy hedges presently located along the southerly boundary of the Bridle Path Parcel (the "**Privacy Hedge**"), and which at certain points along such boundary are growing within the Bridle Path Parcel (the "**Hedge Encroachment**"). Prior to Closing, and in compliance with all Applicable Laws and without otherwise affecting the condition of title to the Bridle Path Parcel, Buyer may conduct such replanting as reasonably necessary to restore the Privacy Hedge to a healthy and visually aesthetic condition, for the purpose of affording visual privacy to Buyer's residential property located southerly of such boundary. Furthermore, following Closing, Buyer shall continue to maintain the Privacy Hedge in its then-current location in healthy and visually aesthetic condition, at Buyer's sole cost and expense, and in compliance with Applicable Laws. The Hedge Encroachment shall be considered a Bridle Path Parcel Permitted Exception so long as the Hedge Encroachment does not adversely impact access over, across and along the Bridle Path Parcel.

B. **Cutout Parcel.**

(1) The Cutout Parcel shall be transferred and conveyed to Buyer by special warranty deed subject to the Cutout Parcel Permitted Exceptions.

(2) Within thirty (30) Business Days following the Effective Date, Buyer, at Buyer's cost and expense, shall obtain: (i) the Cutout Parcel Title Commitment; (ii) the Cutout Parcel Survey; and (iii) a phase 1 environmental assessment for the Cutout Parcel.

(3) Buyer shall update the Cutout Parcel Title Commitment prior to the Closing in order to determine whether any new matters have arisen with respect to the Cutout Parcel between the date of the expiration of the Title Review Period and the Closing Date.

(4) Buyer hereby waives any right Buyer may have to advance, as objections to title or to the Cutout Parcel Survey, any matters disclosed on the Cutout Parcel Title Commitment or the Cutout Parcel Survey of which Buyer does not notify Seller within the Title Review Period unless (i) such matters first arose subsequent to the date of the Cutout Parcel Title Commitment or Cutout Parcel Survey, as applicable, and (ii) Buyer delivers a Title Update Objection Notice to Seller within five (5) Business Days after Buyer shall have first received any updated Cutout Parcel Title Commitment reflecting such matters (failure to so notify Seller shall be deemed to be a waiver by Buyer of its right to raise any such matters as a Cutout Parcel Unpermitted Exception or as a ground for Buyer's refusal to proceed to the Closing).

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(5) Seller shall be required and obligated to cause the cure or removal of all Cutout Parcel Unpermitted Exceptions which Seller has agreed to cause the cure or removal of in response to Buyer's Title Objection Notice, and Seller shall be required to satisfy any and all Monetary Encumbrances with respect to the Cutout Parcel and Mandatory Cutout Parcel Cure Items. Seller's failure to comply with the foregoing shall constitute a default under this Agreement, in which case Buyer shall have the right to pursue any the rights and remedies set forth in this Agreement.

(6) In the event that Seller elects not to eliminate any or all Cutout Parcel Unpermitted Exceptions (excluding Monetary Encumbrances and Mandatory Cutout Parcel Cure Items, which Seller is required to remove pursuant to this Agreement) in accordance with the provisions of this subsection and to convey title to the Cutout Parcel in accordance with the terms of this Agreement on or before the Closing Date, Seller shall notify Buyer that it elects not to remove the same within five (5) Business Days of Seller's receipt of Buyer's Title Objection Notice or Title Update Objection Notice, as applicable, in which event Buyer shall have the right, as its sole remedy for such election of Seller, by delivery of written notice to Seller within five (5) Business Days following receipt of notice from Seller of its election not to remove such Cutout Parcel Unpermitted Exceptions, to either (i) terminate this Agreement by written notice delivered to Seller, in which case the provisions of this subsection shall be applicable, or (ii) accept title to the Cutout Parcel subject to such Cutout Parcel Unpermitted Exception(s). The failure of Buyer to deliver timely any written notice of election under this subsection shall be conclusively deemed to be an election to accept title to the Cutout Parcel subject to the Cutout Parcel Unpermitted Exception(s).

(7) If, on the Closing Date, there are any Cutout Parcel Unpermitted Exceptions that Seller is obligated (or has otherwise agreed) to discharge under this Agreement, Seller shall have the right (but, except as otherwise expressly provided in this Agreement, not the obligation) to either (i) arrange, at Seller's cost and expense, for normal and customary affirmative title insurance or special endorsements generally accepted by institutional investors in commercial real estate, in form and substance reasonably acceptable to Buyer in all material respects, and insuring against enforcement of such Cutout Parcel Unpermitted Exceptions against, or collection of the same out of, the Cutout Parcel, or (ii) pay and discharge the same, either by way of payment or by alternative manner reasonably satisfactory to the Title Company, and the same shall not be deemed to be Cutout Parcel Unpermitted Exceptions.

(8) In the event that Seller shall be unable to or fails to discharge any Cutout Parcel Unpermitted Exceptions that Seller is obligated or has agreed to cure on or before the Closing Date (excluding any Monetary Encumbrances and Mandatory Cutout Parcel Cure Items, which items Seller is required to remove pursuant to this Agreement), Seller shall notify Buyer, in which event Buyer shall have the right, as its sole remedy, by delivery of written notice to Seller within five (5) Business Days following receipt of notice from Seller of its inability to remove such Cutout Parcel Unpermitted Exceptions, to either (i) terminate this Agreement by written notice delivered to Seller, in which case Buyer shall have the rights and remedies set forth in this Agreement, or (ii) accept title to the Cutout Parcel subject to such Cutout Parcel Unpermitted Exceptions. The failure of Buyer to

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deliver timely any written notice of election under this subsection shall be conclusively deemed to be an election to accept title to the Cutout Parcel subject to the Cutout Parcel Unpermitted Exception(s).

(9) Notwithstanding anything contained in this Agreement to the contrary, in the event that Seller is unwilling or otherwise fails to satisfy and eliminate any Monetary Encumbrance or Mandatory Cutout Parcel Cure Items, then Buyer shall have the rights and remedies set forth in this Agreement.

C. **Termination for Title.** In the event that Buyer or Seller shall exercise any right under this section to terminate this Agreement on or prior to the Closing Date, then this Agreement shall terminate, and the Parties shall be released from any and all further liability hereunder, except for obligations that this Agreement expressly provides shall survive the termination thereof.

4. **Special Covenants as Conditions Precedent**. The Parties acknowledge and agree that Buyer, at Buyer's sole cost and expense, must successfully complete each of the following covenants to take effect as of the Closing Date (the "***Special Covenants***"), to allow successful consummation of the transactions contemplated in this Agreement:

A. Plat and Subdivision. The Bridle Path Parcel is constituted by an aggregation of the northerly portion of Buyer's residential subdivision lots (Lots 5, 12, 13, 14 and 15 as illustrated on attached Exhibit "B" (the "***Mallet Hill Lots***"). The Mallet Hill Lots are subject to certain subdivision-related special exceptions as described on attached Exhibit "C" (the "***Special Exceptions***"). The Special Exceptions impose certain subdivision boundaries, covenants, conditions, restriction and easements on the Mallet Hill Lots. The Parties intend that Buyer will convey the Bridle Path Parcel to Seller free and clear of the Special Exceptions, and in furtherance of such intent Buyer agrees to exercise diligent and good faith commercially reasonable efforts to satisfy the following special covenants to take effect as of the Closing (the "***Special Covenants***"):

(1) Mallet Hill Replat. Partial Replat of Block 1, Mallet Hill of Wellington Countryplace – P.U.D., Plat Book 37, Page 123, Public Records of Palm Beach County, Florida (the "***Mallet Hill Plat***") to reconfigure the Mallet Hills Lots to: (i) subdivide the Mallet Hill Lots to establish the Bridle Path Parcel as a separate and distinct platted lot within the Mallet Hill Plat; and (ii) subdivide Parcel A to establish the Cutout Parcel as a separate and distinct platted lot from the remainder of Parcel A (the "***Parcel A Remainder***")(such partial replat being referred to herein as the "***Mallet Hill Replat***");

(2) Assessed Valuation. The Palm Beach County Property Appraiser has issued a tentative assessed valuation of the Bridle Path Parcel and the Cutout Parcel as determined by the Palm Beach County Property Appraiser, in each case assuming successful replat pursuant to the Mallet Hill Replat (the "***Parcel Valuations***");

(3) Declaration Release. Release of the Bridle Path Parcel from the impositions, assessments, force and effect of the Special Exceptions by written release to

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be recorded in the Public Records of Palm Beach County, Florida contemporaneously with the Closing;

(4) Setback Variance. Setback Variance approval from the Wellington Planning, Zoning & Adjustment Board to allow existing improvements located within Lot 13 of the Mallet Hill Lots (as identified on Exhibit "B") to remain in their current location notwithstanding the new building setback line applicable to the Mallet Hill Lots following the Mallet Hill Replat (the "***Setback Variance***"). Buyer expressly acknowledges and agrees that the approval of the Setback Variance shall be subject to a public hearing process in accordance with Applicable Laws; and

(5) Unity of Control Modification. Modification of Unity of Control Agreement recorded in Official Records Book 29609, page 792, Public Records of Palm Beach County, Florida to allow separation of ownership of the Bridle Path Parcel from the Mallet Hill Lots resulting from the Mallet Hill Replat, effectively releasing the Bridle Path Parcel from the Unity of Control Agreement.

Seller agrees to reasonably cooperate in good faith with Buyer in granting, signing or consenting to such applications, documentation or other submittals as may be necessary or appropriate to satisfy the Special Covenants, provided that such cooperation is at no cost or expense to Seller, and does not otherwise have an adverse effect on the Parcel A Remainder to be retained by Seller. Notwithstanding anything to the contrary, in no event shall Buyer take any action which would cause any one or more of the Special Covenants to take effect (or constitute an irrevocable commitment of Seller to effectuate any one or more of the Special Covenants) prior to the Closing Date.

The Parties anticipate that Buyer will successfully satisfy the Special Covenants to take effect as of the Closing Date. However, if any one or more of the Special Covenants has not been successfully completed as of the Closing Date through no fault or intentional inaction or omissions of Buyer, then Buyer at Buyer's election (but without obligation) exercised by written notice to Seller delivered not later than ten (10) days prior to the Closing Date, may extend the Closing Date on a one-time basis for up to one hundred twenty (120) days to allow Buyer sufficient additional time to satisfy all of Special Covenants.

5. **Conditions Precedent to Closing**.

A. **Conditions Precedent to Obligations of Seller.** Notwithstanding anything to the contrary contained herein, Seller shall have no obligation to proceed to the Closing unless the following conditions precedent and contingencies have been satisfied or waived in writing by Seller on or before the Closing Date:

(1) All closing deliveries required by this Agreement are delivered by Buyer to Seller or, if applicable, to Escrow Agent, including, without limitation, the Additional Consideration;

(2) Buyer shall not be in default in any material respect in the performance of any covenant or agreement to be performed by Buyer under this Agreement;

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(3) All of the Special Covenants shall have been satisfied to take effect as of the Closing.

(4) All representations and warranties made by Buyer shall be true and correct in all material respects as if made on and as of the Closing Date;

(5) Buyer has not alienated, sold, conveyed or transferred its interest in the Bridle Path Parcel; and

(6) Buyer shall have discharged and/or cured any Bridle Path Parcel Unpermitted Exception that Buyer is obligated (or has otherwise agreed) to discharge and/or cure under and in accordance with this Agreement (including, without limitation, any Monetary Encumbrances).

B. **Conditions Precedent to Obligations of Buyer.** Notwithstanding anything to the contrary contained herein, Buyer shall have no obligation to proceed to the Closing unless the following conditions precedent and contingencies have been satisfied or waived in writing by Buyer on or before the Closing Date:

(1) All closing deliveries required by this Agreement are delivered by Seller to Buyer or, if applicable, Escrow Agent;

(2) As of the date of the Closing, Seller shall not be in default of any of the covenants, obligations, terms or conditions contained within this Agreement;

(3) All of the Special Covenants shall have been satisfied to take effect as of the Closing;

(4) All representations and warranties made by Seller shall be true and correct in all material respects as if made on and as of the Closing Date; and

(5) Seller shall have discharged and/or cured any Cutout Parcel Unpermitted Exceptions Seller is obligated (or has otherwise agreed) to discharge and/or cure under this Agreement (including, without limitation, the Monetary Encumbrances and the Mandatory Cutout Parcel Cure Items).

6. **Closing**.

A. **Closing Date.**

(1) Subject to the provisions of this Agreement, the Closing for the Parcels shall take place simultaneously on the Closing Date, and be consummated pursuant to escrow instructions consistent with the terms of this Agreement and otherwise reasonably acceptable to the Parties.

(2) Notwithstanding anything contained herein to the contrary, in the event that the conditions precedent set forth above have not been satisfied on or prior to the Closing Date, the Parties shall have the right to:

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(a) waive the applicable condition precedent and proceed to the Closing; or

(b) pursue any and all remedies set forth in this Agreement.

B. **Payment of Additional Consideration**. On the Closing Date, Buyer shall make a payment to Escrow Agent, for inclusion on the Closing Statement, in an amount equal to the Additional Consideration, as adjusted pursuant to the adjustments and prorations provided for in this Agreement. In consideration for the (a) Additional Consideration, and (b) conveyance of the Bridle Path Parcel to Seller, Buyer shall receive from Seller the conveyance of the Cutout Parcel.

C. **Closing Deliveries.**

(1) On the Closing Date, Buyer shall deliver to Escrow Agent originals of the following documents, as duly executed by Buyer as applicable:

(a) the Bridle Path Parcel Deed;

(b) the Additional Consideration;

(c) counterparts of any documentation required to cause the Special Covenants to become effective as of the Closing Date;

(d) two (2) originals of the Bridle Path Parcel Section 1445 Affidavit;

(e) two (2) originals of the Bridle Path Parcel Owner's Affidavit;

(f) two (2) originals of the Closing Statement; and

(g) such other instruments and documents as may be reasonably required by the Title Company in order to transfer title to the Bridle Path Parcel to Seller.

(2) On the Closing Date, Seller shall deliver to Escrow Agent, originals of the following documents, as duly executed by Seller as applicable:

(a) the Cutout Parcel Deed;

(b) counterparts of any documentation required to cause the Special Covenants to become effective as of the Closing Date;

(c) two (2) originals of the Cutout Parcel Section 1445 Affidavit;

(d) two (2) originals of the Cutout Parcel Owner's Affidavit; and

(e) two (2) originals of the Closing Statement;

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(f) such other instruments and documents as may be reasonably required by the Title Company in order to transfer title to the Cutout Parcel to Buyer.

D. **Possession**. The Parties shall deliver exclusive and sole possession of the Parcels to the purchasing Party on the Closing Date.

E. **Bridle Path Parcel Prorations.** In addition to the fees, costs and expenses to be paid by the Parties as set forth elsewhere in this Agreement, the Parties agree that at the Closing:

(1) Real estate taxes, personal property taxes, prepaid expenses, insurance and all other fees and items of income and expense with respect to the Bridle Path Parcel shall be prorated as of the Closing Date. Buyer shall pay any outstanding real estate taxes with respect to the Bridle Path Parcel on or before the Closing.

(2) All bonds or special assessments against the Bridle Path Parcel due and properly allocable to the time period occurring before the Closing shall be paid by Buyer, all bonds or special assessments against the Bridle Path Parcel due and properly allocable to the time period occurring after the Closing Date shall be paid by Seller, and all bonds or special assessments due and properly allocable to the time periods occurring before and after the Closing Date shall be prorated as of the Closing Date.

(3) Such other items as are customarily apportioned between sellers and purchasers of real properties of a type similar to the Bridle Path Parcel and located in the State of Florida shall be prorated by the Parties at the time of the Closing.

F. **Cutout Parcel Prorations.** In addition to the fees, costs and expenses to be paid by the Parties as set forth elsewhere in this Agreement, the Parties agree that at the Closing:

(1) Real estate taxes, personal property taxes, prepaid expenses, insurance and all other fees and items of income and expense with respect to the Cutout Parcel shall be prorated as of the Closing Date. Seller shall pay any outstanding real estate taxes with respect to the Cutout Parcel on or before the Closing.

(2) All bonds or special assessments against the Cutout Parcel due and properly allocable to the time period occurring before the Closing shall be paid by Seller, all bonds or special assessments against the Cutout Parcel due and properly allocable to the time period occurring after the Closing Date shall be paid by Seller, and all bonds or special assessments due and properly allocable to the time periods occurring before and after the Closing Date shall be prorated as of the Closing Date.

(3) Such other items as are customarily apportioned between sellers and purchasers of real properties of a type similar to the Cutout Parcel and located in the State of Florida shall be prorated by the Parties at the time of the Closing.

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G. **Closing Costs.**

(1) Buyer shall pay for deed preparation costs for both Parcels, title insurance examination costs for both Parcels, title insurance premiums for both Parcels, the costs of the survey(s) for both Parcels, the costs of the Phase One environmental assessment for both Parcels, the costs of all municipal lien searches for both Parcels, recordation costs for the deeds for both Parcels, and documentary stamp tax payable on the conveyance of both Parcels based on the Parcel Valuations.

(2) Attorney's Fees. Notwithstanding anything to the contrary contained herein, each Party shall pay its own attorneys' fees and other expenses incurred by it in connection with the negotiation of this Agreement and the Closing

H. **Due Diligence Costs.** Each Party shall pay all costs related to its own Investigations and other due diligence reviews of the Parcels.

7. **Buyer's Representations and Warranties**.

A. **Representation and Warranties of Buyer**. Buyer hereby represents and warrants to Seller that Buyer is a limited liability company, duly organized, validly existing and in good standing under the laws of the State of Delaware, and duly qualified to conduct business activities in the State of Florida. Buyer has the requisite right, power and authority to convey and transfer the Bridle Path Parcel to Seller, as provided herein, and to enter into and carry out the terms of this Agreement and the execution and delivery hereof and of all other instruments referred to herein. The performance by Buyer of Buyer's obligations hereunder will not violate or constitute an event of default under the terms and provisions of any material agreement, document or instrument to which Buyer is a party or by which Buyer is bound. All proceedings required to be taken by or on behalf of Buyer to authorize it to make, deliver and carry out the terms of this Agreement have been duly and properly taken.

B. **GENERAL DISCLAIMER.** EXCEPT AS SPECIFICALLY SET FORTH IN THIS AGREEMENT, THE CONVEYANCE OF THE BRIDLE PATH PARCEL HEREUNDER IS AND WILL BE MADE ON AN "AS IS", "WHERE IS" AND "WITH ALL FAULTS" BASIS AFTER THE EXPIRATION OF THE DUE DILIGENCE PERIOD, WITHOUT REPRESENTATIONS AND WARRANTIES OF ANY KIND OR NATURE, EXPRESS, IMPLIED OR OTHERWISE, INCLUDING ANY REPRESENTATION OR WARRANTY CONCERNING THE PHYSICAL CONDITION OF THE BRIDLE PATH PARCEL (INCLUDING THE CONDITION OF THE SOIL OR THE IMPROVEMENTS, IF ANY), THE ENVIRONMENTAL CONDITION OF THE BRIDLE PATH PARCEL (INCLUDING THE PRESENCE OR ABSENCE OF HAZARDOUS SUBSTANCES ON OR AFFECTING THE BRIDLE PATH PARCEL), THE COMPLIANCE OF THE BRIDLE PATH PARCEL WITH APPLICABLE LAWS AND REGULATIONS (INCLUDING ZONING AND BUILDING CODES OR THE STATUS OF DEVELOPMENT OR USE RIGHTS RESPECTING THE BRIDLE PATH PARCEL), OR ANY OTHER REPRESENTATION OR WARRANTY RESPECTING ANY CHARGES, LIENS OR ENCUMBRANCES, RIGHTS OR CLAIMS ON,

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AFFECTING OR PERTAINING TO THE BRIDLE PATH PARCEL OR ANY PART THEREOF. SELLER ACKNOWLEDGES THAT, DURING THE DUE DILIGENCE PERIOD, SELLER WILL EXAMINE, REVIEW AND INSPECT ALL MATTERS WHICH IN SELLER'S JUDGMENT BEAR UPON THE BRIDLE PATH PARCEL AND ITS VALUE AND SUITABILITY FOR SELLER'S PURPOSES. EXCEPT AS OTHERWISE EXPRESSLY SET FORTH IN THIS AGREEMENT, SELLER WILL ACQUIRE THE BRIDLE PATH PARCEL SOLELY ON THE BASIS OF ITS OWN PHYSICAL AND FINANCIAL EXAMINATIONS, REVIEWS AND INSPECTIONS AND THE TITLE INSURANCE PROTECTION AFFORDED BY THE OWNER'S POLICY. THE PROVISIONS OF THIS SECTION SHALL SURVIVE THE CLOSING.

8. **Seller's Representations and Warranties**.

A. **Representation and Warranties of Seller.** Seller hereby represents and warrants to Buyer that Seller is a dependent district existing under the laws of the State of Florida. Seller has the requisite right, power and authority to convey and transfer the Cutout Parcel to Buyer, as provided herein, and to enter into and carry out the terms of this Agreement and the execution and delivery hereof and of all other instruments referred to herein. The performance by Seller of Seller's obligations hereunder will not violate or constitute an event of default under the terms and provisions of any material agreement, document or instrument to which Seller is a party or by which Seller is bound. All proceedings required to be taken by or on behalf of Seller to authorize it to make, deliver and carry out the terms of this Agreement have been duly and properly taken.

B. **GENERAL DISCLAIMER.** EXCEPT AS SPECIFICALLY SET FORTH IN THIS AGREEMENT, THE CONVEYANCE OF THE CUTOUT PARCEL HEREUNDER IS AND WILL BE MADE ON AN "AS IS", "WHERE IS" AND "WITH ALL FAULTS" BASIS AFTER THE EXPIRATION OF THE DUE DILIGENCE PERIOD, WITHOUT REPRESENTATIONS AND WARRANTIES OF ANY KIND OR NATURE, EXPRESS, IMPLIED OR OTHERWISE, INCLUDING ANY REPRESENTATION OR WARRANTY CONCERNING THE PHYSICAL CONDITION OF THE CUTOUT PARCEL (INCLUDING THE CONDITION OF THE SOIL OR THE IMPROVEMENTS, IF ANY), THE ENVIRONMENTAL CONDITION OF THE CUTOUT PARCEL (INCLUDING THE PRESENCE OR ABSENCE OF HAZARDOUS SUBSTANCES ON OR AFFECTING THE CUTOUT PARCEL), THE COMPLIANCE OF THE CUTOUT PARCEL WITH APPLICABLE LAWS AND REGULATIONS (INCLUDING ZONING AND BUILDING CODES OR THE STATUS OF DEVELOPMENT OR USE RIGHTS RESPECTING THE CUTOUT PARCEL), OR ANY OTHER REPRESENTATION OR WARRANTY RESPECTING ANY CHARGES, LIENS OR ENCUMBRANCES, RIGHTS OR CLAIMS ON, AFFECTING OR PERTAINING TO THE CUTOUT PARCEL OR ANY PART THEREOF. BUYER ACKNOWLEDGES THAT, DURING THE DUE DILIGENCE PERIOD, BUYER WILL EXAMINE, REVIEW AND INSPECT ALL MATTERS WHICH IN BUYER'S JUDGMENT BEAR UPON THE CUTOUT PARCEL AND ITS VALUE AND SUITABILITY FOR BUYER'S PURPOSES. EXCEPT AS OTHERWISE EXPRESSLY SET FORTH IN THIS AGREEMENT, BUYER WILL ACQUIRE THE CUTOUT PARCEL SOLELY ON THE BASIS OF ITS OWN PHYSICAL AND FINANCIAL

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EXAMINATIONS, REVIEWS AND INSPECTIONS AND THE TITLE INSURANCE PROTECTION AFFORDED BY THE OWNER'S POLICY. THE PROVISIONS OF THIS SECTION SHALL SURVIVE THE CLOSING.

9. **Brokerage Fees**. Each Party represents and warrants to the other that no broker or finder has been engaged by either Party in connection with the transactions contemplated by this Agreement, or to either Party's knowledge is in any way connected with such transactions. If any such claims for brokers' or finders' fees or commissions are asserted in connection with the negotiation, execution or consummation of this Agreement, then Buyer shall indemnify, save harmless and defend Seller from and against such claims if they shall be based upon any statement, representation or agreement made by Buyer, and Seller shall indemnify, save harmless and defend Buyer if such claims shall be based upon any statement, representation or agreement made by Seller.

10. **Waiver of Performance**. Either Party may waive the satisfaction or performance of any conditions or agreements contained within this Agreement which have been inserted for such Party's own and exclusive benefit, so long as the waiver is signed (unless the Agreement provides for a non-written waiver) and specifies the waived condition or agreement and is delivered to the other Party hereto and the Escrow Agent.

11. **Notices**. All notices under this Agreement shall be in writing and shall be effective upon receipt whether delivered by electronic mail, personal delivery or recognized overnight delivery service, , or sent by United States registered or certified mail, return receipt requested, postage prepaid, addressed to the respective parties as follows:

If to Buyer, to:
MH Wellington 2023 LLC
15120 NE 92nd Street
Redmond, WA 98052
Attention: Josh Posthuma
Email: josh@jenna.com

with copies to:
MH Wellington 2023 LLC
3060 Mallet Hill Ct
Wellington, FL 33414
Attention: Damon Nuzzi, Estate Manager
Email: damon@jenna.com

MH Wellington 2023 LLC
c/o Keisha Clarke
50 East 73rd Street
New York, NY 10021
Email: keisha@jenna.com

and

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K&L Gates LLP
200 S. Biscayne Boulevard, Suite 3900
Miami, Florida 33131
Attention: Douglas Stanford
Email: douglas.stanford@klgates.com

If to Seller, to: Jim Barnes, District Administrator
Acme Improvement District
c/o Village of Wellington
12300 Forest Hill Boulevard
Wellington, FL 33414
Email: jbarnes@wellingtonfl.gov

with copies to: Laurie Stilwell Cohen Esq., Board Attorney
Acme Improvement District
c/o Village of Wellington
12300 Forest Hill Boulevard
Wellington, FL 33414
Email: lcohen@wellingtonfl.gov

and

Stearns Weaver Miller Weissler Alhadeff & Sitterson, P.A.
200 East Las Olas Boulevard, Suite 2100
Ft. Lauderdale, Florida 33301
Attention: George A. Pincus, Esq.,
Email: gpincus@stearnsweaver.com

Either Party may notify the other Party of its change of address by notifying the other Party in writing of the new address. Any such notice or communication shall be deemed to have been delivered either at the time of personal delivery actually received by the addressee or an authorized representative of the addressee at the address provided above whether by certified or registered U.S. mail or any nationally recognized overnight service

12. **Section Headings**. The section headings of this Agreement are for the purposes of reference only and shall not be used for limiting or interpreting the meaning of any section.

13. **Counterparts**. This Agreement may be executed in several counterparts and all such executed counterparts shall constitute one agreement, binding on all of the Parties hereto, notwithstanding that all of the Parties hereto are not signatories to the original or to the same counterpart. This Agreement shall not be binding unless and until all Parties hereto have executed this Agreement.

14. **Governing Law and Venue**. The validity, construction and operational effect of this Agreement shall be governed by the laws of the State of Florida. Venue shall be in the circuit court of Palm Beach County, Florida.

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15. **Prior Agreements**. This Agreement supersedes any and all oral or written agreements between the Parties hereto regarding the Bridle Path Parcel and the Cutout Parcel which are prior in time to this Agreement. Neither Buyer nor Seller shall be bound by any prior understanding, agreement, promise, representation or stipulation, express or implied, not specified herein.

16. **Successors and Assigns**. This Agreement shall be binding upon and shall inure to the benefit of permitted successors and assigns of the parties hereto.

17. **Severability**. If any portion of this Agreement is held to be unenforceable by a court of competent jurisdiction, the remainder of this Agreement shall remain in full force and effect.

18. **Performance Due on Non-Business Day**. If the time period for the performance of any obligation or exercise of any right of a party hereunder expires on any day that is not a Business Day, the time for such performance or exercise shall be extended until the next Business Day.

19. **WAIVER OF TRIAL BY JURY**. BUYER AND SELLER HEREBY WAIVE TRIAL BY JURY IN ANY ACTION, PROCEEDING OR COUNTERCLAIM (WHETHER ARISING IN TORT OR CONTRACT) BROUGHT BY EITHER AGAINST THE OTHER ON ANY MATTER ARISING OUT OF OR IN ANY WAY CONNECTED WITH THIS AGREEMENT. THE FOREGOING WAIVER IS MADE KNOWINGLY, VOLUNTARILY AND INTENTIONALLY BY THE PARTIES.

20. **Amendments**. This Agreement may be amended only by written agreement signed by both of the Parties hereto.

21. **Sovereign or Governmental Immunity**. Buyer and Seller acknowledge that the Florida Doctrine of Sovereign Immunity bars certain claims against Seller other than claims arising out of this Agreement. Specifically, Buyer acknowledges that it cannot and will not assert any claims against Seller with respect to the subject matter of this Agreement, unless the claim is based upon a breach or default by Seller of this Agreement. Furthermore, Buyer understands that it shall have no right and will not make any claims based upon any of the following: (i) claims based upon any alleged breach by Seller of warranties or representations not specifically set forth in this Agreement; (ii) claims based upon negligence or any tort arising out of this Agreement, except to the extent permitted by, and subject to the limitations and processes set forth in, Florida Statutes Section 768.28; (iii) claims based upon alleged acts or inaction by Seller, its elected officials, attorneys, administrators, consultants, agents, or any Seller employee; provided, however, that the foregoing shall not, under any circumstance, be deemed to be a waiver of any right to make a claim, or otherwise bring an action against Seller with respect to any alleged action or inaction which would constitute a breach or default of the terms and conditions of this Agreement; or (iv) claims based upon an alleged waiver by Seller of the terms of this Agreement. Nothing in this Agreement is intended to operate as a waiver of Seller's sovereign immunity, as set forth in the Florida Constitution and Florida Statutes Section 768.28.

[SIGNATURES APPEAR ON THE FOLLOWING PAGES]

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IN WITNESS WHEREOF, Seller has executed this Agreement as of the date written below.

SELLER:

Attest: _____
Chevelle D. Hall, Board Secretary

ACME IMPROVEMENT DISTRICT,
a dependent district of the Village of Wellington

By: _____
Michael J. Napoleone, Board President

Signed on: _____

Approved as to Form and Legal Sufficiency:

By: _____
Laurie Cohen, Board Attorney

Signed on: _____

[ADDITIONAL SIGNATURES FOLLOW]

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IN WITNESS WHEREOF, Buyer has executed this Agreement as of the date below.

BUYER:

MH WELLINGTON 2023 LLC, a Delaware limited liability company

By: Jenna Ventures LLC, a Delaware limited liability company, its manager

DocuSigned by:
By: Josh Posthuma 2/5/2026
E353CD4E2B1B4BC...
Name: Josh Posthuma
Title: Manager

DocuSigned by:
By: Matiele Law 2/5/2026
53126D901A2A499...
Name: Matiele Law
Title: Manager

Signed on: February ___, 2026

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Exhibit "A"

Glossary of Defined Terms

"**Additional Consideration**" shall mean the sum of Two Hundred Thousand and No/100 Dollars ($200,000.00).

"**Applicable Law**" shall mean any and all laws, statutes, rules, regulations, codes, orders, ordinances, judgments, writs, injunctions and decrees of any Governmental Authority.

"Bridle Path Parcel Deed" shall mean a special warranty deed conveying title to the Bridle Path Parcel from Buyer to Seller duly executed by Buyer and properly witnessed and acknowledged for recordation.

"Bridle Path Parcel Owner's Affidavit" shall mean a gap, possession and mechanic's lien affidavit to be delivered by Buyer to Seller at the Closing as to those items or facts within Buyer's control in form typically required by a title insurer and sufficient to allow Title Company to delete the "standard exceptions" in a title insurance policy, including, but not limited to (i) rights of parties in possession other than record owners, (ii) any lien, or right to lien, for services, labor, or materials heretofore or hereafter furnished, imposed by law and not shown among the public records, and (iii) defects, liens, encumbrances adverse claims or other matters, if any, created, first appearing in the public record or attaching subsequent to the effective date of the Bridle Path Parcel Title Commitment but prior to the date the proposed insured acquires for value of record the estate or interest or mortgage thereon covered by the Bridle Path Parcel Title Commitment.

"**Bridle Path Parcel Permitted Exceptions**" shall mean, collectively, (i) any state of facts that an accurate survey of the Bridle Path Parcel may show, including the Hedge Encroachment, (ii) all Applicable Laws, (iii) all presently existing and future liens of real estate taxes or assessments and water rates, water meter charges, water frontage charges and sewer taxes, rents and charges, if any, provided that such items are not yet due and payable and are apportioned as provided in this Agreement, and (iii) any other matter or thing affecting title to the Bridle Path Parcel that Seller shall have agreed, or be deemed to have agreed, to waive as a Bridle Path Parcel Unpermitted Exception pursuant to the terms of this Agreement.

"Bridle Path Parcel Section 1445 Affidavit" shall mean an affidavit from Buyer which satisfies the requirements of Section 1445 of the Internal Revenue Code, as amended.

"Bridle Path Parcel Survey" shall mean a survey of the Bridle Path Parcel, obtained by Buyer, at Buyer's sole cost and expense and delivered to Seller prior to the expiration of the Due Diligence Period, prepared by a registered land surveyor and certified by said land surveyor as having been prepared in accordance with the minimum technical requirements for land surveys promulgated pursuant to the Florida Administrative Code at Buyer's sole cost and expense.

"Bridle Path Parcel Title Commitment" shall mean a commitment for an owner's fee title insurance policy in the standard form issued by the Title Company in the State of Florida insuring Seller's interest in the Bridle Path Parcel.

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"Bridle Path Parcel Unpermitted Exceptions" shall mean any objections raised by Seller to the Bridle Path Parcel Title Commitment or the Bridle Path Parcel Survey other than the Bridle Path Parcel Permitted Exceptions.

"**Business Day**" shall mean any day other than a Saturday, Sunday, or any other day on which banking institutions in the State of Florida are authorized or obligated by Applicable Law to close.

"**Buyer Related Parties**" shall mean, collectively, any of the following acting on Buyer's behalf, Buyer's agents, advisors, representatives, affiliates, employees, directors, partners, members, beneficiaries, investors, servants, shareholders, trustees and any other persons acting on Buyer's behalf.

"**Calendar Day**" shall mean any and all days of the week, including weekends and holidays.

"Closing" shall mean the closing of the conveyance of the Parcels in accordance with the terms and conditions of this Agreement.

"Closing Date" shall mean the date that is on or before thirty (30) days following the expiration of the Due Diligence Period.

"**Code**" shall mean the Internal Revenue Code of 1986, as amended.

"Cutout Parcel Deed" shall mean a special warranty deed conveying title to the Cutout Parcel from Seller to Buyer duly executed by Seller and properly witnessed and acknowledged for recordation.

"Cutout Parcel Owner's Affidavit" shall mean a gap, possession and mechanic's lien affidavit to be delivered by Seller to Buyer at the Closing as to those items or facts within Seller's control in form typically required by a title insurer and sufficient to allow Title Company to delete the "standard exceptions" in a title insurance policy, including, but not limited to (i) rights of parties in possession other than record owners, (ii) any lien, or right to lien, for services, labor, or materials heretofore or hereafter furnished, imposed by law and not shown among the public records, and (iii) defects, liens, encumbrances adverse claims or other matters, if any, created, first appearing in the public record or attaching subsequent to the effective date of the Cutout Parcel Title Commitment but prior to the date the proposed insured acquires for value of record the estate or interest or mortgage thereon covered by the Cutout Parcel Title Commitment.

"Cutout Parcel Permitted Exceptions" shall mean, collectively, (i) any state of facts that an accurate survey of the Cutout Parcel may show, (ii) all Applicable Laws, (iii) all presently existing and future liens of real estate taxes or assessments and water rates, water meter charges, water frontage charges and sewer taxes, rents and charges, if any, provided that such items are not yet due and payable and are apportioned as provided in this Agreement, and (iii) any other matter or thing affecting title to the Cutout Parcel that Buyer shall have agreed, or be deemed to have agreed, to waive as a Cutout Parcel Unpermitted Exception pursuant to the terms of this Agreement.

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"Cutout Parcel Section 1445 Affidavit" shall mean an affidavit from Buyer which satisfies the requirements of Section 1445 of the Internal Revenue Code, as amended.

"Cutout Parcel Survey" shall mean a survey of the Cutout Parcel, obtained by Buyer, at Buyer's sole cost and expense and delivered to Seller prior to the expiration of the Due Diligence Period, prepared by a registered land surveyor and certified by said land surveyor as having been prepared in accordance with the minimum technical requirements for land surveys promulgated pursuant to the Florida Administrative Code at Buyer's sole cost and expense. Buyer shall cause the surveyor to prepare the metes and bounds legal description for the Cutout Parcel Survey and a sketch such that the existing fence on the Cutout Parcel running diagonally between the northwest and southeast corners of the Cutout Parcel will be located entirely within the Cutout Parcel Survey legal description.

"Cutout Parcel Title Commitment" shall mean a commitment for an owner's fee title insurance policy in the standard form issued by the Title Company in the State of Florida insuring Buyer's interest in the Cutout Parcel.

"Cutout Parcel Unpermitted Exceptions" shall mean any objections raised by Buyer to the Cutout Parcel Title Commitment or the Cutout Parcel Survey other than the Cutout Parcel Permitted Exceptions.

"Due Diligence Period" shall mean and refer to the period of time commencing on the Effective Date and expiring on the day that is sixty (60) Calendar Days following the Effective Date.

"**Environmental Condition**" shall mean the occurrence of a violation of Applicable Law in any material respect resulting from the contamination of the Parcel with Hazardous Materials.

"**Escrow Agent**" shall mean Sterns Weaver Miller Weissler Alhadeff & Sitterson, P.A.

"**Governmental Authority**" shall mean the United States, the State of Florida, Palm Beach County, the Village of Wellington, or any agency, department, commission, bureau or instrumentality of any of the foregoing having jurisdiction over the Parcels.

"**Hazardous Materials**" shall mean (i) any toxic substance or hazardous waste, hazardous substance or related hazardous material; (ii) asbestos in any form which is or could become friable, urea formaldehyde foam insulation, transformers or other equipment which contain dielectric fluid containing levels of polychlorinated biphenyls in excess of presently existing federal, state or local safety guidelines, whichever are more stringent; and (iii) any substance, material or chemical which is defined as or included in the definition of "hazardous substances", "toxic substances", "hazardous materials", "hazardous wastes" or words of similar import under any federal, state or local statute, law, code, or ordinance or under the regulations adopted or guidelines promulgated pursuant thereto, including, but not limited to, the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, 42 U.S.C. §9061 et seq.; the Hazardous Materials Transportation Act, as amended, 49 U.S.C. §1801, et seq.; the Resource Conservation and Recovery Act, as amended, 42 U.S.C. §6901, et seq.; and the Federal Water Pollution Control Act, as amended, 33 U.S.C. §1251, et seq.

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"**Investigations**" shall mean such investigations, inspections and/or other due diligence concerning the applicable Parcel, including the suitability of such Parcel for the uses contemplated thereon by Buyer or Seller, as applicable, following the consummation of the transactions set forth in this Agreement.

"**IRS**" shall mean the Internal Revenue Service.

"Mandatory Bridle Path Parcel Cure Items" shall mean any mortgage or deed of trust, lien, or any and all other instruments, agreements, restrictions, easements, covenants or encumbrances whatsoever that are filed or recorded against the Bridle Path Parcel following the Closing without Seller's prior written consent.

"Mandatory Cutout Parcel Cure Items" shall mean any mortgage or deed of trust, lien, or any and all other instruments, agreements, restrictions, easements, covenants or encumbrances whatsoever that are filed or recorded against the Cutout Parcel between the Effective Date of this Agreement and the Closing without Buyer's prior written consent.

"**Monetary Encumbrance**" shall mean any mortgage or deed of trust, lien, or other encumbrance to which either Party shall timely object as an Unpermitted Exception pursuant to the terms of this Agreement and which can be satisfied by the payment of a liquidated amount.

"**OFAC**" shall mean the Office of Foreign Asset Control of the Department of the Treasury.

"**OFAC Regulations**" shall mean the regulations of OFAC (including those named on OFAC's Specially Designated Nationals and Blocked Persons List) or under any statute, executive order (including the September 24, 2001, Executive Order Blocking Property and Prohibiting Transactions with Persons Who Commit, Threaten to Commit, or Support Terrorism).

"**Parcel**" or "**Parcels**" shall mean, as the context requires, the Bridle Path Parcel and/or Cutout Parcel.

"**Parties**" shall mean, collectively, Buyer and Seller.

"**Person**" shall mean any individual, corporation, partnership, limited partnership, limited liability company, trust, Governmental Authority or other entity.

"**Seller Related Parties**" shall mean, collectively, any of the following acting on Seller's behalf, Seller's employees, agents and other representatives, including without limitation, attorneys, accountants, contractors, consultants, engineers and financial advisors.

"**Termination Notice**" shall mean a written notice from one Party to the other Party confirming such Party's election to terminate this Agreement.

"**Title Company**" shall mean either Fidelity National Title Insurance Company or First American Title Insurance Company, as selected by Buyer.

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"**Title Objection Notice**" shall mean a written notice from one Party to the other Party identifying one or more Bridle Path Parcel Unpermitted Exceptions or Cutout Parcel Unpermitted Exceptions, as applicable, to which such Party objects.

"Title Review Period" shall mean and refer to the period of time commencing on the Effective Date and expiring on the day that is five (5) days prior to the expiration of the Due Diligence Period.

"**Title Update Objection Notice**" shall mean a written notice from one Party to the other Party identifying one or more Cutout Parcel Unpermitted Exceptions or Bridle Path Parcel Unpermitted Exceptions, as applicable, first arising subsequent to the Title Review Period and subject to which such Party objects to.

"**Unpermitted Exception**" shall mean, as applicable, a Bridle Path Parcel Unpermitted Exception or Cutout Parcel Unpermitted Exception.

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Exhibit "B"

Location of Bridle Path Parcel and Cutout Parcel

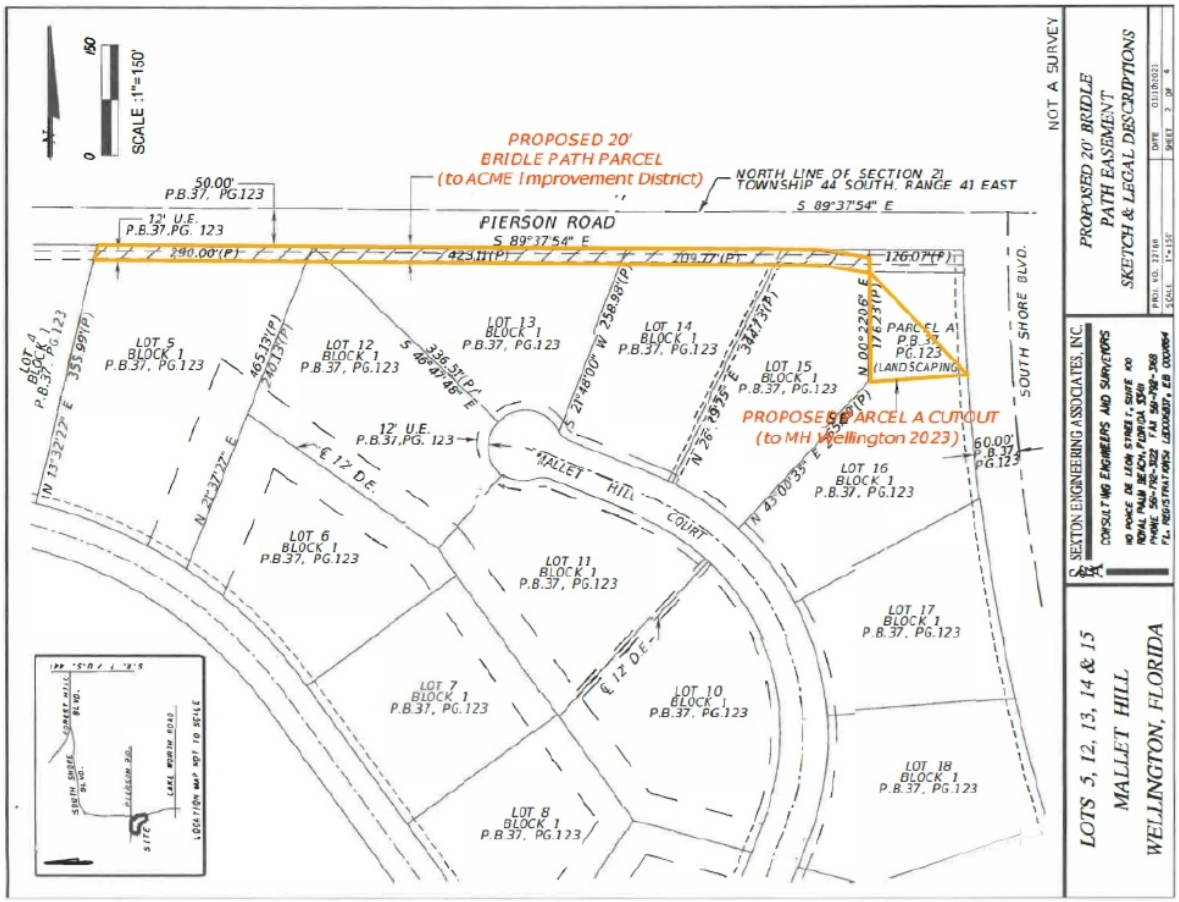

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Exhibit "C"

Special Exceptions

1. Plat of MALLET HILL OF WELLINGTON COUNTRYPLACE - P.U.D., as recorded in Plat Book 37, Page(s) 123, as affected by Ordinance No. 2000-17 recorded in Book 12728, Page 1825 and Quit Claim Deed recorded in Book 13223, Page 604, all of the Public Records of Palm Beach County, Florida.

2. Declaration of Covenants, Conditions, Restrictions and Easements recorded in Book 5331, Page 1589, as amended in Book 5455, Page 523; Book 5480, Page 1630; Book 5480, Page 1632; Book 5755, Page 1305; Book 6663, Page 782; and Book 6826, Page 1150; as affected by Assignment and Agreement recorded in Book 5882, Page 657, together with Memorandum of Notice of Assessments Book 5564, Page 1406; and together with the Articles of Incorporation and By- Laws recorded in Book 5331, Page 1737, as said By-Laws were amended in Book 5455,Page 525, Book 5755, Page 1303, Book 6663, Page 784, Book 6826, Page 1153, Book 8681, Page 1408, Book 8780, Page 772, Book 10781, Page 1250 and Notice of Withdrawal of Property recorded in Book 9016, Page 557 and as affected by Book 29166, Page 880, all of the Public Records of Palm Beach County, Florida.

3. Declaration of Covenants, Conditions, Restrictions and Easements, recorded in Book 3141, Page 1457; as amended in Book 3225, Page 780; together with Assignment of Rights recorded in Book 5050, Page 1142; Book 11080, Page 599 and Book 11080, Page 601; as further amended in Book 5803, Page 1497; Book 11391, Page 267; as amended by 23195, Page 1668; Notice of Refiling and Preserving Declaration of Restrictions in Book 28761, Page 554; and Amendment in Book 28925, Page 819 and as amended by Amendment to Amended Declaration of Restrictions in Book 30545, Page 1796, all of the Public Records of Palm Beach County, Florida.

Certificate Of Completion

Envelope Id: 2E7FCA57-4541-4B2A-A499-0109CE2EDB11 Status: Completed

Subject: Complete with Docusign: Land Swap Agreement - MH Wellington LLC with Acme Improvement District ...

Source Envelope:

Document Pages: 26 Signatures: 2 Envelope Originator:

Certificate Pages: 2 Initials: 0 Keisha Clarke

AutoNav: Enabled 11924 W Forest Hills Blvd, Suite 10A-210

EnvelopeId Stamping: Enabled Wellington, FL 33414

Time Zone: (UTC-08:00) Pacific Time (US & Canada) keisha@jenna.com

IP Address: 24.193.18.247

Record Tracking

Status: Original Holder: Keisha Clarke Location: DocuSign

2/5/2026 11:16:42 AM keisha@jenna.com

Signer Events	Signature	Timestamp
Josh Posthuma Josh@Jenna.com Chief Investment Officer Jenna Ventures, LLC Security Level: Email, Account Authentication (None)	DocuSigned by: E353CD4E2B1B4BC... Signature Adoption: Pre-selected Style Using IP Address: 2601:58b:1400:1430:3c42:52bc:ecd1:bbbf Signed using mobile	Sent: 2/5/2026 11:21:00 AM Viewed: 2/5/2026 11:49:43 AM Signed: 2/5/2026 11:50:07 AM
Electronic Record and Signature Disclosure: Not Offered via Docusign		
Matiele Law Matiele@Jenna.com Executive Director Jenna Security Level: Email, Account Authentication (None)	DocuSigned by: 53126D901A2A499... Signature Adoption: Pre-selected Style Using IP Address: 2601:603:703:43e0:b4de:d5f2:3f0a:757c	Sent: 2/5/2026 11:21:00 AM Viewed: 2/5/2026 11:21:20 AM Signed: 2/5/2026 11:21:31 AM
Electronic Record and Signature Disclosure: Not Offered via Docusign		

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	2/5/2026 11:21:01 AM

Envelope Summary Events	Status	Timestamps
Certified Delivered	Security Checked	2/5/2026 11:21:20 AM
Signing Complete	Security Checked	2/5/2026 11:21:31 AM
Completed	Security Checked	2/5/2026 11:50:07 AM

Payment Events	Status	Timestamps

File #: 26-7615, **Version:** 1

ITEM: RESOLUTION NO. AC2026-01 (AUTHORIZING THE BOARD PRESIDENT OR VICE PRESIDENT, AND BOARD SECRETARY, TO EXECUTE A SPECIAL WARRANTY DEED IN FAVOR OF WELLINGTON PROPERTY OWNER LLC, TOGETHER WITH ALL OTHER DOCUMENTS NECESSARY TO CLOSE ON THE PROPERTY KNOWN AS "K-PARK)

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE ACME IMPROVEMENT DISTRICT AUTHORIZING THE BOARD PRESIDENT OR VICE PRESIDENT, AND BOARD SECRETARY, TO EXECUTE A SPECIAL WARRANTY DEED IN FAVOR OF WELLINGTON PROPERTY OWNER LLC, TOGETHER WITH ALL OTHER DOCUMENTS NECESSARY TO CLOSE ON THE PROPERTY KNOWN AS "K-PARK, HAVING PARCEL ID NUMBER 73-42-43-27-05-026-0011, TOGETHER WITH A 3.6+/- ACRE PARCEL LOCATED ADJACENT TO AND SOUTH OF K-PARK, HAVING PARCEL ID NUMBER 73-41-44-24 -06-003-0000 AND REFERRED TO AS THE "RIGHT OF WAY PARCEL;" AND PROVIDNG AN EFFECTIVE DATE.

REQUEST: Approval of Resolution No. AC2026-01 authorizing the Board President or Vice President, and Board Secretary, to execute a special warranty deed in favor of Wellington Property Owner LLC, together with all other documents necessary to close on the property known as "K-Park.

EXPLANATION: Acme Improvement District ("Acme") has entered into a Purchase and Sale Agreement, as amended, with the Related-Ross entity known as Wellington Property Owner LLC for the sale of the K-Park property.

In anticipation of the upcoming closing(s) on the Property, which may occur in two phases, Acme must authorize its Board President or Vice President, and Secretary, to execute all documents necessary to close on the sale of the Property, including, without limitation, executing the Special Warranty Deed and other closing documents (collectively, the "Closing Documents").

BUDGET AMENDMENT REQUIRED: NO

PUBLIC HEARING: NO **QUASI-JUDICIAL:**

FIRST READING: **SECOND READING:**

LEGAL SUFFICIENCY: YES

FISCAL IMPACT: The proceeds from the closing, which may occur in two phases, will be a minimum of $46,294,853.61.

WELLINGTON FUNDAMENTAL: Responsive Government

RECOMMENDATION: Approval of Resolution No. AC2026-01 authorizing the Board President or Vice President, and Board Secretary, to execute a special warranty deed in favor of Wellington Property Owner LLC, together with all other documents necessary to close on the property known as "K-Park.

RESOLUTION NO. AC2026-01

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE ACME IMPROVEMENT DISTRICT AUTHORIZING THE BOARD PRESIDENT OR VICE PRESIDENT, AND BOARD SECRETARY, TO EXECUTE A SPECIAL WARRANTY DEED IN FAVOR OF WELLINGTON PROPERTY OWNER LLC, TOGETHER WITH ALL OTHER DOCUMENTS NECESSARY TO CLOSE ON THE PROPERTY KNOWN AS "K-PARK, HAVING PARCEL ID NUMBER 73-42-43-27-05-026-0011, TOGETHER WITH A 3.6+/- ACRE PARCEL LOCATED ADJACENT TO AND SOUTH OF K-PARK, HAVING PARCEL ID NUMBER 73-41-44-24-06-003-0000 AND REFERRED TO AS THE "RIGHT OF WAY PARCEL;" AND PROVIDNG AN EFFECTIVE DATE.

WHEREAS, the Acme Improvement District ("Acme") owns that certain 71.28+/- acre parcel of real property located on State Road 7, south of Stribling Way in the Village of Wellington, Florida, known as "K-Park", having Parcel ID No. 73-42-43-27-05-026-0011, together with that certain 3.6+/- acre parcel of real property located adjacent to the south of K-Park, having Parcel ID No. 73-41-44-24-06-003-0000 and referred to as the Right of Way Parcel (and collectively with K-Park, referred to as the "Property"); and

WHEREAS, Acme's Board of Supervisors and Wellington Property Owner LLC entered into a Purchase and Sale Agreement, dated effective January 21, 2025 with WELLINGTON PROPERTY OWNER LLC, a Delaware limited liability company ("Purchaser") for the sale of the Property in the form attached to Resolution No. AC2025-01, as amended; and

WHEREAS, in anticipation of the parties closing on the sale of the Property, Acme desires to authorize its Board President or Vice President, and Secretary, to execute all documents necessary to close on the sale of the Property to Purchaser, including, without limitation the Special Warranty Deed and other closing documents (collectively, the "Closing Documents").

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE ACME IMPROVEMENT DISTRICT that:

SECTION 1. The foregoing recitals are hereby affirmed and ratified as being true and correct.

SECTION 2. The Board of Supervisors of the Acme Improvement District authorizes the Board President or Vice President, and the Board Secretary, to execute the Special Warranty Deed and other Closing Documents incident to the closing of the

sale of the Property to Purchaser as referenced in the Purchase and Sale Agreement, as amended.

SECTION 3. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED this _____ day of _____, 2026.

ATTEST: **ACME IMPROVEMENT DISTRICT**

By: _____ By: _____
Chevelle D. Hall, Board Secretary Michael J. Napoleone, Board President

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

By: _____
Laurie Cohen, Board Attorney

Exhibit “A”
Legal Description

Legal Description:

A parcel of land lying in Section 24, Township 44 South, Range 41 East, being a portion of Tracts 1 through 8, Block 26, ***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, together with all of Tract C, ***Oakmont Estates P.U.D.***, according to the plat thereof, as recorded in Plat Book 106, Pages 6-9, of the Public Records of Palm Beach County, Florida, together with lands vacated by Lake Worth Drainage District, as recorded in Official Records Book 13325, Page 1198, of the Public Records of Palm Beach County, Florida, all being more particularly described as follows:

Commence at the North One-Quarter (¼) Corner of said Section 24;
Thence, South 01°24'43" West, along the West line of the Northeast One Quarter (¼) of said Section 24, and the West line of said Block 26, ***Palm Beach Farms Co. Plat No. 3,*** a distance of 19.57 feet to the ***Point of Beginning;***
Thence, South 88°10'28" East, a distance of 1,716.01 feet;
Thence, South 86°54'06" East, a distance of 315.08 feet;
Thence, South 88°10'28" East, a distance of 330.50 feet;
Thence, South 43°08'16" East, a distance of 57.12 feet to a point on the Westerly Right-Of-Way line of State Road 7 (U.S. 441), as shown on the Florida Department of Transportation Right-Of-Way Map, Section 93210-2519, Sheet 9 of 27, last revised 02-01-96;
Thence, South 01°53'57" West, along said Right-Of-Way line, a distance of 949.58 feet;
Thence, North 88°05'50" West, a distance of 1,142.41 feet;
Thence, South 01°07'58" East, a distance of 415.00 feet, to a point on the North line of said Tract C, ***Oakmont Estates P.U.D.***;
Thence, North 88°52'02" East, along said North line, a distance of 1,122.03 feet to a point on the said Westerly Right-Of-Way line of State Road 7 (U.S. 441), and the Northeast corner of said Tract C, ***Oakmont Estates P.U.D.***;
Thence, South 01°53'57" West, along said Right-Of-Way line, and the Easterly line of said Tract C, ***Oakmont Estates P.U.D.***, a distance of 66.09 feet to the Southeast corner of said Tract C, ***Oakmont Estates P.U.D.***;
Thence, South 88°52'02" West, along the South line of said Tract C, ***Oakmont Estates P.U.D.***, a distance of 2,366.99 feet;
Thence, North 85°05'57" West, continuing along said South line, a distance of 25.05 feet to a point on the West line of the Northeast One Quarter (¼) of said Section 24, and the West line of said Block 26, ***Palm Beach Farms Co. Plat No. 3;***
Thence, North 01°24'43" East, along said West line, a distance of 1,538.90 feet to the ***Point of Beginning.***

Said lands lying and being in the City of Wellington, Palm Beach County, Florida, and containing 3,104,870 square feet (71.28 acres), more or less.

File #: 26-7610, **Version:** 1

ITEM: RESOLUTION NO. R2026-04 (WELLINGTON VILLAGE (FKA K PARK) CONDITIONAL USE FOR POD A SCHOOL)

A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING A CONDITIONAL USE (PETITION 2025-0001-CU) FOR CERTAIN PROPERTY FORMERLY KNOWN AS K PARK, TOTALING APPROXIMATELY 71.27 ACRES, MORE OR LESS, LOCATED ON THE SOUTHWEST CORNER OF STRIBLING WAY AND US441/SR7, AS MORE SPECIFICALLY DESCRIBED HEREIN, TO ALLOW A 1,750-STUDENT PRIVATE SCHOOL WITH OUTDOOR RECREATIONAL FACILITIES WITHIN POD A OF THE WELLINGTON VILLAGE MUPD; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

REQUEST: Approval of Resolution No. R2026-04 to allow a Conditional Use for a private school (primary and secondary) with a maximum of 1,750 students and an outdoor sports and aquatic center within Pod A of Wellington Village MUPD.

EXPLANATION: The Rezoning (Ordinance No. R2026-06), Master Plan (Resolution No. R2026-03), and Conditional Use - Hotel (Resolution No. R2026-05) requests for Wellington Village were approved at the February 10, 2026 Council Meeting. The Conditional Use (Resolution No. R2026-05) request to allow a private school for a maximum of 1,750 students within Pod A of the Wellington Village MUPD was postponed to the February 24, 2026 Council Meeting to allow the applicant to finalize the number of scholarships reserved for Wellington residents. Finalized condition language will be provided prior to the Council meeting.

BUDGET AMENDMENT REQUIRED: NO

PUBLIC HEARING: YES **QUASI-JUDICIAL:** YES

FIRST READING: YES **SECOND READING:**

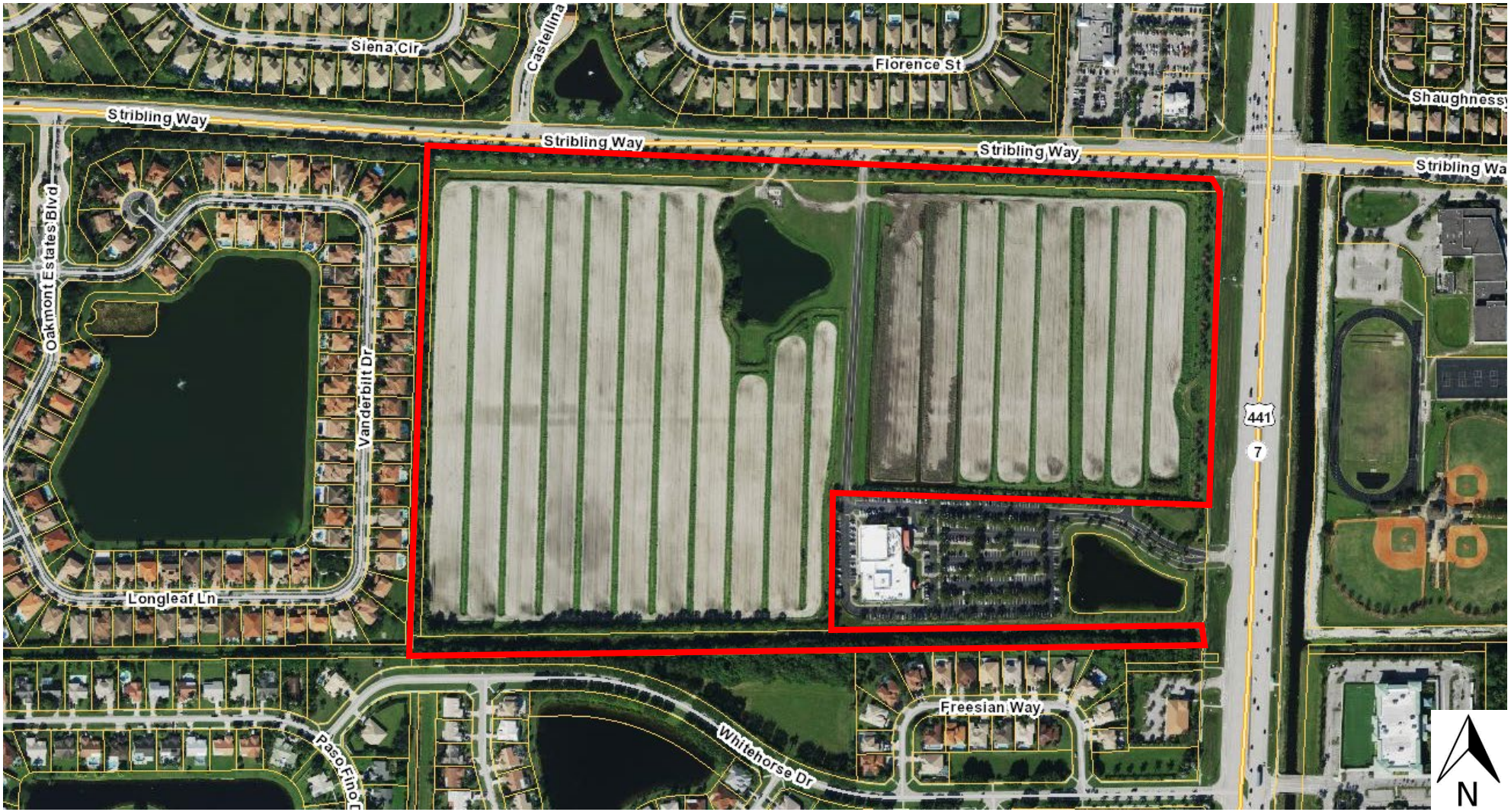
LEGAL SUFFICIENCY: YES

FISCAL IMPACT: N/A

WELLINGTON FUNDAMENTAL: Responsive Government

RECOMMENDATION: All required application documentation has been reviewed by the Development Review Manager and Wellington Departments to determine compliance with the Comprehensive Plan and the LDR, subject to conditions provided in the staff report.

Findings of Fact are provided in the Staff Report that support the approval of the Conditional Use request. These findings are subject to other competent substantial evidence presented at the quasi-judicial public hearing.



THE VILLAGE OF WELLINGTON

K Park
Location Map

RESOLUTION NO. R2026-04

A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING A CONDITIONAL USE (PETITION 2025-0001-CU) FOR CERTAIN PROPERTY FORMERLY KNOWN AS K PARK, TOTALING APPROXIMATELY 71.27 ACRES, MORE OR LESS, LOCATED ON THE SOUTHWEST CORNER OF STRIBLING WAY AND US441/SR7, AS MORE SPECIFICALLY DESCRIBED HEREIN, TO ALLOW A 1,750-STUDENT PRIVATE SCHOOL WITH OUTDOOR RECREATIONAL FACILITIES WITHIN POD A OF THE WELLINGTON VILLAGE MUPD; PROVIDING A CONFLICTS CLAUSE; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Wellington's Council, as the governing body of Wellington, Florida, pursuant to the authority in Chapter 163 and Chapter 166, Florida Statutes, and the Wellington Land Development Regulations, is authorized and empowered to consider petitions related to zoning and development orders; and

WHEREAS, the notice of hearing requirements as provided in Article 5 of the Wellington Land Development Regulations have been satisfied; and

WHEREAS, the Future Land Use Map designation for the subject property was recently changed to Mixed-Use by Ordinance No. 2025-04; and

WHEREAS, the property owner has applied for a companion Rezoning (Ordinance No. 2026-06) and Master Plan Amendment applications (Resolution No. R2026-03) to change the Zoning designation to Multiple Use Planned Development (MUPD) and to adopt the Wellington Village MUPD Master Plan and Project Standards Manual; and

WHEREAS, the development program for Wellington Village MUPD includes a private school within Pod A, which also requires a Conditional Use approval; and

WHEREAS, the Planning, Zoning and Adjustment Board, sitting as the Local Planning Agency, after notice and public hearing on January 21, 2026, recommended approval of the Conditional Use application with a 7 - 0 vote; and

WHEREAS, the Wellington Council has taken the recommendations of the Local Planning Agency, the Findings of Facts provided in the staff report, and the evidence and testimony presented by the Petitioner and other interested parties, and comments from the public into consideration when considering the proposed Conditional Use; and

WHEREAS, Wellington's Council has made the following Findings of Fact:

1. Environmental Considerations: There are no environmental issues or concerns.

2. Surrounding Use Considerations: The proposed school is compatible with the surrounding uses on-site and the adjacent properties.

3. Public Facilities: The water, sanitary, sewer, and drainage systems meet the code requirements. Adequate public facilities are available to serve the subject site.

4. Concurrency: The project meets Wellington's Traffic Performance Standards (TPS).

5. Comprehensive Plan: The use requested is consistent with Wellington's Comprehensive Plan.

6. Land Development Regulations: The subject request is consistent with the stated purposes and intent of the Land Development Regulations.

7. Development Pattern: The request will result in a logical development pattern as it is located within a Mixed-Use development.

NOW, THEREFORE, BE IT RESOLVED BY THE WELLINGTON, FLORIDA'S COUNCIL, THAT:

SECTION 1. The Conditional Use to allow a 1,750-student private school with outdoor recreational facilities within Pod A of Wellington Village MUPD (FKA K Park) as described in Exhibit A, is hereby APPROVED subject to the following conditions of approval:

1. A Site Plan, meeting the requirements of Wellington's Land Development Regulations, and the Wellington Village MUPD Project Standards Manual as adopted by Resolution No. R2026-03, shall be certified prior to the issuance of Land Development Permits. (PLANNING AND ZONING)

2. Architectural Review Board approval is required prior to the issuance of building permits for the elevations, colors, materials, signage, etc. Buildings taller than 35-feet shall require a conditional use approval. (PLANNING AND ZONING AND ENGINEERING)

3. School circulation shall be per the School Traffic Operational Management Plan provided in Exhibit B of Resolution R2026-04, including required loading/unloading personnel, multiple staggered start and end times, traffic control personnel, and crossing guards, unless modifications are warranted and approved by the Village Engineer. (TRAFFIC)

4. All lighting shall meet the requirements of Section 7.6.1 of Wellington's Land Development Regulations. Only the lighting within the confines of the outdoor athletic areas may be a maximum of 90 feet in height. Lighting within parking areas shall be a maximum of 30 feet in height, and a maximum of 15 feet in height within non-vehicular pedestrian areas. Adequate lighting shall be provided on site and at the project access points. All lighting shall not create

adverse spillover or glare on adjacent properties or rights-of-way. (PLANNING AND ZONING)

5. The developer shall be required to take measures to ensure that during site development dust/debris particles from the development do not become a nuisance to the adjacent properties. (PLANNING AND ZONING/ENGINEERING)

6. Confirmation of feasibility and required design standards for private sewer for the proposed private grinder station meeting Palm Beach County Health Department and Florida Building Code will be required at site plan submittal. The interior area of the school not publicly accessible or behind security, shall have private water and sewer systems unless approved by the Utility. (UTILITIES)

SECTION 2: Should any section paragraph, sentence, clause, or phrase of this Resolution be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of this Resolution as a whole or any portion or part thereof, other than the part to be declared invalid.

SECTION 3: Should any section, paragraph, sentence, clause, or phrase of this Resolution conflict with any section, paragraph, clause or phrase of any prior Wellington Ordinance, Resolution, or Municipal Code provision; then in that event the provisions of this Resolution shall prevail to the extent of such conflict.

SECTION 4. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED this _____ day of _____ 2026.

ATTEST: **WELLINGTON, FLORIDA**

BY:_____ BY: _____
Chevelle D. Hall, MMC, Village Clerk Michael J. Napoleone, Mayor

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

BY: _____
Laurie Cohen, Village Attorney

Exhibit A – Legal Description for Pod A of Wellington Village

ALL THAT PIECE AND PARCEL OF LAND LOCATED IN THE NORTHEAST ONE-QUARTER (1/4) OF SECTION 24, TOWNSHIP 44 SOUTH, RANGE 41 EAST, PALM BEACH COUNTY, FLORIDA, BEING TRACT C, OAKMONT ESTATES P.U.D., ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 106, PAGE 2, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, TOGETHER WITH PORTIONS OF TRACTS 3 THROUGH 6, IN BLOCK 26, OF PALM BEACH FARMS CO. PLAT NO. 3, ACCORDING TO THE MAP OR PLAT THEREOF, RECORDED IN PLAT BOOK 2, PAGE 45, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, AND THAT PART OF SAID PALM BEACH FARMS CO. PLAT NO. 3. ROADWAY NORTH OF TRACTS 3 & 4 AND WEST OF TRACTS 4 & 5, SAID BLOCK 26, AS MORE FULLY DESCRIBED IN OFFICIAL RECORD BOOK 13325 PAGE 1198, LESS THE SOUTH 86 FEET OF SAID ROADWAY AND TRACTS 4 & 5.

SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH ONE-QUARTER (1/4) CORNER OF SAID SECTION 24; THENCE SOUTH 01°24'43" WEST, AS A BASIS OF BEARINGS, ALONG THE WEST LINE OF THE NORTHEAST ONE-QUARTER (1/4) OF SAID SECTION 24, SAID LINE ALSO BEING THE WEST LINE OF BLOCK 26, PALM BEACH FARMS CO. PLAT NO. 3, ACCORDING TO THE MAP OR PLAT THEREOF, RECORDED IN PLAT BOOK 2, PAGE 45, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, AND THE EAST LINE OF TRACT B, OAKMONT ESTATES P.U.D. ACCORDING TO THE MAP OR PLAT THEREOF, RECORDED IN PLAT BOOK 106, PAGE 2, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, A DISTANCE OF 19.57 FEET TO A POINT ON THE NORTH LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORD BOOK 13325, PAGE 1198, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, AND THE TRUE POINT OF BEGINNING;

THENCE SOUTH 88°10'28" EAST, ALONG THE NORTH LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORD BOOK 13325, PAGE 1198, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, A DISTANCE OF 992.66 FEET TO A POINT;

THENCE DEPARTING SAID NORTH LINE SOUTH 01°59'05" WEST, A DISTANCE OF 151.22 FEET TO A POINT;

THENCE SOUTH 88°34'08" EAST, A DISTANCE OF 123.90 FEET TO A POINT ON A NON-TANGENT CURVE;

THENCE ALONG A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 181.00 FEET, THROUGH A CENTRAL ANGLE OF 54°33'27", FOR AN ARC LENGTH OF 172.35 FEET, BEING SUBTENDED BY A CHORD BEARING SOUTH 40°03'21" EAST, A DISTANCE OF 165.91 FEET TO A POINT OF REVERSE CIURVATURE;

THENCE ALONG A REVERSE CURVE TO THE RIGHT, HAVING A RADIUS OF 50.00 FEET, THROUGH A CENTRAL ANGLE OF 84°54'46", FOR AN ARC LENGTH OF 74.10

FEET, BEING SUBTENDED BY A CHORD BEARING SOUTH 24°52'41" EAST, A DISTANCE OF 67.50 FEET TO A POINT OF COMPOUND CURVATURE;

THENCE ALONG A COMPOUND CURVE TO THE RIGHT, HAVING A RADIUS OF 289.00 FEET, THROUGH A CENTRAL ANGLE OF 04°41'19", FOR AN ARC LENGTH OF 23.65 FEET, BEING SUBTENDED BY A CHORD BEARING SOUTH 19°55'21" WEST, A DISTANCE OF 23.64 FEET TO A POINT OF REVERSE CURVATURE;

THENCE ALONG A REVERSE CURVE TO THE LEFT, HAVING A RADIUS OF 511.00 FEET, THROUGH A CENTRAL ANGLE OF 42°48'55", FOR AN ARC LENGTH OF 381.85 FEET, BEING SUBTENDED BY A CHORD BEARING SOUTH 00°51'34" WEST, A DISTANCE OF 373.03 FEET TO A POINT OF NON-TANGENCY;

THENCE SOUTH 01°24'49" WEST, A DISTANCE OF 265.78 FEET TO THE NORTHWEST CORNER OF TRACT A, LIFE COVENANT CHURCH WELLINGTON CAMPUS, ACCORDING TO THE MAP OR PLAT THEREOF, RECORDED IN PLAT BOOK 115, PAGE 44, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA;

THENCE ALONG THE WEST LINE OF SAID TRACT A, SOUTH 01°07'58" EAST, A DISTANCE OF 415.00 FEET TO A POINT;

THENCE ALONG THE SOUTH LINE OF SAID TRACT A, NORTH 88°52'02" EAST, A DISTANCE OF 1,122.03 FEET TO THE SOUTHEST CORNER OF SAID TRACT A, SAID POINT ALSO BEING A POINT ON THE WESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY 441 (STATE ROAD No. 7), AS SHOWN ON THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 93210-2519, SHEET 9 OF 27, REVISION DATE 02-01-96, AND THE NORTHEAST CORNER OF TRACT C, OAKMONT ESTATES P.U.D., ACCORDING TO THE MAP OR PLAT THEREOF, RECORDED IN PLAT BOOK 106, PAGE 2, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA;

THENCE ALONG SAID RIGHT-OF-WAY LINE AND ALONG THE EAST LINE OF SAID TRACT C, SOUTH 01°53'57" WEST, A DISTANCE OF 66.09 FEET TO THE SOUTHEAST CORNER OF SAID TRACT C;

THENCE DEPARTING SAID WEST RIGHT-OF-WAY LINE, SOUTH 88°52'02" WEST, A DISTANCE OF 2,366.99 FEET TO A POINT;

THENCE NORTH 85°05'57" WEST, A DISTANCE OF 25.05 FEET TO A POINT ON THE AFOREMENTIONED WEST LINE OF THE NORTHEAST ONE-QUARTER (1/4) OF SECTION 24 AND THE WEST LINE OF SAID BLOCK 26, PALM BEACH FARMS CO. PLAT NO. 3; SAID LINE ALSO BEING COINCIDENT WITH THE WEST LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORD BOOK 13325, PAGE 1198, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, AND SAID EAST LINE OF TRACT B, OAKMONT ESTATES P.U.D.;

THENCE ALONG SAID WEST LINE OF THE NORTHEAST ONE-QUARTER (1/4) OF SECTION 24, NORTH 01°24'43" EAST, A DISTANCE OF 1,538.90 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE, LYING AND BEING IN PALM BEACH COUNTY, FLORIDA, CONTAINING 1,906,098 SQUARE FEET OR 43.758 ACRES, MORE OR LESS.

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

WINGROVE ACADEMY

Wellington, FL

SCHOOL TRAFFIC OPERATIONAL MANAGEMENT PLAN

PREPARED FOR:

Related Ross
360 South Rosemary Avenue
Suite 800
West Palm Beach, FL 33401

JOB NO. 25-024

DATE: 05/14/2025
Revised: 09/22/2025
Revised: 11/14/2025

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 11/14/25. Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	Digitally signed by Bryan Kelley Date: 2025.11.18 10:45:28-05'00'

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

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APPENDIX A

DRIVEWAY ACCESS EXHIBIT

APPENDIX B

BUS CIRCULATION ROUTES

APPENDIX C

OPERATIONAL PLAN

1.0 INTRODUCTION

The overall K-Park MUPD is located in the southwest corner of Stribling Way and State Road 7 in the Village of Wellington, Florida. The proposed plan of development for the overall MUPD is to consist of the following uses:

- 215 Multi-Family Residential DU
- 180 Room Hotel
- 1,750 Student K-12 Private School
- 75,000 SF Office
- 335,000 SF Shopping Plaza (Including +/- 105,000 SF of Restaurant and up to 20,000 SF of outdoor seating area)

The purpose of this report is to provide a Traffic Operational Plan detailing the school's proposed operations, onsite queueing, and circulation, as well as to present solutions to mitigate project impacts and minimize the effects to the surrounding roadway network. The proposed private school will be located on the western half of the site. A detailed review of the school operations was performed with specific emphasis on onsite operations and reducing the impact to the surrounding roadway system. Extracurricular activities, sporting events, parent meetings, and other gatherings that take place at the school will be organized to minimize offsite traffic impacts. Each activity will be carefully planned and will be limited to a specific number that corresponds to both onsite parking as well as specific traffic management procedures.

The school will be developed in 2 phases. The 1st phase will consist of up to 1,008 students and will include surface parking lots instead of a structed parking lot. The 2nd phase will consist of up to 1,750 students and a structured parking garage. The traffic operational plan is very similar between the two. This operational management plan will focus on the full buildout but will identify any differences between the two phases.

2.0 TRAFFIC GENERATION

A comprehensive Traffic Impact Statement for the proposed project has been prepared concurrently with the School Traffic Operational Management Plan. The anticipated peak hour traffic generation for the approximate 1,750 student private school with no reduction for internal capture or pass-by credits may be summarized as follows:

Daily Trip Generation	=	4,340
A.M. Peak Hour Traffic Generation	=	988 pht
P.M. Peak Hour Traffic Generation	=	298 pht

Note the ITE trip generation rates for a K-12th grade private school were reduced for the AM peak hour due to the proposed multiple staggered start and end times. The AM peak hour trip generation reflects a maximum of 1,250 students (based on grade levels) arriving within a one-hour time frame. The trip generation details are further documented in the Traffic Impact Statement.

3.0 STAGGERED START/END TIMES

The school will commit to multiple staggered start and end times at full enrollment of approximately 1,750 students. The specific school times have not been determined at this time but the different grade levels and number of students are proposed as follows:

Staggered School Grade Levels

Grade Level	Students
Early Education (PreK-1st Grade)	+/- 240
Elementary School (2nd – 4th Grade)	+/- 438
Middle School (5th – 8th Grade)	+/- 391
High School (9th – 12th Grade)	+/- 681

4.0 DRIVEWAY ACCESS

The overall access for the K-Park MUPD is proposed via the following driveway connections:

1. Full access driveway on Stribling Way approximately 2,300 feet west of State Road 7 (school traffic signal or roundabout proposed)
2. Full access driveway connection on Stribling Way approximately ¼ mile west of State Road 7
3. Right in, right out driveway connection to Stribling Way approximately 500 feet west of State Road 7
4. Right in, right out driveway connection to State Road 7 approximately 500 feet south of Stribling Way
5. Full access signalized driveway connection to State Road 7 approximately 1,100 feet south of Stribling Way

The driveway locations are further depicted in Appendix A attached to this report. The school primary access will occur on State Road 7 utilizing driveway 5 above. Except for the early education students, parent drop off, pick up, bus routes, and staff members will use the State Road 7 to access (ingress) the school property.

When exiting the school, parents, students, staff, will have their choice to exit via State Road 7 or Stribling Way. However, buses will be required to utilize State Road 7 for egress. Cross access will also be available to the mixed use site via the internal roundabout in front of the Life Church property.

Access for the early education (Prek-1st grade) will be via Stribling Way (Driveway 1). The traffic circulation is further depicted in Appendix C attached to this report.

5.0 DELIVERIES

The school will contract with vendors as applicable for different services. Deliveries will be scheduled to avoid peak drop-off and pick-up hours. Deliveries and service access drop-off is located next to bus loop.

6.0 BUSES

As stated previously, all buses will arrive and depart via State Road 7. The bus drop off and pick up loop is located east of the tennis courts and west of the baseball fields. The bus drop off area will be the same for all grade levels. The number of buses for the school will be determined at a later stage in development and may fluctuate from year to year depending on demand. Not all buses will arrive at the same time. Appendix B provides a map of the anticipated bus circulation routes when arriving and departing the site. A staff member will be present at the driveway entrance to ensure that parents do not try and drop students off at this location.

7.0 PEDESTRIANS AND BICYCLISTS

Children riding their bikes and walking to school will be accommodated via the existing sidewalk system along Stribling Way. Once onsite, internal sidewalks and paths are provided that will allow for students to safely access both the elementary school and the middle/high school. Crossing guards and/or staff members will assist onsite to ensure pedestrian and bicycle safety.

8.0 ONSITE QUEUING AND COMPREHENSIVE TRAFFIC CONTROL

Extensive site planning and detailed analyses have been performed to minimize the potential for adverse impacts.

School faculty will typically arrive early and leave late and thus will have minimal impact with the student drop off and pick up times. The faculty parking lot is located in the parking garage on the west side of the school for Phase 2. For Phase 1, the faculty will primarily park in the surface parking lot east of the bus loop and the surface parking lot to the west of the track. A limited number of faculty and administrative parking spaces will be located in the parking lot in front of the elementary and middle/high school buildings.

As previously stated, parents (excluding early education) will utilize the State Road 7 entrance. Once parents turn into the school, they will drive west past the guard house. Parents will be required to have placards (or something similar) on their windshields to be granted access onsite. Once past the guardhouse, parents will circulate around the site before arriving at either the elementary or middle/high school drop off/pick line. The roadway from State Road 7 will be 3-lanes allowing for two ingress lanes and one egress lane. The two ingress lanes provide flexibility for the school for different operational situations. If needed, both ingress lanes can be used for vehicle queueing. If two lanes are utilized for vehicle queuing, they will be merged to one lane just prior to the school drop off area. The elementary school drop off will occur in front of the elementary school building on the north side of the site. The middle/high school drop off will occur on the ground floor of the parking garage for Phase 2 and on the east side of the surface parking lot in Phase 1. Faculty and student drivers will use a different entrance to the parking garage than the parent drop off line.

The visitor parking spaces will be located in front of the middle/high and elementary schools. During non-arrival and dismissal times, visitors will be able to enter the site via Stribling Way or State Road 7. During arrival and dismissal times, all visitors must enter via State Road 7. The purpose of this requirement is to ensure efficient operations and no vehicle spillover on Stribling Way.

A comprehensive Traffic Operational Plan graphic has been prepared and is attached in Appendix "C" with this report. The queue line for the middle/high school can accommodate approximately 15 vehicles in the drop off/pick up area and a total of approximately 151 vehicles onsite based on one vehicle every 22 feet. The additional queuing option utilizes the 2nd ingress lane allows for approximately an additional 110 vehicle stacking spaces. Therefore, the additional queuing option can accommodate approximately 261 ingress stacking spaces. It should be noted that based on the detailed queuing calculations provided below it is not expected that the additional queuing option would ever be needed. However, it is provided as an option and as a "fail-safe" and to provide additional support that vehicle queuing will not spill over onto State Road 7 or Stribling Way.

8.0 ONSITE QUEUING AND COMPREHENSIVE TRAFFIC CONTROL (CONTINUED)

The Elementary School drop off can accommodate approximately 18 vehicles in the drop off/pick up area and a total of approximately 214 vehicles onsite utilizing the State Road 7 entrance.

Trained Staff Members

School operations will utilize teachers, administration, and other staff members at the drop-off/pick-up area as follows (please refer to the Traffic Operational Plan exhibits attached with this report for the staff locations and additional details):

Loading/Unloading Personnel

Teachers, administration, and other staff members will assist with the loading and unloading of students. It is anticipated that approximately 8 staff members (1 per 2 vehicles) will assist in the process.

Traffic Control Personnel

Staff members will be located at key locations throughout the site to assist with traffic circulation. In some cases, this may involve stopping one direction of traffic to allow for another driveway to flow. The attached Traffic Operational Plan exhibits document the proposed locations where a staff member will be assigned for traffic control. However, these locations may only be needed for arrival or dismissal times and not both.

Bus Loop Personnel

A staff member will be located at the entrance to the access roadway for the bus loop. This staff member will assist in traffic control when necessary, such as in the afternoon to help vehicles and buses exit the driveway. This staff member will also ensure that only authorized vehicles enter the access roadway and not allow parents to drop off students at alternative locations.

Crossing Guard

A crossing guard and/or staff member will be located on the south side of the Stribling Way and school entrance round intersection and at the crossing location in front of the Village Center. The crossing guard will stop traffic as necessary to facilitate safety for pedestrians and cyclists. There is not expected to be a significant number of pedestrians or bicyclists entering the site due to the school being a private school and its location on State Road 7 at Stribling Way.

8.0 ONSITE QUEUING AND COMPREHENSIVE TRAFFIC CONTROL (CONTINUED)

Queuing Operations

Based on Palm Beach County Traffic guidelines, school queuing for a private school can be estimated at approximately 0.166 vehicles per student. Based on the previously documented staggering schedule, the maximum queue for each of the pickup time periods may be summarized as follows:

School Stacking Capacity

Grade Level	Students	Queue Required (vehicles)	Queue Required (feet)	Approximate Queue Provided (vehicles/feet)
Early Education (PreK-1st Grade)	+/- 240	40	880	47 vehicles/ 1,030 feet
Elementary School (2nd – 4th Grade)	+/- 438	73	1,606	214 vehicles/ 4,720 feet
Middle School (5th – 8th Grade)	+/- 391	65	1,430	151 vehicles/ 3,340 feet (expandable to 261 vehicles/5,760 feet)
High School (9th – 12th Grade)	+/- 681	113	2,486	151 vehicles/ 3,340 feet (expandable to 261 vehicles/5,760 feet)

The queue is estimated at one vehicle every 22 feet.

It is likely the early education queuing is overstated as many of the parents will elect to park and walk in/pick up their students instead of dropping off/picking up at the curbside. The high school queueing may also be overstated since many of the 11th and 12th grade students will have parking passes and drive to school.

As shown above, the proposed school queuing will be accommodated onsite with a significant amount of additional storage available and will not spill over to State Road 7 or Stribling Way.

9.0 STUDENT PARKING

Student parking will be available in the parking garage west of the middle/high school building. The school will designate 185 parking spaces for high school students, which includes 1 space for every 12th grader and 1 space for every ten 11th graders. The student parking spaces will be designated by number and students will be required to register their vehicle with the school and receive a parking pass.

10.0 OVERALL PARKING

The school is proposing the following parking metrics as part of the application:

Proposed Parking Metrics – Full Build Out (Phase 2)

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 as part of Phase 2. 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 structed parking garage and the surface parking lot to the north of the school buildings. The parking locations are shown in Appendix C.

For Phase 1, the parking metrics are proposed as follows:

Proposed Parking Metrics – Phase 1

1 space for each faculty and staff member (275 faculty/staff members)	= 275
1 visitor space for every 50 students (1008 Students)	= 21
1 space for every 10 students in Grade 11 (96 Students)	= 10
1 space for every student in Grade 12 (96 Students)	= 96
Total Parking Required	= 402 Spaces

A minimum of 402 parking spaces will be provided as part of the Phase 1 development.

11.0 AFTER SCHOOL ACTIVITIES

Many students will stay after school on certain days as the school offers a variety of afterschool activities and programs. The afterschool activities will help disperse peak afternoon traffic and lessen the onsite and offsite traffic impact.

12.0 EVENT PARKING

As shown in the Site Plan, 646 parking spaces are provided onsite. However, since the vehicle queueing line provides two ingress lanes, the outside lane can be used for event parking if ever desired. The bus loop can also be used in a similar manner to allow for additional parking. Events will be carefully planned to ensure that sufficient parking is available. The majority of events will be staggered by grade levels by day and/or time to ensure the event parking can be accommodated. Staff members will be present prior to any event to assist with the additional parking. The additional outside stacking lane along with the bus loop can accommodate an additional 148 parking spaces if needed for events.

13.0 TRAFFIC CONTROL MONITORING

The school is committed to monitoring the onsite traffic operations to ensure the drop off and pick up process moves efficiently and safely. The Operational Management Plan will be reviewed by the school annually. If any changes to the traffic operations are determined to be necessary, the school will make the necessary operational adjustments and inform the Village.

14.0 RAMP UP SCHEDULE

The school will not open at full enrollment in the first year of operations. Instead, the school will ramp up the number of students over several years until full enrollment is reached. The slow ramp up will allow the school to make any traffic or other operational improvements necessary early on prior to full enrollment.

15.0 GATEHOUSES

A gatehouse will be provided for security purposes at the entrance to both Stribling Way and State Road 7. During student arrival and dismissal times, the gates will operate in a way to allow for free and efficient traffic flow. During non-peak times, the gates will be closed and require security clearance for guests. The gatehouses will be staffed during school hours.

16.0 CONCLUSION

The following summary of items has been presented as part of the overall Operational Plan for the school:

1. Trained staff will be utilized to ensure the efficient flow of traffic throughout the site.

2. Controlled delivery schedules at off-peak time periods, completely outside the peak drop-off and pick-up time periods.

3. Parents and students will be instructed each year on the proper use of crosswalks and safe walking and biking habits.

4. The school is proposing to have multiple staggered start and end times to reduce peak onsite and offsite traffic.

5. The Site Plan has been designed to accommodate substantial onsite vehicle queuing.

6. Employees, student drivers, and Grades 2 through 12 will arrive from State Road 7 ensuring no spillover onto Stribling Way.

7. The applicant will monitor traffic operations and will provide any required operational adjustments if needed.

8. Events will be carefully planned and typically staggered by grade levels so that sufficient parking is provided.

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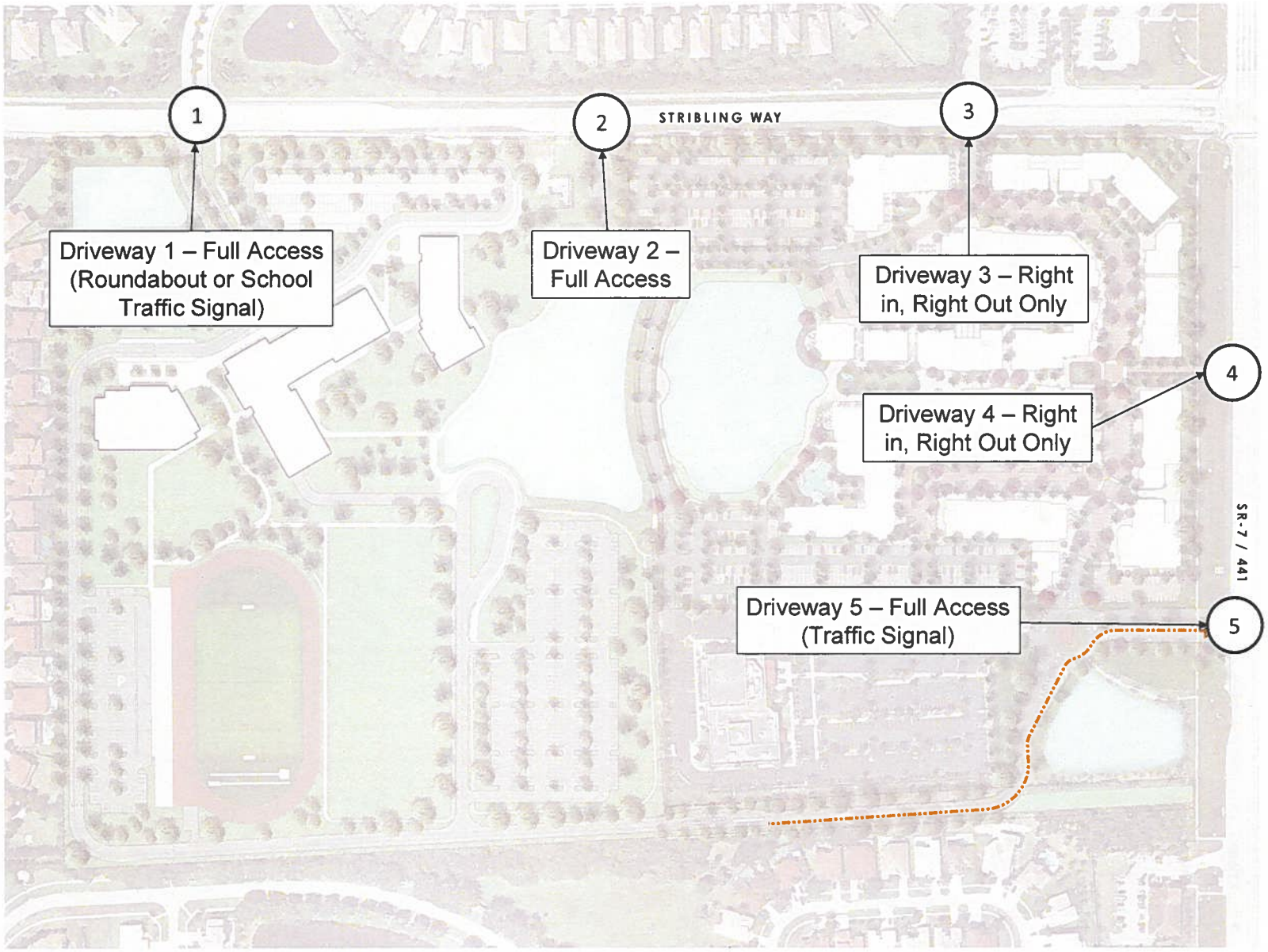
APPENDIX A

DRIVEWAY ACCESS EXHIBIT



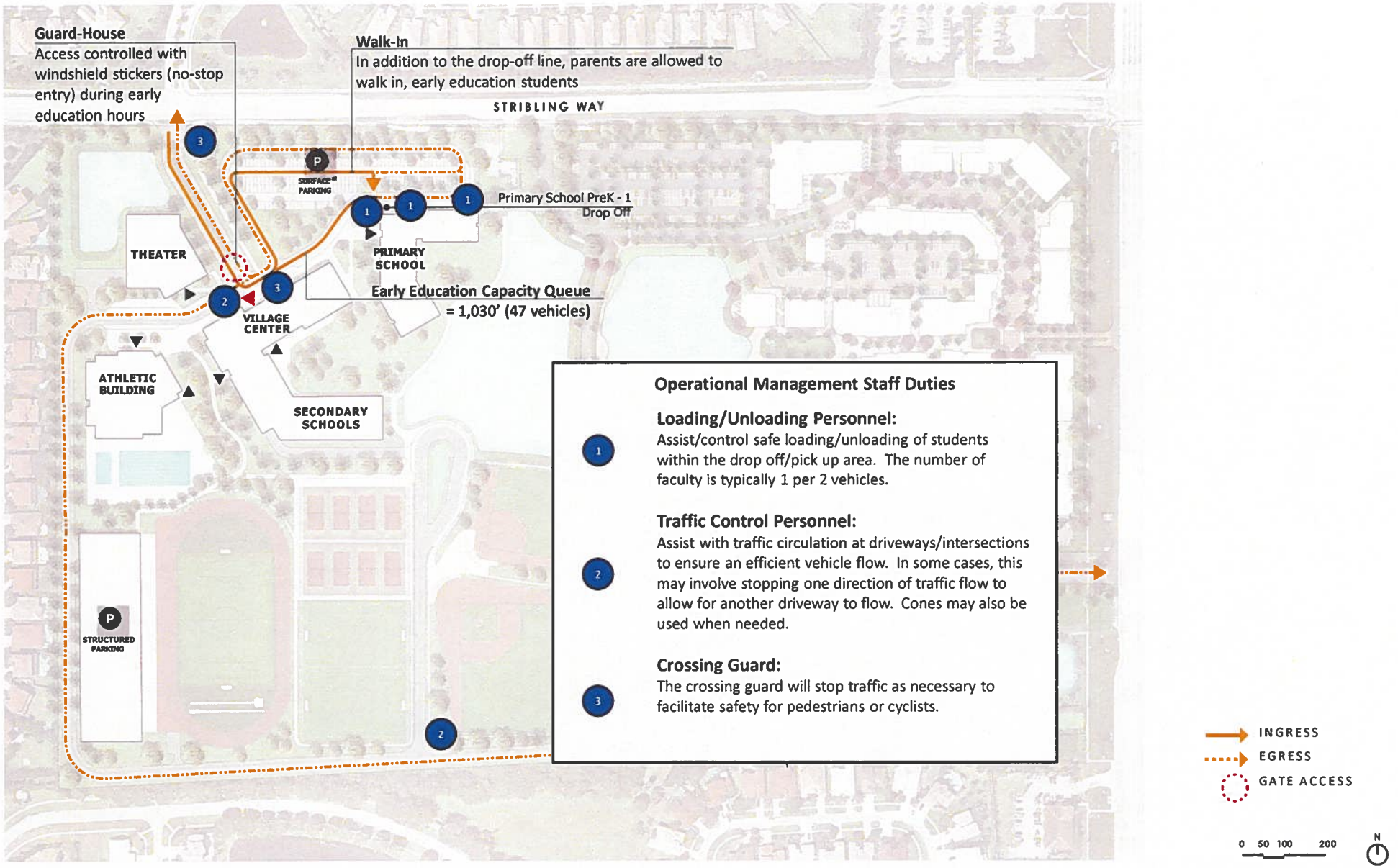
Overall Driveway Access | School and Mixed Use

APPENDIX B

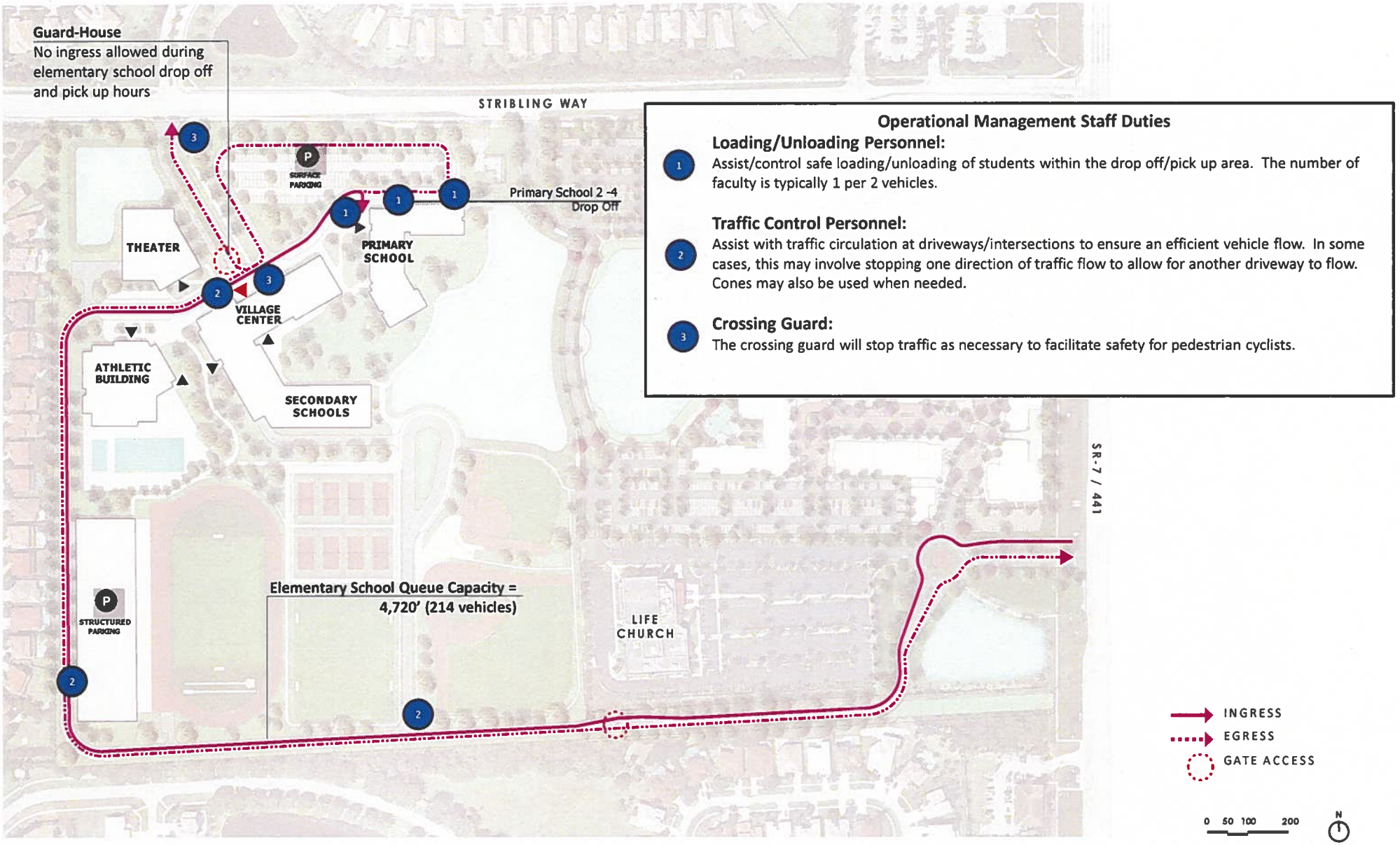
BUS CIRCULATION ROUTES

APPENDIX C

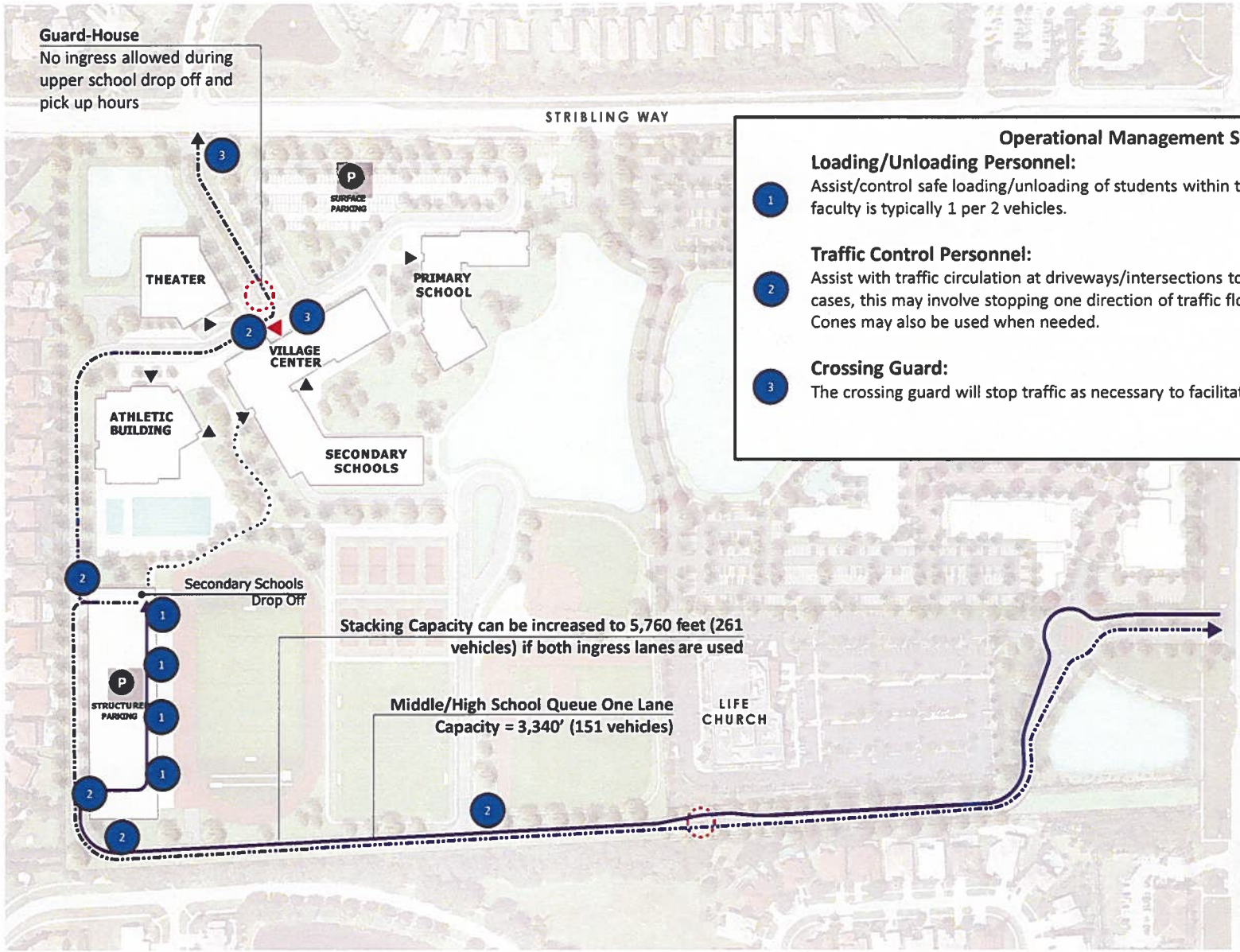
OPERATIONAL PLAN – FULL BUILDOUT



Full Build Site Circulation | Primary School PreK - 1 Drop-off



Full Build Site Circulation | Primary School 2 - 4 Drop-off



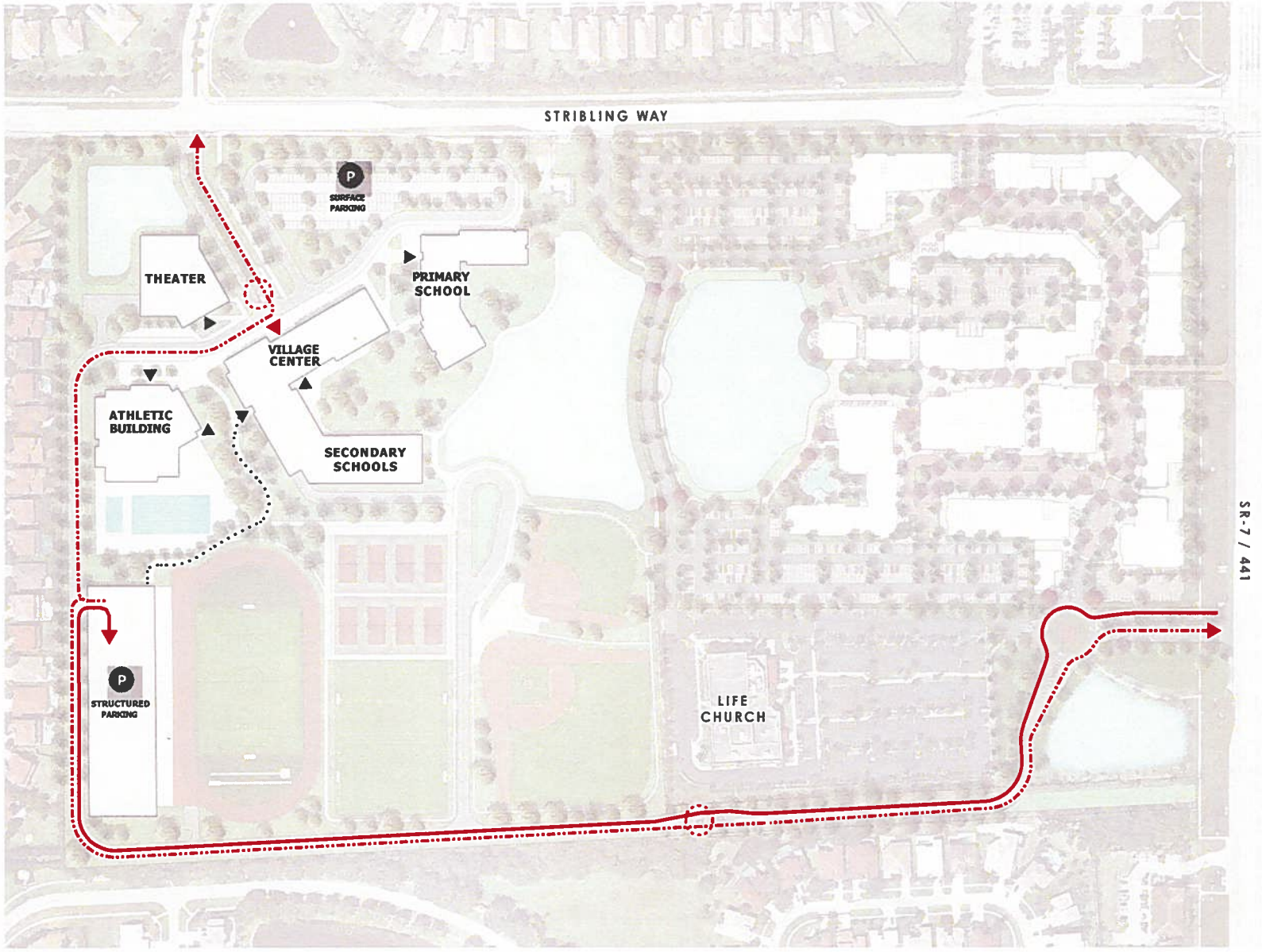
Operational Management Staff Duties

Loading/Unloading Personnel:
1 Assist/control safe loading/unloading of students within the drop off/pick up area. The number of faculty is typically 1 per 2 vehicles.

Traffic Control Personnel:
2 Assist with traffic circulation at driveways/intersections to ensure an efficient vehicle flow. In some cases, this may involve stopping one direction of traffic flow to allow for another driveway to flow. Cones may also be used when needed.

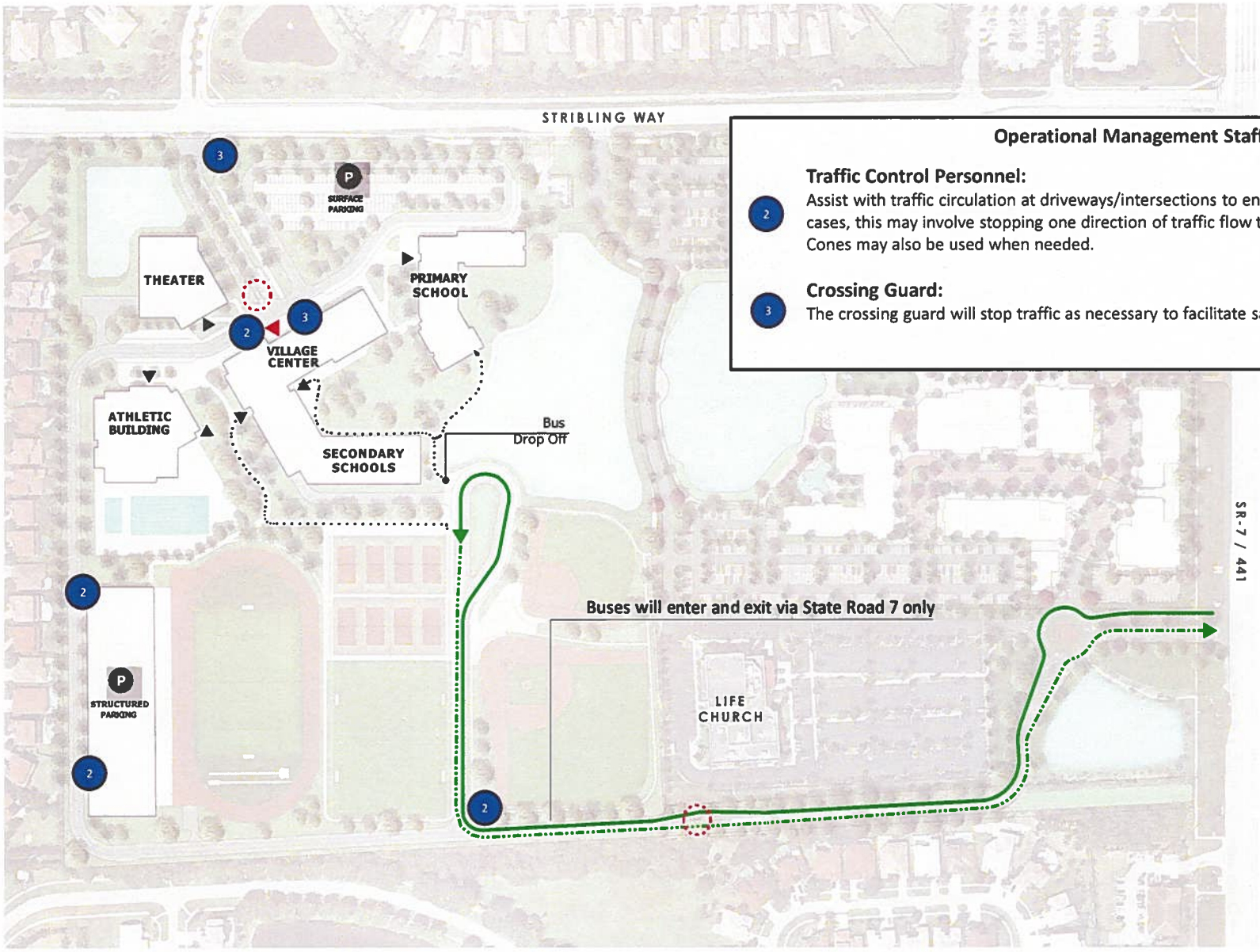
Crossing Guard:
3 The crossing guard will stop traffic as necessary to facilitate safety for pedestrian cyclists.

Full Build Site Circulation | Secondary Schools Drop-off



Full Build Site Circulation | Staff and Student Parking

WINGROVE ACADEMY 10
ELKUS MANFREDI ARCHITECTS • 11.14.2025



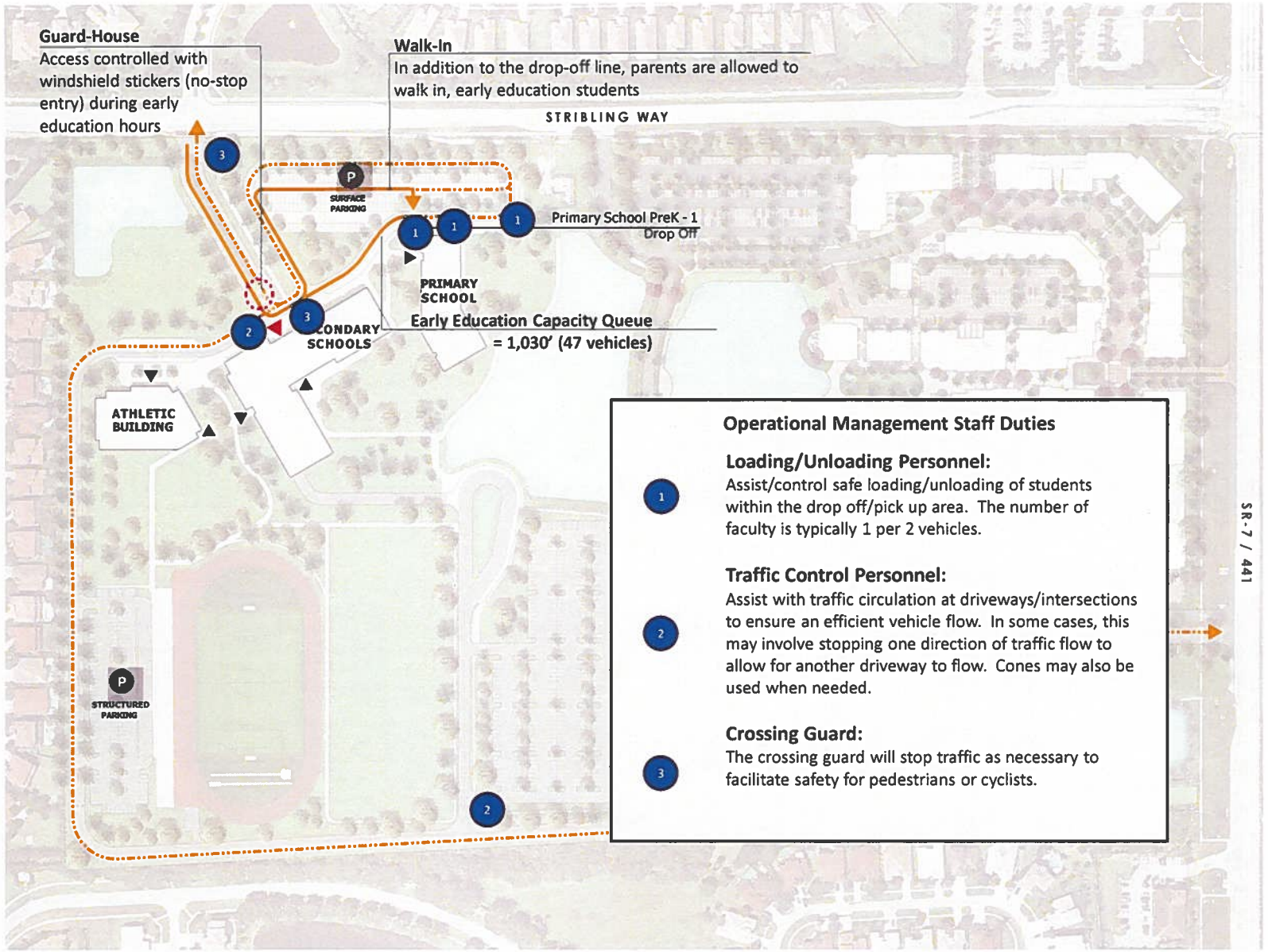
Operational Management Staff Duties

Traffic Control Personnel:
Assist with traffic circulation at driveways/intersections to ensure an efficient vehicle flow. In some cases, this may involve stopping one direction of traffic flow to allow for another driveway to flow. Cones may also be used when needed.

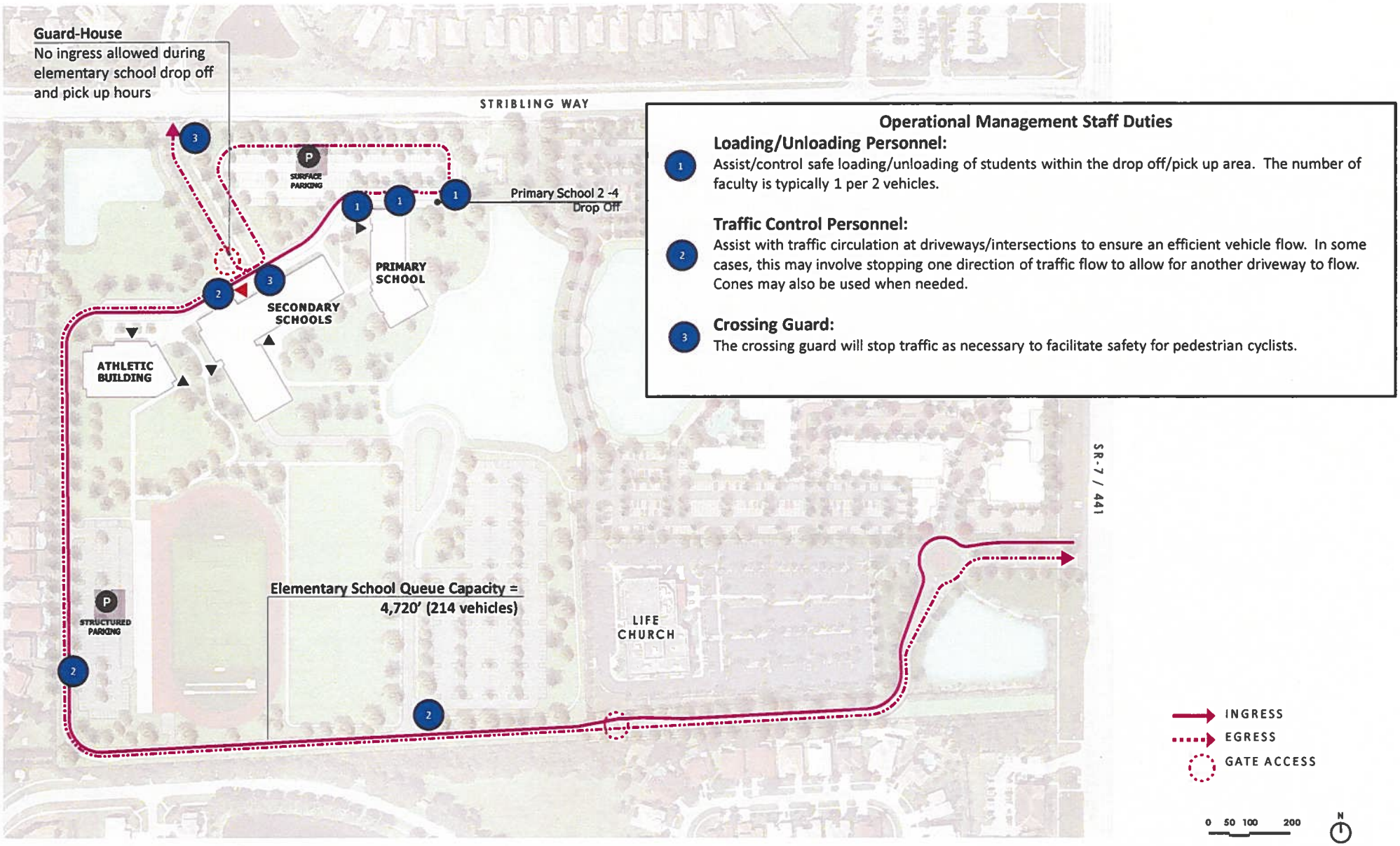
Crossing Guard:
The crossing guard will stop traffic as necessary to facilitate safety for pedestrian cyclists.

Full Build Site Circulation | Bus Drop-off

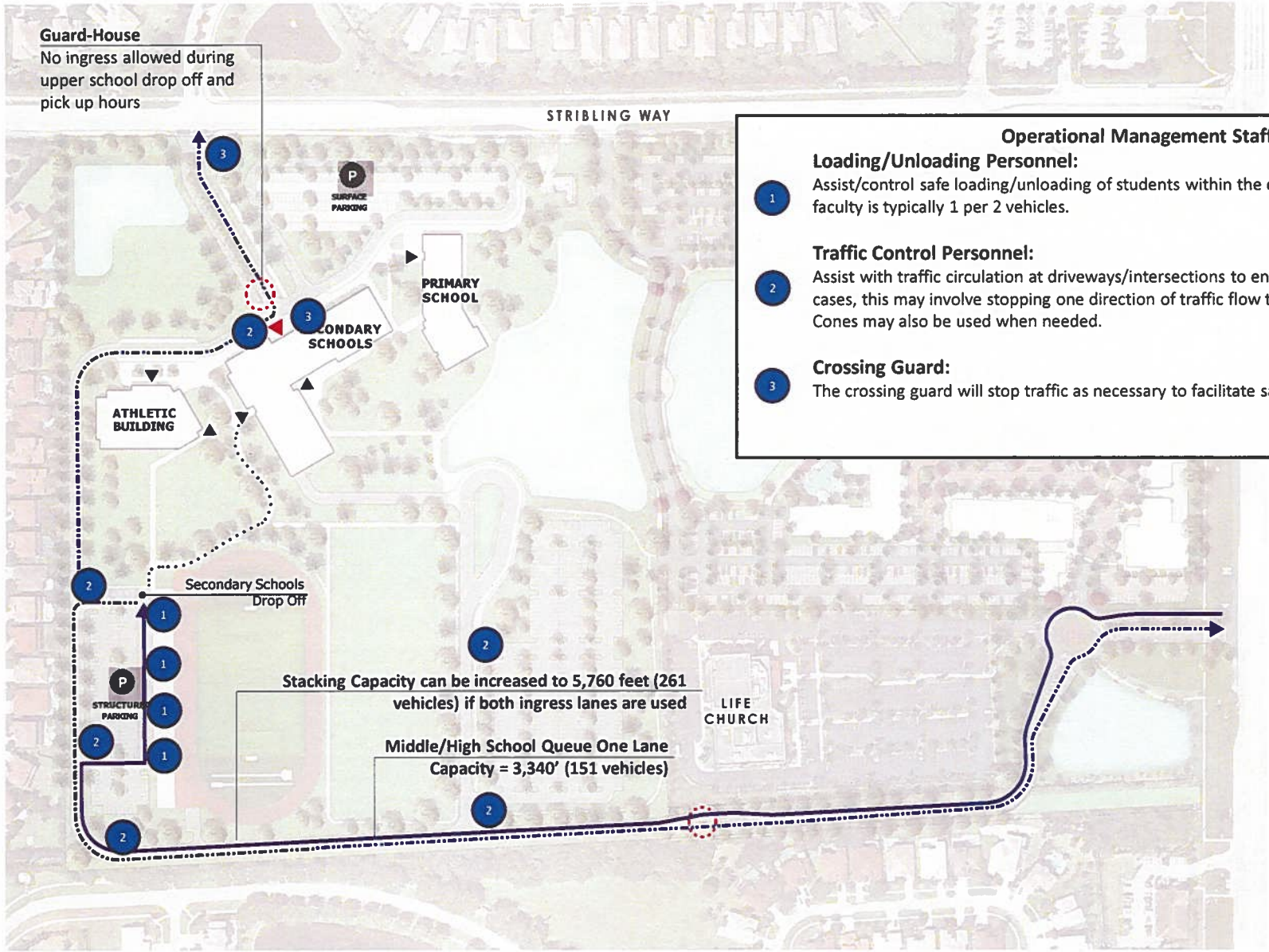
OPERATIONAL PLAN – PHASE 1



Phase 1 Site Circulation | Primary School PreK - 1 Drop-off



Phase 1 Site Circulation | Primary School 2 - 4 Drop-off



Operational Management Staff Duties

Loading/Unloading Personnel:

1 Assist/control safe loading/unloading of students within the drop off/pick up area. The number of faculty is typically 1 per 2 vehicles.

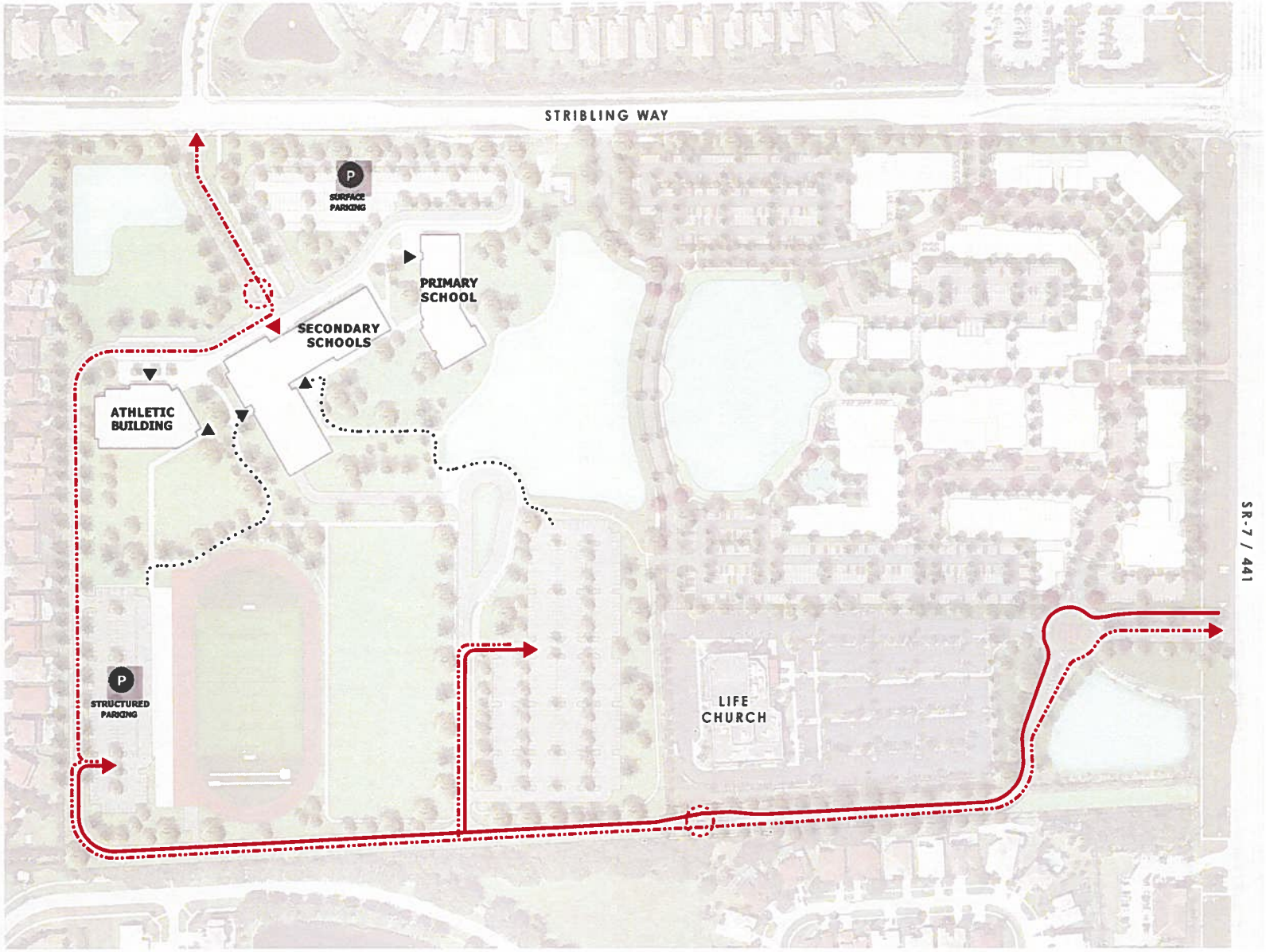
Traffic Control Personnel:

2 Assist with traffic circulation at driveways/intersections to ensure an efficient vehicle flow. In some cases, this may involve stopping one direction of traffic flow to allow for another driveway to flow. Cones may also be used when needed.

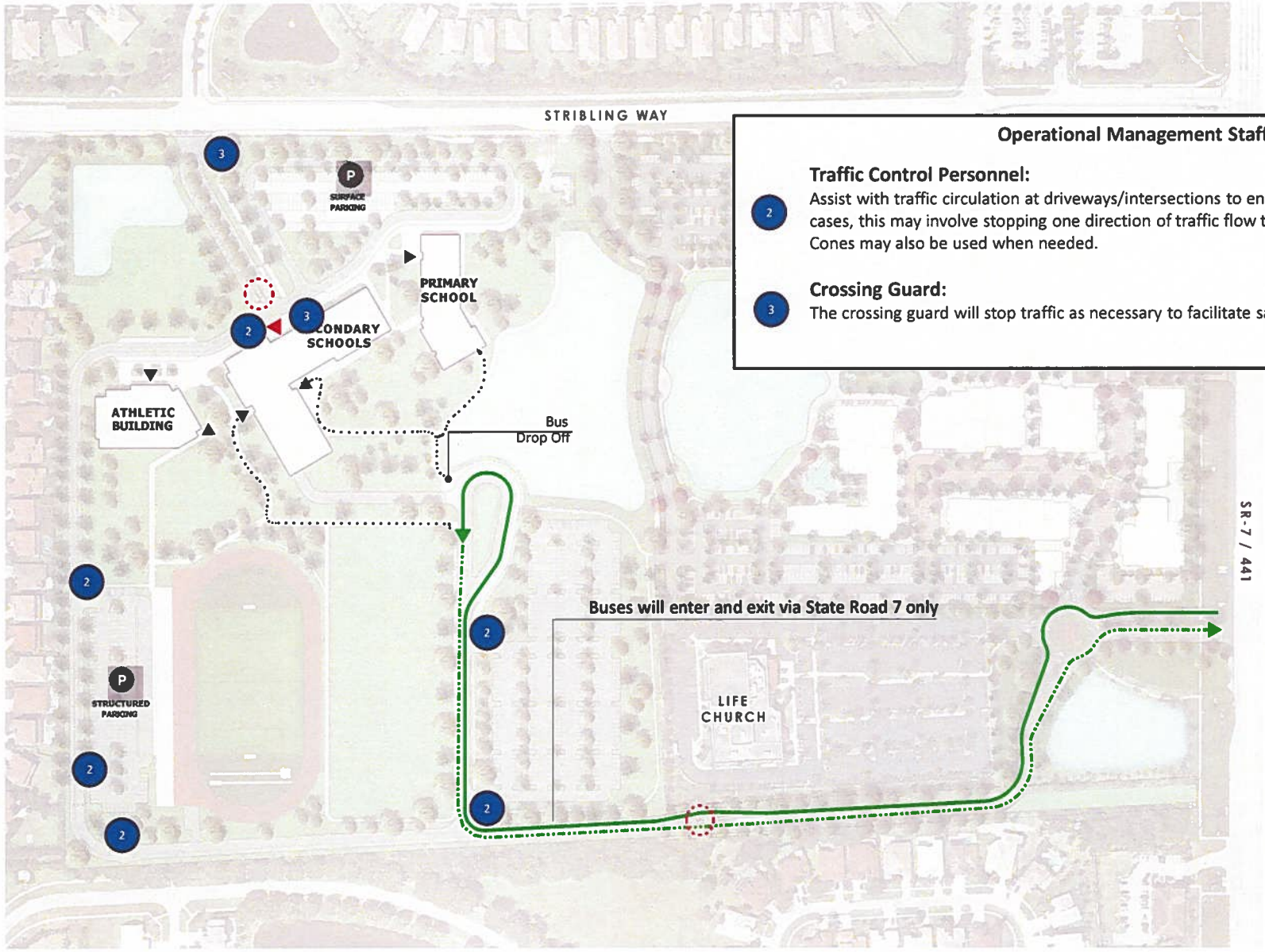
Crossing Guard:

3 The crossing guard will stop traffic as necessary to facilitate safety for pedestrian cyclists.

Phase 1 Site Circulation | Secondary Schools Drop-off



Phase 1 Site Circulation | Staff and Student Parking



Operational Management Staff Duties

Traffic Control Personnel:
Assist with traffic circulation at driveways/intersections to ensure an efficient vehicle flow. In some cases, this may involve stopping one direction of traffic flow to allow for another driveway to flow. Cones may also be used when needed.

Crossing Guard:
The crossing guard will stop traffic as necessary to facilitate safety for pedestrian cyclists.

Phase 1 Site Circulation | Bus Drop-off

Wellington Village (FKA K Park) STAFF REPORT

Petition Numbers:
Rezoning
2025-0003-REZ
Ordinance No. 2026-06

Master Plan
2025-0001-MP
Resolution No. R2026-03

Conditional Use – School
2025-0001-CU
Resolution No. R2026-04

Conditional Use – Hotel
2025-0002-CU
Resolution No. R2026-05

Owner:
Acme Improvement District
12300 Forest Hill Boulevard
Wellington, FL 33414

Applicants:
Wellington Property Owner LLC
360 S Rosemary Avenue
Suite 800
West Palm Beach, FL 33401

Founders Acreage Wellington LLC
2054 Vista Parkway
West Palm Beach, FL 33411

Agent:
Urban Design Studios
610 Clematis Street
Suite CU02
West Palm Beach, FL 33401

Site Address: 10400 Stribling Way

PCNs: 73-41-43-27-05-026-0011 and
73-41-44-24-06-003-0000

Future Land Use Designation (FLUM): Mixed Use

Current Zoning Designation: Community Facilities

Proposed Zoning Designation: Mixed Use Planned Development (MUPD)

Acreage: 71.27 +/- acres

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

Location/Map: Southwest corner of Stribling Way and US 441/SR7.

Surrounding Uses:

	Existing Use	Land Use	Zoning
North	Residential – Castellina	Residential C/Commercial	Residential PUD
South	Residential Unincorporated - Farmington	Residential Low Density (PBC)	Residential PUD (PBC)
East	Olympia Park	Community Facilities	Community Facilities
West	Residential – Oakmont Estates	Residential C	Residential PUD

Boards, Council:

Meeting	Notice Date	Meeting Date	Vote
PZAB	1/6/2026	1/21/2026	7-0 Approval
Village Council	1/12/2026	1/27/2026	4-0 Approval
Village Council	1/26/2026	2/10/2026	Pending

REQUESTS:

The applicants are requesting a Rezoning, Master Plan, and two (2) Conditional Use approvals for the 71.27-acre property for the development of the property as a mixed-use project with multifamily residential, retail, hotel, restaurant, and a private school. Throughout this document, K Park MUPD and Wellington Village MUPD are used synonymously. The specific requests are presented below.

Ordinance No. 2026-06 - Rezoning (Petition 2025-0003-REZ): To amend the Zoning Designation of the property formerly known as K Park from Community Facilities (CF) and Community Commercial (CC) to Multiple Use Planned Development (MUPD).

Resolution No. 2026-03 - Master Plan (Petition 2025-0001-MP): To adopt the K Park MUPD Master Plan, which includes the following:

- Creates a 71.27-acre MUPD with the following pods and respective development program:
    - Pod A (Institutional)
        - 43.76 acres
        - School - 1,750 students/405,000 SF
    - Pod B (Commercial)
        - 24.05 acres
        - Retail – maximum 210,000 SF
        - Restaurant – maximum 105,000 SF plus 20,000 SF of outdoor dining
        - Hotel – 180 rooms/175,000 SF
        - Office – maximum 75,000 SF
        - Multi-Family – 215 units/330,000 SF
            - Phase 1 – 15 units/30,000 SF
            - Phase 2 – 200 units/300,000 SF
    - Pod O (Open Space)
        - 3.23 acres
        - Lake and public use lake trail
    - Municipal Pod (Utility)
        - 0.23 acres
        - Lift Station
- Adds three (3) access points on Stribling Way, one (1) access point along State Road 7, three (3) cross access points to Life Church property, and one (1) cross access point to the Farmington Estates and Family Vision for future cross access;
- Adopts a Project Standards Manual (PSM) specifically for the K Park MUPD; and
- Establishes Conditions of Approval for the development.

Resolution No. 2026-04 - Conditional Use (Petition 2025-0001-CU): Approves a Conditional Use for a private school (primary and secondary) with a maximum of 1,750 students and an outdoor sports and aquatic center within Pod A of K Park MUPD.

Resolution No. 2026-05 - Conditional Use (Petition 2025-0002-CU): Approves a Conditional Use of a 180-room hotel within Pod B of K Park MUPD.

SITE HISTORY:

On September 9, 2003, the Acme Improvement District (Acme) acquired 66.27 acres for $8,457,000 ($127,622/acre +/-). The additional acres for the 71.28-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 2008, Wellington entered into a contract with Sunrise Development, Inc. to sell 5.3 acres of the site along State Road 7 for $5,000,000 to develop an assisted living facility for seniors. As a part of that project, Wellington approved a Comprehensive Plan amendment (Ord. No. 2006-17) 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, 2008.

In December 2010, Wellington began leasing the property to J. Alderman Farms, Inc. on an annual basis. Acme terminated the lease on January 31, 2026 due to the pending sale of the property.

In January 2025, Wellington executed a Purchase and Sale Agreement with Related Ross (aka Wellington Property Owner LLC) and Education in Motion (aka Founders Acreage Wellington LLC) to purchase the property upon receiving entitlements for a mixed-use development. In April 2025, Council approved a Village-initiated Comprehensive Plan Map Amendment for the properties, changing the land use designation of the entire 71.27-acre project to Mixed Use (MU).

ANALYSIS – REZONING AND MASTER PLAN:

As indicated above, the applicants are requesting: 1) a Rezoning to change Wellington's Official Zoning Map for the 71.27-acre property from CF to MUPD; and 2) approval of a Master Plan (MP) to create the K Park MUPD Master Plan for the development of a mixed-use project with multifamily residential, retail, hotel, restaurant, and a school. The Rezoning and MP applications were reviewed for consistency with both Wellington's Comprehensive Plan and Land Development Regulations (LDR) and are found consistent with the following:

A. That the proposed request is consistent with all elements of the Comprehensive Plan.

Land Use & Community Design Element

Objective LU&CD 1.1 Land Uses *Establish compatible land use arrangements using land use categories appropriate for the neighborhoods, districts, commercial corridors, and equestrian areas.*

The State Road 7 (SR 7) corridor is developed with a mix of uses, including residential, medical, office, retail, restaurant, and community facilities. The property fronts the SR 7 corridor and has been farmed, through a lease with Wellington, for several years. The request is reasonable and consistent with the land use characteristics along SR 7.

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 development review process to mitigate any potential impact from the proposed development. The proposed uses will be situated in such a manner that the more intense uses are closer to SR 7.

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 are measured for the gross MU acreage.*

In January 2025, Wellington executed a Purchase and Sale Agreement with Related Ross and Education in Motion to purchase the property upon receiving entitlements for a mixed-use development. In April 2025, the Council approved a Comprehensive Land Use Map Amendment, which changed the Future Land Use Map Designation of the property from Community Facilities to Mixed Use.

The proposed development program offers a variety of uses (multifamily residential, retail, hotel, restaurant, and a school) that are interconnected, supporting a walkable built environment. The proposed FAR does not exceed the maximum 0.50, and the residential density of 3.02 du/ac is well below the maximum 22.0 du/ac.

Policy LU&CD 2.5.4 Entertainment and Gathering Places *Encourage the expansion of family gathering places and entertainment venues along State Road 7.*

The school, hotel, retail, and dining components encourage job creation and community interaction with open courtyards and plazas throughout Pod B, allowing for community programming and outdoor events.

Policy LU&CD 2.5.5 Housing *Support mixed-use developments that include housing for all, but particularly young professionals, families, and seniors. This includes vertically integrated and non-vertically integrated mixed-uses.*

The proposed residential units will be developed in two (2) phases. Phase 1 consists of 15 units that will be vertically integrated above the ground floor commercial uses. Phase 2 consists of 200 units that will be non-vertically integrated self-contained structures along Stribling Way and south of the hotel.

Policy LU&CD 3.1.1 Fiscal Impact Analysis (Commercial, Mixed-Use, Multi-Family) *Requests for Land Use Map amendments or rezoning to a commercial, mixed-use, or multifamily designation shall be supported by fiscal impact analysis, which shows the balance of project costs to Wellington for providing municipal services, against income that the project will generate to Wellington.*

Policy LU&CD 3.1.2 Demonstrated Need (Commercial, Mixed-Use, Multi-Family) *Requests for Land Use Map amendments or Rezoning to a commercial, mixed-use, or multifamily designation shall be based on demonstrated needs and be located in such a manner to discourage strip development.*

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.*

A market study was conducted on behalf of Wellington by WTL+a Real Estate & Economic Advisors in 2021 and updated in 2022. The study included the Wellington Green Mall property and the SR 7 corridor, including K Park. The market study concluded that moderate-density, multifamily residential and a sustainable amount of additional retail uses offer the best opportunities for redevelopment. Palm Beach County has experienced sustained population growth of 1.18% per year for the last 21 years. Palm Beach County's population is

expected to increase by more than 166,100 new residents over the next 14 years. Wellington has a historic annual growth rate of 0.81% per year. This would suggest a 2035 population of about 69,200 residents, reflecting the addition of 7,400 new residents and approximately 2,600 new households. Retail spending among Wellington households exceeds $676.9 million per year. The study also concluded that the final approved redevelopment plan should provide flexibility in the overall mix of uses; the number and types of residential units to be provided; and appropriate other land uses that complement the site's residential potentials—selective retail uses that serve both on-site residents, workers, and visitors as well as area-wide consumers. This flexibility over time will allow for changes based on market conditions and development partner priorities, each of which will affect overall economic impacts and benefits to Wellington.

Parks and Recreation Element

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, in addition to 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. Based on the proposed 215 units, the project is required to dedicate 3.02 acres of park and recreational land and 0.6 acres of civic land. The 3.23-acre Pod O is designated as an Open Space pod consisting of a lake and public use trail. This area can be dedicated as a portion of the required Parks and Recreation facilities. The applicant can either dedicate additional land or pay in lieu, which will be included in the conditions of approval of the Master Plan Resolution No. R2026-03.

Education Element

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

Community Partnership

Objective CP1.3 Land Development Coordination *Continue to implement the 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 public school facilities and the available capacity and utilization percentage based on the evaluation of the most current School District's Five-Year Enrollment Projections. The residential portion will be developed in two (2) phases. A SCAD Letter and potential impact were provided for each phase. Phase 1 proposes 15 units and Phase 2 proposes 200 units. Panther Run Elementary School, Polo Park Middle School, and Wellington High School will serve the development. The SCAD letters determined that there would be a negative impact on the public schools at the high school level. 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:

	Panther Run Elementary School	Polo Park Middle School	Wellington High School
Phase 1 – 15 units			
New Students Generated	3	2	5
Available Capacity	187	274	-118
Utilization Percentage	81%	81%	104%
Phase 2 – 200 units			
New Students Generated	6	3	4
Available Capacity	181	270	-122
Utilization Percentage	81%	81%	105%

To address the school capacity impact of this proposed development at the district high school level, the School District has recommended that the development contribute to the District $31,346.00 for Phase 1 and $62,692.00 for Phase 2. The local government may incorporate this condition in the development approvals; therefore, this condition is included as part of the Master Plan Amendment, Resolution No. R2026-03 and shall be paid to the District prior to the issuance of the first building permit for each phase. The school capacity contribution is intended to supplement the required school impact fees imposed by Palm Beach County. Although the development program of the project includes a 1,750-student private school, this does not offset the required contribution to the SBPBC.

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 Transportation Impact Statement was reviewed by Wellington's Traffic Engineer, Pinder Troutman Consulting, Inc, and provided as Exhibit F to the staff report. Wellington's and Palm Beach County's Traffic Engineers have determined that the proposed development meets the Traffic Performance Standards of Wellington. The following proportionate share payments will be required to be paid by the property owner prior to the issuance of the first building permit and have been included as conditions of approval of Resolution No. R2026-03:

- 0.56% of the total cost of the four-lane widening of Stribling Way from Forest Hill Boulevard to Fairlane Farms Road;
- 2.80% of the total cost of the four-lane widening of Stribling Way from Fairlane Farms Road to Castellina Way;
- 0.15% of the total cost of the four-lane widening of Big Blue Trace from Wellington Trace to South Shore Boulevard;
- 0.19% of the total cost of the ten-lane widening of Southern Boulevard from SR 7 to Lyons Road (payable to Palm Beach County);
- 47.6% of the total cost to construct an additional westbound left turn lane at the Forest Hill Boulevard and SR 7 intersection;
- 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; and

- 0.6% of the total cost to construct an additional eastbound thru lane at the South Shore Boulevard and Forest Hill Boulevard intersection.

In addition to the proportionate share payments, the property owner will be required to construct various improvements at their site driveways along Stribling Way and State Road 7. Construction shall begin prior to the first building permit and all improvements shall be completed prior to the issuance of the first certificate of occupancy. Detailed requirements per improvement have been included as conditions of approval of Resolution No. R2026-03, but are summarized below:

- Signalized intersection or roundabout at full access driveway on Stribling Way with appropriate turn lanes;
- An eastbound right turn lane and a westbound left turn lane shall be constructed at full access driveway on Stribling Way;
- An eastbound right turn lane shall be constructed at the right in/right out driveway on Stribling Way;
- A southbound right turn lane at the right in/right out driveway on SR 7, approximately 514 feet south of Stribling Way.
- Signalized intersection at full access driveway on SR 7, approximately 1,029 feet south of Stribling Way and appropriate turn lanes
- Close the existing right-in/right-out/left-in driveway on the west side of SR 7 and provide cross-access with existing church.
- Remove the existing directional median opening on SR 7

The property owner will also be required to construct improvements at the SR 7 and Stribling Way intersection that include the addition and extension of turn lanes for better functionality within that intersection. Construction of the widening of Stribling Way from Castelina Way to SR7 will be completed by the property owner.

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.*

As mentioned previously, various improvements are required at the project site driveways that include median closures and turn lane expansions prior to issuance of the first building permit. The development will also have cross-access connection to the Life Church property to the south, pending agreement, and realignment of the shared driveway to allow for a signalized access point. This driveway will be used as the main access point for the secondary school, Life Church, and a majority of patrons coming from the south. Staff is requesting that future cross-access points be added to the master plan connecting the Family Vision and Farmington Estates properties to the south, which will encourage the use of the signalized intersection at the Life Church entrance.

Policy MB 2.1.2 On-site Circulation & Parking *On-site circulation and parking shall be designed to ensure adequate circulation aisles, turning radii and parking spaces.*

A shared parking study was provided and analyzed by Wellington's Traffic Engineer and staff. The LDR requires 1,204 parking spaces for the entire Pod B. However, the parking study determined that based on time of day, rate for non-captive and other adjustments, Pod B will have a maximum parking demand of 954 spaces. The developer plans to utilize valet parking for double stacking and a shared parking agreement with the neighboring Life Church. Two (2) contingency parking plans were provided, which include a shared parking agreement with Wingrove Academy (Pod A) within the adjacent future site for ball fields and the construction of a parking garage within Pod B. A monitoring condition was included in Resolution No. R2026-03, which requires the submission of an annual parking utilization monitoring study for a period of 10 years after the issuance of a certificate of occupancy for more than 150,000 square feet. If a parking deficiency is identified, the property owner will be required to construct the contingency parking within 18 months.

A circulation plan has been provided and included as Exhibit E, which analyzes both Pod A and Pod B's unique circulation. Pedestrian and vehicular connectivity has been provided between each pod and neighboring properties, pending cross-access agreements.

Capital Improvements Element

Policy CI 1.4.1 Development Impacts *Any new construction, redevelopment, or renovation projects that create the need for new or expanded public facilities shall be required to pay their 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.

Also, as previously mentioned, conditions of approval are provided in Resolution No. R2026-03 requires the developer to make proportionate share payments for future improvements to various impacted roadway segments.

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.

The proposed K Park MUPD zoning meets the minimum lot size and building coverage outlined in Table 6.3-1. Section 6.5.6 of Wellington LDR provides requirements for an MUPD. Based on the gross acreage, the MUPD is required to have a minimum of five (5) different use types. K Park is proposing a mix of School, Residential, Commercial, Open Space, and Office, which will meet this requirement. The proposed Master Plan and Site Plan incorporate an entry boulevard, aka main street, with building placement along the boulevard. Vertical integration of uses is provided in the site design, and inter-connectivity of all uses is provided throughout the site. No uses will exceed 60% of the total MUPD acreage. Community benefits include public plazas and gathering places activated for various uses such as community events, entertainment programming, and leisure suitable for all ages. The MUPD is proposed to be designed and built to meet a minimum of LEED Silver or comparable building standards across the entire project.

A Project Standards Manual was provided and included as Exhibit C of Resolution No. R2026-03. 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, setbacks, etc. for a planned development. The purpose and intent of the MUPD is to provide flexibility 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 developer has requested the following flexible regulations and deviations within the PSM. Staff has provided an analysis and recommendation for each request:

Pod A Deviations:

1. ***Required Parking:*** A deviation is requested from the required parking as outlined in the School Operational Plan prepared by Simmons and White and included in the Conditional Use request for the school. The applicant proposes a reduced parking rate based on the ITE Parking Generation and the Urban Land Institute's Shared Parking. The parking rates are based on faculty/staff members, visitors, and students in grades 10 and up. The proposed rates take into account that the athletic fields and indoor activity areas will not be used when school is in session. There are no objections to this request.

Image A: Parking Stall Width at 9 Feet

2. ***Required Bicycle Parking:*** Section 7.5.1.D requires one (1) bicycle parking space per 2,000 square feet of gross floor area, which would include all classrooms, theater, indoor athletic facilities, etc. Based on the school's proposed square feet, a total of 203 bicycle parking spaces would be required. The applicant is proposing to reduce the amount of required parking to 10% of the anticipated middle and high school students which would result in 108 bicycle parking spaces. There are no objections to this request.

3. ***Parking Stall Width:*** Required parking stall width is 9.5 feet. The proposed Pod A PSM proposes a width of 9' within the temporary east and west parking lots (Phase 1 only), and the parking garage (Phase 2) as shown in Image A. There are no objections to this request in areas for employees or students. Areas of high turnover shall remain 9.5 feet in width. The north parking lot is identified as a high turnover area, as it is intended for visitor parking.

4. ***90-Degree Parking Drive Aisle Width:*** A one (1) foot reduction in drive-aisle width is requested to allow "for more efficient site planning and enabling the preservation of pedestrian oriented open-spaces and landscaping without compromising the circulation and functionality of parking areas" within the area shown in Image B. The reduced width also serves as a traffic calming technique for the MUPD. There is no objection to this request.

Image B: Parking Drive Aisle Width

SCHOOL – 405,000 GSF			
ZONING	REQUIRED COUNT	PROPOSED SIZE	PROPOSED COUNT
15' X 55' @ 1/15,000 SF UP TO 100K	7		
15' X 55' @ 1/50,000 SF OVER 100K	6.1		
TOTAL	13	15'X50'	3

Image C: Loading Spaces

5. ***Loading Space Quantity and Loading Space Dimensions:*** Loading space requirements are based on the gross square footage of a project versus the number/types of uses. Based on the size of the school, the code requires 13 loading spaces, a minimum of 15' x 55' in size. The applicant has relied on established use patterns and knowledge of standard delivery truck sizes that serve the school use and is requesting a total of three (3) loading spaces 15' x 50' in size, which will be centrally located with Pod A. There is no objection to this request.

6. ***Fence/Wall Location within Landscape Buffers:*** Section 7.8.5.C.7 of Wellington's LDR states that if a fence or wall is required within a landscape buffer, the landscaping shall be located between the fence or wall and the adjacent property or right-of-way. The proposed 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. There is no objection to this request.

7. ***Outside Activity Area Buffers:*** Section 6.2.2.F.5 of Wellington's LDR requires schools that have outside activity areas be buffered a minimum of 50 feet in width from adjacent residential. The athletic facilities proposed in Pod A are situated towards the southern portion of the site. A 10-foot-wide Type A/F landscape buffer, which includes one (1) shade tree per 30 linear feet, a continuous hedge, and a fence or wall, 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 exists beyond the southern property line of Pod A on the adjacent Farmington Estates neighborhood. There is no objection to this request as the intent of the outside activity area buffer requirement will be met through the existing landscape on the adjacent Farmington Estates property and the proposed site design.

8. ***Type A Buffer (North adjacent to Church parcel):*** A modified 10-foot-wide Type A buffer, which includes the elimination of the required shade trees for every 30 linear feet, is requested along the north side of the Pod A access easement south of the Church site (shown as the red line in Image D). The applicant is requesting the deviation due to the existing overhead utility lines along the access strip, which impact the ability to properly plant shade trees at the required height established in the LDR. 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. A continuous hedge and Native ornamental grasses will still be planted. There is also existing buffer material on the church property that further screens the access drive within this area. There is no objection to this request.

9. ***Type A/F Buffer (South Property Line):*** 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 (shown as blue line in Image D). 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 feet 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. There is no objection to this request.

10. ***Landscape Buffer Perimeter Path:*** Per Section 6.5.4.7 of Wellington's LDR, a minimum width of

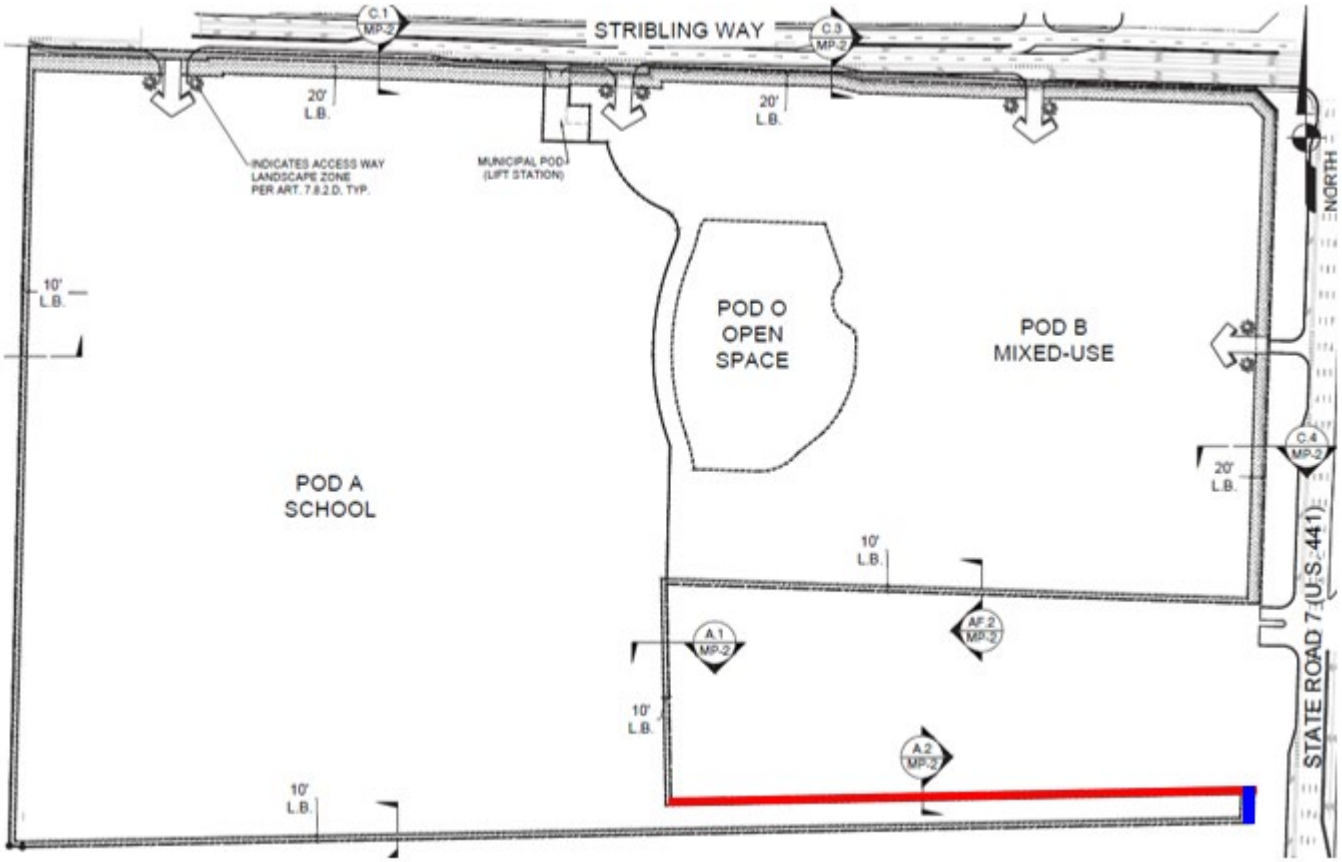


Image D: Landscape Buffers

10 feet shall be added to the minimum width of a perimeter landscape buffer to accommodate the path's construction. This requirement would apply 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 buffer width of 20 feet and a 10-foot perimeter utility easement. In lieu of an additional 10 feet, the project proposes to maintain the existing sidewalk widths within the adjacent ROW's, as there is an existing pathway. There is no objection to this request.

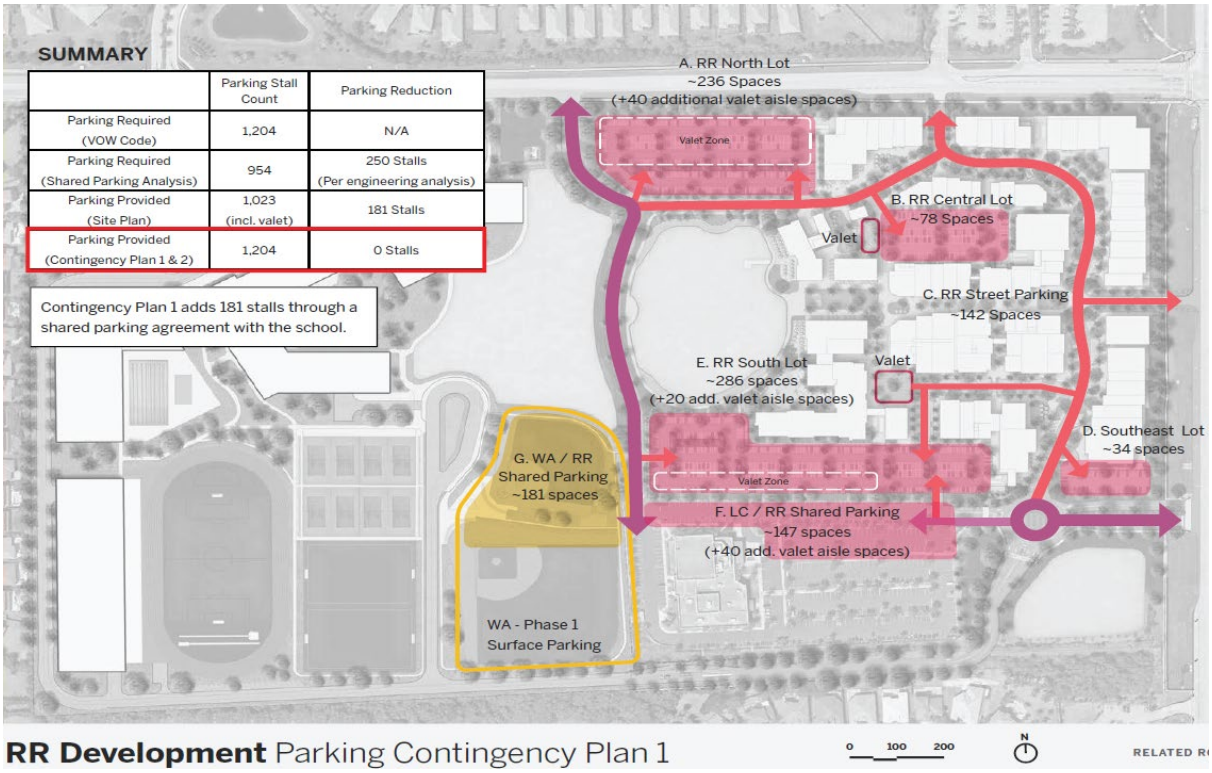
11. ***Foundation Planting:*** Per Section 7.8.2.B.2 of Wellington's LDR, foundation plantings shall be provided along the front, side, and rear facades of non-residential structures with a minimum depth of five feet for each building story or a maximum of 25 feet. The combined length of the required foundation planting shall be no less than 40 percent of the total length of the applicable side of the structure. The proposed PSM proposes a deviation to provide the equivalent square footage of planting area as required, provided at or near the vicinity of the building to allow for an 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. There is no objection to this request as it meets the intent of the foundation planting provision.

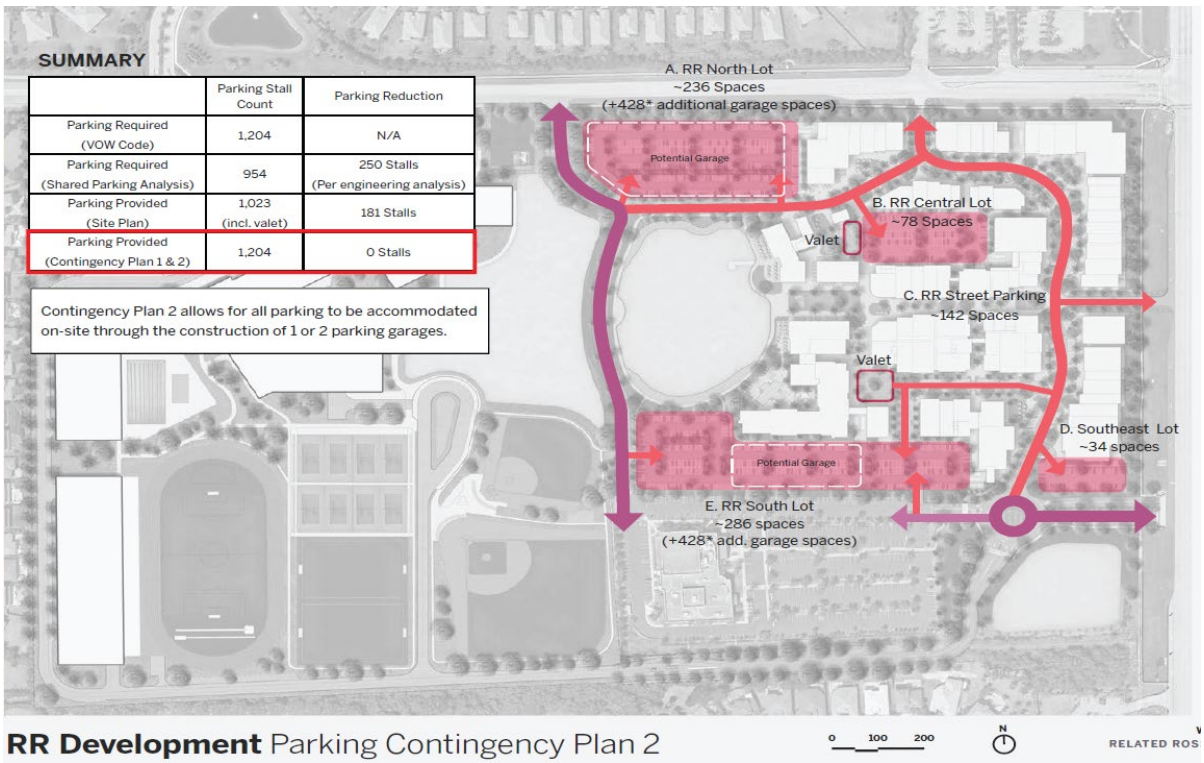
12. ***Internal Lot Trees:*** A deviation from the required internal lot tree requirement is requested. Per Section 7.8.2.B.1. of Wellington's LDR, one (1) tree and three (3) shrubs shall be planted for every 1,500 square feet of a non-residential lot, not including trees, shrubs, or hedges required to be planted in perimeter buffers and vehicular areas. In addition, MUPDs are required to exceed the landscape standard of the LDR by a minimum of 30% of the general standard (both quantity and size). Given the acreage of the perimeter buffer, lakes, and sports fields, these areas were allowed to be excluded from the internal lot area calculation, resulting in a reduced requirement of 1,403 trees. Pods A and B are proposed to include a total of 1,050 trees throughout the site, resulting in a 25% reduction of the base requirement. This quantity does not account for the additional 30% required for a MUPD. As a reduction was already provided by removing areas from the calculation, a condition of approval is recommended that requires the applicant to either amend the landscape plan and include the required quantity, or contribute an in-lieu fee of $600 per tree ($600 x 353) prior issuance of the first building permit.

Pod B Deviations:

1. ***Required Parking:*** A deviation to the required parking for Pod B is requested. The LDR requires a total of 1,204 parking spaces, as both the retail and office parking rates are based on net square feet and not gross square feet. A parking study was prepared by Simmons & White and determined that the anticipated maximum parking demand for Pod B is 954 spaces (includes an additional 10% of spaces as a conservative buffer). Two (2) contingency parking plans were provided, shown in the images below, which include a shared parking agreement with Wingrove Academy (Pod A) within the adjacent future site for ball fields and the construction of a parking garage within Pod B. As a result, a monitoring condition is included in Resolution No. R2026-03, which requires the submission of an annual parking utilization monitoring study for a period of 10 years after the issuance of a certificate of occupancy for more than 150,000 square feet. If a parking deficiency is identified, the property owner will be required to construct the contingency parking within 18 months.



RR Development Parking Contingency Plan 1



RR Development Parking Contingency Plan 2

2. ***Parking Stall Width:*** Required parking stall width is 9.5 feet. The proposed Pod B PSM includes a parking stall width of 9 feet, which is not considered appropriate for high turnover areas. The areas considered in the "high Turn-Over Zone" shown in Image E are anticipated to be the most utilized and desirable parking spaces for Pod B and are located along the Main Street corridor and the central parking lots closest to the storefronts. 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 feet in width. There are no objections to this request.

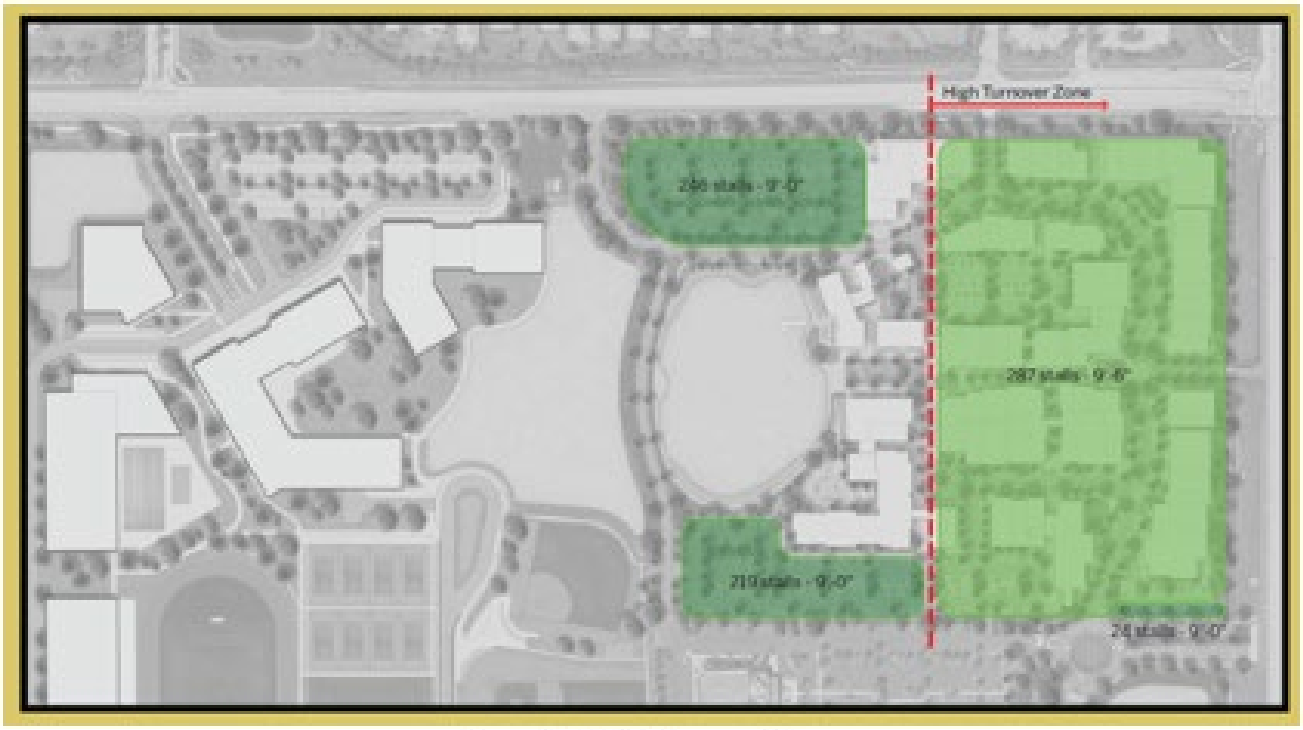


Image E: High-Turnover Zone

3. **Required Bicycle Parking:** Section 7.5.1.D requires one (1) bicycle parking space per 2,000 square feet of gross floor area. Based on the non-residential square feet of Pod B, a total of 283 bicycle parking spaces would be required. The applicant is proposing to exclude the square footage of the hotel as guests typically arrive by vehicle or some other form of transportation. This would reduce the required bicycle parking to 200 spaces. A few bicycle parking spaces will be required by the hotel for employee use which will be confirmed during site plan review. There are no objections to this request

Image F: Parallel Parking

4. **Parallel Parking Stall Width:** A deviation to the required parallel parking stall width within Pod B 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, as shown in Image F. 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. There is no objection to this request.

5. ***90-Degree Parking and Angled Parking Drive Aisle Width:*** A one (1) foot reduction in drive-aisle width is requested throughout all of Pod B to allow for more efficient site planning and enabling the preservation of pedestrian-oriented open spaces and landscaping, all while remaining safe and efficient circulation. The reduced width also serves as a traffic calming technique for the MUPD. There is no objection to this request.

6. ***Loading Space Quantity & Loading Space Dimensions:*** Based on the gross square footage, Pod B is required to provide a total of 21 loading spaces 55' x 15' in size. The applicant is requesting a reduction of both size and quantity of loading spaces as shown in Image F below. Lerch Bates provided a Building Logistics Analysis Support Letter (Exhibit N), which supports the need for the reduction. The loading zones are placed in centralized locations to service each building. There is no objection to the request.

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 - 355,000 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
TOTAL REQUIRED POD B	21	TOTAL PROPOSED POD B	13

Image G: Pod B Loading Space Analysis

7. ***Buffer Type A/F (South):*** A landscape buffer deviation is requested to eliminate the required fence within Type A/F buffer for the southern property line adjacent to the Life Church property (shown as red line in Image H) at the request of Life Church. There is no objection to the request.

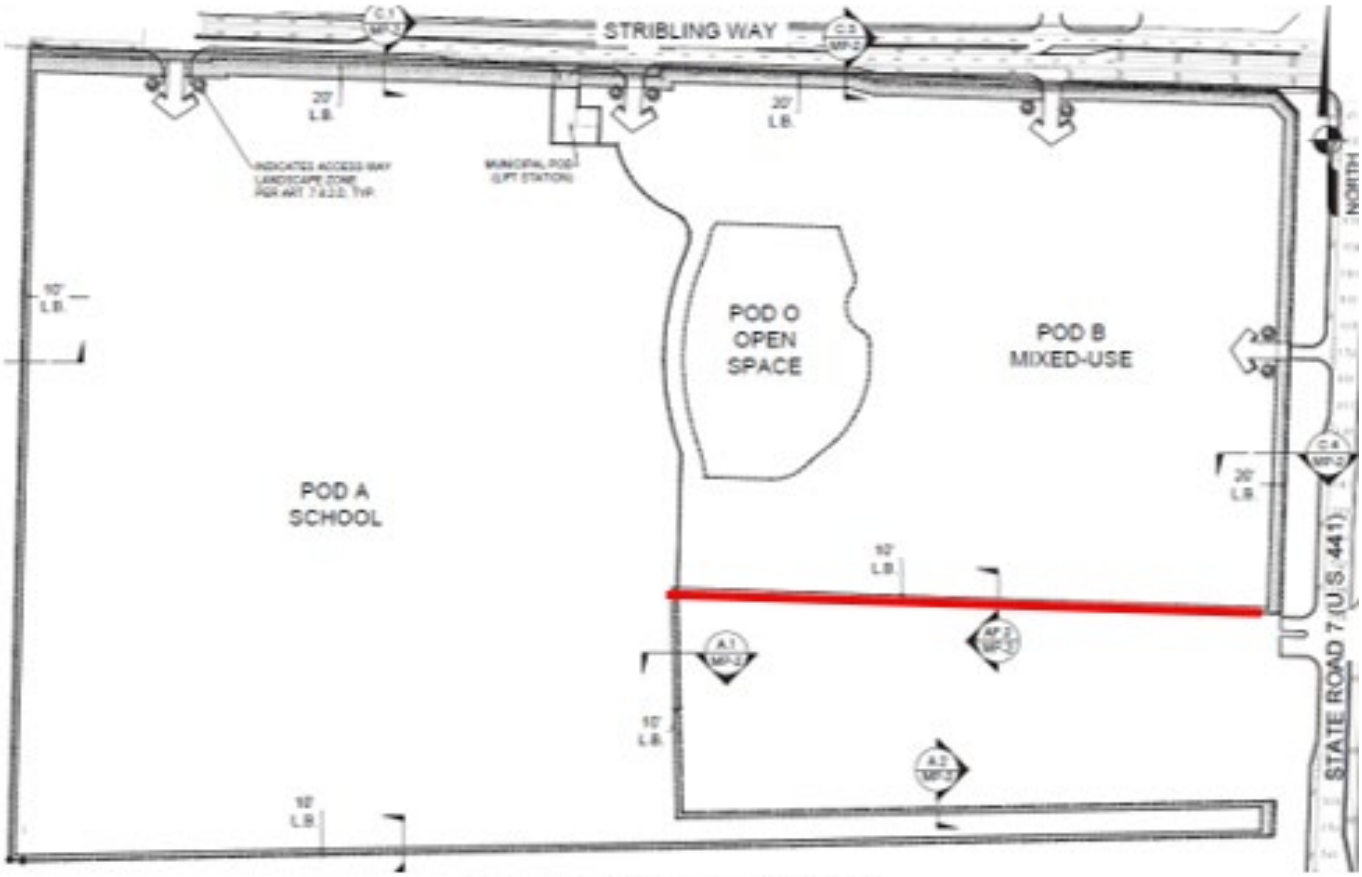


Image H: Pod B Landscape Buffer

8. ***Landscape Buffer Perimeter Path:*** Per Section 6.5.4.7 of Wellington's LDR, a minimum width of 10 feet shall be added to the minimum width of a perimeter landscape buffer to accommodate the path's construction. Pod B provides a minimum 8 feet clear pedestrian path interior to the site along the storefronts of the mixed-use buildings. The pedestrian circulation interior to Pod B is also designed to connect to the existing pathways along State Road 7 and Stribling Way. There is no objection to this request.

9. ***Foundation Planting:*** Per Section 7.8.2.B.2 of Wellington's LDR, foundation plantings shall be provided along the front, side, and rear facades of non-residential 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 PSM proposes a deviation to provide the equivalent square footage of planting area as required, provided at or near the vicinity of the building, to allow for an interconnected network of walkways, courtyards, and circulation at the site while still providing the equivalent plantings from a square footage standpoint. There is no objection to this request as it meets the intent of the foundation planting provision. This deviation does not apply to buildings that get approval for a building height exceeding 35 feet.

10. ***Internal Lot Trees:*** Refer to the explanation in Pod A above.

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.

The proposed rezoning is compatible with the existing uses surrounding the subject property and along State Road 7, which includes a mix of commercial to the north, residential to the west and south, and institutional uses to the south and east. Although the current zoning district of Community Facilities is consistent with all land use categories, the district is established for public and institutional facilities such as schools, government offices, assembly, utility services, and other infrastructure-related facilities. The MUPD district is a more appropriate and compatible zoning district for the proposed mixed-use development.

D. That the design of the proposed request minimizes adverse effects, including visual impact and intensity of the proposed use on adjacent lands.

The overall design minimizes adverse effects, including visual impact and intensity of the proposed use on adjacent lands. Pod A (school) is located on the western portion of the MUPD adjacent to Oakmont Estates and Farmington Estates. These developments have existing mature landscape buffers that include shade trees and a wall, creating a thick screen. An additional landscape buffer will be required to be installed along all property boundaries, even where neighboring buffers exist. Commercial and hotel uses (Pod B) are placed along State Road 7, where higher intensities are more appropriate. Commercial uses will not be adjacent to existing residential land uses. The proposed buildings throughout will be reviewed for compatibility with the architectural character and scale of the existing surrounding buildings and will be required to provide increased minimum height standards for trees/palms that will help to mitigate any visual impacts.

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

In January 2025, Wellington executed a Purchase and Sale Agreement with Related Ross and Education in Motion to purchase the property upon receiving entitlements for a mixed-use development. In April 2025, Council approved a Comprehensive Plan Map Amendment for the K Park properties, changing the land use designation of the project to Mixed Use (MU). The land use change was necessary to support the development of the property as a proposed mixed-use project with multifamily residential, retail, hotel, restaurant, and a school. The MUPD district is a more appropriate and compatible zoning district for the proposed mixed-use development.

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

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.

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

The proposed master plan results in a logical and orderly development pattern by converting farmland into a mixed-use community with a complementary 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. Interconnectivity is provided amongst neighboring properties to better facilitate circulation throughout the site and along the adjacent roadways, including a shared access drive to a signalized light. The site was identified in the SR7 Corridor study initiated by Wellington in 2006 in conjunction with other local and state organizations as a significant vacant property along SR7 that could be an area for business, job creation, and residential development. Contrary to the name K Park, the vision was always to develop this site as a mixed-use development

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

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

H. Whether the proposed complies with Article 2, Concurrency Management.

The project is proposed within an existing Urban Service Area, with water and sewer connections available in the surrounding area. On/off-site improvements/upgrades to existing lift stations, water distribution systems, sanitary systems, and force main systems will be necessary to support the project, and conditions of approval have been included in the Master Plan Resolution.

As previously indicated, the School District has recommended that the development contribute to the District $31,346.00 for Phase 1 and $62,692.00 for Phase 2, which have been included in the conditions of approval of the Master Plan Resolution.

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.

ANALYSIS – CONDITIONAL USE (SCHOOL):

The applicant is requesting a Conditional Use to allow a private school (primary and secondary) with a maximum of 1,750 students and an outdoor sports and aquatic center within Pod A of K Park MUPD. The Conditional Use application was reviewed for consistency with both Wellington's Comprehensive Plan and Land Development Regulations (LDR) and is found consistent with the following:

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):

5. School, Secondary or Primary:

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.

A School Traffic Operational Management Plan was submitted and reviewed by Wellington's Traffic Engineer. The proposed circulation shows direct access to the primary school, grades K-1 on the northern portion of the campus, is from Stribling Way, which is a minor collector roadway. Grades 2-4 will be from a signalized shared access drive on the Life Church property to SR 7, which is a principal arterial roadway. Egress will be permitted on both Stribling Way and SR 7. The outdoor recreational facilities for the primary school are located internal to the campus and buffered by buildings, and will not impact the adjacent properties.

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.

The School Traffic Operational Management Plan provided shows that access to the secondary school, located on the southern portion of the campus, will be from a signalized shared access drive on the Life Church property to SR 7, which is a principal arterial roadway. Egress will be permitted on both Stribling Way and SR 7. Outdoor recreational facilities are located on the southern boundary adjacent to Farmington Estates' retention area and main access roadway. Fields will be separated approximately 200 feet from a residential structure, and landscaping will be required in addition to the mature landscape buffer that exists within Farmington Estates.

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.

A significant number of pedestrians or bicyclists entering the site are not expected due to the school being a private and its location on SR 7 and Stribling. Pedestrian pathways have been provided throughout the site to connect to the multi-purpose pathway along Stribling Way and within Pod B.

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.

The School Traffic Operational Management Plan provides a detailed plan for all traffic flow including buses, students, parents, and employees. Crossing guards and traffic control personnel will be strategically placed throughout the campus to ensure safe and organized circulation. School start times will be staggered to reduce the traffic impact around the campus.

e. Dumpster and trash receptacles shall be located a minimum of 100 feet from residential property and screened from view with a six (6) foot solid wood fence and hedge combination unless part of a pre-existing commercial development.

The dumpster and loading areas are located near the bus loop central to the campus. Adequate screening will be required during site plan review.

f. A six (6) foot high security fence shall be installed around the entire perimeter of the outside activity area to limit access.

The proposed site plan illustrates a six (6) foot high security fence around the entire perimeter of the outside activity area.

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 (6) foot high hedge or hedge/berm combination and a double row of native canopy trees, spaced an equivalent of one (1) tree per 20 linear feet of landscape buffer.

The outside activity area is located on the southern boundary adjacent to Farmington Estates' retention area and their main access roadway. Although a 50-foot-wide buffer is not provided, the intent of this provision is met as the outside activity area is screened from view by a 10-foot-wide Type A landscape buffer with a fence and additional trees line the north side of the access road to the school adjacent to Farmington Estate's existing landscape buffer creating an area wider than 50 feet.

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

The proposed private school is compatible with the surrounding residential neighborhood as schools are a common use that neighbor residential communities. The operational characteristics of the school include staggered start times, controlled access, and centralized outdoor play areas, bus loops and loading areas will further compatibility with the surrounding residential properties.

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

The school campus has been designed to mitigate any adverse impacts to adjacent properties through the use of landscape buffering, building orientation, and separation from residential uses. Photometric plans will be reviewed during the site plan process to ensure lighting will not spill over to the neighboring properties. Traffic improvements will be required as a result of the K Park project, resulting in improved intersection circulation for not just for the project, but for the surrounding area. Traffic improvement conditions will be included in the Resolution of the Master Plan.

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

The project is proposed within an existing Urban Service Area, with water and sewer connections available in the surrounding area. On/off-site improvements/upgrades to existing lift stations, water distribution systems, sanitary systems, and force main systems will be necessary to support the project and necessary conditions of approval have been included in 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.

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

ANALYSIS – CONDITIONAL USE (HOTEL):

The applicant is requesting a Conditional Use to allow a Conditional Use of a 180-room hotel within Pod B of K Park MUPD. The Conditional Use application was reviewed for consistency with both Wellington's Comprehensive Plan and Land Development Regulations (LDR) and is found consistent with the following:

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 Rezoning and Master 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 Pod B of K Park, which is 24.05 acres in size.

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

The proposed master plan and site plan shows the hotel located within Pod B of K Park just north of Life Church over 600 feet away from residential uses. Service areas will be in a centralized location not to interfere with the surrounding properties, buildings, or uses. A hotel use is compatible with the proposed Mixed Use zoning request and is a frequent use seen within a vertically integrated mixed-use development.

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, and potentially the tallest building within the project. Service areas will be in a centralized location not to interfere with the surrounding properties, buildings, or uses. Architectural guidelines are provided in the PSM, however, approval by the Architectural Review Board will be required for all elevations, colors, materials, and signage and approval by Council for buildings taller than 35 feet. Traffic improvement conditions will be included in the Resolution of the Master Plan.

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

The project is proposed within an existing Urban Service Area, with water and sewer connections available in the surrounding area. On/off-site improvements/upgrades will be necessary to existing lift stations, water distribution systems, sanitary systems, and force main systems to support the project and necessary conditions of approval have been included in 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.***

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 January 21, 2026, Planning, Zoning and Adjustment Board Meeting, the Board unanimously recommended approval (7-0) of Ordinance No. 2026-06, Resolution No. R2026-03, Resolution No. R2026-04, and Resolution No. R2026-05.

The Board provided the following recommendations/suggestions to Council for Resolution No. R2026-02 (Wellington Village MUPD Master Plan):

- Streetscape materials should be clarified and added to the PSM;

- Discussion with Castellina POA regarding the proposed roundabout at the Castellina and Pod A
- intersection needs to be finalized; and
- Provide enhanced standards and illustrations within the PSM for the parking garage within Pod A

The Board recommended/suggested to Council for Resolution No. R2026-04 (Hotel CU) to advocate for a soft-branded hotel.

All required application documentation has been reviewed by the Development Review Manager and Wellington Departments to determine compliance with the Comprehensive Plan and Land Development Regulations, as presented. The staff analysis concludes that a finding of fact that the proposed requests comply with the requirements for a Rezoning, Master Plan, and Conditional Uses is supported. Conditions of approval for the Master Plan and Conditional Uses are recommended in Resolution Nos. R2026-03, R2026-04, and R2026-05, respectively.

On January 27, 2026, Council unanimously approved (4-0) the first reading of Ordinance No. 2026-06 (Rezoning).

Lists of Exhibits:

Exhibit A – Current Zoning Map

Exhibit B – Proposed Zoning Map

Exhibit C – K Park MUPD Master Plan

Exhibit D – Circulation Plan

Exhibit E – Conceptual Site Plan

Exhibit F – Traffic Study (Excludes Appendices)

Exhibit G – FDOT Approval Letter

Exhibit H – PBC Traffic Approval Letter

Exhibit I - LifeChurch Letter

Exhibit J – Wellington Traffic Engineer Approval Letter

Exhibit K – Shared Parking Study

Exhibit L – School Phasing Plan

Exhibit M – SCAD Letter

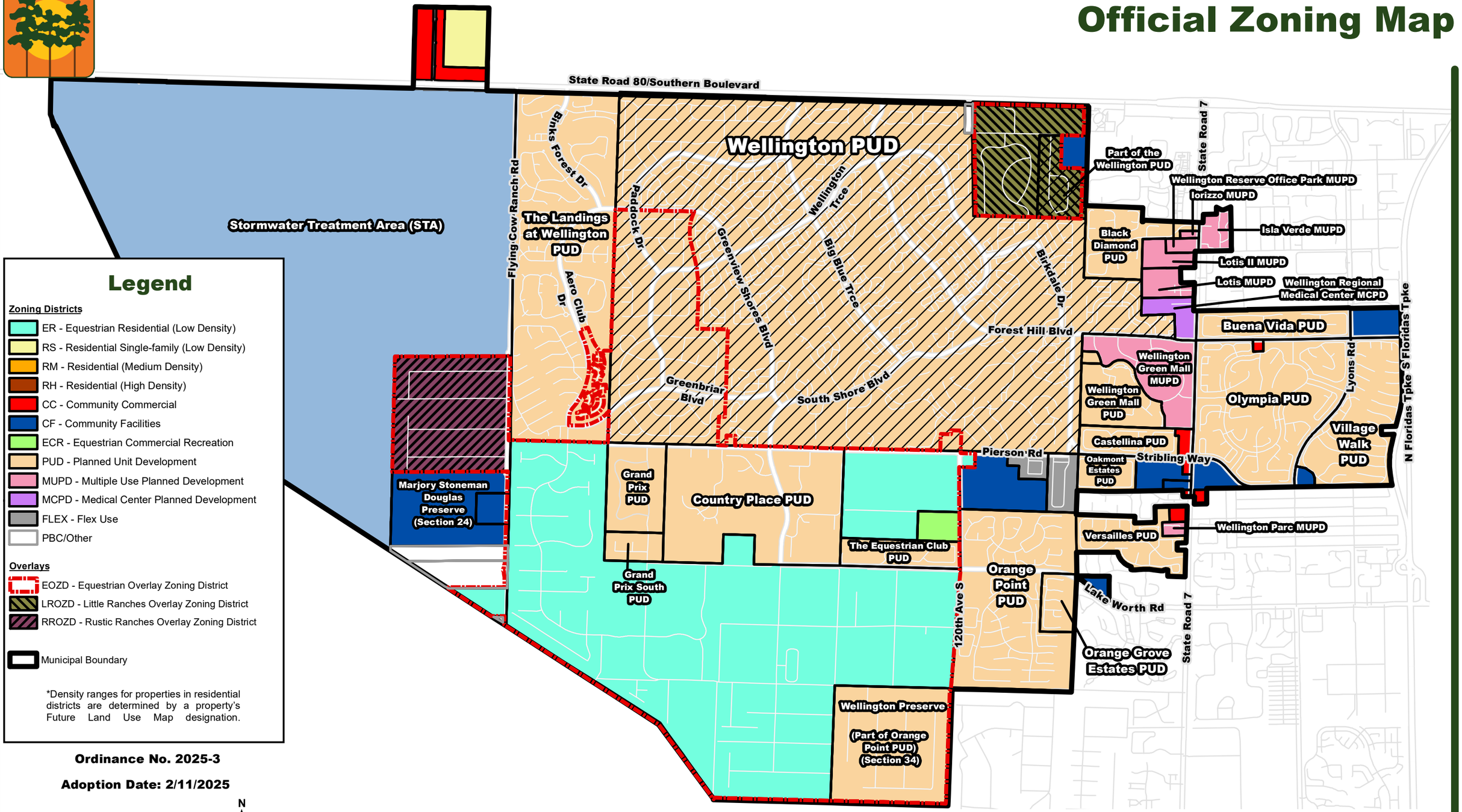
Exhibit N – Loading Waste and Logistics Letter

Exhibit O – Drainage Statement

Exhibit P – Water and Sewer Statement

Exhibit Q – Justification Statements

Village of Wellington
Official Zoning Map



Legend

Zoning Districts

- ER - Equestrian Residential (Low Density)
- RS - Residential Single-family (Low Density)
- RM - Residential (Medium Density)
- RH - Residential (High Density)
- CC - Community Commercial
- CF - Community Facilities
- ECR - Equestrian Commercial Recreation
- PUD - Planned Unit Development
- MUPD - Multiple Use Planned Development
- MCPD - Medical Center Planned Development
- FLEX - Flex Use
- PBC/Other

Overlays

- EOZD - Equestrian Overlay Zoning District
- LROZD - Little Ranches Overlay Zoning District
- RROZD - Rustic Ranches Overlay Zoning District

- Municipal Boundary

*Density ranges for properties in residential districts are determined by a property's Future Land Use Map designation.

Ordinance No. 2025-3

Adoption Date: 2/11/2025

0 0.5 1 Miles

N W E S

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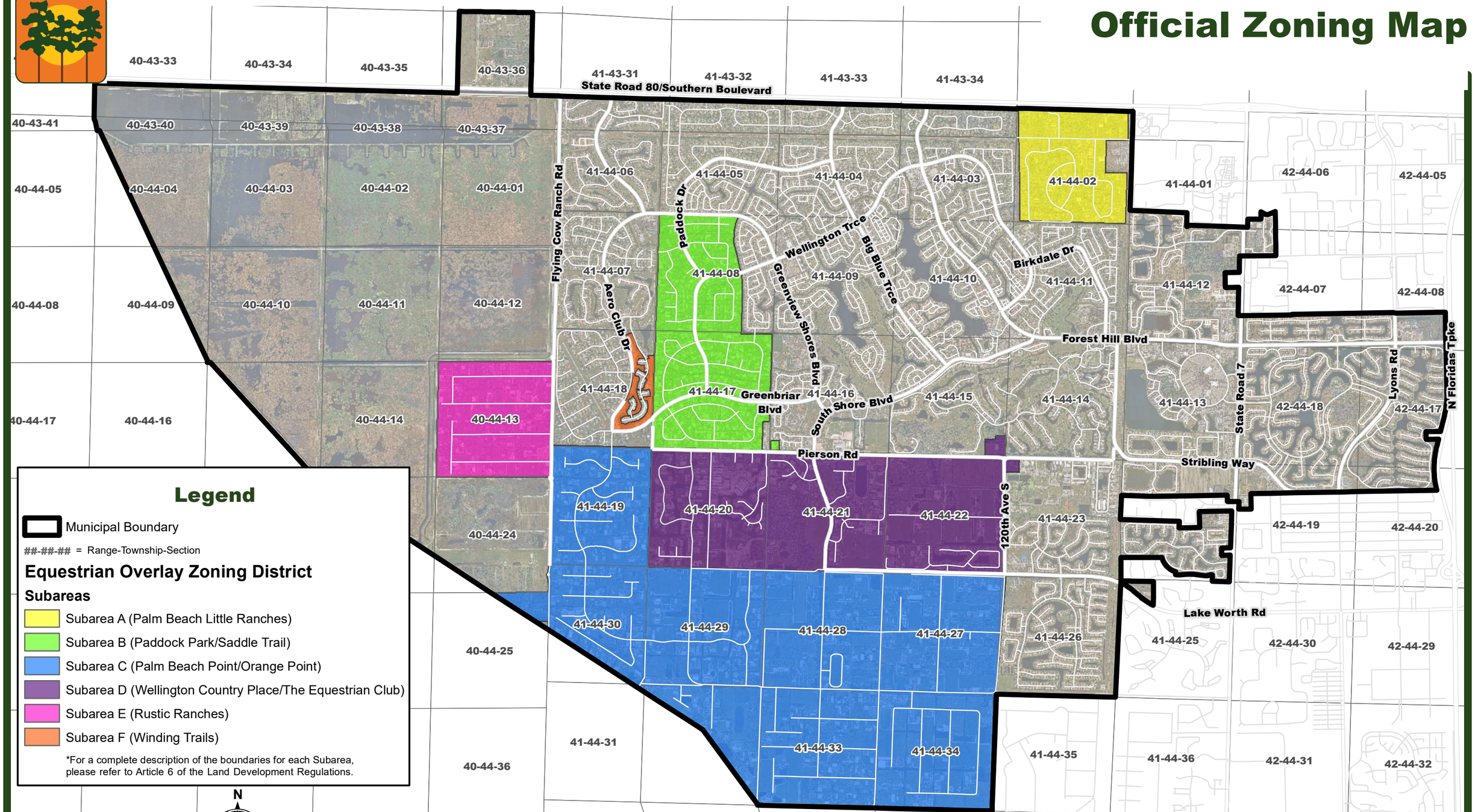
561.791.4000 • www.wellingtonfl.gov

Village of Wellington
Official Zoning Map



Legend

Municipal Boundary

##-##-## = Range-Township-Section

Equestrian Overlay Zoning District

Subareas

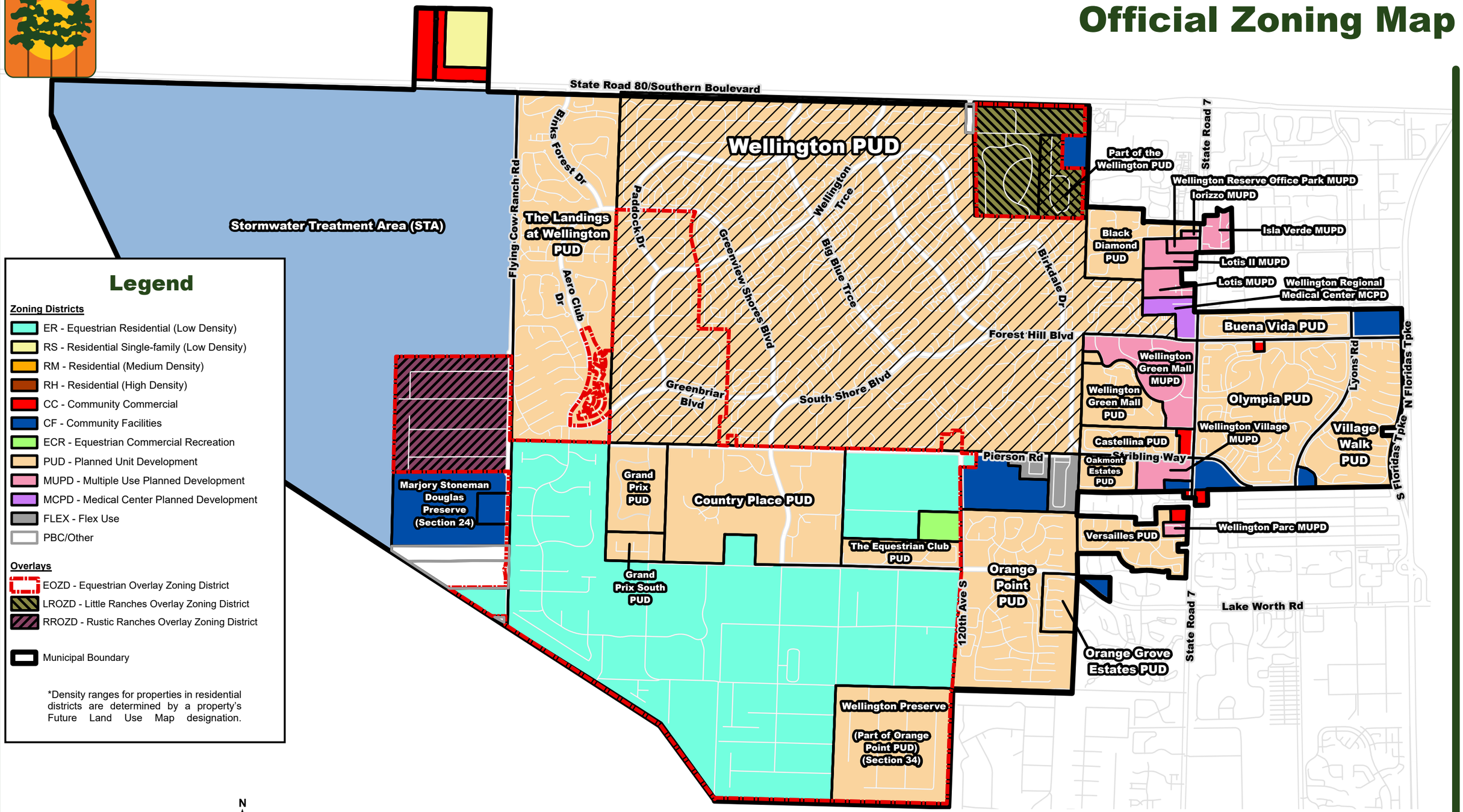
- Subarea A (Palm Beach Little Ranches)
- Subarea B (Paddock Park/Saddle Trail)
- Subarea C (Palm Beach Point/Orange Point)
- Subarea D (Wellington Country Place/The Equestrian Club)
- Subarea E (Rustic Ranches)
- Subarea F (Winding Trails)

*For a complete description of the boundaries for each Subarea, please refer to Article 6 of the Land Development Regulations.

0 0.5 1 Miles

N W E S

Village of Wellington
Official Zoning Map



Legend

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Municipal Boundary

*Density ranges for properties in residential districts are determined by a property's Future Land Use Map designation.

0 0.5 1 Miles

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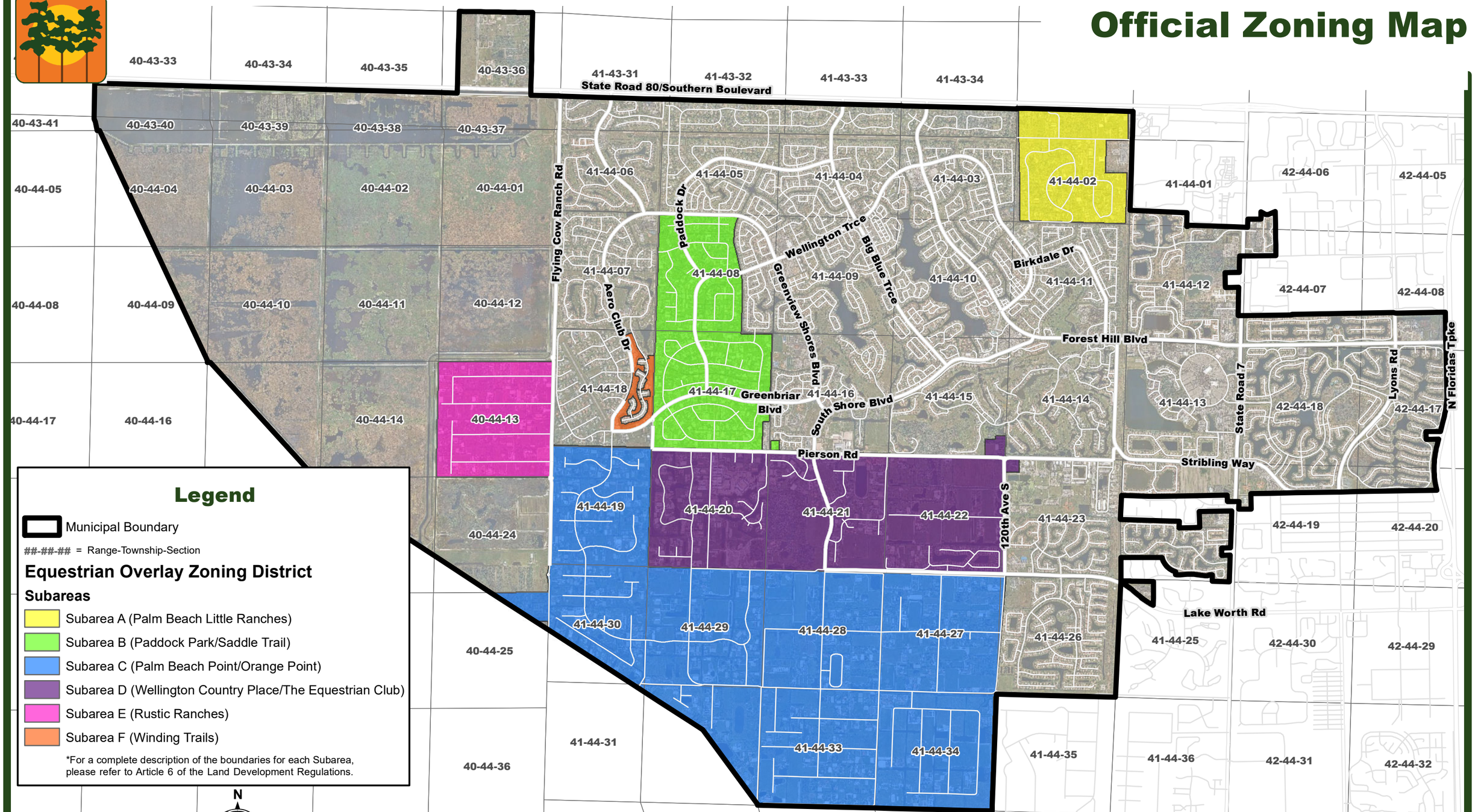
Village of Wellington
Official Zoning Map



Legend

Municipal Boundary

##-##-## = Range-Township-Section

Equestrian Overlay Zoning District

Subareas

- Subarea A (Palm Beach Little Ranches)
- Subarea B (Paddock Park/Saddle Trail)
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- Subarea D (Wellington Country Place/The Equestrian Club)
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- Subarea F (Winding Trails)

*For a complete description of the boundaries for each Subarea, please refer to Article 6 of the Land Development Regulations.

0 0.5 1 Miles

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Exhibit C Wellington Village MUPD Master Plan

MUPD DATA

PETITION NO.: 2025-0001.MP

GROSS SITE AREA: 3,104,656 S.F. ± / 71.27 ACRES ±

FUTURE LAND USE: MIXED USE (MU)
EXISTING ZONING DISTRICT: C & CF
PROPOSED ZONING DISTRICT: MUPD
PCN(S): 73-42-43-27-05-026-0011
73-41-44-24-06-003-0000

EXISTING USE: AGRICULTURE & VACANT

PROPOSED USES: HOTEL (CONDITIONAL USE)
SCHOOL (CONDITIONAL USE)
MULTI-FAMILY RESIDENTIAL (PERMITTED)
OFFICE, PROFESSIONAL (PERMITTED)
COMMERCIAL MIXED-USE (PERMITTED)

GROSS LAKE AREA : 6.33 AC. (WATER SURFACE)

PROPERTY DEVELOPMENT REGULATIONS

	FLU	MIN. LOT DIMENSIONS SIZE	WIDTH & FRONTAGE	DEPTH	OVERALL FAR	BUILDING COVERAGE	MAX. BLDG. HEIGHT **	MIN. BUILDING SETBACKS FRONT	SIDE	CORNER	REAR
REQUIRED	MU	5 AC.	300'	300'	MAX. .50	MAX. 45%	POD A 35'	POD A 30'	POD A 30'	POD A --	POD A 30'
PROVIDED	MU	71.27 AC.	2,399'	949.58'			POD B 35'	POD B 25'	POD B -	POD B 25'	POD B 30'

** ALL BUILDINGS OVER 35' IN HEIGHT SUBJECT TO CONDITIONAL USE HEIGHT APPROVAL

DEVELOPMENT SUMMARY

RESIDENTIAL	UNITS	GFA
MULTI-FAMILY	PHASE 1 - 15 UNITS	30,000 SF
	PHASE 2 - 200 UNITS	300,000 SF
TOTAL	215 UNITS	330,000 SF

NON-RESIDENTIAL	INTENSITY / GFA
HOTEL	180 ROOMS / 175,000 SF
OFFICE	75,000 SF
RETAIL	210,000 SF
RESTAURANT	105,000 SF
SCHOOL	1,750 STUDENTS / 405,000 SF
TOTAL	970,000 SF

GROSS FLOOR AREA: UP TO 1,300,000 SF
PROPOSED FAR: 0.42 FAR

RESIDENTIAL DENSITY: 3.02 DU / AC. (215 UNITS / 71.27 AC)
NUMBER OF RESIDENTS: 604 RESIDENTS (2.81 RESIDENTS / UNIT)

RECREATION REQUIREMENT
PRIVATE AREA: 110 SF / PERSON @ 604 = 1.53 AC.
PUBLIC AREA: 5 AC / 1,000 PERSONS @ 604 = 3.02 AC.

CIVIC REQUIREMENT
AREA REQUIRED: 1 AC / 1,000 PERSONS @ 604= 0.60 AC.

RECREATION & CIVIL PROPOSED
REFER TO PROJECT STANDARDS MANUAL

LAND USE ALLOCATION TABLE

LAND USE		LAND USE ACREAGE (%)	PROPOSED USE MAX. INTENSITY ** / DENSITY
POD A	INSTITUTIONAL	41.49 AC. * (58%)	SCHOOL: 1,750 STUDENTS / 405,000 SF
POD B	COMMERCIAL	22.22 AC. * (31%)	RETAIL: 210,000 SF RESTAURANT: 105,000 SF (PLUS OUTDOOR DINING: 20,000 SF)
			HOTEL: 180 ROOMS / 175,000 SF
	OFFICE		OFFICE: 75,000 SF
	RESIDENTIAL		MULTI-FAMILY: 215 UNITS / 330,000 SF
POD O	OPEN SPACE	3.23 AC. (5%)	POD B LAKE, PUBLIC USE LAKE TRAIL
MUNICIPAL POD	UTILITY	0.19 AC.*	VILLAGE OF WELLINGTON LIFT STATION
BUFFER POD A		1.96 AC. (3%)	
BUFFER POD B		1.58 AC. (2%)	
BUFFER MUNICIPAL POD		0.03 AC.	
R/W DEDICATION POD A		0.31 AC.	
R/W DEDICATION POD B		0.25 AC.	
R/W DEDICATION MUNICIPAL POD		0.01 AC.	
TOTAL ACREAGE		71.27 AC. (100%)	

* LAND USE ACREAGE EXCLUDES BUFFERS & R/W DEDICATION AREA
** INTENSITY IS PROVIDED AS GROSS SQUARE FEET (GSF)

MUPD LEGAL DESCRIPTION

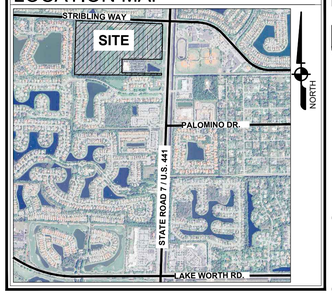
PARCEL 1 (FEE SIMPLE)
PORTIONS OF TRACTS 1 THROUGH 8, IN BLOCK 26, OF PALM BEACH FARMS CO. PLAT NO. 3, RECORDED IN PLAT BOOK 2, PAGE 45, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, AND THAT PART OF THE PALM BEACH FARMS CO. PLAT NO. 3, ROADWAY NORTH OF TRACTS 1 TO 4 AND WEST OF TRACTS 4 AND 5, SAID BLOCK 26, AS MORE FULLY DESCRIBED BELOW: TRACTS 1 THROUGH 8. BLOCK 26, OF PALM BEACH FARMS PLAT NO 3, RECORDED IN PLAT BOOK 2, PAGE 45, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, LESS AND EXCEPT;
1. THE SOUTH 85 FEET OF SAID TRACTS 5 THROUGH 8 AND
2. THE RIGHT OF WAY FOR US 441. (STATE ROAD 7).
3. TEN ACRES, MORE OR LESS, DEEDED TO THE NEW COMMUNITY CHURCH OF THE PALM BEACHES, AS RECORDED IN OFFICIAL RECORDS BOOK 10931, PAGE 489 AND 492.

ADD 4 ACRES OF PBF CO. ROADWAY NORTH OF TRACTS 1 TO 4 AND WEST OF TRACTS 4 AND 5 ALL IN BLOCK 26, ORB 13325/1198, LESS THE SOUTH 86 FEET.
ALSO BEING DESCRIBED AS FOLLOWS: (THIS DESCRIPTION AUTHORIZED IN THE OFFICE OF DENNIS J. LEAVY & ASSOCIATES, INC.)
A PARCEL OF LAND LYING IN SECTION 24, TOWNSHIP 44 SOUTH, RANGE 41 EAST, BEING A PORTION OF TRACTS 1 THROUGH 8 INCLUSIVE, BLOCK 26, PALM BEACH FARMS CO. PLAT NO. 3, AS RECORDED IN PLAT BOOK 2, PAGE 45, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA,
BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTH ONE-QUARTER (1/4) CORNER OF SAID SECTION 24;
THENCE SOUTH 01°24'43" WEST, AS A BASIS OF BEARINGS, ALONG THE WEST LINE OF THE NORTHEAST ONE-QUARTER OF SAID SECTION 24, SAID LINE ALSO BEING THE WEST LINE OF BLOCK 26, PALM BEACH FARMS CO. PLAT NO. 3, A DISTANCE OF 19.57 FEET TO THE POINT OF BEGINNING;
THENCE SOUTH 88°10'28" EAST, A DISTANCE OF 1716.01 FEET; THENCE SOUTH 86°54'06" EAST, A DISTANCE OF 315.08 FEET; THENCE SOUTH 88°10'28" EAST A DISTANCE OF 330.50 FEET; THENCE SOUTH 43°08'16" EAST A DISTANCE OF 57.12 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD #7 AND U.S. HIGHWAY #441, AS SHOWN ON THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 93210-2519, SHEET 9 OF 27,
REVISION DATE 02-01-96, THE PRECEDING FOUR (4) COURSES ALSO BEING COINCIDENT WITH THE NORTH LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORD BOOK 13325, PAGE 1198 OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE SOUTH 01°53'57" WEST, ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 949.58 FEET; THENCE NORTH 88°05'50" WEST, DEPARTING SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 1142.41 FEET;
THENCE SOUTH 01°07'58" EAST, A DISTANCE OF 415.00 FEET TO A POINT ON A LINE 86.00 FEET NORTH OF AND PARALLEL WITH (AS MEASURED AT RIGHT ANGLES) THE SOUTH LINE OF SAID TRACTS 5 AND 6, THE PRECEDING TWO (2) COURSES ALSO BEING COINCIDENT WITH THE NORTH AND WEST LINES OF THOSE LANDS DESCRIBED IN OFFICIAL RECORD BOOK 10931, PAGE 489 AND 492 OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE SOUTH 88°52'02" WEST, ALONG SAID PARALLEL LINE, A DISTANCE OF 1270.71 FEET TO A POINT ON THE AFOREMENTIONED WEST LINE OF THE NORTHEAST ONE-QUARTER (1/4) OF SECTION 24 AND THE WEST LINE OF SAID BLOCK 26, PALM BEACH FARMS CO. PLAT NO. 3; SAID LINE ALSO BEING COINCIDENT WITH THE WEST LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORD BOOK 13325, PAGE 1198 OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE NORTH 01°24'43" EAST, ALONG SAID WEST LINE, A DISTANCE OF 1475.51 FEET TO THE POINT OF BEGINNING. SAID LANDS SITUATE, LYING AND BEING IN PALM BEACH COUNTY, FLORIDA.

PARCEL 2 (FEE SIMPLE):
TRACT C, OAKMONT ESTATES P.U.D., ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 106, PAGE 2, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

PARCEL 3 (EASEMENT):
TOGETHER WITH: NON-EXCLUSIVE EASEMENT(S) FOR THE BENEFIT OF PARCEL 1 ABOVE AS SET FORTH AND CREATED BY THAT CERTAIN ROADWAY AND MAINTENANCE EASEMENT BY AND BETWEEN NEW COMMUNITY CHURCH OF THE PALM BEACHES, INC. AND HERBERT F. KAHLERT, PERSONAL REPRESENTATIVE OF THE ESTATE OF HEINZ KAHLERT, AND KARL A. KAHLERT AND HERBERT F. KAHLERT, AS CO-TRUSTEES UNDER TRUST A OF THE WILL OF FRITZ M. KAHLERT RECORDED FEBRUARY 16, 1999 IN OFFICIAL RECORDS BOOK 10933, PAGE 1503, WHICH EASEMENT WAS ASSIGNED TO ACME IMPROVEMENT DISTRICT, A DEPENDENT SPECIAL DISTRICT EXISTING UNDER THE LAWS OF THE STATE OF FLORIDA BY ASSIGNMENT OF EASEMENTS RECORDED IN OFFICIAL RECORDS BOOK 16026, PAGE 462, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, OVER, UNDER AND ACROSS THE LANDS DESCRIBED THEREIN.

LOCATION MAP



DEVELOPMENT TEAM

APPLICANT: RELATED ROSS
EDUCATION IN MOTION

SURVEYOR & CIVIL ENGINEER: LANGAN
525 Okeechobee Blvd., Ste. 910
West Palm Beach, FL 33401
561.473.8350

PLANNER : URBAN DESIGN STUDIO
610 Clematis St., Ste. CU02
West Palm Beach, FL 33401
561.366.1100

TRAFFIC ENGINEER: SIMMONS & WHITE
2581 Metrocentre Blvd. West, Ste. 3
West Palm Beach, FL 33407
561.478.7848

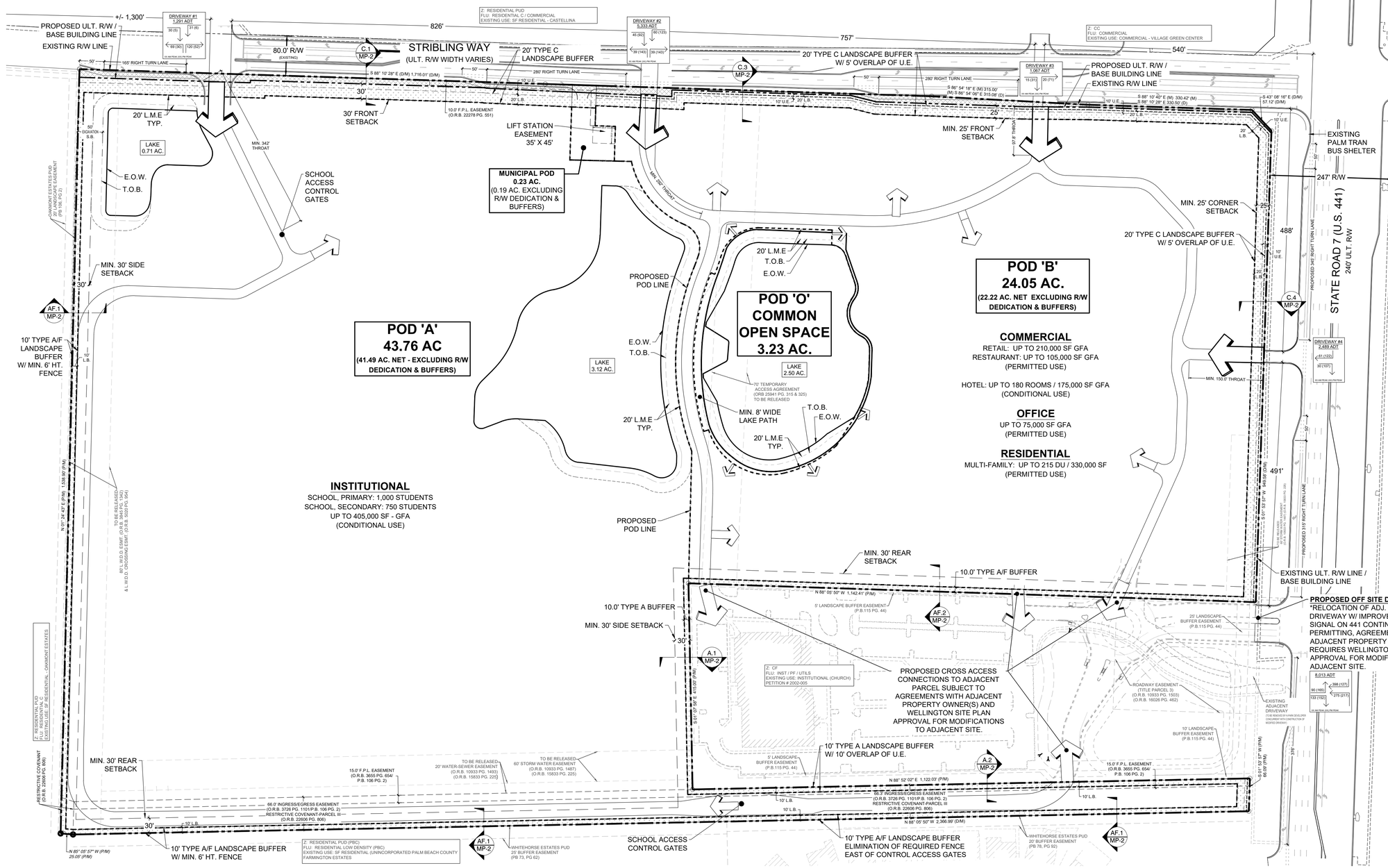
ARCHITECT: ELKUS MANFREDI ARCHITECTS
25 Drydock Ave.
Boston, Massachusetts
617.368.3395

MASTER PLAN LEGEND

AC.	= ACRES
BLDG.	= BUILDING
E.O.W.	= EDGE OF WATER
GFA	= GROSS FLOOR AREA
PG.	= PAGE
O.R.B.	= OFFICIAL RECORD BOOK
L.B.	= LANDSCAPE BUFFER
L.M.E.	= LAKE MAINTENANCE EASEMENT
MIN.	= MINIMUM
S.B.	= SETBACK
S.F.	= SQUARE FEET
R	= RADIUS
R/W	= RIGHT OF WAY
T.O.B.	= TOP OF BANK
T.B.A	= TO BE ABANDONED
T.R.	= TO REMAIN
TYP.	= TYPICAL
U.E. =	UTILITY EASEMENT

NOTES:

1. POD LINES ARE NOT LOT LINES AND DO NOT REPRESENT SUBDIVISION LINES.
2. BASE INFORMATION FOR THIS PROJECT WAS OBTAINED FROM A BOUNDARY SURVEY PREPARED BY LANGAN DATED 2025.04.22



ZONING STAMPS:

123

urban design studio
Urban Design
Land Planning
Landscape Architecture
610 Clematis Street, Suite CU02
West Palm Beach, FL 33401
561.366.1100 FAX 561.366.1111
www.udsflorida.com
#LA0001739

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MUPD

K Park

Wellington, Florida
Master Plan

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NORTH
0 50' 100' 200'
Scale: 1" = 100'-0"

Date:	May 16, 2025
Project No.:	24-080.001
Designed By:	
Drawn By:	MLC
Checked By:	

Revision Dates:
2025.05.16: REZONING SUBMITTAL
2025.08.18: RESUBMITTAL #1
2025.09.29: RESUBMITTAL #2
2025.11.17: RESUBMITTAL #3
2025.12.16: RESUBMITTAL #4

MP-1
of 2

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MASTER SITE PLAN DATA

Exhibit D - Conceptual Site Plan

PETITION NO.:	2025-0001.MP
GROSS SITE AREA:	3,104,656 S.F. ± / 71.27 ACRES ±
FUTURE LAND USE:	MIXED USE (MU)
EXISTING ZONING DISTRICT:	C & CF
PROPOSED ZONING DISTRICT:	MUPD
PCN(S):	73-42-43-27-05-026-0011 73-41-44-24-06-003-0000
EXISTING USE:	AGRICULTURE & VACANT
PROPOSED USES:	HOTEL (CONDITIONAL USE) SCHOOL (CONDITIONAL USE) MULTI-FAMILY RESIDENTIAL (PERMITTED) OFFICE, PROFESSIONAL (PERMITTED) COMMERCIAL MIXED-USE (PERMITTED)
GROSS LAKE AREA :	6.33 AC. (WATER SURFACE)

DEVELOPMENT SUMMARY

RESIDENTIAL	UNITS	GFA
MULTI-FAMILY	PHASE 1 - 15 UNITS	30,000 SF
	PHASE 2 - 200 UNITS	300,000 SF
TOTAL	215 UNITS	330,000 SF

NON-RESIDENTIAL	INTENSITY / GFA
HOTEL	180 ROOMS / 175,000 SF
OFFICE	75,000 SF
RETAIL	210,000 SF
RESTAURANT	105,000 SF
SCHOOL	1,750 STUDENTS / 405,000 SF
TOTAL	970,000 SF

GROSS FLOOR AREA:	UP TO 1,300,000 SF
PROPOSED FAR:	0.42 FAR
RESIDENTIAL DENSITY:	3.02 DU / AC. (215 UNITS / 71.27 AC)
NUMBER OF RESIDENTS:	604 RESIDENTS (2.81 RESIDENTS / UNIT)

RECREATION REQUIREMENT

PRIVATE AREA:	110 SF / PERSON @ 604 = 1.53 AC.
PUBLIC AREA:	5 AC / 1,000 PERSONS @ 604 = 3.02 AC.

CIVIC REQUIREMENT

AREA REQUIRED:	1 AC / 1,000 PERSONS @ 604= 0.60 AC.

RECREATION & CIVIL PROPOSED
REFER TO PROJECT STANDARDS MANUAL

PROPERTY DEVELOPMENT REGULATIONS

	FLU	MIN. LOT DIMENSIONS SIZE	WIDTH & FRONTAGE	DEPTH	OVERALL FAR	BUILDING COVERAGE	MAX. BLDG. HEIGHT **	MIN. BUILDING SETBACKS FRONT	SIDE	CORNER	REAR
REQUIRED	MU	5 AC.	300'	300'	MAX. .50	MAX. 45%	POD A 35' POD B 35'	POD A 30' POD B 25'	POD A 30' --	POD A -- POD B 25'	POD A 30' POD B 30'
PROVIDED	MU	71.27 AC.	2,399'	949.58'							

** ALL BUILDINGS OVER 35' IN HEIGHT SUBJECT TO CONDITIONAL USE HEIGHT APPROVAL

NOTES:

1. THIS MASTER PRELIMINARY SITE PLAN IS INTENDED TO CONVEY THE INTENDED OVERALL DESIGN FOR THE PROPOSED MUPD. A DETAILED SITE PLAN FOR EACH INDIVIDUAL DEVELOPMENT POD(S) SHALL BE SUBMITTED TO THE VILLAGE FOR FORMAL REVIEW AND APPROVAL PRIOR TO PERMITTING.
2. MASTER SITE PLAN PARKING SUMMARY'S ARE PRELIMINARY. DETAILED PARKING DATA SHALL BE INCLUDED WITH THE FORMAL SITE PLAN SUBMITTAL(S) FOR EACH INDIVIDUAL DEVELOPMENT PODS. REFER TO ENGINEERING REPORTS FOR PARKING STUDY IN SUPPORT OF PROPOSED PARKING DEVIATIONS.
3. BASE INFORMATION FOR THIS PROJECT WAS OBTAINED FROM A BOUNDARY SURVEY PREPARED BY LANGAN DATED 2025.04.22

POD A PARKING SUMMARY

PARKING REQUIRED: PHASE 1 - 402 SPACES / PHASE 2 - 646 SPACES (REFER TO PARKING STUDY)

PARKING PROVIDED:
PHASE 1 - 577 SPACES (SURFACE PARKING)
PHASE 2 - 646 SPACES (127 SPS. SURFACE PARKING / 519 SPS. PARKING GARAGE)
ACCESSIBLE PARKING TO BE PROVIDED TO MEET APPLICABLE F.B.C. REQUIREMENTS

LOADING REQUIRED (FOR 405,000 GSF):
1 / 15,000 GSF, UP TO 100K SF = 7 SPACES & 1 / 50,000 GSF OVER 100K SF = 6 SPACES
TOTAL REQUIRED = 13 SPACES @ 15' X 55'

LOADING PROVIDED: 3 SPACES, 15' X 50' (SUBJECT TO WAIVER)

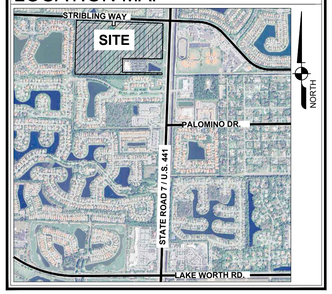
POD B PARKING SUMMARY

PARKING REQUIRED:	867 SPACES / 954 SPACES INC. 10% BUFFER (REFER TO SHARED PARKING STUDY)	
PARKING PROVIDED:	ON-SITE:	776 SPACES
	OFF-SITE:	147 SPACES SHARED PKG (PER AGREEMENT WITH ADJ. CHURCH SITE)
	VALET:	100 SPACES
	TOTAL:	1,023 SPACES

ACCESSIBLE PARKING TO BE PROVIDED TO MEET APPLICABLE F.B.C. REQUIREMENTS

LOADING REQUIRED:	21 SPACES @ 15' x 55' (SUBJECT TO WAIVER)	
HOTEL	9 SPACES (1/15,000 SF, UP TO 100K SF = 7 & 1/50,000 SF, OVER 100K SF = 2)	
MIXED-USE	12 SPACES (1/15,000 SF, UP TO 100K SF = 7 & 1/50,000 SF, OVER 100K SF = 5)	
LOADING PROVIDED:	13 SPACES (SUBJECT TO WAIVER)	
HOTEL	2 SPACE, 14' X 50'	
MIXED-USE	9 SPACES, 14' X 50' & 2 SPACES, 14' X 40'	

LOCATION MAP



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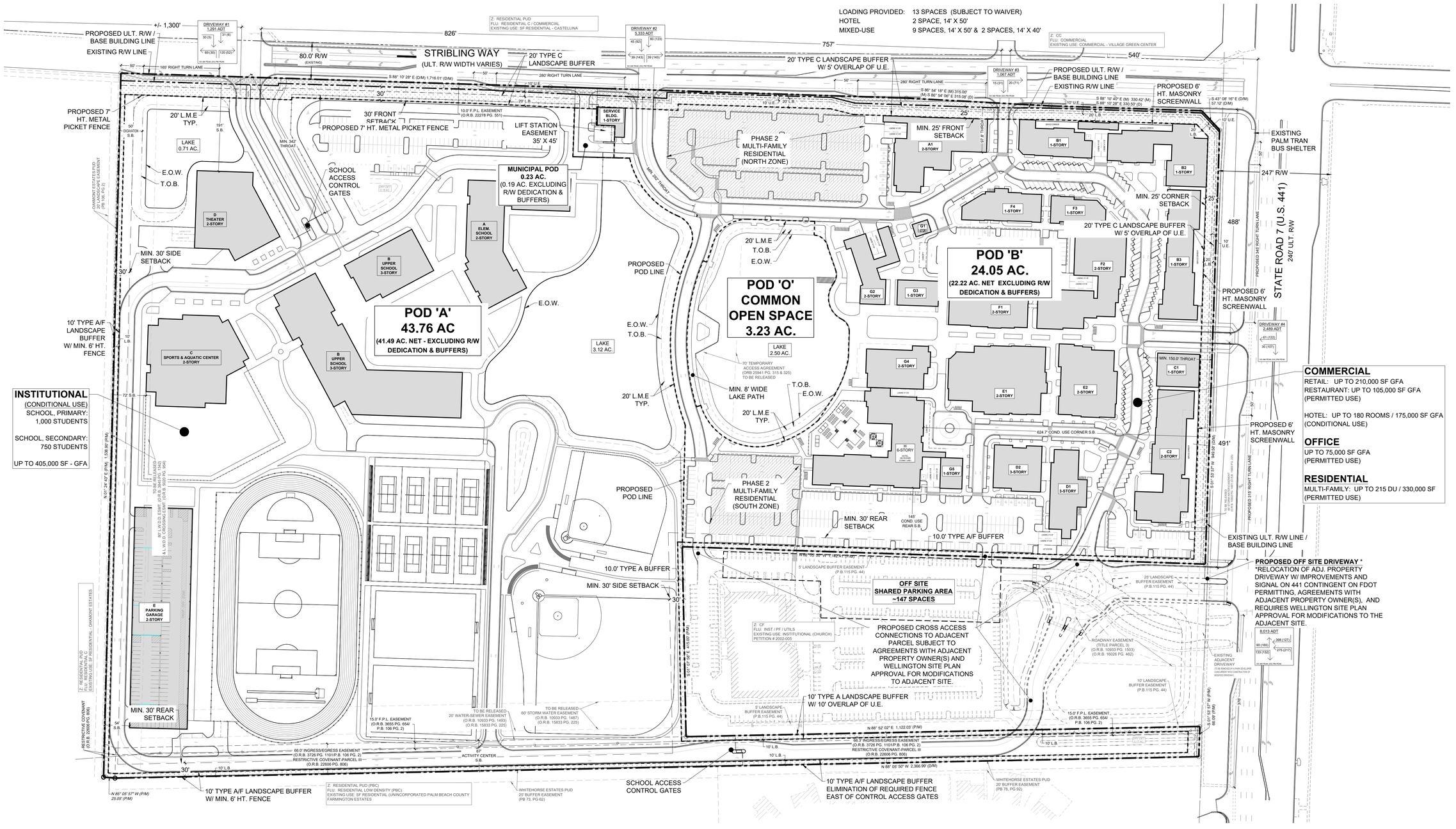

Date:	May 16, 2025
Project No.:	24-080.001
Designed By:	
Drawn By:	MLC
Checked By:	

Revision Dates:

2025.05.16: REZONING SUBMITTAL
2025.08.18: RESUBMITTAL#1
2025.09.26: RESUBMITTAL #2
2025.11.17: RESUBMITTAL #3
2025.12.16: RESUBMITTAL #4

K Park MUPD

Wellington, Florida
Master Preliminary Site Plan

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EXHIBIT

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Exhibit E - Circulation Plan

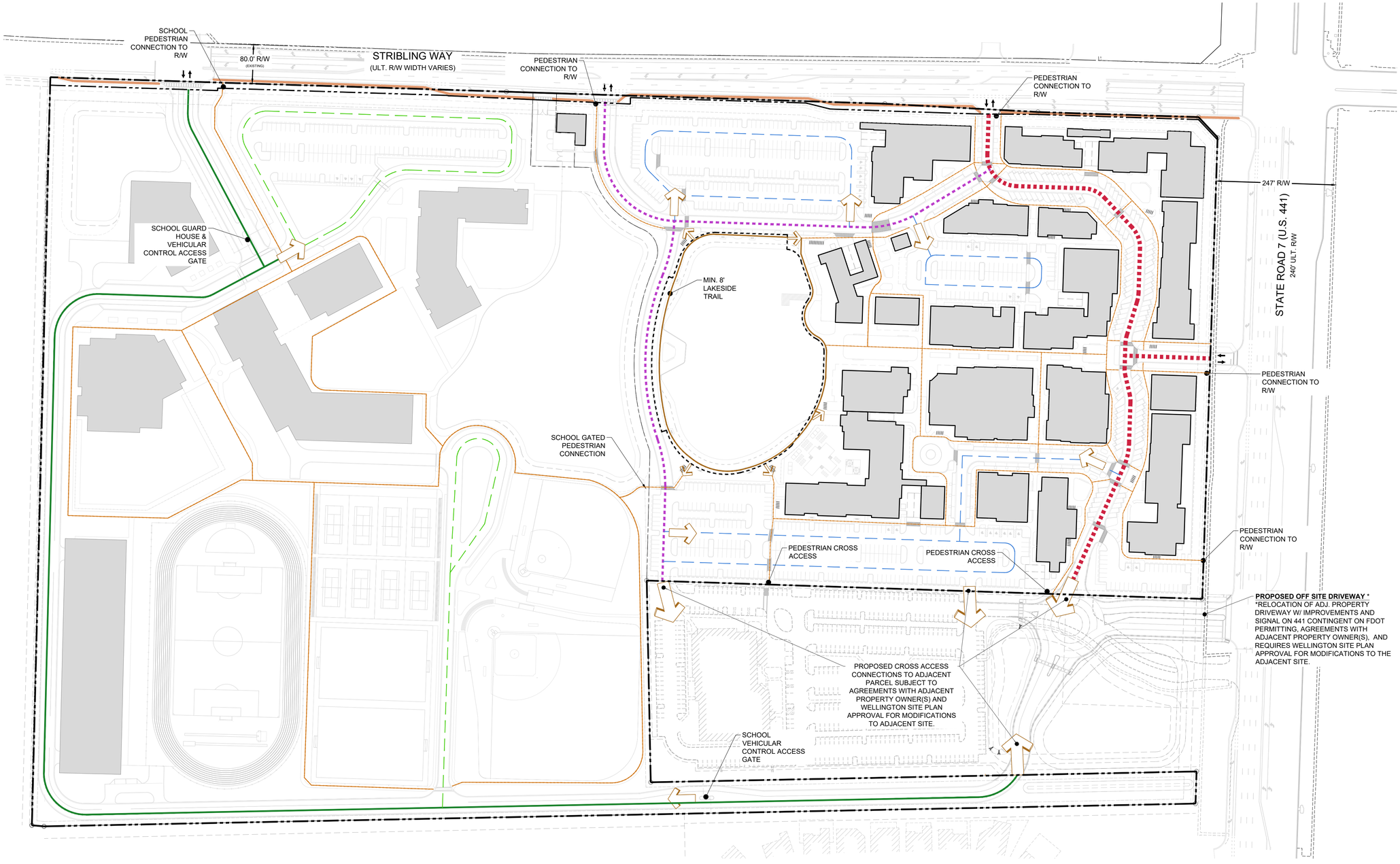
LEGEND

POD A SCHOOL CIRCULATION

- ACCESS POINT
- SCHOOL PRIMARY VEHICULAR CIRCULATION
- SCHOOL PARKING CIRCULATION
- SCHOOL PEDESTRIAN CIRCULATION
- MULTI-MODAL PERIMETER SIDEWALK

POD B MIXED USE VILLAGE CIRCULATION

- ACCESS POINT
- 'MAINSTREET' VEHICULAR CIRCULATION
- PRIMARY VEHICULAR CIRCULATION
- PARKING CIRCULATION
- PRIMARY PEDESTRIAN CIRCULATION
- MULTI-MODAL PERIMETER SIDEWALK



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NORTH

0 50' 100' 200'

Scale: 1" = 100'-0"

Date:	May 16, 2025
Project No.:	24-080.001
Designed By:	
Drawn By:	MLC
Checked By:	

Revision Dates:

2025.05.16: REZONING SUBMITTAL
2025.08.18: RESUBMITTAL #1
2025.09.29: RESUBMITTAL #2
2025.11.17: RESUBMITTAL #3
2025.12.16: RESUBMITTAL #4

EXHIBIT

K Park MUPD

Wellington, Florida
Master Circulation Plan

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SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

K-PARK MUPD

Village of Wellington, Florida

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

Related Ross
360 South Rosemary Avenue
Suite 800
West Palm Beach, FL 33401

JOB NO. 25-024

DATE: 05/14/2025
Revised: 08/15/2025
Revised: 09/23/2025
Revised: 11/14/2025

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 11/14/25. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	Digitally signed by Bryan Kelley Date: 2025.11.18 10:54:44-05'00'

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

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APPENDIX B

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APPENDIX F

CONCEPTUAL STATE ROAD 7 AT MAIN ENTRANCE ACCESS DESIGN

APPENDIX G

FDOT TRAFFIC DATA FOR GROWTH RATE CALCULATIONS

1.0 SITE DATA

The subject parcel is located in the southwest corner of Stribling Way at State Road 7 and consists of approximately +/- 71 acres in the Village of Wellington, Florida. The Property Control Numbers (PCN) for the subject parcel are 73-42-43-27-05-026-0011 and 73-41-44-24-06-003-0000. The proposed mixed-use development plan is to consist of the following land uses and intensities:

- 215 Multi-Family Residential DU
- 180 Room Hotel
- 1,750 Student K-12 Private School
- 75,000 SF Office
- 335,000 SF Shopping Plaza (Including +/- 105,000 SF of Restaurant and up to 20,000 SF of outdoor seating area)

The project is estimated to have a build out of 2030 for purposes of the traffic study. Site access is proposed via five total driveway connections on Stribling Way and on State Road 7 and may be summarized as follows:

1. Full access driveway on Stribling Way approximately 2,300 feet west of State Road 7 (school traffic signal or roundabout proposed)
2. Full access driveway connection on Stribling Way approximately ¼ mile west of State Road 7
3. Right in, right out driveway connection to Stribling Way approximately 500 feet west of State Road 7
4. Right in, right out driveway connection to State Road 7 approximately 500 feet south of Stribling Way
5. Full access signalized driveway connection to State Road 7 approximately 1,100 feet south of Stribling Way

For additional information on site layout, please refer to the Master Plan prepared by Urban Design Studio.

2.0 PURPOSE OF STUDY

This study will analyze the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Village of Wellington Traffic Performance Standards.

3.0 TRIP GENERATION

Since access is proposed to be shared with the existing Life Church on State Road 7, trips associated with the existing church are included in the traffic study. The traffic generated by the existing church are calculated in accordance with the trip generation rates listed in the *ITE Trip Generation Manual, 11th Edition* and rates published by the Palm Beach County Engineering Traffic Division. Table 1 shows the daily traffic generation associated with the existing development in trips per day (tpd). Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The traffic generated by the existing development may be summarized as follows:

Existing Use

Daily Traffic Generation	=	227 tpd
AM Peak Hour Traffic Generation (In/Out)	=	9 pht (6 In/3 Out)
PM Peak Hour Traffic Generation (In/Out)	=	14 pht (7 In/7 Out)

The traffic generated by the proposed site has been calculated in accordance with the trip generation rates listed in the *ITE Trip Generation Manual, 11th Edition* and rates published by the Palm Beach County Engineering Traffic Division. ITE Land Use Code #820 (Shopping Center >150k SF) incorporates restaurant use within the calculated trip generation rate. Therefore, the combined retail and restaurant uses were combined into 335,000 SF of shopping center. The K-12 private school will have multiple staggered periods that will disperse peak traffic over a 2-hour time period. For the AM peak hour trip generation, it is conservatively estimated that a maximum of 1,250 students would arrive during the highest peak hour. Therefore, the AM peak hour trip generation rate was based on 1,250 students. The internal capture rates were taken from the ITE Trip Generation Handbook, 3rd Edition and the NCHRP Report 684. Since no internal capture rates are provided in the ITE/NCHRP for schools, the school internalization was estimated based on engineering judgement.

Table 4 shows the daily traffic generation associated with the proposed development in trips per day (tpd). Tables 5 and 6 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The traffic to be generated by the proposed development may be summarized as follows:

Proposed Use

Daily Traffic Generation	=	15,291 tpd
AM Peak Hour Traffic Generation (In/Out)	=	1,378 pht (866 In/512 Out)
PM Peak Hour Traffic Generation (In/Out)	=	1,309 pht (596 In/713 Out)

Table 7 attached to the report shows the net tips associated with the difference between the proposed and existing use and may be summarized as follows:

Net Trips (Proposed – Existing)

Daily Traffic Generation	=	15,064 tpd
AM Peak Hour Traffic Generation (In/Out)	=	1,369 pht (860 In/509 Out)
PM Peak Hour Traffic Generation (In/Out)	=	1,295 pht (589 In/706 Out)

4.0 ROADWAY LINK ANALYSIS

The distribution of project trips was based upon the existing and proposed geometry of the roadway network, a review of the existing and historical travel patterns, and a review of the proposed development and improvements in the area. The distributed traffic for the project at full build-out of the development was assigned to the links until the project traffic was insignificant within the Village of Wellington and a 4-mile radius for roadways outside of the Village.

Area Wide Growth Rate Calculations

The area wide historical growth rates are provided in Table 8 and were calculated based on AADT data from the FDOT from 2019 to 2024. Year 2019 was chosen instead of 2020 or 2021 to avoid traffic volumes influenced by Covid-19. The FDOT printouts for the area wide growth rate calculations are provided in Appendix "G". The area wide growth rate was calculated below 1.0%. Therefore, the overall background growth was determined based on a 1.0% nominal growth plus committed project trips. The committed project trips included approved but unbuilt projects within the TPS database. Some of the notable projects included were Wellington North, Wellington South, Wellington Marketplace, Wellington Sports Academy, Wellington Aquatic Center, Lotis, and many others.

Tables 9-10 (in Appendix A) show the project assignment as well as the applicable Level of Service Standard for each of the roadway links until the project assignment is no longer significant (within Wellington). Note the Village of Wellington Level of Service thresholds were used on all Wellington roadways. All roadway segments in which the project's traffic represented 1.0% or more of the LOS D volume threshold were further analyzed.

Due to the extensive scale of the roadway analysis, traffic counts were derived from several different methods including Palm Beach County roadway link volumes, FDOT segment counts, intersection turning movement counts, and new roadway tube counts. All traffic counts were collected between 2023 and 2025 and consistent with the Village of Wellington Traffic Performance Standards. The majority of traffic counts were collected during peak season conditions and any counts collected outside of the peak season were adjusted based on the FDOT peak season correction factor (PSCF).

As shown in Tables 11-12 (in Appendix A), all significantly impacted links meet the applicable Level of Service standards with the exception of the following roadway segments.

- South Shore Boulevard from Pierson Road to Lake Worth Road as a 2-lane section
- Stribling Way from Forest Hill Boulevard to Fairlane Farms as a 2-lane section
- Stribling Way from Fairlane Farms to Castellina Way as a 2-lane section
- Stribling Way from Castellina Way to State Road 7 as a 2-lane section
- Southern Boulevard from State Road 7 to Lyons Road as an 8-lane section
- Southern Boulevard from Lyons Road to Florida Turnpike as an 8-lane section
- Southern Boulevard from Florida Turnpike to Jog Road as an 8-lane section
- State Road 7 from Lake Worth Road to Lantana Road as a 6-lane section
- State Road 7 from Lantana Road to Hypoluxo Road as a 6-lane section
- Sansbury's Way from Belvedere Road to Southern Boulevard as a 2-lane section
- Lyons Road from Southern Boulevard to Forest Hill Boulevard as a 2-lane section
- Big Blue Trace from Wellington Trace to South Shore Boulevard as a 2-lane section

Many of the above roadways are background failures and do not meet LOS requirements based on existing and background traffic requirements and not a result of the proposed project. Per Florida Statutes Chapter 163, Section 3180, improvements needed to address existing/background failures are not the developer's responsibility. However, the property owner will be required to make proportionate share payments for the following new roadway deficiencies from the proposed project:

- Stribling Way from Forest Hill Boulevard to Fairlane Farms Road – PM Peak Hour
- Stribling Way from Fairlane Farms Road to Castellina Way – PM Peak Hour
- Stribling Way from Castellina Way to State Road 7 – PM Peak Hour
- Big Blue Trace from Wellington Tr to South Shore Blvd – PM Peak Hour
- Southern Boulevard from State Road 7 to Lyons Road – PM Peak Hour

The proportionate share calculations are provided in Appendix "E". With the proportionate share payments, the project meets the applicable requirements of the Wellington Traffic Performance Standards.

5.0 INTERSECTION ANALYSIS

Intersection operational analysis is required at each intersection nearest the project's access point and on any roadway link end in which the roadway has an 80% v/c ratio. Based on these criteria, the following intersections were analyzed.

1. State Road 7 at Stribling Way (signalized)
2. State Road 7 at Lake Worth Road (signalized)
3. Forest Hill Boulevard at State Road 7 (signalized)
4. Stribling Way at Fairlane Farms Road (roundabout)
5. Forest Hill Boulevard at Stribling Way (signalized)
6. South Shore Boulevard at Forest Hill Boulevard (signalized)
7. Wellington Trace S. at Forest Hill Boulevard (signalized)
8. Big Blue Trace at Wellington Trace (signalized)
9. Greenview Shores Boulevard at Wellington Trace (signalized)
10. Big Blue Trace at South Shore Boulevard (signalized)
11. South Shore Boulevard at Greenview Shores Boulevard (signalized)
12. Paddock Drive at Greenview Shores Boulevard (signalized)
13. South Shore Boulevard at Lake Worth Road (signalized)
14. Lake Worth Road at 120th Avenue (TWSC)
15. Stribling Way at Castellina Way (TWSC existing, Roundabout or School Signal proposed)
20. Pierson Road at 120th Avenue (roundabout)
25. Pierson Road at South Shore Boulevard (signalized)

The above intersections have been analyzed using Synchro software with HCM 7th edition results and the printouts are included in Appendix B. Existing signal timing sheets from Palm Beach County Traffic (included in Appendix C) were used in the analysis and signal timing splits were optimized as applicable. The intersections of State Road 7 at the main driveway entrance and Stribling Way at the mixed-use full access entrance were also analyzed in the total traffic conditions. Note the intersection of State Road 7 at Lake Worth Road is not within the Village of Wellington boundary and therefore was analyzed using the Critical Movement Analysis (CMA) methodology per Palm Beach County Traffic requirements. The intersection of Stribling Way at Castellina Way/school entrance is currently being considered for a roundabout or a school traffic signal. A roundabout is the preferred option but would require right-of-way from the Castellina HOA that has not been agreed to at this time. Therefore, both the roundabout and school traffic signal were analyzed in this report. The results of the analysis are summarized as follows:

5.0 INTERSECTION ANALYSIS (CONTINUED)

Table 13
Intersection Analysis – Existing Lane Geometry

	Intersection	Peak Hour	Background Conditions		Total Traffic Conditions	
			Average Delay (s/veh)	LOS	Average Delay (s/veh)	LOS
1	Stribling Way at State Road 7	AM	78.4	E	119.4	F
		PM	84.8	F	87.8	F
2	Lake Worth Road at State Road 7*	AM	1,570 – CMA	Over	1,582 – CMA	Over
		PM	1,541 - CMA	Over	1,572 - CMA	Over
3	Forest Hill Boulevard at State Road 7	AM	87.7	F	93.3	F
		PM	90.7	F	101.3	F
4	Stribling Way at Fairlane Farms Road	AM	13.3	B	23.1	C
		PM	25.5	D	48.4	E
5	Forest Hill Boulevard at Stribling Way	AM	19.1	B	22.1	C
		PM	39.0	D	45.7	D
6	South Shore Boulevard at Forest Hill Boulevard	AM	49.5	D	55.2	E
		PM	64.9	E	78.5	E
7	Wellington Trace S. at Forest Hill Boulevard	AM	28.4	C	30.0	C
		PM	26.8	C	28.6	C
8	Big Blue Trace at Wellington Trace	AM	33.5	C	35.1	D
		PM	45.2	D	47.7	D
9	Greenview Shores Boulevard at Wellington Trace	AM	52.5	D	54.9	D
		PM	39.5	D	43.0	D
10	Big Blue Trace at South Shore Boulevard	AM	41.2	D	48.9	D
		PM	56.7	E	63.2	E
11	South Shore Boulevard at Greenview Shores Boulevard	AM	48.9	D	52.8	D
		PM	37.0	D	37.9	D
12	Paddock Drive at Greenview Shores Boulevard	AM	8.3	A	8.4	A
		PM	9.1	A	9.4	A
13	South Shore Boulevard at Lake Worth Road	AM	24.8	C	25.5	C
		PM	49.3	D	51.4	D
14	Lake Worth Road at 120th Avenue (Southbound)	AM	261.8	F	414.4	F
		PM	-	F	-	F
15	Stribling Way at Castellina Way (SB Approach for Background)	AM	35.7	E	n/a	n/a
		PM	96.3	F	n/a	n/a
16	SR 7 at Main Driveway Entrance	AM	n/a	n/a	7.0	A
		PM	n/a	n/a	7.6	A
20	Pierson Road at 120th Avenue	AM	5.3	A	5.6	A
		PM	7.0	A	7.4	A
25	South Shore Boulevard at Pierson Road	AM	25.3	C	26.0	C
		PM	-	-	-	-

*Intersection of Lake Worth Road at State Road 7 analyzed using the Critical Movement Analysis (CMA)

5.0 INTERSECTION ANALYSIS (CONTINUED)

As shown above, several intersections have background failures. Per Florida Statutes Chapter 163, Section 3180, improvements needed to address existing/background failures are not the developer's responsibility.

Table 14
Intersection Analysis – With Improvements

	Intersection	Peak Hour	Background Conditions		Total Traffic Conditions	
			Average Delay (s/veh)	LOS	Average Delay (s/veh)	LOS
1	Stribling Way at State Road 7 (2nd NBL, 2nd EBR, 2nd EBL)*	AM	51.7	D	54.5	D
		PM	51.0	D	47.3	D
2	Lake Worth Road at State Road 7 (3rd NBL, 3rd EBT, 3rd WBL, 3rd WBT)**	AM	1,358 - CMA	D	1,395 - CMA	D
		PM	1,291 - CMA	D	1,322 - CMA	D
3	Forest Hill Boulevard at State Road 7 (Several Improvements)***	AM	47.1	D	54.3	D
		PM	52.0	D	54.3	D
4	Stribling Way at Fairlane Farms Road (2 NB Lanes: 1 NBL, 1 NBT)	AM	-	-	-	-
		PM	12.5	C	16.5	C
6	South Shore Boulevard at Forest Hill Boulevard (Convert EBR turn lane into shared EBT/EBR lane)****	AM	39.3	D	43.3	D
		PM	49.0	D	52.9	D
10	Big Blue Trace at South Shore Boulevard (Add 2nd SBL turn lane)	AM	-	-	-	-
		PM	29.1	C	30.9	C
14	Lake Worth Road at 120th Avenue (Signalized)	AM	19.4	A	20.2	C
		PM	32.9	C	39.7	D
15	Stribling Way at Castellina Way (Traffic Signal)	AM	n/a	n/a	26.1	C
		PM	n/a	n/a	19.7	B
15	Stribling Way at Castellina Way (Roundabout)	AM	n/a	n/a	9.9	A
		PM	n/a	n/a	13.6	B
16	SR 7 at Main Driveway Entrance (Proposed Geometry)	AM	n/a	n/a	7.0	A
		PM	n/a	n/a	7.6	A

*Stribling Way at State Road 7: Background improvements consist of 2nd NBL, 2nd EBR and 2nd WBL. For the Total traffic conditions, the 2nd WBL was changed to a 2nd EBL.
**Intersection of Lake Worth Road at SR 7 analyzed using the Critical Movement Analysis
***Intersection of Forest Hill Boulevard at State Road 7 requires an additional intersection improvement in the total traffic conditions for the PM peak hour which will require proportionate share
****Improvement at the intersection of South Shore Boulevard at Forest Hill Boulevard requires a proportionate share during the AM peak hour but is a background failure for the PM peak hour.

5.0 INTERSECTION ANALYSIS (CONTINUED)

The improvements shown above for the background conditions are the minimum required to meet LOS D requirements with the exception of the following intersections:

1. Stribling Way at Fairlane Farms in the PM Peak Hour
2. Forest Hill Boulevard at State Road 7 in the PM Peak Hour
3. Forest Hill Boulevard at South Shore Boulevard in the AM Peak Hour

The above three intersections will require a proportionate share payment. With the background and mitigation improvements shown above, the proposed development meets LOS D requirements. See Appendix E for proportionate share calculations.

The intersection of Stribling Way at State Road 7 shows an improvement in overall delay and Level of Service for the total traffic conditions during the PM Peak Hour. This is due to the signal coordination and progression caused by adding the proposed traffic signal at the main driveway entrance. A separate analysis is also provided in Appendix B which includes both a second eastbound left turn lane and second westbound left turn lane (along with the required improvements) for the total traffic conditions on Stribling Way at State Road 7. This is provided for information purposes and not proposed as the second westbound left turn lane is not required to meet LOS D thresholds in the total traffic conditions.

The improvements required for Forest Hill Boulevard and State Road 7 match the improvements identified in the approved Wellington South traffic study for the AM peak hour. For the PM peak hour analysis, an additional northbound left turn lane was also required for the background conditions and an additional westbound left turn lane was required for the total traffic conditions. Due to high existing traffic volumes and long cycle length of this intersection, it was necessary to reduce the cycle length for traffic analysis purposes.

A back of queue analysis was also conducted for the intersections of State Road 7 at Stribling Way and several of the site driveways. The results of the analysis are provided below.

Table 15
Stribling Way at State Road 7 – 95th Percentile Queues

Turn Lane	Peak Hour	Total Traffic with Improvements - 95th Percentile Queue (ft)	Proposed Storage Length* (ft)
Eastbound Left	AM	288	400
	PM	360	
Eastbound Through	AM	275	N/A
	PM	515	
Eastbound Right	AM	543	490 (double)/ 840 (single)
	PM	305	
Northbound Left	AM	278	585
	PM	413	

*Proposed storage length to be finalized during final design and permitting with Village of Wellington, Palm Beach County, and FDOT. The storage lengths provided are based on preliminary design.

Table 16
Signalized Main Entrance at State Road 7 – 95th Percentile Queues

Turn Lane	Peak Hour	95th Percentile Queue (ft)	Proposed Storage Length* (ft)
Eastbound Left	AM	130	240
	PM	190	
Eastbound Right	AM	213	240
	PM	213	
Southbound Right	AM	25	305
	PM	25	
Northbound Left	AM	295	325
	PM	205	

*Proposed storage length to be finalized during final design and permitting with Village of Wellington and FDOT. The storage lengths provided are based on preliminary design.

Table 17
Internal Roundabout West of State Road 7– 95th Percentile Queues

Approach	Peak Hour	Total Traffic with Improvements - 95th Percentile Queue (ft)	Proposed Storage Length (ft)
Eastbound	AM	25	N/A
	PM	25	
Westbound	AM	50	250
	PM	25	
Northbound	AM	25	N/A
	PM	25	
Southbound	AM	25	N/A
	PM	25	

Table 18
Stribling Way at Retail Entrance – 95th Percentile Queues

Turn Lane	Peak Hour	95th Percentile Queue (ft)	Proposed Storage Length (ft)
Westbound Left	AM	25	280
	PM	25	
Northbound Left	AM	25	N/A
	PM	195	
Northbound Right	AM	25	200
	PM	85	

Table 19
Stribling Way at Castellina Way/School Entrance– 95th Percentile Queues
Roundabout Alternative

Approach	Peak Hour	Total Traffic with Improvements - 95th Percentile Queue (ft)	Proposed Storage Length (ft)
Eastbound	AM	75	N/A
	PM	75	
Westbound	AM	100	N/A
	PM	300	
Northbound	AM	75	N/A
	PM	25	
Southbound	AM	25	N/A
	PM	25	

Table 20
Stribling Way at Castellina Way/School Entrance– 95th Percentile Queues
School Traffic Signal Alternative

Turn Lane	Peak Hour	95th Percentile Queue (ft)	Proposed Storage Length (ft)
Eastbound Right	AM	25	160
	PM	25	
Westbound Left	AM	33	280
	PM	25	
Northbound Left/Through	AM	118	300
	PM	40	
Northbound Right	AM	100	300
	PM	78	

6.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour turning movement volumes and directional distributions at the project entrance(s) for the overall development are shown in Tables 5 and 6 attached with this report and may be summarized as follows:

DIRECTIONAL DISTRIBUTION (TRIPS IN/OUT)

AM	=	915 / 540
PM	=	723 / 863

Figures 2-5 present the AM and PM peak turning movement volume assignments at the project driveways based on the directional distributions. Site access is proposed via a total of five driveway connections to Stribling Way and State Road 7. The proposed driveways may be summarized as follows:

1. Full access driveway on Stribling Way approximately 2,300 feet west of State Road 7 (school traffic signal or roundabout proposed)
2. Full access driveway connection on Stribling Way approximately ¼ mile west of State Road 7
3. Right in, right out driveway connection to Stribling Way approximately 500 feet west of State Road 7
4. Right in, right out driveway connection to State Road 7 approximately 500 feet south of Stribling Way
5. Full access signalized driveway connection to State Road 7 approximately 1,100 feet south of Stribling Way

7.0 CONCLUSION

The proposed project will result in 15,064 net daily trips, 1,369 net AM peak hour trips, and 1,295 net PM peak hour trips. The traffic analysis 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 the following conditions:

1. Proportionate Share Payment for the widening of Stribling Way from State Road 7 to Forest Hill Boulevard to four lanes.
2. Proportionate Share Payment for the widening of Big Blue Trace from Wellington Trace to South Shore Boulevard to four lanes.
3. Proportionate Share Payment for widening of Southern Boulevard from State Road 7 to Lyons Road to 8+ lanes.
4. Proportionate Share Payment for an additional northbound lane (1 left turn lane and one through lane) at the roundabout of Stribling Way at Fairlane Farms Road.
5. Proportionate Share Payment for an additional intersection improvement at Forest Hill Boulevard at State Road 7.
6. Proportionate Share Payment for an additional eastbound through lane at the intersection of Forest Hill Boulevard at South Shore Boulevard.
7. Proposed roundabout or school traffic signal at the school entrance/Castellina Way and Stribling Way.
8. Proposed traffic signal at State Road 7 main entrance including two northbound left turn lanes and two eastbound left turn lanes.
9. Turn lanes at project entrances documented above.

The applicant will further coordinate the above traffic mitigation requirements and timing with the Village.

BK: x:\Documents\TrafficDrainage&Structural\tis.25024.rev4

K-PARK MUPD

EXISTING DEVELOPMENT

04/30/2025
Revised: 08/15/2025
Revised: 09/23/2025
Revised: 11/14/2025

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Church/Synagogue[b]	560	31,396	S.F.	7.6			239		0	239	5%	12	227
			Grand Totals:				**239**	**0.0%**	**0**	**239**	**5%**	**12**	**227**

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	31,396	S.F.	0.32	0.62	0.38	6	4	10	0.0%	0	0	0	6	4	10	5%	1	6	3	9
			Grand Totals:				**6**	**4**	**10**	**0.0%**	**0**	**0**	**0**	**6**	**4**	**10**	**10%**	**1**	**6**	**3**	**9**

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	31,396	S.F.	0.49	0.44	0.56	7	8	15	0.0%	0	0	0	7	8	15	5%	1	7	7	14
			Grand Totals:				**7**	**8**	**15**	**0.0%**	**0**	**7**	**0**	**7**	**1**	**15**	**7%**	**1**	**7**	**7**	**14**

Notes:
Church Square Footage taken from PBC Property Appriaser Website

TABLE 4 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	215	Dwelling Units	4.54			976	13.9%	135	841	0%	0	841
Hotel	310	180	Rooms	7.99			1,438	13.3%	191	1,247	10%	125	1,122
Private School (K-12)	532	1,750	Students	2.48			4,340	8.5%	369	3,971	0%	0	3,971
Church/Synagogue[b]	560	31,396	S.F.	7.6			239	10.0%	24	215	5%	11	204
General Office (10k-250k SF GFA)[h]	710	75,000	S.F.	10.84			813	17.2%	139	674	10%	67	607
Shop Center (>150ksf)	820	335,000	S.F.	37.01			12,398	9.3%	1,153	11,245	24%	2,699	8,546
			Grand Totals:				**20,204**	**10.0%**	**2,011**	**18,193**	**16%**	**2,902**	**15,291**

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	215	Dwelling Units	0.37	0.23	0.77	18	62	80	7.5%	1	5	6	17	57	74	0%	0	17	57	74
Hotel	310	180	Rooms	0.46	0.56	0.44	46	37	83	9.6%	0	8	8	46	29	75	10%	8	41	26	67
Private School (K-12)	532	1,250	Students	0.79	0.63	0.37	622	366	988	3.2%	9	23	32	613	343	956	0%	0	613	343	956
Church/Synagogue[b]	560	31,396	S.F.	0.32	0.62	0.38	6	4	10	10.0%	1	0	1	5	4	9	5%	0	5	4	9
General Office (10k-250k SF GFA)[h]	710	75,000	S.F.	1.52	0.88	0.12	100	14	114	15.8%	13	5	18	87	9	96	10%	10	78	8	86
Shop Center (>150ksf)	820	335,000	S.F.	0.84	0.62	0.38	174	107	281	12.8%	27	9	36	147	98	245	24%	59	112	74	186
			Grand Totals:				**966**	**590**	**1,556**	**6.5%**	**51**	**50**	**101**	**915**	**540**	**1,455**	**5%**	**77**	**866**	**512**	**1,378**

TABLE 6 - PM Peak Hour Traffic Generation

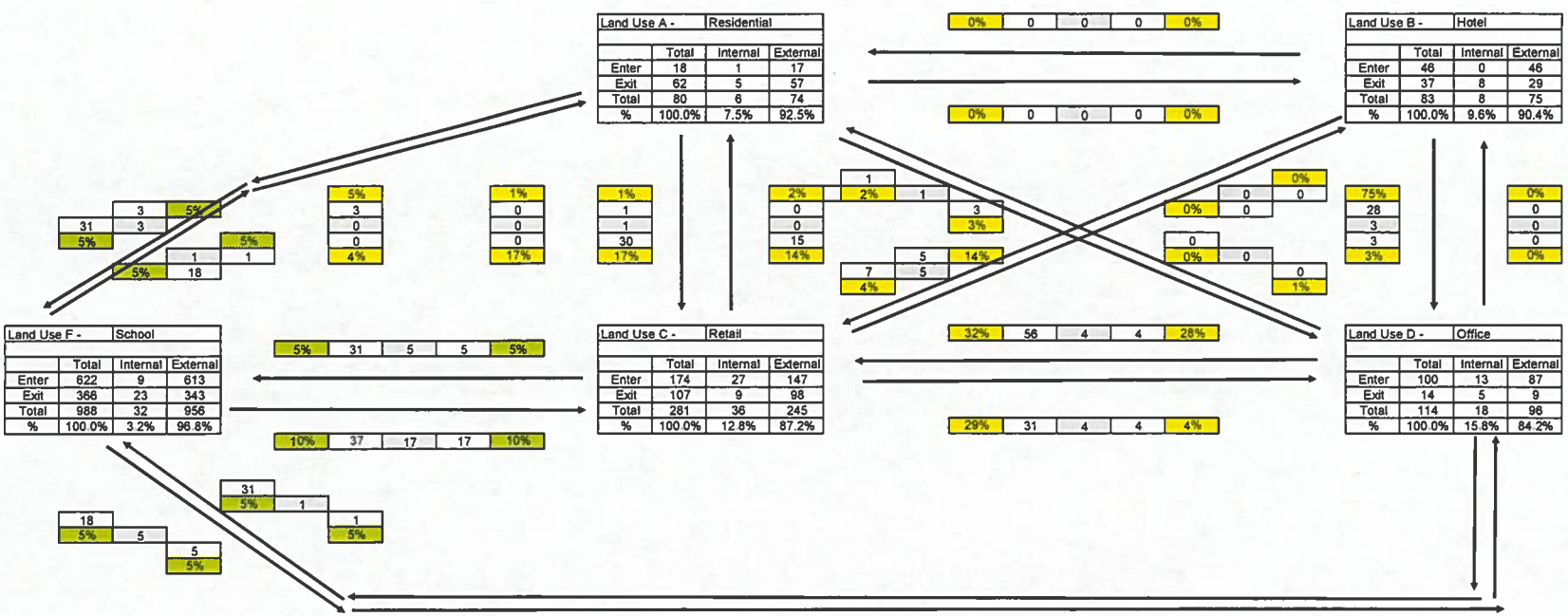
Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	215	Dwelling Units	0.39	0.61	0.39	51	33	84	20.2%	10	7	17	41	26	67	0%	0	41	26	67
Hotel	310	180	Rooms	0.59	0.51	0.49	54	52	106	17.0%	10	8	18	44	44	88	10%	9	40	39	79
Private School (K-12)	532	1,750	Students	0.17	0.43	0.57	128	170	298	13.8%	20	21	41	108	149	257	0%	0	108	149	257
Church/Synagogue[b]	560	31,396	S.F.	0.49	0.44	0.56	7	8	15	10.0%	1	1	2	6	7	13	5%	1	6	6	12
General Office (10k-250k SF GFA)[h]	710	75,000	S.F.	1.44	0.17	0.83	18	90	108	18.5%	4	16	20	14	74	88	10%	9	13	66	79
Shop Center (>150ksf)	820	335,000	S.F.	3.4	0.48	0.52	547	592	1,139	5.8%	37	29	66	510	563	1,073	24%	258	388	427	815
			Grand Totals:				**805**	**945**	**1,750**	**9.4%**	**82**	**82**	**164**	**723**	**863**	**1,586**	**17%**	**277**	**596**	**713**	**1,309**

Notes:
Due to multiple staggered start times, it is estimated that a maximum of 1,250 students would arrive within the one-hour peak. Therefore, the AM peak hour trip generation was adjusted to 1,250 students.
Shopping Center rates include restaurant use per ITE. Approximately 105,000 SF of the 335,000 SF is anticipated to be restaurant. Additionally up to 20,000 SF of outdoor seating area is included in the total.

K-PARK MUPD

04/30/2025
Revised: 08/15/2025
Revised: 09/23/2025
Revised: 11/14/2025

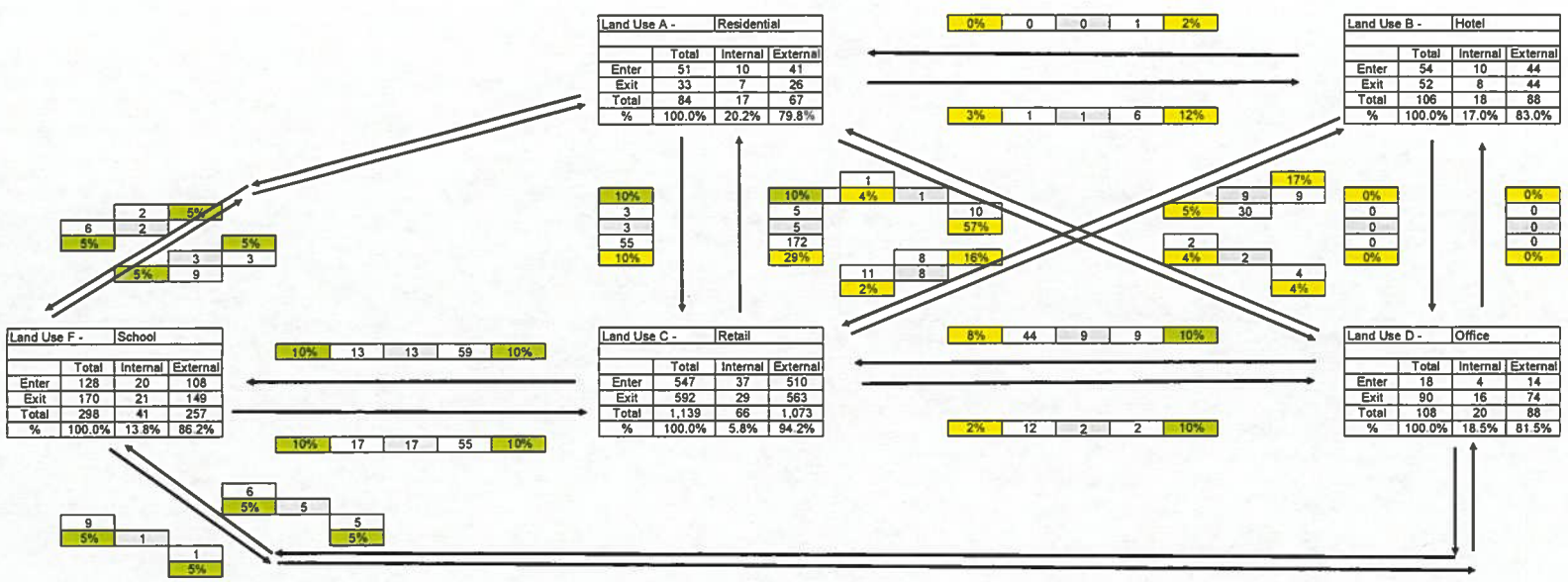
AM PEAK



04/30/2025
Revised: 08/15/2025
Revised: 09/23/2025
Revised: 11/14/2025

K-PARK MUPD

PM PEAK



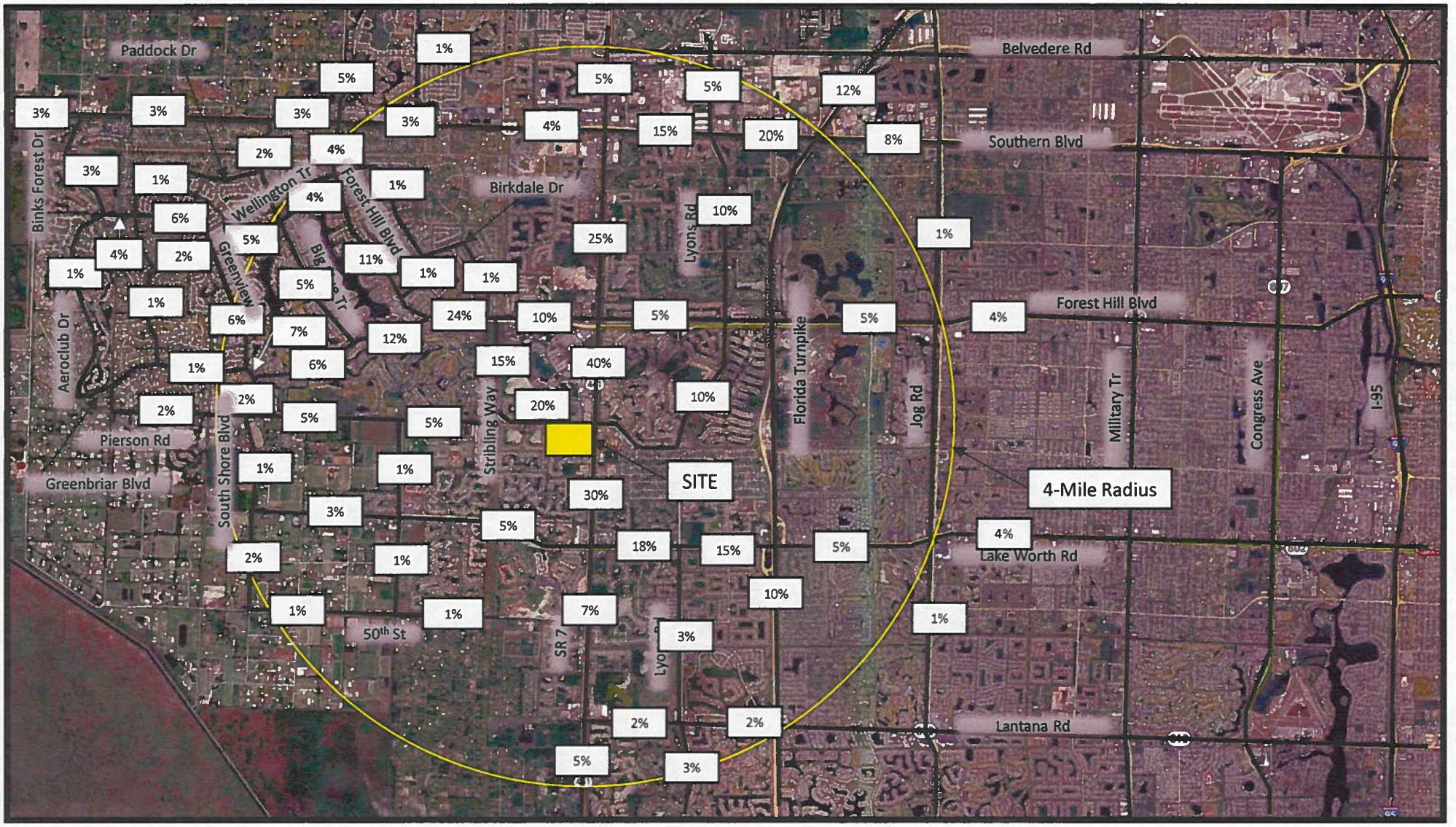
Note: PM residential and some retail and office internal captures manually lowered to be conservative. All manual changes are highlighted in green.

K-PARK MUPD

04/30/2025
Revised: 08/15/2025
Revised: 09/23/2025
Revised: 11/14/2025

TABLE 7
TRAFFIC GENERATION DIFFERENCE - NET TRIPS

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
PREVIOUSLY VESTED DEVELOPMENT =	227	9	6	3	14	7	7
PROPOSED DEVELOPMENT =	15,291	1,378	866	512	1,309	596	713
DIFFERENCE =	**15,064**	**1,369**	**860**	**509**	**1,295**	**589**	**706**



igure 1 - Trip Distribution
-Park
roject # 25-024

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEER

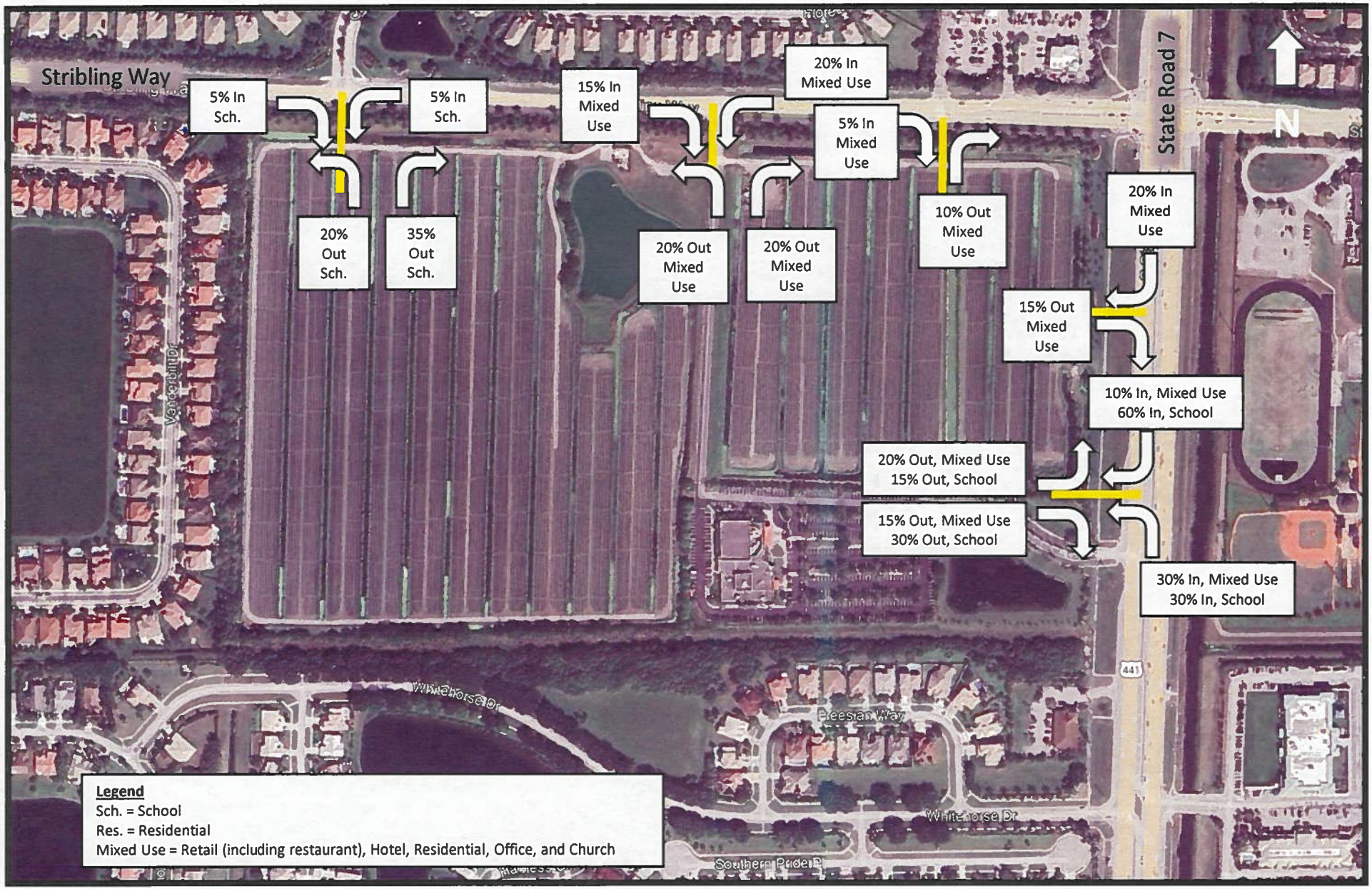


Figure 2 - Driveway Volumes
K-Park
Project # 25-024

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

December 4, 2025

Wellington Planning and Zoning
12300 Forest Hill Boulevard
Wellington, Florida 33414

Attention: Ms. Kelly Ferraiola, AICP

Reference: K-Park Traffic Analysis Supplemental Analysis
Village of Wellington, Florida

Dear Ms. Ferraiola:

This letter serves as a supplemental traffic analysis to the K-Park MUPD Traffic Impact Statement dated November 14, 2025.

An additional roadway segment analysis has been completed for the AM Peak Hour for the following roadway segments:

1. Wellington Trace between Forest Hill Boulevard N. and Birkdale Drive
2. Wellington Trace between Birkdale Drive and Forest Hill Boulevard S.
3. Aero Club Rd from Binks Forest Drive to Greenbriar Boulevard
4. Birkdale Road from Forest Hill Boulevard and Wellington Trace

The above roadways are owned and maintained by the Village of Wellington. The K-Park development project trips for the above intersections may be summarized below:

Table 1
AM Peak Hour Project Significance

Roadway	Dir.	In/Out	K-Park Trips	LOS D Capacity	Project % Impact	Sign. (Yes/No)
Wellington Trace between Forest Hill Blvd N. and Birkdale Drive	EB	Out	5	880	0.6%	No
	WB	In	9	880	1.0%	Yes
Wellington Trace between Birkdale Drive and Forest Hill Blvd S.	EB	Out	5	880	0.6%	No
	WB	In	9	880	1.0%	Yes
Aero Club Rd from Binks Forest Dr to Greenbriar Blvd	EB	In	9	880	1.0%	Yes
	WB	Out	5	880	0.6%	No
Birkdale Rd from Forest Hill Blvd to Wellington Tr	NB	Out	5	880	0.6%	No
	SB	In	9	880	1.0%	Yes

As shown above in Table 1, the proposed development results in a 1% impact to the each of the roadway segments for the AM inbound direction. The existing volumes for the significantly impacted roadway segments are shown below in Table 2.

Table 2
AM Peak Hour Existing Volumes

Roadway	Dir.	Existing Volume	LOS D Capacity	v/c ratio	Meets LOS? (Yes/No)
Wellington Trace between Forest Hill Blvd N. and Birkdale Drive	WB	446	880	0.51	Yes
Wellington Trace between Birkdale Drive and Forest Hill Blvd S.	WB	331	880	0.38	Yes
Aero Club Rd from Binks Forest Dr to Greenbriar Blvd	EB	220	880	0.25	Yes
Birkdale Rd from Forest Hill Blvd to Wellington Tr	SB	148	880	0.17	Yes

As shown above, the existing AM peak hour traffic on the subject roadways are substantially below the LOS D volume thresholds. Therefore, the roadways will continue to meet LOS D thresholds with the inclusion of the proposed development project and with background traffic. It should be noted the majority of the counts above were derived from intersection counts and are likely conservative. For example, Wellington Trace just east of Forest Hil Boulevard N. is likely overstated due to the old Wellington Mall being located at the corner. Historical traffic counts collected by the Village of Wellington midsegment show significantly lower counts on Wellington Trace. The count data utilized in Table 2 is attached to this letter for reference. Additionally, the 2022 Village of Wellington traffic counts are also provided for informational purposes. However, more recent data was utilized for the analysis.

In addition to the roadway segment analysis, the intersection of State Road 7 at Stribling Way has been analyzed. The results of the overall intersection analysis and the projected 95th percentile queues are provided below.

Table 3
Intersection Analysis – With Improvements

Intersection		Peak Hour	Total Traffic Conditions	
			Average Delay (s/veh)	LOS
1	Stribling Way at State Road 7 (2nd NBL, 2nd EBR, 2nd EBL)	AM	54.7	D
		PM	47.4	D

Table 4
Stribling Way at State Road 7 – 95th Percentile Queues

Turn Lane	Peak Hour	Total Traffic with Improvements - 95th Percentile Queue (ft)	Proposed Storage Length* (ft)
Eastbound Left	AM	270	400
	PM	360	
Eastbound Through	AM	283	N/A
	PM	515	
Eastbound Right	AM	620	490 (double)/ 840 (single)
	PM	305	
Northbound Left	AM	300	585
	PM	413	

*Proposed storage length to be finalized during final design and permitting with Village of Wellington, Palm Beach County, and FDOT. The storage lengths provided are based on preliminary design.

Based on this supplemental traffic analysis, the results and conclusions documented in the K-Park MUPD Traffic Impact Statement dated November 14, 2025, remain the same. Please let us know if you have any questions or require additional information.

Sincerely,

SIMMONS & WHITE, INC.

Bryan G. Kelley, P.E.
Vice President

ENCLOSURES

BGK x:/docs/miscltr/Kelley/25024.kelly

CMA INTERSECTION ANALYSIS

K-PARK MUPD

17 - WELLINGTON TRACE AT FOREST HILL BOULEVARD

INPUT DATA

Comments: USED FOR FOREST HILL COUNTS N. OF WELLINGTON TRACE

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2024 Buildout Year = 2030

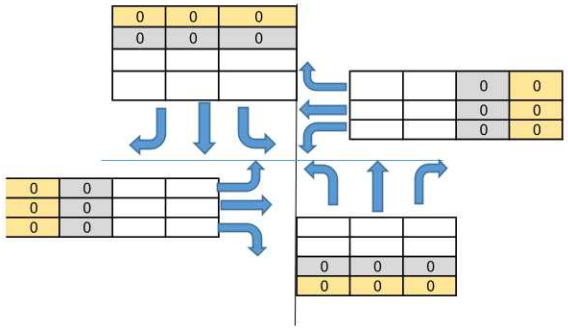
AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	188	787	14	305	1221	390	858	669	124	48	96	302	5002	Existing Total

PROJECT TRIPS

	IN	OUT
AM	860	509
PM	589	706



EXISTING TRAFFIC CALCS FOR ROADWAY SEGMENTS

Forest Hill Blvd N. of Wellington Tr

AM NB 1947

SB 1916

Wellington Tr E. of Forest Hill Blvd

AM

WB 446

CMA INTERSECTION ANALYSIS

K-PARK MUPD

7 - WELLINGTON TRACE S. AT FOREST HILL BOULEVARD

INPUT DATA

Comments:

Growth Rate = 1.00% Peak Season = 1.11 Current Year = 2024 Buildout Year = 2030

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	28	808	181	41	999	14	18	11	3	250	6	42	2401	Existing Total
Peak Season Adjustment	3	89	20	5	110	2	2	1	0	28	1	5		
Background Traffic Growth	2	55	12	3	68	1	1	1	0	17	0	3	164	BG Total
1.0% Background Growth	2	55	12	3	68	1	1	1	0	17	0	3	339	1% + MP Total
Major Projects Traffic	0	92	13	0	58	0	0	0	0	12	0	0		
Background Traffic Used	2	147	25	3	126	1	1	1	0	29	0	3		
2030 Background Traffic	33	1044	226	48	1235	16	21	13	4	307	7	49		
Project Traffic	0	56	5	0	95	0	0	0	0	9	0	0		
Total	**33**	**1100**	**231**	**48**	**1330**	**16**	**21**	**13**	**4**	**316**	**7**	**49**		
Approach Total		**1,364**			**1,395**			**38**			**372**			

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	2	1	1	2	<	1	1	<	1	1	<
Per Lane Volume	33	550	231	48	668	0	21	16	0	316	47	0
Right on Red			60			0			0			0
Overlaps Left			316			21			0			0
Adj. Per Lane Volume	33	550	0	48	668	0	21	16	0	316	47	0
Through/Right Volume		550			668			16			47	
Opposing Left Turns		48			33			316			21	
Critical Volume for Approach		598			701			332			68	
Critical Volume for Direction		701						332				
Intersection Critical Volume	**1,033**											
STATUS?	**UNDER**											

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

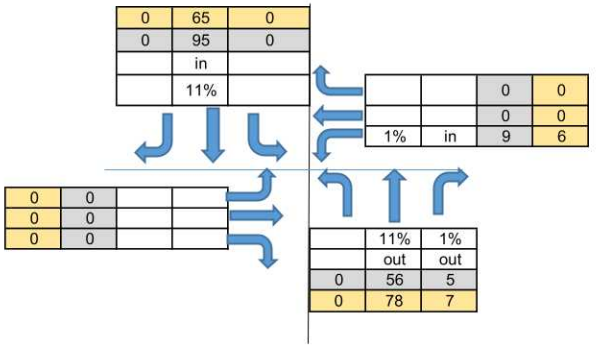
	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	27	1089	161	46	1037	22	73	45	21	182	8	29	2740	Existing Total
Peak Season Adjustment	3	120	18	5	114	2	8	5	2	20	1	3		
Background Traffic Growth	2	74	11	3	71	2	5	3	1	12	1	2	187	BG Total
1.0% Background Growth	2	74	11	3	71	2	5	3	1	12	1	2	349	1% + MP Total
Major Projects Traffic	0	53	11	1	83	0	0	0	0	13	0	1		
Background Traffic Used	2	127	22	4	154	2	5	3	1	25	1	3		
2030 Background Traffic	32	1336	201	55	1305	26	86	53	25	227	9	35		
Project Traffic	0	78	7	0	65	0	0	0	0	6	0	0		
Total	**32**	**1414**	**208**	**55**	**1370**	**26**	**86**	**53**	**25**	**233**	**9**	**35**		
Approach Total		**1,654**			**1,451**			**164**			**278**			

Critical Volume Analysis

No. of Lanes	1	2	1	1	2	<	1	1	<	1	1	<
Per Lane Volume	32	707	208	55	693	0	86	78	0	233	35	0
Right on Red			60			0			0			0
Overlaps Left			233			86			0			0
Adj. Per Lane Volume	32	707	0	55	693	0	86	78	0	233	35	0
Through/Right Volume		707			693			78			35	
Opposing Left Turns		55			32			233			86	
Critical Volume for Approach		762			725			311			121	
Critical Volume for Direction		762						311				
Intersection Critical Volume	**1,073**											
STATUS?	**UNDER**											

PROJECT TRIPS

	IN	OUT
AM	860	509
PM	589	706



Wellington Trace E. of Forest Hill Blvd
AM
WB 331

CMA INTERSECTION ANALYSIS

K-PARK MUPD

18 - BINKS FOREST DRIVE AT GREENVIEW SHORES BLVD

INPUT DATA

Comments: USED FOR BINKS FOREST AND GREENVIEW SHORES COUNTS

Growth Rate = 1.00% Peak Season = 1.09 Current Year = 2024 Buildout Year = 2030

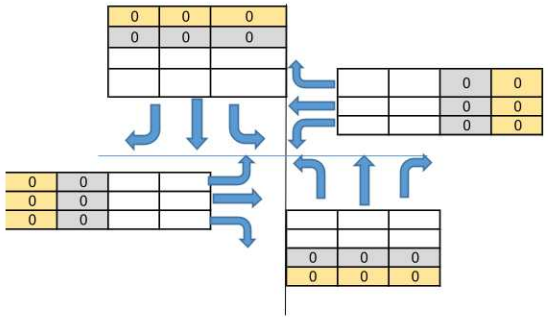
AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	0	0	0	422	0	78	145	57	0	0	45	402	1149	Existing Total
Peak Season Adjustment	0	0	0	38	0	7	13	5	0	0	4	36		

PROJECT TRIPS

	IN	OUT
AM	860	509
PM	589	706



EXISTING TRAFFIC CALCS FOR ROADWAY SEGMENTS

Binks Forest Dr N. of Greenview Shores Blvd
AM NB 596
SB 545

Aero Club Road W. of Binks Forest Drive
AM EB 220

Greenview Shores Blvd E. of Binks Forest Dr
AM EB 522
WB 487

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	0	0	0	391	0	164	82	73	0	0	83	430	1223	Existing Total
Peak Season Adjustment	0	0	0	35	0	15	7	7	0	0	7	39		

Binks Forest Dr N. of Greenview Shores Blvd
PM NB 558
SB 605

Greenview Shores Blvd E. of Binks Forest Dr
PM EB 506
WB 559

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33483
Phone (561) 272-3255

BIRKDALE DRIVE & WELLINGTON TRACE
WELLINGTON, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : WT & BD 12th
Site Code : 220144
Start Date : 9/12/2022
Page No : 1

NOT COUNTED

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	WELLINGTON TRACE From North					BIRKDALE DRIVE From East					WELLINGTON TRACE From South					BIRKDALE DRIVE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	15	17	0	32	0	6	1	38	45	0	4	44	11	59	0	3	1	5	9	145
07:15 AM	0	19	27	0	46	0	11	0	34	45	0	0	48	23	71	0	1	1	0	2	164
07:30 AM	0	14	50	0	64	0	19	0	38	57	0	0	69	28	97	0	1	2	0	3	221
07:45 AM	0	6	68	0	74	0	14	1	29	44	0	1	75	11	87	0	3	1	3	7	212
Total	0	54	162	0	216	0	50	2	139	191	0	5	236	73	314	0	8	5	8	21	742
02:00 PM	0	17	19	0	36	0	12	1	18	31	0	0	24	11	35	0	1	1	1	3	105
02:15 PM	0	11	25	0	36	0	11	3	32	46	0	0	31	10	41	0	0	3	2	5	128
02:30 PM	0	18	15	0	33	0	5	4	25	34	0	2	37	6	45	0	0	0	4	4	116
02:45 PM	0	11	25	0	36	0	6	4	29	39	0	2	27	4	33	0	1	1	0	2	110
Total	0	57	84	0	141	0	34	12	104	150	0	4	119	31	154	0	2	5	7	14	459
Grand Total	0	111	246	0	357	0	84	14	243	341	0	9	355	104	468	0	10	10	15	35	1201
Apprch %	0	31.1	68.9	0		0	24.6	4.1	71.3		0	1.9	75.9	22.2		0	28.6	28.6	42.9		
Total %	0	9.2	20.5	0	29.7	0	7	1.2	20.2	28.4	0	0.7	29.6	8.7	39	0	0.8	0.8	1.2	2.9	
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	98.2	97.6	0	97.8	0	98.8	100	97.5	97.9	0	100	98.3	99	98.5	0	100	80	100	94.3	98
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	1.8	2.4	0	2.2	0	1.2	0	2.5	2.1	0	0	1.7	1	1.5	0	0	20	0	5.7	2

Volume not counted because camera position had been moved.

AM EB = 132 x 1.12 = 148
AM WB = 191 x 1.12 = 214

Exhibit 3A
Wellington Speed and Count Study
Traffic Volume and Growth - Weekday

FOR INFORMATIONAL PURPOSES ONLY - NOT USED FOR ANALYSIS

Loc #	Road	From	To	Lanes	Daily Traffic Volumes			2022 AM Peak Hour [2]		2022 PM Peak Hour [2]	
					2018 [1]	2022 [2]	4-Yr Growth Rate	NB/EB	SB/WB	NB/EB	SB/WB
1	Flying Cow Ranch Road	Southern Boulevard	1 Mile South	2L	1,708	1,782	1.07% /Year	51	84	83	87
2	Flying Cow Ranch Road	1 Mile South	Rustic Road	2L	N/A	1,784	/Year	50	84	77	75
3	Binks Forest Drive	Southern Boulevard	Greenview Shores Boulevard	4LD	13,181	13,373	0.36% /Year	749	575	589	600
4	Aero Club Drive	Binks Forest Drive	Greenbriar Boulevard	2L	5,817	4,098	-8.38% /Year	115	213	194	150
5	Greenbriar Boulevard	Aero Club Drive	Greenview Shores Boulevard	2L	6,301	2,999	-16.94% /Year	192	167	216	168
6	Greenview Shores Boulevard	Binks Forest Drive	Wellington Trace	4LD	13,212	13,082	-0.25% /Year	484	430	651	608
7	Greenview Shores Boulevard	Wellington Trace	South Shore Boulevard	4LD	19,343	16,708	-3.59% /Year	641	824	722	731
8	Wellington Trace	Greenview Shores Boulevard	Big Blue Trace	4LD	24,104	23,493	-0.64% /Year	875	788	963	996
9	Wellington Trace	Big Blue Trace	Forest Hill Boulevard (North)	4LD	21,732	22,600	0.98% /Year	963	783	885	1,027
10	Wellington Trace	Forest Hill Boulevard (North)	Forest Hill Boulevard (South)	2L	6,033	5,900	-0.56% /Year	343	224	306	271
11	Paddock Drive	Greenview Shores Boulevard	Big Blue Trace	2L	2,438	2,667	2.27% /Year	120	110	187	131
12	Big Blue Trace	Southern Boulevard	Wellington Trace	2L/4L	11,465	8,443	-7.36% /Year	436	390	336	394
13	Big Blue Trace	Wellington Trace	South Shore Boulevard	2L	11,760	11,565	-0.42% /Year	271	506	481	480
14	Forest Hill Boulevard	Southern Boulevard	Wellington Trace	6LD	39,502	47,545	4.74% /Year	1,441	2,368	1,768	2,220
15	Forest Hill Boulevard [3]	Wellington Trace	South Shore Boulevard	4LD/6LD	30,258	28,664	-1.34% /Year	930	1,215	1,248	1,275
16	Forest Hill Boulevard	South Shore Boulevard	SR 7	6LD	49,836	53,987	2.02% /Year	2,546	1,622	2,330	2,202
17	Birkdale Drive	Forest Hill Boulevard	Wellington Trace	2L	4,229	3,303	-5.99% /Year	113	211	239	98
18	Stribling Way	Forest Hill Boulevard	Pierson Road	2L	13,259	13,303	0.08% /Year	265	799	610	651
19	Stribling Way	Pierson Road	SR 7	2L	16,078	14,618	-2.35% /Year	737	443	743	670
20	Stribling Way	SR 7	Lyons Road	2L	5,613	6,315	2.99% /Year	467	437	408	250
21	South Shore Boulevard [3]	Forest Hill Boulevard	Greenview Shores Boulevard	4LD	26,302	14,057	-14.50% /Year	639	716	627	501
22	South Shore Boulevard	Greenview Shores Boulevard	Pierson Road	4LD	23,417	19,837	-4.06% /Year	528	875	986	688
23	South Shore Boulevard	Pierson Road	Lake Worth Road	2LD	18,764	16,444	-3.25% /Year	486	733	816	598
24	40th Street South	Palm Beach Point Boulevard	Lake Worth Road	2L	N/A	2,187	/Year	39	94	131	78
25	Lake Worth Road	South Shore Boulevard	120th Avenue South	2L	12,936	11,164	-3.62% /Year	469	398	457	557
26	Pierson Road	South Shore Boulevard	Stribling Way	2L	4,743	4,238	-2.78% /Year	132	141	209	214
27	Pierson Road	Ousley Farms Road	South Shore Boulevard	2L	10,154	4,796	-17.10% /Year	166	245	214	165
28	South Shore Boulevard	Lake Worth Road	50th Street South	2L	5,202	4,600	-3.03% /Year	106	230	242	138
29	120th Avenue South	Pierson Road	Lake Worth Road	2L	1,056	4,001	39.52% /Year	149	114	274	168
30	120th Avenue South	Lake Worth Road	50th Street South	2L	3,461	1,800	-15.08% /Year	53	75	75	79
31	50th Street South	130th Avenue South	120th Avenue South	2L	3,523	4,029	3.41% /Year	146	159	199	146
32	Little Ranches Trail	Southern Boulevard	Acme Road	2L	2,381	2,304	-0.82% /Year	92	76	88	87

[1] Source: Wellington Traffic Counts and Analysis, April 11, 2018.
[2] See Appendix A for count data.
[3] Locations 15 and 21 were recounted in June and adjusted based on peak factors from control Location #9. See Appendix A. Use with caution.

CMA INTERSECTION ANALYSIS

K-PARK MUPD

1 - STRIBLING WAY AT STATE ROAD 7

INPUT DATA

Comments:

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	381	2570	228	120	2225	93	85	85	663	303	86	133	6972	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	19	131	12	6	113	5	4	4	34	15	4	7	356	BG Total
1.0% Background Growth	19	131	12	6	113	5	4	4	34	15	4	7	688	1% + MP Total
Major Projects Traffic	14	76	3	0	154	27	21	12	9	1	15	0		
Background Traffic Used	33	207	15	6	267	32	25	16	43	16	19	7		
Project Traffic - Related	0	25	8	0	63	38	42	8	0	13	13	0		
Project Traffic - School	0	34	17	0	245	0	103	17	92	31	31	0		
2030 Background Traffic	414	2777	243	126	2492	125	110	101	706	319	105	140		
Total	**414**	**2836**	**268**	**126**	**2800**	**163**	**255**	**126**	**798**	**363**	**149**	**140**		
Approach Total		**3,518**			**3,089**			**1,179**			**653**			

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	4	1	1	4	1	1	1	1	1	1	1	
Per Lane Volume	414	709	268	126	700	163	255	126	798	363	149	140	
Right on Red			60			60			60			60	
Overlaps Left			363			255			414			126	
Adj. Per Lane Volume	414	649		126	700	0	255	126	323	363	149	0	
Through/Right Volume		649			700			323			149		
Opposing Left Turns		126			414			363			255		
Critical Volume for Approach		775			1115			687			405		
Critical Volume for Direction		1115						687					
Intersection Critical Volume	**1,801**												
STATUS?	**OVER**												

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	450	2266	330	103	2022	92	127	160	548	259	155	70	6582	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	23	116	17	5	103	5	6	8	28	13	8	4	336	BG Total
1.0% Background Growth	23	116	17	5	103	5	6	8	28	13	8	4	930	1% + MP Total
Major Projects Traffic	16	260	4	0	182	35	38	19	16	4	20	0		
Background Traffic Used	39	376	21	5	285	40	44	27	44	17	28	4		
Project Traffic - Related	0	85	28	0	122	73	141	28	0	24	24	0		
Project Traffic - School	0	15	7	0	43	0	45	7	16	5	5	0		
2030 Background Traffic	489	2642	351	108	2307	132	171	187	592	276	183	74		
Total	**489**	**2742**	**386**	**108**	**2472**	**205**	**357**	**222**	**608**	**305**	**212**	**74**		
Approach Total		**3,616**			**2,785**			**1,188**			**591**			

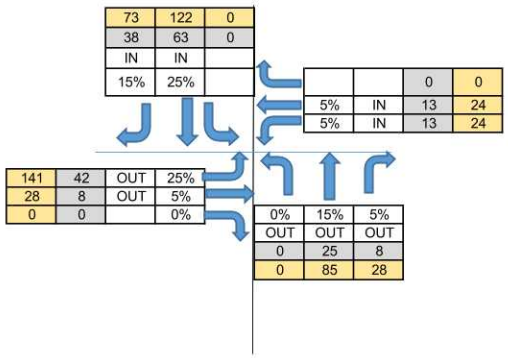
Critical Volume Analysis

No. of Lanes	1	4	1	1	4	1	1	1	1	1	1	1	
Per Lane Volume	489	685	386	108	618	205	357	222	608	305	212	74	
Right on Red			60			60			60			60	
Overlaps Left			305			357			489			108	
Adj. Per Lane Volume	489	625		108	618	0	357	222	59	305	212	0	
Through/Right Volume		625			618			222			212		
Opposing Left Turns		108			489			305			357		
Critical Volume for Approach		734			1107			527			569		
Critical Volume for Direction		1107						569					
Intersection Critical Volume	**1,676**												
STATUS?	**OVER**												

Note:

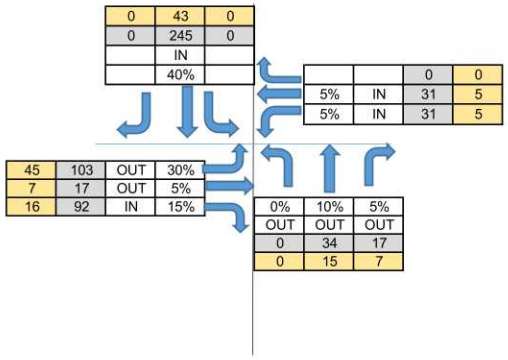
MIXED USE NET TRIPS

	IN	OUT
AM	253	169
PM	488	564



SCHOOL NET TRIPS

	IN	OUT
AM	613	343
PM	108	149



EXISTING TRAFFIC CALCS FOR ROADWAY SEGMENTS

SR 7 N. of Stribling Way

AM	NB	2788	PM	NB	2463
	SB	2438		SB	2217

SR 7 S. of Stribling Way

AM	NB	3179	PM	NB	3046
	SB	3191		SB	2829

Stribling Way E. of SR 7

AM	EB	433	PM	EB	593
	WB	522		WB	484

Stribling Way W. of SR 7

AM	EB	833	PM	EB	835
	WB	560		WB	697

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	126	798	363	149	140	414	2836	268	126	2800	163
Future Volume (vph)	255	126	798	363	149	140	414	2836	268	126	2800	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		500	280		260	700		220	0		0
Storage Lanes	2		2	1		1	2		0	1		1
Taper Length (ft)	25			50			100			25		
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.86	1.00	1.00	0.86	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	2787	1770	1863	1583	3433	6408	1583	1770	6408	1583
Flt Permitted	0.950			0.345			0.950			0.950		
Satd. Flow (perm)	3433	1863	2787	643	1863	1583	3433	6408	1583	1770	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			121			160			121
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1218			3652			1113			5373	
Travel Time (s)		27.7			83.0			15.2			73.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	268	133	840	382	157	147	436	2985	282	133	2947	172
Shared Lane Traffic (%)												
Lane Group Flow (vph)	268	133	840	382	157	147	436	2985	282	133	2947	172
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8	4		4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	20.0	4.0	4.0	20.0	4.0
Minimum Split (s)	12.0	14.0	11.5	12.0	14.0	11.5	11.5	27.5	12.0	11.5	27.5	12.0
Total Split (s)	33.0	26.0	34.0	33.0	26.0	22.0	34.0	99.0	33.0	22.0	87.0	33.0
Total Split (%)	18.3%	14.4%	18.9%	18.3%	14.4%	12.2%	18.9%	55.0%	18.3%	12.2%	48.3%	18.3%
Maximum Green (s)	25.0	18.0	26.5	25.0	18.0	14.5	26.5	91.5	25.0	14.5	79.5	25.0
Yellow Time (s)	5.0	5.0	5.5	5.0	5.0	5.5	5.5	5.5	5.0	5.5	5.5	5.0
All-Red Time (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	7.5	8.0	8.0	7.5	7.5	7.5	8.0	7.5	7.5	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	19.3	16.4	43.4	46.6	22.1	37.1	26.5	93.1	117.6	14.5	81.1	99.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.11	0.09	0.24	0.26	0.12	0.21	0.15	0.52	0.65	0.08	0.45	0.56
v/c Ratio	0.73	0.79	1.15	1.19	0.69	0.35	0.86	0.90	0.26	0.94	1.02	0.18
Control Delay (s/veh)	89.4	109.4	120.2	159.9	91.1	11.2	82.6	36.9	1.8	139.6	70.1	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3	0.0
Total Delay (s/veh)	89.4	109.4	120.2	159.9	91.1	11.2	82.6	36.9	1.8	139.6	77.4	3.4
LOS	F	F	F	F	F	B	F	D	A	F	E	A
Approach Delay (s/veh)		112.4			112.3			39.6			76.0	
Approach LOS		F			F			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 23 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.19			
Intersection Signal Delay (s/veh): 68.7		Intersection LOS: E	
Intersection Capacity Utilization 107.8%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: State Road 7 & Stribling Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	126	798	363	149	140	414	2836	268	126	2800	163
Future Volume (veh/h)	255	126	798	363	149	140	414	2836	268	126	2800	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	268	133	777	382	157	84	436	2985	219	133	2947	109
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	167	690	299	256	362	546	3271	1026	163	2842	844
Arrive On Green	0.09	0.09	0.09	0.14	0.14	0.14	0.32	1.00	1.00	0.09	0.44	0.44
Sat Flow, veh/h	3456	1870	2790	1781	1870	1585	3456	6434	1585	1781	6434	1585
Grp Volume(v), veh/h	268	133	777	382	157	84	436	2985	219	133	2947	109
Grp Sat Flow(s),veh/h/ln	1728	1870	1395	1781	1870	1585	1728	1609	1585	1781	1609	1585
Q Serve(g_s), s	13.8	12.6	10.9	25.0	14.2	1.4	20.8	0.0	0.0	13.2	79.5	2.4
Cycle Q Clear(g_c), s	13.8	12.6	10.9	25.0	14.2	1.4	20.8	0.0	0.0	13.2	79.5	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	167	690	299	256	362	546	3271	1026	163	2842	844
V/C Ratio(X)	0.85	0.80	1.13	1.28	0.61	0.23	0.80	0.91	0.21	0.82	1.04	0.13
Avail Cap(c_a), veh/h	480	187	720	299	256	362	546	3271	1026	163	2842	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	0.17	0.17	0.17
Uniform Delay (d), s/veh	80.6	80.4	32.0	64.7	73.2	30.5	58.9	0.0	0.0	80.3	50.3	7.0
Incr Delay (d2), s/veh	9.0	19.3	74.7	147.8	4.3	0.3	5.6	3.5	0.3	5.6	19.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.8	11.3	24.8	22.3	11.6	4.0	12.0	1.4	0.2	7.9	39.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.6	99.7	106.7	212.5	77.4	30.8	64.5	3.5	0.3	85.9	69.5	7.1
LnGrp LOS	F	F	F	F	E	C	E	A	A	F	F	A
Approach Vol, veh/h		1178			623			3640			3189	
Approach Delay, s/veh		102.0			153.9			10.6			68.1	
Approach LOS		F			F			B			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.0	87.0	24.4	32.7	24.0	99.0	33.0	24.0
Change Period (Y+Rc), s	7.5	7.5	8.0	8.0	7.5	7.5	8.0	8.0
Max Green Setting (Gmax), s	26.5	79.5	25.0	18.0	14.5	91.5	25.0	18.0
Max Q Clear Time (g_c+I1), s	22.8	81.5	15.8	16.2	15.2	2.0	27.0	14.6
Green Ext Time (p_c), s	0.6	0.0	0.6	0.2	0.0	67.1	0.0	1.5

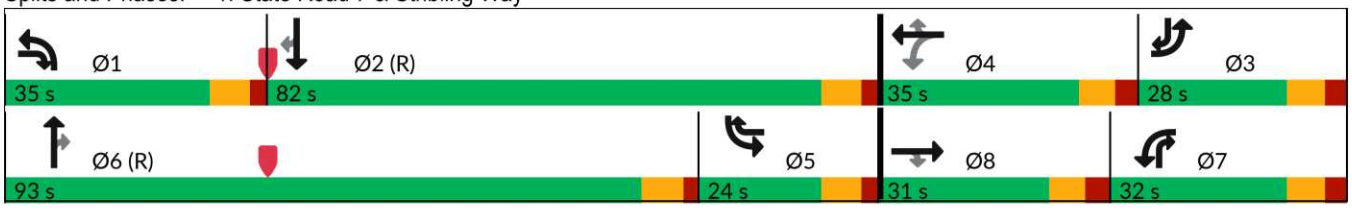
Intersection Summary	
HCM 7th Control Delay, s/veh	54.7
HCM 7th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	357	222	608	305	212	74	489	2742	386	108	2472	205
Future Volume (vph)	357	222	608	305	212	74	489	2742	386	108	2472	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		500	280		260	700		220	0		0
Storage Lanes	2		2	1		1	2		0	1		1
Taper Length (ft)	25			50			100			25		
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.86	1.00	1.00	0.86	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	2787	1770	1863	1583	3433	6408	1583	1770	6408	1583
Flt Permitted	0.950			0.232			0.950			0.950		
Satd. Flow (perm)	3433	1863	2787	432	1863	1583	3433	6408	1583	1770	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			121			145			76
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1178			3652			1113			5373	
Travel Time (s)		26.8			83.0			15.2			73.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	376	234	640	321	223	78	515	2886	406	114	2602	216
Shared Lane Traffic (%)												
Lane Group Flow (vph)	376	234	640	321	223	78	515	2886	406	114	2602	216
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8	4		4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	20.0	4.0	4.0	20.0	4.0
Minimum Split (s)	12.0	14.0	11.5	12.0	14.0	11.5	11.5	27.5	12.0	11.5	27.5	12.0
Total Split (s)	28.0	31.0	35.0	32.0	35.0	24.0	35.0	93.0	32.0	24.0	82.0	28.0
Total Split (%)	15.6%	17.2%	19.4%	17.8%	19.4%	13.3%	19.4%	51.7%	17.8%	13.3%	45.6%	15.6%
Maximum Green (s)	20.0	23.0	27.5	24.0	27.0	16.5	27.5	85.5	24.0	16.5	74.5	20.0
Yellow Time (s)	5.0	5.0	5.5	5.0	5.0	5.5	5.5	5.5	5.0	5.5	5.5	5.0
All-Red Time (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	7.5	8.0	8.0	7.5	7.5	7.5	8.0	7.5	7.5	8.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	22.1	23.0	51.0	48.9	24.9	49.4	27.5	85.5	117.0	16.5	74.5	96.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.12	0.13	0.28	0.27	0.14	0.27	0.15	0.48	0.65	0.09	0.41	0.53
v/c Ratio	0.89	0.98	0.73	1.09	0.87	0.15	0.98	0.95	0.38	0.70	0.98	0.25
Control Delay (s/veh)	99.8	129.9	33.8	141.9	105.7	1.6	117.6	45.3	8.8	102.0	65.1	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.8	129.9	33.8	141.9	105.7	1.6	117.6	45.3	8.8	102.0	65.1	8.0
LOS	F	F	C	F	F	A	F	D	A	F	E	A
Approach Delay (s/veh)		71.6			111.3			51.2			62.3	
Approach LOS		E			F			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 61 (34%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay (s/veh): 62.3		Intersection LOS: E	
Intersection Capacity Utilization 104.2%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: State Road 7 & Stribling Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	357	222	608	305	212	74	489	2742	386	108	2472	205
Future Volume (veh/h)	357	222	608	305	212	74	489	2742	386	108	2472	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	376	234	577	321	223	15	515	2886	343	114	2602	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	239	783	280	245	353	528	3056	964	163	2663	862
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.31	0.95	0.95	0.09	0.41	0.41
Sat Flow, veh/h	3456	1870	2790	1781	1870	1585	3456	6434	1585	1781	6434	1585
Grp Volume(v), veh/h	376	234	577	321	223	15	515	2886	343	114	2602	153
Grp Sat Flow(s),veh/h/ln	1728	1870	1395	1781	1870	1585	1728	1609	1585	1781	1609	1585
Q Serve(g_s), s	19.1	22.5	21.4	24.0	21.2	0.0	26.5	39.2	0.0	11.2	71.6	3.7
Cycle Q Clear(g_c), s	19.1	22.5	21.4	24.0	21.2	0.0	26.5	39.2	0.0	11.2	71.6	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	449	239	783	280	245	353	528	3056	964	163	2663	862
V/C Ratio(X)	0.84	0.98	0.74	1.15	0.91	0.04	0.98	0.94	0.36	0.70	0.98	0.18
Avail Cap(c_a), veh/h	449	239	783	280	281	383	528	3056	964	163	2663	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.68	0.34	0.34	0.34
Uniform Delay (d), s/veh	76.4	78.3	27.1	76.2	77.2	54.9	62.2	3.3	1.3	79.3	51.9	6.8
Incr Delay (d2), s/veh	13.0	52.2	3.7	100.0	29.2	0.0	26.2	5.6	0.7	4.4	6.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.4	20.6	12.2	30.1	18.0	1.0	16.5	5.0	1.3	7.5	34.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.4	130.4	30.8	176.2	106.3	54.9	88.4	8.9	2.0	83.8	58.1	7.0
LnGrp LOS	F	F	C	F	F	D	F	A	A	F	E	A
Approach Vol, veh/h		1187			559			3744			2869	
Approach Delay, s/veh		69.0			145.1			19.2			56.4	
Approach LOS		E			F			B			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.0	82.0	31.4	31.6	24.0	93.0	32.0	31.0
Change Period (Y+Rc), s	7.5	7.5	8.0	8.0	7.5	7.5	8.0	8.0
Max Green Setting (Gmax), s	27.5	74.5	20.0	27.0	16.5	85.5	24.0	23.0
Max Q Clear Time (g_c+I1), s	28.5	73.6	21.1	23.2	13.2	41.2	26.0	24.5
Green Ext Time (p_c), s	0.0	0.8	0.0	0.4	0.1	37.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	47.4
HCM 7th LOS	D

Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

September 24, 2025

Bryan Kelley, P.E.
Simmons & White
2581 Metrocentre Boulevard, WPB, FL, 33407

Dear Bryan,

RE: Variance Committee Review to allow for **Category F Driveway**
Applicant/Property Owner: ACME Improvement District
Palm Beach County **City of** Wellington **State Road:** 7 **Section:** 93210000 **MP:** 21.1
Access Class: 03 **Posted Speed:** 50 mph **SIS:** N/A
Site Acreage: 70 Acres **Development Size:** 15 Multifamily Residential DU (Low-Rise); 180 Room Hotel; 1,750 Student Private School (K-12); 80,000 SF Office; 285,000 SF Shopping Plaza (Including +/- 80,000 SF Restaurant; 31,396 SF Church (existing)
Project Name & Address: K-Park - 10400 Stribling Way
AMRC Meeting Date: 9/4/2025, 11:15 AM

Request:

- **Driveway 1: Proposed right-in/right-out driveway with right turn lane on the west side of SR 7, located approximately 514 feet south of Stribling Way.**
- **Driveway 2: Proposed signalized intersection on SR 7, located approximately 1,029 feet south of Stribling Way.**
- **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.**
- **Remove the existing directional median opening on SR 7, located approximately 1,029 feet south of Stribling Way.**

This request is: **Approved with Conditions**

Conditions:

☐ **Driveway 1 shall have a minimum driveway length of 100 feet, measured from the ultimate right-of-way line to the first conflict point in the driveway.**

☐ **The proposed signalized intersection (Driveway 2) shall have a minimum driveway length determined by a traffic study conducted by the applicant.**

☐ **The proposed multilane roundabout shall follow nationwide design guidelines (FDOT FDM Chapter 213). Queuing 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.**

☐ **Right turn lanes are required for Driveways 1 & 2 and shall meet the minimum requirements in the Florida Design Manual (FDM) and shall provide space for a buffered bicycle lane.**

Bryan Kelley – K-Park Access Management Review Committee Letter

- ☐ **The queue length for the proposed northbound dual left turn lanes at Driveway 2 and the proposed dual northbound left turn lanes at the intersection of SR 7 and Stribling Way, must be determined by a traffic study conducted by the applicant at permit.**

- ☐ **An Intersection Control Evaluation (ICE) Analysis conducted by the applicant at permit, is required for Driveway 2.**

- ☐ **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 three approaches, as needed.**

- ☐ **The following off-site improvements shall be implemented at the intersection of SR 7 & Stribling Way, by the applicant:**
    - **An additional northbound left turn lane. The intersection shall be served by dual northbound lefts.**
    - **An additional eastbound right turn lane.**
    - **An additional eastbound left turn lane.**
    - **Extend the southbound right turn lane to meet minimum length as determined by a traffic study conducted by the applicant at permit.**

- All existing driveways not approved in this letter must be fully removed and the area restored.
- Additional right-of-way must be donated to the Department to implement the proposed improvements and mitigation, as needed.
- Drainage mitigation is required for any impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage.
- A Storm Water Pollution Prevention Plan must be submitted with the application if there will be more than one acre of "disturbed area" (as defined by the Florida Department of Environmental Protection (FDEP).

Comments:
Please note that the dimensions between driveways are measured from the near edge of pavement to near edge of pavement and dimensions between median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway system and to note any required improvements. Earlier Department decisions on this request shall be voided unless expressly approved herein. If the above concept is approved, the applicant may submit engineering plans to the Department for permitting. The Department's personnel shall review these plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Please note that this letter does not guarantee permit approval.** The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department.

Committee approvals and conditions which are at variance with Department rules or standards are not binding in the permitting process for more than **12 months**.

Please contact the District Traffic Operations Access Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter.

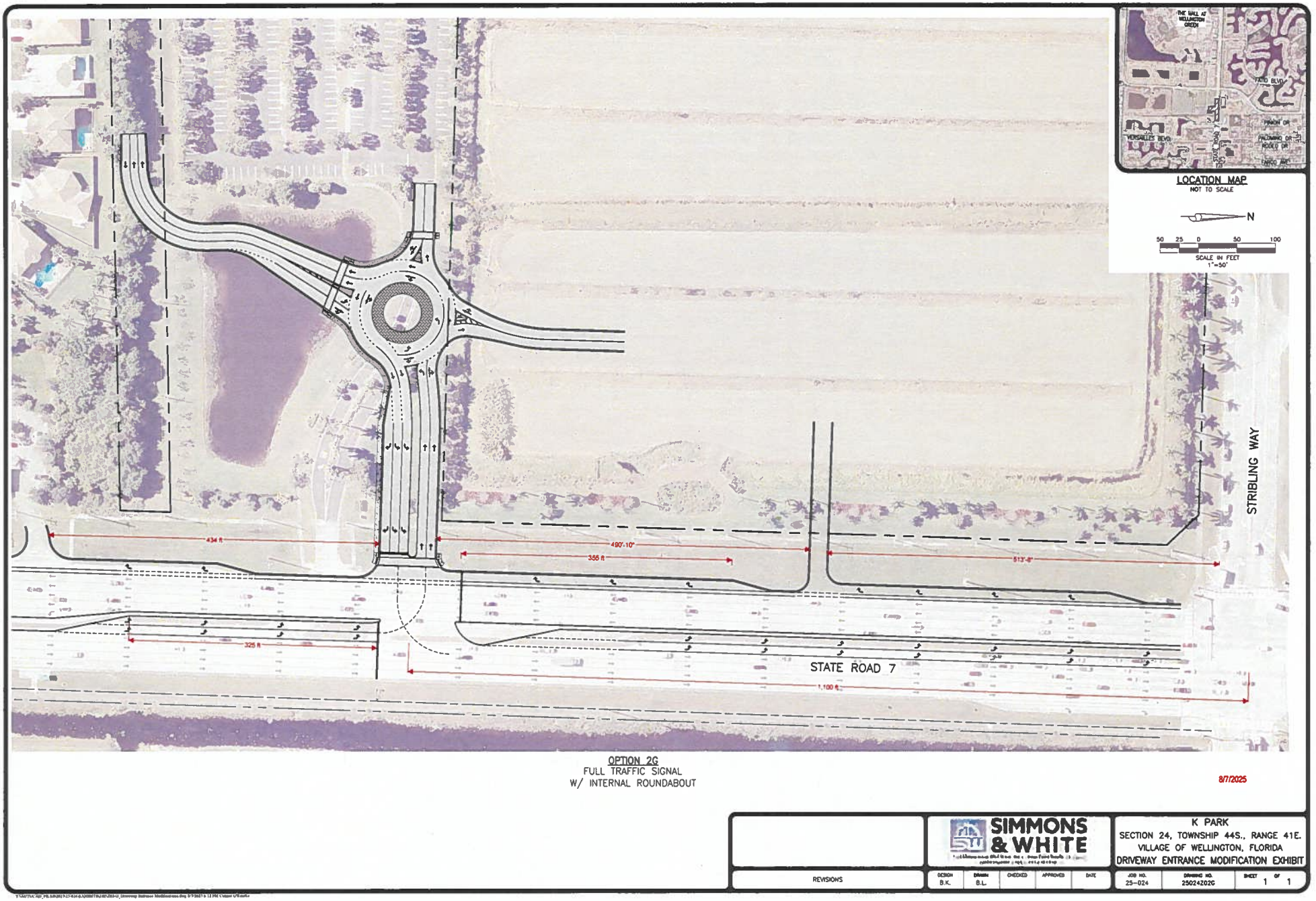
For right-of-way dedication requirements go to: https://osp.fdot.gov: Click on Statewide Permit News. Scroll down to District 4. Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

cc: Patricia Moore
File S:\Transportation Operations\Traffic Operations\Access Management\1. Pre-Apps and Variance\2025-09-04 & AMRC\AMRC 03 93210000 MP 21.20 SR 7 K-Park\93210000 MP 21.20 SR 7 K-Park-Rev2.docx

THE DISTRICT ACCESS MANAGEMENT REVIEW COMMITTEE

	With the above ruling I	Agree	Disagree	
Jonathan Overton, P.E. District Traffic Operations Engineer	DocuSigned by: Jonathan Overton D1128312865D45A...	X		September 24, 2025
Anson Sonnett, P.E.[1] District IV Consultant Project Management Engineer	DocuSigned by: Anson Sonnett D2FF73A1FA9B4C7...	X		September 24, 2025
Antonio Castro, P.E. District Maintenance Engineer	DocuSigned by: E4930E24FD0D4BD...	X		September 24, 2025

[1] Granted signature authority by John Olson, P.E., District Design Engineer



OPTION 2G
FULL TRAFFIC SIGNAL
W/ INTERNAL ROUNDABOUT

8/7/2025

REVISIONS	DESIGN	DRAWN	CHECKED	APPROVED	DATE
	B.K.	B.L.			

SIMMONS & WHITE

K PARK
SECTION 24, TOWNSHIP 44S., RANGE 41E.
VILLAGE OF WELLINGTON, FLORIDA
DRIVEWAY ENTRANCE MODIFICATION EXHIBIT

JOB NO.	DRAWING NO.	SHEET
25-024	250242026	1 OF 1

Engineering and Public Works Department
P.O. Box 21229
West Palm Beach, FL 33416-1229
(561) 684-4000
FAX: (561) 684-4050
www.pbc.gov

Palm Beach County Board of County Commissioners
Sara Baxter, Mayor
Marci Woodward, Vice Mayor
Maria G. Marino
Gregg K. Weiss
Joel G. Flores
Maria Sachs
Bobby Powell Jr.

County Administrator
Joseph Abruzzo

January 20, 2026

Bryan G. Kelley, P.E.
Simmons & White, Inc.
2581 Metrocentre Blvd, Suite 3
West Palm Beach, FL 33407

RE: K-Park MUPD
Project #: 250505
Traffic Performance Standards (TPS) Review

Dear Mr. Kelley:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Statement, dated May 14, 2025, and supplemental changes and information provided in an email to the Traffic Division, dated November 20, 2025, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County (PBC) Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	Wellington
Location:	SWC of Stribling Way and SR-7
PCN:	73-42-43-27-05-026-0011/73-41-44-24-06-003-0000
Access:	Two full access and one right-in/right-out driveway connections onto Stribling Way; one full access and one right-in/right-out driveway connection onto SR-7 (As used in the study and is NOT necessarily an approval by the County through this TPS letter)
Existing Uses:	Church/Synagogue = 31,396 SF
Proposed Uses:	Add Multi-Family Mid-rise Residential, Hotel, Private School, General Office, and Retail Shopping Center to the Existing Development, resulting in the following Land Use on the site: Multi-Family Mid-rise Residential = 215 DUs, Hotel = 180 Rooms, Private School (K-12) = 1,750 Students, Church/Synagogue = 31,396 SF, General Office = 75,000 SF, and Retail Spaces = 335,000 SF
Net Daily Trips:	15,064 (Proposed-Existing)
Net Peak Hour Trips:	1,369 (860/509) AM; 1,295 (589/706) PM (Proposed-Existing)
Proj Daily Trips:	15,291
Proj Peak Hour Trips:	1,378 (866/512) AM; 1,309 (596/713) PM
Build-out:	December 31, 2030

Based on the review, the Traffic Division has determined that the proposed development **meets** the Traffic Performance Standards of Palm Beach County, subject to the following conditions:

"An Equal Opportunity Employer"

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1. No Building permits for the site may be issued after December 31, 2030.

2. The Property Owner/Developer shall make proportionate share payments for the following roadway improvements:

   i. A proportionate share contribution payment in the amount of $261,874 toward the widening of Stribling Way from Forest Hill Boulevard to Fairlane Farms Road from two (2) lanes to four (4) lanes.
   ii. A proportionate share contribution payment in the amount of $260,742 toward the widening of Stribling Way from Fairlane Farms Road to Castellina Way from two (2) lanes to four (4) lanes.
   iii. A proportionate share contribution payment in the amount of $235,688 toward the widening of Stribling Way from Castellina Way to SR-7 from two (2) lanes to four (4) lanes.
   iv. A proportionate share contribution payment in the amount of $32,215 toward the widening of Big Blue Trace from Wellington Trace to South Shore Blvd two (2) lanes to four (4) lanes.
   v. A proportionate share contribution payment in the amount of $24,502 toward the widening of Southern Blvd from SR-7 to Lyons Road from eight (8) lanes to eight plus (8+) Lanes.

   Proportionate Share Agreement must be executed before the project is approved by the Village. Unless a phasing plan for the proportionate payments has been determined by the Property Owner and agreed upon by the County, all proportionate share payments will be due before the issuance of the first building permit for the project. If a phasing plan for the proportionate share payment has been prepared by the Property Owner and approved by the County, it should be included in the Proportionate Share Agreement.

3. In recognition that construction prices may change over the life of the project, the proportionate share payments included in the above condition shall be subject to the following escalator calculation:

   Adjusted Payment (when payment is being made) = Original Payment Amount x Cost Adjustment Factor, Where,
   Original Payment Amount = Proportionate Share Payment amount specified in the Proportionate Share Agreement

   Cost Adjustment Factor =

$$\frac{\text{Producer Price Index (PPI) for Commodities Code ID WPUIP2312301 (month of payment)}}{\text{Producer Price Index (PPI) for Commodities Code ID WPUIP2312301 (month of Prop Share Execution)}}$$

   The Bureau of Labor Statistics Producer Price Index (PPI) for Commodities (Series ID: WPUIP2312301), can be found at http://data.bls.gov/timeseries/WPUIP2312301.

If at the time a Proportionate Share payment is due, the Commodities Code ID WPUIP2312301 is no longer used by the United States Bureau of Labor Statistics, the Adjusted Payment will be based on the Producer Price Index for non-residential commodities then in effect. In the event such an index is no longer in use, the Adjusted Payment will be based on the United States Bureau of Labor Statistics Consumer Price Index then in effect.

4. The Property Owner shall construct i) right turn lane north approach on SR-7 at the proposed retail access ii) Two left turn lanes south approach on SR-7, one right turn lane north approach on SR-7, and two left turn lanes west approach, all at the proposed main entrance on SR-7 iii) One left turn lane east approach and one right turn lane west approach on Stribling Way at the mixed use entrance (full access, second driveway from the west), iv) either a roundabout or a signal at the intersection of Stribling Way and School entrance/Castellina Way, in which case, a west approach right turn and an east approach left turn lane shall also be constructed.

   This construction shall be concurrent with the paving and drainage improvements for the site. Any and all costs associated with the construction shall be paid by the Property Owner. These costs shall include, but are not limited to, utility relocations and acquisition of any additional required right-of-way. All the turn lanes and other construction shall be as approved by the appropriate authorities responsible for permitting and approving such constructions.

   a. Construction shall be completed prior to the issuance of the first Certificate of Occupancy for the project.

5. As agreed by the Property Owner/Developer, the Property Owner/ Developer shall fund design and construction of the following improvements at the intersection of Stribling Way and SR-7, in accordance with Palm Beach County and FDOT standards.

   i. One (1) additional northbound left-turn lane (NBL);
   ii. One (1) additional eastbound left-turn lane (EBL);
   iii. One (1) additional eastbound right-turn lane (EBR); and
   iv. One (1) additional receiving lane at Stribling Way (west approach).

   Any and all costs associated with the construction shall be paid by the Property Owner. These costs shall include, but are not limited to, utility relocations and acquisition of any additional required right-of-way. These costs will be impact fee and proportionate share fee creditable, subject to County Engineer approval.

   a. Construction shall be completed prior to the issuance of the first Certificate of Occupancy.

6. The Property Owner shall fund the cost of signal installation and install the signal, either as a School Signal or a regular signal, as approved by the County/FDOT, at the main project entrance on SR-7. Signalization shall be a mast arm structure installation. The cost of signalization shall also include all design costs and any required utility relocation and right of way or easement acquisition.

    a. No Building Permits for the proposed development shall be issued until the Property Owner provides acceptable surety to the Traffic Division in an amount as determined by the Director of the Traffic Division.

    b. The signal shall be constructed by the Property Owner and fully operational prior to the issuance of the first Certificate of Occupancy for the project.

    c. In order to request release of the surety for the traffic signal at the above intersection, the Property Owner shall provide written notice to the Traffic Division stating that the signal is complete, inspected, accepted by the County/FDOT, and fully operational. The Traffic Division shall have 60 days from receiving this notice to release the surety to the Property Owner.

A Proportionate Share Agreement must be executed BEFORE the Village can give final approval to this project. An approval without the executed Proportionate Share Agreement will render this TPS approval null and void.

All of the conditions, numbered 1 through 6 above, shall be incorporated into the municipal Development Order exactly as set forth above. No later than ten calendar days after approval of the Development Order, the municipality shall transmit an official, recorded copy of same to the County Engineer. In the event: 1) the municipal Development Order is not received by the County Engineer within fifteen calendar days after approval of same; or 2) the official, recorded Development Order does not contain conditions 1 through 6 exactly as set forth above, then the Traffic Division's conditional finding that this proposed development meets the Traffic Performance Standards of Palm Beach County.

Please note that none of the municipal roadway/intersection analysis was reviewed as part of this TPS review, since the TPS standards do not apply to the municipal roadways/intersections. The Village is encouraged to do its own evaluation of the school circulation, as well as the parking analysis, as these items were not reviewed by the County.

Please note the receipt of a TPS approval letter does not constitute the review and issuance of a Palm Beach County Right-of-Way (R/W) Construction Permit nor does it eliminate any requirements that may be deemed as site related. For work within Palm Beach County R/W, a detailed review of the project will be provided upon submittal for a R/W permit application. The project is required to comply with all Palm Beach County standards and may include R/W dedication.

The County traffic concurrency approval is subject to the Project Aggregation Rules set forth in the Traffic Performance Standards Ordinance.

The approval letter shall be valid no longer than one year from date of issuance, unless an application for a Site Specific Development Order has been approved, an application for a Site Specific Development Order has been submitted, or the approval letter has been superseded by another approval letter for the same property.

If you have any questions regarding this determination, please contact me at 561-478-5755 or email MRahman@pbc.gov.

Sincerely,

Rahman

Moshiur Rahman, Ph.D., P.E.
Professional Engineer
Engineering and Public Works Dept.
Traffic Division

MR:QB:yg
ec: Addressee
Cory Lyn Cramer, AICP, Development Review Coordinator, Village of Wellington
Quazi Bari, P.E., PTOE, Manager - Growth Management, Traffic Division
Alberto Lopez Tagle, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
F:\TRAFFIC\MR\MUN\APPROVED\2026\250505 K-PARK MUPD.DOCX

LIFE.CHURCH

To: Florida Department of Transportation

RE: Support for Signalized Intersection on SR-7 / 441 at Life.Church Wellington K-Park Intersection

06/4/2025

Dear Roya Edwards, AICP, District Traffic Operations Access Manager,

On behalf of Life.Church, I am writing to express our support for the proposed signalized intersection on SR-7/441 near the entrance to Life.Church Wellington and the planned Related Ross / ElevateEd mixed-use development (K-Park MUPD) in Wellington, Florida.

We believe this signalized intersection, conceptually shown on the following page, is a vital component of our shared efforts to enhance traffic conditions and overall accessibility for our property and the surrounding community. As our church continues to grow and serve our community, the safety and efficiency of access to our location remain a high priority. The planned intersection, along with our continued unrestricted access to Stribling Way, will significantly improve the flow of traffic in and out of our parking lot and benefit the broader community as the adjacent development progresses.

We want to thank you for your continued commitment to improving transportation infrastructure in our region. Projects like this reflect the kind of thoughtful planning and community collaboration that make a lasting difference. We are excited about the positive impact this project will have on traffic flow, safety, and future development.

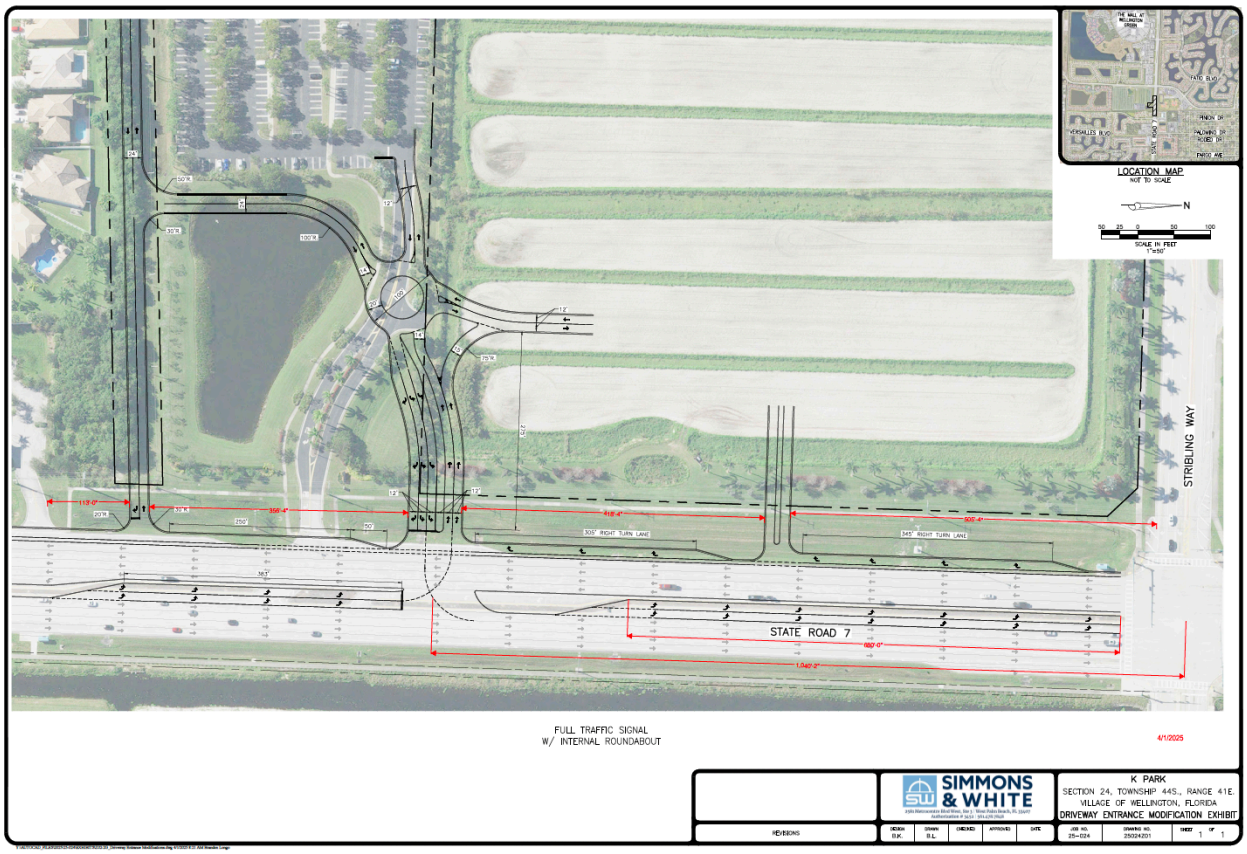
Should you need any additional information or assistance from us regarding this project or any other transportation-related matters, please do not hesitate to reach out. We are eager to be a helpful partner in this important work.

Sincerely,

Brett Harrington

Life.Church

Real Estate Development - Team Leader
405.513.4620
brett.harrington@life.church


LOCATION MAP
NOT TO SCALE
N
SCALE IN FEET
1"=50'
STRIBLING WAY
STATE ROAD 7
FULL TRAFFIC SIGNAL
W/ INTERNAL ROUNDABOUT
4/1/2025
SIMMONS & WHITE
K PARK
SECTION 24, TOWNSHIP 44S., RANGE 41E.
VILLAGE OF WELLINGTON, FLORIDA
DRIVEWAY ENTRANCE MODIFICATION EXHIBIT
REVISIONS

PTC
Transportation Consultants

601 Heritage Drive, Suite 493
Jupiter, FL 33458
(561) 296-9698

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

Andrea M. Troutman, P.E.
President

Enclosures

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

K-PARK MUPD

Wellington, Florida

SHARED PARKING STUDY

PREPARED FOR:

Related Ross
360 South Rosemary Avenue
Suite 800
West Palm Beach, FL 33401

JOB NO. 25-024

DATE: 05/14/2025
Revised: 08/15/2025
Revised: 09/26/2025
Revised: 11/14/2025

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 11/14/2025. Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	Digitally signed by Bryan Kelley Date: 2025.11.14 14:40:37-05'00'

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

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1.0 SITE DATA

The subject parcel is located in the southwest corner of Stribling Way at State Road 7 and consists of approximately +/- 71 acres in the Village of Wellington, Florida. The proposed mixed-use development plan is to consist of the following land uses and intensities:

- 215 Multi-Family Residential DU (15 DU associated with Phase 1)
- 180 Room Hotel
- 1,750 Student K-12 Private School
- 75,000 SF Office
- 335,000 SF Shopping Plaza (Including +/- 105,000 SF of Restaurant and up to 20,000 SF of outdoor seating area)

The above intensity shown is the proposed gross building square footage. Site access is proposed via multiple driveway connections to both Stribling Way and State Road 7. For additional information on site layout, please refer to the Master Plan prepared by Urban Design Studio.

2.0 PURPOSE OF STUDY

The purpose of this study is to describe the results of the parking analyses for the proposed development project. Providing the appropriate level and location of parking is important to any successful development and community. While insufficient parking can result in negative impacts on properties, providing too much parking can also have a negative economic impact. The private school will be parked separately and therefore not included in these shared parking calculations. For this parking study, only the Phase 1 development is considered. Parking for Phase 2 which will consist of an additional 200 residential dwelling units for a total of 215 dwelling units will be considered at a later time.

3.0 PARKING DATA

Per the Village Code, both the retail and office parking rates are based on net square feet and not gross square feet. The shopping plaza is proposed to have 290,000 net square feet and the office is proposed to have 70,000 net square feet. Up to an additional 20,000 SF of outdoor seating area is also proposed. Therefore, a total of 380,000 net square feet is proposed for the retail and office uses (290,000 net SF retail, 70,000 net SF office, and 20,000 SF of outdoor seating area). 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 the approved development may be summarized as follows:

USE	SIZE	REQUIRED PARKING
Retail/Office	80,000 Net S.F. (1 Space / 250 SF)	320 Spaces
Retail/Office	300,000 S.F. (1 Space / 500 SF)	600 Spaces
Hotel	180 Rooms (1.25 Spaces / Room + 1 per employee)	250 Spaces
Residential	15 DU (2.25 Spaces / DU)	34 Spaces

TOTAL = 1,204 Spaces

In order to more accurately estimate parking demand for the mixed-use project, the latest *ITE Parking Generation, 6th Edition* rates were utilized for the shared parking analysis. ITE Land Use #820 (Shopping Plaza) was utilized for both retail and restaurant since it is common practice for shopping centers of this size to contain a mixture of retail and restaurant uses. This is verified by the ITE Land Use #820 description of use. The principle behind shared parking reductions is that the pattern of activity for land uses in a mixed-use project are sufficiently different so that the corresponding required parking demands of each activity would not occur simultaneously. The parking analysis was based on the percent utilization rates from the Urban Land Institute's (ULI) *Shared Parking, 3rd Edition* publication as well as the ratio of customer parking to employee parking outlined in the ULI *Shared Parking, 3rd Edition* publication. As previously mentioned, there are a mix of uses currently proposed for the site. These uses have different peak hours of demand in addition to different hours of operation. As shown on the attached table, this report prepared a shared parking analysis for both the weekday and weekend demand from 6:00 A.M. to 11:00 P.M. The ULI *Shared Parking, 3rd Edition* publication allows for parking reductions based on the following factors:

- Time of Day
- Monthly
- Non-Captive
- Mode Adjustment

The time-of-day adjustment factors were taken directly from the ULI *Shared Parking, 3rd Edition* publication. However, the ULI *Shared Parking, 3rd Edition* publication does not produce standard rates for non-captive and mode adjustment factors. Local and site-specific factors as well as professional judgment are to be utilized to determine these adjustment factors.

Captive patrons refer to people who are already present in the immediate vicinity and likely patrons of a second use. The proposed plan of development is an ideal scenario to utilize non-captive rates due to the mixture of land uses and the design principles applied to the site. To be conservative, the non-captive adjustment was not used.

The results of the analysis demonstrated that the proposed plan of development will have a maximum parking demand of 719 parking spaces during the weekday , 867 parking spaces on Saturday, and 680 parking spaces on Sunday. The peak parking period occurs between 2:00 to 3:00 P.M. during the weekday and between 3:00 to 4:00 P.M. during the weekend. It should be noted that during the majority of the day, the parking demand will be less than the peak parking demand of 867 parking spaces. The shared parking calculations based on the ITE *Parking Generation* publication and the Urban Land Institute's *Shared Parking* publication and consistent with standard industry practices are attached to this report. To account for parking turnover and to be conservative, a 10% buffer can be added to the peak demand of 867 parking spaces for a total of 954 spaces.

As shown on the Site Plan, a total of 776 spaces are proposed not including the Life Church, the School, or additional spaces created with valet parking. The developer plans to utilize valet parking and cone off certain areas within the parking lots to allow for double stacked vehicles to create additional parking. Additionally, the developer is entering into a shared parking agreement with the church to obtain 147 additional spaces. With the additional valet spaces and shared Life Church parking, a total of 1023 spaces can be accommodated onsite. The development parking plan including the valet zones and shared parking is attached to this report.

4.0 CONTIGENCY PARKING

Contingency Plan 1: Shared Parking with Wingrove Academy

The first option is to establish an additional shared parking agreement with Wingrove Academy. In the school's initial phase, the adjacent baseball fields will not yet be constructed, freeing up additional space. Through an agreement with Wingrove Academy, an extra 181 parking spaces would be available. Because peak activity periods for the mixed-use site differ from those of the school, this shared approach is feasible. With these agreements in place, the total parking supply would increase to 1,204 spaces.

Contingency Plan 2: Parking Garage Construction

The second option is to construct a parking garage on either the north or south lot of the mixed-use site. The parking garage would provide at least 1,204 parking spaces, with potential for additional capacity through valet zones, construction of garages on both lots, and/or further shared parking with Life Church and Wingrove Academy. Under this scenario, parking supply could significantly exceed 1,204 spaces if needed.

Both contingency plans are included as attachments to this report for reference.

5.0 CONCLUSION

As demonstrated in this study, the anticipated maximum parking demand for the proposed plan of development is 867 parking spaces without the 10% buffer and 954 parking spaces with the 10% buffer. The proposed Site Plan will accommodate 1,023 parking spaces for the mixed-use site inclusive of dedicated valet zones and a shared parking agreement with Life Church. Parking contingency plans allow for additional parking from a shared parking agreement with Wingrove Academy along with the construction of a parking garage on the north or south lots to allow for a minimum of 1,204 spaces. 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.

bk: x:/docs/trafficdrainage/sps.25024.rev3

SHARED PARKING ANALYSIS - WEEKDAY

BASED ON ITE 50TH PERCENTILE

Raw Parking Demand

Use	Intensity (SF or Units)	ITE 50th Rate (Per 1,000 SF or Rooms)	Parking Required
Apartments	15	1.27	19
Hotel	180	0.64	115
Retail	310,000	1.67	518
Office	70,000	1.95	137
TOTAL			789

Shared Parking Demand - WEEKDAY

Land Use	Type	Rate	Percentage	Parking Demand	Non-Captive	Mode Adjustment	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM	
							%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking
Apartments	Visitor	0.1	7.1%	1	100%	100%	0%	0	10%	0	20%	0	20%	0	20%	0	20%	0	20%	0	20%	0	20%	0
	Resident	1.3	92.9%	17	100%	100%	95%	16	80%	14	67%	11	55%	9	50%	9	45%	8	40%	7	40%	7	40%	7
Hotel	Customer	1	87.0%	100	100%	100%	95%	95	95%	95	90%	90	80%	80	70%	70	70%	70	65%	65	65%	65	70%	70
	Employee	0.15	13.0%	15	100%	100%	10%	2	30%	5	100%	15	100%	15	100%	15	100%	15	100%	15	100%	15	100%	15
Retail	Customer	2.9	80.6%	417	100%	100%	1%	4	5%	21	15%	63	35%	146	60%	250	75%	313	100%	417	100%	417	95%	396
	Employee	0.7	19.4%	101	100%	100%	10%	10	15%	15	25%	25	45%	45	75%	76	95%	96	100%	101	100%	101	100%	101
Office	Visitors	0.3	7.9%	11	100%	100%	0%	0	1%	0	20%	2	60%	7	100%	11	45%	5	15%	2	45%	5	95%	10
	Employee	3.5	92.1%	126	100%	100%	3%	4	15%	19	50%	63	90%	113	100%	126	100%	126	85%	107	85%	107	95%	120
			TOTAL	788				131		169		269		415		557		633		714		717		719

Land Use	Type	Rate	Percentage	Parking Demand	Non-Captive	Mode Adjustment	3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM	
							%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking
Residential	Visitor	0.1	7.1%	1	100%	100%	20%	0	20%	0	60%	0	60%	1	100%	1	100%	1	100%	1	100%	1	80%	1
	Resident	1.3	92.9%	17	100%	100%	40%	7	45%	8	50%	9	60%	10	70%	12	80%	14	85%	14	95%	16	97%	16
Hotel	Customer	1	87.0%	100	100%	100%	70%	70	75%	75	80%	80	85%	85	85%	85	90%	90	95%	95	95%	95	100%	100
	Employee	0.15	13.0%	15	100%	100%	100%	15	70%	11	70%	11	40%	6	20%	3	20%	3	20%	3	20%	3	10%	2
Retail	Customer	2.9	80.6%	417	100%	100%	85%	354	85%	354	85%	354	90%	375	80%	334	65%	271	45%	188	15%	63	5%	21
	Employee	0.7	19.4%	101	100%	100%	100%	101	100%	101	100%	101	100%	101	100%	101	90%	91	60%	61	40%	40	20%	20
Office	Visitors	0.3	7.9%	11	100%	100%	45%	5	15%	2	10%	1	5%	1	2%	0	1%	0	0%	0	0%	0	0%	0
	Employee	3.5	92.1%	126	100%	100%	95%	120	85%	107	60%	76	25%	32	15%	19	5%	6	3%	4	1%	1	0%	0
			TOTAL	788				672		658		632		611		555		476		366		219		160

WEEKDAY MAX 719

10% Buffer 72

TOTAL PARKING NEEDED 791

Notes: Time of day percentages from ULI Shared Parking, 3rd Edition.

Time of Day	Parking Demand
6:00 AM	131
7:00 AM	169
8:00 AM	269
9:00 AM	415
10:00 AM	557
11:00 AM	633
12:00 PM	714
1:00 PM	717
2:00 PM	719
3:00 PM	672
4:00 PM	658
5:00 PM	632
6:00 PM	611
7:00 PM	555
8:00 PM	476
9:00 PM	366
10:00 PM	219
11:00 PM	160

SHARED PARKING ANALYSIS - SATURDAY
BASED ON ITE 50TH PERCENTILE

Raw Parking Demand

Use	Intensity (SF or Units)	ITE 50th Rate (Per 1,000 SF or Rooms)	Parking Required
Apartments	15	1.18	18
Hotel	180	0.65	117
Retail	310,000	2.43	753
Office	70,000	0.20	14
TOTAL			902

Shared Parking Demand - SATURDAY

Land Use	Type	Rate	Percentage	Parking Demand	Non-Captive	Mode Adjustment	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM	
							%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking
Apartments	Visitor	0.15	10.3%	2	100%	100%	0%	0	10%	0	20%	0	20%	0	20%	0	20%	0	20%	0	20%	0	20%	0
	Resident	1.3	89.7%	16	100%	100%	100%	16	95%	15	88%	14	80%	13	75%	12	70%	11	68%	11	65%	10	65%	10
Hotel	Customer	1	87.0%	102	100%	100%	95%	97	95%	97	90%	92	80%	82	70%	71	70%	71	65%	66	65%	66	70%	71
	Employee	0.15	13.0%	15	100%	100%	10%	2	30%	5	100%	15	100%	15	100%	15	100%	15	100%	15	100%	15	100%	15
Retail	Customer	3.2	80.0%	602	100%	100%	1%	6	5%	30	30%	181	50%	301	70%	421	90%	542	95%	572	100%	602	100%	602
	Employee	0.8	20.0%	151	100%	100%	10%	15	15%	23	40%	60	75%	113	85%	128	95%	143	100%	151	100%	151	100%	151
Office	Visitors	0.03	7.9%	1	100%	100%	0%	0	20%	0	60%	1	80%	1	90%	1	100%	1	90%	1	80%	1	60%	1
	Employee	0.35	92.1%	13	100%	100%	0%	0	20%	3	60%	8	80%	10	90%	12	100%	13	90%	12	80%	10	60%	8
			TOTAL	902				136		173		371		535		660		796		828		855		858

Land Use	Type	Rate	Percentage	Parking Demand	Non-Captive	Mode Adjustment	3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM	
							%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking
Residential	Visitor	0.15	10.3%	2	100%	100%	20%	0	20%	0	40%	1	60%	1	100%	2	100%	2	100%	2	100%	2	80%	2
	Resident	1.3	89.7%	16	100%	100%	68%	11	71%	11	74%	12	77%	12	80%	13	83%	13	86%	14	89%	14	92%	15
Hotel	Customer	1	87.0%	102	100%	100%	70%	71	75%	77	80%	82	85%	87	85%	87	90%	92	95%	97	95%	97	100%	102
	Employee	0.15	13.0%	15	100%	100%	100%	15	70%	11	70%	11	40%	6	20%	3	20%	3	20%	3	20%	3	10%	2
Retail	Customer	3.2	80.0%	602	100%	100%	100%	602	95%	572	90%	542	80%	482	75%	452	65%	391	50%	301	35%	211	15%	90
	Employee	0.8	20.0%	151	100%	100%	100%	151	100%	151	95%	143	85%	128	80%	121	75%	113	65%	98	45%	68	15%	23
Office	Visitors	0.03	7.9%	1	100%	100%	40%	5	20%	3	10%	1	5%	1	0%	0	0%	0	0%	0	0%	0	0%	0
	Employee	0.35	92.1%	13	100%	100%	95%	12	20%	3	10%	1	5%	1	0%	0	0%	0	0%	0	0%	0	0%	0
			TOTAL	902				867		828		793		718		678		614		515		395		334

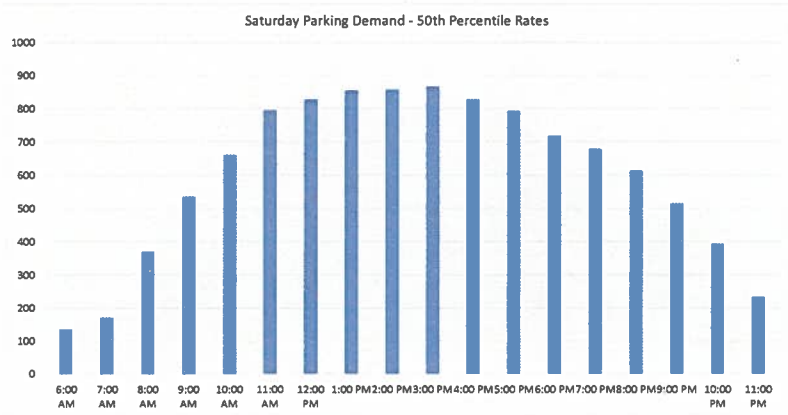
WEEKEND MAX **867**

10% Buffer **87**

TOTAL PARKING NEEDED **954**

Notes: Time of day percentages from ULI Shared Parking, 3rd Edition.

Time of Day	Parking Demand
6:00 AM	136
7:00 AM	173
8:00 AM	371
9:00 AM	535
10:00 AM	660
11:00 AM	796
12:00 PM	828
1:00 PM	855
2:00 PM	858
3:00 PM	867
4:00 PM	828
5:00 PM	793
6:00 PM	718
7:00 PM	678
8:00 PM	614
9:00 PM	515
10:00 PM	395
11:00 PM	334



SHARED PARKING ANALYSIS - SUNDAY
BASED ON ITE 50TH PERCENTILE

Raw Parking Demand

Use	Intensity (SF or Units)	ITE 50th Rate (Per 1,000 SF or Rooms)	Parking Required
Apartments	15	1.16	17
Hotel	180	0.65	117
Retail	310,000	1.83	567
Office	70,000	0.20	14
TOTAL			715

Shared Parking Demand - SUNDAY

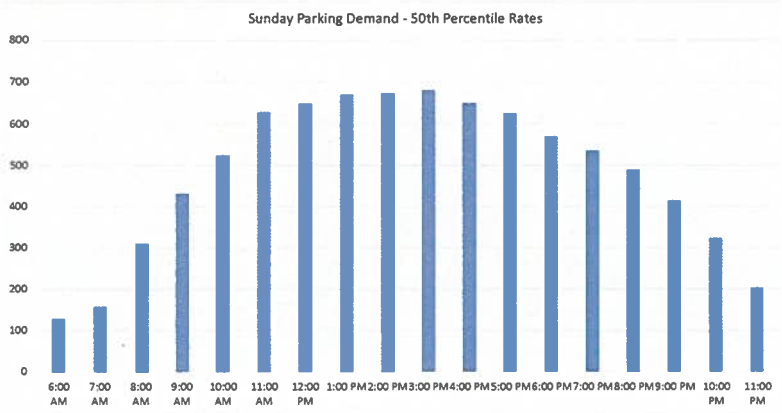
Land Use	Type	Rate	Percentage	Parking Demand	Non-Captive	Mode Adjustment	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM	
							%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking
Apartments	Visitor	0.15	10.3%	2	100%	100%	0%	0	10%	0	20%	0	20%	0	20%	0	20%	0	20%	0	20%	0	20%	0
	Resident	1.3	89.7%	15	100%	100%	100%	15	95%	14	88%	13	80%	12	75%	11	70%	11	68%	10	65%	10	65%	10
Hotel	Customer	1	87.0%	102	100%	100%	95%	97	95%	97	90%	92	80%	82	70%	71	70%	71	65%	66	65%	66	70%	71
	Employee	0.15	13.0%	15	100%	100%	10%	2	30%	5	100%	15	100%	15	100%	15	100%	15	100%	15	100%	15	100%	15
Retail	Customer	3.2	80.0%	454	100%	100%	1%	5	5%	23	30%	136	50%	227	70%	318	90%	409	95%	431	100%	454	100%	454
	Employee	0.8	20.0%	113	100%	100%	10%	11	15%	17	40%	45	75%	85	85%	96	95%	107	100%	113	100%	113	100%	113
Office	Visitors	0.03	7.9%	1	100%	100%	0%	0	20%	0	60%	1	80%	1	90%	1	100%	1	90%	1	80%	1	60%	1
	Employee	0.35	92.1%	13	100%	100%	0%	0	20%	3	60%	8	80%	10	90%	12	100%	13	90%	12	80%	10	60%	8
			TOTAL	715				130		159		319		432		524		627		648		669		672

Land Use	Type	Rate	Percentage	Parking Demand	Non-Captive	Mode Adjustment	3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM	
							%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking	%	Adjusted Parking
Residential	Visitor	0.15	10.3%	2	100%	100%	20%	0	20%	0	40%	1	60%	1	100%	2	100%	2	100%	2	100%	2	80%	2
	Resident	1.3	89.7%	15	100%	100%	68%	10	71%	11	74%	11	77%	12	80%	12	83%	12	86%	13	89%	13	92%	14
Hotel	Customer	1	87.0%	102	100%	100%	70%	71	75%	77	80%	82	85%	87	85%	87	90%	92	95%	97	95%	97	100%	102
	Employee	0.15	13.0%	15	100%	100%	100%	15	70%	11	70%	11	40%	6	20%	3	20%	3	20%	3	20%	3	10%	2
Retail	Customer	3.2	80.0%	454	100%	100%	100%	454	95%	431	90%	409	80%	363	75%	341	65%	295	50%	227	35%	159	15%	68
	Employee	0.8	20.0%	113	100%	100%	100%	113	100%	113	95%	107	85%	96	80%	90	75%	85	65%	73	45%	51	15%	17
Office	Visitors	0.03	7.9%	1	100%	100%	40%	5	20%	3	10%	1	5%	1	0%	0	0%	0	0%	0	0%	0	0%	0
	Employee	0.35	92.1%	13	100%	100%	95%	12	20%	3	10%	1	5%	1	0%	0	0%	0	0%	0	0%	0	0%	0
			TOTAL	715				680		649		623		567		535		489		415		325		205

WEEKEND MAX 680
10% Buffer 68
TOTAL PARKING NEEDED 748

Notes: Time of day percentages from ULI Shared Parking, 3rd Edition.

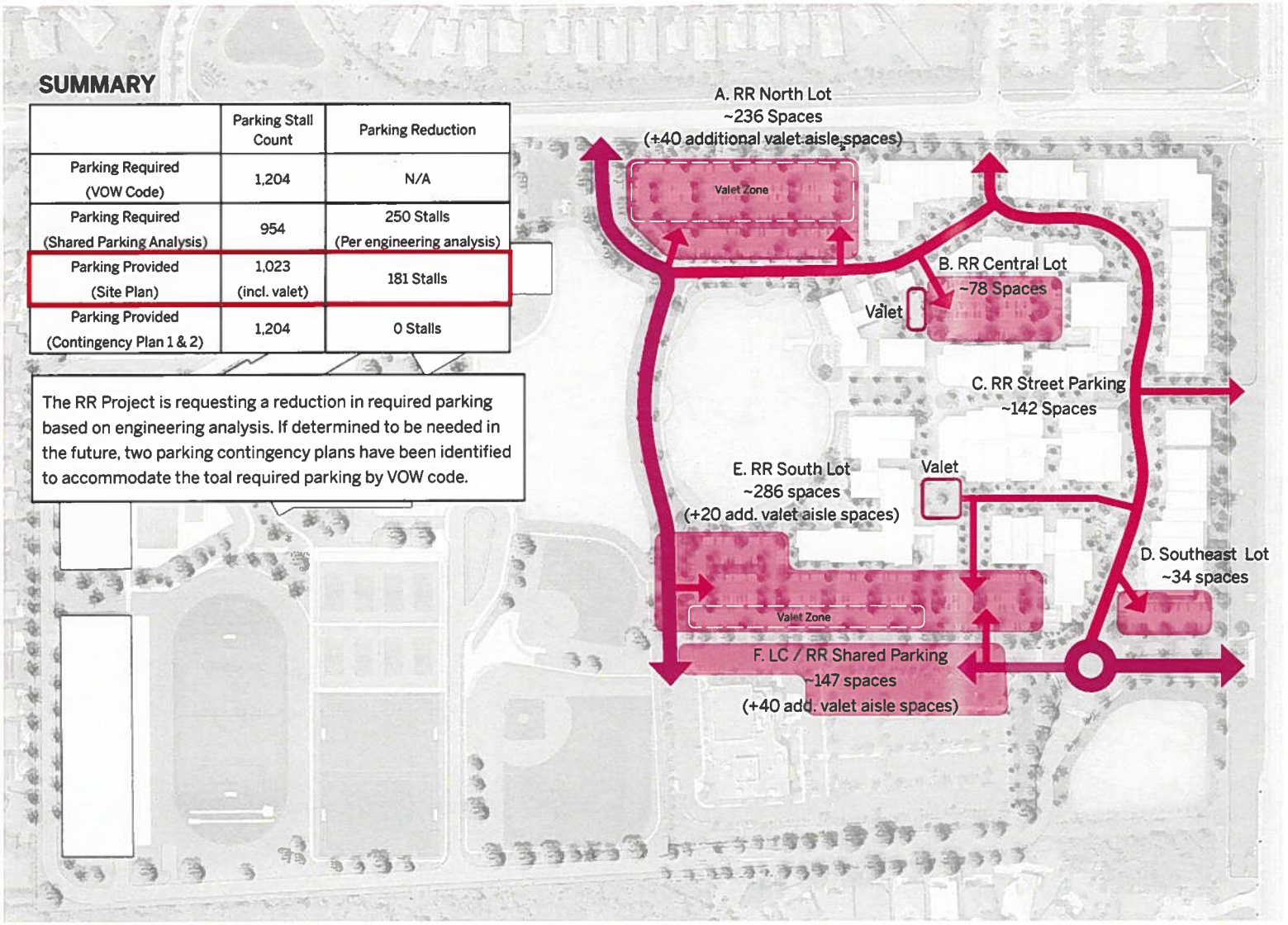
Time of Day	Parking Demand
6:00 AM	130
7:00 AM	159
8:00 AM	310
9:00 AM	432
10:00 AM	524
11:00 AM	627
12:00 PM	648
1:00 PM	669
2:00 PM	672
3:00 PM	680
4:00 PM	649
5:00 PM	623
6:00 PM	567
7:00 PM	535
8:00 PM	489
9:00 PM	415
10:00 PM	325
11:00 PM	205



SUMMARY

	Parking Stall Count	Parking Reduction
Parking Required (VOW Code)	1,204	N/A
Parking Required (Shared Parking Analysis)	954	250 Stalls (Per engineering analysis)
Parking Provided (Site Plan)	1,023 (incl. valet)	181 Stalls
Parking Provided (Contingency Plan 1 & 2)	1,204	0 Stalls

The RR Project is requesting a reduction in required parking based on engineering analysis. If determined to be needed in the future, two parking contingency plans have been identified to accommodate the toal required parking by VOW code.



Parking - VOW Code

Use	Size	Total
Retail/ Office	80,000 NSF (1 space / 250 SF)	320
Retail/ Office	300,000 NSF (1 space / 500 SF)	600
Hotel	180 Rooms (1.25 spaces / Room + 1 / employee)	250
Resid.	15 DU (2.25 spaces / DU)	34
TOTAL		1204

Parking - Shared Parking Analysis

867 Peak Parking Demand
954 Parking Demand (incl. 10% buffer)

Parking - Site Plan

Zone	Parking Stalls	Valet	Total
A	236	40	276
B	78		78
C	142		142
D	34		34
E	286	20	306
F	147	40	187
TOTAL	923	100	1023

RR Development Parking Plan

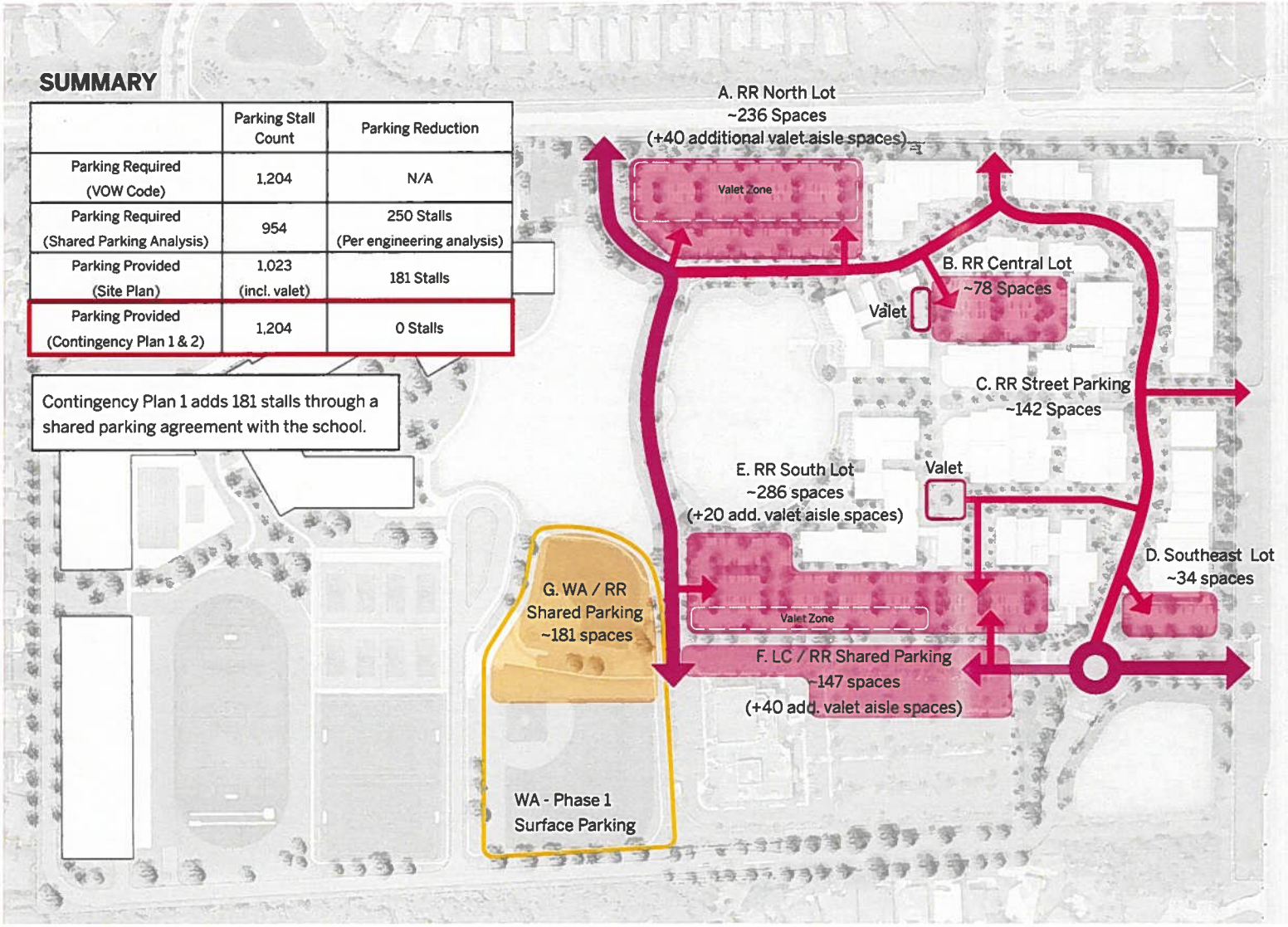
0 100 200

N

SUMMARY

	Parking Stall Count	Parking Reduction
Parking Required (VOW Code)	1,204	N/A
Parking Required (Shared Parking Analysis)	954	250 Stalls (Per engineering analysis)
Parking Provided (Site Plan)	1,023 (incl. valet)	181 Stalls
Parking Provided (Contingency Plan 1 & 2)	1,204	0 Stalls

Contingency Plan 1 adds 181 stalls through a shared parking agreement with the school.



Parking - VOW Code

Use	Size	Total
Retail/ Office	80,000 NSF (1 space / 250 SF)	320
Retail/ Office	300,000 NSF (1 space / 500 SF)	600
Hotel	180 Rooms (1.25 spaces / Room + 1 / employee)	250
Resid.	15 DU (2.25 spaces / DU)	34
TOTAL		1204

Parking - Contingency Plan 1

Zone	Parking Stalls	Valet	Shared	Total
A	236	40		276
B	78			78
C	142			142
D	34			34
E	286	20		306
F	147	40		187
G			181	181
TOTAL	923	100	181	1204

RR Development Parking Contingency Plan 1

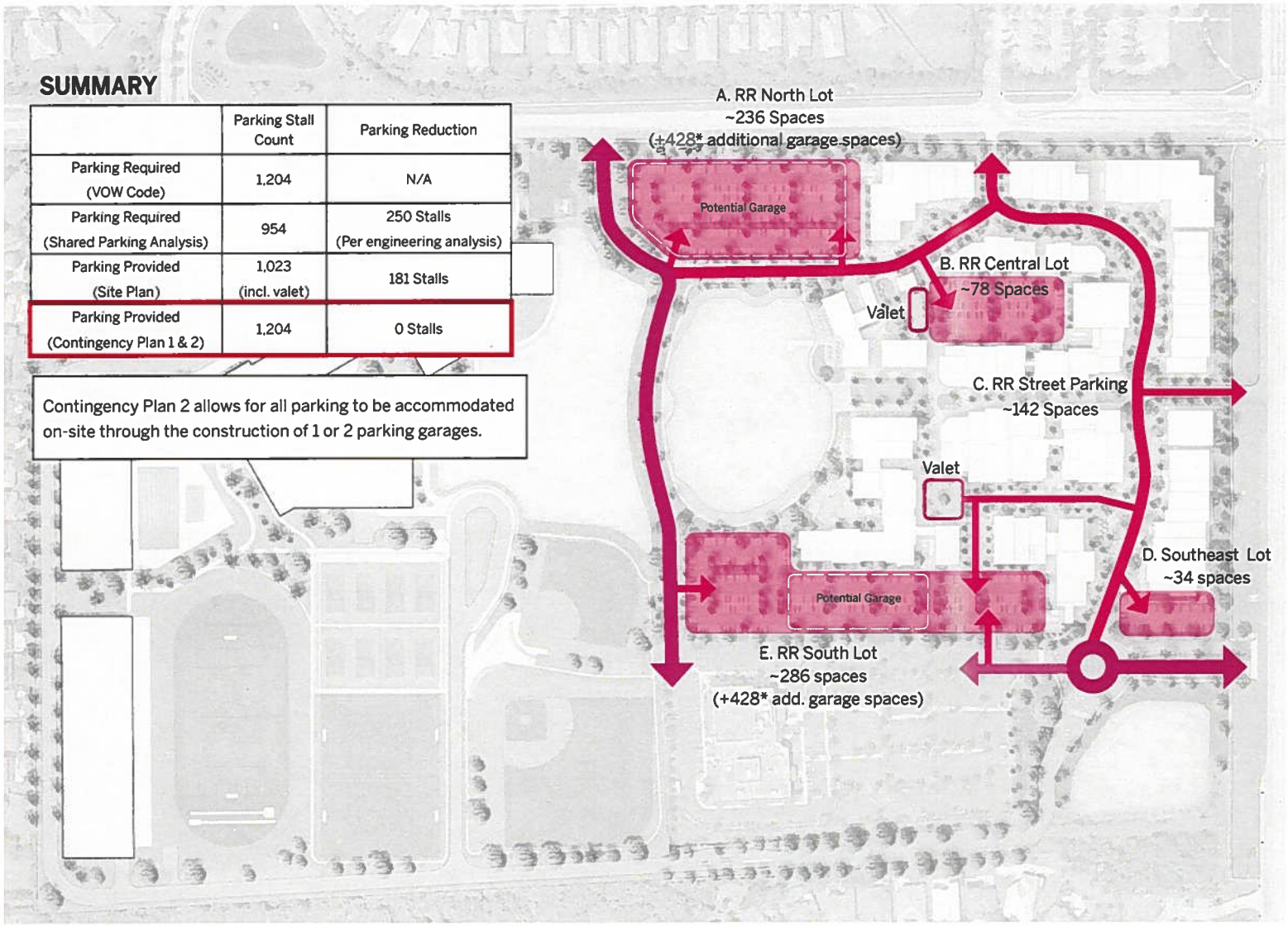
0 100 200

N

SUMMARY

	Parking Stall Count	Parking Reduction
Parking Required (VOW Code)	1,204	N/A
Parking Required (Shared Parking Analysis)	954	250 Stalls (Per engineering analysis)
Parking Provided (Site Plan)	1,023 (incl. valet)	181 Stalls
Parking Provided (Contingency Plan 1 & 2)	1,204	0 Stalls

Contingency Plan 2 allows for all parking to be accommodated on-site through the construction of 1 or 2 parking garages.



Parking - VOW Code

Use	Size	Total
Retail/ Office	80,000 NSF (1 space / 250 SF)	320
Retail/ Office	300,000 NSF (1 space / 500 SF)	600
Hotel	180 Rooms (1.25 spaces / Room + 1 / employee)	250
Resid.	15 DU (2.25 spaces / DU)	34
TOTAL		1204

Parking - Contingency Plan 2

Zone	Parking Stalls	Garage / Valet	Total
A	236	(428*)	(236)*
B	78		78
C	142		142
D	34		34
E	286	(428)*	(286)*
TOTAL	776	428	1204

* 428 stalls to be added in one or two garages in Zones A and/or E

RR Development Parking Contingency Plan 2

0 100 200

N

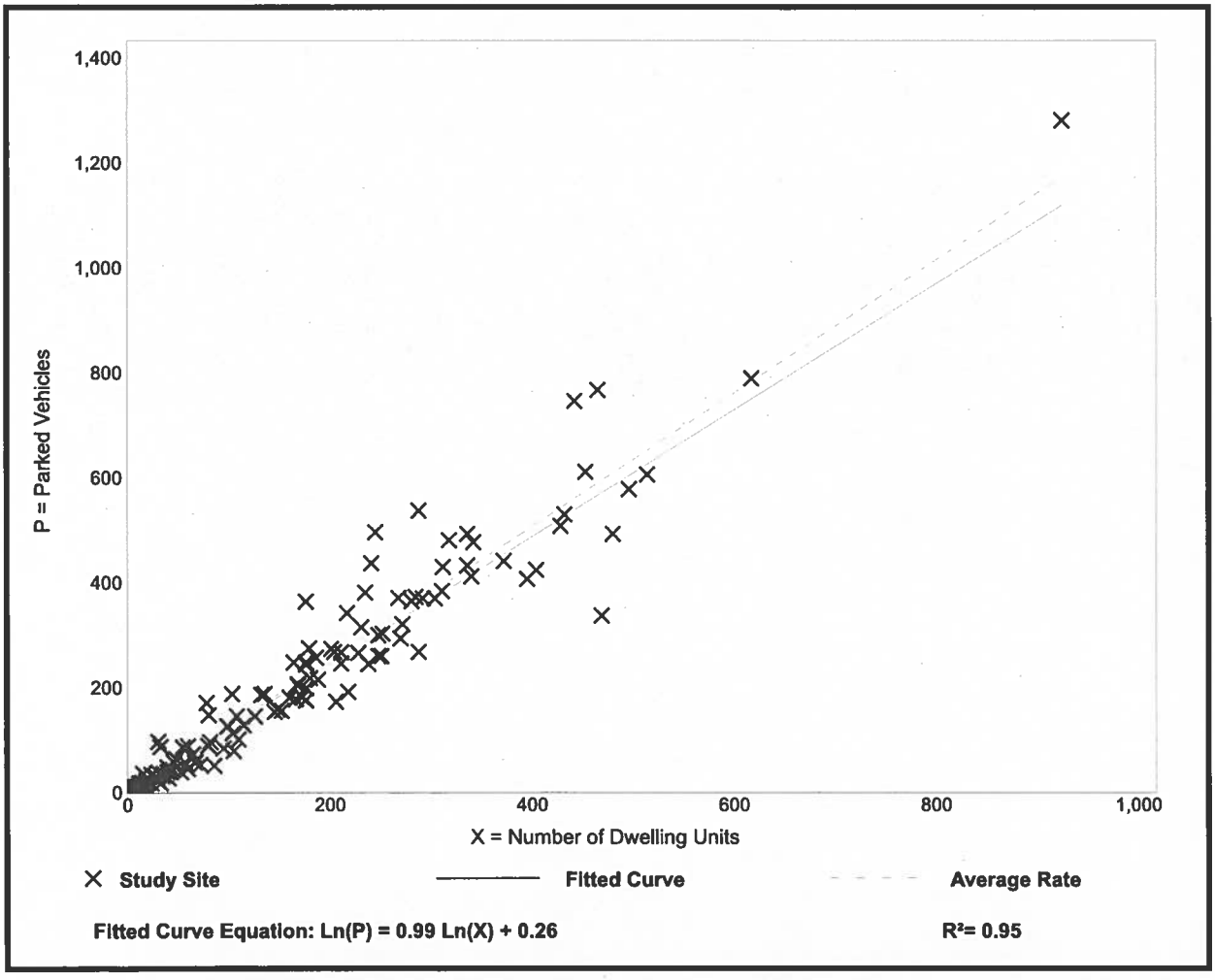
Multifamily Housing - 2+ BR (Low-Rise) - Not Close to Rail Transit
(220)

Peak Period Parking Demand vs: **Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban**
Number of Studies: 143
Avg. Num. of Dwelling Units: 154

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.27	0.58 - 3.16	1.07 / 1.59	1.22 - 1.32	0.29 (23%)

Data Plot and Equation



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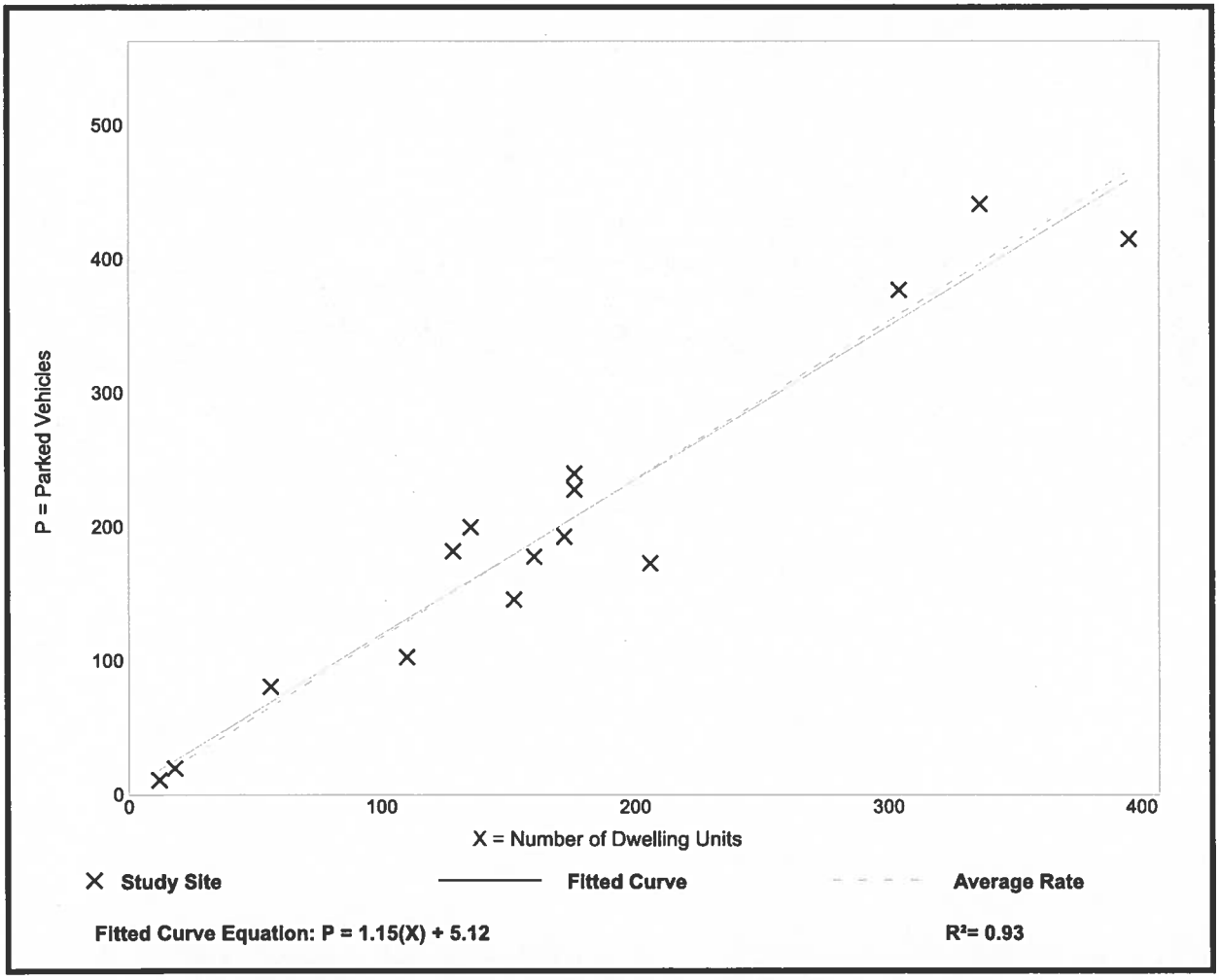
Multifamily Housing - 2+ BR (Low-Rise) - Not Close to Rail Transit
(220)

Peak Period Parking Demand vs: **Dwelling Units**
On a: **Saturday**
Setting/Location: **General Urban/Suburban**
Number of Studies: 15
Avg. Num. of Dwelling Units: 169

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.18	0.84 - 1.48	1.07 / 1.44	***	0.19 (16%)

Data Plot and Equation



Multifamily Housing - 2+ BR (Low-Rise) - Not Close to Rail Transit
(220)

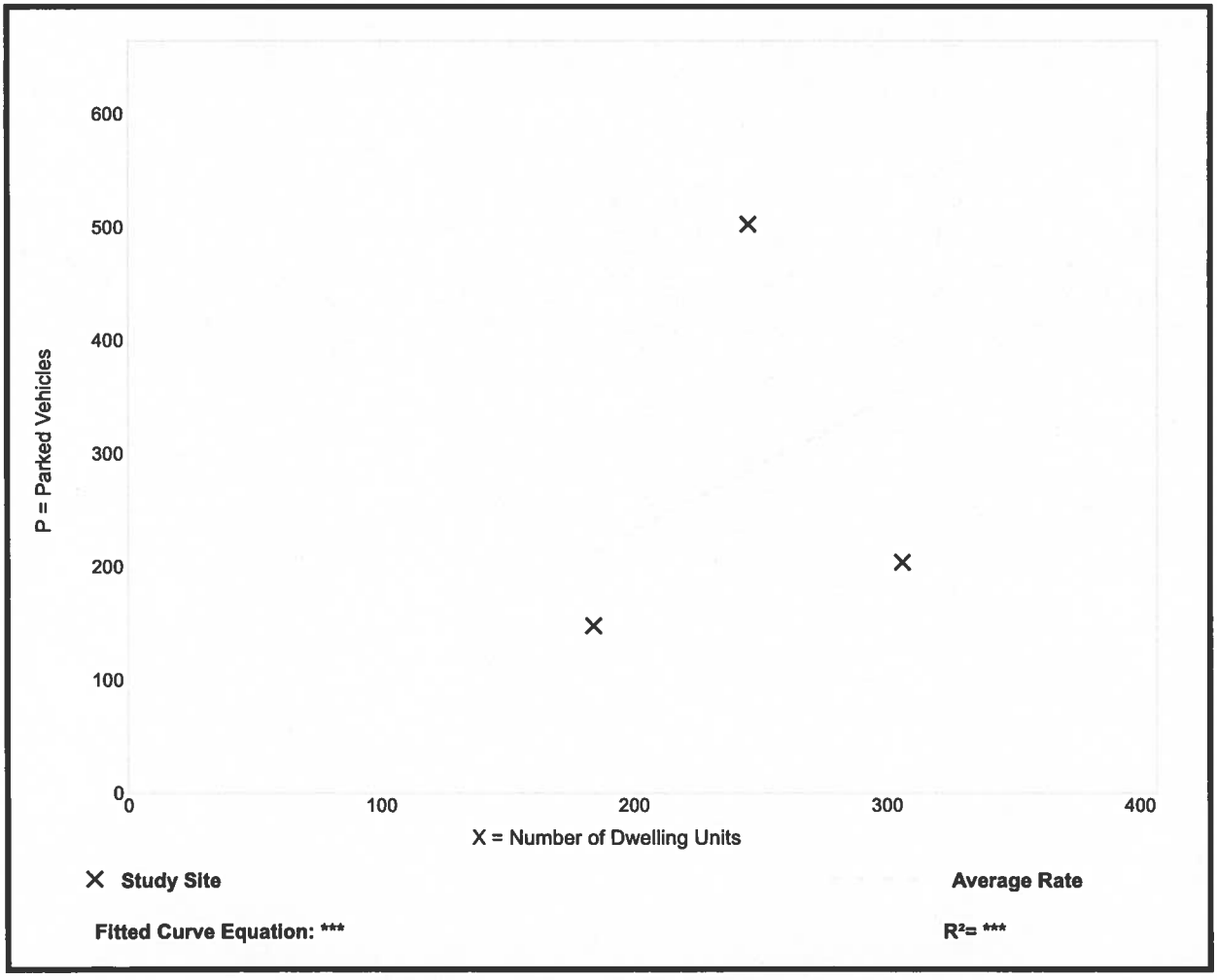
Peak Period Parking Demand vs: **Dwelling Units**
On a: **Sunday**
Setting/Location: **General Urban/Suburban**
Number of Studies: 3
Avg. Num. of Dwelling Units: 245

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.16	0.67 - 2.05	0.71 / 2.05	***	0.77 (66%)

Data Plot and Equation

Caution – Small Sample Size



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Land Use: 310 Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, concierge service, valet parking, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (four study sites) and a Saturday (three study sites) in a general urban/suburban setting.

	Percent of Peak Parking Demand	
Hour Beginning	Weekday	Saturday
12:00–4:00 a.m.	100	100
5:00 a.m.	—	—
6:00 a.m.	90	80
7:00 a.m.	90	81
8:00 a.m.	90	80
9:00 a.m.	80	79
10:00 a.m.	74	70
11:00 a.m.	67	65
12:00 p.m.	65	61
1:00 p.m.	61	57
2:00 p.m.	59	48
3:00 p.m.	58	50
4:00 p.m.	61	55
5:00 p.m.	60	59
6:00 p.m.	62	66
7:00 p.m.	65	76
8:00 p.m.	70	76
9:00 p.m.	75	78
10:00 p.m.	88	87
11:00 p.m.	97	95

Additional Data

Parking demand at a hotel is related to the presence of supporting facilities. A hotel with a convention facility, meeting rooms, restaurant, or banquet space, may include parking demand generated by event attendees who are not hotel guests. As a result, peak parking demand for the hotel may occur during the afternoon or evening instead of the typical hotel peak parking demand that occurs overnight. To illustrate, for four of the 12 study sites in the database, the time-of-day parking demand distribution clearly demonstrates that an event took place during the evening of the study period. The peak parking demand at these four sites ranged between 50 and 100 percent greater than that of the peak overnight parking demand for hotel guests.

The database for this land use does not include information on potential independent variables for the generation of event-related parking demand (such as meeting facility GFA or event attendees) during the count period. For that reason, the peak parking demand displayed in the data plots only includes a site's overnight peak parking demand (i.e., parking demand associated with overnight guests and hotel staff). The plots do not contain peak parking demands generated by other supporting facilities or events that occur outside of the typical overnight peak parking period.

Parking demand at all lodging land uses may be related to the recent emergence of transportation network companies (TNCs) (also referred to as ride-share or ride-hailing companies). Hotel parking demand may be reduced if a hotel guest uses a TNC service for hotel drop-off or pick-up rather than using a rental car and parking on-site. Additional data are needed in order to measure and understand the potential impact of TNCs on lodging land use parking demand.

The average parking supply ratio for the nine study sites with parking supply information is 1.1 spaces per room. The average peak parking occupancy at the four sites with event parking is 69 percent. For the nine sites with overnight parking demand counted, the average peak parking occupancy is 54 percent.

The sites were surveyed in the 1990s, the 2000s, and the 2020s in California, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms. Future data submissions should indicate the presence of supporting facilities and the level of activity/event taking place during the count period (e.g., full, empty, partially active; number of people attending a meeting/banquet). Data on the presence and usage of TNC service should be documented for all lodging land uses for future analysis purposes.

Source Numbers

217, 315, 401, 438, 603

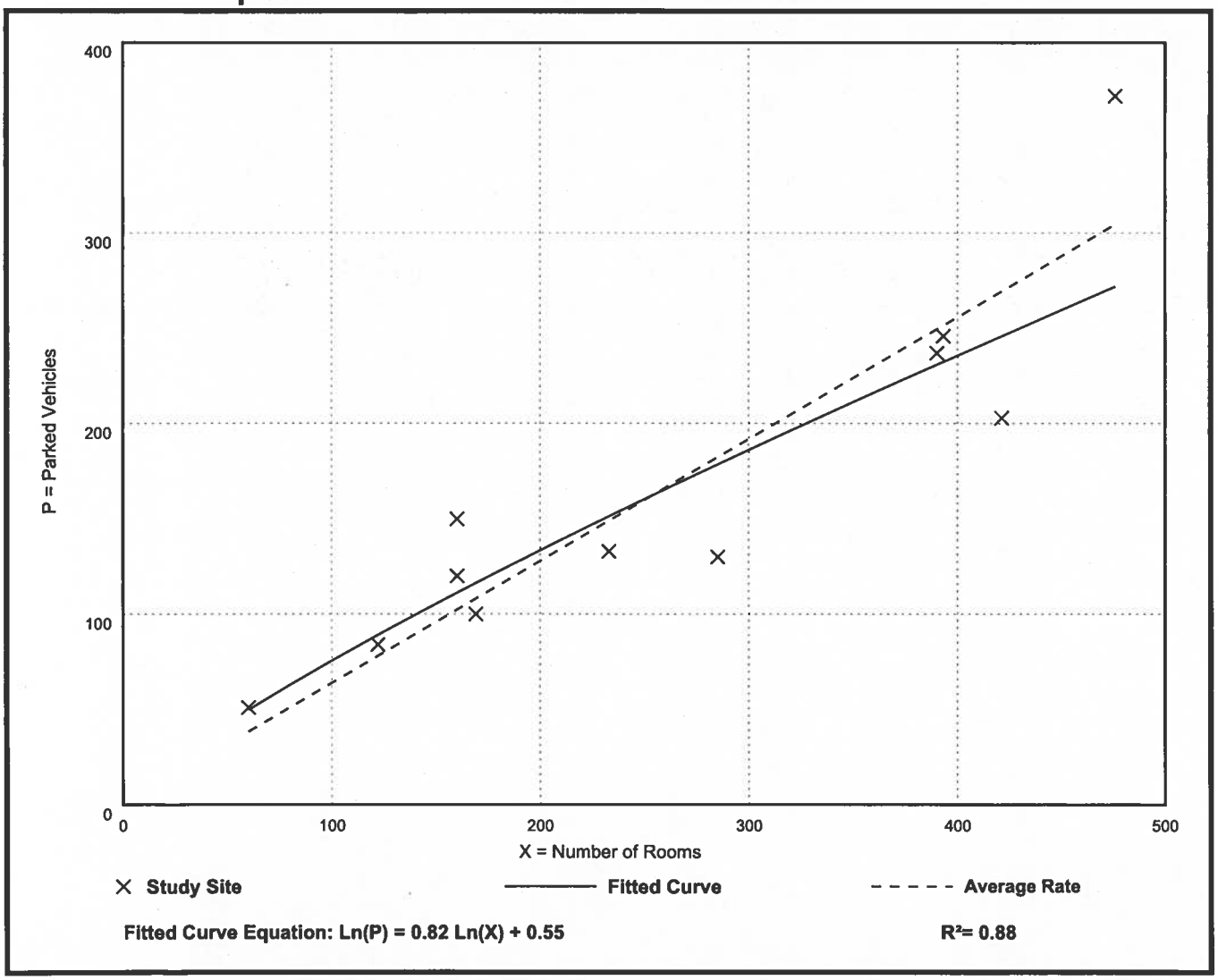
Hotel
(310)

Peak Period Parking Demand vs: Rooms
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Rooms: 261

Peak Period Parking Demand per Room

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.64	0.46 - 0.94	0.59 / 0.87	***	0.14 (22%)

Data Plot and Equation



Fitted Curve Equation: Ln(P) = 0.82 Ln(X) + 0.55

R^2= 0.88

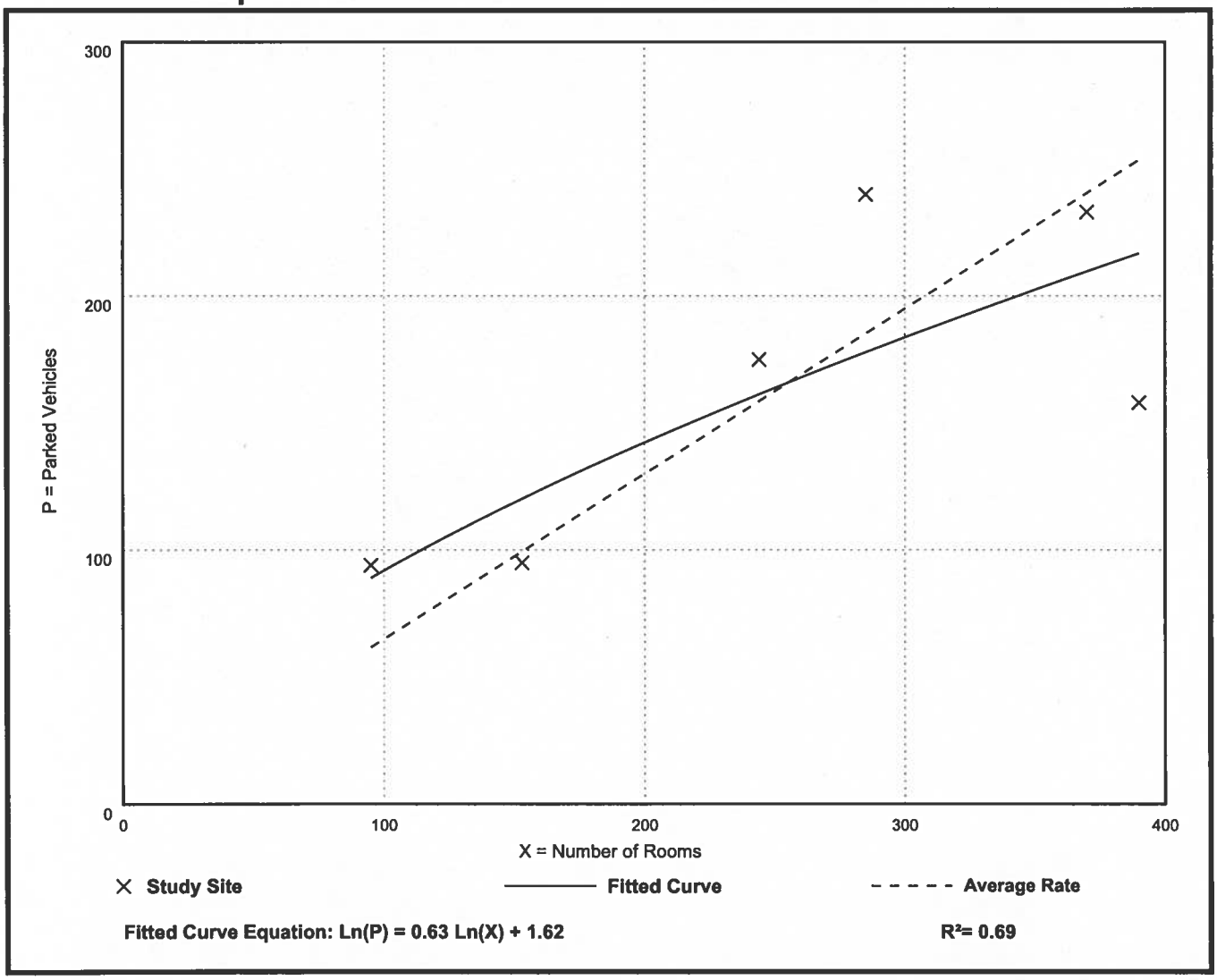
Hotel
(310)

Peak Period Parking Demand vs: Rooms
On a: Saturday
Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Rooms: 256

Peak Period Parking Demand per Room

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.65	0.41 - 0.99	0.62 / 0.98	***	0.19 (29%)

Data Plot and Equation



Fitted Curve Equation: Ln(P) = 0.63 Ln(X) + 1.62

R^2= 0.69

Land Use: 820 Shopping Center (>150k)

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Various names can be assigned to a shopping center within this size range, depending on its specific size and tenants, such as community center, regional center, superregional center, fashion center, and power center.

A shopping center of this size typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants.

A shopping center of this size can be enclosed or open-air. Parking demand generated at a shopping center is based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area (GFA) of the building.

The 150,000 square feet GLA threshold value between this shopping center land use and shopping plaza (Land Use 821) is based on an examination of parking demand data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a noticeable effect on site parking demand. For a shopping center that is larger than the threshold value, the parking demand generated by its other major tenants appears to mask the effects of the presence or absence of an on-site supermarket.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a Monday-Thursday (five study sites), a Friday (five study sites), and a Saturday (six study sites).

Hour Beginning	Percent of Peak Parking Demand		
	Weekday (Monday-Thursday)	Friday	Saturday
12:00-4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	–	–	–
7:00 a.m.	–	–	–
8:00 a.m.	–	–	–
9:00 a.m.	–	–	–
10:00 a.m.	47	–	67
11:00 a.m.	69	88	84
12:00 p.m.	97	93	94
1:00 p.m.	100	97	98
2:00 p.m.	94	95	100
3:00 p.m.	87	100	91
4:00 p.m.	82	95	72
5:00 p.m.	84	92	59
6:00 p.m.	82	87	–
7:00 p.m.	–	–	–
8:00 p.m.	–	–	–
9:00 p.m.	–	–	–
10:00 p.m.	–	–	–
11:00 p.m.	–	–	–

Additional Data

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the study sites include peripheral buildings, it can be assumed that some of the data show their effect.

The average parking supply ratios for the study sites with parking supply information are the following:

- 3.9 spaces per 1,000 square feet GLA (23 sites) in a general urban/suburban setting
- 3.2 spaces per 1,000 square feet GLA (1 site) in a dense multi-use urban setting

The average peak parking occupancy at these 24 sites is 62 percent.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Illinois, Kansas, Maine, Maryland, Massachusetts, Minnesota, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, Tennessee, Texas, and Virginia.

Future data submissions should attempt to provide information on the composition of each study site (types and number of stores, restaurants, or other tenants within the shopping center).

Source Numbers

89, 145, 152, 179, 224, 313, 315, 431, 433, 436, 441, 511, 525, 542, 565, 604, 605, 615, 620, 621, 628, 634

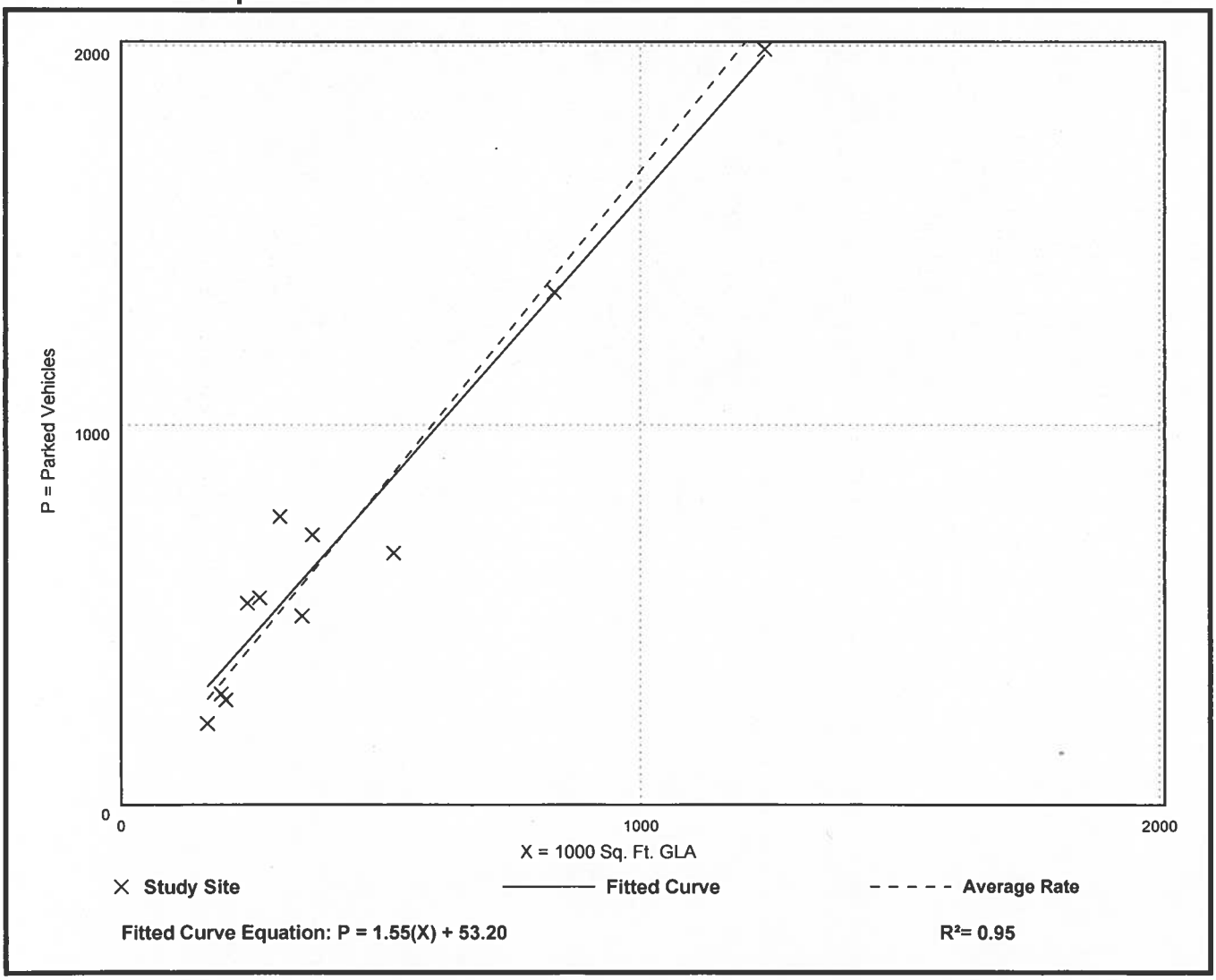
Shopping Center (>150k)
(820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. 1000 Sq. Ft. GLA: 426

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.67	1.27 - 2.49	1.43 / 2.25	***	0.34 (20%)

Data Plot and Equation



Fitted Curve Equation: P = 1.55(X) + 53.20

R^2= 0.95

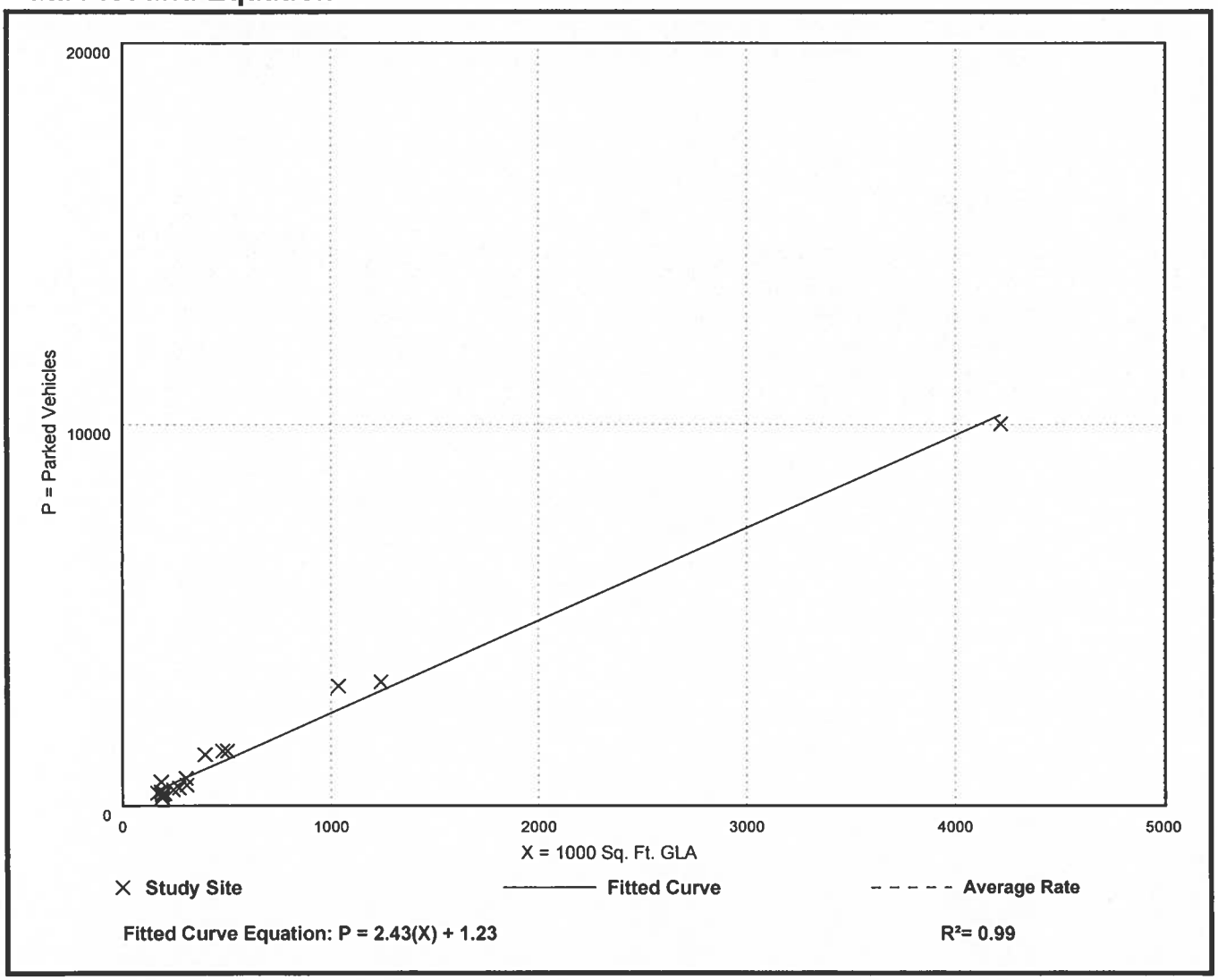
Shopping Center (>150k)
(820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA
On a: Saturday
Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GLA: 584

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.43	1.09 - 3.40	1.73 / 3.08	***	0.51 (21%)

Data Plot and Equation



Fitted Curve Equation: P = 2.43(X) + 1.23

R^2= 0.99

Shopping Center (>150k)
(820)

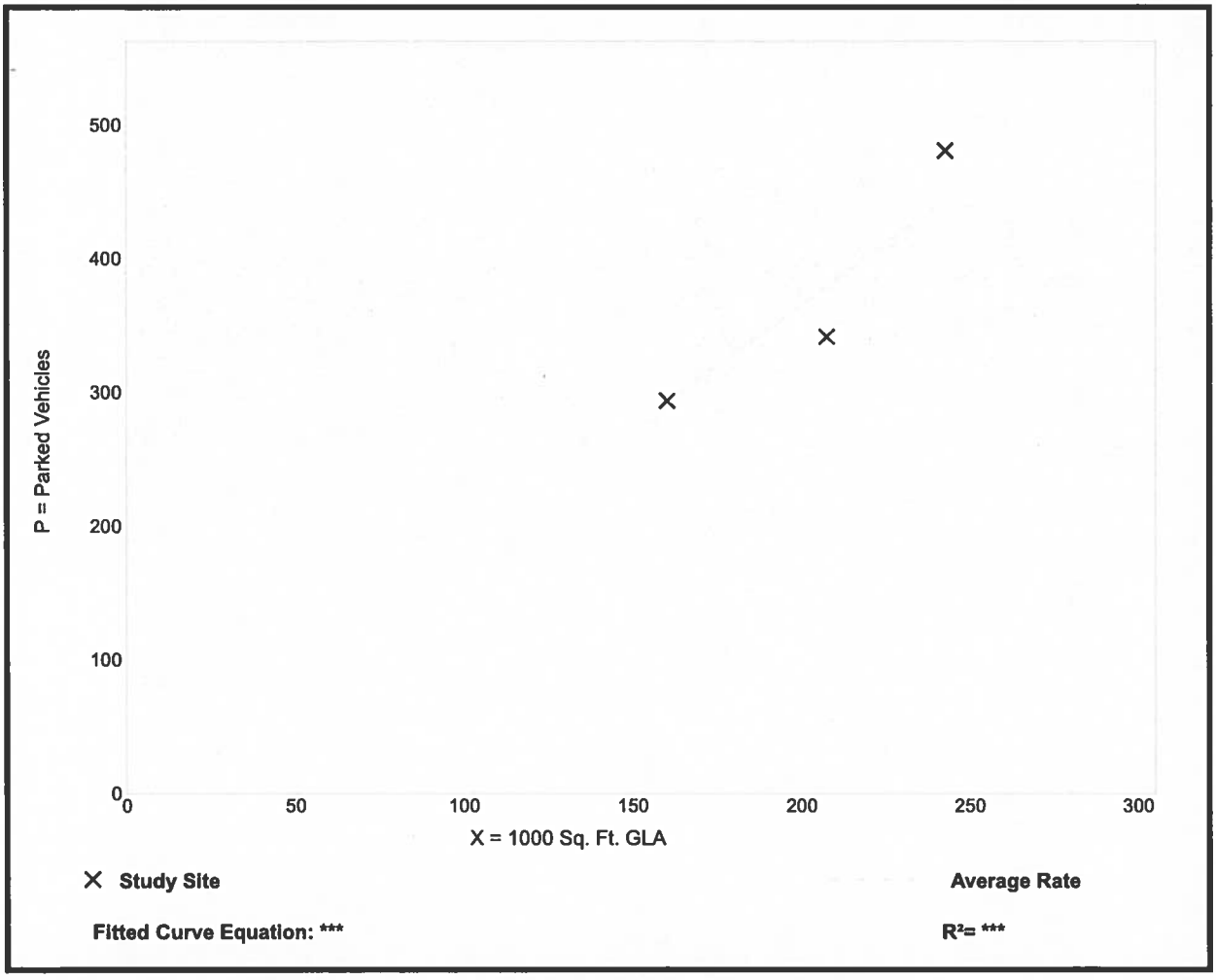
Peak Period Parking Demand vs: **1000 Sq. Ft. GLA**
On a: **Sunday**
Setting/Location: **General Urban/Suburban**
Number of Studies: 3
Avg. 1000 Sq. Ft. GLA: 203

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.83	1.65 - 1.98	1.71 / 1.98	***	0.18 (10%)

Data Plot and Equation

Caution – Small Sample Size



Parking Generation Manual, 6th Edition ● Institute of Transportation Engineers

Land Use: 710 General Office Building

Description

A general office building is a building with multiple tenants that employ persons in the management, direction, or conduct of legal, accounting, engineering, consulting, real estate, insurance, financial, or other professional services. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712).

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 19 study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
	General Urban/Suburban
12:00-4:00 a.m.	–
5:00 a.m.	–
6:00 a.m.	–
7:00 a.m.	13
8:00 a.m.	47
9:00 a.m.	87
10:00 a.m.	99
11:00 a.m.	100
12:00 p.m.	86
1:00 p.m.	84
2:00 p.m.	93
3:00 p.m.	93
4:00 p.m.	85
5:00 p.m.	57
6:00 p.m.	21
7:00 p.m.	–
8:00 p.m.	–
9:00 p.m.	–
10:00 p.m.	–
11:00 p.m.	–

Additional Data

For the seven study sites with parking supply information and located in a dense multi-use urban setting, the average parking supply ratio is 2.9 spaces per 1,000 square feet GFA. At these sites, the average peak parking occupancy is 56 percent.

For the 63 study sites with parking supply information and located in a general urban/suburban setting, the average parking supply ratio is 3.3 spaces per 1,000 square feet GFA. At these sites, the average peak parking occupancy is 60 percent.

For nine study sites, parking demand data were collected on a Saturday as well as a weekday. For those sites, peak Saturday parking demand averages 13 percent of the peak weekday parking demand.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alabama, Arizona, California, Colorado, District of Columbia, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, Texas, Utah, Virginia, Washington, and Wisconsin.

Source Numbers

122, 201, 211, 217, 276, 425, 431, 433, 436, 438, 440, 516, 531, 540, 551, 555, 556, 567, 571, 572, 588, 607, 618, 622, 633

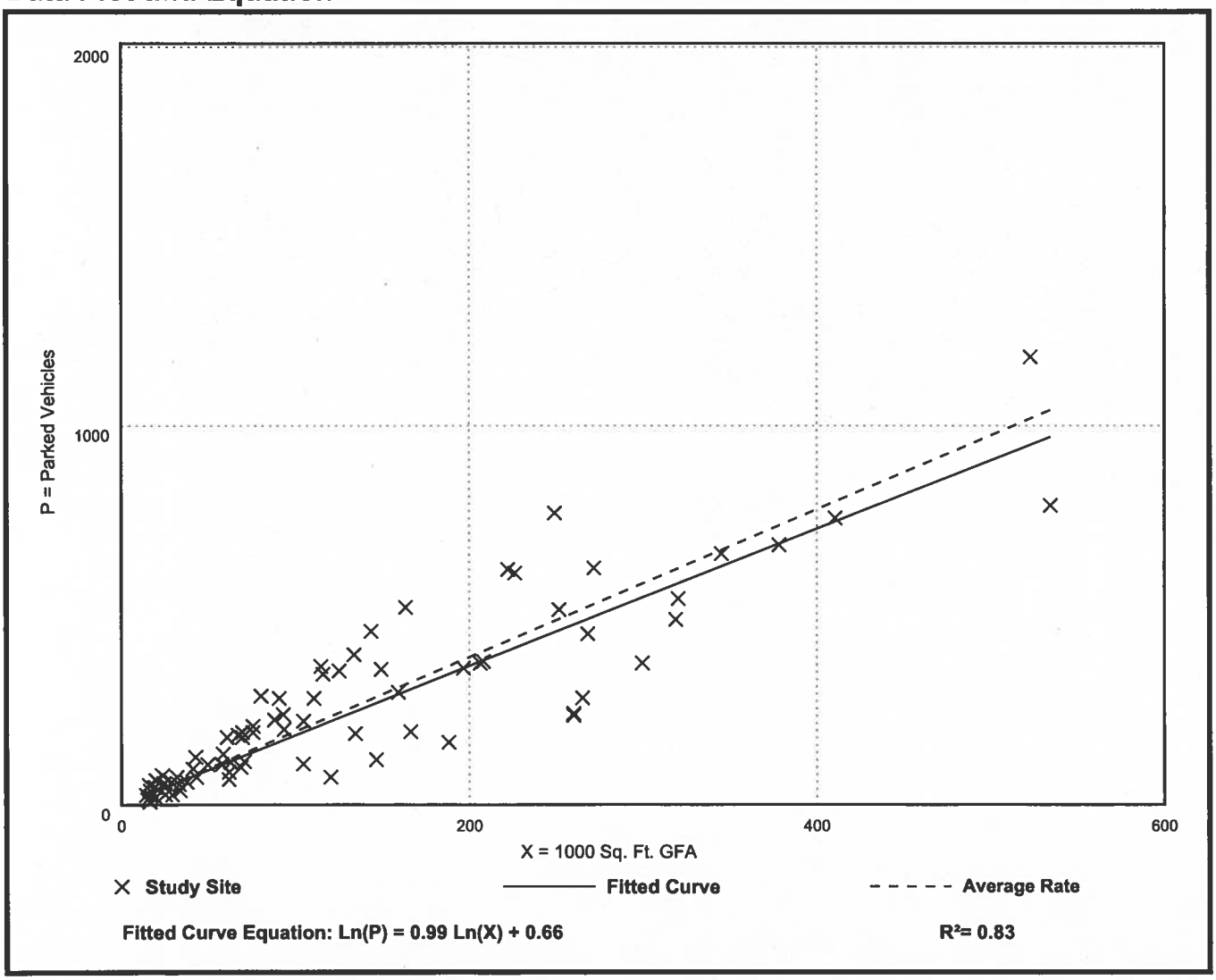
General Office Building
(710)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Number of Studies: 77
Avg. 1000 Sq. Ft. GFA: 131

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.95	0.50 - 3.60	1.68 / 2.98	1.79 - 2.11	0.70 (36%)

Data Plot and Equation



Fitted Curve Equation: Ln(P) = 0.99 Ln(X) + 0.66

R^2= 0.83

FIGURE 2-4 **Weekday Time-of-Day Adjustments**

Land use		6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 p.m.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 a.m.
Retail typical	Visitors	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
December	Visitors	1%	5%	15%	30%	55%	75%	90%	100%	100%	95%	80%	85%	90%	90%	85%	50%	30%	10%	0%
Late December	Visitors	*%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	0%
All	Employees	10%	15%	25%	45%	75%	95%	100%	*00%	100%	100%	*00%	100%	100%	100%	90%	60%	40%	20%	0%
Supermarket/ grocery	Visitors	5%	20%	30%	50%	60%	67%	85%	90%	95%	97%	100%	100%	100%	85%	55%	35%	20%	5%	5%
	Employees	20%	30%	40%	80%	90%	100%	100%	100%	100%	100%	100%	100%	80%	50%	35%	20%	20%	20%	20%
Pharmacy	Visitors	5%	20%	30%	60%	60%	67%	85%	90%	95%	97%	100%	100%	100%	85%	55%	35%	20%	5%	5%
	Employees	20%	30%	40%	80%	90%	100%	100%	100%	100%	100%	100%	100%	80%	50%	35%	20%	20%	20%	20%
Discount stores/ superstores	Visitors	15%	35%	45%	65%	75%	85%	100%	100%	100%	100%	95%	85%	75%	60%	45%	30%	10%	5%	1%
	Employees	25%	45%	55%	75%	85%	100%	100%	100%	100%	100%	100%	95%	85%	70%	55%	40%	20%	20%	20%
Home improvement stores/garden	Visitors	15%	20%	35%	55%	85%	99%	100%	99%	98%	90%	85%	80%	75%	60%	50%	30%	10%	0%	0%
	Employees	25%	30%	45%	65%	95%	100%	100%	100%	100%	100%	95%	90%	85%	70%	60%	40%	20%	0%	0%
Food and beverage																				
Fine/casual dining	Visitors	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
	Employees	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
Family restaurant	Visitors	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	75%	25%
	Employees	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Fast casual/ fast food/food court/food halls	Visitors	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
	Employees	20%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Bar/lounge/ nightclub	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	75%	100%	100%	75%	50%
	Employees	0%	0%	0%	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	90%	60%
Entertainment																				
Family entertainment	Visitors	0%	0%	0%	0%	45%	65%	85%	95%	100%	95%	90%	70%	60%	45%	0%	0%	0%	0%	0%
	Employees	0%	0%	5%	25%	75%	100%	100%	100%	100%	100%	100%	80%	70%	55%	10%	5%	5%	5%	5%
Active entertainment	Visitors	0%	0%	0%	0%	25%	65%	85%	90%	95%	95%	90%	95%	100%	95%	90%	65%	10%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	75%	10%	5%	5%
Adult active entertainment	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	75%	100%	100%	100%	100%
	Employees	0%	0%	0%	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%
All movies typical	Visitors	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	80%	65%	40%
Late December	Visitors	0%	0%	0%	0%	0%	0%	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	85%	70%	55%
All	Employees	0%	0%	0%	0%	0%	10%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
Live theater	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%	0%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Outdoor amphitheater	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%	0%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Public park/ destination open space	Visitors	1%	5%	10%	25%	50%	65%	85%	95%	100%	95%	90%	70%	90%	100%	100%	100%	80%	50%	10%
	Employees	5%	10%	25%	50%	75%	100%	100%	100%	100%	100%	100%	80%	100%	100%	100%	100%	100%	60%	20%
Museum/ aquarium	Visitors	0%	0%	0%	0%	45%	65%	85%	95%	100%	95%	90%	85%	60%	30%	10%	0%	0%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	80%	75%	10%	5%	0%	0%	5%	5%
Arena	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	10%	25%	100%	100%	85%	0%	0%
No matinee	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%

[continued on next page]

FIGURE 2-4 (continued)

Land use		6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 p.m.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 a.m.
Entertainment (continued)																				
Pro football stadium	Visitors	0%	0%	0%	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	0%
8 p.m. start	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%
Pro baseball stadium	Visitors	0%	0%	0%	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%
Health club	Visitors	70%	40%	40%	70%	70%	80%	60%	70%	70%	70%	80%	90%	100%	90%	80%	70%	35%	10%	0%
	Employees	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	100%	100%	75%	50%	20%	20%	20%	0%
Public library	Visitors	0%	0%	0%	100%	100%	98%	98%	78%	72%	65%	70%	79%	60%	50%	40%	0%	0%	0%	0%
	Employees	0%	10%	50%	100%	100%	100%	100%	100%	100%	100%	100%	90%	75%	50%	20%	10%	0%	0%	0%
Daycare center	Visitors	0%	2%	25%	75%	20%	20%	20%	20%	20%	20%	100%	50%	20%	5%	0%	0%	0%	0%	0%
	Employees	0%	50%	75%	90%	90%	90%	90%	90%	90%	100%	100%	100%	60%	40%	10%	0%	0%	0%	0%
Convention center	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
	Employees	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%	0%	0%
Hotel and residential																				
Hotel-business	Visitors	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
Hotel-leisure	Visitors	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Employee	Employees	10%	30%	100%	100%	100%	100%	100%	100%	100%	100%	70%	70%	40%	20%	20%	20%	20%	10%	5%
Restaurant/ lounge	Visitors	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Meeting/banquet (<100 sq ft/key)	Visitors	0%	0%	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	0%	0%
Convention (>100 sq ft/key)	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
Employee	Employees	10%	10%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	60%	40%	40%	20%	0%	0%	0%
Residential guest	Visitors	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Resident reserved	Residents	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential suburban	Residents	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%	100%
Residential urban	Residents	95%	85%	75%	65%	60%	55%	50%	50%	50%	55%	60%	65%	70%	75%	80%	85%	95%	97%	100%
Active senior housing	Visitors & employees	95%	97%	100%	100%	99%	98%	98%	99%	98%	100%	99%	94%	96%	98%	97%	97%	97%	98%	98%
	Residents	95%	97%	100%	100%	99%	98%	98%	99%	98%	100%	99%	94%	96%	98%	97%	97%	97%	98%	98%
Office																				
Office	Visitors	0%	1%	20%	60%	100%	45%	15%	45%	95%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%
	Employees unreserved	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%
	Employees reserved	00%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Medical/ dental office	Visitors	0%	0%	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	0%	0%	0%	0%
	Employees	0%	20%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	0%	0%	0%	0%
Bank (drive-in branch)	Visitors	0%	0%	50%	90%	100%	50%	50%	50%	70%	50%	80%	100%	0%	0%	0%	0%	0%	0%	0%
	Employees	0%	0%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%

Source: See chapter 4 discussions for each land use.

FIGURE 2-5 **Weekend Time-of-Day Adjustments**

Land use		6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 p.m.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 a.m.
Retail typical	Visitors	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%	0%
December	Visitors	1%	5%	10%	35%	60%	85%	100%	100%	100%	100%	90%	80%	65%	60%	55%	50%	35%	15%	1%
Late December	Visitors	1%	5%	10%	20%	40%	60%	80%	95%	100%	100%	95%	85%	70%	60%	50%	30%	20%	10%	0%
All	Employees	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Supermarket/ grocery	Visitors	10%	25%	50%	75%	95%	100%	100%	100%	100%	100%	100%	90%	50%	33%	25%	15%	5%	4%	3%
	Employees	15%	35%	70%	85%	100%	100%	100%	100%	85%	75%	60%	55%	45%	40%	30%	20%	10%	10%	5%
Pharmacy	Visitors	8%	25%	50%	75%	95%	100%	100%	100%	100%	100%	100%	90%	50%	33%	25%	15%	5%	4%	3%
	Employees	15%	35%	70%	85%	100%	100%	100%	100%	85%	75%	60%	55%	45%	40%	30%	20%	10%	10%	5%
Discount stores/ superstores	Visitors	10%	15%	20%	30%	45%	65%	85%	95%	100%	100%	100%	95%	80%	60%	45%	30%	10%	5%	1%
	Employees	20%	25%	30%	40%	55%	75%	95%	100%	100%	100%	100%	100%	90%	70%	55%	40%	20%	15%	0%
Home improvement stores/garden	Visitors	15%	20%	35%	55%	60%	80%	95%	100%	95%	95%	80%	75%	75%	80%	90%	70%	10%	0%	9%
	Employees	25%	30%	45%	65%	70%	90%	100%	100%	100%	100%	90%	85%	85%	90%	100%	80%	20%	0%	0%
Food and beverage																				
Fine/casual dining	Visitors	0%	0%	0%	0%	0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%	50%
	Employees	0%	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%	50%
Family restaurant	Visitors	10%	25%	45%	70%	90%	90%	100%	85%	65%	40%	45%	60%	70%	70%	65%	30%	25%	15%	10%
	Employees	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Fast casual/ fast food/food court/food halls	Visitors	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
	Employees	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Bar/lounge/ nightclub	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	75%	100%	100%	100%	100%
	Employees	0%	0%	0%	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%
Entertainment																				
Family entertainment	Visitors	0%	0%	0%	0%	25%	65%	85%	90%	95%	95%	90%	95%	100%	95%	90%	65%	10%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	75%	10%	5%	5%
Active entertainment	Visitors	0%	0%	0%	0%	25%	65%	85%	90%	95%	95%	90%	95%	100%	95%	90%	65%	10%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	90%	100%	100%	100%	100%	75%	10%	5%	5%
Adult active entertainment	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	75%	100%	100%	100%	100%
	Employees	0%	0%	0%	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%
All movies typical	Visitors	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	100%	80%	50%
Late December	Visitors	0%	0%	0%	0%	0%	0%	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	100%	85%	70%
All	Employees	0%	0%	0%	0%	0%	0%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
Live theater	Visitors	0%	0%	0%	1%	1%	1%	1%	17%	67%	67%	1%	1%	1%	25%	100%	100%	0%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	100%	100%	100%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Outdoor amphitheater	Visitors	0%	0%	0%	1%	1%	1%	1%	17%	67%	67%	1%	1%	1%	25%	100%	100%	0%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	100%	100%	100%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Public park/ destination open space	Visitors	0%	0%	0%	1%	30%	60%	75%	90%	97%	100%	98%	85%	70%	80%	100%	100%	95%	50%	10%
	Employees	0%	0%	10%	25%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	90%	80%
Museum/ aquarium	Visitors	0%	0%	0%	0%	45%	65%	85%	95%	100%	95%	90%	85%	60%	30%	10%	0%	0%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	80%	75%	10%	5%	0%	0%	5%	5%
Arena	Visitors	0%	0%	0%	1%	1%	1%	1%	25%	95%	95%	81%	1%	1%	25%	100%	100%	0%	0%	0%
No matinee	Employees	0%	10%	10%	20%	20%	20%	30%	100%	100%	100%	100%	30%	100%	100%	100%	100%	30%	10%	5%

[continued on next page]

FIGURE 2-5 (continued)

Land use		6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 p.m.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 a.m.
Entertainment (continued)																				
Pro football stadium	Visitors	0%	0%	1%	1%	5%	5%	50%	100%	100%	85%	25%	0%	0%	0%	0%	0%	0%	0%	0%
8 p.m. start	Employees	0%	5%	10%	20%	30%	30%	100%	100%	100%	100%	25%	10%	5%	5%	0%	0%	0%	0%	0%
Pro baseball stadium	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	90%	100%	100%	100%	0%	0%
	Employees	0%	0%	0%	5%	5%	5%	5%	5%	5%	5%	20%	75%	75%	100%	100%	100%	100%	100%	100%
Health club	Visitors	80%	45%	35%	50%	35%	50%	50%	30%	25%	30%	55%	100%	95%	60%	30%	10%	1%	1%	0%
	Employees	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	75%	100%	100%	75%	50%	20%	20%	20%	0%
Public library	Visitors	0%	0%	0%	0%	100%	90%	80%	65%	50%	35%	11%	5%	5%	0%	0%	0%	0%	0%	0%
	Employees	0%	0%	10%	50%	100%	100%	100%	100%	100%	50%	10%	10%	10%	10%	0%	0%	0%	0%	0%
Daycare center	Visitors	0%	2%	25%	75%	20%	20%	20%	20%	20%	20%	100%	50%	20%	5%	0%	0%	0%	0%	0%
	Employees	0%	50%	75%	90%	90%	90%	90%	90%	90%	100%	100%	100%	60%	40%	10%	0%	0%	0%	0%
Convention center	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
	Employees	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%	0%	0%
Hotel and residential																				
Hotel-business	Visitors	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
Hotel-leisure	Visitors	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Employee	Employees	10%	30%	100%	100%	100%	100%	100%	100%	100%	100%	70%	70%	40%	20%	20%	20%	20%	10%	5%
Restaurant/ lounge	Visitors	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Meeting/banquet (<100 sq ft/key)	Visitors	0%	0%	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	0%	0%
Convention (>100 sq ft/key)	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
Employee	Employees	10%	10%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	60%	10%	10%
Residential guest	Visitors	0%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Resident reserved	Residents	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential suburban	Residents	100%	95%	88%	80%	75%	70%	68%	65%	65%	68%	71%	74%	77%	80%	83%	86%	89%	92%	100%
Residential urban	Residents	90%	85%	80%	75%	70%	69%	68%	67%	66%	55%	60%	55%	50%	55%	65%	75%	85%	90%	100%
Active senior housing	Visitors	94%	98%	97%	95%	93%	94%	97%	99%	100%	100%	99%	98%	98%	98%	97%	95%	94%	98%	98%
	Employees	94%	98%	97%	95%	93%	94%	97%	99%	100%	100%	99%	98%	98%	98%	97%	95%	94%	98%	98%
Office																				
Office	Visitors	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
	Employees unreserved	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
	Employees reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Medical/ dental office	Visitors	0%	0%	90%	90%	100%	100%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Employees	0%	20%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bank (drive-in branch)	Visitors	0%	0%	25%	40%	75%	100%	90%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Employees	0%	0%	90%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Source: See chapter 4 discussions for each land use.

Exhibit L - School Phasing Plan

THE SCHOOL DISTRICT OF PALM BEACH COUNTY, FL

KRISTIN K. GARRISON, AICP
DIRECTOR

MICHAEL J. BURKE
SUPERINTENDENT

PLANNING & INTERGOVERNMENTAL RELATIONS
3661 INTERSTATE PARK ROAD NORTH, 200
RIVIERA BEACH, FL 33404

JOSEPH M. SANCHES, MBA
CHIEF OPERATING OFFICER

PHONE: 561-434-8020 / FAX: 561- 434-8942
WWW. PALM BEACHSCHOOLS.ORG

SCHOOL CAPACITY AVAILABILITY DETERMINATION (SCAD)

Application	**Submittal Date**	11/21/2025		
	SCAD No.	**25112101Z/Rezoning** and **25112101D/D. O.**		
	FLU /Rezoning/D.O. No.	2025-0003-REZ/2025-0001-MP – Village of Wellington		
	PCN No. / Address	73-42-43-27-05-026-0011; 73-41-44-24-06-003-0000/ 10400 Stribling Way		
	Development Name	**K-Park MUPD - PH 1**		
	Owner / Agent Name	ACME Improvement District / Urban Design Studio		
	SAC No.	179D		
	Proposed Rezoning **Proposed D. O.**	**Maximum 356 Residential Units (PH 1 and PH 2)** **15 Apartment Units**		
Impact Review		**Panther Run** Elementary School	**Polo Park** Middle School	**Wellington** High School
	New Students Generated	3	2	**2**
	Capacity Available	187	273	**-118**
	Projected Utilization	81%	81%	**104%**
School District Staff's Recommendation	**Based on the findings and evaluation of the proposed development, there will be a negative impact on the public-school system. Given the recent increases in school impact fees, effective January 1, 2023, much of these impacts will be mitigated. The impact fees, however, will not fully cover impacts to the school system. Therefore, if the proposed development is approved by Village Council and if the Developer voluntarily agrees, School District staff recommends the following condition to mitigate such impacts.** In order to address the school capacity deficiency generated by this proposed development at the District **high school level**, the property owner shall contribute **$31,346.00** to the School District of Palm Beach County prior to the issuance of first building permit. This voluntary school capacity contribution is intended to supplement the required school impact fee (impact fee credit has already been applied). Please note that the school impact fee credit is calculated based on the Net Impact Cost per Student, as calculated in the County's latest Impact Fee Ordinance, which was adopted on September 13, 2022.			
Validation Period	1) This determination is valid from **12/11/2025** to **12/10/2026** or the expiration date of the site-specific development order approved during the validation period. 2) A copy of the approved D.O. must be submitted to the School District Planning Dept. prior to **12/10/2026** or this determination will expire automatically on **12/10/2026**.			
Notice	School age children may not necessarily be assigned to the public school closest to their residences. Students in Palm Beach County are assigned annually to schools under the authority of the School Board and by direction of the Superintendent, public school attendance zones are subject to change.			

Joyce Cai

School District Representative Signature

December 11, 2025

Date

Joyce C. Cai, Senior Planner

Print Name & Title

joyce.cai@palmbeachschools.org

Email Address

CC: Kelly Ferraiolo, Senior Planner, Village of Wellington
Joyell Shaw, PIR Manager, School District of Palm Beach County

THE SCHOOL DISTRICT OF PALM BEACH COUNTY, FL

KRISTIN K. GARRISON, AICP
DIRECTOR

MICHAEL J. BURKE
SUPERINTENDENT

PLANNING & INTERGOVERNMENTAL RELATIONS
3661 INTERSTATE PARK ROAD NORTH, 200
RIVIERA BEACH, FL 33404

JOSEPH M. SANCHES, MBA
CHIEF OPERATING OFFICER

PHONE: 561-434-8020 / FAX: 561- 434-8942
WWW. PALM BEACHSCHOOLS.ORG

SCHOOL CAPACITY AVAILABILITY DETERMINATION (SCAD)

Application	**Submittal Date**	11/21/2025		
	SCAD No.	**25112102Z/Rezoning** and **25112102D/D. O.**		
	FLU /Rezoning/D.O. No.	2025-0003-REZ/2025-0001-MP – Village of Wellington		
	PCN No. / Address	73-42-43-27-05-026-0011; 73-41-44-24-06-003-0000/ 10400 Stribling Way		
	Development Name	**K-Park MUPD - PH 2**		
	Owner / Agent Name	ACME Improvement District / Urban Design Studio		
	SAC No.	179D		
	Proposed Rezoning **Proposed D. O.**	**Maximum 356 Residential Units (PH 1 and PH 2)** **200 Mid-Rise Apt/Condo Units**		
Impact Review		**Panther Run** Elementary School	**Polo Park** Middle School	**Wellington** High School
	New Students Generated	6	3	**4**
	Capacity Available	181	270	**-122**
	Projected Utilization	82%	81%	**105%**
School District Staff's Recommendation	**Based on the findings and evaluation of the proposed development, there will be a negative impact on the public-school system. Given the recent increases in school impact fees, effective January 1, 2023, much of these impacts will be mitigated. The impact fees, however, will not fully cover impacts to the school system. Therefore, if the proposed development is approved by Village Council and if the Developer voluntarily agrees, School District staff recommends the following condition to mitigate such impacts.** In order to address the school capacity deficiency generated by this proposed development at the District **high school level**, the property owner shall contribute **$62,692.00** to the School District of Palm Beach County prior to the issuance of first building permit. This voluntary school capacity contribution is intended to supplement the required school impact fee (impact fee credit has already been applied). Please note that the school impact fee credit is calculated based on the Net Impact Cost per Student, as calculated in the County's latest Impact Fee Ordinance, which was adopted on September 13, 2022.			
Validation Period	1) This determination is valid from **12/11/2025** to **12/10/2026** or the expiration date of the site-specific development order approved during the validation period. 2) A copy of the approved D.O. must be submitted to the School District Planning Dept. prior to **12/10/2026** or this determination will expire automatically on **12/10/2026**.			
Notice	School age children may not necessarily be assigned to the public school closest to their residences. Students in Palm Beach County are assigned annually to schools under the authority of the School Board and by direction of the Superintendent, public school attendance zones are subject to change.			

Joyce Cai

School District Representative Signature

December 11, 2025

Date

Joyce C. Cai, Senior Planner

Print Name & Title

joyce.cai@palmbeachschools.org

Email Address

CC: Kelly Ferraiolo, Senior Planner, Village of Wellington
Joyell Shaw, PIR Manager, School District of Palm Beach County

Lerch Bates
BUILDING INSIGHT

November 07, 2025

RE: Wellington Village - Approvals
LB Project № 0100062928
Building Logistics Analysis Support Letter

Dear Village of Wellington Review Team,

Lerch Bates has been working with the Elkus Manfredi Architects to complete a detailed assessment of the planned loading dock spaces and service areas for each zone / group of buildings within the development. The analysis includes all retail, food and beverage, residential, hotel, and event program components. The study evaluates anticipated operational demand, delivery frequencies, vehicle types, tenant mix, and back-of-house circulation needs. Based on the latest review, the proposed loading dock space / area quantities are sufficient to support daily operations without adverse impact to on-site circulation. As the project progresses and tenant requirements continue to develop, Lerch Bates will update the analysis and coordinate with the design team to confirm that the planned loading accommodations continue to meet capacity needs.

In addition, a development-wide waste generation analysis has been performed to confirm that projected municipal solid waste and cardboard volumes can be adequately managed within the localized waste storage and handling areas planned in each zone, in conjunction with a centralized waste collection strategy currently being evaluated. Under this approach, most municipal solid waste and cardboard generated throughout the village will be transported from localized storage areas to a central waste collection building, allowing waste haulers to access a single controlled location and minimizing waste truck movement throughout the site. A few zones—specifically those containing hotel, event, or grocery uses—are anticipated to require direct hauler access due to higher waste generation rates. This analysis will also be updated as the project progresses, and the program of each building / tenant is updated.

As summarized in the attached documentation, the proposed loading dock space /area quantities support safe and efficient operations. The waste volume and container quantity analysis based on the program received in October is also included. We respectfully submit this information in support of the proposed loading dock plan and waste management strategy.

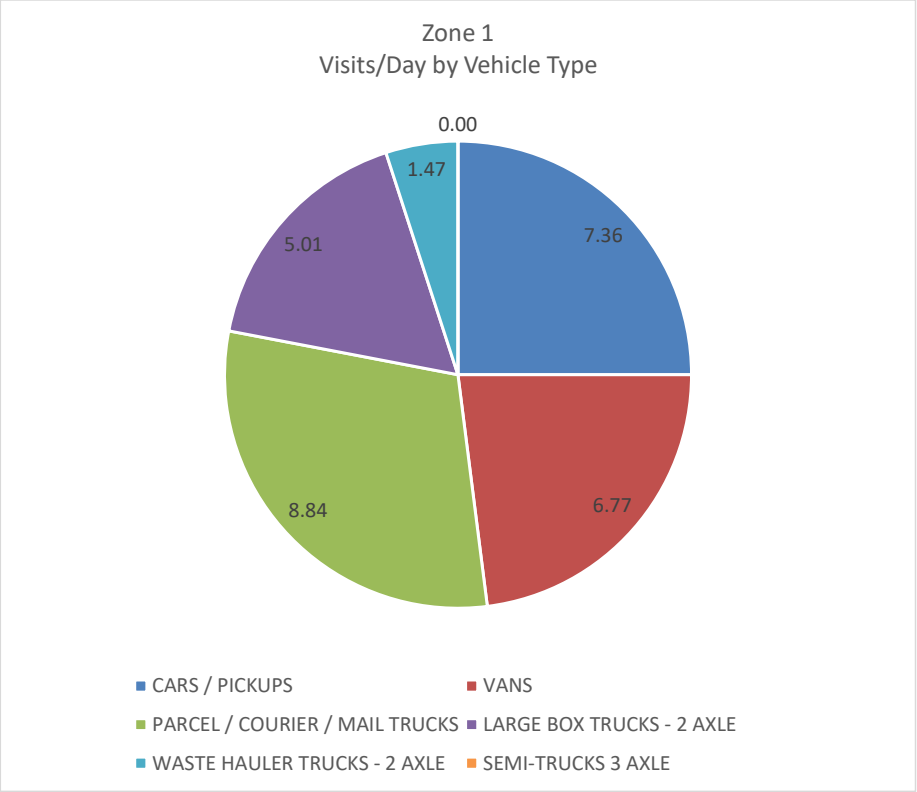
Best Regards,

Prepared by:

Alejandra Palacios
Consultant
9780 South Meridian Boulevard
Suite 450
Englewood, Colorado 80112
Alejandra.Palacios@LerchBates.com
720.908.0543

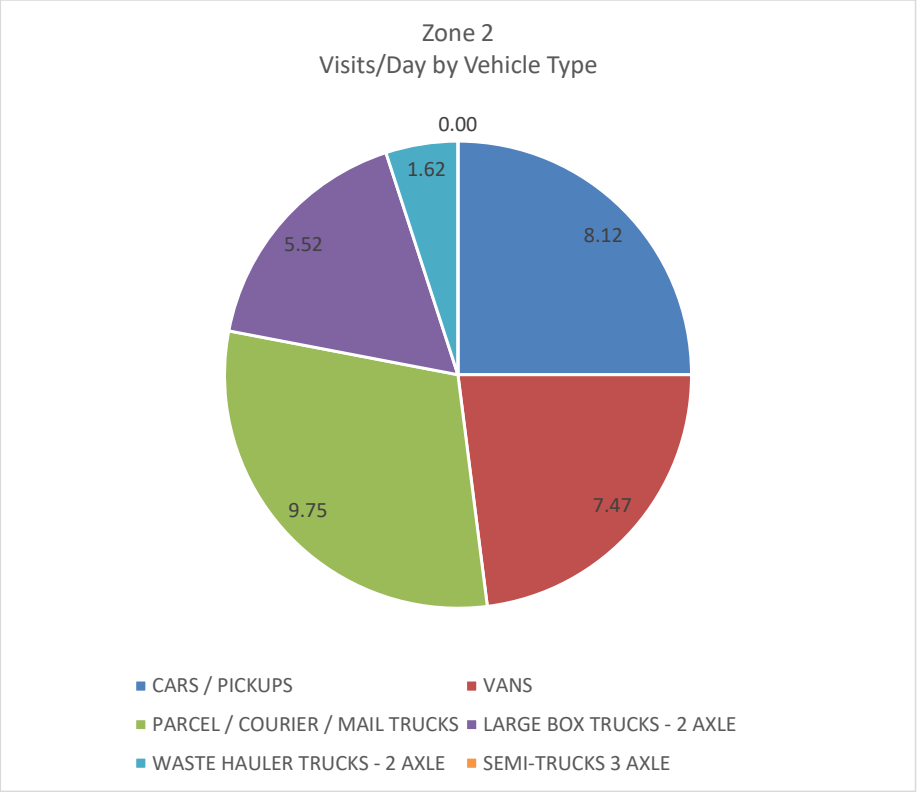
SERVICE VEHICLE ACTIVITY BY VEHICLE TYPE		
% / DAY	**VEHICLE TYPE**	**VISITS/DAY**
25%	CARS / PICKUPS	7.36
23%	VANS	6.77
30%	PARCEL / COURIER / MAIL TRUCKS	8.84
17%	LARGE BOX TRUCKS - 2 AXLE	5.01
5%	WASTE HAULER TRUCKS - 2 AXLE	1.47
0%	SEMI-TRUCKS 3 AXLE	0.00
	TOTAL	**29.45**

ZONE 1	
TOTAL BAYS	**2**
TOTAL TRIPS / DAY	30



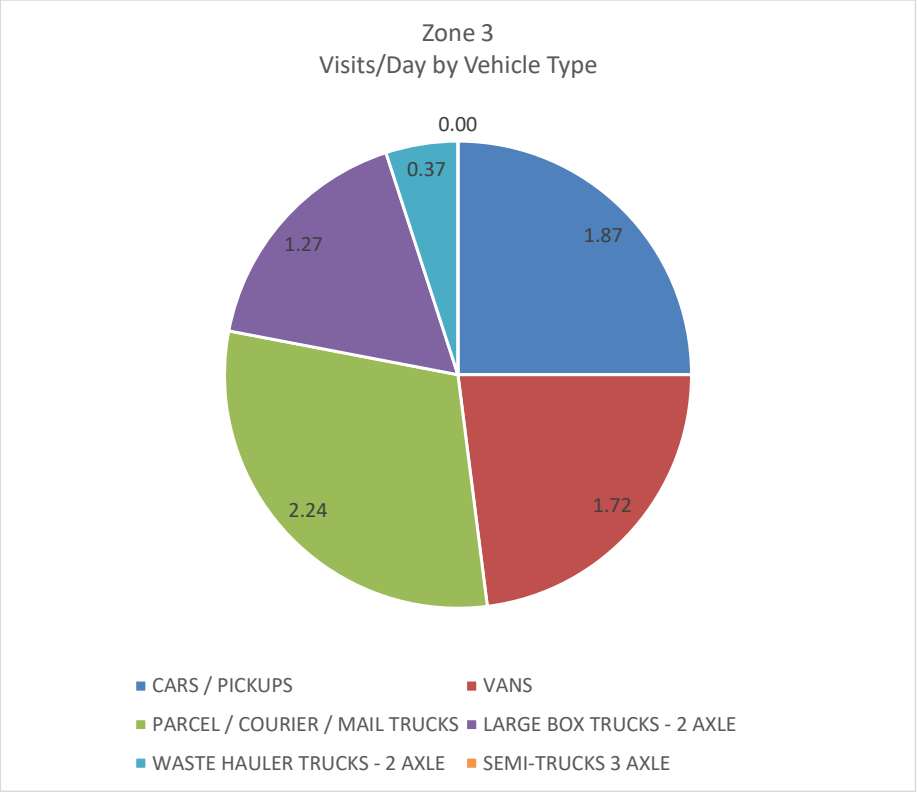
SERVICE VEHICLE ACTIVITY BY VEHICLE TYPE		
% / DAY	**VEHICLE TYPE**	**VISITS/DAY**
25%	CARS / PICKUPS	8.12
23%	VANS	7.47
30%	PARCEL / COURIER / MAIL TRUCKS	9.75
17%	LARGE BOX TRUCKS - 2 AXLE	5.52
5%	WASTE HAULER TRUCKS - 2 AXLE	1.62
0%	SEMI-TRUCKS 3 AXLE	0.00
	TOTAL	**32.49**

ZONE 2	
TOTAL BAYS	**2.00**
TOTAL TRIPS / DAY	33



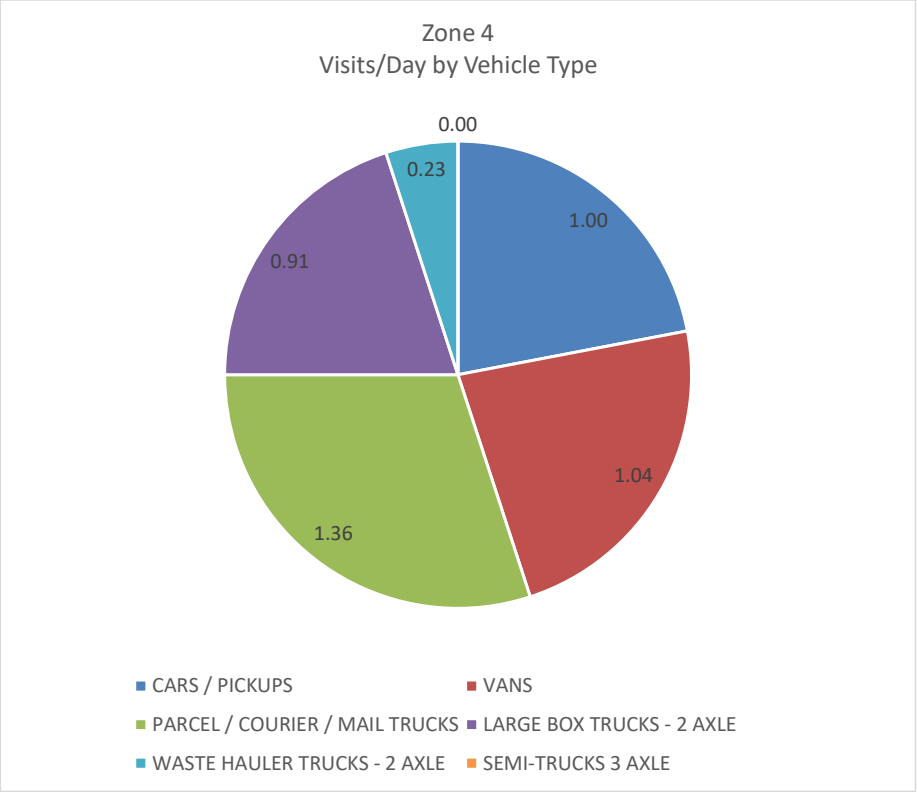
SERVICE VEHICLE ACTIVITY BY VEHICLE TYPE		
% / DAY	**VEHICLE TYPE**	**VISITS/DAY**
25%	CARS / PICKUPS	1.87
23%	VANS	1.72
30%	PARCEL / COURIER / MAIL TRUCKS	2.24
17%	LARGE BOX TRUCKS - 2 AXLE	1.27
5%	WASTE HAULER TRUCKS - 2 AXLE	0.37
0%	SEMI-TRUCKS 3 AXLE	0.00
	TOTAL	**7.48**

ZONE 3	
TOTAL BAYS	**2.00**
TOTAL TRIPS / DAY	8



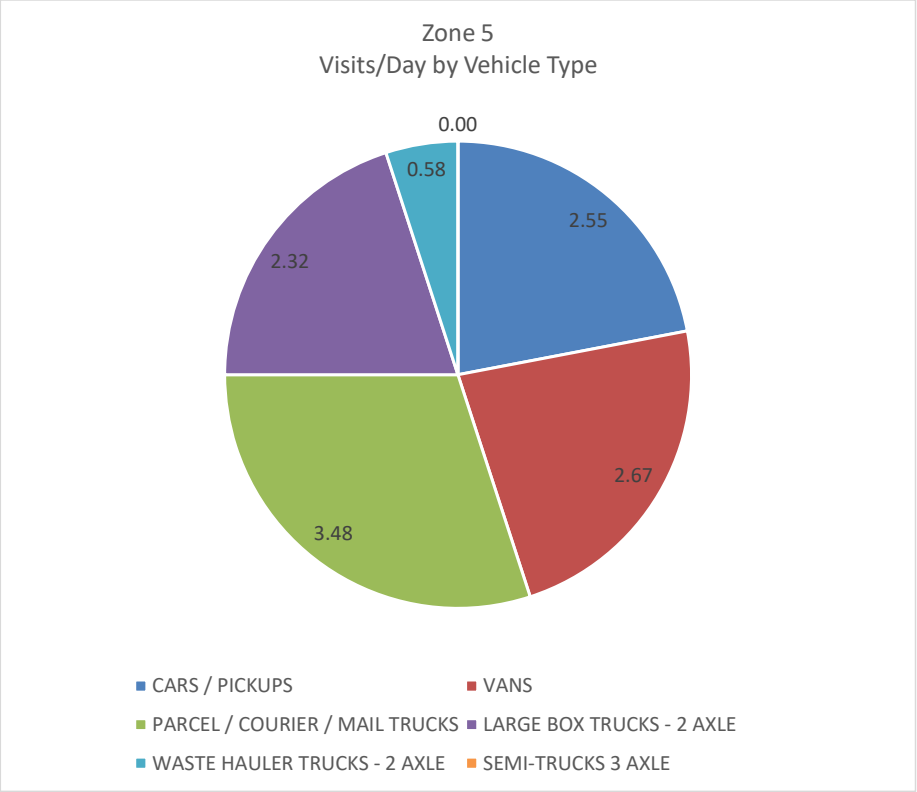
SERVICE VEHICLE ACTIVITY BY VEHICLE TYPE		
% / DAY	**VEHICLE TYPE**	**VISITS/DAY**
22%	CARS / PICKUPS	1.00
23%	VANS	1.04
30%	PARCEL / COURIER / MAIL TRUCKS	1.36
20%	LARGE BOX TRUCKS - 2 AXLE	0.91
5%	WASTE HAULER TRUCKS - 2 AXLE	0.23
0%	SEMI-TRUCKS 3 AXLE	0.00
	TOTAL	**4.54**

ZONE 4	
TOTAL BAYS	**2.00**
TOTAL TRIPS / DAY	5



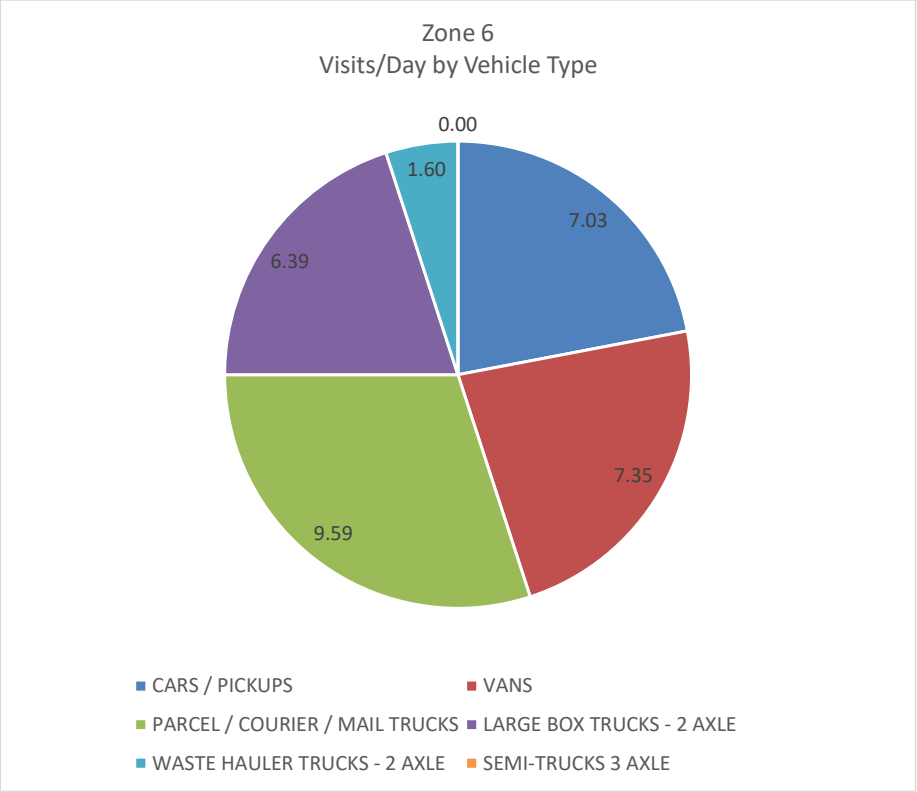
SERVICE VEHICLE ACTIVITY BY VEHICLE TYPE		
% / DAY	**VEHICLE TYPE**	**VISITS/DAY**
22%	CARS / PICKUPS	2.55
23%	VANS	2.67
30%	PARCEL / COURIER / MAIL TRUCKS	3.48
20%	LARGE BOX TRUCKS - 2 AXLE	2.32
5%	WASTE HAULER TRUCKS - 2 AXLE	0.58
0%	SEMI-TRUCKS 3 AXLE	0.00
	TOTAL	**11.61**

ZONE 5	
TOTAL BAYS	**2.00**
TOTAL TRIPS / DAY	12



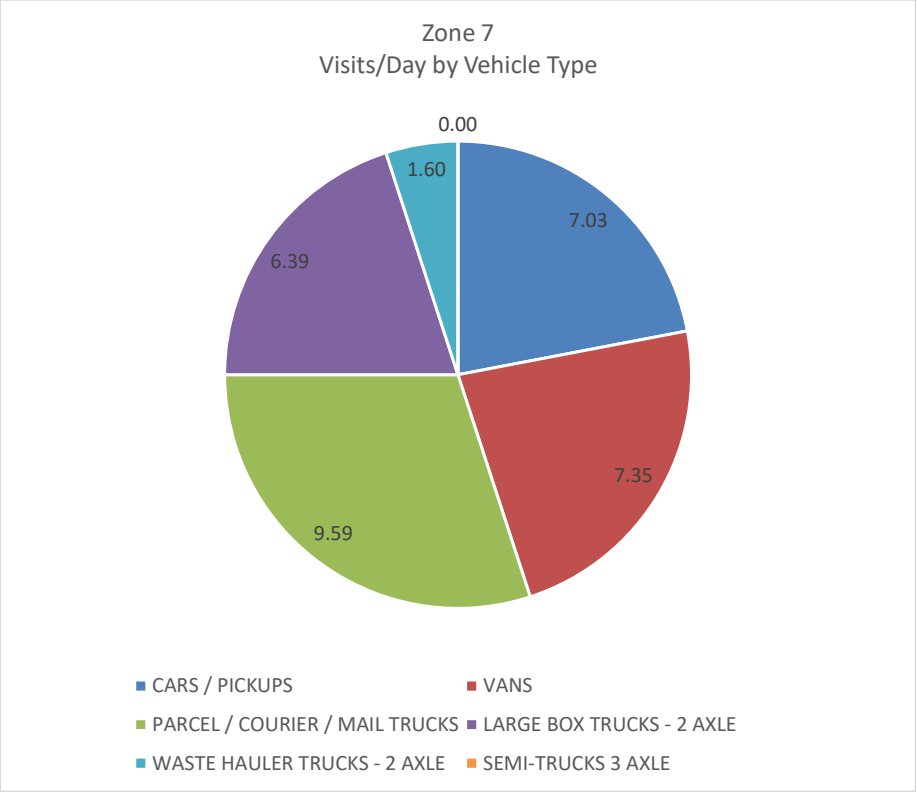
SERVICE VEHICLE ACTIVITY BY VEHICLE TYPE		
% / DAY	**VEHICLE TYPE**	**VISITS/DAY**
22%	CARS / PICKUPS	7.03
23%	VANS	7.35
30%	PARCEL / COURIER / MAIL TRUCKS	9.59
20%	LARGE BOX TRUCKS - 2 AXLE	6.39
5%	WASTE HAULER TRUCKS - 2 AXLE	1.60
0%	SEMI-TRUCKS 3 AXLE	0.00
	TOTAL	**31.96**

ZONE 6	
TOTAL BAYS	**2.00**
TOTAL TRIPS / DAY	32



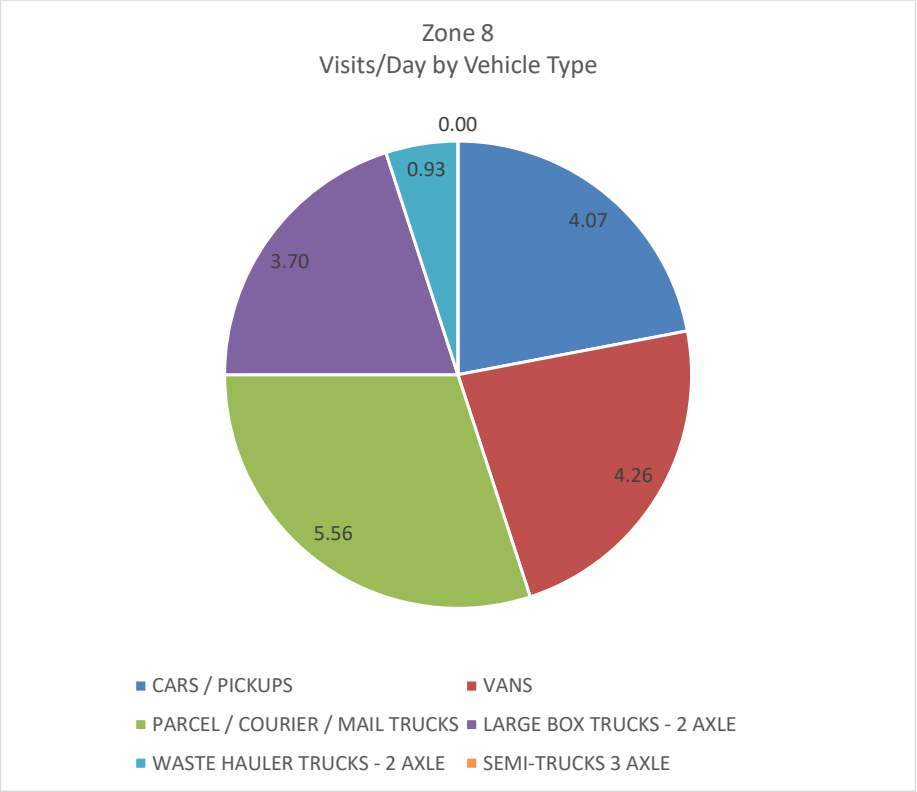
SERVICE VEHICLE ACTIVITY BY VEHICLE TYPE		
% / DAY	**VEHICLE TYPE**	**VISITS/DAY**
22%	CARS / PICKUPS	7.03
23%	VANS	7.35
30%	PARCEL / COURIER / MAIL TRUCKS	9.59
20%	LARGE BOX TRUCKS - 2 AXLE	6.39
5%	WASTE HAULER TRUCKS - 2 AXLE	1.60
0%	SEMI-TRUCKS 3 AXLE	0.00
	TOTAL	**31.96**

ZONE 7	
TOTAL BAYS	**2.00**
TOTAL TRIPS / DAY	32



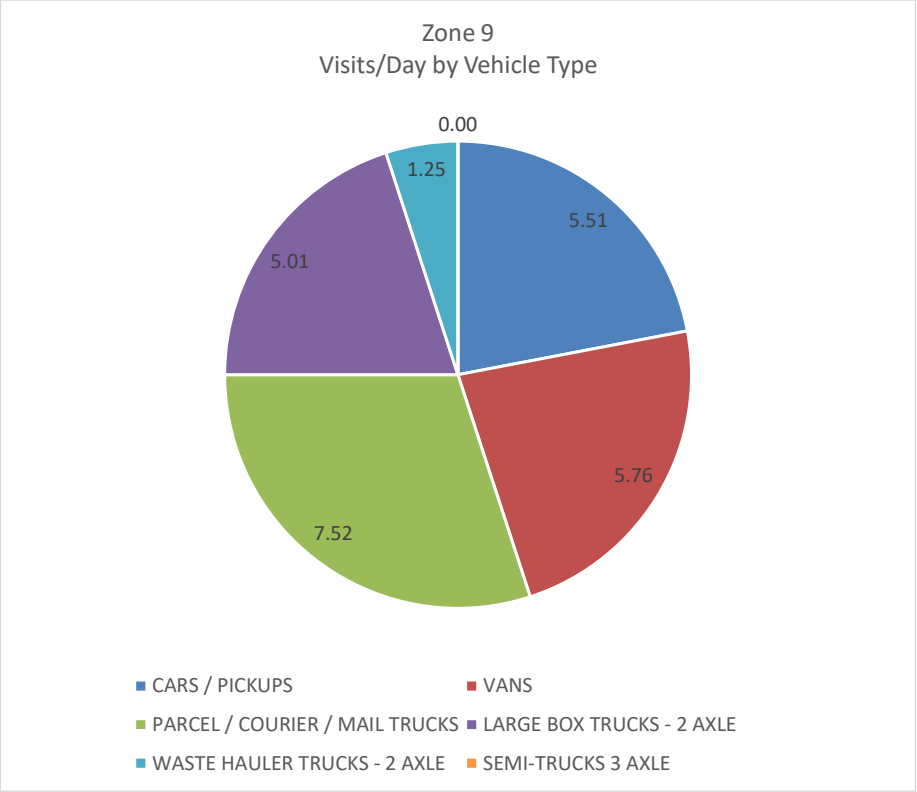
SERVICE VEHICLE ACTIVITY BY VEHICLE TYPE		
% / DAY	**VEHICLE TYPE**	**VISITS/DAY**
22%	CARS / PICKUPS	4.07
23%	VANS	4.26
30%	PARCEL / COURIER / MAIL TRUCKS	5.56
20%	LARGE BOX TRUCKS - 2 AXLE	3.70
5%	WASTE HAULER TRUCKS - 2 AXLE	0.93
0%	SEMI-TRUCKS 3 AXLE	0.00
	TOTAL	**18.52**

ZONE 8	
TOTAL BAYS	**2.00**
TOTAL TRIPS / DAY	19



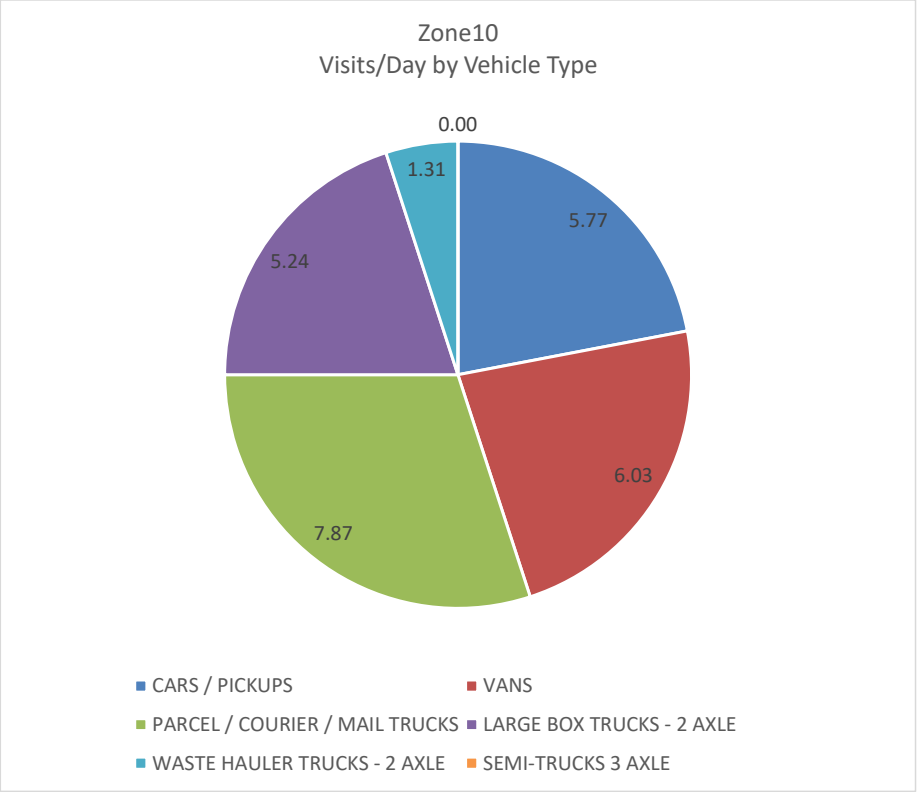
SERVICE VEHICLE ACTIVITY BY VEHICLE TYPE		
% / DAY	**VEHICLE TYPE**	**VISITS/DAY**
22%	CARS / PICKUPS	5.51
23%	VANS	5.76
30%	PARCEL / COURIER / MAIL TRUCKS	7.52
20%	LARGE BOX TRUCKS - 2 AXLE	5.01
5%	WASTE HAULER TRUCKS - 2 AXLE	1.25
0%	SEMI-TRUCKS 3 AXLE	0.00
	TOTAL	**25.05**

ZONE 9	
TOTAL BAYS	**2.00**
TOTAL TRIPS / DAY	26



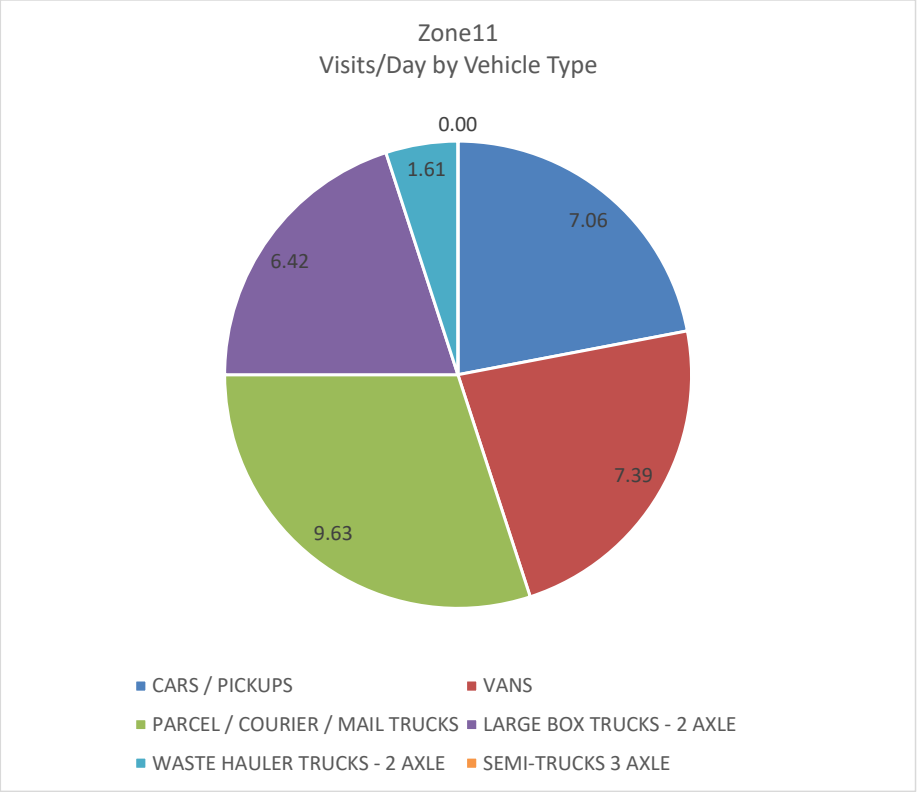
SERVICE VEHICLE ACTIVITY BY VEHICLE TYPE		
% / DAY	**VEHICLE TYPE**	**VISITS/DAY**
22%	CARS / PICKUPS	5.77
23%	VANS	6.03
30%	PARCEL / COURIER / MAIL TRUCKS	7.87
20%	LARGE BOX TRUCKS - 2 AXLE	5.24
5%	WASTE HAULER TRUCKS - 2 AXLE	1.31
0%	SEMI-TRUCKS 3 AXLE	0.00
	TOTAL	**26.22**

ZONE 10	
TOTAL BAYS	**2.00**
TOTAL TRIPS / DAY	27



SERVICE VEHICLE ACTIVITY BY VEHICLE TYPE		
% / DAY	**VEHICLE TYPE**	**VISITS/DAY**
22%	CARS / PICKUPS	7.06
23%	VANS	7.39
30%	PARCEL / COURIER / MAIL TRUCKS	9.63
20%	LARGE BOX TRUCKS - 2 AXLE	6.42
5%	WASTE HAULER TRUCKS - 2 AXLE	1.61
0%	SEMI-TRUCKS 3 AXLE	0.00
	TOTAL	**32.11**

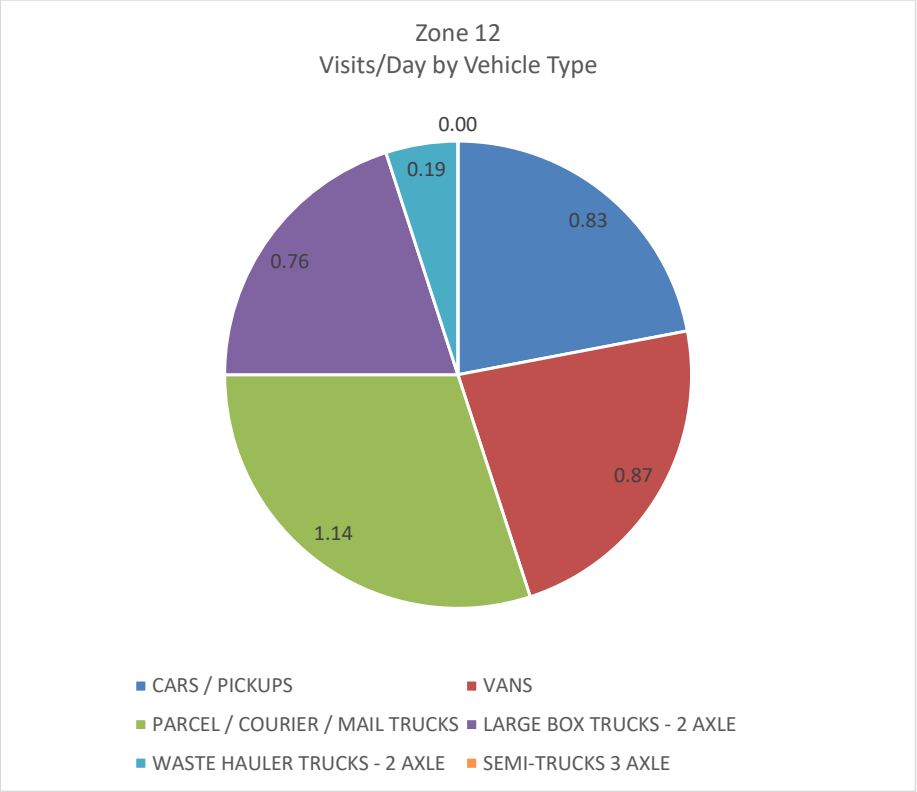
ZONE 11	
TOTAL BAYS	**2.00**
TOTAL TRIPS / DAY	33



SERVICE VEHICLE ACTIVITY BY VEHICLE TYPE		
% / DAY	**VEHICLE TYPE**	**VISITS/DAY**
22%	CARS / PICKUPS	0.83
23%	VANS	0.87
30%	PARCEL / COURIER / MAIL TRUCKS	1.14
20%	LARGE BOX TRUCKS - 2 AXLE	0.76
5%	WASTE HAULER TRUCKS - 2 AXLE	0.19
0%	SEMI-TRUCKS 3 AXLE	0.00
	TOTAL	**3.78**

100%

ZONE 12	
TOTAL BAYS	**1.00**
TOTAL TRIPS / DAY	4



WELLINGTON VILLAGE 3 DAY HOLDING STUDY (PICKUP FREQUENCY = 3 / WEEK)							
WELLINGTON VILLAGE - DAILY WASTE PROJECTIONS (LOOSE)	**TOTAL WASTE (LBS/DAY)**	**MUNICIPAL SOLID WASTE**		**CARDBOARD**		**UNIVERSAL WASTE**	
Zone 1	1,279.75	924.93	lbs / day	347.86	lbs / day	6.96	lbs / day
Zone 2	1,458.02	1,103.81	lbs / day	346.85	lbs / day	7.36	lbs / day
Zone 3	1,256.17	961.81	lbs / day	287.95	lbs / day	6.41	lbs / day
Zone 4	798.42	595.84	lbs / day	198.61	lbs / day	3.97	lbs / day
Zone 5	1,116.86	870.24	lbs / day	240.82	lbs / day	5.80	lbs / day
Zone 6	896.29	668.87	lbs / day	222.96	lbs / day	4.46	lbs / day
Zone 7	816.91	609.64	lbs / day	203.21	lbs / day	4.06	lbs / day
Zone 8	1,076.06	816.87	lbs / day	253.74	lbs / day	5.45	lbs / day
Zone 9	1,394.53	1,040.70	lbs / day	346.90	lbs / day	6.94	lbs / day
Zone 10	889.35	663.69	lbs / day	221.23	lbs / day	4.42	lbs / day
Zone 11	1,083.87	808.85	lbs / day	269.62	lbs / day	5.39	lbs / day
Zone 12	566.85	408.49	lbs / day	155.25	lbs / day	3.10	lbs / day
TOTAL POUNDS / DAY	**11,353.32**	**8,548.81**	**lbs / day**	**2,747.14**	**lbs / day**	**57.37**	**lbs / day**
TOTAL CUBIC YARDS	**6.07**	**4.39**	**loose cy / day**	**1.65**	**loose cy / day**	**0.03**	**loose cy / day**

ZONE 1 OF WELLINGTON VILLAGE - WASTE MANAGEMENT CONTAINER SUMMARY	**MUNICIPAL SOLID WASTE**		**CARDBOARD**		**UNIVERSAL WASTE**	
LOOSE OR COMPACTED? / UNPROCESSED / PROCESSED	**COMPACTED**		**COMPACTED**		**LOOSE**	
COMPACTOR / EQUIPMENT REQUIRED:	VERTICAL COMPACTOR		VERTICAL COMPACTOR		NONE	
CONTAINER TYPE	SELF-CONTAINED COMPACTOR		SELF-CONTAINED COMPACTOR		GAYLORD BOX	
CONTAINER SIZE:	34.00	CY	34.00	CY	1.50	CY
CONTAINER QUANTITY:	**2.00**		**1.00**		**1.00**	
FREQUENCY OF PICKUP:	**3**	**TIMES PER WEEK**	**3.00**	**TIMES PER WEEK**	**1.00**	**TIMES PER YEAR**

ZONE 1 OF WELLINGTON VILLAGE 3 DAY HOLDING STUDY (PICKUP FREQUENCY = 3 / WEEK)

ZONE 1 OF WELLINGTON VILLAGE - DAILY WASTE PROJECTIONS (LOOSE)	TOTAL WASTE (LBS/DAY)	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
Zone 1	1,279.75	924.93	lbs / day	347.86	lbs / day	6.96	lbs / day
TOTAL POUNDS / DAY	**1,279.75**	**924.93**	**lbs / day**	**347.86**	**lbs / day**	**6.96**	**lbs / day**
TOTAL CUBIC YARDS	**6.07**	**4.39**	**loose cy / day**	**1.65**	**loose cy / day**	**0.03**	**loose cy / day**

ZONE 1 OF WELLINGTON VILLAGE - WASTE MANAGEMENT CONTAINER SUMMARY AT LOCAL COLLECTION AREA.	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
CONTAINER TYPE	TILT TRUCK		TILT TRUCK		GAYLORD BOX	
CONTAINER SIZE:	2.00	CY	2.00	CY	1.50	CY
CONTAINER QUANTITY:	**7.00**		**3.00**		**1.00**	
FREQUENCY OF PICKUP:	**3**	**TIMES PER WEEK**	**3.00**	**TIMES PER WEEK**	**1.00**	**TIMES PER YEAR**

Zone 2 OF WELLINGTON VILLAGE 3 DAY HOLDING STUDY (PICKUP FREQUENCY = 3 / WEEK)

Zone 2 OF WELLINGTON VILLAGE - DAILY WASTE PROJECTIONS (LOOSE)	TOTAL WASTE (LBS/DAY)	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
Zone 2	1,458.02	1,103.81	lbs / day	346.85	lbs / day	7.36	lbs / day
TOTAL POUNDS / DAY	**1,458.02**	**1,103.81**	**lbs / day**	**346.85**	**lbs / day**	**7.36**	**lbs / day**
TOTAL CUBIC YARDS	**6.91**	**5.23**	**loose cy / day**	**1.64**	**loose cy / day**	**0.03**	**loose cy / day**

Zone 2 OF WELLINGTON VILLAGE - WASTE MANAGEMENT CONTAINER SUMMARY AT LOCAL COLLECTION AREA.	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
CONTAINER TYPE	TILT TRUCK		TILT TRUCK		GAYLORD BOX	
CONTAINER SIZE:	2.00	CY	2.00	CY	1.50	CY
CONTAINER QUANTITY:	**8.00**		**3.00**		**1.00**	
FREQUENCY OF PICKUP:	**3**	**TIMES PER WEEK**	**3.00**	**TIMES PER WEEK**	**1.00**	**TIMES PER YEAR**

Zone 3 OF WELLINGTON VILLAGE 3 DAY HOLDING STUDY (PICKUP FREQUENCY = 3 / WEEK)

Zone 3 OF WELLINGTON VILLAGE - DAILY WASTE PROJECTIONS (LOOSE)	TOTAL WASTE (LBS/DAY)	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
Zone 3	1,256.17	961.81	lbs / day	287.95	lbs / day	6.41	lbs / day
TOTAL POUNDS / DAY	**1,256.17**	**961.81**	**lbs / day**	**287.95**	**lbs / day**	**6.41**	**lbs / day**
TOTAL CUBIC YARDS	**5.96**	**4.56**	**loose cy / day**	**1.37**	**loose cy / day**	**0.03**	**loose cy / day**

Zone 3 OF WELLINGTON VILLAGE - WASTE MANAGEMENT CONTAINER SUMMARY AT LOCAL COLLECTION AREA.	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
CONTAINER TYPE	TILT TRUCK		TILT TRUCK		GAYLORD BOX	
CONTAINER SIZE:	2.00	CY	2.00	CY	1.50	CY
CONTAINER QUANTITY:	**7.00**		**3.00**		**1.00**	
FREQUENCY OF PICKUP:	**3**	**TIMES PER WEEK**	**3.00**	**TIMES PER WEEK**	**1.00**	**TIMES PER YEAR**

Zone 4 OF WELLINGTON VILLAGE 3 DAY HOLDING STUDY (PICKUP FREQUENCY = 3 / WEEK)

Zone 4 OF WELLINGTON VILLAGE - DAILY WASTE PROJECTIONS (LOOSE)	TOTAL WASTE (LBS/DAY)	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
Zone 4	798.42	595.84	lbs / day	198.61	lbs / day	3.97	lbs / day
TOTAL POUNDS / DAY	**798.42**	**595.84**	**lbs / day**	**198.61**	**lbs / day**	**3.97**	**lbs / day**
TOTAL CUBIC YARDS	**3.79**	**2.83**	**loose cy / day**	**0.94**	**loose cy / day**	**0.02**	**loose cy / day**

Zone 4 OF WELLINGTON VILLAGE - WASTE MANAGEMENT CONTAINER SUMMARY AT LOCAL COLLECTION AREA.	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
CONTAINER TYPE	TILT TRUCK		TILT TRUCK		GAYLORD BOX	
CONTAINER SIZE:	2.00	CY	2.00	CY	1.50	CY
CONTAINER QUANTITY:	**5.00**		**2.00**		**1.00**	
FREQUENCY OF PICKUP:	**3**	**TIMES PER WEEK**	**3.00**	**TIMES PER WEEK**	**1.00**	**TIMES PER YEAR**

Zone 5 OF WELLINGTON VILLAGE 3 DAY HOLDING STUDY (PICKUP FREQUENCY = 3 / WEEK)

Zone 5 OF WELLINGTON VILLAGE - DAILY WASTE PROJECTIONS (LOOSE)	TOTAL WASTE (LBS/DAY)	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
Zone 5	1,116.86	870.24	lbs / day	240.82	lbs / day	5.80	lbs / day
TOTAL POUNDS / DAY	**1,116.86**	**870.24**	**lbs / day**	**240.82**	**lbs / day**	**5.80**	**lbs / day**
TOTAL CUBIC YARDS	**5.30**	**4.13**	**loose cy / day**	**1.14**	**loose cy / day**	**0.03**	**loose cy / day**

Zone 5 OF WELLINGTON VILLAGE - WASTE MANAGEMENT CONTAINER SUMMARY AT LOCAL COLLECTION AREA.	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
CONTAINER TYPE	TILT TRUCK		TILT TRUCK		GAYLORD BOX	
CONTAINER SIZE:	2.00	CY	2.00	CY	1.50	CY
CONTAINER QUANTITY:	**7.00**		**2.00**		**1.00**	
FREQUENCY OF PICKUP:	**3**	**TIMES PER WEEK**	**3.00**	**TIMES PER WEEK**	**1.00**	**TIMES PER YEAR**

Zone 6 OF WELLINGTON VILLAGE 3 DAY HOLDING STUDY (PICKUP FREQUENCY = 3 / WEEK)

Zone 6 OF WELLINGTON VILLAGE - DAILY WASTE PROJECTIONS (LOOSE)	TOTAL WASTE (LBS/DAY)	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
Zone 6	896.29	668.87	lbs / day	222.96	lbs / day	4.46	lbs / day
TOTAL POUNDS / DAY	**896.29**	**668.87**	**lbs / day**	**222.96**	**lbs / day**	**4.46**	**lbs / day**
TOTAL CUBIC YARDS	**4.25**	**3.17**	**loose cy / day**	**1.06**	**loose cy / day**	**0.02**	**loose cy / day**

Zone 6 OF WELLINGTON VILLAGE - WASTE MANAGEMENT CONTAINER SUMMARY AT LOCAL COLLECTION AREA.	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
CONTAINER TYPE	TILT TRUCK		TILT TRUCK		GAYLORD BOX	
CONTAINER SIZE:	2.00	CY	2.00	CY	1.50	CY
CONTAINER QUANTITY:	**5.00**		**2.00**		**1.00**	
FREQUENCY OF PICKUP:	**3**	**TIMES PER WEEK**	**3.00**	**TIMES PER WEEK**	**1.00**	**TIMES PER YEAR**

Zone 7 OF WELLINGTON VILLAGE 3 DAY HOLDING STUDY (PICKUP FREQUENCY = 3 / WEEK)

Zone 7 OF WELLINGTON VILLAGE - DAILY WASTE PROJECTIONS (LOOSE)	TOTAL WASTE (LBS/DAY)	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
Zone 7	816.91	609.64	lbs / day	203.21	lbs / day	4.06	lbs / day
TOTAL POUNDS / DAY	**816.91**	**609.64**	**lbs / day**	**203.21**	**lbs / day**	**4.06**	**lbs / day**
TOTAL CUBIC YARDS	**3.87**	**2.89**	**loose cy / day**	**0.96**	**loose cy / day**	**0.02**	**loose cy / day**

Zone 7 OF WELLINGTON VILLAGE - WASTE MANAGEMENT CONTAINER SUMMARY AT LOCAL COLLECTION AREA.	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
CONTAINER TYPE	TILT TRUCK		TILT TRUCK		GAYLORD BOX	
CONTAINER SIZE:	2.00	CY	2.00	CY	1.50	CY
CONTAINER QUANTITY:	**5.00**		**2.00**		**1.00**	
FREQUENCY OF PICKUP:	**3**	**TIMES PER WEEK**	**3.00**	**TIMES PER WEEK**	**1.00**	**TIMES PER YEAR**

Zone 8 OF WELLINGTON VILLAGE 3 DAY HOLDING STUDY (PICKUP FREQUENCY = 3 / WEEK)

Zone 8 OF WELLINGTON VILLAGE - DAILY WASTE PROJECTIONS (LOOSE)	TOTAL WASTE (LBS/DAY)	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
Zone 8	1,076.06	816.87	lbs / day	253.74	lbs / day	5.45	lbs / day
TOTAL POUNDS / DAY	**1,076.06**	**816.87**	**lbs / day**	**253.74**	**lbs / day**	**5.45**	**lbs / day**
TOTAL CUBIC YARDS	**5.10**	**3.87**	**loose cy / day**	**1.20**	**loose cy / day**	**0.03**	**loose cy / day**

Zone 8 OF WELLINGTON VILLAGE - WASTE MANAGEMENT CONTAINER SUMMARY AT LOCAL COLLECTION AREA.	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
CONTAINER TYPE	TILT TRUCK		TILT TRUCK		GAYLORD BOX	
CONTAINER SIZE:	2.00	CY	2.00	CY	1.50	CY
CONTAINER QUANTITY:	**6.00**		**2.00**		**1.00**	
FREQUENCY OF PICKUP:	**3**	**TIMES PER WEEK**	**3.00**	**TIMES PER WEEK**	**1.00**	**TIMES PER YEAR**

Zone 9 OF WELLINGTON VILLAGE 3 DAY HOLDING STUDY (PICKUP FREQUENCY = 3 / WEEK)

Zone 9 OF WELLINGTON VILLAGE - DAILY WASTE PROJECTIONS (LOOSE)	TOTAL WASTE (LBS/DAY)	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
Zone 9	1,394.53	1,040.70	lbs / day	346.90	lbs / day	6.94	lbs / day
TOTAL POUNDS / DAY	**1,394.53**	**1,040.70**	**lbs / day**	**346.90**	**lbs / day**	**6.94**	**lbs / day**
TOTAL CUBIC YARDS	**6.61**	**4.94**	**loose cy / day**	**1.65**	**loose cy / day**	**0.03**	**loose cy / day**

Zone 9 OF WELLINGTON VILLAGE - WASTE MANAGEMENT CONTAINER SUMMARY AT LOCAL COLLECTION AREA.	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
CONTAINER TYPE	TILT TRUCK		TILT TRUCK		GAYLORD BOX	
CONTAINER SIZE:	2.00	CY	2.00	CY	1.50	CY
CONTAINER QUANTITY:	**8.00**		**3.00**		**1.00**	
FREQUENCY OF PICKUP:	**3**	**TIMES PER WEEK**	**3.00**	**TIMES PER WEEK**	**1.00**	**TIMES PER YEAR**

Zone 10 OF WELLINGTON VILLAGE 3 DAY HOLDING STUDY (PICKUP FREQUENCY = 3 / WEEK)

Zone 10 OF WELLINGTON VILLAGE - DAILY WASTE PROJECTIONS (LOOSE)	TOTAL WASTE (LBS/DAY)	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
Zone 10	889.35	663.69	lbs / day	221.23	lbs / day	4.42	lbs / day
TOTAL POUNDS / DAY	**889.35**	**663.69**	**lbs / day**	**221.23**	**lbs / day**	**4.42**	**lbs / day**
TOTAL CUBIC YARDS	**4.22**	**3.15**	**loose cy / day**	**1.05**	**loose cy / day**	**0.02**	**loose cy / day**

Zone 10 OF WELLINGTON VILLAGE - WASTE MANAGEMENT CONTAINER SUMMARY AT LOCAL COLLECTION AREA.	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
CONTAINER TYPE	TILT TRUCK		TILT TRUCK		GAYLORD BOX	
CONTAINER SIZE:	2.00	CY	2.00	CY	1.50	CY
CONTAINER QUANTITY:	**5.00**		**2.00**		**1.00**	
FREQUENCY OF PICKUP:	**3**	**TIMES PER WEEK**	**3.00**	**TIMES PER WEEK**	**1.00**	**TIMES PER YEAR**

Zone 11 OF WELLINGTON VILLAGE
3 DAY HOLDING STUDY (PICKUP FREQUENCY = 3 / WEEK)

Zone 11 OF WELLINGTON VILLAGE - DAILY WASTE PROJECTIONS (LOOSE)	TOTAL WASTE (LBS/DAY)	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
Zone 11	1,083.87	808.85	lbs / day	269.62	lbs / day	5.39	lbs / day
TOTAL POUNDS / DAY	**1,083.87**	**808.85**	**lbs / day**	**269.62**	**lbs / day**	**5.39**	**lbs / day**
TOTAL CUBIC YARDS	**5.14**	**3.84**	**loose cy / day**	**1.28**	**loose cy / day**	**0.03**	**loose cy / day**

Zone 11 OF WELLINGTON VILLAGE - WASTE MANAGEMENT CONTAINER SUMMARY AT LOCAL COLLECTION AREA.	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
CONTAINER TYPE	TILT TRUCK		TILT TRUCK		GAYLORD BOX	
CONTAINER SIZE:	2.00	CY	2.00	CY	1.50	CY
CONTAINER QUANTITY:	**6.00**		**2.00**		**1.00**	
FREQUENCY OF PICKUP:	**3**	**TIMES PER WEEK**	**3.00**	**TIMES PER WEEK**	**1.00**	**TIMES PER YEAR**

Zone 12 OF WELLINGTON VILLAGE
3 DAY HOLDING STUDY (PICKUP FREQUENCY = 3 / WEEK)

Zone 12 OF WELLINGTON VILLAGE - DAILY WASTE PROJECTIONS (LOOSE)	TOTAL WASTE (LBS/DAY)	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
Zone 12	566.85	408.49	lbs / day	155.25	lbs / day	3.10	lbs / day
TOTAL POUNDS / DAY	**566.85**	**408.49**	**lbs / day**	**155.25**	**lbs / day**	**3.10**	**lbs / day**
TOTAL CUBIC YARDS	**2.69**	**1.94**	**loose cy / day**	**0.74**	**loose cy / day**	**0.01**	**loose cy / day**

Zone 12 OF WELLINGTON VILLAGE - WASTE MANAGEMENT CONTAINER SUMMARY AT LOCAL COLLECTION AREA.	MUNICIPAL SOLID WASTE		CARDBOARD		UNIVERSAL WASTE	
CONTAINER TYPE	TILT TRUCK		TILT TRUCK		GAYLORD BOX	
CONTAINER SIZE:	2.00	CY	2.00	CY	1.50	CY
CONTAINER QUANTITY:	**3.00**		**2.00**		**1.00**	
FREQUENCY OF PICKUP:	**3**	**TIMES PER WEEK**	**3.00**	**TIMES PER WEEK**	**1.00**	**TIMES PER YEAR**

LANGAN

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Client Responsiveness

September 29, 2025

Drainage Statement for
K-Park MUPD
10400 Stribling Way
Village of Wellington, Palm Beach County, FL
Langan Project No.: 341020902

Site Description

The project site is located on approximately 71.27 acres along the south side of Stribling Way at the southwest corner of the intersection of Stribling Way and US 441/SR 7, in the Village of Wellington located within Palm Beach County, Florida. The site consists of vacant, agricultural land and is bounded on the south and west by residential parcels, on the north by Stribling Way, and on the east by US 441/SR 7. A portion of the project site is also adjacent to an existing church property which is located near the southeast corner of the site. The Palm Beach County Property Appraiser's Office describes the property by Folio Numbers 73-42-43-27-05-026-0011 and 73-41-44-24-06-003-0000.

The project site lies in South Florida Water Management District's C-51 drainage basin. The existing site elevations range from approximately 15.0-ft NAVD to 19-ft NAVD. The site is located in a FEMA Flood Zone "X" and existing on-site lake portion in Zone AE Elevation 15.4-ft NAVD.

Site Drainage

The project site is located within ACME Improvement District Basin A in the Village of Wellington. There are existing interconnected on-site ditches which drain the agricultural rows. The on-site ditches currently have a connection to the Lake Worth Drainage District (LWDD) E-1 canal.

With the proposed development, stormwater will be collected via a network of inlets and piping connected to the buildings, parking areas, and roadways, and piped to the onsite system of lakes, dry detention areas, and exfiltration trench. Legal positive outfall to the ACME Improvement District canal system is proposed via the Stribling Way drainage infrastructure. The on-site system will not have a connection to the LWDD E-1 canal.

The proposed drainage design will address the following criteria:

- Parking lot elevations will be set at or above the 5-year, 1-day flood stage
- No off-site discharge up to the 25-year, 3-day flood stage except through an approved control structure. The on-site drainage basin will have a control structure with a bleed down orifice for recovery
- Legal positive outfall to the Stribling Way drainage infrastructure (existing 36" RCP)
- Tailwater elevations at outfall to be per Village of Wellington ordinance 2010-14
- Building finished floor elevations set at or above the 100-year, 3-day (zero discharge) flood stage
- Water Quality Treatment volume in accordance with SFWMD and ACME Improvement District criteria
- Allowable discharge per the ACME Improvement District criteria
- Drainage review and permits will be obtained from SFWMD, ACME Improvement District and the Village of Wellington prior to construction
- All construction will be performed in accordance with SFWMD permit and other permits to be obtained for the project

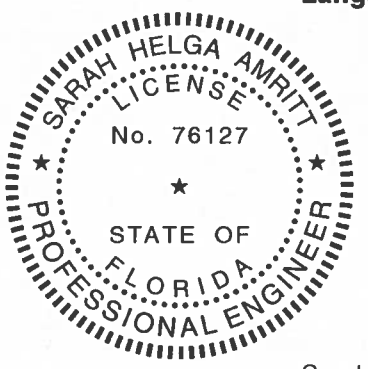
Site Drainage for Life Church

The existing stormwater management system for the Life Church property (3061 State Road 7, Wellington, FL; PCN 73-41-44-24-10-001-0000) is being modified to accommodate the project's proposed shared access from US 441/SR7. The project proposes to reconfigure the site's onsite lake, relocate and increase the site's dry detention area, and relocates the site's existing outfall to Stribling Way. The proposed outfall pipe serving the Life Church property will be rerouted within a proposed drainage easement, before connecting to the offsite drainage infrastructure. After the construction of the new outfall pipe, the existing 50-foot drainage easement (O.R.B. 25941, Pg. 0325) will be vacated.

If you have any questions regarding this application or drainage statement, feel free to contact me at (561) 473-8318 or via email at samritt@langan.com.

Sincerely,

Langan Engineering and Environmental Services, LLC.



This item has been digitally signed and sealed by Sarah Helga Amritt, PE on the date adjacent to the seal.

Signature must be verified on any electronic copies.

Sarah H Amritt

Digitally signed by Sarah H Amritt
DN: CN=Sarah H Amritt, dnQualifier=A01410C0000019668AC13E0D000CA105, O=LANGAN ENGINEERING AND ENVIRONMENTAL SERVICES INC, C=US
Date: 2025.09.29 14:33:39-04'00'

Sarah H. Amritt, P.E., ENV SP
Professional Engineer License No. 76127
Associate Principal

SHA:sha/me
Enclosure(s):

cc: Richard Reikenis (Langan)
Marckley Etienne (Langan)

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September 29, 2025

Narrative for Life Church Water & Sewer Utility Relocations
K-Park MUPD
10400 Stribling Way
Village of Wellington, Palm Beach County, FL
Langan Project No.: 341020902

Description of Existing Water & Sewer Utilities to be Relocated

The project site proposes modifications to the existing roadway access to the Life Church property from US 441/SR 7. The proposed modifications require reconfiguration of the on-site lake and relocation of the following utilities that currently run east along the property's driveway:

- 8" DIP water main within a 12-ft water easement (W.E.)
- 2" HDPE private force main

Proposed Water & Sewer Utility Relocations and Easements

The project proposes the following water main and force main relocations as shown on sheet C-512:

- The 8" DIP water main will be relocated to run east along the new driveway on US 441/SR 7, within a new 12-ft water easement within private property.
- The 2" HDPE force main will be relocated to run east along the new driveway on US 441/SR 7.

Phasing of Water & Sewer Utility Construction for Life Church

The project proposes to relocate the water and sewer utilities while keeping uninterrupted service to the Life Church property. The anticipated phasing is as follows (details subject to change based on contractor means and methods):

1. Construction of new 8" DIP water main, as shown on sheet C-512. The water main will have a wet tap to the existing onsite 8" water main upstream of the segment to be relocated, and will have a wet tap to the existing 12" water main on US 441/SR 7.
2. Construction of new 2" HDPE force main, as shown on sheet C-512. The force main will connect to the existing onsite 2" HDPE force main upstream of the segment to be relocated, and will connect to the existing 4" force main on US 441/SR 7.
3. Once the new segments of 8" DIP water main and 2" HDPE force main are constructed and certified, the existing water and sewer main segments in conflict with the modified lake will be cut, capped and removed.

4. The 12' water easement (P.B. 115 PG. 44) will be vacated after the new segment of water main is constructed and existing segment of water main is removed. A new water easement will be recorded for the relocated water main.

If you have any questions regarding this application, feel free to contact me at (561) 473-8318 or via email at samritt@langan.com.

Sincerely,
Langan Engineering and Environmental Services, LLC.

Sarah H. Amritt, P.E., ENV SP
Associate Principal

SHA:sha/me
Enclosure(s):

cc: Richard Reikenis, Marckley Etienne (Langan)
FBPE Registry No. 6601

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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

urban design studio
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) 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
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 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

urban design studio

Urban Design
Land Planning
Landscape Architecture

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**

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**

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

urban design studio

Urban Design
Land Planning
Landscape Architecture

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.

	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**

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 structed 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 studio

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 for 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. IIn 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 unquie 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.*

<u>PSM Deviations</u>

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

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

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

TOTAL REQUIRED POD B	**21**	**TOTAL PROPOSED POD B**	**13**

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 maximums 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.

Wellington Legal Notice

Please choose a category	Public Notices - Wellington
Title	(KPARK) ORDINANCE NO. 2026-06, RESOLUTION NO. R2026-03, RESOLUTION NO. R2026.04 AND RESOLUTION NO. R2026.05
Publish Date	01/22/2026
Publish Time	2:05 PM (EST)
Description	AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING A REZONING [PETITION NUMBER 2025-0003-REZ] BY AMENDING THE ZONING DESIGNATION FOR A PORTION OF CERTAIN PROPERTY, FORMERLY KNOWN AS K PARK, FROM COMMUNITY FACILITIES (CF) TO MULTIPLE USE PLANNED DEVELOPMENT (MUPD), TOTALING APPROXIMATELY 65.98 ACRES, MORE OR LESS; FOR A PORTION OF CERTAIN PROPERTY, FORMERLY KNOWN AS K PARK, FROM COMMUNITY COMMERCIAL (CC) TO MUPD, TOTALING APPROXIMATELY 5.3 ACRES, MORE OR LESS, FOR A GRAND TOTAL 71.27-ACRES; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE. A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING A MASTER PLAN (PETITION 2025-0001-MP) FOR THE WELLINGTON VILLAGE MULTIPLE USE PLANNED DEVELOPMENT (MUPD), FOR CERTAIN PROPERTY FORMERLY KNOWN AS K PARK, TOTALING APPROXIMATELY 71.27 ACRES, MORE OR LESS, LOCATED ON THE SOUTHWEST CORNER OF STRIBLING WAY AND US 441/SR 7, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO ADOPT THE WELLINGTON VILLAGE MUPD MASTER PLAN; TO DESIGNATE A 43.76-ACRE INSTITUTIONAL POD (POD A) WITH A MAXIMUM OF 1,750 STUDENTS AND 405,000 SQUARE FEET; TO DESIGNATE A 24.05-ACRE COMMERCIAL POD (POD B) WITH A MAXIMUM OF 210,000 SF OF RETAIL, 105,000 SF OF RESTAURANT PLUS 20,000 SF OUTDOOR DINING, 75,000 SF OF OFFICE, 180-ROOM HOTEL WITH A MAXIMUM OF 175,000 SF, AND 215 MULTIFAMILY DWELLING UNITS (PHASE 1 – 15 UNITS/30,000 SF AND PHASE 2 – 200 UNITS/300,000 SF); TO DESIGNATE A 3.23-ACRE OPEN SPACE POD (POD O) WITH A LAKE AND PUBLIC USE LAKE TRAIL; TO DESIGNATE A 0.23-ACRE UTILITY/MUNICIPAL POD WITH A LIFT STATION; TO ADD THREE (3) ACCESS POINTS ON STRIBLING WAY; TO ADD ONE (1) ACCESS POINT ON US 441/SR 7; TO ADD THREE (3) CROSS ACCESS POINTS TO THE LIFE CHURCH PROPERTY; TO ADD ONE (1) FUTURE CROSS ACCESS POINT TO FARMINGTON ESTATES; TO ADD ONE (1) FUTURE CROSS ACCESS POINT TO FAMILY VISION; TO ADOPT THE

	WELLINGTON VILLAGE MUPD PROJECT STANDARDS MANUAL; PROVIDING A CONFLICTS CLAUSE; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE. A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING A CONDITIONAL USE (PETITION 2025-0001-CU) FOR CERTAIN PROPERTY FORMERLY KNOWN AS K PARK, TOTALING APPROXIMATELY 71.27 ACRES, MORE OR LESS, LOCATED ON THE SOUTHWEST CORNER OF STRIBLING WAY AND US441/SR7, AS MORE SPECIFICALLY DESCRIBED HEREIN, TO ALLOW A 1,750-STUDENT PRIVATE SCHOOL WITH OUTDOOR RECREATIONAL FACILITIES WITHIN POD A OF THE WELLINGTON VILLAGE MUPD; PROVIDING AN EFFECTIVE DATE. A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING A CONDITIONAL USE (PETITION 2025-0002-CU) FOR CERTAIN PROPERTY FORMERLY KNOWN AS K PARK, TOTALING APPROXIMATELY 71.27 ACRES, MORE OR LESS, LOCATED ON THE SOUTHWEST CORNER OF STRIBLING WAY AND US441/SR7, AS MORE SPECIFICALLY DESCRIBED HEREIN, TO ALLOW AN 180-ROOM HOTEL WITHIN POD B OF WELLINGTON VILLAGE MUPD; PROVIDING AN EFFECTIVE DATE.
Attach Files (Optional)	2.10.26 PZAB (KParK) (2).pdf
Submitted by (Email Address)	smilachay@wellingtonfl.gov
Notifications	Yes
Send Out a Notification to Your Subscribers	Yes
Signature	

File #: 26-7581, **Version:** 1

ITEM: RESOLUTION NO. R2026-07 (LOTIS 2 MASTER PLAN AMENDMENT)

A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, FOR A MASTER PLAN AMENDMENT (PETITION 2025-0001-MPA) FOR CERTAIN PROPERTY, KNOWN AS LOTIS WELLINGTON 2, A MIXED-USE PROJECT, TOTALING 52.44 ACRES, MORE OR LESS, LOCATED ON THE WEST SIDE OF STATE ROAD 7, APPROXIMATELY HALF A MILE NORTH OF FOREST HILL BOULEVARD, AS MORE SPECIFICALLY DESCRIBED HEREIN; MODIFYING THE MASTER PLAN AND CONDITIONAL USE APPROVALS BY ABANDONING THE CONDITIONAL USE FOR THE MINIATURE GOLF INDOOR/OUTDOOR ENTERTAINMENT USE, INCREASING THE CONDITIONAL DAYCARE USE FROM 210 TO 230 STUDENTS, ADDING A COMBINED RESTAURANT AND RETAIL USE AND A FREESTANDING RESTAURANT USE, AND TO MODIFY CONDITIONS OF APPROVAL; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

REQUEST: Approval of Resolution No. R2026-07, a Master Plan Amendment (MPA) to modify the Master Plan and Conditional Uses for the 52-acre mixed-use project known as Lotis Wellington 2.

EXPLANATION: The applicant is seeking approval to modify the Lotis 2 Master Plan, which includes:

- Removing the indoor/outdoor entertainment (Popstroke) with a 36-hole miniature golf (Conditional Use) and 8,000 square feet of restaurant, event space and retail;
- Adding an 8,000 square feet combined restaurant and retail, and an 8,500 square feet freestanding restaurant;
- Increasing the daycare capacity from 210 to 230 students (Conditional Use); and
- Amending certain conditions of approval.

When the Lotis 2 project was requesting approvals in 2023, both staff and Wellington's Council inquired about the viability of the Popstroke miniature golf use in Wellington, knowing that Popstroke was already proposed in the surrounding areas (Delray Beach and West Palm Beach). At that time (2023), the applicant indicated the Popstroke operator still had a lease to develop the miniature golf entertainment use at the Lotis 2 project. It's not uncommon for tenants to change after development approval, but a use change is not very common, especially a use that is a significant element of the project's development program that was approved. The proposed removal of this entertainment use without a substantial replacement is not recommended, as it's not consistent with the prior approvals or Wellington's goal to provide entertainment along State Road 7. The proposed modifications are further detailed in the Staff Report Analysis, and the applicant's Justification Statement is provided in Staff Report Exhibit A.

At the October 15, 2025, Planning, Zoning and Adjustment Board (PZAB) meeting, the Board recommended approval (5-2 vote, with Michael Drahos and Tatiana Yaques dissenting) of the applicant's request with staff recommended conditions (which includes not removing the entertainment use) as stated in the resolution, with the recommendation that the applicant provides the name of the national upscale restaurant chain for the

proposed freestanding restaurant building/use, and the Popstroke termination letter to provide the Wellington Council additional information. Staff Report Exhibit F is a letter from Lotis responding to PZAB recommendations.

At the December 9, 2025, and January 13, 2026, Wellington Council meetings, the applicant requested a postponement to continue efforts on prospective tenants and uses suited for the project.

Resolution No. R2026-07 for amended conditions of approval (Formatting: ~~Strike-through~~ text is to be deleted, and underline text is to be added). Note: Since the PZAB meeting, staff and/or the applicant have made some minor amendments to the conditions that are shown in yellow highlight.

The applicant has provided the proposed condition below (blue text) for Pod A, which is to replace Resolution No. R2026-07 Condition 5.

5. The project shall be developed consistent with the approved master plan and based on the use limitations below:

USE*	INTENSITY/DENSITY LIMITATIONS
~~Indoor and Outdoor Entertainment~~ Pod A Commercial Uses including: Restaurant (Quality) ~~Entertainment (Indoor/Outdoor)~~ Retail/Restaurant	~~- Outdoor 36-hole Miniature Golf~~ ~~- 8,000 SF Indoor Space with Restaurant, Event Space, and Retail (Pro-shop)~~ ~~- Outdoor Bar/Dining Area~~ - 8,500 SF (Freestanding) = 8,000 SF restaurant, retail, commercial, and/or experiential retail or educational space, with an 8,000 SF landscaped courtyard, plaza, and/or community gathering space with seating located adjacent to the building that is open to the public. ~~= TBD~~ ~~Shall provide options for Council approval prior to site plan approval for the subject portion of Pod A, not including the freestanding restaurant.~~
General Office	1,030 SF
Daycare Facility (Pod B)	18,000 SF / ~~210~~ 230 children
Multi-family (Townhouse) Residential	72 DUs
Single-family Residential	100 DUs

~~* The above uses/limitations are approved based on the traffic study dated August 14, 2023 and shall not generate more trips than indicated below.~~

~~Net Daily Trips~~		~~2,034~~	
~~AM Peak Hour~~		~~PM Peak Hour~~	
~~In~~	~~Out~~	~~In~~	~~Out~~
~~69~~	~~110~~	~~129~~	~~96~~

(PLANNING)

PZAB and staff recommendation for Condition 5 is provided in the proposed Resolution No. R2026-07. The intent was for the applicant to provide options for the entertainment use or a suitable replacement that the Council may approve.

BUDGET AMENDMENT REQUIRED: NO

PUBLIC HEARING: YES **QUASI-JUDICIAL:** YES

FIRST READING: YES **SECOND READING:**

LEGAL SUFFICIENCY: YES

FISCAL IMPACT: N/A

WELLINGTON FUNDAMENTAL: Responsive Government

RECOMMENDATION: Approval of Resolution No. R2026-07, a Master Plan Amendment (MPA) to modify the Master Plan and Conditional Uses for the 52-acre mixed-use project known as Lotis Wellington 2.

Lotis Wellington 2 Location Map

RESOLUTION NO. R2026-07

A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, FOR A MASTER PLAN AMENDMENT (PETITION 2025-0001-MPA) FOR CERTAIN PROPERTY, KNOWN AS LOTIS WELLINGTON 2, A MIXED-USE PROJECT, TOTALING 52.44 ACRES, MORE OR LESS, LOCATED ON THE WEST SIDE OF STATE ROAD 7, APPROXIMATELY HALF A MILE NORTH OF FOREST HILL BOULEVARD, AS MORE SPECIFICALLY DESCRIBED HEREIN; MODIFYING THE MASTER PLAN AND CONDITIONAL USE APPROVALS BY ABANDONING THE CONDITIONAL MINIATURE GOLF INDOOR/OUTDOOR ENTERTAINMENT USE, INCREASING THE CONDITIONAL DAYCARE USE FROM 210 TO 230 STUDENTS, ADDING A COMBINED RESTAURANT AND RETAIL USE AND A FREESTANDING RESTAURANT USE, AND TO MODIFY CONDITIONS OF APPROVAL; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Wellington's Council, as the governing body of Wellington, Florida, pursuant to the authority in Chapter 163 and Chapter 166, Florida Statutes, and the Land Development Regulations (LDR), is authorized and empowered to consider petitions related to zoning and development orders; and

WHEREAS, the notice and hearing requirements, as provided in Article 5 of the LDR, as adopted by Wellington, have been satisfied; and

WHEREAS, the current Wellington Future Land Use Map designation for the 52.44-acre project known as Lotis Wellington 2 (Lotis 2) is Mixed Use (MU); and

WHEREAS, the current Wellington Zoning Map designation for the 52.44-acre project known as Lotis 2 is Multiple Use Planned Development (MUPD); and

WHEREAS, the Lotis 2 Master Plan and Conditional Uses were approved (Resolution No. R2023-62) by Wellington's Council on December 8, 2023; and

WHEREAS, the Lotis 2 Master Plan and Conditional Uses conditions of approval were modified by Wellington's Council on June 10, 2025 (Resolution No. R2025-38); and

WHEREAS, the Lotis 2 owner/developer/applicant is now requesting to amend the Lotis 2 Master Plan and abandon the Condition Use approval for the miniature golf indoor/outdoor entertainment use, to allow development of a combined restaurant and retail use and a freestanding restaurant use, and to increase the daycare use, and;

WHEREAS, the Planning, Zoning and Adjustment Board, sitting as the Local Planning Agency, after notice and public hearing on October 15, 2025, recommended approval of the amended Lotis Wellington 2 Master Plan and Conditional Uses with a 5 to 2 vote; and

WHEREAS, the Council has taken the recommendations from Wellington staff, and the evidence and testimony presented by the Petitioner, and comments from the public into consideration for the proposed Development Order Amendment; and

WHEREAS, Wellington's Council has made the following findings of fact:

1. The Master Plan and Conditional Use requests are consistent with the Comprehensive Plan;

2. The subject request is consistent with the stated purposes and intent of the Land Development Regulations;

3. The subject request is consistent with the surrounding land uses and zoning districts;

4. Approval of the subject request would result in a logical and orderly development pattern; and

5. The subject request is consistent with the applicable Multiple Use Planned Development (MUPD) regulations.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF WELLINGTON, FLORIDA, THAT:

SECTION 1. The Lotis Wellington 2 (Lotis 2) Master Plan is hereby approved for the property legally described in Exhibit A, subject to the following amended and restated conditions of approval (Formatting: ~~Strikethrough~~ text is to be deleted and underline text is to be added):

1. The subject site shall be governed by the conditions of approval within this resolution. (PLANNING)

2. Development of the site shall be limited to the uses, access, acreage, site design, site amenities, public and private recreation areas and amenities, and landscape buffers approved on the Master Plan, Regulating Plan, Circulation Plan, and Phasing Plan (Exhibit B). The final plans consistent with any Wellington Council (Council) approved changes and conditions of approval imposed by Council at the public hearing shall be submitted for final processing, if applicable. (PLANNING)

3. Exhibit C is the Lotis 2 Project Standards Manual (PSM) approved by Council, with the project development standards including details, specification, architectural details/elements, landscape features/elements, setbacks, separation, building/lot coverage, Floor Area Ratio (FAR), building height, parking, etc., shall be the governing document along with any other plans/documents approved for this project. The developer is requesting standards, including setback, separation, public land dedication credit, etc., that may be below the Land Development Regulations (LDR) requirements. Any project development standards not specifically outlined and/or requested/approved within the PSM shall be per the LDR as determined by Wellington for the specific standard and/or use/structure. Architectural Review Board (ARB) approvals for this project shall be supplemented within the PSM by the Village of Wellington (Wellington). Amendments to the PSM shall require Council approval, as a master plan amendment. (PLANNING)

4. No building permits for the site shall be issued after December 31, ~~2026~~ 2029, unless extended by Palm Beach County Traffic Division through an equivalency letter or an updated Traffic Study approval consistent with this master plan approval. (TRAFFIC)

5. The project shall be developed consistent with the approved master plan and based on the use limitations below:

USE*	INTENSITY/DENSITY LIMITATIONS
~~Indoor and Outdoor Entertainment~~ Pod A Commercial Uses including: Restaurant (Quality) Entertainment (Indoor/Outdoor)	~~- Outdoor 36-hole Miniature Golf~~ ~~- 8,000 SF Indoor Space with Restaurant, Event Space and Retail (Pro-shop)~~ ~~- Outdoor Bar/Dining Area~~ - 8,500 SF (Freestanding) - TBD ~~Shall provide options for Council approval prior to site plan approval for the subject portion of Pod A, not including the freestanding restaurant.~~
General Office	1,030 SF
Daycare Facility (Pod B)	18,000 SF / ~~210~~ 230 children
Multi-family (Townhouse) Residential	72 DUs
Single-family Residential	100 DUs

~~* The above uses/limitations are approved based on the traffic study dated August 14, 2023 and shall not generate more trips than indicated below.~~

~~Net Daily Trips~~		~~2,034~~	
~~AM Peak Hour~~		~~PM Peak Hour~~	
~~In~~	~~Out~~	~~In~~	~~Out~~
~~69~~	~~110~~	~~129~~	~~96~~

(PLANNING)

6. The Lotis 2 project land use allocation shall be as approved on the master plan/PSM. Council specifically approves a maximum of 58% (28.53-acre) land allocation for the single land use of residential within Pod C-1. (PLANNING)

7. The commercial pods (Pod A~~/Indoor and Outdoor Entertainment Miniature Golf~~ and Pod B/Daycare Facility) and the residential pods (Pod C-1/Single-family and Townhouse Residential and Pod C-2/Clubhouse with ancillary office) shall be developed concurrently, with a minimum of one (1) of the commercial pods (Pod A or B) uses issued building permits prior to issuance of building permits for the first residential building within Pod C-1. Certificate of Occupancy (CO) and/or Temporary Certificate of Occupancy (TCO), for buildings within Pods A, B, and C-1 shall be issued based on the following limitations:

   b. One (1) of the two (2) commercial pods shall receive a CO/TCO prior to 86 residential units receiving a CO/TCO, excluding up to six (6) units designated as model homes on the approved Lotis 2 Site Plan.

   c. Prior to the final residential units receiving a CO/TCO, the commercial pod that was not issued permits as required above shall be issued building permits for development of the remaining commercial pod. (PLANNING)

8. The 1,030 square feet general office is a required use type for this mixed-use project. The general office space provided in Pod C-2 clubhouse building shall be open for lease by the public in perpetuity and is not limited to the residents of the Lotis 2 residential pods. (PLANNING)

9. Pod D (4.24-acre) is a dedicated conservation area with a 3.75-acre Cypress Preserve Area and a 0.49-acre public recreation area and shall be designated as conservation by way of restrictive covenant easements in favor of the Village of Wellington on the Lotis 2 plat. The 3.75-acre Cypress Preserve Area shall be improved with the removal of all non-native and invasive species, and the preservation of native species. The Lotis 2 developer/owner shall provide a maintenance and preservation management plan to Wellington for the protection and maintenance of the preserve area. Said documents shall be submitted as part of the plat documents or incorporated in the plat prior to issuance of the Land Development Permit. The 0.49-acre public recreation area shall be improved with a minimum of walking path(s), seating

(including trellis swing) and trash bins, and viewing areas with educational signage. The 4.24-acre Pod D shall be maintained in perpetuity by Lotis 2 with the formation of a master property owners' association (POA). (PLANNING)

10. The private recreation areas/amenities and school bus shelter in Pods C-1 and C-2 shall be completed prior to issuance of the 20th Certificate of Occupancy (CO) for the residential building within Pod C-1. A temporary mail kiosk shall be installed prior to the issuance of the first CO for a residential building in Pod C-1, excluding any sales model unit. The construction of the clubhouse and mailroom amenity shall be completed prior to issuance of the 86th CO for residential building within Pod C-1. The developer shall provide all buyers (of residential units/lots within Pod C-1) notice that the clubhouse and swimming pool amenities will not be constructed/completed or available for use prior to issuance of the 86th CO. The private recreation areas within Pods C-1 and C-2 shall total a minimum of 1.31 acres and include amenities in addition to benches and trash receptacles for the residents of residential development. (PLANNING)

11. The developer/owner is required to provide public land dedication for parks and recreation facilities as well as civic facilities for the 172 DU of residential development within the project. The public land dedication required for parks and recreation is 2.6 acres. The civic land dedication required is 0.52 acres. Required land dedication (3.12-acre total) shall be satisfied per the following:

    a. A 23% (approximately 1.877 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 3.12-acre requirement for the Public Recreation and Civic land dedication requirement.

    b. The privately-owned public recreation areas and amenities as shown on the plans/PSM shall be available to the public in perpetuity by way of a restrictive covenant and access easements in favor of the Village of Wellington. Said documents shall be in place prior to the issuance of the first vertical building permit.

    c. The privately-owned public recreation areas at a minimum shall include multi-use asphalt pathway (min. 10-foot wide/sidewalk min. 5-foot wide) as shown on the approved plans, shade trees (average 40 ft. on center), seating and trash bins (at each recreation area and average 250 ft. on center along the pathway/sidewalk), trellis swing shade structures (min. 5), fitness stations (min. 3), lighting, shade structures, and dedicated parking, as illustrated on the plans/PSM, in locations and quantity as determined appropriate by Wellington's Development Review Manager (DM) for the project during the site plan review and approval. The public

recreation areas shall be connected internally within Lotis 2 with a 10-foot wide asphalt multi-use pathway and/or five (5)-foot sidewalk, and connected to the Greenway multi-use asphalt pathway within the Lotis Wellington 1 project to the south at a minimum of four (4) cross-access points.

d. The public recreation areas and amenities shall be maintained by the Lotis 2 Property Owners' Association (POA). The maintenance requirements shall be provided with the Declaration of Restrictions and Covenants.

e. The remaining 1.243-acre (3.12 AC land required - 1.877 AC credit) land area requirement shall be met by an in-lieu payment based on a value that is $50,000.00 per acre or the certified appraised fair market value per acre, whichever is greater, as approved administratively by Wellington when the in-lieu payment is required. The in-lieu payment shall be paid to Wellington when impact fees are required for the residential uses, at the time of issuance of building permits. The in-lieu payment shall be in addition to the required Parks and Recreation Facilities Impact Fees as determined at the time of building permit issuance. (PLANNING)

12. Construction cost associated with the public recreation areas improvements and amenities, as illustrated on the approved site plan, may be deducted from the required Wellington Parks and Recreation Facilities Impact Fees due at the time of building permit issuance. The developer shall provide a certified construction cost (Reviewed/Approved by the DM) for the improvements and amenities, excluding land clearing, grubbing and rough grading; the removal of non-native, invasive species; and the preservation of native species within the Pod D 3.75-acre Cypress Preserve Area. If at such time as the Wellington Parks and Recreation Facilities Impact Fees are due and the public recreation areas improvements and amenities have not been constructed/completed, the developer shall post security in favor of Wellington in the form of a letter of credit or cash in escrow. The developer/owner shall post security prior to issuance of the first building permit for any residential building within the Lotis 2 project. The posted security shall then be partially released or distributed back to the developer, as applicable, at a pro-rata rate of completion of the public recreation areas improvements and amenities, as evidenced by providing an engineer's affidavit of substantial completion. Wellington shall not release or distribute back to the developer any funds that exceed the posted security amount in the event the certified cost exceeds the required Wellington Parks and Recreation Facilities Impact Fees. (PLANNING)

13. This property/project is required to be platted. The plat shall be approved, and recorded, prior to the issuance of any building permits. (ENGINEERING)

14. The developer/owner shall submit the items below with the Land Development/Plat application to achieve Technical Compliance:

    a. Soil/geotechnical report for the overall project. The report shall identify the locations of various types of soils, fill (construction rubble, etc.), and depths.

    b. Surface water management (SWM) plan and wetland mitigation plan.

    c. South Florida Water Management District (SFWMD) and any other federal or state permit(s) approving the proposed changes to wetlands and/or surface water boundaries within the overall project. Documents on approvals and/or required improvement and mitigation, as may be required by any state/federal departments (USACE/SFWMD), shall be provided.

    d. A plan for wetland protection, during and after construction, shall be provided per LDR Section 7.7.2-Wetlands.

    e. Documentation that any required on-site cleanup has been completed in compliance with Environmental Protection Agency (EPA) regulations.

    f. Declaration of Restrictions and Covenants acceptable, which shall provide for the creation of a single master property owners' association (POA) and the assessment of members of the master association for the costs of maintaining the common areas, roads/streets, landscape buffers, conservation area, public and private recreation areas, lake, etc. (ENGINEERING/PLANNING)

15. Any proposed wetland mitigation within the overall project shall occur within Wellington's boundaries if feasible. (PLANNING)

16. The lake in Pod E shall be:

    a. A minimum 50-foot setback from the proposed lake top of bank to the property lines. The top of the bank shall be considered the point where the lake slope does not exceed eight (8) feet horizontal to one (1) foot vertical.

    b. A maximum slope of 4:1 (horizontal: vertical) to a minimum of two (2) feet below the control elevation of the proposed lake. From two (2) feet below the control elevation of the proposed lake to a minimum depth of six (6) feet below the control elevation of the proposed lake, the maximum slope shall be no steeper than a 2:1 (horizontal: vertical), or as permitted by SFWMD, whichever is the more stringent requirement.

c. Improved with littoral zone/planting, fountains (min. 1), etc., as illustrated on the approved master, site, and land development plans. The ongoing operation, maintenance, insurance, etc., of the lake/greenway shall be the responsibility of the Master POA for the project.

d. Connected by a drainage easement to the lake on the Lotis Wellington 1 project for water to flow through to the outfall. (ENGINEERING/PLANNING)

17. No vertical encroachments shall be permitted in any utility or drainage easements. No landscaping shall be installed in water or sewer easements or in areas obstructing the line of sight for pedestrians or vehicles. (ENGINEERING)

18. A Land Development Permit (LDP), issued by the Village of Wellington Engineering Department, is required prior to any earthwork or construction taking place, and shall meet all applicable requirements of the LDR, as well as State and Federal regulations and guidelines must be applied for, approved, and issued prior to any construction activities. The permit plans shall include construction details for all infrastructure components, including paving, grading, drainage, water, sewer, landscape, lighting, and off-site improvements. The LDP must be closed out before any Temporary Certificates of Occupancy (TCO)/Certificates of Occupancy (CO) are issued for any buildings or structures. If the project is phased, a separate LDP will be required for each phase of the project. Each phased LDP must be closed out before any Temporary Certificates of Occupancy (TCO)/Certificates of Occupancy (CO) are issued for any buildings or structures within that phase. (ENGINEERING)

19. Cross-access and access connections are required and approved per the following:

a. Vehicular cross-access, with pedestrian, connections shall be provided to promote inter-connectivity between adjacent properties, with connections to the Wellington Reserve Office Park project along the north with a minimum of two (2) connections, to the medical office/storage project along the south with a minimum of one (1) connection, and to the Lotis Wellington 1 project along the south with a minimum of one (1) connection ~~two (2) connections (not including required Greenway cross-access)~~, as illustrated on the master plan and circulating plan (Exhibit B).

b. Pedestrian cross-access connections shall be provided to the Lotis Wellington 1 property along the south with a minimum of four (4) Greenway multi-use asphalt pathway ~~(standalone) and two (2) pedestrian connection points (with vehicular access)~~.

c. Minor relocations and/or additions of cross-access points on the master plan may be administratively approved to ensure the intent of this condition is met during

the development of this project and ensure connections to surrounding properties/projects. All other cross-access changes or reductions shall require Council approval, as a master plan amendment.

d. All cross-access connections/points shall be within easements and shall be shown on the plat, and be dedicated as required. Amendment to the access easements may be done by separate instrument.

e. The cross-access connections to the projects along the south shall be constructed in conjunction with the main north/south spine drive aisle for the centrally located cross-access, and the improvements in the area of the other cross-access on Lotis 2. All other connections shall be constructed in conjunction with the improvements in the area/pod prior to issuance of CO/TCO.

f. Any required improvements, including road, sidewalk/pathways, bridges, piping, etc., shall be permitted and completed when the cross-access and access connections are required as indicated above. (PLANNING/TRAFFIC/ENGINEERING)

20. An enhanced crosswalk system shall be provided for anticipated heavy traffic flow roadway/intersections [at a minimum of one (1) location] to ensure a safer environment for pedestrians of this project. At minimum, the enhanced crosswalk system should include a paver/stamped concrete crosswalk, detectable warning, and LED solar-powered flashing crosswalk signs and in-pavement indicator lights that are activated via braille push buttons and/or automatic activation methods. At a minimum, the other crosswalk locations throughout the site shall be paver/stamped concrete and include detectable warning. (PLANNING)

21. The County traffic concurrency approval is subject to the Project Aggregation Rules as set forth in the Traffic Performance Standards Ordinance. If the Lotis Wellington 1 and Lotis 2 projects are ever aggregated on any plans, then the traffic impacts on the Wellington roadways and intersections must be readdressed for the aggregated project. (TRAFFIC)

22. Prior to the issuance of the first building permit, the owner/developer (Lotis 2) shall begin construction on the following improvements, and construction shall be completed prior to the issuance of the first CO/TCO.

a. Right-turn lane north approach on State Road 7 (SR 7) at the proposed access to County minimum standards, or as approved by the Florida Department of Transportation (FDOT) or Palm Beach County (PBC) Engineer, as appropriate.

b. Extend the existing left/U-turn lane south approach storage lane on SR 7 immediately north of the proposed access to 578 ~~580~~ feet maximum extent, or as approved by the FDOT or PBC Engineer, as appropriate.

c. Extend the existing left/U-turn lane north approach storage lane on SR 7 immediately south of the proposed access to 363 ~~365~~ feet maximum extent, or as approved by the FDOT or PBC Engineer, as appropriate.

d. Permits required from FDOT for the above construction shall be obtained prior to issuance of any LDP and building permit. (TRAFFIC/PLANNING)

23. A Developer's Agreement will be required by the Utility Department to reserve water and sewer capacity for the project. Payment of capacity fees per Village Resolution R2018-35 shall be required to reserve capacity. The Developers Agreement must be executed and approved by the Wellington Council prior to the execution of the Palm Beach County Health Department Water and Sewer permits by the Village Utility Director. (UTILITIES)

24. Applicant is advised that lift stations serving the project will be required to be upgraded to meet current standards. Additionally, other off-site utility infrastructure supporting the project may require improvements to support the additional density. The owner/developer is responsible for the funding and construction of all on-site and off-site improvements/upgrades as necessary. (UTILITIES)

25. A looped system will be required. Where feasible and reasonable, connections to the existing stub-outs at the adjacent parcels to the north, east, and south will be required. Looping from the west across the LWDD S-5 canal will not be required. Dead-end water mains are not permitted. (UTILITIES)

26. All water mains will be public up to the point of service. All wastewater mains, subject to approval by the Wellington Utilities Department, will be public up to the point of service. Utility facilities must be located in the rights-of-way or in a dedicated exclusive water main or wastewater easement. Easement widths shall comply with the Village of Wellington Water and Wastewater Systems Construction and Standards Manual (current edition). All utility easements shall provide for unhindered access to all facilities and mains in accordance with the standards manual. (UTILITIES)

27. The developer/applicant must apply for and obtain a Major Utility Permit prior to the development of the proposed improvements. (UTILITIES)

28. A covered school bus shelter (minimum 15' X 25' for the number of residential units) shall be provided for the residential pod, with bicycle racks for a minimum capacity of eight (8), benches/seating for a minimum capacity of eight (8), trash receptacles at each bench/seat location and continuous paved access shall be provided. Prior to the issuance of the first Certificate of Occupancy for any residential building, the covered school bus shelter shall be constructed with consistent colors, materials, and roof treatment as the overall project. (PLANNING)

29. To address the school capacity deficiency generated by the proposed development at the District elementary, middle, and high school levels, the property owner shall contribute a total of ~~$632,402.00~~ $255,756.00 (or as amended by the PBC School District) to the School District of Palm Beach County prior to issuance of the first residential building permit. (PBC SCHOOL DISTRICT)

30. Benches/seating, trash receptacles/bins, and bicycle racks shall be provided at the building entry and throughout the site, with the final number and locations as required with the site plan review. Trash bins should be provided at seating location(s) on the plans. Shade structures and/or landscaping (trees/palms, shrubs, etc.) shall be provided for the seating areas throughout the site. (PLANNING)

31. Foundation planting areas (including trees/palms) shall be provided along the street/corner side of all buildings (non-residential and residential). (PLANNING)

32. Hedges (min. 24"/max. 36") shall be provided along the parking areas for the multi-family units, and setback (max. 24") from the front lot line. (PLANNING)

33. Shade/canopy street trees (min. 16 ft. OA height and 5 ft. CT), and pedestrian street lights shall be provided along both sides of roads/streets within the Lotis 2 project. Bicycle lanes shall be provided along both sides of the spine road before any gated entries. The pedestrian street light poles, and regulatory traffic/street signs and poles shall be a decorative design, and the design shall be submitted for ARB approval prior to permitting. (PLANNING)

34. The street trees required along all roads/streets within the project shall be hardwood shade/canopy tree species. An alternative street tree design is approved along the project's main access boulevard (road/street) to include large/focal palm species at a maximum of 25% the trees required along that street, and accent/flowering trees/palms are approved at corners/intersections to create a focal point within the residential pod. Street trees in the residential pod are allowed within the residential lots along the street (setback a maximum of 11 feet from the lot's front or side corner property lines) as approved in the project's PSM and/or site landscape plans, but the number of trees required shall not be reduced. The street trees provided in the residential lots are not to meet the lot requirements, and shall

be dedicated on the plat to the residential pod homeowner's association/property owner's association in perpetuity. (PLANNING)

35. The developer shall pay into the Wellington Tree Fund for any required street trees not provided in the multi-family section of the residential pod as shown on the plans/PSM. The payment shall be $600 per tree if a maximum of 25% of the required street trees within the multi-family section will not be provided, or the cost the developer would pay to provide the street trees on-site if more than 25% of the trees will not be provided in the multi-family section. The payment amount, if more than 25%, shall be per a landscape architect's certified cost estimate for the shade/canopy tree species as approved by the DM. Payment in lieu of providing the trees shall be made to Wellington prior to issuance of the first building permit for a residential building in the residential pod. (PLANNING)

36. The perimeter landscape buffers shall be shown as an easement or separate tract on the plans and plat, and are approved to be installed per the approved project phasing. The landscape buffer along the east property line shall be installed prior to the issuance of the first Certificate of Occupancy for any building within the project. Landscape buffer shade canopy trees shall be 25 feet on center, and hedge height shall be a minimum of three (3) feet in height at installation. (PLANNING)

37. The east perimeter landscape buffer shall include multi-tiered landscaping with a continuous berm (3:1 slope) and continuous hedge; the hedges shall be installed and maintained at a three (3) foot height, shrubs/groundcover on both sides of the hedge at intermittent intervals, along with the required landscaping per requirements of the LDR for this project zoning. (PLANNING)

38. Developer/owner shall provide a certified cost estimate (by FL. Registered Landscape Architect or Engineer) for the project's perimeter landscape buffer and interior landscaping materials, installation, irrigation, labor, warranty (1-year), etc. Surety/bond(s) in the form acceptable to Wellington in the amount of 110% of the estimate shall be posted for the project's perimeter landscape buffer and interior landscaping, in addition to the other bonds required for site improvements per the LDP, with the Engineering Department. Landscape permit(s) shall also be required prior to installation. The surety shall be provided prior to issuance of the LDP and/or as required by Wellington after the LDP is issued. (PLANNING)

39. Developer is required to pay (prior to issuance of any LDP) $75 per linear foot of frontage along State Road 7 for landscape and plantings. (ENGINEERING/PLANNING)

40. Developer is required to pay (prior to issuance of any LDP) $75 per linear foot of frontage along State Road 7 for boardwalk or construct an eight (8)-foot wide sidewalk ~~prior to the issuance of the first CO/TCO~~. (ENGINEERING/PLANNING)

41. The landscaping in street corridors, pathways, non-residential pods, recreation areas, etc., within this Planned Development District shall exceed the minimum landscape requirements for size/height by 30%. (PLANNING)

42. Additional height for perimeter and internal trees/palms is required per Table 7.8-1 Tree Size of the LDR, in addition to any other requirements for structures over 35 feet in height. The trees/palms with the additional height shall be required and remain in place as long as the structures remain. The additional trees/palms height as required shall be noted/shown on the project's approved landscape plans to indicate how this requirement will be met. (PLANNING)

43. Prior to site plan approval, the landscape plans must show adequate compatible landscape buffering between adjacent commercial and residential land uses. The landscape plans shall be approved as a part of the site plan. (PLANNING)

44. The common areas, landscaping, site amenities, etc., shall be completed in conjunction with the adjacent building(s) within each Pod and prior to the issuance of any Certificate of Occupancy/Certificate of Completion of adjacent building(s)/improvement(s). (PLANNING)

45. The State Road 7 median and swale along the project's frontage shall be landscaped and hardscaped as approved by Wellington and FDOT, and be maintained by the Lotis 2 Master POA. An agreement between Wellington and/or FDOT and the Master POA shall be required for maintenance of the median/swale areas along the project's frontage. The approved median and swale improvements shall be completed prior to the issuance of any CO. Additional improvements required for the modifications within Pod A (per Resolution No. 2026-07/Master Plan 2025-0001-MPA) shall be completed prior to the issuance of any CO within that pod. The maintenance agreement, as required, shall be executed upon completion of the improvements as approved, but no later than issuance of any CO within Pod A. (PLANNING)

46. This project shall be designed with a central square/focal point that shall be approved on the site plan. The design of the central square/focal point shall incorporate:

    a. Pedestrian circulation around the buildings with connections to other buildings/uses.

b. Arcades, overhead weather protection, etc., that connect all ground-level activities and provide direct access to any outparcels, sidewalks, or other pedestrian amenities, including mass transit facilities, bicycle parking areas, etc.

c. Walkways/sidewalks, a minimum of 10-feet wide, shall be provided.

d. Minimum 100 square feet of shaded area with benches every 100 linear feet in length for the pedestrian walkways.

e. Main boulevard (road/street) with a landscaped median divider with canopy and accent trees, shrubs, ground cover, etc., and includes street trees along both sides of roads/streets. (PLANNING)

47. Electric vehicle (EV) charging stations (Level 2 or Direct-current fast charging) shall be provided for a minimum of five percent (5%) of the required parking within the commercial pods, common areas of the residential pod, and pods/areas with parking spaces (assigned or shared parking). A minimum of one (1) EV charging station (Level 2 or Direct-current fast charging) shall be provided at the clubhouse and any recreation areas with parking spaces. Each EV charging station shall serve one (1) charging space/EV. The residential units within the residential pod shall be EV capable with an electrical panel capacity and conduit for future Electric Vehicle Supply Equipment (EVSE) installation by the unit owner. (PLANNING)

48. Prior to site plan approval, designate five percent (5%) of the parking spaces in the commercial pods as preferred parking for carpool vehicles, rideshare service, etc. The amount may be reduced, as determined by Wellington's Development Review Manager for the project, if documentation is provided with the site plan review that the intended use(s) will not require all the parking spaces per the intent of the condition. (PLANNING)

49. The developer shall ensure this project is developed to be consistent with green certification standards found within the Florida Green Building Coalition, the US Green Building Council Leadership in Energy and Environmental Design (LEED) manual, or other acceptable environmental, and building standards as determined by Wellington's Development Review Manager for the project during the building permit development approval/inspection process. Documentation indicating which green building standards were met shall be provided six (6) months after the issuance of the CO for the buildings. (PLANNING)

50. A minimum five (5) foot opaque wall is required along the common property line for open roof structures, and a minimum eight (8)-foot opaque wall is required for solid roof structures, for the multi-family/townhouse residential buildings. (PLANNING)

51. Any multi-family residential buildings without an attached garage shall have a reserved parking space for each unit. (PLANNING)

52. An agreement shall be recorded to provide cross-access and shared parking with adjacent lot owners of the commercial pods/outparcels within this project as required when the property is submitted for subdivision plat approval. The agreement shall be provided with the Land Development/Plat applications. (PLANNING)

53. Any businesses operating between the hours of 12:00 AM and 6:00 AM shall be located at least 200 feet from any dwelling unit, measured from the closest points of each structure/use. (PLANNING)

54. Garbage/recycling pickup and deliveries shall not occur between the hours of 9:00 PM and 6:00 AM. There shall be no idling of delivery or similar vehicles between the hours of 10:00 PM and 6:00 AM. Overnight storage or parking of delivery vehicles or trucks shall not be permitted on site, except in designated loading and delivery areas. All delivery and loading areas built to accommodate semi-trucks, tractor-trailers, moving vans, etc., shall be screened from view. (PLANNING)

55. All roof-mounted air conditioning, mechanical equipment, vents, etc., shall be completely screened from view on all sides in a manner consistent with the color, character, and architectural style of the principal structure. (PLANNING)

56. All above-ground and wall-mounted utility/transformer boxes, mechanical equipment, valves, etc., shall be located on-site with required screening on a minimum of three (3) sides that provide required screening, while maintaining required three (3) feet clearance and height to meet or exceed the equipment being screened. The screen opening shall be away from public view (including adjacent property) and/or additional shrubs will be required at inspection. The screening shall occur in a manner consistent with the color, character, and architectural style of the principal structure and may incorporate landscaping as an element of screening. (PLANNING)

57. ~~The developer shall take measures to ensure that during site development, dust/debris particles from the development do not become a nuisance to the neighboring properties.~~ During site development, the ~~developer/contractor(s)~~ property owner of each development parcel shall comply with the noise standards related to construction as provided in Chapter 13 of the Code of Ordinances, and shall take measures to control dust and other construction site activities. In addition, there shall be no fueling/refueling of equipment, use of spotlights, flashing lights, horns, or signaling devices, demolition equipment, excavation equipment, or power

tools, created by construction activities outside of the permitted construction operation hours of 7:00 AM to 8:00 PM, Monday through Friday. The developer/contractors shall not start construction activities before 8:00 AM on Saturdays (8:00 AM to 8:00 PM). No construction activities are permitted on Sundays, as provided in the Code of Ordinances and/or Land Development Regulations. The developer/contractors shall implement and maintain a dust control plan with measures/guidelines to mitigate dust/pollution, as it relates to construction site activities, throughout all phases of construction to minimize airborne particulates and mitigate off-site impacts. The following requirements shall apply:

a. Daily Watering: A water truck (operational) shall be provided, on the days that have activities causing the dust/debris, to control dust on all exposed soils, including but not limited to constructing roadways, stockpiles, non-stabilized (exposed) soils, and canal easements. Watering shall be sufficient to prevent visible dust accumulation due to wind and construction activities. If determined by Wellington that a water truck is needed during any activities, the activity causing the dust/debris shall cease until such time that the water truck (operational) is on-site to provide the required control.

b. Weather Considerations: Additional dust control measures, including increased watering frequency or application of soil stabilizers, shall be implemented during dry or windy conditions to prevent airborne dust migration.

c. Stockpile Management: Soil stockpiles shall be stabilized using water, vegetation, or approved dust suppression agents to prevent erosion and dust dispersion.

d. Construction Entrance and Roadways: The primary construction access and internal roadways shall be maintained to minimize dust. If necessary, a stabilized entrance with aggregate or dust suppression treatment shall be installed.

e. Monitoring and Compliance: The contractor shall monitor dust conditions daily and take corrective action as needed. Non-compliance may result in enforcement action, including stop-work orders, at the discretion of the Village.

f. This condition shall remain in effect for the duration of construction activities and shall be enforced by the Village of Wellington Code Enforcement Department. (PLANNING/ENGINEERING)

58. All gates shall be designed and approved for emergency vehicle access with a universal remote approved by all emergency agencies, including but not limited to Palm Beach County Fire and the Palm Beach County Sheriff. Additionally, all gate

codes and access shall be granted to Wellington for Code Compliance and other emergency purposes. (PLANNING/ENGINEERING)

61. The developer/owner shall install a six (6) foot high black vinyl-coated chain link fence along the entire west and north Lotis 2 property lines adjacent to the Black Diamond development. (PLANNING)

SECTION 2. The Lotis Wellington 2 (Lotis 2) Conditional Uses are hereby approved for the property legally described in Exhibit A, subject to the following conditions of approval:

1. One (1) daycare facility for up to ~~210~~ 230 children is allowed within Pod B. The hours of operation are 5:00 AM to 10:00 PM seven (7) days a week. A minimum of two (2) staff members shall be located in the parking area to facilitate pickup and drop-off during the AM and PM peak hours. A central sign-in/sign-out location shall be provided to ensure security. (PLANNING)

2. The Conditional Use and associated conditions approved by Resolution No. R2023-62 for the miniature golf entertainment (indoor/outdoor) use is hereby rescinded. ~~One (1) entertainment use (indoor/outdoor) is allowed within Pod A, with 8,000 square feet of indoor space that includes restaurant, event space and retail (Pro-shop), outdoor bar/dining area, and an outdoor 36 hole miniature golf. The hours of operation are 10:00 AM to 12:00 AM Sunday to Thursday and 10:00 AM to 1:00 AM Friday to Saturday. An alternative miniature golf parking rate is approved at one (1) parking space per golf hole as shown in the project PSM. The outdoor miniature golf area shall be enclosed with a fence type/design that will confine golf balls to the designated area. One (1) scoreboard LED/jumbotron display screen is allowed within the outdoor miniature golf area, with the display screen not visible along State Road 7 and the area along State Road 7 is screened with additional landscaping above any LDR requirements.~~

3. The owner and/or operator shall obtain all appropriate federal, state, and local permits/licenses prior to operating the uses. (PLANNING)

SECTION 3. Should any section, paragraph, sentence, clause, or phrase of this resolution conflicts with any section, paragraph, clause, or phrase of any prior Wellington ordinance, resolution, or municipal Code provision, the provisions of this resolution shall prevail to the extent of such conflict.

SECTION 4. Should any section, paragraph, sentence, clause, or phrase of this resolution be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of this resolution as a whole or any portion or part thereof, other than the part so declared to be invalid.

SECTION 5. This Resolution shall become effective upon approval.

PASSED AND ADOPTED this _____ day of _____, 2025.

ATTEST: **WELLINGTON**

By: _____ By: _____
Chevelle D. Hall, Wellington Clerk Michael J. Napoleone, Mayor

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

By: _____
Laurie S. Cohen, Attorney for Wellington

Exhibit A
(Resolution No. R2025-69)

Legal Description
(Lotis 2)

Parcel 1

Tract 4 of Block 18 of PALM BEACH FARMS CO. PLAT NO. 3, according to the plat thereof recorded in Plat Book 2, pages 45 to 54 of the public records of Palm Beach County, Florida.

Parcel 2

The North 330 feet of Tract 7, in Block 18, of 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, LESS AND EXCEPT the Westerly 15 feet and the right of way of State Road 199 as set forth in Deed Book 636, page 96 and in Road Plat Book 1, page 43, therefrom;

AND LESS AND EXCEPT the following:

A portion of Tract 7, in Block 18, of PALM BEACH FARMS CO. PLAT NO 3, as recorded in Plat Book 2, page 45 of the public records of Palm Beach County, Florida, lying in Section 12, Township 44 South, Range 41 East, being more particularly described as follows:

Commence at the found Palm Beach County brass disc in concrete marking the West 1/4 corner of said Section 12; thence South 87° 48' 12" East along the East-West 1/4 Section line, a distance of 1,613.491 meters (5,293.61 feet) to the East 1/4 corner of said Section 12; thence North 88° 21' 42" West, a distance of 0.360 meters (1.18 feet) to the Baseline of Survey for State Road 7 (U.S. 441) as shown on that Florida Department of Transportation Right of Way Map for Section 93210-2519; thence North 01° 38' 18" East along said Baseline of Survey, a distance of 103.331 meters (339.01 feet); thence North 01° 38' 26" East continuing along said Baseline of Survey, a distance of 100.136 meters (328.53 feet); thence North 88° 21' 34" West along a line at right angles to the last described course, a distance of 73.153 meters (240.00 feet) to the POINT OF BEGINNING; thence North 01° 38' 26" East, a distance of 100.256 meters (328.92 feet); thence North 88°56' 34" East, a distance of 50.349 meters (165.19 feet) to the westerly existing right of way line for said State Road 7 (U.S. 441); thence South 01° 38' 26" West along said westerly right of way line, a distance of 100.268 meters (328.96) feet; thence South 88°57'23" West, a distance of 50.349 meters (165.17 feet) to the POINT OF BEGINNING.

AND LESS AND EXCEPT the following:

A portion of Tract 7, in Block 18, of PALM BEACH FARMS CO. PLAT NO 3, as recorded in Plat Book 2, Page 45, of the Public Records of Palm Beach County, Florida, lying in Section 12, Township 44 South, Range 41 East, being more particularly described as follows:

Commence at the found Palm Beach County brass disc in concrete marking the West 1/4 corner of said Section 12; thence South 87° 48' 12" East along the East-West 1/4 Section line, a distance of 1,613.491 meters (5,293.61 feet) to the East 1/4 corner of said Section 12; thence North 88° 21' 42" West, a distance of 0.360 meters (1.18 feet) to the Baseline of Survey for State Road 7 (U.S. 441) as shown on that Florida Department of Transportation Right of Way Map for Section 93210-2519; thence North 01° 38' 18" East along said Baseline of Survey, a distance of 103.331 meters (339.01 feet); thence North 01° 38' 26" East continuing along said Baseline of Survey, a distance of 200.392 meters (657.45 feet); thence North 88° 21' 34 West along a line at right angles to the last described course, a distance of 73.153 meters (240.00) feet to the POINT OF BEGINNING; thence North 01° 38' 26" East, a distance of 100.698 meters (330.37 feet); thence North 88° 56' 34" East, a distance of 50.349 meters (165.19 feet) to the westerly existing right of way line for said State Road 7, (U.S. 441); thence South 01° 38' 26" West along said westerly existing right of way line, a distance of 100.698 meters (330.37 feet); thence South 88° 56' 34" West, a distance of 50.349 meters (165.19 feet) to the POINT OF BEGINNING.

Parcel 3

Tract 7, excepting therefrom the North 330 feet thereof, and excepting therefrom state road right of way as set forth in Deed Book 636, page 96, Road Plat Book 1, page 43 and the Order of Taking recorded in Official Records Book 9504, page 1398; all of Tract 8 and Tract 9, excepting therefrom the West 15 feet thereof, in Block 18 of THE PALM BEACH FARMS CO. PLAT NO. 3, according to the plat thereof recorded in Plat Book 2, pages 45 to 54, both inclusive, all of the public records of Palm Beach County, Florida.

Parcel 4

The West 15 feet of the North 330 feet of Tract 7, Block 18 of THE PALM BEACH FARMS CO. PLAT NO. 3, according to the plat thereof recorded in Plat Book 2, pages 45 to 54, both inclusive, public records of Palm Beach County, Florida, together with the south half of the road lying northerly thereof as shown on said plat.

Parcel 5

That portion of the 25 foot road shown on the plat of the THE PALM BEACH FARMS CO. PLAT NO. 3, according to the plat thereof recorded in Plat Book 2, pages 45 to 54, both inclusive, public records of Palm Beach County, Florida, lying southerly of Tract 4 and northerly of Tract 9 in Block 18, less the West 15 feet thereof; and the south half of that portion of said road lying northerly of Tracts 7 and 8, Block 18 of said plat, less that part

lying with in the right of waly of State Road 7, and less that part lying northerly of the West 15 feet of Tract 7.

Said lands situate, lying and being in Palm Beach County, Florida.

LWDD Parcels

A variable width strip of land lying within a portion of a 25 foot Road Reservation, a portion of variable width Road Reservation, a portion of Tract 4, Block 18 and a portion of Tract 9, Block 18, all being of THE PALM BEACH FARMS COPLAT NO. 3, according to the plat thereof as recorded in Plat Book 2, Pages 45 through 54 of the Public Records of Palm Beach County, Florida. Being more particularly described as follows:

BEGINNING at the Southwest corner of Tract “C-1”, BLACK DIAMON – PHASE 1, according to the plat thereof as recorded in Plat Book 94, Pages 83 through 91 of the Public Records of Palm Beach County, Florida;

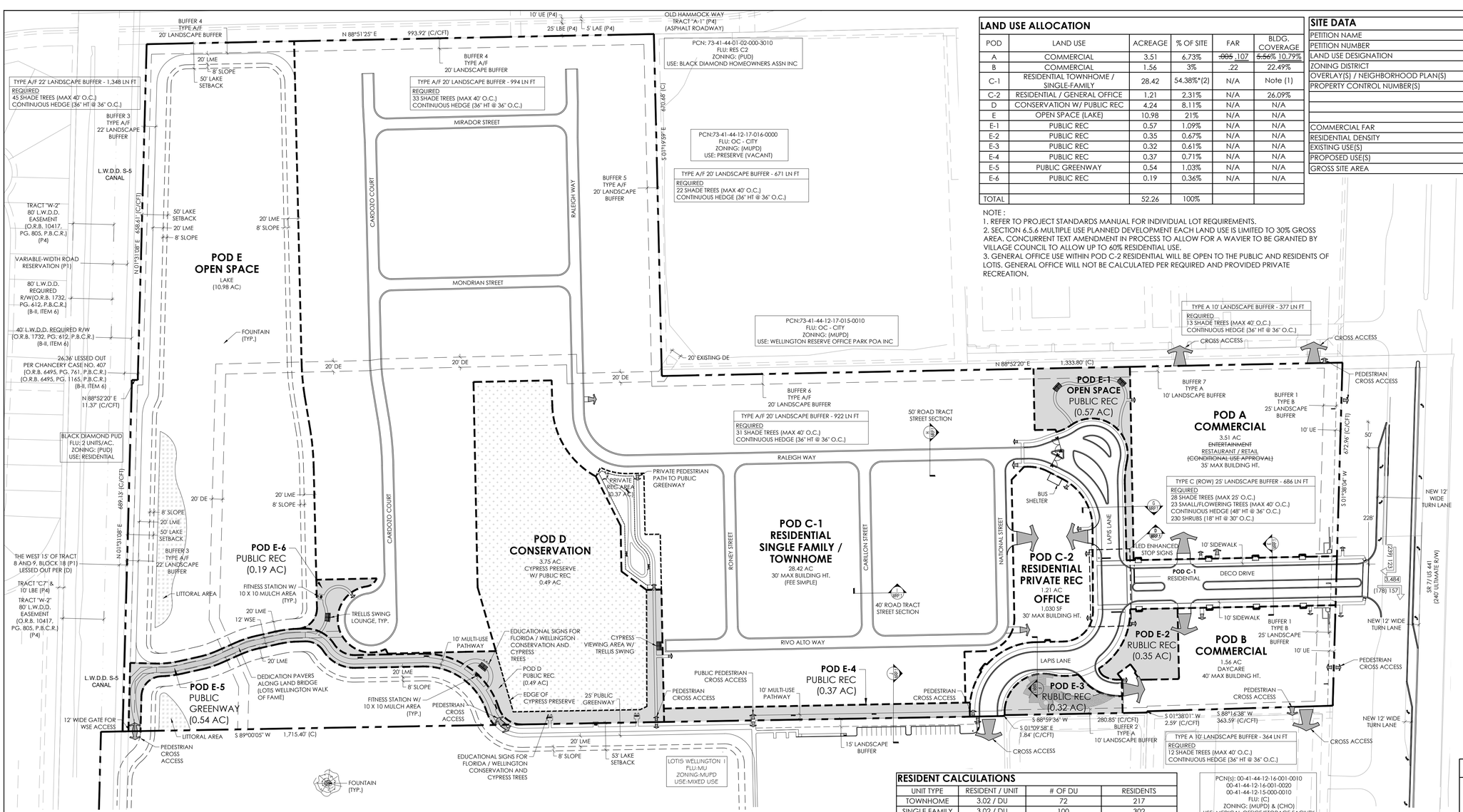
Thence North 88 degrees 51’ 25” East, along the South line of said Tract “C-1”, also being the same as the North line of Tract 4 of said Block 18, a distance of 54.84 feet to a point being on a line lying 26.36 feet East of and parallel with (as measured at right angles) the West lines of Tracts 4 and 9, of said Block 18;

Thence South 01 degrees 31’ 08” West, along said parallel line, a distance of 1,347.77 feet to the South line of Tract 9, of said Block 18;

Thence South 89 degrees 00’ 05” West, along the South line of said Tract 9 and Westerly extension thereof, a distance of 53.81 feet to the North-South quarter Section line of Section 12, Township 44 South, Range 41 East, Palm Beach County, Florida and the West line of said variable width Road Reservation;

Thence North 01 degrees 28’ 32” East, along the North – South quarter Section line of said Section 12 and West line of said variable width Road Reservation, a distance of 1,347.59 feet to the POINT OF BEGINNING;

Said lands situate, lying and being in Section 12, Township 44 South, Range 41 East, Palm Beach County, Florida.
Containing 1.68 acres more or less.



LAND USE ALLOCATION

POD	LAND USE	ACREAGE	% OF SITE	FAR	BLDG. COVERAGE
A	COMMERCIAL	3.51	6.73%	~~.005~~ .107	~~5.56%~~ 10.79%
B	COMMERCIAL	1.56	3%	.22	22.49%
C-1	RESIDENTIAL TOWNHOME / SINGLE-FAMILY	28.42	54.38%*(2)	N/A	Note (1)
C-2	RESIDENTIAL / GENERAL OFFICE	1.21	2.31%	N/A	26.09%
D	CONSERVATION W/ PUBLIC REC	4.24	8.11%	N/A	N/A
E	OPEN SPACE (LAKE)	10.98	21%	N/A	N/A
E-1	PUBLIC REC	0.57	1.09%	N/A	N/A
E-2	PUBLIC REC	0.35	0.67%	N/A	N/A
E-3	PUBLIC REC	0.32	0.61%	N/A	N/A
E-4	PUBLIC REC	0.37	0.71%	N/A	N/A
E-5	PUBLIC GREENWAY	0.54	1.03%	N/A	N/A
E-6	PUBLIC REC	0.19	0.36%	N/A	N/A
TOTAL		52.26	100%		

NOTE :
1. REFER TO PROJECT STANDARDS MANUAL FOR INDIVIDUAL LOT REQUIREMENTS.
2. SECTION 6.5.6 MULTIPLE USE PLANNED DEVELOPMENT EACH LAND USE IS LIMITED TO 30% GROSS AREA. CONCURRENT TEXT AMENDMENT IN PROCESS TO ALLOW FOR A WAVIER TO BE GRANTED BY VILLAGE COUNCIL TO ALLOW UP TO 60% RESIDENTIAL USE.
3. GENERAL OFFICE USE WITHIN POD C-2 RESIDENTIAL WILL BE OPEN TO THE PUBLIC AND RESIDENTS OF LOTIS. GENERAL OFFICE WILL NOT BE CALCULATED PER REQUIRED AND PROVIDED PRIVATE RECREATION.

SITE DATA

PETITION NAME	LOTIS WELLINGTON 2
PETITION NUMBER	2022-0001-MP / 2025-0001-MPA
LAND USE DESIGNATION	MIXED USE
ZONING DISTRICT	MUPD
OVERLAY(S) / NEIGHBORHOOD PLAN(S)	N/A
PROPERTY CONTROL NUMBER(S)	73-42-43-27-05-018-0072
	73-42-43-27-05-018-0071
	73-42-43-27-05-018-0040
COMMERCIAL FAR	0.01
RESIDENTIAL DENSITY	3.29 DU/AC
EXISTING USE(S)	VACANT
PROPOSED USE(S)	MIXED USE
GROSS SITE AREA	52.259 AC

DEVELOPMENT TEAM

DEVELOPER
LOTIS WELLINGTON 2, LLC.
2300 GLADES RD. SUITE 202E
BOCA RATON, FL 33431
561.866.6684

PLANNER & LANDSCAPE ARCHITECT
INSITE STUDIO, INC.
3601 PGA BLVD SUITE 220
PALM BEACH GARDENS, FL 33410
561.249.0940

CIVIL ENGINEER
SCHNARS ENGINEERING CORP.
947 CLINT MOORE ROAD
BOCA RATON, FL 33487
561.241.6455

TRAFFIC ENGINEER
JFO GROUP, INC.
6671 W INDIANTOWN RD, SUITE 50-324
JUPITER, FL 33458
561.462.5364

ENVIRONMENTAL
ECOTONE SERVICES
13945 89TH STREET
FELLSMERE, FL 32948
772.459.3339

SURVEY
DENNIS J LEAVY & ASSOCIATES
460 BUSINESS PARK WAY, SUITE B ROYAL
PALM BEACH, FL 33411
561.753.0650

Exhibit B
Master Plan including Phasing, Regulating Plan and Circulation Plan (Sheet 1 of 3)

RESIDENT CALCULATIONS

UNIT TYPE	RESIDENT / UNIT	# OF DU	RESIDENTS
TOWNHOME	3.02 / DU	72	217
SINGLE FAMILY	3.02 / DU	100	302
TOTAL NUMBER OF RESIDENTS			519

CIVIC REQUIREMENTS

UNIT TYPE	RESIDENT / UNIT	RESIDENTS	RESIDENTS
TOWNHOME	43.56 SF / CAPITA	217	0.22 AC
SINGLE FAMILY	43.56 SF / CAPITA	302	0.3 AC
TOTAL		519	0.52 AC
TOTAL PROVIDED	-	-	0 AC

PRIVATE RECREATION REQUIREMENTS

UNIT TYPE	CALCULATION	RESIDENTS	AREA REQUIRED
TOWNHOME	110 SF / CAPITA	217	0.55 AC
SINGLE FAMILY	110 SF / CAPITA	302	0.76 AC
TOTAL		519	1.31 AC

PRIVATE RECREATION PROVIDED

POD	AREA PROVIDED
POD C-1	0.37 AC
POD C-2	1.21 AC
TOTAL	1.58 AC

PUBLIC RECREATION REQUIREMENTS

UNIT TYPE	CALCULATION	RESIDENTS	AREA REQUIRED
TOWNHOME	217.8 SF / CAPITA	217	1.09 AC
SINGLE FAMILY	217.8 SF / CAPITA	302	1.51 AC
TOTAL		519	2.6 AC

PUBLIC RECREATION PROVIDED

POD	AREA PROVIDED	% CREDIT	TOTAL AC CREDIT
POD E-1 PUBLIC REC	0.57 AC	23%	0.1311 AC
POD E-2 PUBLIC REC	0.35 AC	23%	0.0805 AC
POD E-3 PUBLIC REC	0.32 AC	23%	0.0736 AC
POD E-4 PUBLIC REC	0.37 AC	23%	0.0851 AC
POD E-5 - PUBLIC GREENWAY	0.54 AC	23%	0.1242 AC
POD E-6 PUBLIC REC	0.19 AC	23%	0.0437 AC
POD D - CONSERVATION W/ PUBLIC REC	4.24 AC	23%	0.9752 AC
PRIVATE RECREATION (C-1 / C-2)	1.58 AC	23%	0.3634 AC
TOTAL	8.16 AC		1.8768 AC

PHASING

POD	LAND USE	PHASE
A	COMMERCIAL	3
B	COMMERCIAL	2
C-1	RESIDENTIAL TOWNHOME / SINGLE-FAMILY	1B
C-2	RESIDENTIAL / GENERAL OFFICE	1A
D	CONSERVATION W/ PUBLIC REC	1A
E	OPEN SPACE (LAKE)	1A
E-1	PUBLIC REC	1C
E-2	PUBLIC REC	1C
E-3	PUBLIC REC	1C
E-4	PUBLIC REC	1C
E-5	PUBLIC GREENWAY	1C
E-6	PUBLIC REC	1C

DEVELOPMENT BREAKDOWN

POD	USE	SF / DU / ACRES (AC)
A	~~INDOOR/OUTDOOR ENTERTAINMENT RESTAURANT / RETAIL~~	~~8,000 SF INCLUDING RESTAURANT / RETAIL AND 36 MINIATURE GOLF HOLES~~ 16,500 SF
B	DAYCARE	18,000 SF (~~210~~ 230 KIDS)
C-1	RESIDENTIAL (SINGLEFAMILY / TOWNHOME	172 DU
C-2	RESIDENTIAL / GENERAL OFFICE	11,470 SF CLUBHOUSE 1,030 SF OFFICE
D	CYPRESS PRESERVE W/ PUBLIC REC	4.24 AC
E E-1 E-2 E-3 E-4 E-5 E-6	LAKE / PUBLIC GREENWAY / PUBLIC REC	13.32 AC

LEGAL DESCRIPTION

Parcel 1

Tract 4 of Block 18 of PALM BEACH FARMS CO. PLAT NO. 3, according to the plat thereof recorded in Plat Book 2, pages 45 to 54 of the public records of Palm Beach County, Florida.

Parcel 2

The North 330 feet of Tract 7, in Block 18, of 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, LESS AND EXCEPT the Westerly 15 feet and the right of way of State Road 199 as set forth in Deed Book 636, page 96 and in Road Plat Book 1, page 43, therefrom;

AND LESS AND EXCEPT the following:

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LEGAL DESCRIPTION CONT.

Commence at the found Palm Beach County brass disc in concrete marking the West 1/4 corner of said Section 12; thence South 87° 48' 12" East along the East-West 1/4 Section line, a distance of 1,613.491 meters (5,293.61 feet) to the East 1/4 corner of said Section 12; thence North 88° 21' 42" West, a distance of 0.360 meters (1.18 feet) to the Baseline of Survey for State Road 7 (U.S. 441) as shown on that Florida Department of Transportation Right of Way Map for Section 93210-2519; thence North 01° 38' 18" East along said Baseline of Survey, a distance of 103.331 meters (339.01 feet); thence North 01° 38' 26" East continuing along said Baseline of Survey, a distance of 200.392 meters (657.45 feet); thence North 88° 21' 34 West along a line at right angles to the last described course, a distance of 73.153 meters (240.00) feet to the POINT OF BEGINNING; thence North 01° 38' 26" East, a distance of 100.698 meters (330.37 feet); thence North 88° 56' 34" East, a distance of 50.349 meters (165.19 feet) to the westerly existing right of way line for said State Road 7, (U.S. 441); thence South 01° 38' 26" West along said westerly existing right of way line, a distance of 100.698 meters (330.37 feet); thence South 88° 56' 34" West, a distance of 50.349 meters (165.19 feet) to the POINT OF BEGINNING.

Parcel 3

Tract 7, excepting therefrom the North 330 feet thereof, and excepting therefrom state road right of way as set forth in Deed Book 636, page 96, Road Plat Book 1, page 43 and the Order of Taking recorded in Official Records Book 9504, page 1398; all of Tract 8 and Tract 9, excepting therefrom the West 15 feet thereof, in Block 18 of THE PALM BEACH FARMS CO. PLAT NO. 3, according to the plat thereof recorded in Plat Book 2, pages 45 to 54, both inclusive, all of the public records of Palm Beach County, Florida.

Parcel 4

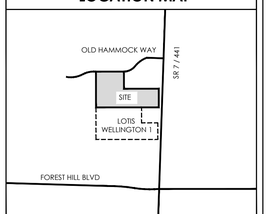
The West 15 feet of the North 330 feet of Tract 7, Block 18 of THE PALM BEACH FARMS CO. PLAT NO. 3, according to the plat thereof recorded in Plat Book 2, pages 45 to 54, both inclusive, public records of Palm Beach County, Florida, together with the south half of the road lying northerly thereof as shown on said plat.

Parcel 5

That portion of the 25 foot road shown on the plat of the THE PALM BEACH FARMS CO. PLAT NO. 3, according to the plat thereof recorded in Plat Book 2, pages 45 to 54, both inclusive, public records of Palm Beach County, Florida, lying southerly of Tract 4 and northerly of Tract 9 in Block 18, less the West 15 feet thereof; and the south half of that portion of said road lying northerly of Tracts 7 and 8, Block 18 of said plat, less that part lying with in the right of waly of State Road 7, and less that part lying northerly of the West 15 feet of Tract 7.

Said lands situate, lying and being in Palm Beach County, Florida.

LOCATION MAP



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Revisions:
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- 06/28/2023 - Resubmittal
- 08/02/2023 - Resubmittal
- 08/25/2023 - Resubmittal
- 09/21/2023 - Resubmittal

LOTIS WELLINGTON II
Wellington, Florida

NORTH
0 50' 100' 200'
SCALE: 1" = 100'-0"

Drawn By: TAC
Drawing #: 1076
Date: 04/28/2022

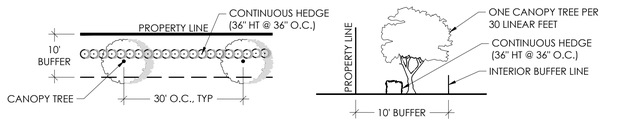
Master Plan

SHEET # MP.1

Exhibit B
Master Plan including Phasing, Regulating Plan and Circulation Plan
(Sheet 2 of 3)

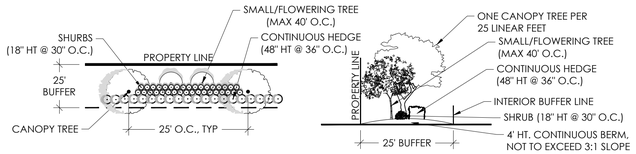
A TYPE A 10' LANDSCAPE BUFFER - 2, 7 — NTS.

NOTES:
-FIELD ADJUSTMENT OF BERMS, WALLS AND PLANT MATERIALS MAY BE PERMITTED TO PROVIDE PEDESTRIAN SIDEWALKS/BIKE PATHS AND TO ACCOMMODATE TRANSVERSE UTILITY OR DRAINAGE EASEMENT CROSSINGS AND EXISTING VEGETATION.
-ALL CANOPY TREES TO BE PLANTED WITHIN OVERHEAD UTILITIES EASEMENTS SHALL BE CONSISTENT WITH FP&L'S TREE LIST SUGGESTED IN THE "PLANT THE RIGHT TREE IN THE RIGHT PLACE" GUIDELINES AND PURSUANT TO SECTION 7.3.E.12.A OF THE ULDC.
-ALL PALMS SHALL HAVE A MINIMUM 12' WOOD TRUNK AND CLUSTERS SHALL INCLUDE STAGGERED HEIGHTS OF 12' - 18'.
-ALL SPECIES, HEIGHT AND LOCATION SHALL REQUIRE VILLAGE OF WELLINGTON APPROVAL.
-A GROUP OF 3 OR MORE PALMS (AS APPROVED BY VOW) MAY SUPERSEDE THE REQUIREMENT FOR A CANOPY TREE IN THAT LOCATION.



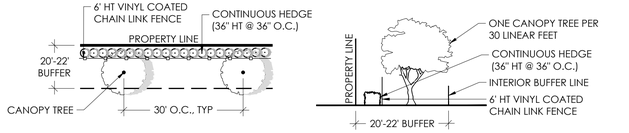
B TYPE B ROW 25' LANDSCAPE BUFFER - 1 — NTS.

NOTES:
-FIELD ADJUSTMENT OF BERMS, WALLS AND PLANT MATERIALS MAY BE PERMITTED TO PROVIDE PEDESTRIAN SIDEWALKS/BIKE PATHS AND TO ACCOMMODATE TRANSVERSE UTILITY OR DRAINAGE EASEMENT CROSSINGS AND EXISTING VEGETATION.
-ALL CANOPY TREES TO BE PLANTED WITHIN OVERHEAD UTILITIES EASEMENTS SHALL BE CONSISTENT WITH FP&L'S TREE LIST SUGGESTED IN THE "PLANT THE RIGHT TREE IN THE RIGHT PLACE" GUIDELINES AND PURSUANT TO SECTION 7.3.E.12.A OF THE ULDC.
-ALL PALMS SHALL HAVE A MINIMUM 12' WOOD TRUNK AND CLUSTERS SHALL INCLUDE STAGGERED HEIGHTS OF 12' - 18'.
-ALL SPECIES, HEIGHT AND LOCATION SHALL REQUIRE VILLAGE OF WELLINGTON APPROVAL.
-A GROUP OF 3 OR MORE PALMS (AS APPROVED BY VOW) MAY SUPERSEDE THE REQUIREMENT FOR A CANOPY TREE IN THAT LOCATION.
-LANDSCAPE BUFFER AND BERM REQUIREMENTS ADJACENT TO STATE ROAD 7 ARE PER LDR SEC.7.3.6.T.

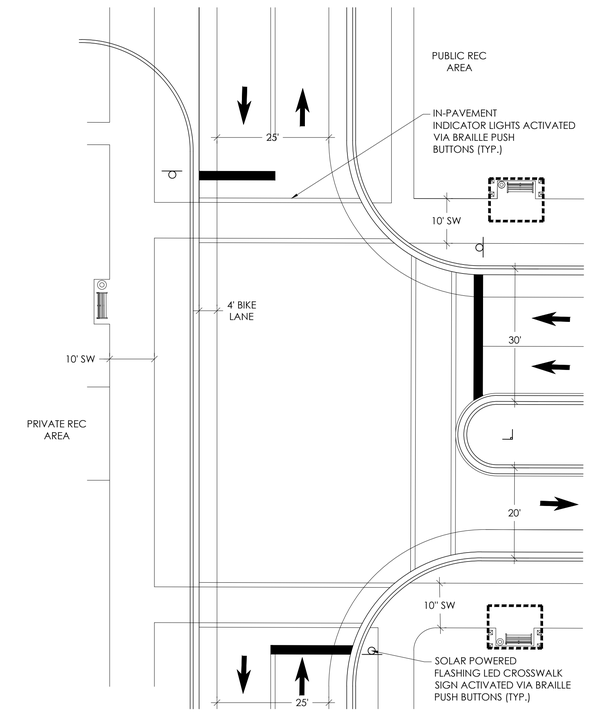


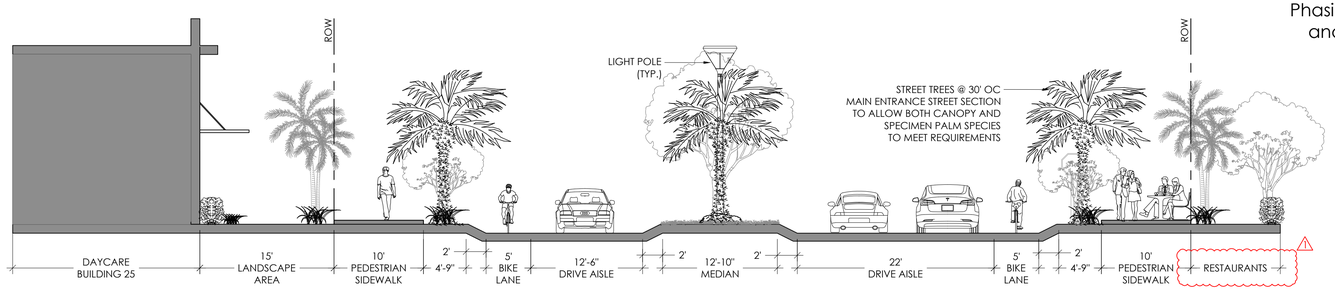
C TYPE A/F 20'-22' LANDSCAPE BUFFER - 3, 4, 5, 6 — NTS.

NOTES:
-FIELD ADJUSTMENT OF BERMS, WALLS AND PLANT MATERIALS MAY BE PERMITTED TO PROVIDE PEDESTRIAN SIDEWALKS/BIKE PATHS AND TO ACCOMMODATE TRANSVERSE UTILITY OR DRAINAGE EASEMENT CROSSINGS AND EXISTING VEGETATION.
-ALL CANOPY TREES TO BE PLANTED WITHIN OVERHEAD UTILITIES EASEMENTS SHALL BE CONSISTENT WITH FP&L'S TREE LIST SUGGESTED IN THE "PLANT THE RIGHT TREE IN THE RIGHT PLACE" GUIDELINES AND PURSUANT TO SECTION 7.3.E.12.A OF THE ULDC.
-ALL PALMS SHALL HAVE A MINIMUM 12' WOOD TRUNK AND CLUSTERS SHALL INCLUDE STAGGERED HEIGHTS OF 12' - 18'.
-ALL SPECIES, HEIGHT AND LOCATION SHALL REQUIRE VILLAGE OF WELLINGTON APPROVAL.
-A GROUP OF 3 OR MORE PALMS (AS APPROVED BY VOW) MAY SUPERSEDE THE REQUIREMENT FOR A CANOPY TREE IN THAT LOCATION.

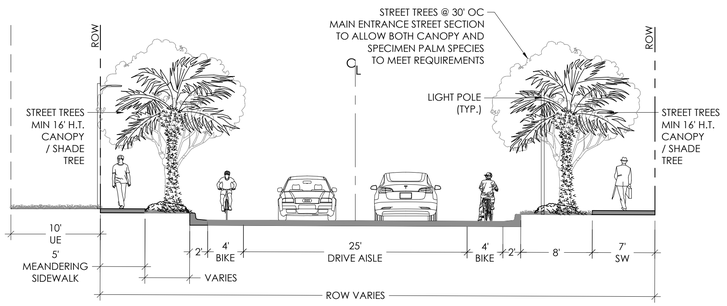


D ENHANCED CROSSWALK SYSTEM — SCALE: 1/16" = 1' - 0"

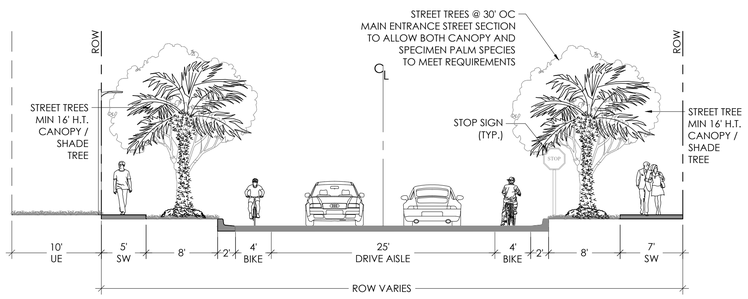




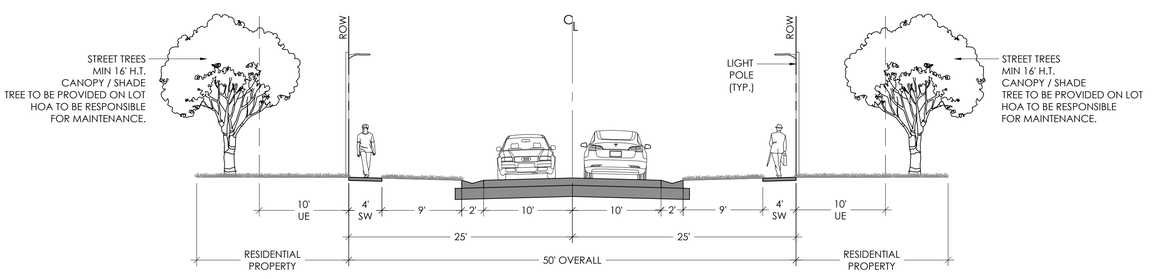
E MAIN ENTRANCE STREET SECTION - DECO DRIVE (POD A & B) — SCALE: 1/8" = 1' - 0"
NOTE: SPECIMEN PALMS ARE BEING REQUESTED TO BE UTILIZED AS STREET TREES (FLORIDA ROYAL PALMS / DATE PALMS)



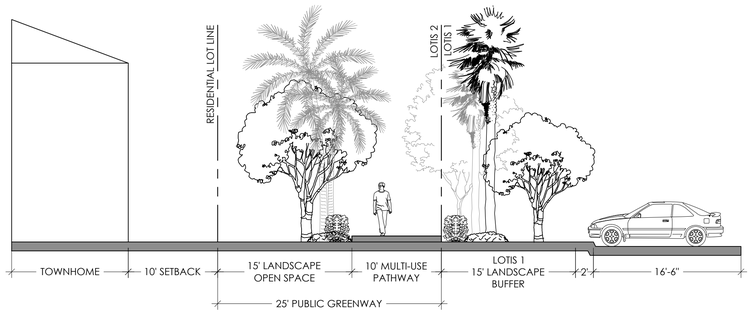
F SOUTH LAPIS LANE STREET SECTION (POD C-2) — SCALE: 1/8" = 1' - 0"
NOTE: SPECIMEN PALMS ARE BEING REQUESTED TO BE UTILIZED AS STREET TREES (FLORIDA ROYAL PALMS / DATE PALMS)



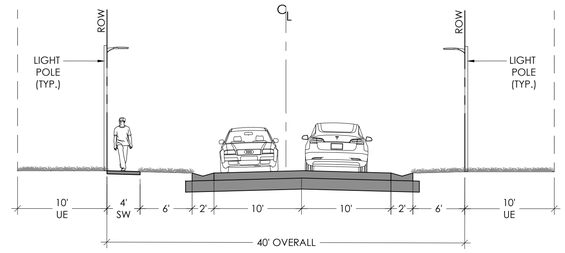
G NORTH LAPIS LANE STREET SECTION (POD C-2) — SCALE: 1/8" = 1' - 0"
NOTE: SPECIMEN PALMS ARE BEING REQUESTED TO BE UTILIZED AS STREET TREES (FLORIDA ROYAL PALMS / DATE PALMS)



H 50' ROAD TRACT STREET SECTION - RALEIGH WAY / MONDRIAN STREET / MIRADOR STREET/ CARDOZO COURT (POD C-1) — SCALE: 1/8" = 1' - 0"



J LOTIS 1 & 2 PUBLIC GREENWAY SECTION (POD C-1 & E-1) — SCALE: 1/8" = 1' - 0"



I 40' ROAD TRACT TOWNHOME STREET SECTION - RONEY STREET / CARILON STREET / NATIONAL STREET / RIVO ALTO WAY (POD C-1) — SCALE: 1/8" = 1' - 0"
NOTE: NO STREET TREES WILL BE REQUIRED ALONG THIS 40' ROW SECTION. REQUIRED STREET TREES SHALL BE OFFSET BY PAYMENT TO THE VILLAGE OF WELLINGTON TREE FUND.

APPROVALS

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Consultants:

Revisions:
08/02/2023 - Resubmittal
09/21/2023 - Resubmittal

LOTIS WELLINGTON II
Wellington, Florida

Drawn By:	TAC
Drawing #:	1076
Date:	05/04/2023

Master Regulating Plan

SHEET # MRP.1

Exhibit B
Master Plan including Phasing,
Regulating Plan and Circulation Plan
(Sheet 3 of 3)

SITE DATA	
PETITION NAME	LOTIS WELLINGTON 2
PETITION NUMBER	2023-0001-SP
LAND USE DESIGNATION	MIXED USE
ZONING DISTRICT	MUPD
OVERLAY(S) / NEIGHBORHOOD PLAN(S)	N/A
PROPERTY CONTROL NUMBER(S)	73-42-43-27-05-018-0072
	73-42-43-27-05-018-0071
	73-42-43-27-05-018-0040
COMMERCIAL FAR	0.01
RESIDENTIAL DENSITY	3.29 DU/AC
EXISTING USE(S)	VACANT
PROPOSED USE(S)	MIXED USE
GROSS SITE AREA	52.259 AC

DEVELOPMENT TEAM

DEVELOPER
LOTIS WELLINGTON 2, LLC.
2300 GLADES RD. SUITE 202E
BOCA RATON, FL 33431
561.866.6684

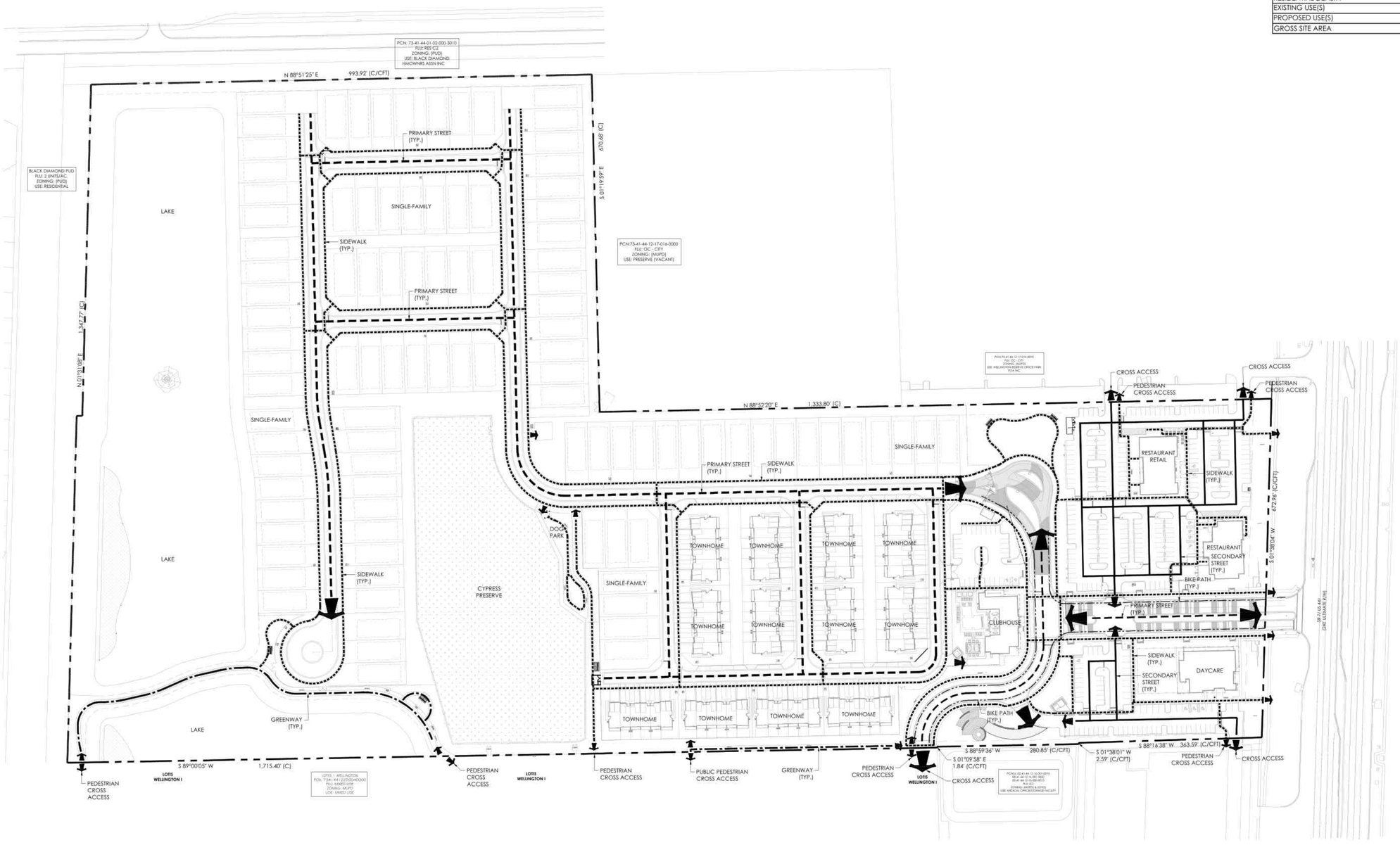
PLANNER & LANDSCAPE ARCHITECT
INSITE STUDIO, INC.
3601 PGA BLVD SUITE 220
PALM BEACH GARDENS, FL 33410
561.249.0940

CIVIL ENGINEER
SCHNARS ENGINEERING CORP.
947 CLINT MOORE ROAD
BOCA RATON, FL 33487
561.241.6455

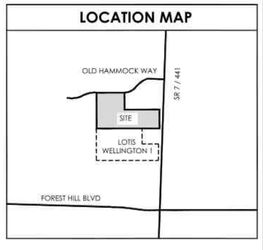
TRAFFIC ENGINEER
JFO GROUP, INC.
6671 W INDIANTOWN RD. SUITE 50-324
JUPITER, FL 33458
561.462.5364

ENVIRONMENTAL
ECOTONE SERVICES
13945 89TH STREET
FELLSMERE, FL 32948
772.459.3339

SURVEY
DENNIS J LEAVY & ASSOCIATES
460 BUSINESS PARK WAY, SUITE B ROYAL
PALM BEACH, FL 33411
561.753.0650



LOCATION MAP



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LEGEND

- PRIMARY STREET -
- SECONDARY STREET -
- SIDEWALK -
- GREENWAY -
- BIKE PATH -

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phone: 561-249-0940| email: info@insitestudio.com
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08/25/2023 - Resubmittal
09/21/2023 - Resubmittal
10/06/2025 - Resubmittal

LOTIS WELLINGTON II
Wellington, Florida

NORTH
0 50' 100' 200'
SCALE: 1" = 100'-0"

Drawn By:	TAC
Drawing #:	1076
Date:	10/06/2025

Circulation Plan

SHEET # CP.1

LOTIS®

Project Standards Manual

Lotis Wellington II

Mixed Use Development

S State Road 7

Wellington, FL 33414

insite studio
planning + landscape architecture
3601 PGA Boulevard, Suite 220, Palm Beach Gardens, FL 33410
www.insitestudio.com 561.249.0940

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Development Description 3
Architectural Guidelines 5
Development Regulations 15
Landscape Standards 29
Signage Regulations 39
Circulation Plan 41

ATTACHMENTS

A Survey
B Conceptual Site Plan
C Master Plan
D Master Landscape Plan
E Circulation Plan

Development Description

The Lotis II general uses will be comprised of an indoor/outdoor entertainment use, a daycare, and multi-family and single-family residential uses. The proposed commercial uses will provide a service to the surrounding community, while the proposed residential uses will supply the current housing demand in Palm Beach County. The composition of uses will be compatible with the project's initial phase of development, called Lotis Wellington I, which is located directly south of the subject site.

Development Program

POD A – Commercial

Size - 3.51 AC

Use - Indoor/Outdoor / Entertainment

8,000 SF, 36 Miniature Golf Course

POD B – Commercial

Size - 1.56 AC

Use - Daycare

18,000 SF, 210 kids

POD C-1 - Residential

Size – 28.53 AC

Use - Single-Family 100 units, Townhomes 72 units

POD C-2 – Residential & General Office

Size – 1.24 AC

Use – Residential Recreation & General Office

Clubhouse 11,470 SF

General Office 1,030 SF

POD D – Conservation

Size – 4.24 AC

Use – Cypress Preserve and Public Recreation

POD E – Open Space

Size - 10.98 AC

Use – Lake Area

PODS E-1, E-2, E-3, E-4, E-5 & E-6 – Open Space

Size – 2.23 AC

Use – Public Recreation

Architectural Guidelines

The Architectural Guidelines for Lotis Wellington are intended to establish unified architectural character and image between the residential and commercial pods of the master planned community, as well as with the approved mixed use project located to the south, Lotis I. Unified architectural character and image is created through the use of similar, but not necessarily identical, forms, colors, materials, and details. Notably, any of the regulations or guidelines outlined in the Project Standards Manual may be amended in the future and will require approval by Wellington Council.

Village of Wellington Architectural Review Board (ARB)

In addition to Management approval, the Village of Wellington requires subsequent approval by the Architectural Review Board (ARB) prior to the issuance of building permits for residential and non-residential buildings, site amenities and all site signage. It is the responsibility of each tenant, and not Management, to obtain all required municipal approvals for sign design and building architecture.

Non-Residential

An overall unified architectural character and image shall be created by the use of common elements such as consistent forms, colors, materials, and details. Similar, but not identical, architectural treatment between pods within a multi-pod project may be permitted to allow diversity within the project.

- Similar architectural composition and treatment shall be provided on all sides of each building contiguous to or visible from a public street, residential pod or residential zoning district.
- Outparcels and accessory buildings within a project shall be constructed of compatible materials, color, and character as the principal building.

I. **Principal Buildings**

The Principal Buildings within Lotis II consist of the buildings along S State Road 7, the frontage. The forms, massing, materials, details, and colors that compose the architecture of these buildings serve as the template for the design and detailing of all commercial structures within the project.

Recesses/Projections: Façades greater than 100 feet in length shall incorporate recesses and projections a minimum of 12 inches in depth along a minimum of 20 percent of the total length of the façade. The recesses or projections shall be distributed along the façade with a maximum spacing of 100 feet between each recess or projection.

Walls: Blank walls shall not exceed twenty feet in height or 50 feet in length. Control and expansion joints shall constitute a blank wall, unless used in a decorative pattern with varied materials or textures and spaced a maximum of twenty feet on center. Relief and reveal depth shall be a minimum of half of an inch.

Four-Sided Architecture

All four sides of each commercial building shall incorporate similar materials, details and colors so that no matter what vantage point it is viewed from, the design is never interrupted. As such, the entire building shall be perceived as a unified whole.

Exterior Treatments

The exterior treatment of the front elevation shall consist of a minimum of two different building materials, textures, or finishes at a ratio of a maximum of 90 percent for the primary treatment and a minimum of 10 percent for the secondary treatment. Exterior finishes such as stucco, brick, wood, tile veneers, synthetic wood veneers, metal paneling, or cut stone are encouraged. The surfaces of multiple exterior storefronts within a building shall complement contiguous storefronts.

Storefronts

Individual ground-level retail uses with exterior public access that are part of a larger freestanding building shall have display windows along a minimum of 10 percent of the façade length. Windows shall be defined with details such as frames, sills, shutters, planters, relief trims, or lintels. Storefront design, relief features, and decorative treatments shall complement contiguous storefronts.

Fenestration

Architectural features or details such as windows, awnings, covered arcades, sills, shutters, reliefs, trims, columns, pilasters, quoins, reveals, cornices, horizontal banding, arches, decorative vents, and/or accent tile, shall be integrated into the façade to avoid the appearance of a blank wall and shall be provided along a minimum of 20 percent of the façade length of the front, side, and rear façades if contiguous to a public street or residential zoning district.

Entries

All public entries shall be easily identifiable and integrated into the building architecture. Each freestanding principal structure shall have a minimum of one clearly defined primary public entrance feature. The primary entrance shall incorporate a minimum of one design element each from the Primary Entry Feature Design Element and Secondary Decorative Treatment list provide below:

Primary Entry Feature Design Element

- Canopies, porte-cochere, or porticos; or
- Wall recess or projection a minimum of 12 inches in depth; or
- Covered arcades; or
- Peaked roof forms; or
- Arches, columns or pilasters; or
- Any combination of the above

Secondary Decorative Treatment

- Overhangs, cornices, or eaves; or
- Decorative moldings or trims around windows and doors; or
- Covered public outdoor patio or plaza incorporated with entry area which are not part of a tenant space, or
- Special pavers, bricks, decorative concrete, or other similar paving treatment; or
- Architectural details, such as tile work or moldings; or
- Any combination of the above

II. **Colors**

Color shall be considered to achieve architectural compatibility with architecture in the surrounding area and to complement structures within a development. Specific color sections for commercial buildings within this project will be provided for the ARB application.

Scheme 1

- Black
- Grey
- White
- Navy

Scheme 2

- Grey
- White
- Black

III. **Mechanical Items**

The following mechanical items shall be fully concealed from view and/or painted to match primary building color for which it is affixed:

- Security Cameras
- Speakers
- A/C Condensers
- Transformers
- Meters
- Electrical boxes

IV. **Rooflines**

The roofline along each elevation shall incorporate at least one "plane break" through the use of varied parapet heights of at least 48", slopes, and/or eaves. The roofline along each elevation shall incorporate a minimum of one Primary Roof Design Element and a minimum of one Secondary Roof Design Element per the following lists. The same features are not required on each elevation:

Primary Roof Design Elements

- Articulated parapet along 10% of the roof line for each elevation; or
- Pitched roof with minimum 12-inch overhanging eaves; or
- Two or more plane breaks or slopes per façade elevation; or
- Any combination of the above

Secondary Roof Design Elements

- Decorative roof details, such as dormers, cupolas, rafter tails, balconies, covered porches, terraces, or exposed beams; or
- Cornices with decorative moldings; or
- Decorative banding; or
- Pediments, porticos, architectural features at entryways, or decorative towers

V. **Exterior Patio and Dining Areas**

Tenants with covered and/or uncovered exterior patios and/or dining areas shall be subject to the following regulations:

- *Perimeter Fence or Enclosures.* Tenants are permitted to install perimeter fences, planters, separators, and/or enclosures subject to approval by Management. All structures shall be self-supporting, integrated into the architecture of the building and compliant with local, state and federal codes.

- *Furniture.* Furniture for outdoor dining should be built for outdoor use and should be sufficiently sturdy to withstand severe variations in weather and wind. Accessory items such as warming tables, bussing tables, etc. are prohibited.
- *Umbrellas.* Free-standing umbrellas must extend at least 7' above the surface of the outdoor dining area with overall heights no greater than 10'. Square umbrellas with solid colors are preferred. All umbrellas must be fabric; vinyl, plastic, and/or acrylic umbrellas are not permitted.
- *Lighting.* All outdoor lighting must be reviewed and approved by Landlord.
- *Heating Elements.* Food service tenants may install natural gas heaters and ceiling fans that are rated for outdoor use, are permanently installed and are designed to be fully integrated into the character of the architecture, with Landlord granting approval. Mobile propane heaters are not permitted.
- *Outdoor Furnishings & Planters.* Tenants are encouraged to select outdoor furnishings that enhance the guest experience of their facility and complement the overall look of the project. Pieces must be commercially rated, comply with all local jurisdictional requirements and are subject to Landlord's approval. All pieces must be located within the tenant's designated exterior space. Planters are not permitted to drain onto or stain hardscape.
- *Outdoor Music.* Tenants shall not hang speakers on concrete columns or building components that can cause reverberation in adjoining spaces or above. If this is unavoidable that the speakers will need vibration isolation with transmission not to exceed 1% at a driving frequency of 30 Hz. Tenants will be required to add specialty gypsum board and/or sound attenuation blankets along with acoustical sound sealants and/or acoustical sound baffling panels or materials in or on and above their demising walls if they play music or have internal loudspeakers. Retail to restaurant STC should be rated at STC 65. Maximum interior sound decibels should be no more than 85 dBA.

VI. Screening

The following items must be screened from view in accordance with the Village of Wellington Land Development Code:

- *HVAC Equipment.* All roof-mounted and ground-mounted HVAC equipment, including handlers and condensers, must be screened from view by landscape materials (for ground-mounted equipment) or architectural structure (for roof-mounted and ground-mounted equipment).
- *Walk-In Refrigeration & Restaurant Equipment.* All ground-mounted restaurant food-service equipment must be screened from view by landscape materials or architectural structure.
- *Service Yards & Dumpsters.* All exterior service yards and dumpsters shall be enclosed with walls and access gates at least 6'-0" in height and 1'-0" above what is screened. Additionally, landscape screening shall be provided.

VII. **Prohibited Design Elements**

The following design elements are strictly prohibited:

- Structure(s) which are of symbolic design for the purposes of advertising (unless previously approved or agreed upon)
- Neon, fluorescent or high-intensity colors
- Neon tubing, fiber optics, strobes, or similar lighting not used for approved signage
- LED panel screens
- High gloss vinyl and plastic awnings or appliques
- Acrylic panels and/or awnings with horizontal ribbing or specialized, pre-printed patterns or designs
- Unpainted or unfinished exterior facades
- Glass block
- Colored or mirrored glazing

Residential

Single Family and Townhomes

An overall unified architectural character and image shall be created by the use of common elements such as consistent forms, colors, materials, and details. Similar, but not identical, architectural treatment between pods within a multi-pod project may be permitted to allow diversity within the project.

I. **Principal Building Rooflines**

The roofline along each elevation shall incorporate a minimum of one Primary Roof Design Element and a minimum of one Secondary Roof Design Element per the following lists. The same features are not required on each elevation:

Primary Roof Design Elements

- Articulated parapet along 10% of the roof line for each elevation; or
- Pitched roof with minimum 12-inch overhanging eaves; or
- Two or more plane breaks or slopes per façade elevation; or
- Any combination of the above

Secondary Roof Design Elements

- Decorative roof details, such as dormers, cupolas, rafter tails, balconies, terraces, covered porches, or exposed beams; or
- Cornices with decorative moldings; or
- Decorative banding; or
- Pediments, porticos, cantilevered planes, architectural features at entryways, or decorative

towers

II. **Exterior Treatment**

The exterior treatment of the front elevation shall consist of a minimum of two different building materials, textures, or finishes at a ratio of a maximum of 90 percent for the primary treatment and a minimum of 10 percent for the secondary treatment. Exterior finishes such as stucco, brick, wood, tile veneers, synthetic wood veneers, metal paneling, or cut stone are encouraged. Renderings of each building and color scheme are subject to ARB approval by the Village of Wellington.

III. **Fenestration**

Architectural features or details such as windows, awnings, covered arcades, sills, shutters, reliefs, trims, columns, pilasters, quoins, reveals, cornices, horizontal banding, arches, decorative vents, and/or accent tile, shall be integrated into the façade to avoid the appearance of a blank wall and shall be provided along a minimum of 20 percent of the façade length of the front, side, and rear façades.

IV. **Entries**

All tries shall be easily identifiable and integrated into the building architecture. Each freestanding principal structure shall have a minimum of one clearly defined entrance feature. The primary entrance shall incorporate a minimum of one design element each from the Primary Entry Feature Design Element and Secondary Decorative Treatment list provide below:

Primary Entry Feature Design Element

- Canopies, porte-cochere, or porticos; or
- Wall recess or projection a minimum of 12 inches in depth; or
- Covered arcades; or
- Peaked roof forms; or
- Arches, columns or pilasters; or
- Any combination of the above

Secondary Decorative Treatment

- Overhangs, cornices, or eaves; or
- Decorative moldings or trims around windows and doors; or
- Special pavers, bricks, decorative concrete, or other similar paving treatment; or
- Architectural details, such as tile work or moldings; or
- Any combination of the above

V. **Color**

Color shall be considered to achieve architectural compatibility with architecture in the surrounding area and to complement structures within a development. For this development, each typical single-family and townhome building will have at least two (2) color schemes. Renderings of each building and color scheme are subject to ARB approval and shall be supplemented within the PSM by the Village of Wellington. The color scheme below is not finalized and is provided for conceptual purposes only.

Scheme 1

- Body: Neutral / Beige
- Trim #1:Neutral / Gray
- Trim #2: Dark Blue
- Fascia: Dark Gray
- Doors: Brown
- Roof: Black

Scheme 2

- Body: Light Gray
- Trim #1: Gray
- Trim #2: Blue
- Fascia: Dark Gray
- Doors: Brown
- Roof: Black

Scheme 3

- Body: Gray
- Trim #1: White
- Trim #2: Gray
- Fascia: Dark Gray
- Doors: Brown
- Roof: Black

VI. **Accessory Structures**

In addition to the guidelines set forth above for the Principal residential buildings, the following guidelines address the architectural requirements for specific accessory structures:

1. *Freestanding Structures Excluding Principal Structure*: No freestanding habitable structures in addition to the Principal structure shall be permitted. This includes pool houses; sheds;

barns; garages; accessory apartments; home offices; greenhouses; storage buildings; saunas; etc.

2. *Pools & Spas*: Above ground pools are not permitted. Above ground spas are permitted if placed within the rear yard directly behind the rear façade of the Principal structure. Above ground spas are not permitted within front or side yard areas that do not align with the rear facade.
3. *Screen Enclosures*: Screen enclosures may have both screened and solid roofs. The overall height of the screen enclosure shall not exceed that of the Principal structure. Screen enclosures shall be white, bronze or black metal subject to approval by the Home Owner's Association (HOA).
    - For townhomes, there shall be a minimum eight (8) foot high wall on the shared lot line extending from the dwelling to the rear corner of the portion of the enclosure. Solid roofed screen enclosures are not permitted for Townhomes.
4. *Fences & Walls*: Fences must be black or bronze aluminum, vertical pickets. Walls shall be concrete block and stucco finish to match primary building.
5. *Driveways & Entry Walks*: Driveways and entry walks located in the front of each Principal structure shall be paver block. The paver block spec shall be set by ARB approval.
6. *Amateur Radio Towers*: Not permitted on any lot.
7. *Satellite Dishes*: Satellite dishes in excess of 40" DIA are not permitted.
8. *Kennels and Runs*: Not permitted on any lot.
9. *Playground Equipment*: Permitted if located within the rear yard directly behind the Principal structure. Playground equipment shall not extend into any side yard areas that do not align with the rear facade of the Principal structure.
10. *Solar Panels & Equipment*: Solar panels are permitted on all buildings or structures. All piping and other equipment leading to and from the panels shall be completely concealed behind a parapet, inside a roof or wall, or painted to match the portion of the structure to which they are affixed. Tanks, pumps, and other associated mechanical equipment shall be visually screened from the road and adjacent properties.
11. *Portable Storage Containers*: In residential zoning districts/pods, portable storage units shall be placed on either the driveway, approved parking areas, or within the buildable portion of the lot. Portable storage units shall not be placed within any rights-of-way, on top of any easements, on any required parking areas or drive aisles, on landscape buffers, or any drainage areas.
    - Shall be allowed to be placed at a location for a period of no more than seven calendar days if the unit is placed in the front or side corner of the property with a maximum of two such placements per year for that property.
    - In conjunction with a valid building permit, portable storage units may be located in the rear or side yards for the duration of a valid building permit, under the following conditions: the unit must meet setback requirements for accessory structures, the unit is

screened from view and the unit is properly secured via approved storm wind strips. When installed as part of a valid building permit, portable storage units shall be removed prior to the issuance of a certificate of occupancy.

12. *Pergolas, Arbors, Trellis*: If metal, the finish must be either white, black or bronze. If wood, stained and/or painted finish must match accessory color of the Principal structure.
13. *Landscaping*: All landscaping approved by the Village of Wellington shall be installed and perpetually maintained in accordance with the approved plans, including replacements for any dead, dying or diseased materials.

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Development Regulations

The project is a Mixed Use development, as identified in the Village's Comprehensive Plan, Land Use Element as a project that may utilize the complete range of uses permitted by the Mixed Use future land use map designation, including the use of 100% of project area for determining maximum residential density. The proposed design provides an assortment of uses comprised of indoor/outdoor entertainment, daycare, and townhomes and single family residential. Notably, any of the regulations or guidelines outlined in the Project Standards Manual may be amended in the future and will require approval by Wellington Council.

The following table outlines the proposed development regulations for the Lotis II Mixed Use project with the land development regulations outlined in the Village's ULDC.

Project Development Standards [1]		
Overall MUPD (Commercial)		
	VOW ULDC (Required)	**Requested**
Min. Lot Size	5 acres	5 acres
Min. Lot Width	[2]	**670'**
Min. Lot Depth	[2]	**2,325'**
Max. Building Height	35'	40'
FAR	0.5	0.5
Building Coverage	45%	45%
Setbacks		
North (Side)	15'	15'
South (Side)	30'	30'
East (Front)	15'	15'
West (Rear)	30'	30'
Hours of Operation		
Indoor/Outdoor Entertainment	-	10 AM to 12 AM Sunday – Thursday 10 AM to 1 AM Friday – Saturday
Daycare	-	5 AM to 7 PM seven days a week
Parking Regulations		
Indoor/Outdoor Entertainment		
Pro-Shop (Retail)	1 space per 250 sf	1 space per 250 sf
Dining Area	1 space per 3 seats	1 space per 3 seats
Miniature Golf Course	4 spaces per hole	**1 space per hole** [3]

Daycare	Standard – 1 space per 10 students Drop-off – 1 space per 10 students	Standard – 1 space per 10 students Drop-off – 1 space per 10 students
General Office	1 space per 250 sf	1 space per 250 sf
Residential		
	VOW ULDC (Required)	**Requested**
Min. Lot Size		
Single-Family	6,000 SF	**5,400 SF** [3]
Townhouse	1,600 SF	1,600 SF
Min. Lot Width		
Single-Family	65’	**45’** [3]
Townhouse	16’	16’
Min. Lot Depth		
Single-Family	75’	75’
Townhouse	100’	100’
Max. Building Coverage		
Single-Family		
One-Story	40%	**60%** [3]
Two-Story	40%	**50%** [3]
Townhouse	50%	**60%** [3]
Max. Building Height	35’	35’
Building Separation (Townhouse Buildings)	25’	**20’** [3]
Setbacks		
Single-Family	Front: 25’ Side Interior: 7.5’ Side Corner: 15’ Rear: 15’	Front: 25’ **Side Interior: 5’** [3] Side Corner: 15’ **Rear: 10’** [3]
Townhouse	Front: 30’ Side (End Unit): 15’ Side Street: 25’ Rear: 25’	**Front: 25’** [3] **Side (End Unit): 10’** [3] **Side Corner: 15’** [3] **Rear: 10’** [3]
Accessory Structure Setbacks		
Pool		
Single-Family	Front: 28’ Side Interior: 10.5’	Front: 28’ **Side Interior: 5’** [3]

	Side Corner: 18' Rear: 10.5'	**Side Corner: 15' (3)** **Rear: 5' (3)**
Spa		
Single-Family	Front: 28' Side Interior: 10.5' Side Corner: 18' Rear: 10.5'	**Front: 25' (3)** **Side Interior: 5' (3)** **Side Corner: 15' (3)** **Rear: 5' (3)**
Screen Enclosure		
Single-Family	Front: 25' Side Interior: 7.5' Side Corner: 15' Rear: 5'	Front: 25' **Side Interior: 3' (3)** **Side Corner: 15' (3)** **Rear: 3' (3)**
Townhouse	Front: 25' Side Interior: 7.5' Side Corner: 15' Rear: 5'	Front: 25' **Side Interior: 0' (3)** **Side (End Unit): 5' (3)** **Side Corner: 10' (3)** **Rear: 3' (3)**
Parking Regulations		
Single-Family (4)	2 spaces per unit	2 spaces per unit
Townhomes (4)	2 spaces per unit + 0.25 guest spaces per unit	2 spaces per unit + 0.25 guest spaces per unit
Clubhouse	1 space per 500 sf	1 space per 500 sf

(1) Any development standards not specifically outlined and/or requested/approved within the PSM shall be per the LDR, as determined by Wellington for the specific standard and/or use/structure.
(2) Determined by Development Order
(3) Deviation from standard Village of Wellington Development Regulations.
(4) Units with four (4) or more bedrooms will require an additional space for each bedroom.

POD A - COMMERCIAL

Pod A is located towards the northeast corner of the proposed development and is comprised of a one-story, 8,000 sf outdoor entertainment building which will have an outdoor space comprised of approximately 49,500 SF with 36 miniature golf holes. The uses within the indoor component of the use will include a Point of Sale retail area along with Restaurant / Bar space and seating along with supporting kitchen and administrative office area. The covered outdoor component will include additional Restaurant / Bar seating as well as space for outdoor yard games.

The proposed indoor/outdoor entertainment will comply with the required parking spaces, as shown below. The required parking ratios listed below are consistent with the parking requirements for a Retail use (1/250 sf) and Restaurant use (1/3 seats) outlined in the Village of Wellington's ULDC. There is not a parking ratio requirement for a Miniature Golf Course use in the Village's ULDC. The parking requirement outlined in the Village of Wellington's ULDC for a golf course is 4 spaces per hole, applicable to standard golf courses which is not comparable to a miniature golf experience.

The proposed miniature golf course is not of the same recreational nature as a traditional golf course. Users of a traditional golf course will often drive as an individual to a course and often plan with a group of four players, each with their own equipment which requires a more inflated parking requirement. Additionally, the time required to play a traditional round of golf is approximately four hours.

The proposed miniature golf course attracts a different clientele, often families and social groups which will often ride in a single vehicle. In addition, the time required to play a round of miniature golf is drastically reduced, allowing faster turn-over of the parking spaces provided. Equivalent facilities located in South Florida utilize a smaller parking ratio than the 1 per hole ratio proposed and are adequately sufficient in the number of provided parking spaces. The parking ratio listed below will allocate sufficient parking spaces towards the Miniature Golf Course component of the Indoor/Outdoor Entertainment use. The final provided parking space number will be determined upon final site plan approval.

Project Development Standards - *Overall MUPD* [1]		
	VOW ULDC (Required)	**Requested**
Building Coverage	45%	45%
FAR	0.5	0.5
Building Height	35’	35’
Setbacks		
North (Side)	15’	15’
South (Side)	30’	30’
East (Front)	15’	15’
West (Rear)	30’	30’
Hours of Operation	**-**	10 AM to 12 AM Sunday – Thursday 10 AM to 1 AM Friday – Saturday
Parking Regulations		
Indoor/Outdoor Entertainment		
Pro-Shop (Retail)	1 space per 250 sf	1 space per 250 sf
Dining Area	1 space per 3 seats	1 space per 3 seats
Miniature Golf Course	4 spaces per hole	**1 space per hole** [2]

[1] Any development standards not specifically outlined and/or requested/approved within the PSM shall be per the LDR, as determined by Wellington for the specific standard and/or use/structure. See Section ‘POD C-1 & C-2 – RESIDENTIAL’ for residential lot setbacks.

[2] Deviation from standard Village of Wellington Development Regulations.

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POD B - COMMERCIAL

Pod B is located towards the southeast corner of the proposed development and is comprised of a two-story, 18,000 sf daycare building which will have a capacity for 210 kids. The proposed hours of operation will be 5 AM to 7 PM seven days a week in order to offer services to the doctors and nurses of the surrounding medical offices and hospital.

Project Development Standards - *Overall MUPD* [1]		
	VOW ULDC (Required)	**Requested**
Building Coverage	45%	45%
FAR	0.5	0.5
Building Height	35’	40’
Setbacks		
North (Side)	15’	15’
South (Side)	30’	30’
East (Front)	15’	15’
West (Rear)	30’	30’
Hours of Operation	-	5 AM to 7 PM seven days a week
Parking Regulations		
Daycare	Standard – 1 space per 10 students Drop-off – 1 space per 10 students	Standard – 1 space per 10 students Drop-off – 1 space per 10 students
[1] Any development standards not specifically outlined and/or requested/approved within the PSM shall be per the LDR, as determined by Wellington for the specific standard and/or use/structure. See Section ‘POD C-1 & C-2 – RESIDENTIAL’ for residential lot setbacks.		

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POD C-1 - RESIDENTIAL

Pod C overall is located towards the rear and mid—southern border of the proposed development and is comprised of 72 townhomes and 100 single-family units. Notably, townhomes are considered multi-family dwelling units in the Village of Wellington's ULDC. The proposed plan adheres to the overall setback requirements of the planned development. The applicable setbacks for Pod C or the residential uses are the rear setback (west) and both side setbacks (north/south).

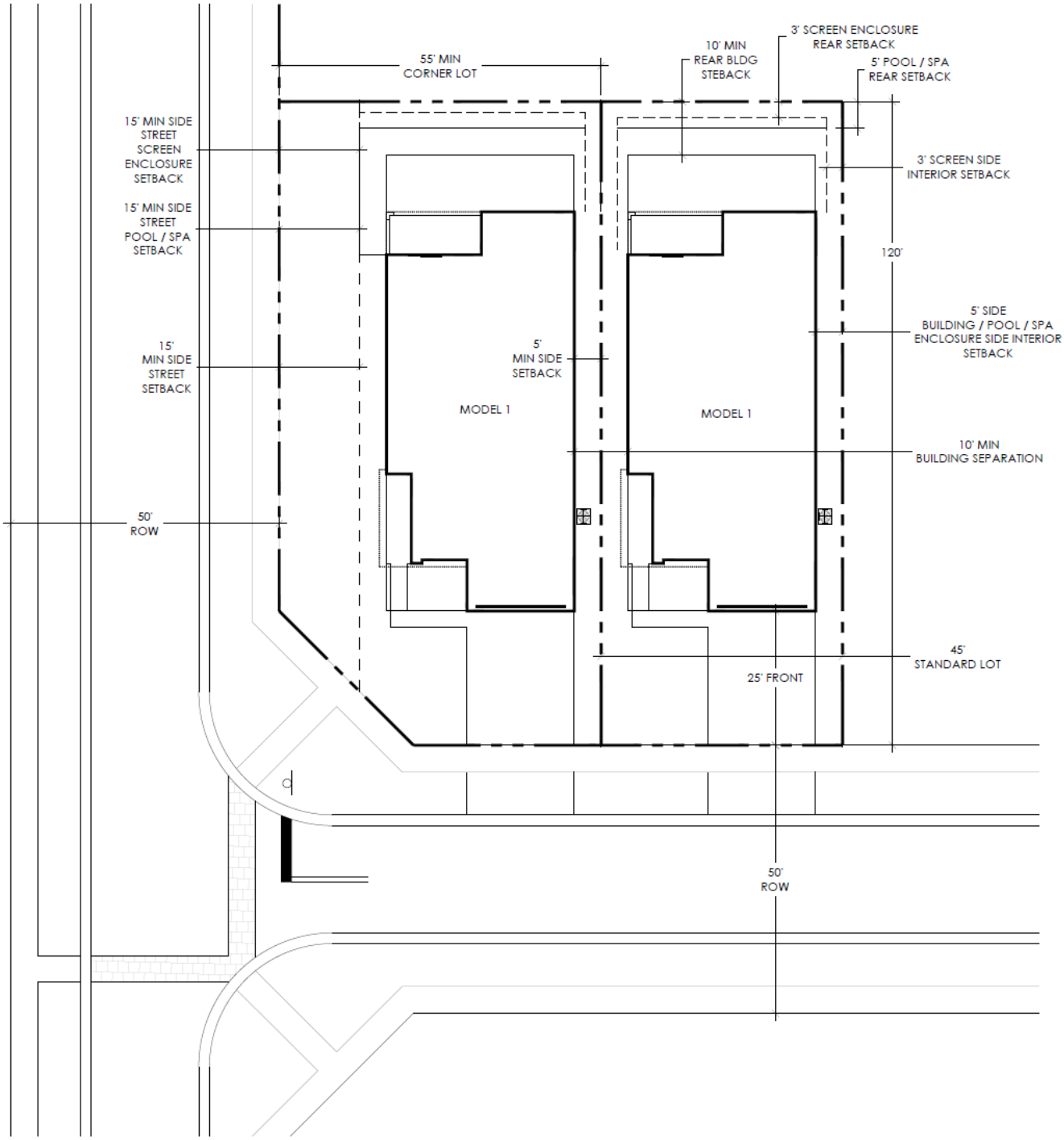
Project Development Standards - *Residential Component* [1]		
	VOW ULDC (Required)	**Requested**
Min. Lot Size		
Single-Family	6,000 SF	**5,400 SF** [2]
Townhouse	1,600 SF	1,600 SF
Min. Lot Width		
Single-Family	65'	**45'** [2]
Townhouse	16'	16'
Min. Lot Depth		
Single-Family	75'	75'
Townhouse	100'	100'
Max. Building Height	35'	35'
Building Coverage		
Single-Family		
One-Story	40%	**60%** [2]
Two-Story	40%	**50%** [2]
Townhouse	50%	**60%** [2]
Building Separation (Townhouse Buildings)	25'	**20'** [2]
Setbacks		
Single-Family	Front: 25' Side Interior: 7.5' Side Corner: 15' Rear: 15'	Front: 25' **Side Interior: 5'** [2] Side Corner: 15' **Rear: 10'** [2]
Townhouse	Front: 30' Side (End Unit): 15' Side Street: 25' Rear: 25'	**Front: 25'** [2] **Side (End Unit): 10'** [2] **Side Corner: 15'** [2] **Rear: 10'** [2]
Accessory Structure Setbacks		
Pool		

Single-Family	Front: 28' Side Interior: 10.5' Side Corner: 18' Rear: 10.5'	Front: 28' **Side Interior: 5' (2)** **Side Corner: 15' (2)** **Rear: 5' (2)**
Spa		
Single-Family	Front: 28' Side Interior: 10.5' Side Corner: 18' Rear: 10.5'	**Front: 25' (2)** **Side Interior: 5' (2)** **Side Corner: 15' (2)** **Rear: 5' (2)**
Screen Enclosure		
Single-Family	Front: 25' Side Interior: 7.5' Side Corner: 15' Rear: 5'	Front: 25' **Side Interior: (2)** **Side Corner: 15' (2)** **Rear: 3' (2)**
Townhouse	Front: 25' Side Interior: 7.5' Side Corner: 15' Rear: 5'	Front: 25' **Side Interior: 0' (2)** **Side (End Unit): 5' (2)** **Side Corner: 10' (2)** **Rear: 3' (2)**
Parking Regulations		
Single-Family (3)	2 spaces per unit	2 spaces per unit
Townhomes (3)	2 spaces per unit + 0.25 guest spaces per unit	2 spaces per unit + 0.25 guest spaces per unit

(1) Any development standards not specifically outlined and/or requested/approved within the PSM shall be per the LDR, as determined by Wellington for the specific standard and/or use/structure.
(2) Deviation from standard Village of Wellington Development Regulations.
(3) Units with four (4) or more bedrooms will require an additional space for each bedroom.

SINGLE FAMILY TYPICAL LOT CONFIGURATION

Further development details and internal setback information for the single-family units are illustrated in the image below.



A SINGLE FAMILY RESIDENTIAL LOT REQUIREMENTS

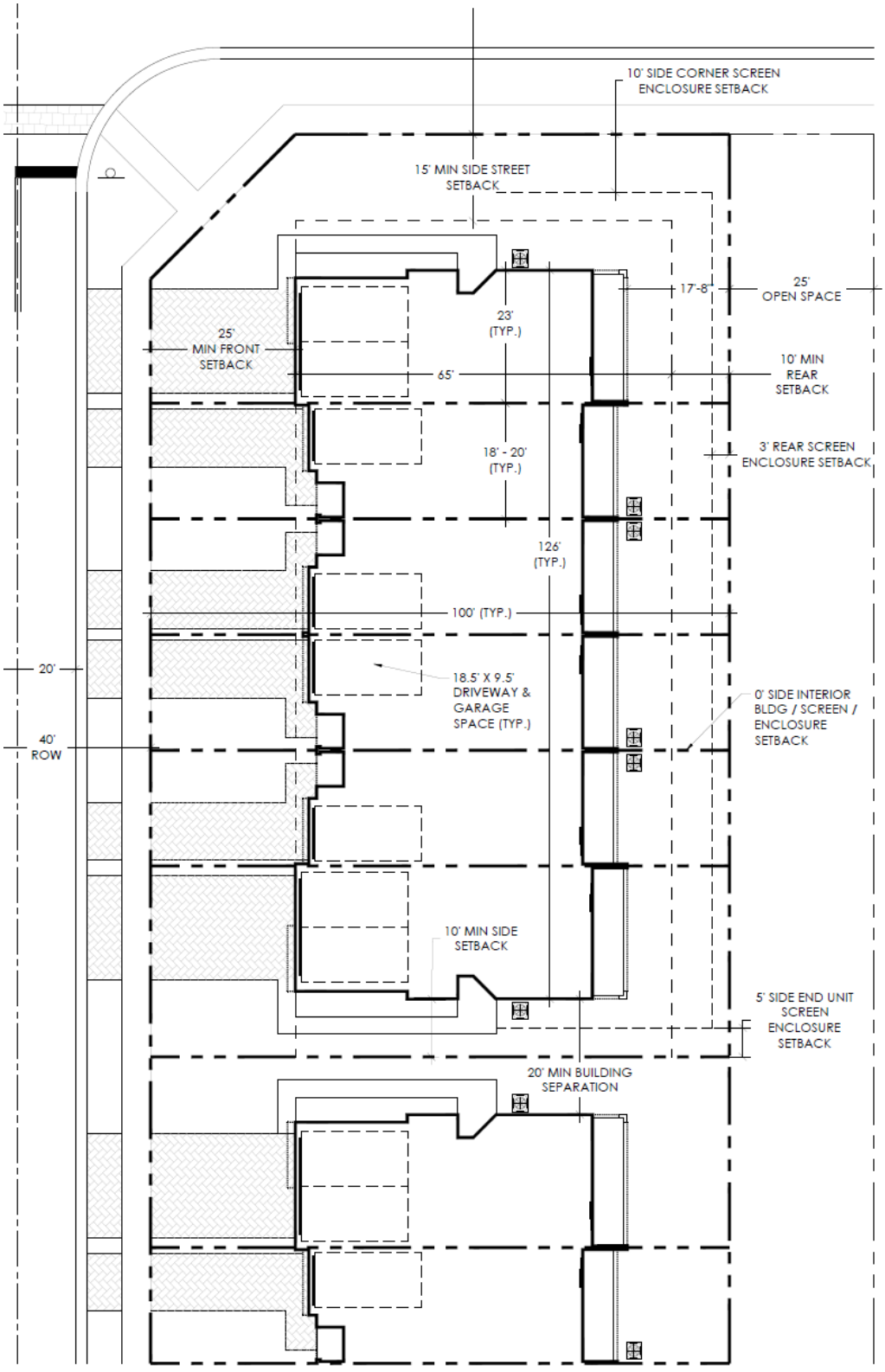
SCALE: 1/16" = 1' - 0"

NOTES:
PERMITTED LOT COVERAGE FOR 2 STORY HOMES SHALL BE 50% OF THE GROSS LOT AREA.

PERMITTED LOT COVERAGE FOR 1 STORY HOMES SHALL BE 60% OF THE GROSS LOT AREA.

TOWNHOME TYPICAL LOT CONFIGURATION

Further development detail and internal setback information for the townhome units are illustrated in the image below. Please note that updates will be made once the final product is finalized.



C-2 – CLUBHOUSE & GENERAL OFFICE

Pod C-2 is located near the center of the proposed development, on the west side of the intersection of Deco Drive and Lapis Lane and is comprised of a 11,470 SF Clubhouse and 1,030 sf of General Office. The Clubhouse, pool, spa and other amenities will provide recreation opportunities for the residents of both the single-family and townhome units within the development. The General Office use that is provided within the building will be open for leasing for public use not exclusive to the residents of the Lotis Wellington II development.

Project Development Standards - *Overall MUPD* [(1)]		
	VOW ULDC (Required)	**Requested**
Building Coverage	45%	45%
FAR	0.5	0.5
Building Height	35’	35’
Setbacks		
North (Side)	15’	15’
South (Side)	30’	30’
East (Front)	15’	15’
West (Rear)	30’	30’
Parking Regulations		
Clubhouse	1 space per 500 sf	1 space per 500 sf
Office	1 space per 250 sf	1 space per 250 sf
[(1)] Any development standards not specifically outlined and/or requested/approved within the PSM shall be per the LDR as determined by Wellington for the specific standard and/or use/structure.		

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POD D - CONSERVATION

Pod D is located in the middle of the proposed development, along the south border situated between the single-family and multi-family uses. The conservation area is comprised of a 3.75-acre Cypress Preserve as well as approximately 0.50 AC of additional public recreation space that will provide for unique access and educational opportunities for residents and the public alike. The proposed conservation area does not have required parking regulations and the setback requirements are not applicable, as no buildings are proposed in the Cypress Preserve.

The Cypress Preserve will have multiple viewing areas located along the east and south side of the preserve and accessible from the public greenway that connects to Lotis Wellington 1. Seating and educational information boards displaying information on Cypress tree stand, flora and fauna native to the Village, wetlands, conservation methods and other environmental topics will be placed at each seating area. Visitors will be able to access these seating areas directly from the Greenway and will be able to admire the native trees and plantings located in the preserve areas. The Village is welcome to propose a name for this space. An example of the proposed informational signage is below.

Figure 1: Conceptual Educational Board for Conservation Area

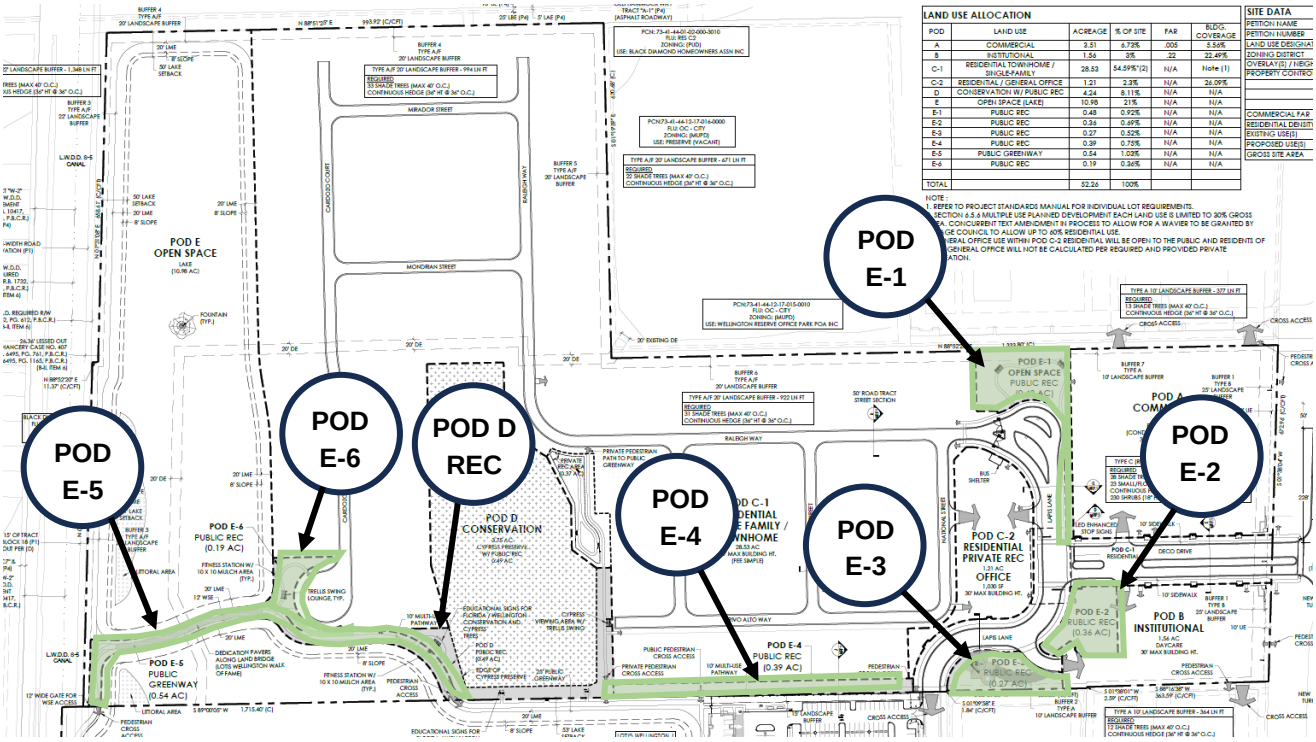
POD E thru E-6 – OPEN SPACE

There are multiple pods of open space throughout the development that a integrated and fully connected series of park spaces, plazas and greenways throughout the Lotis II development plan specifically providing for public access and connectivity to the Lotis Wellington I development to the south. These spaces are design to create a transition between the Commercial uses on the front (east) side of the property and the residential portions of the site.

Although the proposed open space areas do not have required parking regulations or setback requirements as no buildings are proposed in these areas, the proposed plan has provided 13 parking spaces throughout the site to accommodate for public access and utilization of these unique spaces. The location and composition of each public recreation areas are outlined below. Each Pod will provide for a different and unique experience for both the public and the residents of this community. These interactive activities in this area will create community engagement throughout the greenway and public recreation areas.

Additionally, the Village's code allows a 10 % credit towards the required land dedication. The applicant is proposing a 23% dedication be granted toward the land dedication, due to the interconnected nature and design of the recreation spaces which create pedestrian access to the greenway and connect with the Lotis I development. These areas will be granted towards the public and give a public access easement across all these properties. The applicant is also going to maintain these spaces, in regards to landscape, hardscape and special amenity features in each space.

Public Recreation Provided			
Use Type	*Area Provided*	*% Credit*	*Total AC Credit*
Pod D – Conservation w/Public Rec	4.24 acres	23%	0.9752 acre
Pod E-1, E-2, E-3, E-4 – Public Rec Areas	1.5 acres	23%	0.345 acres
Pod E-5 – Public Greenway	0.54 acres	23%	0.1242 acres
Pod E-6 – Public Rec Area	0.19 acres	23%	0.0437 acres
Private Recreation (C-1/C-2)	1.58 acres	23%	0.3634 acres
Total	**8.05 acres**		**1.85 acres**



NORTH PARK (Pod E-1)

The North Park is located at the northern boundary of the site and the terminus of Lapis Lane. This space will feature a tree-lined pathway with two Lotis seating structures placed on the east and west ends and an open lawn in the middle. The intention of this space is to provide an area for small picnics, meditation, leisure and creative inspiration. This space is connected to the other public recreation areas via the main sidewalk on Lapis Lane with signage directing visitors to this space. The Village is welcome to propose a name for this space.

SOUTH PLAZA (Pod E-2/E-3)

The South Plaza is located at the southern boundary of the site and will border the southern curve of Lapis Lane and the vehicular and pedestrian connection points to Lotis Wellington 1. This space will feature a sweeping hardscape area with a variety of decorative and ornamental landscape plantings. The hardscape will be different colors and textures and there will be multiple undulating seat walls in the same colors and materials as the features on Lotis Wellington 1. The intention of this space is to provide an area for community events, gatherings and programs. Public parking spaces will be directly adjacent to this space and it will be accessible to the other public recreation areas via pedestrian connections. The Village is welcome to propose a name for this space.

GREENWAY CONNECTION (Pod E-4)

There will be a pathway that connects the public parking area adjacent to the South Plaza to the northeast corner of the Greenway. The pathway will be the same dimensions and materials as the Greenway and it will feel like a natural extension of the Greenway. Signage will be placed at the parking area directing visitors to this area.

SUNSET PARK (Pod E-6)
The Sunset Park is a park located close to the northwest end of the Greenway. The park is oriented to the west and will have a seating area and a pathway facing west. The intention of this space is to provide visitors with an opportunity to view the lake as well as spectacular sunsets. Signage will be placed at the parking area directing visitors to this space. The Village is welcome to propose a name for this space.

WALK OF FAME (Pod E-5)
The Walk of Fame is a land bridge between the two lakes of Lotis Wellington. This meandering pathway will have commemorative pavers that Village residents can purchase to celebrate an achievement, recognize a milestone or remember a loved one. As a vital piece of the Greenway path, visitors are afforded the opportunity to stop between the two lakes and enjoy the waterfront view while also being able to commemorate and celebrate people and events important to them. The Village is welcome to propose a name for this space.

Landscape Standards

The development shall adhere to the purpose and intent of Wellington's Landscape Standards outlined in Section 7.3.6. All required landscape buffers, foundation plantings and planting criteria will be accommodated for. Per Section 7.3.6.T. Special Landscape regulations for properties fronting SR 7, a berm landscape buffer shall be provided along with the permissible tree and shrub species. The proposed plan complies with the required R-O-W buffer of 25', outlined in Table 7.3-7, as shown below. In addition, in order to ensure the buffer is installed in its entirety, the Applicant will bond all perimeter buffer improvements to ensure funds are available for the full completion of all buffers.

Street Trees
The applicant is providing an alternative landscape plan which includes specimen palms (i.e. Medjool Date Palms and Royals Palms) and flowering trees (i.e. Orange Geiger) utilized as street trees for the main entry of the project from State Road 7 and along Lapis Lane as an alternative to standard canopy shade trees. The proposed deviation from standard street tree requirements is consistent with aesthetic within the adjacent Lotis 1 Wellington and provides for a cohesive for residents and visitors to the site. Street trees being provided within the single-family portion of the site (Pod C) will be provided within the lot and not the road right of way to avoid utility and lighting conflicts as well as minimize future maintenance issues with the community sidewalks and street curbing. The trees will be the maintenance responsibility of the Community HOA and be maintained as required street trees on the individual lots.

Village of Wellington Tree Fund
The proposed landscape plans will provide for a table that identifies compliance with all of the landscape requirements for the overall site, buffers and individual lots or buildings. As a Multiple Use development,

there is an additional requirement for 30% more material above code requirements to be provided which must also be identified in the approved landscape set. Any tree requirements that cannot be met on-site will pay in the Village of Wellington Tree Fund based on the current approved valuation within the ULDC.

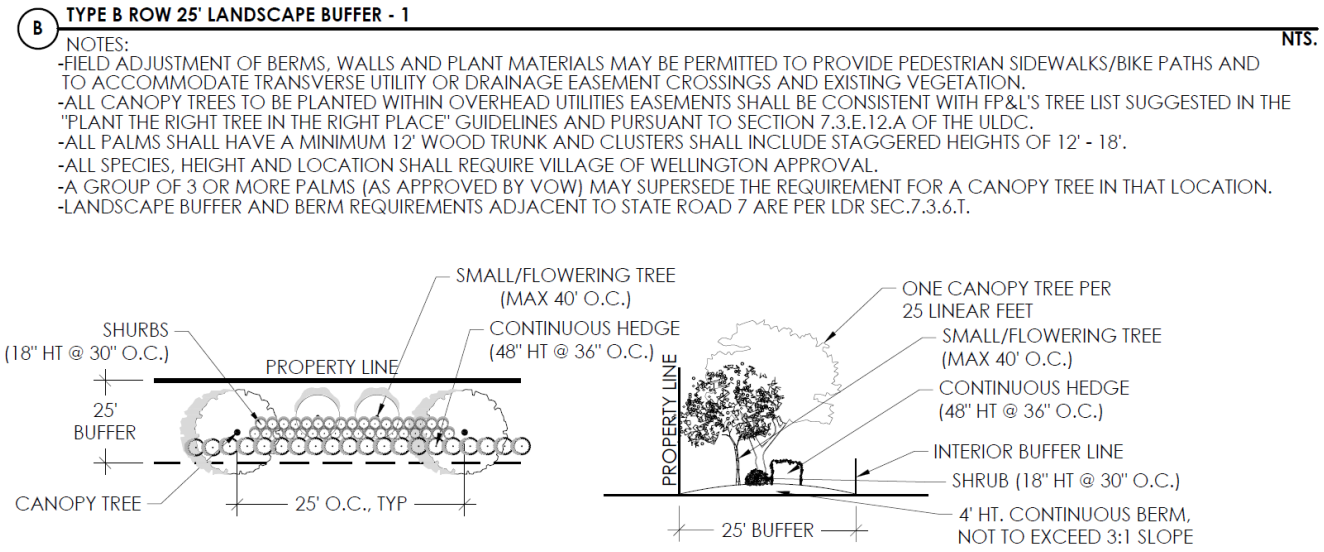


Figure 2: Type B 25' R-O-W Buffer

In addition, a 10' perimeter buffer has been provided around the entire MUPD property. Please see details from the Lotis II Master Regulating Plan below. The Applicant requests the 10' perimeter buffer be installed in phases throughout the development.

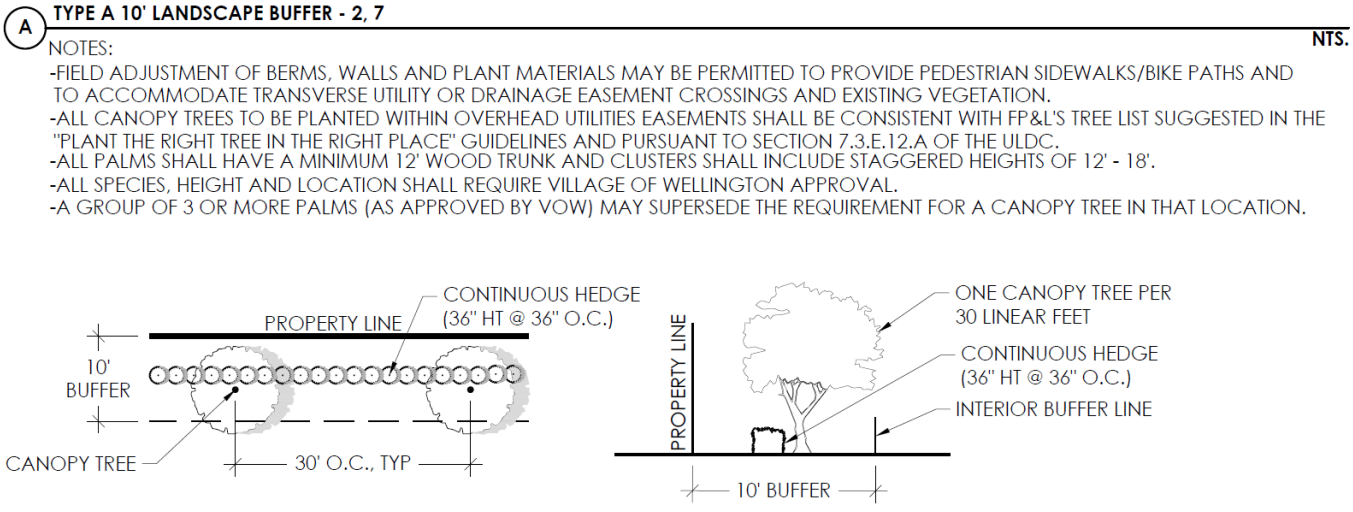


Figure 3: Type A 10' Landscape Buffer

C TYPE A/F 20'-22' LANDSCAPE BUFFER - 3, 4, 5, 6 NTS.

NOTES:
-FIELD ADJUSTMENT OF BERMS, WALLS AND PLANT MATERIALS MAY BE PERMITTED TO PROVIDE PEDESTRIAN SIDEWALKS/BIKE PATHS AND TO ACCOMMODATE TRANSVERSE UTILITY OR DRAINAGE EASEMENT CROSSINGS AND EXISTING VEGETATION.
-ALL CANOPY TREES TO BE PLANTED WITHIN OVERHEAD UTILITIES EASEMENTS SHALL BE CONSISTENT WITH FP&L'S TREE LIST SUGGESTED IN THE "PLANT THE RIGHT TREE IN THE RIGHT PLACE" GUIDELINES AND PURSUANT TO SECTION 7.3.E.12.A OF THE ULDC.
-ALL PALMS SHALL HAVE A MINIMUM 12' WOOD TRUNK AND CLUSTERS SHALL INCLUDE STAGGERED HEIGHTS OF 12' - 18'.
-ALL SPECIES, HEIGHT AND LOCATION SHALL REQUIRE VILLAGE OF WELLINGTON APPROVAL.
-A GROUP OF 3 OR MORE PALMS (AS APPROVED BY VOW) MAY SUPERSEDE THE REQUIREMENT FOR A CANOPY TREE IN THAT LOCATION.

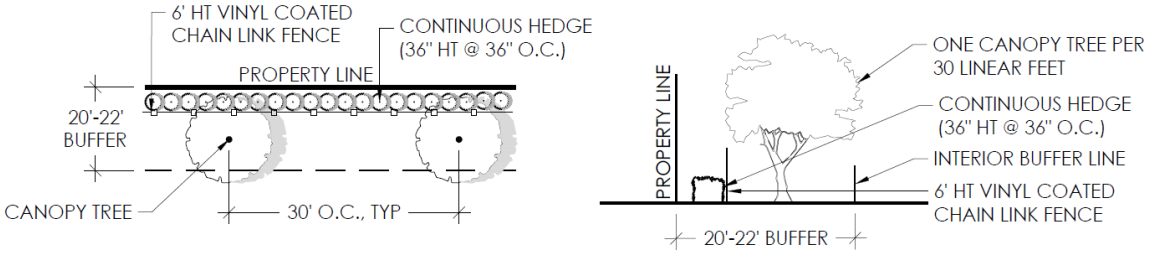


Figure 4: Type A/F 20'-22' Buffer

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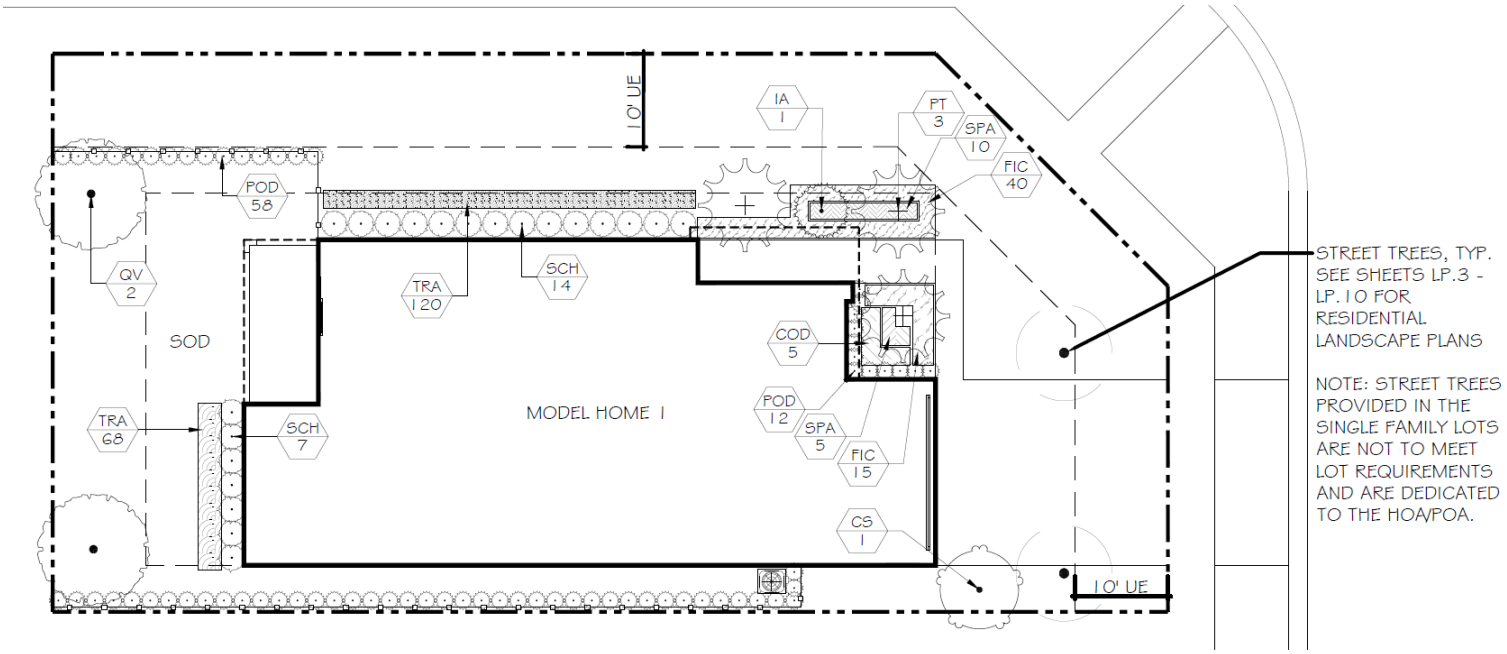
Examples of the type of plant material to be utilized for the project's entryway are provided below.

Figure 5:Medjool Date Palm

Figure 6: Royal Palm

Single-Family Typical Lot Landscape



PLANT SCHEDULE CORNER LOT

TREES	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
CS	1	Cordia sebestena	Orange Geiger Tree	14` HT. MIN. X 6` SPR, 2.5" CAL. MIN., 5` C.T. MIN.
IA	1	Ilex x attenuata `East Palatka`	East Palatka Holly	10` HT X 4` SPR, 2" CAL
PT	3	Ptychosperma elegans	Alexander Palm	22-24` O.A. HT, 18` G.W. MIN. MATCHED
QV	2	Quercus virginiana	Southern Live Oak	14` HT X 7` SPR, 2.5" CAL
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
POD	70	Podocarpus macrophyllus	Yew Pine	48" HT X 24" SPR
SCH	21	Schefflera arboricola 'Variegata'	Variegated Green Arboricola	36" HT X 36" SPR @ 36" O.C.
SHRUB AREAS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
COD	5	Codiaeum variegatum `Magnificent`	Croton	24" HT X 18" SPR @ 24" O.C.
FIC	55	Ficus microcarpa `Green Island`	Green Island Ficus	12" HT X 12" SPR @ 18" O.C.
SPA	15	Spathoglottis plicata 'Purple'	Purple Ground Orchid	18" HT X 18" SPR. @ 18" O.C.
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
TRA	188	Trachelospermum asiaticum `Asiatic`	Asiatic Jasmine	6"Ht. x 10" Spr. @ 10" O.C.

FOUNDATION PLANTING REQUIREMENT CHART

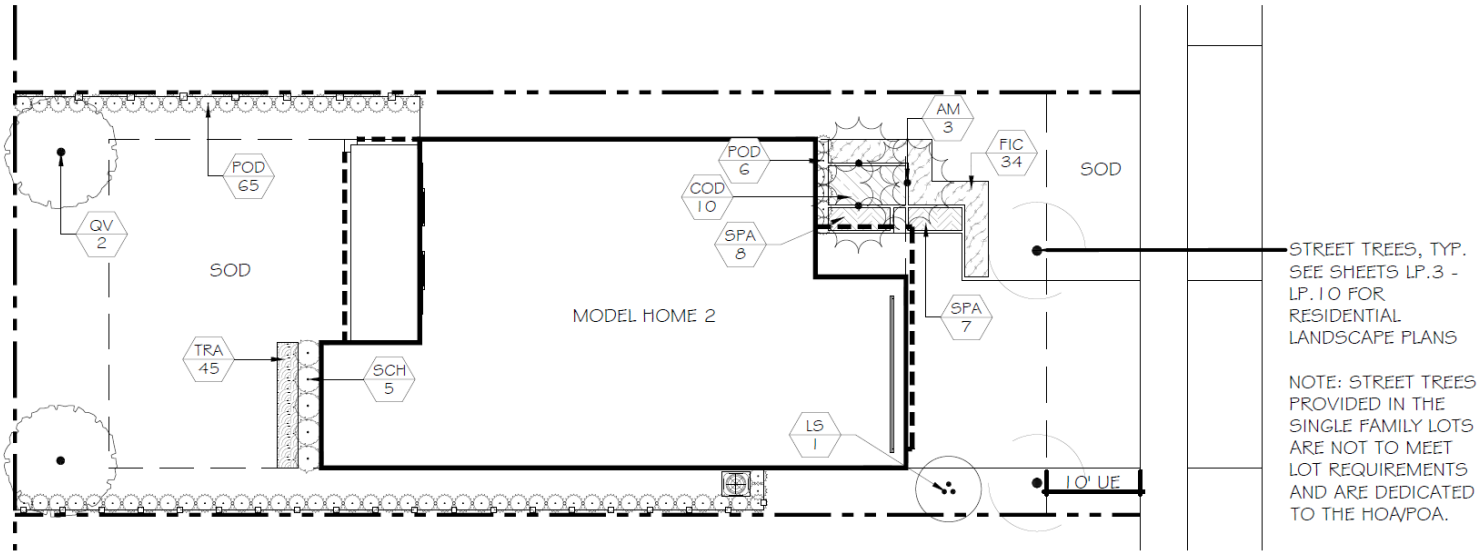
BUILDING 1	REQUIRED TREES:	PROVIDED TREES:	REQUIRED SHRUBS:	PROVIDED SHRUBS:	REQUIRED GROUNDCOVERS:	PROVIDED GROUNDCOVERS:	REQUIRED SHRUBS IN FRONT PLANE (75%)	PROVIDED SHRUBS IN FRONT PLANE (75%)	REQUIRED TREES IN FRONT PLANE	PROVIDED TREES IN FRONT PLANE
LOT SIZE: 6,666 SQ. FT.	5	6	100	152	50	68	75	76	3	3 PALMS W/ 1 ACCENT TREE

NOTES:
1. ADDITIONAL TREE(S) TO BE PROVIDED FOR SINGLE FAMILY RESIDENTIAL LOTS THAT ARE LARGER THAN TYPICALS SHOWN.
2. LARGER LOTS SHALL COMPLY WILL ALL LDR STANDARDS.
3. ALL ABOVE GROUND AND WALL MOUNTED UTILITY/TRANSFORMER BOX, MECHANICAL EQUIPMENT, VALVES, ETC., SHALL BE LOCATED ON-SITE WITH REQUIRED SCREENING ON THREE SIDES WHILE MAINTAINING REQUIRED THREE FEET OF CLEARANCE AND HEIGHT TO MEET OR EXCEED EQUIPMENT BEING SCREENED.

ADDITIONAL NOTES:
1. ADDITIONAL PLANTING MATERIAL MAY BE REQUIRED AT TIME OF INSPECTION.
2. ALL TREES IN VEHICULAR AND PEDESTRIAN AREAS TO HAVE MINIMUM 8' C.T AT TIME OF INSTALLATION.
3. NO SELF CLEANING TREE/PALM SPECIES TO BE USED IN PEDESTRIAN OR VEHICULAR AREAS.
4. Street trees and foundation planting with accent trees are required along the street side of each lot.
5. One (1) accent tree shall be required in the front plane in addition to the three (3) lot trees. Trees as require/provided are lot tree/palm, which is in addition to accent trees.
6. Minimum lot hardwood/shade tree required: One (1) for lots less than 6,000 SF, and two (2) for lots more than 6,000 SF.
7. All landscaping noted as provided is the minimum that shall be on each lot as approved with the Lotis 2 PSM.

0 8'

Figure 7: SF Type 1 Building - Landscape Plan



PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
AM	3	Adonidia merrillii	Christmas Palm	14-16` O.A. HT, SINGLE TRUNK @ MATURITY: 10"
LS	1	Lagerstroemia speciosa	Queen's Crape Myrtle	14' HT X 7' SPR., SYMMETRICAL, STANDARD
QV	2	Quercus virginiana	Southern Live Oak	14` HT X 7` SPR., 2.5" CAL
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
POD	71	Podocarpus macrophyllus	Yew Pine	48" HT X 24" SPR.
SCH	5	Schefflera arboricola 'Variegata'	Variegated Green Arboricola	36" HT X 36" SPR @ 36" O.C.
SHRUB AREAS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
COD	10	Codiaeum variegatum `Magnificent`	Croton	24" HT X 18" SPR @ 24" O.C.
FIC	34	Ficus microcarpa `Green Island`	Green Island Ficus	12" HT X 12" SPR @ 18" O.C.
SPA	15	Spathoglottis plicata 'Purple'	Purple Ground Orchid	18" HT X 18" SPR. @ 18" O.C.
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
TRA	45	Trachelospermum asiaticum `Asiatic`	Asiatic Jasmine	6"Ht. x 10" Spr. @ 10" O.C.

FOUNDATION PLANTING REQUIREMENT CHART

BUILDING 2	REQUIRED TREES:	PROVIDED TREES:	REQUIRED SHRUBS:	PROVIDED SHRUBS:	REQUIRED GROUNDCOVERS:	PROVIDED GROUNDCOVERS:	REQUIRED SHRUBS IN FRONT PLANE (75%)	PROVIDED SHRUBS IN FRONT PLANE (75%)	REQUIRED TREES IN FRONT PLANE	PROVIDED TREES IN FRONT PLANE
LOT SIZE: 5,400 SQ. FT.	4	4	80	135	40	45	60	65	3	3 PALMS W/ 1 ACCENT TREE

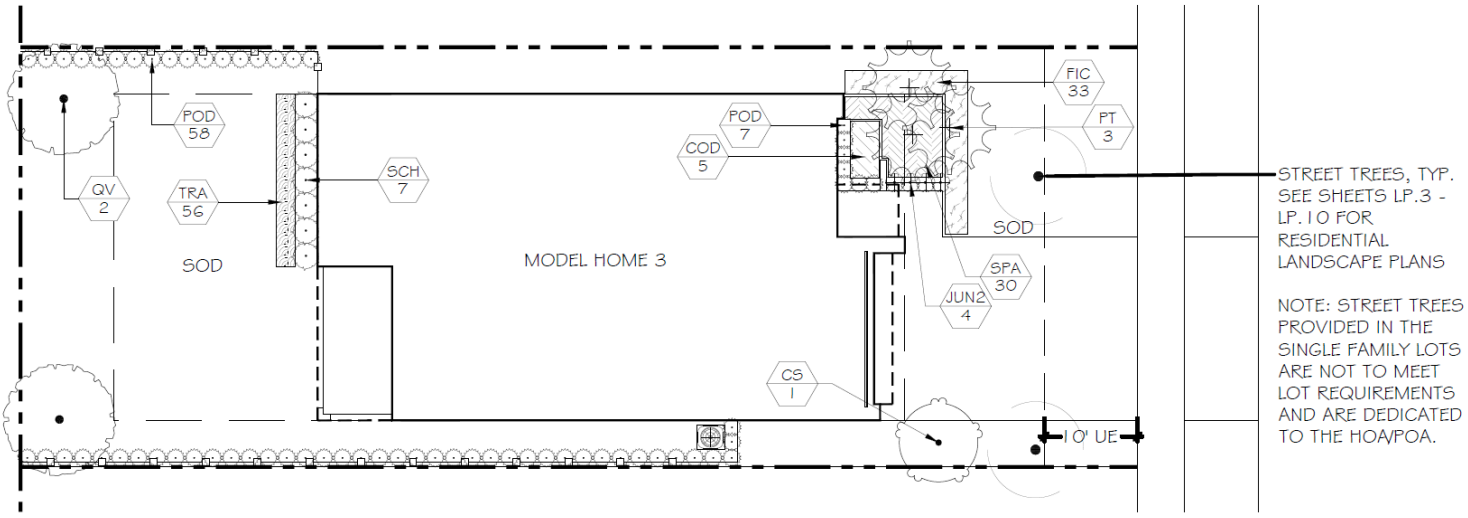
NOTES:
1. ADDITIONAL TREE(S) TO BE PROVIDED FOR SINGLE FAMILY RESIDENTIAL LOTS THAT ARE LARGER THAN TYPICALS SHOWN.
2. LARGER LOTS SHALL COMPLY WILL ALL LDR STANDARDS.
3. ALL ABOVE GROUND AND WALL MOUNTED UTILITY/TRANSFORMER BOX, MECHANICAL EQUIPMENT, VALVES, ETC., SHALL BE LOCATED ON-SITE WITH REQUIRED SCREENING ON THREE SIDES WHILE MAINTAINING REQUIRED THREE FEET OF CLEARANCE AND HEIGHT TO MEET OR EXCEED EQUIPMENT BEING SCREENED.

ADDITIONAL NOTES:
1. ADDITIONAL PLANTING MATERIAL MAY BE REQUIRED AT TIME OF INSPECTION.
2. ALL TREES IN VEHICULAR AND PEDESTRIAN AREAS TO HAVE MINIMUM 8' C.T AT TIME OF INSTALLATION.
3. NO SELF CLEANING TREE/PALM SPECIES TO BE USED IN PEDESTRIAN OR VEHICULAR AREAS.

0 8'

Figure 8: SF Type 2 Building - Landscape Plan

4. Street trees and foundation planting with accent trees are required along the street side of each lot.
5. One (1) accent tree shall be required in the front plane in addition to the three (3) lot trees. Trees as require/provided are lot tree/palm, which is in addition to accent trees.
6. Minimum lot hardwood/shade tree required: One (1) for lots less than 6,000 SF, and two (2) for lots more than 6,000 SF.
7. All landscaping noted as provided is the minimum that shall be on each lot as approved with the Lotis 2 PSM.



PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
CS	1	Cordia sebestena	Orange Geiger Tree	14` HT. MIN. X 6` SPR, 2.5" CAL. MIN., 8` C.T. MIN.
PT	3	Ptychosperma elegans	Alexander Palm	22-24` O.A. HT, 18` G.W. MIN. MATCHED
QV	2	Quercus virginiana	Southern Live Oak	14` HT X 7` SPR, 2.5" CAL
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
JUN2	4	Juniperus davurica	Parson's Juniper	48" HT. X 24" SPR.
POD	65	Podocarpus macrophyllus	Yew Pine	48" HT X 24" SPR
SCH	7	Schefflera arboricola 'Variegata'	Variegated Green Arboricola	36" HT X 36" SPR @ 36" O.C.
SHRUB AREAS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
COD	5	Codiaeum variegatum `Magnificent`	Croton	24" HT X 18" SPR @ 24" O.C.
FIC	33	Ficus microcarpa `Green Island`	Green Island Ficus	12" HT X 12" SPR @ 18" O.C.
SPA	30	Spathoglottis plicata 'Purple'	Purple Ground Orchid	18" HT X 18" SPR. @ 18" O.C.
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
TRA	56	Trachelospermum asiaticum `Asiatic`	Asiatic Jasmine	6"Ht. x 10" Spr. @ 10" O.C.

FOUNDATION PLANTING REQUIREMENT CHART

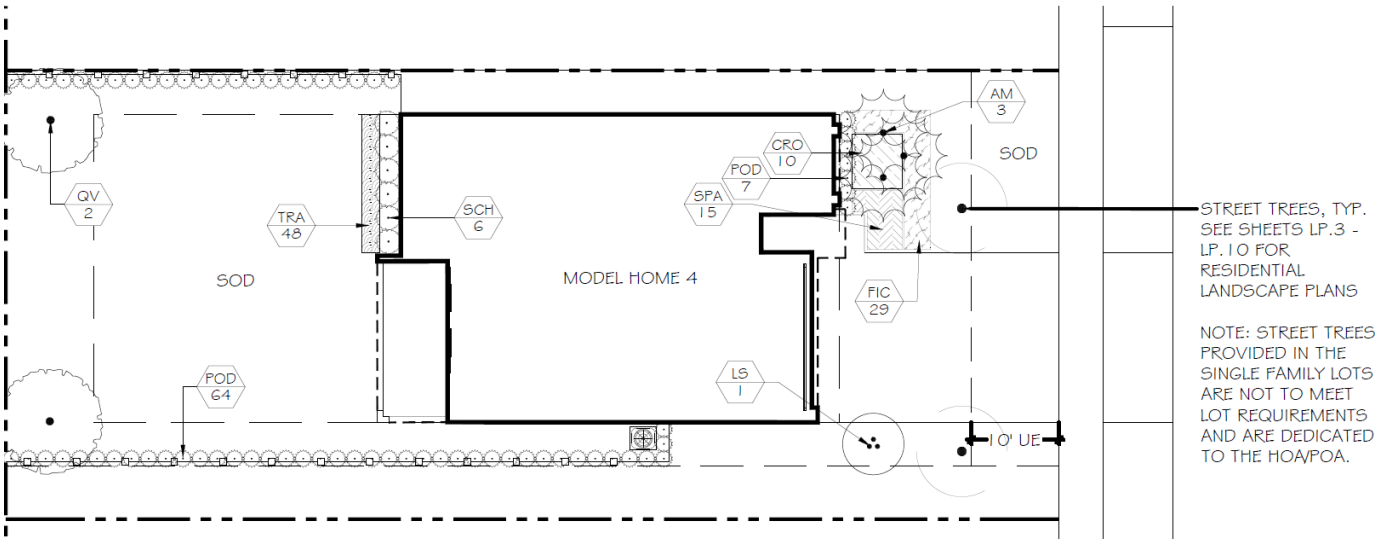
BUILDING 3	REQUIRED TREES:	PROVIDED TREES:	REQUIRED SHRUBS:	PROVIDED SHRUBS:	REQUIRED GROUNDCOVERS:	PROVIDED GROUNDCOVERS:	REQUIRED SHRUBS IN FRONT PLANE (75%)	PROVIDED SHRUBS IN FRONT PLANE (75%)	REQUIRED TREES IN FRONT PLANE	PROVIDED TREES IN FRONT PLANE
LOT SIZE: 5,400 SQ. FT.	4	4	80	144	40	56	60	79	3	3 PALMS W/ 1 ACCENT TREE

NOTES:
1. ADDITIONAL TREE(S) TO BE PROVIDED FOR SINGLE FAMILY RESIDENTIAL LOTS THAT ARE LARGER THAN TYPICALS SHOWN.
2. LARGER LOTS SHALL COMPLY WILL ALL LDR STANDARDS.
3. ALL ABOVE GROUND AND WALL MOUNTED UTILITY/TRANSFORMER BOX, MECHANICAL EQUIPMENT, VALVES, ETC., SHALL BE LOCATED ON-SITE WITH REQUIRED SCREENING ON THREE SIDES WHILE MAINTAINING REQUIRED THREE FEET OF CLEARANCE AND HEIGHT TO MEET OR EXCEED EQUIPMENT BEING SCREENED.

Figure 9:SF Type 3 Building - Landscape Plan

ADDITIONAL NOTES:
1. ADDITIONAL PLANTING MATERIAL MAY BE REQUIRED AT TIME OF INSPECTION.
2. ALL TREES IN VEHICULAR AND PEDESTRIAN AREAS TO HAVE MINIMUM 8' C.T AT TIME OF INSTALLATION.
3. NO SELF CLEANING TREE/PALM SPECIES TO BE USED IN PEDESTRIAN OR VEHICULAR AREAS.
4. Street trees and foundation planting with accent trees are required along the street side of each lot.
5. One (1) accent tree shall be required in the front plane in addition to the three (3) lot trees. Trees as require/provided are lot tree/palm, which is in addition to accent trees.
6. Minimum lot hardwood/shade tree required: One (1) for lots less than 6,000 SF, and two (2) for lots more than 6,000 SF.
7. All landscaping noted as provided is the minimum that shall be on each lot as approved with the Lotis 2 PSM.

0 8'



PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
AM	3	Adonidia merrillii	Christmas Palm	14-16` O.A. HT, SINGLE TRUNK @ MATURITY: 10"
LS	1	Lagerstroemia speciosa	Queen's Crape Myrtle	14' HT X 7' SPR., SYMMETRICAL, STANDARD
QV	2	Quercus virginiana	Southern Live Oak	14` HT X 7` SPR, 2.5" CAL
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
POD	71	Podocarpus macrophyllus	Yew Pine	48" HT X 24" SPR
SCH	6	Schefflera arboricola 'Variegata'	Variegated Green Arboricola	36" HT X 36" SPR @ 36" O.C.
SHRUB AREAS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
CRO	10	Codiaeum variegatum `Magnificent`	Croton	24" HT X 18" SPR @ 24" O.C.
FIC	29	Ficus microcarpa `Green Island`	Green Island Ficus	12" HT X 12" SPR @ 18" O.C.
SPA	15	Spathoglottis plicata 'Purple'	Purple Ground Orchid	18" HT X 18" SPR. @ 18" O.C.
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
TRA	48	Trachelospermum asiaticum `Asiatic`	Asiatic Jasmine	6"Ht. x 10" Spr. @ 10" O.C.

FOUNDATION PLANTING REQUIREMENT CHART

BUILDING 4	REQUIRED TREES:	PROVIDED TREES:	REQUIRED SHRUBS:	PROVIDED SHRUBS:	REQUIRED GROUNDCOVERS:	PROVIDED GROUNDCOVERS:	REQUIRED SHRUBS IN FRONT PLANE (75%)	PROVIDED SHRUBS IN FRONT PLANE (75%)	REQUIRED TREES IN FRONT PLANE	PROVIDED TREES IN FRONT PLANE
LOT SIZE: 5,400 SQ. FT.	4	4	80	131	40	45	60	61	3	3 PALMS W/ 1 ACCENT TREE

NOTES:
1. ADDITIONAL TREE(S) TO BE PROVIDED FOR SINGLE FAMILY RESIDENTIAL LOTS THAT ARE LARGER THAN TYPICALS SHOWN.
2. LARGER LOTS SHALL COMPLY WILL ALL LDR STANDARDS.
3. ALL ABOVE GROUND AND WALL MOUNTED UTILITY/TRANSFORMER BOX, MECHANICAL EQUIPMENT, VALVES, ETC., SHALL BE LOCATED ON-SITE WITH REQUIRED SCREENING ON THREE SIDES WHILE MAINTAINING REQUIRED THREE FEET OF CLEARANCE AND HEIGHT TO MEET OR EXCEED EQUIPMENT BEING SCREENED.

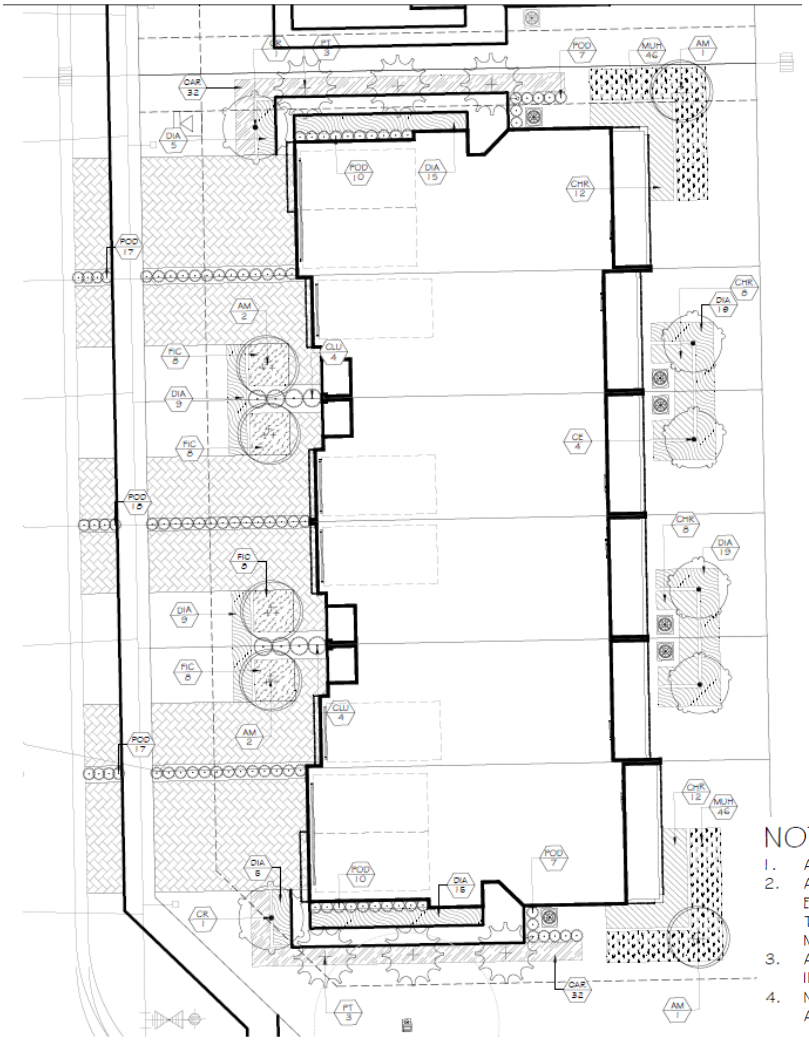
ADDITIONAL NOTES:
1. ADDITIONAL PLANTING MATERIAL MAY BE REQUIRED AT TIME OF INSPECTION.
2. ALL TREES IN VEHICULAR AND PEDESTRIAN AREAS TO HAVE MINIMUM 8' C.T AT TIME OF INSTALLATION.
3. NO SELF CLEANING TREE/PALM SPECIES TO BE USED IN PEDESTRIAN OR VEHICULAR AREAS.

0 8'

Figure 10: SF Type 4 Building - Landscape Plan

4. Street trees and foundation planting with accent trees are required along the street side of each lot.
5. One (1) accent tree shall be required in the front plane in addition to the three (3) lot trees. Trees as require/provided are lot tree/palm, which is in addition to accent trees.
6. A minimum of the two (2) of the lot trees shall be hardwood/shade trees.
7. All landscaping noted as provided is the minimum that shall be on each lot as approved with the Lotis 2 PSM.

Multi-Family-Family Typical Lot Landscape



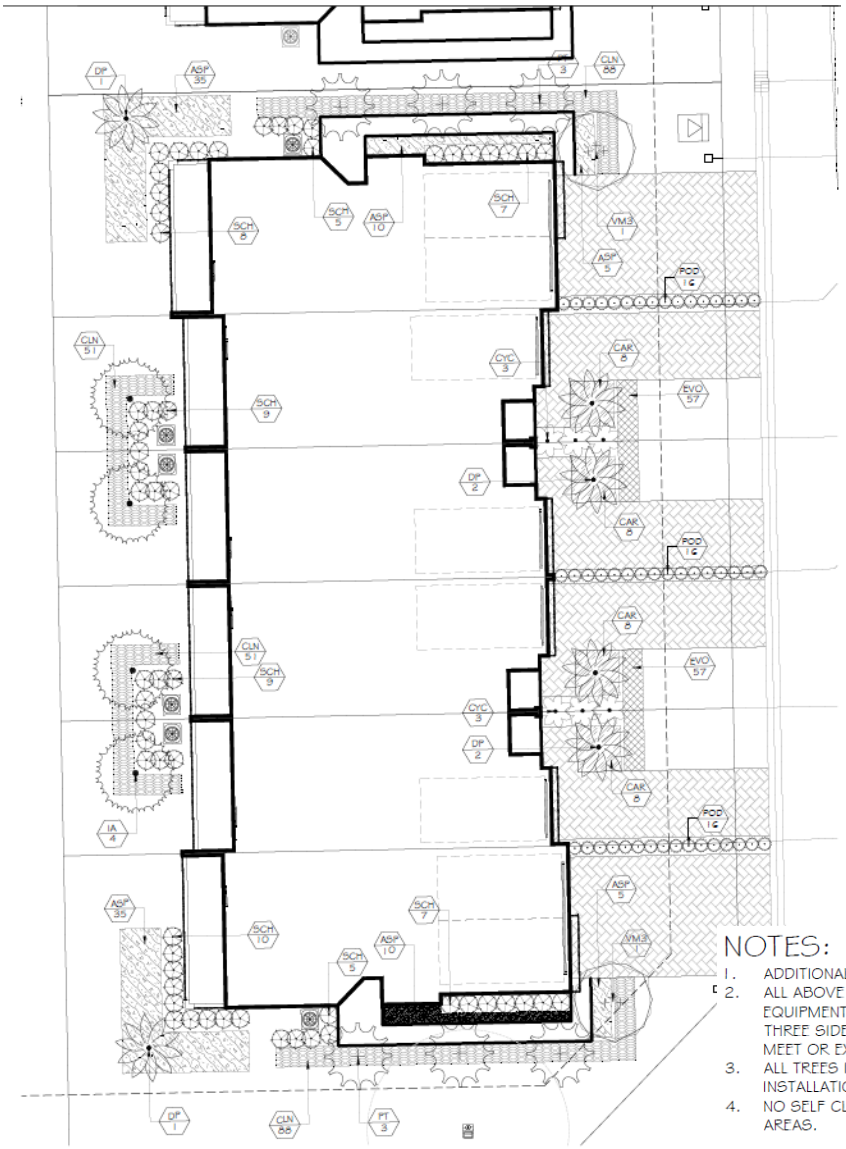
NOTES:

1. ADDITIONAL PLANTING MATERIAL MAY BE REQUIRED AT TIME OF INSPECTION.
2. ALL ABOVE GROUND AND WALL MOUNTED UTILITY/TRANSFORMER BOX, MECHANICAL EQUIPMENT, VALVES, ETC., SHALL BE LOCATED ON-SITE WITH REQUIRED SCREENING ON THREE SIDES WHILE MAINTAINING REQUIRED THREE FEET OF CLEARANCE AND HEIGHT TO MEET OR EXCEED EQUIPMENT BEING SCREENED.
3. ALL TREES IN VEHICULAR AND PEDESTRIAN AREAS TO HAVE MINIMUM 8' C.T AT TIME OF INSTALLATION.
4. NO SELF CLEANING TREE/PALM SPECIES TO BE USED IN PEDESTRIAN OR VEHICULAR AREAS.
5. Foundation planting with accent trees are required along all sides.
6. One (1) accent tree shall be required in the front plane in addition to the lot trees. Trees as require/provided are lot tree/palm, which is in addition to accent trees.
7. Minimum lot hardwood/shade tree required: One (1) for lots less than 6,000 SF, and two (2) for lots more than 6,000 SF.

PLANT SCHEDULE MF TYPE 1

TREES	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
AM	6	Adonidia merrillii	Christmas Palm	14-16` O.A. HT, TRIPLE TRUNK TRUNK @ MATURITY: 10"
CR	2	Clusia rosea `Pitch Apple`	Balsam Apple	21` HT X 12` SPR,
CE	4	Conocarpus erectus	Buttonwood	16` HT X 10` SPR, 3.5" CAL
PT	6	Ptychosperma elegans	Alexander Palm	28` O.A. HT, 24` G.W.
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
CLU	8	Clusia guttifera	Small Leaf Clusia	36" HT X 30" SPR
POD	86	Podocarpus macrophyllus	Yew Pine	48" HT X 24" SPR.
SHRUB AREAS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
CAR	64	Carissa macrocarpa `Emerald Blanket`	Emerald Blanket Carissa	24" HT X 24" SPR @ 30" O.C.
CHR	40	Chrysobalanus icaco `Red Tip`	Red Tip Cocoplum	36" HT X 36" SPR @ 36" O.C.
DIA	96	Dianella tasmanica `Blueberry`	Blueberry Flax Lily	24" HT X 24" SPR @ 30" O.C.
FIC	32	Ficus microcarpa `Green Island`	Green Island Ficus	24" HT X 24" SPR @ 30" O.C.
MUH	92	Muhlenbergia capillaris	Pink Muhly	18" HT X 18" SPR @ 24" O.C.

Figure 11: MF Type 1 Typical Building Foundation Plan



NOTES:

1. ADDITIONAL PLANTING MATERIAL MAY BE REQUIRED AT TIME OF INSPECTION.
2. ALL ABOVE GROUND AND WALL MOUNTED UTILITY/TRANSFORMER BOX, MECHANICAL EQUIPMENT, VALVES, ETC., SHALL BE LOCATED ON-SITE WITH REQUIRED SCREENING ON THREE SIDES WHILE MAINTAINING REQUIRED THREE FEET OF CLEARANCE AND HEIGHT TO MEET OR EXCEED EQUIPMENT BEING SCREENED.
3. ALL TREES IN VEHICULAR AND PEDESTRIAN AREAS TO HAVE MINIMUM 8' C.T AT TIME OF INSTALLATION.
4. NO SELF CLEANING TREE/PALM SPECIES TO BE USED IN PEDESTRIAN OR VEHICULAR AREAS.

PLANT SCHEDULE MF TYPE 2

TREES	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
DP	6	Dictyosperma album	Princess Palm	10' MIN. C.T.
IA	4	Ilex x attenuata `East Palatka`	East Palatka Holly	21` HT X 12` SPR,
PT	6	Ptychosperma elegans	Alexander Palm	28` O.A. HT, 24` G.W.
VM3	2	Veitchia montgomeryana	Montgomery Palm	30` O.A. HT, 24` G.W. MIN. TRIPLE TRUNK
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
CYC	6	Cycas revoluta	Sago Palm	24" HT. X 24" SPR.
POD	36	Podocarpus macrophyllus	Yew Pine	48" HT X 24" SPR.
SCH	60	Schefflera arboricola	Green Arboricola	36" HT X 30" SPR.
SHRUB AREAS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
ASP	100	Asparagus aethiopicus	Foxtail Fern	24" HT X 24" HT.
CAR	32	Carissa macrocarpa `Emerald Blanket`	Emerald Blanket Carissa	24" HT X 24" SPR @ 30" O.C.
CLN	278	Clusia guttifera nana	Dwaft Clusia	12" HT X 12" SPR. @ 18" O.C.
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	REMARKS
EVO	114	Evolvulus glomeratus `Blue Daze`	'Blue Daze'	12" HT X 12" SPR @ 12" O.C.

5. Foundation planting with accent trees are required along all sides.
6. One (1) accent tree shall be required in the front plane in addition to the lot trees. Trees as require/provided are lot tree/palm, which is in addition to accent trees.
7. Minimum lot hardwood/shade tree required: One (1) for lots less than 6,000 SF, and two (2) for lots more than 6,000 SF.

Figure 12: MF Type 2 Typical Building Foundation Plan

Signage Regulations

The applicant will develop a Master Sign Program for both freestanding and building-mounted signs. This Program (provided under separate cover) describes the permitted sign locations, sizes, style, colors, and branding guidelines.

All building-mounted sign options shown within the Master Sign Program are Landlord approved but require ARB approval. The tenant is responsible for obtaining all signage-related approvals in the following order:

1) Landlord review and approval;
2) Village of Wellington Architectural Review Board (ARB) approval; and
3) Village of Wellington sign permit approval and issuance

Conceptual Signage details are provided below.

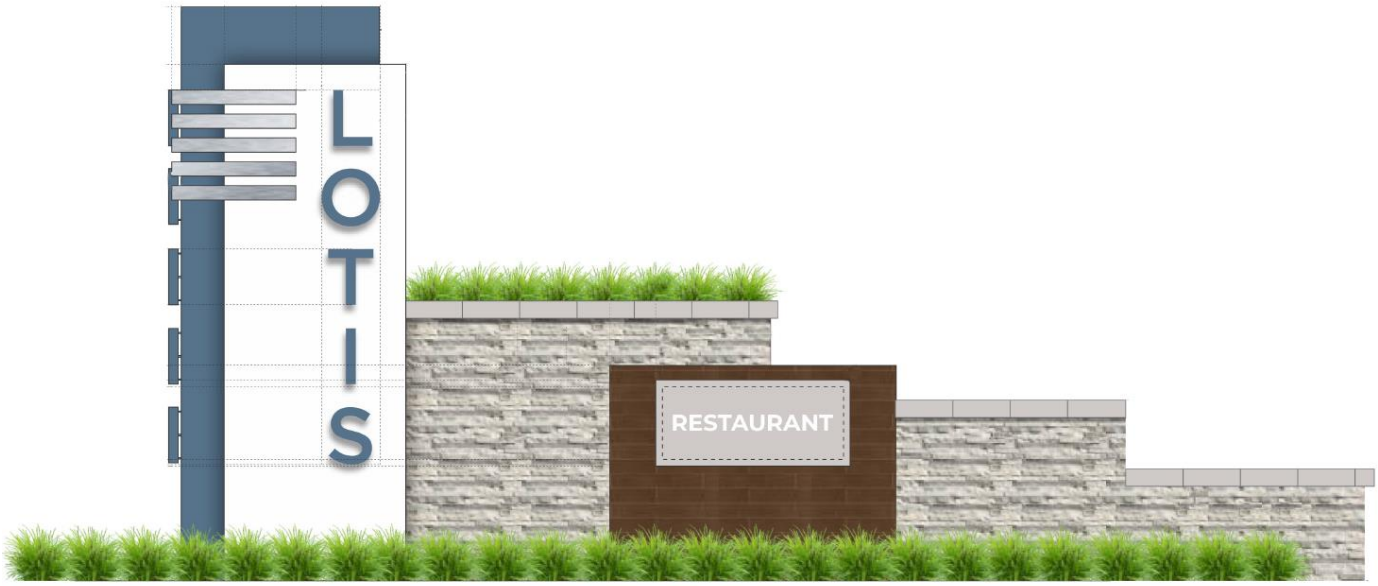


Figure 13: Conceptual Entryway Monument Sign

Figure 14: Conceptual Entryway Monument Signage

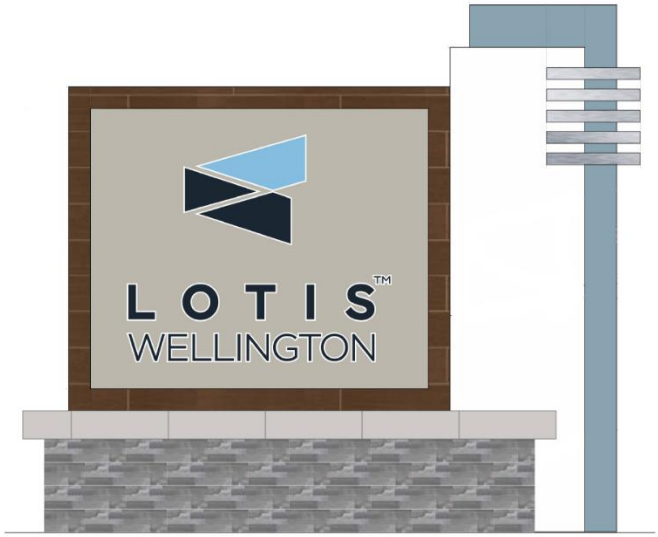


Figure 15: Conceptual Internal Monument Sign

Figure 16: Conceptual Residential Entryway Sign

Circulation

Pedestrian

The Lotis Wellington II Development promotes pedestrian circulation and community connection. The plan has provided public open space and recreational areas with interconnectedness throughout the uses. Pedestrian amenities have been incorporated which include walkways, trash receptacles, benches, and shade structures.

A 10-foot wide sidewalk has been situated along the north and south sides of the entrance roadway (Deco Drive), and connects to all Pods within the development allowing pedestrian accessibility and walkability throughout the site. Sidewalks are proposed to be shaded, with a combination of canopy and palm trees creating a comfortable and safe pathway for both residents and the public to enjoy the community.

Bicycle

Bicycle paths have been provided along Deco Drive, the central roadway and connection to State Road 7, which then connects to Lapis Lane which connects north the residential community and south to the Lotis I development. These connections provide for a bicycle path that fully connects all uses within the site and provides for uninterrupted access all the way down to the Wellington Regional Medical Center to the south. Bicycle paths will not be required or provided within vehicular parking areas for any use as this would create potential safety risks and conflicts between automobiles and cyclists. Additionally, dedicated bicycle lanes are not required within the residential roadways of the community as the reduced number of vehicle trips and neighborhood design does not warrant a dedicated lane.

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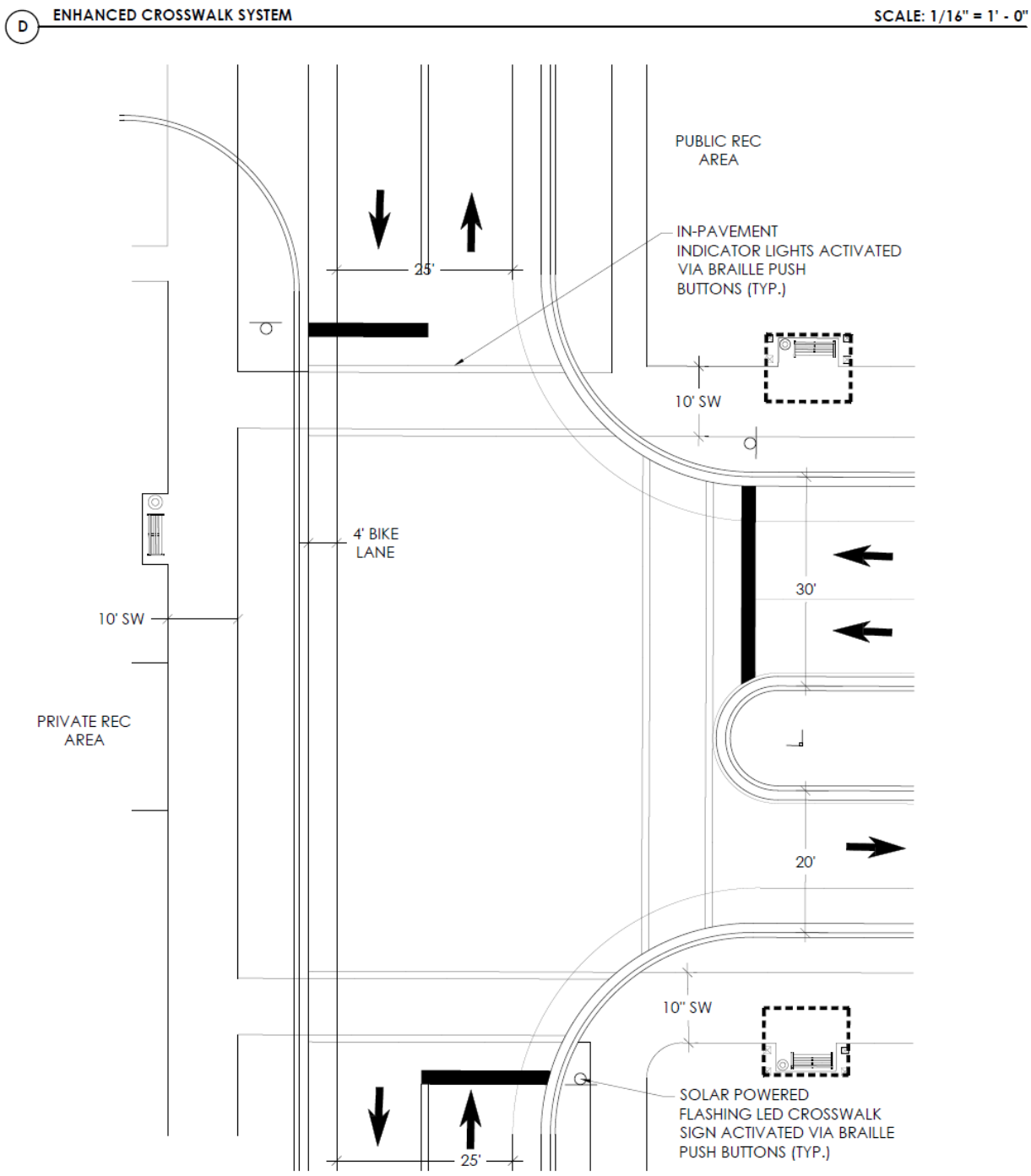

Figure 17: Crosswalk System

The Lotis Wellington II Development includes a Greenway which extends from the Lotis Wellington I project and extends into Lotis Wellington II along the southwest corner of the project. See detail section below.

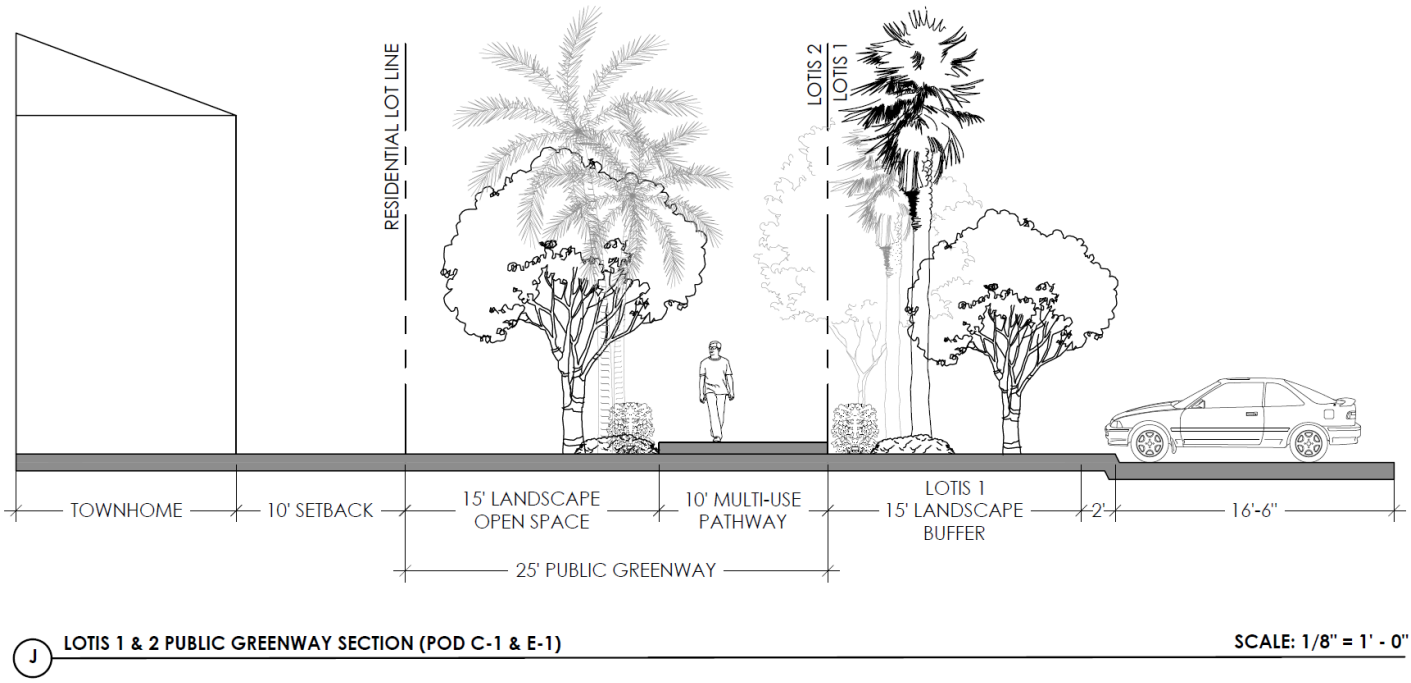

Figure 18: Greenway Section

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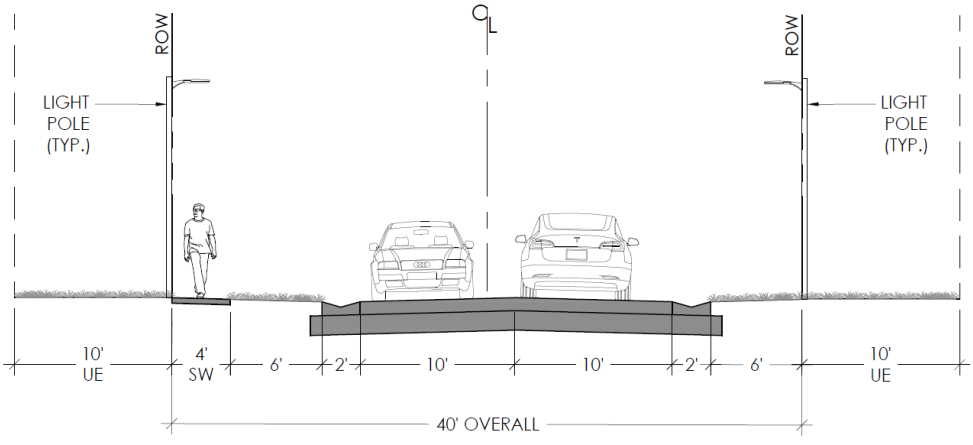
Vehicular Circulation

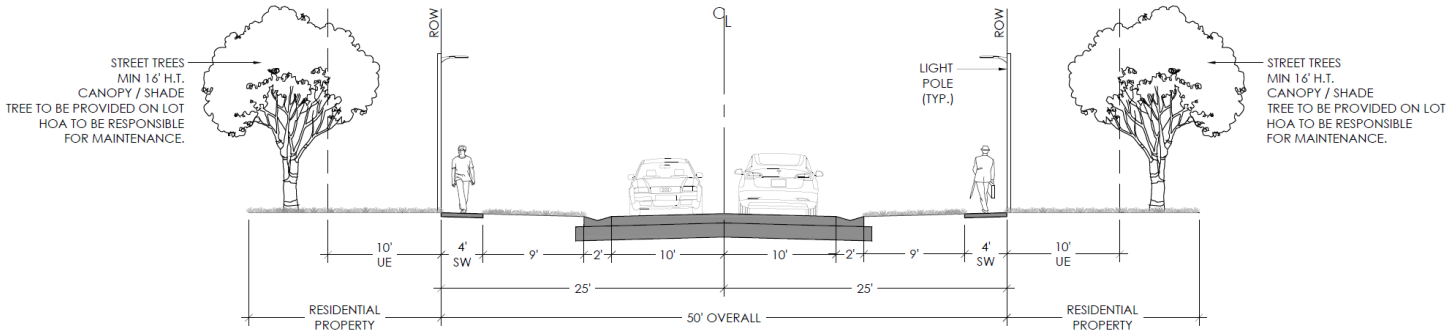
The Lotis Wellington II Development provides an interconnected roadway system internal to the development. The following details outline the street section guideline for each internal roadway.



I 40' ROAD TRACT TOWNHOME STREET SECTION - RONEY STREET / CARILON STREET / NATIONAL STREET / RIVO ALTO WAY (POD C-1) SCALE: 1/8" = 1' - 0"

NOTE: NO STREET TREES WILL BE REQUIRED ALONG THIS 40' ROW SECTION. REQUIRED STREET TREES SHALL BE OFFSET BY PAYMENT TO THE VILLAGE OF WELLINGTON TREE FUND.

Figure 19: 40' Road Tract Section



H 50' ROAD TRACT STREET SECTION - RALEIGH WAY / MONDRIAN STREET / MIRADOR STREET/ CARDOZO COURT (POD C-1) SCALE: 1/8" = 1' - 0"

Figure 20: 50' Road Tract Street Section

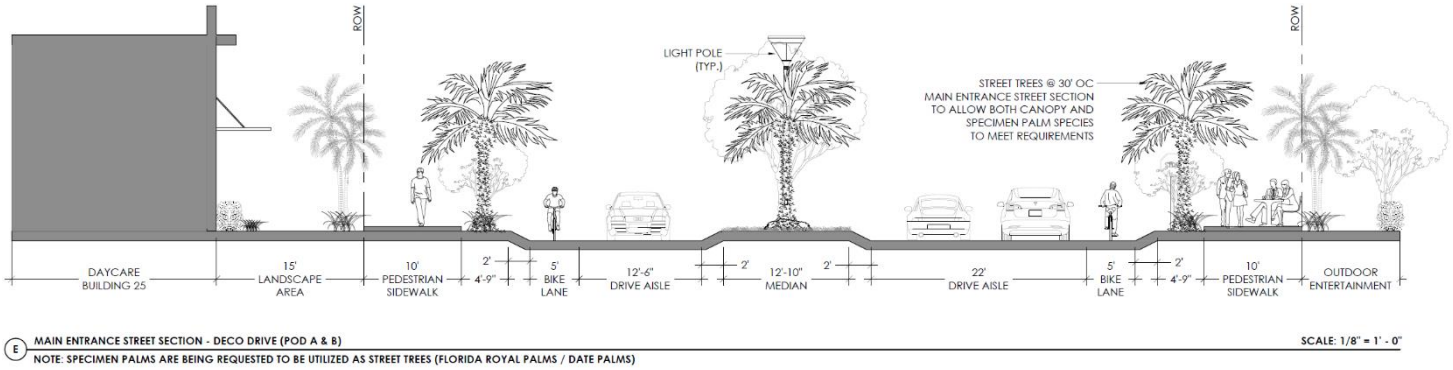


Figure 21: Main Entrance Section - Deco Drive

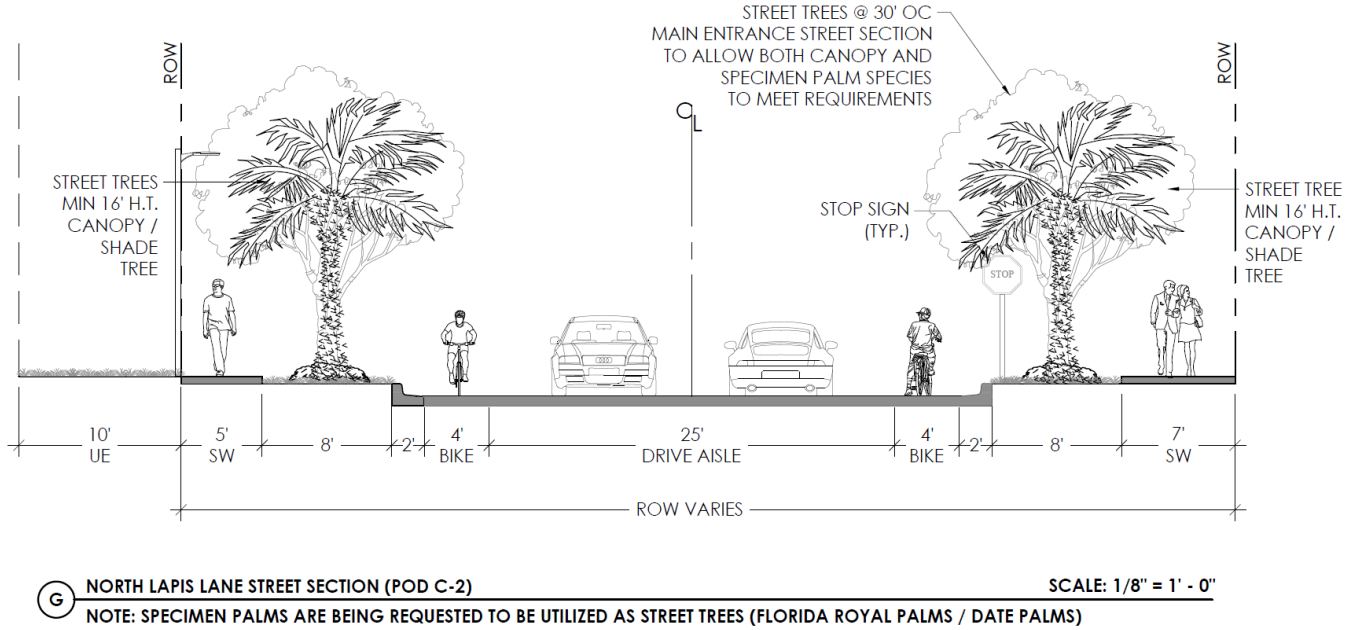
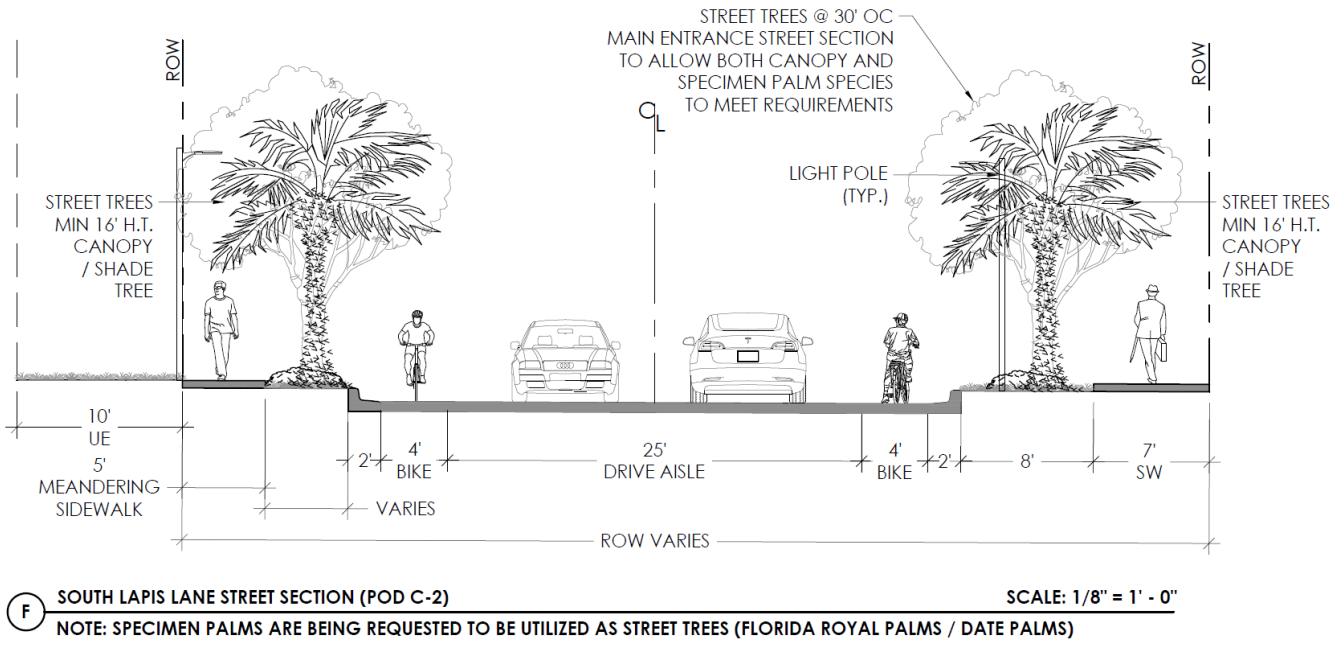


Figure 22: North Lapis Lane Street Section



F **SOUTH LAPIS LANE STREET SECTION (POD C-2)** **SCALE: 1/8" = 1' - 0"**

NOTE: SPECIMEN PALMS ARE BEING REQUESTED TO BE UTILIZED AS STREET TREES (FLORIDA ROYAL PALMS / DATE PALMS)

Figure 23: South Lapis Lane Street Section

Wellington Council
Planning and Zoning Division
February 24, 2026

Lotis Wellington 2 STAFF REPORT

Petition Number/Type: 2025-0001-MPA/
Master Plan Amendment

Resolution Number: R2025-69

Owner/Applicant: Lotis Wellington 2, LLC
(A.K.A. JKM Acquisitions) / Lennar Homes LLC /
TPG AG EHC III LEN MULTI STATE 4 LLC
2300 Glades Rd., Suite 202E
Boca Raton, FL 33431

Agent: Brian Terry/Insite Studio, Inc.
3601 PGA Blvd. Suite 220
Palm Beach Gardens, FL 33410
brianterry@insitestudio.com
(561) 249-0940

Future Land Use Designation:
Mixed Use (MU)

Zoning Designation:
Multiple Use Planned Development (MUPD)

Acreage: 52.44 Acres (+/-)

Request:
A Master Plan Amendment to:

- Remove the indoor/outdoor entertainment Conditional Use approval,
- Allow two (2) new uses to include:
  - 8,000 square feet of combined restaurant/retail
  - 8,500 square feet restaurant,
- Increase daycare (Conditional Use) capacity from 210 to 230 students, and
- Modify the conditions of approval of Resolution No. R2025-38

for the mixed-use project known as Lotis Wellington 2, more specifically, related to commercial Pod A of the project.

Project Manager:
Damian Newell, Senior Planner
dnewell@wellingtonfl.gov / (561) 753-2577

Location/Map:
The Lotis Wellington 2 (Lotis 2) project subject properties/parcels are located approximately one (1) half mile north of the Forest Hill Blvd and State Road 7/US 441 intersection, on the west side of State Road 7/US 441.

Adjacent Property	FLUM	Zoning
North	Res. C (1 - 3 du/ac) / Commercial (C)	Planned Unit Development (PUD)/ MUPD
South	Mixed Use (MU)	MUPD/ PBC Commercial High Office (CHO)
East	PBC Low Residential	PBC Residential (AR)
West	Res. C (1 - 3 du/ac)	PUD

Boards, Committees, and Council:

	Notice Date	Meeting Date	Vote
PZAB	9/30/2025	10/15/2025	5-0 Approval
Council	11/24/2025	12/09/2025	Postponed
Council	12/29/2026	01/13/2026	Postponed
Council	02/09/2026	02/24/2026	Pending

Public Notice and Comments:

Sent	Returned	For	Opposed
150	9	TBD	TBD

Site History and Current Request:

The parcels known as the Lotis Wellington 2 (Lotis 2) project were annexed into Wellington on September 21, 2022, by Ordinance No. 2022-26. A Mixed Use (MU) Future Land Use Map (FLUM) designation and Multiple Use Planned Development (MUPD) Zoning Map designation were adopted December 13, 2022, by Ordinance No. 2022-27 and Ordinance No. 2022-28. The Lotis 2 Master Plan (MP) and Conditional Use (CU) were adopted on December 5, 2023, by Resolution No. R2023-62 to allow,

- indoor/outdoor entertainment with a 36-hole miniature golf (Conditional Use) and 8,000 square feet of restaurant, event space, and retail;
- 1,030 square feet general office;
- 18,000 square feet daycare facility for up to 210 children;
- 72 multi-family residential dwelling units;
- 100 single-family residential dwelling units;
- 4.24-acre conservation area with recreation area; and
- 13.21-acre open space and recreation areas, inclusive of a lake, greenway with a multi-use pathway, and other recreation areas open to the public.

Resolution No. R2025-38 was recently adopted (June 10, 2025) to modify conditions of approval as it relates to the completion of private recreation, amenities, mailroom, and school bus shelter prior to Certificate of Occupancy (CO) for the residential units within the residential pods of the Lotis 2 project.

The applicant is now requesting a master plan amendment to remove the indoor/outdoor entertainment with a 36-hole miniature golf Conditional Use to allow an 8,000 square feet combined restaurant and retail, and an 8,500 square feet freestanding restaurant. Also, to increase daycare capacity from 210 to 230 students (Conditional Use).

The applicant also submitted a site plan amendment (2025-0004-ASA) for the Lotis 2 project that is consistent with the proposed MP amendments. The site plan will be certified by the Development Review Manager (DM) after Wellington's Council approval of the above application and when all comments are satisfied.

The Lotis 2 project is currently in the construction phase with the daycare building and residential pods (with vertical construction of the clubhouse, single-family, and multi-family buildings).

Analysis:

As indicated above, the owner/applicant is requesting a master plan amendment to remove the Conditional Use approval for the indoor/outdoor entertainment miniature golf use with 8,000 square feet of restaurant, event space, and golf retail. Below is the applicant's explanation for the requested removal.

"The proposed amendment is necessary in order to obtain viable tenants for Pod A of the Lotis II development. The original operator of the approved indoor/outdoor entertainment use initially leased 3 acres to develop a miniature golf and entertainment complex in 2022. At that time, the operator was focused on suburban locations with draws to surrounding area residents. Upon the success of the urban Delray Beach location with tourists and transient residents, the operator shifted their expansion focus to tourist-focused locations. In addition, the operator determined that their Delray Beach and West Palm Beach locations already drew users from the western communities as a destination. As such, they terminated their suburban leases nationwide and shifted their real estate searches and expansion plans to urban, tourist-heavy locations".

"When Popstroke terminated their lease, the Lotis development immediately sought another entertainment-based user. However, while also considering that some of the immediate abutting properties had concerns over outdoor venues that could bring noise and light pollution into the evening. In addition to, these outdoor venues could also potentially attract unsupervised kids who could also then loiter and trespass into their communities. Therefore, care and diligence was taken in considering alternative tenants. Indoor miniature golf courses, indoor pickleball facilities, luxury bowling facilities, upscale movie theatres and other similar users that had entertainment components were all approached but the cost of construction, the proximity to nearby locations or competitors and/or economic targets and forecasts made this site not viable for any of the entertainment users approached and listed above. As such, we pivoted to rebranding this tract as "The Plaza at Lotis Wellington" and will be bringing in a national upscale yet approachable restaurant chain as well as now including a multi-tenant building, which we are marketing at least one space to experiential commercial tenants. These tenants will provide goods and services with an interactive component as part of their experience. We are also working with retail, commercial and restaurant tenants who currently do not have locations in Wellington but believe in the Lotis Wellington project, the strength of what it offers and want to be within the boundaries of Lotis Wellington. Thereby ensuring success for the project but also tapping local Wellington residents for employment and engagement opportunities."

When the Lotis 2 project was requesting approvals in 2023, both staff and Wellington's Council inquired about the viability of the Popstroke miniature golf use in Wellington, knowing that Popstroke was already proposed in the surrounding areas (Delray Beach and West Palm Beach). At that time (2023), the applicant indicated the Popstroke operator still had a lease to develop the miniature golf entertainment use at the Lotis 2 project. It's not uncommon for tenants to change after development approval, but a use change is not very common, especially a use that is a significant element of the project's development program that was approved.

The applicant has indicated they currently have a tenant lease with a national upscale restaurant chain for the proposed freestanding restaurant building/use, and is still working on getting tenants for the proposed multi-tenant building, which may include tenants that provide an interactive component with their goods/services. The miniature golf use was a welcome addition that would have provided needed entertainment to Wellington, and potentially the surrounding areas. The applicant's request for the combined retail and restaurant uses will provide uses that are currently represented in Wellington, which may also be suitable for existing sites/projects that have vacant space. The national upscale restaurant chain will be a welcome option. It is recommended that the applicant continue exploring options for the other pod uses that will be a good mix for the project and provide some type of entertainment use(s). The State Road 7 corridor currently has several projects that fill the need for the retail and restaurant type uses, and with the development of new sites/projects (like Lotis 1 and 2). Wellington encourages the expansion of businesses that are introducing new and needed uses for the area. As indicated in Policy LU&CD 2.5.4 of Wellington's Comprehensive Plan, the expansion of family gathering places and entertainment is encouraged along State Road 7, where the Lotis 1 and 2 projects were anticipated to provide the prior approvals.

> ***Policy LU&CD 2.5.4 Entertainment & Gathering Places:*** *Encourage the expansion of family gathering places and entertainment venues along State Road 7.*

The Lotis 1 and 2 projects were approved with development programs that would provide gathering places and entertainment, along with the typical retail, restaurant, office, etc., uses. Lotis 1 was approved with a public dog park, and a public greenway with multi-use pathway, seating areas, and fitness stations around the 25-acre (+/-) lake that continues on to Lotis 2. The Lotis 2 project was approved for the 36-hole miniature golf indoor/outdoor entertainment use. The proposed removal of this entertainment use without a substantial replacement is not recommended, as it's not consistent with the prior approvals or Wellington's goal to provide entertainment along State Road 7. The entertainment use is a missing element of these new developments, so it's recommended that the applicant's approval be limited to the freestanding 8,500 square feet restaurant (for the proposed national upscale restaurant chain), and be conditioned to provide entertainment use for future approval.

The applicant's other request is to amend the approved Conditional Use by increasing the daycare capacity from 210 to 230 students. Per Wellington's LDR, the daycare use is required to provide a minimum floor area of 1,500 square feet for 40 children plus 35 square feet for each additional child, and a minimum outdoor play/activity area of 45 (infants) to 75 (older than 2 years of age) square feet. The daycare use was approved with an 18,000 square foot building and an 8,000 square foot outdoor play area, which still meets the minimum space requirement for the increased capacity to 230 students/children. The daycare is licensed by the Palm Beach County Health Department, which has requirements that they will need to meet for the proposed increase.

The requested amendments to the conditions of approval are provided in the proposed Resolution No. R2026-07 (FKA Resolution No. R2025-69. Formatting: ~~Strikethrough~~ text is to be deleted, and underline text is to be added). Included in the amended conditions is an amendment to the amount of contribution the developer will pay the School District of Palm Beach County for the school capacity deficiency (Exhibit E SCAD Letters). The difference in the amount (from $632,402 to $255,756) is due to the initial School Capacity Availability Determination (SCAD) being based on more residential units than what was approved for the Lotis 2 project. The applicant's justification statement, including the explanation of the changes for this application, is provided as Exhibit A. The complete MPA application (Petition No. 2025-0001-MPA) is available for review at the Planning and Zoning Division office.

Summary:

Based on the findings and consistency with Wellington's Comprehensive Plan and Land Development Regulations, the Planning and Zoning Division provides that all required application documentation has been reviewed by the Development Review Manager and Wellington Departments to determine compliance with the Comprehensive Plan and Land Development Regulations. Findings of Fact have been provided in the Staff Report with recommended conditions in the resolution. These findings are subject to other competent substantial evidence presented at the quasi-judicial public hearing.

List of Exhibits:

Exhibit A	Justification Statement
Exhibit B	Approved Lotis 2 Master Plan
Exhibit C	Conceptual Site Plan
Exhibit D	Traffic Letters
Exhibit E	SCAD Letters
Exhibit F	Lotis Letter (Response to PZAB Recommendations)

April 3, 2025

Staff Report
Exhibit A
Justification Statement

Village of Wellington
Planning & Zoning
12300 Forest Hill Blvd
Wellington, FL 33414

Re: Lotis Wellington II
Justification Statement
Master Plan Amendment

Property Location

The property is located approximately half a mile north of the Forest Hill Blvd & State Road intersection, on the west side of SR 7. It is within the Village of Wellington jurisdiction and identified by multiple property control numbers and consists of a total of 52.259 acres.

Figure 1: Subject Site

Property History

In 1973, the Palm Beach County Board of County Commissioners approved a rezoning petition for Parcel 3 from Agricultural (AG) to Public Ownership (PO) Zoning District via Resolution No. 19-73-727.

In 1984, Parcel 3 was subject to a special exception use approval to allow a Commercial Kennel via Resolution No. 1984-1849. A few years later, the approval was then revoked via Resolution No. 1987-1179. To the best of our knowledge, no prior approvals exist for Parcel 1.

On September 21st, 2022, the Council approved a voluntary annexation of the property depicted above via Ordinance No. 2022-26. Then, on December 13th, 2022, the Council approved the rezoning from Palm Beach County Public Ownership (PO) and palm Beach County Agricultural Residential (AR) to Village of Wellington's Multiple Use Planned Development (MUPD) Zoning District via Ordinance No. 2022-28 and a Future Land Use Amendment from Palm Beach County Low Residential, 2 units per acre (LR-2) to the Village of Wellington Mixed Use (MU) FLU designation via Ordinance No. 2022-27.

On January 16, 2024, Village staff approved a site plan for the Mixed Use development composed of residential, daycare, indoor/outdoor entertainment and commercial uses.

Application Request

The Petitioner has submitted this application to request a Master Plan Amendment and Development Order Amendment in order to abandon the Conditional Use approval for the project which allowed an indoor/outdoor entertainment use. The amendment also includes two new uses to replace the indoor/outdoor entertainment use:

- 8,000 sf Restaurant / Retail
- 8,500 sf Restaurant

The proposed uses will be located within the existing Pod A of the approved Master Plan. Notably, there are no proposed changes to the Pod boundaries of the approved Master Plan.

Surrounding Uses

Below are descriptions of the zoning and land uses of the adjacent properties.

North: Multiple parcels within the Village of Wellington. The properties have a Residential 1.01 du/ac - 3.0 du/ac and Office Commercial FLU designations and are located within the Planned Unit Development (PUD) and Multiple Use Planned Development Zoning Districts. These properties currently support a residential community and medical/professional offices.

South: Multiple parcels located in the Village of Wellington. These properties, known as "Lotis at Wellington", have a Mixed Use (MU) FLU designation and are within the Multiple Use Planned Development (MUPD) Zoning District.

East: State Road 7 right-of-way (ROW).

West: Multiple parcels located in the Village of Wellington that have a Residential 1.01 du/ac-3.0 du/ac FLU designation and are located within the Planned Unit Development (PUD) Zoning District. The properties comprise the Black Diamond residential development.

Master Plan Standards

Pursuant to Article 5, Chapter 3, Section 5.3.5. & Section 5.36., the applicant shall indicate that the proposed Master Plan Amendment is consistent with Wellington's Comprehensive Plan and complies with Wellington's Land Development Regulations & required criteria per the Development Review Manual.

The proposed amendment includes modifications to the following:

MP.1

1. POD A FAR and building coverage calculations have been updated to reflect the revised uses.

2. Entertainment use has been removed and replaced with restaurant / retail use.

3. The proposed plan replaces the indoor/outdoor entertainment spaces with a restaurant/retail use. The square footage has been updated to 16,500 SF, as reflected in the site plan. Additionally, the daycare capacity has been revised to accommodate 230 children, an increase from the previous 210.

MRP.1

1. Detail E has been updated to identify restaurant use per POD A modifications.

Consistency with the purposes, goals, objectives and policies of the Comprehensive Plan

The proposed amendment ensures the development is still consistent with the purposes, goals, objectives and policies of the Comprehensive Plan.

Land Use Element

The proposed amendment is consistent with Policy 1.3.25 which outlines the intent of the Mixed-Use district. The proposed plan changes will remove the previously approved indoor / outdoor entertainment use and replace it with restaurant and restaurant / retail buildings. The amendment still allows for a range of uses that will facilitate orderly development of the land. The previously approved master plan provided for infill development in an urban area and brought more balance between uses. The proposed modification is result of the previous potential operator, restructuring locations of the use and therefore no longer moving forward with the Wellington location. The amendment will replace the previous use with two uses that will compliment the surrounding area.

As stated above, the project is a Mixed Use development, identified in the Village's Comprehensive Plan, Land Use Element as a *project that may utilize the complete range of uses permitted by the Mixed Use future land use map designation, including the use of 100% of project area for determining maximum residential density*. The design provides an assortment of uses on the proposed MUPD property.

The plan complies with Policy 1.3.25.(5), *the minimum land area for a mixed-use project shall be 5 acres.* The proposed development has a land area of 52.259 acres.

There are no changes to the residential component of the site and therefore the density. The plan still complies with Policy 1.3.25.(9), *The maximum residential density within a mixed-use development shall be consistent with Table 1.3.25.3.* The plan shall not exceed the maximum gross density of 12 du/ac. The plan adheres to the density requirements for the following uses on a development 30-60 acres in size;

Maximum:

- Multi-Family (MF) – 12 units / ac, 12 x 52.259 ac = 627 units
  The subject site allows a maximum of 1,944 residents (3.10 persons per household x 627 units).

Proposed:

- Townhomes (TH) = 72 units
- Single-Family (SF) = 100 units

The plan complies with Policy 1.3.25.(12), *The maximum floor area ratio shall be 0.50.* The plan adheres to this requirement.

Conservation Element

The proposed amendment will be consistent with the objectives, goals and policies of the Conservation Element of the Comprehensive Plan. The plan has provided almost 4 acres of Cypress Preserve dedicated as Conservation area.

Recreation & Open Space Element

The proposed amendment shall be consistent with the objectives, goals and policies of the Recreation and Open Space Element of the Comprehensive Plan as specified in Objectives 1.1 and 1.2. The project includes internal open space within the residential uses and will meet open space standards for the variation of proposed uses. Per Policy 1.2.7, open space areas shall be developed in a way to maximize preservation of existing native vegetation and natural features of the site.

Public School Facilities Element

The proposed amendment is consistent with the goals, objectives and policies of the Public School Facilities Element of the Comprehensive Plan. As specified in Objective 1.1, the proposed amendment shall ensure the adopted Level of Service standards are maintained and the facilities can support the potential student growth. The applicant received a School Capacity Availability Determination Letter from the Palm Beach County School District during the initial approval of the master plan.

Compliant with Article 6 of Wellington's Land Development Regulations

The proposed amendment will not have an effect on the developments consistency with the purpose of the Multiple Use Planned Development Zoning District, *(1) to promote the design of unified, multiple use developments for land which has a rural residential 10, commercial industrial, or commercial recreation designation on the Land Use Atlas; and (2) to provide for the efficient use of land by the integration of multiple uses within a single development.* The plan unified four parcels and integrated a diversity of land uses within a single development. In addition to creating interconnectedness with neighboring large scale commercial and residential uses.

The development is consistent with the intent of the Multiple Use Planned Development Zoning District, *to provide for the development of multiple nonresidential uses with enlightened and imaginative approaches to community planning, including but not limited to:*

A. *Flexibility. Allowing flexibility of certain property development regulations.* The plan provides an assortment of uses, while complying with the property regulations outlined in the Village of Wellington ULDC and Comprehensive Plan.
B. *Property development regulations. Applying certain property development regulations to the entire MUPD rather than individual lots, such as but not limited to:*
    1. *Access* – Access is provided from SR7, the main entry. Pedestrian circulation is provided throughout the site through sidewalks, crosswalks and public walkways. Cross access has been provided to Lotis I on the South boundary and along the North-East boundary.
    2. *Parking* – See Off-Street Parking Section below.
    3. *Lot size and dimensions* – The plan complies with the minimum lot size of 5 acres outlined in the Comprehensive Plan.
    4. *Lot frontage* – The plan provides approximately 620' of frontage along SR 7.
    5. *Landscaping* – Landscaping requirements and additional enhancements have been provided, see Article 7 Section below.
C. *Architectural compatibility. Designing for architectural compatibility between land uses for buildings and signage.* The development creates a cohesive design concept between uses and create connections between adjacent properties. The Modern architectural style will be unique and an aesthetically appealing development along SR 7.

Compliant with Article 7 of Wellington's Land Development Regulations

The development is consistent with the following Site Development Standards.

Off-Street Parking

The proposed parking for the commercial and residential uses shall be pursuant to Table 7.2-1, Minimum Off-Street Parking Standards and is specifically outlined on the corresponding site plan which now depicts the proposed restaurant and retail uses.

Landscaping and Buffering

The development adheres to the purpose and intent of Wellington's Landscape Standards outlined in Section7.3.6. All required landscape buffers, foundation plantings and planting criteria will be accommodated for. Per Section 7.3.6.T. Special Landscape regulations for properties fronting SR 7, a berm land scape buffer shall be provided along with the permissible tree and shrub species. The plan complies with the required R-O-W buffer of 25', outlined in Table 7.3-7. In addition, a 10' perimeter buffer has been provided around the entire MUPD property.

Driveways and Access

The proposed amendment will have no effect on the approved access points and driveways that are depicted on the approved plans. Each use is be provided access from SR 7, which serves as the main entry to the property. Access to the commercial uses are provided by driveways to the north and south off the spine road. Pedestrian circulation has been provided within the development, along the main road and within the variety of uses. Pedestrian access has been provided to the senior center/civic area and public walkway around the lake. Cross access points have been provided along the south property boundary, to Lotis Wellington Phase I.

Parks and Recreation

The proposed amendment has no effect on the previous approved recreation areas for the overall development, which is still consistent with the intent of Section 8.5.2 of the Village's Land Development Regulations by providing public and private recreational land. Further outlined below, the minimum private recreation area requirement is one hundred ten (110) square feet per capita, the project has provided 1.72 acres of private recreation in the residential areas on the proposed plan.

Private Recreation Requirements			
Unit Type	*Residents*	*Area Required (110 sf / capita)*	*Area Provided*
Town Homes	217 (3.02 x 72 units)	0.55 acres	
Single-Family	302 (3.02 x 100 units)	0.76 acre	
TOTAL	**519**	**1.31 acres**	**1.58 acres**

Public Recreation Requirements		
Unit Type	*Residents*	*Area Required (5 acres/1,000 persons)*
Town Homes	217 (3.02x 72 units)	1.09 acres
Single-Family	302 (3.02 x 100 units)	1.51 acres
Total	**519**	**2.60 acres**

Public Recreation Provided			
Use Type	*Area Provided*	*% Credit*	*Total AC Credit*
Pod D – Conservation w/Public Rec	4.24 acres	23%	0.9752 acre
Pod E-1, E-2, E-3, E-4 – Public Rec Areas	1.5 acres	23%	0.345 acres
Pod E-5 – Public Greenway	0.54 acres	23%	0.1242 acres
Pod E-6 – Public Rec Area	0.19 acres	23%	0.0437 acres
Private Recreation (C-1/C-2)	1.58 acres	23%	0.3634 acres
Total	**8.05 acres**		**1.85 acres**

The proposed request is consistent with the applicable neighborhood plans

The subject site is not located within the boundaries of any neighborhood plans.

The proposed request shall result in a logical and orderly development pattern

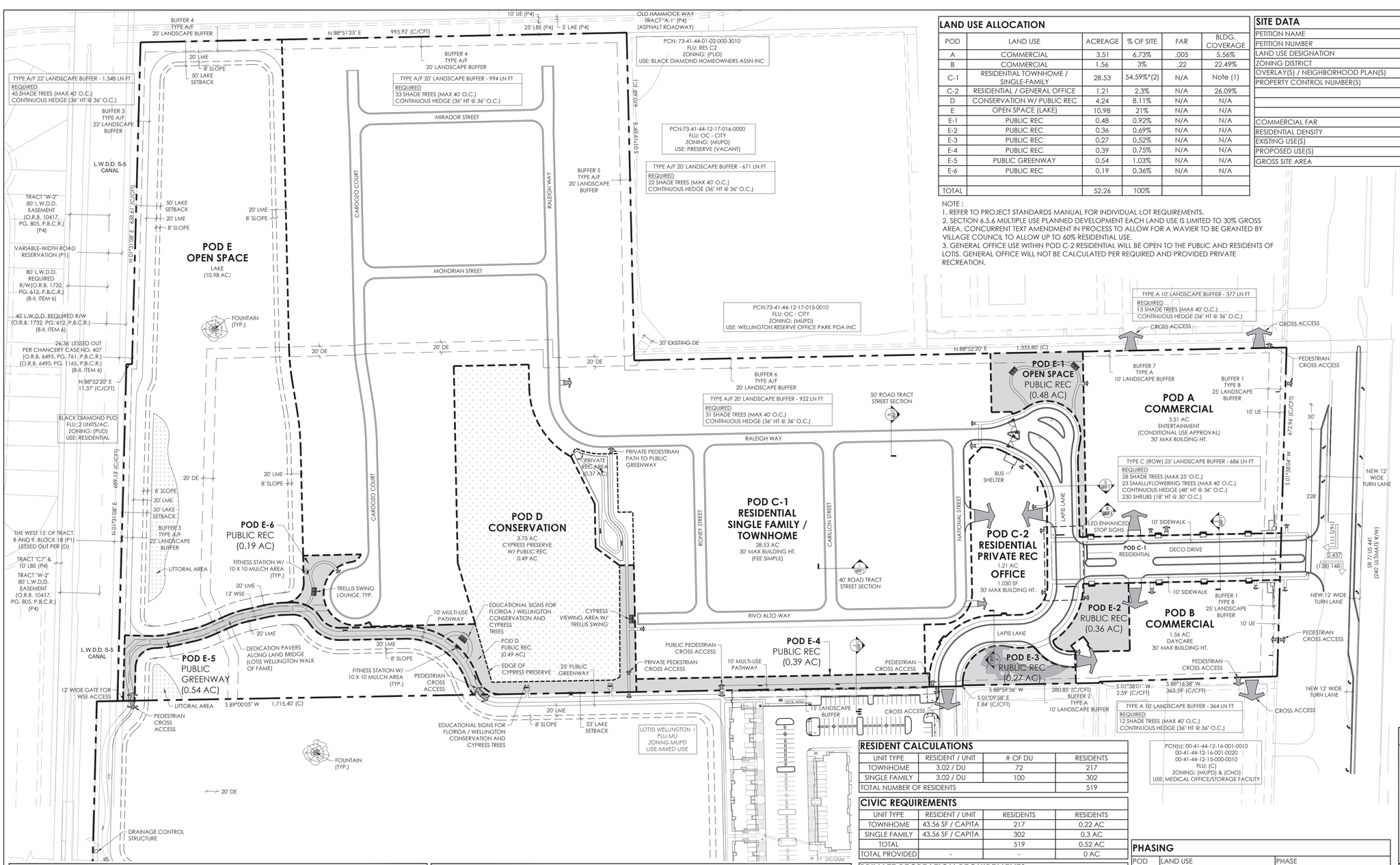
The proposed amendment will still allow for a logical and orderly development pattern. The property is located within an established urban area that contains a variety of mixed uses and neighbors the growing large-scale medical uses in Wellington, along SR 7. The newly proposed uses of restaurant and retail in Pod A creates consistency along SR 7, which contain commercial and residential uses.

The proposed request complies with all County health and fire standards

The plan complies with all County health and fire standards.

The proposed request complies with Village building standards and all other applicable provisions

The development will comply with the Village of Wellington building standards and all other applicable provisions requirement through the development review process.



LAND USE ALLOCATION

POD	LAND USE	ACREAGE	% OF SITE	FAR	BLDG. COVERAGE
A	COMMERCIAL	3.51	6.73%	.005	5.56%
B	COMMERCIAL	1.56	3%	.22	22.49%
C-1	RESIDENTIAL TOWNHOME / SINGLE-FAMILY	28.53	54.59%*(2)	N/A	Note (1)
C-2	RESIDENTIAL / GENERAL OFFICE	1.21	2.3%	N/A	26.09%
D	CONSERVATION W/ PUBLIC REC	4.24	8.11%	N/A	N/A
E	OPEN SPACE (LAKE)	10.98	21%	N/A	N/A
E-1	PUBLIC REC	0.48	0.92%	N/A	N/A
E-2	PUBLIC REC	0.36	0.69%	N/A	N/A
E-3	PUBLIC REC	0.27	0.52%	N/A	N/A
E-4	PUBLIC REC	0.39	0.75%	N/A	N/A
E-5	PUBLIC GREENWAY	0.54	1.03%	N/A	N/A
E-6	PUBLIC REC	0.19	0.36%	N/A	N/A
TOTAL		52.26	100%		

NOTE :
1. REFER TO PROJECT STANDARDS MANUAL FOR INDIVIDUAL LOT REQUIREMENTS.
2. SECTION 6.5.6 MULTIPLE USE PLANNED DEVELOPMENT EACH LAND USE IS LIMITED TO 30% GROSS AREA. CONCURRENT TEXT AMENDMENT IN PROCESS TO ALLOW FOR A WAVIER TO BE GRANTED BY VILLAGE COUNCIL TO ALLOW UP TO 60% RESIDENTIAL USE.
3. GENERAL OFFICE USE WITHIN POD C-2 RESIDENTIAL WILL BE OPEN TO THE PUBLIC AND RESIDENTS OF LOTIS. GENERAL OFFICE WILL NOT BE CALCULATED PER REQUIRED AND PROVIDED PRIVATE RECREATION.

SITE DATA

PETITION NAME	LOTIS WELLINGTON 2
PETITION NUMBER	2022-0001-MP
LAND USE DESIGNATION	MIXED USE
ZONING DISTRICT	MUPD
OVERLAY(S) / NEIGHBORHOOD PLAN(S)	N/A
PROPERTY CONTROL NUMBER(S)	73-42-43-27-05-018-0072
	73-42-43-27-05-018-0071
	73-42-43-27-05-018-0040
COMMERCIAL FAR	0.01
RESIDENTIAL DENSITY	3.29 DU/AC
EXISTING USE(S)	VACANT
PROPOSED USE(S)	MIXED USE
GROSS SITE AREA	52.259 AC

DEVELOPMENT TEAM

DEVELOPER
LOTIS WELLINGTON 2, LLC.
2300 GLADES RD. SUITE 202E
BOCA RATON, FL 33431
561.866.6684

PLANNER & LANDSCAPE ARCHITECT
INSITE STUDIO, INC.
3601 PGA BLVD SUITE 220
PALM BEACH GARDENS, FL 33410
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772.459.3339

SURVEY
DENNIS J LEAVY & ASSOCIATES
460 BUSINESS PARK WAY, SUITE B ROYAL
PALM BEACH, FL 33411
561.753.0650

Staff Report Exhibit B

Master Plan including Phasing, Regulating Plan and Circulation Plan
(Sheet 1 of 3)

RESIDENT CALCULATIONS

UNIT TYPE	RESIDENT / UNIT	# OF DU	RESIDENTS
TOWNHOME	3.02 / DU	72	217
SINGLE FAMILY	3.02 / DU	100	302
TOTAL NUMBER OF RESIDENTS			519

CIVIC REQUIREMENTS

UNIT TYPE	RESIDENT / UNIT	RESIDENTS	RESIDENTS
TOWNHOME	43.56 SF / CAPITA	217	0.22 AC
SINGLE FAMILY	43.56 SF / CAPITA	302	0.3 AC
TOTAL		519	0.52 AC
TOTAL PROVIDED	-	-	0 AC

PRIVATE RECREATION REQUIREMENTS

UNIT TYPE	CALCULATION	RESIDENTS	AREA REQUIRED
TOWNHOME	110 SF / CAPITA	217	0.55 AC
SINGLE FAMILY	110 SF / CAPITA	302	0.76 AC
TOTAL		519	1.31 AC

PRIVATE RECREATION PROVIDED

POD	AREA PROVIDED
POD C-1	0.37 AC
POD C-2	1.21 AC
TOTAL	1.58 AC

PUBLIC RECREATION REQUIREMENTS

UNIT TYPE	CALCULATION	RESIDENTS	AREA REQUIRED
TOWNHOME	217.8 SF / CAPITA	217	1.09 AC
SINGLE FAMILY	217.8 SF / CAPITA	302	1.51 AC
TOTAL		519	2.6 AC

PUBLIC RECREATION PROVIDED

POD	AREA PROVIDED	% CREDIT	TOTAL AC CREDIT
POD E-1 PUBLIC REC	0.48 AC	23%	0.1104 AC
POD E-2 PUBLIC REC	0.36 AC	23%	0.0828 AC
POD E-3 PUBLIC REC	0.27 AC	23%	0.0621 AC
POD E-4 PUBLIC REC	0.39 AC	23%	0.0897 AC
POD E-5 - PUBLIC GREENWAY	0.54 AC	23%	0.1242 AC
POD E-6 PUBLIC REC	0.19 AC	23%	0.0437 AC
POD D - CONSERVATION W/ PUBLIC REC	4.24 AC	23%	0.9752 AC
PRIVATE RECREATION (C-1 / C-2)	1.58 AC	23%	0.3634 AC
TOTAL	8.05 AC		1.8515 AC

PHASING

POD	LAND USE	PHASE
A	COMMERCIAL	3
B	COMMERCIAL	2
C-1	RESIDENTIAL TOWNHOME / SINGLE-FAMILY	1B
C-2	RESIDENTIAL / GENERAL OFFICE	1A
D	CONSERVATION W/ PUBLIC REC	1A
E	OPEN SPACE (LAKE)	1A
E-1	PUBLIC REC	1C
E-2	PUBLIC REC	1C
E-3	PUBLIC REC	1C
E-4	PUBLIC REC	1C
E-5	PUBLIC GREENWAY	1C
E-6	PUBLIC REC	1C

DEVELOPMENT BREAKDOWN

POD	USE	SF / DU / ACRES (AC)
A	INDOOR/OUTDOOR ENTERTAINMENT	8,000 SF INCLUDING RESTAURANT / RETAIL AND 36 MINIATURE GOLF HOLES
B	DAYCARE	18,000 SF (210 KIDS)
C-1	RESIDENTIAL (SINGLEFAMILY / TOWNHOME	172 DU
C-2	RESIDENTIAL / GENERAL OFFICE	11,470 SF CLUBHOUSE 1,030 SF OFFICE
D	CYPRESS PRESERVE W/ PUBLIC REC	4.24 AC
E E-1 E-2 E-3 E-4 E-5 E-6	LAKE / PUBLIC GREENWAY / PUBLIC REC	13.21 AC

LOCATION MAP

APPROVALS

THE VILLAGE OF WELLINGTON
Planning and Zoning Division
Certification
Petition No.: 2022-0001-MP
Cert. Date: December 5, 2023
DRM: Damian Newell
Sheet: MP1, MRP1 & CP1
Reviewed for compliance with codes, ordinances and regulations currently in effect for the Village of Wellington.
Performance of this review does not relieve the Applicant from full responsibility to comply with all codes, ordinances and regulations.

APPROVED PER RESOLUTION NO. R2023-62 SHEET 1 OF 3

LEGAL DESCRIPTION

Parcel 1

Tract 4 of Block 18 of PALM BEACH FARMS CO. PLAT NO. 3, according to the plat thereof recorded in Plat Book 2, pages 45 to 54 of the public records of Palm Beach County, Florida.

Parcel 2

The North 330 feet of Tract 7, in Block 18, of 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, LESS AND EXCEPT the Westerly 15 feet and the right of way of State Road 199 as set forth in Deed Book 636, page 96 and in Road Plat Book 1, page 43, therefrom;

AND LESS AND EXCEPT the following:

A portion of Tract 7, in Block 18, of PALM BEACH FARMS CO. PLAT NO 3, as recorded in Plat Book 2, page 45 of the public records of Palm Beach County, Florida, lying in Section 12, Township 44 South, Range 41 East, being more particularly described as follows:

Commence at the found Palm Beach County brass disc in concrete marking the West 1/4 corner of said Section 12; thence South 87° 48' 12" East along the East-West 1/4 Section line, a distance of 1,613.491 meters (5,293.61 feet) to the East 1/4 corner of said Section 12; thence North 88° 21' 42" West, a distance of 0.360 meters (1.18 feet) to the Baseline of Survey for State Road 7 (U.S. 441) as shown on that Florida Department of Transportation Right of Way Map for Section 93210-2519; thence North 01° 38' 18" East along said Baseline of Survey, a distance of 103.331 meters (339.01 feet); thence North 01° 38' 26" East continuing along said Baseline of Survey, a distance of 100.136 meters (328.53 feet); thence North 88° 21' 34" West along a line at right angles to the last described course, a distance of 73.153 meters (240.00 feet) to the POINT OF BEGINNING; thence North 01° 38' 26" East, a distance of 100.256 meters (328.92 feet); thence North 88°56' 34" East, a distance of 50.349 meters (165.19 feet) to the westerly existing right of way line for said State Road 7 (U.S. 441); thence South 01° 38' 26" West along said westerly right of way line, a distance of 100.268 meters (328.96) feet; thence South 88°57'23" West, a distance of 50.349 meters (165.17 feet) to the POINT OF BEGINNING.

AND LESS AND EXCEPT the following:

A portion of Tract 7, in Block 18, of PALM BEACH FARMS CO. PLAT NO 3, as recorded in Plat Book 2, Page 45, of the Public Records of Palm Beach County, Florida, lying in Section 12, Township 44 South, Range 41 East, being more particularly described as follows:

LEGAL DESCRIPTION CONT.

Commence at the found Palm Beach County brass disc in concrete marking the West 1/4 corner of said Section 12; thence South 87° 48' 12" East along the East-West 1/4 Section line, a distance of 1,613.491 meters (5,293.61 feet) to the East 1/4 corner of said Section 12; thence North 88° 21' 42" West, a distance of 0.360 meters (1.18 feet) to the Baseline of Survey for State Road 7 (U.S. 441) as shown on that Florida Department of Transportation Right of Way Map for Section 93210-2519; thence North 01° 38' 18" East along said Baseline of Survey, a distance of 103.331 meters (339.01 feet); thence North 01° 38' 26" East continuing along said Baseline of Survey, a distance of 103.331 meters (339.01 feet); thence North 01° 38' 26" East continuing along said Baseline of Survey, a distance of 200.392 meters (657.45 feet); thence North 88° 21' 34 West along a line at right angles to the last described course, a distance of 73.153 meters (240.00) feet to the POINT OF BEGINNING; thence North 01° 38' 26" East, a distance of 100.698 meters (330.37 feet); thence North 88° 56' 34" East, a distance of 50.349 meters (165.19 feet) to the westerly existing right of way line for said State Road 7, (U.S. 441); thence South 01° 38' 26" West along said westerly existing right of way line, a distance of 100.698 meters (330.37 feet); thence South 88° 56' 34" West, a distance of 50.349 meters (165.19 feet) to the POINT OF BEGINNING.

Parcel 3

Tract 7, excepting therefrom the North 330 feet thereof, and excepting therefrom state road right of way as set forth in Deed Book 636, page 96, Road Plat Book 1, page 43 and the Order of Taking recorded in Official Records Book 9504, page 1398; all of Tract 8 and Tract 9, excepting therefrom the West 15 feet thereof, in Block 18 of THE PALM BEACH FARMS CO. PLAT NO. 3, according to the plat thereof recorded in Plat Book 2, pages 45 to 54, both inclusive, all of the public records of Palm Beach County, Florida.

Parcel 4

The West 15 feet of the North 330 feet of Tract 7, Block 18 of THE PALM BEACH FARMS CO. PLAT NO. 3, according to the plat thereof recorded in Plat Book 2, pages 45 to 54, both inclusive, public records of Palm Beach County, Florida, together with the south half of the road lying northerly thereof as shown on said plat.

Parcel 5

That portion of the 25 foot road shown on the plat of the THE PALM BEACH FARMS CO. PLAT NO. 3, according to the plat thereof recorded in Plat Book 2, pages 45 to 54, both inclusive, public records of Palm Beach County, Florida, lying southerly of Tract 4 and northerly of Tract 9 in Block 18, less the West 15 feet thereof; and the south half of that portion of said road lying northerly of Tracts 7 and 8, Block 18 of said plat, less that part lying with in the right of waly of State Road 7, and less that part lying northerly of the West 15 feet of Tract 7.

Said lands situate, lying and being in Palm Beach County, Florida.

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planning + landscape architecture
3601 PGA Blvd Suite 220, Palm Beach Gardens, FL 33410
phone: 561-249-0940 | email: info@insitestudio.com
www.insitestudio.com | License#:LC26000606

Consultants:

Revisions:
- 05/16/2023 - Resubmittal
- 06/28/2023 - Resubmittal
- 08/02/2023 - Resubmittal
- 08/25/2023 - Resubmittal
- 09/21/2023 - Resubmittal

NORTH
0 50' 100' 200'
SCALE: 1" = 100'-0"

Drawn By:	TAC
Drawing #:	1076
Date:	04/28/2022

Master Plan

SHEET # MP.1

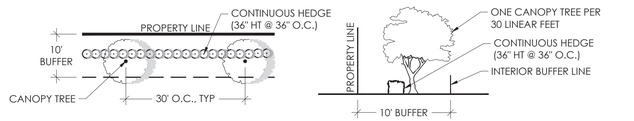
LOTIS WELLINGTON II
Wellington, Florida

Staff Report Exhibit B

Master Plan including Phasing, Regulating Plan and Circulation Plan
Sheet 1 of 3)

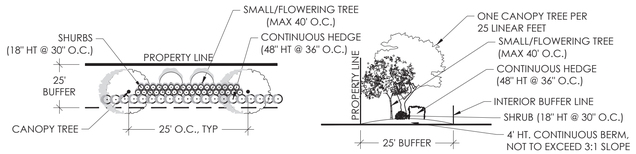
A TYPE A 10' LANDSCAPE BUFFER - 2, 7 — NTS.

NOTES:
-FIELD ADJUSTMENT OF BERMS, WALLS AND PLANT MATERIALS MAY BE PERMITTED TO PROVIDE PEDESTRIAN SIDEWALKS/BIKE PATHS AND TO ACCOMMODATE TRANSVERSE UTILITY OR DRAINAGE EASEMENT CROSSINGS AND EXISTING VEGETATION.
-ALL CANOPY TREES TO BE PLANTED WITHIN OVERHEAD UTILITIES EASEMENTS SHALL BE CONSISTENT WITH FP&L'S TREE LIST SUGGESTED IN THE "PLANT THE RIGHT TREE IN THE RIGHT PLACE" GUIDELINES AND PURSUANT TO SECTION 7.3.E.12.A OF THE ULDC.
-ALL PALMS SHALL HAVE A MINIMUM 12' WOOD TRUNK AND CLUSTERS SHALL INCLUDE STAGGERED HEIGHTS OF 12' - 18'.
-ALL SPECIES, HEIGHT AND LOCATION SHALL REQUIRE VILLAGE OF WELLINGTON APPROVAL.
-A GROUP OF 3 OR MORE PALMS (AS APPROVED BY VOW) MAY SUPERSEDE THE REQUIREMENT FOR A CANOPY TREE IN THAT LOCATION.



B TYPE B ROW 25' LANDSCAPE BUFFER - 1 — NTS.

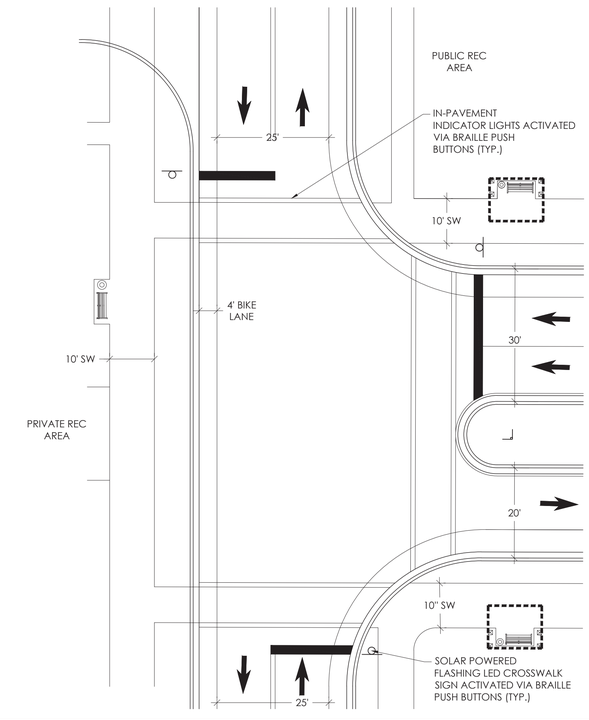
NOTES:
-FIELD ADJUSTMENT OF BERMS, WALLS AND PLANT MATERIALS MAY BE PERMITTED TO PROVIDE PEDESTRIAN SIDEWALKS/BIKE PATHS AND TO ACCOMMODATE TRANSVERSE UTILITY OR DRAINAGE EASEMENT CROSSINGS AND EXISTING VEGETATION.
-ALL CANOPY TREES TO BE PLANTED WITHIN OVERHEAD UTILITIES EASEMENTS SHALL BE CONSISTENT WITH FP&L'S TREE LIST SUGGESTED IN THE "PLANT THE RIGHT TREE IN THE RIGHT PLACE" GUIDELINES AND PURSUANT TO SECTION 7.3.E.12.A OF THE ULDC.
-ALL PALMS SHALL HAVE A MINIMUM 12' WOOD TRUNK AND CLUSTERS SHALL INCLUDE STAGGERED HEIGHTS OF 12' - 18'.
-ALL SPECIES, HEIGHT AND LOCATION SHALL REQUIRE VILLAGE OF WELLINGTON APPROVAL.
-A GROUP OF 3 OR MORE PALMS (AS APPROVED BY VOW) MAY SUPERSEDE THE REQUIREMENT FOR A CANOPY TREE IN THAT LOCATION.
-LANDSCAPE BUFFER AND BERM REQUIREMENTS ADJACENT TO STATE ROAD 7 ARE PER LDR SEC.7.3.6.T.

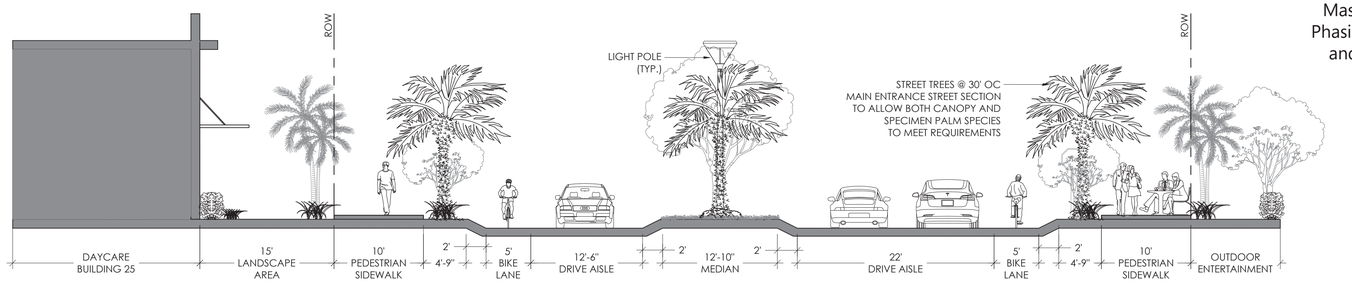


C TYPE A/F 20'-22' LANDSCAPE BUFFER - 3, 4, 5, 6 — NTS.

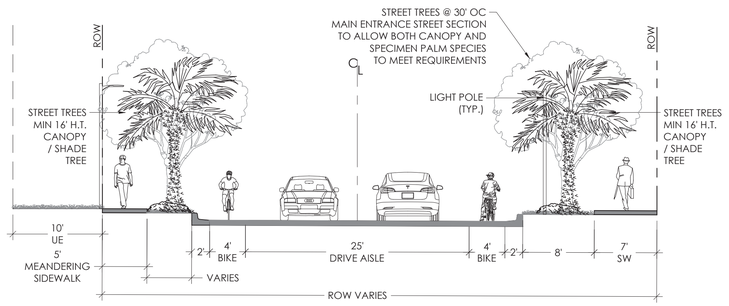
NOTES:
-FIELD ADJUSTMENT OF BERMS, WALLS AND PLANT MATERIALS MAY BE PERMITTED TO PROVIDE PEDESTRIAN SIDEWALKS/BIKE PATHS AND TO ACCOMMODATE TRANSVERSE UTILITY OR DRAINAGE EASEMENT CROSSINGS AND EXISTING VEGETATION.
-ALL CANOPY TREES TO BE PLANTED WITHIN OVERHEAD UTILITIES EASEMENTS SHALL BE CONSISTENT WITH FP&L'S TREE LIST SUGGESTED IN THE "PLANT THE RIGHT TREE IN THE RIGHT PLACE" GUIDELINES AND PURSUANT TO SECTION 7.3.E.12.A OF THE ULDC.
-ALL PALMS SHALL HAVE A MINIMUM 12' WOOD TRUNK AND CLUSTERS SHALL INCLUDE STAGGERED HEIGHTS OF 12' - 18'.
-ALL SPECIES, HEIGHT AND LOCATION SHALL REQUIRE VILLAGE OF WELLINGTON APPROVAL.
-A GROUP OF 3 OR MORE PALMS (AS APPROVED BY VOW) MAY SUPERSEDE THE REQUIREMENT FOR A CANOPY TREE IN THAT LOCATION.

D ENHANCED CROSSWALK SYSTEM — SCALE: 1/16" = 1' - 0"

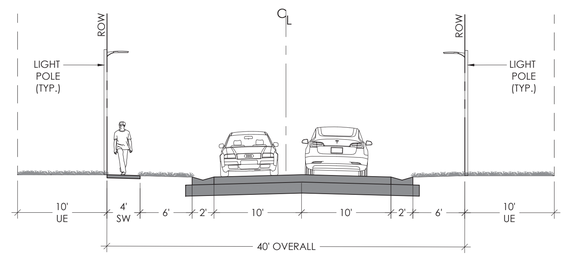




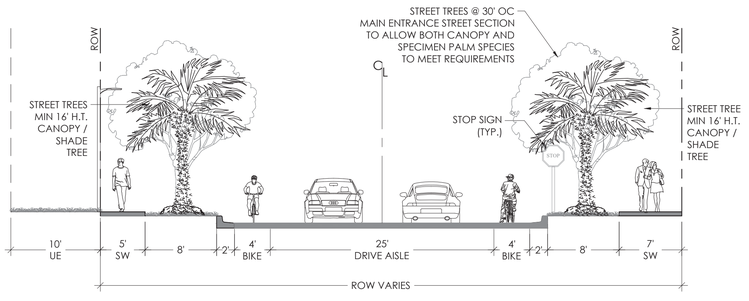
E MAIN ENTRANCE STREET SECTION - DECO DRIVE (POD A & B) — SCALE: 1/8" = 1' - 0"
NOTE: SPECIMEN PALMS ARE BEING REQUESTED TO BE UTILIZED AS STREET TREES (FLORIDA ROYAL PALMS / DATE PALMS)



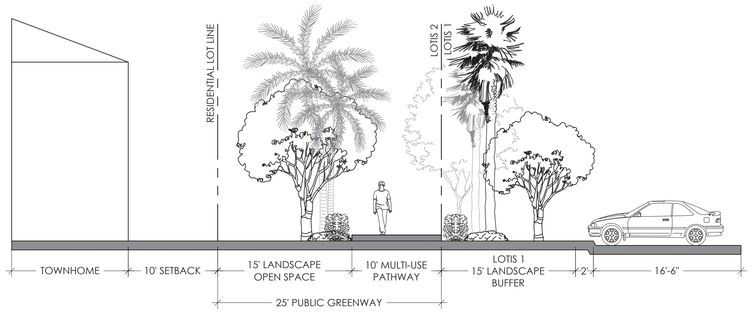
F SOUTH LAPIS LANE STREET SECTION (POD C-2) — SCALE: 1/8" = 1' - 0"
NOTE: SPECIMEN PALMS ARE BEING REQUESTED TO BE UTILIZED AS STREET TREES (FLORIDA ROYAL PALMS / DATE PALMS)



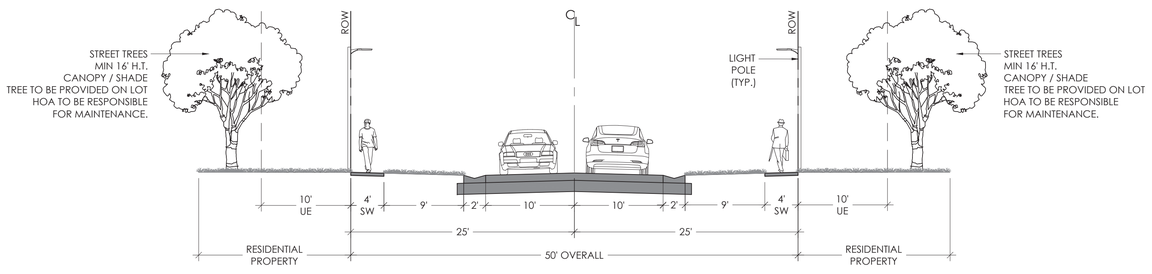
I 40' ROAD TRACT TOWNHOME STREET SECTION - RONEY STREET / CARILON STREET / NATIONAL STREET / RIVO ALTO WAY (POD C-1) — SCALE: 1/8" = 1' - 0"
NOTE: NO STREET TREES WILL BE REQUIRED ALONG THIS 40' ROW SECTION. REQUIRED STREET TREES SHALL BE OFFSET BY PAYMENT TO THE VILLAGE OF WELLINGTON TREE FUND.



G NORTH LAPIS LANE STREET SECTION (POD C-2) — SCALE: 1/8" = 1' - 0"
NOTE: SPECIMEN PALMS ARE BEING REQUESTED TO BE UTILIZED AS STREET TREES (FLORIDA ROYAL PALMS / DATE PALMS)



J LOTIS 1 & 2 PUBLIC GREENWAY SECTION (POD C-1 & E-1) — SCALE: 1/8" = 1' - 0"



H 50' ROAD TRACT STREET SECTION - RALEIGH WAY / MONDRIAN STREET / MIRADOR STREET/ CARDOZO COURT (POD C-1) — SCALE: 1/8" = 1' - 0"

APPROVALS

THE VILLAGE OF WELLINGTON

Planning and Zoning Division
Certification

Petition No.: **2022-0001-MP**
Cert. Date: **December 5, 2023**
DRM: **Damian Newell**
Sheet: **MP1, MRP1 & CP1**

Reviewed for compliance with codes, ordinances and regulations currently in effect for the Village of Wellington.

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APPROVED PER RESOLUTION NO. R2023-62 SHEET 1 OF 3

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planning + landscape architecture
8144 Okeechobee Blvd, Suite A, West Palm Beach, FL 33411
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Consultants:

Revisions:
08/02/2023 - Resubmittal
09/21/2023 - Resubmittal

LOTIS WELLINGTON II
Wellington, Florida

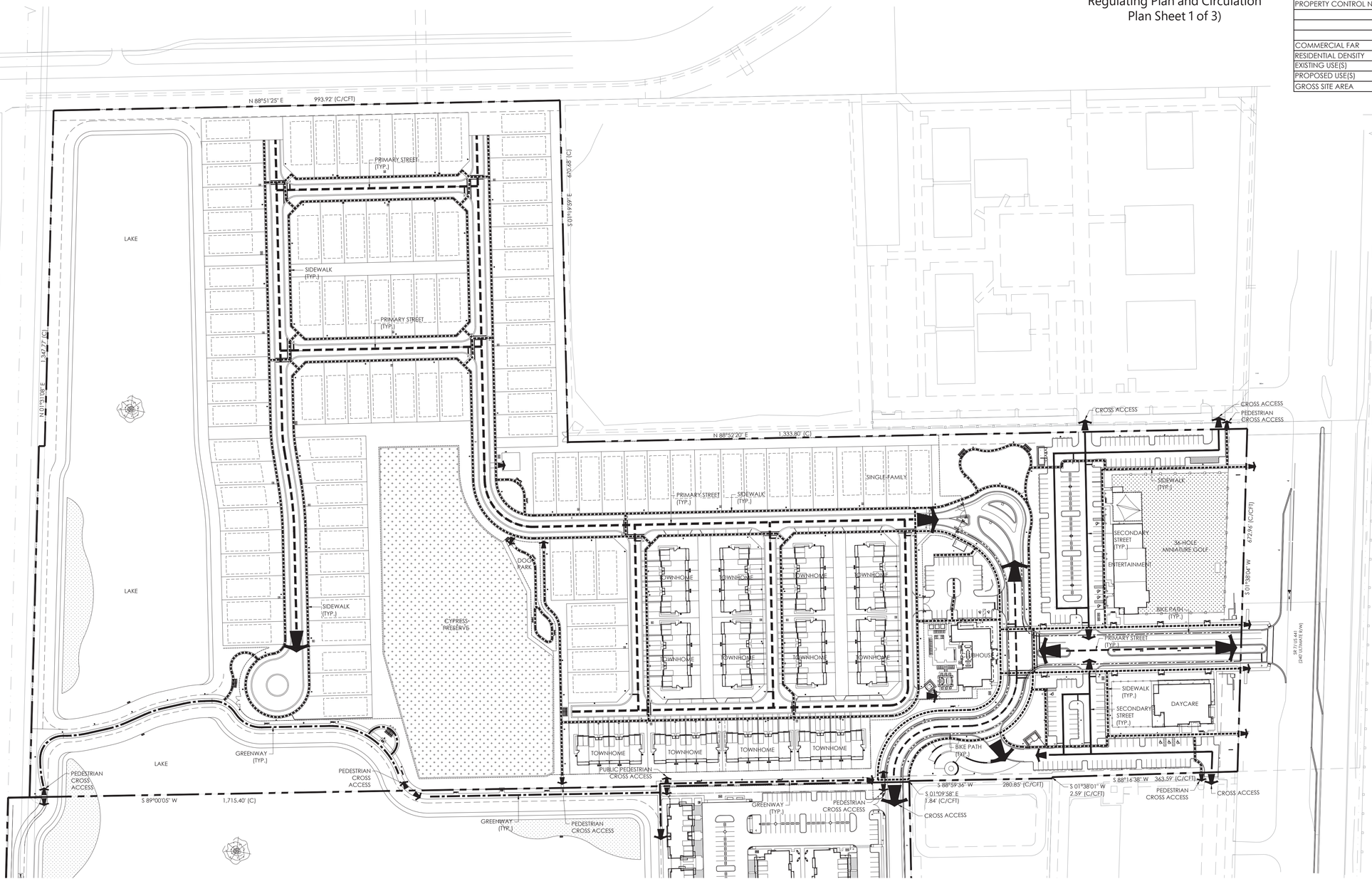
Drawn By:	TAC
Drawing #:	1076
Date:	05/04/2023

Master Regulating Plan

SHEET # MRP.1

Staff Report
Exhibit B

Master Plan including Phasing, Regulating Plan and Circulation Plan Sheet 1 of 3)



SITE DATA	
PETITION NAME	LOTIS WELLINGTON 2
PETITION NUMBER	2023-0001-SP
LAND USE DESIGNATION	MIXED USE
ZONING DISTRICT	MUPD
OVERLAY(S) / NEIGHBORHOOD PLAN(S)	N/A
PROPERTY CONTROL NUMBER(S)	73-42-43-27-05-018-0072
	73-42-43-27-05-018-0071
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COMMERCIAL FAR	0.01
RESIDENTIAL DENSITY	3.29 DU/AC
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PROPOSED USE(S)	MIXED USE
GROSS SITE AREA	52.259 AC

DEVELOPMENT TEAM

DEVELOPER
LOTIS WELLINGTON 2, LLC.
2300 GLADES RD, SUITE 202E
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SURVEY
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460 BUSINESS PARK WAY, SUITE B ROYAL
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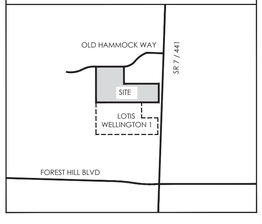
LOCATION MAP



LEGEND

- PRIMARY STREET -
- SECONDARY STREET -
- SIDEWALK -
- GREENWAY -
- BIKE PATH -

APPROVALS

THE VILLAGE OF WELLINGTON

Planning and Zoning Division

Certification

Petition No.: 2022-0001-MP

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Consultants:

Revisions:
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- 06/28/2023 - Resubmittal
- 08/02/2023 - Resubmittal
- 08/25/2023 - Resubmittal
- 09/21/2023 - Resubmittal

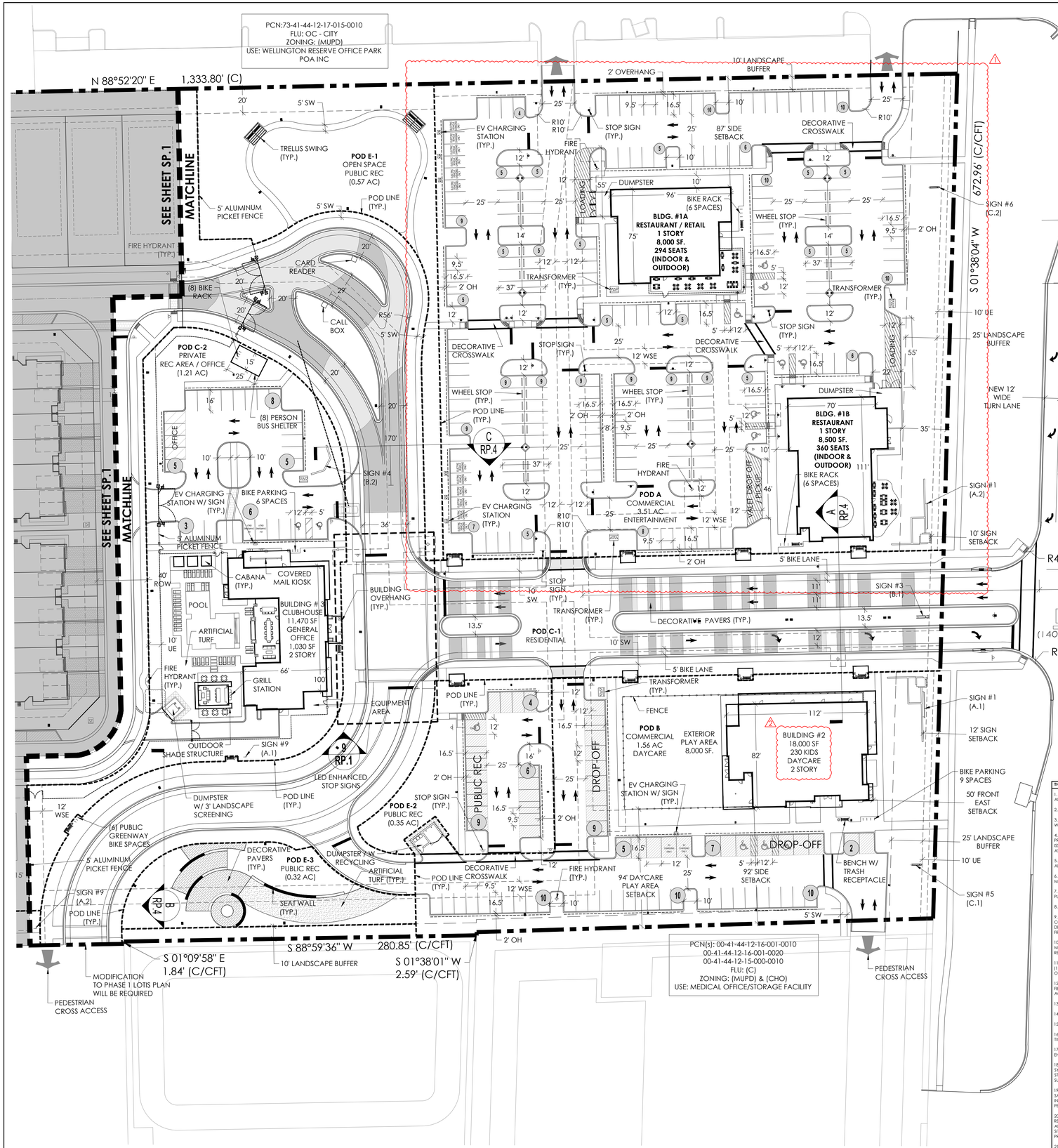
LOTIS WELLINGTON II
Wellington, Florida

NORTH
0 50' 100' 200'
SCALE: 1" = 100'-0"

Drawn By:	TAC
Drawing #:	1076
Date:	04/28/2022

Circulation Plan

SHEET # CP.1



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LAND USE DESIGNATION	MIXED USE
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OVERLAY(S) / NEIGHBORHOOD PLAN(S)	N/A
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COMMERCIAL FAR	0.01
RESIDENTIAL DENSITY	3.29 DU/AC
EXISTING USE(S)	VACANT
PROPOSED USE(S)	MIXED USE
GROSS SITE AREA	52.259 AC

SITE PLAN NOTES:

1. TRASH AND RECYCLING CURBSIDE PICKUP SERVICES WILL BE PROVIDED FOR THE SINGLE FAMILY AND MULTIFAMILY RESIDENTIAL PODS.
2. ~~POPSTROKE HOURS OF OPERATION: 10 AM TO 11 PM SUNDAY TO THURSDAY AND 10 AM TO 12AM ON FRIDAY AND SATURDAY.~~
3. GENERAL OFFICE AND LIFT STATION WILL NOT BE COUNTED TOWARDS OVERALL PRIVATE RECREATION REQUIRED.
4. ALL UNITS WILL HAVE CONDUIT INSTALLED AND HAVE ELECTRICAL CAPACITY FOR THE OPERATION OF A LEVEL 2 HOME ELECTRIC VEHICLE CHARGING STATION. INSTALLATION OF HOME ELECTRIC VEHICLE CHARGING STATIONS SHALL BE AT THE DISCRETION OF THE UNIT'S OWNER/OCCUPANT.
5. ALL RIGHT OF WAYS (ROW) LOCATED IN RESIDENTIAL PODS TO BE PRIVATE RIGHT OF WAY TRACTS.
6. BUS SHELTER DETAIL WILL BE PROVIDED PER SITE AMENITIES PLAN ON THE ARB SUBMITTAL.
7. SEE SHEET SP.2 FOR CONDITIONS OF APPROVAL.

DEVELOPMENT TEAM

DEVELOPER
LOTIS WELLINGTON 2, LLC.
2300 GLADES RD. SUITE 202E
BOCA RATON, FL 33431
561.866.6684

PLANNER & LANDSCAPE ARCHITECT
INSITE STUDIO, INC.
3601 PGA BLVD SUITE 220
PALM BEACH GARDENS, FL 33410
561.249.0940

CIVIL ENGINEER
SCHNARS ENGINEERING CORP.
947 CLINT MOORE ROAD
BOCA RATON, FL 33487
561.241.6455

TRAFFIC ENGINEER
JFO GROUP, INC.
6671 W INDIANTOWN RD, SUITE 50-324
JUPITER, FL 33458
561.462.5364

ENVIRONMENTAL
ECOTONE SERVICES
13945 89TH STREET
FELLSMERE, FL 32948
772.459.3339

SURVEY
DENNIS J LEAVY & ASSOCIATES
460 BUSINESS PARK WAY, SUITE B ROYAL
PALM BEACH, FL 33411
561.753.0650

SETBACK TABLE

COMMERCIAL		
SETBACK	REQUIRED	PROVIDED
NORTH (SIDE)	15'	87' (BUILDING 1A)
SOUTH (SIDE)	30'	92' (BUILDING 2)
EAST (FRONT)	15'	50' (BUILDING 2)
WEST (REAR)	30'	N/A
RESIDENTIAL (SINGLE FAMILY)		
FRONT	25'	25'
REAR	10'	10'
SIDE	5'	5'
SIDE STREET	15'	15'
RESIDENTIAL (MULTI-FAMILY)		
FRONT	25'	25'
REAR	15'	18'
SIDE	0' INTERNAL / 10' END UNITS	10'
SIDE STREET	15'	22'

THE SITE PLAN IS CERTIFIED WITH THE FOLLOWING CONDITIONS OF APPROVAL:

1. ALL DEVELOPMENT/USE OF THE SUBJECT SITE/PARCELS/PROJECT (LOTIS WELLINGTON 2) SHALL BE PER THE MASTER PLAN AND CONDITIONAL USE APPROVAL (RESOLUTION NO. 2023-62) AND THIS SITE PLAN APPROVAL. (PLANNING)

2. THE PLAT AND LAND DEVELOPMENT/ENGINEERING PERMIT APPLICATIONS FOR THIS PROJECT/SITE SHALL BE SUBMITTED WITHIN 60 DAYS OF THIS CERTIFICATION DATE. (PLANNING)

3. THE CROSS-ACCESS AND SHARED-PARKING AGREEMENT(S) WITH THE COMMERCIAL PODS/OUTPARCELS WITHIN THIS PROJECT AND ADJACENT PROPERTIES/PROJECTS SHALL BE PROVIDED WITH THE PLAT APPLICATION. (PLANNING)

4. BUILDING PERMIT APPLICATION SUBMITTAL FOR THE POD C-2 CLUBHOUSE BUILDING SHALL INCLUDE THE REQUIRED 1,030 SQUARE FEET GENERAL OFFICE. THE OWNER/OPERATOR SHALL PROVIDE DOCUMENTATION TO WELLINGTON SHOWING 1,030 SQUARE FEET OF GENERAL OFFICE SPACE IS LEASED WITHIN SIX (6) MONTHS OF THE POD C-2 CLUBHOUSE BUILDING BEING ISSUED A FINAL CERTIFICATE OF OCCUPANCY. AN EXTENSION FOR UP TO SIX (6) MONTH MAY BE ALLOWED, IF WELLINGTON IS PROVIDED ACCEPTABLE JUSTIFICATION FOR THE EXTENSION AS DETERMINED BY THE PROJECTS WELLINGTON DEVELOPMENT REVIEW MANAGER. (PLANNING)

5. PROPOSED RESIDENTIAL MODEL BUILDING(S) AND TEMPORARY SALES CENTER/CONSTRUCTION TRAILER(S) SHALL BE SHOWN ON THE PROJECT'S SITE PLAN, AND SHALL BE SUBMITTED AND APPROVED AS A SITE PLAN AMENDMENT PRIOR TO PERMITTING. (PLANNING)

6. THE STATE ROAD 7 MEDIAN IMPROVEMENTS/LANDSCAPE PLANS AS REQUIRED SHALL BE SUBMITTED PRIOR TO ISSUANCE OF THE FIRST BUILDING PERMITS FOR THE PROJECT. THE REQUIRED MEDIAN IMPROVEMENTS SHALL BE COMPLETED WITH THE PROJECTS MAIN ACCESS POINT ON STATE ROAD 7. (PLANNING)

7. FOUNDATION PLANTING ALONG THE NORTH AND EAST ENTERTAINMENT BUILDING FACADES AND ALONG THE WEST DAYCARE BUILDING FACADE, AND DAYCARE OUTDOOR PLAYGROUND AREA SITE SPECIFIC AMENITY SHALL BE SUBMITTED AND APPROVED AS A SITE PLAN AMENDMENT PRIOR TO PERMITTING. (PLANNING)

8. PERIMETER LANDSCAPE BUFFERS SHALL BE PROVIDED ALONG THIS PROJECTS PERIMETER WITHIN LANDSCAPE EASEMENT/TRACT ON THE PLAT. (PLANNING)

9. A BOND (110% MIN.) SHALL BE POSTED FOR THE PROJECT'S ON-SITE AND OFF-SITE LANDSCAPING (INCLUDING MATERIALS, IRRIGATION, LABOR, MOBILIZATION, ETC., REQUIRED FOR COMPLETION OF THE IMPROVEMENTS PER THE LANDSCAPE PLANS) PRIOR TO ISSUANCE OF THE LANDSCAPE BUILDING PERMIT. THE BOND SHALL BE PROVIDED TO THE ENGINEERING DEPARTMENT, WITH THE PROPOSED LDP/ENGINEERING PERMIT APPROVAL, AND IN ADDITION TO THE OTHER BONDS REQUIRED FOR SITE IMPROVEMENTS PER THE LDP. A PERMIT IS REQUIRED FROM THE BUILDING DIVISION FOR THE PROPOSED LANDSCAPING. TO ENSURE COMPLIANCE ADDITIONAL PLANT MATERIAL MAY BE REQUIRED AT TIME OF INSPECTION. (PLANNING)

10. ALL ABOVE GROUND UTILITY EQUIPMENT, MECHANICAL EQUIPMENT, TRANSFORMER BOX, VALVES, EXHAUST VENTS, ETC., SHALL BE COMPLETE SCREENED FROM VIEW WHILE MAINTAINING THREE (3) FEET OF CLEARANCE WITH SCREENING MATERIAL HEIGHT THAT MEET OR EXCEED EQUIPMENT/ITEM BEING SCREENED. ADDITIONAL LANDSCAPE SCREENING MAY BE REQUIRED AT TIME OF INSPECTION. (PLANNING)

11. DUMPSTER, SERVICE, LOADING AREA(S), ETC., SHALL BE ENCLOSED WITH OPAQUE WALLS/FENCES/GATES. THE ENCLOSURE WALLS/FENCES/GATES HEIGHT SHALL BE A MINIMUM OF ONE (1) FOOT ABOVE THE OBJECT BEING SCREENED. THE GATES SHALL BE A MAXIMUM OF FOUR (4) INCHES FROM ANY WALL/FENCE/POST/PAVEMENT/GROUND. THE PROPERTY OWNER/OPERATOR SHALL ENSURE THE DUMPSTER/SERVICE/LOADING AREA(S) ENCLOSURE GATES REMAIN CLOSED, EXCEPT DURING PICK-UP/DELIVERIES OR BEING SERVICED. (PLANNING)

12. APPLICANT SHALL PROVIDE AN ANALYSIS (ON A PER BUILDING BASIS) DEMONSTRATING THE PROVIDED ADA HANDICAP PARKING SPACES AND VAN PARKING SPACES COMPLY WITH FBC 7TH - ACCESSIBILITY TABLE 208.2 & SECTION 208.2.4 FOR EACH COMMERCIAL BUILDING/USE PERMIT APPLICATION REVIEW. THE NUMBER OF PARKING SPACES REQUIRED TO BE ACCESSIBLE IS TO BE CALCULATED SEPARATELY FOR EACH FACILITY - FBC 7TH - ACCESSIBILITY SECTION 208.2. ADA PARKING SPACES TO BE ALLOCATED TO A SINGLE BUILDING. (BUILDING)

13. THE OWNER/OPERATOR SHALL ENSURE PARKING SPACES LOCATED NEAREST TO THE BUILDINGS/USES ARE NOT UTILIZED FOR ANY VALET PARKING. (PLANNING)

14. ALL PARKING SPACES SHALL BE DELINEATED BY DOUBLE STRIPES, WITH ROUND OR BOX/SQUARE END STALL LINE. (PLANNING)

15. ALL TRAFFIC CONTROL/REGULATORY/STREET SIGNS AND POST WITHIN THIS PLANNED DEVELOPMENT PROJECT SHALL BE A DECORATIVE DESIGN, AND BE APPROVED BY ARB. (PLANNING)

16. THE APPLICANT/DEVELOPER IS ADVISED THAT NO GUARANTEE OF AVAILABLE CAPACITY IS EXPRESSED OR IMPLIED BY THE ISSUANCE OF A CAPACITY AVAILABILITY LETTER, UNTIL SUCH TIME THAT THE DEVELOPER HAS RESERVED CAPACITY THROUGH PAYMENT OF WATER, SEWER AND FIRE CAPACITY FEES. (UTILITY)

17. WATER, SEWER AND FIRE LINE CAPACITY FEES ARE BASED ON THE "WELLINGTON WATER AND WASTEWATER RATES AND CHARGES FISCAL YEAR 2022. APPLICANT/DEVELOPER IS ENCOURAGED TO REVIEW CAPACITY FEES. THESE FEES ARE DUE PRIOR TO THE APPROVAL OF THE DEVELOPERS AGREEMENT BY VILLAGE COUNCIL. (UTILITY)

18. DEVELOPER IS RESPONSIBLE FOR THE FUNDING AND CONSTRUCTION OF ALL OFF-SITE IMPROVEMENTS/UPGRADES TO EXISTING LIFT STATIONS, WATER DISTRIBUTION SYSTEMS, SANITARY SYSTEMS, AND FORCE MAIN SYSTEMS THAT THE UTILITY DETERMINES ARE NECESSARY DUE TO IMPACTS TO EXISTING SYSTEMS BY THE PROPOSED PROJECT. THIS INCLUDES UPGRADING THE LIFT STATIONS SERVING THE PROJECT TO MEET CURRENT STANDARDS. ADDITIONALLY, OTHER OFF-SITE UTILITY INFRASTRUCTURE SUPPORTING THE PROJECT MAY REQUIRE IMPROVEMENTS TO SUPPORT THE ADDITIONAL DENSITY. THE OFFSITE IMPACTS ARE CURRENTLY BEING EVALUATED BY THE UTILITY DEPARTMENT AND FUTURE COMMENTS MAY BE PENDING. (UTILITY)

19. LANDSCAPING, TREES, STRUCTURES (INCLUDING BENCHES), LIGHTING, FENCING ETC., WILL NOT BE PERMITTED WITHIN THE WATER AND SEWER EASEMENTS OR EQUIVALENT WIDTH WHEN SAID FACILITIES ARE LOCATED IN THE PUBLIC RIGHT-OF-WAY (EXCEPT LOW-GROWING BUSHES/SHRUBS). UNHINDERED ACCESS VIA A BREAK IN THE LANDSCAPE BUFFER AND ACCESS GATES IN THE PROPOSED FENCE MUST BE PROVIDED. NO ENCROACHMENTS SHALL BE PERMITTED IN ANY UTILITY OR DRAINAGE EASEMENTS, OR IN AREAS OBSTRUCTING LINE OF SIGHT FOR PEDESTRIANS OR VEHICLES. (ENGINEERING/UTILITY)

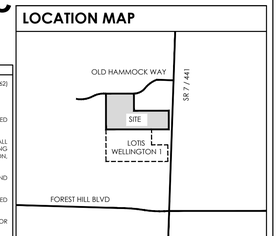
20. LAND DEVELOPMENT PERMIT (LDP) AND UTILITY PERMIT MEETING ALL APPLICABLE REQUIREMENTS OF WELLINGTON'S LAND DEVELOPMENT REGULATIONS, AS WELL AS STATE AND FEDERAL REGULATIONS AND GUIDELINES MUST BE APPLIED FOR, APPROVED AND ISSUED PRIOR TO ANY CONSTRUCTION ACTIVITIES. THE PERMIT PLANS SHALL INCLUDE CONSTRUCTION DETAILS FOR ALL INFRASTRUCTURE COMPONENTS INCLUDING PAVING, GRADING, DRAINAGE, WATER, SEWER, LANDSCAPE, LIGHTING AND OFFSITE IMPROVEMENTS. ADDITIONAL COMMENTS ON THE SITE LAYOUT MAY BE FORTHCOMING UPON SUBMITTAL AND SUBSEQUENT REVIEW OF ENGINEERING CONSTRUCTION PLANS AND DRAINAGE CALCULATIONS FOR THE SITE DEVELOPMENT PRIOR TO THE ISSUANCE OF ANY CERTIFICATES OF OCCUPANCY/COMPLETION. FINAL APPROVAL IS REQUIRED FROM ENGINEERING DEPARTMENT. (ENGINEERING/UTILITY)

21. THIS PROJECTS BUILDINGS, STRUCTURES, SITE/RECREATION AMENITIES, SIGNAGE, ETC., SHALL BE SUBMITTED TO WELLINGTON'S ARCHITECTURAL REVIEW BOARD (ARB) FOR REVIEW AND APPROVAL. (PLANNING)

22. PRIOR TO BUILDING FINAL INSPECTION AND/OR ISSUANCE OF CERTIFICATE OF OCCUPANCY/COMPLETION, FINAL INSPECTION AND APPROVAL IS REQUIRED FROM THE WELLINGTON PLANNING AND ZONING DIVISION TO ENSURE COMPLIANCE WITH ALL APPROVED MASTER/SITE/LANDSCAPE PLANS, CONDITIONS OF APPROVAL, ON/OFF-SITE IMPROVEMENTS, ELEVATIONS, ARCHITECTURAL DETAILS, COLORS, SITE AMENITIES, SIGNAGE, ETC. THE DEVELOPER/AGENT/CONTRACTOR SHALL CONTACT THE PROJECTS WELLINGTON DEVELOPMENT REVIEW MANAGER FOR INSPECTIONS. (PLANNING)

Staff Report Exhibit C
Conceptual Site Plan

LOCATION MAP



APPROVALS

insite studio
planning + landscape architecture
3601 PGA Blvd Suite 220, Palm Beach Gardens, FL 33410
phone: 561-249-0940 | email: info@insitestudio.com
www.insitestudio.com | License#: LC26000606

Consultants:

Revisions:
- 05/16/2023 - Resubmittal
- 06/28/2023 - Resubmittal
- 08/02/2023 - Resubmittal
- 08/25/2023 - Resubmittal
- 09/21/2023 - Resubmittal

LOTIS WELLINGTON II
Wellington, Florida

NORTH
0 50' 100' 200'
SCALE: 1" = 100'-0"

Drawn By:	TAC
Drawing #:	1076
Date:	04/28/2022

Site Plan

SHEET # SP.2

PTC
Transportation Consultants

601 Heritage Drive, Suite 493
Jupiter, FL 33458
(561) 296-9698

October 6, 2025

Mr. Damian Newell
Wellington
Planning, Zoning & Building Department
12300 W. Forest Hill Boulevard
Wellington, FL 33414

Re: Lotis 2 MPA - #PTC25-001J
2025-0001-MPA

Dear Mr. Newell:

Pinder Troutman Consulting, Inc. (PTC) has completed our review of the Master Plan Amendment Application for the above referenced project. The Traffic Concurrency Analysis completed by JFO Group Inc. dated August 7, 2025, was reviewed. The resubmittal addressed all our comments. We have no new comments. The project is summarized below:

Proposed Uses:	72 Townhome Residential Units
	100 Single Family Residential Units
	1,030 SF General Office
	5,000 SF Retail/Restaurant
	11,500 SF Fine Dining Restaurants
	230 Student Daycare
Daily Trips:	2,500
Peak Hour Trips:	AM: 71 In, 113 Out, 184 Total
	PM: 163 In, 111 Out, 274 Total

It has been demonstrated that the proposed development meets the Traffic Performance Standards of Wellington. Current conditions 1.b and 1.c should be modified to read:

1.b. Extend the existing left/U-turn lane south approach storage lane on SR7 immediately north of the proposed access to 580 feet.
1.c. Extend the existing left/U-turn lane north approach storage lane on SR7 immediately south of the proposed access to 365 feet.

We also recommend the following conditions of approval.

1. No building permits are to be issued after December 31, 2029, unless a time extension has been approved by the Village.

2. The County traffic concurrency approval is subject to the Project Aggregation Rules as set forth in the Traffic Performance Standards Ordinance.

3. The development is restricted to the uses outlined above.

4. If the Lotis 1 and Lotis 2 projects are ever aggregated on any plans, then the traffic impacts on the Wellington roadways and intersections must be readdressed for the aggregated project.

5. Provide cross access with properties to the north and south at appropriate locations on site.

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

Engineering and Public Works Department
P.O. Box 21229
West Palm Beach, FL 33416-1229
(561) 684-4000
FAX: (561) 684-4050
www.pbc.gov

Palm Beach County Board of County Commissioners
Maria G. Marino, Mayor
Sara Baxter, Vice Mayor
Gregg K. Weiss
Joel Flores
Marci Woodward
Maria Sachs
Bobby Powell, Jr.

County Administrator
Verdenia C. Baker

December 31, 2024

Dr. Juan F. Ortega, PE
JFO Group Inc.
6671 W Indiantown Road, Suite 50-324
Jupiter, FL 33458

RE: Lotis Wellington II
Project #: 241110 (Previously: 230508)
Traffic Performance Standards (TPS) Review

Dear Dr. Ortega:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Study, revised October 31, 2024, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County (PBC) Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	Wellington
Location:	West side of SR-7, about 0.67 miles north of Forest Hill Blvd
PCN:	73-42-43-27-05-018-0040/-0071/-0072
Access:	One right-in/right-out access driveway connection onto SR-7 and cross connectivity with adjacent properties (As used in the study and is NOT necessarily an approval by the County through this TPS letter)
Existing Uses:	Vacant
Proposed Uses:	Single Family Detached = 100 DUs Low-rise Multi-Family Residential = 72 DUs General Office = 1,030 SF Daycare = 210 Students Fine Restaurant = 21,000 SF
New Daily Trips:	2,682
New Peak Hour Trips:	185 (72/113) AM; 284 (170/114) PM
Build-out:	December 31, 2029

Based on our review, the Traffic Division has determined the proposed development **meets** the TPS of Palm Beach County.

Prior to the issuance of the first Certificate of Occupancy, the Property Owner/Developer shall construct the following site related improvements:

1. Construct right turn lane north approach on SR-7 at the proposed access to the County minimum standards, or as approved by the FDOT or County Engineer, as appropriate.

2. Extend the existing left/U-turn lane south approach storage length on SR-7 immediately north of the proposed access to the maximum extent, or as approved by the FDOT or County Engineer, as appropriate.

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3. Extend the existing left/U-turn lane north approach storage length on SR-7 immediately south of the proposed access to the maximum extent, or as approved by the FDOT or County Engineer, as appropriate.

4. Provide cross access with the properties to the north and south at appropriate locations on the site.

Please note the receipt of a TPS approval letter does not constitute the review and issuance of a Palm Beach County Right-of-Way (R/W) Construction Permit nor does it eliminate any requirements that may be deemed as site related. For work within Palm Beach County R/W, a detailed review of the project will be provided upon submittal for a R/W permit application. The project is required to comply with all Palm Beach County standards and may include R/W dedication.

No building permits are to be issued by the Village after the build-out date specified above. The County traffic concurrency approval is subject to the Project Aggregation Rules set forth in the Traffic Performance Standards Ordinance.

The approval letter shall be valid no longer than one year from date of issuance, unless an application for a Site Specific Development Order has been approved, an application for a Site Specific Development Order has been submitted, or the approval letter has been superseded by another approval letter for the same property.

If you have any questions regarding this determination, please contact me at 561-478-5755 or email MRahman@pbc.gov.

Sincerely,

Rahman

Moshiur Rahman, Ph.D., P.E.
Professional Engineer
Engineering and Public Works Dept.
Traffic Division

MR:QB:jb
ec:
Cory Lyn Cramer, AICP, Development Review Coordinator, Village of Wellington
Quazi Bari, P.E., PTOE, Manager – Growth Management, Traffic Division
Alberto Lopez, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
F:\TRAFFIC\HA\MUNICIPALITIES\APPROVALS\2024\241110 - LOTIS WELLINGTON II.DOCX

THE SCHOOL DISTRICT OF PALM BEACH COUNTY, FL

KRISTIN K. GARRISON
DIRECTOR

JOSEPH M. SANCHES, MBA
CHIEF OPERATING OFFICER

PLANNING AND INTERGOVERNMENTAL RELATIONS
3661 INTERSTATE PARK RD. N., STE 200
RIVIERA BEACH, FL. 33404

PHONE: 561-434-8020 / FAX: 561-357-1193
WWW.PALMBEACHSCHOOLS.ORG/PLANNING

SCHOOL CAPACITY AVAILABILITY DETERMINATION (SCAD)

Application	**Submittal Date**	04/11/2023		
	SCAD No.	**23041101D – D. O.**		
	FLU /Rezoning/D.O. No.	2022-0001-MP – Village of Wellington		
	Property Control Number	00-42-43-27-05-018-0071, 0072, 0040		
	Development Name	**Lotis Wellington II**		
	Owner / Agent Name	441 Partners Inc. / Brian Terry		
	SAC No.	156S		
	Proposed D. O.	**172 Residential Units (100 Single-Family & 72 Multi-Family)**		
Impact Review		**Elbridge Gale** Elementary School	**Emerald Cove** Middle School	**Palm Beach Central** High School
	New Students Generated	25	13	**18**
	Capacity Available	36	19	**-419**
	Utilization Percentage	97%	99%	**115%**
School District Staff's Recommendation	**Based on the findings and evaluation of the proposed development, there will be a negative impact on the public-school system. Given the recent increases in school impact fees, effective January 1, 2023, much of these impacts will be mitigated. The impact fees, however, will not fully cover impacts to the school system. Therefore, if the proposed development is approved by Village Council and if the Developer voluntarily agrees, School District staff recommends the following condition to mitigate such impacts.** In order to address the school capacity deficiency generated by this proposed development at the District **high school level**, the property owner shall contribute **$225,756.00** to the School District of Palm Beach County prior to the issuance of first building permit. This voluntary school capacity contribution is intended to supplement the required school impact fee (impact fee credit has already been applied). Please note that the school impact fee credit is calculated based on the Net Impact Cost per Student, as calculated in the County's latest Impact Fee Ordinance, which was adopted on September 13, 2022.			
Validation Period	1) This determination is valid from **04/13/2023** to **04/12/2024** or the expiration date of the site-specific development order approved during the validation period. 2) A copy of the approved D.O. must be submitted to the School District Planning Dept. prior to **04/12/2024** or this determination will expire automatically on **04/12/2024**.			
Notice	1) This letter replaces the previous one under case#22062001D issued on 07/18/2022. 2) School age children may not necessarily be assigned to the public school closest to their residences. Students in Palm Beach County are assigned annually to schools under the authority of the School Board and by direction of the Superintendent, public school attendance zones are subject to change.			

Joyce Cai

School District Representative Signature

April 13, 2023

Date

Joyce C. Cai, Senior Planner

Print Name & Title

joyce.cai@palmbeachschools.org

Email Address

CC: Damian Newell, Senior Planner, Village of Wellington
Joyell Shaw, PIR Manager, School District of Palm Beach County

THE SCHOOL DISTRICT OF
PALM BEACH COUNTY, FL

KRISTIN K. GARRISON
DIRECTOR

JOSEPH M. SANCHES, MBA
CHIEF OPERATING OFFICER

PLANNING AND INTERGOVERNMENTAL RELATIONS
3661 INTERSTATE PARK RD. N., STE 200
RIVIERA BEACH, FL. 33404

PHONE: 561-434-8020 / FAX: 561-357-1193
WWW.PALMBEACHSCHOOLS.ORG/PLANNING

SCHOOL CAPACITY AVAILABILITY DETERMINATION (SCAD)

Application	**Submittal Date**	06/20/2022		
	SCAD No.	**22062002F/FLU; 22062001Z/Re-Zoning; 22062001D/D. O.**		
	FLU /Rezoning/D.O. No.	2021-0002-LPA/2021-0002-REZ/2022-0001-MP – Village of Wellington		
	Property Control Nos.	00-42-43-27-05-018-0071; 0072; 0040		
	Development Name	**Lotis Wellington**		
	Owner / Agent Name	441 Partners Inc. / Brian Terry		
	SAC No.	156S		
	Proposed FLU/Re-Zoning **Proposed D. O.**	**Maximum 627 Residential Units** **238 Units (102 Single-Family & 136 Multi-Family Units)**		
Impact Review		**Elbridge Gale** Elementary School	**Emerald Cove** Middle School	**Palm Beach Central** High School
	New Students Generated	**31**	**16**	**22**
	Capacity Available	**-61**	**-35**	**-390**
	Utilization Percentage	**106%**	**102%**	**114%**
School District Staff's Recommendation	**Based on the findings and evaluation of the proposed development, there will be a negative impact on the public-school system. Therefore, if the proposed development is approved by the Village Council, School District staff recommends the following condition to mitigate such impacts.** In order to address the school capacity deficiency generated by this proposed development at the District **elementary**, **middle** and **high school level**, the property owner shall contribute a total of **$632,402.00** to the School District of Palm Beach County prior to the issuance of first building permit. This school capacity contribution is intended to supplement the required school impact fee (impact fee credit has already been applied). Please note that the school impact fee credit is calculated based on the Net Impact Cost per Student, as calculated in the County's latest Impact Fee Ordinance, which was adopted on April 16, 2019.			
Validation Period	1) This determination is valid from **07/18/2022** to **07/17/2023** or the expiration date of the site-specific development order approved during the validation period. 2) A copy of the approved D.O. must be submitted to the School District Planning Dept. prior to **07/17/2023** or this determination will expire automatically on **07/17/2023**.			
Notice	School age children may not necessarily be assigned to the public school closest to their residences. Students in Palm Beach County are assigned annually to schools under the authority of the School Board and by direction of the Superintendent, public school attendance zones are subject to change.			

Joyce Cai

School District Representative Signature

July 18, 2022

Date

Joyce C. Cai, Senior Planner

Print Name & Title

joyce.cai@palmbeachschools.org

Email Address

CC: Damian Newell, Senior Planner, Village of Wellington
Joyell Shaw, PIR Manager, School District of Palm Beach County

November 24, 2025

Village Council
Village of Wellington
12300 Forest Hill Boulevard
Wellington FL 33414

RE: Lotis 2 Master Plan Amendment
Petition No. 2025-0001-MPA

Dear Village Councilmembers,

During the Planning, Zoning and Adjustment Board held on October 15th, 2025, the Board requested that the identity of the operator of the 8,500 sf restaurant building be shared publicly. An additional request was made to also share the lease termination letter from Popstroke. The following are responses to both requests:

Request: Restaurant name (freestanding building 8,500 SF)

Response: While this does not serve as an official announcement of tenancy, the Applicant is finalizing a pad lease with Darden for Darden to construct and open a Season's 52 location at Lotis Wellington. Season's 52 is an upscale restaurant serving fresh and responsibly sourced seasonal gourmet food, wine and desserts. This sophisticated restaurant will feature a unique and welcoming environment and will only further compliment the restaurant and dining offerings already planned for Lotis Wellington. As well, Season's 52 will be a great destination for diners both in and around Wellington and an asset to both Lotis Wellington and the Village.

Request: Popstroke Termination Letter

Response: Business communications between the Applicant and any past, present or future tenant(s) is deemed confidential, privileged and proprietary. Changes in tenancy often occur during the pre-construction phase of new projects, as Lotis Wellington was at the time of Popstroke's lease execution. While Popstroke's departure as a tenant at Lotis Wellington is unfortunate for all parties involved, the Applicant has responded in-kind to shifting market conditions to provide a first-class alternative option for this tract that is very complimentary to the surrounding Lotis Wellington project (including both residential and commercial tracts) as well as the State Road 7 corridor. However, in the spirit of cooperation, the Applicant is making and will continue to make good faith efforts to obtain an official statement from Popstroke and/or their brokers that can be entered into the record.

Sincerely,

Rich Kasser
Director of Entitlements
Lotis Wellington, LLC

Business Impact Estimate Form

This Business Impact Estimate Form is provided to document compliance with and exemption from the requirements of Sec. 166.041(4), Fla. Stat. If one or more boxes are checked below under "Applicable Exemptions", this indicates that the Village of Wellington has determined that Sec. 166.041(4), Fla. Stat., does not apply to the proposed ordinance and that a business impact estimate is not required by law. If no exemption is identified, a business impact estimate required by Sec. 166.041(4), Fla. Stat. will be provided in the "Business Impact Estimate" section below. In addition, even if one or more exemptions are identified, the Village of Wellington may nevertheless choose to provide information concerning the proposed ordinance in the "Business Impact Estimate" section below. This Business Impact Estimate Form may be revised following its initial posting.

Proposed ordinance's title/reference:

AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL, AMENDING ARTICLE 6, SECTION 6.4.3, RELATED TO ARCHITECTURAL REVIEW AND DESIGN FOR NON-RESIDENTIAL AND MULTI-FAMILY STRUCTURES AND BUILDINGS ERECTED BY WELLINGTON; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

Applicable Exemptions:

☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
☐ The proposed ordinance relates to the issuance or refinancing of debt;
☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the municipal government;
☐ The proposed ordinance is an emergency ordinance;
☐ The ordinance relates to procurement; or
☐ The proposed ordinance is enacted to implement the following:

☒ Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements, and development permits;

☐ Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;

☐ Section 553.73, Florida Statutes, relating to the Florida Building Code; or

☐ Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

Business Impact Estimate:

The Village of Wellington hereby publishes the following information:

1. A summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

N/A

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the municipality, including the following, if any:

(a) An estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted:

N/A

(b) Identification of any new charge or fee on businesses subject to the proposed ordinance, or for which businesses will be financially responsible:

N/A

(c) An estimate of the municipality's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs:

N/A

3. A good faith estimate of the number of businesses likely to be impacted by the ordinance:

N/A

4. Additional information the governing body determines may be useful (if any):

N/A

Note: *Wellington's provision of information in the Business Impact Estimate section above, notwithstanding an applicable exemption, shall not constitute a waiver of the exemption or an admission that a business impact estimate is required by law for the proposed ordinance. Wellington's failure to check one or more exemptions below shall not constitute a waiver of the omitted exemption or an admission that the omitted exemption does not apply to the proposed ordinance under Sec. 166.041(4), Fla. Stat., Sec. 166.0411, Fla. Stat., or any other relevant provision of law.*

Wellington Legal Notice

Please choose a category	Public Notices - Wellington
Title	RESOLUTION NO. R2026-07 (Lotis 2 MPA)
Publish Date	02/06/2026
Publish Time	10:05 AM (EST)
Description	A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, FOR A MASTER PLAN AMENDMENT (PETITION 2025-0001-MPA) FOR CERTAIN PROPERTY, KNOWN AS LOTIS WELLINGTON 2, A MIXED-USE PROJECT, TOTALING 52.44 ACRES, MORE OR LESS, LOCATED ON THE WEST SIDE OF STATE ROAD 7, APPROXIMATELY HALF A MILE NORTH OF FOREST HILL BOULEVARD, AS MORE SPECIFICALLY DESCRIBED HEREIN; MODIFYING THE MASTER PLAN AND CONDITIONAL USE APPROVALS BY ABANDONING THE CONDITIONAL MINIATURE GOLF INDOOR/OUTDOOR ENTERTAINMENT USE, INCREASING THE CONDITIONAL DAYCARE USE FROM 210 TO 230 STUDENTS, ADDING A COMBINED RESTAURANT AND RETAIL USE AND A FREESTANDING RESTAURANT USE, AND TO MODIFY CONDITIONS OF APPROVAL; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.
Attach Files (Optional)	Legal Ad- Lotis.pdf
Submitted by (Email Address)	smilachay@wellingtonfl.gov
Notifications	Yes
Send Out a Notification to Your Subscribers	Yes
Signature	

File #: 26-7599, **Version:** 1

ITEM: RESOLUTION NO. R2025-67 (ISLA CARROLL POLO AND RESIDENCES PUD MASTER PLAN)

A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING THE MASTER PLAN FOR (PETITION 2025-0002-MP) ISLA CARROLL POLO AND RESIDENCES PLANNED UNIT DEVELOPMENT, LOCATED APPROXIMATELY 1,350 FEET SOUTH OF PIERSON ROAD ON THE WEST SIDE OF 120TH AVENUE SOUTH TOTALING 79.17 ACRES, MORE OR LESS, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO ADOPT THE ISLA CARROLL POLO AND RESIDENCES MASTER PLAN; TO DESIGNATE A 44.84-ACRE RESIDENTIAL POD WITH 27 SINGLE-FAMILY DWELLING UNITS; TO DESIGNATE A 34.33-ACRE CLUB/AMENITY POD WITH EQUESTRIAN FACILITIES; TO ADOPT A PROJECT STANDARDS MANUAL (PSM); PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

REQUEST: Approval of Resolution No. R2025-67 to adopt the Isla Carroll Polo and Residences PUD Master Plan that consists of a 44.84-acre Residential Pod with 27 dwelling lots and a 34.33-acre Club/Amenity Pod.

EXPLANATION: Seth Behn, Lewis Longman & Walker, agent, on behalf of 120th Avenue S, LLC, owners, is requesting a Rezoning to change the Zoning designation and to adopt a Master Plan to support the development of the subject property, Isla Carroll. The proposed development includes a 78.17-acre equestrian -centric residential development with 27 lots and a club/amenity pod with a private equestrian and sports complex. The specific requests are presented below.

Rezoning: Ordinance No. 2025-29 - Rezoning (Petition 2025-0004-REZ) to amend the Zoning Designation of Isla Carroll Polo and Residences from Equestrian Residential/Equestrian Overlay Zoning District (ER/EOZD) to Planned Unit Development/EOZD (PUD/EOZD).

Master Plan: Resolution No. R2025-67 - Isla Carroll Polo and Residences PUD Master Plan (Petition 2024-0002-MP) which includes the following:

- Creates a 44.84-acre Residential Pod and designate 27 single-family dwelling lots a minimum of 0.43 acres in size;

- Creates a 34.33-acre Club/Amenity Pod with a defined development program consisting of the following:

o Equestrian Complex - 25.62 acres:
  10-stall barn
  Grooms quarter
  Polo field
  Paddocks and exercise arena
  Viewing pavilion
  Horse and rider comfort station

o Club Amenities - 8.71 acres:

Gym, retail, and food service
Business center
Pool and aquatic zone
Racquet sports zone
Kids club and community garden

• Adds one (1) access point on 120th Avenue South to access the residential pod, one (1) access point on 120th Avenue South to access the club/amenity pod as a service/trailer entrance only, and a cross access to National Polo Center (NPC) to the south; and

• Adopts a Project Standards Manual (PSM) specifically for the Isla Carroll Polo and Residences Equestrian Development.

• Establishes Conditions of Approval for the development.

At the October 22, 2025, Equestrian Preserve Committee (EPC) meeting, the committee recommended denial of Ordinance No. 2025-29 with a 4 to 3 vote.

At the November 19, 2025, Planning, Zoning and Adjustment Board (PZAB) meeting, the PZAB recommended denial of Ordinance No. 2025-29 with a 6 to 1 vote.

Ordinance No. 2025-29 was postponed from the December 9, 2025, Village Council meeting to the January 12, 2026 meeting at the request of the Applicant.

At the January 12, 2026, Council meeting, the Council approved (3 to 2) the first reading of the Rezoning.

Since the first reading of the Rezoning, the applicant has made the following modifications to the Isla Carroll Polo and Residences PUD Master Plan:
• Reduced the number of single-family units from 40 units to 27 units;
• Increased the size of the Club/Amenity pod and reduced the size of the Residential Pod; and
• Added a 10-stall barn, grooms' quarters, and exercise arena to the Equestrian Complex

BUDGET AMENDMENT REQUIRED: NO

PUBLIC HEARING: YES **QUASI-JUDICIAL:** YES

FIRST READING: YES **SECOND READING:**

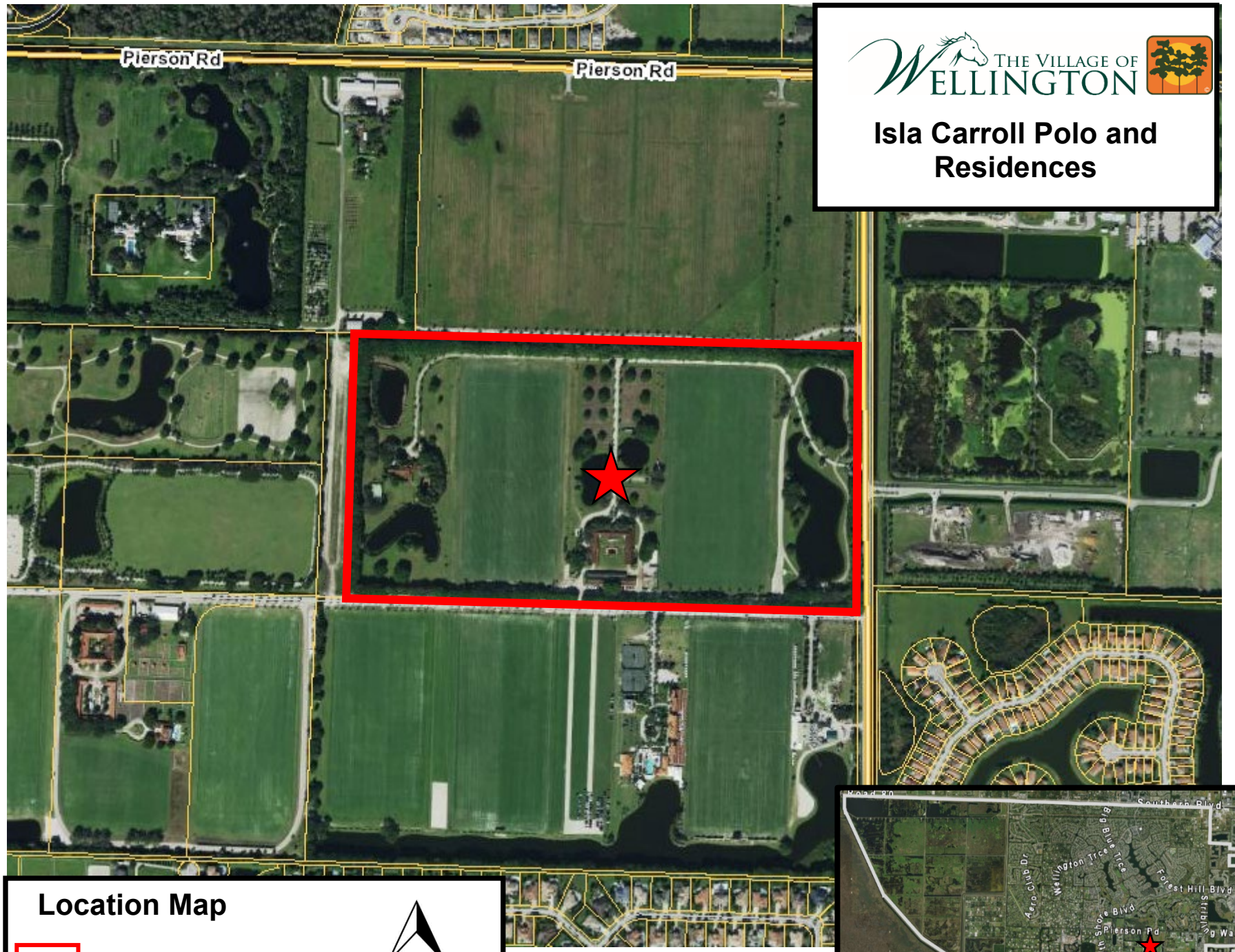
LEGAL SUFFICIENCY: YES

FISCAL IMPACT: N/A

WELLINGTON FUNDAMENTAL: Responsive Government

RECOMMENDATION: All required application documentation has been reviewed by the Development Review Manager and Wellington Departments to determine compliance with the Comprehensive Plan and the LDR, subject to conditions provided in the staff report.

Findings of Fact are provided in the Staff Report that support the approval of the Master Plan request. These findings are subject to other competent substantial evidence presented at the quasi-judicial public hearing.



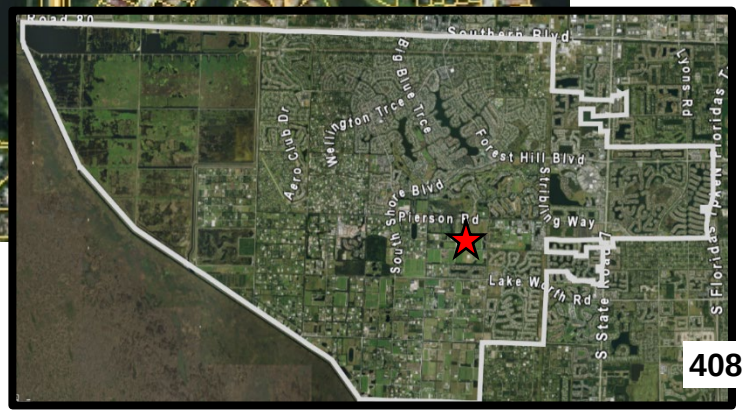
THE VILLAGE OF WELLINGTON

Isla Carroll Polo and Residences

Location Map

Subject Property

N



RESOLUTION NO. R2025-67

A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING THE MASTER PLAN FOR (PETITION 2025-0002-MP) ISLA CARROLL POLO AND RESIDENCES PLANNED UNIT DEVELOPMENT, LOCATED APPROXIMATELY 1,350 FEET SOUTH OF PIERSON ROAD ON THE WEST SIDE OF 120TH AVENUE SOUTH TOTALING 79.17 ACRES, MORE OR LESS, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO ADOPT THE ISLA CARROLL POLO AND RESIDENCES MASTER PLAN; TO DESIGNATE A 44-84-ACRE RESIDENTIAL POD WITH 27 SINGLE-FAMILY DWELLING UNITS; TO DESIGNATE A 34.33-ACRE CLUB/AMENITY POD WITH EQUESTRIAN FACILITIES; TO ADOPT A PROJECT STANDARDS MANUAL (PSM); PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the Wellington's Council, as the governing body of Wellington, Florida, pursuant to the authority in Chapter 163 and Chapter 166, Florida Statutes, and the Wellington Land Development Regulations are authorized and empowered to consider petitions related to zoning and development orders; and

WHEREAS, the notice of hearing requirements as provided in Article 5 of the Wellington Land Development Regulations have been satisfied; and

WHEREAS, the Future Land Use Map designation for Isla Carroll Polo and Residences is Residential B (0.1 du/ac – 1.0 du/ac); and

WHEREAS, the Zoning designation for Isla Carroll Polo and Residences was changed from Equestrian Residential/Equestrian Overlay Zoning District (ER/EOZD) to Planned Unit Development/EOZD (PUD/EOZD); and

WHEREAS, the proposed PUD is permitted within the EPA and meets the intent of the Equestrian Developments in Section 6.8.8 of the Land Development Regulations; and

WHEREAS, a Master Plan, along with a Project Standards Manual, is required for a Planned Unit Development and regulates the uses, densities, and intensities of the project along with conditions of approval specific to the development site; and

WHEREAS, the Master Plan was considered by the Equestrian Preserve Committee (EPC) on October 22, 2025, and recommended denial with a 5 to 2 vote; and

WHEREAS, the Master Plan Amendment was considered by the Planning, Zoning and Adjustment Board (PZAB) on November 19, 2025, and recommended denial with a 6 to 1 vote; and

WHEREAS, the Wellington Council has taken the recommendations of the Local Planning Agency (Planning, Zoning and Adjustment Board), Equestrian Preserve Committee, and the evidence and testimony presented by the Petitioner and other interested parties, and comments of the public, along with Findings of Fact in the Staff Report into consideration for the proposed Master Plan Amendments; and

WHEREAS, Wellington's Council has made the following findings of fact:

1. The Master Plan Amendment is consistent with the Comprehensive Plan;

2. The subject request is consistent with the stated purposes and intent of the Land Development Regulations;

3. The Master Plan Amendment is consistent with the surrounding land uses and zoning districts;

4. The Master Plan Amendment would result in a logical and orderly development pattern; and

5. The Master Plan Amendment is consistent with the applicable Equestrian Overlay Zoning District (EOZD) regulations.

NOW, THEREFORE, BE IT RESOLVED BY THE WELLINGTON, FLORIDA'S COUNCIL, THAT:

SECTION 1. The Isla Carroll Polo and Residences PUD Master Plan, dated September 2025, is hereby APPROVED as described in Exhibit "B", with the following:

1. A 44.84-acre Residential Pod with 27 single-family residential lots, each a minimum of 0.43 acres in size.

2. A 34.33-acre Club/Amenity Pod consisting of the following:

    - Equestrian Facilities – 25.62 acres:
        - 10-stall barn
        - Grooms quarter
        - Polo field
        - Paddocks and exercise arena
        - Viewing area
        - Comfort station

    - Club Amenities – 8.71 acres:
        - Gym, retail, and food service/restaurant
        - Business center
        - Pool and aquatic facility
        - Racquet sports facility
        - Kids club and community garden

3. One (1) access point on 120th Avenue South to access the residential pod and one (1) access point on 120th Avenue for a service entrance only, and one (1) access point on 35th Street South to National Polo Center (NPC) to the south; and

4. A Project Standards Manual for the Isla Carroll Polo and Residences Equestrian Planned Unit Development.

5. Conditions of Approval for the Isla Carroll Polo and Residences Equestrian Planned Unit Development.

SECTION 2. The foregoing recitals are hereby affirmed and ratified subject to the following conditions:

General Conditions

1. Equestrian uses and/or structures are only permitted on lots that are at least 1.5 acres in size. Lots that are administratively unified that meet size requirements are eligible for equestrian uses. The equestrian uses and/or structures shall comply with the Isla Carroll Polo and Residences Project Standards Manual. (PLANNING AND ZONING)

2. A Site Plan shall be required prior to Land Development Permits and shall comply with the Isla Carroll Polo and Residences Project Standards Manual (PSM) as adopted in Exhibit C of Resolution No. R2025-67. (PLANNING AND ZONING)

3. A minimum of 50% of the of the Club/Amenities Pod, not including polo field or paddocks, and the 10-stall barn shall be completed and open to the residents at the time the number of issued Certificates of Occupancy (CO) reaches 50% of the total units approved on the site plan for the residential pod. No additional building permits shall be issued until the condition is satisfied. (PLANNING AND ZONING)

4. All roads, sidewalks, utilities, and infrastructure within the property boundary shall be private unless specified in these conditions. The maintenance responsibility shall be dedicated to the owner or managing association and shall not be the maintenance responsibility of Wellington. (PLANNING AND ZONING/ENGINEERING)

5. The Site Plan shall illustrate the existing and proposed bridle trails, proposed multi-modal pathways, and how the connections to the overall system will be maintained, modified, or enhanced. (PLANNING AND ZONING)

6. No building permits are to be issued after December 31, 2028, unless a time extension has been approved by Wellington's Planning and Zoning Department and Traffic Engineer. (TRAFFIC)

7. The southern access to 120th Avenue South shall only be used as a service entrance. Signage identifying it as a service road or for use by emergency vehicles only shall be provided. (TRAFFIC)

8. Special Use Permits are required for all events that are open to the public but are not required for events limited to residents, members, or polo matches. Adequate ingress and egress directly to 120th Avenue South shall be maintained at all times and shall not disrupt normal traffic circulation patterns. (TRAFFIC/PLANNING)

9. The Developer shall be required to provide land dedication for parks and recreation facilities, as well as civic facilities, pursuant to Section 6.5.2.E.1 of Wellington's Land Development Regulations. The total land dedication required for parks and recreation is 0.379 acres, together with a civic dedication of 0.076 acres, less the land area dedicated for the traffic circle at the project entrance. In lieu of land dedication, a fee equal to $206,250.00 per acre may be paid. These fees shall be paid in full prior to the issuance of the first building permit. A 10% credit for privately-owned recreation space within the project may be applied to the park and recreation land dedication requirement. The area (34.33 acres) and the use of the private recreation space shall

be restricted to the square footage and uses approved for the master plan by recorded restrictive covenant and run with the land. Any modifications to the restrictive covenant, including elimination, shall require a super-majority vote by Wellington's Council. The private recreation space shall be operated and maintained by the developer, successors, or assignees. (PLANNING AND ZONING)

10. A restrictive covenant, in a form acceptable to the Wellington Attorney, shall be executed and recorded to limit in perpetuity the use of equestrian facilities to owners, residents, guests, members, and/or licensees of owners within the PUD (Equestrian Development) prior to the recording of the plat. The restrictive covenant shall not prohibit the use of the equestrian facilities for polo matches or activities authorized under a Special Use Permit. (PLANNING AND ZONING)

11. Architectural Review Board approval for all single-family units/elevations and all non-residential buildings is required prior to the issuance of building permits. (PLANNING AND ZONING)

12. A minimum of 145 parking spaces shall be provided for the Club/Amenity Pod. All spaces shall be paved, with the exception of the 32 spaces along the west border of the Polo Field. Those spaces may be stabilized grass but will be subject to annual inspection and subsequent paving if determined by Village staff that the level of use is sufficient to require the areas to be paved. If paving is required, permitting and construction shall be completed with 90 days of notification. (TRAFFIC)

13. An off-site parking agreement with National Polo Center shall be required for events hosted by the NPC on the Isla Carroll Property.

Land Development Conditions:

14. All proposed private roadways, bridle trails, multi-modal paths, and lakes shall be placed in tracts. All tracts shall be identified on the plat and dedicated accordingly. (PLANNING AND ZONING/ENGINEERING)

15. A plat is required to be submitted prior to the issuance of the Land Development Permits and shall be recorded prior to the issuance of the first building permit. The development shall be subject to a Declaration of Restrictions and Covenant and Maintenance and Use documents acceptable to the Wellington Attorney, which shall provide for the formation of a managing association, assessment of members for the cost of maintaining the common areas within Isla Carroll Polo and Residences, including all preservation areas, amenities, waterbodies. (PLANNING AND ZONING/ENGINEERING)

16. The Developer must apply for and obtain a Utility Major permit prior to the development of the proposed improvements. (UTILITIES)

17. 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. (UTILITIES)

18. No encroachments shall be permitted in any utility or drainage easements. No landscaping shall be installed in water or sewer easements or areas obstructing the line of sight for pedestrians or vehicles. (ENGINEERING)

19. Land Development Permit (LDP) and Utility Permit meeting all applicable requirements of Wellington's Land Development Regulations, as well as State and Federal regulations and guidelines, must be applied for, approved, and issued prior to any construction activities. The permit plans shall include construction details for all infrastructure components including paving, grading, drainage, water, sewer, landscape, lighting, and offsite improvements. Additional comments on the site layout may be forthcoming upon submittal and subsequent review of Engineering construction plans and Drainage Calculations for the site development. Prior to the issuance of any certificates of occupancy/completion, final approval is required from the Engineering Department. (ENGINEERING)

20. The Developer shall take measures to ensure that during site development dust/debris particles from the development do not become a nuisance to the neighboring properties. Dust Control Plan, with dust control guidelines, shall be provided with the engineering permit application which shall meet the requirements as conditioned, and in accordance with any additional requirements of Wellington, Palm Beach County, Florida Department of Health, Florida Department of Environmental Protection, U.S. Environmental Protection Agency, etc., as it relates to mitigating dust/pollution from construction site activities. The developer and its contractors shall implement and maintain dust control measures throughout all phases of construction to minimize airborne particles and mitigate off-site impacts. The following requirements shall apply: (PLANNING/ENGINEERING)

    a. Daily watering: A water truck shall be provided, on the days that have activities causing the dust/debris, to control dust on all exposed soil, including, but not limited to, constructing roadways, stockpiles, non-stabilized (exposed) soils, and canal easements. Watering shall be sufficient to prevent visible dust accumulation due to wind and construction activities. If determined by Wellington that a water truck is needed during any activities, the activity causing the dust/debris shall cease until such time the water truck is on-site to provide the required control.

    b. Weather Considerations: Additional dust control measures, including increased watering frequency or application of soil stabilizers, shall be implemented during dry or windy conditions to prevent airborne dust migration.

    c. Stockpile Management: Soil stockpiles shall be stabilized using water, vegetation, or approved dust suppression agents to prevent erosion and dust dispersion.

    d. Construction Entrance and Roadways: The primary construction access and internal roadways shall be maintained to minimize dust. If necessary, a stabilized entrance with aggregate or dust suppression treatment shall be installed.

    e. Monitoring and Compliance: The contractor shall monitor dust conditions daily and take corrective action as needed. Non-compliance may result in enforcement action, including stop-work orders, at the discretion of the Village.

f. This condition shall remain in effect for the duration of construction activities and shall be enforced by the Village of Wellington Code Enforcement Department.

Landscape Conditions:

21. Landscape plans shall be required as part of the Site Plan application. A Landscape Buffer shall be required along all property lines and all major thoroughfares as required in Wellington's Land Development Regulations and illustrated in the Project Standards Manual. The landscape buffers and street trees shall be installed by the Developer, and inspected by Planning and Zoning, prior to closing the LDP. (PLANNING AND ZONING)

22. A certified cost estimate for all landscaping that includes the plant materials, installation, irrigation, and 1-year of maintenance shall be provided with the LDP application, along with a bond in the amount of 110% of the cost estimate. (PLANNING AND ZONING)

Traffic Conditions:

23. The Village of Wellington plans to install a roundabout at the intersection of 120th Avenue South and the entrance to Village Park. The site plan and traffic study suggest adding a northbound left turn lane on 120th Avenue South into the proposed development. In lieu of installing a turn lane, the Village is requesting the Developer to provide additional right of way, design plans, a 20ft temporary construction easement along the right of way dedication, and a nominal cost contribution based on the proportional share of trips generated for the project. The cost contribution and proportional share shall be calculated based on a cost estimate of the roundabout certified by a Professional Engineer, licensed in the State of Florida, and approved by the Village Engineer. At the time of plat, the roadway tract shall be conveyed in fee simple. (ENGINEERING)

24. The County traffic concurrency approval is subject to the Project Aggregation Rules as set forth in the Traffic Performance Standards Ordinance. (TRAFFIC)

25. The Developer is required to make a proportionate share payment of 2.82% of the total cost to construct a traffic signal and/or roundabout at Lake Worth Road at 120th Avenue South prior to plat. (TRAFFIC)

26. An annual monitoring study shall be completed for the site to include peak season weekday and weekend parking counts and traffic counts at all project entrances once Certificate of Occupancies have been issued for 50% of the recreational use. Wellington will be notified of the days of the monitoring study one (1) week prior to beginning the study. If vehicular trips are more than 25% above that included in the traffic study, additional mitigation may be required. If occupied parking spaces are greater than that projected in the parking study, a parking mitigation and operational plan shall be submitted for review and approval by the Planning and Zoning Director. The annual monitoring study shall be completed for a period of 10 years. The study shall be submitted to the Planning and Zoning Division no later than June 1st of each year. (TRAFFIC)

Concurrency (Level of Service) Conditions:

27. The developer is advised that no guarantee of available capacity is expressed or implied by the issuance of a Capacity Availability Letter, until such time that the

developer has reserved capacity through payment of Water, Sewer, and Fire Capacity Fees. (UTILITIES)

28. A Developer's Agreement will be required by the Utility Department to reserve water and sewer capacity for the project. Payment of capacity fees per Village Resolution No. R2018-35 shall be required to reserve capacity. The Developer's Agreement must be executed and approved by Wellington's Council prior to the execution of the Palm Beach County Health Water and Sewer Department permits by the Wellington Utility Director. The Developer's Agreement conditions should be coordinated during the Site Plan Approval process. (UTILITIES)

29. Water, Sewer, and Fire Line Capacity fees are based on the "Wellington Water and Wastewater Rates and Charges" for the current fiscal year. The developer is encouraged to review capacity fees. These fees are due prior to the approval of the Developer's Agreement by Wellington's Council. (UTILITIES)

30. All water mains and sewer mains are required to be public. Water and sewer infrastructure must be located in the right-of-way or in a dedication exclusive water main or sewer easement. Easements shall be a minimum width of 15-feet to comply with the Village of Wellington Water and Wastewater Systems Constructions and Standards Manual. All utility easements shall provide for un-hindered access to all facilities and mains. (UTILITIES)

31. Watermain must be looped between 120th Avenue South and 35th Street South. (UTILITIES)

32. The Developer shall contribute $78,440.00 to the School District of Palm Beach County (SDPBC) prior to the issuance of the first residential building permit to address the school capacity generated by this proposed development, as identified on the School Capacity (SCAD) form which was based of 40 units. If an updated SCAD letter based on 27 units is provided prior to Site Plan, then the contribution to the SDPBC may be updated administratively based on the amount provided in the updated letter. (SDPBC)

(The remainder of this page left intentionally blank)

SECTION 2: Should any section paragraph, sentence, clause, or phrase of this Resolution be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of this Resolution as a whole or any portion or part thereof, other than the part to be declared invalid.

SECTION 3: Should any section, paragraph, sentence, clause, or phrase of this Resolution conflict with any section, paragraph, clause or phrase of any prior Wellington Ordinance, Resolution, or Municipal Code provision; then in that event the provisions of this Resolution shall prevail to the extent of such conflict.

SECTION 3. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED this _____ day of _____ 2026.

ATTEST:

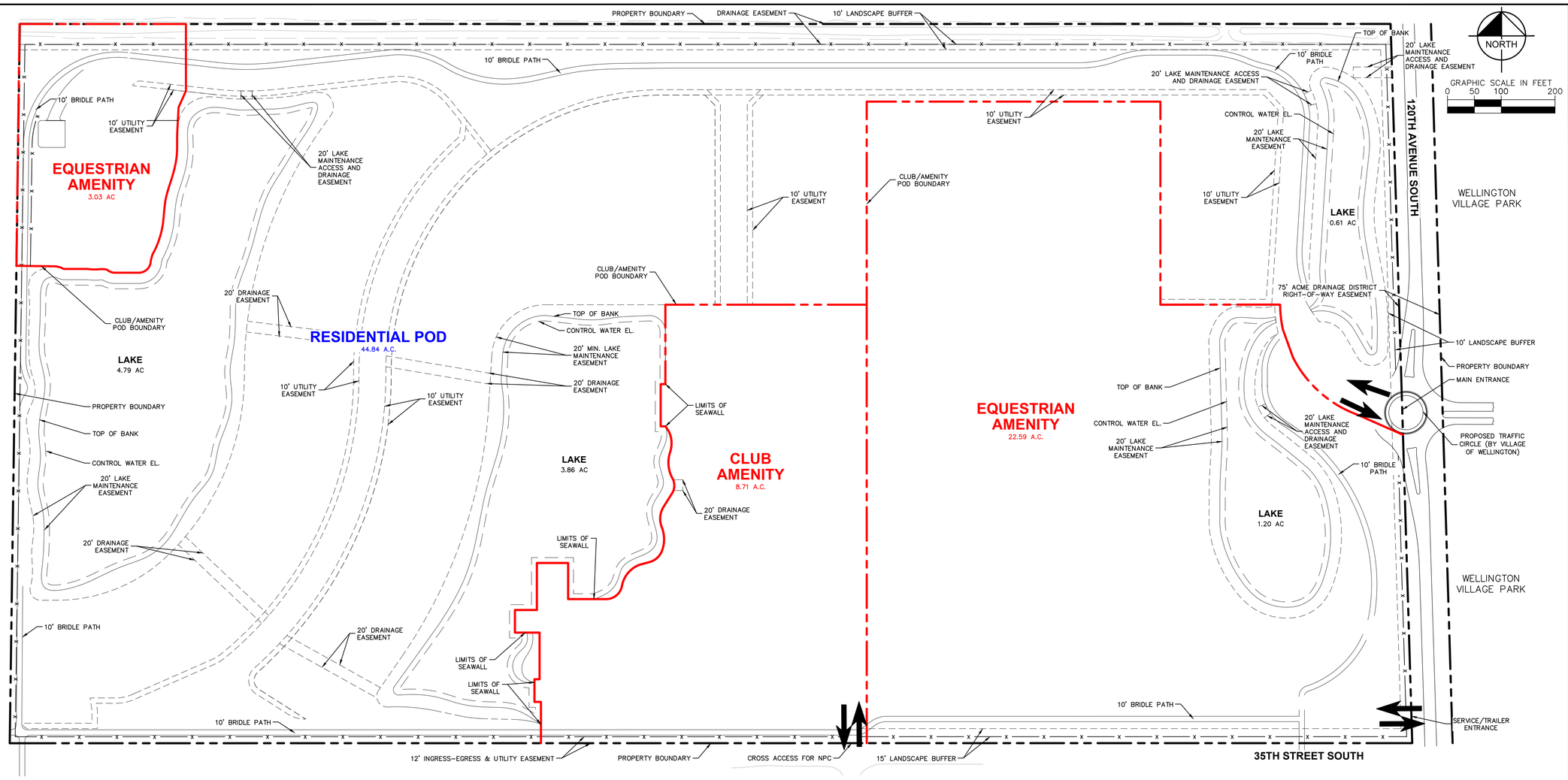
BY: _____
Chevelle D. Hall, MMC, Village Clerk

WELLINGTON, FLORIDA

BY: _____
Michael J Napoleone, Mayor

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

BY: _____
Laurie Cohen, Village Attorney



ISLA CARROLL PROJECT TEAM

OWNER/DEVELOPER

120TH AVENUE S, LLC
3665 120TH AVENUE SOUTH
WELLINGTON, FL 33414
TEL:(212)-314-1900

CLUB DEVELOPMENT PARTNER AND OPERATOR

DISCOVERY LAND COMPANY
257 NORTH CANON DRIVE; SUITE 300
BEVERLY HILLS, CA 90210

PROJECT ARCHITECT AND PLANNERS

HART HOWERTON
10 EAST 40TH STREET
NEW YORK, NY 10016

CIVIL AND TRAFFIC ENGINEERS

KIMLEY-HORN AND ASSOCIATES, INC.
1920 WEKIVA WAY, SUITE 200
WEST PALM BEACH, FL 33411

SURVEYORS

CAULFIELD & WHEELER, INC.
7900 GLADES ROAD, SUITE 100
BOCA RATON, FL 33434

DESCRIPTION

A PARCEL OF LAND LYING IN SECTIONS 22 AND 23, TOWNSHIP 44 SOUTH, RANGE 41 EAST, PALM BEACH COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 22; THENCE SOUTH 01° 20' 12" EAST, ALONG THE EAST LINE OF THAT CERTAIN 75 FOOT WIDE CANAL RIGHT-OF-WAY AS DESCRIBED IN OFFICIAL RECORD BOOK 1548, PAGES 388 AND 389, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, ALSO BEING THE EAST LINE OF THOSE CERTAIN LANDS DEEDED TO SIVERT KLEFSTAD IN OFFICIAL RECORD BOOK 1097, PAGES 327 AND 328, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, AND FURTHER BEING A LINE WHICH TERMINATES ON THE SOUTH LINE OF SAID SECTION 23, 228.06 FEET EAST, AS MEASURED ALONG SAID SOUTH LINE, OF THE SOUTHWEST CORNER OF SAID SECTION 23, A DISTANCE OF 1405.48 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 01° 20' 12" EAST, ALONG SAID EAST LINE A DISTANCE OF 1338.36 FEET; THENCE NORTH 89° 37' 48" WEST, ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION 22 AND 2742.90 FEET SOUTH OF, AS MEASURED ALONG THE WEST LINE OF SAID SECTION 22, THE NORTHWEST CORNER OF SAID SECTION 22, ALSO BEING THE SOUTH LINE OF THOSE CERTAIN LANDS DEEDED TO SAID SIVERT KLEFSTAD, AND THE NORTH LINE OF THOSE CERTAIN LANDS DEEDED TO ALBERT R. KRECK AND GRACE KRECK IN OFFICIAL RECORD BOOK 1097, PAGES 336 THROUGH 339, BOTH INCLUSIVE, A DISTANCE OF 2681.50 FEET TO A POINT 2754.94 FEET EAST OF THE WEST LINE OF SAID SECTION 22, AS MEASURED ALONG THE WESTERLY EXTENSION OF THE LAST HEREIN DESCRIBED LINE; THENCE NORTH 01° 10' 25" EAST, PARALLEL WITH THE WEST LINE OF SAID SECTION 22, A DISTANCE OF 1337.90 FEET; THENCE SOUTH 89° 37' 48" EAST, ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION 22 AND 1405.00 FEET SOUTH OF AS MEASURED ALONG THE WEST LINE OF SAID SECTION 22, THE NORTHWEST CORNER OF SAID SECTION 22, A DISTANCE OF 2622.87 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE 75 FOOT RIGHT-OF-WAY AS DESCRIBED IN OFFICIAL RECORD BOOK 1548, PAGES 388 AND 389, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

SAID LANDS SITUATE IN THE VILLAGE OF WELLINGTON, PALM BEACH COUNTY, FLORIDA AND CONTAINING 3,448,711 SQUARE FEET OR 79.17 ACRES, MORE OR LESS.

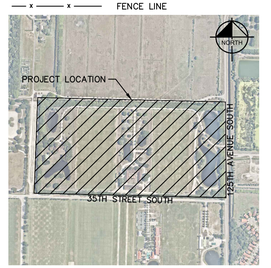
SITE DATA	
PETITION NAME	ISLA CARROLL WELLINGTON
PETITION NUMBER	2024-0003-REZ
	2024-0002-MPA
LAND USE DESIGNATION	RESIDENTIAL B (0.1 DU / AC - 1.0 DU / AC)
ZONING DISTRICT	EQUESTRIAN RESIDENTIAL / EQUESTRIAN OVERLAY
	ZONING DISTRICT (EOZD) - SUBAREA D
PROPOSED ZONING DISTRICT	PLANNED UNIT DEVELOPMENT / EOZD - SUBAREA D
PROPERTY CONTROL NUMBERS	73-41-44-22-00-000-1030
RESIDENTIAL DENSITY	0.5 DU/AC
CLUB / AMENITY FAR	0.2
EXISING USE	EQUESTRIAN RESIDENTIAL (LOW DENSITY)
PROPOSED USE	RESIDENTIAL - LOW DENSITY - CATEGORY B
RESIDENTIAL POD AREA	44.84 AC
AMENITY POD AREA	34.33 AC
CLUB AMENITY AREA	8.71 AC
EQUESTRIAN AMENITY AREA	25.62 AC
GROSS SITE AREA	79.17 AC

DEVELOPMENT BREAKDOWN	
POD	USE
RESIDENTIAL	27 SINGLE-FAMILY RESIDENCES
EQUESTRIAN / CLUB AMENITY	UP TO 72,150 SQ FT COVERED CONDITIONED SPACE
EQUESTRIAN / CLUB AMENITY	UP 111,718 SQ FT COVERED UNCONDITIONED SPACE
EQUESTRIAN AMENITY	EQUESTRIAN COMPLEX - UP TO 7,498 SQ FT COVERED CONDITIONED
	EQUESTRIAN COMPLEX - UP TO 1,357 SQ FT COVERED UNCONDITIONED
	10-STALL BARN AND GROOMSMAN QUARTERS
	OUTDOOR EXERCISE ARENA
	POLO FIELD
	PADDOCKS
	VIEWING AREA
	HORSE AND RIDER COMFORT STATION
CLUB AMENITY	SPORTS COMPLEX - UP TO 64,652 SQ FT COVERED CONDITIONED
	SPORTS COMPLEX - UP TO 110,361 SQ FT COVERED UNCONDITIONED
	GYM, RETAIL, AND FOOD SERVICE
	BUSINESS CENTER
	POOL AND AQUATICS ZONE
	RACQUET SPORTS ZONE
	KIDS CLUB AND EVENT/ASADO LAWN

LEGEND:

- PROPERTY LINE
- CLUB/AMENITY POD BOUNDARY
- LOT LINE
- LOT SETBACK
- UTILITY EASEMENT
- FENCE LINE

APPROVED BY:



VICINITY MAP
SCALE: 1"=1000'

Kimley»Horn

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WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

No.	REVISIONS	DATE	BY

KHA PROJECT 140957000
DATE FEB 2026
SCALE AS SHOWN
DESIGNED BY MRG
DRAWN BY MRG
CHECKED BY MFS

MASTER PLAN

ISLA CARROLL
PREPARED FOR
MCCOURT PARTNERS DEVELOPMENT LLC
WELLINGTON FL

SHEET NUMBER
C1.00

Plotted By:Edwards, Bridi Sheet Set:DISCOVERY WELLINGTON Layout:C1.00 MASTER PLAN February 11, 2026 07:41:48pm K:\web_deliverables\140957000 - discovery wellington\CAD\sheetset\C1.00 MASTER PLAN.dwg
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Isla Carroll Polo & Residences

Wellington, Florida

Project Standards Manual

FEBRUARY, 2026

Discovery LAND COMPANY · McCOURT PARTNERS · HART HOWERTON NEW YORK · SAN FRANCISCO · ESTUDIO RAMOS · Kimley»Horn

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CHAPTER 1: PROJECT DESCRIPTION

PURPOSE OF THE PROJECT STANDARDS MANUAL

The Isla Carroll property played a pivotal role in establishing Wellington as a world-renowned destination for polo and equestrian competition. As the site of some of the area's earliest polo fields, it hosted world class competitions that helped craft a community bound by a shared passion for the sport. *Isla Carroll Polo and Residences* is an equestrian development conceived to honor and continue that history.

The project consists of a 27-unit large-lot residential community, a significant reduction from the 40 units permitted by-right. Four of the lots are 2-acres in size to allow for the inclusion of private equestrian amenities. Further consolidation of the remaining lots may be permitted. A community equestrian center has been designed with a 10-stall barn, paddocks, outdoor exercise arena, grooms' quarters, and related infrastructure. The equestrian center is linked to the larger community through a bridle trail system. In addition, the development seeks to preserve and maintain the Isla Carroll East Field, creating an opportunity for residents, club members, and the community to encounter polo at its highest level. With the preservation of the Isla Carroll East Field, an opportunity exists for Isla Carroll to partner with the United States Polo Association and support its operations at the USPA National Polo Center (NPC), making the field available for NPC to use under a formal arrangement as has been done in the past.

Isla Carroll Polo and Residences is designed as an Equestrian Development, as defined by the Village's Land Development Regulations ("LDRs"), a type of Planned Development under the LDRs. LDR Section 6.5.4.E requires all Planned Developments to develop a Project Standards Manual ("PSM") which shall be adopted by Resolution in conjunction with the Master Plan. The PSM must provide at a minimum the project description, justification, architectural style, general uses, and character of the project. In addition, the PSM provides the development regulations that will guide development within the project.

DEVELOPMENT FRAMEWORK FOR ISLA CARROLL POLO & RESIDENCES

The Isla Carroll regulatory framework is drawn from both the Village's Comprehensive Plan and the LDRs. The Comprehensive Plan provides the underlying use and intensity regulations. The property has a Future Land Use designation of "Residential – B." That designation typically allows for the development of housing projects with a density up to one unit per one acre.

The Comprehensive Plan also defines the Wellington Equestrian Preserve Area. This area is dedicated to the protection of equestrian activity and is discussed in greater detail elsewhere in this PSM. Turning to the zoning regulations, the property is zoned "Equestrian Residential." It is further regulated by the Equestrian Overlay Zoning District ("EOZD"), which was developed to regulate those properties that the Comprehensive Plan defines as being within the Equestrian Preserve Area. The EOZD is subdivided into sub-areas. The Isla Carroll property is located within "Sub-area D" which permits residential development at a density of one unit per every two acres.

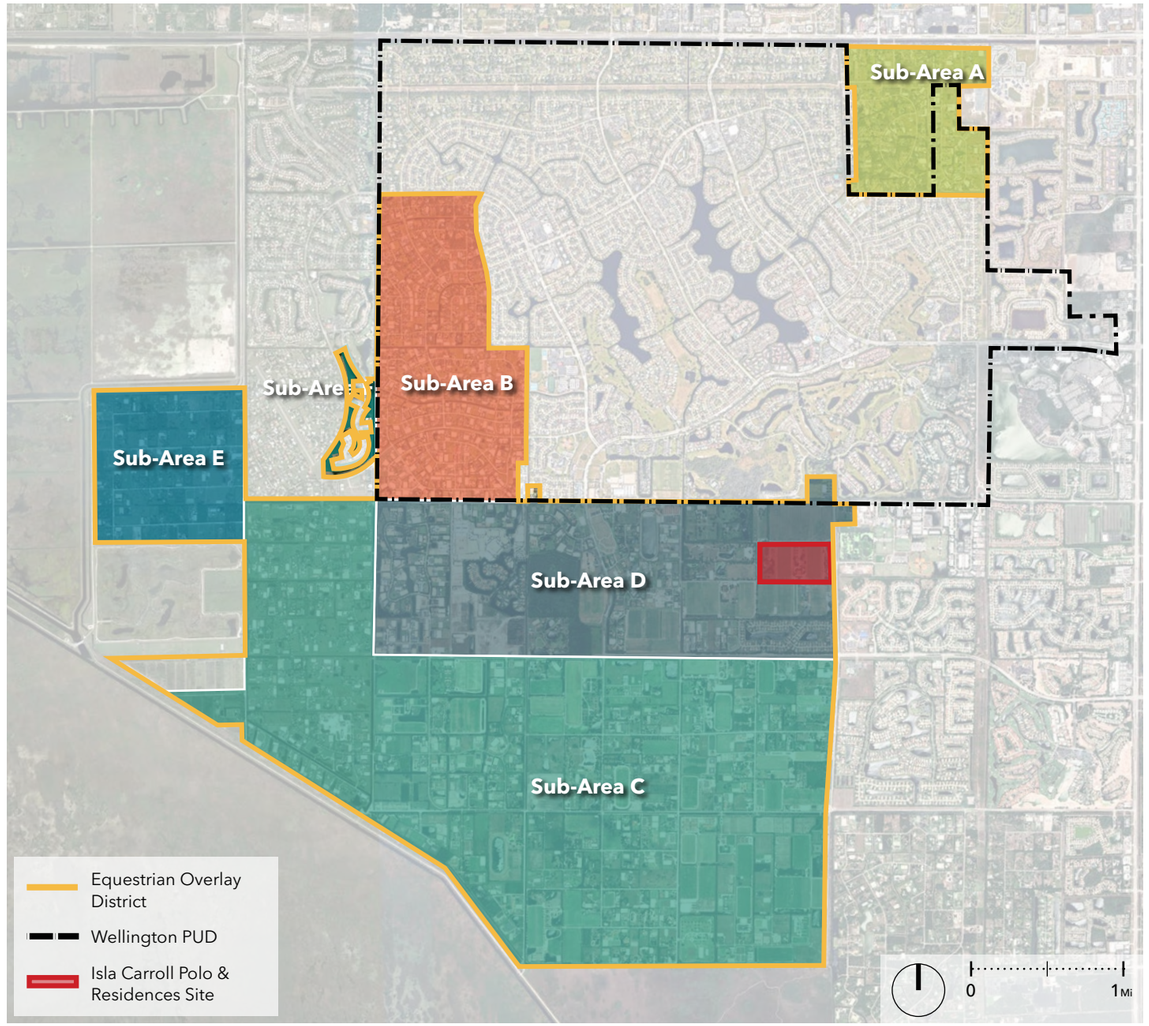
Finally, the EOZD allows for the development of an Equestrian Development. The LDRs describe Equestrian Developments as those Planned Developments located in the Equestrian Preserve Area that intend to provide an equestrian oriented master plan. The LDRs require that an Equestrian Development must be designed for compatibility with the objectives of Equestrian Preserve area, while introducing the use of flexible property development regulations and design standards.

The Equestrian Preserve Area ("EPA") is an area of the Village where the guiding principle is the preservation and protection of the equestrian community and the lifestyle it offers. The Village's Comprehensive Plan notes that "preservation" in this context is not focused on setting aside large open, green, or natural areas for public purposes. Instead, the Equestrian Preserve seeks to protect and promote an "equestrian community and lifestyle."

The Comprehensive Plan's goals for the EPA are:

- Preserving the equestrian lifestyle;
- Establishing a comprehensive multi-modal transportation network; and
- Supporting the equestrian competition industry.

By preserving large lots, developing a community equestrian center, and saving the Isla Carrol East Field, the EPAs Comprehensive Plan goals have been met. Residents will have the opportunity to engage in equestrian activities year-round. The site plan also features separate bridle trails, pedestrian paths, and vehicular circulation patterns. And with the retention of the storied East Field, there can be seamless integration with the NPC facility, providing unequivocal support to the equestrian competition industry.



THE ISLA CARROLL PROPERTY

Isla Carroll Polo and Residences is located on the west side of 120th Avenue South, approximately 1/4-mile south of the intersection of 120th and Pierson Road. Encompassing just over 79 acres, the property is currently improved with a single-family residential home, two polo fields, stables, and support structures.

To the north and west, the property is adjacent to residential equestrian farms. To the east is the Village of Wellington's regional park and athletic complex. To the south is the U.S. Polo Association Center. Residential and club access to the Isla Carroll property is from 120th Avenue South, while pedestrian and vehicular connections are provided into the NPC property.

0 400 800'

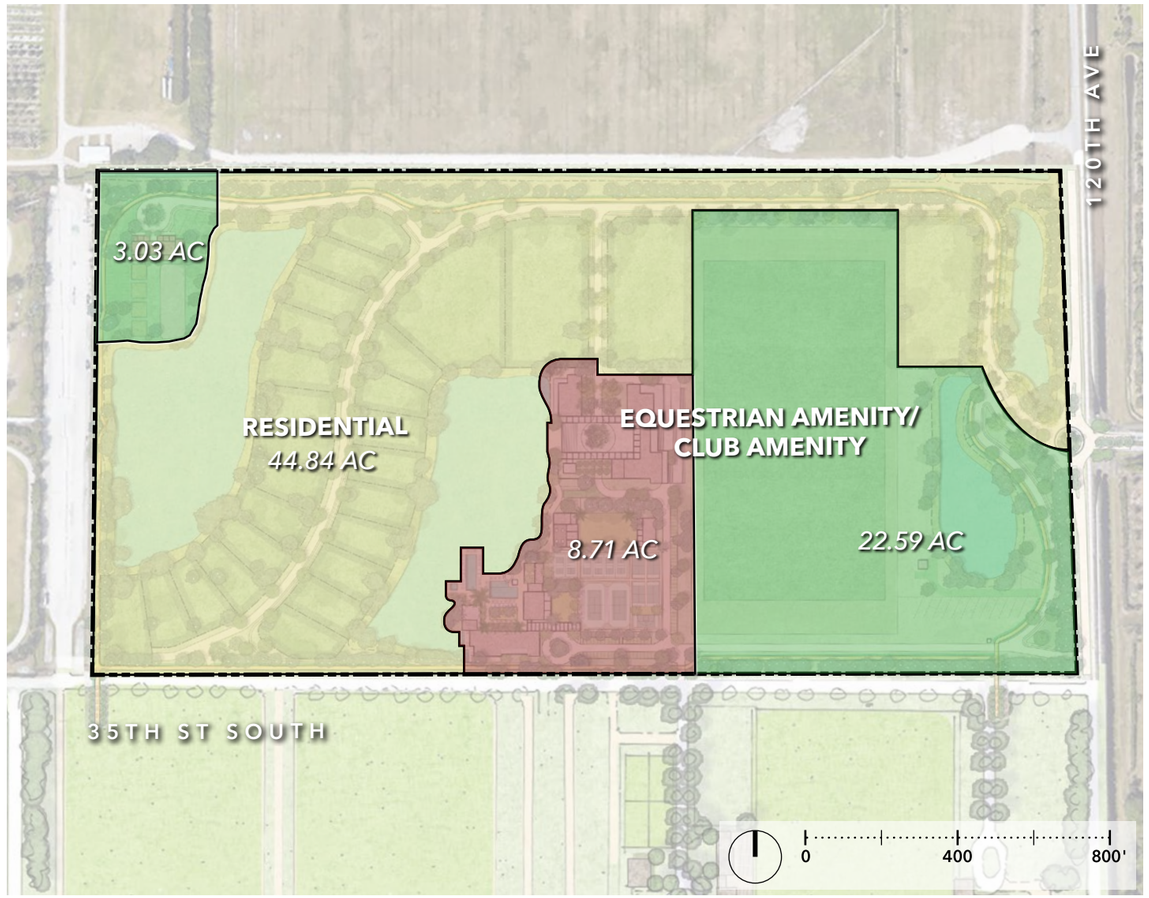
ISLA CARROLL POLO & RESIDENCES MASTER PLAN OVERVIEW

Isla Carroll Polo and Residences was designed to meet or exceed the Wellington Comprehensive Plan and Code requirements in every way. Utilizing the Village's guidance for an Equestrian Development, over 30 acres of the site is dedicated to the "Equestrian/Club Amenity" pod to allow for the retention of the Isla Carroll East Field, supporting infrastructure for polo, and the development of a community equestrian center with a barn, grooms' quarters, outdoor exercise arena, and paddocks. An expansive public viewing area for the East Field with supporting amenities will provide a magnificent polo venue where families and visitors from throughout Wellington can experience polo matches of the highest caliber.

Adjoining the Club/Amenity area is the "Residential" pod, designed to maintain large lots, expansive open space, and private equestrian opportunities.

Although the zoning regulations for the property permit 40 homes, only 27 residences are proposed. Four of the lots are 2-acres in size, allowing for the construction of a barn and private equestrian uses. The remaining 23 lots are generously scaled, averaging 1/2-acre, further emphasizing open space and an expansive feel.

Access to the Isla Carroll property is from 120th Avenue South. A primary entrance for residents and guests in the center of the property has been aligned with the planned roundabout at the entry to the Village Athletic Complex. A secondary access to the south will accommodate deliveries and equestrian operations. Pedestrian and vehicular connections are provided into the NPC property to allow for access to Isla Carroll by their participants and guests during NPC's events.



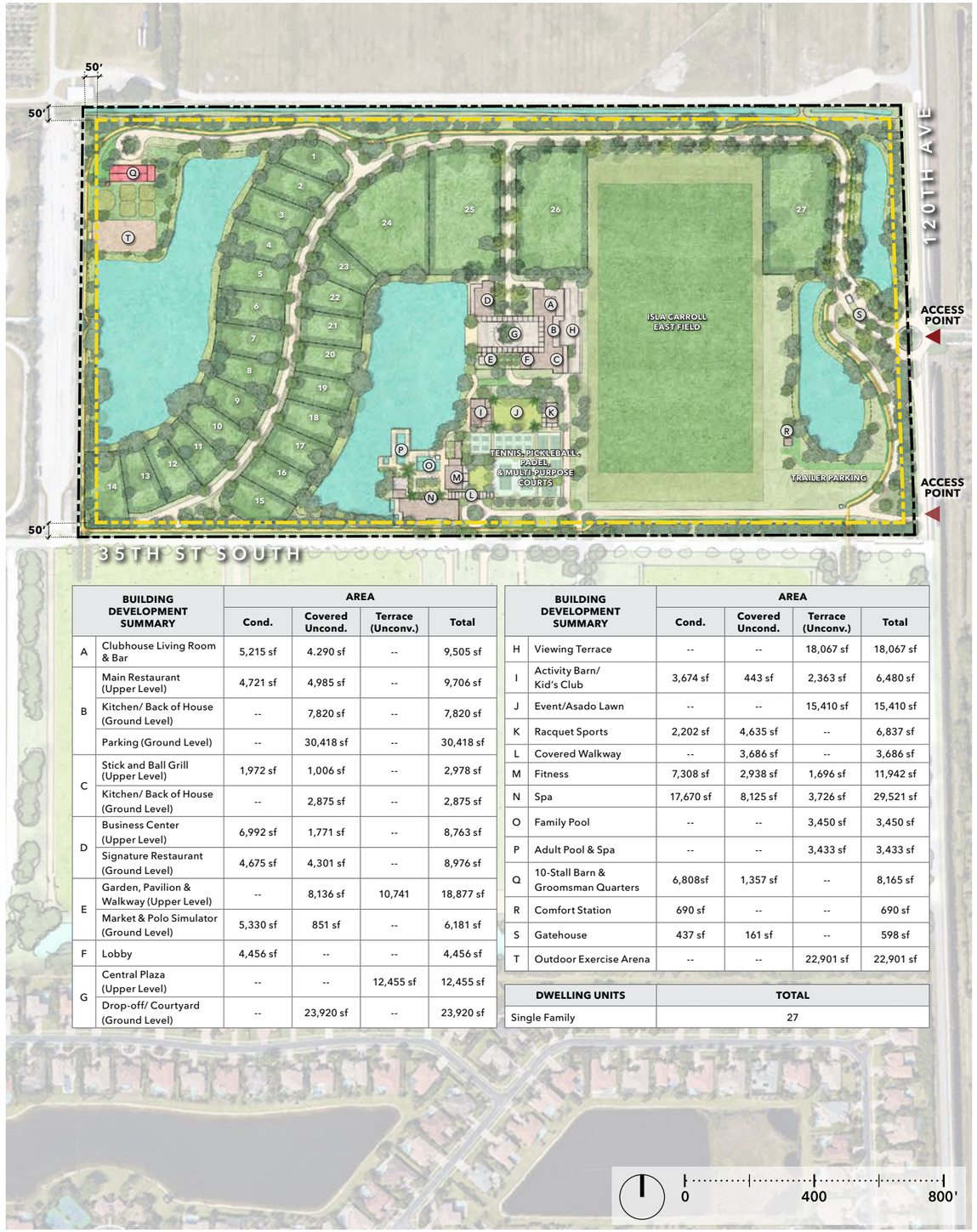
The Isla Carroll Polo and Residences site plan has been developed to balance equestrian excellence, expansive open space, and unparalleled amenities.

At its core, Isla Carroll will feature a world-class polo field and venue. Retaining the historic field in its exact location, the necessary surrounding open space has been retained for competitive play. Along the east side, an expansive spectator viewing area will be developed, allowing the community to enjoy matches at Isla Carroll during the season. That area will include concessions and restrooms for visitors. Additionally, a community equestrian center has been developed for the residential community featuring a 10-horse barn with grooms' quarters, outdoor exercise arena, and associated paddocks that will provide opportunities for training, trail-riding, and other equestrian activities for the residents year-round.

Beyond its polo legacy, Isla Carroll redefines luxury living with a comprehensive array of amenities tailored to enrich the lives of its residents and club members. Arranged around the center and south side of the Isla Carroll property, the community amenities will include field- and lake-side dining venues with exceptional views. Members of Isla Carroll will enjoy access to world-class spa and fitness facilities, ensuring wellness and rejuvenation are always within reach. Whether perfecting their swing at the TrackMan Studio, honing their skills at the racquet center that features padel, pickleball, and tennis courts, or unwinding by the family pool or serene lap pool, every detail is meticulously planned to cater to the diverse lifestyles of the community's residents and members.

Adjoining the Club/Amenity area is a community of 27 custom single-family residences. Included on the property are four farm lots 2-acres in size, allowing the owners of those lots to develop private equestrian amenities. The remaining lots average 1/2-acre in size, emphasizing the expansive open feel of the residential community. Organized around a uniform theme but built to meet the needs of each individual family, these homes will be exquisite in their design and execution.

CONCEPTUAL SITE PLAN



BUILDING DEVELOPMENT SUMMARY		AREA			
		Cond.	Covered Uncond.	Terrace (Unconv.)	Total
A	Clubhouse Living Room & Bar	5,215 sf	4,290 sf	--	9,505 sf
B	Main Restaurant (Upper Level)	4,721 sf	4,985 sf	--	9,706 sf
	Kitchen/ Back of House (Ground Level)	--	7,820 sf	--	7,820 sf
	Parking (Ground Level)	--	30,418 sf	--	30,418 sf
C	Stick and Ball Grill (Upper Level)	1,972 sf	1,006 sf	--	2,978 sf
	Kitchen/ Back of House (Ground Level)	--	2,875 sf	--	2,875 sf
D	Business Center (Upper Level)	6,992 sf	1,771 sf	--	8,763 sf
	Signature Restaurant (Ground Level)	4,675 sf	4,301 sf	--	8,976 sf
E	Garden, Pavilion & Walkway (Upper Level)	--	8,136 sf	10,741	18,877 sf
	Market & Polo Simulator (Ground Level)	5,330 sf	851 sf	--	6,181 sf
F	Lobby	4,456 sf	--	--	4,456 sf
G	Central Plaza (Upper Level)	--	--	12,455 sf	12,455 sf
	Drop-off/ Courtyard (Ground Level)	--	23,920 sf	--	23,920 sf

BUILDING DEVELOPMENT SUMMARY		AREA			
		Cond.	Covered Uncond.	Terrace (Unconv.)	Total
H	Viewing Terrace	--	--	18,067 sf	18,067 sf
I	Activity Barn/ Kid's Club	3,674 sf	443 sf	2,363 sf	6,480 sf
J	Event/Asado Lawn	--	--	15,410 sf	15,410 sf
K	Racquet Sports	2,202 sf	4,635 sf	--	6,837 sf
L	Covered Walkway	--	3,686 sf	--	3,686 sf
M	Fitness	7,308 sf	2,938 sf	1,696 sf	11,942 sf
N	Spa	17,670 sf	8,125 sf	3,726 sf	29,521 sf
O	Family Pool	--	--	3,450 sf	3,450 sf
P	Adult Pool & Spa	--	--	3,433 sf	3,433 sf
Q	10-Stall Barn & Groomsman Quarters	6,808sf	1,357 sf	--	8,165 sf
R	Comfort Station	690 sf	--	--	690 sf
S	Gatehouse	437 sf	161 sf	--	598 sf
T	Outdoor Exercise Arena	--	--	22,901 sf	22,901 sf

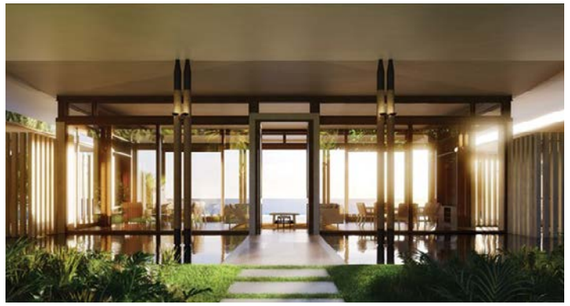
DWELLING UNITS	TOTAL
Single Family	27

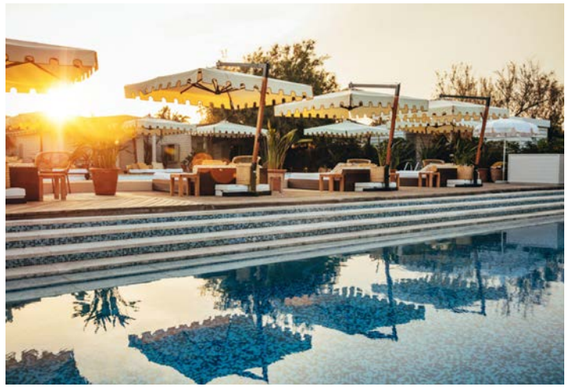
The architectural vision for Isla Carroll Polo & Residences reflects both the Village's rich equestrian heritage and South Florida environment. The buildings will take advantage of the setting by bringing the outdoors in through large windows and by extending indoor living spaces to courtyards and gardens to create a series of outdoor 'rooms.'

The single-family residences will showcase the rich architectural traditions of South Florida - ranging in inspiration from the West Indies to a tropical vernacular to transitional modern - all characterized by clean lines, generous living areas, and integration with the outdoors to capitalize on Wellington's natural beauty.

The architecture of the club amenities will blend the equestrian language of the extraordinary horse barns found throughout Wellington with the elegance and comfort of a luxury club community. Gracious terraces and outdoor spaces provide the ideal setting for socializing and for member and community events.

The cohesive integration of buildings, site, and landscape design will contribute to the sense that Isla Carroll Polo & Residences is an equestrian club and neighborhood that has grown organically over time.





THEME & ARCHITECTURAL STYLE

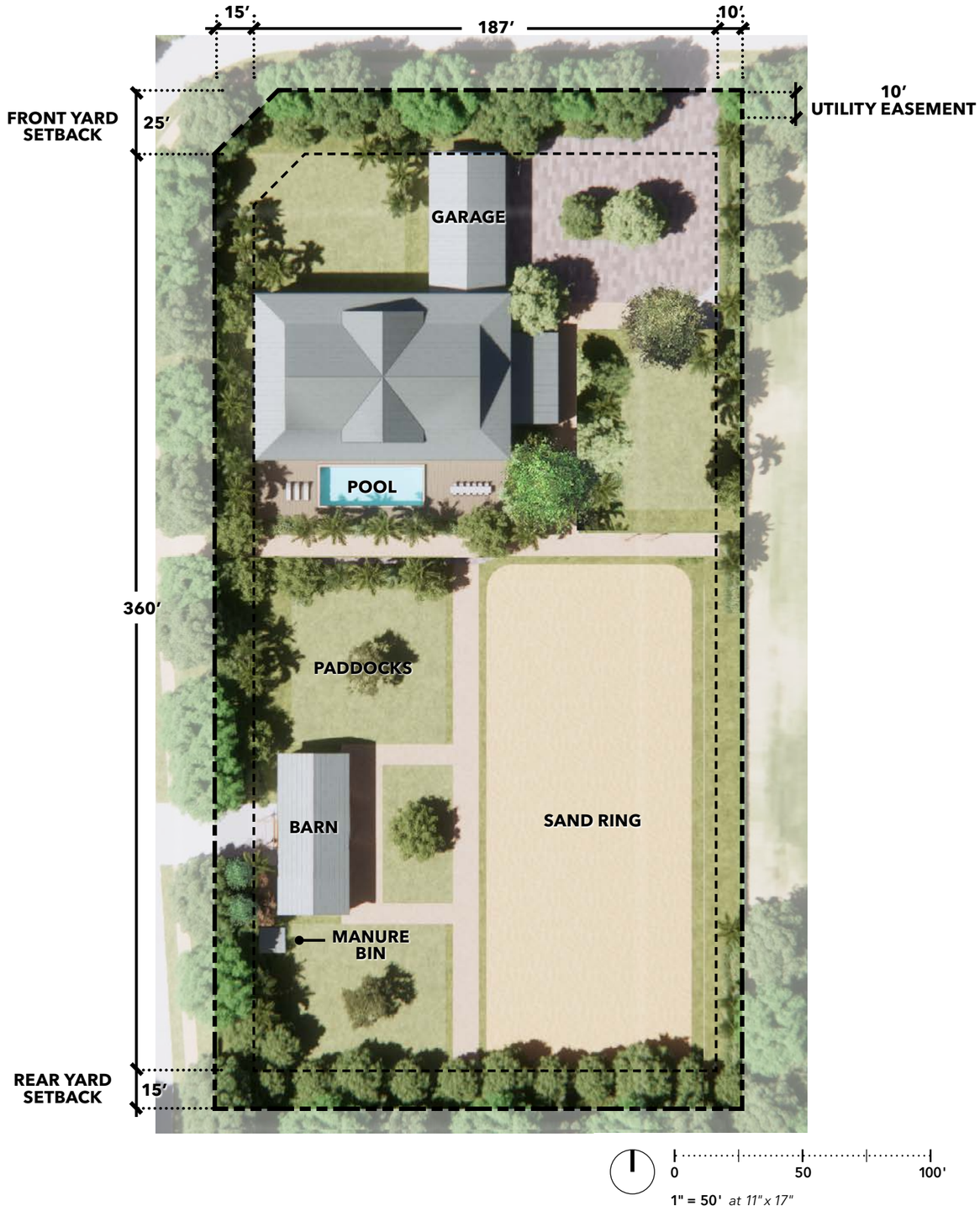
ARCHITECTURAL STANDARDS

LDR Section 6.4.4 “Design Standards by District” articulate the minimum design standards for all residential and nonresidential development.

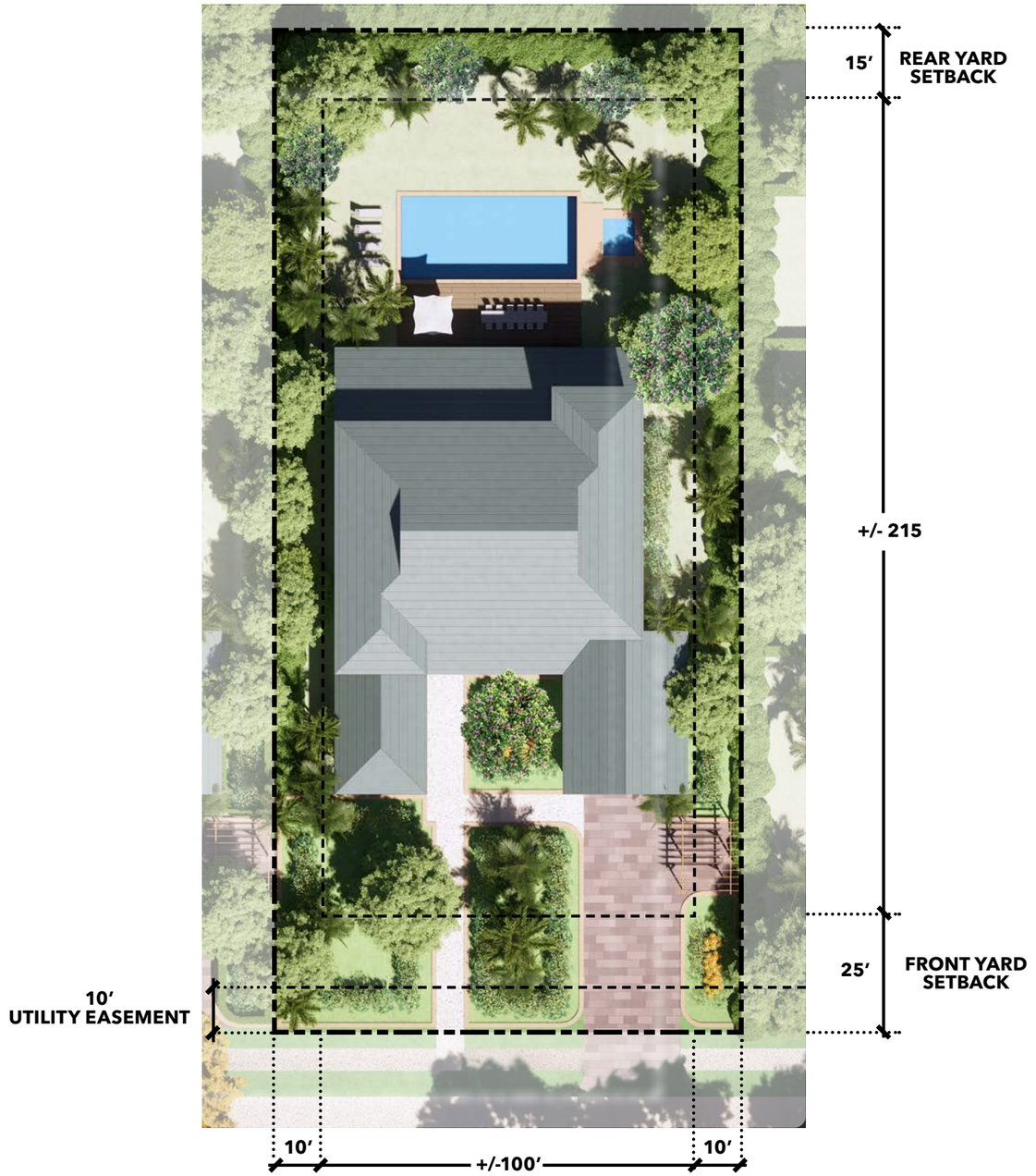
The architectural style and building design of structures must align with the overall architectural character of the neighborhood and the established design theme for Isla Carroll Polo & Residences. All single-family home designs require approval from the Village of Wellington Architectural Review Board.

Similarly, all amenity structures must receive approval from the Village of Wellington Architectural Review Board. Accessory structures or buildings, including freestanding garages, cabanas, and accessory dwellings, should use colors and materials that are consistent with those of the main structure.

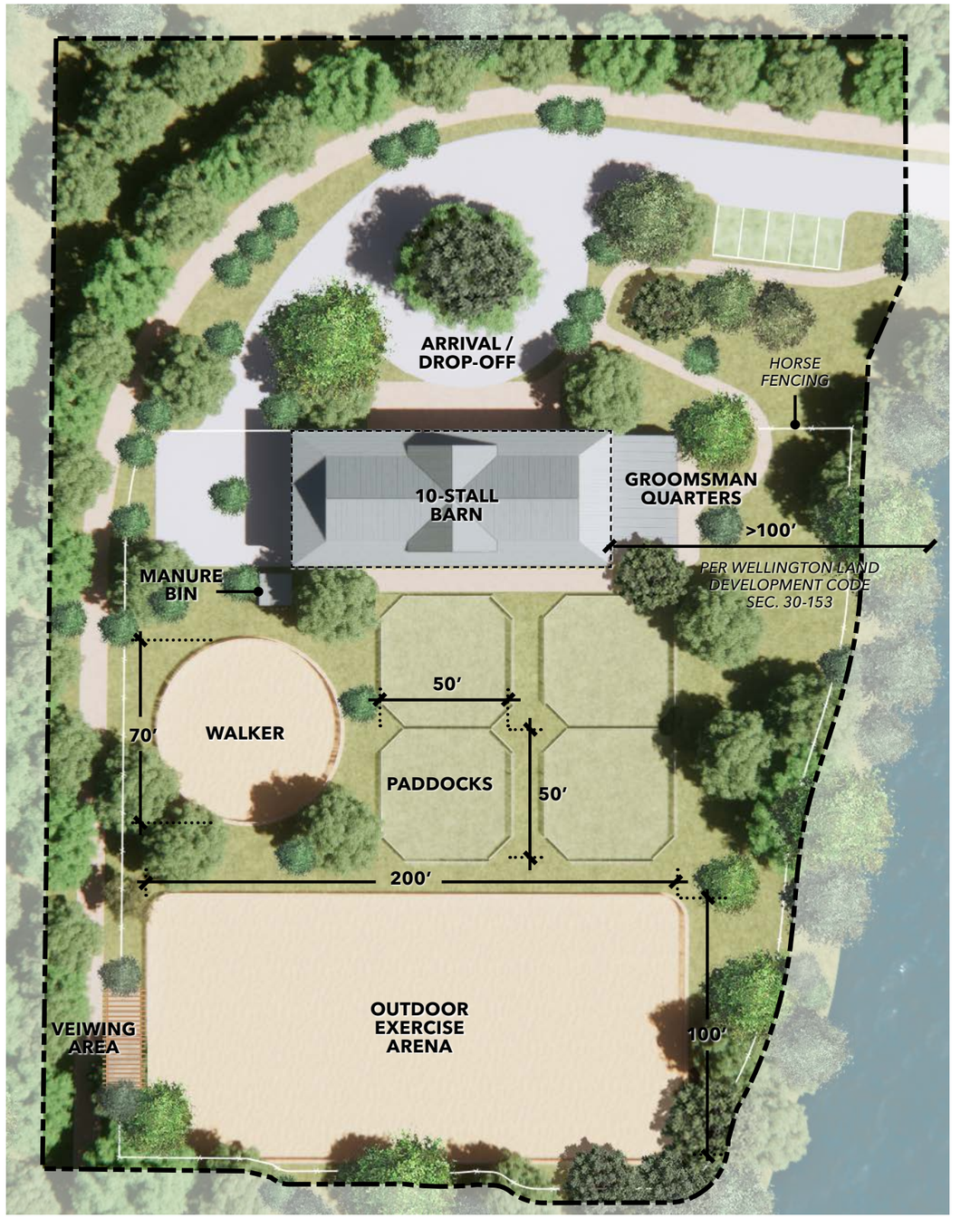
TYPICAL TWO (2) ACRE SINGLE FAMILY LOT LAYOUT



TYPICAL ONE-HALF (1/2) ACRE SINGLE FAMILY LOT LAYOUT



EQUESTRIAN AMENITY



1" = 50' *at 11"x 17"*

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CHAPTER 2: DEVELOPMENT REGULATIONS

PURPOSE

The purpose of this manual is to establish design and property development standards for Isla Carroll Polo & Residences. All development, including principal and accessory structures such as arenas, pools, and similar facilities, must comply with the Village of Wellington Building Code. Structures are required to obtain the necessary building permits and adhere to the Village of Wellington (the "Village") Code of Ordinances (LDRs) as well as the Project Standards Manual.

All development within Isla Carroll Polo & Residences must meet the following criteria. Any improvements not specifically addressed by the standards outlined in this manual will be governed by the Village of Wellington (the "Village") Code of Ordinances (LDRs)

PERMITTED USES

a. Single Family
b. Equestrian Facilities
c. Private Club, including dining and support facilities
d. Passive Parks / Recreation Areas
e. Fitness Center
f. Spa Facilities
g. Aquatic Swimming Facilities
h. Indoor Recreation
i. Sports Courts & Racquet Club

DENSITY/ACRES

a. 1.00 DU / 2 AC (27 single-family residences)

BUILDING HEIGHT

a. Residential and Club/Amenity: Maximum 35 feet. All buildings in excess of 35 feet shall require Wellington Council approval and shall satisfy the criteria of LDR Section 6.3.1.G.5

SITE DEVELOPMENT STANDARDS

A. RESIDENTIAL POD - OVERALL

a. Area: 44.85 acres
b. Building Coverage Maximum: 20%
c. Maximum Coverage Total: 390,696 sq.ft.
d. Maximum FAR: .20
e. Maximum Development Potential: 390,696 sq.ft.

A. SINGLE FAMILY LOTS

a. Minimum Lot Area: 0.43 acres
b. Minimum Lot Width: 100 feet
c. Minimum Lot Depth: 200 feet
d. Maximum Building Height: 35 feet
e. Minimum Setbacks from Isla Carroll Polo & Residences Property Boundary: 50 feet
f. Minimum Setbacks from Internal Lot Lines
    i. Primary Structures and Accessory Structures; including pools and screen enclosures.
        1. Front: 25 feet
        2. Rear: 15 feet - for all Primary Structures and Accessory Structures 10 feet in height or greater
           10 feet - for Accessory Structures less than 10 feet in height
        3. Side Interior: 10 feet
        4. Side Corner: 15 feet
    ii. Permitted Setback Encroachments: As per Table 6.3-2 of the LDRs.
g. Maximum Building Coverage: 35%
    i. Maximum Impervious Area Within Front Setback: 50%
    ii. Within Side and Rear Setbacks:
        1. 75% for lots less than 0.50 acres, which shall not exceed 6,000 square feet in impervious area
        2. 50% for lots 0.50 acres or more, which shall not exceed 12,000 square feet in impervious area.
h. Private Equestrian Amenities
    i. Minimum lot size: 1.5 acres
    ii. Setbacks—All equestrian amenities must meet the setbacks for principal structures
    iii. Private Stables
        1. Maximum area: 1,250 square feet / acre
        2. Maximum number of stalls: 4 per acre
        3. Grooms Quarters: 1 per 4 stalls

B. EQUESTRIAN AMENITY/CLUB AMENITY POD

The Equestrian Amenity/Club Amenity Pod is designed to function as a unified campus-like development, thus there are no defined lot sizes or dimensions. Building areas are defined by the circulation patterns, equestrian functions and amenity design and distribution. All Club facilities will be separated from the residential properties by a right-of-way. There are no internal setback requirements proposed within the Club/Amenity Pod, however all buildings will comply with a 50-foot setback from the Isla Carroll Polo & Residences property boundaries.

a. Maximum Building Height: 35 feet. All buildings in excess of 35 feet shall require Wellington Council approval and shall satisfy the criteria of LDR Section 6.3.1.G.5
b. Minimum Setbacks from Isla Carroll Polo & Residences Property Boundary: 50 feet
c. Maximum Building Coverage for Club/Amenity Pod: 20%
d. Maximum FAR for Club/Amenity Pod: 0.20

PARKING

A. SINGLE FAMILY

a. Minimum Interior Parking: Two (2) car garage with two (2) golf cart garage per home.
b. Minimum Exterior Parking: Two (2) exterior spaces within the driveway per home.
c. Per LDR Section 7.5.1 (c) "Minimum Off-Street Parking Standards," homes with four (4) or more bedrooms shall provide one (1) additional space per bedroom.

B. EQUESTRIAN AMENITY/CLUB AMENITY

a. Per LDR Section 7.5.1 (c) "Minimum Off-Street Parking Standards," Clubhouse uses shall provide one (1) space per 500 GSF of air conditioned use.
b. Based on peak parking study, 153 permanent parking spaces are provided on site.

SITE/EXTERIOR LIGHTING

Where exterior lighting is provided, it shall conform to Section 7.6.1 of the Code. The exterior lighting shall be designed to minimize direct light spillage, sky glow, and hazardous interference with vehicular traffic on adjacent rights-of-way and all adjacent properties. Lighting shall be the minimum necessary to discourage vandalism and theft. All exterior light fixtures shall utilize a cutoff-type luminaire with less than 75 degree cutoff.

Since the project lies within an equestrian preserve area, consistent street lighting will not occur.

MISCELLANEOUS

Ground mounted air conditioning condenser units and backup generators shall be located away from adjacent rights-of-way and shrouded within shrub planting areas. Screen fences or walls around these utilities are discouraged unless integrated with the architectural vernacular. Above-ground pools are prohibited.

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CHAPTER 3: LANDSCAPE STANDARDS

GENERAL LANDSCAPE DESIGN

The design intent for Isla Carroll Polo & Residences is one that celebrates the pastoral character of this equestrian community. The preservation of large specimen fig and oak trees throughout the site creates a landscape rich with history and culture.

The proposed site materials will compliment the architectural vernacular while respecting the climate, community character, and proposed uses.

The landscape palette will embrace the ecological benefit the site plays on local fauna and the long-term resiliency of the property.

GENERAL LANDSCAPE STANDARDS

LDR Section 6.5.4., paragraph E, Landscape standards shall exceed the Article 7 landscape standards of the LDR by a minimum of 30% of the general standard. The perimeter landscape areas shall be dedicated, by easement, for landscaping and buffering, including the installation and maintenance of any structures/features such as fences, walls, and berms.

LDR Section 7.8.1., paragraphs C and D, requires the number of tree species planted shall increase by one species for every ten trees required. A minimum 10% of all required vegetation shall be flowering trees and 20% shall be of a palm species. In addition, a minimum 10% of required shrubs shall be flowering shrubs.

The landscape of Isla Carroll Polo & Residences will adhere to the Village's General Landscape Standards, ensuring that at least 50% of the required plantings come from the Preferred Plant List in the Development Review Manual. This list will guide the development of landscape plans for buffers, common areas, street trees, individual homesites, and club amenities.

STREETSCAPE

In accordance with LDR Section 7.8.2, paragraph E, one shade tree shall be required for every 30 linear feet of road frontage. Smaller trees may be substituted under overhead utilities as prescribed by FPL's "Right Tree, Right Place" Guidelines. Street tree placement shall follow horizontal offset requirements of Florida Green Book for all non-FDOT roadways. Where underground utilities limit street tree placement in the right-of-way, street trees shall be placed in alternative locations near and along the street as shown on an alternative landscape plan. Where construction timing will delay street tree placement a surety bond may be obtained for portions or all of the required street trees. Palm trees may be planted at project entrance ways.

DESIGN INTENT

TREES & PALMS

- Canopy trees shall be planted to provide scale and shade to internal drives.
- Shall include species known to be long-lived and require minimal maintenance.
- Palms shall be used to accentuate important drives, intersections, or arrival courts.
- Shall incorporate natives species, where possible.

SHRUBS

- Shall include low to medium height species (24-48") that provide visual interest while not impacting views for safety.
- Shall compliment the trees and palms colors and textures.
- Shall include flowering species where at areas of interest, intersections, and arrival courts.
- Shall be arranged in organic massings and drifts.
- Shall incorporate natives species, where possible.
- Shall promote habitat for local fauna.

GROUND COVERS

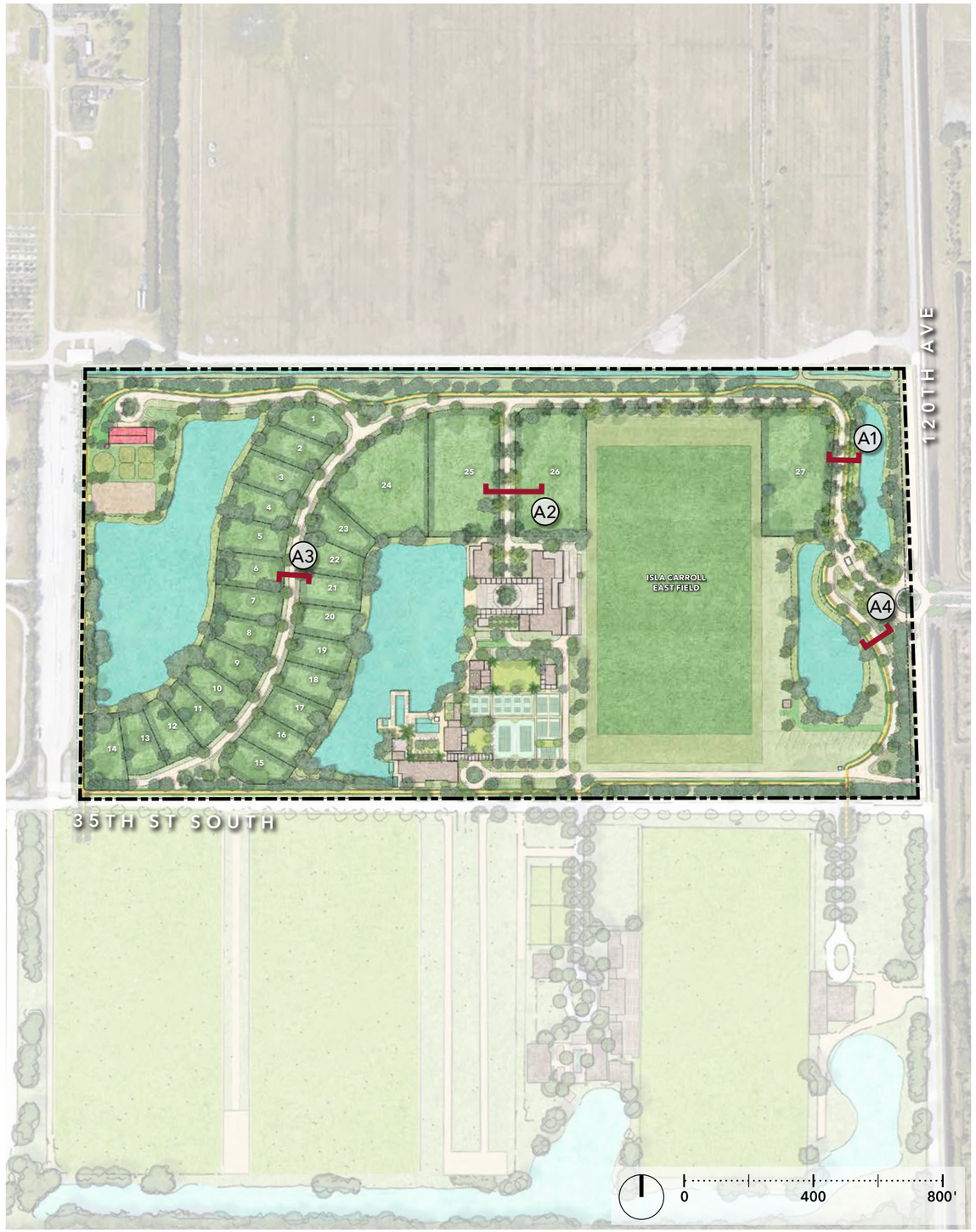
- Foreground plantings shall include low to medium height ground covers (12-24") to support the layered landscape.
- Shall use species that do not require consistent pruning or shearing.
- Shall incorporate natives species, where possible.

CANOPY TREES

SHRUB TEXTURE

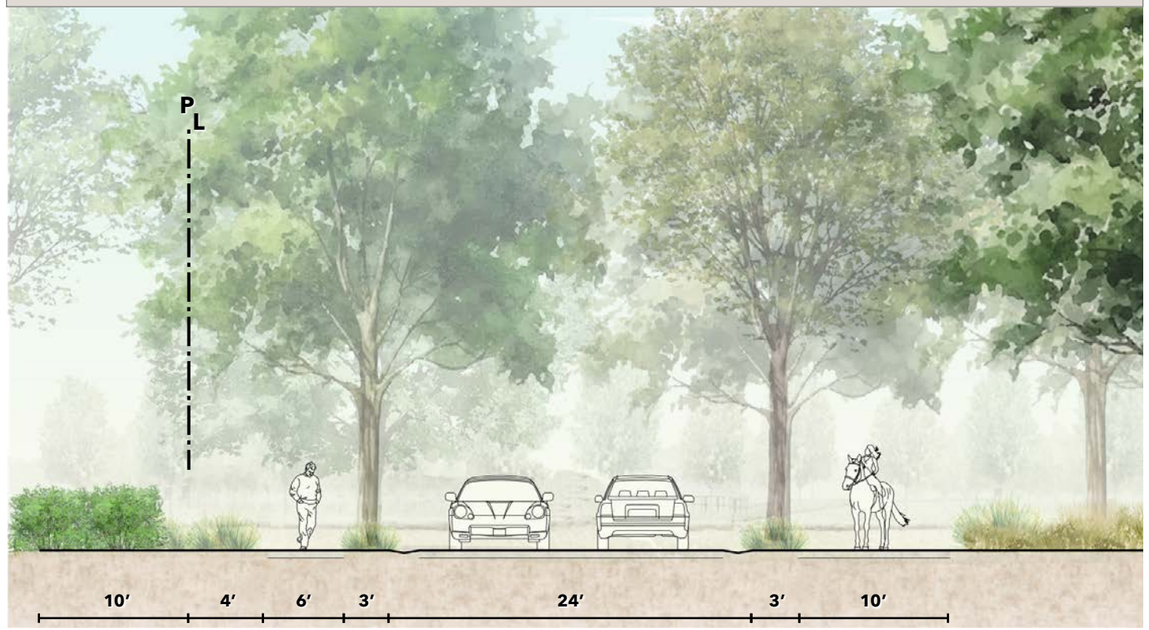
COLOR INTEGRATION

STREETSCAPE & BUFFER SECTION LOCATIONS

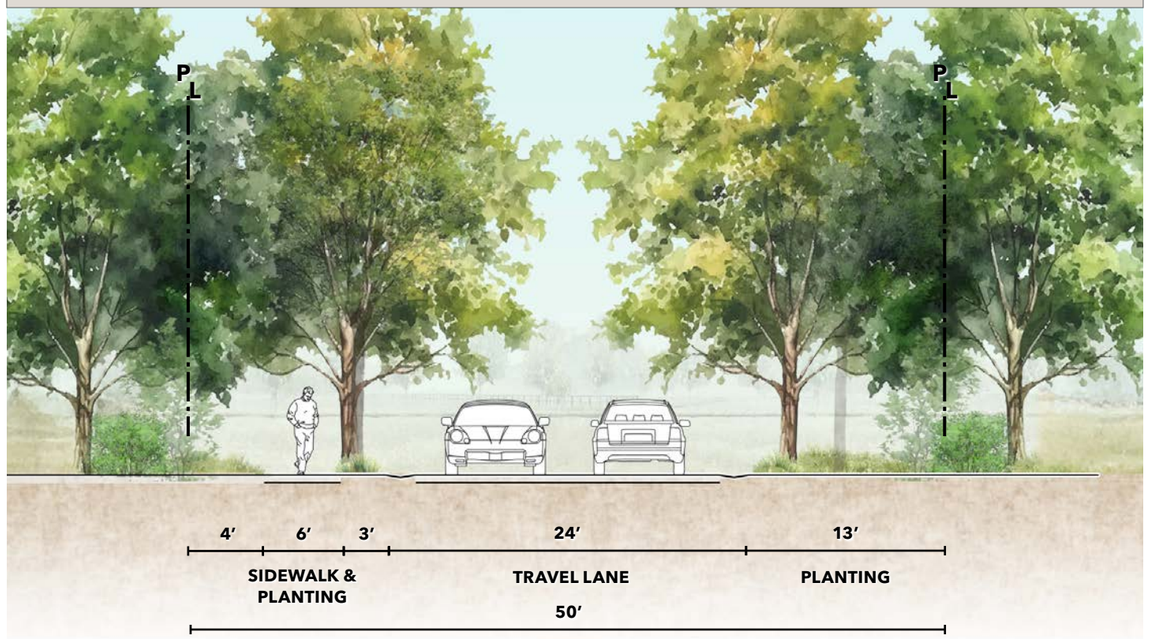


TYPICAL STREET SECTIONS

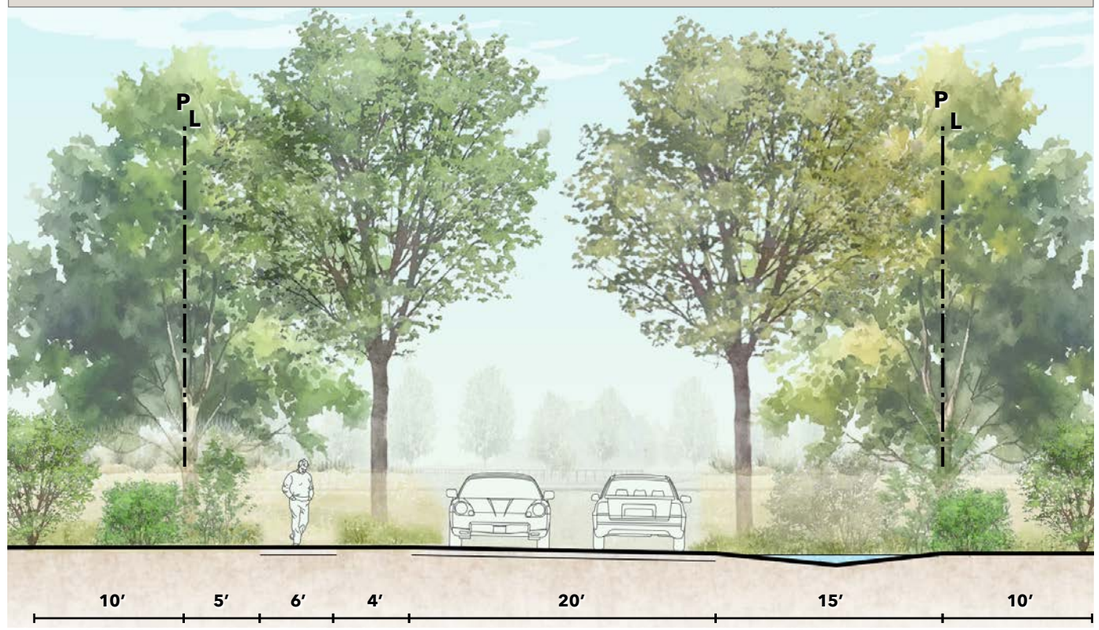
SECTION A1 SCALE: 1″=10′ (TYP)



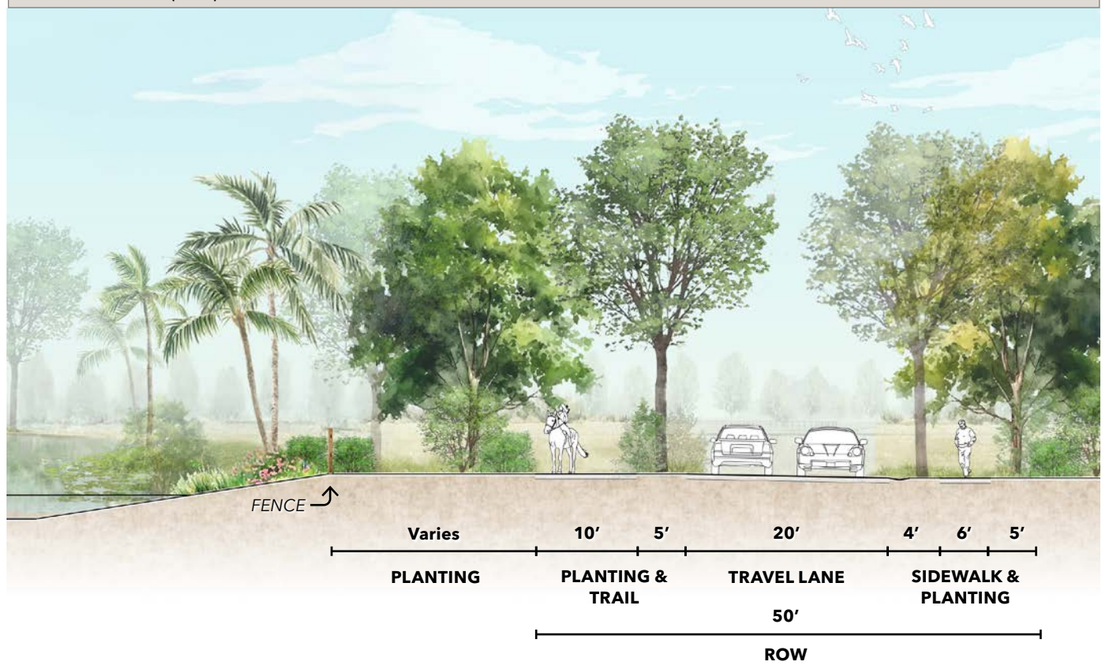
SECTION A2 SCALE: 1″= 10′



SCALE: 1″=10′ (TYP) *SECTION A3*



SCALE: 1″=15′ (TYP) *SECTION A4*



LANDSCAPE BUFFERS

In accordance with LDR Section 7.8.5, perimeter landscape buffers and Rights-of-Way (ROW) buffers are required to be provided for all developments and meet the landscape and dimensional requirements provided within Article 7.

The Isla Carroll Polo & Residences development will seamlessly integrate with the surrounding environment by preserving existing specimen trees along the site's perimeter. The landscape buffers - enhanced by thoughtfully selected new plantings - will be naturally extended by canals, water bodies and generous open spaces to further screen the development from neighboring properties. To ensure the protection of the existing specimen trees that are prevalent along the site's perimeter, the placement of landscape buffers and fencing has been planned to avoid disturbing the natural growth patterns of these existing specimen trees.

Native groundcover and hedges will be planted along the exterior of the fence to provide natural screening along the site's perimeter.

If and when an existing specimen tree within the perimeter buffer dies or needs to be removed per an arborist's recommendation, a tree of the same species shall be planted in approximately the same location. The trunk of the removed tree shall be ground down in place. Removal of the trunk and root complex is not allowed so the soil/root ecosystem and complex soil profiles remain. The new tree planted shall have a minimum 4-5" caliper trunk (DPH) and meet Florida Grade #1 nursery standards.

Where possible, in areas that allow for additional planting due to the location of the specimen trees, the buffers will incorporate shade trees and small flowering trees as specified in Article 7 of the LDR.

NORTHERN LANDSCAPE BUFFER

- 10 feet wide with one shade tree (where possible) per 30 linear feet of buffer, planted a maximum of 40 feet on center on the interior side of fence.
- A continuous hedge, a minimum of 36 inches high and planted 3 feet on center on both sides of fence.
- 6-foot high fence along drainage easement.

SOUTHERN LANDSCAPE BUFFER

- 15 feet wide with one shade tree (where possible) per 30 linear feet of buffer, planted a maximum of 40 feet on center on the interior side of fence.
- A continuous hedge a minimum of 36 inches high, planted on both sides of fence, and 10 shrubs per 30 linear feet, a minimum of 18 inches high on the interior side of fence.
- 6-foot high fence on edge of existing ingress-egress utility easement.

EASTERN LANDSCAPE BUFFER

- In accordance with Sec. 7.8.5.C, number 6; where properties are separated from adjacent properties or ROW by a canal, lake and/or passive open space, with a minimum width of 50 feet, the buffer width may be reduced by up to 25%. If the buffer includes a wall or fence the buffer shall maintain a minimum 10 foot width. The quantities of plant material may be reduced proportionate to the reduction in buffer width. Thus, the Eastern Landscape Buffer are as follows:
- 20 feet wide and contain one shade tree (where possible) per 40 linear feet of buffer, planted a maximum of 40 feet on center. One flowering or small tree (where possible) per 30 linear feet of buffer, planted a maximum of 40 feet on center. Shade trees and small trees planted on the interior side of fence.
- A continuous hedge, minimum of 36 inches high planted on both sides of fence, and 10 shrubs per 30 linear feet, a minimum of 18 inches high, on the interior side of fence.
- 6-foot high fence on center of 20' landscape buffer.

WESTERN LANDSCAPE BUFFER

- 10 feet wide with one shade tree (where possible) per 30 linear feet of buffer, planted a maximum of 40 feet on center planted on exterior side of fence.
- A continuous hedge, minimum of 36 inches high and planted three feet on center on exterior side of fence.
- 6-foot high fence along landscape easement.

PERIMETER OPEN SPACE

DESIGN INTENT

TREES & PALMS

- Shall include a variety of species, heights, and leaf texture/color.
- Shall include species known to be long-lived and require minimal maintenance.
- Shall be planted in organic, informal clusters.
- Shall incorporate natives species, where possible.

SHRUBS

- Shall include species that provide adequate screening characteristics (dense foliage), and a variety of foliage texture and color.
- Shall create a layered effect vs a single vertical hedged appearance.
- Shall incorporate natives species, where. possible.
- Shall promote habitat for local fauna.

GROUND COVERS

- Foreground plantings shall include low to medium height (12-24") ground covers to support the layered buffer.
- Shall use species that do not require consistent pruning or shearing.
- Shall incorporate natives species, where possible.
- Shall not include turf grass that requires regular mowing.

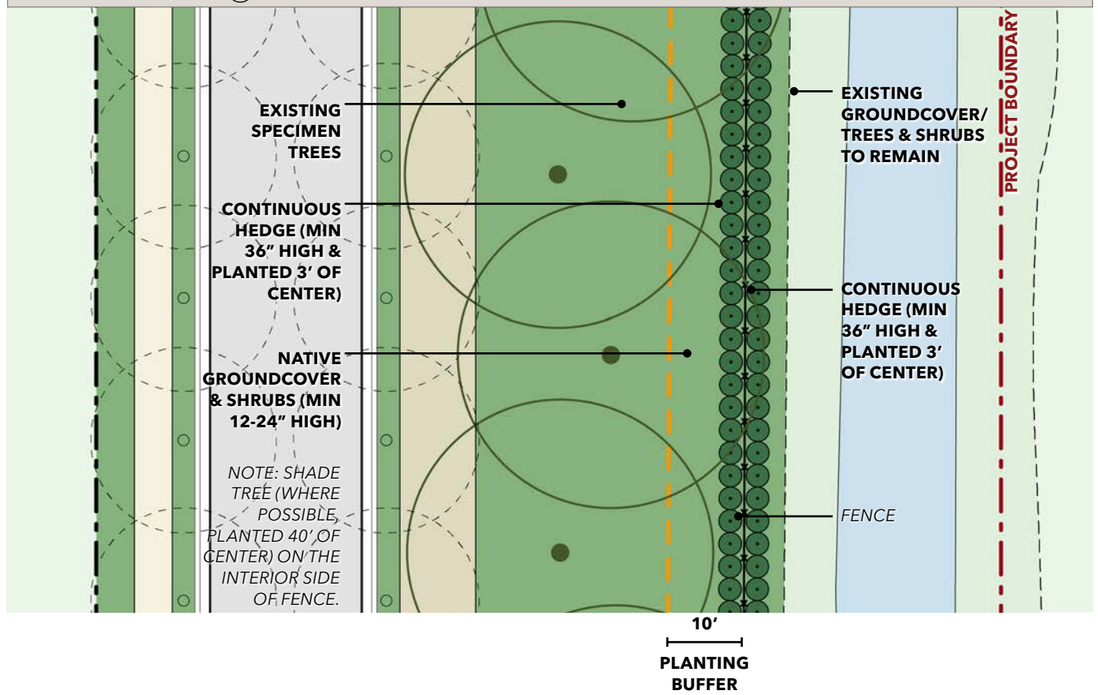
TREE CANOPY

LAYERED LANDSCAPE

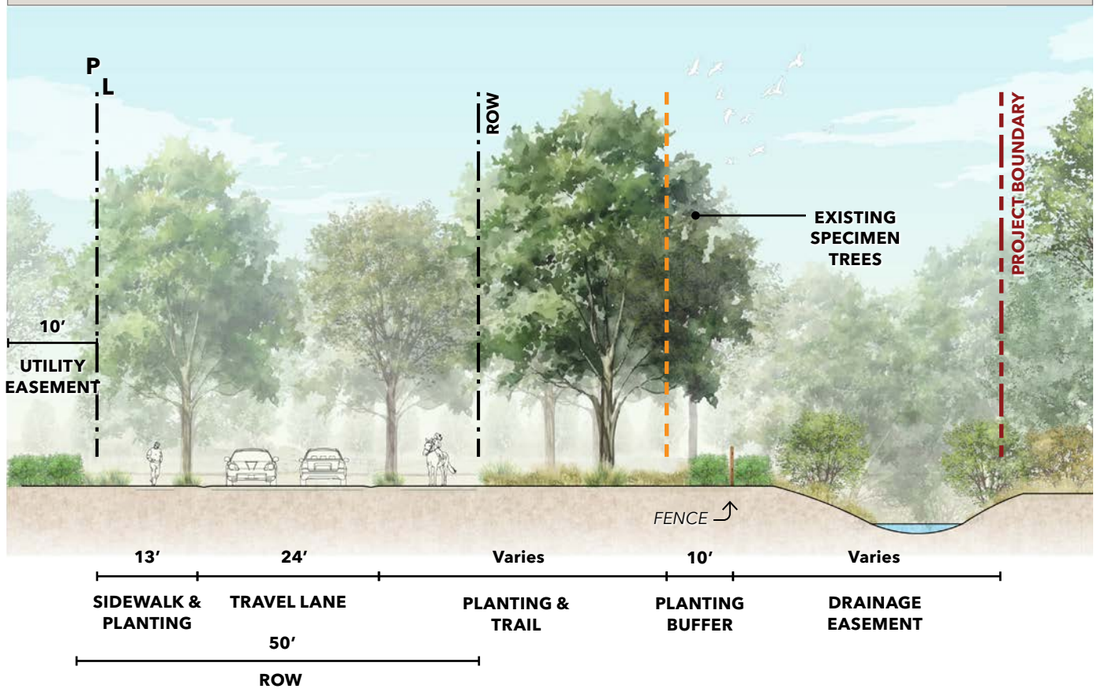
TEXTURES

See Conceptual Site Plan on Page 31 for Buffer section cut lines.

SCALE: 1"= 20' (TYP) *PLAN*

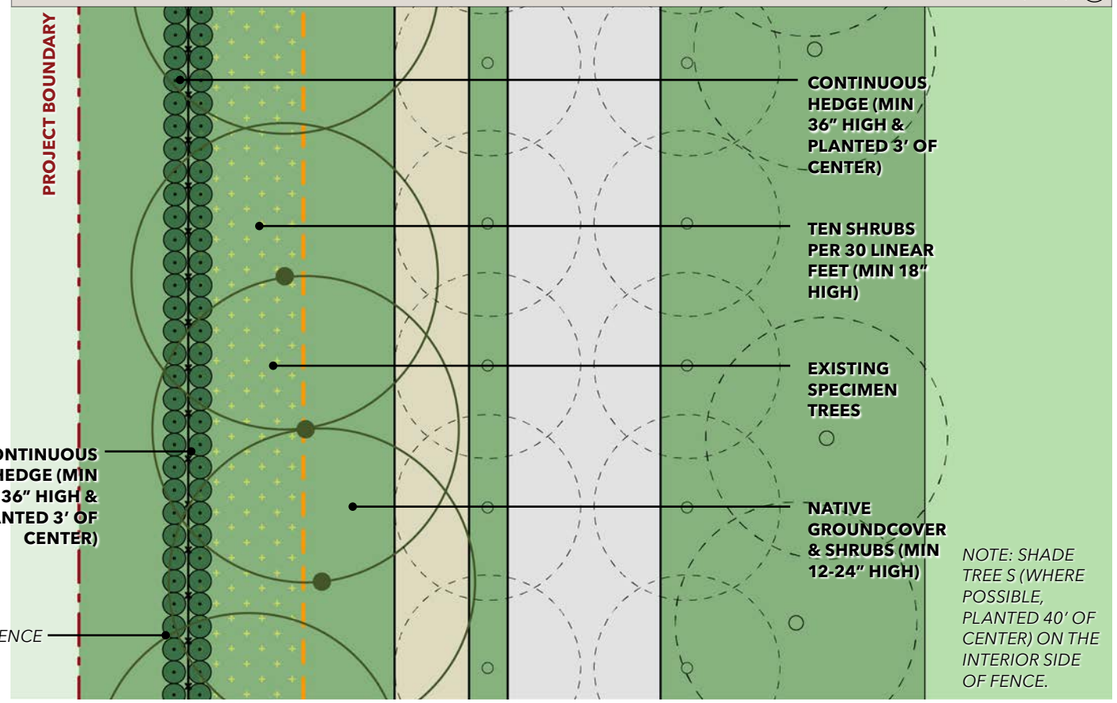


SCALE: 1"= 20' (TYP) *SECTION B1*

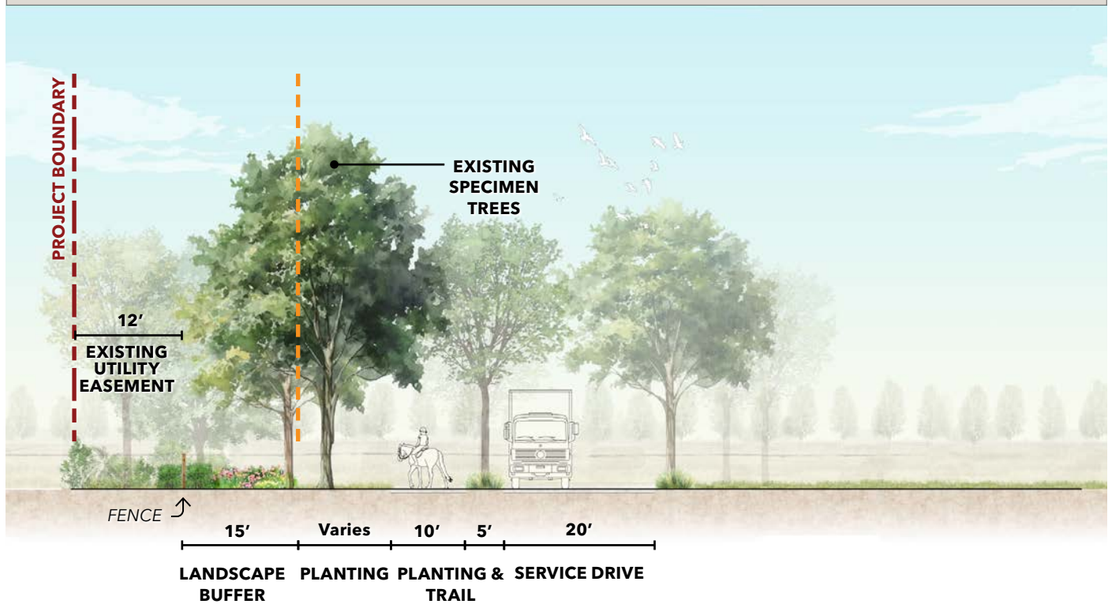


SOUTHERN PROPERTY EDGE

PLAN — SCALE: 1"= 20' (TYP)

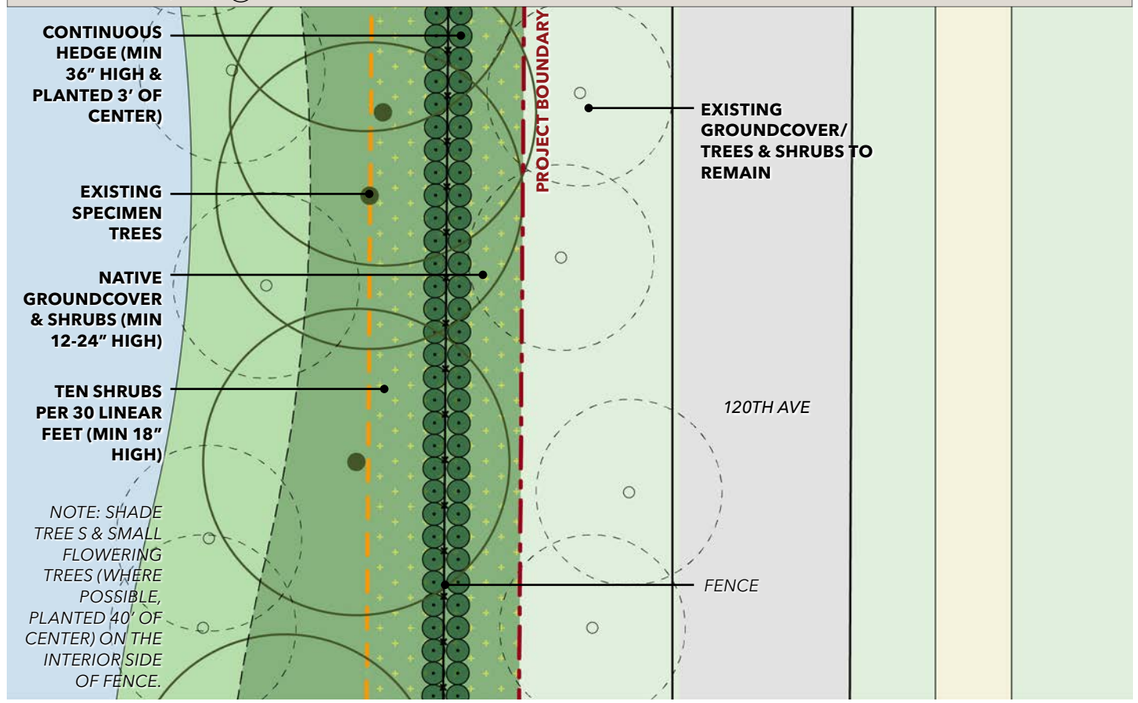


SECTION B2 — SCALE: 1"= 20' (TYP)

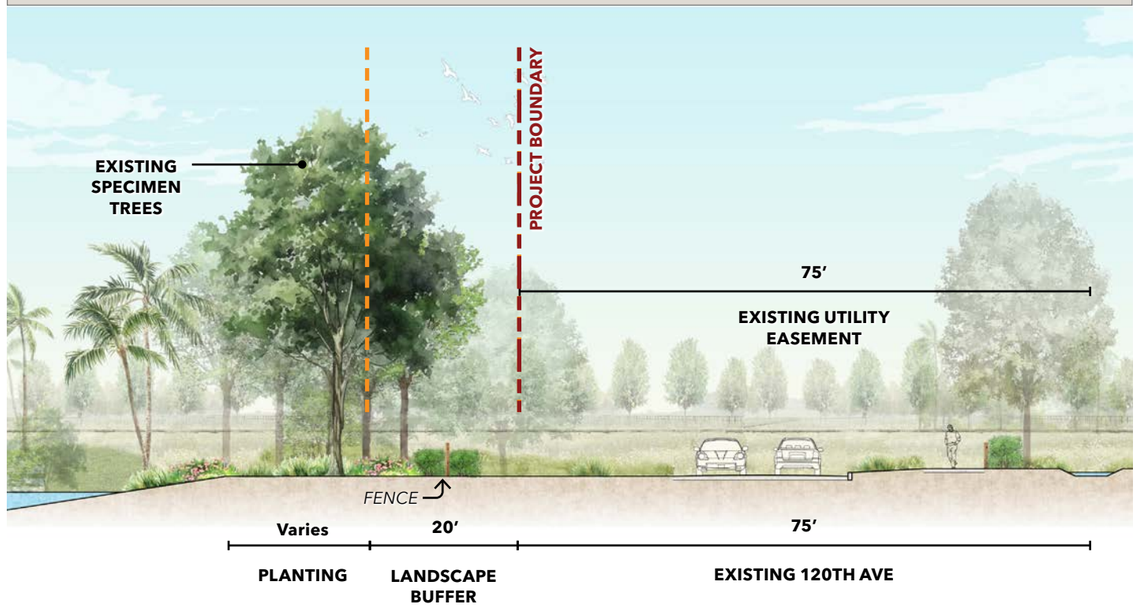


EASTERN PROPERTY EDGE

SCALE: 1"= 20' (TYP) — PLAN

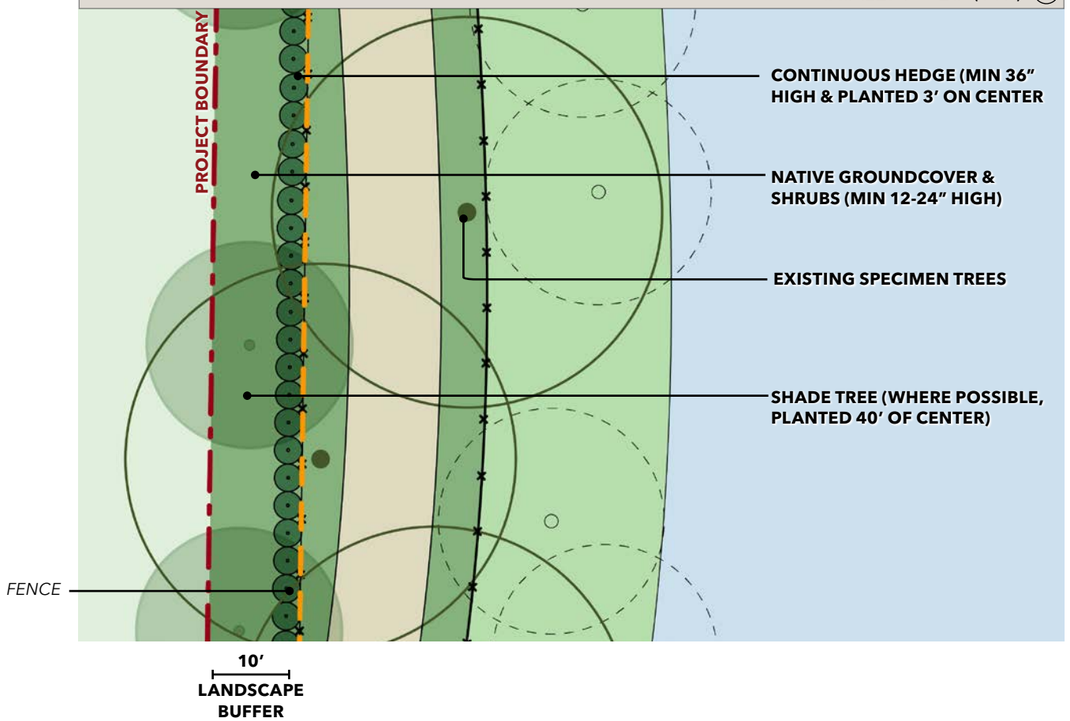


SCALE: 1"= 20' (TYP) — SECTION B3

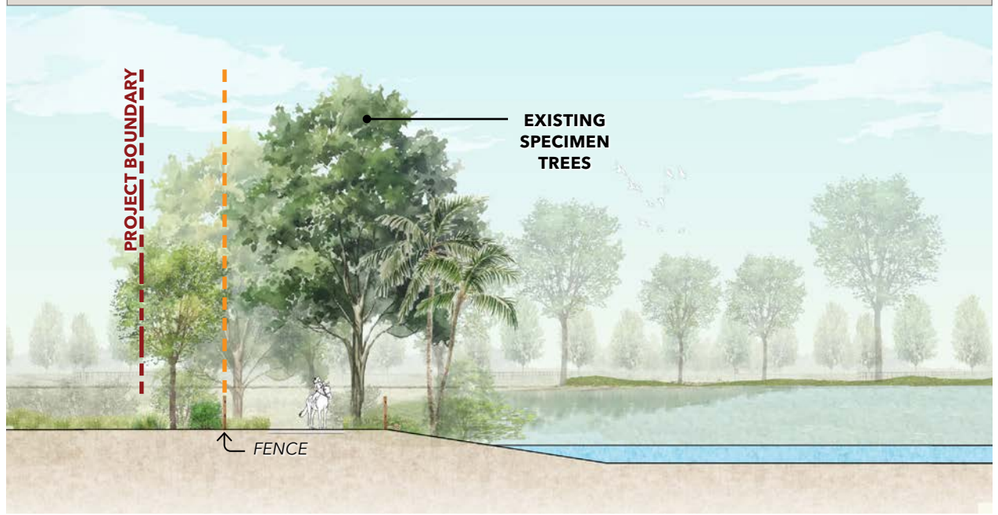


WESTERN PROPERTY EDGE

PLAN SCALE: 1″= 20′ (TYP)



SECTION B4 SCALE: 1″= 20′ (TYP)



SINGLE FAMILY HOMESITES

LDR Section 7.8.2, paragraph A defines the minimum standards for single family residential lots. The standards for Isla Carroll Polo & Residences shall meet and exceed the minimum landscape standards.

AMENITY CORE

LDR Section 7.8.2, paragraph B defines the minimum standards for non-residential lots. The standards for Isla Carroll Polo & Residences shall meet and exceed the minimum landscape standards.

ACCESS WAYS & PROJECT ENTRIES

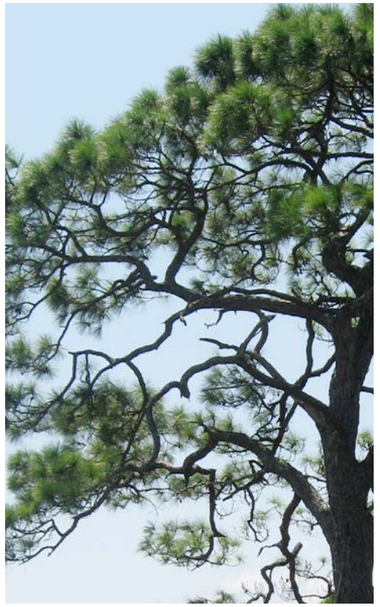
LDR Section 7.8.2, paragraph B defines the minimum standards for non-residential lots. The standards for Isla Carroll Polo & Residences shall meet and exceed the minimum landscape standards.

COORDINATION WITH INFRASTRUCTURE & UTILITIES

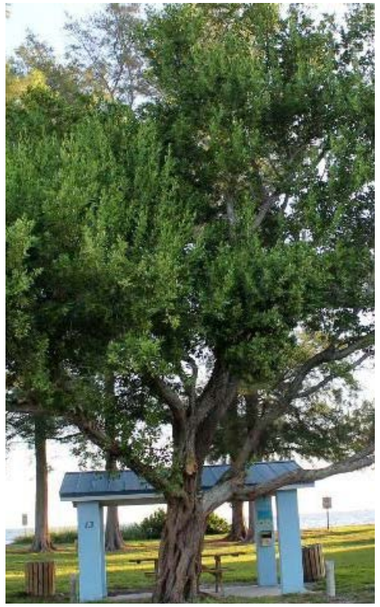
The Isla Carroll Polo & Residences will meet or exceed the requirements for coordination with infrastructure, utilities, and easements per LDR Section 7.8.2, paragraphs C, E, F, and H.

CANOPY TREES

GUMBO LIMBO
Bursera simaruba

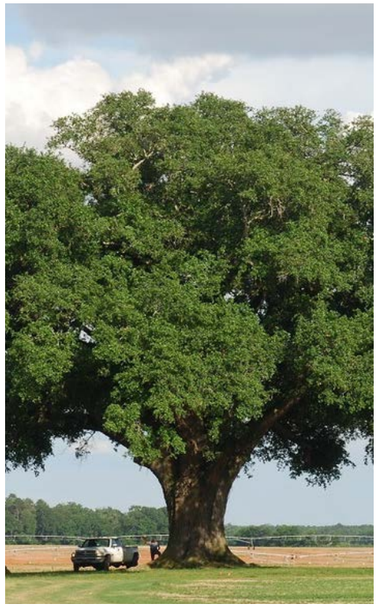


SLASH PINE
Pinus elliottii



GREEN BUTTONWOOD
Conocarpus erectus

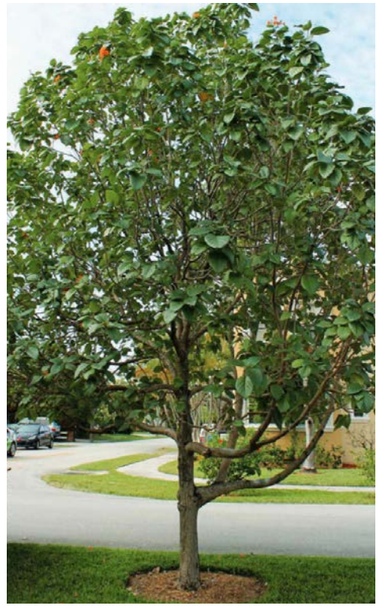
SHADY LADY BLACK OLIVE
Bucida buceras 'Shady Lady'



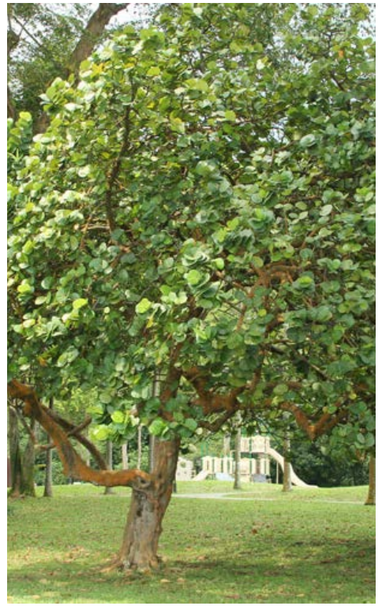
LIVE OAK
Quercus virginiana

ROYAL POINCIANA
Delonix regia

ACCENT TREES



GEIGER TREE
Cordia sebestena

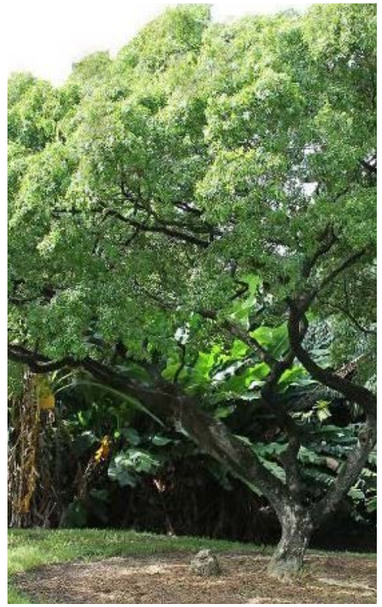


SEA GRAPE
Coccoloba uvifera

DAHOON HOLLY
Ilex cassine

SILVER BUTTONWOOD
Conocarpus erectus var. sericeus

FRANGIPANI
Plumeria species



LIGNUM VITAE
Guaiacum sanctun

PALMS - LARGE

CABBAGE PALM
Sabal palmetto

COCONUT PALM
Cocos nucifera "Green Malayan'

FOXTAIL PALM
Wodyetia bifurcata

ROYAL PALM
Roystonea regia

BISMARCK PALM
Bismarckia nobilis

SYLVESTER DATE PALM
Phoenix sylvestris

PALMS - SMALL

SILVER PALM
Coccothrinax argentata

THATCH PALM
Thrinax radiata

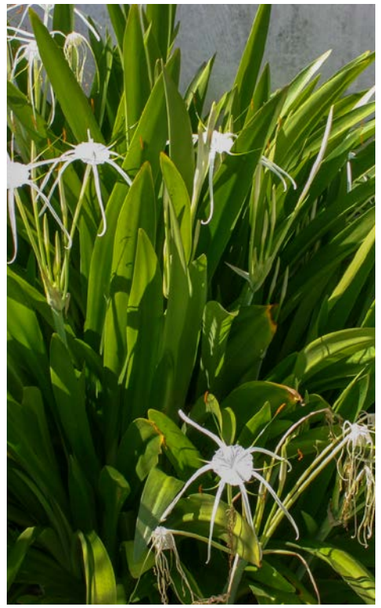
MONTGOMERY PALM
Veitchia arecina

ROBELLINI PALM
Phoenix roebelenii

EUROPEAN FAN PALM
Chamaerops humilis

CHRISTMAS PALM
Adonidia merrillii

SHRUBS



MANGROVE SPIDERLILY
Hymenocallus latifolia

CENTURY PLANT
Agave americana

SHELL GINGER
Alpinia zerumbet

SIMPSON'S STOPPER
Myrcianthes fragrans

DWARF CLUSIA
Clusea rosea 'Nana'

DWARF COCOPLUM
Chrysobalanus icaco 'Horizontal'

GROUND COVER & VINES

SAW PALMETTO
Serenoa repens

WIREGRASS
Aristida Stricta var. beyrichiana

XANADU PHILODENDRON
Philodendron xanadu

COONTIE
Zamia pumila

SEASHORE PASPALUM
Paspalum vaginatum

PINK MUHLY GRASS
Muhlenbergia capillaris

CANOPY & ACCENT TREES

Code	Botanical Name	Common Name	Size	Native
BUR SIM	Bursera simaruba	Gumbo Limbo	4-5" Cal / 16' - 18' Ht	Y
COC UVI	Coccoloba uvifera	Sea Grape	10' - 12' Ht / Multi	Y
CON ERE	Conocarpus erectus	Green Buttonwood	10 ' -12' Ht / Std	Y
CON SER	Conocarpus erectus var. sericeus	Silver Buttonwood	11 ' -12' Ht / Std	Y
DEL REG	Delonix regia	Royal Poinciana	4-5" Cal / 16' - 18' Ht	
GUA SAN	Guaiacum sanctun	Lignum Vitae	8' - 10' Ht / Std	Y
ILE CAS	Ilex cassine	Dahoon	8' - 10' Ht / Std	Y
JUN SIL	Juniperus silicicola	Southern Red Cedar	25-30' Ht	Y
PIN ELL	Pinus Elliottii	Slash Pine	3-4' Cal/ 60-100' Ht	Y
PLU SPP	Plumeria species	Frangipani	10 ' -12' Ht / Std	
SAL CAR	Salix caroliniana	Florida Willow	25-60' Ht	Y
QUE VIR	Quercus virginiana	Live Oak	6-8" Cal / 18-20' Ht	Y

PALMS

Code	Botanical Name	Common Name	Size	Native
COC ARG	Coccothrinax argentata	Silver Palm	5'-20'/Single	Y
COC NUC	Cocos nucifera "Green Malayan'	Coconut	12' - 14' Bt	
DYP LUT	Dypsis lutescens	Areca Palm	8' - 10' Ht / 7 trunks min	
SAB PAL	Sabal palmetto	Cabbage Palm	10 ' -12' Bt / Single	Y
THR RAD	Thrinax radiata	Thatch Palm	6' - 8' Bt / Single	Y
WOD BIF	Wodyetia bifurcata	Foxtail Palm	12' - 14' Bt	

SHRUBS

Code	Botanical Name	Common Name	Size	Native
AGA AME	Agave americana	Century Plant	7 Gal	
ALP ZER	Alpinia zerumbet	Shell Ginger	7 Gal	
BUX MIC	Buxus microphylla 'Japanica'	Littleleaf Boxwood	7 Gal	
CAR MAC	Carissa macrocarpa 'Emerald Blanket'	Dwarf Natal Plum	1 Gal	
CON SER	Conocarpus erectus var. sericeus	Silver Buttonwood	7 Gal	Y
CLU ROS	Clusea rosea 'Nana'	Dwarf Clusia	3 Gal	
CHR ICA	Chrysobalanus icaco 'Horizontal'	Dwarf Cocoplum	7 Gal	Y
GAR AUG	Gardenia jasminoides	Cape Jasmine	3 Gal	
MYR FRA	Myrcianthes fragrans	Simpson's Stopper	25 Gal	Y
PHI XAN	Philodendron xanadu	Xanadu Philodendron	3 Gal	
SER REP	Serenoa repens	Saw Palmetto	3 Gal	Y
TRA ASI	Trachelospermum asiaticum	Asiatic Jasmine	1 Gal	
YUC ALO	Yucca aloifolia	Spanish Bayonet	7 Gal	Y
ZAM PUM	Zamia pumila	Coontie	3 Gal	Y

GROUND COVER & VINES

Code	Botanical Name	Common Name	Size	Native
ARI STR	Aristada Stricta var. beyrichiana	Wiregrass	Grass	Y
BOU SPE	Boungainvillea species	Bougainvillea	15 Gal (vine)	
CTE ARO	Ctenium aromaticum	Toothache Grass	Grass	Y
CUP HYS	Cuphea hyssopifolia	False Heather	3 Gal	
CYR FAL	Cyrtomium falcatum	Holly Fern	1 Gal	
FIC PUM	Ficus pumila	Creeping Fig	7 Gal (vine)	
HYM LAT	Hymenocallus latifolia	Mangrove Spiderlily	3 Gal	Y
MUH CAP	Muhlenbergia capillaris	Pink Muhly Grass	3 Gal	Y
OPH JAP	Ophiopogon japonicus 'Nanus'	Dwarf Mondo Grass	4" Pot	
OSM REG	Osmunda regalis	Royal Fern	1 Gal	Y
PAS INC	Passiflora incarnata	Passion Flower	7 Gal (vine)	Y
PAS VAG	Paspalum vaginatum	Seashore Paspalum	Sod	Y
SPA BAK	Spartina Bakeri	Sand Cordgrass	Grass	Y

LANDSCAPE MAINTENANCE

The Isla Carroll Polo & Residences will meet or exceed the requirements for landscape maintenance, including irrigation, per LDR Chapter 8 - Landscape, and Section 7.8.7.

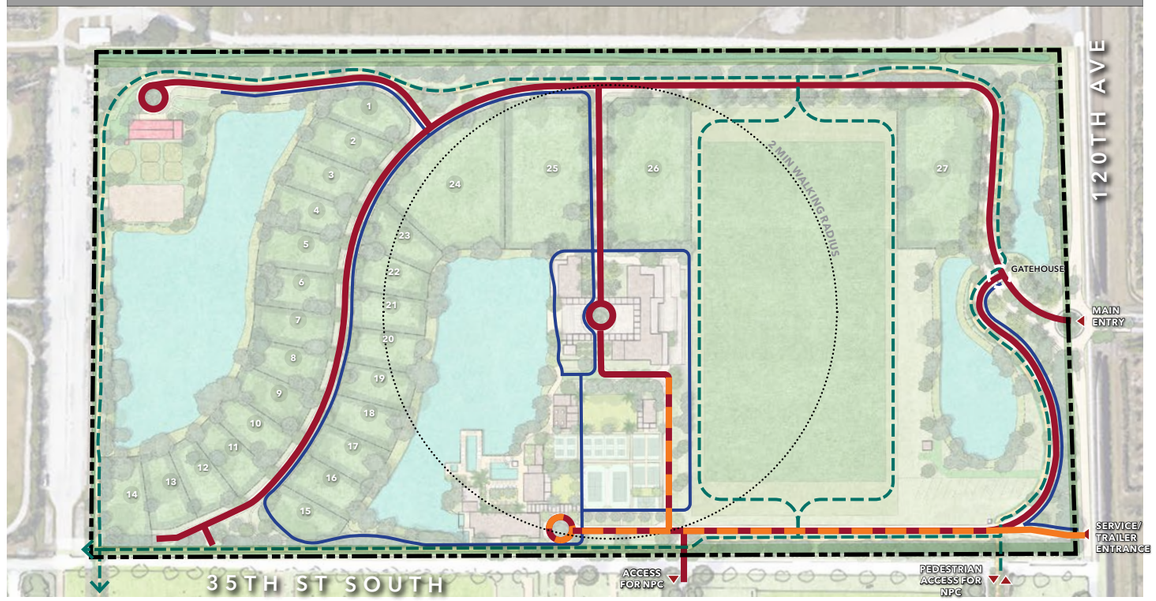
LITTORAL MAINTENANCE & MONITORING

The Isla Carroll Polo & Residences will meet or exceed the requirements for littoral zone maintenance per LDR Section 7.3.3, paragraph A.2. Impacting plants in a littoral zone are prohibited unless written approval from the Village of Wellington Engineer is received.

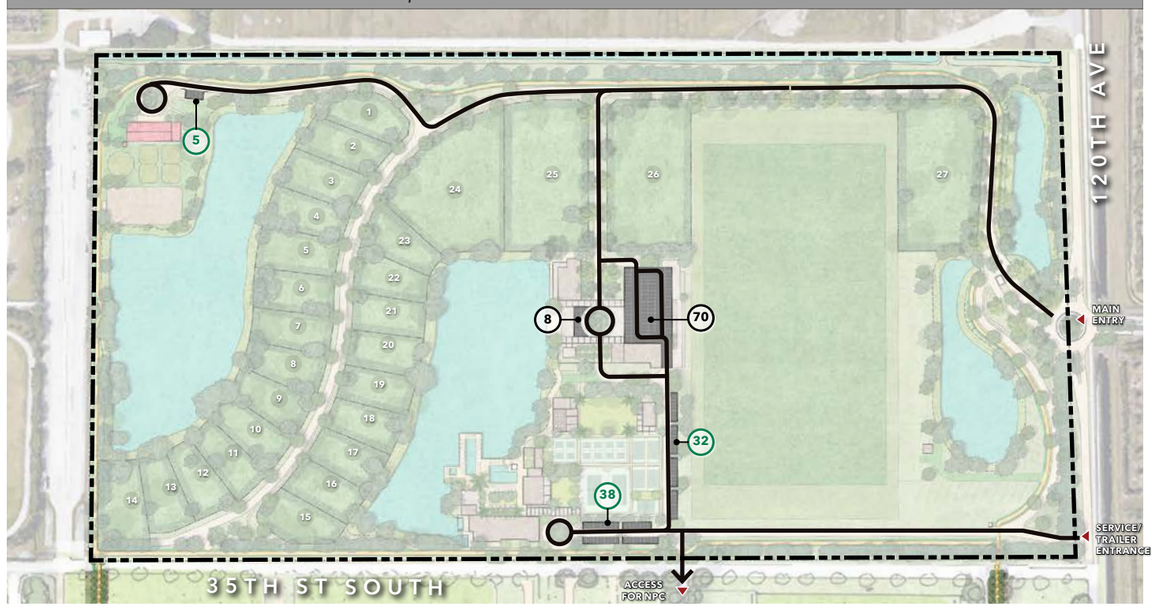
CHAPTER 4: SITE CIRCULATION & EMERGENCY VEHICULAR ACCESS

CIRCULATION AND PARKING

CIRCULATION PLAN



GROUND FLOOR PARKING PLAN: 153 Spaces



LEGEND

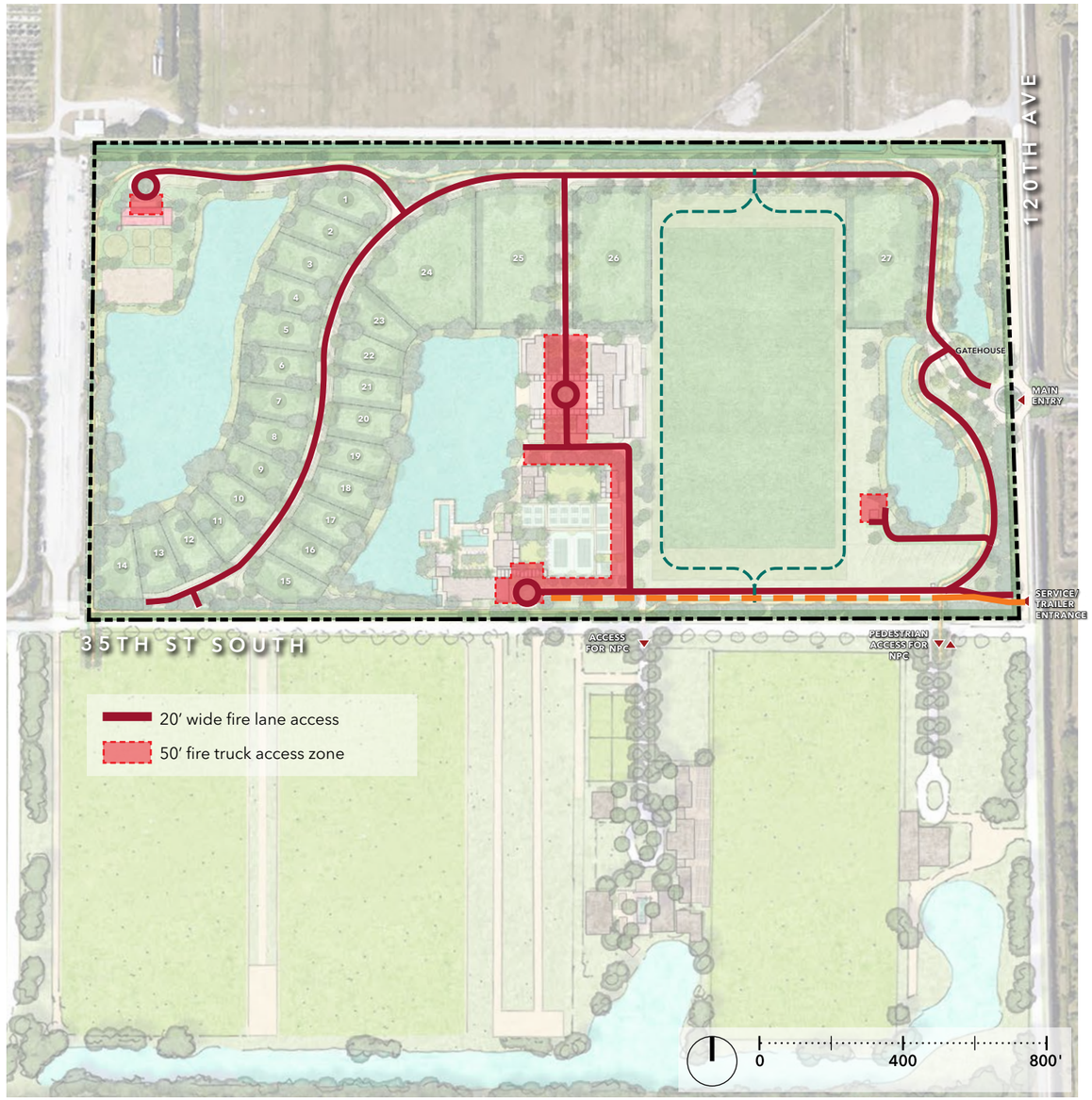
- Vehicular circulation (50' ROW)
- Service circulation (20' Pavement)
- Trails (10' Material TBD)
- Pedestrian network (6' Material TBD)
- Parking access
- # Parking spaces (paved)
- # Parking spaces (grass pavers)

0 400 800'

EMERGENCY VEHICULAR ACCESS

The conceptual site plan proposes a 20-foot-wide fire department access road within 50 feet of all amenity buildings.

Additionally, fire truck turnarounds are provided at the estate lots on the western part of the property, in accordance with FDOT and the Village of Wellington Engineering standards.



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CHAPTER 5:
SITE EASEMENTS

EASEMENTS

The Conceptual Plan and Roadway Cross sections reflect the anticipated easements on the site. A summary of the proposed easements is provided below:

- A 5-foot Limited Access Easement (LAE) is provided adjacent to 120th Avenue South and 35th Street South. Breaks in the LAE's are reflected at access points shown on the Conceptual Site Plan.
- 10-foot General Utility Easements are provided on both sides of the proposed 50-foot right of way (ROW).
- An existing 75- foot easement is located along the east property line for drainage and roadway purposes.
- An existing 12′ ingress/egress easement is located along the south property line
- A +/- 40′ private drainage easement will be provided to allow for drainage conveyance from surrounding properties.
- Lake Maintenance Easements (LME): 20-foot wide Lake Maintenance Easements are provided around all proposed water management (lake tracts) and the ACME Improvement District drainage canals/waterbodies.
- Utilities Easements for potable water, sewer, communication switch gear and transformers and other similar infrastructure will be identified during the site plan approval process to be conveyed on the future subdivision plat.

CHAPTER 6: SIGNAGE

SIGNAGE

Signage will be determined at the time of site plan approval and will be subject to review by the Village of Wellington Architectural Review Board.

Isla Carroll Polo and Residences — STAFF REPORT

Petition Numbers: Rezoning
2025-0004-REZ
Ordinance No. 2025-29

Master Plan
2025-0002-MP
Resolution No. R2025-67

Owner: 120th Avenue S, LLC
3665 120th Avenue South
Wellington, FL 33414

Agent: Seth Behn, Esq. AICP
Lewis, Longman & Walker, P.A.
360 S Rosemary Avenue
Suite 1100
West Palm Beach, FL 33401

Site Address: 3665 120th Avenue South

PCNs: 73-41-44-22-00-000-1030

Future Land Use Designation (FLUM) (Exhibit A):
Residential B (0.1 du – 1.0 du/ac)

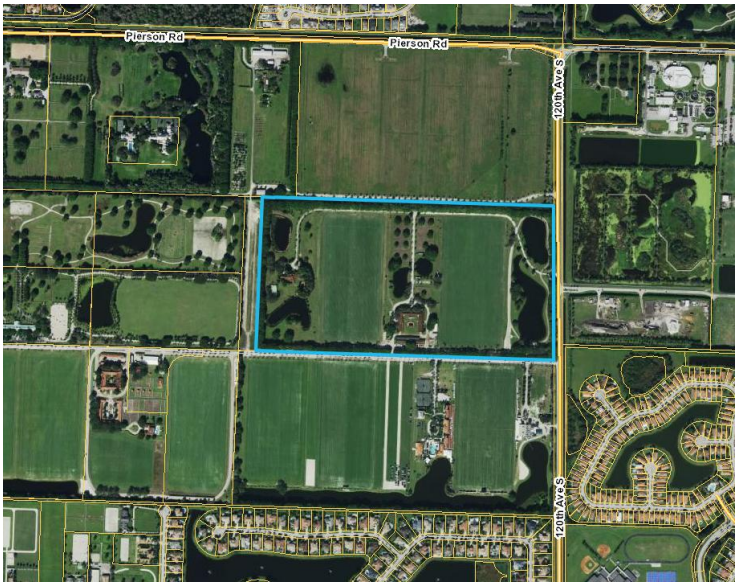
Zoning Designation (Current):
Equestrian Residential/Equestrian Overlay Zoning District (ER/EOZD)

Zoning Designation (Proposed):
Planned Unit Development/Equestrian Overlay Zoning District (PUD/EOZD)

Acreage: 79.17 acres

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

Location/Map:
Isla Carroll Polo and Residences is located on 120th Avenue South, approximately 1,350 feet south of the Pierson Road and 120th Avenue South intersection.



Boards, Committees, Council:

Adjacent Property	FLUM	Zoning
North	Residential B	ER/EOZD
South	Residential B and Equestrian Commercial Recreation (ECR)	ER/EOZD and ECR/EOZD
East	Community Facilities (CF)	CF
West	Residential B	ER/EOZD

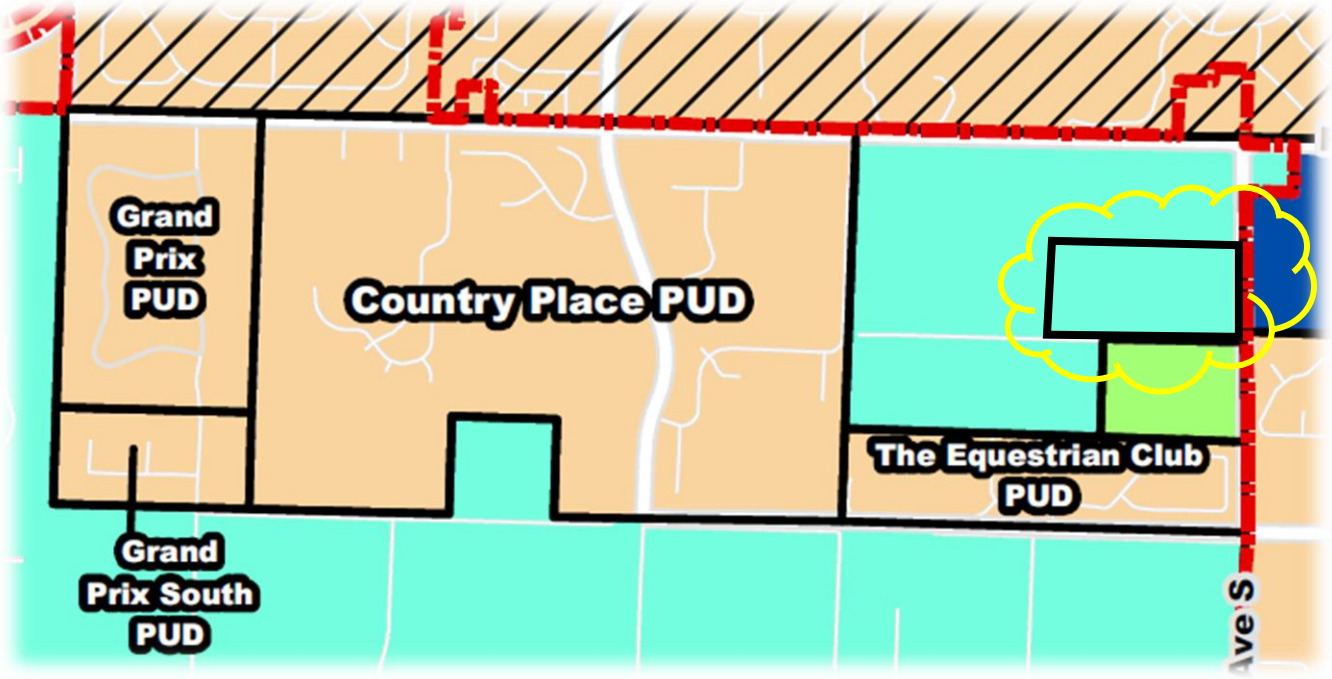
	Notice Date	Meeting Date	Vote
EPC	10/15/2025	10/22/2025	4-3 Denial (REZ) 5-2 Denial (MP)
PZAB	11/4/2025	11/19/2025	6-1 Denial (REZ) 6-1 Denial (MP)
Village Council (1st)	11/24/2025	12/9/2025 (postponed to 1/12/2026)	3-2 Approval
Village Council (2nd)	2/9/2026	2/24/2026	TBD

Requests:

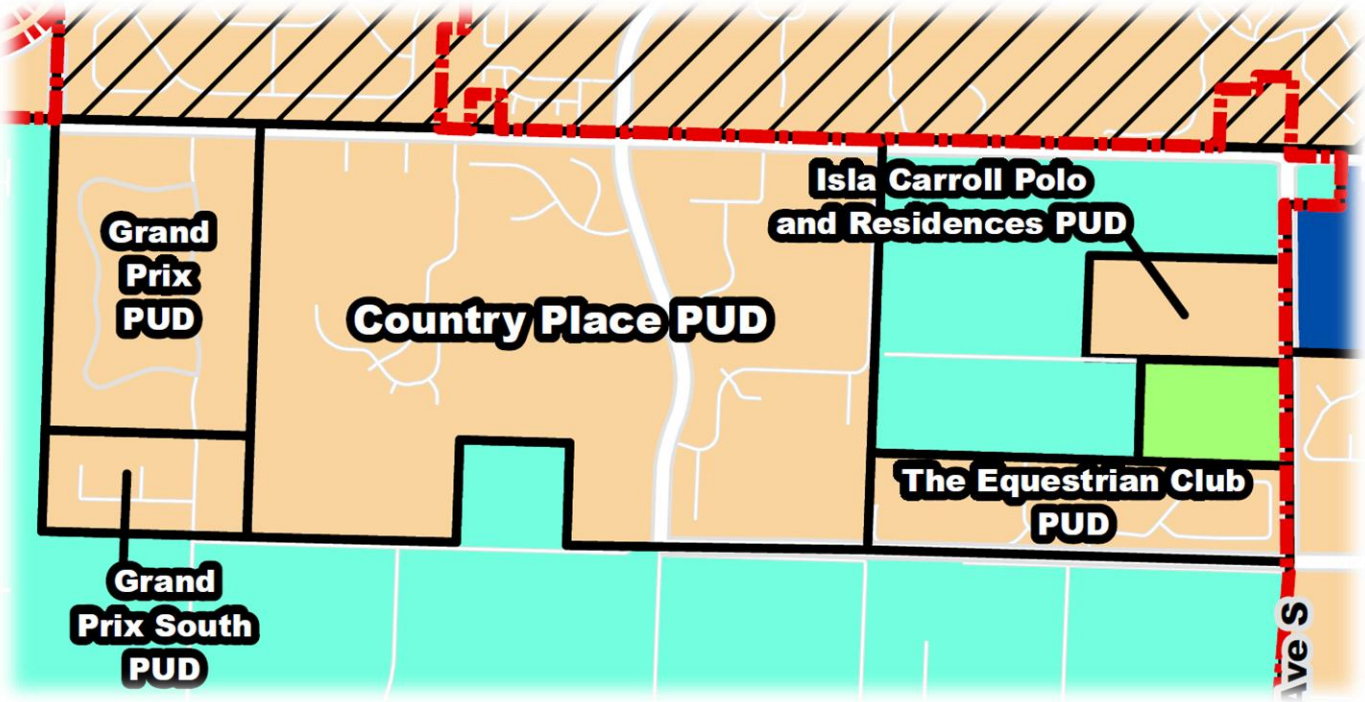
The Applicant is requesting a Rezoning to change the current Zoning designation and to adopt a Master Plan to support the development of the subject property. The proposed development includes a 79.17-acre polo-centric residential development, with 27 single-family lots and a club/amenity pod with a private equestrian complex and club amenities. The specific requests are presented below.

Rezoning: Ordinance No. 2025-29 – Rezoning (Petition 2025-0004-REZ; Exhibit B – Proposed Zoning Map) to amend the Zoning Designation of Isla Carroll Polo and Residences from Equestrian Residential/Equestrian Overlay Zoning District (ER/EOZD) to Planned Unit Development/EOZD (PUD/EOZD).

Current Zoning Map



Proposed Zoning Map



Master Plan: Resolution No. R2025-67 – Isla Carroll Polo and Residences Master Plan (Petition 2025-0002-MP); Exhibit D – Proposed Isla Carroll Polo and Residences PUD Master Plan, which includes the following:

- Creates a 44.84-acre Residential Pod and designates 27 single-family dwelling lots a minimum of 0.43 acres in size;
- Creates a 34.33-acre Club/Amenity Pod with a defined development program consisting of the following:
    - Equestrian Complex – 25.62 acres:
        - 10-stall barn
        - Grooms quarter
        - Polo field
        - Paddocks and exercise arena
        - Viewing pavilion
        - Horse and rider comfort station
    - Club Amenities – 8.71 acres:
        - Gym, retail, and food service
        - Business center
        - Pool and aquatic zone
        - Racquet sports zone
        - Kids club and community garden
- Adds one (1) access point on 120th Avenue South to access the residential pod, one (1) access point on 120th Avenue for a service entrance only, to access the club/amenity pod as a service/trailer entrance only, and a cross access to National Polo Center (NPC) to the south; and
- Adopts a Project Standards Manual (PSM) specifically for the Isla Carroll Polo and Residences Equestrian Development; and
- Establishes Conditions of Approval for the development.

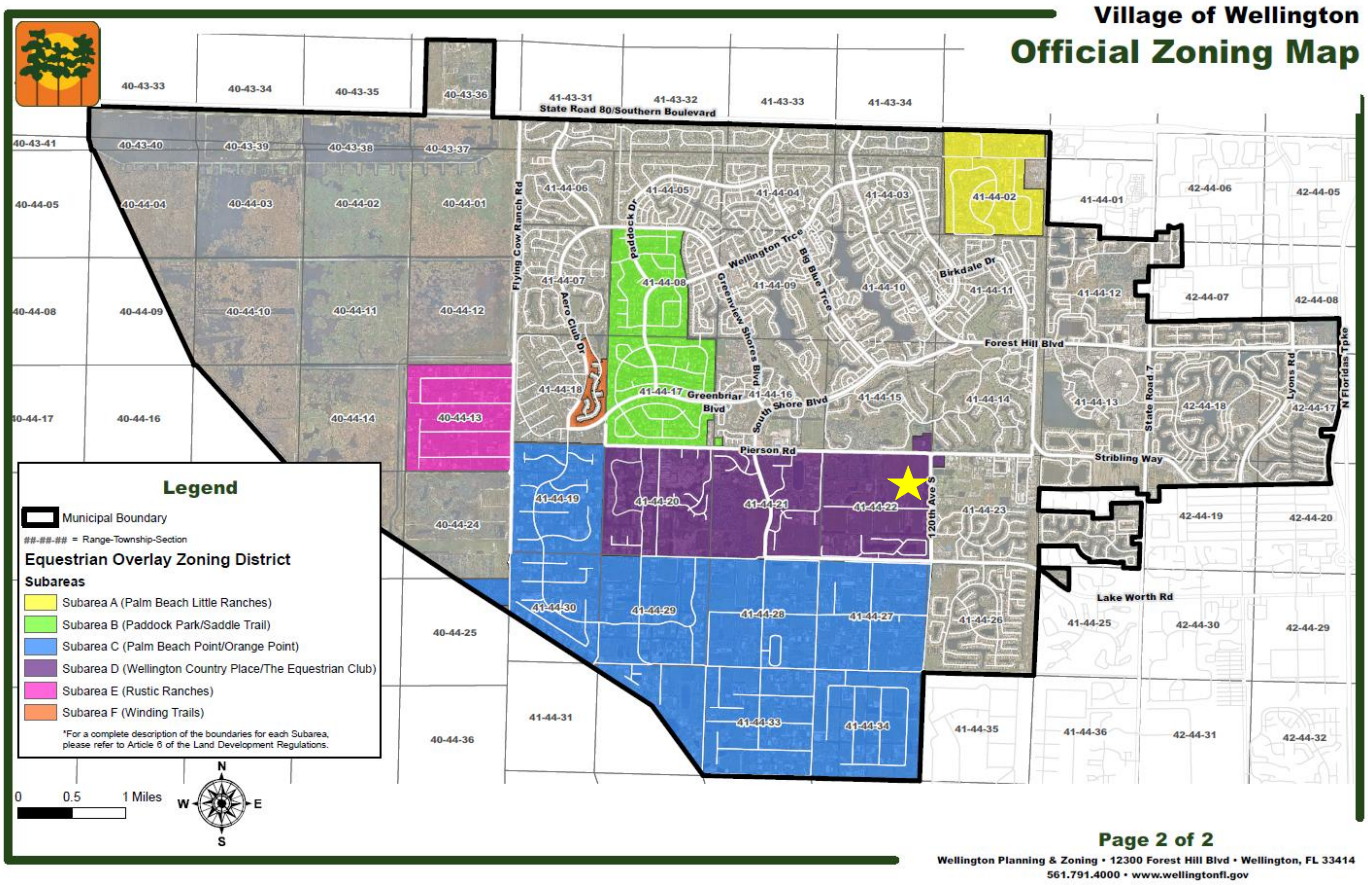
Since the first reading of the Rezoning, the applicant has made the following modifications to the Isla Carroll Polo and Residences PUD Master Plan:

- Reduced the number of single-family units from 40 units to 27 units;
- Increased the size of the Club/Amenity pod and reduced the size of the Residential Pod; and
- Added a 10-stall barn, grooms' quarters, and exercise arena to the Equestrian Complex.

Background and Site History:

Isla Carroll is a private farm containing a single-family residence with a tennis court, a 24-stall barn, two (2) polo fields, paddocks, other ancillary equestrian uses, and several lakes. The property is located directly north of the National Polo Center (NPC), formerly known as the International Polo Club (IPC). The property was developed around 1994 by John Goodman, founder of IPC. The property has been used for an additional access point and overflow parking for NPC during peak events and has hosted multiple polo matches in conjunction with NPC, along with independent matches not related to NPC.

Wellington adopted its Comprehensive Plan in 1999 and included an optional Equestrian Preserve Element that established the Equestrian Preserve Area (EPA). The Equestrian Preserve Element included a policy to adopt an overlay zoning district to implement land development regulations for the various neighborhoods (later established as "Sub-Areas") that comprise the Equestrian Preserve. The Equestrian Overlay Zoning District (EOZD) was adopted in 2002. The EOZD divides the Equestrian Preserve into six (6) subareas, each with its specific development standards to protect and promote the established character of each subarea. The subject property is located within Subarea D, as illustrated below on page 2 of the Official Zoning Map. Subarea D has several other PUDs, making this proposed equestrian development compatible with the character of this subarea.



In 2017, WEP Polo, LLC (the previous owner) applied for a Comprehensive Plan Amendment and a Rezoning for a 16.15-acre portion of the Isla Carroll Farm. The proposed Comprehensive Plan Amendment requested to change the Future Land Use designation from Residential to Commercial Recreation and remove the 16.15 acres from the Equestrian Preserve Area. The Rezoning requested to change the site from Agricultural Residential (AR) to create a new zoning district known as the Equestrian Commercial Zoning District. The request was heard by EPC and PZAB but was ultimately withdrawn by the applicant that same year.

In June of 2022, the entire property (79.17 acres) was purchased by the applicant. In July of 2024, the applicant submitted a Master Plan and Rezoning application for the Isla Carroll PUD, which included 35 single-family lots, five (5) farms, and a club/amenity site that included a sports and equestrian complex. The applications were recommended for denial by EPC, and a postponement was granted at the PZAB meeting. The applicant subsequently withdrew the applications in February 2025.

ANALYSIS – REZONING AND MASTER PLAN

As indicated above, the Applicant is requesting; 1) a Rezoning to change Wellington's Official Zoning Map for the 79.17-acre Isla Carroll property from ER/EOZD to PUD/EOZD; and 2) approval of a Master Plan (MP) to create the Isla Carroll Polo and Residences PUD that would allow for a 44.84-acre Residential Pod with 27-single family dwelling lots a minimum of 0.43 acres in size and a 34.33-acre Club/Amenity Pod with equestrian and club amenities. The Rezoning and MP applications were reviewed for consistency with both Wellington's Comprehensive Plan and Land Development Regulations (LDR) and are found consistent with the following:

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

Although the request complies with many goals, objectives, and policies (GOP) of the Comprehensive Plan beyond what is provided in this staff report, the staff analysis provides responses on only the most notable GOP.

Land Use and Community Design Element

Policy LU&CD 1.1.2 Compatible & Complementary Land Uses
Provide Wellington's land use designations, general description, density, intensity, and reinvestment incentives in Table LU&CD 1-1, "Land Use Designations: Density and Intensity" and within the corresponding land use designation objectives and policies which are grouped by the land use types of Residential, Commercial, Mixed-Use, Flex, Community Facility, and Parks and Preserves.

The Future Land Use designation for the property is Residential B, which allows 0.1 dwelling units/acre (du/ac) up to 1.0 du/ac within a planned unit development. Isla Carroll Polo and Residences is 79.17 acres, and the request is for 27 dwelling units. This is an overall density of 0.5 du/ac, which complies with the Residential B Future Land Use Designation as the project is proposed within a PUD.

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; and*

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*.

The property is currently developed as a private farm with a single-family residence, barn, polo field, and other ancillary equestrian uses. The property is surrounded by a vacant residential property to the north, used as a pasture, NPC to the south, Southfields (an equestrian/residential community) to the west, and 120th Avenue S and Village Park to the east. The Master Plan, as proposed, intends to minimize impacts to the adjacent properties by using buffers, placement of uses, and setbacks. The Residential pod is on the western portion of the property. The Club/Amenity pod incorporates the existing polo field and associated facilities, providing a venue to host future polo competitions and events. The private general recreational uses are also located within this portion of the project.

Landscape buffers will be required as part of the site plan approval for the entire boundary of the project. A mature landscape buffer currently exists along the entire boundary. The buffer will require enhancements to meet the requirements of the LDR.

Policy LU&CD 1.2.5 Allow Limited Non-residential Uses within Residential PUDs/Districts*: Limited non-residential uses are permitted within residential planned unit developments and districts. These uses*

may include but shall not be limited to daycare centers, schools, churches, parks, recreation facilities, governmental offices and facilities, and neighborhood commercial facilities. The uses are designed to meet the daily needs of residents.

The proposed PUD will allow for non-residential uses within the Club/Amenity pod. Uses include an Equestrian Complex incorporating the existing polo field, a viewing terrace adjacent to the polo field, a 10-stall barn, exercise arena, paddocks, and other ancillary equestrian facilities, and club amenities with gym, retail and food service, business center, pools, racquet sports zone, kids club, etc. Non-residential uses within the Club/Amenity pod will allow for internal capture of vehicular trips.

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 Equivalency Statement has been submitted and is provided as Exhibit F. The site is currently being leased to NPC to hold equestrian events throughout the year. NPC is expected to continue to operate one or two events per week on the Isla Carroll polo field with the updated development program. The Traffic Equivalency Statement determined that no impacts to this site are expected since this is an existing condition on the NPC site. Wellington's Traffic Engineer has reviewed and determined that this project is in compliance with this policy and meets Wellington's Traffic Performance Standards (TPS).

Wellington is planning to construct a roundabout at the intersection of 120th Avenue South and the entrance to Village Park. The proposed main entrance will align with this future roundabout. The applicant is required to provide Wellington with additional right-of-way and design plans for the construction of the roundabout at that intersection to satisfy the proportionate share requirement for the development.

The developer will also be required to make a proportionate share payment of 2.82% of the total cost of construction of a traffic signal and/or roundabout at Lake Worth Road and 120th Avenue South. The certified cost estimate will be provided by the Wellington Engineer, and the 2.82% will be calculated based on the cost estimate.

The Wellington Traffic Engineer has required a condition for an annual monitoring study to be completed annually for 10 years and shall include peak season weekday and weekend parking counts and traffic counts at all project entrances. If vehicular trips are more than 25% above those included in the traffic study, additional mitigation may be required. If occupied parking spaces are greater than those projected in the parking study, additional paved parking will be required. The monitoring study shall be submitted to the Planning and Zoning Division no later than June 1st of each year. A letter has been provided by NPC authorizing the use of their property for offsite parking for all NPC managed events taking place within Isla Carroll.

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.*

There are two (2) access points proposed (main entrance and service entrance) along 120th Avenue South. The Wellington Traffic Engineer has reviewed the submittal and has determined that there is adequate distance between curb cuts and vehicle queuing. The main entrance will line up with the intersection of 120th Avenue South and the Village Park entrance. Wellington will be installing a roundabout at that intersection and the developer will be required to provide the design plans and additional right-of-way to accommodate the construction to satisfy the proportionate share of this roundabout.

Policy MB 2.3.3 ROW Conveyance *Require conveyance of roadway and intersection rights-of-way as a part of the approval of proposed developments consistent with the adopted Palm Beach County Thoroughfare Right-of-way Identification Map (with respect to state and county thoroughfares) and the Wellington Existing Roadway Lanes Map*.

As previously mentioned, Wellington will be installing a roundabout at the intersection of 120th Avenue South and the entrance to Village Park. The site plan and traffic study indicate that the installation of a northbound left-hand turn lane on 120th into the proposed development is necessary. In lieu of the installation of a turn lane, the Village is requesting the applicant provide additional right-of-way and design plans for the construction of the roundabout at the intersection to satisfy the proportionate share of the traffic generated by the new development. This condition is part of the Master Plan conditions of approval.

Housing & Neighborhoods Element
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 cluster the 27 single-family residences on the northern and western portion of the development to allow for the retention of the existing polo fields and club facilities, which are central to the PUD. Lots larger than 1.5 acres will be permitted to have equestrian uses on the property, including a barn, paddocks, and other ancillary facilities. The PSM proposes a minimum setback from the Isla Carroll Polo and Residences boundary in addition to property line setbacks. Existing mature landscape buffers will be maintained and enhanced along the property boundary.

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.*

The Isla Carroll Polo and Residences Master Plan is designed to have a Residential Pod with 27 single-family residential lots that are a minimum of 0.43-acres in size. The Club/Amenity Pod will have an equestrian complex with a polo field, 10-stall barn, other equestrian amenities, along with club amenities with a gym, retail, restaurants, and other club amenities. The project was designed for internal capture (vehicular trips) as the residents can access all amenities without leaving the project and has an extensive system of internal sidewalks, multi-use paths, and bridle paths. Vehicular, pedestrian and bridle trail connection will be provided to NPC to the south for cross access between properties.

Parks & Recreation Element
Objective PR 3.2 Private Sector Participation *Incorporate private resources to support current and future recreational demands.*

The applicant is providing a Club/Amenity pod for the residents and members. The club and polo field will be capable of hosting events for residents and members. In coordination with NPC, weekly events will still occur on the polo field. All community events that are open to the public or are not limited to residents, members, or polo matches shall require a Special Use Permit. The Conceptual Site Plan illustrates several racquet-type courts (tennis, pickleball, racquet, and padel courts) that will be available for all residents and members.

Capital Improvements Element
Policy CI 1.4.1 Development Impacts *Any new construction, redevelopment, or renovation projects that create the need for new or expanded public facilities shall be required to pay their 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.

Also as previously mentioned, conditions of approval have been added to Resolution R2025-67 requiring the developer to make a proportionate share payment for the future traffic light/roundabout at the 120th Avenue South and Lake Worth Road intersection and to provide additional right-of-way and design plans for the construction of the roundabout at the development's front entrance.

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 the 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 public school facilities and the available capacity and utilization percentage based on the evaluation of the most current School District's Five-Year Enrollment Projections. Panther Run Elementary School, Polo Park Middle School, and Wellington High School will service the development. The SCAD letter has determined that there would be a negative impact on the public schools at the high school level. 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:

	Panther Run Elementary School	Polo Park Middle School	Wellington High School
New Students Generated	7	4	5
Available Capacity	189	274	-118
Utilization Percentage	81%	81%	104%

To address the school capacity deficiency generated by this proposed development at the district high school level, the School District has recommended that the development contribute $78,4+.00 to the District prior to the issuance of the first building permit. The local government may incorporate this condition in the development approvals; therefore, this condition is included as part of the Master Plan Amendment, Resolution No. R2025-67. The school capacity contribution is intended to supplement the required school impact fees imposed by Palm Beach County.

Equestrian Element
Goal EQ 1 Preserve the Equestrian Lifestyle in Wellington *Preserve Wellington's equestrian community and its equestrian lifestyle; and*

Objective EQ 1.1 Equestrian Lifestyle & Development Patterns *Preserve the equestrian lifestyle and development patterns through the implementation of the Equestrian Overlay Zoning District to support large lot, equestrian farms, to the extent Wellington is not preempted by State statute.*

Policy EQ 1.1.1 Equestrian Overlay Zoning District: *Implement the Equestrian Overlay Zoning District (EOZD) to preserve the characteristics of the EPA. The intent of the EOZD is to:*

1) *Preserve the equestrian lifestyles and large lot, equestrian farms that exist in the EOZD;*
2) *Establish site development regulations that recognize the characteristics of the equestrian lifestyle and development pattern while maintaining the overall residential density of the EPA; and*
3) *Permit limited commercial uses as defined in the land development regulations, which support the equestrian industry, within properties approved as planned developments or within commercial recreation land uses.*

The applicant is proposing 27 dwelling units surrounding a 31.32-acre equestrian-centric sports club centered around the existing polo field. Residents can watch polo, take lessons, and utilize the club amenities, which includes pools, restaurants, a gym, and a spa. The equestrian complex could accommodate smaller events with the issuance of a Special Use Permit. The PSM provides the development regulations that will guide the development of the overall project.

The residential lots proposed for the project are smaller than the minimum lot size of EOZD Sub-area D, with site development regulations and a development pattern that maintains the overall residential density of the EPA. The proposed development provides an opportunity to enjoy the equestrian lifestyle with housing options close to the equestrian venues and on-site amenities that cater to equestrians. If the property was subdivided per Table 6.8-1, EOZD Property Development Regulations, the minimum lot size for Subarea D would require two (2) acre lots, the total number of lots permitted would be 40. The applicant is requesting 27 units/lots, which is less than the gross density permitted by the Subarea D development regulations and also complies with the underlying Future Land Use Map designation of Residential B. The equestrian nature of the property will remain polo. While the property currently has two (2) polo fields, there is no requirement that the property owner maintain them as such.

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 E. If the proposed rezoning and master plan 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 D). A PSM is the governing document for the planned development, in addition to the master plan and site plan, 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, lot sizes, setbacks, etc. for a development. The proposed PSM meets the requirements of Article 6.

Based on the conceptual site plan provided, the applicant is requesting 27 single-family lots with a minimum lot size of 0.43 acres. Per Table 6.8-1, EOZD Property Development Regulations, of the LDR, shown below, the minimum lot size for properties within Subarea D is 2.0 acres with a maximum density of 0.5 du/ac.

Table 6.8 - 1 EOZD Property Development Regulations

Overlay District/ Subarea	Maximum Density	Minimum Lot			Maximum FAR	Maximum Building Coverage
		Size	Width	Depth		
LROZD/A	0.2 DU/AC	5 acres	300 ft	300 ft	0.20	20%
B	1.0 DU/AC	1 acre	200 ft	200 ft	0.20	20%
C	0.1 DU/AC	10 acre	300 ft	300 ft	0.20	20%
D	0.5 DU/AC	2 acres	200 ft	200 ft	0.20	20%
RROZD/E	0.2 DU/AC	5 acres	300 ft	300 ft	0.20	20%
F	0.5 DU/AC	2 acres	200 ft	200 ft	0.20	20%
ECR (all subareas)	-	3 acres	200 ft	300 ft	0.45	45%

However, per Section 6.5.1, Planned Development (PD) Regulations of the LDR, the purpose and intent of PDs (or Planned Unit Developments) are to allow flexibility for the development of land within a PUD that achieves distinctive, attractive communities, takes advantage of compact building design, and preserves open space and critical natural environments by allowing flexibility from zoning regulations. Per Section 6.5.2.B of the LDR, a PUD is a PD. Per Section 6.8.8 of the LDR, PUDs located within the EPA are considered Equestrian Developments (ED), with the intent to provide an equestrian-oriented master plan and provide additional limitations for a PUD within the EPA. The LDR section states that an ED shall be designed for compatibility with the objectives of the EOZD, utilizing flexible property development regulations and design standards. The only optional regulation that is not eligible in the EOZD, with a PD is related to density, making the flexibility more restrictive in the EPA. In addition, ED master plans shall comply with PUD regulations of the LDR. Per Section 6.5.2.C of the LDR, a PUD is regulated by the Development Order, Master Plan, Project Standards Manual, and Site Plan for the subject property. Per Table 6.3-1, General Property Development Standard Regulations, development standards for a PUD are established by an approved development order. The applicant's request requires approval by the Council for flexibility in the minimum lot size requirements in Table 6.8-1. However, as mentioned above, the overall density of the entire PUD will be required to meet the maximum density of Subarea D, which is 0.5 du/ac. Since the property within a PUD, approval of smaller lots can be allowed if the applicant can satisfactorily demonstrate that the variation does not detract from the character of the surrounding development and, in fact, promotes the same, while meeting the intent of the LDR.

C. ***That there are changed conditions that require the rezoning.***

There are limited new opportunities for individuals or families to engage in the equestrian lifestyle that Wellington desires to promote, as Wellington is nearly built out, with limited areas for development or redevelopment. The rezoning requested is intended to provide an opportunity to create a residential equestrian facility, all while retaining the existing equestrian activities that occur on the polo field in conjunction with NPC. By allowing the rezoning, the residential component may be clustered within the residential pod, creating space for the equestrian and club programming.

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

No signs of listed wildlife species were observed on the property, as the property is currently developed as a private residential equestrian farm.

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.

E. ***The request minimizes adverse effects, including visual impact and intensity of the proposed use on adjacent lands.***

The proposed project does not request an increase in density. If the property was subdivided today, it would be permitted to have 40 units, with a minimum lot size of 2 acres. By allowing the clustering of the units, the remaining land can be used for shared equestrian amenities, club amenities, and open space.

Wellington's Traffic Engineer has analyzed the Traffic Impact Statement submitted for the proposed development. The Daily Traffic Generation, based on the existing land uses, equates to 951 daily trips with 65 AM Peak Hour Trips and 86 PM Peak Hour Trips. The Wellington Traffic Engineer has determined the proposed development meets the Wellington Traffic Performance Standards. Conditions of approval have been attached to the potential Master Plan approval and includes:

- Annual monitoring;
- Dedicate additional right-of-way for a roundabout at the main entrance; and
- Pay a proportionate share payment to construct a traffic signal or roundabout at Lake Worth Road and 120th Avenue South.

No visual impacts on adjacent properties are expected to occur as the property has a thick, mature landscape buffer, which will be required to be enhanced to incorporate a wall, continuous hedge, and flowering plants.

F. ***The request is consistent with applicable neighborhood plans.***

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

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

The proposed equestrian development is consistent with the development pattern in Subarea D of the EOZD, as most of the properties within this Subarea are within a PUD. By allowing the residential component to be clustered, the Master Plan can provide a larger area to be reserved for equestrian facilities, club amenities, recreational space, and the retention of the existing polo field. The development includes residential and equestrian uses permitted within the EPA, like other PUDs throughout Wellington. For example, other PUDs, such as Castellina PUD and Oakmont PUD, are typical residential PUDs with a central clubhouse and recreational amenities. The Isla Carroll Polo and Residences PUD will provide similar recreational amenities with additional equestrian facilities that are typically found in the EPA. Further, the EPA has specific limitations above and beyond the typical PUD standards to provide an additional level of protection for the equestrian component by limiting the eligibility for density above the standards.

H. ***The request complies with Wellington building standards.***

All buildings will require a building permit, and at that time will be reviewed to ensure compliance with the Florida Building Code and all other applicable codes. This directly applies to all residential buildings. There may, however, be some structures that may be constructed under Florida Statute 604.50.

FINDINGS OF FACT:

At the October 22, 2025 Equestrian Preserve Committee (EPC) meeting, the Committee recommended denial of both the Rezoning (4 to 3) and Master Plan (5 to 2).

At the November 19, 2025 Planning, Zoning and Adjustment Board (PZAB), the Board recommended denial (6 to 1) of both the Rezoning and Master Plan.

At the January 12, 2026 Council meeting, the Council approved (3 to 2) the first reading of the Rezoning.

The staff analysis concludes that the proposed requests comply with the requirements for a rezoning and master plan. If the proposed requests are approved, conditions of approval are provided for in the master plan Resolution R2025-67 for Council's consideration.

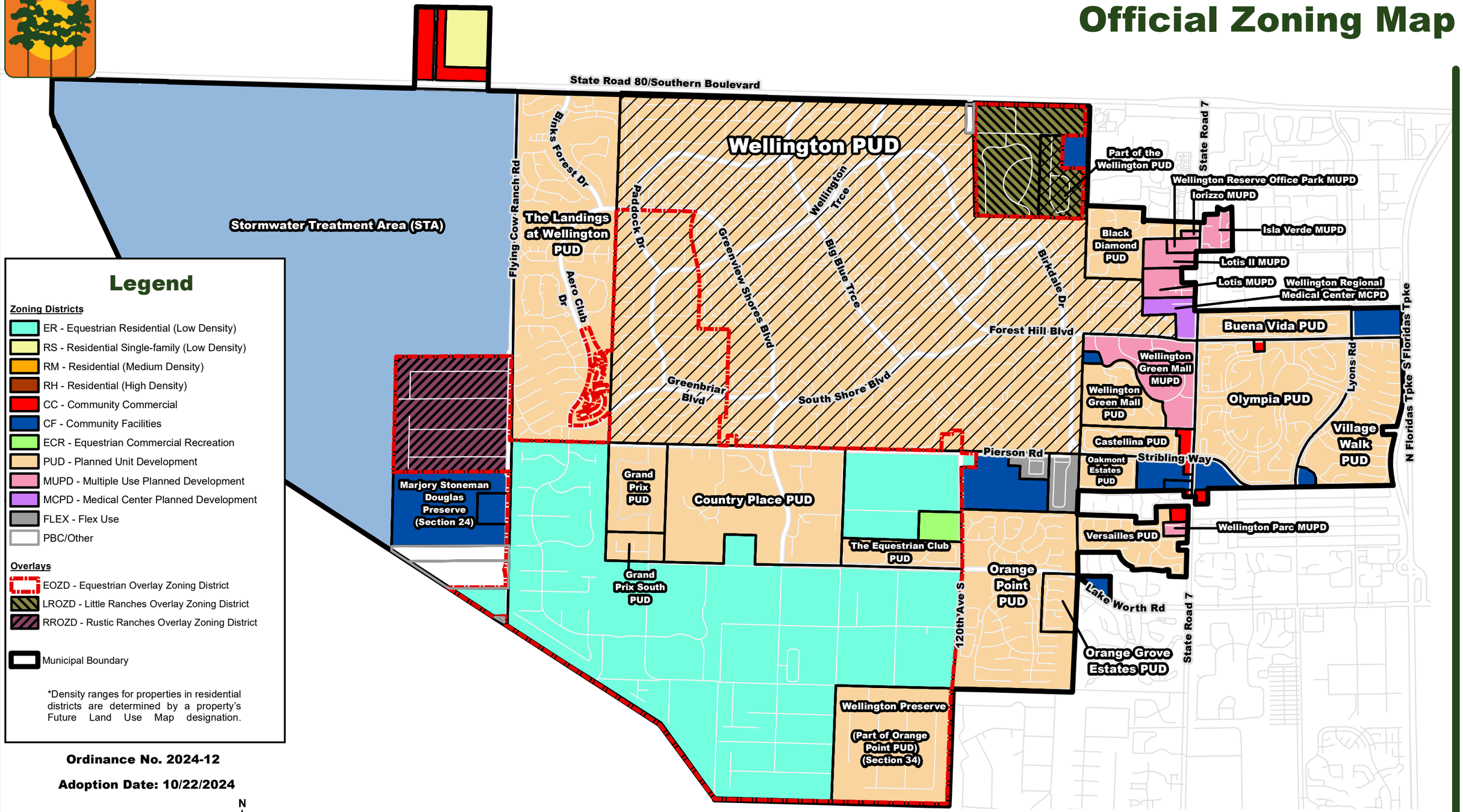
Lists of Exhibits:

Exhibit A	Existing Zoning Map
Exhibit B	Proposed Zoning Map
Exhibit C	Proposed Isla Carroll Polo and Residences PUD Master Plan
Exhibit D	Conceptual Site Plan
Exhibit E	Traffic Equivalency Letter
Exhibit F	Wellington Traffic Engineer Letter
Exhibit G	Parking Demand Study
Exhibit H	NPC Parking Letter
Exhibit I	SCAD Letter
Exhibit J	Utility Demand Analysis
Exhibit K	Drainage Statement
Exhibit L	Justification Statement

Exhibit A - Existing Zoning Map

Village of Wellington

Official Zoning Map



Legend

Zoning Districts

- ER - Equestrian Residential (Low Density)
- RS - Residential Single-family (Low Density)
- RM - Residential (Medium Density)
- RH - Residential (High Density)
- CC - Community Commercial
- CF - Community Facilities
- ECR - Equestrian Commercial Recreation
- PUD - Planned Unit Development
- MUPD - Multiple Use Planned Development
- MCPD - Medical Center Planned Development
- FLEX - Flex Use
- PBC/Other

Overlays

- EOZD - Equestrian Overlay Zoning District
- LROZD - Little Ranches Overlay Zoning District
- RROZD - Rustic Ranches Overlay Zoning District

Municipal Boundary

*Density ranges for properties in residential districts are determined by a property's Future Land Use Map designation.

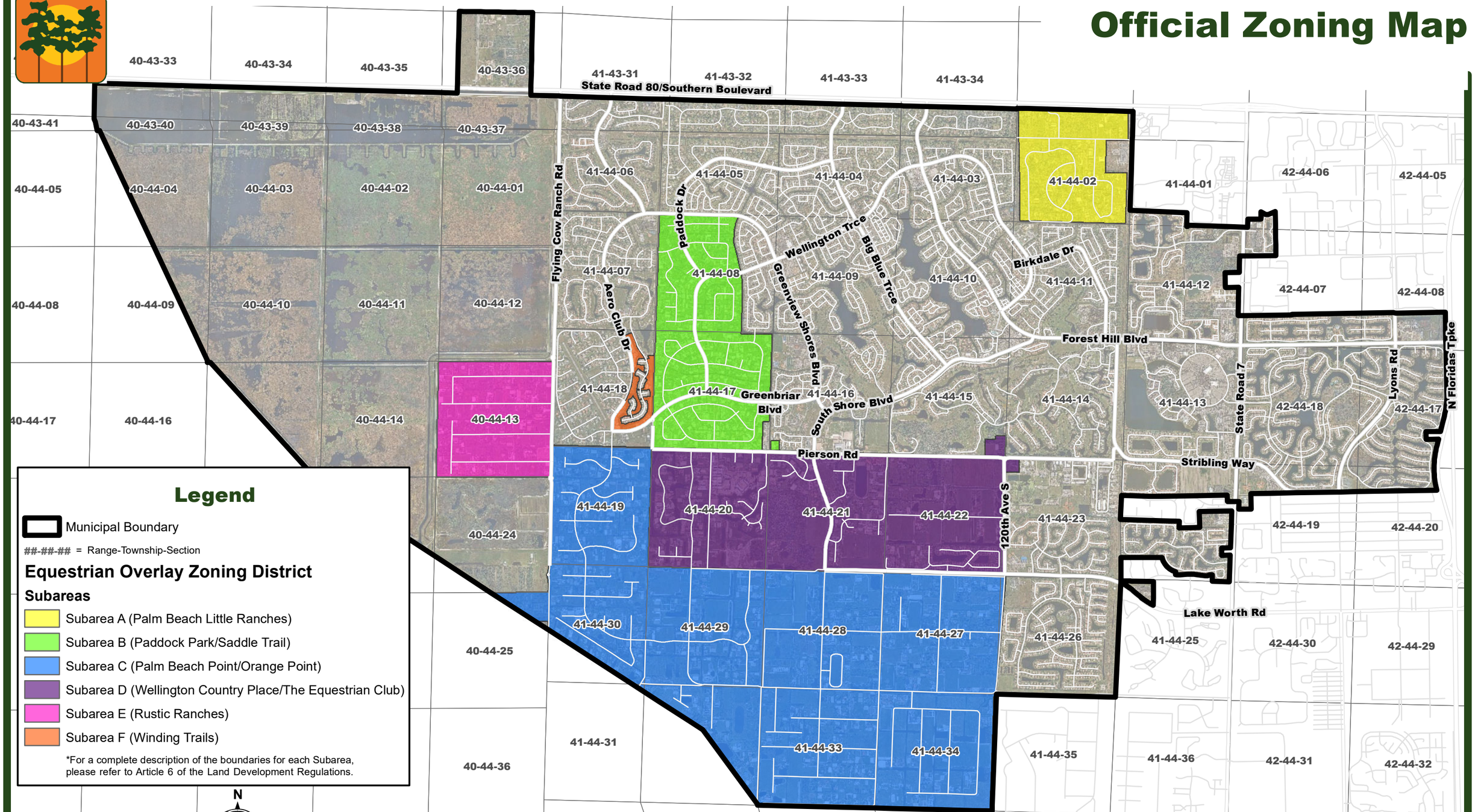
Ordinance No. 2024-12

Adoption Date: 10/22/2024

0 0.5 1 Miles

N W E S

Village of Wellington
Official Zoning Map



Legend

Municipal Boundary

##-##-## = Range-Township-Section

Equestrian Overlay Zoning District

Subareas

- Subarea A (Palm Beach Little Ranches)
- Subarea B (Paddock Park/Saddle Trail)
- Subarea C (Palm Beach Point/Orange Point)
- Subarea D (Wellington Country Place/The Equestrian Club)
- Subarea E (Rustic Ranches)
- Subarea F (Winding Trails)

*For a complete description of the boundaries for each Subarea, please refer to Article 6 of the Land Development Regulations.

0 0.5 1 Miles

N W E S

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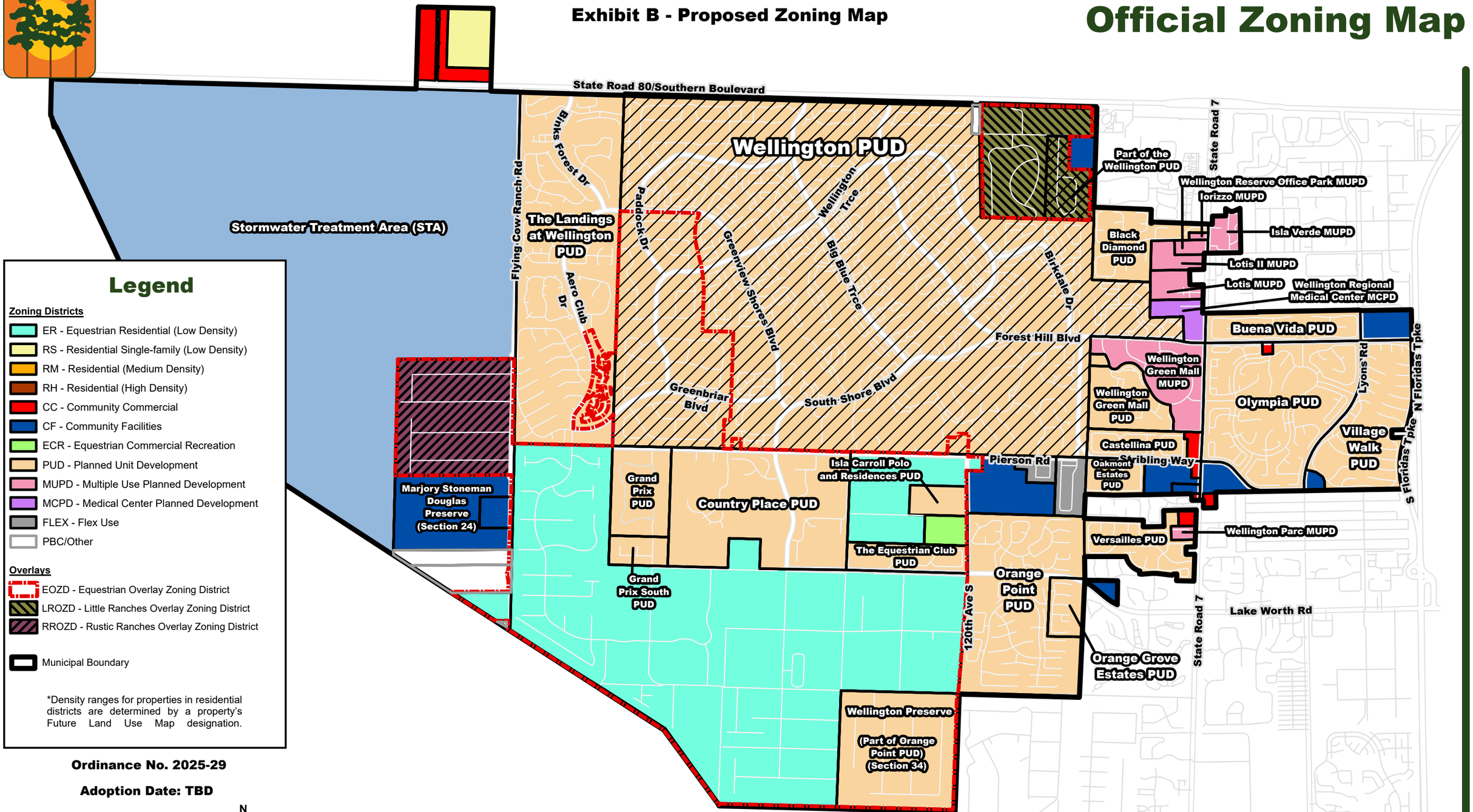
561.791.4000 • www.wellingtonfl.gov

Village of Wellington

Official Zoning Map

Exhibit B - Proposed Zoning Map



Legend

Zoning Districts

- ER - Equestrian Residential (Low Density)
- RS - Residential Single-family (Low Density)
- RM - Residential (Medium Density)
- RH - Residential (High Density)
- CC - Community Commercial
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- ECR - Equestrian Commercial Recreation
- PUD - Planned Unit Development
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- MCPD - Medical Center Planned Development
- FLEX - Flex Use
- PBC/Other

Overlays

- EOZD - Equestrian Overlay Zoning District
- LROZD - Little Ranches Overlay Zoning District
- RROZD - Rustic Ranches Overlay Zoning District

- Municipal Boundary

*Density ranges for properties in residential districts are determined by a property's Future Land Use Map designation.

Ordinance No. 2025-29

Adoption Date: TBD

0 0.5 1 Miles

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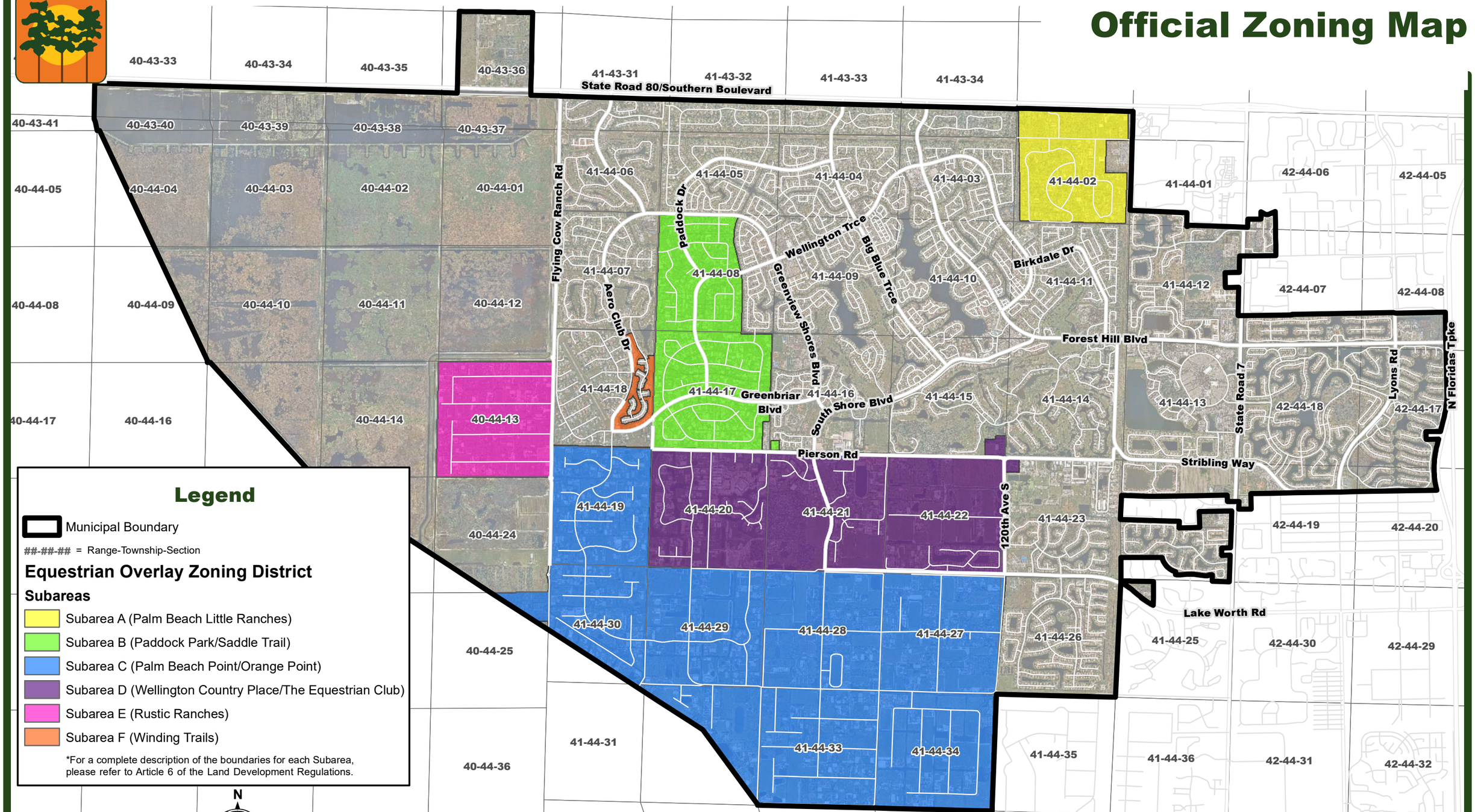
Village of Wellington
Official Zoning Map



Legend

Municipal Boundary

##-##-## = Range-Township-Section

Equestrian Overlay Zoning District

Subareas

- Subarea A (Palm Beach Little Ranches)
- Subarea B (Paddock Park/Saddle Trail)
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- Subarea F (Winding Trails)

*For a complete description of the boundaries for each Subarea, please refer to Article 6 of the Land Development Regulations.

0 0.5 1 Miles

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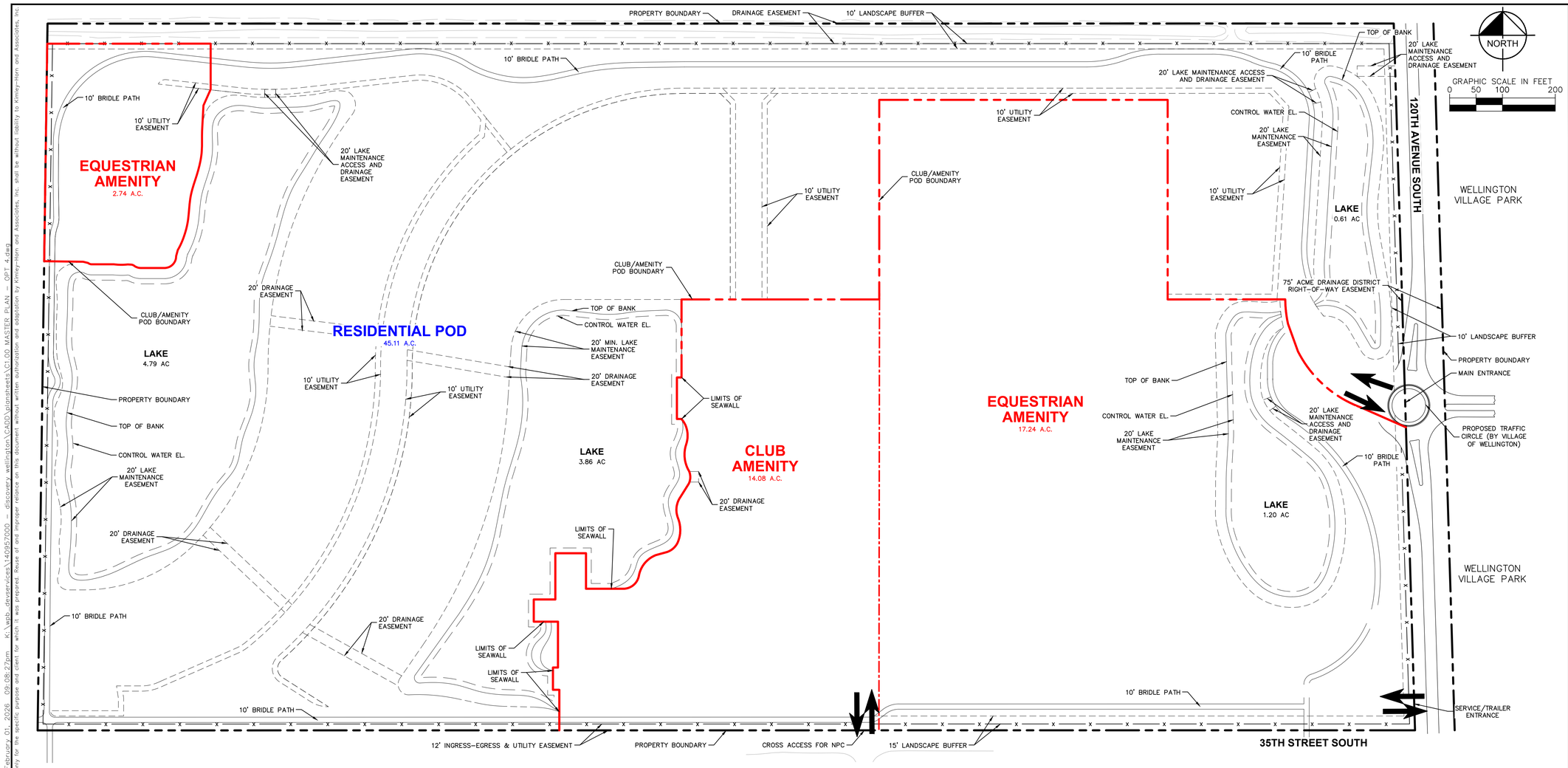
Exhibit C - Proposed Isla Carroll Polo PUD Master Plan



ISLA CARROLL PROJECT TEAM

OWNER/DEVELOPER

120TH AVENUE S, LLC
3665 120TH AVENUE SOUTH
WELLINGTON, FL 33414
TEL:(212)-314-1900

CLUB DEVELOPMENT PARTNER AND OPERATOR

DISCOVERY LAND COMPANY
257 NORTH CANON DRIVE; SUITE 300
BEVERLY HILLS, CA 90210

PROJECT ARCHITECT AND PLANNERS

HART HOWERTON
10 EAST 40TH STREET
NEW YORK, NY 10016

CIVIL AND TRAFFIC ENGINEERS

KIMLEY-HORN AND ASSOCIATES, INC.
1920 WEKIVA WAY, SUITE 200
WEST PALM BEACH, FL 33411

SURVEYORS

CAULFIELD & WHEELER, INC.
7900 GLADES ROAD, SUITE 100
BOCA RATON, FL 33434

DESCRIPTION

A PARCEL OF LAND LYING IN SECTIONS 22 AND 23, TOWNSHIP 44 SOUTH, RANGE 41 EAST, PALM BEACH COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 22; THENCE SOUTH 01° 20' 12" EAST, ALONG THE EAST LINE OF THAT CERTAIN 75 FOOT WIDE CANAL RIGHT-OF-WAY AS DESCRIBED IN OFFICIAL RECORD BOOK 1548, PAGES 388 AND 389, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, ALSO BEING THE EAST LINE OF THOSE CERTAIN LANDS DEEDED TO SIVERT KLEFSTAD IN OFFICIAL RECORD BOOK 1097, PAGES 327 AND 328, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, AND FURTHER BEING A LINE WHICH TERMINATES ON THE SOUTH LINE OF SAID SECTION 23, 228.06 FEET EAST, AS MEASURED ALONG SAID SOUTH LINE, OF THE SOUTHWEST CORNER OF SAID SECTION 23, A DISTANCE OF 1405.48 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 01° 20' 12" EAST, ALONG SAID EAST LINE A DISTANCE OF 1338.36 FEET; THENCE NORTH 89° 37' 48" WEST, ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION 22 AND 2742.90 FEET SOUTH OF, AS MEASURED ALONG THE WEST LINE OF SAID SECTION 22, THE NORTHWEST CORNER OF SAID SECTION 22, ALSO BEING THE SOUTH LINE OF THOSE CERTAIN LANDS DEEDED TO SAID SIVERT KLEFSTAD, AND THE NORTH LINE OF THOSE CERTAIN LANDS DEEDED TO ALBERT R. KRECK AND GRACE KRECK IN OFFICIAL RECORD BOOK 1097, PAGES 336 THROUGH 339, BOTH INCLUSIVE, A DISTANCE OF 2681.50 FEET TO A POINT 2754.94 FEET EAST OF THE WEST LINE OF SAID SECTION 22, AS MEASURED ALONG THE WESTERLY EXTENSION OF THE LAST HEREIN DESCRIBED LINE; THENCE NORTH 01° 10' 25" EAST, PARALLEL WITH THE WEST LINE OF SAID SECTION 22, A DISTANCE OF 1337.90 FEET; THENCE SOUTH 89° 37' 48" EAST, ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION 22 AND 1405.00 FEET SOUTH OF AS MEASURED ALONG THE WEST LINE OF SAID SECTION 22, THE NORTHWEST CORNER OF SAID SECTION 22, A DISTANCE OF 2622.87 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE 75 FOOT RIGHT-OF-WAY AS DESCRIBED IN OFFICIAL RECORD BOOK 1548, PAGES 388 AND 389, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

SAID LANDS SITUATE IN THE VILLAGE OF WELLINGTON, PALM BEACH COUNTY, FLORIDA AND CONTAINING 3,448,711 SQUARE FEET OR 79.17 ACRES, MORE OR LESS.

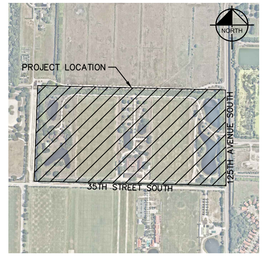
SITE DATA	
PETITION NAME	ISLA CARROLL WELLINGTON
PETITION NUMBER	2024-0003-REZ
	2024-0002-MPA
LAND USE DESIGNATION	RESIDENTIAL B (0.1 DU / AC - 1.0 DU / AC)
ZONING DISTRICT	EQUESTRIAN RESIDENTIAL / EQUESTRIAN OVERLAY
	ZONING DISTRICT (EOZD) - SUBAREA D
PROPOSED ZONING DISTRICT	PLANNED UNIT DEVELOPMENT / EOZD - SUBAREA D
PROPERTY CONTROL NUMBERS	73-41-44-22-00-000-1030
RESIDENTIAL DENSITY	0.5 DU/AC
CLUB / AMENITY FAR	0.2
EXISING USE	EQUESTRIAN RESIDENTIAL (LOW DENSITY)
PROPOSED USE	RESIDENTIAL - LOW DENSITY - CATEGORY B
RESIDENTIAL POD AREA	45.11 A.C
AMENITY POD AREA	34.06 A.C
CLUB AMENITY AREA	14.08 A.C
EQUESTRIAN AMENITY AREA	19.98 A.C
GROSS SITE AREA	79.17 AC

DEVELOPMENT BREAKDOWN	
POD	USE
RESIDENTIAL	27 SINGLE-FAMILY RESIDENCES
EQUESTRIAN / CLUB AMENITY	UP TO 71,643 SQ FT COVERED CONDITIONED SPACE
EQUESTRIAN / CLUB AMENITY	UP 114,362 SQ FT COVERED UNCONDITIONED SPACE
EQUESTRIAN AMENITY	EQUESTRIAN COMPLEX - UP TO 6,690 SQ FT COVERED CONDITIONED
	EQUESTRIAN COMPLEX - UP TO 4,002 SQ FT COVERED UNCONDITIONED
	10-STALL BARN AND GROOMSMAN QUARTERS
	OUTDOOR EXERCISE ARENA
	POLO FIELD
	PADDOCKS
	VIEWING AREA
	HORSE AND RIDER COMFORT STATION
CLUB AMENITY	SPORTS COMPLEX - UP TO 64,653 SQ FT COVERED CONDITIONED
	SPORTS COMPLEX - UP TO 110,360 SQ FT COVERED UNCONDITIONED
	GYM, RETAIL, AND FOOD SERVICE
	BUSINESS CENTER
	POOL AND AQUATICS ZONE
	RACQUET SPORTS ZONE
	KIDS CLUB AND EVENT/ASADO LAWN

APPROVED BY:

LEGEND:

- PROPERTY LINE
- CLUB/AMENITY POD BOUNDARY
- LOT LINE
- LOT SETBACK
- UTILITY EASEMENT
- FENCE LINE



VICINITY MAP
SCALE: 1"=1000'

	BY
	DATE
	REVISIONS
	No.

Kimley»Horn
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1920 WEKIVA WAY SUITE 200, WEST PALM BEACH, FL 33411
PHONE: 561-845-0665 FAX: 561-863-8175
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

KHA PROJECT 140957000
DATE FEB 2026
SCALE AS SHOWN
DESIGNED BY MRG
DRAWN BY MRG
CHECKED BY MFS

MASTER PLAN

ISLA CARROLL
PREPARED FOR
MCCOURT PARTNERS
DEVELOPMENT LLC
WELLINGTON FL

SHEET NUMBER
C1.00

Plotted By: Edwards, Bridd Sheet Set: DISCOVERY WELLINGTON Layout: C1.00 MASTER PLAN February 01, 2026 09:08:27pm K:\web_deliverables\140957000 — discovery wellington\CADD\plotsheets\C1.00 MASTER PLAN — OPT 4.dwg
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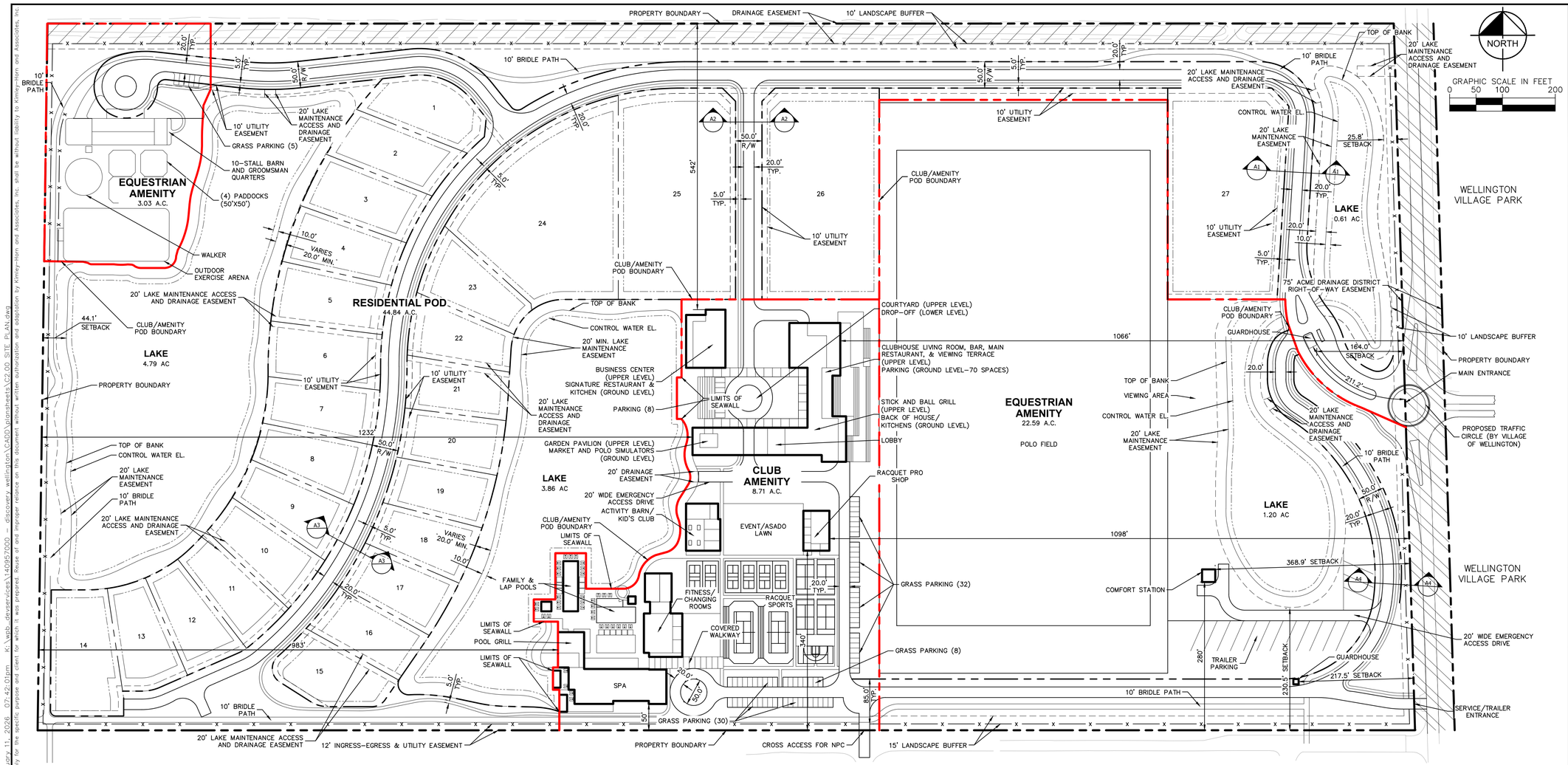
Exhibit D - Conceptual Site Plan



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CLUB DEVELOPMENT PARTNER AND OPERATOR

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DESCRIPTION

A PARCEL OF LAND LYING IN SECTIONS 22 AND 23, TOWNSHIP 44 SOUTH, RANGE 41 EAST, PALM BEACH COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 22; THENCE SOUTH 01° 20' 12" EAST, ALONG THE EAST LINE OF THAT CERTAIN 75 FOOT WIDE CANAL RIGHT-OF-WAY AS DESCRIBED IN OFFICIAL RECORD BOOK 1548, PAGES 388 AND 389, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, ALSO BEING THE EAST LINE OF THOSE CERTAIN LANDS DEEDED TO SIVERT KLEFSTAD IN OFFICIAL RECORD BOOK 1097, PAGES 327 AND 328, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, AND FURTHER BEING A LINE WHICH TERMINATES ON THE SOUTH LINE OF SAID SECTION 23, 228.06 FEET EAST, AS MEASURED ALONG SAID SOUTH LINE, OF THE SOUTHWEST CORNER OF SAID SECTION 23, A DISTANCE OF 1405.48 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 01° 20' 12" EAST, ALONG SAID EAST LINE A DISTANCE OF 1338.36 FEET; THENCE NORTH 89° 37' 48" WEST, ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION 22 AND 2742.90 FEET SOUTH OF, AS MEASURED ALONG THE WEST LINE OF SAID SECTION 22, THE NORTHWEST CORNER OF SAID SECTION 22, ALSO BEING THE SOUTH LINE OF THOSE CERTAIN LANDS DEEDED TO SAID SIVERT KLEFSTAD, AND THE NORTH LINE OF THOSE CERTAIN LANDS DEEDED TO ALBERT R. KRECK AND GRACE KRECK IN OFFICIAL RECORD BOOK 1097, PAGES 336 THROUGH 339, BOTH INCLUSIVE, A DISTANCE OF 2881.50 FEET TO A POINT 2754.94 FEET EAST OF THE WEST LINE OF SAID SECTION 22, AS MEASURED ALONG THE WESTERLY EXTENSION OF THE LAST HEREIN DESCRIBED LINE; THENCE NORTH 01° 10' 25" EAST, PARALLEL WITH THE WEST LINE OF SAID SECTION 22, A DISTANCE OF 1337.90 FEET; THENCE SOUTH 89° 37' 48" EAST, ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION 22 AND 1405.00 FEET SOUTH OF AS MEASURED ALONG THE WEST LINE OF SAID SECTION 22, THE NORTHWEST CORNER OF SAID SECTION 22, A DISTANCE OF 2622.87 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE IN THE VILLAGE OF WELLINGTON, PALM BEACH COUNTY, FLORIDA AND CONTAINING 3,549,088 SQUARE FEET OR 81.476 ACRES, MORE OR LESS.

SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS, COVENANTS, AND RIGHTS-OF-WAY OF RECORD.

LEGEND:

- PROPERTY LINE
- CLUB/AMENITY POD BOUNDARY
- LOT LINE
- LOT SETBACK
- UTILITY EASEMENT
- FENCE LINE
- ACME DRAINAGE DISTRICT R/W AREA
- PROPOSED DRAINAGE EASEMENT

GENERAL NOTES

1. SINGLE FAMILY RESIDENCES ARE SELF-PARKED VIA GARAGES AND/OR PRIVATE DRIVEWAYS.
2. 3 RAIL EQUESTRIAN FENCE SHALL BE PROVIDED ALONG THE PROPERTY BOUNDARY PER VILLAGE OF WELLINGTON STANDARDS.
3. ALL BUILDINGS IN EXCESS OF 35 FEET SHALL REQUIRE WELLINGTON COUNCIL APPROVAL AND SHALL SATISFY THE CRITERIA OF LDR SECTION 6.3.16.5.
4. PARKING FOR RESIDENTIAL UNITS WITH 4 OR MORE BEDROOMS SHALL PROVIDE 1 ADDITIONAL SPACE PER BEDROOM.
5. PARKING RATE TO BE DETERMINED AT TIME OF SITE PLAN REVIEW.

APPROVED BY:

VICINITY MAP
SCALE: 1"=1000'

No.	REVISIONS	DATE	BY

Kimley»Horn
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1920 WEKIVA WAY SUITE 200, WEST PALM BEACH, FL 33411
PHONE: 561-845-0665 FAX: 561-863-8175
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KHA PROJECT 140957000
DATE FEB 2026
SCALE AS SHOWN
DESIGNED BY MRG
DRAWN BY MRG
CHECKED BY MFS

SITE PLAN

ISLA CARROLL
PREPARED FOR
MCCOURT PARTNERS
DEVELOPMENT LLC
WELLINGTON FL

SHEET NUMBER
C2.00

Plotted By:Edwards, Brigid Sheet Set:DISCOVERY WELLINGTON Layout:C2.00 SITE PLAN February 11, 2026 07:42:01pm K:\wpb_developer\projects\140957000 - discovery wellington\CADD\plotsheets\C2.00 SITE PLAN.dwg
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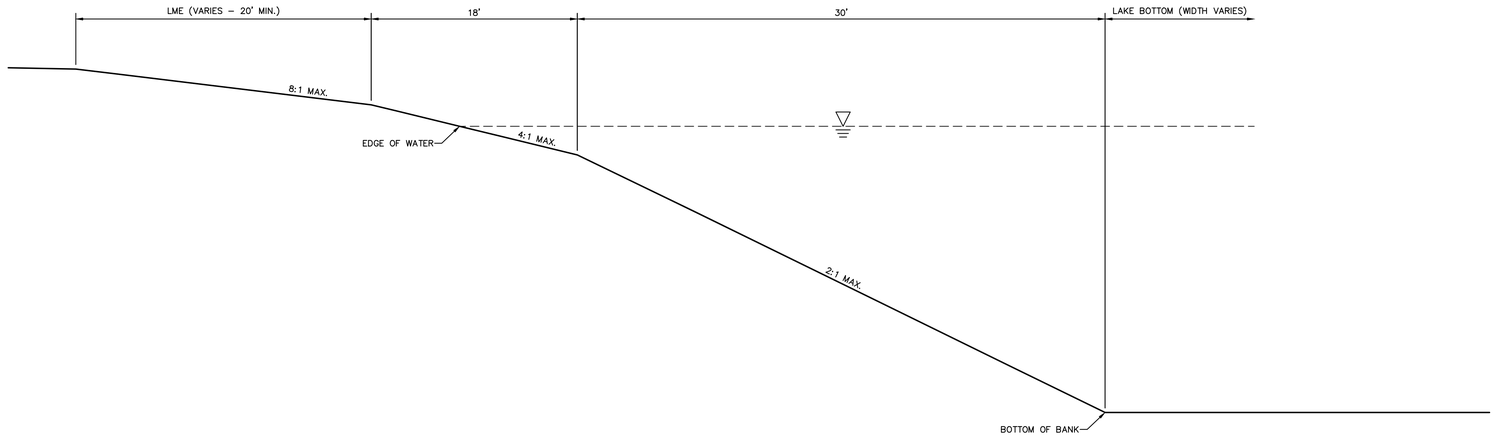

GRAPHIC SCALE IN FEET
0 2.5 5 10
HORIZONTAL

0 2.5 5 10
VERTICAL

SITE DATA		
PROJECT NAME	ISLA CARROLL WELLINGTON	
RANGE 41, TOWNSHIP 22, SECTION 23		
PROPERTY CONTROL NUMBER	73-41-44-22-00-000-1030	
PETITION NUMBER	2025-0004-REZ 2025-0002-MP	
EXISITNG LAND USE	EQUESTRIAN RESIDENTIAL (LOW DENSITY)	
PROPOSED LAND USE	RESIDENTIAL - LOW DENSITY - CATEGORY B	
PROPOSED USE	RESIDENTIAL B (0.01 DU/AC - 1.0 DU/AC)	
RESIDENTIAL DENSITY	0.5 DU/AC	
CLUB / AMENITY FAR	0.2	
EXISTING ZONING	EQUESTRIAN RESIDENTIAL / EQUESTRIAN OVERLAY ZONING DISTRICT(EOZD) SUB AREA D	
PROPOSED ZONING	PLANNED UNIT DEVELOPMENT / EOZD - SUBAREA D	

	SQ. FT.	AC.
TOTAL AREA - RESIDENTIAL POD	**1,953,477.56**	**44.85**
PROPOSED RESIDENTIAL POD	1,114,742.15	25.59
PROPOSED LAKE MAINTENANCE AREA	119769.88	2.75
PROPOSED LAKE AREA	461909.6	10.60
PROPOSED DRAINAGE EASEMENT AREA (CANAL)	85,335.54	1.96
EXISTING DRAINAGE AREA (CANAL)	71,338.35	1.64
EXISTING DRAINAGE EASEMENT AREA (ACME)	100,382.04	2.30
TOTAL AREA - AMENITY POD	**1,495,469.00**	**34.33**
PROPOSED CLUB AMENITY	379,327.66	8.71
PROPOSED EQUESTRIAN AMENITY	1,116,141.34	25.62
PROPOSED DRAINAGE EASEMENT AREA	11,455.22	0.26
PROPOSED LAKE MAINTENANCE AREA	27,538.74	0.63
PROPOSED LAKE AREA	65,176.70	1.50
TOTAL SITE AREA	**3,448,632.63**	**79.17**

RESIDENTIAL POD - OVERALL		
AREA	44.85	AC.
MAX. BUILDING COVERAGE	20%	
MAX. COVERAGE TOTAL	390,696	SQ. FT.
MAX. FAR	0.20	
MAX. DEV. POTENTIAL	390,696	SQ. FT.
SINGLE FAMILY LOTS		
MIN. LOT AREA	0.43	AC.
MIN. LOT WIDTH	100	FT.
MIN. LOT DEPTH	200	FT.
MIN. SETBACK AT PROPOSED BOUNDARY	50	FT.
MIN. SETBACK AT INTERNAL LOT LINES		
ALL PRIMARY & ACCESSORY STRUCTURES		
FRONT	25	FT.
REAR		
PRIMARY & ACCESSORY STRUCTURES < 10 FT.	15	FT.
ACCESSORY STRUCTURES > 10 FT.	10	FT.
SIDE INTERIOR	10	FT.
SIDE CORNER	15	FT.
PERMITTED SETBACK ENCROACHMENTS: PER TABLE 6.3-2 OF THE LDRs		
MAX. BUILDING COVERAGE	35%	
WITHIN IMPERV. AREA WITHIN FRONT SETBACK	50%	
WITHIN SIDE AND REAR SETBACKS		
LOTS < 0.50 AC., WHICH SHALL NOT EXCEED 6,000 SQ.FT. IN IMPERVIOUS AREA	75%	
LOTS > 0.50 AC., WHICH SHALL NOT EXCEED 12,000 SQ.FT. IN IMPERVIOUS AREA	50%	
DWELLING UNITS		
SINGLE FAMILY	27	
AMENITY POD - OVERALL		
AREA	34.33	AC.
CLUB AMENITY	8.71	AC.
EQUESTRIAN AMENITY	25.62	AC.
MAX. BUILDING COVERAGE	20%	
MAX. FAR	0.20	
MAX. DEV. POTENIAL	299,094	SQ. FT.
MIN. SETBACK AT PROPOSED BOUNDARY		
PRIMARY STRUCTURES	50	FT.
ACCESSORY STRUCTURES	50	FT.

BUILDING HEIGHT MAXIMUMS		
RESIDENTIAL POD	35	FT.
AMENITY POD	35	FT.
ALL BUILDINGS IN EXCESS OF 35 FT. SHALL REQUIRE WELLINGTON COUNCIL APPROVAL AND SHALL SATISFY THE CRITERIA OF LDR 6.3.1.G.5		

PARKING - RESIDENTIAL POD	**REQUIRED**	**PROVIDED**
SINGLE FAMILY	54	54
PARKING - AMENITY POD		
CLUB (1 SPACE / 500 S.F. OF CONDITIONED SPACE)	144	78
GRASS PARKING (ADDITIONAL CLUB COUNT)	-	75
PARKING TOTAL - AMENITY POD	**144**	**153**

BUILDING AREAS - AMENITY POD	**CONDITIONED**	**UNCONDITIONED**	**UNCOVERED**	**SQ. FT.**
CLUBHOUSE LIVING ROOM & BAR	5,215	4,290	-	9,505
MAIN RESTAURANT (UPPER LEVEL)	4,721	4,985	-	9,706
KITCHEN / BACK OF HOUSE (GROUND LEVEL)	-	7,820	-	7,820
PARKING (GROUND LEVEL)	-	30,418	-	30,418
STICK AND BALL GRILL (UPPER LEVEL)	1,972	1,006	-	2,978
KITCHEN / BACK OF HOUSE (GROUND LEVEL)	-	2,875	-	2,875
BUSINESS CENTER (UPPER LEVEL)	6,992	1,771	-	8,763
SIGNATURE RESTAURANT (GROUND LEVEL)	4,675	4,301	-	8,976
GARDEN PAVILION, & WALKWAY (UPPER LEVEL)	-	8,136	10,741	18,877
MARKET & POLO SIMULATORS (GROUND LEVEL)	5,330	851	-	6,181
LOBBY	4,456	-	-	4,456
CENTRAL PLAZA (UPPER LEVEL)	-	-	12,455	12,455
DROP-OFF / COURTYARD (GROUND LEVEL)	-	23,920	-	23,920
VIEWING AREA	-	-	18,067	18,067
ACTIVITY BARN / KIDS CLUB	3,674	443	2,363	6,480
ACTIVITY / EVENT/ASADO LAWN	-	-	15,410	15,410
RACQUET CENTER	2,202	4,635	-	6,837
COVERED WALKWAY	-	3,686	-	3,686
FITNESS	7,308	2,938	1,696	11,942
SPA	17,670	8,125	3,726	29,521
FAMILY POOL	-	-	3,450	3,450
ADULT POOL & SPA	-	-	3,433	3,433
10-STALL BARN AND GROOMSMAN QUARTERS	6,808	1,357	-	8,165
COMFORT STATION	690	-	-	690
GATEHOUSE	437	161	-	598
OUTDOOR EXERCISE ARENA	-	-	22,901	22,901
TOTAL	**72,150**	**111,718**	**94,242**	**278,110**

APPROVED BY:

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
1920 WEKIVA WAY SUITE 200, WEST PALM BEACH, FL 33411
PHONE: 561-845-0665 FAX: 561-863-8175
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

KHA PROJECT 140957000
DATE FEB 2026
SCALE AS SHOWN
DESIGNED BY MRG
DRAWN BY MRG
CHECKED BY MFS

SITE PLAN DATA

ISLA CARROLL
PREPARED FOR
MCCOURT PARTNERS DEVELOPMENT LLC
WELLINGTON FL

SHEET NUMBER
C2.01

Plotted By:Edwards, Brigid Sheet Set:DISCOVERY WELLINGTON Layout:C2.01 SITE PLAN DATA February 11, 2026 07:42:01pm K:\wpb_deveservices\140957000 – discovery wellington\CADD\sheetsets\C2.00 SITE PLAN.dwg
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Kimley»Horn

June 23, 2025

Village of Wellington
Traffic Engineering Division
12300 Forest Hill Blvd
Wellington, FL 33414

RE: ***Isla Carroll – Traffic Equivalency Statement***
Wellington, Florida
Kimley-Horn #140957002

Dear Village:

Kimley-Horn and Associates, Inc. has prepared a traffic equivalency statement for the Isla Carroll site located on the northwest corner of the intersection of 120th Avenue and 35th Street in Wellington, Florida. The Parcel Control Number (PCN) for the site is: 73-41-44-22-00-000-1030. Figure 1 illustrates the site location and the project traffic distribution for the site.

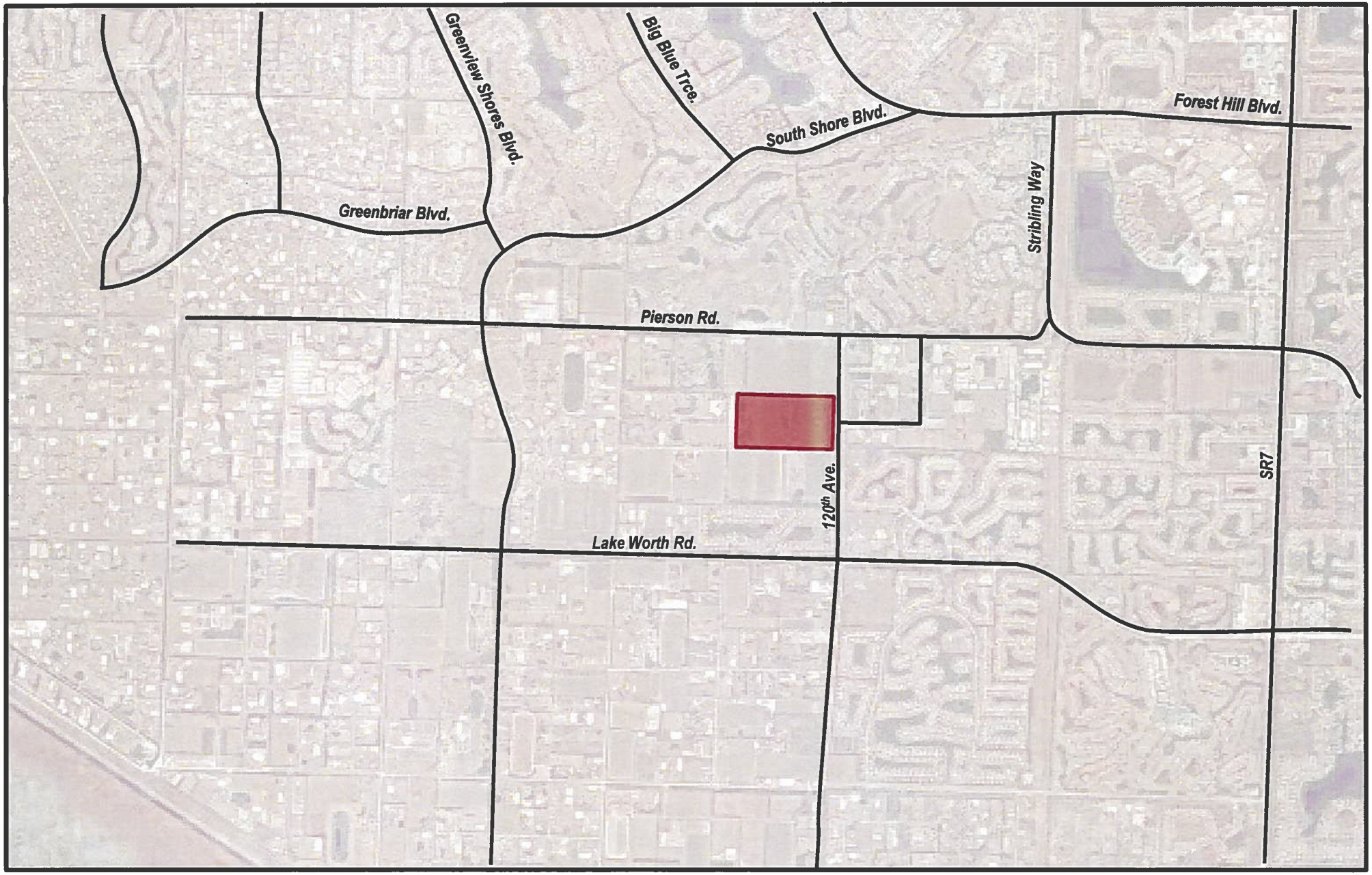
The existing site has been leased to the National Polo Club (NPC) for equestrian events throughout the year. Parking for these events occurs on NPC property; therefore, the traffic impacts of these events currently occur on NPC Property and are unrelated to this site. The NPC is expected to continue to operate one or two events per week on one polo field on the site with the updated development program; however, no impacts to this site are expected since this is an existing condition on the adjacent site. The site has a prior DRO approval that is proposed to be modified. The site is proposed to be redeveloped with the following uses:

- 74,606 square feet of air-conditioned private space that includes:
  - Clubhouse
  - Pool
  - Fitness Center
  - Spa
- 40 single family dwelling units
- 8 equestrian stables

Table 1 summarizes the intensity of development associated with the previous approval for the site and the proposed development plan.

Table 1: Site Development Plan Summary

Land Use	Previously Approved	Proposed	Net Change
Recreational Community Center	107,011 sf	74,606 sf	(32,405) sf
Single Family Detached	40 DU	40 DU	0 DU
Stable	24 stall(s)	8 stall(s)	(16) stall(s)
Grooms Quarters	6 DU	0 DU	(6) DU



NORTH

LEGEND

Site Location

FIGURE 1
Isla Carroll
KH #140957002
Site Location

Kimley»Horn

TRIP GENERATION

A calculation was prepared to determine the new change in trip generation potential associated with the approved and the proposed development programs for the site. A trip generation determination was prepared to determine the potential impacts of the proposed redevelopment utilizing rates and equations published by the Institute of Traffic Engineers (ITE) in the 11th Edition Trip Generation Manual. Traffic generated by the equestrian, stables, and grooms' quarters were calculated using similar studies that have been conducted in Wellington, and the relevant excerpts are included in the Appendix, for reference. Table 2 summarizes the trip generation calculation for the proposed development compared to the existing site. As shown in Table 2, the proposed site trip generation represents a decrease of 289 net new external daily trips, a decrease of 20 net new external AM peak hour trips (-11 inbound, -9 outbound), and a decrease of 26 net new external PM peak hour trips (-13 inbound, -13 outbound).

Table 2: Weekday Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Approved Scenario								
Recreational Community Center	107.011 ksf	771	51	34	17	67	31	36
Single Family Detached	40 DU	400	28	7	21	38	24	14
Stable	24 Stall(s)	39	4	2	2	4	2	2
Grooms Quarters	6 DU	30	2	0	2	3	2	1
	Subtotal	*1,240*	*85*	*43*	*42*	*112*	*59*	*53*
Pass-By Capture								
Recreational Community Center	0.0%	0	0	0	0	0	0	0
Single Family Detached	0.0%	0	0	0	0	0	0	0
Stable	0.0%	0	0	0	0	0	0	0
Grooms Quarters	0.0%	0	0	0	0	0	0	0
	Subtotal	0	0	0	0	0	0	0
Driveway Volumes		**1,240**	**85**	**43**	**42**	**112**	**59**	**53**
Net New External Trips		**1,240**	**85**	**43**	**42**	**112**	**59**	**53**
Proposed Scenario								
Recreational Community Center	74.606 ksf	538	36	24	12	47	22	25
Single Family Detached	40 DU	400	28	7	21	38	24	14
Stable	8 Stall(s)	13	1	1	0	1	0	1
	Subtotal	*951*	*65*	*32*	*33*	*86*	*46*	*40*
Pass-By Capture								
Recreational Community Center	0.0%	0	0	0	0	0	0	0
Single Family Detached	0.0%	0	0	0	0	0	0	0
Stable	0.0%	0	0	0	0	0	0	0
	Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Driveway Volumes		**951**	**65**	**32**	**33**	**86**	**46**	**40**
Net New External Trips		**951**	**65**	**32**	**33**	**86**	**46**	**40**
Proposed Net External Trips-Existing Net New External Trips		**-289**	**-20**	**-11**	**-9**	**-26**	**-13**	**-13**
Radius of Development Influence:		**Directly Accessed Links**						

Land Use	Daily	AM Peak Hour	PM Peak Hour	Pass By
Recreational Community Center	25% of: 28.82 trips/ksf	25% of: 1.91 trips/ksf (66% in, 34% out)	25% of: 2.5 trips/ksf (47% in, 53% out)	0.0%
Single Family Detached	10 trips/DU	0.7 trips/DU (26% in, 74% out)	0.94 trips/DU (63% in, 37% out)	0.0%
Stable	1.62 trips/Stall(s)	0.15 trips/Stall(s) (60% in, 40% out)	0.15 trips/Stall(s) (40% in, 60% out)	0.0%
Grooms Quarters	5 trips/DU	0.36 trips/DU (20% in, 80% out)	0.44 trips/DU (65% in, 35% out)	0.0%

DRIVEWAY CLASSIFICATION

Access to the site is proposed to be maintained via two driveways:

1. One full access driveway on 120th Avenue
2. One full access service driveway on 120th Avenue

According to the Palm Beach County "Guide to Parking Lot and Street Access Design Criteria and Standards," it is necessary to classify project driveways as minor, intermediate, or major according to the following criteria:

- Minor – services a maximum daily volume of 500 vehicles.
- Intermediate – services a daily volume ranging from 501 to 2000 vehicles.
- Major – services a daily volume of more than 2000 vehicles.

Figure 2 illustrates the project traffic volumes at the site driveways under full buildout using the distribution illustrated in Figure 2. Using these criteria, the driveways are classified as follows:

1. Driveway 1: Minor
2. Driveway 2: Minor

TURN LANE REQUIREMENTS

Section 300 of the Palm Beach County "Design Standards Manual" provides the vehicle thresholds for exclusive turn lanes at site driveways. According to the standards noted in this document, the volume thresholds for providing exclusive turn lanes are as follows:

- Right-turn Lane – 75 peak hours right turns, with driveway volumes that exceed 1,000 trips per day, and average daily traffic volumes that exceed 10,000 vehicles per day.
- Left-turn Lane – 30 peak hour left turns.

Based on these requirements, and the configuration of the existing driveways the need for exclusive turn lanes is not met at the project driveways. Nonetheless, due to the traffic volumes on 120th Avenue and the two-lane cross-section of the roadway without median, a roundabout is proposed at the main driveway entrance on 120th Avenue.

NORTH

LEGEND

Site Location

XX (XX) AM (PM) Volumes

FIGURE 2
Isla Carroll
KH #140957002
Project Driveway Volumes

Kimley»Horn

Kimley»Horn

CONCLUSION

Kimley-Horn and Associates, Inc. has prepared the traffic equivalency statement for the Isla Carroll site at the northwest corner of the intersection of 120th Avenue and 35th Street in Wellington, Florida. The results of the analysis indicate that the proposed development program would generate fewer trips in comparison to the previous approval for the site.

Please contact me via telephone at (561) 840-0874 or via e-mail at adam.kerr@kimley-horn.com should you have any questions regarding this evaluation.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

ADAM B. KERR, P.E. LICENSE No 64773 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Adam B Kerr
Date: 2025.06.23 10:39:54 -04'00'

Adam B. Kerr, P.E.
Transportation Engineer

Florida Registration
Number 64773
Registry No. 35106

Attachments

k:\wpb_tpto\1409\140957002 - isla carroll\county\equivalency\2025-06-04 isla carroll equivalency.docx

APPENDIX

	PROGRAM
A	Clubhouse Living Room & Bar
B	Main Restaurant (Upper Level)
	Kitchen/ Back of House (Ground Level)
	Parking (Ground Level)
C	Sushi Restaurant (Upper Level)
	Kitchen/ Back of House (Upper Level)
D	Business Center (Upper Level)
	Signature Restaurant (Ground Level)
E	Garden, Pavilion & Walkway (Upper Level)
	Market & Trackman studio (Ground Level)
F	Lobby
G	Central Plaza (Upper Level)
	Drop-off/ Courtyard (Ground Level)
H	Viewing Terrace
I	Activity Barn/ Kid's Club
J	Activity/ Event Lawn
K	Racquet Center
L	Covered Walkway
M	Fitness
N	Spa
O	Family Pool
P	Adult Pool & Spa
Q	8-Stall Barn
R	Comfort Station
S	Gatehouse

STORMWATER: 15.2*

PRELIMINARY PARKING COUNT: 148 SPACES

*NOTE: Stormwater area calculation is based on the top-of-bank measurement.

Concept Master Plan

© June 2025

Land Use: 495
Recreational Community Center

Description

A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children, a day care or nursery school, meeting rooms and other social facilities, swimming pools and whirlpools, saunas, tennis, racquetball, handball, pickle ball, basketball and volleyball courts; outdoor athletic fields/courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar. Public access is typically allowed and a membership fee may be charged. Racquet/tennis club (Land Use 491), health/fitness club (Land Use 492), and athletic club (Land Use 493) are related land uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), Arizona, Indiana, Minnesota, New Hampshire, New York, Oregon, Pennsylvania, Tennessee, and Utah.

Source Numbers

281, 410, 443, 571, 618, 705, 719, 850, 866, 971, 1055

Recreational Community Center
(495)

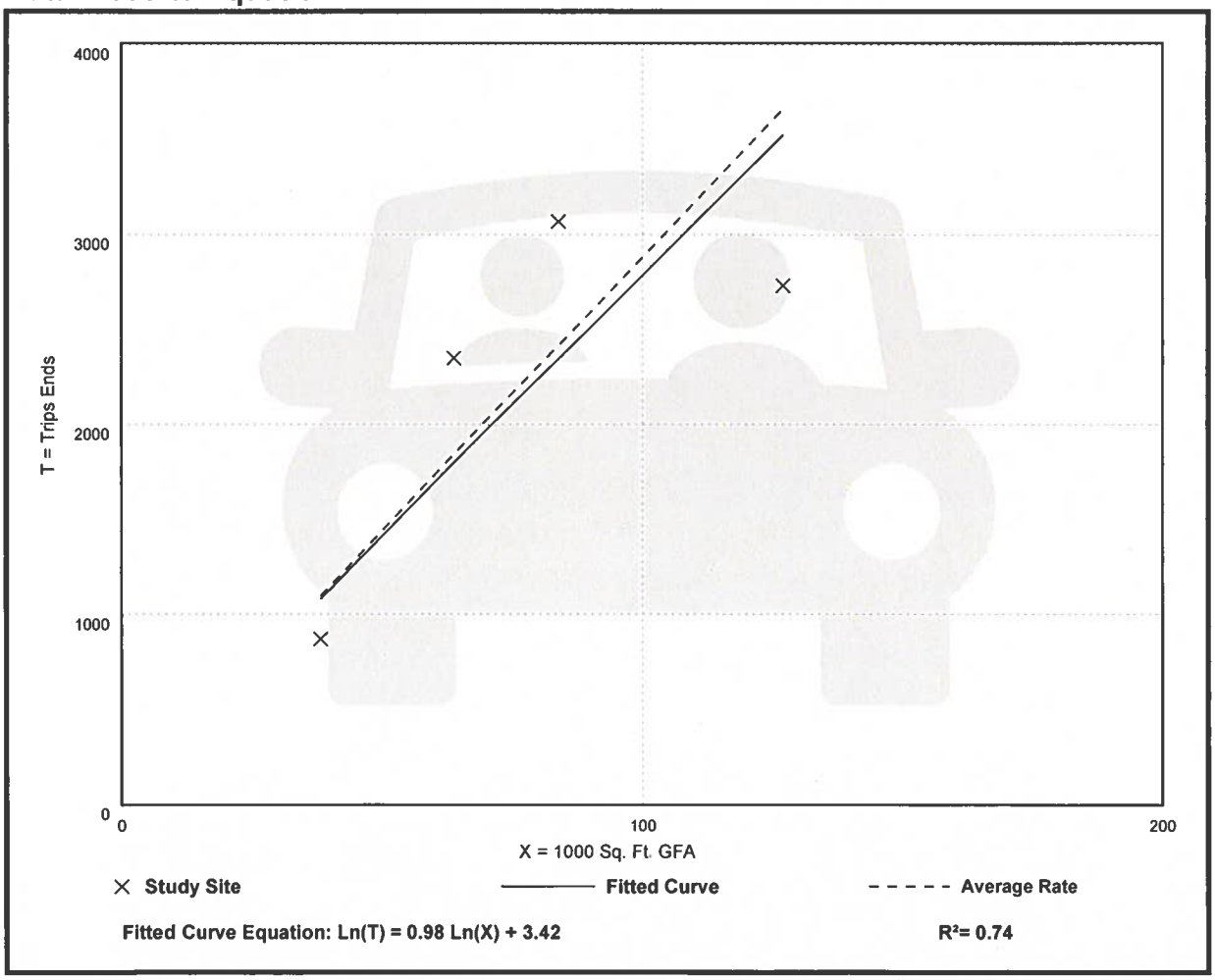
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 78
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.82	21.49 - 36.71	8.56

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.98 Ln(X) + 3.42

R^2= 0.74

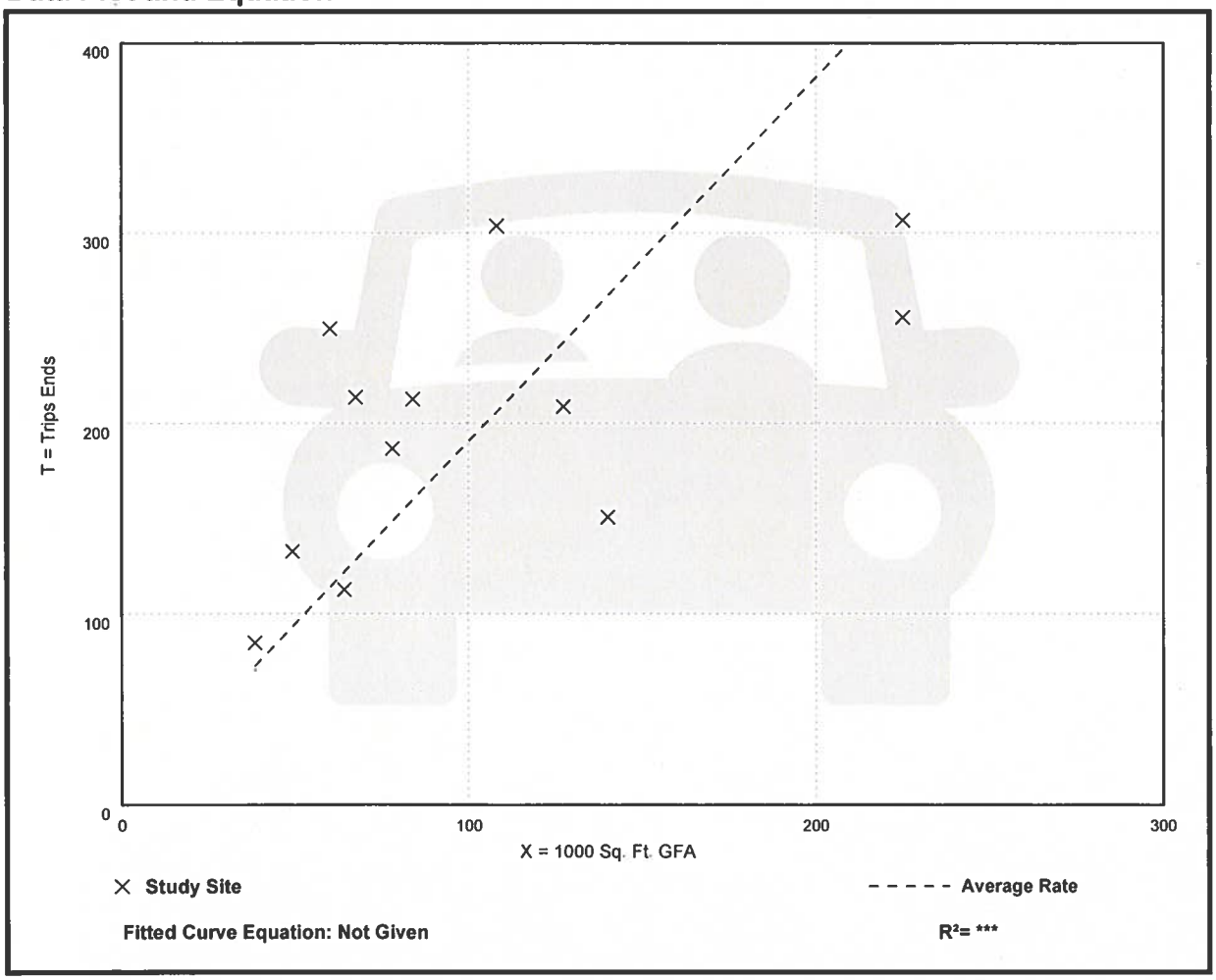
Recreational Community Center
(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 105
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	1.08 - 4.18	0.88

Data Plot and Equation



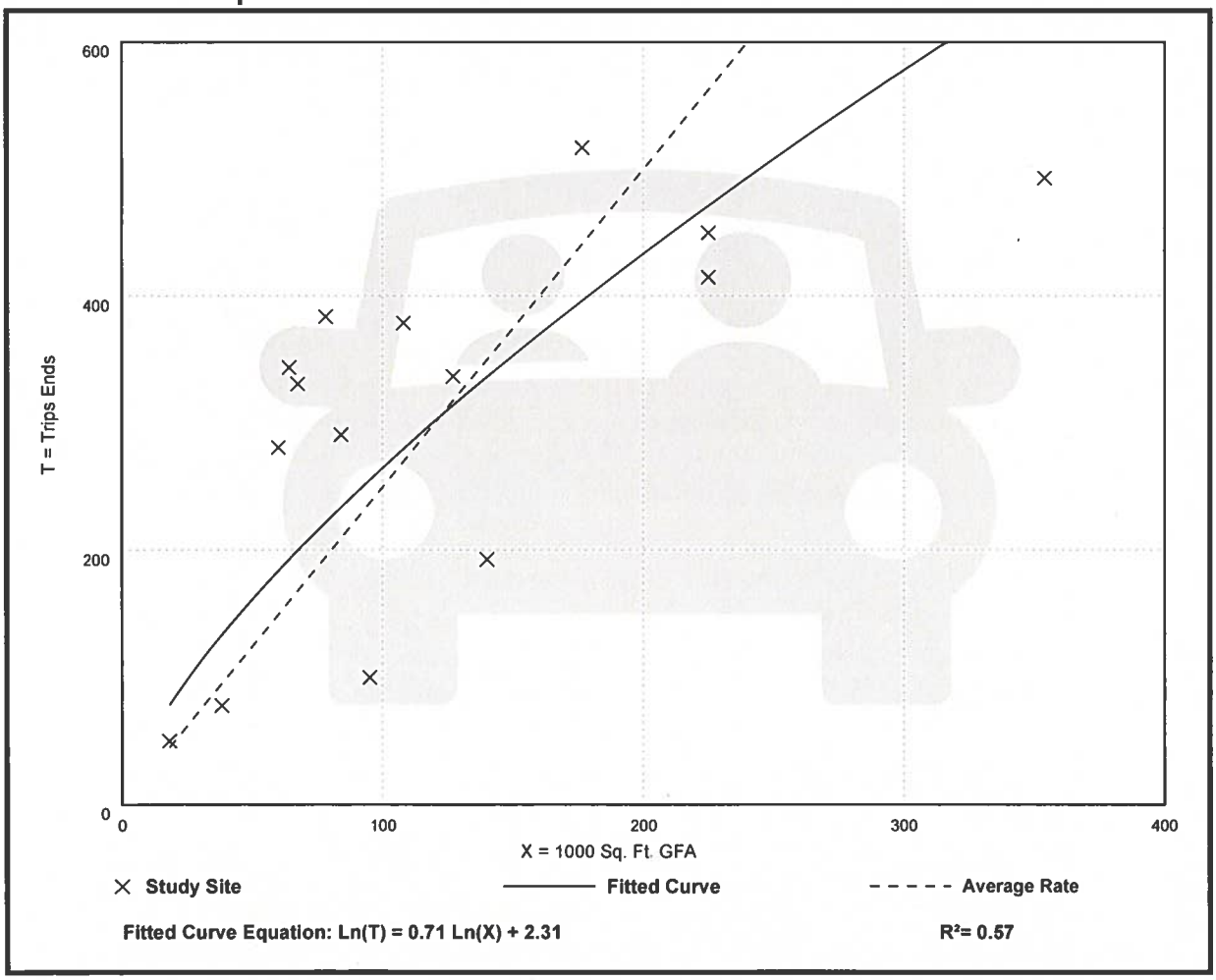
Recreational Community Center
(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 15
Avg. 1000 Sq. Ft. GFA: 124
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.50	1.05 - 5.37	1.28

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.31

R^2= 0.57

06-044V

SIMMONS WHITE

ENGINEERING | PLANNING | CONSULTING | SINCE 1982

December 18, 2006
Job No. 06-150

TRAFFIC IMPACT STATEMENT

Stadium Jumping Special Use Permit
Temporary 224-Stall Stable/Tent
Village of Wellington, Florida

SITE DATA

The subject parcel is located on the east side of Equestrian Club Road just south of Pierson Road in the Village of Wellington, Florida. The site is currently utilized during the equestrian season for grassed spectator parking. The proposed plan of development consists of erecting a temporary stable/tent with 224 stalls on a portion of the grassed area. The stabling tent facility will include a temporary horse wash area and a temporary manure bin. For additional information concerning site location and layout, please refer to the Special Use Survey graphics prepared by O'Dell, Inc.

PARKING SUMMARY

The approximate number of grassed parking spaces historically available for show spectators in the overall area east of Equestrian Club Road is 350. The area to be utilized by the stalls and the associated grassed parking spaces to be designated for the participants utilizing the stalls will result in a net loss of approximately 235 spectator spaces. (The area utilized by the stalls will cause a loss of approximately 125 spaces and 110 spaces will be provided for participants next to the tent.) In order to accommodate the loss of spectator parking spaces, overflow spectator parking will be provided on the practice polo fields (approximately 40 acres in size) adjacent to the Boys and Girls Club on South Shore Boulevard. Shuttle busses will be used to bring spectators from the polo field area to the show grounds. Professional parking control (trained staff) as well as Sheriff's Department Traffic Control Deputies will be provided to maintain traffic flows, to eliminate delays on the adjacent roadways and to insure constant emergency vehicle access at both the polo field area and at the Equestrian Club Road parking area adjacent to the showgrounds.

Simmons & White, Inc.
5601 Corporate Way Suite 200 West Palm Beach Florida 33407
T: 561.478.7848 F: 561.478.3738 www.simmonsandwhite.com
Certificate of Authorization Number 3452

PARKING SUMMARY (CONTINUED)

In summary, the loss of parking currently utilized for spectator parking will be mitigated off-site at the polo fields with the use of trained parking control employees, Sheriff's Deputies for traffic control, and spectator shuttle buses. The off-site parking mitigation measures will result in reduced traffic impact on Pierson Road and on Equestrian Club Road, while providing convenient spectator parking in the immediate vicinity of the showgrounds.

It should be noted that a golf cart trolley path is also being considered as a secondary shuttle alternative, further reducing the traffic impact on Pierson Road and Equestrian Club Road (refer to graphic prepared by O'Dell, Inc.).

TRAFFIC SUMMARY

This special permit request is required to replace the temporary stalls that will not be erected to the west of the showgrounds, just south of Person Road. Six temporary tents have historically been erected on an annual basis to provide stabling for the equestrian season. Because the tents to the west of the showgrounds will not be erected, this Special Use Permit has been requested to provide much needed substitute accommodations.

The traffic to be generated by the proposed temporary stable may be conservatively generated based on the average rates of two previously approved reports: Magna Training Center and Southfields Farms. (These two reports were prepared as part of the Palm Beach County Zoning and Concurrency process and have been approved by Palm Beach County Staff.) The generation rates for both approved reports were based on in-field counts and may be summarized as follows:

Facility	No. of Stalls	Daily (per stall)	AM Peak Hour (per stall)	PM Peak Hour (per stall)
Magna	1400	2.079*	0.16*	0.123*
Southfields	72	1.167	0.146	0.174
	Average	1.62	0.15	0.15

* The rates include not only 1400 stalls, but also 342 associated groom's quarters.

TRAFFIC SUMMARY (CONTINUED)

The average rates calculated above will be used for this report and include total trips associated with the facility, i.e., deliveries, manure removal, truck and trailer trips, etc. The daily, A.M. peak hour and P.M. peak hour traffic generation is calculated in Table 1 and may be summarized as follows:

DAILY	363
A.M. PEAK HOUR	34 (20 IN / 14 OUT)
P.M. PEAK HOUR	34 (14 IN / 20 OUT)

It should be noted that the above estimation of trips is very conservative for the average weekday and is most likely an overestimation of peak Sunday show traffic. The majority of owners have multiple horses and rent stalls for tack, feed and equipment storage. The majority of the horse trailers are commercial haulers and have 9 to 15 horses per load. The horses are not brought to the facility on a daily basis, but rather are stabled for longer periods during the duration of the show. Manure removal is performed by a single vendor from a central location. Deliveries of feed and tack accommodate multiple owners with a single trip. As stated above, the area to be utilized by the stalls will cause the loss of approximately 125 existing parking spaces (or 250 daily trips assuming only two trips per day per parking space, while the rate is higher when considering vehicle/spectator turnover throughout the day). The net increase in trips as a result of the stables is therefore 113 trips per day or less.

As with the overflow parking area detailed above, the tent area will also utilize professional parking control (trained staff) as well as Sheriff's Department Traffic Control Deputies to maintain traffic flows, eliminate delays on Equestrian Club Road and insure constant emergecny vehicle access to the showgrounds as well as the restaurant and residents located to the south on Equestrian Club Road.

The following number of platted single family lots are located in Equestrian Club Estates to the south:

PLAT 1	26 LOTS
PLAT 2	39 LOTS
PLAT 3	34 LOTS
TOTAL	99 LOTS

TRAFFIC SUMMARY (CONTINUED)

Equestrian Club Road is a local road with a 60-foot right-of-way and two 10-foot travel lanes. It has been designed to Palm Beach County Standards and has been constructed to accommodate construction traffic, delivery vehicles and truck and trailer vehicular activity, as well as the typical passenger cars associated with the residents of Equestrian Club Estates and the spectators attending equestrian events.

Due to the net reduction in available stalls (the tents to the west of the showgrounds will not be erected and only 224 stalls will be provided with this Special Use Permit request), the traffic on Pierson Road associated with the temporary stalls will actually be reduced from previous years. Equestrian Club Road has been designed and constructed to accommodate the volume and type of vehicles associated with the temporary tent. Trained parking attendants and Sheriff's Deputies will be utilized to mitigate the minimal impacts on residents, guests and public safety providers on Pierson Road and Equestrian Club Road.

DEC 20 2006

Robert F. Rennebaum, P.E.
FL Reg. No. 41167

sa x:/docs/trafficdrainage/tis 06150

STADIUM JUMPING SPECIAL USE PERMIT
Temporary 224-Stall Stable/Tent
Village of Wellington, Florida
Trip Generation Analysis

TABLE 1
DAILY TRAFFIC GENERATION

Daily

Stable	224	stalls	1.62	363		0	363	0%	0	363
		Grand Totals:		363	0.0%	0	363	0%	0	363

TABLE 2
AM PEAK HOUR TRAFFIC GENERATION

AM Peak Hour

Stable	224	stall	0 15	20	14	34	0.0%	0	0	0	20	14	34	0%	0	20	14	34
		Grand Totals:		20	14	34	0.0%	0	0	0	20	14	34	0%	0	20	14	34

TABLE 3
PM PEAK HOUR TRAFFIC GENERATION

PM Peak Hour

Stable	224	stall	0.15	14	20	34	0.0%	0	0	0	14	20	34	0%	0	14	20	34
		Grand Totals:		14	20	34	0.0%	0	0	0	14	20	34	0%	0	14	20	34

Taken from ITE Trip Generation Manual, 7th Edition except as noted

Created 12/18/2006
X:\Documents\spreadsheets\2006\06-150\Trip Gen

PTC
Transportation Consultants

601 Heritage Drive, Suite 493
Jupiter, FL 33458
(561) 296-9698

July 16, 2025

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

Re: Isla Carroll MP - #PTC25-001K
2025-0002-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 Equivalency Statement completed by Kimley-Horn dated June 23, 2025, and the Parking Study dated June 18, 2025, were reviewed. We have no comments. The project is summarized below:

Proposed Uses:	40 Single Family Residential Units 8 Equestrian Stables 74,606 SF of Air-conditioned space that includes: Clubhouse, Pool, Fitness Center, Spa
Daily Trips:	951
Peak Hour Trips:	AM: 32 In, 33 Out, 65 Total PM: 46 In, 40 Out, 86 Total

It has been demonstrated that the proposed development generates less traffic than the previously approved project and, therefore, 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, 2028, unless a time extension has been approved by Wellington's Planning and Zoning Department and Traffic Engineer..

2. The County traffic concurrency approval is subject to the Project Aggregation Rules as set forth in the Traffic Performance Standards Ordinance.

3. The Property Owner is required to make a proportionate share payment of 2.82% of the total cost to construct a traffic signal and/or roundabout at Lake Worth Road at 120th Avenue prior to the first building permit.

4. The property owner shall construct a northbound left turn lane or dedicate additional right-of-way for a roundabout at their main entrance to 120th Avenue South prior to the first certificate of occupancy.

5. The southern driveway and access to 120th Avenue South shall only be used as a service entrance. Property signage identifying it as a service road or for use by emergency vehicles only shall be provided.

6. A minimum of 145 paved parking spaces shall be provided for the Club/Amenity Pod.

7. An annual monitoring study shall be completed for the site to include peak season weekday and weekend parking counts and traffic counts at all project entrances once Certificate of Occupancies have been issued for 50% of the recreational use. The Village will be notified of the days of the monitoring study one (1) week prior to beginning the study. If vehicular trips are more than 25% above that included in the traffic study, additional mitigation may be required. If occupied parking spaces are greater than that projected in the parking study, additional paved parking will be required. The annual monitoring study shall be completed for a period of 10 years. The study shall be submitted to the Planning and Zoning Division no later than June 1st of each year.

8. Special use permits will be required for any events. Adequate ingress and egress directly to 120th Avenue South shall be maintained at all times and shall not disrupt normal traffic circulation patterns.

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

Sincerely,

Andrea M. Troutman

Andrea M. Troutman, P.E.
President

Enclosures

Kimley»Horn

June 18, 2025
Revised September 30, 2025

Thomas Lucid
Senior Vice President, Development
McCourt Partners
10 Hudson Yards, 37th Floor
New York, NY 10001

RE: ***Isla Carroll - Parking Study***
3665 120th Avenue S, Wellington, FL 33414
KH #140957002

Dear Thomas:

Kimley-Horn has evaluated the anticipated parking supply requirements for the proposed Isla Carroll development. The project site is located at 3665 120th Avenue, in the Village of Wellington, Florida. Figure 1 illustrates the location of the site. The Parcel Control Number (PCN) for the project site is 73-41-44-22-00-000-1030. The existing project site contains equestrian uses and proposed to be redeveloped to include 40 single family dwelling units and a private club for residents. The private club will contain the following uses: a clubhouse, pool bar, restaurant, fitness center, spa, racquet center, activity barn, and kids club. The anticipated supply of on-site parking for passenger vehicles is 145 spaces.

This analysis has been performed to determine whether the parking supply is anticipated to meet the proposed parking demand for the proposed development.

PEAK OPERATIONS PARKING REQUIREMENT

It is our understanding, based on the operating plan of the site, that the weekend scenario is representative of peak parking occupancy for the site. Therefore, an initial review of the Village of Wellington Unified Land Development Code was conducted to determine the code required parking associated with the proposed development. However, none of the proposed uses had applicable parking code requirements. Therefore, it was determined that an effective actual parking demand calculation should be conducted to determine the parking supply need for the site. Information provided by the development team was utilized to determine the peak season weekday and weekend parking demand for the site. The following is a summary of the methodology and analysis conducted for the parking requirements of the site. Using information provided by the client, the hours of operation number of staff, and expected visitors for each use during peak season were compiled into a daily schedule.

Based on information provided by the client it was determined that both weekday and weekend days would result in a majority of the uses on site being utilized. Staffing and outside club members and their guests will utilize parking on-site during normal operations. Based on the anticipated staffing and guest numbers, the parking demand was applied to each use throughout a normal weekday and weekend day on and hour-by-hour basis. The resulting schedule is attached in the Appendix, for reference. Based on the assumptions above and information provided by the client for the number of each users on site it was determined that a

total of 145 parking spaces would likely be needed to facilitate the demand during the busiest weekend conditions.

CONCLUSION

An analysis has been performed to calculate the anticipated parking supply requirements for the site. Based upon the evaluation undertaken, the peak supply requirement for this site is anticipated to be 145 parking spaces, which will be serviced by the proposed parking supply of 145 parking spaces on site. Therefore, this evaluation demonstrates that the parking supply provided will meet the anticipated parking supply requirement for the site. For larger equestrian events that will occur outside of standard peak operations, these events will be parked on the National Polo Center property adjacent to the south side of the property under private agreement.

This analysis was performed based on the most up to date information available at the time of this study. With the current plan of development the parking supply is expected to adequately serve the demand of the site.

We appreciate the opportunity to work with you on this project. If there are any questions regarding the information provided herein, please contact me via telephone at (561) 840-0874 or via e-mail at adam.kerr@kimley-horn.com.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

ADAM B. KERR, P.E. LICENSE No 64773 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Adam B Kerr
Date: 2025.09.30 14:37:04 -04'00'

Adam B. Kerr, P.E.
Transportation Engineer
Florida Registration
Number 64773
Registry No. 35106

APPENDIX

Weekday Scenario

Use	Intensity	Rate	Base
Equestrian/Polo Activities	23 ppl	1 spaces/ppl	23
Clubhouse	6 ppl	1 spaces/ppl	6
Equestrian	10 ppl	1 spaces/ppl	10
Pool Bar	10 ppl	1 spaces/ppl	10
Restaurant	40 ppl	1 spaces/ppl	40
Fitness	2 ppl	1 spaces/ppl	2
Spa	3 ppl	1 spaces/ppl	3
Racquet Center	2 ppl	1 spaces/ppl	2
Activity Barn	2 ppl	1 spaces/ppl	2
Kids Club	2 ppl	1 spaces/ppl	2
Security	4 ppl	1 spaces/ppl	4
Maintenance Staff	20 ppl	1 spaces/ppl	20
Outside Visitors	35 ppl	1 spaces/ppl	35

12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
						70%	80%	80%	80%	80%	80%	80%	80%	80%	80%	70%	60%	50%					
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1	1	1	1	1	1	52	54	75	75	75	75	75	75	75	75	53	91	82	65	42	41	41	1

Weekend Scenario

Use	Intensity	Rate	Base
Equestrian/Polo Activities	60 ppl	1 spaces/ppl	60
Clubhouse	6 ppl	1 spaces/ppl	6
Equestrian	10 ppl	1 spaces/ppl	10
Pool Bar	10 ppl	1 spaces/ppl	10
Restaurant	40 ppl	1 spaces/ppl	40
Fitness	2 ppl	1 spaces/ppl	2
Spa	3 ppl	1 spaces/ppl	3
Racquet Center	2 ppl	1 spaces/ppl	2
Activity Barn	2 ppl	1 spaces/ppl	2
Kids Club	2 ppl	1 spaces/ppl	2
Security	4 ppl	1 spaces/ppl	4
Maintenance Staff	20 ppl	1 spaces/ppl	20
Outside Visitors	130 ppl	1 spaces/ppl	130

12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
						50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%					
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1	1	1	1	1	1	66	66	125	125	125	125	125	125	125	125	105	145	138	103	42	41	41	1

UNITED STATES POLO ASSOCIATION
9011 Lake Worth Road | Lake Worth, FL 33467 USA
t: (800) 232-8772 | f: (888) 391-7410 | uspa@uspolo.org | uspolo.org

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Stewart Armstrong
Chairman
Tim Kelly
President
Stephen Orthwein, Jr.
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NORTHEASTERN
David Strouss
PACIFIC COAST
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Cindy Halle
Dr. Michael Manno
Robert Orthwein
Peter Rizzo
Robin Sanchez

Chris Green
Chief Operating Officer/ General Counsel

October 06, 2025

Mayor Michael Napoleone and Village Council
Village of Wellington
12300 Forest Hill Boulevard
Wellington, FL 33414

Isla Carroll Wellington Development Proposal

Dear Mayor Napoleone and Members of the Village Council:

I am writing on behalf of NPC Polo Operations LLC in connection with the Isla Carroll Wellington development proposal currently under consideration by the Village of Wellington. NPC Polo Operations LLC is the wholly owned subsidiary of the United States Polo Association ("USPA") that is responsible for managing all polo-related activity at the USPA National Polo Center ("NPC").

We understand that there are questions regarding the provision of parking in connection with the use by NPC Polo Operations LLC of the historic Isla Carroll East polo field (the "East Polo Field") within the development. As you may know, the proposal's sponsors have agreed (subject to the approval of the development proposal by the Village of Wellington) to make the East Polo Field available on a long term basis to NPC Polo Operations LLC.

In order to meet parking requirements required by law, NPC Polo Operations LLC has agreed to provide offsite parking for all NPC managed events taking place on the East Polo Field. As you may know, NPC is immediately to the south of the proposed development area and has more than sufficient parking capacity to provide to public attendees of NPC managed events hosted at the East Polo Field. NPC hosts regular matches that are open to the public and has extensive experience providing sufficient parking, security and other operating services consistent with legal requirements. As a matter of course, if the Village of Wellington were to approve the project, we would provide the same in connection with NPC managed events hosted at the East Polo Field within the Isla Carroll Wellington development.

Thank you for your attention and thoughtful consideration of this important initiative.

Sincerely,

Charles W Smith

Charles Smith, Chairman
NPC Polo Operations LLC

Cc: Jim Barnes, Village Manager
Tim Stillings, Planning, Zoning and Building Director

THE SCHOOL DISTRICT OF PALM BEACH COUNTY, FL

KRISTIN K. GARRISON, AICP
DIRECTOR

MICHAEL J. BURKE
SUPERINTENDENT

PLANNING & INTERGOVERNMENTAL RELATIONS
3661 INTERSTATE PARK ROAD NORTH, 200
RIVIERA BEACH, FL 33404

JOSEPH M. SANCHES, MBA
CHIEF OPERATING OFFICER

PHONE: 561-434-8020 / FAX: 561- 434-8942
WWW. PALM BEACHSCHOOLS.ORG

SCHOOL CAPACITY AVAILABILITY DETERMINATION (SCAD)

Application	**Submittal Date**	08/11/2025		
	SCAD No.	**25072901Z/Rezoning and 25072901D/D. O.**		
	FLU /Rezoning/D.O. No.	2025-0004-REZ /2025-0002-MP – Village of Wellington		
	Property PCN and Address	73-41-44-22-00-000-1030 / 3665 120th Avenue South		
	Development Name	**Isla Carroll Polo and Residences**		
	Owner / Agent Name	120th Avenue S, LLC / Seth Behn, Esq.		
	SAC No.	179D		
	Proposed Rezoning **Proposed D. O.**	**Maximum 40 Residential Units** **40 Single-Family Units**		
Impact Review		**Panther Run** Elementary School	**Polo Park** Middle School	**Wellington** High School
	New Students Generated	7	4	**5**
	Capacity Available	189	274	**-118**
	Utilization Percentage	81%	81%	**104%**
School District Staff's Recommendation	**Based on the findings and evaluation of the proposed development, there will be a negative impact on the public-school system. Given the recent increases in school impact fees, effective January 1, 2023, much of these impacts will be mitigated. The impact fees, however, will not fully cover impacts to the school system. Therefore, if the proposed development is approved by Village Council and if the Developer voluntarily agrees, School District staff recommends the following condition to mitigate such impacts.** In order to address the school capacity deficiency generated by this proposed development at the District **high school level**, the property owner shall contribute **$78,440.00** to the School District of Palm Beach County prior to the issuance of first building permit. This voluntary school capacity contribution is intended to supplement the required school impact fee (impact fee credit has already been applied). Please note that the school impact fee credit is calculated based on the Net Impact Cost per Student, as calculated in the County's latest Impact Fee Ordinance, which was adopted on September 13, 2022.			
Validation Period	1) This determination is valid from **08/12/2025** to **08/11/2026** or the expiration date of the site-specific development order approved during the validation period. 2) A copy of the approved D.O. must be submitted to the School District Planning Dept. prior to **08/11/2026** or this determination will expire automatically on **08/11/2026**.			
Notice	1) This letter replaces the previous one under case# 24092501Z and 24092501D issued on 10/16/2024. 2)School age children may not necessarily be assigned to the public school closest to their residences. Students in Palm Beach County are assigned annually to schools under the authority of the School Board and by direction of the Superintendent, public school attendance zones are subject to change.			

Joyce Cai

School District Representative Signature

August 12, 2025

Date

Joyce C. Cai, Senior Planner

Print Name & Title

joyce.cai@palmbeachschools.org

Email Address

CC: Kelly Ferraiolo, Senior Planner, Village of Wellington
Joyell Shaw, PIR Manager, School District of Palm Beach County

Kimley»Horn

June 18, 2025

Anjuli Panse, P.E.
Utilities Director
Village of Wellington Utilities
1100 Wellington Trace
Wellington FL 33414

RE: Isla Carroll Wellington
Water/Wastewater Demand Analysis

Dear Ms. Panse:

This letter is to confirm the anticipated Water/Wastewater demand for the *Isla Carroll Wellington* project, located at the northwest corner of 120th Avenue and 35th Street, in the Village of Wellington, Palm Beach County, Florida.

The site is +/-81 acres and is a proposed Planned Unit of Development (PUD) with equestrian focused amenities. The PUD generally consists of 40 single family lots of approximately ½ of an acre and country club amenities such as a polo field, clubhouse, pool, spa, fitness areas, multiple restaurants, pickleball courts, walking trails, equestrian trails, paddocks, stables, and the internal roads, parking areas, and associated utility and stormwater infrastructure.

See the following breakdown for how each program use was categorized for the utility demand:

- *Country Club* for members (includes uses for clubhouse, pool(s), playground, fitness center, spa, racquet center, kids club, and activity barn)
- *Food Operations* (for main restaurants and pool bar) accounts for 400 indoor/outdoor seats
- *Spa Operations* accounts for a maximum us of 30 patrons per day at 250 gpd/person/day
- *Office* use for the proposed 6,692 SF business center and 437 ST gatehouses.
- *Single Family Residential* (see supplemental spreadsheet attached for calculations)

Table 1: Potable Water and Sanitary Sewer Average Day Projected Demand Summary

TYPE OF ESTABLISHMENT	Number of Units	WW demand per unit (GPD)	Water demand per unit (GPD)	Avg WW Demand (GPD)	Avg Water Demand (GPD)
Country club:					
(a) Per Resident	80	100	130	8000	10400
(b) Per member or patron	245	25	33	6125	7963
Food operations:					
(a) Restaurant operating 16 hours or less per day per seat	400	40	52	16000	20800
(e) Bar and cocktail lounge per seat	25	20	26	500	650

Kimley»Horn

TYPE OF ESTABLISHMENT	Number of Units	WW demand per unit (GPD)	Water demand per unit (GPD)	Avg WW Demand (GPD)	Avg Water Demand (GPD)
Office building:					
Per 100 square feet of floor space	74	15	20	1114	1449
Spa:					
Number of Patrons per Day	30	250	325	7500	9750
Residential:					
4 Bedroom with 2251 - 3300 sq. ft. of building area	40	400	520	16000	20800
For each additional bedroom or each additional 750 square feet of building area or fraction thereof in a dwelling unit, system sizing shall be increase by 60 gallons per dwelling unit	95	60	78	5702	9750
Summary of Average Day Wastewater and Water Demands (GPD) =				**60,942**	**79,224**
Summary of Average Day Wastewater and Water Demands (MGD) =				**0.061**	**0.079**
Summary of Peak Day Wastewater and Water Demands (MGD) = Average Daily Demand x 1.4 =				**0.085**	**0.111**

Please let me know if you have any questions.

Sincerely,

Michael F. Schwartz, P.E.
Principal
FL. License #56200

MICHAEL FREDERICK SCHWARTZ * LICENSE No. 56200 * STATE OF FLORIDA * PROFESSIONAL ENGINEER *

This item has been digitally signed and sealed by Michael F. Schwartz, P.E. on the date adjacent to the seal.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.
Date: 06/20/2025

Potable Water and Sanitary Sewer Average Day Projected Demand Table Worksheet- July 2022					
TYPE OF ESTABLISHMENT	Number of Units	WW demand per unit (GPD)	Water demand per unit (GPD)	Avg WW Demand (GPD)	Avg Water Demand (GPD)
Complete Green Cells to Calculate Projected Average and Peak Demands					
Water to Wastewater average day Demand Factor (12 month rolling average) Updated October 1, 2018	1.30				
COMMERCIAL:					
Barber & beauty shops per service chair		75	98	0	0
Bowling alley bathroom waste only per lane		50	65	0	0
Country Club*			0		
(a) Per resident	80	100	130	8000	10400
(b) Add Per member or patron	245	25	33	6125	7962.5
(c) Add Per employee per 8 hour shift		15	20	0	0
Doctor and Dentist offices			0		
(a) Per practitioner		250	325	0	0
(b) Add per employee per 8 hour shift		15	20	0	0
Food operations			0		
(a) Restaurant operating 16 hours or less per day per seat**	400	40	52	16000	20800
(b) Restaurant operating more than 16 hours per day per seat		60	78	0	0
(c) Restaurant using single service articles only and operating 16 hour or less per day per seat		20	26	0	0
(d) Restaurant using single service articles only and operating more than 16 hours per day per seat		35	46	0	0
(e) Bar and cocktail lounge per seat	25	20	26	500	650
1. add per pool table or video game		15	20	0	0
(f) Drive - in restaurant per car space		50	65	0	0
(g) Carry out only, including caterers			0		
1. Per 100 square feet of floor space		50	65	0	0
2. Add per employee per 8 hour shift		15	20	0	0
(h) Institutions per meal		5	7	0	0
(i) Food Outlets excluding deli's, bakery, or meat department per 100 square feet of floor space		10	13	0	0
1. Add for deli per 100 square feet of deli floor space		40	52	0	0
2. Add for bakery per 100 square feet of bakery floor space		40	52	0	0
3. Add for meat department per 100 square feet of meat department floor space		75	98	0	0
4. Add per water closet		200	260	0	0
Hotels			0		
(a) Regular per room		100	130	0	0
(b) Resort hotels, camps, cottages per room		200	260	0	0
(c) Add for establishments with self-service laundry facilities per machine		750	975	0	0
Office building			0		
1. per employee per 8 hour shift or		15	20	0	0
2. per 100 square feet of floor space, whichever is greater*	74	15	20	1114	1449
Service stations per water closet			0		
(a) Open 16 hours per day or less		250	325	0	0
(b) Open more than 16 hours per day		325	423	0	0
Shopping centers without food or laundry per square foot of floor space		0.1	0.13	0	0
Stadiums, race tracks, ball park per seat		4	5	0	0
Stores per bathroom		200	260	0	0
Theatres and Auditoriums, per seat		4	5	0	0
Veterinary Clinic			0		
(a) Per practitioner		250	325	0	0
(b) Add per employee per 8 hour shift		15	20	0	0
(c) Add per kennel, stall or cage		20	26	0	0
Warehouse			0		
(a) Add per employee per 8 hour shift		15	20	0	0
(b) Add per loading bay		100	130	0	0
(c) self-storage, per unit(up to 200 units)		1	1	0	0
1. Add 1 gallon for each 2 units or fraction thereof, for over 200 units, and shall be in addition to employees, offices or living quarters flow rates.		1	1	0	0
INSTITUTIONAL:			0		
Churches per seat which includes kitchen wastewater flows unless meals prepared on a routine basis		3	4	0	0
1. If meals served on a regular basis add per meal prepared		5	7	0	0
Hospitals per bed which does not include kitchen wastewater flows		200	260	0	0
1. add per meal prepared		5	7	0	0
Nursing, rest homes, adult congregate living facilities per bed which does not include kitchen wastewater flows		100	130	0	0
1. add per meal prepared		5	7	0	0
Parks, public picnic			0		
(a) With toilets only per person		4	5	0	0
(b) With bathhouse, shower & toilets per person		10	13	0	0
Public institutions other than schools and hospitals per person which does not include kitchen wastewater flows		100	130	0	0
1. add per meal prepared		5	7	0	0
Schools per student			0		
(a) Day-type		10	13	0	0
(b) Add for shower		4	5	0	0
(c) Add for cafeteria		4	5	0	0
(d) Add for day school workers		15	20	0	0
(e) Boarding -type		75	98	0	0
RESIDENTIAL			0		
(a) Single or multiple family per dwelling Unit			0		
1 Bedroom with 750 sq. ft. or less of building area		100	130	0	0
2 Bedroom with 751 - 1200 sq. ft. of building area		200	260	0	0
3 Bedroom with 1201 - 2250 sq. ft. of building area		300	390	0	0
4 Bedroom with 2251 - 3300 sq. ft. of building area ***	40	400	520	16000	20800
For each additional bedroom or each additional 750 square feet of building area or fraction thereof in a dwelling unit, system sizing shall be increase by 60 gallons per dwelling unit ***	95	60	78	5702	7413.12
(b) Other per occupant		50	65	0	0
Spa (Max 30 People @ 250/GPD/Day)	30	250	325	7500	9750
OTHER CATEGORY NOT LISTED (ENGINEER TO PROVIDE BACKUP)				0	0
OTHER CATEGORY NOT LISTED (ENGINEER TO PROVIDE BACKUP)				0	0
Summary of Average Day Wastewater and Water Demands (GPD) =				60942	79224
Summary of Average Day Wastewater and Water Demands (MGD) =				0.061	0.079
Summary of Peak Day Wastewater and Water Demands (MGD) = Average Daily Demand x 1.4 =				0.085	0.111

RESIDENTIAL CALCULATIONS

	Lot size		35% Bldg coverage		number of homes				addtl SF over 3300	each 750 sf over 3300	60 gals for each 750 over 330	400 GPD for up to 3300 SF				TOTTAL
1)	1/3 acre															
	14520	SF	5082	SF Bldg	40	5082	(-)	3300 =	1782	2.376	142.56	400 +	142.56	=	542.56 x 40 homes =	21702.4
SUBTOTALS:					40											21702.4

(a) Single or multiple family per dwelling Unit

1 Bedroom with 750 sq. ft. or less of building area
2 Bedroom with 751 - 1200 sq. ft. of building area
3 Bedroom with 1201 - 2250 sq. ft. of building area
4 Bedroom with 2251 - 3300 sq. ft. of building area
For each additional bedroom or each additional 750 square feet of building area or fraction thereof in a dwelling unit, system sizing shall be increase by 60 gallons per dwelling unit

Kimley»Horn

ENGINEER'S DRAINAGE STATEMENT
ISLA CARROLL DEVELOPMENT
VILLAGE OF WELLINGTON, PALM BEACH COUNTY, FLORIDA

PROJECT DESCRIPTION

The site is +/-81 acres and is a proposed Planned Unit of Development (PUD) with equestrian focused amenities. The PUD generally consists of 40 single family lots of approximately ½ of an acre and country club amenities such as a polo field, clubhouse, pool, spa, fitness areas, multiple restaurants, pickleball courts, walking trails, equestrian trails, paddocks, stables, and the internal roads, parking areas, and associated utility and stormwater infrastructure.

PERMITTING REQUIREMENTS AND BACKGROUND

The site is situated within the South Florida Water Management District's (SFWMD) C-51 Drainage Basin (Subbasin 14) and within Basin B of the ACME improvement district. As part of the Basin C-51, the site will have to provide compensating storage below the C-51 (Subbasin 14) base flood elevation of 15.50 NAVD. A portion of the site is also within the FEMA Flood Zone AE, which has a base flood elevation of 15.00 NAVD. The analysis will provide exporter vs importer calculations to ensure that the post-development conditions provide the necessary amount of storage to accommodate the increased runoff volume. The existing site currently discharges to the ACME C-7 canal located along the east side of 120th Ave S, which is owned and maintained by ACME Improvement District. A new permit from the Village of Wellington and a modification to the existing SFWMD environmental resource permit (50-00548-S-24) will be required.

PROPOSED STORMWATER MANAGEMENT SYSTEM

The proposed drainage improvements consist of interconnected catch basins and pipes that collect and convey runoff to the proposed lakes for treatment and attenuation prior to offsite discharge. The site is required to provide 150% of water quality treatment for the greater of 1" over the entire site area or 2.5" over the percentage of impervious area. Water quality treatment will be achieved through a combination of exfiltration trench and storage within the proposed dry and wet detention areas. A drainage analysis will be provided to demonstrate that the site can accommodate runoff and critical storm elevations will not increase in the post-development condition. The site will be graded to meet the grading assumptions and required minimum building finished floor elevations and set forth by the SFWMD master permit and the Villages stormwater criteria specified in ordinance 2010-14. As the Isla Carroll project is located within Basin B of ACME improvement district, the site grading must meet the following required elevations; 14.50 NAVD for minimum road elevation, 15.50 NAVD for minimum finished floor elevation, and high and low elevations must be within 14.00 NAVD and 17.50 NAVD.

LEGAL POSITIVE OUTFALL

Once treated, the discharge will be routed be via a control structure with piped connection to the existing ACME Improvement District canal located east of 120th Avenue S.

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Florida Registration # 56200

MICHAEL FREDERICK SCHWARTZ * LICENSE No. 56200 * STATE OF FLORIDA * PROFESSIONAL ENGINEER

This item has been digitally signed and sealed by Michael F. Schwartz, P.E. on the date adjacent to the seal.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.
Date: 06/18/2025

ISLA CARROLL POLO AND RESIDENCES
Justification Statement
Submitted - June 20, 2025

I. Introduction

The Isla Carroll property played a pivotal role in establishing Wellington as a world-renowned destination for polo and equestrian competition. As the site of some of the area's earliest polo fields, it hosted world class competitions that helped craft a community bound by a shared passion for the sport. With the development of the USPA National Polo Center to the south, the area has become the heart of polo in America.

When Frank McCourt acquired the Isla Carroll property, he brought with him a vision to create something exceptional for the Village of Wellington. To bring this vision to life, McCourt Partners (Frank's real estate company) assembled an acclaimed design team: Nacho Figueras, the legendary polo player and global ambassador for the sport; Estudio Ramos, the internationally recognized polo design group; and Hart Howerton, an interdisciplinary firm with a track record of creating extraordinary communities. This design team has conceived a vision for ***Isla Carroll Polo and Residences***, a community that serves as a living expression of polo's heritage while embracing its future.

The heart and soul of the project is the legendary Isla Carroll East Field, a polo field steeped in history and cherished by polo aficionados. Preserving this legendary field was the first and most critical design decision, anchoring the entire vision for the community. It serves as the focal point of the community, with all other elements designed to enhance and celebrate its presence. Building on this foundation, Isla Carroll has been envisioned as a world-class polo destination seamlessly integrated with a residential and club community that blends with the elegance of refined Florida living.

With the preservation of the Isla Carroll East Field, an opportunity exists for Isla Carroll to partner with the United States Polo Association and support its operations at the USPA National Polo Center (NPC), making the field available for NPC to use under a formal arrangement as has been done in the past. The Master Plan has been designed to create a venue for all polo enthusiasts to come and enjoy polo matches at Isla Carroll. An expansive tiered viewing area with supporting amenities will provide a magnificent venue where families and visitors from throughout Wellington can experience polo matches of the highest caliber. Both pedestrian and vehicular connections to NPC are provided in the Master Plan to permit seamless integration with their activities. Every aspect of the polo experience has been shaped with input from Nacho Figueras, Estudio Ramos, Hart Howerton, and a team of equestrian experts.

Located on approximately 80 acres in the Village's Equestrian Preservation Area (the "EPA"), Isla Carroll proposes a community that has expansive open space, water features and equestrian program as its foundation. 40 single-family homes are located on large private lots, averaging ½ acre, all of which back up to either the East Field or long views over the expansive lakes. Community amenities include a dining venue that overlooks the East Field, community pools, a sport performance-focused spa and gym, racquet sports, and a kids club. With the culture, lifestyle, and camaraderie that are the hallmarks of a passion for polo at its core, residents and members can be a part of the Wellington equestrian legacy. The community will also feature a stable, paddocks, and trail system where lessons and polo-oriented equestrian programming can be enjoyed.

II. Project Applications

1. Rezoning of the property to an "Equestrian Development" within the context of the Equestrian Preserve Area and Equestrian Overlay Zoning District
2. Approval of the project Master Plan

III. The Isla Carroll property

The Isla Carroll property is located on the west side of 120th Avenue South, approximately ¼ mile south of the intersection of 120th and Pierson Road. The property is currently improved with a single-family residence and a polo barn, fields, and support buildings.

Property Details
PCN: 73-41-44-22-00-000-1030
Address: 3665 120th Avenue South
Area: 79.17 acres
Future Land Use Designation: Residential – Low Density – Category "B"
Comprehensive Plan Overlay: Equestrian Preserve Area
Zoning: Equestrian Residential (Low Density)
Zoning Overlay: Equestrian Overlay Zoning District ("EOZD")
EOZD Sub-Area "D"

The property is surrounded to the west and north by properties developed as private equestrian estates. To the east, across 120th Avenue South is the Village Park Athletics Complex. To the south is the USPA National Polo Center.

IV. Isla Carroll Polo and Residences Development Program

The Isla Carroll development is at its heart, an equestrian community with polo at its center. The Master Plan features 40 single-family residential homes on lots averaging ½-acre in size. The Master Plan also includes:

- Retention of the Isla Carroll East Field with the surrounding open space necessary for competitive play.
- A tiered viewing lawn on the east side of the East Field, with associated restrooms and concessions.
- Trailer parking along the south service drive.
- 8-stall barn and paddocks.
- Pedestrian and vehicular access points to south for access to the NPC property.

The Isla Carroll community features have been designed around a 2nd-story dining and viewing venue overlooking the East Field with indoor and outdoor seating areas arranged to create an extraordinary venue to experience polo competitions. Additional community features will include:

- Lakeside dining venue
- Family and lap swimming pools
- Kids club building and lawn
- Racquet Sports
- Sports and Health focused gym and spa
- Trackman Studio
- Sundries Market

Sensitively designed to be compatible with the surrounding properties, the overall development of the site includes expansive landscape buffers surrounding the entire site. All structures will be setback a minimum of 50-feet from the development boundaries. The residential component is arranged along the north and west property lines, creating a compatible use adjacent to the equestrian estate lots bordering those sides. The community amenities are centrally located, while the retention of the historic East Field and adjacent lakes on the eastern end of the property retains the vast open space views from 120th Avenue South.

Access to Isla Carroll is from 120th Avenue South. Primary access for residents and club members will be centrally located, passing through the lakes that line the eastern property line. Secondary access to the site will be provided for service and polo operations access. Existing lakes on the property will be expanded to provide the necessary stormwater retention.

V. The Village of Wellington Regulatory Framework

All municipalities in the State of Florida are required to adopt a Comprehensive Plan. These plans, organized into a series of mandatory and optional "Elements" or chapters, provide the foundation for all subsequent regulation in their communities. The plans provide the "Goals, Objectives, and Policies" for the community, and all development must be consistent with those provisions. Comprehensive Plan's typically guide the general type, density, and intensity of uses permitted in a specific location.

The second level of land development comes from the adopted zoning code or as they are titled in Wellington, the "Land Development Regulations" or "LDRs." The LDRs provide the detailed site requirements, dimensional standards, and permitting processes. The permitting process is further regulated by the adopted policies in the Village's Development Review Manual.

There are separate standards for the rezoning and Master Plan request addressed here:

a. Rezoning Standards

1. That the proposed request is consistent with the purposes, goals, objectives and policies of the Comprehensive Plan.

Analysis: The proposed request to rezone to an Equestrian Development is consistent with the goals, objectives and policies of the Comprehensive Plan. The project has been specifically developed to further the intent of the Equestrian Preserve Area, creating a community built around the retention of the East Field and expanding its programing. Additional equestrian experiences will be hosted on the property. See section VI. below for a detailed review of the project's compliance with the Plan.

2. That 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.

Analysis: The proposed request to rezone to an Equestrian Development is not in conflict with any portion of the Wellington LDR and is consistent with the purpose and intent of the LDR. The rezoning to Equestrian Development is specifically provided in the LDR as an opportunity to create a unique equestrian-focused community. See section VII. below for a detailed review of the project's compliance with all relevant LDR regulations.

3. That 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.

Analysis: The Isla Carroll project is compatible and consistent with existing uses and the zoning surrounding the subject land and is the appropriate zoning district. The project lies within the Equestrian Preserve Area and is bordered on the south by the USPA National Polo Center, and to the north and west by equestrian residential properties. The site will remain within the Equestrian Overlay Zoning District ensuring its use remains consistent with the surrounding uses. The site has been arranged so that the single-family residential component is adjacent to the residential areas to the north and west, separated by significant buffering and landscaping. The polo, equestrian amenities and community facilities are clustered to the south adjacent to the USPA National Polo Center providing a compatible use, retaining the significant buffering and landscaping along that property line.

4. That there are changed conditions that require the rezoning.

Analysis: The Village of Wellington is nearly entirely built-out, with limited areas for development or redevelopment. Recognizing that this "rezoning" is not to change the type of use that is permitted or modify the density or intensity that is allowed on these 80 acres, but instead is intended to provide an opportunity to retain the historic Isla Carroll East Field and continue to build on the legacy of polo in Wellington. By allowing the rezoning, the residential component may be clustered within the residential pod creating space for the polo field, support structures, and community facilities, which would not otherwise be available.

5. That the proposed request would not result in significantly adverse impacts on the natural environment, including but not limited to water, air, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

Analysis: The proposed request will not result in significantly adverse impacts on the natural environment. The entire Master Plan program has been designed around the desire to retain vast areas of open space including the retention of the East Field, the expansion of the lakes on the property, and the preservation of much of the mature vegetation that exists on the site, particularly within the landscape buffers that surround the site. The proposed uses of single-family residential, with a polo focused club will not generate negative impacts.

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

Analysis: The proposed request will result in a logical and orderly development pattern. The rezoning is not intended to modify the existing density or uses permitted on the property. By allowing the residential component to be clustered, the historic East Field may be preserved and its use secured for the continued growth of polo in the Village. The access paths, connections to the community and NPC, and arrangement of the site all provide a logical and orderly development pattern.

7. That the proposed request is consistent with applicable neighborhood plans.

Analysis: While there are no "neighborhood plans" directly applicable to the Isla Carroll project, it is consistent with the Equestrian Preserve Area as well as the Equestrian Overlay Zoning District, in which it is located. The project is consistent with the guidance and regulations found in the Comprehensive Plan and LDR.

8. That the proposed request complies with Article 2, Concurrency

Analysis: The Isla Carroll project will comply with the Village's concurrency requirements.

- Potable water and sanitary sewer will be addressed through the Wellington Utilities Department and the necessary capacity availability will be determined.
- Parks and Recreation will be addressed through a request for payment-in-lieu considering the relatively limited anticipated population that will be generated by the 40 homes.
- Drainage will be designed and permitted to meet the Village and environmental agency permitting standards.
- Solid waste will be addressed with the Palm Beach County Solid Waste Authority.
- Transportation Concurrence shall be addressed as provided in the attached Traffic Analysis study by Kimley-Horn and Associates.
- A school capacity request will be filed with the Palm Beach County School District.

b. Master Plan Request Standards

1. That the proposed request is consistent with the purposes, goals, objectives and policies of the Comprehensive Plan.

Analysis: The proposed request for a Master Plan approval within an Equestrian Development is consistent with the goals, objectives and policies of the Comprehensive Plan. The project has been specifically designed and programmed to further the intent of the Equestrian Preserve Area, creating a community built around the preservation of the East Field and its associated support facilities and viewing areas. This plan will meet the express goals of the Comprehensive Plan's Equestrian Preserve element to support Wellington's competition industry and preserve equestrian use of the site. See section VI. below for a detailed review of the project's compliance with the Plan.

2. That the proposed request is in compliance with all articles of the Land Development Regulations (LDR).

Analysis: The proposed request for Master Plan approval within an Equestrian Development is not in conflict with any portion of the Wellington LDRs and is consistent with the purpose and intent of the LDRs. The Master Plan has been developed to specifically implement the flexibility

provided for in the Equestrian Development LDR standards, while retaining the use, density, and intensity standards inherent in the underlying Future Land Use designation and the Equestrian Overlay Zoning District. See section VII. below for a detailed review of the project's compliance with all relevant LDR regulations.

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

Analysis: The proposed Master Plan minimizes environmental impacts. The entire project has been designed around the retention of the East Field, the preservation of mature vegetation on the site, and the expansion of the lake system on the property. The proposed use of single-family residential, with a polo venue and community amenities will not generate negative impacts. Significant open space will be maintained throughout the community. New and existing stormwater ponds will be managed and maintained per all environmental permitting agency requirements and will provide an ecological resource for the area.

4. 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.

Analysis: The Master Plan reflects a design clustering 40 homes on the north and west portions of the property, maintaining the existing density provided by the Comprehensive Plan and LDRs for the site. The equestrian pod to the south similarly retains the underlying uses and intensity permitted on the site. The residential and equestrian uses are similar and consistent with surrounding uses, and thus are generally compatible in nature. With deep and heavily vegetated buffers and a 50-foot setback to all exterior boundaries, there will be virtually no visual impact from the development to the surrounding properties and public rights-of-way. With the modest number of homes and a limit to the club membership, the impacts from the permitted intensity will be extremely limited.

5. That the proposed request is consistent with applicable neighborhood plans.

Analysis: While there are no "neighborhood plans" directly applicable to the Isla Carroll project, it is consistent with the Equestrian Preserve Area as well as the Equestrian Overlay Zoning District, in which it is located. The project is consistent with the guidance and regulations found in the Comprehensive Plan and LDR.

6. That the proposed request will result in a logical, timely and orderly development pattern.

Analysis: The proposed Master Plan will result in a logical and orderly development pattern. By allowing the residential component to be clustered, the Master Plan is able to provide for the retention of the East Field, associated polo facilities, and community amenities that would not otherwise be available. The access paths, connections to the community and NPC, and arrangement of the site all provide a logical and orderly development pattern.

7. That the proposed request complies with Wellington building standards

The Isla Carroll project will comply with Wellington building standards. All new construction on the property whether residential, equestrian, or community amenity, will be constructed in conformity with the Village's building code and subject to the Village's construction permitting requirements.

VI. Village of Wellington Comprehensive Plan

As noted above, the Comprehensive Plan consists of a series of chapter or "Elements." The Isla Carroll project shall be consistent with the Goals, Objectives, and Policies of the plan. Directly relevant components of the Plan are detailed below.

a. LAND USE & COMMUNITY DESIGN ELEMENT

GOAL LU&CD 1: LAND USES
Enhance the quality and character of Wellington's neighborhoods, commercial districts, travel corridors, and equestrian community to continue to maintain a Great Hometown!

Objective LU&CD 1.1 Land Uses
Establish compatible land use arrangements using land use categories appropriate for the neighborhoods, districts, commercial corridors, and equestrian areas.

Policy LU&CD 1.1.2
Compatible & Complementary Land Uses
Provide Wellington's land use designations, general description, density, intensity, and reinvestment bonus eligibility in Table LU&CD 1-1, "Land Use Designations: Density and Intensity" and within the corresponding land use designation objectives and policies which are grouped by the land use types of Residential, Commercial, Mixed-Use, Flex, Community Facility, and Parks and Preserves.

Table LU&CD 1-1
Land Use Designations: Density and Intensity

Land Use Type	Land Use	Residential Density (max du/ac)		Intensity (max FAR)		Reinvestment Bonus Density**
		Standard	Bonus*	Standard	Bonus**	
Residential						
Low Density	A	0.1	--	--	--	N/A
	B	0.1	1	--	--	N/A
	C	1	3	--	--	N/A
Medium Density	D	2	5	--	--	10
	E	3	8	--	--	16
	F	5	12	--	--	24
High Density	G	5	18	--	--	30
	H	5	22	--	--	30

Note:
*Residential Density bonus is planned unit development maximum density and may be limited by the Land Development Regulations or Wellington's Council.

ANALYSIS: Comprehensive Plans are typically where a community sets the density and intensity limits for the various land use types in their jurisdiction. For Isla Carroll, the classification of "Low Density – B" reflects that is has the second lowest permissible density in the entire Village. Under the standard regulations set out in Table 1-1 above, the Isla Carroll property may be constructed at a standard density of 0.1 (i.e. one unit for every ten acres) but has a potential to develop at a "Bonus" density of 1 unit per 1 acre if developed as a planned unit development. As discussed below, the Equestrian Overlay Zoning District further restricts the maximum density to 1 unit for every 2 acres.

Objective LU&CD 1.2 Residential Land Use
Apply the Residential Land Use designations to maintain and enhance Wellington's established neighborhood characteristics while supporting housing reinvestment that complements the designed development pattern and intensity.

Analysis: This Comprehensive Plan Objective directs the Village to apply the Land Use designations that were described above. This is a mandatory requirement, and the source for the assertion that the density of a property is effectively "vested" and not discretionary. This density is further modified by the Equestrian Preserve Element discussed in detail below.

GOAL LU&CD 2: NEIGHBORHOODS & DISTRICTS
Maintain a high quality of life through community design and appearance within the Village's neighborhoods and districts.

Objective LU&CD 2.6 Equestrian Community
Continue to protect, preserve, and enhance the Equestrian Preserve as the Winter Equestrian Capital of the World, as one of Wellington's top economic generators, and as an important source of entertainment.

> **Analysis:** This Comprehensive Plan Objective will be directly met by creation of a unique opportunity for residents, members and guests to experience polo through the retention of the East Field and the development of facilities to support the field as a site for future competition. This opportunity furthers the vitality of polo and the competitive equestrian industry in the Village, further validating Wellington's reputation as the Winter Equestrian Capital of the World.

Goal LU&CD3: Protect Our Investment
Ensure that established land use patterns are protected, and the distinctive characteristics of the individual communities are preserved, discourage urban sprawl, promote energy efficiency, maintain a high standard of aesthetics, respect environmental constraints, and provide the services at the adopted levels of service.

Objective LU&CD 3.2 Concurrency
Allow new development within the Planning Area provided the necessary public facilities and services are available concurrently.

> **Analysis:** Isla Carroll will comply with the Village's concurrency requirements, assuring that all necessary public facilities are available.

Goal LU&CD 4 Sustainability
Promote development and reinvestment sensitive to the environment, fosters improved social and economic sustainability, and reduces public facility and service costs.

> **Analysis:** Isla Carroll will further this Goal through the preservation of significant vegetation, the creation of large open space recreation areas, and the expansion of existing stormwater lakes on the site.

Objective LU&CD 4.4 Tree Canopy
Increase Wellington tree canopy through the preservation of mature, specimen trees, and installation of various tree species on public and private lands.

> **Analysis:** Isla Carroll has been designed to preserve to the greatest extent possible any mature, specimen trees on the site, with a focus on the perimeter buffers.

b. EQUESTRIAN PRESERVE ELEMENT

Analysis: The Introduction to the Equestrian Preserve Element explores the themes and threats to this area. The overarching theme is to protect and promote the "equestrian community and lifestyle." This objective it addressed through the stated goals of preserving the Equestrian Lifestyle and supporting the equestrian competition industry in the Village.

GOAL EQ1: PRESERVE THE EQUESTRIAN LIFESTYLE IN WELLINGTON
Preserve Wellington's equestrian community and its equestrian lifestyle.

Objective EQ 1.1 Equestrian Lifestyle & Development Patterns.
Preserve the equestrian lifestyle and development patterns through the implementation of the Equestrian Overlay Zoning District to support large lot, equestrian farms, to the extent Wellington is not preempted by State statute.

Policy EQ 1.1.1 Equestrian Overlay Zoning District
Implement the Equestrian Overlay Zoning District (EOZD) to preserve the characteristics of the EPA. The intent of the EOZD is to:

1) Preserve the equestrian lifestyles and large lot, equestrian farms which exist in the EOZD;
2) Establish site development regulations that recognize the characteristics of the equestrian lifestyle and development pattern while maintaining the overall residential density of the EPA; and
3) Permit limited commercial uses as defined in the land development regulations, which support the equestrian industry, within properties approved as planned developments or within commercial recreation land uses.

Analysis: This Comprehensive Plan Objective and Policy directs the Village to implement the zoning code provisions to support the Equestrian Preserve. Isla Carroll has been designed and planned to meet or exceed the EOZD zoning standards as discussed below, insuring that this Comprehensive Plan requirement is satisfied.

Objective EQ 1.2 Environmental Impacts
Evaluate the impacts of farm and venue operation on the volume and quantity of stormwater discharge, and land development on water quality within the EPA to develop plans to meet the water quality requirements established in the United States Environmental Protection Agency's (USEPA) "Numeric Water Quality Standards."

Analysis: As new construction, Isla Carroll will necessarily have to meet all applicable water quality standards. The Equestrian amenities will be developed according to best practices to ensure water quality is protected.

GOAL EQ2: MAINTAIN A MULTI-MODAL TRANSPORTATION NETWORK IN THE EPA
Maintain a multi-modal transportation network within the EPA with a focus on the safety of horses and riders.

Analysis: Isla Carroll maintains separated vehicular and bridle path circulation, allowing for multi-modal use and ensuring the safety of horses and riders throughout the community.

GOAL EQ3: SUPPORT WELLINGTON'S EQUESTRIAN COMPETITION INDUSTRY
Support the equestrian competition industry as a component of the equestrian lifestyle and an economic sector of Wellington.

Analysis: Isla Carroll has been designed around the first objective: retention of the historic East Field and providing all the facilities necessary to make it a world-class venue for hosting competitive polo events. With direct pedestrian and vehicular links to NPC to the south, Isla Carroll will be seamlessly integrated with the expansion and growth of polo in Wellington.

Objective EQ 3.2 Equestrian Competition Sustainability & Diversity
Evaluate Wellington's codes, standards, programs, and policies to support the diversity of the equestrian competition industry through continued coordination with equestrian competition venue operators and the equestrian competition licensing agencies.

Policy EQ 3.2.1 Equestrian Competition Venues
Regularly coordinate with the equestrian competition venue operators and equestrian sport's governing bodies regarding changes to the equestrian standards and determine appropriate changes to Wellington's codes, standards, programs, and policies to support the diversity of the equestrian competition industry.

Analysis: Isla Carroll's East Field and the associated facilities have been designed in partnership with Nacho Figueras, Estudio Ramos, and polo experts to ensure that the venue meets the standards and requirements for a world-class competitive venue. That guidance and direction will continue through partnerships with the polo industry to cement the opportunity to allow polo to continue to thrive in the Village.

c. MOBILITY ELEMENT

GOAL MB1: MOBILITY SYSTEM
Provide a safe and effective mobility system that is accessible to all users and meets all the needs of Wellington residents while preserving neighborhoods, protecting natural resources, and promoting economic development.

Analysis: While the Isla Carroll project is a private development, its design is intended to promote multi-modal use, with an extensive system of internal sidewalks, multi-use paths, and bridle paths. The pedestrian sidewalk system connects to 120th Avenue and 35th Street South to NPC, while the internal bridle paths can be connected to outside paths as they come available.

Objective MB 2.3 Public Rights-of-Way
Protect existing rights-of-way and future rights of-way from encroachment. In particular, achieve zero net loss of right-of-way from encroachment.

Policy MB 2.3.1 ROW Protection
Protect existing rights-of-way through setback requirements which prohibit right-of-way encroachments of any kind.

Analysis: Portions of 120th Avenue fall within the property boundaries of Isla Carroll. The right-of-way is accounted for in the Master Plan and Site Plan with additional right-of-way made available to allow the development of the Village's planned roundabout, aligning the new Isla Carroll entrance with that of the Village's Athletic Complex to the East.

d. HOUSING & NEIGHBORHOODS ELEMENT

GOAL H&N 1: NEIGHBORHOOD PROTECTION AND PRESERVATION
Protect, preserve, and enhance the character, quality, and value of existing neighborhoods.

Objective H&N 1.1: Neighborhood Character
Continue to protect the character and quality of neighborhoods through the enforcement of setbacks, height, density, and intensity regulations, and adopted residential appearance standards.

Analysis: The Isla Carroll property is within the Equestrian Preserve Area and the Equestrian Overlay Zoning District. In this area, the community is focused on a combination of single-family residential homes and providing equestrian amenities and opportunities. Through its programming and design, this development will seek to protect, preserve, and enhance this neighborhood character. Significant setbacks, low density and intensity, architectural appearance standards, and a lush and extensive landscape program will all contribute to ensure the character and quality of the EPA is preserved.

e. PUBILC FACILITIES ELEMENT

GOAL PF 2: SURFACE WATER MANAGEMENT
Maintain surface-water management systems to limit property damages and inconveniences to the public by flooding, promote water conservation, and manage surface water quality.

Objective PF 2.1: Surface Water Management
Implement the Acme Improvement District's Water Control Plan to maintain its surface water management systems and work cooperatively with the Lake Worth Drainage District and Pine Tree Water Control District to manage stormwater discharge quantity and quality, promote water conservation, and limit flood plain encroachment.

Policy PF 2.1.1: Stormwater Management
Enforce code provisions regulating the volume, rate and quality of stormwater runoff entering the public system through the application and enforcement of Wellington, state and federal discharge standards. Enforce land development regulations implementing Stormwater Best Management Practices, Land Cover Restrictions, Minimum Maintenance and Monitoring Requirements, Level of Service Standards, and other protection measures.

> **Analysis:** The Isla Carroll development shall comply with all relevant Village, Acme Improvement District, state and federal standards in the design, construction, and operation of the internal stormwater system. Water conservation will be encouraged throughout the community, and water quality and discharge standards will be met through best management practices and design.

f. CONSERVATION, SUSTAINABILITY, & RESILIENCY ELEMENT

GOAL CSR 1: AIR & WATER RESOURCES PROTECTION
Protect and improve Wellington's air quality and water supply as critical natural resources.

Objective CSR 1.3: Water Resources Conservation & Protection
Ensure water resources are conserved, used, and protected in accordance with state, regional, county and local standards, and required in Wellington's Water Supply Plan.

Policy CSR 1.3.1: Water Conservation & Protection
Water resources, including groundwater recharge, wellhead and surface waters, shall be protected and conserved as part of the site development process, and from activities that are known to adversely affect the quality and quantity of the public water supply. Continue to support water management and emergency conservation programs, mitigate for the shortage of water sources, and educate the public on how to minimize usage to protect the current and projected supply in accordance with the Water Supply Plan.

Analysis: As part of the site development process for Isla Carroll, water resources shall be protected and conserved. The water quality standards for all relevant agencies shall be met, and there shall be no activities that adversely affect the quality and quantity of the public water supply. Water conservation measures shall be encouraged throughout the community and best management practices followed.

Objective CSR 2.3: Fisheries, Wildlife, & Habitat Protection
Protect wildlife, fresh water, and fisheries habitats through habitat identification, preservation, and enforcement of water quality standards.

Policy CSR 2.3.2: Eliminate Nuisance & Invasive Species
Continue to eliminate nuisance and invasive exotic plant and animal species which have been identified by the US Department of Agriculture, the Florida Department of Environmental Protection (FDEP), Fish and Wildlife Conservation Commission and Florida Exotic Pest Plant Council.

Policy CSR 2.3.3: Native Vegetation Protection
Continue to implement protections of native vegetative communities by enforcing the tree preservation requirements for the preservation of existing vegetation.

Analysis: The Isla Carroll plans include the protection of significant existing trees and the removal of exotic plant species on the site. The lush and extensive landscape design program emphasizes the use of native vegetative communities. And while there are no existing sensitive habitats, the expanded stormwater system, low intensity, large open space program, and substantial landscape will create opportunities for wildlife.

g. PARKS & RECREATION ELEMENT

GOAL PR1: EXCELLENT PARKS & RECREATION OPPORTUNITIES
Provide premier parks, recreational facilities, programs that enhance quality of life, provide recreational opportunities, enrich interaction with others, and promote physical and mental wellbeing.

Analysis: There are several components to the Isla Carroll recreational programming. First, there is the retention of the East Field with associated facilities, providing a world-class venue for hosting polo competitions, training events, and equestrian experiences. Second, an extensive range of community amenities will be developed including racquet sports, gym, health spa and swimming pools. Third, the community is immediately adjacent to the extensive Village Park Athletic Complex, which residents will be able to walk and bike directly to. Finally, the Isla Carroll project will contribute an in-lieu payment to the Wellington parks program to assist in the Village's development and upkeep of its recreation facilities.

h. COMMUNITY PARTNERSHIP ELEMENT

GOAL CP 2: COMMUNITY PARTNERSHIPS
Partner with non-profit agencies, businesses, Chambers of Commerce, educational, environmental, cultural, recreational, social, and religious organizations, to expand/enhance, complement, or provide programs and services to improve the quality of life of residents, businesses, and visitors in Wellington and partner with neighborhood associations to improve community outreach, public safety, and the quality of life of residents.

Objective CP 2.1: Partnerships with Non-profit Organizations
Enhance or expand partnerships with local non-profit organizations to expand/enhance, complement, or provide programs and services to improve the quality of life for Wellington residents in areas of housing, education, culture, recreation, and social services.

Analysis: McCourt Partners and Discovery Land Company have a history of community outreach and engagement, focused on bettering the lives of children in and around the communities where they are located. They will continue that tradition with the Isla Carroll project and will commit their time and resources to finding opportunities to improve the lives of families in Wellington and Palm Beach County.

i. CAPITAL IMPROVEMENTS ELEMENT

Objective CI 1.3: Concurrent Improvements for New Development or Redevelopment
Where new development or re-development requires the expansion of existing infrastructure or construction of new infrastructure, Wellington shall require that the developer bear all the cost of construction of those required improvements. Where modifications to existing facilities are required by a development, the developer shall be responsible for the proportional share of the facility or infrastructure improvement. Where new facilities or infrastructure are required to serve the proposed development or redevelopment, the developer may either pay a proportional share of the facilities cost and wait for the construction of the facility prior to the inception of development or pay the entire cost of the new facilities or infrastructure and enter into an agreement for reimbursement as defined in Policy 1.3.2.

Analysis: Should the Village of Wellington determine that the Isla Carroll development requires modifications to existing facilities, the developer will accept responsibility for the proportional share of the facility or infrastructure improvement, as required.

j. EDUCATION ELEMENT

Policy ED 3.2.2: Residential Development Coordination
Continue to provide information on residential development approvals, land use amendments, and projected development and redevelopment projects.

Analysis: Isla Carroll has received confirmation of Palm Beach County school concurrency and requested contribution.

k. PRIVATE PROPERTY RIGHTS ELEMENT

GOAL PPR 1: PRIVATE PROPERTY RIGHTS IN DECISION-MAKING
Ensure private property rights are considered in local decision-making to respect judicially acknowledged and constitutionally protected private property rights and with respect for people's rights to participate in decisions that affect their lives and property.

Analysis: Florida law has long recognized the importance of protecting private property rights and the importance of not unduly restricting or infringing upon those rights. The Isla Carroll project is currently permitted to develop single-family residential properties at a density of 1 unit for every 2 acres. While this application seeks to permit the clustering of that density to provide for retaining the East Field and developing a center of community amenities, that use remains consistent with the existing property rights on the site.

VII. Village of Wellington Land Development Regulations

The Village of Wellington has adopted a system of Land Development Regulations (the "LDR") to implement the Comprehensive Plan and provide the ordinances that are to guide all development in the Village. While the LDR provide a detailed set of standards for everything from building scale and placement, parking, and landscaping, the two items of greatest relevance to the Isla Carroll are the Equestrian Overlay Zoning District standards which are intended to satisfy the requirements of the Equestrian Preserve Element of the Comprehensive Plan, and the Equestrian Development standards, the zoning designation the project is seeking to allow flexible design standards.

Sec. 6.1.2 – Zoning Districts
To implement the Comprehensive Plan, the following zoning districts are hereby established and defined as Wellington's Zoning Districts:
****
D. Residential - Equestrian (ER): The ER district is established to protect and enhance the equestrian lifestyle and quality of life of residents in areas designated as equestrian residential, to protect watersheds and water supplies, and scenic areas, conservation and wildlife areas, and to permit a variety of uses that require non-urban locations but do not operate to the detriment of adjoining lands devoted to equestrian and residential purposes. The ER district is consistent with the Residential A and B Future Land Use Map designation in the Land Use Element of the Comprehensive Plan that are located within the EPA.

Analysis: This basic definition of the zoning district the property is in demonstrates that both the equestrian and residential purposes we are proposing are consistent with the intent of the district.

H. Planned Unit Development (PUD): The PUD district is established to offer a residential development alternative that provides greater flexibility and encourages more design creativity than may be available under conventional development approaches. The intent of the PUD is to promote the design of largely and primarily residential neighborhoods that incorporates commercial, recreational, civic, and institutional uses that support the neighborhoods. It also provides for preservation of natural features and scenic areas and promotes creation of a continuous non-vehicular circulation system. The PUD is consistent will all Residential, Commercial, and Regional Commercial/LSMU Future Land Use Map designations of the Land Use Element of the Comprehensive Plan. When the PUD is located in the EPA, consistency with the Comprehensive Plan includes Residential A, B, and C Future Land Use Map designations, along with the Equestrian Commercial Recreation Future Land Use Map designation and is referred to as an "Equestrian Development" (ED).

Analysis: This zoning district describes the purpose and intent of a planned development. Isla Carroll is expressly seeking to fulfil the stated goals of utilizing "greater flexibility" to preserve "natural features" and promote a non-vehicular circulation system. This definition also expressly states that because the property is within the Equestrian Preserve Area, the planned development shall be an "Equestrian Development", and that the Equestrian Development is consistent with the Comprehensive Plan Residential A, B, and C Future Land Use Map designations (the property is designated "B").

Sec. 6.1.3 – Overlay Zoning Districts
In addition to the zoning districts in Section 6.1.2, the following overlay zoning districts are established which provide development and property standards for the specific districts which are in addition to the underlying zoning district:

A. Equestrian Overlay Zoning District (EOZD): The EOZD is established to protect and enhance the EPA of Wellington, as created by the Comprehensive Plan; to preserve, maintain and enhance the equestrian community, equestrian lifestyle, and development patterns which are consistent with the overall character of the equestrian community; and to identify and encourage types of land uses that are supportive of the equestrian character. The EOZD is consistent with the Residential A, Residential B, Residential C, and Equestrian Commercial Recreation Future Land Use Map designations of the Land Use Element of the Comprehensive Plan.

Analysis: The property is within the EOZD, and as described below, the Isla Carroll development plan satisfies the requirements of this overlay and its intentions.

CHAPTER 2 – USE REGULATIONS

Sec. 6.2.1 – General

A. Uses Permitted by Right, as a Special Use, or Conditional Use shall be determined as listed in the Use Regulation Schedule (Table 6.2-1). All uses included in the Use Regulation Schedule shall be limited to the districts in which they appear as Permitted, Special Use, or Conditional Use on the table. Any use not reflected for any particular district shall be prohibited in the district.

B. Uses listed those uses that are compatible and functional within a given zoning district. In the event that any particular proposed use is not shown anywhere in the Use Regulation Schedule, the PZB Director shall determine what listed use is most similar to the use not specifically listed in the Use Regulation Schedule and that use shall be classified as such in accordance with the Interpretation and Appeals criteria in the LDR.

C. Uses, densities, and intensities for all Planned Development Districts (PDD) shall be regulated by the approved/valid Master Plan for the project. Any conflicts that may arise between the LDR and the approved Master Plan shall comply with the most restrictive requirements.

D. The corresponding numbers listed to the right of the use type within Table 6.2-1 shall identify additional use-specific regulations that are provided in the Supplementary Use Standards of this Article.

Table 6.2-1 Use Regulations Schedule

[The following uses are a summary of the permitted uses in the Equestrian Residential zoning district and a Residential or Commercial Pod of an Equestrian Development within the Equestrian Overlay Zoning District.]

PERMITTED USES – Equestrian Residential / Equestrian Development – Residential Pod

- Single Family homes
- Congregate Living Facility-1 [limited to 6 persons, excluding staff]
- Day Care, Family
- Home Occupation
- Veterinary Clinic (only in the ER district, not the ED Residential Pod)
- Government Services
- Park
- Utilities
- Barn/Stable
- Bona Fide Agriculture
- Equestrian Arena, Private
- Equestrian Instruction
- Livestock Raising
- Accessory Dwelling

- Accessory Structure
- Grooms Quarters

CONDITIONAL USES – Equestrian Residential / Equestrian Development – Residential Pod

- Bed and Breakfast
- Kennel (only in the ER district, not the ED Residential Pod)
- Wildlife Sanctuary (only in the ER district, not the ED Residential Pod)
- Landing Strip
- Helipad (only in the ER district, not the ED Residential Pod)
- Wireless Communications Tower (only in the ER district, not the ED Residential Pod)
- Minor Equestrian Venue (only in the ER district, not the ED Residential Pod)
- Nursery (only in the ER district, not the ED Residential Pod)

PERMITTED USES – Equestrian Development – Commercial Pod

- Catering
- Financial Institution
- Fitness Center
- Lounge
- Personal Service
- Restaurant
- Veterinary Clinic
- Professional/General Office
- Assembly
- Government Services
- Park
- Utilities
- Agricultural Retail/Service
- Barn/Stable
- Bona Fide Agriculture
- Equestrian Arena, Private
- Equestrian Instruction
- Equestrian Services
- Livestock Raising
- Accessory Structures
- Grooms Quarters

CONDITIONAL USES – Equestrian Development – Commercial Pod

- Entertainment, Outdoor
- Nightclub
- Recreational Vehicle Park
- School, Secondary or Primary

- Helipad
- Wireless Communications Tower
- Major Equestrian Venue
- Minor Equestrian Venue
- Nursery, Wholesale or Retail

Analysis: The Isla Carroll plan is comprised entirely of uses that are "Permitted by Right" under the Village's use table. The "Residential Pod" will be developed solely with single-family homes on lots averaging ½ acre in size. The "Commercial/Club Pod" of the site has been designed around the historic East Field and associated viewing and support facilities. The remainder of the community facilities are comprised of: Restaurants; Fitness Center; Personal Services; Office; and Assembly spaces.

CHAPTER 3 – PROPERTY DEVELOPMENT REGULATIONS

Sec. 6.3.1 – General

The property development regulations of the LDR shall apply to all property in Wellington based on the zoning district in which it is located. Such regulations include, but are not limited to, minimum lot size and dimensions, minimum and maximum density, Floor Area Ratio (FAR), building coverage, and setbacks. Additional regulations may be required based on the proposed use and as approved for planned developments. The following general regulations and standards shall apply to properties Village-wide, unless specifically indicated otherwise as part of a previously approved development order under regulations at the time of approval.

Analysis: The specific dimensional requirements for Isla Carroll will largely be drawn from the submitted Project Standards Manual that will be adopted as part of the rezoning to Equestrian Development. However, the three general overall standards that apply with the development will conform to are:

- Maximum Floor Area Ratio for the Club Pod: 0.20
- Maximum Building Coverage for each Pod: 20%
- Building setback from Property Boundaries: Club Pod – 50 feet; Residential Pod – 50 feet
- Individual single-family lot Building Coverage: 35%

Dimensional standards for the Residential pod are provided in the PSM.

The Club Pod is designed to function as a unified campus-like development, thus there are no defined lot sizes or dimensions. Building areas are defined by the circulation patterns, equestrian functions and amenity design and distribution. All Club facilities will be separated from the residential properties by a right-of-way. There are no internal setback requirements proposed within the Club Pod, however all primary buildings will comply with a 50-foot setback from the Isla Carroll property boundaries.

D. Density:
1. Density shall be calculated by dividing the number of dwelling units on a lot by the lot area (in acres). When the result is other than a whole number it shall be rounded down to the nearest 100ths.
2. Densities proposed to exceed the maximum permitted density of a zoning district shall meet at least one (1) of the following conditions:
a. A density bonus has been approved as part of the redevelopment incentive provided in the LDR; or
b. The density of a residential pod in a PD may exceed the maximum density of the zoning district as long as the overall density of the PD does not exceed the permitted density of the district. Refer to the PDD section of this article for additional information on transferring units within a PD.

> **Analysis:** The density in the Isla Carroll project is one unit per two acres as provided in the EOZD. This density is clustered in the residential pod as expressly permitted by this regulation 2.b.

B. The following development standards shall apply to all multi-family, non-residential districts, and Planned Development Districts:
1. All multi-family, non-residential developments, and planned developments shall provide for the following:

a. Safe and effective pedestrian and vehicular access and circulation;
b. Safe and effective on-site circulation, parking, and connectivity;
c. Adequate road system within and adjacent to the project;
d. Inter-connectivity between projects to capture internal traffic patterns and mitigate off-site traffic;
e. Incorporate Crime Prevention Through Environmental Design (CPTED) principles into the project design;
f. Create and maintain positive character and ambiance with enhanced streetscapes, appropriate massing on of structures and consistent architectural design;
g. Loading and service areas shall be visually screened from adjacent properties and roadways. Materials and design to accomplish this standard shall match the design of the project;
h. Adequate Fire/Police vehicular access for safety protection.

2. Non-residential free-standing buildings, utilized by a single tenant, shall not exceed 75,000 gross square feet in size.

Analysis: Isla Carroll inherently complies with these generalized standards. As demonstrated by the circulation plan in the Project Standards Manual, separate vehicular, pedestrian, and bridle path corridors have been developed to ensure safety and inter-connectivity on the side. Substantial and densely landscape perimeter buffers will ensure the property is visually screened from adjacent properties and roadways. And no single free-standing building exceeds 75,000 square feet.

CHAPTER 5 – PLANNED DEVELOPMENT DISTRICT REGULATIONS

The following provisions are applicable to all Planned Development Districts (PDD) and previously approved PDD, new or amended within Wellington.

Sec. 6.5.1 – Purpose and Intent

The purpose and intent of the following regulations is to allow flexibility in the application zoning regulations for the development of land within a PDD that achieves distinctive, attractive communities, takes advantage of compact building design, and preserves open space and critical natural environments by allowing flexibility from zoning regulations. A PDD shall:

A. Minimize adverse impacts on environmentally sensitive areas;

B. Increase and promote public transit, bicycle routes and non-vehicular modes of transportation;

C. Increase use of public and private amenities as part of Planned Developments (PD) design;

D. Provide for efficient use of land, utilities, and infrastructure;

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

F. Ensure adequate storm water management; and

G. Encourage distinctive design while achieving compatibility with the surrounding area.

Analysis: Isla Carroll meets all listed standards. Through the low density, large and dense buffers, centrally located polo facilities, and world-class design, the project is fully compatible with the surrounding area. There will be no impacts on environmentally sensitive areas. Substantial and varied equestrian and club amenities have been developed, with efficient land use patterns and internal trip capture. Expanded stormwater lakes have been appropriately scaled to meet the site's requirements. The stunning design draws its inspiration from the history and traditions of Wellington and from sensitivity to the South Florida environment. The project will have no nuisance impacts to the adjoining properties or degrade others use or value.

H. The density for any residential PUD shall be determined by the underlying Future Land Use Map designation. The residential density for any MUPD shall be proposed as part of the development application and project standards. Both shall be calculated based on gross site acreage.

I. Actual maximum density granted to a PDD is based on the project's illustration that it meets the performance goals and Comprehensive Plan objectives. Actual density granted by Wellington's Council to a PDD may be less than the maximum density indicated by the Comprehensive Plan.

> **Analysis:** Isla Carroll is applying the density as allowed by the EOZD. That requirement reduces the maximum Future Land Use density of one unit per acre to one unit per two acres. This project observes that reduction and in so doing allows for the expansive equestrian facilities envisioned for the site.

E. All proposed PD shall have a PSM, adopted by resolution, submitted with the Master Plan providing the proposed standards for the project.

> **Analysis:** The attached PSM was developed consistent with the Village's requirements.

CHAPTER 8 – EQUESTRIAN OVERLAY ZONING DISTRICT (EOZD)

This section shall apply to all land located within the EPA as identified in the Comprehensive Plan and on the Future Land Use Map. The Equestrian Overlay Zoning District (EOZD), Palm Beach Little Ranches Overlay Zoning District (LROZD) and Rustic Ranches Overlay Zoning District (RROZD) correspond with the boundaries on the Official Zoning Map.

Sec. 6.8.1 – Purpose and Intent

A. Preserve, maintain, and enhance Wellington's EPA as identified in the Comprehensive Plan.
B. Preserve, maintain, and enhance the equestrian area that is home to equestrian farms, competition venues, and the equestrian lifestyle in Wellington.
C. Identify and encourage land uses and development patterns that are supportive of the equestrian character, industry, and lifestyle in the EPA.

> **Analysis:** Isla Carroll's focus is on the retention of the East Field, developing the facilities to support that venue, and to create equestrian access, serves to meet these aspirational requirements, while our conformance to the quantitative requirements will ensure that is the case.

1. Table 6.8 – 1 below provides the minimum property development standards for the all Subareas of the EOZD.

Table 6.8 - 1 EOZD Property Development Regulations

Overlay District/ Subarea	Maximum Density	Minimum Lot			Maximum FAR	Maximum Building Coverage
		Size	Width	Depth		
LROZD/A	0.2 DU/AC	5 acres	300 ft	300 ft	0.20	20%
B	1.0 DU/AC	1 acre	200 ft	200 ft	0.20	20%
C	0.1 DU/AC	10 acre	300 ft	300 ft	0.20	20%
D	0.5 DU/AC	2 acres	200 ft	200 ft	0.20	20%
RROZD/E	0.2 DU/AC	5 acres	300 ft	300 ft	0.20	20%
F	0.5 DU/AC	2 acres	200 ft	200 ft	0.20	20%
ECR (all subareas)	-	3 acres	200 ft	300 ft	0.45	45%

Analysis: Isla Carroll shall apply this standard of 1 unit per 2 acres. Maximum FAR and Building Coverage requirements will be met, as applicable. Minimum lot scale will meet the standards developed by the Project Standards Manual.

Table 6.8 - 2 EOZD Setback Table

EOZD Overlay District/ Subarea	Minimum Setbacks For Principal Structures[1]				Minimum Setbacks For Accessory Structures[2]				Minimum Setbacks For Dressage Walls, Sand Rings and Riding Rings
	Front	Side	Corner	Rear	Front	Side	Corner	Rear	From Any Property Line
LROZD/A	50 ft	25 ft	50 ft	25 ft	100 ft	25 ft	25 ft	25 ft	10 ft
B	25 ft	25 ft	25 ft	Dwelling Units: 15ft Barns: 25 ft	100 ft	25 ft	25 ft	25 ft	10 ft
C	100 ft	50 ft	80 ft	100 ft	100 ft	25 ft	25 ft	25 ft	10 ft
D	100 ft	50 ft	80 ft	100 ft	100 ft	25 ft	25 ft	25 ft	10 ft
RROZD/E	100 ft	50 ft	80 ft	100 ft	100 ft	25 ft	25 ft	25 ft	10 ft
F[3]	50 ft	50 ft	50 ft	10 ft	55 ft	10 ft	10 ft	10 ft	20 ft
ECR	80 ft	50 ft	80 ft	50 ft	100 ft	25 ft	25 ft	25 ft	10 ft

Analysis: Through the development of the Project Design Standards Manual, revised internal setbacks have been developed. All primary structures will provide a 50-foot setback from the Isla Carroll property boundaries. Additional setbacks from internal lot lines of the residential properties are provided in the PSM.

Sec. 6.8.8 – Equestrian Developments

Equestrian Developments (ED) are those PUDs located in the EPA with a goal to provide an equestrian-oriented Master Plan. An ED shall be designed for compatibility with the objectives of this section along with the use of flexible property development regulations and design standards. To the extent of any conflict with other provisions of the LDR, this section shall apply.

A. An ED Master Plan application shall be considered in all EPA subareas and the submittal shall comply with Master Plan/Amendments requirements as outlined in Article 5 of the LDR.

B. An ED Master Plan shall comply with PDD regulations of the LDR.

C. Single-family detached residential units are the only dwelling type permitted unless approved by a previous development order and has been deemed a valid and vested approval by the PZB Director.

D. In addition to the PDD regulations, the following ED Design Standards shall apply:

1. The Master Plan shall provide that common equestrian amenities shall serve as the internal focus of the development, which may include, but are not limited to, such common features as stables, rings, paddocks, horse exercise areas, internal bridle trails, connections to external bridle trails, other equestrian amenities, public spaces, and/or preserve areas for environmentally sensitive lands.

2. The Master Plan shall provide that the installation of such common equestrian amenities is required prior to the issuance of a certificate of occupancy for any residential dwelling unit, accessory dwelling, or groom's quarters.

3. Prior to the issuance of a final Master Plan certification by the Development Review Manager (DM), a deed restriction, in a form acceptable to the Wellington Attorney, shall be executed and recorded to limit in perpetuity the use of common equestrian amenities to owners and residents or guests of owners within the ED.

4. An ED is not eligible for development incentives as provided in Article 6 of the LDR.

Analysis: Isla Carroll's design plan was developed specifically to address these requirements. The central design feature is the retention of the Isla Carroll East Field, and the development of the support facilities to make that field a world-class venue for competitive polo matches that the public can come and enjoy. With the East Field and associated facilities, a range of polo and equestrian programing can be developed for community members. Only single-family homes will be developed on the property, in keeping with the code requirements.

VIII. Conclusion

The Isla Carroll Polo and Residences Master Plan has been designed to meet the goals and objectives of the Village of Wellington's Comprehensive Plan and Equestrian Preserve Area. With the retention of the Isla Carroll East Field, the project creates a venue to expand the Village's reputation as the center of polo in America, creating opportunities to further an existing partnership with the United States Polo Association, engage with the broader equestrian community, and create a residential neighborhood where the sport of polo is not only experienced, but lived.

Exhibit M - Public Comments

Submission Date	First Name	Last Name	Address	Support or Oppose	Comment (Limited to 1,000 characters)
8/31/2024 9:09	Jamie	Freeman	3752 Isle Vista Blvd	Oppose	Too much traffic and overdevelopment in the 120th/Lake Worth Road area. Need to build out appropriate roadways/infrastructure before adding more homes.
1/8/2025 8:09	Maureen	Brennan		Oppose	Zoning in the Equestrian Preserve should not be changed to anything less than 2 acre minimum lots. An â€œequestrian elementâ€ which doesn't have to be anything more than an empty barn is being used as the Trojan horse for a PUD to cluster residential units in the EPA. HOA/community barn models fail in Wellington and does not promote equestrian activity and developing true equestrian infrastructure to support the industry at the top level. It is contrary to the spirit of Wellington as the most unique equestrian town in the world. Saddle Trail is a perfect example demonstrating how successful 2 acre lots are, contrary to developers justification that 2 acre zoning is a failed business model.
1/8/2025 9:16	April	Clark	4154 Bahia Isle Circle	Oppose	The design of this development is bad. A communal barn, especially with so little land and such high density of houses will fail. Quite likely fail to sell units at the beginning, but definitely after a few years. There is already too much development approved for that area without widening the roads. Lake Worth intersection with 120th Ave needs to be corrected BEFORE you approve this. STOP DESTROYING THIS TOWN WITH DEVELOPMENT.
1/8/2025 14:47	Ann	Schneeberger	12878 Meadowbend Dr	Oppose	ABSOLUTELY OPPOSED.
1/8/2025 15:27	Patrick	Parsons		Oppose	Given that the previous council (and majority of current council) already approved plans the majority of equestrians don't believe align with what the true equestrian components of Wellington are defined as, while that same previous council has one sitting on PZAB committee with the intention to continue to break down the preserveâ€¦ I can only be completely opposed to building anything other than more 2+ acre farms to support the equestrian aspect of the equestrian community within the Equestrian Preserve Area. This is not that. Minimum 2 acre lots not met, cluster development that leads to more infrastructure (without more open space as supposed to be created), & amenities that are not equestrian related make this an easy choice to deny. If the developer wanted to help increase the equestrian community, they would build 2+ acre farms there. That is not their end goal and as such it doesn't meet the requirements to be approved as allowed within the Equestrian Preserve. Councilâ€¦ deny.
1/8/2025 17:12	Randy	Halvorsrod	852 Cindy Dr.	Oppose	This project should not be allowed to go forward. To change the zoning from a question residential to PUD is fine but not commercial PUD as you are asking. They wanna make basically a private country club and that is not acceptable. They're talking about 300 members, etc.. The plans for Barn are just to appease the community. It will never come to fruition and be effective. Please do not allow this without much further invest
1/12/2025 15:52	Amanda	Norton	1623 Bayridge Place	Oppose	This development is another move to push equestrians out of Wellington. I'm not sure what the end goal is except for destroying the village and making it an urban city. Stop the Boca-tion of our community. These developments don't have residents best interest nor does the council have the best interest of residents. I'm firmly against this urban sprawl. It's going affect traffic, schools, and overcrowd our community.

Submission Date	First Name	Last Name	Address	Support or Oppose	Comment (Limited to 1,000 characters)
10/16/2025 12:00	Randy.	Halvorsrod	852 Cindy Dr.	Oppose	This is a horrible idea. Clustering is supposed to be around a horse related activity. This is a polo field that at any time they can change into a a few holes of golf or a range. This does not belong here 31 acres for a country club that we don't need. Right next to another club. They better not use the excuse. We're saving a polo field because that's BS. There is nothing equestrian about this development and they're trying to figure out how to get around it. Please do not allow this to happen again. Let them build to acre Farms that would be way smarter and more with the equestrian lifestyle for Wellington.
10/16/2025 13:00	Kris	Livengood	2587 Bedford Mews Drive	Oppose	NO, NO, NO! This overdevelopment of Wellington has got to stop before you ruin this town!
10/16/2025 14:23	Daniel	Wildman	12520 Sunnydale Drive	Oppose	Please do not further breach the Preserve. This approval would open the doors for farm owners to sell to developers- they developers are already talking to these owners, planning on the same sort of scam. The farm owners do not want to do this but once the dominos start to tip they will before their property value crashes. Please, please protect our Village.
10/16/2025 17:22	Alison	Greene	13307 Polo Club Rd C207	Oppose	We have enough housing and proposed developments. When is enough enough? Aren't you listening to your constituents? Stop the building and the ruining of this village!
10/16/2025 18:15	Amanda	Norton	1623 Bayridge Place	Oppose	This project was forewarned about when the development on the preserve was approved. It does not fit Wellington and is powered by greed. I do find it interesting the developer made it seem like this was a done deal. This another nail in the coffin of what makes Wellington unique and k own.
10/16/2025 18:40	Lori	Gaudet	2710 twin oaks way	Oppose	Opposed
10/16/2025 18:50	Susan	ashe	12785 Westport circle	Oppose	I have lived in Wellington since 1997 a lovely village. What are we doing to the horse people? How much taxes do they pay annually to live here? What about our lovely people that are supposed to be representing us instead of having their hands greased by these developers I am totally against this and I think it's disgusting what they're doing
10/16/2025 20:54	Grace	Carucci		Oppose	Wellington does not need more new development. It needs revitalization of the things we do have. There are so many under utilized properties across the area and so many new developments already in the pipeline. Revamp the things we do have and stop new development. It's ruining the town
10/17/2025 8:53	Cindy	Cremona	1661 Lakefield North Court	Oppose	Let's not turn Florida or Wellington into California with overdevelopment, limited infrastructure, and crowded roads. People live in Wellington for the quality of life and it's residential/rural environment.
10/17/2025 15:31	Emily	Marschok	11955 polo club rd	Oppose	There should not be a president to separate any of the equestrian properties out of the equestrian area. Ila Carol is an important piece of land. It should not be developed inside Wellington.

Submission Date	First Name	Last Name	Address	Support or Oppose	Comment (Limited to 1,000 characters)
10/19/2025 9:17	Carol	Coleman	14224 Stroller Way	Oppose	This project does not support the Equestrian Community. It is just an attempt to build more high end houses with amenities for a type of country club that would allow outside members. The polo field is not being sold but will be leased for play. That way, if it is not used well, it can be developed for more housing. The zoning provides for much larger acreage per home. This Village has more than 11 developments already approved. Please stop changing the character of this Village, by continuing to destroy the property that is in the Equestrian Overlay Zoning District. Respectfully, Carol Coleman
10/20/2025 18:02	Lisa	Dudash	2458 bedford mews dr	Oppose	There are so many houses sitting on the market. Insurance rates have increased significantly. HOA fees at all communities have increased significantly in the last 3 years. Many residents who purchased homes at height of the market after Covid are going to be upside down on their mortgages. They are at risk for banks calling their loans or requiring capital calls. Add on tariffs & the general increased cost of living. The extra money won't be there for a capital call. Then its short sales & foreclosures. This proposed community doesn't make sense.
10/23/2025 10:49	Erin	Gallagher	13104 Quiet Wood Road , B	Oppose	This proposal has nothing to do with horses in the Equestrian preserve. They will have empty paddocks and a polo field to rent to NPC for ten years. Renting is not a guarantee and rentals can be cancelled or changed, so saying there will be a ten year rental means nothing. What happens after the ten years? Plus the spectator side is on the sunny side, so it is the home owners who will enjoy those games and the residents of Wellington will be forced to watch on the sunny side. There is no promise of a polo school or a real plan, nothing is solid. There is ZERO equestrian benefit long term (and I argue short term) to this plan. It is a classic bait and switch and once again the council meant to represent us are siding with Billionaire developers. Even Tanya Siskind was over heard at a Palms West board meeting bragging about her excitement for this development, so CLEARLY it has been pre-determined, which is so crazy. I would bring up traffic but you all ignore traffic all time
11/19/2025 19:07	Pamela	Wildman	12520 Sunnydale Drive	Oppose	I oppose because the Isla Carroll development is not an equestrian development with lot sizes of 2 acres or more. Having the polo field, in my opinion, is a front for gaining the Zoning and Master Plan changes. Once approved, there is no guarantee that the polo field stays. In addition, the club facilities will directly compete with the neighboring National Polo Center Club. Discovery Land Group has violated many previous promises in other developments. Look at Keep Homewood Public Facebook page for proof. The Wellington residents were told that no additional breeches of the Equestrian Preserve south of Pierson when Wellington North and South were approved. Please deny the application.

Submission Date	First Name	Last Name	Address	Support or Oppose	Comment (Limited to 1,000 characters)
1/8/2026 15:56	Joshua	Rosenblum	8923 Via Prestigio West	Support	I support the Isla Carroll project because it recognizes a reality that often gets lost in local debates: this property already has the right to be developed. Under existing zoning, it could be subdivided into two-acre lots, spreading roughly 40 homes across the entire parcel and eliminating both existing polo fields. That outcome would permanently erase equestrian land with no preservation benefit at all. The Isla Carroll proposal, developed by Discovery Land Company, takes a more responsible approach by clustering the same number of homes on smaller lots in order to preserve one polo field in perpetuity. That field would be maintained with the support of the United States Polo Association, ensuring it remains a viable part of Wellington's equestrian landscape. For me, this is not a question of stopping development versus allowing it. It is a choice between unmanaged development that consumes the entire site and a carefully planned alternative that limits impact, protects irreplaceabl
1/11/2026 13:06	Tanya	Nordby	13105 Belhaven Ct, Unit 19	Oppose	WE DON'T NEED OR WANT MORE HOUSES!!!! This is an EQUESTRIAN COMMUNITY. Stop trying to turn us into Boca or Boynton where traffic and traffic lights make it a nightmare to get around. Traffic and accidents have already increased in the area with Arden and other big communities being built around the acreage. Just STOP! You bought this property knowing it was farm land and used for horses and POLO! Stop trying to drive out this beautiful unique equestrian community !!
1/11/2026 13:08	PAUL	beaudet	1553 TROTTER CT	Oppose	No more development
1/11/2026 13:21	Eva	Kohn		Oppose	Let Discovery build a green concept to rival Palermo and ensure wellington is the premier polo and equestrian facility
1/11/2026 13:46	Jenny	Anson	983 Lake Breeze Drive	Oppose	Enough with the development! I have lived in Wellington for 28 years. I am not equestrian, but I moved here for the quality of life. The VOW has done nothing to maintain this. It is no longer safe to go for a bike ride. Don't try to tell me I can go to flying cow because you all are destroying that as well. And don't try the horse paths for bicycles. That just shows the pure ignorance of this council. VOW has become a dump with the quality of people and increased traffic. Antunes stood in my driveway asking me to vote for her to maintain green space. She sold herself to the devil. Do your homework. MCCourt filed bankruptcy for the LA Dodgers. He filed bankruptcy! He doesn't care about Wellington. Belissimo is a sociopath along with Straub! While I'm at it, the village manager needs to get up work. Wellington looks like a dump! It's called Greed! Throw in Ross as well. He's 85!
1/11/2026 14:12	Lauren	Brody		Oppose	A club community does not belong in the Equestrian Preserve. Houses on 1/3 acres do not belong in the Equestrian Preseve. Let them build houses on 2 acres OR MORE. Let them build high end homes and farms on 2-3 acres. As they are allowed.
1/11/2026 14:35	Keith	Pape	1243 reading terrace	Oppose	This changing zoning is getting ridiculous let's keep wellington open and green.
1/11/2026 14:43	Mike	Sabatino	1168 Lake Breeze Drive	Oppose	Do not agree with the expansion

Submission Date	First Name	Last Name	Address	Support or Oppose	Comment (Limited to 1,000 characters)
1/11/2026 15:00	Erin	Gallagher	13104 Quiet Wood Road , B	Oppose	This project does absolutely nothing for the residents of Wellington. Saving the West polo field only puts money in the pockets of the USPA and is a benefit for the clients who buy into the proposed development. There are many new polo fields going up in Loxahatchee/Boynton beach etc..This is an exclusive club being built that once again is requesting zoning change in the Equestrian preserve and there is no benefit to our community.There is no reason why the counsel should approve to rezone to approve homes on 1/2 acre lots vs 2 acre lots, and a clubhouse in the Equestrian Preserve. They have the rights to buildup to 40 homes on 2 acre lots, leaving much more green space (should they choose to develop each lot, they don't have to) than a cluster of housing and a private community club. 120th, Pierson and Southshore cannot handle all the traffic this and past approved projects will be creating. Again, No benefit to the current residents who call the VILLAGE of Wellington home.
1/11/2026 15:00	Monica	O'Reilly	15480 meadow wood drive	Oppose	Opposed
1/11/2026 15:41	Susan	Conoby	1553 Trotter Ct	Oppose	We din't need ANY more development in Wellington.
1/11/2026 17:18	Amanda	Norton	1623 Bayridge Place	Oppose	We have enough developments happening with no regard to the affects of each holistically. Traffic, overcrowding in schools, and the strain on emergency services and doctors. We don't need more homes as we cannot sustain this growth and it will affect the towns culture.
1/11/2026 19:07	Bettina	Hinckley	2598 Muir Circle	Oppose	Don't touch the equestrian preserve
1/11/2026 21:31	Debbie	Dawson	15614 Bent Creek Rd	Oppose	At this rate, there will be no more equestrian properties left in Wellington in a few short years.
1/12/2026 6:43	Christine	Wood	12383 Westhampton Circle	Oppose	Dear VOW Council, I am writing to oppose the development of Isla Carroll to houses as this is not what should be built in the designated Equestrian preserve. Please listen to what the EZC and Zoning board have also opposed as well as the equestrian and Wellington residents who are not in favor of this development. Unless you are trying to change from the Horse Capital of the World to the House Capital of the World. Regards, Christine Wood
1/12/2026 7:47	Michelle	Whitman	11311 Pond View Dr	Oppose	I oppose this development.
1/12/2026 8:27	Meribeth	White	13833 Wellington trace	Oppose	We do not need more houses built in equestrian preserve area..WE DO NOT NEED MORE HOUSES OR TRAFFIC! CORRUPT COUNCIL Has already ruined our village
1/12/2026 11:33	Marsha	Tardivo	4669 Island Reef Dr	Oppose	Changing the terms of land use to make a quick dollar is already destroying the quality of life in wellington and taking away the one thing that makes this city original and attractve to others. PLEASE STOP THE OVER-CONSTRUCTION AND KEEP THE LAND TO USE AS IT WAS MEANT TO BE

Submission Date	First Name	Last Name	Address	Support or Oppose	Comment (Limited to 1,000 characters)
1/12/2026 16:47	Nicole	DeFlorio	12641 Westhampton Circle, C312	Oppose	I am a long-term Wellington resident and environmental advocate. Isla Carroll is located in the Equestrian Preserve and was originally approved as 80 acres with 2-acre farm zoning. This land was intended for horses, open space, and preservation, not clustered housing and a private club. The proposal to pack 40 homes onto a small portion of the property while converting the rest into a club with amenities undermines the purpose of the Preserve. A 40-year polo lease does not replace permanent protection of green space. Wellington already struggles with traffic, school overcrowding, and the loss of natural land. Our residents chose a village, not a city. If development occurs, it should follow the original intent: equestrian farms and preserved open land. What we should not have is a commercial-style club in protected space. Please protect Wellington's character, environment, and future.
1/12/2026 18:10	Pamela	Wildman	12520 Sunnydale Drive	Oppose	I oppose the Isla Carroll application because it does not meet the requirements of Sec. 6.8.8, the regulations contained in the existing LDR's and underlying EZOD standards. The lot sizes are not a minimum of 2 acres and the building % density is too high. Sec. 6.8.8 is designed for a development with robust equestrian amenities for the sole use of the residents. Not a single horse will be living on the proposed development. Section 6.8.8 requires a deed restriction in perpetuity for the use by any owner in the development. Instead this application offers restrictive covenants that allow the property to be sold to another owner, not restricted to ownership only by the future owners of the IC houses. There is current need in Wellington for 2 acre farms per the MLS history and market conditions.
1/12/2026 18:33	Lisa	Dudash	2458 bedford mews dr	Oppose	There are 480+ homes on the market currently in Wellington & its the height of "season".

-----Original Message-----
From: Chip McKenney <chip@mckenneymedia.com>
Sent: Wednesday, November 12, 2025 9:07 AM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; taiskand@wellingtonfl.gov; Amanda Silvestri <asilvestri@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; tmcgovern@wellingtonfl.gov
Subject: In support of Discovery Land Company's Isla Carroll Project

This Message originated outside your organization.

Dear Village Council-

The purpose of this email is to voice my FULL SUPPORT of the above-referenced development project. As a full-time Wellington resident, polo player and polo event producer, I am in favor of this project because it includes the preservation of the Isla Carroll East polo field. Currently Wellington is losing polo fields to construction at an alarming rate and it is critical to preserve the Isla Carroll field. It is my opinion that allowing this project to move forward ensures there are polo fields open to sporting events in the future.

Please vote YES!

Thank you,

Chip McKenney
15763 Cypress Park Dr.
Wellington, FL 33414

From: Tim Stillings
To: Cory Cramer; Kelly Ferraiolo
Subject: Fwd: Isla Carroll
Date: Tuesday, October 21, 2025 8:08:38 PM
Attachments: image.png
image.png
image.png
image.png
image.png
image.png
image.png

Tim

Begin forwarded message:

> **From:** Laurie Cohen <lcohen@wellingtonfl.gov>
> **Date:** October 21, 2025 at 7:59:30 PM EDT
> **To:** Tim Stillings <tstillings@wellingtonfl.gov>, Rachel Bausch <rbausch@wellingtonfl.gov>
> **Subject: Fwd: Isla Carroll**
>
> **Laurie Cohen**
> Village Attorney | Village of Wellington
> 12300 Forest Hill Boulevard | Wellington FL 33414
> 561.791.4124 | lcohen@wellingtonfl.gov
> wellingtonfl.gov
>
> Begin forwarded message:
>
> > **From:** Jane Cleveland <mjane.cleveland@gmail.com>
> > **Date:** October 21, 2025 at 6:37:08 PM EDT
> > **To:** Glen Fleischer <glenfleischer@gmail.com>, Kristy Lund <drkristylund@aol.com>, "Sarah Goos (shadysidestable@gmail.com)" <shadysidestable@gmail.com>, "Gail Bayly (baylybon@gmail.com)" <baylybon@gmail.com>, "Judith Sloan (jsloanventures@outlook.com)" <jsloanventures@outlook.com>, ashatkinson91@gmail.com, Annabelle Garrett <annabellekg@postagestampfarm.net>
> > **Cc:** "Michael J. Napoleone" <mnapoleone@wellingtonfl.gov>, Maria Antuña <mantuna@wellingtonfl.gov>, asilvestre@wellingtonfl.gov, Tanya Siskind <tsiskind@wellingtonfl.gov>, john.bowers@seacoastbank.com, jeff@jcr-road.com, lizmariaca@aol.com, michael.drahos@gray-robinson.com, tatiana@cctvagent.com, ryan@rm5design.com, John McGovern <jmcgovern@wellingtonfl.gov>, johnny.meier@yahoo.com
> > **Subject: Isla Carroll**
> >
> > **This Message originated outside your organization.**
> >
> > ---
> >
> > Dear Members of the Equestrian Preserve Committee for Wellington,
> >
> > Please consider my thoughts as you review the upcoming Isla Caroll request this week. I am a Wellington resident and own a farm in Loxahatchee Groves serving Wellington's dressage community. I served on the EPC from 2016 – 2024. My life revolves around horses here all year long.
> >
> > The Isla Carroll project removes 80 acres from Wellington's Equestrian Preserve. From the heart of the Preserve.
> >
> > The developer/applicant will argue that Wellington's Land Development Regulations and Comp Plan allow for this development, that the land would still be in the Equestrian Preserve, but please look at the obvious. 80 acres of land for horses will be exchanged for a country club and home development project that will 'say' it has an 'equestrian theme' by saving one polo field. Is one polo field, with no guarantees for any longevity, reason enough to give up 80 acres of horse land?
> >
> > When the Council did indeed set a precedent by removing from the Equestrian Preserve the 96 acres where the Global Dressage Festival is currently, it was firmly stated by the Council and Staff that Pierson Road would be the definite, hardline boundary for the Equestrian Preserve (Council meeting on November 15, 2023) - no land would be removed south of Pierson (justification for removing the 96 acres north of Pierson). Here we are.
> >
> > The entire 'sell' of Isla Carroll is the one polo field. The 31.32 acre amenity site only includes the one polo field as an equestrian use – the remaining recreational uses are non-equestrian. Take note of Discovery Land's Atlantic Fields project where Hobe Sound Polo used to be. The project was also sold around its equestrian theme – now polo is gone.
> >
> > And polo (as long as it lasts, if it lasts) would likely be entertainment for their members, much like what we see at the Wanderers Club on Friday afternoons, rather than real competition. There isn't adequate parking for team support. The designated public spectator seating is minimal and facing the late afternoon sun. There is no tailgating. And there is the question of whether the public is even legally permitted to attend (see Wellington's Land Development Regulations below).
> >
> > Section 6.8.8 in the Land Development Regulations says that use of the equestrian amenities shall be limited to owners and residents, or guests of owners. The developer language in their Project Standard Manual frequently describes making polo available to the Wellington community and mentions partnering with the USPA. There are contradictions here. The zoning language does not permit it. On one hand, Section 6.8.8 is held sacrosanct as a tool to permit clustering; and on the other hand, it may be ignored for the developer's interests in promoting public inclusion in polo as an enticement to win entitlements. The proposed Resolution appears to be written, and re-written, to get around the actual zoning language.
> >
> > And what about the country club? Given the size of the membership (the vast majority non-residents), does this not make Isla Carroll a commercial project?
> >
> > 80 acres of land could allow for replication of another Saddle Trail (the neighborhood to the north of WEF). As we all know, those small farms (many 2 acres) include barns, rings, paddocks and houses. Using a minimum of ten horses per small farm (and that may be low), 80 acres could house up to 400 horses! Even if you remove 20% for infrastructure (roads etc.), that still leaves room for over 320+ horses. Or 80 acres could be used to replicate South 40 on South Shore, a polo neighborhood of 5-acre parcels with eleven 20-stall barns (some with more than 20 horses) that share a central polo field housing 220 plus horses.
> >
> > You may remember a set of emails I sent to the EPC on November 17, 2024 (I will resend), regarding Section 6.8.8 that addresses clustering within the Equestrian Preserve. Isla Carroll precisely exemplifies why this clustering language should not be included in the Land Development Regulations for the Equestrian Preserve Area. This language was not properly reviewed by the EPC and would not have been approved if it was reviewed as projects like Isla Carroll are obvious violations of the goals of preserving land for horses. Never mind that the Comp Plan language was also questionably changed to preserve 'lifestyle' instead of 'land' – that is another episode.

There would be no equestrian lifestyle without horses. There will be no horses in Wellington without land for farms.

And let's talk more about precedent. The removal of land from the Equestrian Preserve for Wellington North was not even approved before this very application was underway. Likewise, as Isla Carroll has not even been considered (in its new iteration), home developers are already trying to assemble other blocks of land within the Equestrian Preserve for more development (GL Homes is assembling land in the SE quadrant of 120th and lake Worth I am told). At the very least, the approval of Wellington North relied upon the 'trade' of a new horse show, and the hardline boundary of Pierson. Here we have neither.

This is a private country club for outside members, also with luxury homes. It has nothing to do with farms and stables for horses which is the intent of the current zoning. Keeping one polo field, for now, does not make this an equestrian community. And we only must look a few miles up the road to see where this very developer executed the exact same playbook, got their entitlements and polo is gone. As our equestrian industry will be if we continue to let our horse land be developed for non-horse uses.

Thank you for your attention. And thank you for your volunteer work for our equestrian industry and community!

Land Development Regulations:

3. The Isla Carroll Polo and Residences PUD is located within the EOZD. Pursuant to Section 6.8.8 of Wellington's LDR, PUDs within the EOZD shall have an equestrian-oriented master plan. The Master Plan shall provide common equestrian amenities and shall serve as the internal focus of the development, including but not limited to stables, rings, paddocks, polo field, bridle trails, and horse exercise areas. (PLANNING AND ZONING)

3. Prior to the issuance of a final master plan certification by the development review manager (DM), a deed restriction, in a form acceptable to the Wellington Attorney, shall be executed and recorded to limit in perpetuity the use of common equestrian amenities to owners and residents or guests of owners within the ED.

RESOLUTION NO. R2025-67

~~10.~~8. Special Use Permits ~~will be~~are required for all ~~community~~ events that are open to the public ~~or~~ but ~~will~~are not ~~be~~ required for events~~are not~~ limited to residents, members, or polo matches. Adequate ingress and egress directly to 120th Avenue South shall be maintained at all times and shall not disrupt normal traffic circulation patterns. (TRAFFIC/PLANNING)

Original Resolution language:

SECTION 2. The foregoing recitals are hereby affirmed and ratified subject to the following conditions:

General Conditions

New Resolution language as of October 21, 2025:

Sec. 6.8.8. - Equestrian developments.

~~12.~~10. A ~~deed restriction~~ restrictive covenant, in a form ~~reasonably~~ acceptable to the Wellington Attorney, shall be executed and recorded to limit in perpetuity the use of

928-9374-6803, v. 1

~~common~~ equestrian ~~amenities~~ facilities to owners, ~~and~~ residents, ~~or~~ guests, members, and/or licensees of owners within the PUD (Equestrian Development) prior to the recording of the plat. The restrictive covenant shall not prohibit the use of the ~~property~~equestrian facilities for polo matches or activities authorized under a Special Use Permit. (PLANNING AND ZONING)

~~3. The Isla Carroll Polo and Residences PUD is located within the EOZD. Pursuant to Section 6.8.8 of Wellington's LDR, PUDs within the EOZD shall have an equestrian-oriented master plan. The Master Plan shall provide common equestrian amenities and shall serve as the internal focus of the development, including but not limited to stables, rings, paddocks, polo field, bridle trails, and horse exercise areas. (PLANNING AND ZONING)~~

From: Tim Stillings
To: Kelly Ferraiolo; Cory Cramer
Subject: FW: ISLA CARROLL
Date: Wednesday, November 12, 2025 12:41:32 PM

Tim Stillings
Planning, Zoning and Building Director | Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: Jennifer Preletz <jennifer@preletz.com>
Sent: Thursday, November 6, 2025 6:57 PM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; taiskand@wellingtonfl.gov; Amanda Silvestri <asilvestri@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; tmcgovern@wellingtonfl.gov
Subject: ISLA CARROLL

This Message originated outside your organization.

Dear Council Members:

I wanted to connect with you as well as request that my email is shared with the committee members of PZAB in advance of their upcoming hearing regarding Isla Carroll.

I'm well acquainted with Discovery Land Company and the exceptional caliber of its communities, which it continues to manage long after construction is complete. This world-class organization is introducing thoughtful innovation and sustainability to Wellington through the Isla Carroll project.

The proposal strikes a careful balance between measured development, preservation, and open space. It maintains the historic Isla Carroll east polo field and includes a partnership with the USPA to support its maintenance and programming during the U.S. Open polo season.

This initiative represents a win for polo, for the broader equestrian community, and for Wellington as a whole- all of which I fully support!

Best,

Jennifer Preletz Santana

Sent from my iPhone

From: Tim Stillings
To: Kelly Ferraiolo; Cory Cramer
Subject: FW: Isla Carroll project
Date: Wednesday, November 12, 2025 12:49:42 PM

Tim Stillings
Planning, Zoning and Building Director | Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: lisa kerkorian <lisajbkk@gmail.com>
Sent: Wednesday, November 12, 2025 10:09 AM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; Amanda Silvestri <asilvestri@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; tmcgovern@wellingtonfl.gov; taiskand@wellingtonfl.gov
Subject: Isla Carroll project

This Message originated outside your organization.

Dear Village Council,

I understand that Isla Carroll is partnering with the United States Polo Association to maintain the use of the Isla Carroll East polo field during the US Open polo season from January through April. This is good for polo! I also understand that the field will be maintained as equestrian open space in perpetuity. This is great for Wellington.

I support the project.

Thank you.

Lisa Bonder-Kerkorian

From: Tim Stillings
To: Kelly Ferraiolo; Cory Cramer
Subject: FW: Discovery Development
Date: Wednesday, November 12, 2025 12:42:41 PM

Tim Stillings
Planning, Zoning and Building Director | Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: Suzanne Porter <Suzanne@sleepyp.com>
Sent: Friday, November 7, 2025 5:17 PM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>
Subject: Discovery Development

This Message originated outside your organization.

Greetings!

I was surprised the EPC did not recommend passage of the Discovery development next to NPC. I truly hope PZAB recommends passage and of course hope the Council gives the green light.

It seems that clustering the homes and leaving some event green space for Polo or other equestrian events is a nice idea. 2-acre properties are not in high demand (too small for farms - too much for residences). The more popular structure is as envisioned by Discovery. Further - if someone did want a farm property, it is still possible to combine lots to do so.

Discovery is a first-class developer. I have been a member of their clubs in the past - and visitor to many - and think the community should do anything it can to attract this caliber of partner.

I understand the EPC wrestled with the words "in perpetuity", which is of course what Discovery promises for the green space. I think that can be ironclad and not reversed. I think the Committee's fear arises out of the changes occurring to the Equestrian

Preserve however that is a different and non-applicable structure to this arrangement. I trust PZAB will know this

Lastly - I really hope you will lead the various developers - Bellissimo et al, Discovery and National Polo Center - in a discussion that can foster collaboration in the development plans. We don't need 25 tennis courts within one square mile or 8 sparsely used dining facilities or 3 empty gyms. Obviously, there is not a legal obligation to collaborate, but it is for the good of the community if these various communities can be thoughtfully assembled.

Thanks for reading and please forward to the PZAB Committee and your fellow Council members.

Suzanne Porter
214-906-4507

From:	Ken Marlin
To:	Michael J. Napoleone; John McGovern; Tanya Siskind; Maria Antuña; asilvestre@wellingtonfl.gov
Cc:	Laurie Cohen
Subject:	Isla Carroll
Date:	Tuesday, January 13, 2026 12:38:45 AM

This Message originated outside your organization.

Members of the VoW council:

Thank you for allowing me speak at the VoW council meeting last night.

As I said, this was my first VoW council expérience. I came with no preconceptions - to listen and learn. I arrived neither for nor against the Isla Carroll project. I had not planned to speak. (You could probably tell because I ran out of time well before I finished my thoughts. That's why I'm writing this email.)

As I listened to the supporters of the Isla Carroll project tout its virtues, (and in some cases contort themselves to extol its equestrian amenities) it became clear to me that this hearing was essentially about a request to approve the building of 35- 40 luxury homes (most of which would be on lots of less than 1/2 acre) and a luxury country club/ spa that borders a polo field that will be leased to a third-party - on land that the VoW has set aside solely for equestrian use. If not for that last part, I might support it.

I'm not against country clubs, spas or luxury developments in the region. There are plenty of them in Wellington (I live in Palm Beach Polo.) And there are others in West Palm Beach,Boca etc.

Further, I am aware of some of Discovery's, other luxury projects that are nothing short of phenomenal, including their Yellowstone project in Montana. I have nothing but respect for them as a developer.

But this is about what gets to be built in the Equestrian Preserve.

It was slightly uncomfortable, (and sometimes amusing) to watch the applicants squirm when asked specific questions about the project's equestrian facilities - common or otherwise . (I'm not sure having a bar with an equestrian theme should count.)

I was waiting for someone to ask whether the Council would approve a country club with 40 luxury homes that's immediately next-door to NPC. Would that count as an equestrian community? I don't think so.

I would welcome Discovery taking its 80 acres and turning it into another Mallet Hill with 15 to 20 small luxury farms.

Or, if they want to keep the Polo theme, (which I understand, given their proximity to NPC) I might support them building 25-30 homes, each on 1-2 acres, all surrounding a center Polo field for residence along with barns, stables, paddocks, exercise rings, wash stalls trailer parking and other shared common equestrian facilities For their residents. (A polo field is about 10 acres). They have 80 acres.

Last night, I heard no cogent equestrian reason to support the project as presented - Much lesser compelling one. It simply isn't equestrian enough to warrant apotoval.

I heard a lawyer basically say that they didn't need council approval. They can do it as of right. I don't think so.

I heard one supporter of the project say that it should be approved because development in Wellington is inevitable. It's probably true. But that's not a good reason to approve a project that effectively takes much of 80 acres out equestrian use.

I heard other people say that the project should be approved because Mr. McCort is a good guy, an avid equestrian, who builds amazing projects. I heard him called the gold standard - a man of his word. I believe it. But that's not adequate reason to approve this project in the Equestrian Preserve either.

I heard one speaker urge the council to support the project because it will save a Polo field. He cited statistics on the number of Polo fields we've lost and how important they are to the community. It's probably true. But if Discovery wants to save a polo field or two, there are better ways to do it. It's clear that's not really what this project is about.

I heard one supporter, urge the Council to support the project because all ships rise with a rising tide. That one is a bit facile.

The closest I heard at an attempt at a rational argument, was the oerson that tried to paint this as an equestrian community that meets all of the requirements set forth by the Village Of Wellington. I was not convinced. And I don't believe that you were either. And that's the principal reason why I urge you not to support it.

I oppose this project because I love the whole concept of the equestrian preserve and, in spite of the valiant attempts by the petitioners to present their project as an equestrian community as you have defined it. It clearly is not.

This council promised the Village that it would keep the Equestrian Preserve in perpetuity. That's part of what makes this community special. It's what sets us apart from Royal Palm Beach. Pro Palm Beach is a fine community. But it's not where I want to live. I don't want us to become Royal Palm Beach.

I heard tonight about your requirement to ensure that this proposed development adheres to those standards you set - with a reference to something called Section 6.8.8 of the Land Development Regulations.

I know nothing about those regulations. But I heard last night that, among other things it requires that the use of this land must include things like common equestrian amenities for the use of the people living in the development. Having a country club bar with an equestrian theme plus a Polo field next-door would not seem to meet those criteria.

I heard last night that that the equestrian communities in the preserve must include common equestrian amenities such as barns, stables, rings, paddocks, horse exercise areas, internal bridle trails, and connections to external bridle trails. Having nothing more a themed bar, and a polo field that's leased to a third-party and is adjacent to an equestrian facility would not seem to meet the requirements.

The closest this proposed luxury country club comes to being an equestrian community is that residents are allowed to wander over from their spa treatments or Pickleball tournaments- to watch a Polo match - once a month - on a field that is owned by the developer and leased to a third-party.

I don't care how they try to spin it. (I had to laugh about their "rent a horse" program. He seemed to make that one up on the fly.) I cannot see how the

Council can say that this project or anything remotely similar meets those requirements.

Last thought:

When the Council voted to remove 96 acres from the Equestrian Preserve where the Global Dressage Festival is, it did so as part of a trade for a new and significantly improved Dressage Grounds. The VoW swore it was not a precedent. They promised that they had not started down a slippery slope. It's time to prove that.

The only equestrian trade here is it agreeing to keep one polo field adjacent to the community active - and leased. That is not what the equestrian preserve is supposed to be about.

I echo the request of a prior speaker.

I hope the council evaluates this project and any subsequent revisions with consistency integrity and a long term commitment to the community. If you do so, you cannot possibly approve anything close to what has been proposed.

Respectfully,

Ken Marlin

Blame Siri for typos

From: Tim Stillings
To: Kelly Ferraiolo
Subject: Fw: Deny Isla Carroll Polo Residences application
Date: Friday, January 9, 2026 10:27:53 AM

From: Maureen Brennan <maureeniconica@outlook.com>
Sent: Friday, January 9, 2026 10:03:13 AM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; Tanya Siskind <tsiskind@wellingtonfl.gov>; John McGovern <jmcgovern@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; Amanda Silvestri <asilvestri@wellingtonfl.gov>
Subject: Deny Isla Carroll Polo Residences application

This Message originated outside your organization.

Mayor Napoleone and Members of the Village Council:

I submit this letter to formally object to the proposed rezoning (and Master Plan-to my knowledge not on this agenda) for the Isla Carroll property. After reviewing the EPC and PZAB staff reports, multiple contradictions and substantive deficiencies demonstrate that the application fails to meet the requirements of the Wellington Comprehensive Plan, the Land Development Regulations, and the intent of the Equestrian Overlay Zoning District (EOZD).

Of note, during the EPC December 3, 2025 meeting VOW Planning Director Stillings recommended eliminating 6.8.8 which suggests to me, that as an expert planner Mr. Stilling's opinion is that 6.8.8 is not an appropriate or sufficient LDR within the Equestrian Preserve. Which is a wise move as there is abundant evidence that VOW current zoning of 2 acre lots work! There are years of records on the MLS of sales of =<2 acre lots trading in Wellington at healthy price points (62 sales last 5 years). Beautifully designed farms with houses, pools, barns, riding rings, paddocks, walkers, grooms housing all on 2 acre lots easily viewed in Palm Beach County Appraiser.

Rezoning is changing the land use; creating a PUD on land currently zoned as equestrian residential to a PUD with commercial elements is certainly a land use change. Rezoning for a PUD would discredit the evidence that 2 acre lots are a viable zoning for Wellington EPA, as success is witnessed in several beautiful neighborhoods; Mallet Hill, Saddle Trail, Little Ranches properties are all in high demand and smaller lots trade at higher price per acre, e.g. 1.93 acre farm with house sold for $13.5M in 2021. The high demand and trading record for 2 acre lots discredits the applicant's narrative that 2 acre lots are not viable therefore requiring

a zoning change. No evidence exists supporting a change in circumstances which is required as evidence for a zoning change according to our Comprehensive Plan LU&CD 3.1. Did the applicant provide a Market Study demonstrating 2 acre lots in the EPA do not have a market?
*The impact of accepting the justification "2 acre lots are not financially compelling and not attractive" would leave Sub Area D open to residential PUDs on hundreds of acres of the EPA.

I would like to remind all of the promise made on February 7, 2024 (and earlier in November) by VOW Council that residential development "East of South Shore and south of Pierson is a hard line" for the Equestrian Preserve."

Before presenting the details below of how the Isla Carroll application does not meet LDR requirements, I need to express my concern of the attempt to alter an LDR via Conditions to assist a developer to work around the perceived shortfalls inhibiting the developer from building a large country club and relatively high intensity residential community in the Equestrian Preserve. It is apparent that LDR 6.8.8 was not well crafted to support a genuinely equestrian focused development in the EOZD and needs to be redrafted. But I strongly object to adapting 6.8.8 on the fly without adhering to the correct process of amending an LDR. And further, will 6.8.8 be customized for every parcel or developer that applies to build non-compliant developments in the EPA like it is being customized for Discovery Land/McCourt Partners for the Isla Carroll Polo Residences (IC)? A development that is clearly focused on a country club and residential element versus equestrian.

An example of altering 6.8.8 is changing the focus of the user of the equestrian amenity from internal users to those not living in the community. 6.8.8 #3: *Deed restriction ….shall be executed and recorded to limit in perpetuity the use of common equestrian amenities to owners and residents or guests of owners within the ED.* Staff has drafted conditions in IC Resolution R2025-67 General Conditions #10 to include members and/or licensees of owners even though this language does not appear in the LDR and these would be external users in the IC situation.

To reinforce the obvious, this "equestrian development" does not support horses living on the property or barns to go visit resident's horses or infrastructure for training horses. The only way to play polo on this equestrian amenity would be to pay to participate in a tournament hosted by a USPA club that rents the field from NPC for tournament games. Being a spectator at one game a week is not an equestrian endeavor.
*No horses, not for use by the residents and south of Pierson was a hard line.

Also, I am on the USPA Board as a Governor at Large and I can relay to you that the majority of the membership is ignorant of this agreement between the USPA

and DL/McCourt and those that have been informed are not in favor.
*The membership is largely in the dark and the motive of leadership to fervently advance this deal is not understood by those fully informed.

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compatibility with existing built conditions.

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7. The EPC and PZAB recommended denial.
The Equestrian Preserve Committee—Wellington's expert advisory body—voted:

- **4–3 to deny the Rezoning**, and
- **5–2 to deny the Master Plan**.

The Planning Zoning Adjustment Board – voted

- **6-1 to deny the Rezoning**, and
- **6-1 to deny the Master Plan**.

A staff report cannot simultaneously claim full compliance while the advisory committee finds the project materially inconsistent with the EOZD and Comprehensive Plan.

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8. There is no evidence of changed circumstances to warrant a zoning change; comp plan LU&CD 3.1
Re-zoning requires a high standard. IC is petitioning to change permitted uses from Equestrian Residential to a PUD with commercial uses. That's a drastic change and requires that the applicant prove there are changed circumstances that necessitate new zoning. They don't show that. There are no changed circumstance that require turning equestrian land into residential lots with no equestrian uses and a commercial country club. |There is an abundance of evidence the current VOW zoning of 2 acre lots are viable and in demand. Additionally, the polo field "preservation" enticement is a non-starter. It already has a right to be a polo field and stay a polo field

9. Fails 6.8.8 D.3.
Third party licensees are not an eligible user of the common equestrian amenity.

Conclusion
The application contradicts multiple Comprehensive Plan policies, EOZD protections, and LDR requirements. The inconsistencies between staff conclusions and the actual land-use impacts demonstrate that the proposal does not meet the standards for approval under Florida law or Wellington's own regulatory framework.
For the reasons set forth above, I respectfully request that the Village Council deny Rezoning 2025-0004-REZ and Master Plan 2025-0002-MP (to my knowledge, not on current agenda).

Please include in the public record.

Respectfully submitted,
Maureen Brennan
Iconica Polo Team
Aqua-TEC Equine Conditioning & Therapy Center

https://aquatecequine.com
561-785-6353

https://wowpoloseries.com/

Letter of Support for the Isla Carroll Residences Development Project

Dear Mayor and Council Members,

I am writing to express my support for the Isla Carroll Residences Development Project and my belief that it will be a positive addition to the Village of Wellington and its equestrian community.

I am a Wellington resident, a property and farm owner, and someone who values the unique equestrian culture that defines our village. I believe this project will enhance Wellington by adding an upscale equestrian and polo-focused environment that complements the character of our community while contributing to its continued growth and appeal.

From a property owner's perspective, I believe the Isla Carroll project will have a positive impact on property values by reinforcing Wellington's reputation as a premier equestrian destination. Thoughtful, high-quality development that aligns with our equestrian roots helps ensure long-term stability and desirability for residents and investors alike.

I also believe this project will be beneficial for the sport of polo in Wellington, supporting its vitality and creating opportunities for community engagement. I would welcome the opportunity to attend polo matches and events at Isla Carroll and see it become a place where residents and visitors alike can gather to celebrate the sport and lifestyle that make Wellington special.

Thank you for your time and thoughtful consideration of this project. I appreciate your continued dedication to the future of our community.

Respectfully,

Mara Sue Goldstein
Wellington, Florida

Letter of Support for the Isla Carroll Residences Development Project

Dear Mayor and Council Members,

I am writing to share my support for the Isla Carroll Residences Development Project and to express my belief that it will be a meaningful and positive addition to Wellington's equestrian and polo community.

As a Grand Prix show jumper, I have spent much of my life competing in and traveling to top equestrian venues around the world. Wellington is unique in its ability to bring together multiple disciplines at the highest level, and projects like Isla Carroll help ensure that the village continues to evolve in a way that supports that excellence.

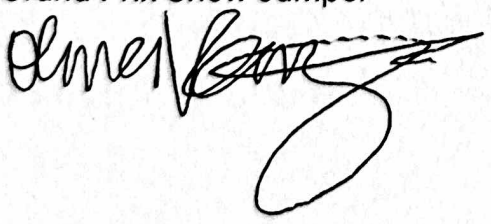
I believe this development will enhance Wellington's standing as a premier equestrian destination by contributing to a refined, sport-focused environment that aligns with the village's identity. The addition of thoughtfully planned residences and polo-centered amenities strengthens the overall equestrian culture while supporting the long-term health of the sport.

The Isla Carroll project represents progress that respects tradition—an investment not only in polo, but in the lifestyle and community that make Wellington exceptional. I believe it will be a benefit to athletes, residents, and visitors alike, and I look forward to seeing its positive impact on the future of equestrian sport in Wellington.

Thank you for your time and consideration, and for your continued leadership on behalf of our community.

Respectfully,

Olivia Venezio
Grand Prix Show Jumper



Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

As a member of the Wellington community, I know firsthand how important open space and active equestrian land are to Wellington's identity. The permanent preservation of the Isla Carroll East Polo Field as equestrian open space is one of the most meaningful aspects of this proposal. Once equestrian land is lost, it is gone forever.

Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: MARIA Hueta

Signature: MH

Date: 1/11/26

Zip Code: 33414

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

As a member of the Wellington community, I know firsthand how important open space and active equestrian land are to Wellington's identity. The permanent preservation of the Isla Carroll East Polo Field as equestrian open space is one of the most meaningful aspects of this proposal. Once equestrian land is lost, it is gone forever.

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Thank you for your consideration.

Sincerely,

Name: Ana Hub

Signature: [signature]

Date: 1/11/26

Zip Code: 33414

Isla Carroll Polo

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Thank you for your consideration.

Sincerely,

Name: Craig Irwin

Signature: [signature]

Date: 1/11/26

Zip Code: 33414

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Thank you for your consideration.

Sincerely,

Name: Lauren Acosta

Signature: Lauren Acosta

Date: 1/11/26

Zip Code: 33414

Isla Carroll Polo

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Thank you for your consideration.

Sincerely,

Name: Jon Frost

Signature:

Date: 01/11/26

Zip Code: 33414

Isla Carroll Polo

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Thank you for your consideration.

Sincerely,

Name: Amy Frost

Signature: Amy Frost

Date: 01/11/26

Zip Code: 33414

Isla Carroll Polo

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Thank you for your consideration.

Sincerely,

Name: [illegible] Acosta

Signature: [signature]

Date: 1/11/26

Zip Code: 33414

EQUESTRIAN CLUB
AT WELLINGTON

1/12/25

Mayor and Village Council
Village of Wellington
12300 Forest Hill Blvd
Wellington, FL 33414

Dear Mayor and Councilmembers,

As President of the Wellington Equestrian Club Master Association, I am writing on behalf of the Master Board to express our support for the Isla Carroll project.

Our community values open space, polo fields, and the equestrian lifestyle that makes Wellington special. We strongly believe that guaranteeing the preservation of a polo field in the Preserve, directly adjacent to NPC, while allowing 40 thoughtfully planned homes is a far better outcome than the an as-of-right alternative which would eliminate forever the Isla Carroll East polo field and guarantee nothing of value is added to the equestrian fabric of Wellington.

Once a polo field is gone, it cannot be replaced. The Isla Carroll proposal protects this land for long-term equestrian use while keeping residential development modest and well planned. From our perspective as nearby residents, this approach strikes the right balance between growth and preservation.

We also believe the Discovery Club component of the plan will be additive to the polo infrastructure of Wellington, as evidenced by USPA's support. The development will also bolster property values in Wellington as has been proven by other Discovery Clubs across the United States.

On behalf of the Wellington Equestrian Club Master Board, we respectfully urge you to support and approve the Isla Carroll project.

Thank you for your consideration.

Sincerely,

Scott Rubenstein
President
Equestrian Club Homeowners Association

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

Equally important, the club is designed to expand participation in polo through instruction, education, and programming that complements the National Polo Center. By introducing new enthusiasts, families, and young players to the sport, the club supports the long-term growth and sustainability of polo in Wellington.

For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Helena Stormanns

Signature: H. Stormanns

Date: 1/11/26

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing in support of the Isla Carroll redevelopment project and its importance to the long-term infrastructure of polo in Wellington.

By preserving the Isla Carroll East Polo Field and strengthening polo infrastructure, the project supports an important economic driver for Wellington, one that generates tourism, seasonal employment, hotel stays, and business activity throughout Wellington. Polo-related events bring visitors who support local restaurants, shops, service providers, and equestrian businesses.

Importantly, the proposal delivers these benefits without seeking increased density or special zoning allowances. Compared to the as-of-right alternative, this plan provides greater long-term economic value while preserving open space and respecting the Equestrian Overlay Zoning District.

For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: Tadeo Rosales

Signature: Tadeo RW.

Date: 1-11-26

Zip Code: 33414

Isla Carroll Polo

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Sincerely,

Name: Tadeo Rosales

Signature: Tadeo RW.

Date: 1-11-26

Zip Code: 33414

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Sincerely,

Name: Tadeo Rosales

Signature: Tadeo RW.

Date: 1-11-26

Zip Code: 33414

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Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Hector Buitrago

Signature:

Date: 1-09-26

Zip Code: 33414

Isla Carroll Polo

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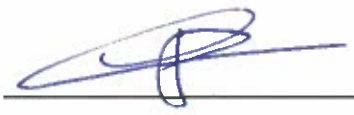
Thank you for your consideration.

Sincerely,

Name: Caroline PATIRAS

Signature: 

Date: 01.11.2025

Zip Code: 33414

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Thank you for your consideration.

Sincerely,

Name: Dionelsy Figueroa

Signature: Dionelsy Figueroa

Date: 01/11/26

Zip Code: 33414

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Thank you for your consideration.

Sincerely,

Name: Felipe Buitrago

Signature:

Date: 1-9-26

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

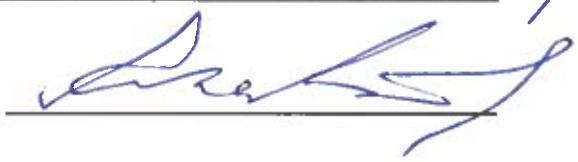
The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

Equally important, the club is designed to expand participation in polo through instruction, education, and programming that complements the National Polo Center. By introducing new enthusiasts, families, and young players to the sport, the club supports the long-term growth and sustainability of polo in Wellington.

For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Aidan Kennedy

Signature: 

Date: 2/11/26

Zip Code: 33414

Isla Carroll Polo

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For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Robert Jones

Signature: Robert Jones

Date: 01/11/26

Zip Code: 33414

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Sincerely,

Name: Tony Stournaras

Signature: T. Stour

Date: 11.1.2026

Zip Code: 33414

Isla Carroll Polo

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Importantly, the proposal delivers these benefits without seeking increased density or special zoning allowances. Compared to the as-of-right alternative, this plan provides greater long-term economic value while preserving open space and respecting the Equestrian Overlay Zoning District.

For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: Ilona Ciuta

Signature:

Date: 1/11/26

Zip Code: 33414

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Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Kristija Racina

Signature: Racin

Date: 1.11.2026

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

As a member of the Wellington community, I know firsthand how important open space and active equestrian land are to Wellington's identity. The permanent preservation of the Isla Carroll East Polo Field as equestrian open space is one of the most meaningful aspects of this proposal. Once equestrian land is lost, it is gone forever.

Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Felipe Buitrago

Signature:

Date: 1-9-26

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

As a member of the Wellington community, I know firsthand how important open space and active equestrian land are to Wellington's identity. The permanent preservation of the Isla Carroll East Polo Field as equestrian open space is one of the most meaningful aspects of this proposal. Once equestrian land is lost, it is gone forever.

Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Hector Martinez

Signature: [signature]

Date: 01/11/26

Zip Code: 33414

Isla Carroll Polo

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Thank you for your consideration.

Sincerely,

Name: Kristija Racina

Signature: Racin

Date: 1.11.2026

Zip Code: 33414

Isla Carroll Polo

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Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Jonathan Buitrago

Signature:

Date: 01-11-26

Zip Code: 33414

Isla Carroll Polo

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Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Sarahi Fernandez

Signature: Sarahi Fernandez

Date: January 11th 2024

Zip Code: 33024

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

Equally important, the club is designed to expand participation in polo through instruction, education, and programming that complements the National Polo Center. By introducing new enthusiasts, families, and young players to the sport, the club supports the long-term growth and sustainability of polo in Wellington.

For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Glenda Salazar

Signature:

Date: 01/11/26

Zip Code: 33414

Dear Committee Members,

My name is Avery Hogan, and I appreciate the opportunity to share my perspective and support for the Isla Carroll Polo & Residences project ahead of the upcoming committee hearing. I am a Broker Associate and have been active in the Wellington real estate market for the past 14 years. As an avid equestrian, I specialize in horse farms, integrating my professional expertise with my lifelong involvement in the sport. I am deeply committed to Wellington, its residents, and its unique equestrian appeal and culture, and I have lived here year-round for the past 15 years.

Beyond my real estate career, I am a USDF Gold, Silver, and Bronze medalist, a Grand Prix dressage competitor in Wellington, and the holder of a German Performance Silver Medal for Dressage. My equestrian foundation began in Pony Club, where I earned a B-level rating. Growing up in Pony Club exposed me not only to dressage, but also to eventing, cross-country, and show jumping, giving me a comprehensive understanding of the needs, safety requirements, and functional demands of a wide range of equestrian disciplines. This broad background has provided me with considerable knowledge of farm design, land use, and the training environments required for multiple equestrian sports.

Recently, I have been aware of the proposed Isla Carroll Polo & Residences project and I have also learned what the developer could do without any public hearing approvals. The permitted as-of-right plan will do little for Wellington. With years of training and competing at the Grand Prix level, I also have a deep understanding of the land, dimensions, and layout needed to create a functional and effective equestrian property. While every parcel of land has value, under 2-acre properties present significant limitations—even for a hobby farm—and make it highly impractical for a top-tier training facility or the type of facility that Wellington-level riders require. In our unique equestrian environment, where horses and riders operate at the highest standard, it becomes challenging for a parcel of this size

to fully meet the operational, safety, and training needs expected in Wellington. Additionally, while shared amenities can be useful in some communities, they generally do not align with the level of customization, privacy, and specialized environments that professionals and serious equestrian enthusiasts depend on here.

As someone passionate about what is best for both Wellington and the future of equestrian sport, I am writing in support of the project, especially because of the land being allocated to the United States Polo Association (USPA). Providing the USPA with access to this field will:

Support polo tournaments operating at the highest international standard,

Provide expanded opportunities for women's US open polo tournaments along with other important high goal men's matches to be held in Wellington rather than Port Mayaca

Help preserve Wellington's status as the global leader in the sport of polo, reinforcing the strength and prestige of our equestrian community.

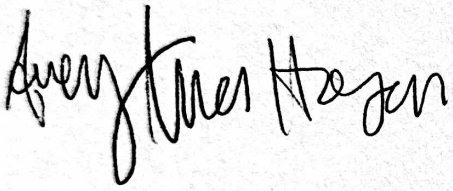
I would also like to share that in my conversations within the polo world, I have heard genuine excitement and strong support for the opportunity to preserve this field for generations. Many top-level players and enthusiasts have expressed positive feedback about what this would mean for the sport's future in Wellington. Their enthusiasm reinforces the belief that this project aligns with what the polo community needs to continue thriving at the highest level.

I am also encouraged by the project's club component, which is designed to be additive to Wellington's existing polo ecosystem. The club will complement, not compete with, the National Polo Center's facilities. Isla Carroll residents will be members of NPC as McCourt/Discovery are committing to the purchase of memberships for each resident. This alignment strengthens the overall polo community and reinforces Wellington's position as the premier destination for the sport. Supporting polo in Wellington promotes economic growth in the Village and supports the continued expansion of the sport worldwide

Furthermore, this project will enhance the broader equestrian

ecosystem that defines Wellington's identity. By supporting infrastructure that benefits multiple equestrian disciplines—dressage, polo, eventing, hunters, jumpers, and more—we continue to foster a vibrant, interconnected equestrian culture. Thoughtful land stewardship and strategic planning ensure that Wellington remains a place where all equestrian disciplines can flourish, preserving our community's distinct character for generations.

Thank you for your time, your service, and your thoughtful consideration. I trust that the committee will continue to champion what is best for the Equestrian Preserve and for Wellington's future as the world's premier equestrian destination.



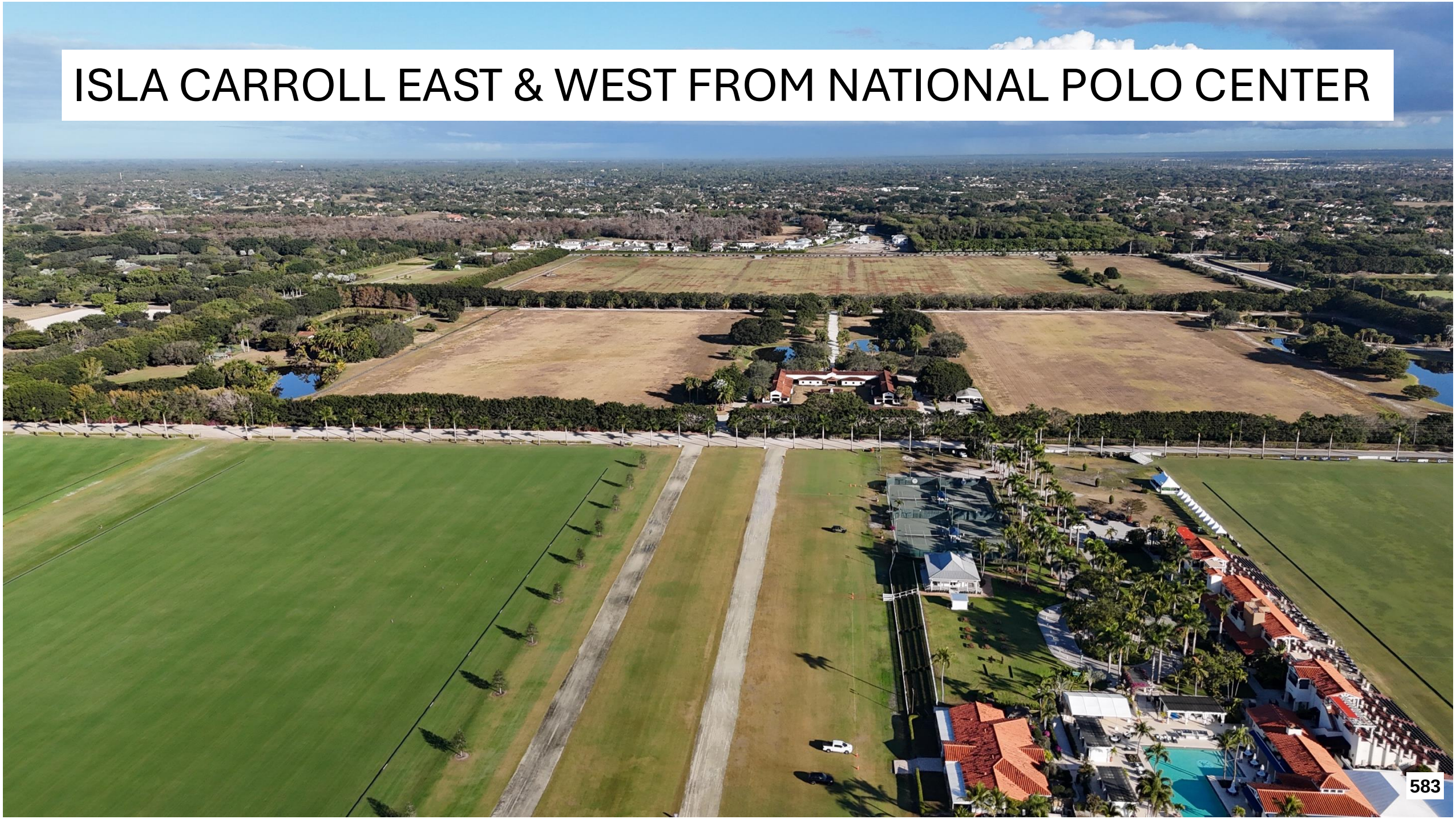
ISLA CARROLL: CONDITION OF EAST & WEST POLO FIELDS

January 9, 2026
By: Maureen Brennan

ISLA CARROLL EAST POLO FIELD
National Polo Center to South

ISLA CARROLL EAST & WEST
NPC Fields 1,2,3 to South

ISLA CARROLL EAST & WEST FROM NATIONAL POLO CENTER



Based on my experience,
fields that present in this condition typically reflect either:
*a decision to discontinue their use as polo fields or
*a lack of sufficient funding to maintain them to polo standards

M. Brennan Background:
Wellington resident, Wellington equestrian business owner and Wellington polo farm owner which includes one and half polo fields, track, barns and paddocks

Years of experience spanning nearly four decades owning/operating/managing horse operations; polo clubs, polo (and show jumping) boarding facilities and along with 2 associates founded and operate the largest Women's Polo Tournament Series in the U.S. here in Wellington

USPA member nearly 25 years
Founded/owned/operated one of the largest polo clubs in the mid Atlantic for 18 years
Currently
-USPA Board of Governors as Governor At Large (second time)
-National Polo Center Hospitality Board Member
-Member of the The Club at National Polo Center since 2012

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

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Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Christine Saunders

Signature: _____

Date: 6/10/26

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

Equally important, the club is designed to expand participation in polo through instruction, education, and programming that complements the National Polo Center. By introducing new enthusiasts, families, and young players to the sport, the club supports the long-term growth and sustainability of polo in Wellington.

For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Courtland Saunders

Signature: _____

Date: 1/20/26

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing in support of the Isla Carroll redevelopment project and its importance to the long-term infrastructure of polo in Wellington.

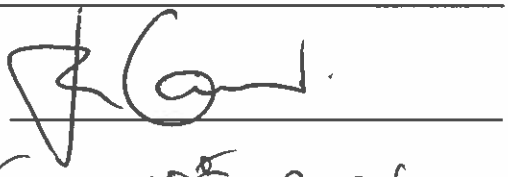
By preserving the Isla Carroll East Polo Field and strengthening polo infrastructure, the project supports an important economic driver for Wellington, one that generates tourism, seasonal employment, hotel stays, and business activity throughout Wellington. Polo-related events bring visitors who support local restaurants, shops, service providers, and equestrian businesses.

Importantly, the proposal delivers these benefits without seeking increased density or special zoning allowances. Compared to the as-of-right alternative, this plan provides greater long-term economic value while preserving open space and respecting the Equestrian Overlay Zoning District.

For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: Jonathan Cameron-Hay

Signature: 

Date: Jan 10th 2026

Zip Code: 33414

Isla Carroll Polo

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For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Shaen Pattesson

Signature: _____

Date: 1/10/25

Zip Code: 33414

Isla Carroll Polo

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For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: Jennifer Patterson

Signature: Jennifer Patterson

Date: 01/10/26

Zip Code: 33414

Isla Carroll Polo

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For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: TIMOTHY BERNOTZ

Signature:

Date: JANUARY 10 / 2026

Zip Code: 33405

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

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Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Michael Kovalsky

Signature: Michael Kovalsky

Date: 1/10/2026

Zip Code: 33076

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

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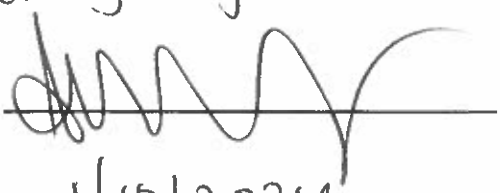
For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Avery Hogan

Signature: 

Date: 1/10/2026

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing in support of the Isla Carroll redevelopment project and its importance to the long-term infrastructure of polo in Wellington.

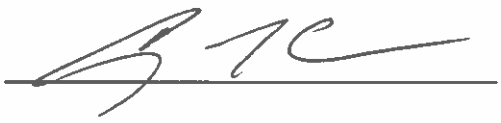
By preserving the Isla Carroll East Polo Field and strengthening polo infrastructure, the project supports an important economic driver for Wellington, one that generates tourism, seasonal employment, hotel stays, and business activity throughout Wellington. Polo-related events bring visitors who support local restaurants, shops, service providers, and equestrian businesses.

Importantly, the proposal delivers these benefits without seeking increased density or special zoning allowances. Compared to the as-of-right alternative, this plan provides greater long-term economic value while preserving open space and respecting the Equestrian Overlay Zoning District.

For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: CRAIG CALLEN

Signature: 

Date: 1/10/26

Zip Code: 33414

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For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: Jennifer Williams

Signature: Jennifer J Williams

Date: 1/10/26

Zip Code: 33414

Isla Carroll Polo

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For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: Richard Bostwick

Signature: Richard Bostwick

Date: 1/10/26

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

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For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Jennifer Drahan

Signature: Jennifer Drahan

Date: 1/10/24

Zip Code: 33414

Isla Carroll Polo

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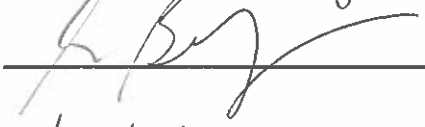
Sincerely,

Name: Seton Butler

Signature: 

Date: 1/15/26

Zip Code: 33480

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

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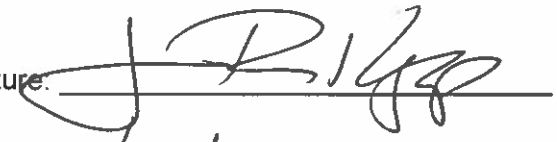
Sincerely,

Name: JOHN KLOPP

Signature: 

Date: 1/10/26

Zip Code: 33414

Isla Carroll Polo

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For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: Caelyn Sanders

Signature:

Date: 7/10/26

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

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Sincerely,

Name: Ayla Mendez4

Signature: _____

Date: 10/Jan/26

Zip Code: 33144

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

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Sincerely,

Name: Avi Mendez

Signature:

Date: 10/Jan/26

Zip Code: 33144

Isla Carroll Polo

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For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Richard Casey

Signature:

Date: 1/10/26

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

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As a member of the Wellington community, I know firsthand how important open space and active equestrian land are to Wellington's identity. The permanent preservation of the Isla Carroll East Polo Field as equestrian open space is one of the most meaningful aspects of this proposal. Once equestrian land is lost, it is gone forever.

Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: CINDY FISHWICK

Signature: [signature]

Date: 1/10/26

Zip Code: [redacted] 33470

Isla Carroll Polo

Dear Mayor and Councilmembers,

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For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Patricia Bonis

~~Signature:~~ Patricia Bonis

Date: 1/10/2026

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

As a member of the Wellington community, I know firsthand how important open space and active equestrian land are to Wellington's identity. The permanent preservation of the Isla Carroll East Polo Field as equestrian open space is one of the most meaningful aspects of this proposal. Once equestrian land is lost, it is gone forever.

Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Robert Stanton

Signature: [signature]

Date: 1/12/26

Zip Code: 33449

From: Tim Stillings
To: Kelly Ferraiolo
Subject: FW: Isla carroll
Date: Monday, January 12, 2026 9:03:51 AM

Tim Stillings
Planning, Zoning, and Building Director
Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

-----Original Message-----
From: Sarah Goos <shadysidestable@gmail.com>
Sent: Monday, January 12, 2026 8:53 AM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>
Subject: Isla carroll

This Message originated outside your organization.

Hi Michael
Big vote tonight. I hope the equestrian preserve is not for sale for a polo field. A very cheap price. I am worried and i know your heart is in the right place. Equestrian farms can be built on 2 acres. Wellington has many of them. The development does not meet the equestrian criteria of 6.8.8 . Discover has a wonderful product but, a country club does not belong in ecp.
Thank you for your time.
Sarah Goos
Sent from my iPhone

From: Tim Stillings
To: Kelly Ferraiolo
Subject: FW: NO Isla Carroll Zoning Change
Date: Monday, January 12, 2026 8:08:24 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
image007.png
image008.png
image009.png

Tim Stillings
Planning, Zoning, and Building Director
Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: Jim Mantrozos <jmantrozos@gmail.com>
Sent: Monday, January 12, 2026 6:52 AM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; Tanya Siskind <tsiskind@wellingtonfl.gov>; John McGovern <jmcgovern@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; Amanda Silvestri <asilvestri@wellingtonfl.gov>
Cc: Jim Barnes <jbarnes@wellingtonfl.gov>; Laurie Cohen <lcohen@wellingtonfl.gov>
Subject: NO Isla Carroll Zoning Change

This Message originated outside your organization.

Dear Village of Wellington Council Members,

Isla Carroll next to the National Polo Center zoning change proposal is coming before you, as our representatives tonight, Monday, January 20, 2026 at 6:30pm.

I stand against this change of zoning to develop a country club. We do not need a country club in the equestrian preserve. If this is approved all farms south of Pierson will be developed into

housing developments.

I worked for the former owner Isle Carroll & the Polo Club there for many many years. This proposal is horrible. Please stand with our equestrian community and say no to this.

Jim Mantrozos
Resident of the Village of Wellington since 2006

From: Tim Stillings
To: Kelly Ferraiolo
Subject: FW: Isla Caroll
Date: Monday, January 12, 2026 8:08:37 AM

Tim Stillings
Planning, Zoning, and Building Director
Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

-----Original Message-----
From: simon nizri <simonizri@hotmail.com>
Sent: Monday, January 12, 2026 3:56 AM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>
Cc: Tanya Siskind <tsiskind@wellingtonfl.gov>; John McGovern <jmcgovern@wellingtonfl.gov>
Subject: Isla Caroll

This Message originated outside your organization.

Dear council representatives,
I'm not usually a neighbor that gets involved with council decisions but I am concerned about this project and its potential impact to our city. Pls know I oppose this and would like our council to reject the approval.
Thanks,
Simon Nizri
14860 rolling rock pl, Wellington, Fl 33414 Sent from my iPhone

From: Tim Stillings
To: Kelly Ferraiolo
Subject: FW: Support for Isla Carroll Polo
Date: Monday, January 12, 2026 8:08:49 AM
Attachments: image001.png
image002.png
image003.png
image004.png
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image006.png
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Tim Stillings
Planning, Zoning, and Building Director
Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: Michael Fabiano <civicinput@newmode.io>
Sent: Sunday, January 11, 2026 9:45 PM
To: John McGovern <jmcgovern@wellingtonfl.gov>
Subject: Support for Isla Carroll Polo

This Message originated outside your organization.

Dear John McGovern,

I am writing to express my strong support for the Isla Carroll redevelopment project. As a Wellington resident, I believe it is important for polo to grow and thrive in Wellington and remain part of the fabric of the community for generations to come. This project advances that goal.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Michael Fabiano
fabianonfl@yahoo.com, 1457 Cold Springs Court, Wellington, FL, US, 33414

From: Tim Stillings
To: Kelly Ferraiolo
Subject: FW: Deny the Isla Carroll Rezoning Request
Date: Monday, January 12, 2026 8:09:41 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
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image008.png
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Tim Stillings
Planning, Zoning, and Building Director
Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: Jane Cleveland <mjane.cleveland@gmail.com>
Sent: Sunday, January 11, 2026 9:16 PM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; John McGovern <jmcgovern@wellingtonfl.gov>; Tanya Siskind <tsiskind@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; asilvestre@wellingtonfl.gov
Cc: Laurie Cohen <lcohen@wellingtonfl.gov>
Subject: Deny the Isla Carroll Rezoning Request

This Message originated outside your organization.

Dear Members of the Wellington Council,

Please consider my thoughts as you review the upcoming Isla Caroll request this week. I am a Wellington resident and own a horse farm in Loxahatchee Groves serving Wellington's dressage community. I served as Chairman of the Equestrian Preserve Committee from 2016 – 2024*. My life currently revolves around horses here all year long. My career involved extensive land use work as Director of Real Estate for Vanderbilt University, and included a five-year term on Nashville's Board of Zoning Appeals.

The Isla Carroll project removes 80 acres from Wellington's Equestrian Preserve. From the heart of the Preserve. That is not the official request, but the rezoning request is essentially that - no more farms, instead a large country club and the preservation of one polo field for their commercial use.

The developer claim is that the existing 2-acre lots would offer limited equestrian elements. Their claim is that these two-acre farms won't work. On the contrary, small farms, many of them 2 acres, are the essence of Wellington. This developer is essentially saying they don't think how we planned our community is any good, won't work (despite extremely high demand for these small farms) and that they deserve to change the use to make more money. And if Wellington doesn't grant them what they want, they will bully the community with a lawsuit. Is this how we handle land use? And protection of the heart of our community, our equestrian use?

The developer/applicant will argue that Wellington's Land Development Regulations and Comp Plan allow for this development, that the land would still be in the Equestrian Preserve, but please look at the obvious. 80 acres of land for horses will be exchanged for a large, private country club catering to non-Wellington residents and a home development project that will 'say' it has an 'equestrian theme' by saving one polo field. As stated in our Land Development Regulations, Section 6.8.8 (D) "an Equestrian Development Master Plan shall include common amenities.. such as stables, rings, paddocks, horse exercise areas, internal bridle trails, connections to external bridle trails". None of these amenities are included. Instead, this project proposes 47 acres for luxury homes, and the remaining 33 acres (41% of the land) for commercial use - the very large country club facility and one polo field. The polo field is to be used by the adjacent National Polo Center, a commercial enterprise. <u>There is absolutely zero use of this property for horses other than the commercial use for occasional polo matches</u>.

Section 6.8.8 of the Land Development Regulations also states that the common equestrian amenities are for the use of the people living in the development. The proposed country club will have predominantly outside membership (outside of the Isla Carroll residents and outside of Wellington as well).

Additionally, Section 6.8.8 considers Equestrian Developments as residential PUDs. This section refers to Section 6.5.5 (A) which states that these PUDs must be primarily residential and have LIMITED non-residential and mixed uses. (Wellington does allow for MUPDs (mixed use planned developments), but they are not permitted in the EOZD (see LDR Table 6.2.1.)

The Master Plan for Isla Carroll DOES NOT meet the standards for the Village's LDRs (see above). Despite staff recommendation for approval, the Equestrian Preserve Committee AND the Planning Zoning and Adjustment Board DID NOT approve this application. The ultimate decision relies upon the Council's interpretation of the facts as presented, hopefully taking into account the views of their appointed advisory committees.

When the Council did indeed set a precedent by removing from the Equestrian Preserve the 96 acres where the Global Dressage Festival is currently, it was firmly stated by the Council and Staff that Pierson Road would be the definite, hardline boundary for the Equestrian Preserve (Council meeting on November 15, 2023) - no land would be removed south of Pierson (justification for removing the 96 acres north of Pierson). That hard line was

repeated in the February, 2024 final approval as Councilman McGovern stated "Let it ring forth" that no other land south of Pierson would be taken from the Preserve.

80 acres of equestrian land could and should allow for replication of another Saddle Trail (the neighborhood to the north of WEF). As we all know, those small farms (many 2 acres) include barns, rings, paddocks and houses. Using a minimum of ten horses per small farm (and that may be low), 80 acres could house up to 400 horses! Even if you remove the standard 20% for infrastructure (roads etc.), that still leaves room for over 320+ horses. Or 80 acres could be used to replicate South 40 on South Shore, a polo neighborhood of 5-acre parcels with eleven 20-stall barns (some with more than 20 horses) that share a central polo field housing 220 plus horses.

You may remember a set of emails I sent to you and the EPC on November 17, 2024 (happy to resend), regarding Section 6.8.8 that addresses clustering within the Equestrian Preserve. Isla Carroll precisely exemplifies why this clustering language should not be included in the Land Development Regulations for the Equestrian Preserve Area. This language was not properly reviewed by the EPC and would not have been approved if it was reviewed as projects like Isla Carroll are obvious violations of the goals of preserving land for horses. Thank you for acknowledging that this language needs to be changed (Resolution No. R2026-01).

There would be no equestrian lifestyle (Comp Plan language) without horses. There will be no horses in Wellington without land for farms.

And let's talk more about precedent. The removal of land from the Equestrian Preserve for Wellington North was not even approved before this very application was underway. Likewise, as Isla Carroll has not even been considered (in its new iteration), home developers are already trying to assemble other blocks of land within the Equestrian Preserve for more development (GL Homes is assembling land in the SE quadrant of 120th and Lake Worth I am told). At the very least, the approval of Wellington North relied upon the 'trade' of a new horse show, and the hardline boundary of Pierson. Here we have neither.

This is a private country club for outside members, also with luxury homes. It has nothing to do with farms and stables and other equestrian amenities for horses which is the intent of the current zoning. Keeping one polo field, for commercial use, does not make this an equestrian community. And we only must look a few miles up the road to see where this very developer executed the exact same playbook, got their entitlements and polo is gone. As our equestrian industry will be if we continue to let our horse land be developed for non-horse uses.

I respectfully request that you deny the rezoning request to permit the Isla Carroll development. This project flies in the face of what Wellington was and is intended to offer for our equestrian community. Allowance of this zone change in our Equestrian Preserve would further intensify its threat of extinction.

Sincerely,

Jane Cleveland

** I was dismissed from the Equestrian Preserve Committee in 2024 due to bullying by another*

developer that wanted their way to change equestrian land to residential and country club use.

From: Tim Stillings
To: Kelly Ferraiolo
Subject: FW: Support for Isla Carroll Polo
Date: Monday, January 12, 2026 8:09:53 AM
Attachments: image001.png
image002.png
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Tim Stillings
Planning, Zoning, and Building Director
Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: Javier Diaz <civicinput@newmode.io>
Sent: Sunday, January 11, 2026 7:18 PM
To: Maria Antuña <mantuna@wellingtonfl.gov>
Subject: Support for Isla Carroll Polo

This Message originated outside your organization.

Dear Maria Antuna,

I am writing to express my strong support for the Isla Carroll redevelopment project. As a Wellington resident, I believe it is important for polo to grow and thrive in Wellington and remain part of the fabric of the community for generations to come. This project advances that goal.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Javier Diaz
pipe8614@gmail.com, 12630 white coral dr , Wellington , FL, US, 33414

From: Tim Stillings
To: Kelly Ferraiolo
Subject: FW: Support for Isla Carroll Polo
Date: Monday, January 12, 2026 8:09:53 AM
Attachments: image001.png
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Tim Stillings
Planning, Zoning, and Building Director
Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

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Sent: Sunday, January 11, 2026 7:18 PM
To: Maria Antuña <mantuna@wellingtonfl.gov>
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For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Javier Diaz
pipe8614@gmail.com, 12630 white coral dr , Wellington , FL, US, 33414

From: Tim Stillings
To: Kelly Ferraiolo
Subject: FW: Monday votes
Date: Monday, January 12, 2026 8:11:22 AM

Tim Stillings
Planning, Zoning, and Building Director
Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

-----Original Message-----
From: Jill Townsend <jtown9158@me.com>
Sent: Sunday, January 11, 2026 5:53 PM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; Tanya Siskind <tsiskind@wellingtonfl.gov>; John McGovern <jmcgovern@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; Amanda Silvestri <asilvestri@wellingtonfl.gov>
Subject: Monday votes

This Message originated outside your organization.

Dear Councilman ~

The change in zoning of any land in the equestrian preserve currently being considered is shortsighted. Isla Carroll was purchased with set building rights. They are allowed to build a community of 2 acre sites. If they want an exclusive neighborhood with estates on 2 acres, they can build it. They also can develop a community like Saddle Trail or Mallet Hill which are built out and land is needed for that niche. I am sure it is not as profitable but it is not your job to change the value of land for a developer after they purchased it knowing what the restrictions were. On their third try to make it look like an equestrian project they say the field will be used into perpetuity. What happens when they buy NPC from the USPA for a lot of money and the USPA relocates. Possibly even up to Hobe Sound, where the elite of Wellington have been flown by helicopter, played golf and given a tour of the Discovery property. Don't think for a minute they will stop at Isla Carroll. They want all of the land from Pierson to Lake Worth Road. You have all said that you would not remove any additional land in the preserve. By changing this zoning, you will change the community forever and it will set a precedent that is impossible to unwind. It is not an equestrian development and the application which was rejected by your equestrian and zoning committees should be

rejected by you as well.

We also do not need commercial agriculture where there is residential agriculture. That too should be a no.

Annexing land that is not even close to Wellington is another misstep. Instead of expansion you should start to consider stewardship as the priority for our community. That too should have a no vote.

I appreciate your consideration of my opinion and if you'd like further conversation I am available all day. Many thanks!

Jill Townsend
2040 Appaloosa Tr
561-818-0049

From: Tim Stillings
To: Kelly Ferraiolo
Subject: FW: Support for Isla Carroll Polo
Date: Monday, January 12, 2026 8:10:02 AM
Attachments: image001.png
image002.png
image003.png
image004.png
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Tim Stillings
Planning, Zoning, and Building Director
Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: Carine Rawson <civicinput@newmode.io>
Sent: Sunday, January 11, 2026 7:14 PM
To: Maria Antuña <mantuna@wellingtonfl.gov>
Subject: Support for Isla Carroll Polo

This Message originated outside your organization.

Dear Maria Antuna,

I am writing to express my strong support for the Isla Carroll redevelopment project. As a Wellington resident, I believe it is important for polo to grow and thrive in Wellington and remain part of the fabric of the community for generations to come. This project advances that goal.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Carine Rawson
carinerawson@icloud.com, 4544 Barclay Fair Way, Lake Worth, FL, US, 33449

From: Tim Stillings
To: Kelly Ferraiolo
Subject: Fw: Support for the Isla Carroll redevelopment project
Date: Sunday, January 11, 2026 5:28:26 PM

From: Alejandro Poma <alejandro.poma@grupopoma.com>
Sent: Sunday, January 11, 2026 2:06:19 PM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; John McGovern <jmcgovern@wellingtonfl.gov>; Amanda Silvestri <asilvestri@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; Tanya Siskind <tsiskind@wellingtonfl.gov>
Cc: Stewart Armstrong <sarmstrong@uspolo.org>; Bob McMurtry <bmcmurtry@uspolo.org>
Subject: Support for the Isla Carroll redevelopment project

This Message originated outside your organization.

January 11, 2026

Village Council
Village of Wellington
12300 Forest Hill Blvd
Wellington, FL 33414

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project and to share my perspective as an active participant in Wellington's polo community.

Since Isla Carroll was developed in 1995, Wellington has lost approximately 23 polo fields. If you go beyond Wellington and include Lake Worth and other neighboring communities, it is well over 30, which represents over one third of the polo fields. This ongoing loss is one of the greatest threats to the future of polo in our community. Polo cannot grow, or even sustain itself, without sufficient land and infrastructure. The very foundation that helped establish Wellington as a global center for the sport is being steadily eroded. The limited new polo field development that is happening is now happening outside of Wellington, while Wellington's current fields are at risk of being lost each time one is sold.

With Isla Carroll, we have a voice in making a choice. The as-of-right development scenario for Isla Carroll would permanently remove the Isla Carroll East Polo Field, further accelerating this loss. Once a polo field is gone, it cannot be replaced. This outcome would be a significant setback for Wellington's polo ecosystem, especially considering the immediate proximity to the National Polo Center

Equally important is the project's club component, which is intentionally designed around polo. The amenities are polo-focused and support the holistic development of players, on and off the field, through training, fitness, instruction, and community engagement centered on the sport itself. This is not a generic country club; it is a club built to strengthen polo in Wellington.

By combining permanent field preservation with polo-centered amenities and programming, Isla Carroll offers a responsible model for how development can actively support the sport rather than

displace it. For these reasons, I respectfully urge the Village Council to support and approve the Isla Carroll project.

Sincerely,

Alejandro Poma
Tamera Polo Team

From: Tim Stillings
To: Kelly Ferraiolo
Subject: Fw: Support for Isla Carroll Polo
Date: Sunday, January 11, 2026 5:28:37 PM

From: Schuyler Riley <civicinput@newmode.io>
Sent: Sunday, January 11, 2026 12:46:23 PM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>
Subject: Support for Isla Carroll Polo

This Message originated outside your organization.

Dear Michael Napoleone,

I am writing to express my strong support for the Isla Carroll redevelopment project. As a Wellington resident, I believe it is important for polo to grow and thrive in Wellington and remain part of the fabric of the community for generations to come. This project advances that goal.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

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The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Schuyler Riley
schuyler@wolfstonestables.com, 732 Cypress Green Circle , Wellington, FL, US, 33414

From: Tim Stillings
To: Kelly Ferraiolo
Subject: Fw: Opposition to Isla Carrol Development
Date: Sunday, January 11, 2026 5:28:50 PM

From: Candace Platz <candyplatz@gmail.com>
Sent: Sunday, January 11, 2026 12:15:24 PM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; John McGovern <jmcgovern@wellingtonfl.gov>; Amanda Silvestri <asilvestri@wellingtonfl.gov>; Tanya Siskind <tsiskind@wellingtonfl.gov>
Subject: Opposition to Isla Carrol Development

This Message originated outside your organization.

To All Council Members:

Although I am unable to attend the meeting regarding the proposed Isla Carroll Development, I am writing to express my opposition to removing the protections in place to preserve the character of our beautiful community in order to further the financial goals of private development.
Two acres properties are very much a viable commodity in our town according to all the realtors I have asked, and restricted access development of a club is not in the best interest of those of us already committed to Wellington.
Please do not allow this request to move forward.
The preservation of the Polo Field is a thin veneer attempt to portray the developers as having the best interests of the community at heart.|
The field is unkempt now and "preserving it" is of dcubtful value.
Thanks for your time and attention.
Candace Platz, DMV
712 Cindy Drive
Wellington, FL 33414

--
Candace K. Platz, DVM
712 Cindy Drive
Wellington, FL 33414

P.O. Box 1240
Auburn, ME 04211-1240

207 576 1170

From: Tim Stillings
To: Kelly Ferraiolo
Subject: Fw: Regarding Petition to Rezone Isla Carroll Polo Fields (PUD/EOZD) – Support for Traditional Equestrian Farmettes
Date: Sunday, January 11, 2026 5:29:40 PM

From: Kirsten Kopp <kirstenkopp@icloud.com>
Sent: Sunday, January 11, 2026 10:39:46 AM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>
Cc: Tanya Siskind <tsiskind@wellingtonfl.gov>; John McGovern <jmcgovern@wellingtonfl.gov>; Amanda Silvestri <asilvestri@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; Jim Barnes <jbarnes@wellingtonfl.gov>; Village Clerk <villageclerk@wellingtonfl.gov>; Jonathan Reinsvold <jreinsvold@wellingtonfl.gov>
Subject: Regarding Petition to Rezone Isla Carroll Polo Fields (PUD/EOZD) – Support for Traditional Equestrian Farmettes

This Message originated outside your organization.

Dear Mayor and Members of the Wellington Village Council,

I am writing in reference to the current applications seeking to rezone the Isla Carroll Polo Fields property, owned by Frank McCourt, from ER/EOZD to PUD/EOZD in order to allow clustered residential development while retaining a polo field.

By way of background, I have spent decades in real estate and the last fourteen years specializing exclusively in brokering residential, and equestrian real estate here in Wellington. Five years ago, I founded Kirsten Kopp Real Estate specifically to serve the equestrian community. I am also a lifelong equestrian, and previously owned and operated a working two-acre farm at 13200 Southfields Road, almost directly adjacent to the petitioned property.

I am deeply invested — professionally and personally — in the long-term integrity of Wellington's Equestrian Preserve.

It is my understanding that part of the petitioner's justification for this rezoning is the belief that traditional two-acre equestrian "farmettes" are no longer viable or desirable. I respectfully and emphatically disagree.

I owned a fully functioning two-acre equestrian farm. It worked. Many others do as well.

Wellington is not Kentucky or Virginia. Our equestrian model is fundamentally different. The vast majority of farms here are seasonal, used primarily during the winter circuit. Horses are kept on smaller, carefully designed paddocks due to their value, safety considerations, and the realities of land cost. Large turnout is not the norm here — thoughtful layout, efficient barn design, and proximity to riding venues are.

Yes, arenas require space. But that challenge is not insurmountable on a two-acre parcel, particularly with intelligent design, shared amenities, or common-use arenas. A modified polo field or community riding arena could easily supplement individual properties, creating a highly functional and highly desirable equestrian environment.

In fact, I can say with absolute confidence that **small, turnkey equestrian properties in Wellington are in extremely high demand.** Many riders and their families would love to own a winter farm here, but the maintenance, staffing, and cost of large estates are prohibitive. A neighborhood of well-designed, new construction, two-acre equestrian properties — with a quality barn, efficient paddocks, and comfortable residences for the rider and their family — would be incredibly popular.

We see this demand reflected repeatedly in the market. Smaller farms in Wellington consistently sell quickly and at strong prices. Established equestrian communities such as Little Ranches, Saddle Trail and Paddock Park II are now worth millions per property and are among the most sought-after addresses in the Equestrian Preserve. These were originally conceived as small, "mom and pop" rural farmettes — not grand professional training facilities. And yet, through many continuing renovations, thoughtful traffic flow, and sensitivity to horse trails, they have evolved - entirely due to demand - into thriving equestrian properties without losing their character.

This is proof that small equestrian parcels can and do succeed — financially, functionally, and culturally in the Village of Wellington.

I have no doubt that a properly planned development of traditional two-acre equestrian farms on the Isla Carroll property would be an extraordinary success, both in sales and in preserving the intent of the Equestrian Preserve. It would attract serious riders, seasonal residents, and families who are committed to Wellington's equestrian lifestyle — not just its zip code.

Clustered luxury housing, even with a preserved polo field, is not the same thing.

Wellington is special because it chose, decades ago, to protect land for horses first. Once that land is re-entitled, it cannot be undone. As someone who has lived this lifestyle, built a business around it, and raised a family in this community, I urge you to consider whether this application truly serves the long-term vision of the Equestrian Preserve — or simply the short-term

convenience of development.

Thank you for your time, your service, and your continued stewardship of what makes Wellington unique.

Respectfully,

Kirsten Kopp

Kirsten Kopp
Broker, Kirsten Kopp Real Estate

noto

photo

Mobile 404 713 4011
Company Website www.kopprealestate.com
Email kirsten@kopprealestate.com
About A luxury equestrian, aviation and residential real estate brokerage
Read my reviews www.ratemyagent.com/real-estate-agent/kirsten-kopp-b0v95s/sales/overview

From: Tim Stillings
To: Kelly Ferraiolo
Subject: Fw: Support for Isla Carroll Polo
Date: Sunday, January 11, 2026 5:29:50 PM

From: Angye Buitrago <civicinput@newmode.io>
Sent: Sunday, January 11, 2026 9:04:22 AM
To: Maria Antuña <mantuna@wellingtonfl.gov>
Subject: Support for Isla Carroll Polo

This Message originated outside your organization.

Dear Maria Antuna,

I am writing to express my strong support for the Isla Carroll redevelopment project. As a Wellington resident, I believe it is important for polo to grow and thrive in Wellington and remain part of the fabric of the community for generations to come. This project advances that goal.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Angye Buitrago
angyealejab@gmail.com, 15692 Orchard Dr, The Acreage, FL, US, 33470

From: Tim Stillings
To: Kelly Ferraiolo
Subject: Fw: Support for Isla Carroll Polo
Date: Sunday, January 11, 2026 5:30:02 PM

From: Juan Masachesi <civicinput@newmode.io>
Sent: Sunday, January 11, 2026 8:36:33 AM
To: John McGovern <jmcgovern@wellingtonfl.gov>
Subject: Support for Isla Carroll Polo

This Message originated outside your organization.

Dear John McGovern,

I am writing to express my strong support for the Isla Carroll redevelopment project. As a Wellington resident, I believe it is important for polo to grow and thrive in Wellington and remain part of the fabric of the community for generations to come. This project advances that goal.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

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The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Juan Masachesi
ayelenbuitrago@gmail.com, 1445 Cold Springs Court, Wellington, FL, US, 33414

From: Tim Stillings
To: Kelly Ferraiolo
Subject: Fw: Support for Isla Carroll Polo
Date: Sunday, January 11, 2026 5:30:17 PM

From: Susana Masachesi <civicinput@newmode.io>
Sent: Sunday, January 11, 2026 8:34:21 AM
To: Maria Antuña <mantuna@wellingtonfl.gov>
Subject: Support for Isla Carroll Polo

This Message originated outside your organization.

Dear Maria Antuna,

I am writing to express my strong support for the Isla Carroll redevelopment project. As a Wellington resident, I believe it is important for polo to grow and thrive in Wellington and remain part of the fabric of the community for generations to come. This project advances that goal.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

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The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Susana Masachesi
a_masachesi@yahoo.com, 1445 Cold Springs Court, Wellington, FL, US, 33414

From: Tim Stillings
To: Kelly Ferraiolo
Subject: Fw: Support for Isla Carroll Polo
Date: Sunday, January 11, 2026 5:30:28 PM

From: Jonathan buitrago <civicinput@newmode.io>
Sent: Sunday, January 11, 2026 8:31:37 AM
To: Maria Antuña <mantuna@wellingtonfl.gov>
Subject: Support for Isla Carroll Polo

This Message originated outside your organization.

Dear Maria Antuna,

I am writing to express my strong support for the Isla Carroll redevelopment project. As a Wellington resident, I believe it is important for polo to grow and thrive in Wellington and remain part of the fabric of the community for generations to come. This project advances that goal.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

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The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Jonathan buitrago
jonathanlechuza@gmail.com, 3500 Old Hampton Drive, Wellington, FL, US, 33414

From: Tim Stillings
To: Kelly Ferraiolo
Subject: Fw: Support for Isla Carroll Polo
Date: Sunday, January 11, 2026 5:30:42 PM

From: felipe buitrago <civicinput@newmode.io>
Sent: Sunday, January 11, 2026 8:31:29 AM
To: Amanda Silvestri <asilvestri@wellingtonfl.gov>
Subject: Support for Isla Carroll Polo

This Message originated outside your organization.

Dear Amanda Silvestri,

I am writing to express my strong support for the Isla Carroll redevelopment project. As a Wellington resident, I believe it is important for polo to grow and thrive in Wellington and remain part of the fabric of the community for generations to come. This project advances that goal.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

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The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

felipe buitrago
felipe@rushymarshfarm.com, 3500 Old Hampton Drive, Wellington, FL, US, 33414

From: Tim Stillings
To: Kelly Ferraiolo
Subject: Fw: Support for Isla Carroll Polo
Date: Sunday, January 11, 2026 5:30:54 PM

From: Ayelen Masachesi <civicinput@newmode.io>
Sent: Sunday, January 11, 2026 8:28:16 AM
To: Maria Antuña <mantuna@wellingtonfl.gov>
Subject: Support for Isla Carroll Polo

This Message originated outside your organization.

Dear Maria Antuna,

I am writing to express my strong support for the Isla Carroll redevelopment project. As a Wellington resident, I believe it is important for polo to grow and thrive in Wellington and remain part of the fabric of the community for generations to come. This project advances that goal.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

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The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Ayelen Masachesi
a_masachesi@yahoo.com, 15023 Goldspar Ct, Westlake, FL, US, 33470

From: Tim Stillings
To: Kelly Ferraiolo
Subject: Fw: Isla Carroll
Date: Sunday, January 11, 2026 5:31:21 PM

From: Randy Halvorsrod <halvorsrodfarm@yahoo.com>
Sent: Saturday, January 10, 2026 1:52:29 PM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; John McGovern <jmcgovern@wellingtonfl.gov>; Amanda Silvestri <asilvestri@wellingtonfl.gov>; Tanya Siskind <tsiskind@wellingtonfl.gov>
Subject: Isla Carroll

This Message originated outside your organization.

Dear all council members,
I know this is coming before you again on Monday. As everyone knows I'm sure I am against this development. All it is is a country club and not a true cluster. They talk about the iconic polo field. Right now that polo field is brown and has been because of lack of care. It's just an excuse to be able to develop. They say 2 acre farms don't sell. That is not true. Look at Saddle Trail and Grand Prix Village. People want small farms. I know the committees were against us and I hope you all will be also.
Thank you,
Randy Halvorsrod
852 Cindy Dr.
Sent from my iPhone

January 8, 2026

Village Council
Village of Wellington
12300 Forest Hill Blvd
Wellington, FL 33414

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

As a former Mayor of Wellington, I believe the Village's success has always depended on balancing responsible growth with preservation of its equestrian character. The Isla Carroll proposal reflects that balance by preserving meaningful open space and protecting a historic polo field within the Equestrian Overlay Zoning District, without seeking increased density.

By contrast, the as-of-right alternative would permanently eliminate the Isla Carroll East Polo Field, an outcome that would offer no lasting benefit to Wellington's equestrian fabric. Once such land is lost, it cannot be recovered.

In my view, the proposed plan aligns with Wellington's long-standing planning principles and represents a sensible path forward for the Village. I respectfully support its approval and request that you do the same.

Sincerely,

Bob Margolis

Bob Margolis
Former Mayor, Village of Wellington

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing in support of the Isla Carroll redevelopment project and its importance to the long-term infrastructure of polo in Wellington.

By preserving the Isla Carroll East Polo Field and strengthening polo infrastructure, the project supports an important economic driver for Wellington, one that generates tourism, seasonal employment, hotel stays, and business activity throughout Wellington. Polo-related events bring visitors who support local restaurants, shops, service providers, and equestrian businesses.

Importantly, the proposal delivers these benefits without seeking increased density or special zoning allowances. Compared to the as-of-right alternative, this plan provides greater long-term economic value while preserving open space and respecting the Equestrian Overlay Zoning District.

For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: Linda Margolis

Signature: Linda Margolis

Date: 1/9/26

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing in support of the Isla Carroll redevelopment project and its importance to the long-term infrastructure of polo in Wellington.

By preserving the Isla Carroll East Polo Field and strengthening polo infrastructure, the project supports an important economic driver for Wellington, one that generates tourism, seasonal employment, hotel stays, and business activity throughout Wellington. Polo-related events bring visitors who support local restaurants, shops, service providers, and equestrian businesses.

Importantly, the proposal delivers these benefits without seeking increased density or special zoning allowances. Compared to the as-of-right alternative, this plan provides greater long-term economic value while preserving open space and respecting the Equestrian Overlay Zoning District.

For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: JOAN D'HURIEUX

Signature: Joan D'Hurieux

Date: 1/8/26

Zip Code: 33414

From: Tim Stillings
To: Kelly Ferraiolo
Subject: Fw: Support for Isla Carroll Polo
Date: Sunday, January 11, 2026 5:33:12 PM

From: Amy Frost <civicinput@newmode.io>
Sent: Saturday, January 10, 2026 11:20:26 AM
To: Maria Antuña <mantuna@wellingtonfl.gov>
Subject: Support for Isla Carroll Polo

This Message originated outside your organization.

Dear Maria Antuna,

I am writing to express my strong support for the Isla Carroll redevelopment project. As a Wellington resident, I believe it is important for polo to grow and thrive in Wellington and remain part of the fabric of the community for generations to come. This project advances that goal.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Amy Frost
afrost123@me.com, 14569 Horseshoe Trace, Wellington, FL, US, 33414

January 9, 2026

Mayor Michael J. Napoleone
Members of the Village Council
Village of Wellington
12300 Forest Hill Boulevard
Wellington, FL 33414

Dear Mayor Napoleone and Members of the Village Council,

My name is Bob McMurtry, and I am writing in my capacity as Interim Chief Operating Officer of the United States Polo Association (USPA), but also as a long-time seasonal resident of Wellington, a polo player of more than twenty years, and a member of a lifelong equestrian family. My family and I currently reside in Wellington[1], and I have been an annual, recurring visitor to this community since 2002.

I am writing to express my strong support for the proposed Isla Carroll Wellington development, and more specifically for the preservation and long-term protection of the historic Isla Carroll East polo field.

Polo is the origin of Wellington's equestrian heritage. Long before Wellington became the Winter Equestrian Capital of the World across multiple disciplines, it was polo that established this community's identity, land-use patterns, and global reputation. Every equestrian discipline that followed has benefited from the foundation polo created here. Preserving polo is not about favoring one discipline over another, it is about protecting the root system that allowed the entire equestrian ecosystem to flourish.

Today, the United States Polo Association's corporate headquarters are located within the Wellington community. The USPA has made a deliberate, long-term commitment to this community, most notably through the acquisition and reinvestment in the National Polo Center – Wellington (NPC). That investment represents a clear statement: the future of American polo is anchored in Wellington.

The USPA is now one of the largest landowners in the Village and one of the largest employers, with more than 200 full-time and seasonal employees supporting polo operations, events, hospitality, turf management, media, and administration. Polo is also a significant economic driver for Wellington—supporting hotels, restaurants, retail, service providers, grooms, veterinarians, farriers, transportation companies, and countless small businesses throughout the season.

Yet despite this history and economic impact, the future of polo in Wellington is at risk.

Competition-quality polo fields require large, contiguous tracts of land. As property values rise and remaining open land within Wellington becomes scarce, polo fields are increasingly being

[1] 4062 Bahia Isle Cir, Wellington and 4653 Sugar Beach Way, Wellington.

subdivided, fragmented, or lost entirely to development. This loss is significant, accelerating, and irreversible. Once a polo field is gone, it cannot realistically be replaced.

The Isla Carroll development presents a rare and unique opportunity for the Village of Wellington to take a proactive, thoughtful step to address this reality. Through this proposal, the historic Isla Carroll East field will be preserved as a working polo field, protected by long-term agreements, restrictive covenants, and professional management by the USPA through NPC Polo Operations LLC. This is not symbolic preservation, it is functional, enforceable, and enduring.

Equally important, the Isla Carroll proposal demonstrates how responsible development and equestrian preservation can coexist. It is a true win-win: preserving open space, protecting polo, and allowing carefully planned development under the Village's oversight.

I respectfully urge the Village Council to view this decision not only through the lens of zoning, but through the lens of legacy. Wellington has an opportunity to affirm that polo remains a valued and protected part of its identity—and to send a clear message that thoughtful preservation matters.

Thank you for your consideration, and for your continued stewardship of the community that my family and the USPA are proud to call home.

Respectfully,

Bob McMurtry
Interim Chief Operating Officer
United States Polo Association
Resident, Village of Wellington
9011 Lake Worth Road
Lake Worth, FL 33467

From: Alison Robitaille
To: Michael J. Napoleone; John McGovern; Amanda Silvestri; Maria Antuña; Tanya Siskind
Subject: Support of Isla Carroll
Date: Monday, December 15, 2025 6:40:22 PM

This Message originated outside your organization.

Dear Mayor and Council,

I was very excited to hear about the long-term agreement between the USPA, Discovery Land Company, and the McCourt Group regarding the Isla Carroll project. From an equestrian perspective, it is always encouraging to see thoughtful investment in land stewardship and long-term planning that supports both sport and community.

I am hopeful you will vote to approve this project as I am very familiar with Discovery's projects, and thrilled to hear that they are coming to Wellington.

Sincerely,
Alison

Sent from my iPhone

From: Sydney Norick
To: Michael J. Napoleone
Subject: Support for Isla Carroll Polo
Date: Wednesday, December 17, 2025 10:36:12 AM

This Message originated outside your organization.

Dear Michael Napoleone,

I am writing to express my strong support for the Isla Carroll redevelopment project.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Sydney Norick
san7@me.com, 15710 Carrera Lane, Wellington, FL, US, 33414

From: Neil Schiller
To: Tanya Siskind
Subject: Support for Isla Carroll Polo
Date: Monday, December 29, 2025 2:20:27 PM

This Message originated outside your organization.

Dear Tanya Siskind,

I am writing to express my strong support for the Isla Carroll redevelopment project.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

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The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Neil Schiller
neil@neilschiller.com, 17960 Vila Club Way, Boca Raton, FL, US, 33496

From: Missy Sullivan
To: Michael J. Napoleone
Subject: Support for Isla Carroll Polo
Date: Thursday, January 8, 2026 7:15:26 PM

This Message originated outside your organization.

Dear Michael Napoleons,

I am writing to express my strong support for the Isla Carroll redevelopment project. As a Wellington resident, I believe it is important for polo to grow and thrive in Wellington and remain part of the fabric of the community for generations to come. This project advances that goal.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

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The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Missy Sullivan
sullivan153@hotmail.com, 300 South Australian Ave , #907, West Palm Beach, FL, US, 33401

From: Jennifer Santana
To: John McGovern
Subject: Support for Isla Carroll Polo
Date: Tuesday, January 6, 2026 4:50:41 PM

This Message originated outside your organization.

Dear John McGovern,

I am writing to express my strong support for the Isla Carroll redevelopment project. As a Wellington resident, I believe it is important for polo to grow and thrive in Wellington and remain part of the fabric of the community for generations to come. This project advances that goal.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Jennifer Santana
jenniferpsantana01@gmail.com, 2865 Polo Island Drive, Wellington, FL, US, 33414

From: Lauren Hayes
To: Tanya Siskind
Subject: Support for Isla Carroll Polo
Date: Monday, January 5, 2026 2:34:43 PM

This Message originated outside your organization.

Dear Tanya Siskind,

I am writing to express my strong support for the Isla Carroll redevelopment project.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Lauren Hayes
lauren@hayesco.ca,

From:	L K
To:	John McGovern
Subject:	Support for Isla Carroll Polo
Date:	Monday, January 5, 2026 4:22:30 PM

This Message originated outside your organization.

Dear John McGovern,

I am writing to express my strong support for the Isla Carroll redevelopment project. As a Wellington resident, I believe it is important for polo to grow and thrive in Wellington and remain part of the fabric of the community for generations to come. This project advances that goal.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

L K
linchy.binchy@gmail.com, 1800 Primrose Lane, Wellington, FL, US, 33414

From: Justin Bray
To: John McGovern
Subject: Support for Isla Carroll Polo
Date: Monday, January 5, 2026 2:34:33 PM

This Message originated outside your organization.

Dear John McGovern,

I am writing to express my strong support for the Isla Carroll redevelopment project.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Justin Bray
jtbray99@gmail.com,

From: Eva Kohn
To: John McGovern
Subject: Support for Isla Carroll Polo
Date: Monday, January 5, 2026 2:30:58 PM

This Message originated outside your organization.

Dear John McGovern,

I am writing to express my strong support for the Isla Carroll redevelopment project.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Eva Kohn
evafkohn@gmail.com, 1880 Primrose Lane, Wellington, FL, US, 33414

From: Alberto Morales
To: Tanya Siskind
Subject: Support for Isla Carroll Polo
Date: Monday, December 22, 2025 11:10:47 PM

This Message originated outside your organization.

Dear Tanya Siskind,

I am writing to express my strong support for the Isla Carroll redevelopment project.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Alberto Morales
normita411@yahoo.com, 2401 Wrotham Ter , Wellington , FL, US, 33414

From: Norma Montero
To: Michael J. Napoleone
Subject: Support for Isla Carroll Polo
Date: Monday, December 22, 2025 11:08:41 PM

This Message originated outside your organization.

Dear Michael Napoleone,

I am writing to express my strong support for the Isla Carroll redevelopment project.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Norma Montero
normita411@yahoo.com, 2401 Wrotham Ter , Wellington , FL, US, 33414

Village Council
Village of Wellington
2300 Forest Hill Blvd
Wellington, FL 33414

Dear Mayor Michael Napoleone

I am writing as a Wellington resident to express my support for the Isla Carroll redevelopment project.

From a practical standpoint, the proposal put forward by McCourt Partners and Discovery Land Company represents a thoughtful and responsible approach to development within the Equestrian Overlay Zoning District. It protects meaningful open space, preserves a historic polo field, and delivers clear economic benefits to Wellington without seeking increased density or special zoning concessions.

The permanent preservation of the Isla Carroll East Polo Field is a particularly important component of the project. Open space and equestrian land are foundational to Wellington's character, and once they are lost, they cannot be recovered. This plan ensures that a significant portion of the site remains dedicated to equestrian use in perpetuity.

Equally important, the proposed plan is far superior to the as-of-right alternative. The as-of-right scenario would allow development to proceed without preserving a polo field, without long-term equestrian benefit, and without the same level of thoughtful planning. By contrast, the McCourt/Discovery proposal offers a balanced solution that aligns with Wellington's long-standing values while contributing to the Village's economic vitality through polo-related activity, tourism, and local employment.

Responsible development in the EOZD should be encouraged, especially when it preserves open space, supports the equestrian economy, and avoids unnecessary increases in density. In my view, this project meets those criteria and reflects sound judgment.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Lynda Sirota

From: David Price
To: Maria Antuña
Subject: Support for Isla Carroll Polo
Date: Monday, December 15, 2025 9:27:24 PM

This Message originated outside your organization.

Dear Maria Antuna,

I am writing to express my strong support for the Isla Carroll redevelopment project.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

David Price
laartfaithcommunity@gmail.com,

From: Jessica Wong
To: Amanda Silvestri
Subject: Support for Isla Carroll Polo
Date: Monday, December 15, 2025 9:28:02 PM

This Message originated outside your organization.

Dear Amanda Silvestri,

I am writing to express my strong support for the Isla Carroll redevelopment project.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Jessica Wong
jesswong25@gmail.com,

From: Laurwn Fortner
To: John McGovern
Subject: Support for Isla Carroll Polo
Date: Monday, December 15, 2025 10:12:32 PM

This Message originated outside your organization.

Dear John McGovern,

I am writing to express my strong support for the Isla Carroll redevelopment project.

One of the most meaningful aspects of the proposal is the permanent preservation of the Isla Carroll East Polo Field as an equestrian open space. This field is an historic part of Wellington's polo identity and ensuring it remains protected for future generations is an important investment in the long-term vitality of our community.

I also appreciate the project's partnership with the United States Polo Association and the National Polo Center, which will maintain and program the field for USPA matches during the winter polo season. This collaboration strengthens Wellington's position as the Winter Equestrian Capital of the World by preserving essential polo infrastructure, broadening the world of polo to new enthusiasts through USPA-led programming, and creating a thoughtfully curated polo club focused on instruction and education that will support the sport, complement the National Polo Center and enhance polo's overall economic impact in Wellington. It is a rare example of a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to the Village's overall economic growth.

The design approach, grounded in open space, responsible planning, and respect for Wellington's equestrian heritage, demonstrates the kind of sustainable, forward-looking vision that will continue to make Wellington a world-class destination.

For these reasons, I respectfully support the Isla Carroll project and request that you vote in favor of the project.

Thank you for your consideration.

Sincerely,

Laurwn Fortner
lauren@editmediagroup.com,

From:	Andrea Phillips
To:	Michael J. Napoleone; John McGovern; Amanda Silvestri; Maria Antuña; Tanya Siskind
Cc:	Brandon Phillips
Subject:	Support for Discovery Land Company"s Development of Isla Carroll
Date:	Monday, December 15, 2025 8:40:36 PM

This Message originated outside your organization.

Dear Mayor Michael Napoleone and Members of the Wellington Council,

I am writing to express our support for Discovery Land Company's proposed development of Isla Carroll in Wellington, Florida.

My husband, Brandon Phillips, and I have been proud Wellington residents for over 25 years. My husband is a professional polo player who has competed on these very fields since they were first built, and our family has deep roots in both the equestrian community and the preservation of what makes Wellington special.

Like many residents, we care deeply about the responsible and appropriate development of land in our community. We share concerns about overdevelopment and the importance of protecting Wellington's character. That said, we trust Discovery Land Company to approach the development of Isla Carroll with the care, respect, and high standards they are known for, and we believe they will do an excellent job stewarding this property.

We are also encouraged by the recent USPA contract signing and their partnership to maintain and program the polo fields. This commitment gives us confidence that polo will not only be preserved but will continue to grow and thrive in Wellington, benefiting both the sport and the community as a whole.

Thank you for your time and consideration. We appreciate the opportunity to share our perspective as long-standing residents who care deeply about Wellington's future.

Sincerely,

Andrea & Brandon Phillips
561.385.8251
Wellington Residents at
14784 Ranchwood Ct, Wellington, FL, 33414

From:	johnnygreene@icloud.com
To:	Michael J. Napoleone; Tanya Siskind; John McGovern; Maria Antuña; Amanda Silvestri
Subject:	Support - Isla Carroll
Date:	Thursday, January 8, 2026 9:02:27 AM

This Message originated outside your organization.

January 8, 2026

Village Council
Village of Wellington
12300 Forest Hill Blvd
Wellington, FL 33414

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

From a land-use and equestrian perspective, the proposal put forward by McCourt Partners and Discovery Land Company is far superior to the as-of-right alternative. The Isla Carroll plan preserves more than 60 percent of the site as open space and guarantees the long-term protection of Isla Carroll as an active polo field. By contrast, the as-of-right scenario would result in the permanent loss of polo fields – an outcome that would meaningfully diminish Wellington's polo infrastructure, especially given the proximity to the National Polo Center.

Once polo fields are lost, they cannot be replaced. The Isla Carroll proposal recognizes this reality and takes a responsible approach by prioritizing preservation while keeping development modest and thoughtfully planned.

I am also encouraged by the project's club component, which is designed to be additive to Wellington's existing polo ecosystem. The club will complement, not compete with, the National Polo Center's facilities. Isla Carroll residents will be members of NPC as McCourt/Discovery are committing to the purchase of memberships for each resident. This alignment strengthens the overall polo community and reinforces Wellington's position as the premier destination for the sport. Supporting polo in Wellington promotes economic growth in the Village and supports the continued expansion of the sport worldwide.

For these reasons, I believe the McCourt/Discovery plan represents a sensible, balanced, and forward-looking approach that protects open space, supports polo, and aligns with the long-term interests of Wellington.

I respectfully request your support for the Isla Carroll project.

Sincerely,

John Greene

13368 Polo Road W 203C
Wellington, FL 33414

From:	Brendon Stenzel
To:	John McGovern; Michael J. Napoleone; Amanda Silvestri; Maria Antuña; Tanya Siskind
Subject:	Isla Carrol Project
Date:	Tuesday, December 16, 2025 8:03:04 AM

This Message originated outside your organization.

Dear Mayor Michael Napoleone and Members of the Wellington Council,

I am writing to you today as Brendon Stenzel, a long-time resident with a deep, personal connection to Wellington, to express my strongest possible support for Discovery Land Company's proposed development of Isla Carroll.

I have been coming to Wellington since I was two weeks old. This community is the heart of my family's history. My entire family played polo here growing up, and these very fields are where we built our lives and our connections to the sport.

In the decades I've spent here, I have sadly watched polo fields disappear, sold off for development that threatened to erase the core identity of our village. Like many residents, I am genuinely concerned about overdevelopment and protecting what makes Wellington special.

This is why the Isla Carroll project, under the stewardship of Discovery Land Company, is such a critical opportunity. I wholeheartedly support this proposal because I trust DLC to approach this development with the care, respect, and high standards they are known for, ensuring the property is stewarded responsibly while honoring its equestrian heritage.

Crucially, the recent USPA contract signing and their formalized partnership to maintain and program the polo fields is the most exciting announcement in years. This commitment provides the strongest possible assurance that polo will not only be preserved but will be secured to continue growing and thriving in Wellington for generations to come.

Thank you for your serious consideration of this project.

--

Brendon Stenzel
Founder & President
(214) 471 8179
www.mppropertygroup.com

From:	Jennifer Santana
To:	Michael J. Napoleone; John McGovern; Amanda Silvestri; Maria Antuña; Tanya Siskind
Subject:	I strongly support Isla Carroll
Date:	Monday, December 15, 2025 5:38:25 PM

This Message originated outside your organization.

Dear Mayor and Council members,

I am thrilled to hear of the USPA's long-term agreement with Discovery Land Company and McCourt Partners regarding the Isla Carroll project. This commitment represents a meaningful step forward in both the growth and preservation of polo fields, which are essential to the future of the sport.

As polo continues to evolve, investment in infrastructure is paramount. Increasing the number and quality of available fields not only supports player development and competition but also ensures long-term sustainability for our community, and the sport as a whole. I strongly applaud this initiative and appreciate the leadership shown in prioritizing field availability and preservation.

With this kind of momentum behind the project, I am further convinced this is a remarkable opportunity for Wellington and I am hopeful you all will vote to approve this project

Best,

Jennifer

Sent from my iPhone

From: Tim Stillings
To: Kelly Ferraiolo
Subject: FW: Isla Carroll redevelopment project.
Date: Friday, January 9, 2026 3:16:18 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
image007.png
image008.png
image009.png

Tim Stillings
Planning, Zoning, and Building Director
Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: Matthew Firestone <mkfirestone@gmail.com>
Sent: Friday, January 9, 2026 2:53 PM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; John McGovern <jmcgovern@wellingtonfl.gov>; Amanda Silvestri <asilvestri@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; Tanya Siskind <tsiskind@wellingtonfl.gov>
Subject: Isla Carroll redevelopment project.

This Message originated outside your organization.

Dear Mayor and Council members:

I'm reaching out because I really want to voice my support for the Isla Carroll redevelopment project. As someone who lives here in Wellington, polo is such a huge part of what makes this place special, and I think we need to do everything we can to make sure it stays that way for the long haul. This project does exactly that.

What really stands out to me is that the Isla Carroll East Polo Field is going to be permanently preserved as equestrian open space. That field has so much history tied to Wellington's polo identity, and protecting it for future generations just makes sense. It's the kind of investment

our community needs.

I'm also excited about the partnership with the United States Polo Association and the National Polo Center. Having them maintain and program the field for USPA matches during the winter season is huge. It keeps Wellington's reputation as the Winter Equestrian Capital of the World strong, helps introduce more people to polo through USPA programming, and creates a polo club that's focused on teaching and education. That kind of club will support the sport, work alongside the National Polo Center, and boost polo's economic impact here. It's honestly pretty rare to see a project that manages to balance preservation, community benefits, and thoughtful residential development while also helping the Village grow economically.

The whole approach—emphasizing open space, smart planning, and honoring Wellington's equestrian roots—is the kind of forward-thinking vision that keeps Wellington world-class.

So for all these reasons, I'm fully behind the Isla Carroll project and I'm asking for your yes vote.

Thanks so much for taking the time to consider this.

Sincerely,

Matthew K Firestone

Matthew K Firestone

t: 561.346.3495

e: mkfirestone@gmail.com

From:	momonhorse@aol.com
To:	Michael J. Napoleone
Cc:	KENNETH LAKIN
Subject:	Isla Carroll Redevelopment Project
Date:	Thursday, January 8, 2026 8:24:54 PM

This Message originated outside your organization.

Dear Mayor Napoleone,

We are writing as a longtime Wellington resident to express our strong and heartfelt support for approval of the Isla Carol redevelopment project. This proposal represents the very best of what thoughtful planning and leadership can achieve for our community.

The plan put forward by McCourt Partners and Discovery Land Company honors Wellington's equestrian heritage while responsibly planning for its future. By permanently preserving the Isla Carol East Polo Field as open land, this project safeguards something truly irreplaceable. Once equestrian land is lost, it is gone forever--and with it, a core part of Wellington's identity.

This proposal does what the "as-of-right" alternative does not: it protects historic polo use, preserves meaningful open space and delivers real economic benefits without increasing density or requiring special zoning. It is balanced, intentional, and fully aligned with the propose of the Equestrian Overlay Zoning District.

Wellington is known worldwide for its equestrian culture, tourism, and quality of life. This plan strengthens all three-supporting local jobs, sustaining tourism and ensuring that future generations experience the same Wellington that residents value today. It is exactly the type of development the EOZD was designed to encourage.

We respectfully urge you to stand with residents who care deeply about preserving Wellington's character and to vote in favor of the Isla Carol redevelopment project. Your leadership on this matter will have a lasting impact on our community.

Thank you for your time, your service, and your consideration.

Respectfully,

Kenneth and Maralyn Lakin

From:	lisa kerkorian
To:	Michael J. Napoleone; John McGovern; Amanda Silvestri; Maria Antuña; Tanya Siskind
Subject:	Isla Carroll
Date:	Monday, December 15, 2025 6:09:37 PM

This Message originated outside your organization.

Dear Mayor and Council Members,

I wanted to take a moment to share how encouraging it was to hear about the long-term agreement between the USPA, Discovery Land Company, and the McCourt Group surrounding the Isla Carroll Field. Partnerships like this signal a thoughtful approach to growth- one that recognizes the importance of preserving open space while investing in the future of sport and community.
From a broader community perspective, this kind of commitment goes well beyond polo alone. This agreement sets a strong example of how collaboration can enhance both sport and community in meaningful, lasting ways.

Sincerely,

Lisa Kerkorian

From: Isla Carroll
To: Michael J. Napoleone; John McGovern; Amanda Silvestri; Maria Antuña; Tanya Siskind
Subject: Fwd: New contact form message for Isla Carroll Polo via Contact Us
Date: Thursday, January 8, 2026 9:26:08 AM

This Message originated outside your organization.

Dear Mayor and Village Councilmembers,

Please find below a message of support regarding the Isla Carroll Polo & Residences project.

Sincerely,
Isla Carroll Polo & Residences Project Team

---------- Forwarded message ---------
From: **Scott Wood** <notifications@mail.conversations.godaddy.com>
Date: Tue, Jan 6, 2026 at 6:57 PM
Subject: New contact form message for Isla Carroll Polo via Contact Us
To: Isla Carroll Polo <islacarrollpolo@gmail.com>

Isla Carroll Polo received a new message.

Name
Scott Wood

Email
swood2808@gmail.com

Message
I am full support of the equestrian development version. I would love to own a home there.

Device
mobile

Language
en-US

Submitted_from
Homepage

Open Conversations

Want to forward this message to your team?

Invite them to join your Conversations inbox instead

This message came from your contact form, Isla Carroll Polo

Download the Conversations mobile app for iOS or Android to access and respond to messages on the go

Sent to GoDaddy Websites + Marketing | Manage Emails

United States Polo Association
Executive Committee
9011 Lake Worth Road
Lake Worth, FL 33467

January 8, 2025

Village Council
Village of Wellington
12300 Forest Hill Blvd
Wellington, FL 33414

Dear Mayor and Council Members,

As a Member of the Executive Committee and the Board of Governors of the United States Polo Association (USPA), I write to express my strong support for the Isla Carroll project and to underscore its critical role in sustaining and strengthening the long-term infrastructure of polo in Wellington. I have been coming to Wellington for the past 35 years to both play polo and spectate at the former IPC and now NPC polo fields. I currently spend the winters in West Palm Beach. I would also emphasize that as the Governor of the USPA's Northeastern Circuit, retaining and preserving polo fields is one of the biggest challenges to sustaining the sport of polo for polo in our region. The Isla Carroll project is incredibly unique in addressing the challenge of retaining a polo field at the USPA's home base and in my opinion, protecting equestrian land in Wellington.

For more than four decades, Wellington has stood as the polo capital of the United States. Polo is not only a defining feature of the community's identity, it is also a cornerstone of Wellington's economy, driving tourism, generating thousands of annual hotel nights, and attracting visitors from around the world each season. Without proactive investment and protection of equestrian land, USPA's long-term goals will be placed at risk. Isla Carroll Polo & Residences is a forward-looking solution: a project that thoughtfully balances preservation, community benefit, and modest residential development while contributing to Wellington's overall economic growth. It provides stable, long-term certainty for the USPA's ability to host weekly professional matches, youth clinics, private lessons, and community-facing polo programming. This is not a short-term investment; it is a generational commitment to ensure that Wellington remains the premier home for high-goal polo for the next 45 years and beyond.

The Isla Carroll project provides meaningful equestrian open space in the Equestrian Overlay Zoning District (EOZD) without relying on density bonuses. The proposal's restrictive covenant ensures the Isla Carroll East field is preserved in perpetuity. At a time when equestrian land continues to be lost to development, keeping this field in active use is not only an equestrian priority, but also essential to the future of American polo.

Furthermore, this project expands the way residents and members can engage with sport. It allows people of all ages to experience polo-specific training, fitness programs, and professional-quality simulators, introducing more families to a sport that is traditionally accessible to few. With guidance from renowned polo ambassador Nacho Figueras, the clubhouse, dining spaces, fitness areas, and training amenities have been designed to ensure that the essence of polo extends well beyond the field and into daily community life. Through partnerships with organizations such as Replay Polo, retired polo ponies will be available for residents to enjoy the bridle trail system – connecting a new audience to the equestrian lifestyle that defines Wellington.

In a community where development pressures increasingly threaten equestrian lands, this project represents a rare win:

- a win for polo and long-term equestrian infrastructure,
- a win for residents and families,
- and a win for Wellington's standing as the nation's premier polo destination.

For these reasons, I respectfully request your approval of the Isla Carroll project. It is essential, timely, and fundamental to sustaining the future of polo in Wellington.

Thank you for your consideration.

Sincerely,

David C. Strouss
3210 Vincent Rd.
West Palm Beach, FLA 33405

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

Equally important, the club is designed to expand participation in polo through instruction, education, and programming that complements the National Polo Center. By introducing new enthusiasts, families, and young players to the sport, the club supports the long-term growth and sustainability of polo in Wellington.

For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Michael Cody R

Signature:

Date: 1/7/26

Zip Code: 33470

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

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For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Julio Rivera

Signature: Julio R

Date: 1/7/26

Zip Code: 33415

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

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For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Bob Margolis

Signature: Robert Margolis

Date: 1/7/26

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

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For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: DEBORAH ANDERSON

Signature:

Date: 1/7/26

Zip Code: 33470

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing in support of the Isla Carroll redevelopment project and its importance to the long-term infrastructure of polo in Wellington.

By preserving the Isla Carroll East Polo Field and strengthening polo infrastructure, the project supports an important economic driver for Wellington, one that generates tourism, seasonal employment, hotel stays, and business activity throughout Wellington. Polo-related events bring visitors who support local restaurants, shops, service providers, and equestrian businesses.

Importantly, the proposal delivers these benefits without seeking increased density or special zoning allowances. Compared to the as-of-right alternative, this plan provides greater long-term economic value while preserving open space and respecting the Equestrian Overlay Zoning District.

For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: Glenn Barton

Signature:

Date: 1/7/2026

Zip Code: 33472

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

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For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Bobbi Rottmen

Signature: _____

Date: 1/7/2026

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

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For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Lisa L. Spoden

Signature: Lisa L. Spoden

Date: 1/7/26

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing in support of the Isla Carroll redevelopment project and its importance to the long-term infrastructure of polo in Wellington.

By preserving the Isla Carroll East Polo Field and strengthening polo infrastructure, the project supports an important economic driver for Wellington, one that generates tourism, seasonal employment, hotel stays, and business activity throughout Wellington. Polo-related events bring visitors who support local restaurants, shops, service providers, and equestrian businesses.

Importantly, the proposal delivers these benefits without seeking increased density or special zoning allowances. Compared to the as-of-right alternative, this plan provides greater long-term economic value while preserving open space and respecting the Equestrian Overlay Zoning District.

For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: Doreen Scheinpflug

Signature:

Date: 1/7/2026

Zip Code: 33467

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

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For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Doreen Steinpflug

Signature:

Date: 1/7/2026

Zip Code: 33467

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing in support of the Isla Carroll redevelopment project and its importance to the long-term infrastructure of polo in Wellington.

By preserving the Isla Carroll East Polo Field and strengthening polo infrastructure, the project supports an important economic driver for Wellington, one that generates tourism, seasonal employment, hotel stays, and business activity throughout Wellington. Polo-related events bring visitors who support local restaurants, shops, service providers, and equestrian businesses.

Importantly, the proposal delivers these benefits without seeking increased density or special zoning allowances. Compared to the as-of-right alternative, this plan provides greater long-term economic value while preserving open space and respecting the Equestrian Overlay Zoning District.

For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: Marcella Ruiz

Signature:

Date: 1-7-25

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing in support of the Isla Carroll redevelopment project and its importance to the long-term infrastructure of polo in Wellington.

By preserving the Isla Carroll East Polo Field and strengthening polo infrastructure, the project supports an important economic driver for Wellington, one that generates tourism, seasonal employment, hotel stays, and business activity throughout Wellington. Polo-related events bring visitors who support local restaurants, shops, service providers, and equestrian businesses.

Importantly, the proposal delivers these benefits without seeking increased density or special zoning allowances. Compared to the as-of-right alternative, this plan provides greater long-term economic value while preserving open space and respecting the Equestrian Overlay Zoning District.

For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: Joseph Simon

Signature: _____

Date: 1-7-25

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

As a member of the Wellington community, I know firsthand how important open space and active equestrian land are to Wellington's identity. The permanent preservation of the Isla Carroll East Polo Field as equestrian open space is one of the most meaningful aspects of this proposal. Once equestrian land is lost, it is gone forever.

Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Doreen Scheinpflug

Signature:

Date: 1/7/2026

Zip Code: 33467

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

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For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Marlene DeLuca Painter

Signature:

Date: 1-7-26

Zip Code: 33411

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing in support of the Isla Carroll redevelopment project and its importance to the long-term infrastructure of polo in Wellington.

By preserving the Isla Carroll East Polo Field and strengthening polo infrastructure, the project supports an important economic driver for Wellington, one that generates tourism, seasonal employment, hotel stays, and business activity throughout Wellington. Polo-related events bring visitors who support local restaurants, shops, service providers, and equestrian businesses.

Importantly, the proposal delivers these benefits without seeking increased density or special zoning allowances. Compared to the as-of-right alternative, this plan provides greater long-term economic value while preserving open space and respecting the Equestrian Overlay Zoning District.

For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: Deborah Anderson

Signature:

Date: 1/7/26

Zip Code: 33470

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing in support of the Isla Carroll redevelopment project and its importance to the long-term infrastructure of polo in Wellington.

By preserving the Isla Carroll East Polo Field and strengthening polo infrastructure, the project supports an important economic driver for Wellington, one that generates tourism, seasonal employment, hotel stays, and business activity throughout Wellington. Polo-related events bring visitors who support local restaurants, shops, service providers, and equestrian businesses.

Importantly, the proposal delivers these benefits without seeking increased density or special zoning allowances. Compared to the as-of-right alternative, this plan provides greater long-term economic value while preserving open space and respecting the Equestrian Overlay Zoning District.

For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: Enzo Rusolen

Signature: Enzo Rusolen

Date: 01/07/26

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing as a member of the Wellington Community in support of the Isla Carroll redevelopment project, with particular emphasis on the importance of its club component.

The proposed polo-focused club is a key driver of economic opportunity. It will create year-round jobs in hospitality, fitness, instruction, maintenance, food and beverage, and event programming, while also supporting other equestrian professionals connected to polo. These are local jobs that strengthen Wellington's equestrian economy.

Equally important, the club is designed to expand participation in polo through instruction, education, and programming that complements the National Polo Center. By introducing new enthusiasts, families, and young players to the sport, the club supports the long-term growth and sustainability of polo in Wellington.

For these reasons, I believe the club component is an essential part of the Isla Carroll project and respectfully encourage your support.

Sincerely,

Name: Angelo Pellegrino

Signature:

Date: 1/7/26

Zip Code: 33470

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing in support of the Isla Carroll redevelopment project and its importance to the long-term infrastructure of polo in Wellington.

By preserving the Isla Carroll East Polo Field and strengthening polo infrastructure, the project supports an important economic driver for Wellington, one that generates tourism, seasonal employment, hotel stays, and business activity throughout Wellington. Polo-related events bring visitors who support local restaurants, shops, service providers, and equestrian businesses.

Importantly, the proposal delivers these benefits without seeking increased density or special zoning allowances. Compared to the as-of-right alternative, this plan provides greater long-term economic value while preserving open space and respecting the Equestrian Overlay Zoning District.

For these reasons, I respectfully request that you approve the Isla Carroll redevelopment project.

Sincerely,

Name: NORMAN GITZEN

Signature: Norman Gitzen

Date: Jan 7 2025

Zip Code: 33467

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

As a member of the Wellington community, I know firsthand how important open space and active equestrian land are to Wellington's identity. The permanent preservation of the Isla Carroll East Polo Field as equestrian open space is one of the most meaningful aspects of this proposal. Once equestrian land is lost, it is gone forever.

Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Melody Domb

Signature: Melody Domb

Date: 1/7/26

Zip Code: 33449

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

As a member of the Wellington community, I know firsthand how important open space and active equestrian land are to Wellington's identity. The permanent preservation of the Isla Carroll East Polo Field as equestrian open space is one of the most meaningful aspects of this proposal. Once equestrian land is lost, it is gone forever.

Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: ALEXANDER DAMB

Signature:

Date: 1/7/26

Zip Code: 33449

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

As a member of the Wellington community, I know firsthand how important open space and active equestrian land are to Wellington's identity. The permanent preservation of the Isla Carroll East Polo Field as equestrian open space is one of the most meaningful aspects of this proposal. Once equestrian land is lost, it is gone forever.

Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Jane Garito

Signature: Jane P. Garito

Date: 1-7-26

Zip Code: 33414

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

As a member of the Wellington community, I know firsthand how important open space and active equestrian land are to Wellington's identity. The permanent preservation of the Isla Carroll East Polo Field as equestrian open space is one of the most meaningful aspects of this proposal. Once equestrian land is lost, it is gone forever.

Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Rudy Romero

Signature: _____

Date: 01/9/26

Zip Code: 33415

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

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Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Kathleen A. Williams

Signature: Kathleen A Williams

Date: 1/7/2026

Zip Code: 33470

Isla Carroll Polo

Dear Mayor and Councilmembers,

I am writing to express my support for the Isla Carroll redevelopment project.

As a member of the Wellington community, I know firsthand how important open space and active equestrian land are to Wellington's identity. The permanent preservation of the Isla Carroll East Polo Field as equestrian open space is one of the most meaningful aspects of this proposal. Once equestrian land is lost, it is gone forever.

Protecting land for polo and equestrian use is essential to sustaining the character, culture, and lifestyle that makes Wellington special. For these reasons, I respectfully support the Isla Carroll project and ask that you vote in favor of its approval.

Thank you for your consideration.

Sincerely,

Name: Erin Williams

Signature: Erin Williams

Date: 1/07/2026

Zip Code: 33470

United States Polo Association
Executive Committee
Michael D. Carney
9011 Lake Worth Road
Lake Worth, FL 33467

January 7 th, 2026

Village Council
Village of Wellington
12300 Forest Hill Blvd
Wellington, FL 33414

Dear Councilman McGovern

As a Member of the Executive Committee of the United States Polo Association (USPA), I write to express my strong support for the Isla Carroll project and to underscore its critical role in sustaining and strengthening the long-term infrastructure of polo in Wellington.

I played my first polo in South Florida in 1979. I started in Boca Raton and bought a townhouse in 1983 in Wellington. I have watched Boca Raton Polo go the way of development, Gulfstream and Palm Beach Polo go the way of development. This is an opportunity to preserve a field next to NPC for the foreseeable future. Development is inevitable in South Florida but this proposal saves another field from development. . Wellington was founded on polo . Wellington is the Winter Polo Capital of the World.

The Isla Carroll project provides meaningful equestrian open space in the Equestrian Overlay Zoning District (EOZD) without relying on density bonuses. The proposal's restrictive covenant ensures the Isla Carroll East field is preserved in perpetuity. At a time when equestrian land continues to be lost to development, keeping this field in active use is not only an equestrian priority, but also important to the future of American polo. Another benefit in preserving the Isla Carroll field along with the 6 NPC fields is it is basically green space for the 5 or so months that polo is not played during the summer.

I hope you see the benefit and allow this field to stay in place. I believe there is going to be a great synergy between The USPA, NPC, Discovery Land Company and the . Wellington community. Again, thank you for your time

Sincerely

January 6, 2026

Mayor Michael Napoleone and Honorable Village Council
Village of Wellington
12300 Forest Hill Boulevard
Wellington, FL 33414

VIA EMAIL

RE: Village Council consideration of Isla Carroll Polo and Residences

Dear Mayor Napoleone and Honorable Village Council:

McCourt Partners and Discovery Land Company look forward to presenting their vision for the Isla Carroll property at the January 12th Village Council hearing. We have been asked to provide the Council with a summary of our request and the legal framework for our project.

Through extensive collaboration with Village staff, community members, the Equestrian Preserve Committee, and the Planning, Zoning and Adjustment Board, we have developed a plan in strict conformity with your Land Development Regulations and Comprehensive Plan that creates an exceptional community while advancing Wellington's competitive polo industry.

A Strategic Partnership to Preserve Wellington's Polo Heritage

The Isla Carroll property presents a rare opportunity to protect Wellington's equestrian legacy. Under the current standard residential zoning district regulations, this land would become 2-acre residential lots with limited, if any, equestrian elements. Instead, we are proposing an Equestrian Development that guarantees substantial equestrian facilities, restricts them exclusively to equestrian use, and protects them through a Restrictive Covenant in the Village's favor.

A distinguishing feature of our proposal is the partnership with the U.S. Polo Association. The polo community transformed Wellington into an international equestrian destination, and the U.S. Polo Association's recent purchase of the National Polo Center demonstrates their continued commitment to this legacy. Our development of the Isla Carroll East polo field, located directly adjacent to the National Polo Center, will support and enhance the Association's mission while advancing the Village's goal of sustaining equestrian competition.

Through a signed license agreement, the U.S. Polo Association will have access to the Isla Carroll East polo field for 45 years with unlimited extensions, making it part of their competition circuit.

The field will be protected by a Restrictive Covenant in favor of the Village, guaranteeing its preservation and equestrian use in perpetuity. At a time when polo fields in Wellington have substantially reduced in number and face increasing development pressure, this agreement does more than preserve a field, it ensures the nation's premier polo organization can increase its footprint and utilize this facility for generations.

This partnership and the Isla Carroll master plan explicitly meet the stated Comprehensive Plan Equestrian Preserve Element Goal 3 to: "Support the equestrian competition industry as a component of the equestrian lifestyle and an economic sector of Wellington."

The Equestrian Development Code

From its inception, the Isla Carroll Equestrian Development was designed in strict accordance with the Village of Wellington's Comprehensive Plan and Land Development Regulations ("LDRs"). The Isla Carroll property is located within the Equestrian Overlay Zoning District ("EOZD"), Subarea – D. The EOZD regulations note that they were developed to "Preserve, maintain, and enhance the equestrian area that is home to equestrian farms, competition venues, and the equestrian lifestyle in Wellington." (LDR Sec. 6.8.1.B.)

The EOZD provides the opportunity to seek an Equestrian Development ("ED"). The LDRs state the intent as follows:

> Equestrian developments are those PUDs located in the EPA with a goal to provide an equestrian oriented master plan. An ED shall be designed for compatibility with the objectives of this section along with the use of flexible property development regulations and design standards. To the extent of any conflict with other provisions of the LDR, this section shall apply.
> (LDR Sec. 6.8.8.)

LDR Sec. 6.8.8. goes on to state: "A. An ED master plan shall be considered in all EPA subareas and the submittal shall comply with master plan/amendments requirements as outlined in Article 5 of the LDR." (Emphasis added.)

In addition to this binding right to be considered, the express additional criteria unique to an ED request are:

1. The master plan shall provide that common equestrian amenities shall serve as the internal focus of the development, which may include, but are not limited to, such common features as stables, rings, paddocks, horse exercise areas, internal bridle trails, connections to external bridle trails, other equestrian amenities, public spaces, and/or preserve areas for environmentally sensitive lands.

2. The master plan shall provide that the installation of such common equestrian amenities is required prior to the issuance of a certificate of occupancy for any residential dwelling unit, accessory dwelling, or groom's quarters.

3. Prior to the issuance of a final master plan certification by the development review manager (DM), a deed restriction, in a form acceptable to the Wellington Attorney, shall be executed and recorded to limit in perpetuity the use of common equestrian amenities to owners and residents or guests of owners within the ED.

4. An ED is not eligible for development incentives as provided in Article 6 of the LDR.
(LDR Sec. 6.8.8.D.)

The master plan for Isla Carroll has evolved over the past year, in large part based upon input and guidance from the community and various advisory boards. But at every stage, the master plan for Isla Carroll expressly and unambiguously met the standards, regulations, and goals of the Village's LDRs and Comprehensive Plan. The project seeks no development incentives, proposing only the 40 homes permitted under the current density. Our consistency with the Village regulations is detailed in our application and documentation provided to the Village, and reflected by the fact that **your professional staff has, at all times, determined that our application is compliant with the Comprehensive Plan and relevant LDRs and has recommended approval at every stage.**

We note that under relevant Florida law, decisions made by a reviewing body cannot be arbitrary:

> Local governing bodies do not have an unbridled discretion to do what they want or believe is justified; instead, upon a showing of the statutory requirements (and, if applicable, local code-based requirements), [a] commission has a legal responsibility to grant [the requested application] unless [the commission] can prove non-compliance with applicable law."
> *Blair Nurseries, Inc. v. Baker County*, 199 So. 3d 534, 537 (Fla. 1st DCA 2016).

To that end, a property owner must be able to discern from the zoning code and regulations what the objective standards are that must be satisfied to be granted their request:

> Property owners are entitled to notice of the conditions they must meet in order to improve their property in accord with the existing zoning and other development regulations of the government. Those conditions should be set out in clearly stated regulations. Compliance with those regulations should be capable of objective determination in an administrative proceeding. While the burden may be on the property owner to demonstrate compliance, no legislative discretion is involved in resolving the issue of compliance.
>
> *Park of Commerce Associates v. City of Delray Beach*, 606 So. 2d 633, 635 (Fla. 4th DCA 1992), decision clarified on denial of reh'g (Nov. 18, 1992), approved, 636 So. 2d 12 (Fla. 1994) (Emphasis added.)

There are certain advisory board members and residents that have expressed their opinion that the flexibility permitted under the Equestrian Development code should not be allowed in the Equestrian Overlay Zoning District. While they have every right to this opinion, it is the operative code at this time against which our project must be reviewed. The LDRs contain this important mechanism to allow the development of significant and guaranteed equestrian uses.

When an applicant has proven with "substantial competent evidence" that the zoning regulations have been satisfied, the burden shifts to the Village to prove non-compliance. In reviewing a denial of a rezoning application, the Florida Supreme Court stated:

> [w]e hold that a landowner seeking to rezone property has the burden of proving that the proposal is consistent with the comprehensive plan and complies with all procedural requirements of the zoning ordinance. At this point, the burden shifts to the governmental board…the board will now have the burden of showing that the refusal to rezone the property is not arbitrary, discriminatory, or unreasonable.
> *Bd. of Cty. Comm'rs of Brevard Cty. v. Snyder*, 627 So. 2d 469, 476 (Fla. 1993).

Our development fully conforms to Wellington's Land Development Regulations and Comprehensive Plan. The Equestrian Development code requires common equestrian amenities that serve as the development's focal point and are protected by Restrictive Covenant. The Isla Carroll master plan was designed precisely with these requirements in mind. The East polo field is the centerpiece of our entire community, with homes, lakes, the clubhouse, and all amenities oriented around this equestrian facility, and we have agreed to protect the field publicly in a Restrictive Covenant in favor of the Village.

Our plan also honors the Equestrian Preserve Area's purpose by emphasizing open space preservation, protecting mature vegetation, and designing appropriately scaled buildings that minimize impact on surrounding areas. While the Wellington code permits additional amenities such as restaurants and a fitness center, we have agreed to limit these to a fixed membership, eliminating significant traffic impacts and reducing the overall development footprint.

Setting a Precedent for Equestrian Preservation

Throughout this process, we have worked diligently to meet or exceed every requirement in the Comprehensive Plan and Land Development Regulations. The Equestrian Development code was created specifically to enable meaningful, guaranteed equestrian facilities that would not otherwise exist. The Isla Carroll project's unique location and partnership with the U.S. Polo Association demonstrates how these regulations can achieve the Village's vision for the Equestrian Preserve.

Recent projects in the Equestrian Preserve Area required extraordinary changes and even modifications to the very boundaries of the EPA. The Village approved those changes to allow an expanded vision for the future of equestrian competition. Our project does not require such special consideration, in fact it merely requires the Council to apply the code as it stands today, to achieve similar goals and to allow for the preservation of a polo field within the EPA, directly adjacent to the National Polo Center. A change in sentiment with respect to granting past approvals, or

compensating for that decision, should not be, and cannot be, a factor in approving the plan before you.

We respectfully request your approval of this plan, which represents a significant opportunity to protect Wellington's equestrian heritage while creating an exceptional community that serves as a model for future development in the Equestrian Preserve Area.

Sincerely,

Seth Behn, Esq., AICP

cc: Jim Barnes, Village Manager
Tim Stillings, AICP; Planning, Zoning and Building Director
Laurie Cohen, Esq.; Village Attorney

UNITED STATES POLO ASSOCIATION
9011 Lake Worth Road | Lake Worth, FL 33467 USA
t: (800) 232-8772 | f: (888) 391-7410 | uspa@uspolo.org | **uspolo.org**

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Bob McMurtry
Interim Chief Operating Officer

January 5, 2026

Mr. Michael J. Napoleone, Mayor
Village Hall
12300 Forest Hill Boulevard
Wellington FL, 33414

Dear Mayor Napoleone and Members of the Village Council:

We came to Wellington in 1979. When I pulled my rig off the toll road at the Lake Worth exit, I asked the toll taker, "Which way to Wellington". She responded, "Where"? Suffice it to say, Wellington was not well known. That was about to change and the reason was POLO.

During the past 47 years we have witnessed the transition of PBPCC to Landmark Land and the subsequent sale to Glen Straub. We have seen the salvation of polo by John Goodman through the development of The International Polo Club. We watched the transition that resulted in Mark Bellissimo's purchase of IPC. And finally, we were involved in the USPA's purchase of the IPC and its rebirth as The National Polo Center - Wellington. I recount this history to give credibility to my testimony and my view of the crucial decision facing the City Council.

Wellington has a heritage. It is grounded in the sport of polo. Other equestrian disciplines have joined and flourished. But at the heart of Wellington's uniqueness as the "Winter Equestrian Capital of the World" is the preeminence of the polo competitions played here. This is why the decision facing the City Council is of great importance to the preservation and fulfillment of Wellington's continuing legacy. This history spans 47 years. During this period Wellington has had ample raw land upon which to develop its equestrian disciplines. As the Hunter, Jumper and Dressage pursuits have grown, these disciplines have competed with polo for the land in order to build facilities upon which to manage the horses needed for competition.

In the past 5 years the south eastern section of the Preserve, Section 34 as it was once known, has been almost fully developed. Now, with the exception of the old Trotting Center and the Jacob's tract, there are no large tracts left undeveloped inside the Wellington Equestrian Preserve. Growth in polo fields is now taking place outside of the Preserve area due to the cost of land.

In the coming years, the only open land remaining inside the Wellington Equestrian Preserve on which to build barns or houses will be the polo fields that will be offered for sale, just as Isla Carol is now. As these properties come to market, they will likely be broken up into two (2) to five (5) acre parcels (according to their current zoning) to build homes and hunter, jumper or dressage facilities rather than being perpetuated as polo fields. The reason is in the math. Economics dictate that two (2) and five (5) acre parcels are more affordable than the fifteen (15) acres needed to preserve a competition quality polo field (including field, apron, driveways, trailer parking and water management).

UNITED STATES POLO ASSOCIATION
9011 Lake Worth Road | Lake Worth, FL 33467 USA
t: (800) 232-8772 | f: (888) 391-7410 | uspa@uspolo.org | **uspolo.org**

What this means for the future of polo inside the Wellington Equestrian Preserve is the likely destruction of privately owned polo fields as these properties change hands. Without thoughtful and deliberate action by the City Council to preserve competition grade polo fields, there are very few instances where privately owned, competition quality, polo fields may survive over the next 50 years inside the Wellington Equestrian Preserve.

By approving the development proposal, the Isla Carol East field will be preserved in perpetuity to ensure that, even as other private fields are gradually eliminated over time, polo will maintain its rightful place as the heart and soul of Wellington's "Winter Equestrian" legacy.

Without the determined action of the City Council, polo's dominance will gradually be overtaken. Quality polo competition is Wellington's heritage. It needs your support in order to maintain its balance with the other equestrian disciplines as we move into the coming decades.

The Isla Carol field is perfectly located for the USPA to manage. And as reported in the Town Crier previously, it will cost:

> "$1 per year in rent and the initial term of the lease is forty five (45) years with automatic renewal options thereafter. The agreement grants the USPA exclusive scheduling control of the polo field during every polo season; year-round maintenance under USPA turf and safety standards; operational control of tournament and training use of the field; and the right to prevent any change of use, redevelopment or conversion of the land. The agreement also establishes a restrictive covenant and deed restriction recorded against the property, ensuring that Isla Carol East will remain a polo field in perpetuity unless the USPA agrees otherwise."

Wellington has an opportunity to proactively support polo within it's jurisdiction and demonstrate its commitment to its heritage. Because of it's close proximity to NPC and the generous terms of the lease, this vote will set the tone for the future leadership of Wellington.

Regards,

Stewart L Armstrong

Stewart Armstrong
USPA Chairman

January 5, 2026

Mayor and Village Council
Village of Wellington
12300 Forest Hill Blvd
Wellington, FL 33414

Dear Mayor and Councilmembers,

For the past 15 years I served as President of the Palm Beach Polo Property Owners Association. During that period, I acquired a fundamental understanding of what our residents believe is good for Palm Beach Polo and the Wellington community.

Our community values open space, polo fields, and the equestrian lifestyle that makes Wellington special. I believe that guaranteeing the preservation of a polo field in the Preserve, directly adjacent to NPC is a far better outcome than an as-of-right alternative which would eliminate forever the Isla Carroll East polo field and guarantee nothing of value is added to the equestrian fabric of Wellington.

Once a polo field is gone, it cannot be replaced. The Isla Carroll proposal protects this land for long-term equestrian use while keeping residential development modest and respectfully planned. From the perspective of nearby residents, this approach appears to strike the right balance between growth and preservation.

As presented by Discovery, the Club component of the plan will be additive to the polo infrastructure of Wellington. The USPA's support indicates it believes the project is of direct benefit to the Polo community so vital to Wellington's success and appeal.

For the above reasons, I am writing to express my support for the Isla Carroll project.

Thank you for your consideration.

Sincerely,

andrew carduner

Andrew Carduner
Past President
Palm Beach Polo and Preserve

From: Tim Stillings
To: Kelly Ferraiolo; Cory Cramer
Subject: FW: Comments to Deny Isla Carroll Polo Residences
Date: Monday, December 1, 2025 8:15:32 AM

Tim Stillings
Planning, Zoning and Building Director | Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: Maureen Brennan <maureeniconica@outlook.com>
Sent: Monday, December 1, 2025 6:47 AM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; Tanya Siskind <tsiskind@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; Amanda Silvestri <asilvestri@wellingtonfl.gov>; John McGovern <jmcgovern@wellingtonfl.gov>
Subject: Comments to Deny Isla Carroll Polo Residences

This Message originated outside your organization.

Mayor Napoleone and Members of the Village Council:

I submit this letter to formally object to the proposed rezoning and Master Plan for the Isla Carroll property. After reviewing the EPC and PZAB staff reports, multiple contradictions and substantive deficiencies demonstrate that the application fails to meet the requirements of the Wellington Comprehensive Plan, the Land Development Regulations, and the intent of the Equestrian Overlay Zoning District (EOZD).

Before presenting the details of the application, I need to express my concern of the attempt to alter an LDR via Conditions to assist a developer to work around the perceived shortfalls inhibiting the developer from building a large country club and relatively high intensity residential community in the Equestrian Preserve. It is apparent that LDR 6.8.8 was not well crafted to support a genuinely equestrian focused development in the EOZD and needs to be redrafted. But I strongly object to adapting 6.8.8 on the fly without adhering to the correct process of amending an LDR. And further, will 6.8.8 be customized for every parcel or developer that applies to build non-compliant developments in the EPA like it is being customized for Discovery Land/McCourt Partners for the Isla Carroll Polo Residences (IC)? A

development that is clearly focused on a country club and residential element versus equestrian.

An example of altering 6.8.8 is changing the focus of the user of the equestrian amenity from internal users to those not living in the community. 6.8.8 #3: *Deed restriction ….shall be executed and recorded to limit in perpetuity the use of common equestrian amenities to owners and residents or guests of owners within the ED.* Staff has drafted conditions in IC Resolution R2025-67 General Conditions #10 to include members and/or licensees of owners even though this language does not appear in the LDR and these would be external users.

I have reviewed the redraft of 6.8.8 currently on the EPC Agenda for December 3 and it is far from the spirit of creating an equestrian development in the Equestrian Preserve. I was present at several EPC meetings and from what I recall this version is exactly not what I heard discussed in the meetings. In fact, the Development Program Use Table is quite illogical; table in 6.8.8 Section C.1.f.; incredibly, this intensity is greater than the recently approved IslePointe of 27 units on 10 acres outside of the EOZD. This LDR was originally created without a thorough vetting so going forward I would think it should be reconsidered and either eliminate or find a way to a product that supports bonafide equestrian use for the residents while protecting the land in the EPA, unlike the application I detail below.

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Isla Carroll Polo Residences Analysis:

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1. The application contradicts the stated purpose of EOZD Subarea D.
The EOZD requires the preservation of large-lot equestrian farms and rural character. The proposal introduces 40 residential lots on 0.43 acres, a 111,886 sq ft sports club, retail, restaurant, gym, spa, business center, and racquet complex. These uses are incompatible with Subarea D's land-use pattern and exceed permissible "limited commercial uses supporting the equestrian industry."

---

2. The project replaces equestrian land and facilities with non-equestrian amenities.
Staff asserts the property's "equestrian nature will remain polo," yet the plan eliminates one polo field, reduces paddock area, and places high-intensity amenities in the heart of an equestrian preserve. This contradicts **Goal EQ 1** and **Policy EQ 1.1.1** of the Comprehensive Plan.

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3. The traffic analysis is fundamentally flawed.
The Traffic Equivalency Statement improperly treats the project as equivalent to NPC's seasonal use of the polo field. The proposed development introduces year-round demand from residents, club members, employees, restaurant patrons, retail

activity, and service vehicles that exceed existing conditions. This violates **Mobility Element Policy MB 1.1.2** requiring evaluation of actual impacts.

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4. Off-site parking dependency violates basic planning standards.
The applicant relies on a non-binding NPC letter for off-site parking. No easement, no recorded agreement, and no enforceable right exists. Projects cannot be approved on the basis of temporary permissions from adjacent private landowners.

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5. The application misuses PUD flexibility to avoid EOZD requirements.
PUD regulations allow for design flexibility but do not authorize elimination of fundamental EOZD protections, including the 2-acre minimum lot size. This proposal replaces the development pattern of Subarea D with suburban-density residential development and commercial-scale amenities—contrary to the EOZD's purpose and **LDR Section 6.8.8**.

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6. The finding of "no visual impact" is unsupported by evidence.
The claim that the project will have no visual impact ignores the significant scale of the sports complex, commercial uses, additional buildings, parking areas, and a dense residential cluster. This contradicts **Policy LU&CD 1.1.1**, which requires compatibility with existing built conditions.

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7. The EPC and PZAB recommended denial.
The Equestrian Preserve Committee—Wellington's expert advisory body—voted:

- **4–3 to deny the Rezoning**, and
- **5–2 to deny the Master Plan**.

The Planning Zoning Adjustment Board – voted

- **6-1 to deny the Rezoning**, and
- **6-1 to deny the Master Plan**.

A staff report cannot simultaneously claim full compliance while the advisory committee finds the project materially inconsistent with the EOZD and Comprehensive Plan.

Access Point from Isla Carroll into National Polo Center
I want to point out for the sake of security and private property rights I am strongly opposed to the owners of Isla Carroll having an access point, per the Master Plan, as ingress/egress to the private property of the National Polo Center. Conditions Section 1.3 of Resolution R2025-67. This is not a term approved by the USPA Board.

Conclusion
The application contradicts multiple Comprehensive Plan policies, EOZD protections, and LDR requirements. The inconsistencies between staff conclusions and the actual land-use impacts demonstrate that the proposal does not meet the

standards for approval under Florida law or Wellington's own regulatory framework.
For the reasons set forth above, I respectfully request that the Village Council deny Rezoning 2025-0004-REZ and Master Plan 2025-0002-MP.

Respectfully submitted,
Maureen
Please include in the public record.

All the Best,
Maureen Brennan
Iconica Polo Team
Aqua-TEC Equine Conditioning & Therapy Center
https://aquatecequine.com
561-785-6353

https://wowpoloseries.com/

From: Alison Robitaille
To: Kelly Ferraiolo
Subject: Isla Carroll
Date: Wednesday, November 19, 2025 4:49:15 PM

This Message originated outside your organization.

Dear Kelly,

I am unable to make the PZAB meeting tonight, but in my absence I am hopeful you will share my email with the Village Council and PZAB committee in advance of tonight's meeting.

I am in favor of retaining the Isla Carroll East polo field and the rest of the Isla Carroll redevelopment project. The project maximizes open space and brings some fresh thinking to Wellington, including preservation and thoughtful design and development. I support this project.

Sincerely,
Alison Robitaille

From: Becky
To: Kelly Ferraiolo
Subject: Isla Carroll Project
Date: Wednesday, November 19, 2025 3:47:11 PM

This Message originated outside your organization.

Dear Wellington Council Members:

As a 15 year resident of Wellington, I would like to express my support for the Isla Carroll development project. The equestrian roots and history of Wellington, make it a unique community; the only one of its kind in South Florida. Maintaining open space, farms, and preservation of green space is not only in the interest of our equestrian residents, but is good for all Wellington residents.

In particular, the Isla Carroll Project presents a thoughtful, sustainable development model, while preserving green space, and a world-class polo venue. In partnership with USPA, this unique development will maintain, in perpetuity, one of the most iconic polo fields in Wellington. In addition, having the outstanding caliber of Discovery Land Company on board to manage the development and future aspects of the community is undoubtedly a win as well.

Please consider that the alternative to this proposal is in stark contrast with what can be accomplished through the Isla Carroll Project. Wellington needs to move thoughtfully and carefully, as sustainable development that preserves our community's heritage is best for all of our residents.

Thank you for your careful consideration,

Rebecca Kriege

Jennifer Preletz has my permission to read this statement publicly on my behalf.

From: Thomas Lucid
To: Kelly Ferraiolo
Subject: FW: Support Letter
Date: Wednesday, November 19, 2025 2:15:44 PM

This Message originated outside your organization.

Sorry, she just sent me this with her contact details. Please use this version instead.

Thanks!

From: Avery Hogan <avery.hogan@gmail.com>
Sent: Wednesday, November 19, 2025 2:10 PM
To: Thomas Lucid <Thomas.Lucid@mccourtpartners.com>
Subject: Support Letter

[EXTERNAL EMAIL]

Dear Committee Members,

My name is Avery Hogan, and I appreciate the opportunity to share my perspective and support for the Isla Carroll Polo & Residences project ahead of the upcoming committee hearing. I am a Broker Associate and have been active in the Wellington real estate market for the past 14 years. As an avid equestrian, I specialize in horse farms, integrating my professional expertise with my lifelong involvement in the sport. I am deeply committed to Wellington, its residents, and its unique equestrian appeal and culture, and I have lived here year-round for the past 15 years.

Beyond my real estate career, I am a USDF Gold, Silver, and Bronze medalist, a Grand Prix dressage competitor in Wellington, and the holder of a German Performance Silver Medal for Dressage. My equestrian foundation began in Pony Club, where I earned a B-level rating. Growing up in Pony Club exposed me not only to dressage, but also to eventing, cross-country, and show jumping, giving me a comprehensive understanding of the needs, safety requirements, and functional demands of a wide range of equestrian disciplines. This broad background has provided me with considerable knowledge of farm design, land use, and the training environments required for multiple equestrian sports.

Recently, I have been aware of the proposed Isla Carroll Polo & Residences project and I have also learned what the developer could do without any public hearing approvals. The permitted as-of-right plan will do little for Wellington. With years of training and

competing at the Grand Prix level, I also have a deep understanding of the land, dimensions, and layout needed to create a functional and effective equestrian property. While every parcel of land has value, under 2-acre properties present significant limitations—even for a hobby farm—and make it highly impractical for a top-tier training facility or the type of facility that Wellington-level riders require. In our unique equestrian environment, where horses and riders operate at the highest standard, it becomes challenging for a parcel of this size to fully meet the operational, safety, and training needs expected in Wellington. Additionally, while shared amenities can be useful in some communities, they generally do not align with the level of customization, privacy, and specialized environments that professionals and serious equestrian enthusiasts depend on here.

As someone passionate about what is best for both Wellington and the future of equestrian sport, I am writing in support of the project, especially because of the land being allocated to the United States Polo Association (USPA). Providing the USPA with access to this field will:

- Support polo tournaments operating at the highest international standard,
- Provide expanded opportunities for women's US open polo tournaments along with other important high goal men's matches to be held in Wellington rather than Port Mayaca
- Help preserve Wellington's status as the global leader in the sport of polo, reinforcing the strength and prestige of our equestrian community.

I would also like to share that in my conversations within the polo world, I have heard genuine excitement and strong support for the opportunity to gain this field. Many top-level players and enthusiasts have expressed positive feedback about what this would mean for the sport's future in Wellington. Their enthusiasm reinforces the belief that this project aligns with what the polo community needs to continue thriving at the highest level.

Furthermore, this project will enhance the broader equestrian ecosystem that defines Wellington's identity. By supporting infrastructure that benefits multiple equestrian disciplines—dressage, polo, eventing, hunters, jumpers, and more—we continue to foster a vibrant, interconnected equestrian culture. Thoughtful land stewardship and strategic planning ensure that Wellington remains a place where all equestrian disciplines can flourish, preserving our community's distinct character for generations.

Thank you for your time, your service, and your thoughtful consideration. I trust that the committee will continue to champion what is best for the Equestrian Preserve and for Wellington's future as the world's premier equestrian destination.

Thank you,
Avery Hogan
Douglas Elliman
Broker Associate
512-786-4664

From: noreply@civicplus.com
To: Planning Info
Subject: Online Form Submittal: Proposed Projects Public Comment
Date: Thursday, October 23, 2025 10:49:56 AM

This Message originated outside your organization.

Proposed Projects Public Comment

To provide a comment on a development proposal, please fill out the form below. If you would like additional information, please visit our active projects page or email planninginfo@wellingtonfl.gov. All comments become part of the Public Record and will be part of the project file for the respective project/development proposal. If you wish for the comments to be heard or read at a public hearing, attendance at a hearing is required and a public comment card must be filled out. If the comment is received by 5PM the day prior to a hearing, it will be provided to the respective hearing body.

Public Comment	
Project/Development Proposal	Isla Carroll Polo and Residences
First Name	Erin
Last Name	Gallagher
Email	siobhangallagher123@gmail.com
Address	13104 Quiet Wood Road , B
City	Wellington
State	FL
Zip Code	33414
Support or Oppose	Oppose
Comment (Limited to 1,000 characters)	This proposal has nothing to do with horses in the Equestrian preserve. They will have empty paddocks and a polo field to rent to NPC for ten years. Renting is not a guarantee and rentals can be cancelled or changed, so saying there will be a ten year rental means nothing. What happens after the ten years? Plus the spectator side is on the sunny side, so it is the home owners who will enjoy those games and the residents of Wellington will be forced to watch on the sunny side. There is no promise of a polo school or a real plan, nothing is solid. There is ZERO equestrian benefit long term (and I argue short term) to this plan. It is a

classic bait and switch and once again the council meant to represent us are siding with Billionaire developers. Even Tanya Siskind was over heard at a Palms West board meeting bragging about her excitement for this development, so CLEARLY it has been pre-determined, which is so crazy. I would bring up traffic but you all ignore traffic all time

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Email not displaying correctly? View it in your browser.

From: Tim Stillings
To: Kelly Ferraiolo; Cory Cramer
Subject: FW: Isla Carroll Prtoject
Date: Monday, November 17, 2025 8:34:15 AM

Tim Stillings
Planning, Zoning and Building Director | Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: Jonathan Cameron-Hayes <jch@calidus.co>
Sent: Monday, November 17, 2025 8:12 AM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>
Subject: Isla Carroll Prtoject

This Message originated outside your organization.

Dear Mayor and Council Member: I am writing is support of the proposed development of the Isla Caroll project. Having been a long time Wellington resident and equestrian participant, I see this project as very complimentary to our community and equestrian landscape. This development is compliant with the density already approved and will keep a significant amount of greenspace in the form of a polo field that USPA will be maintaining.
I hope that you will approve this application.
Please would you share this email with the PBAZ Committee before Wednesday.
Thank you.

JONATHAN CAMERON-HAYES
CEO
US direct (561) 570-2106 | O. (561) 686-3161
UK Cell 0118-3287053

jch@calidus.co | www.calidus.co
12765 Forest Hill Blvd (Suite 1315), Wellington, FL 33414

CALIDUS

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From: Tim Stillings
To: Kelly Ferraiolo; Cory Cramer
Subject: FW: Isla Carroll Project Support
Date: Thursday, November 13, 2025 8:40:29 AM

Tim Stillings
Planning, Zoning and Building Director | Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: Missy Sullivan <MissyS@flaglerinsurance.com>
Sent: Wednesday, November 12, 2025 6:43 PM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; taiskand@wellingtonfl.gov; Amanda Silvestri <asilvestri@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; tmcgovern@wellingtonfl.gov
Subject: Isla Carroll Project Support

This Message originated outside your organization.

Dear Village Council,

I understand that Isla Carroll project is partnering with the United States Polo Association to maintain the use of the Ilsa Carroll East polo field during the UP Open polo season....this is great news for the polo community ! I also understand the field will be maintained as an equestrian open space in perpetuity which is great for Wellington. I am very familiar with Discovery Land Company and the high quality of its developments, which it continues to operate after the project is built. The Isla Carroll project balances development with preservation and will retain the polo field, partnering with the USPA. This is a win-win for polo, equestrians, the equestrian lifestyle and all of Wellington. I support the project.

Please share my email with PZAB at the upcoming hearing.

Missy Sullivan
EVP, Senior Practice Leader

250 Royal Palm Way, Suite 307
Palm Beach, FL 33480

(561) 346-5715 Mobile

MissyS@FlaglerInsurance.com

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offered only in the capacity as an insurance agent and not as a legal opinion.

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From: Tim Stillings
To: Kelly Ferraiolo; Cory Cramer
Subject: FW: ISLA CARROLL
Date: Wednesday, November 12, 2025 12:41:32 PM

Tim Stillings
Planning, Zoning and Building Director | Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: Jennifer Preletz <jennifer@preletz.com>
Sent: Thursday, November 6, 2025 6:57 PM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; taiskand@wellingtonfl.gov; Amanda Silvestri <asilvestri@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; tmcgovern@wellingtonfl.gov
Subject: ISLA CARROLL

This Message originated outside your organization.

Dear Council Members:

I wanted to connect with you as well as request that my email is shared with the committee members of PZAB in advance of their upcoming hearing regarding Isla Carroll.

I'm well acquainted with Discovery Land Company and the exceptional caliber of its communities, which it continues to manage long after construction is complete. This world-class organization is introducing thoughtful innovation and sustainability to Wellington through the Isla Carroll project.

The proposal strikes a careful balance between measured development, preservation, and open space. It maintains the historic Isla Carroll east polo field and includes a partnership with the USPA to support its maintenance and programming during the U.S. Open polo season.

This initiative represents a win for polo, for the broader equestrian community, and for Wellington as a whole- all of which I fully support!

Best,

Jennifer Preletz Santana

Sent from my iPhone

From: Tim Stillings
To: Kelly Ferraiolo; Cory Cramer
Subject: FW: Discovery Development
Date: Wednesday, November 12, 2025 12:42:41 PM

Tim Stillings
Planning, Zoning and Building Director | Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: Suzanne Porter <Suzanne@sleepyp.com>
Sent: Friday, November 7, 2025 5:17 PM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>
Subject: Discovery Development

This Message originated outside your organization.

Greetings!

I was surprised the EPC did not recommend passage of the Discovery development next to NPC. I truly hope PZAB recommends passage and of course hope the Council gives the green light.

It seems that clustering the homes and leaving some event green space for Polo or other equestrian events is a nice idea. 2-acre properties are not in high demand (too small for farms - too much for residences). The more popular structure is as envisioned by Discovery. Further - if someone did want a farm property, it is still possible to combine lots to do so.

Discovery is a first-class developer. I have been a member of their clubs in the past - and visitor to many - and think the community should do anything it can to attract this caliber of partner.

I understand the EPC wrestled with the words "in perpetuity", which is of course what Discovery promises for the green space. I think that can be ironclad and not reversed. I think the Committee's fear arises out of the changes occurring to the Equestrian

Preserve however that is a different and non-applicable structure to this arrangement. I trust PZAB will know this

Lastly - I really hope you will lead the various developers - Bellissimo et al, Discovery and National Polo Center - in a discussion that can foster collaboration in the development plans. We don't need 25 tennis courts within one square mile or 8 sparsely used dining facilities or 3 empty gyms. Obviously, there is not a legal obligation to collaborate, but it is for the good of the community if these various communities can be thoughtfully assembled.

Thanks for reading and please forward to the PZAB Committee and your fellow Council members.

Suzanne Porter
214-906-4507

-----Original Message-----
From: Chip McKenney <chip@mckenneymedia.com>
Sent: Wednesday, November 12, 2025 9:07 AM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; taiskand@wellingtonfl.gov; Amanda Silvestri <asilvestri@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; tmcgovern@wellingtonfl.gov
Subject: In support of Discovery Land Company's Isla Carroll Project

This Message originated outside your organization.

Dear Village Council-

The purpose of this email is to voice my FULL SUPPORT of the above-referenced development project. As a full-time Wellington resident, polo player and polo event producer, I am in favor of this project because it includes the preservation of the Isla Carroll East polo field. Currently Wellington is losing polo fields to construction at an alarming rate and it is critical to preserve the Isla Carroll field. It is my opinion that allowing this project to move forward ensures there are polo fields open to sporting events in the future.

Please vote YES!

Thank you,

Chip McKenney
15763 Cypress Park Dr.
Wellington, FL 33414

From: Tim Stillings
To: Kelly Ferraiolo; Cory Cramer
Subject: FW: Isla Carroll project
Date: Wednesday, November 12, 2025 12:49:42 PM

Tim Stillings
Planning, Zoning and Building Director | Village of Wellington
12300 Forest Hill Boulevard | Wellington FL 33414
561.791.4013 | tstillings@wellingtonfl.gov

wellingtonfl.gov

From: lisa kerkorian <lisajbkk@gmail.com>
Sent: Wednesday, November 12, 2025 10:09 AM
To: Michael J. Napoleone <mnapoleone@wellingtonfl.gov>; Amanda Silvestri <asilvestri@wellingtonfl.gov>; Maria Antuña <mantuna@wellingtonfl.gov>; tmcgovern@wellingtonfl.gov; taiskand@wellingtonfl.gov
Subject: Isla Carroll project

This Message originated outside your organization.

Dear Village Council,

I understand that Isla Carroll is partnering with the United States Polo Association to maintain the use of the Isla Carroll East polo field during the US Open polo season from January through April. This is good for polo! I also understand that the field will be maintained as equestrian open space in perpetuity. This is great for Wellington.

I support the project.

Thank you.

Lisa Bonder-Kerkorian

From: Tim Stillings
To: Cory Cramer; Kelly Ferraiolo
Subject: Fwd: Isla Carroll
Date: Tuesday, October 21, 2025 8:08:38 PM
Attachments: image.png
image.png
image.png
image.png
image.png
image.png
image.png

Tim

Begin forwarded message:

> **From:** Laurie Cohen <lcohen@wellingtonfl.gov>
> **Date:** October 21, 2025 at 7:59:30 PM EDT
> **To:** Tim Stillings <tstillings@wellingtonfl.gov>, Rachel Bausch <rbausch@wellingtonfl.gov>
> **Subject: Fwd: Isla Carroll**
>
> **Laurie Cohen**
> Village Attorney | Village of Wellington
> 12300 Forest Hill Boulevard | Wellington FL 33414
> 561.791.4124 | lcohen@wellingtonfl.gov
> wellingtonfl.gov
>
> Begin forwarded message:
>
> > **From:** Jane Cleveland <mjane.cleveland@gmail.com>
> > **Date:** October 21, 2025 at 6:37:08 PM EDT
> > **To:** Glen Fleischer <glenfleischer@gmail.com>, Kristy Lund <drkristylund@aol.com>, "Sarah Goos (shadysidestable@gmail.com)" <shadysidestable@gmail.com>, "Gail Bayly (baylybon@gmail.com)" <baylybon@gmail.com>, "Judith Sloan (jsloanventures@outlook.com)" <jsloanventures@outlook.com>, ashatkinson91@gmail.com, Annabelle Garrett <annabellekg@postagestampfarm.net>
> > **Cc:** "Michael J. Napoleone" <mnapoleone@wellingtonfl.gov>, Maria Antuña <mantuna@wellingtonfl.gov>, asilvestre@wellingtonfl.gov, Tanya Siskind <tsiskind@wellingtonfl.gov>, john.bowers@seacoastbank.com, jeff@jcr-road.com, lizmariaca@aol.com, michael.drahos@gray-robinson.com, tatiana@cctvagent.com, ryan@rm5design.com, John McGovern <jmcgovern@wellingtonfl.gov>, johnny.meier@yahoo.com
> > **Subject: Isla Carroll**
> >
> > **This Message originated outside your organization.**
> >
> > ---
> >
> > Dear Members of the Equestrian Preserve Committee for Wellington,
> >
> > Please consider my thoughts as you review the upcoming Isla Caroll request this week. I am a Wellington resident and own a farm in Loxahatchee Groves serving Wellington's dressage community. I served on the EPC from 2016 – 2024. My life revolves around horses here all year long.
> >
> > The Isla Carroll project removes 80 acres from Wellington's Equestrian Preserve. From the heart of the Preserve.
> >
> > The developer/applicant will argue that Wellington's Land Development Regulations and Comp Plan allow for this development, that the land would still be in the Equestrian Preserve, but please look at the obvious. 80 acres of land for horses will be exchanged for a country club and home development project that will 'say' it has an 'equestrian theme' by saving one polo field. Is one polo field, with no guarantees for any longevity, reason enough to give up 80 acres of horse land?
> >
> > When the Council did indeed set a precedent by removing from the Equestrian Preserve the 96 acres where the Global Dressage Festival is currently, it was firmly stated by the Council and Staff that Pierson Road would be the definite, hardline boundary for the Equestrian Preserve (Council meeting on November 15, 2023) - no land would be removed south of Pierson (justification for removing the 96 acres north of Pierson). Here we are.
> >
> > The entire 'sell' of Isla Carroll is the one polo field. The 31.32 acre amenity site only includes the one polo field as an equestrian use – the remaining recreational uses are non-equestrian. Take note of Discovery Land's Atlantic Fields project where Hobe Sound Polo used to be. The project was also sold around its equestrian theme – now polo is gone.
> >
> > And polo (as long as it lasts, if it lasts) would likely be entertainment for their members, much like what we see at the Wanderers Club on Friday afternoons, rather than real competition. There isn't adequate parking for team support. The designated public spectator seating is minimal and facing the late afternoon sun. There is no tailgating. And there is the question of whether the public is even legally permitted to attend (see Wellington's Land Development Regulations below).
> >
> > Section 6.8.8 in the Land Development Regulations says that use of the equestrian amenities shall be limited to owners and residents, or guests of owners. The developer language in their Project Standard Manual frequently describes making polo available to the Wellington community and mentions partnering with the USPA. There are contradictions here. The zoning language does not permit it. On one hand, Section 6.8.8 is held sacrosanct as a tool to permit clustering; and on the other hand, it may be ignored for the developer's interests in promoting public inclusion in polo as an enticement to win entitlements. The proposed Resolution appears to be written, and re-written, to get around the actual zoning language.
> >
> > And what about the country club? Given the size of the membership (the vast majority non-residents), does this not make Isla Carroll a commercial project?
> >
> > 80 acres of land could allow for replication of another Saddle Trail (the neighborhood to the north of WEF). As we all know, those small farms (many 2 acres) include barns, rings, paddocks and houses. Using a minimum of ten horses per small farm (and that may be low), 80 acres could house up to 400 horses! Even if you remove 20% for infrastructure (roads etc.), that still leaves room for over 320+ horses. Or 80 acres could be used to replicate South 40 on South Shore, a polo neighborhood of 5-acre parcels with eleven 20-stall barns (some with more than 20 horses) that share a central polo field housing 220 plus horses.
> >
> > You may remember a set of emails I sent to the EPC on November 17, 2024 (I will resend), regarding Section 6.8.8 that addresses clustering within the Equestrian Preserve. Isla Carroll precisely exemplifies why this clustering language should not be included in the Land Development Regulations for the Equestrian Preserve Area. This language was not properly reviewed by the EPC and would not have been approved if it was reviewed as projects like Isla Carroll are obvious violations of the goals of preserving land for horses. Never mind that the Comp Plan language was also questionably changed to preserve 'lifestyle' instead of 'land' – that is another episode.

There would be no equestrian lifestyle without horses. There will be no horses in Wellington without land for farms.

And let's talk more about precedent. The removal of land from the Equestrian Preserve for Wellington North was not even approved before this very application was underway. Likewise, as Isla Carroll has not even been considered (in its new iteration), home developers are already trying to assemble other blocks of land within the Equestrian Preserve for more development (GL Homes is assembling land in the SE quadrant of 120th and lake Worth I am told). At the very least, the approval of Wellington North relied upon the 'trade' of a new horse show, and the hardline boundary of Pierson. Here we have neither.

This is a private country club for outside members, also with luxury homes. It has nothing to do with farms and stables for horses which is the intent of the current zoning. Keeping one polo field, for now, does not make this an equestrian community. And we only must look a few miles up the road to see where this very developer executed the exact same playbook, got their entitlements and polo is gone. As our equestrian industry will be if we continue to let our horse land be developed for non-horse uses.

Thank you for your attention. And thank you for your volunteer work for our equestrian industry and community!

Land Development Regulations:

3. The Isla Carroll Polo and Residences PUD is located within the EOZD. Pursuant to Section 6.8.8 of Wellington's LDR, PUDs within the EOZD shall have an equestrian-oriented master plan. The Master Plan shall provide common equestrian amenities and shall serve as the internal focus of the development, including but not limited to stables, rings, paddocks, polo field, bridle trails, and horse exercise areas. (PLANNING AND ZONING)

3. Prior to the issuance of a final master plan certification by the development review manager (DM), a deed restriction, in a form acceptable to the Wellington Attorney, shall be executed and recorded to limit in perpetuity the use of common equestrian amenities to owners and residents or guests of owners within the ED.

RESOLUTION NO. R2025-67

~~10.~~8. Special Use Permits ~~will be~~are required for all ~~community~~ events that are open to the public ~~or~~ but ~~will~~are not ~~be~~ required for events~~are not~~ limited to residents, members, or polo matches. Adequate ingress and egress directly to 120th Avenue South shall be maintained at all times and shall not disrupt normal traffic circulation patterns. (TRAFFIC/PLANNING)

Original Resolution language:

SECTION 2. The foregoing recitals are hereby affirmed and ratified subject to the following conditions:

General Conditions

New Resolution language as of October 21, 2025:

Sec. 6.8.8. - Equestrian developments.

~~12.~~10. A ~~deed restriction~~ restrictive covenant, in a form ~~reasonably~~ acceptable to the Wellington Attorney, shall be executed and recorded to limit in perpetuity the use of

928-9374-6803, v. 1

~~common~~ equestrian ~~amenities~~ facilities to owners, ~~and~~ residents, ~~or~~ guests, members, and/or licensees of owners within the PUD (Equestrian Development) prior to the recording of the plat. The restrictive covenant shall not prohibit the use of the ~~property~~equestrian facilities for polo matches or activities authorized under a Special Use Permit. (PLANNING AND ZONING)

~~3. The Isla Carroll Polo and Residences PUD is located within the EOZD. Pursuant to Section 6.8.8 of Wellington's LDR, PUDs within the EOZD shall have an equestrian-oriented master plan. The Master Plan shall provide common equestrian amenities and shall serve as the internal focus of the development, including but not limited to stables, rings, paddocks, polo field, bridle trails, and horse exercise areas. (PLANNING AND ZONING)~~

Business Impact Estimate Form

This Business Impact Estimate Form is provided to document compliance with and exemption from the requirements of Sec. 166.041(4), Fla. Stat. If one or more boxes are checked below under "Applicable Exemptions", this indicates that the Village of Wellington has determined that Sec. 166.041(4), Fla. Stat., does not apply to the proposed ordinance and that a business impact estimate is not required by law. If no exemption is identified, a business impact estimate required by Sec. 166.041(4), Fla. Stat. will be provided in the "Business Impact Estimate" section below. In addition, even if one or more exemptions are identified, the Village of Wellington may nevertheless choose to provide information concerning the proposed ordinance in the "Business Impact Estimate" section below. This Business Impact Estimate Form may be revised following its initial posting.

Proposed ordinance's title/reference:

AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING A REZONING [PETITION NUMBER 2025-0004-REZ] FOR CERTAIN PROPERTY KNOWN AS ISLA CARROLL POLO AND RESIDENCES; LOCATED APPROXIMATELY 1,350 FEET SOUTH OF PIERSON ROAD ON THE WEST SIDE OF 120TH AVENUE SOUTH, TOTALING 79.17 ACRES, MORE OR LESS, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO AMEND THE ZONING DESIGNATION FROM EQUESTRIAN RESIDENTIAL/EQUESTRIAN OVERLAY ZONING DISTRICT (ER/EOZD) TO PLANNED UNIT DEVELOPMENT/EQUESTRIAN OVERLAY ZONING DISTRICT (PUD/EOZD); PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING THE MASTER PLAN FOR (PETITION 2025-0002-MP) ISLA CARROLL POLO AND RESIDENCES PLANNED UNIT DEVELOPMENT, LOCATED APPROXIMATELY 1,350 FEET SOUTH OF PIERSON ROAD ON THE WEST SIDE OF 120TH AVENUE SOUTH TOTALING 79.17 ACRES, MORE OR LESS, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO ADOPT THE ISLA

CARROLL POLO AND RESIDENCES MASTER PLAN; TO DESIGNATE A 47.85-ACRE RESIDENTIAL POD WITH 40 SINGLE-FAMILY DWELLING UNITS; TO DESIGNATE A 31.32-ACRE CLUB/AMENITY POD WITH DEFINED EQUESTRIAN-ORIENTED AMENITIES; TO ADOPT A PROJECT STANDARDS MANUAL (PSM); PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE

Applicable Exemptions:

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☐ The proposed ordinance is enacted to implement the following:
  - ☒ Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements, and development permits;
  - ☐ Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
  - ☐ Section 553.73, Florida Statutes, relating to the Florida Building Code; or
  - ☐ Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

Business Impact Estimate:

The Village of Wellington hereby publishes the following information:

1. A summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

N/A

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the municipality, including the following, if any:

(a) An estimate of direct compliance costs that businesses may

reasonably incur if the ordinance is enacted:

N/A

(b) Identification of any new charge or fee on businesses subject to the proposed ordinance, or for which businesses will be financially responsible:

N/A

(c) An estimate of the municipality's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs:

N/A

3. A good faith estimate of the number of businesses likely to be impacted by the ordinance:

N/A

4. Additional information the governing body determines may be useful (if any):

N/A

Note: *Wellington's provision of information in the Business Impact Estimate section above, notwithstanding an applicable exemption, shall not constitute a waiver of the exemption or an admission that a business impact estimate is required by law for the proposed ordinance. Wellington's failure to check one or more exemptions below shall not constitute a waiver of the omitted exemption or an admission that the omitted exemption does not apply to the proposed ordinance under Sec. 166.041(4), Fla. Stat., Sec. 166.0411, Fla. Stat., or any other relevant provision of law.*

Wellington Legal Notice

02/06/2026 6:40 PM (EST)

Submitted by Sharesse Milachay-Garcia (smilachay@wellingtonfl.gov)

Wellington Legal Notice

Please choose a category	Public Notices - Wellington
Title	ISLA CARROLL- ORDINANCE NO.2025-29 (REZONING) & RESOLUTION NO. R2025-67 (MASTER PLAN)
Publish Date	02/06/2026
Publish Time	6:37 PM (EST)
Description	AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING A REZONING [PETITION NUMBER 2025-0004-REZ] FOR CERTAIN PROPERTY KNOWN AS ISLA CARROLL POLO AND RESIDENCES; LOCATED APPROXIMATELY 1,350 FEET SOUTH OF PIERSON ROAD ON THE WEST SIDE OF 120TH AVENUE SOUTH, TOTALING 79.17 ACRES, MORE OR LESS, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO AMEND THE ZONING DESIGNATION FROM EQUESTRIAN RESIDENTIAL/EQUESTRIAN OVERLAY ZONING DISTRICT (ER/EOZD) TO PLANNED UNIT DEVELOPMENT/EQUESTRIAN OVERLAY ZONING DISTRICT (PUD/EOZD); PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE. A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING THE MASTER PLAN FOR (PETITION 2025-0002-MP) ISLA CARROLL POLO AND RESIDENCES PLANNED UNIT DEVELOPMENT, LOCATED APPROXIMATELY 1,350 FEET SOUTH OF PIERSON ROAD ON THE WEST SIDE OF 120TH AVENUE SOUTH TOTALING 79.17 ACRES, MORE OR LESS, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO ADOPT THE ISLA CARROLL POLO AND RESIDENCES MASTER PLAN; TO DESIGNATE A 45.11-ACRE RESIDENTIAL POD WITH 27 SINGLE-FAMILY DWELLING UNITS; TO DESIGNATE A 34.06-ACRE CLUB/AMENITY POD WITH EQUESTRIAN FACILITIES; TO ADOPT A PROJECT STANDARDS MANUAL (PSM); PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE
Attach Files (Optional)	Isla Carroll Rezoning & MP Legal AD.pdf
Submitted by (Email Address)	smilachay@wellingtonfl.gov
Notifications	Yes

Send Out a Notification to Your Subscribers	Yes
Signature	

File #: 26-7598, **Version:** 1

ITEM: ORDINANCE NO. 2025-29 (ISLA CARROLL POLO AND RESIDENCES REZONING)

AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING A REZONING [PETITION NUMBER 2025-0004-REZ] FOR CERTAIN PROPERTY KNOWN AS ISLA CARROLL POLO AND RESIDENCES; LOCATED APPROXIMATELY 1,350 FEET SOUTH OF PIERSON ROAD ON THE WEST SIDE OF 120TH AVENUE SOUTH, TOTALING 79.17 ACRES, MORE OR LESS, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO AMEND THE ZONING DESIGNATION FROM EQUESTRIAN RESIDENTIAL/EQUESTRIAN OVERLAY ZONING DISTRICT (ER/EOZD) TO PLANNED UNIT DEVELOPMENT/EQUESTRIAN OVERLAY ZONING DISTRICT (PUD/EOZD); PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

REQUEST: Approval of Ordinance No. 2025-29 to amend the Zoning Designation of Isla Carroll Polo and Residences from Equestrian Residential/Equestrian Overlay Zoning District (ER/EOZD) to Planned Unit Development/EOZD (PUD/EOZD).

EXPLANATION: Seth Behn, Lewis Longman & Walker, agent, on behalf of 120th Avenue S, LLC, owners, is requesting a Rezoning to change the Zoning designation and to adopt a Master Plan to support the development of the subject property, Isla Carroll. The proposed development includes a 78.17-acre equestrian-centric residential development with 27 lots and a club/amenity pod with a private equestrian and sports complex. The specific requests are presented below.

Rezoning: Ordinance No. 2025-29 - Rezoning (Petition 2025-0004-REZ) to amend the Zoning Designation of Isla Carroll Polo and Residences from Equestrian Residential/Equestrian Overlay Zoning District (ER/EOZD) to Planned Unit Development/EOZD (PUD/EOZD).

Master Plan: Resolution No. R2025-67 - Isla Carroll Polo and Residences PUD Master Plan (Petition 2024-0002-MP) which includes the following:

- Creates a 44.84-acre Residential Pod and designate 27 single-family dwelling lots a minimum of 0.43 acres in size.
- Creates a 34.33-acre Club/Amenity Pod with a defined development program consisting of the following:
    - Equestrian Complex - 25.62 acres:
        - 10-stall barn
        - Grooms quarter
        - Polo field
        - Paddocks and exercise arena
        - Viewing pavilion
        - Horse and rider comfort station
    - Club Amenities - 8.71 acres:

  - Gym, retail, and food service
  - Business center
  - Pool and aquatic zone
  - Racquet sports zone
  - Kids club and community garden

- Adds one (1) access point on 120th Avenue South to access the residential pod, one (1) access point on 120th Avenue South to access the club/amenity pod as a service/trailer entrance only, and a cross access to National Polo Center (NPC) to the south.

- Adopts a Project Standards Manual (PSM) specifically for the Isla Carroll Polo and Residences Equestrian Development.

- Establishes Conditions of Approval for the development.

At the October 22, 2025, Equestrian Preserve Committee (EPC) meeting, the committee recommended denial of Ordinance No. 2025-29 with a 4 to 3 vote.

At the November 19, 2025, Planning, Zoning and Adjustment Board (PZAB) meeting, the PZAB recommended denial of Ordinance No. 2025-29 with a 6 to 1 vote.

Ordinance No. 2025-29 was postponed from the December 9, 2025, Village Council meeting to the January 12, 2026 meeting at the request of the Applicant.

At the January 12, 2026, Council meeting, the Council approved (3 to 2) the first reading of the Rezoning.

Since the first reading of the Rezoning, the applicant has made the following modifications to the Isla Carroll Polo and Residences PUD Master Plan:

- Reduced the number of single-family units from 40 units to 27 units;

- Increased the size of the Club/Amenity pod and reduced the size of the Residential Pod; and

Added a 10-stall barn, grooms' quarters, and exercise arena to the Equestrian Complex.

BUDGET AMENDMENT REQUIRED: NO

PUBLIC HEARING: YES **QUASI-JUDICIAL:** YES

FIRST READING: **SECOND READING:** YES

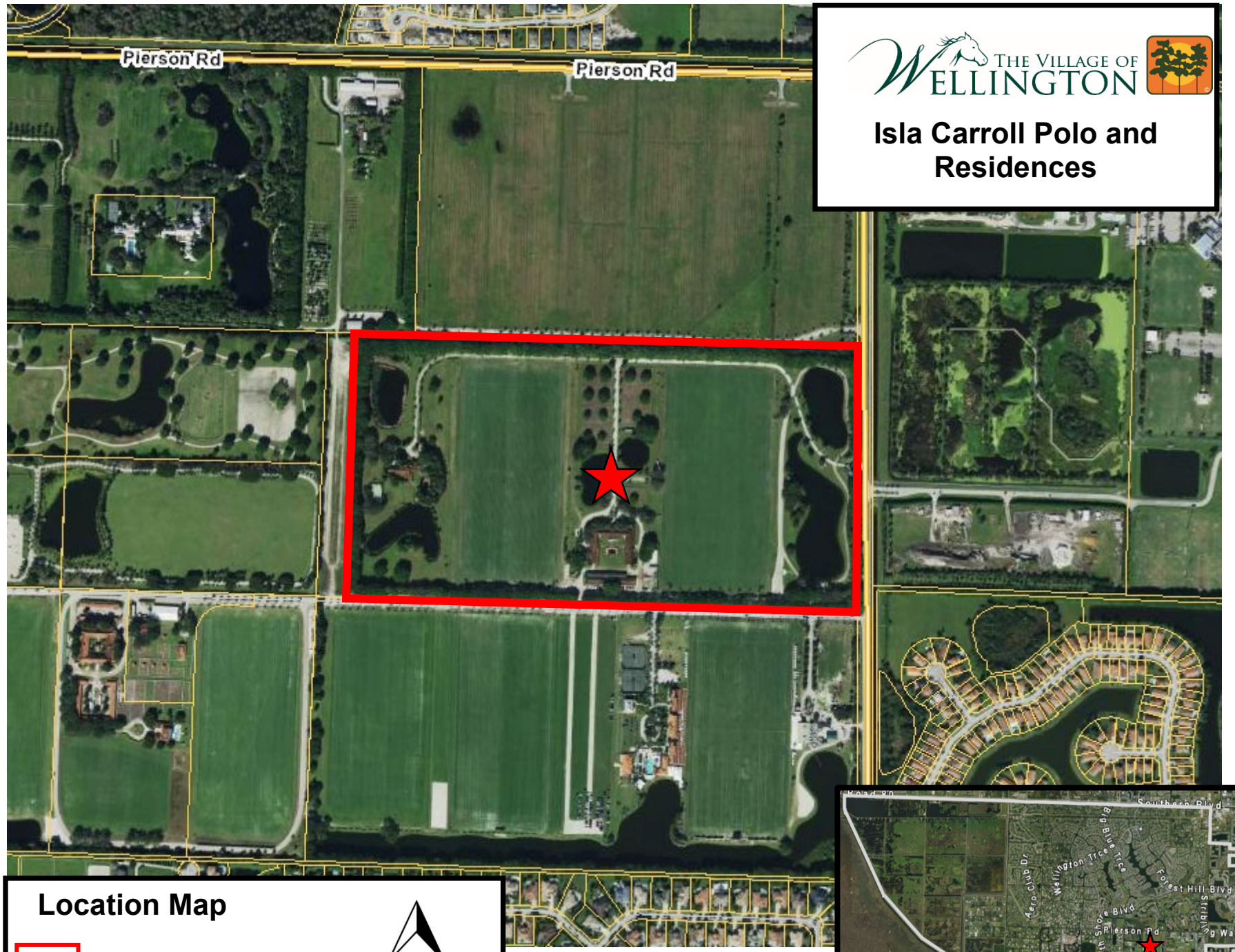
LEGAL SUFFICIENCY: YES

FISCAL IMPACT: N/A

WELLINGTON FUNDAMENTAL: Responsive Government

RECOMMENDATION: All required application documentation has been reviewed by the Development Review Manager and Wellington Departments to determine compliance with the Comprehensive Plan and the LDR, subject to conditions provided in the staff report.

Findings of Fact are provided in the Staff Report that support the approval of the Rezoning request. These findings are subject to other competent substantial evidence presented at the quasi-judicial public hearing.



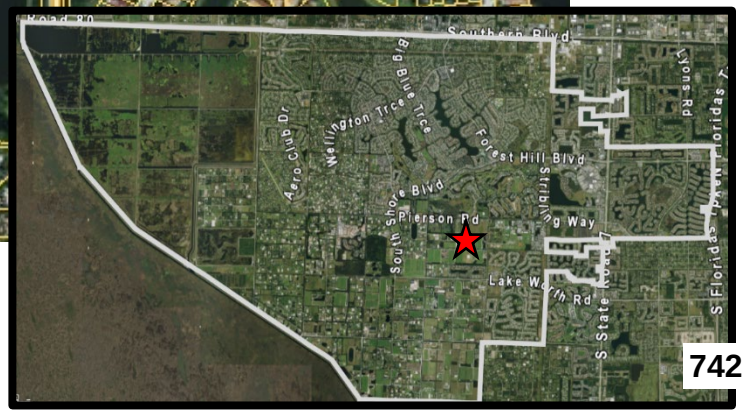
THE VILLAGE OF WELLINGTON

Isla Carroll Polo and Residences

Location Map

Subject Property

N



742

ORDINANCE NO. 2025-29

AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING A REZONING [PETITION NUMBER 2025-0004-REZ] FOR CERTAIN PROPERTY KNOWN AS ISLA CARROLL POLO AND RESIDENCES; LOCATED APPROXIMATELY 1,350 FEET SOUTH OF PIERSON ROAD ON THE WEST SIDE OF 120TH AVENUE SOUTH, TOTALING 79.17 ACRES, MORE OR LESS, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO AMEND THE ZONING DESIGNATION FROM EQUESTRIAN RESIDENTIAL/EQUESTRIAN OVERLAY ZONING DISTRICT (ER/EOZD) TO PLANNED UNIT DEVELOPMENT/EQUESTRIAN OVERLAY ZONING DISTRICT (PUD/EOZD); PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Wellington Council, as the governing body, pursuant to the authority vested in Chapter 163, Chapter 166, and Chapter 177, Florida Statutes, is authorized and empowered to consider changes to its Land Development Regulations (LDR), as adopted by Wellington, is authorized and empowered to consider petitions related to zoning and land development orders; and

WHEREAS, pursuant to Section 6.1.2.H and Section 6.8.8 of Wellington's LDR, when a Planned Unit Development (PUD) is located within the Equestrian Preserve Area (EPA) with a goal to provide an equestrian-oriented master plan, the PUD is referred to as an Equestrian Development; and

WHEREAS, the Zoning designation for the 79.17-acre property of Equestrian Residential/Equestrian Overlay Zoning District (ER/EOZD) is being changed to PUD/EOZD (PUD/EOZD); and

WHEREAS, the proposed PUD meets the purpose and intent of the Planned Development District Regulations, and is consistent with the property's Residential B (0.1 du/ac – 1.0 du/ac) Future Land Use Map (FLUM) designation; and

WHEREAS, the proposed PUD is permitted within the EPA and meets the intent of the Equestrian Developments in Section 6.8.8 of the Land Development Regulations; and

WHEREAS, the Equestrian Preserve Committee recommended denial of the Rezoning petition at the October 22, 2025, meeting with a vote of 4 to 3; and

WHEREAS, the Planning, Zoning and Adjustment Board (PZAB) recommended denial of the Rezoning petition at the November 19, 2025, meeting with a 6 to 1 vote; and

WHEREAS, Wellington's Council has taken the recommendations from the Local Planning Agency and the comments from the public along with the findings in the Staff Report into consideration for the Zoning Map amendment that is the subject of this Ordinance; and

WHEREAS, the Council has determined that the proposed rezoning is consistent with

Wellington's Comprehensive Plan Future Land Use Map and the Land Development Regulations.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF WELLINGTON, FLORIDA, THAT:

SECTION 1: Wellington's Official Zoning Map is hereby amended to change the zoning designation for the 79.17-acre properties known as Isla Carroll Polo and Residences, as legally described in Exhibit A, from ER/EOZD to PUD/EOZD.

SECTION 2: The Manager is hereby directed to update the Official Zoning Map of Wellington, Florida, (Exhibit B) to designate the real property as described in Exhibit A as PUD/EOZD and to effectuate the purpose of this Ordinance.

SECTION 4: Should any section paragraph, sentence, clause, or phrase of this Ordinance be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of this ordinance as a whole or any portion or part thereof, other than the part to be declared invalid.

SECTION 5: Should any section, paragraph, sentence, clause, or phrase of this Ordinance conflict with any section, paragraph, clause or phrase of any prior Wellington Ordinance, Resolution, or Municipal Code provision; then in that event the provisions of this Ordinance shall prevail to the extent of such conflict.

SECTION 6: This ordinance shall become effective immediately upon adoption by the Wellington Council following second reading.

(The remainder of this page was intentionally left blank)

PASSED this 12th day of January, 2026 upon first reading.

PASSED AND ADOPTED this ____ day of _____ 2026, on second and final reading.

WELLINGTON

		FOR	**AGAINST**
BY:	_____	_____	_____
	Michael J. Napoleone, Mayor		
	_____	_____	_____
	Tanya Siskind, Vice Mayor		
	_____	_____	_____
	John T. McGovern, Councilman		
	_____	_____	_____
	Maria Antuña, Councilwoman		
	_____	_____	_____
	Amanda Silvestri, Councilwoman		

ATTEST:

BY: _____
Chevelle D. Hall, MMC, Village Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

BY: _____
Laurie Cohen, Village Attorney

Exhibit A

LEGAL DESCRIPTION
ISLA CARROLL POLO AND RESIDENCES

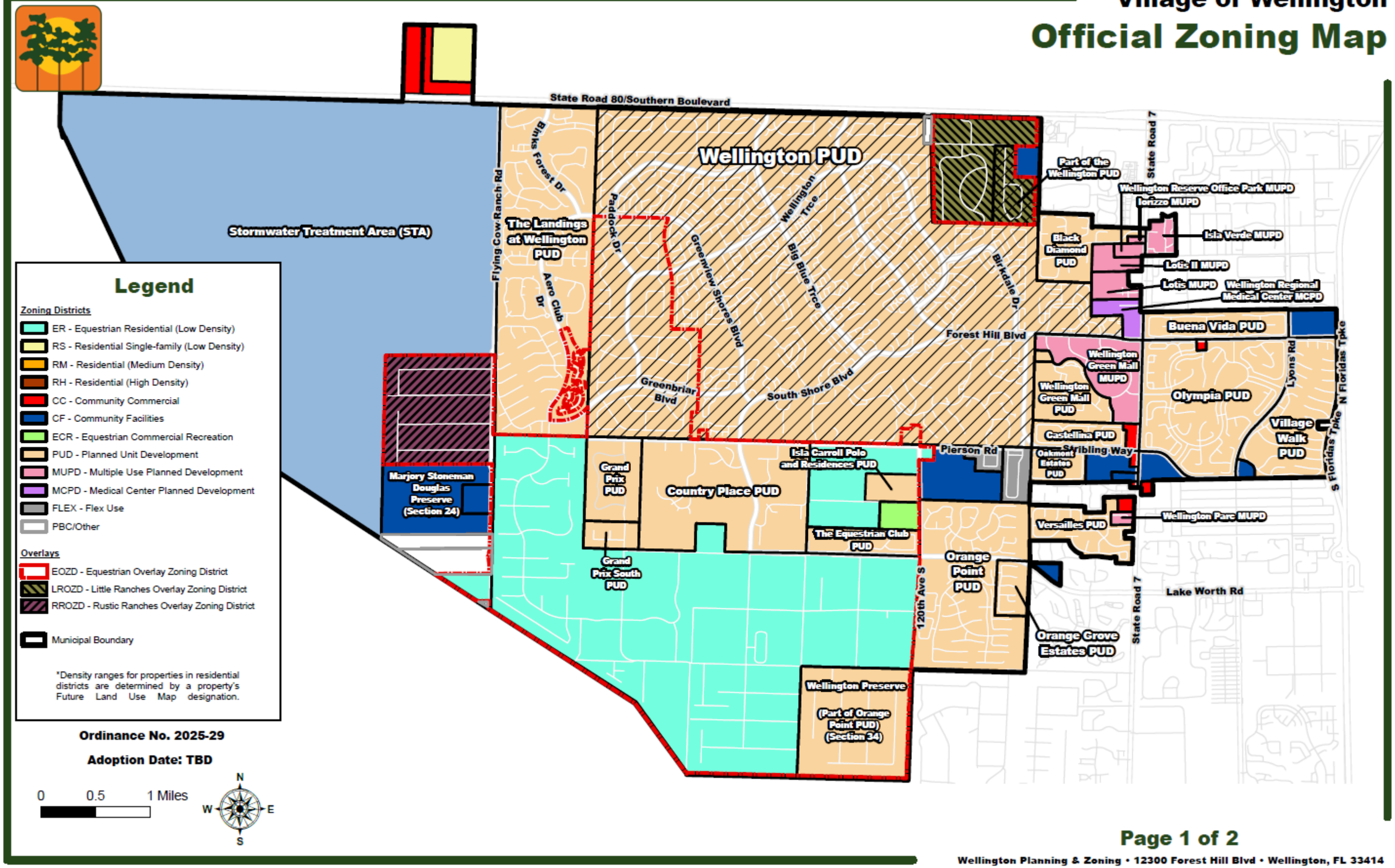
A PARCEL OF LAND LYING IN SECTIONS 22 AND 23, TOWNSHIP 44 SOUTH, RANGE 41 EAST, PALM BEACH COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 22; THENCE SOUTH 01° 20' 12" EAST, ALONG THE EAST LINE OF THAT CERTAIN 75 FOOT WIDE CANAL RIGHT-OF-WAY AS DESCRIBED IN OFFICIAL RECORD BOOK 1548, PAGES 388 AND 389, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, ALSO BEING THE EAST LINE OF THOSE CERTAIN LANDS DEEDED TO SIVERT KLEFSTAD IN OFFICIAL RECORD BOOK 1097, PAGES 327 AND 328, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, AND FURTHER BEING A LINE WHICH TERMINATES ON THE SOUTH LINE OF SAID SECTION 23, 228.06 FEET EAST, AS MEASURED ALONG SAID SOUTH LINE, OF THE SOUTHWEST CORNER OF SAID SECTION 23, A DISTANCE OF 1405.48 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 01° 20' 12" EAST, ALONG SAID EAST LINE A DISTANCE OF 1338.36 FEET; THENCE NORTH 89° 37' 48" WEST, ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION 22 AND 2742.90 FEET SOUTH OF, AS MEASURED ALONG THE WEST LINE OF SAID SECTION 22, THE NORTHWEST CORNER OF SAID SECTION 22, ALSO BEING THE SOUTH LINE OF THOSE CERTAIN LANDS DEEDED TO SAID SIVERT KLEFSTAD, AND THE NORTH LINE OF THOSE CERTAIN LANDS DEEDED TO ALBERT R. KRECK AND GRACE KRECK IN OFFICIAL RECORD BOOK 1097, PAGES 336 THROUGH 339, BOTH INCLUSIVE, A DISTANCE OF 2681.50 FEET TO A POINT 2754.94 FEET EAST OF THE WEST LINE OF SAID SECTION 22, AS MEASURED ALONG THE WESTERLY EXTENSION OF THE LAST HEREIN DESCRIBED LINE; THENCE NORTH 01° 10' 25" EAST, PARALLEL WITH THE WEST LINE OF SAID SECTION 22, A DISTANCE OF 1337.90 FEET; THENCE SOUTH 89° 37' 48" EAST, ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION 22 AND 1405.00 FEET SOUTH OF AS MEASURED ALONG THE WEST LINE OF SAID SECTION 22, THE NORTHWEST CORNER OF SAID SECTION 22, A DISTANCE OF 2622.87 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE IN THE VILLAGE OF WELLINGTON, PALM BEACH COUNTY, FLORIDA AND CONTAINING 3,549,088 SQUARE FEET OR 81.476 ACRES, MORE OR LESS.

Exhibit B – Wellington Zoning Map

Village of Wellington
Official Zoning Map



Legend

Zoning Districts

- ER - Equestrian Residential (Low Density)
- RS - Residential Single-family (Low Density)
- RM - Residential (Medium Density)
- RH - Residential (High Density)
- CC - Community Commercial
- CF - Community Facilities
- ECR - Equestrian Commercial Recreation
- PUD - Planned Unit Development
- MUPD - Multiple Use Planned Development
- MCPD - Medical Center Planned Development
- FLEX - Flex Use
- PBC/Other

Overlays

- EOZD - Equestrian Overlay Zoning District
- LROZD - Little Ranches Overlay Zoning District
- RROZD - Rustic Ranches Overlay Zoning District

- Municipal Boundary

*Density ranges for properties in residential districts are determined by a property's Future Land Use Map designation.

Ordinance No. 2025-29

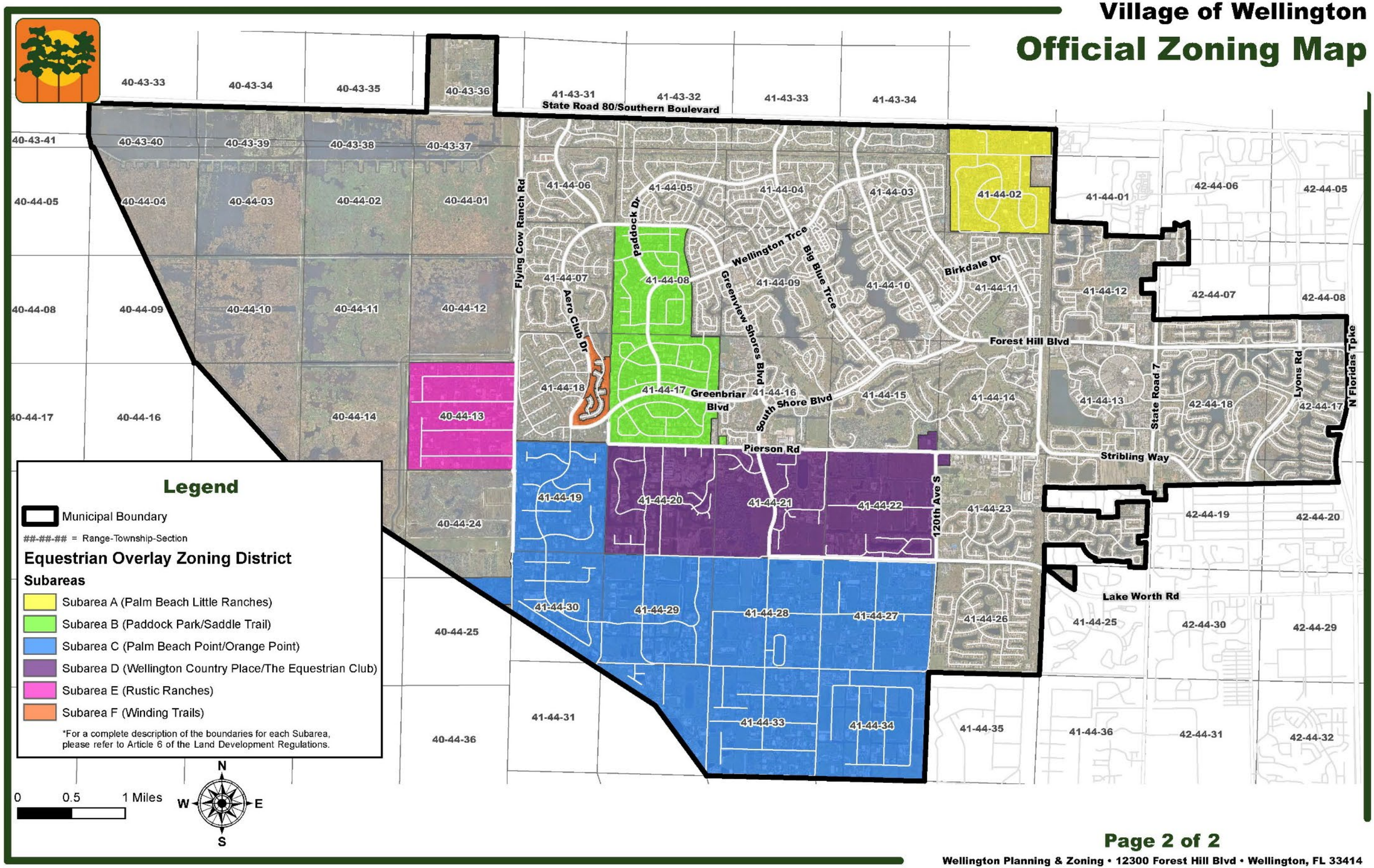
Adoption Date: TBD

0 0.5 1 Miles

N W E S

Wellington Planning & Zoning • 12300 Forest Hill Blvd • Wellington, FL 33414
561.791.4000 • www.wellingtonfl.gov

Village of Wellington
Official Zoning Map



Wellington Planning & Zoning • 12300 Forest Hill Blvd • Wellington, FL 33414
561.791.4000 • www.wellingtonfl.gov

Wellington Legal Notice

02/06/2026 6:40 PM (EST)

Submitted by Sharesse Milachay-Garcia (smilachay@wellingtonfl.gov)

Wellington Legal Notice

Please choose a category	Public Notices - Wellington
Title	ISLA CARROLL- ORDINANCE NO.2025-29 (REZONING) & RESOLUTION NO. R2025-67 (MASTER PLAN)
Publish Date	02/06/2026
Publish Time	6:37 PM (EST)
Description	AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING A REZONING [PETITION NUMBER 2025-0004-REZ] FOR CERTAIN PROPERTY KNOWN AS ISLA CARROLL POLO AND RESIDENCES; LOCATED APPROXIMATELY 1,350 FEET SOUTH OF PIERSON ROAD ON THE WEST SIDE OF 120TH AVENUE SOUTH, TOTALING 79.17 ACRES, MORE OR LESS, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO AMEND THE ZONING DESIGNATION FROM EQUESTRIAN RESIDENTIAL/EQUESTRIAN OVERLAY ZONING DISTRICT (ER/EOZD) TO PLANNED UNIT DEVELOPMENT/EQUESTRIAN OVERLAY ZONING DISTRICT (PUD/EOZD); PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE. A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING THE MASTER PLAN FOR (PETITION 2025-0002-MP) ISLA CARROLL POLO AND RESIDENCES PLANNED UNIT DEVELOPMENT, LOCATED APPROXIMATELY 1,350 FEET SOUTH OF PIERSON ROAD ON THE WEST SIDE OF 120TH AVENUE SOUTH TOTALING 79.17 ACRES, MORE OR LESS, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO ADOPT THE ISLA CARROLL POLO AND RESIDENCES MASTER PLAN; TO DESIGNATE A 45.11-ACRE RESIDENTIAL POD WITH 27 SINGLE-FAMILY DWELLING UNITS; TO DESIGNATE A 34.06-ACRE CLUB/AMENITY POD WITH EQUESTRIAN FACILITIES; TO ADOPT A PROJECT STANDARDS MANUAL (PSM); PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE
Attach Files (Optional)	Isla Carroll Rezoning & MP Legal AD.pdf
Submitted by (Email Address)	smilachay@wellingtonfl.gov
Notifications	Yes

Send Out a Notification to Your Subscribers	Yes
Signature	

File #: 26-7578, **Version:** 3

ITEM: ORDINANCE NO. 2026-08 (LAKE WORTH ROAD ANNEXATION)

AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL APPROVING THE UNIFORM METHOD ("INVOLUNTARY") ANNEXATION (PETITION NUMBER 2026-0001-ANX), OF A PORTION OF LAKE WORTH ROAD TOTALING 5.5+/- ACRES, LOCATED APPROXIMATELY 0.6 MILES WEST OF STATE ROAD 7, IN PALM BEACH COUNTY, AS MORE SPECIFICALLY DESCRIBED HEREIN; AMENDING SECTION 12 OF THE VILLAGE CHARTER BY REDEFINING THE CORPORATE LIMITS OF THE VILLAGE OF WELLINGTON; DIRECTING THE VILLAGE MANAGER TO DO ALL THINGS NECESSARY TO EFFECTUATE THIS ANNEXATION; DIRECTING THE VILLAGE CLERK TO FILE A COPY OF THIS ORDINANCE WITH THE CLERK OF THE CIRCUIT COURT IN PALM BEACH COUNTY, THE CHIEF ADMINISTRATIVE OFFICER OF PALM BEACH COUNTY, AND THE FLORIDA DEPARTMENT OF STATE WITHIN THIRTY DAYS AFTER ADOPTION, IN ACCORDANCE WITH SECTION 171, FLORIDA STATUTES; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

REQUEST: Approval of Ordinance 2026-08 to approve the annexation of a portion of Lake Worth Road, fronting Panther Run Elementary School.

EXPLANATION: This Uniform Method (Involuntary) Annexation is for the portion of Lake Worth Road that runs adjacent to Panther Run Elementary School in Wellington.

This feasibility study is prepared pursuant to Section 171.042 of the Florida Statutes, Prerequisites to Annexation, demonstrating the availability of urban services and the feasibility of properties proposed for annexation into Wellington. At that time, the portion of Lake Worth Road running along the southern property line of the school was not included as part of the annexation area. This annexation will provide Wellington with the ability to enforce codes, regulations, safety measures, and other purposes for Panther Run Elementary School.

BUDGET AMENDMENT REQUIRED: NO

PUBLIC HEARING: YES **QUASI-JUDICIAL:** NO

FIRST READING: YES **SECOND READING:**

LEGAL SUFFICIENCY: YES

FISCAL IMPACT: NONE

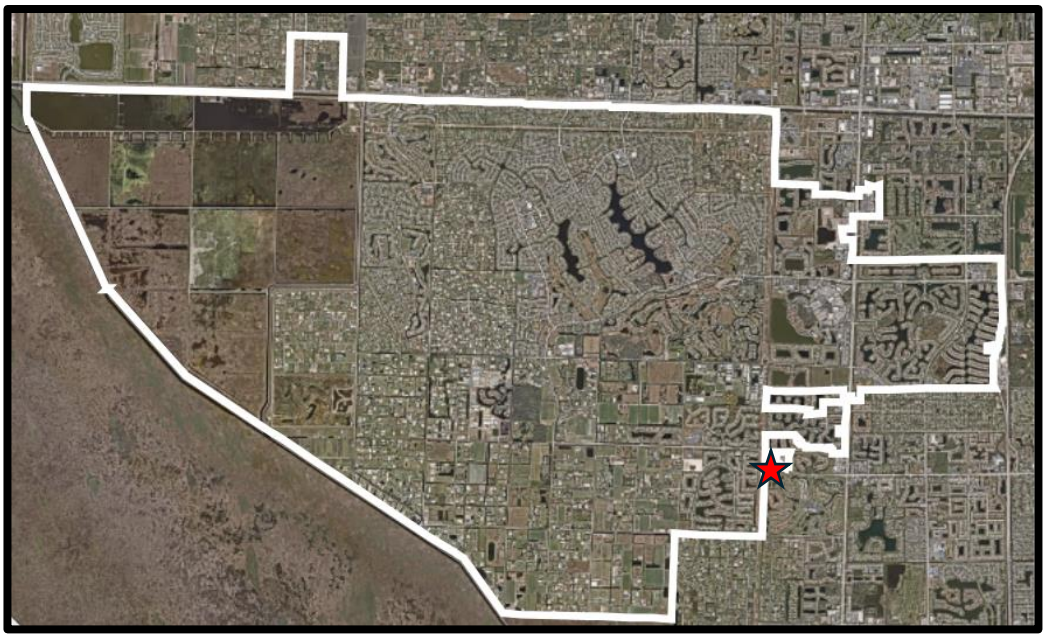
WELLINGTON FUNDAMENTAL: Responsive Government

RECOMMENDATION: The findings of fact provide a recommendation for approval of Ordinance No. 2026-08, an involuntary annexation request for the portion of Lake Worth Road that runs adjacent to Panther Run Elementary School.

THE VILLAGE OF WELLINGTON

Lake Worth Road Annexation

Location Map



N

ORDINANCE NO. 2026 - 08

AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL APPROVING THE UNIFORM METHOD ("INVOLUNTARY") ANNEXATION (PETITION NUMBER 2026-0001-ANX), OF A PORTION OF LAKE WORTH ROAD TOTALING 5.5+/- ACRES, LOCATED APPROXIMATELY 0.6 MILES WEST OF STATE ROAD 7, IN PALM BEACH COUNTY, AS MORE SPECIFICALLY DESCRIBED HEREIN; AMENDING SECTION 12 OF THE VILLAGE CHARTER BY REDEFINING THE CORPORATE LIMITS OF THE VILLAGE OF WELLINGTON; DIRECTING THE VILLAGE MANAGER TO DO ALL THINGS NECESSARY TO EFFECTUATE THIS ANNEXATION; DIRECTING THE VILLAGE CLERK TO FILE A COPY OF THIS ORDINANCE WITH THE CLERK OF THE CIRCUIT COURT IN PALM BEACH COUNTY, THE CHIEF ADMINISTRATIVE OFFICER OF PALM BEACH COUNTY, AND THE FLORIDA DEPARTMENT OF STATE WITHIN THIRTY DAYS AFTER ADOPTION, IN ACCORDANCE WITH SECTION 171, FLORIDA STATUTES; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Wellington is initiating annexation of real property, described in Exhibit A of this Ordinance, pursuant to the provisions of Section 171, Florida Statutes; and

WHEREAS, the real property proposed to be annexed consists of 5.5+/- acres, as legally described in Exhibit A, and is located in the unincorporated area of Palm Beach County;

WHEREAS, the real property is contiguous to the Village of Wellington, is reasonably compact, and the annexation of such proposed area does not result in the creation of enclaves; and

WHEREAS, the subject is located adjacent to Panther Run Elementary School but was not part of the Panther Run Annexation in 2023. It is within Wellington's best interests to annex the portion of Lake Worth Road for purposes of enforcing codes, regulations, safety measures, and for other purposes; and

WHEREAS, Wellington has prepared a feasibility study in compliance with section 171, Florida Statutes, and has filed a copy of such study with the Board of Commissioners for Palm Beach County at least 15 days prior to commencing the annexation procedures as set forth in the Florida Statutes; and

WHEREAS, it is the opinion of Wellington's Council that it is in the best public interest that the real properties, described herein, be annexed into the Wellington boundaries.

NOW, THEREFORE, BE IT ORDAINED BY THE VILLAGE COUNCIL OF WELLINGTON, FLORIDA THAT:

SECTION 1: The real property, legally described in Exhibit A, is hereby annexed into the Village of Wellington, Florida.

SECTION 2: Section 12 of the Wellington Charter, entitled "Land Description", is hereby amended to reflect the property annexed by this Ordinance.

SECTION 3: The Village Manager is hereby directed to do all things necessary to effectuate this annexation.

SECTION 4: The Village Clerk is hereby directed to file a copy of this Ordinance with the Clerk of the Circuit Court, Palm Beach County, the Chief Administrative Officer of Palm Beach County, and the Department of State within 30 days of the adoption of this Ordinance.

SECTION 6. Should any section, paragraph, sentence, clause, or phrase of this Ordinance conflict with any section, paragraph, clause, or phrase of any prior Wellington Ordinance, Resolution, or Municipal Code provision, then in that event the provisions of this Ordinance shall prevail to the extent of such conflict.

SECTION 7. Should any section, paragraph, sentence, clause, or phrase of this Ordinance be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of this Ordinance as a whole or any portion or part thereof, other than the part so declared to be invalid.

SECTION 8. This Ordinance shall become effective immediately upon adoption by Council on second reading.

This section is intentionally left blank

PASSED this _____ day of _____, 2026 on first reading.

PASSED AND ADOPTED this ____ day of _____, 2026, on second and final reading.

WELLINGTON

		FOR	**AGAINST**
BY:	_____	_____	_____
	Michael J. Napoleone, Mayor		
	_____	_____	_____
	Tanya Siskind, Vice Mayor		
	_____	_____	_____
	John T. McGovern, Councilman		
	_____	_____	_____
	Maria Antuña, Councilwoman		
	_____	_____	_____
	Amanda Silvestri, Councilwoman		

ATTEST:

BY: _____
Chevelle D. Hall, MMC, Village Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

BY: _____
Laurie Cohen, Esq., Village Attorney

EXHIBIT "A"

DESCRIPTION:

A PORTION OF LAKE WORTH ROAD, AS RECORDED IN OFFICIAL RECORD BOOK 5642, PAGE 1604 OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF TRACT "P", WYCLIFFE PLAT THREE, AS RECORDED IN PLAT BOOK 69, PAGES 134 THROUGH 144 OF SAID PUBLIC RECORDS; THENCE ALONG THE NORTHERLY PROLONGATION OF THE WEST LINE OF SAID TRACT "P" N02°39'41"E, A DISTANCE OF 133.50 FEET TO A POINT OF INTERSECTION WITH THE SOUTHERLY LINE OF TRACT "A", ELEMENTARY SCHOOL "K", AS RECORDED IN PLAT BOOK 68, PAGES 165 THROUGH 166 AND TO THE POINT OF CURVE OF A NON-TANGENT CURVE TO THE RIGHT, HAVING FOR ITS ELEMENTS, A CHORD BEARING (CB) OF S56°03'39"E, A CHORD DISTANCE (CD) OF 598.27 FEET, AND A RADIAL DISTANCE OF 2,924.79 FEET; THENCE CONTINUE ALONG SAID SOUTHERLY LINE OF TRACT "A" AND THE SOUTHERLY LINE OF TRACT "P" WYCLIFFE PLAT TWO, AS RECORDED IN PLAT BOOK 66, PAGES 31 THROUGH 35 OF SAID PUBLIC RECORDS, FOR THE FOLLOWING THREE (3) COURSES AND DISTANCES, SOUTHEASTERLY ALONG THE ARC, THROUGH A CENTRAL ANGLE OF 11°44'26", A DISTANCE OF 599.32 FEET; THENCE S50°11'26"E, A DISTANCE OF 554.40 FEET TO A POINT OF CURVE TO THE LEFT, HAVING A RADIUS OF 2,804.79 FEET AND A CENTRAL ANGLE OF 17°21'38"; THENCE SOUTHEASTERLY ALONG THE ARC A DISTANCE OF 849.85 FEET; THENCE ALONG A LINE NON-TANGENT TO SAID CURVE, S22°26'56"W, A DISTANCE OF 120.00 FEET TO A POINT OF INTERSECTION WITH THE NORTHERLY LINE OF SAID TRACT "P", SAID WYCLIFFE PLAT THREE AND TO THE POINT OF CURVE OF A NON-TANGENT CURVE TO THE RIGHT, HAVING FOR ITS ELEMENTS, A CHORD BEARING (CB) OF N58°52'15"W, A CHORD DISTANCE (CD) OF 882.83 FEET, AND A RADIAL DISTANCE OF 2,924.79 FEET; THENCE CONTINUE ALONG SAID SOUTHERLY LINE OF TRACT "P", WYCLIFFE PLAT THREE, FOR THE FOLLOWING THREE (3) COURSES AND DISTANCES, NORTHWESTERLY ALONG THE ARC, THROUGH A CENTRAL ANGLE OF 17°21'38", A DISTANCE OF 886.21 FEET; THENCE N50°11'26"W, A DISTANCE OF 554.40 FEET TO A POINT OF CURVE TO THE LEFT, HAVING A RADIUS OF 2,804.79 FEET AND A CENTRAL ANGLE OF 10°34'13"; THENCE NORTHWESTERLY ALONG THE ARC A DISTANCE OF 517.44 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE IN SECTION 25, TOWNSHIP 44 SOUTH, RANGE 41 EAST, PALM BEACH COUNTY, FLORIDA AND CONTAINING 237,703 SQUARE FEET OR 5.4569 ACRES, MORE OR LESS.

CERTIFICATE:

I HEREBY CERTIFY THAT THE ATTACHED SKETCH OF DESCRIPTION OF THE HEREON DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS PREPARED UNDER MY DIRECTION ON JANUARY 20, 2026. I FURTHER CERTIFY THAT THIS SKETCH OF DESCRIPTION MEETS THE STANDARDS OF PRACTICE SET FORTH IN RULE 5J-17, FLORIDA ADMINISTRATIVE CODE, ADOPTED BY THE FLORIDA BOARD OF SURVEYORS AND MAPPERS PURSUANT TO FLORIDA STATUTES CHAPTER 472.027.

NOT A SURVEY

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE – SURVEYING
7900 GLADES ROAD – SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991

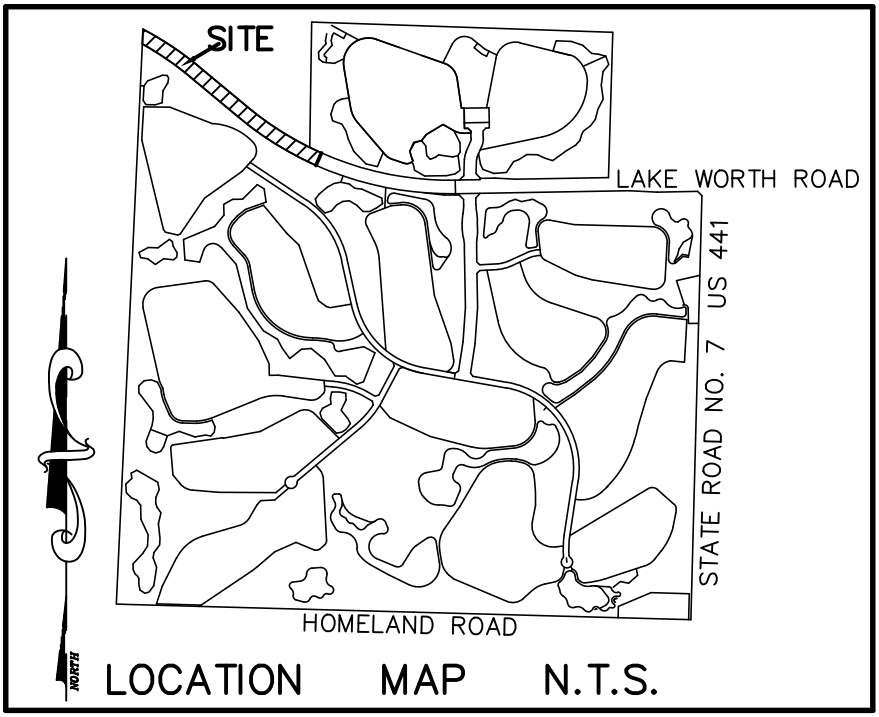
DAVID P. LINDLEY CERTIFICATE No. 5005 STATE OF FLORIDA REGISTERED LAND SURVEYOR
Digitally signed by David Lindley
Date: 2026.01.20 16:44:47 -05'00'
Adobe Acrobat version: 2025.001.20997

DAVID P. LINDLEY
REGISTERED LAND SURVEYOR NO. 5005
STATE OF FLORIDA
L.B. 3591

DATE	1/20/2026
DRAWN BY	dpl
F.B./ PG.	N/A
SCALE	NONE
JOB NO.	2280-7rwvc

LAKE WORTH ROAD AT WYCLIFFE
RIGHT-OF-WAY
SKETCH OF DESCRIPTION

EXHIBIT "A"



LOCATION MAP N.T.S.

LEGEND/ABBREVIATIONS

℄ – CENTERLINE
Δ – DELTA (CENTRAL ANGLE)
A.I.D.E. – ACME IMPROVEMENT DISTRICT EASEMENT
CB – CHORD BEARING
CD – CHORD DISTANCE
L – ARC LENGTH
LA.B. – LANDSCAPE BUFFER
L.A.E. – LIMITED ACCESS EASEMENT
P.B. – PLAT BOOK
PG. – PAGE
PGS. – PAGES
O.R.B. – OFFICIAL RECORD BOOK
PC – POINT OF CURVATURE
PDE – PUBLIC DRAINAGE EASEMENT
R – RADIUS
R/W – RIGHT–OF–WAY
UE – UTILITY EASEMENT

SURVEYOR'S NOTES:

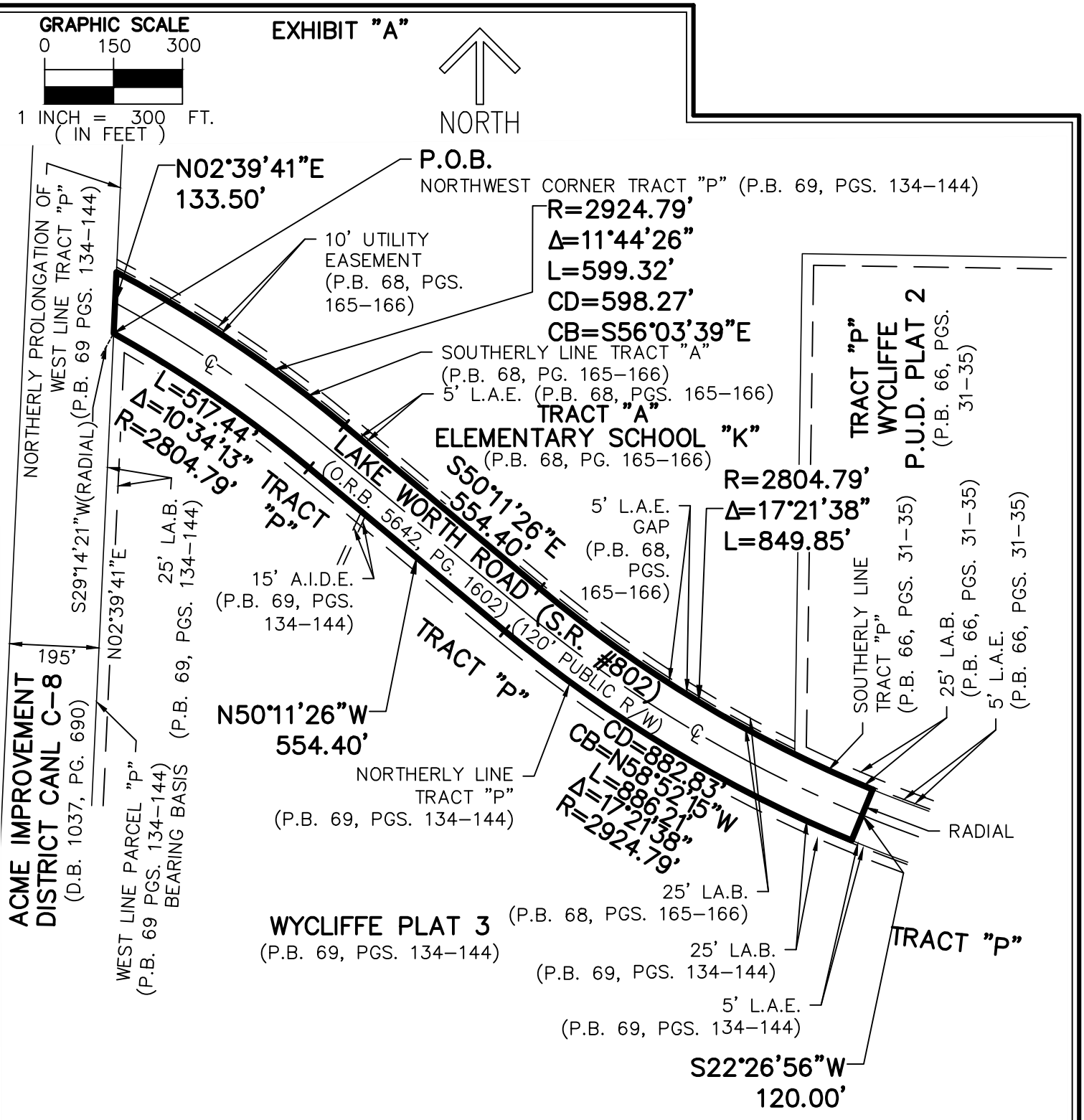
1. THIS SKETCH OF DESCRIPTION OR REPRODUCTIONS THEREOF IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND ORIGINAL SEAL, OR THE AUTHENTICATED ELECTRONIC SIGNATURE AND SEAL, OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER.
2. BEARINGS SHOWN HEREON ARE RELATIVE TO A BEARING OF N02°39'41"E ALONG THE WEST LINE OF TRACT "P", WYCLIFFE PLAT THREE, AS RECORDED IN PLAT BOOK 69, PAGES 134 THROUGH 144 OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.
3. THE "DESCRIPTION" SHOWN HEREON WAS PREPARED BY THE SURVEYOR.
4. LANDS SHOWN HEREON WERE NOT ABSTRACTED BY THE SURVEYOR. IT IS POSSIBLE THAT THERE ARE DEEDS OF RECORD, UNRECORDED DEEDS, EASEMENTS, RESTRICTIONS OR OTHER INSTRUMENTS WHICH COULD AFFECT THE SUBJECT PROPERTY WHICH ARE UNKNOWN TO THE SIGNING SURVEYOR AND ARE NOT SHOWN ON THIS SURVEY

NOT A SURVEY

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE – SURVEYING
7900 GLADES ROAD – SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)–392–1991

LAKE WORTH ROAD AT WYCLIFFE
RIGHT–OF–WAY
SKETCH OF DESCRIPTION

DATE	1/20/2026
DRAWN BY	dpl
F.B./ PG.	N/A
SCALE	NONE
JOB NO.	2280–7rwv



SEE SHEET 2 FOR LEGEND/ABBREVIATIONS

NOT A SURVEY

SHEET 3 OF 3

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE – SURVEYING
7900 GLADES ROAD – SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991

LAKE WORTH ROAD AT WYCLIFFE
RIGHT-OF-WAY
SKETCH OF DESCRIPTION

DATE	1/20/2026
DRAWN BY	dpl
F.B./ PG.	N/A
SCALE	1" = 300'
JOB NO.	2280-7

Annexation Feasibility Study

Petition Number/Type:
2026-0001-ANX / Annexation (ANX)

Ordinance No.: 2026-08

Request: Annexation of a portion of Lake Worth Road.

Owner: Palm Beach County

PCN: See legal sketch and description

Acreage: 5.5 acres (+/-)

Project Manager:
Cory Lyn Cramer, AICP
561-791-4000
ccramer@wellingtonfl.gov

This Uniform Method (Involuntary) Annexation is for the portion of Lake Worth Road that run adjacent to Panther Run Elementary School in Wellington.

This feasibility study is prepared pursuant to Section 171.042 of the Florida Statutes, Prerequisites to Annexation, demonstrating the availability of urban services and the feasibility of properties proposed for annexation into Wellington.

Location:

Introduction

This Feasibility Study analyzes and documents the prerequisites to annexation for the proposed annexation area ("subject site") illustrated above, pursuant to Section 171.042, Florida Statutes. Additionally, this study further explains how the proposed annexation meets the criteria in Section 171.043, Florida Statutes. The subject site consists of a portion of Lake Worth Road adjacent to the south property line of Panther Run Elementary School, as legally described in Exhibit A, and is located approximately 0.6 miles west of State Road 7. The subject site is contiguous to Wellington's southern and western boundaries and is bordered by unincorporated Palm Beach County (Exhibit B) on the east and south sides. The Wycliffe subdivision also borders the portion of Lake Worth Road to the south.

Site History

In February 2023, Wellington annexed Panther Run Elementary School, located on the north side of Lake Worth Road, approximately 0.6 miles west of State Road 7. At that time, the portion of Lake Worth Road running along the southern property line of the school was not included as part of the annexation area. This annexation will provide Wellington with the ability to enforce codes, regulations, safety measures, and other purposes, for Panther Run Elementary School.

Analysis

Surrounding Uses, Zoning, and Future Land Use Designations

Below are descriptions of the uses, future land use, and zoning designations of the adjacent properties.

North: Panther Run Elementary borders the north side of Lake Worth Road.

South: The Wycliffe Subdivision, located in Unincorporated Palm Beach County, is just south of Lake Worth Road.

East: Lake Worth Road continues to run east toward and beyond State Road 7.

West: Lake Worth Road run west into Wellington's municipal boundary. At 120th Street South Lake Worth Road terminates and becomes 40th Street South/Gracida Street.

Adjacent Property	Future Land Use	Zoning Distric	Existing Use
North	Community Facilities	Community Facilities	Panther Run Elementary School
South	LR2 (PBC)	RS/SE/PUD (PBC)	Wycliffe
East	N/A	N/A	Roadway
West	N/A	N/A	Roadway

Prerequisites to Annexation and Character of the Area to be Annexed

171.042(1)(b) Statement certifying that the area to be annexed meets the criteria in s. 171.043.

- This feasibility study and analysis certifies that the area to be annexed meets the criteria in s. 171.043.

171.043 Character of the area to be annexed – A municipal governing body may propose to annex an area only if it meets the general standards of subsection (1) and the requirements of either subsection (2) or subsection (3).

Section 171.043(1) The total area to be annexed is contiguous to the municipality's boundaries at the time the annexation proceeding is begun and reasonably compact, and no part of the area shall be included within the boundary of another incorporated municipality.

- Exhibits A and B illustrate that the area of the proposed annexation is contiguous to Wellington's southern and western boundary and is reasonably compact. The proposed annexation area does not encroach within a neighboring incorporated municipal area. Therefore, the proposed annexation area meets the general standards of Section 171.043(1), Florida Statutes. The subject site is a portion of Lake Worth Road running directly adjacent to Panther Run Elementary School.

Section 171.043(2) Part or all of the area to be annexed must be developed for urban purposes. An area developed for urban purposes is defined as any area that meets any one of the following standards:

(a) It has a total resident population equal to at least two persons for each acre of land included within its boundaries;

(b) It has a total resident population equal to at least one person for each acre of land included within its boundaries and is subdivided into lots and tracts so that at least 60 percent of the total number of lots and tracts are 1 acre or less in size; or

(c) It is so developed that at least 60 percent of the total number of lots and tracts in the area at the time of annexation are used for urban purposes, and it is subdivided into lots and tracts so that at least 60 percent of the total acreage, not counting the acreage used at the time of annexation for nonresidential urban purposes, consists of lots and tracts 5 acres or less in size.

- The portion of Lake Worth Road proposed for annexation is existing, and no additional construction is planned for this roadway section at this time. There is no related population associated with this roadway section; however, it will serve existing and future populations for urban purposes.

Section 171.043(3) In addition to the area developed for urban purposes, a municipal governing body may include in the area to be annexed any area which does not meet the requirements of subsection (2) if such area either:

(a) Lies between the municipal boundary and an area developed for urban purposes, so that the area developed for urban purposes is either not adjacent to the municipal boundary or cannot be served by the municipality without extending services or water or sewer lines through such sparsely developed area; or

(b) Is adjacent, on at least 60 percent of its external boundary, to any combination of the municipal boundary and the boundary of an area or areas developed for urban purposes as defined in subsection (2).

- The subject property lies between Wellington and an area developed for urban purposes or is adjacent to at least 60 percent of its external boundary to a combination of Wellington's boundary and an area developed for urban purposes.

171.042(1)(c) Statement setting forth plans for extending major municipal service performed within the municipality into the annexation area.

- Based on the proposed property being a roadway section, there is no new use that would require urban services be provided above the existing conditions.

List of Exhibits

Exhibit A: Sketch and Legal Description of Annexation Area

Exhibit B: Location Map with Adjacent Property Information

EXHIBIT "A"

DESCRIPTION:

A PORTION OF LAKE WORTH ROAD, AS RECORDED IN OFFICIAL RECORD BOOK 5642, PAGE 1604 OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF TRACT "P", WYCLIFFE PLAT THREE, AS RECORDED IN PLAT BOOK 69, PAGES 134 THROUGH 144 OF SAID PUBLIC RECORDS; THENCE ALONG THE NORTHERLY PROLONGATION OF THE WEST LINE OF SAID TRACT "P" N02°39'41"E, A DISTANCE OF 133.50 FEET TO A POINT OF INTERSECTION WITH THE SOUTHERLY LINE OF TRACT "A", ELEMENTARY SCHOOL "K", AS RECORDED IN PLAT BOOK 68, PAGES 165 THROUGH 166 AND TO THE POINT OF CURVE OF A NON-TANGENT CURVE TO THE RIGHT, HAVING FOR ITS ELEMENTS, A CHORD BEARING (CB) OF S56°03'39"E, A CHORD DISTANCE (CD) OF 598.27 FEET, AND A RADIAL DISTANCE OF 2,924.79 FEET; THENCE CONTINUE ALONG SAID SOUTHERLY LINE OF TRACT "A" AND THE SOUTHERLY LINE OF TRACT "P" WYCLIFFE PLAT TWO, AS RECORDED IN PLAT BOOK 66, PAGES 31 THROUGH 35 OF SAID PUBLIC RECORDS, FOR THE FOLLOWING THREE (3) COURSES AND DISTANCES, SOUTHEASTERLY ALONG THE ARC, THROUGH A CENTRAL ANGLE OF 11°44'26", A DISTANCE OF 599.32 FEET; THENCE S50°11'26"E, A DISTANCE OF 554.40 FEET TO A POINT OF CURVE TO THE LEFT, HAVING A RADIUS OF 2,804.79 FEET AND A CENTRAL ANGLE OF 17°21'38"; THENCE SOUTHEASTERLY ALONG THE ARC A DISTANCE OF 849.85 FEET; THENCE ALONG A LINE NON-TANGENT TO SAID CURVE, S22°26'56"W, A DISTANCE OF 120.00 FEET TO A POINT OF INTERSECTION WITH THE NORTHERLY LINE OF SAID TRACT "P", SAID WYCLIFFE PLAT THREE AND TO THE POINT OF CURVE OF A NON-TANGENT CURVE TO THE RIGHT, HAVING FOR ITS ELEMENTS, A CHORD BEARING (CB) OF N58°52'15"W, A CHORD DISTANCE (CD) OF 882.83 FEET, AND A RADIAL DISTANCE OF 2,924.79 FEET; THENCE CONTINUE ALONG SAID SOUTHERLY LINE OF TRACT "P", WYCLIFFE PLAT THREE, FOR THE FOLLOWING THREE (3) COURSES AND DISTANCES, NORTHWESTERLY ALONG THE ARC, THROUGH A CENTRAL ANGLE OF 17°21'38", A DISTANCE OF 886.21 FEET; THENCE N50°11'26"W, A DISTANCE OF 554.40 FEET TO A POINT OF CURVE TO THE LEFT, HAVING A RADIUS OF 2,804.79 FEET AND A CENTRAL ANGLE OF 10°34'13"; THENCE NORTHWESTERLY ALONG THE ARC A DISTANCE OF 517.44 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE IN SECTION 25, TOWNSHIP 44 SOUTH, RANGE 41 EAST, PALM BEACH COUNTY, FLORIDA AND CONTAINING 237,703 SQUARE FEET OR 5.4569 ACRES, MORE OR LESS.

CERTIFICATE:

I HEREBY CERTIFY THAT THE ATTACHED SKETCH OF DESCRIPTION OF THE HEREON DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS PREPARED UNDER MY DIRECTION ON JANUARY 20, 2026. I FURTHER CERTIFY THAT THIS SKETCH OF DESCRIPTION MEETS THE STANDARDS OF PRACTICE SET FORTH IN RULE 5J-17, FLORIDA ADMINISTRATIVE CODE, ADOPTED BY THE FLORIDA BOARD OF SURVEYORS AND MAPPERS PURSUANT TO FLORIDA STATUTES CHAPTER 472.027.

NOT A SURVEY

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE – SURVEYING
7900 GLADES ROAD – SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991

DAVID P. LINDLEY CERTIFICATE No. 5005 STATE OF FLORIDA REGISTERED LAND SURVEYOR

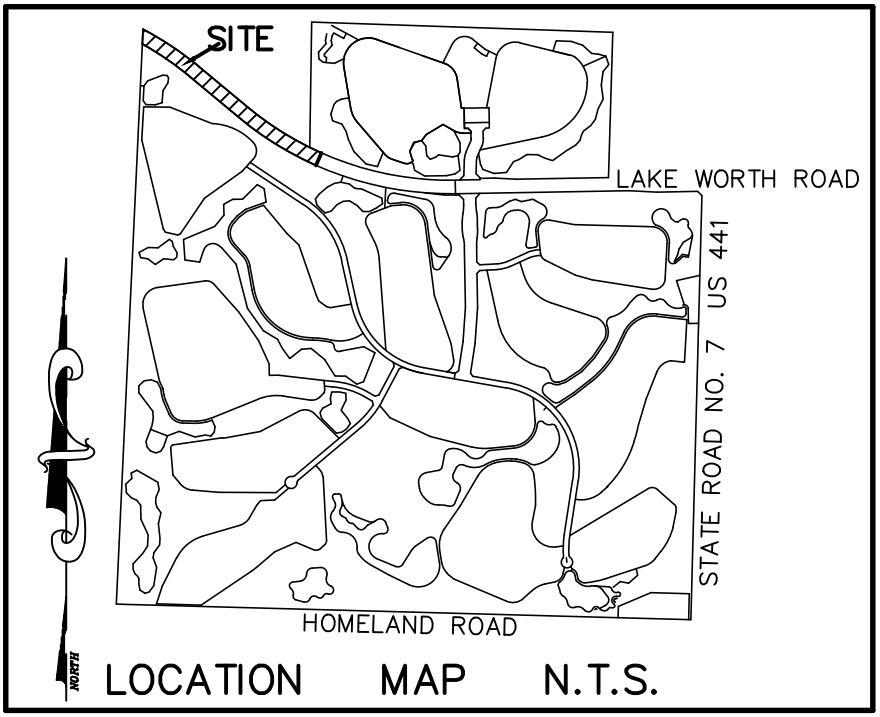
Digitally signed by David Lindley
Date: 2026.01.20 16:44:47 -05'00'
Adobe Acrobat version: 2025.001.20997

DAVID P. LINDLEY
REGISTERED LAND SURVEYOR NO. 5005
STATE OF FLORIDA
L.B. 3591

DATE	1/20/2026
DRAWN BY	dpl
F.B./ PG.	N/A
SCALE	NONE
JOB NO.	2280-7rwv(

LAKE WORTH ROAD AT WYCLIFFE
RIGHT-OF-WAY
SKETCH OF DESCRIPTION

EXHIBIT "A"



LOCATION MAP N.T.S.

LEGEND/ABBREVIATIONS

℄ – CENTERLINE
Δ – DELTA (CENTRAL ANGLE)
A.I.D.E. – ACME IMPROVEMENT DISTRICT EASEMENT
CB – CHORD BEARING
CD – CHORD DISTANCE
L – ARC LENGTH
LA.B. – LANDSCAPE BUFFER
L.A.E. – LIMITED ACCESS EASEMENT
P.B. – PLAT BOOK
PG. – PAGE
PGS. – PAGES
O.R.B. – OFFICIAL RECORD BOOK
PC – POINT OF CURVATURE
PDE – PUBLIC DRAINAGE EASEMENT
R – RADIUS
R/W – RIGHT–OF–WAY
UE – UTILITY EASEMENT

SURVEYOR'S NOTES:

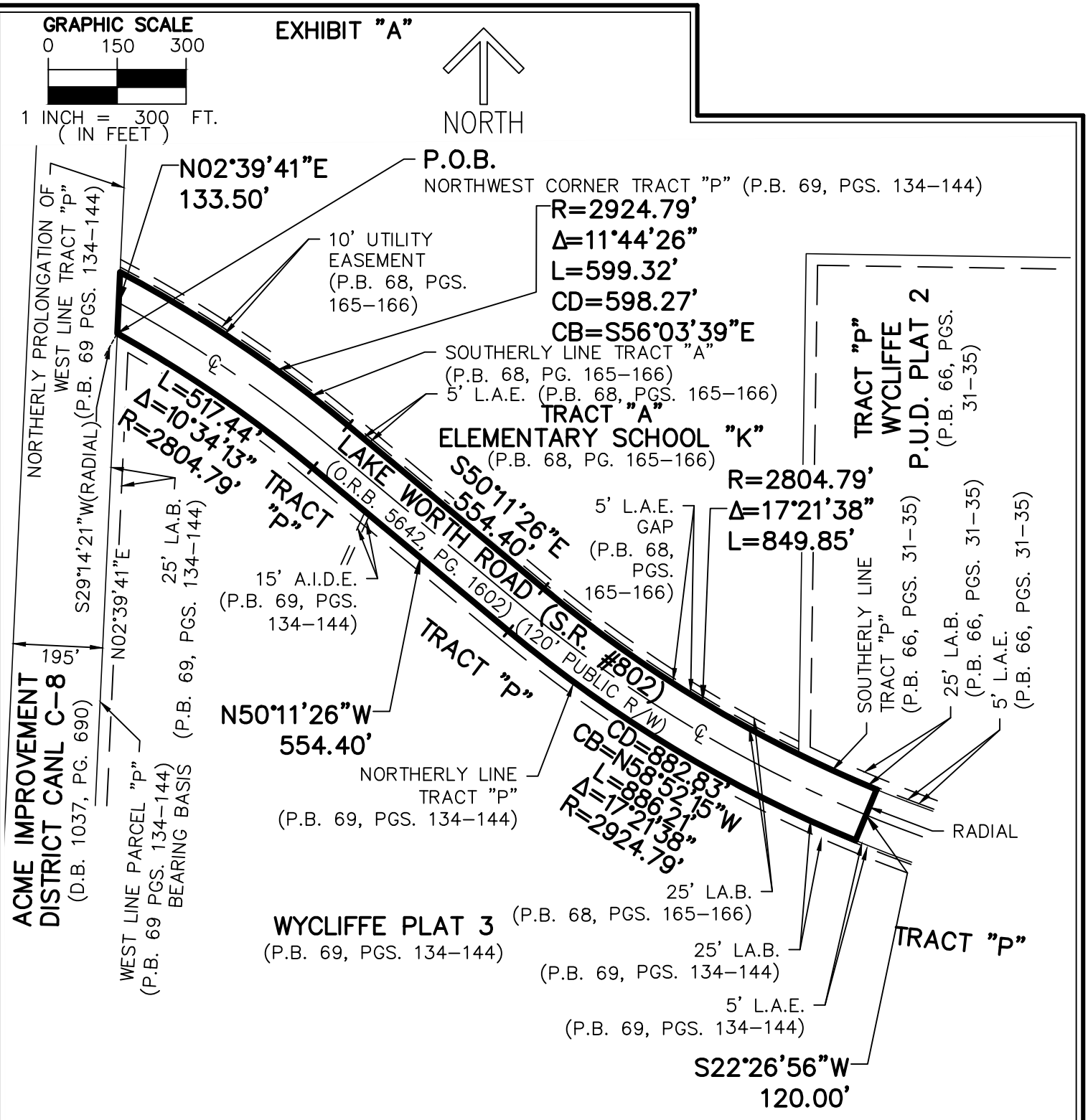
1. THIS SKETCH OF DESCRIPTION OR REPRODUCTIONS THEREOF IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND ORIGINAL SEAL, OR THE AUTHENTICATED ELECTRONIC SIGNATURE AND SEAL, OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER.
2. BEARINGS SHOWN HEREON ARE RELATIVE TO A BEARING OF N02°39'41"E ALONG THE WEST LINE OF TRACT "P", WYCLIFFE PLAT THREE, AS RECORDED IN PLAT BOOK 69, PAGES 134 THROUGH 144 OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.
3. THE "DESCRIPTION" SHOWN HEREON WAS PREPARED BY THE SURVEYOR.
4. LANDS SHOWN HEREON WERE NOT ABSTRACTED BY THE SURVEYOR. IT IS POSSIBLE THAT THERE ARE DEEDS OF RECORD, UNRECORDED DEEDS, EASEMENTS, RESTRICTIONS OR OTHER INSTRUMENTS WHICH COULD AFFECT THE SUBJECT PROPERTY WHICH ARE UNKNOWN TO THE SIGNING SURVEYOR AND ARE NOT SHOWN ON THIS SURVEY

NOT A SURVEY

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE – SURVEYING
7900 GLADES ROAD – SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)–392–1991

LAKE WORTH ROAD AT WYCLIFFE
RIGHT–OF–WAY
SKETCH OF DESCRIPTION

DATE	1/20/2026
DRAWN BY	dpl
F.B./ PG.	N/A
SCALE	NONE
JOB NO.	2280–7rwv



SEE SHEET 2 FOR LEGEND/ABBREVIATIONS

NOT A SURVEY

CAULFIELD & WHEELER, INC.
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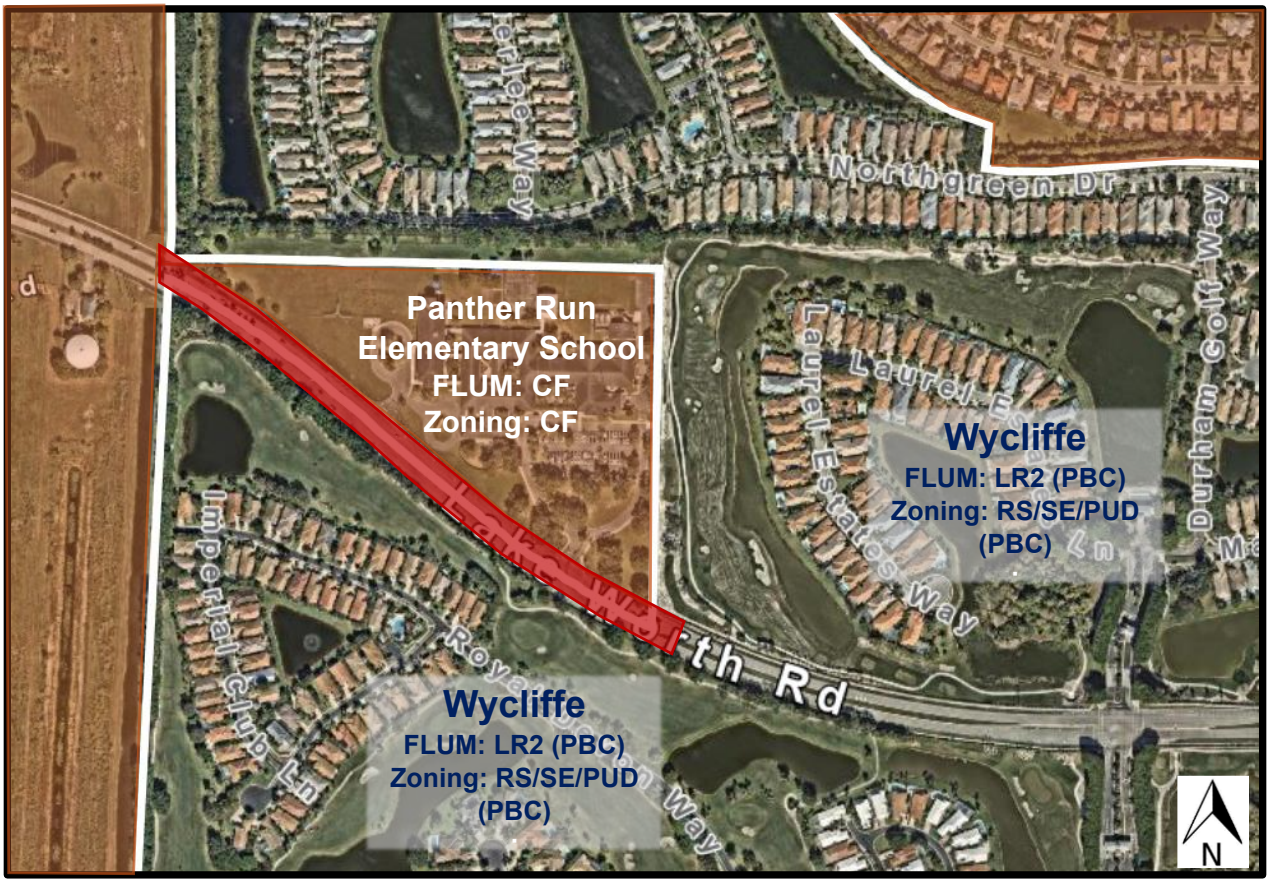
7900 GLADES ROAD – SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)–392–1991

LAKE WORTH ROAD AT WYCLIFFE
RIGHT-OF-WAY
SKETCH OF DESCRIPTION

DATE	1/20/2026
DRAWN BY	dpl
F.B./ PG.	N/A
SCALE	1" = 300'
JOB NO.	2280-7

Ordinance 2026-0008 Staff Report – Exhibit B



THE VILLAGE OF WELLINGTON

Wellington

Subject Annexation Area

Business Impact Estimate Form

This Business Impact Estimate Form is provided to document compliance with and exemption from the requirements of Sec. 166.041(4), Fla. Stat. If one or more boxes are checked below under "Applicable Exemptions," this indicates that the Village of Wellington has determined that Sec. 166.041(4), Fla. Stat., does not apply to the proposed ordinance and that a business impact estimate is not required by law. If no exemption is identified, a business impact estimate required by Sec. 166.041(4), Fla. Stat. will be provided in the "Business Impact Estimate" section below. In addition, even if one or more exemptions are identified, the Village of Wellington may nevertheless choose to provide information concerning the proposed ordinance in the "Business Impact Estimate" section below. This Business Impact Estimate Form may be revised following its initial posting.

Proposed ordinance's title/reference:

Ordinance No. 2026 - 08

AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING THE UNIFORM METHOD ("INVOLUNTARY") ANNEXATION (PETITION NUMBER 2026-0001-ANX), OF A PORTION OF LAKE WORTH ROAD TOTALING 5.5 +/- ACRES, LOCATED APPROXIMATELY 0.6 MILES WEST OF STATE ROAD 7, IN PALM BEACH COUNTY, AS MORE SPECIFICALLY DESCRIBED HEREIN; AMENDING SECTION 12 OF THE VILLAGE CHARTER BY REDEFINING THE CORPORATE LIMITS OF THE VILLAGE OF WELLINGTON; DIRECTING THE VILLAGE MANAGER TO DO ALL THINGS NECESSARY TO EFFECTUATE THIS ANNEXATION; DIRECTING THE VILLAGE CLERK TO FILE A COPY OF THIS ORDINANCE WITH THE CLERK OF THE CIRCUIT COURT IN PALM BEACH COUNTY, THE CHIEF ADMINISTRATIVE OFFICER FOR PALM BEACH COUNTY, AND THE FLORIDA DEPARTMENT OF STATE WITHIN THIRTY DAYS AFTER ADOPTION, IN ACCORANCE WITH SECTION 171, FLORIDA STATUTES; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

Applicable Exemptions:

☒ The proposed ordinance is required for compliance with Federal or State law or regulation;

☐ The proposed ordinance relates to the issuance or refinancing of debt;

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the municipal government;
☐ The proposed ordinance is an emergency ordinance;
☐ The ordinance relates to procurement; or
☐ The proposed ordinance is enacted to implement the following:
  ☐ Development orders and development permits, as those terms are defined in s. 163.3164, and development agreements, as authorized by the Florida Local Government Development Agreement Act under ss. 163.3220-163.3243;
  ☐ Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality;
  ☐ Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
  ☐ Section 553.73, Florida Statutes, relating to the Florida Building Code; or
  ☐ Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

Business Impact Estimate:

The Village of Wellington hereby publishes the following information:

1. A summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the municipality, including the following, if any:

(a) An estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted:

(b) Identification of any new charge or fee on businesses subject to the proposed ordinance, or for which businesses will be financially responsible:

(c) An estimate of the municipality's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs:

3. A good faith estimate of the number of businesses likely to be impacted by the ordinance:

4. Additional information the governing body determines may be useful (if any):

Note: *Wellington's provision of information in the Business Impact Estimate section above, notwithstanding an applicable exemption, shall not constitute a waiver of the exemption or an admission that a business impact estimate is required by law for the proposed ordinance. Wellington's failure to check one or more exemptions below shall not constitute a waiver of the omitted exemption or an admission that the omitted exemption does not apply to the proposed ordinance under Sec. 166.041(4), Fla. Stat., Sec. 166.0411, Fla. Stat., or any other relevant provision of law.*

Wellington Legal Notice

Please choose a category	Public Notices - Wellington
Title	ORDINANCE NO. 2026 - 08 (ANNEXATION - LAKE WORTH ROAD)
Publish Date	02/06/2026
Publish Time	10:15 AM (EST)
Description	AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL APPROVING THE UNIFORM METHOD ("INVOLUNTARY") ANNEXATION (PETITION NUMBER 2026-0001-ANX), OF A PORTION OF LAKE WORTH ROAD TOTALING 5.5+/- ACRES, LOCATED APPROXIMATELY 0.6 MILES WEST OF THE STATE ROAD 7, IN PALM BEACH COUNTY, AS MORE SPECIFICALLY DESCRIBED HEREIN; AMENDING SECTION 12 OF THE VILLAGE CHARTER BY REDEFINING THE CORPORATE LIMITS OF THE VILLAGE OF WELLINGTON; DIRECTING THE VILLAGE MANAGER TO DO ALL THINGS NECESSARY TO EFFECTUATE THIS ANNEXATION; DIRECTING THE VILLAGE CLERK TO FILE A COPY OF THIS ORDINANCE WITH THE CLERK OF THE CIRCUIT COURT IN PALM BEACH COUNTY, THE CHIEF ADMINISTRATIVE OFFICER OF PALM BEACH COUNTY, AND THE FLORIDA DEPARTMENT OF STATE WITHIN THIRTY DAYS AFTER ADOPTION, IN ACCORDANCE WITH SECTION 171, FLORIDA STATUTES; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.
Attach Files (Optional)	Legal Ad- No.2026-08.pdf
Submitted by (Email Address)	smilachay@wellingtonfl.gov
Notifications	Yes
Send Out a Notification to Your Subscribers	Yes
Signature	

File #: 26-7616, **Version:** 1

ITEM: SIXTH AMENDMENT TO PURCHASE AND SALE AGREEMENT WITH WELLINGTON PROPERTY OWNER LLC AND APPROVAL OF TERMINATION OF PURCHASE AND SALE AGREEMENT WITH EIM

REQUEST: Approval of Sixth Amendment to the Purchase and Sale Agreement with Wellington Property Owner LLC and approval of termination of Purchase and Sale Agreement with EIM.

EXPLANATION: The PSA with Wellington Property Owner, LLC includes an option for Wellington Property Owner to purchase the School Parcel in the event the EIM PSA is terminated. Although EIM, n/k/a Founders Acreage Wellington LLC, continues to make good progress toward its fundraising goal, there are concerns that EIM may not reach its fundraising goals within the time periods required for Closing. To mitigate that concern, Wellington Property Owner has agreed to purchase the school parcel on behalf of EIM.

The Sixth Amendment provides for the following:

1. Increases the Wellington Property Owner purchase price to $46,294,853.61, with $28,342,848.00 being paid for the Mixed Use Parcel and $17,952,005.61 being paid for the School Use Parcel.
2. Assigns the EIM deposit in the amount of $903,000.00 plus accrued interest currently being held by the Escrow Agent to Wellington Property Owner, LLC.
3. Revises the reference and legal descriptions to the parcels in the PSA.
4. Provides for a pre-closing boundary plat in order to establish the various parcels that would comprise the School Use Parcel and the Mixed Use Parcel.
5. Maintains the requirement that the Mixed Use Parcel shall be used only for mixed use and the School Use Parcel shall be used only for a non-sectarian educational use.
6. Provides for the ability for Wellington Property Owner to either purchase both parcels simultaneously or have two (2) phases of closing, with the first closing being the Mixed Use Parcel and the second closing being the School Use Parcel. If Wellington Property Owner chooses to phase the closings, (i) it would acquire the Mixed Use Parcel and the smaller portion of the School Parcel in Phase I and (ii) have an option to acquire the remaining and larger portion of the School Parcel at a later date. Wellington Property Owner has two remaining options to extend the Approvals Period, having already exercised two of its four options. Upon exhaustion of the Approvals Period under the Agreement, Wellington Property Owner's ability to "walk away" from the deal will end and it must close on both the Mixed Use Parcel and the School Use Parcel. However, it retains the option to extend the closing date on the School Use Parcel in 30-day increments upon payment of $50,000 per extension. In no event shall closing on the School Use Parcel extend beyond October 21, 2026.
7. Provides that if, during the 10 years following closing, Wellington Property Owner LLC obtains approvals to develop any or all of the School Use Parcel for residential, retail, commercial, and/or hotel use, it will pay an additional $428,571.00 per acre for the property that is so developed. That additional consideration increases each year by a 3% escalation factor.
8. Wellington's right to repurchase the property will only apply to the Mixed Use Parcel.
9. The Prohibited Uses under the Agreement would apply only to the Mixed Use Parcel. This was specifically negotiated out of the PSA with the school. However, if Wellington Property Owner seeks to amend the Master Plan to permit non-school uses, the Village Council may condition approval of such Master Plan Amendment on adhering to the prohibited uses.

Simultaneously with the execution of the Sixth Amendment, Acme and EIM would execute a termination of the EIM PSA.

BUDGET AMENDMENT REQUIRED: NO

PUBLIC HEARING: NO **QUASI-JUDICIAL:**

FIRST READING: **SECOND READING:**

LEGAL SUFFICIENCY: YES

FISCAL IMPACT: NONE

WELLINGTON FUNDAMENTAL: Responsive Government

RECOMMENDATION: Approval of Sixth Amendment to the Purchase and Sale Agreement with Wellington Property Owner LLC and approval of termination of Purchase and Sale Agreement with EIM.

Stearns Weaver/G. Pincus
Markup of Purchaser's blackline of 2/18/26
Blackline and Margin Comments

SIXTH AMENDMENT TO PURCHASE AND SALE AGREEMENT

THIS SIXTH AMENDMENT TO PURCHASE AND SALE AGREEMENT (this "**Sixth Amendment**") is made as of February 24, 2026, by and between **ACME IMPROVEMENT DISTRICT**, a dependent special district of the Village of Wellington existing under the Laws of the State of Florida ("**Seller**"), and **WELLINGTON PROPERTY OWNER LLC**, a Delaware limited liability company ("**Purchaser**").

WHEREAS, Purchaser and Seller entered into that certain Purchase and Sale Agreement dated effective January 21, 2025 (the "**Original Agreement**" and, as amended from time to time, the "**Agreement**"), with respect to the purchase and sale of a portion of that property located on State Road 7, south of Stribling Way in the Village of Wellington, Florida, known as "K-Park"; and

WHEREAS, on July 16, 2025, Purchaser and Seller executed that certain First Amendment to Purchase and Sale Agreement, whereby the parties agreed to extend Inspection Period, as defined in Section 3.2 of the Original Agreement, to 11:59 p.m. on September 30, 2025; and

WHEREAS, on September 16, 2025, Purchaser and Seller executed that certain Second Amendment to Purchase and Sale Agreement, whereby the parties agreed to extend Inspection Period, as defined in Section 3.2 of the Original Agreement, to 11:59 p.m. on November 30, 2025 (which, due to such date not being a Business Day, resulted in the Inspection Period expiring at 11:59 p.m. on December 1, 2025 pursuant to the terms of the Original Agreement); and

WHEREAS, on December 1, 2025, Purchaser and Seller executed that certain Third Amendment to Purchase and Sale Agreement, whereby the parties agreed to extend Inspection Period, as defined in Section 3.2 of the Original Agreement, to 11:59 p.m. on December 9, 2025; and

WHEREAS, on December 9, 2025, Purchaser and Seller executed that certain Fourth Amendment to Purchase and Sale Agreement, whereby the parties agreed to extend the Inspection Period, as defined in Section 3.2 of the Original Agreement, to 11:59 p.m. on January 13, 2026; and

WHEREAS, on January 13, 2026, Purchaser and Seller executed that certain Fifth Amendment to Purchase and Sale Agreement (the "**Fifth Amendment**"), which, among other things, modified the terms of the Original Agreement pertaining to the inclusion of the Reservoir Parcel as part of the Property being acquired by Purchaser under the Agreement; and

WHEREAS, simultaneously with the execution of this Sixth Amendment, Seller and EIM have executed that Termination of Contract (with the joinder of Purchaser) (the "**EIM PSA Termination**"), pursuant to which the EIM PSA was terminated and the "Deposits" under the EIM PSA were assigned to Purchaser to be held as part of the Deposits under the Agreement; and

WHEREAS, in lieu of Purchaser exercising the School Parcel Purchase Option, Purchaser and Seller have agreed to amend the Agreement include the School Parcel as part of the Property being acquired by Purchaser under the Agreement on the terms set forth in this Sixth Amendment.

NOW THEREFORE, in consideration of the foregoing premises, the mutual agreement of the parties hereto, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

1. **Definitions**. Capitalized terms used but not defined in this Sixth Amendment shall have the same definitions given to them in the Agreement, unless the context clearly indicates a contrary intent.

2. **Deletion of Terms Relating to the EIM PSA**. Sections 3.3(d)(ii), 9.2(l), 9.3(g) and Article 6 of the Original Agreement are hereby deleted, except that the definition of "Appraiser Criteria" under Article 6 of the Original Agreement thereunder shall remain with respect to the use of such capitalized term under Section 13.2(c) of the Original Agreement. Additionally, the last two sentences of Section 9.1 of the Original Contract and the last sentence of Section 2(e)(iii) of the Fifth Amendment are hereby deleted.

3. **Property**. The definition of the "**Property**" under the Agreement is hereby modified to mean the entire Site, as legally described in Exhibit "A" attached hereto and incorporated herein by this reference. .

4. **Purchase Price**. Section 2.1 of the Original Agreement is hereby deleted. The total purchase price for the Property that Purchaser agrees to pay to Seller shall be $46,294,853.61 (the "**Purchase Price**"), which, if applicable, shall be allocated between the First Closing and Second Closing as provided in **Section 7** of this Sixth Amendment.

5. **Deposits**.

(a) **Inclusion of EIM Deposits**. Pursuant to the EIM PSA Termination, the "Deposits" paid under the EIM PSA in the amount of $903,000.00 (the "**EIM Deposits**") plus interest accrued thereon were assigned to Purchaser and remain in escrow with Escrow Agent. The EIM Deposits shall remain in escrow with Escrow Agent and shall be included as part of the "Deposits" under the Agreement, with the interest that had previously accrued thereon also remaining in escrow with Escrow Agent and being treated in the same manner as the interest accruing on the Deposits under the Agreement. Additionally, $194,000.00 of the EIM Deposits shall constitute Hard Initial Deposit Funds (increasing the aggregate total of the Hard Initial Deposit Funds to $569,000.00), and the remaining $709,000.00 of the EIM Deposits shall be refundable to Purchaser in the event that Purchaser exercise its right to terminate the Agreement pursuant to Section 3.3(g) of the Original Agreement, and shall become non-refundable to Purchaser upon the expiration of the Approval Period. Purchaser shall indemnify and hold Seller harmless from any loss, cost, damage, expense, claim or charge (including attorneys' fees and costs) arising out of or in any way connected with the EIM Deposits being assigned to Purchaser and being held and disbursed pursuant to the Agreement, as modified by this Sixth Amendment.

(b) **Second Phase Closing Extension Deposits**. If Purchaser elects to exercise any of the Second Phase Closing Extension Options pursuant to Section 7(b)(ii)(A) of this Sixth Amendment, Purchaser shall deliver to Escrow Agent the corresponding Second Phase Closing Extension Deposit within the required time period set forth in Section 7(b)(ii)(A) of this Sixth Amendment. All of the Second Phase

Closing Extension Deposits shall be non-refundable to Purchaser. The Second Phase Closing Extension Deposits shall be included as part of the "Deposits" under the Agreement.

6. **Constituent Parcels; Pre-Closing Subdivision**.

(a) **Deletion of Terms**. Section 1.2(a) of the Original Agreement and Section 3 of the Fifth Amendment are hereby deleted.

(b) **Constituent Parcels**. The defined terms "**Eastern Parcel**" and "**Western Parcel**" are hereby deleted throughout the Agreement. Attached under **Exhibit "B"** to this Sixth Amendment is an updated Conceptual Plan showing the intended configuration of the Property by intended use category under the Purchaser's pending PUD Master Plan for the Property. As used in the Agreement, the terms "**School Use Parcel #1**", "**School Use Parcel #2**, and the "**Mixed-Use Parcel**" shall correspond to those portions of the Property labeled as such under the Conceptual Plan, with School Use Parcel #1 and School Use Parcel #2 collectively comprising Pod A under the proposed PUD Master Plan and the Mixed-Use Parcel comprising Pod B, Pod O, and the Municipal Pod under the proposed PUD Master Plan. School Use Parcel #1 together with School Use Parcel #2 are sometimes collectively referred to in this Amendment as the "**Total School Use Parcel**". If Purchaser modifies the proposed PUD Master Plan, then the Conceptual Plan shall be adjusted accordingly and the final legal descriptions for School Use Parcel #1, School Use Parcel #2, and the Mixed-Use Parcel shall be based on the final PUD Master Plan approved as part of the Approvals.

(c) **Pre-Closing Subdivision**. Section 3.3(c) of the Original Agreement is hereby amended and restated in its entirety as follows:

> "It is Seller's and Purchaser's intent to have Seller, prior to Closing, record a boundary plat for K-Park (the "**Boundary Plat**") establishing School Use Parcel #1 (excluding the portion thereof comprising the Right of Way Parcel), School Use Parcel #2, and the Mixed-Use Parcel as legally subdivided parcels. Purchaser shall have Purchaser's surveyor prepare the Boundary Plat, at Purchaser's expense. Promptly following Seller's and Purchaser's mutual approval thereof (which approval shall not be unreasonably withheld, conditioned, or delayed, Seller shall submit all necessary applications for the Boundary Plat to the appropriate governmental authorities, and shall thereafter use diligent, reasonable efforts to pursue the final approval and recording of the Boundary Plat. Seller makes no representations or warranties with respect to approval of the Boundary Plat. If the boundaries of School Use Parcel #1, School Use Parcel #2, or the Mixed-Use Parcel are adjusted in accordance with the Agreement after the Boundary Plat has been approved and/or recorded, then Seller shall replat as necessary to conform the subdivision of K-Park to the final legal descriptions of School Use Parcel #1 (excluding the portion thereof comprising the Right of Way Parcel), School Use Parcel #2, and the Mixed-Use Parcel so each such parcel (as the same have been adjusted) can be separately conveyed based on such final legal descriptions without any such conveyance constituting an illegal subdivision (which plat waiver or replat shall similarly be subject to the approval of Seller and Purchaser, which approval shall not be

> unreasonably withheld, conditioned, or delayed). The subdivision of K-Park as provided herein shall be referred to as the "Subdivision". The Subdivision shall be for the sole purpose of permitting School Use Parcel #1 (excluding the portion thereof comprising the Right of Way Parcel), School Use Parcel #2, and the Mixed-Use Parcel to be separately conveyed without either such conveyances constituting an illegal subdivision, and accordingly, the Subdivision shall not result in any easements, dedications, restrictions, or other encumbrances being imposed on the Property unless otherwise agreed to by Purchaser in its sole discretion."

Additionally, the "Subdivision" as referenced under Section 8.2(c) and Section 15.22(B) of the Original Agreement shall refer to the Subdivision as provided in the amended and restated version of Section 3.3(c) of the Original Agreement as provided above.

(d) **Purchaser's MUPD Rezoning**. Section 3.3(i)(ii) of the Original Agreement is hereby amended and restated in its entirety as follows:

> "It is Purchaser's intent that the entire Site be rezoned to Multiple Use Planned Development (MUPD). During the Approval Period, Purchaser shall, at Purchaser's cost and expense and using Purchaser's good faith, reasonable efforts and due diligence, make all required development order applications to (A) rezone the entire Site to Multiple Use Planned Development (MUPD) and (B) seek approval of a PUD Master Plan designating the following uses within the MUPD as indicated on the Conceptual Plan: (1) the Mixed-Use Parcel shall be used only for mixed-use consistent with Section 13.4 and (2) School Use Parcel #1 and School Use Parcel #2 shall be used only for non-sectarian educational use. All approvals associated with the Purchaser's Rezoning Obligations shall be included as part of the "Approvals".

(e) **Right of Way Parcel Access Easement**. Sections 3.3(d), 8.2(d), 15.22(D), 15.22(E), 15.22(j) of the Original Agreement, and all other references to the Right of Way Parcel Access Easement, are hereby deleted.

7. **Closing**.

(a) **Original Approval Period Extension Options**. The four (4) options to extend the Approval Period under Section 3.3(b)(i) of the Original Agreement are each referred to as an "**Original Approval Period Extension Option**" and, collectively, as the "**Original Approval Period Extension Options**". As of the date of this Sixth Amendment, the expiration date of the Approval Period is March 23, 2026, by virtue of Purchaser's exercise of the first two (2) of the Original Approval Period Extension Options, with Purchaser having two Original Approval Period Extension Options remaining. Extensions of the Approval Period pursuant to the Original Approval Period Extension Options shall apply as to Approval Period for the entire Property.

(b) **Phased Closing**. The Closing Date is currently April 22, 2026, based on the current expiration date of the Approval Period. Purchaser shall have the right to elect to purchase the entire Property in a single closing on the Closing Date (as originally defined under Section 9.1 of the Original

Agreement and for the full amount of the Purchase Price, and such Closing Date as may be further extended pursuant to the terms of the Agreement) or to effectuate the purchase of the Property in two (2) phases through two (2) separate closings as further provided herein. If Purchaser elects to proceed under a phased closing structure, then the first closing (the "**First Closing**") shall be for the purchase of the Mixed-Use Parcel and School Use Parcel #2 (collectively, the "**First Phase Property**") and the second closing (the "**Second Closing**") shall be for the purchase of School Use Parcel #1 (also referred to as the "**Second Phase Property**"). As used in the Agreement, (i) the term "**Closing**" shall mean either the First Closing or the Second Closing, as the context requires or permits, and (ii) the term "**Closing Date**", shall mean either the First Closing Date or the Second Closing Date (as those terms are hereafter defined), as the context requires or permits. If this transaction proceeds under a phased closing structure as provided herein, then the following terms shall specifically apply to each Closing:

(i) **First Closing**. The closing date for the First Closing shall be the date which is the earlier of (A) thirty (30) days following the expiration of the Approval Period or (B) ten (10) days following delivery of written notice from Purchaser to Seller that Purchaser desires to proceed to the First Closing (the "**First Closing Date**"). The portion of the Purchase Price to be allocated to and paid at the First Closing shall be $28,342,848.00. Additionally, only the Initial Deposit, Additional Deposit, and any Extension Deposits (i.e., paid in connection with any exercised Original Approval Period Extension Options), but not any accrued interest thereon, shall be applied to the Purchase Price at the First Closing, with the "Deposits" under the Agreement thereafter constituting the EIM Deposits and any Second Phase Closing Extension Deposits, and with the Hard Initial Deposit Funds being reduced to $194,000.00, to be applied to the Purchase Price at the Second Closing (as provided below). At the First Closing, rather than executing and recording the Termination Memorandum, the parties shall execute and record an amendment to the Memorandum limiting its applicability to only the Second Phase Property. Additionally, Seller shall grant Purchaser temporary easement(s) over the Second Phase Parcel for access, construction, and staging in connection with the Reservoir Work.

(ii) **Second Closing**. The closing date for the Second Closing (the "**Second Closing Date**") shall initially be the First Closing Date but shall be subject to extension as provided below. The portion of the Purchase Price to be allocated to and paid at the Second Closing shall be $17,952,005.61. The total remaining amount of the Deposits, plus all of the accrued interest on the Deposits, shall be applied to the Purchase Price at the Second Closing. At the Second Closing, the parties shall execute and record the Termination Memorandum.

(A) **Second Phase Closing Extension Options**. Notwithstanding the foregoing, Purchaser shall have the right to extend the Second Closing Date in 30-day increments (each, a "**Second Phase Closing Extension Option**" and, collectively, the "**Second Phase Closing Extension Options**") by providing Seller with written notice of such election by no later than the then current Second Closing Date. For each Second Phase Closing Extension Option, Purchaser shall deliver the sum of $50,000.00 (each a "**Second Phase Closing Extension Deposit**" and, collectively, the "**Second Phase Closing Extension Deposits**") to Escrow Agent within three (3) Business Days following the then current Second Closing Date, which shall be held, governed, and applied pursuant to Section 2.2 of the Original Agreement. Notwithstanding the foregoing, Purchaser may not extend the Second Closing Date pursuant to this Section to a date later than October 21, 2026. In the event that the Limited Approval Period Extension is applicable and would indirectly operate to extend the Second Closing Date beyond October 21, 2026, then this Section shall be void and Purchaser shall have no Second Phase Closing Extension Options.

If this transaction proceeds under a phased closing structure as provided herein, all of the same terms, conditions, contingencies, and conditions precedent shall apply as to each Closing except for the specific terms applicable to each Closing provided above, and provided the subject of the closing documents for each Closing shall be the applicable portion of the Property being conveyed at such Closing. Accordingly, in the event any circumstance gives rise to either party having a right to terminate the Agreement following the First Closing pursuant to the terms of the Agreement, then such termination right shall continue to be exercisable notwithstanding the occurrence of the First Closing (with the treatment of the Deposits as a result thereof referring to the then applicable remaining amount of the Deposits as provided herein). However, for clarity, the phasing of the Closing shall not operate to extend the Approval Period.

After the First Closing, Purchaser shall continue to have the right to assign the Agreement to a Purchaser Affiliate such that Purchaser and/or different Purchaser Affiliates may purchase the First Phase Parcel and Second Phase Parcel.

8. **Representations and Warranties**. The Seller's Liability Cap is hereby increased to $1,600,000.00. Additionally, if this transaction proceeds under a phased closing structure as provided above, then the survival periods under Sections 4.1 and 5.1 of the Original Agreement shall run from each Closing as to the applicability of each party's representations as warranties thereunder as to the portion of the Property which is the subject of each such Closing.

9. **Post-Closing Development Terms**. Section 3(b) of the Fifth Amendment is hereby deleted.

(a) **Project Phasing**. For as long as the Total School Use Parcel remains designated under the PUD Master Plan as being for school use, the terms of Section 13.1 of the Original Agreement shall not apply to as to the Total School Use Parcel. However, if at any time any portion of the Total School Use Parcel is redesignated under the PUD Master Plan in a manner permitting the same to be developed for residential, retail, commercial, and/or hotel use, then no certificates of occupancy shall be issued for any Standalone Residential Components constructed on any portion of the Total School Use Parcel until the Non-Residential Requirement has been satisfied.

(b) **Repurchase Option**. The terms of Section 13.2 of the Original Agreement and the Repurchase Right thereunder shall only apply as to the Mixed-Use Parcel, and for the purposes of satisfying the Construction Trigger the "Project" shall mean solely the development contemplated under the Approvals for the Mixed-Use Parcel, and not any potential project located on the Total School Use Parcel. Accordingly, the Mixed-Use Parcel, School Use Parcel #1, and School Use Parcel #2 shall each be conveyed by separate Deeds, with the form of the Deeds for School Use Parcel #1 and School Use Parcel #2 being modified to eliminate the references to the Repurchase Right.

(c) **Permitted Uses**. The terms of Section 13.4 of the Original Agreement shall only apply as to the Mixed-Use Parcel, and the Deeds for School Use Parcel #1 and School Use Parcel #2 shall not contain the use restrictions set forth in Exhibit "C" of the form of Deed attached under the Original Agreement.

10. **Conditional Additional Consideration for School Use Parcel #1**. If, during the 10-year period following Closing (which, for the purpose hereof, shall mean the First Closing if this transaction proceeds under a phased closing structure) (the "**Adjustment Period**"), Purchaser obtains all final and non-appealable Approvals necessary to permit the development of any or all of School Use Parcel #1 for

residential, retail, commercial, and/or hotel use (the "**Non-School Use Entitlements**"), then Purchaser shall pay Seller the Adjustment Price (defined below) for the total acreage of School Use Parcel #1 receiving the Non-School Use Entitlements (the "**Additional Consideration**"). The "**Adjustment Price**" shall initially be $428,571.00 per acre, and shall be increased by 3% on each anniversary of the Second Closing Date (or, if the entire Property is purchased in a single transaction rather than under a phased structure, the Closing Date). Payments of Additional Consideration shall be due to Seller within thirty (30) days following Purchaser's receipt of the corresponding Non-School Use Entitlements. The terms of this Section shall survive Closing and shall run with the land as to the Property. At the last of the Closings, the parties shall record in the Public Records of Palm Beach County, Florida a memorandum of additional consideration encumbering School Use Parcel #1 to memorialize the foregoing. For clarity, the obligation to pay the Additional Consideration shall be that of solely the then current owner of School Use Parcel #1 at the time the Additional Consideration becomes due and payable, and shall not be a personal obligation of Purchaser. Further, the memorandum shall be released of record upon each payment of the Additional Consideration as to the portion of School Use Parcel #1 corresponding to such payment.

11. **Ratification**. Except as modified by this Sixth Amendment, the Agreement shall remain otherwise unmodified and in full force and effect and the parties ratify and confirm the terms of the Agreement as modified by this Sixth Amendment. All future references to the Agreement shall mean the Agreement as modified by this Sixth Amendment.

12. **Counterparts**. The parties may execute this Sixth Amendment in multiple counterparts, each of which constitutes an original, and all of which, collectively, constitute only one agreement. The signatures of all of the parties need not appear on the same counterpart, and delivery of an executed counterpart signature page in an electronic format (including, without limitation, by a PDF or JPG attachment via electronic mail or an electronic signature executed through DocuSign, Dotloop, or similar software) shall be legal and binding and shall have the same full force and effect as if an original and is as effective as executing and delivering this Sixth Amendment in the presence of the other parties to this Sixth Amendment.

13. **Miscellaneous Provisions**. This instrument sets forth the entire agreement relating to the subject matter hereof, and supersedes all prior and contemporaneous negotiations, understandings and agreements, written or oral. Each party has reviewed this Sixth Amendment and all of its terms with legal counsel, or had an opportunity to review this Sixth Amendment with legal counsel, and is not relying on any representations made to him by any other person concerning the effect of this Sixth Amendment. This Sixth Amendment shall be interpreted without regard to any presumption or rule requiring construction against the party causing this Sixth Amendment to be drafted.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, Purchaser and Seller have executed this Sixth Amendment as of the date first above written.

SELLER:

ATTEST: _____
Chevelle D. Hall, Secretary

ACME IMPROVEMENT DISTRICT,
a dependent district of the Village of Wellington

By: _____
Michael J. Napoleone, President

Approved as to Form and Legal Sufficiency

By: _____
Laurie Cohen, Board Attorney

PURCHASER:

WELLINGTON PROPERTY OWNER, LLC,
a Delaware limited liability company

By: _____
Print Name: _____
Title:_____

EXHIBIT "A"

LEGAL DESCRIPTION OF THE SITE

PARCEL 1:

Portions of Tracts 1 through 8, in Block 26, of Palm Beach Farms Co. Plat No. 3, recorded in Plat Book 2, Page 45, Public Records of Palm Beach County, Florida, and that part of the Palm Beach Farms Co. Plat No. 3.roadway north of Tracts 1 to 4 and west of Tracts 4 and 5, said Block 26, as more fully described below:

Tracts 1 through 8. Block 26, of Palm Beach Farms Co. Plat No 3, recorded in Plat Book 2, Page 45, Public Records of Palm Beach County, Florida,

LESS AND EXCEPT,

1. The South 86 feet of said Tracts 5 through 8 and
2. The right of way for US 441. (State Rood 7)
3. Ten acres, more or less, deeded to the New Community Church of the Palm Beaches, as recorded in Official Records Book 10931, Page 489 and 492.

Add 4 acres of PBF Co. roadway north of Tracts 1 to 4 and west of Tracts 4 and 5 all in Block 26, ORB 13325/1198, Less the South 86 feet.

ALSO BEING DESCRIBED AS FOLLOWS: (This description authorized in the office of Dennis J. Leavy & Associates, Inc.)

A parcel of land lying in Section 24, Township 44 South, Range 41 East, being a portion of Tracts 1 through 8 inclusive, Block 26, Palm Beach Farms Co. Plat No. 3, as recorded in Plat Book 2, Page 45, of the Public Records of Palm Beach County, Florida, being more particularly described as follows:

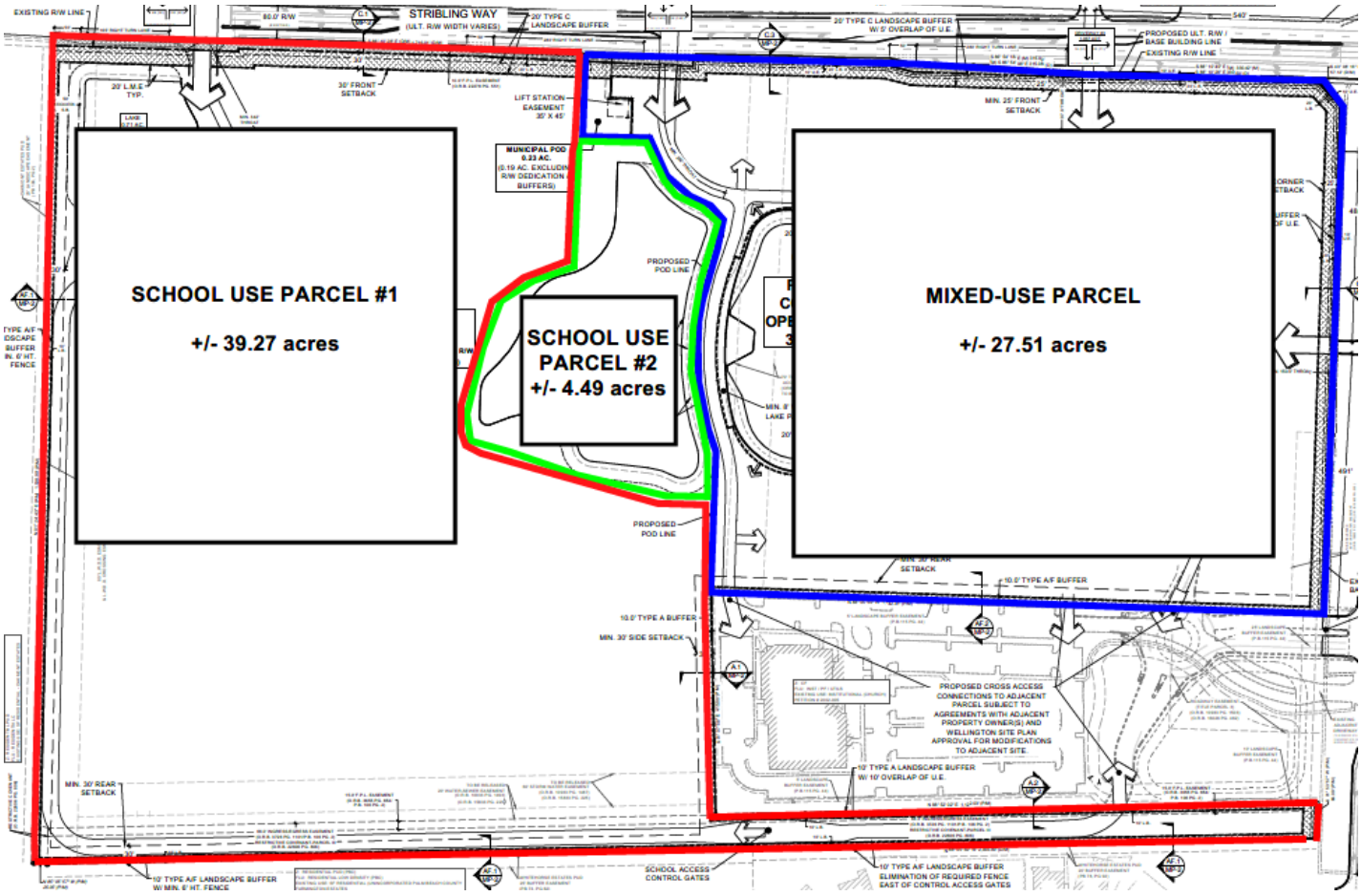
Commencing at the North One-Quarter (1/4) Corner of said Section 24; thence S.01°24'43"W., as a basis of bearings, along the West line of the Northeast One-Quarter of said Section 24, said line also being the West line of Block 26, Palm Beach Farms Co. Plat No. 3, a distance of 19.57 feet to the POINT OF BEGINNING; thence S.88°10'28"E., a distance of 1716.01 feet; thence S.86°54'06"E., a distance of 315.08 feet; thence S.88°10'28"E. a distance of 330.50 feet; thence S.43°08'16"E. a distance of 57.12 feet to a point on the westerly Right-of-Way Line of State Road #7 and U.S. Highway #441, as shown on the Florida Department of Transportation Right-of-Way Map, Section 93210-2519, sheet 9 of 27, revision date 02-01-96, the preceding four (4) courses also being coincident with the North line of those lands described in Official Record Book 13325, Page 1198 of the Public Records of Palm Beach County, Florida; thence S.01°53'57"W., along said Right-of-Way Line a distance of 949.58 feet; thence N.88°05'50"W., departing said West Right-of-Way Line, a distance of 1142.41 feet; thence S.01°07'58"E., a distance of 415.00 feet to a point on a line 86.00 feet north of and parallel with (as measured at right angles) the South line of said Tracts 5 and 6, the preceding two (2) courses also being coincident with the North and West lines of those lands described in Official Record Book 10931, Page 489 and 492 of the Public Records of Palm Beach County, Florida; thence S.88°52'02"W, along said parallel line, a distance of 1270.71 feet to a point on the aforementioned West line of the Northeast One-Quarter (1/4) of Section 24 and the West line of said Block 26, Palm Beach Farms Co. Plat No. 3; said line also being coincident with the West line of those lands described in Official Record Book 13325, Page 1198 of the Public Records of Palm Beach County, Florida; thence N .01°24'43"E., along said West line, a distance of 1475.51 feet to the Point of Beginning.

PARCEL 2:

Tract C, OAKMONT ESTATES P.U.D., according to the map or plat thereof, as recorded in Plat Book 106, Page 2, of the Public Records of Palm Beach County, Florida.

EXHIBIT "B"

UPDATED CONCEPTUAL PLAN



TERMINATION OF PURCHASE AND SALE AGREEMENT

THIS TERMINATION OF PURCHASE AND SALE AGREEMENT (this "**Termination**") is entered into as of February 24, 2026, by and between **ACME IMPROVEMENT DISTRICT**, a dependent special district of the Village of Wellington existing under the Laws of the State of Florida ("**Seller**"), and **FOUNDERS ACREAGE WELLINGTON LLC**, a Florida limited liability company ("**Purchaser**"), and joined by **WELLINGTON PROPERTY OWNER LLC**, a Delaware limited liability company ("**Related**").

WHEREAS, Purchaser and Seller entered into that certain Purchase and Sale Agreement dated effective January 21, 2025 (the "**Original Agreement**"), as amended by that First Amendment to Purchase and Sale Agreement dated January 13, 2026 (collectively, the "**Agreement**"), with respect to the purchase and sale of a portion of that property located on State Road 7, south of Stribling Way in the Village of Wellington, Florida, known as "K-Park"; and

WHEREAS, Related and Seller have also entered into that certain Purchase and Sale Agreement dated effective January 21, 2025 (as amended, the "**Related PSA**") for the purchase and sale of the remaining portion of K-Park; and

WHEREAS, Purchaser and Seller have mutually agreed to terminate the Agreement and for the full amount of the Deposits paid by Purchaser thereunder to be simultaneously refunded to Purchaser and assigned to Related, so that such funds remain in escrow with Escrow Agent but on account for Related to be held as additional "Deposits" under the Related PSA.

WHEREAS, Related has agreed to accept such assignment of the Deposits as provided under this Termination.

NOW THEREFORE, in consideration of the foregoing premises, the mutual agreement of the parties hereto, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

1. **Definitions**. Capitalized terms used but not defined in this Termination shall have the same definitions given to them in the Agreement, unless the context clearly indicates a contrary intent.

2. **Termination**. The Agreement is hereby terminated and Purchaser and Seller shall be released of all further obligations under this Agreement (except for any obligations which expressly survive the termination of the Agreement). Notwithstanding anything contained in the Agreement to the contrary, Purchaser shall have no obligation to provide the Purchaser's Materials in connection with the termination of the Agreement.

3. **Releases.** Each of Seller and Purchaser release each other, and their respective officers, directors, members, shareholders, council members, employees attorneys' and affiliates, from any and all loss, cost, expense, claim, charge or liability arising out of or in any way connected with the Agreement and/or the termination thereof, except for any indemnity obligations specifically provided for in the Agreement which expressly survive any termination of the Agreement.

4. **Deposits**.

(a) Notwithstanding anything contained in the Agreement to the contrary, Seller waives and releases any and all claims with respect to the Deposits together with any interest accrued

thereon (the "**EIM Deposits**"), and agrees that the full amount of the EIM Deposits (including any portion of the Deposits categories as Hard Funds) shall be refunded to Purchaser.

(b) Purchaser hereby assigns, transfers, and sets over to Related all of Purchaser's right, title, and interest in and to the EIM Deposits, and Related hereby accepts such assignment. Purchaser represents and warrants that Purchaser holds all right, title, and interest in and to the EIM Deposits, has not assigned, pledged, or otherwise transferred any of its rights in the EIM Deposits to any third party, and has the full right and power to assign the EIM Deposits to Related as provided herein without the consent of any third party and without such assignment violating any agreement or law to which Purchaser is a party or to which it is subject.

(c) Purchaser and Seller hereby instruct Fidelity National Title Insurance Company ("**Fidelity**"), as Escrow Agent under the Agreement and pursuant to that Earnest Money Escrow Agreement dated January 21, 2025, executed by Fidelity, Purchaser, and Seller in connection with the Agreement, to disburse the full amount of the EIM Deposits to Related. Correspondingly, in lieu of receiving direct payment of the EIM Deposits, Related hereby instructs Fidelity to continue to hold the EIM Deposits but on account of Related as part of the "Deposits" under the Related PSA, under and pursuant to that Earnest Money Escrow Agreement dated January 21, 2025, executed by Fidelity, Related, and Seller in connection with the Related PSA.

5. **Termination Memorandum**. Pursuant to Section 11.1 of the Original Agreement, Purchaser and Seller hereby instruct Escrow Agent to date, complete any blanks in, and record the Termination Memorandum in the Public Records of Palm Beach County, Florida. If Escrow Agent cannot locate Purchaser's and/or Seller's executed original of the Termination Memorandum, then such party shall re-execute and deliver to Escrow Agent an original counterpart to the Termination Memorandum within three (3) Business Days after notice thereof.

6. **Further Assurances**. Purchaser, Seller, and Related, without further consideration, shall execute and deliver such other documents, and take such other actions, as may be reasonably necessary to effectuate the purposes of this Termination.

7. **Counterparts**. The parties may execute this Termination in multiple counterparts, each of which constitutes an original, and all of which, collectively, constitute only one agreement. The signatures of all of the parties need not appear on the same counterpart, and delivery of an executed counterpart signature page in an electronic format (including, without limitation, by a PDF or JPG attachment via electronic mail or an electronic signature executed through DocuSign, Dotloop, or similar software) shall be legal and binding and shall have the same full force and effect as if an original and is as effective as executing and delivering this Termination in the presence of the other parties to this Termination.

8. **Miscellaneous Provisions**. This instrument sets forth the entire agreement relating to the subject matter hereof, and supersedes all prior and contemporaneous negotiations, understandings and agreements, written or oral. Each party has reviewed this Termination and all of its terms with legal counsel, or had an opportunity to review this Termination with legal counsel, and is not relying on any representations made to him by any other person concerning the effect of this Termination. This Termination shall be interpreted without regard to any presumption or rule requiring construction against the party causing this Termination to be drafted.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, Purchaser and Seller have executed this Sixth Amendment as of the date first above written.

SELLER:

ATTEST: _____
Chevelle D. Hall, Secretary

ACME IMPROVEMENT DISTRICT, a dependent district of the Village of Wellington

By:_____
Michael J. Napoleone, President

Approved as to Form and Legal Sufficiency

By:_____
Laurie Cohen, Board Attorney

PURCHASER:

FOUNDERS ACREAGE WELLINGTON LLC, a Florida limited liability company

By:_____
Print Name:_____
Title:_____

JOINED BY:

WELLINGTON PROPERTY OWNER, LLC, a Delaware limited liability company

By:_____
Print Name:_____
Title:_____

Legislation Text

File #: 26-7608, **Version:** 1

ITEM: CONSIDERATION OF VILLAGE MANAGER'S EMPLOYMENT AGREEMENT

REQUEST: Council consideration of the Village Manager's Employment Agreement.

EXPLANATION: Council appointed Councilman McGovern to negotiate the Village Manager's Employment Agreement. The current employment agreement expires on December 31, 2026. Attached is the updated negotiated agreement for Council's consideration.

BUDGET AMENDMENT REQUIRED:

PUBLIC HEARING: NO **QUASI-JUDICIAL:**

FIRST READING: **SECOND READING:**

LEGAL SUFFICIENCY: YES

FISCAL IMPACT: This will be included in the FY 2027 Budget Process.

WELLINGTON FUNDAMENTAL: Responsive Government

RECOMMENDATION: Council consideration of the Village Manager's Employment Agreement.

Exhibit "A"

EMPLOYMENT AGREEMENT BETWEEN THE VILLAGE OF WELLINGTON AND JAMES E. BARNES

Introduction
This Agreement, made and entered into this 24th day of February, 2026, by and between the Village of Wellington, Florida, a Florida municipal corporation (hereinafter called "VILLAGE"), and James E. Barnes (hereinafter called "VILLAGE MANAGER"). In consideration of the mutual obligations set forth below, the VILLAGE and VILLAGE MANAGER agree as follows:

Section 1: Term

A. The term of this Agreement shall begin February 24, 2026, and remain in effect until December 31, 2030. The term of this Agreement may be modified by written mutual consent of the parties.

B. Nothing in this Agreement shall prevent, limit, or otherwise interfere with the right of the VILLAGE to terminate the service of VILLAGE MANAGER at any time, subject only to the provisions set forth in Section 12 herein below.

C. Nothing in this Agreement shall prevent, limit, or otherwise interfere with the right of the VILLAGE MANAGER to resign at any time, subject only to the provisions set forth in Section 12 herein below.

D. At least sixty days (60) prior to the expiration of this agreement, the Manager shall notify each member of the Village Council in writing of the VILLAGE MANAGER's intentions for future employment beyond the expiration of this contract.

Section 2: Duties and Authority

The VILLAGE MANAGER shall be responsible to the VILLAGE and shall perform the functions and duties of the Village Manager as provided in the Charter, the Code of Ordinances, and Policies and Procedures of Wellington and as provided by Florida Law and as mutually agreed to by the VILLAGE MANAGER and VILLAGE from time to time, as well as the functions and duties of the Chief Administrative Officer of the Acme Improvement District. The VILLAGE shall be responsible for setting Policy, and the VILLAGE MANAGER shall be responsible for implementing Policy. The VILLAGE MANAGER shall devote whatever time is necessary to perform the duties of the position. The VILLAGE MANAGER shall remain in the exclusive employment of the Village of Wellington until termination of this Agreement. The VILLAGE MANAGER shall not be employed by any other employer until the termination of this Agreement. The term "employed" shall not be construed to include occasional teaching, writing, or consulting performed on the VILLAGE MANAGER's time off, not in excess of an average of four (4) hours per week in a non-conflicting capacity, in accordance with the provisions of Florida Statutes and with specific written notice given to the Wellington Council. The VILLAGE MANAGER shall devote his full time to act as the Wellington Manager and to carry out to the best of his abilities all the duties imposed upon him by the Charter and the Ordinances of Wellington and such other duties as the VILLAGE may assign from time to time. During the term of this Agreement and any extensions thereof, the VILLAGE MANAGER shall not hold office in any political party or political organization. The VILLAGE MANAGER agrees to direct and supervise the operation of Wellington and Acme Improvement District and appoint and employ such personnel as may be necessary for the proper and efficient operation of both entities. Subject to budget limitations, the VILLAGE MANAGER shall be solely responsible for the hiring, firing, and direction of all non-charter Wellington employees. The VILLAGE shall be solely responsible for the hiring and firing of all Charter Officers. The VILLAGE MANAGER shall maintain coordination, communication, and consultation with all other Charter Officers on all matters requiring their expertise or input as often as and to the extent necessary to efficiently carry out the functions of Wellington as determined by the VILLAGE.

Section 3: Compensation

The base salary for the VILLAGE MANAGER shall be $280,000.00 per annum, which shall be payable in installments at the same time as other employees of the VILLAGE are paid. The VILLAGE MANAGER shall be provided a 5% increase added to base salary at the beginning of each fiscal year, in any year general employees receive an across-the-board or merit increase to their base pay, beginning on October 1, 2026.

Section 4: Health, Disability, and Life Insurance Benefits

A. The VILLAGE agrees to provide and to pay the premiums for health, hospitalization, surgical, vision, dental, and comprehensive medical insurance for the VILLAGE MANAGER and his/her spouse and dependents equal to that which is provided to all other employees of the Village.

B. The VILLAGE agrees to provide and to make required premium payments for short-term and long-term disability coverage for the VILLAGE MANAGER.

C. The VILLAGE agrees to provide and to pay the premiums due for whole life insurance in the amount of $750,000. The VILLAGE MANAGER shall name the beneficiary of the life insurance policy. Such insurance shall be in lieu of any other life insurance VILLAGE would otherwise provide. This benefit shall be provided on a net-of-tax basis to ensure that the VILLAGE MANAGER receives the full intended economic benefit after the payment of all applicable taxes.

D. The VILLAGE MANAGER shall be entitled to all benefits provided to other Village employees now or in the future, except as expressly modified herein. In the event the terms of this Agreement conflict with the terms of any benefits set forth in the Village's official Employment Manual, as amended from time to time, the provisions of this Agreement shall control.

Section 5: Vacation and Sick Leave

A. The VILLAGE MANAGER shall accrue paid time off leave (PTO) on an annual basis at the rate of three-hundred (300) hours per annum, and may buy back PTO at the rate provided to any other Village employees with similar length of service. VILLAGE MANAGER may carry over all unused PTO from year to year.

B. The VILLAGE MANAGER shall accrue major illness leave (MIL) at the rate provided to any other Village employees up to a maximum cap of 480 hours.

C. In the event the VILLAGE MANAGER's employment is terminated, either voluntarily or involuntarily, the VILLAGE MANAGER shall be compensated for all accrued and unused PTO leave and accrued and unused MIL.

Section 6: Automobile

VILLAGE MANAGER's job duties and responsibilities require that he have the exclusive and unrestricted use of an automobile at all times during his employment with the VILLAGE. As such, the VILLAGE shall provide the VILLAGE MANAGER with an automobile allowance in the amount of $800.00 per month to cover the expense of his personal vehicle ("Automobile Allowance"). VILLAGE MANAGER shall be responsible for any employee payroll taxes imposed upon the Automobile Allowance in accordance with applicable law; or, the VILLAGE shall provide the VILLAGE MANAGER with exclusive lawful use of a late model unmarked automobile during the terms of his employment. The VILLAGE shall be responsible for obtaining and funding the cost of all related expenses, including but not limited to liability, property damage, and comprehensive insurance coverages, as well as for the purchase, operation, maintenance, repair, and regular replacement of such provided vehicle. All insurance coverage will be extended to include business and non-business passengers in Village provided vehicle.

Section 7: Retirement

A. The VILLAGE MANAGER shall be eligible to participate in the Florida Retirement System (FRS) or any successor plans currently available to Village employees. The VILLAGE MANAGER shall be subject to the same contribution and vesting schedule as all other senior management participants of the FRS. The VILLAGE shall continue to pay, on behalf of the VILLAGE MANAGER, his employee contribution. If the VILLAGE MANAGER elects to participate in the FRS Deferred Retirement Option Program ("DROP"), the VILLAGE shall continue to budget for the VILLAGE retirement contribution at the rate that would have applied had the VILLAGE MANAGER remained an active participant in the FRS. During the period of the VILLAGE MANAGER's participation in DROP, the VILLAGE shall contribute an amount equal to the difference between (i) the VILLAGE contribution rate applicable to active FRS participation and (ii) the reduced VILLAGE contribution rate applicable during DROP participation, to the VILLAGE MANAGER's eligible deferred compensation plan. Such contributions shall be made on a pre-tax basis as may be permitted by law, shall be subject to all applicable federal and state laws and contribution limits, and shall be deposited at regular payroll intervals. These contributions shall be in addition to, and not in lieu of, any other deferred compensation benefits provided under this Agreement. Any contributions exceeding IRS maximums Section 415(d), as amended from time to time, shall be contributed to an allowable alternative investment plan.

B. Notwithstanding the foregoing, the VILLAGE shall contribute to a deferred compensation (457(b) or 401(a)) account of the VILLAGE MANAGER's choosing, an amount equal to the maximum contribution allowable pursuant to Federal Law, as it may be from time to time amended, including pre-retirement and catch-up limits. VILLAGE agrees VILLAGE MANAGER'S interest is 100% vested when a deposit is made to the plan on or before April 15th of each year beginning in 2026, as specifically determined by the VILLAGE MANAGER. The commencement date of this section shall be March 1, 2026. This benefit shall be provided on a net-of-tax basis to ensure that the VILLAGE MANAGER receives the full intended economic benefit after the payment of all applicable taxes.

Section 8: General Business Expenses

A. VILLAGE agrees to budget for and to pay for professional dues and subscriptions of the VILLAGE MANAGER necessary for continuation and full participation in national, regional, state, and local associations, and organizations necessary and desirable for the VILLAGE MANAGER's continued professional participation, growth, and advancement, and for the good of the VILLAGE.

B. VILLAGE agrees to budget for and to pay for reasonable travel and subsistence expenses of VILLAGE MANAGER, in accordance with federal and state laws and guidelines, for professional and official travel, meetings, and occasions to adequately continue the professional development of VILLAGE MANAGER and to pursue necessary official functions for VILLAGE, including but not limited to the ICMA/APA Annual Conference, the state municipal association, and such other national, regional, state, and local governmental groups and committees in which VILLAGE MANAGER serves as a member.

C. VILLAGE also agrees to budget for and to pay for reasonable registration, travel and subsistence expenses, in accordance with federal and state laws and guidelines, of VILLAGE MANAGER for courses, institutes, and seminars, including courses for credit at a regionally accredited college or university, that are necessary for the VILLAGE MANAGER's professional development and for the good of the VILLAGE.

D. VILLAGE acknowledges the value of having the VILLAGE MANAGER participate and be directly involved in local civic clubs or organizations. Accordingly, VILLAGE shall pay for the reasonable membership fees and/or dues to enable the VILLAGE MANAGER to become an active member in local civic clubs or organizations.

Section 9: Telecommunications/Technical Equipment

The VILLAGE will provide the VILLAGE MANAGER with appropriate support, supplies, materials, and equipment to conduct the business of the Village, including cellular telephone, tablet, and/or personal computer(s), including use of cellular data as necessary to carry out the duties of the Village Manager.

Section 10: Ethics

The VILLAGE MANAGER shall adhere to the International City/County Management Association (ICMA) Code of Ethics and State, County, and Village ethics policies or laws throughout his term of employment.

Section 11: Residency

The VILLAGE MANAGER shall reside within the corporate boundaries of the Village of Wellington during the term of employment.

Section 12: Termination and Severance Pay

A. Without Cause.

1. VILLAGE may terminate VILLAGE MANAGER without cause at any time during the term of the Agreement with 14 calendar days' written notice by the affirmative votes of not less than four (4) members of the Village Council at a regular meeting of the Village Council, except as noted in Section 12.A.2 of this agreement. At its sole discretion, during the notice period, VILLAGE may require the VILLAGE MANAGER to cease or limit the work performed on VILLAGE matters.
2. The VILLAGE shall not consider, vote upon, or take action to terminate the employment of the VILLAGE MANAGER without cause during the period beginning one hundred twenty (120) days prior to a scheduled general or special election for members of the Village Council and ending one hundred twenty (120) days following the certification of election results. Nothing herein shall limit the VILLAGE's authority to suspend or terminate the Village Manager for Cause, nor shall this provision impair the Manager's right to resign at any time.
3. The VILLAGE's termination of VILLAGE MANAGER without cause shall be in accordance with the provisions of the Wellington Charter, and the determination of Wellington's Council shall be final and non-appealable. Termination, as used in this section, shall also include request that the VILLAGE MANAGER resign, a reduction in salary or other financial benefits of the VILLAGE MANAGER (unless voluntarily agreed upon, or as part of a general Village employee salary reduction, or by mutual agreement by VILLAGE MANAGER and Village Council), a material reduction in the powers and authority of the VILLAGE MANAGER, termination due to a disability, or the elimination of the VILLAGE MANAGER position. Any such notice of termination or act constituting termination shall be given at or effectuated at a duly noticed regular meeting of the Village Council.

4. Severance Pay.

    a. In the event VILLAGE MANAGER is terminated by the VILLAGE Without Cause, VILLAGE MANAGER shall receive Severance Pay equal to the gross amount of twenty (20) weeks Base Salary in effect at the time of termination and shall be provided twenty (20) weeks of continued coverage in the VILLAGE's Health Insurance Program under the terms in effect at the time of termination, but shall not include any other Benefits or perquisites as may be otherwise permitted by §215.425, F.S. (hereinafter referred to as "Severance Pay").
    b. Severance Pay shall be made within 30 calendar days after receipt of an executed General Release, including all employment-related claims, by VILLAGE MANAGER in favor of VILLAGE in a lump sum cash payment, less applicable withholdings and other required deductions.
    c. VILLAGE MANAGER's failure to deliver a fully executed General Release, including all employment-related claims, to VILLAGE within thirty (30) calendar days of the effective date of the termination Without Cause shall forfeit any entitlement to Severance Pay under this Agreement.

B. With Cause.

1. VILLAGE may terminate VILLAGE MANAGER with cause as provided herein.
2. "With Cause" is defined as termination based upon any of the following actions by the VILLAGE MANAGER:

a. fraud;
b. embezzlement;
c. conviction of a felony;
d. malfeasance in office, which materially impairs the VILLAGE MANAGER'S ability to perform the essential functions of the position or materially harms the VILLAGE;
e. violation of Florida's or Palm Beach County's Code of Ethics;
f. violation of VILLAGE's Code of Ethics and Conflict of Interest or Outside Employment Policies;
g. violation of the VILLAGE's No-Harassment Policy or its Equal Employment Opportunity Policy;
h. violation of VILLAGE's Drug-Free Workplace Policy;
i. misconduct, as defined in Florida Statute 443.036(30), as amended from time to time;
j. breach of this Contract; or
k. engaging in activities or conduct injurious to the reputation of the VILLAGE, including, without limitation, engaging in immoral or criminal acts that become public information.

3. VILLAGE may terminate VILLAGE MANAGER with cause at any time during the term of the Agreement, or any extension of the term authorized by written amendment, with written notice issued to VILLAGE MANAGER describing the actions claimed by the VILLAGE constituting such grounds and the effective date of the termination. At its sole discretion, prior to the effective date of termination, VILLAGE may require VILLAGE MANAGER to cease or limit the work performed on VILLAGE matters, during which time VILLAGE MANAGER is entitled to such regular compensation as is due under this Agreement until the effective date of the termination as provided in the notice.
4. The VILLAGE's termination of the VILLAGE MANAGER with cause shall be in accordance with the provisions of the Wellington Charter, and the determination of Wellington's Council shall be final and non-appealable.
5. VILLAGE MANAGER is not entitled to, and VILLAGE shall not make payment for, Severance Pay due to termination with cause.

C. Resignation.
1. VILLAGE MANAGER may voluntarily resign his employment with VILLAGE by providing VILLAGE one hundred twenty (120) days' written notice in advance. During the 120-day period, VILLAGE may require VILLAGE MANAGER to cease or limit the work performed on VILLAGE matters, during which time VILLAGE MANAGER is entitled to such regular compensation as is due under this Agreement until the effective date of the resignation as provided in the notice.
2. VILLAGE MANAGER is not entitled to, and VILLAGE shall not make payment for, Severance Pay due to resignation from employment except as outlined in Section 12.

D. Death.
1. This Agreement, the Term, and the VILLAGE MANAGER's employment shall terminate automatically upon the VILLAGE MANAGER's death.
2. VILLAGE MANAGER is not entitled to, and VILLAGE shall not make payment for, Severance Pay as a result of death.

Section 13: Performance Evaluation

Annually, the VILLAGE and VILLAGE MANAGER will work together to mutually agree upon such goals and performance objectives, generally as a result of the budget process, which they determine to be essential for the proper operation of Wellington and Acme Improvement District and progress towards attaining the VILLAGE's policy directives, and shall further establish a relative priority among those various goals and objectives. Progress towards such goals and objectives shall be evaluated annually or as otherwise agreed to by both parties.

Section 14: Hours of Work

It is recognized that the VILLAGE MANAGER must devote a great deal of time outside the normal office hours on business for the VILLAGE, and to that end, the VILLAGE MANAGER shall be allowed to establish an appropriate work schedule.

Section 15: Indemnification

To the extent permitted by law and as limited by Section 768.28, Florida Statutes for tort actions, the VILLAGE shall defend, save harmless and indemnify VILLAGE MANAGER against any tort, professional liability claim or demand or other legal action arising out of an alleged act or omission occurring in connection with the performance of VILLAGE MANAGER's duties so long as VILLAGE MANAGER is acting within the scope of his employment. The VILLAGE, or its insurance carrier, will defend all such claims and actions at its own cost through competent counsel through administrative, trial, and appellate proceedings and shall pay or settle any such claim or suit or judgment rendered thereon. This Section shall survive cancellation or termination of this Agreement.

Section 16: Other Terms and Conditions of Employment

The VILLAGE, only upon agreement with VILLAGE MANAGER, shall fix any such other terms and conditions of employment, as it may determine from time to time, relating to the performance of the VILLAGE MANAGER, provided such terms and conditions are not inconsistent with or in conflict with the provisions of this Agreement, the Village of Wellington Charter, or any other law.

A. **Waiver:** The waiver by either party of a breach of any provision of this Agreement by the other shall not operate or be construed as a waiver of any subsequent breach by that party.

B. **No Assignment or Transfer**: The rights and obligations herein granted are personal in nature and cannot be transferred by the VILLAGE MANAGER.

C. **Governing Law**: This Agreement shall be governed by Florida law, and any litigation which may arise from this Agreement shall be filed and litigated in Palm Beach County, Florida.

D. **Bonding:** The Village shall bear the cost of any fidelity bond or other guarantee that may be required of VILLAGE MANAGER under any law or ordinance.

Section 17: Notices

Whenever either party desires to give notice to the other, such notice must be in writing, sent by certified United States Mail postage prepaid, return receipt requested, or by hand delivery with a request for a written receipt or acknowledgment of delivery, addressed to the party for whom it is intended at the place last specified. The place for giving notice shall remain the same as set forth herein until changed in writing in the manner provided in this section. For the present, the parties designate the following:

VILLAGE:	Mayor and Members of the Village Council Village of Wellington 12300 Forest Hill Boulevard Wellington, FL 33414
With a copy to:	Laurie Cohen Village Attorney Village of Wellington 12300 Forest Hill Boulevard Wellington, FL 33414
VILLAGE MANAGER:	James E. Barnes 1361 Torrington Avenue Wellington, FL 33414

Alternatively, notice required pursuant to this Agreement may be personally served in the same manner as is applicable to civil judicial practice. Notice shall be deemed given as of the date of personal service or as the date of deposit of such written notice in the course of transmission in the United States Postal Service.

Section 18: General Provisions

A. Integration. This Agreement sets forth and establishes the entire understanding between the VILLAGE and the VILLAGE MANAGER relating to the employment of the VILLAGE MANAGER by the VILLAGE. Any prior discussions or representations by or between the parties are merged into and superseded by this Agreement. The parties, by mutual written agreement, signed by both parties, may amend any provision of this agreement during the life of the agreement. Such amendments shall be incorporated and made a part of this agreement.

B. Binding Effect. This Agreement shall be binding on the VILLAGE and the VILLAGE MANAGER as well as their heirs, assigns, executors, personal representatives, and successors in interest.

C. This Agreement shall not be construed more strongly against either party, regardless of who was more responsible for its preparation.

D. Effective Date. This Agreement shall become effective on February 24, 2026.

E. Severability. The invalidity or partial invalidity of any portion of this Agreement will not affect the validity of any other provision. In the event that any provision of this Agreement is held to be invalid, the remaining provisions shall be deemed to be in full force and effect as if they have been executed by both parties subsequent to the expungement or judicial modification of the invalid provision.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement on the respective dates under each signature: Village of Wellington, through its Mayor, authorized to execute same, and JAMES E. BARNES, authorized to execute same.

VILLAGE OF WELLINGTON

ATTEST:

By: _____
Michael Napoleone, Mayor

_____
Chevelle Hall, Village Clerk

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY

_____
Laurie Cohen, Village Attorney

VILLAGE MANAGER

By: _____
James E. Barnes

Legislation Text

File #: 26-7602, **Version:** 1

ITEM: WELLINGTON ATHLETICS UPDATE

REQUEST: Presentation by Wellington Athletics

EXPLANATION: Members of the Wellington Athletics team will be present to provide an update on construction, programming, parking, etc.

BUDGET AMENDMENT REQUIRED: NO

PUBLIC HEARING: NO **QUASI-JUDICIAL:**

FIRST READING: **SECOND READING:**

LEGAL SUFFICIENCY:

FISCAL IMPACT: **N/A**

WELLINGTON FUNDAMENTAL: **Protecting our Investment**

RECOMMENDATION: Members of the Wellington Athletics team will be present to provide an update on construction, programming, parking, etc.