

Equestrian



What is the Equestrian Element?

EQUESTRIAN GOALS

- GOAL EQ 1 PRESERVE THE EQUESTRIAN LIFESTYLE IN WELLINGTON**
Preserve Wellington's equestrian community and its equestrian lifestyle.
- GOAL EQ 2 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.
- GOAL EQ 3 SUPPORT WELLINGTON'S EQUESTRIAN COMPETITION INDUSTRY**
Support the equestrian industry and particularly the competitive component as integral to the equestrian economic sector in Wellington.

NOTE: Accomplishing the goals, objectives, and policies of the Equestrian Element is difficult due to state exemptions from regulation of agricultural uses and structures (Florida Statute s. 604.50) without the cooperation of the equestrian community and farm owners within the Equestrian Preserve Area. Any objectives or policies regarding regulation of development are not applicable to any structure or agricultural activity exempted from Wellington codes by §. 604.50 F.S.

GOAL EQ 1 PRESERVE THE EQUESTRIAN LIFESTYLE IN WELLINGTON

Preserve Wellington's equestrian community and its equestrian lifestyle.

[Revised Goal 1.0]

Objective EQ 1.1 Equestrian Lifestyle and Development Patterns

Preserve the equestrian lifestyle and development patterns through the implementation of the Equestrian Overlay Zoning District to the extent the Village is not preempted by State statute, to support large lot, equestrian farms.

[Revised Objective 1.1]

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) Provide for the preservation of equestrian lifestyles and large lot, equestrian farms which exist in the EOZD;
- 2) Maintain site development regulations that recognize the characteristics of the equestrian lifestyle and development pattern while maintaining the overall density of the EPA; and
- 3) Provide for the limited commercial, civic, and institutional uses, which support the equestrian industry, including primary and secondary schools.

Note: Wellington's 1999 Comprehensive Plan required the adoption of zoning regulations that would implement the lifestyle preservation goals outlined in that plan. In 2002, the Village adopted the Equestrian Overlay Zoning District. The EOZD created land development regulations designed to preserve the equestrian lifestyle. The EOZD ordinance has been largely obviated by § 604.50 F.S.

[Revised Objective 1.1]

Policy EQ 1.1.2

Infrastructure impacts and costs

Development and re-development within EPA that generates public infrastructure impacts above the entitlement densities that existed on the date of incorporation (12/31/1995) shall bear costs associated with improving or expanding public facilities and infrastructure required to maintain adopted Level of Service standards in the same manner as other development Village-wide.

[New]

Policy EQ 1.1.3

Incident Management Coordination

Coordinate with State and County emergency managers to provide support to the equestrian community within the EPA if impacted by area-wide incidents.

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".

[New]

Policy EQ 1.2.1



Horse Waste – Disposal Alternatives

Continue to investigate alternatives for horse waste disposal that have reduced environmental impacts, reduced hauling demands, and sustainable reuse solutions, potentially through a corporative regional approach, which can be supported by Wellington.

**Policy EQ 1.2.2
Water Quality**

Coordinate with state and federal agencies to assess and address water quality standards in the EPA and identify policies or programs to support water quality improvement, which may be jointly implemented.

[New]

**Policy EQ 1.2.3
Water Quality Impacts**

Current federal water quality standards will require changes in how and when Wellington accepts water into its public water bodies including canals and lakes. Additional regulatory standards may be required to ensure that water entering the public system meets federal water quality standards. The major change will be in phosphorus limits, the federal standard for phosphorous loadings has changed from “*Average Daily Load (ADL)*” to “*Total Maximum Daily Load (TMDL)*.”

Properties within EPA that are not subject to water quality *Best Management Practices (BMP’s)* may be subject to limiting direct discharge into ACME canals. This may include a limitation on phosphorous to a TMDL of not more than 49 ppb.

Should the federal government begin enforcement of the changed phosphorous standards, Wellington shall develop an education and outreach program that recommends a broad range of water quality BMP’s relating to meeting revised USEPA total phosphorus loads requirements. This program shall address meeting water quality standards on-site prior to discharge into the Wellington/ACME system. The program shall also address the financial responsibilities for costs associated with the impacts on public facilities and the infrastructure required to meet the standard.

**GOAL EQ 2
MAINTAIN A MULTI-MODAL TRANSPORTATION NETWORK IN THE EPA**

Maintain a multi-modal transportation network with a focus on equestrians.

[Revised Objective 1.2]

**Objective EQ 2.1
Equestrian Trails Circulation Plan**



Continue implementation of the adopted Equestrian Trails Circulation Plan (November 2015) to improve the safety of both motorists and equestrians and provide a connected circulation system in the EPA as funding becomes available from developer contributions, grants, or assessments.

[Revised Objective 1.2]

Policy EQ 2.1.1

Equestrian Trails Circulation Plan Review

Regularly review and update the adopted Equestrian Trails Circulation Plan, which includes bridle trail mapping and recommendations, along with details for the separation of motorized vehicles from equestrians to improve the safety for both.

[Revised Policy 1.2.1]

Policy EQ 2.1.2

Equestrian Trails Circulation Plan Implementation

Use the Equestrian Trails Circulation Plan to program capital improvements that improve equestrian safety, and develop funding options, which may include grants, assessments or other benefit group specific sources.

Policy EQ 2.1.3

Bridle Trail Easements and Dedications

Pursue easements or conveyance of property for bridle trails to create a well-connected, public network within the EPA.

[Revised Policy 1.2.4]

Policy EQ 2.1.4

Bridle Trail Connections

Pursue trail projects and extensions that link to local, County, State, and Federal lands, providing trail access to locations both within and outside Wellington’s borders.

[Revised Policy 1.2.5]

**Objective EQ 2.2
Roadway Network**

Maintain a roadway network within the EPA that minimizes the impacts of vehicular traffic by controlling traffic volumes and speeds appropriate to the equestrian lifestyle while requiring vehicular traffic impacts from the equestrian competition venues to be mitigated by the respective venues.

[Revised Objective 1.3]

Policy EQ 2.2.1 Local Roadway Travel Lanes

Local roadways within the EPA shall be maintained at a maximum of two travel lanes, except for Lake Worth Road (LWR) and South Shore Boulevard (SSB), which are identified



as collector roads in the Mobility Element. The improvements to LWR and SSB shall occur only when the level of services warrants.

[Revised Policy 1.3.4]

**Policy EQ 2.2.2
Lake Worth Road and South Shore Boulevard**

Continue to develop Lake Worth Road and South Shore Boulevard as major collector roadways that serve the entire Village by expanding high-volume sections of these roadways within the EPA from two lanes to four to improve traffic flow, as may be warranted either jointly or independently.

[New]

**Policy 2.2.3
Unpaved Roads**

Unpaved roads within the EPA shall not be paved without approval by the Wellington Council. Roadway paving projects within the EPA shall include separated paths for equestrian and low speed vehicles. Emphasis will be placed on connecting pathways to the existing network. Improvements shall be financed by a special assessment to the benefit properties.

[Revised Policy 1.3.3]

**Objective EQ 2.3
Golf Cart and Low-Speed Vehicles**

Develop regulations for the use of golf carts and low speed vehicles within the EPA.

[New]

**Policy EQ 2.3.1
Regulatory Framework**

Adopt regulations that provide for the operation of golf carts and low-speed vehicles within the EPA. These regulations shall be evaluated every five (5) years to establish success rates, identify areas of concern, and update standards.

[New]

**Policy EQ 2.3.2
Shared Use**

Allow for the shared use of roadways and canal banks by horses, golf carts, and low speed vehicles. Use of motorized vehicles on the Blue, Green, Red, and Brown Trails shall be strongly discouraged to increase the safety on the bridle trails handling higher equestrian traffic volumes due to proximity to the competition venues.



[New]

[This section intentionally left blank.]



GOAL EQ 3

SUPPORT WELLINGTON'S EQUESTRIAN COMPETITION INDUSTRY

Support the equestrian industry and particularly the competitive component as integral to the equestrian economic sector in Wellington.

[Revised Goal 1.0; previously referred to as "equestrian industry"]

Objective EQ 3.1

Economic Impact and Sustainability

Continue to work with Wellington's business community, Chambers of Commerce, the equestrian competition industry, the Palm Beach County Sports Commission, the Palm Beach County Tourist Board, to quantify the equestrian community's economic impact and evaluate Wellington's policies, programs, and regulations on the sustainability of the equestrian competition industry and the equestrian community.

Note: Wellington's equestrian businesses generate approximately \$130 million in sales annually with a total economic impact of \$196 million (FIU 2018 Economic impact study). This industry is second in economic generation, only to the Village's medical industry at \$396 million.

[New]

Policy EQ 3.1.1

Equestrian Competition Support

Continue to coordinate with local agencies, such as the Palm Beach County Sports Commission and the Palm Beach County Tourism Board, to promote Wellington's equestrian competition industry and equestrian community as an economic and tourism benefit to Wellington, Palm Beach County, and the region.

[New]

Objective EQ 3.2

Equestrian Competition Sustainability and 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.

Note: The equestrian competitions are key economic drivers and are essential to the equestrian competition industry and supportive of the equestrian lifestyle. The global competitive nature of the equestrian industry requires adapting to and accommodating periodic venue or operational changes.

[New]



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.

[New]

Policy EQ 3.2.2

Equestrian Venues

Maintain Wellington's world-class equestrian status by proactively coordinating with the competition venues on proposed changes that are a result of market conditions or conditions that result from an increase in the numbers of competitors and equines within Wellington to ensure potential impacts are effectively addressed by the venues and expeditiously process development applications/permits.