



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 an 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.



Digitally signed
by Adam B Kerr
Date: 2025.09.30
14:37:04 -04'00'

Adam B. Kerr, P.E.
Transportation Engineer
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APPENDIX

