

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
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 (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	Pending
Village Council	1/12/2026	1/27/2026	Pending
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. Palm Beach County Traffic Performance Standard approval letter will be required. Wellington's Traffic Engineer has 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 D, 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:

- 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.
- 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.
- 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.
- 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.



Image A: Parking Stall Width at 9 Feet



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. **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.
6. **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.

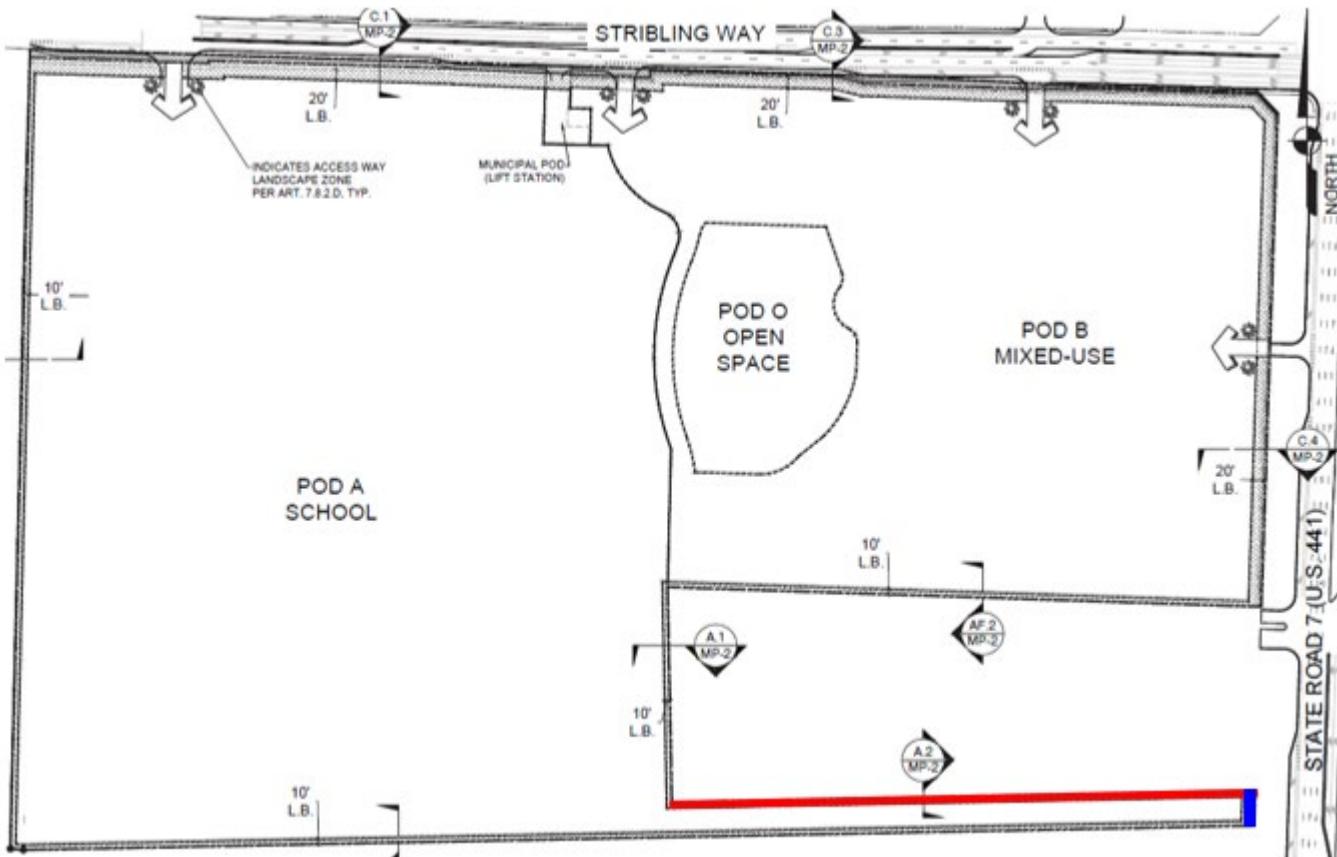


Image D: Landscape Buffers

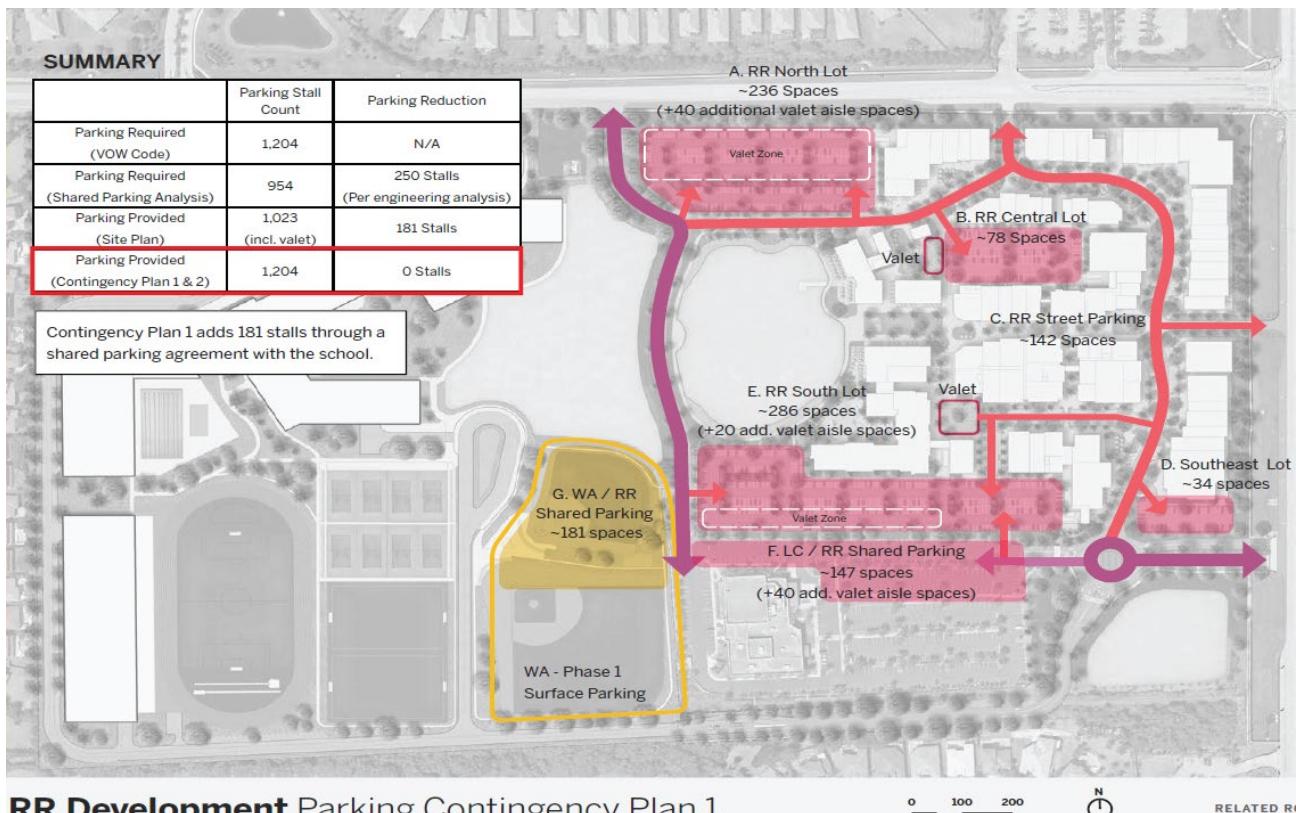
7. **Type A Buffer (North adjacent to Church parcel):** A modified 10-foot wide Type A buffer, which includes the elimination of the required shade trees for every 30 linear feet, is requested along the north side of the Pod A access easement south of the Church site (shown as the red line in Image D). 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.

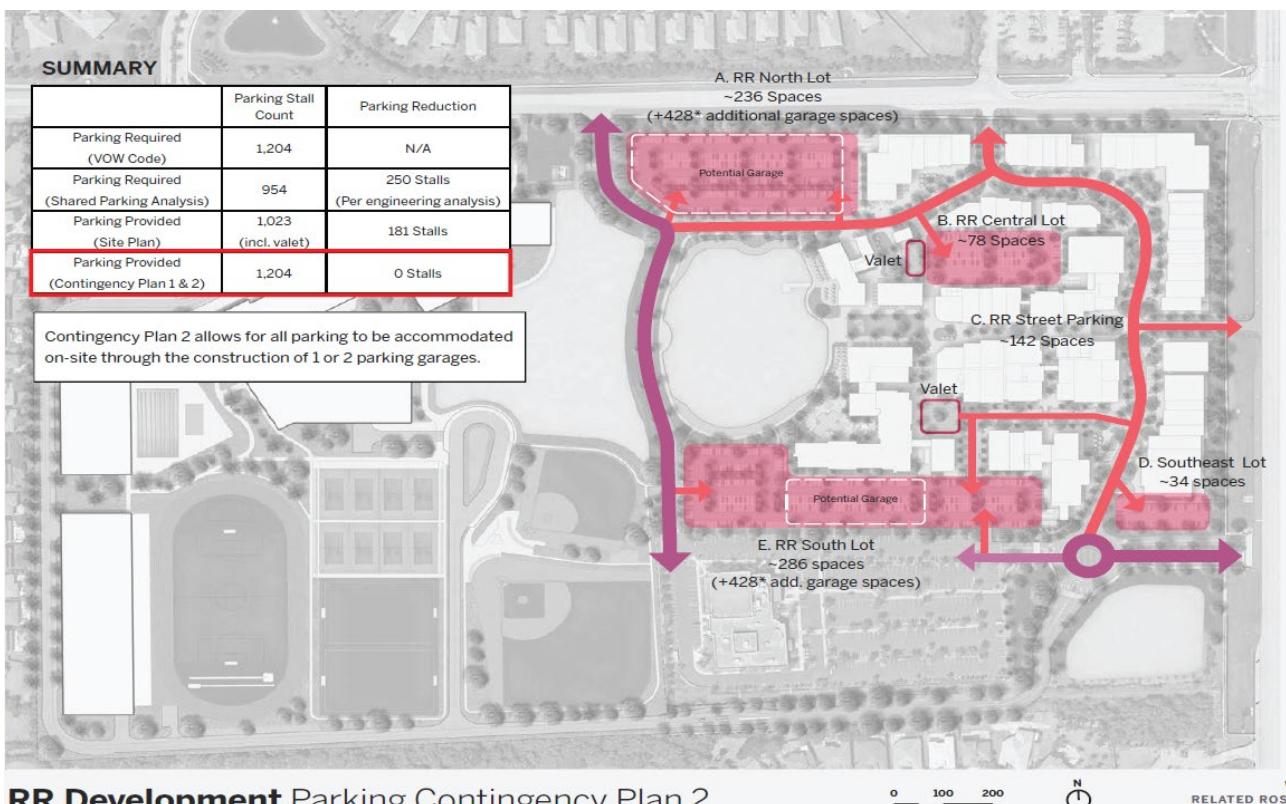
8. **Type A/F Buffer (South Property Line):** A landscape buffer deviation is requested to eliminate the required fence within Type A/F buffer for the eastern portion of the southern property line between the proposed control access gates and SR 7 (shown as blue line in Image D). A modified Type A/F 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.
9. **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. 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.
10. **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.
11. **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:

- 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

0 100 200 N RELATED ROS



Image E: High-Turnover Zone

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 F: Parallel Parking

3. **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.
4. **90-Degree 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.
5. **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
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Image G: Pod B Loading Space Analysis

6. **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.

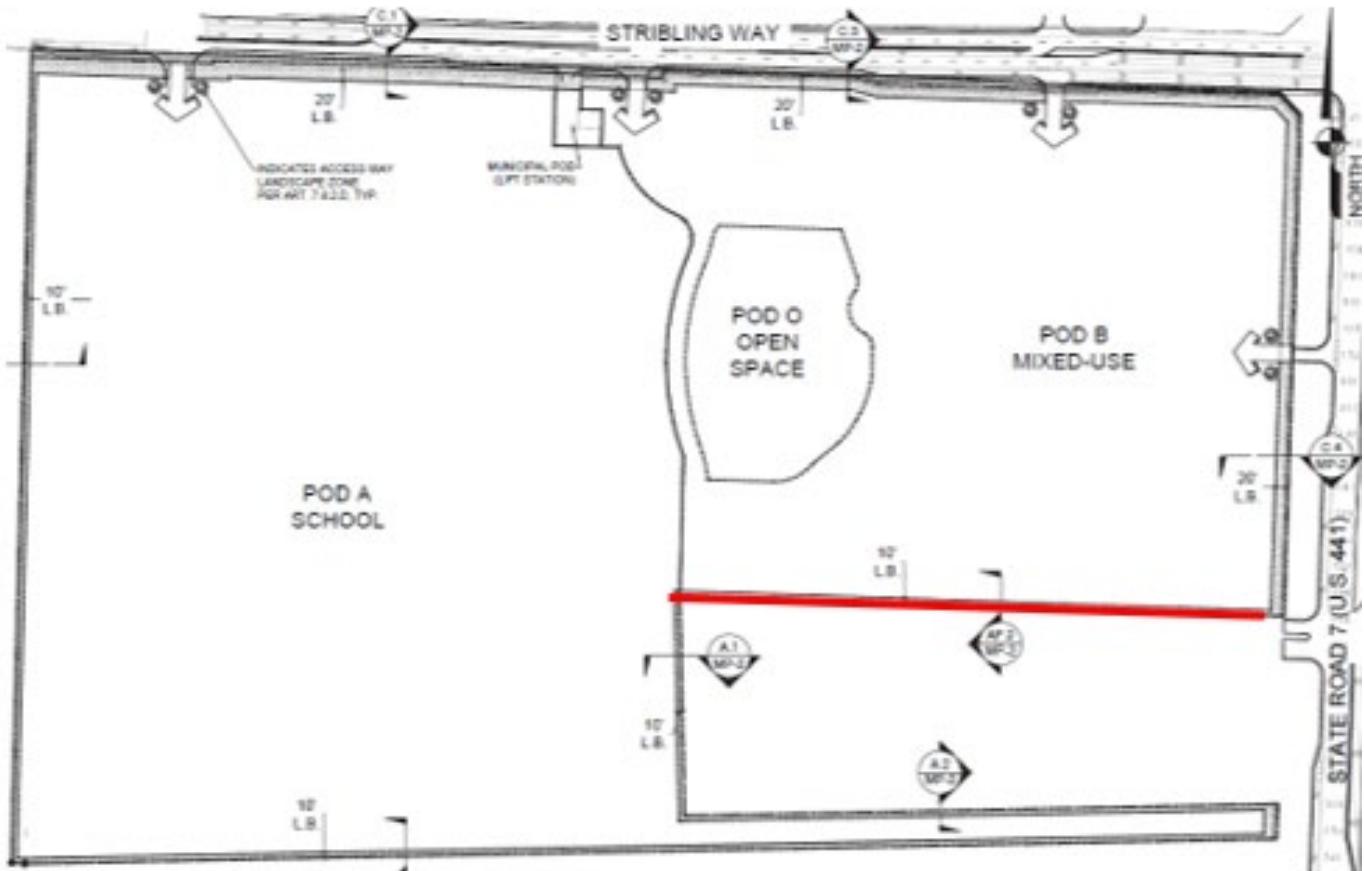


Image H: Pod B Landscape Buffer

7. **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.

8. **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.

9. **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.

a. 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.

b. 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.

c. 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.

d. 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.

e. 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.

f. 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):

g. 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:

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

Planning, Zoning and Adjustment Board

Planning and Zoning Division

January 21, 2026



of approval for the Master Plan and Conditional Uses are recommended in Resolution Nos. R2026-04, R2026-05, and R2026-06, respectively.

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 – LifeChurch Letter

Exhibit I – Wellington Traffic Engineer Approval Letter

Exhibit J – Shared Parking Study

Exhibit K – School Traffic Operational Plan

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