

PROJECT STANDARDS MANUAL

K-PARK MUPD



K-PARK MUPD

DEVELOPMENT PROGRAM

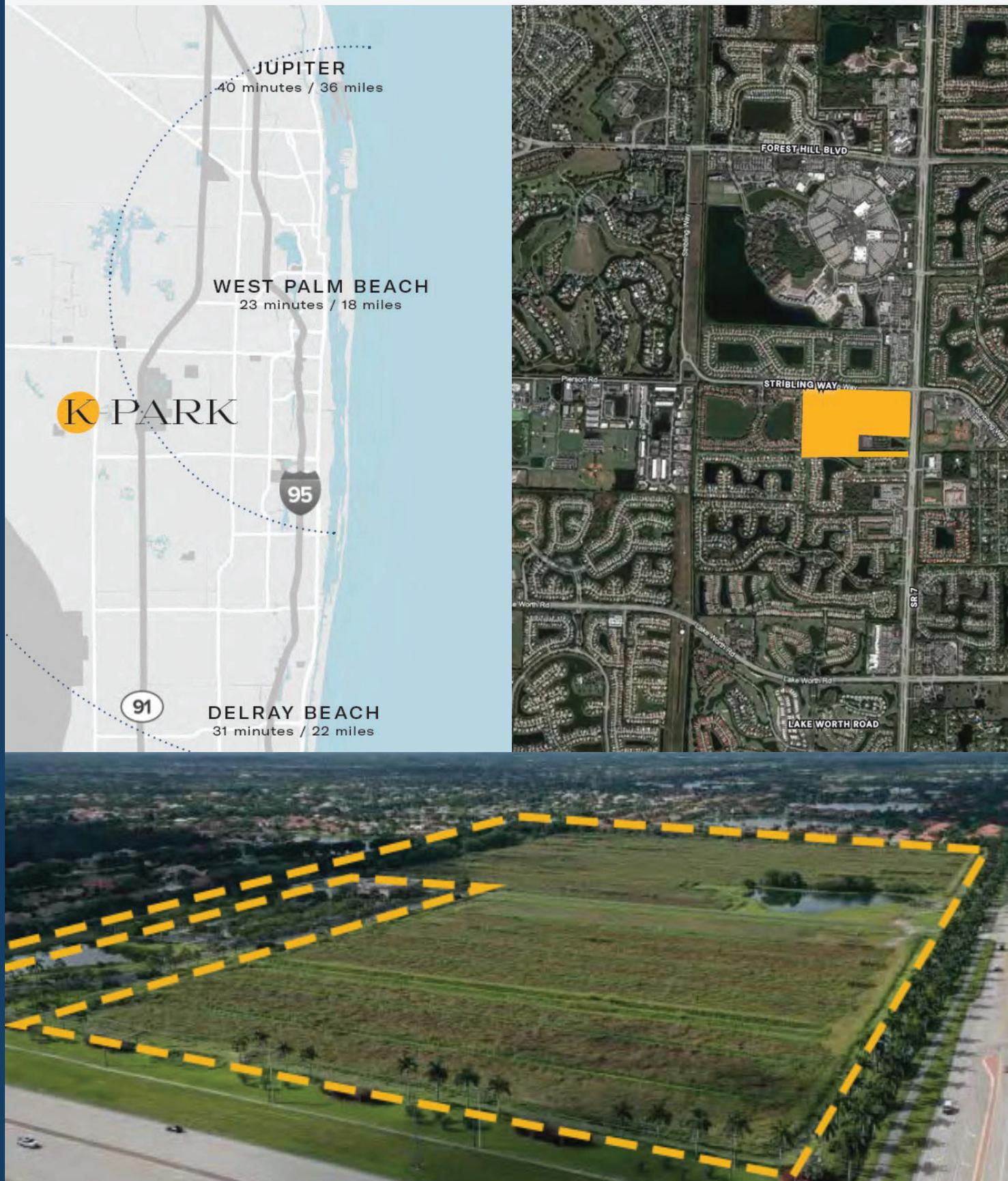
TOTAL DEVELOPMENT SUMMARY:

**Maximum Allowable FAR (MU Land Use):
71.3 Acres - .5 FAR (1,292,500 SF)**

**Total Gross Square Footage:
Up to 1,300,000 SF (Proposed FAR - 0.42 FAR)**

Development Program Data:

<u>Land Use</u>	<u>Proposed Program</u>	<u>FLUM Amendment</u>
Pod A School GSF	405,000	300,000
Pod A Students	1,750	1,700
Retail GSF	210,000	250,000
Restaurant GSF(Excl Outdoor Seating)	105,000	82,478
Retail + Restaurant GSF (Total)(Excl Outdoor Seating)	315,000	332,478
Office GSF	75,000	-
Hotel Keys	180	150
Hotel GSF	175,000	200,000
Commercial GSF (Total)	565,000	532,478
Residential Units (Multifamily - Mid Rise)	15	
Residential GSF (Total)	30,000	
Residential Units (Phase 2)	200	
Residential GSF (Phase 2)	300,000	
Residential Units Total	215	600
Residential GSF Total	330,000	720,000
Pod B Commercial & Residential GSF	895,000	1,252,478
Project GSF (Total)	Up to 1,300,000	1,552,478
Zoning By Right (71.3 AC 0.5 FAR)		1,552,478
Surplus (+) / Shortfall (-)	252,478	0

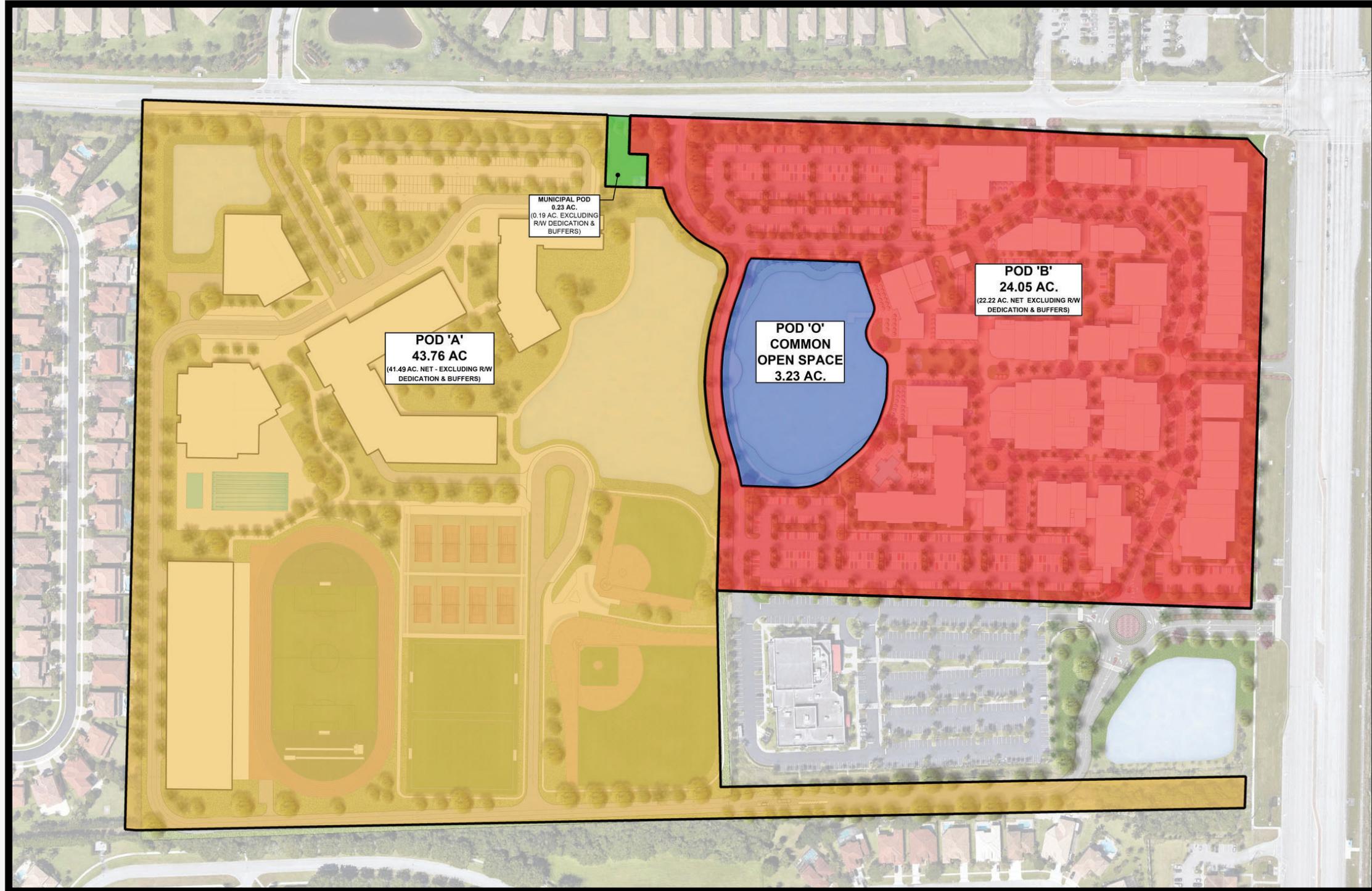


DEVELOPMENT DESCRIPTION

Located at the southwest corner of Stribling Way and State Road 7, the K-Park site will be comprised of a complimentary mix of uses that will serve to benefit the Village of Wellington by offering a premier location for residents to live, work, learn, and play. The mix of uses offered at the K-Park site will be comprised of a non-profit private school and a mixed-use retail village designed with vibrant restaurants, arts and culture, shopping, residences, private & public gardens and walkways. The K-Park Project is in a prime location easily accessible as a popular destination for Wellington residents and visitors.

The 71.27 Acre Site consists of a Mixed Use(MU) Future Land Use Designation, and is proposed to be rezoned to the Mixed Use Planned Development (MUPD) Zoning designation.

Master Plan:



CHAPTER 1:

POD A





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ARCHITECTURAL GUIDELINES

WINGROVE ACADEMY

The Wingrove Academy campus will have a cohesive architectural identity while also including variation in the architectural language of individual buildings that reflects the occupancy and program within each building. The buildings will be designed with a variety of materials to create a human scale by breaking down their massing. Each elevation will be designed in consideration of its solar orientation and may include exterior solar shading to mitigate solar heat gain. Materials used will be contextually appropriate, sustainable, and incorporate colors of nature and natural materials. Exterior materials may include but are not limited to wood, brick, concrete, metal and glass curtainwall. These buildings will be designed to be beautiful and performative while also functioning as learning tools to reinforce the school's mission of creating a green, sustainable environment with a strong connection to nature.

POD A: SCHOOL

Design Elements

The project emphasizes a strong sense of human scale throughout its design, ensuring that students, faculty, and visitors experience the campus as welcoming and well-proportioned. The layout of the buildings forms a series of internal courtyards that create moments of openness and calm, offering shaded outdoor spaces for learning, gathering, and play. These courtyards serve as focal points throughout the campus, fostering community interaction and a strong connection to the landscape.

Adjacent to the school buildings, water retention - originally required for site drainage - has been integrated as a design feature. This acts as a natural buffer and contribute to campus security while enhancing the overall identity of the project. More than functional, it helps root the buildings in the landscape, creating a cohesive environment that balances safety, environmental sensitivity, and privacy.

Façade and Wall Surfaces

The building façades are designed to reinforce the school's connection to nature and its landscape-driven approach with a contemporary architectural language. Upper levels feature naturally-toned surfaces articulated with a repeated rhythms. Openings are positioned within this system to respond to orientation, optimizing daylight while minimizing glare and heat gain. At the ground level, façades become more transparent to allow for visual connectivity between interior spaces and the surrounding courtyards, lake, and open landscapes.

ARCHITECTURAL GUIDELINES

POD A: SCHOOL

Massing

The school's massing strategy is composed to harmonize with its expansive site in Wellington, Florida, and to respect the scale of the surrounding residential neighborhoods. The four primary buildings - the Lower School to the north, the centrally placed Upper School, and the Sports and Aquatic Center and Theater to the west - are integrated within the site in a way that minimizes visual impact and enhances campus security. The tallest structure, the three-story Upper School, is centrally located and set back from the property lines, reinforcing the idea of the campus as a cohesive and protected environment nestled within the landscape.

Building volumes are arranged to shape a sequence of outdoor spaces, including internal courtyards and lakeside edges, encouraging interaction and movement across the site. The upper floors of the academic buildings feature facades delineated by a regular rhythm of patterns repeated across all buildings to reinforce their cohesion. Openings respond to solar orientation, balancing daylight access and thermal comfort. Ground floor levels are more transparent, creating visual connections to courtyards and lakes, and emphasizing the project's openness, safety, and a strong relationship to the natural environment.

Height & Site Layout

The campus is organized around four main buildings: the two-story Lower School to the north, the three-story Upper School at the center, the two-story Sports and Aquatic Center to the west, and the two-story theater north of the Sports and Aquatic Center. This configuration creates a spatial hierarchy and maintains a modest overall height profile, concentrating taller elements toward the center of the site and away from adjacent neighborhoods.

The site layout is structured around a series of natural and designed buffers that protect the site's perimeter and nest the buildings within layers of landscape. To the north, a green buffer separates the campus from Stribling Ave; to the west, a zone of landscape buffer, access road, and parking creates a separation from residential properties. Athletic fields to the south and a large lake to the east further reinforce this approach, contributing to a sense of openness and providing natural boundaries that enhance safety and privacy. No structures are placed directly on property lines, highlighting the project's sensitivity to its context and its commitment to creating a secure, integrated learning environment.

The following conceptual architectural materials and design inspiration as it relates to the Pod A School are provided - subject to ARB approval by the Village of Wellington.



VISION GLAZING



ALUMINUM



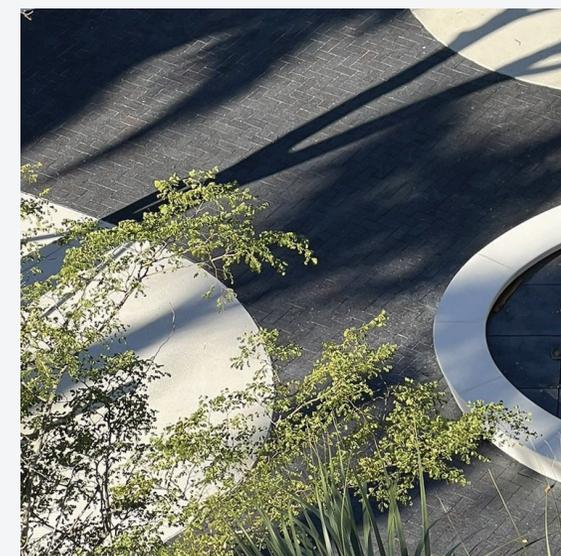
EXPOSED CONCRETE
OFF-WHITE



VEHICULAR
RATED CONCRETE



SIDEWALK CONCRETE
AND HEADER



BRICK PAVERS

The following conceptual site amenities as it relates to the Pod A School are provided - subject to ARB approval by the Village of Wellington.



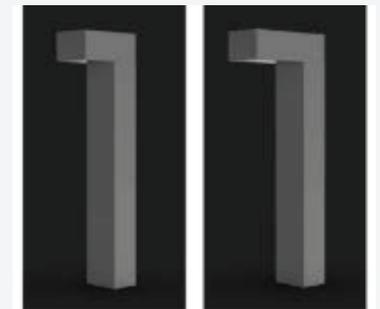
BIKE RACK



TRASH CAN



BENCH



LIGHT BOLLARD

DEVELOPMENT REGULATIONS

POD A SCHOOL

Project Development Standards ⁽¹⁾		
MUPD (Pod A School)		
	ULDC (Required)	Requested
Minimum Lot Size	5 acres	71.27 acres
Minimum Lot Width	(2)	949.58
Minimum Lot Depth	(2)	1,716.01
Maximum Building Coverage	45%	45%
Setbacks		
Front	(2)	30'
Side	(2)	30'
Rear	(2)	30'
Parking		
Required Parking	School, Elementary - 1 space per classroom, 1 space per 200 NSF of building not accounted for in class or hall areas. School, Secondary - 0.25 per student, 1 per 200 NSF of building not accounted for in class or hall areas.	1 space / Faculty and Staff 1 visitor space / 50 Students 1 space / 10 students in grade 11 1 space / every student in grade 12 ⁽³⁾⁽⁴⁾
Required Bicycle Parking	1 Bike Parking Space per 2000 SF of GFA	108 Bike Parking Spaces ⁽³⁾
Standard Parking Stall Width	9.5'	9' in Parking Garage ⁽³⁾
90 Degree Parking Drive Aisles	25'	24' ⁽³⁾
Loading Space Quantity	13	3 ⁽³⁾
Loading Space Dimensions	15' x 55'	15' x 50' ⁽³⁾
Landscape		
Fence/Wall Location	Landscaping shall be located between the barrier and the adjacent property or ROW	Fence or wall may be located at the property line where the adjacent property has an existing buffer ⁽³⁾
Fence/Wall Height	6' Max Height along Major Thoroughfare	7' Max Height along Major Thoroughfare ⁽³⁾
Outside Activity Areas Buffer	50'	50' Separation ⁽³⁾
Buffer Type A (East)	10'	10'
Buffer Type A (North - Church)	10'	10'
Buffer Type A (North - Church)	1 Shade Tree / 30 L.F.	Elimination of code required buffer trees ⁽³⁾
Buffer Type A/F (West)	10'	10' with opaque wall
Buffer Type A/F (South)	10'	10' without fence for portion of southern property line ⁽³⁾
Buffer Type C (North)	20'	20'
Landscape Buffer Path	10' width in addition to Required Buffer	Provide 20' buffer and sidewalk in ROW at 8' width ⁽³⁾
Internal Lot Trees	1403 Trees - Pod A and Pod B	1050 Trees - 75% of Requirement - Pod A and Pod B ⁽³⁾
Foundation Planting	5' for each building story or a maximum of 25'	5' for each building story or a maximum of 25' - or equivalent planting area provided at or near vicinity of building ⁽³⁾
Planned Development Landscape Requirements	30% increase in size or quantity per PUD requirements	30% increase in size or quantity per PUD requirements
Additional Palm/Tree Plantings	1 tree per 20 linear feet in required landscape buffer for pods with buildings above 35'	1 tree per 20 linear feet in required landscape buffer for pods with buildings above 35'

(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) Subject to School Operational Plan

PARKING

POD A - SCHOOL

Required Parking

- Required off-street parking for the Pod A School shall be provided in accordance with the minimum parking supply established in the Parking Study prepared by Simmons & White, utilizing ITE Parking Generation, 6th Edition and ULI Shared Parking, 3rd Edition, as approved by the Village.
- 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 area shall not apply within Pod A;
- The Applicant is proposing to calculate required parking for the primary and secondary school and accessory uses based on the following per the School Operational Plan:

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.

PARKING

POD A - SCHOOL

Required Bicycle Parking

- Required bicycle parking for the Pod A School shall be provided in accordance with the following modified standard, in lieu of Section 7.5.1.D., which requires one (1) bicycle parking space per 2,000 square feet of gross floor area.
- For the Pod A School, bicycle parking shall be provided at a ratio equal to ten percent (10%) of the anticipated middle and high school student population only.

Proposed Bicycle Parking Metrics

- Based on an anticipated middle and high school enrollment of 1,072 students, the minimum required bicycle parking supply shall be one hundred eight (108) bicycle parking spaces
- Bicycle parking spaces shall be located in convenient and accessible areas intended for student use, as shown on the approved site and circulation plans.

PARKING

POD A - SCHOOL

Parking Stall Width - Parking Garage

- All surface parking spaces in Pod A shall maintain a minimum stall width of 9.5 feet.
- Within the Pod A School parking garage only, standard parking stall width may be reduced to a minimum of 9.0 feet. This standard applies solely to the garage and does not modify the stall width requirements for surface lots elsewhere in the MUPD.

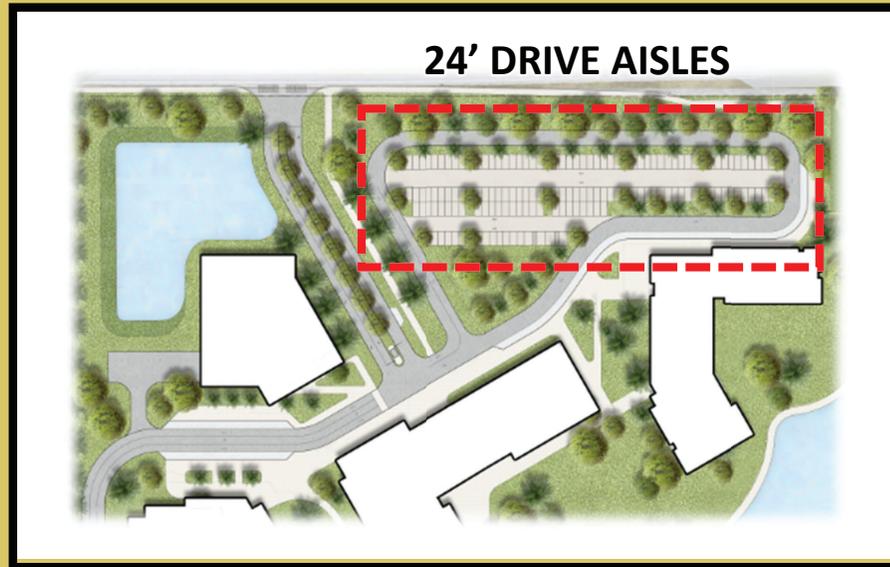


PARKING

POD A - SCHOOL

90-Degree Parking Drive Aisles

- In order to promote efficient site planning, traffic calming, preservation of pedestrian-oriented open spaces and landscaping without compromising the maneuverability of passenger vehicles or the functionality of parking areas within Pod A, the minimum two-way drive aisle width serving 90-degree parking spaces shall be 24 feet, in lieu of the 25-foot minimum required by Table 7.5.2.



Loading Space Quantity and Dimensions

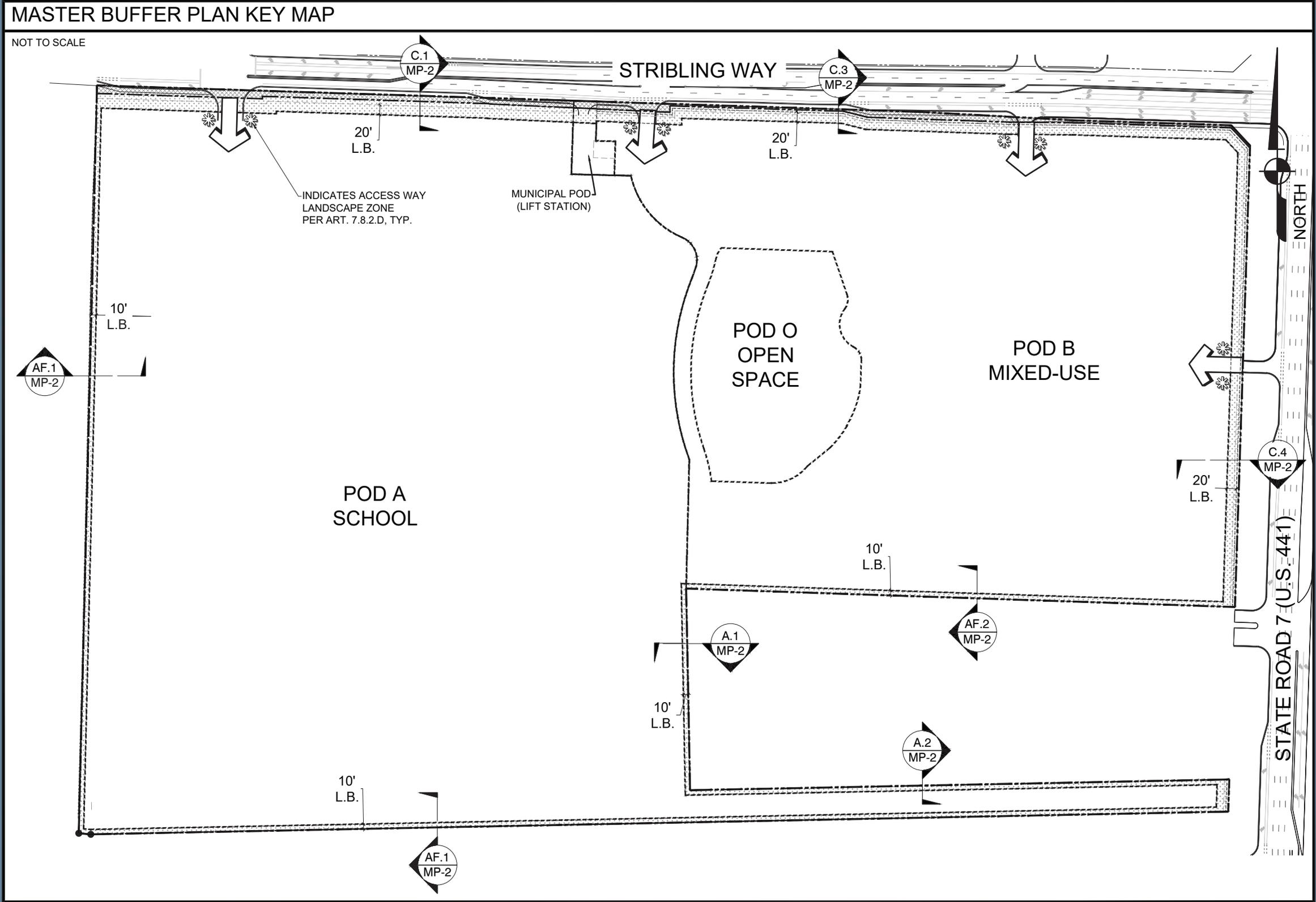
- Loading for the Pod A School (approximately 405,000 GSF) shall be provided in accordance with the following modified standards, in lieu of Section 7.5.3 and Table 7.5.3:

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

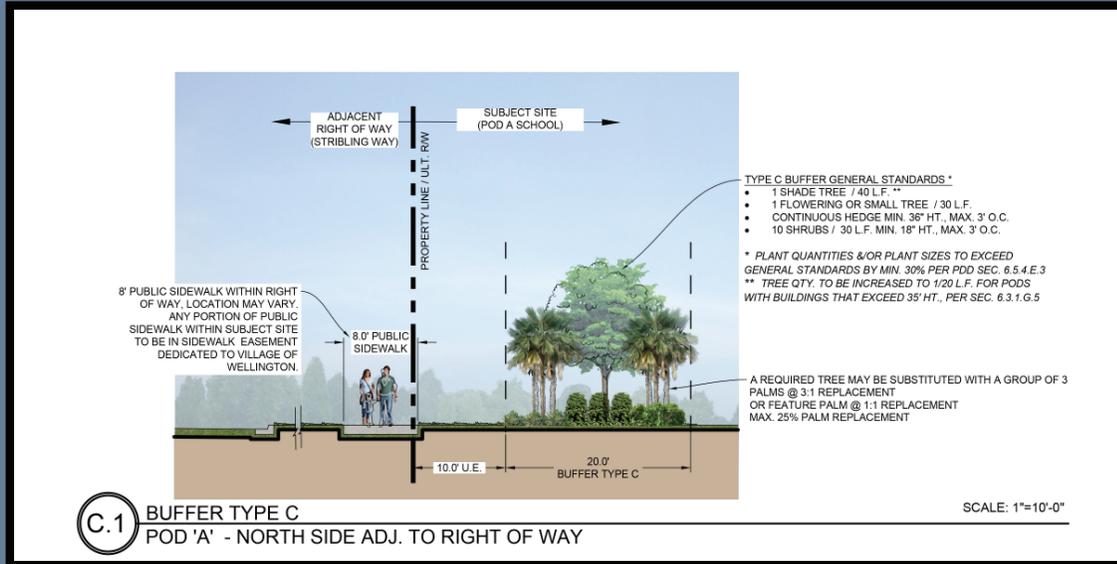
- The minimum number of loading spaces provided for the Pod A School shall be three (3), each with minimum dimensions of 15 feet by 50 feet.
- The Code requirement for thirteen (13) loading spaces at 15 feet by 55 feet shall not apply within Pod A.



LANDSCAPE STANDARDS

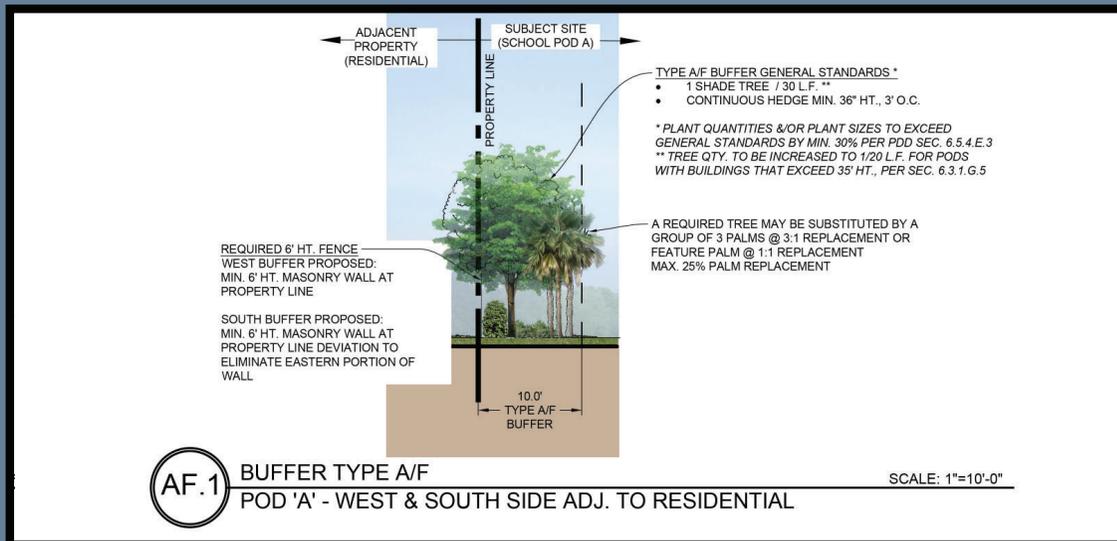


MASTER PLAN BUFFER KEY MAP



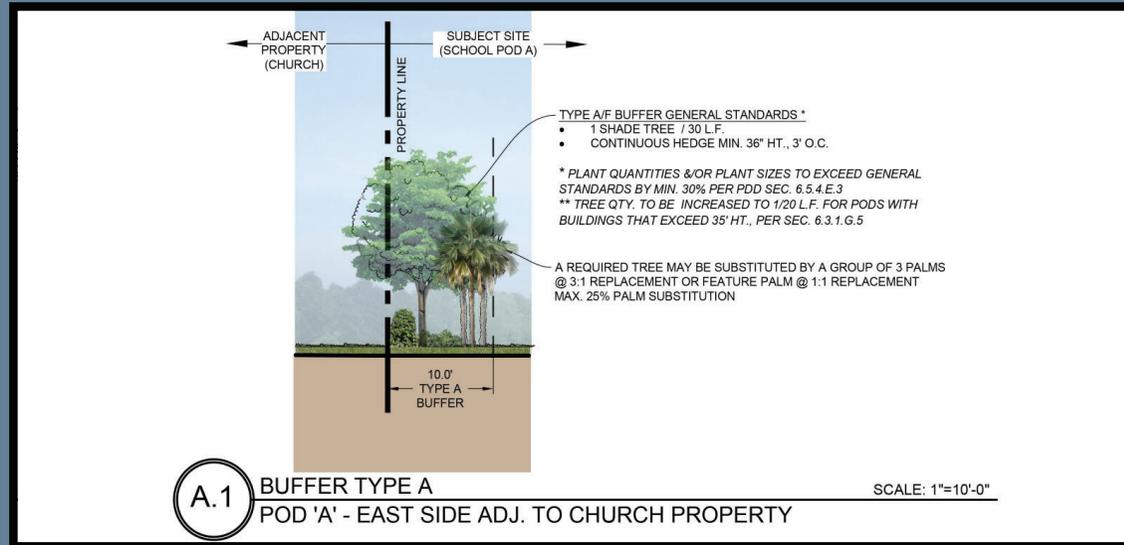
Buffer Type C.1

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



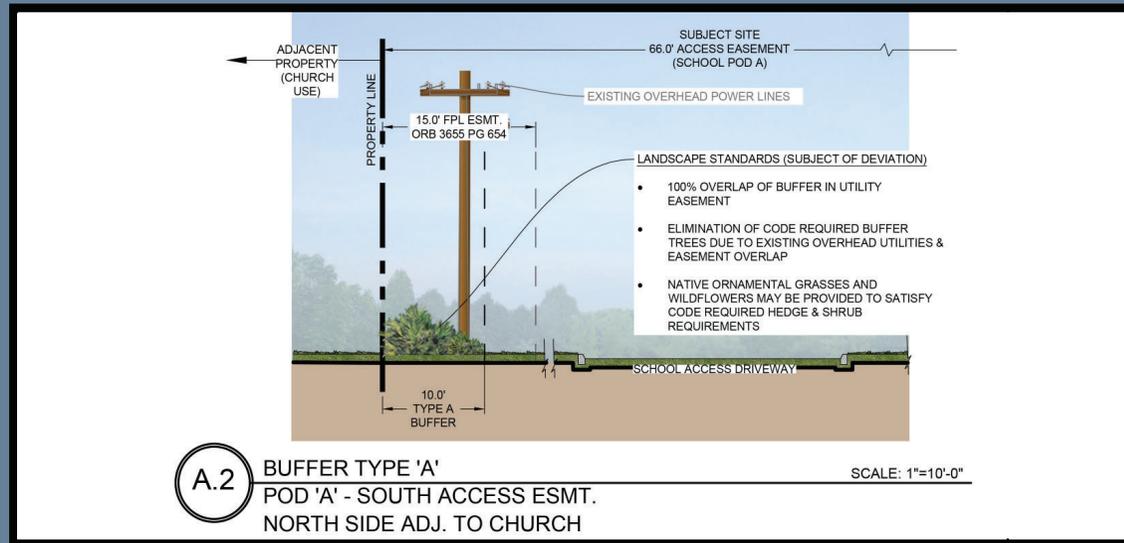
Buffer Type AF.1

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 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.

TREES



Bursera simaruba Gumbo Limbo
Clusia rosea Pitch-apple
Conocarpus erectus Green Buttonwood
Ficus aurea Strangler Fig
Lysiloma latisiliquum Wild Tamarind
Quercus virginiana Live Oak

PALMS



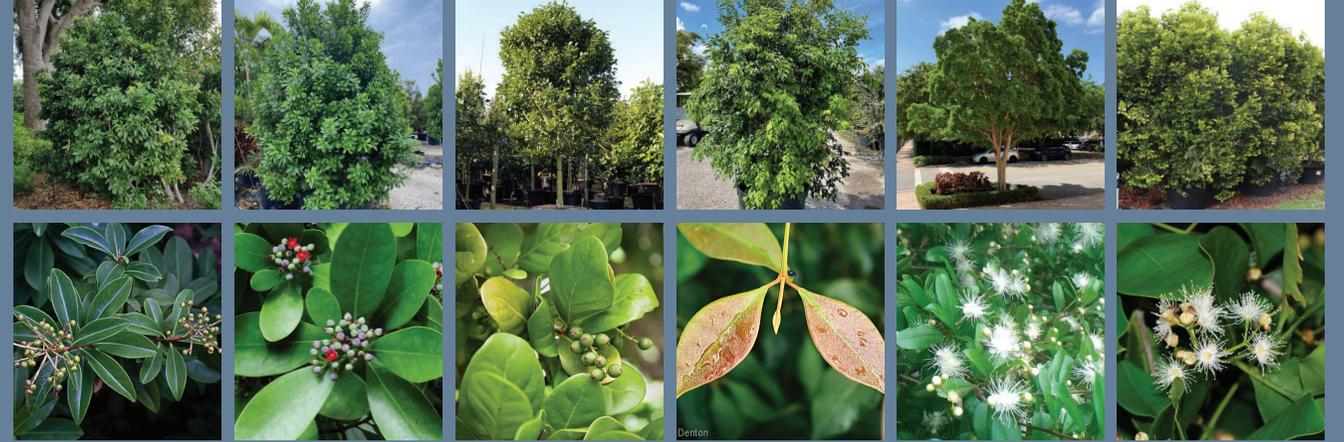
Coccoloba argentea Florida Silver Palm
Leucothrinax morrisii Keys Thatch Palm
Roystonea regia Royal Palm
Sabal palmetto Cabbage Palm
Serenoa repens Saw Palmetto
Thrinax radiata Green Thatch Palm

GROUNDCOVERS



Ernodea littoralis Beach-creeper, Golden Creeper
Mimosa strigillosa Sunshine mimosa
Nephrolepis exaltata Boston Fern
Phyla nodiflora Frogfruit
Stachytarpheta jamaicensis Florida Native Porterweed
Zamia pumila Coontie

UNDERSTORY TREES



Ardisia escallonioides Mariberry
Canella winterana Wild Cinnamon Bark
Coccoloba diversifolia Pigeon Plum
Eugenia rhombea Red Stopper
Myrcianthes fragrans Simpson's Stopper
Myrcia zuzygium Myrtle of the River

SHRUBS



Byronima lucida Locustberry
Chrysobalanus icaco 'horizontalis' Cocco plum
Callicarpa americana American Beautyberry
Croton linearis Pineland Croton
Hamelia patens Firebush
Psychotria nervosa Wild Coffee

GRASSES

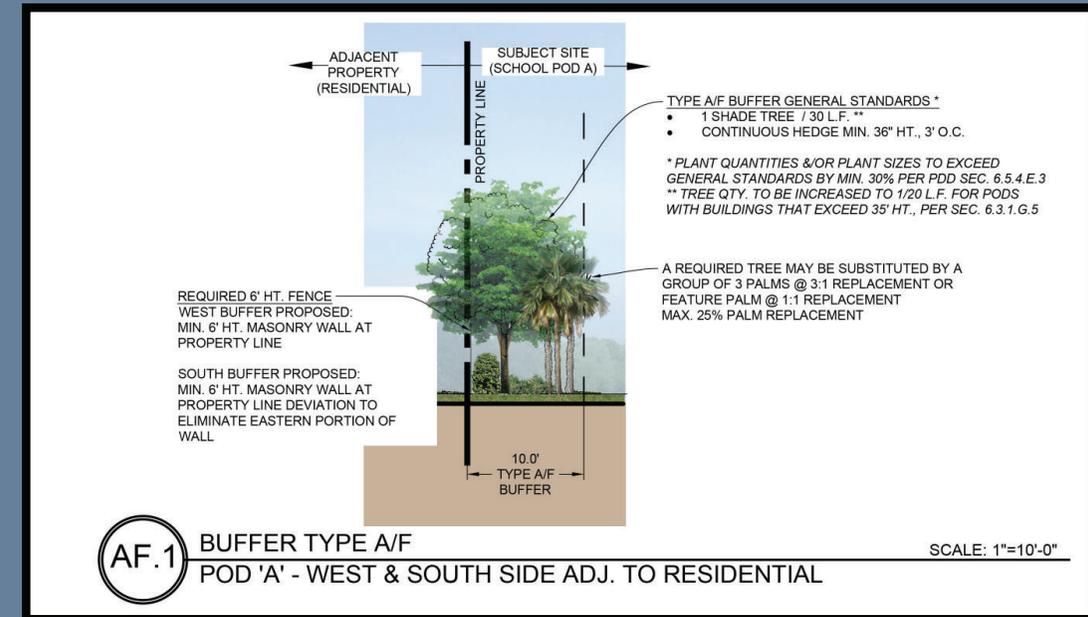


Andropogon virginicus Broomsedge Bluestem
Eragrostis eliottii Elliotts Lovegrass
Muhlenbergia capillaris Muhley Grass
Tripsacum dactyloides Fakahatchee Grass
Tripsacum floridanum Florida Gammagrass

LANDSCAPE DEVIATIONS

Fence/Wall Location within Landscape Buffers

- Along the west property line of Pod A adjacent to Oakmont Estates, a masonry wall with a minimum height of six (6) feet may be located at the property line, with required landscaping permitted on the Pod A side and/or supplemented by existing landscaping on the adjacent residential property.
- Along the south property line of Pod A adjacent to Farmington Estates, a masonry wall with a minimum height of six (6) feet may be located at the property line and may terminate at the Pod A access gate.
- Along the east property line of Pod A adjacent to the church site, a fence or wall may be located at the property line, with required landscaping located on the Pod A side and/or in combination with existing landscape material.
- These standards supersede the requirement in Section 7.8.5.C.7 that landscaping be located between the barrier and the adjacent property or right-of-way.



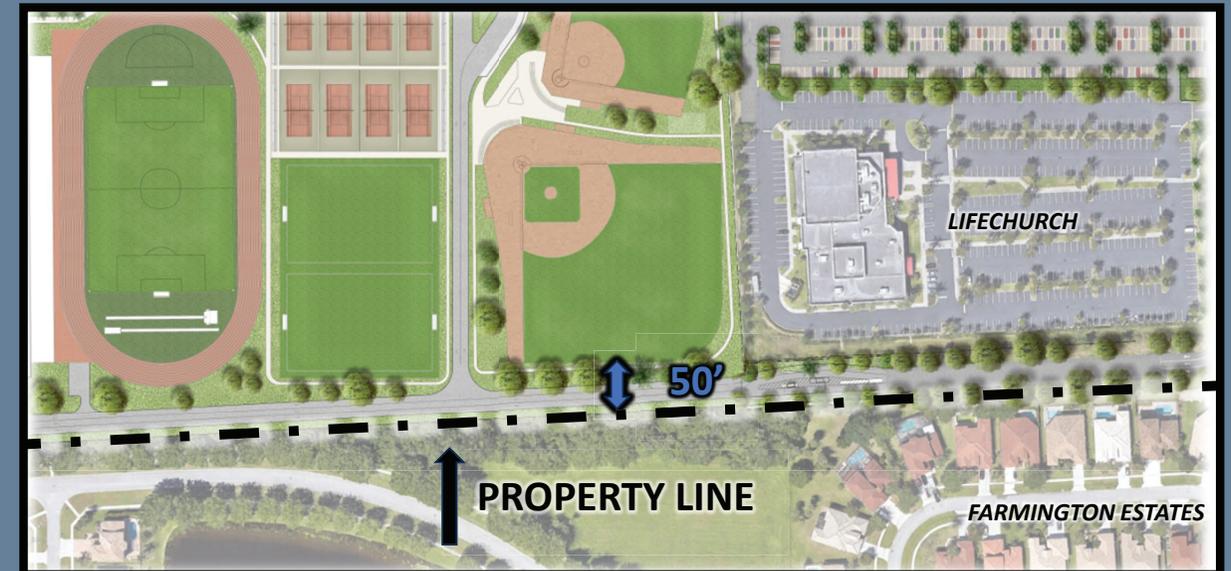
LANDSCAPE DEVIATIONS

Fence/Wall Height

- Along Stribling Way, a fence with a maximum height of seven (7) feet shall be permitted, in lieu of the six (6) foot maximum fence height otherwise required adjacent to a Major Thoroughfare.
- Stribling Way is classified as a collector road and identified as a Major Thoroughfare on the Wellington Functional Road Classifications Map within the Comprehensive Plan
- This standard applies solely to fencing along the Stribling Way frontage of Pod A and allows for a consistent seven (7) foot fence height throughout the school campus.

Outside Activity Areas Buffer

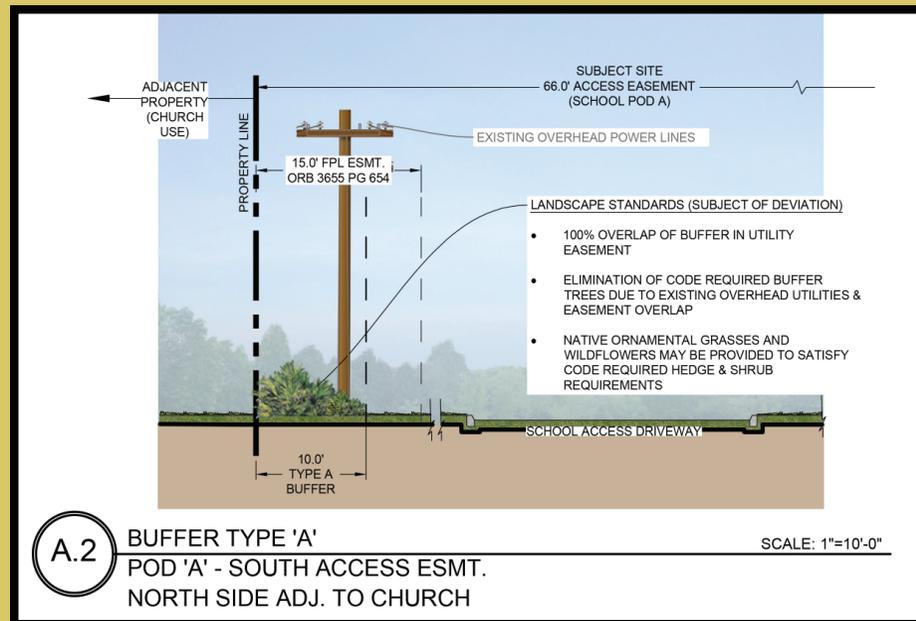
- For school outside activity areas and athletic facilities in Pod A located along the south property line, a minimum separation of fifty (50) feet shall be provided between the south property line and the nearest outside activity area, in lieu of the 50-foot outside activity area buffer standard in Section 6.2.2.F.5.
- This separation shall include, at a minimum: (a) a 10-foot Type A/F landscape buffer along the Pod A south property line and (b) internal driveway and/or landscaped open space between the buffer and the outside activity areas.
- The existing ± 25 -foot-wide landscape buffer on the adjacent residential property further contributes to the overall effective separation.



LANDSCAPE DEVIATIONS

Type A Buffer – North Adjacent to Church Parcel

- Along the north side of the Pod A access easement, immediately south of the church parcel, the required Type A buffer shall be modified as follows: shrubs and hedges shall be provided in compliance with Type A standards, but shade trees otherwise required at a ratio of one (1) per 30 linear feet may be omitted where constrained by overhead utility lines and applicable FPL “Right Tree, Right Place” requirements.
- Existing buffer material on the church property may be considered as contributing supplemental screening along this segment of the access drive.



Type A/F Buffer – South Property Line

- Along the south property line of Pod A, a modified Type A/F landscape buffer shall be provided as follows:
- A masonry wall with a minimum height of six (6) feet is encouraged in lieu of a fence along the portion of the south property line extending from the southwest corner east to the Pod A access gate.
- East of the Pod A access gate, where only a driveway providing access from the church roundabout is located and no building square footage or active use areas are proposed, the fence or wall component of the Type A/F buffer may be omitted.
- The existing landscape buffer along the northern boundary of Farmington Estates provides additional screening where a wall is not proposed.

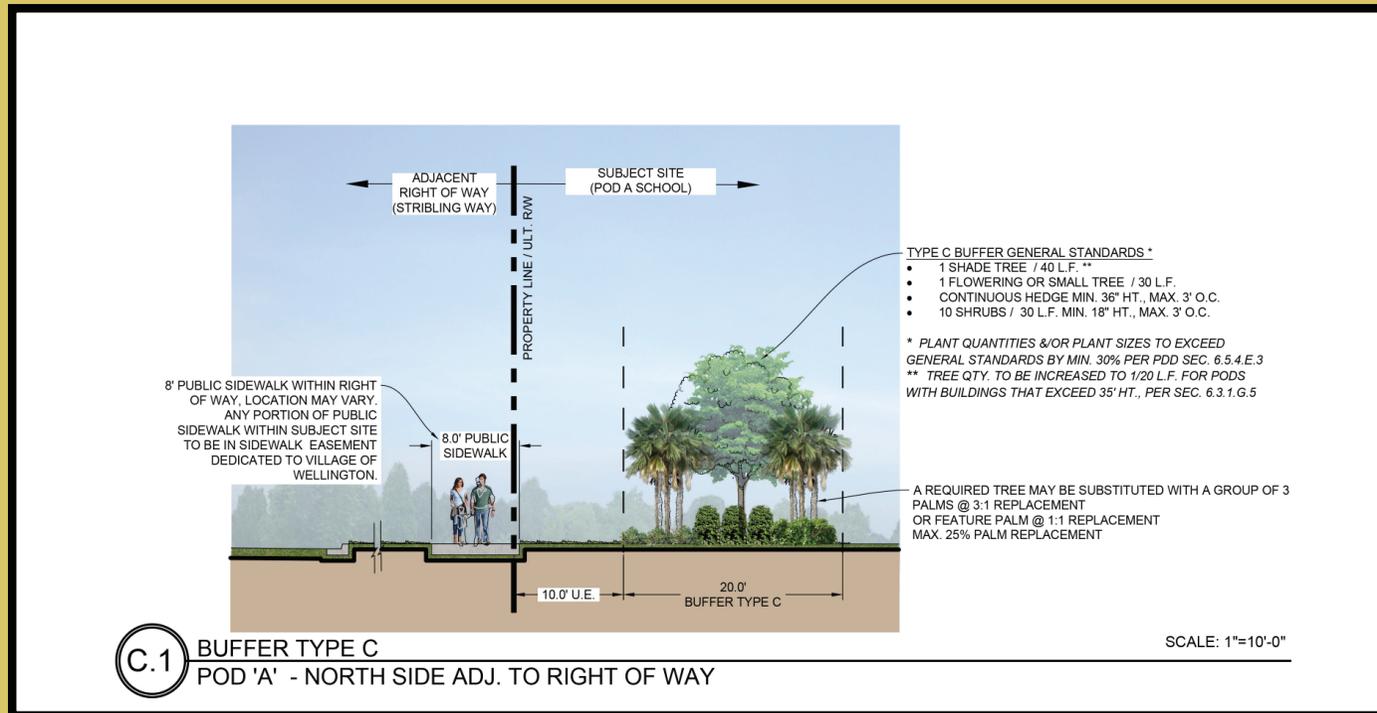


LANDSCAPE DEVIATIONS

Landscape Buffer Perimeter Path

- Along Stribling Way and State Road 7, a minimum 20-foot perimeter landscape buffer and a 10-foot general utility easement shall be provided, with up to five (5) feet of overlap between the buffer and easement permitted.
- In lieu of the additional ten (10) feet of buffer width as required to accommodate a perimeter circulation path pursuant to Section 6.5.4.7., pedestrian circulation along these frontages shall be accommodated by sidewalks within the adjacent rights-of-way, including an existing 8-foot-wide sidewalk along Stribling Way.

PARKING



Foundation Planting- Pod A

- Foundation planting requirements for non-residential structures within Pod A may be satisfied by providing an equivalent total square footage of planting area associated with each building, located at or near the building, rather than as a continuous strip of minimum depth adjacent to each façade as prescribed by Section 7.8.2.B.2.
- The combined planting area for each building shall be at least equal to the total square footage that would otherwise be required by the foundation planting provisions, and may be configured as courtyards, landscape beds adjacent to circulation routes, or other functional planting areas integral to the campus layout.

Internal Lot Trees: Site-wide Standard

- The internal lot tree requirement for the K-Park MUPD shall be applied on a site-wide basis of qualifying open space area, excluding perimeter buffer acreage, lake acreage, and acreage dedicated to sports fields.
- Based on this area, the standard requirement of one (1) tree per 1,500 square feet would yield a total of 1,403 internal trees. This standard is modified to require a minimum of 1,050 internal trees throughout the MUPD, representing a 25 percent reduction. Shrub quantities associated with internal lot planting shall continue to meet the Code requirement..

CHAPTER 2:

POD B

Commercial:

Hotel: 180 Rooms/ 175,000 SF

Office: 75,000 SF

Retail: 210,000 SF

Restaurant: 105,000 SF (Plus up to 20,000 SF of Outdoor Dining)

Residential:

Multi-Family 15 Units/ 30,000 SF Phase 1

Multi-Family 200 Units/ 300,000 SF Phase 2



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ARCHITECTURAL GUIDELINES

Pod B: Mixed-Use

Design Intent

The Shops and Hotel at Wellington Village are planned around a pedestrian-friendly street including traffic calming and roadway elements such as on-street parking and chicanes. In addition, public spaces such as pedestrian promenades, plazas, parklets, pathways, wide sidewalks, gardens and key focal points will be incorporated through the plan. Site amenities will include street trees, decorative landscape planters, shading, trash receptacles, and benches. Portions of the Street may be fully pedestrianized for community events such as farmer's markets, live music, street fairs, holiday celebrations, and seasonal programming. Sufficient parking will be provided, located to be convenient, accessible and designed to minimize occupied land area. The Project embraces a compact, walkable planning philosophy that would allow users to park once and meet several daily needs.



ARCHITECTURAL GUIDELINES

Massing & Height

Building masses are located in order to be compatible in height, volume, and overall scale to surrounding developments. The Shops will include retail, dining, professional office, boutique grocer, and fitness in one (1), two (2) and (3) story tall buildings. The proposed extended stay hotel will be a building seven (7) stories in height.

The Hotel will be centrally located on the site, and the design will include transitional massing elements that mitigate the change in height and elevation with the surroundings. The height of the Hotel is proposed to be 86' in order to encourage passive wayfinding by creating a focal element in the heart of the Project. All buildings proposed above 35' in height are ultimately subject to Conditional Height approval by the Village Council. Hotel amenities may include a pool and outdoor dining area.

Setbacks

Locations of buildings and open space will be distributed in order to enhance walkability. Mid-block pedestrian-only paseos will be located creating connectivity and visual sightlines throughout the site. Natural features and landscaped areas will be incorporated to provide shade and comfort.

Landscaping and architectural articulation will be maintained facing State Road 7 in order to meet the intent of the buffer requirement.

Design Intent

The architectural character, material palette, and building designs will be contextual with South Florida and responsive to climate and place. In order to establish unified architectural character and image within Wellington Village, the use of similar, but not necessarily identical forms, colors, materials, and details will be incorporated. Drawing inspiration from Wellington's vernacular architecture, traditional and contemporary designs will be balanced in order to create recognizable forms while allowing for integration of modern design philosophies. All commercial facades will contain architectural details on all sides to avoid blank walls. Breaks in roof planes, building planes, and building massing will be utilized. Varied materials, colors, and textures will be incorporated to allow for individual storefront expressions and to create a sense of scale. All commercial buildings will have highly defined customer entrances incorporating elements such as canopies, architectural banding, display windows, upper-level terraces, and recessed entries, in addition to detailed features such as balconies, awnings, light fixtures, sculptured artwork, and signage.

Façade, Colors & Wall Surfaces

Primary exterior materials may include but are not limited to stucco, wood, brick, stone, and metal. The primary color palette will include light tones such as white, sand, cream, and light grey. A wider palette of accent colors will be considered in order to accommodate tenant expression. All exterior finishes, colors, and materials shall be approved by the Village of Wellington Architectural Review Board prior to issuance of building permits. Design of accessory buildings and structures will be consistent with the materials, colors, and styles of the principal structures.

ARCHITECTURAL GUIDELINES

Fenestration

Commercial buildings will feature recessed and/or covered doors at exterior public access locations. Placement and sizing of doors and windows will be designed to enhance façade articulation. Commercial display windows will include elements like frames, sills, trim and awnings in complementary colors and materials. Openings may include arches, sidelites, and transoms in order to promote natural light. Fenestration may include mullions and muntins to introduce scale in larger openings. Primary facades will incorporate windows, at a minimum, 40 percent of the elevation.

Roof Design & Materials

Buildings will feature a mix of flat and pitched roofs. Pitched roof materials may include metal or tile. Roofing materials and color will be selected to be compatible with the principal building architectural character. Similarly, compatible screening elements or parapets will be included at rooftop mechanical equipment locations. Additional roof articulation may be included through the selective use of clock / bell towers, cupolas, and chimneys.

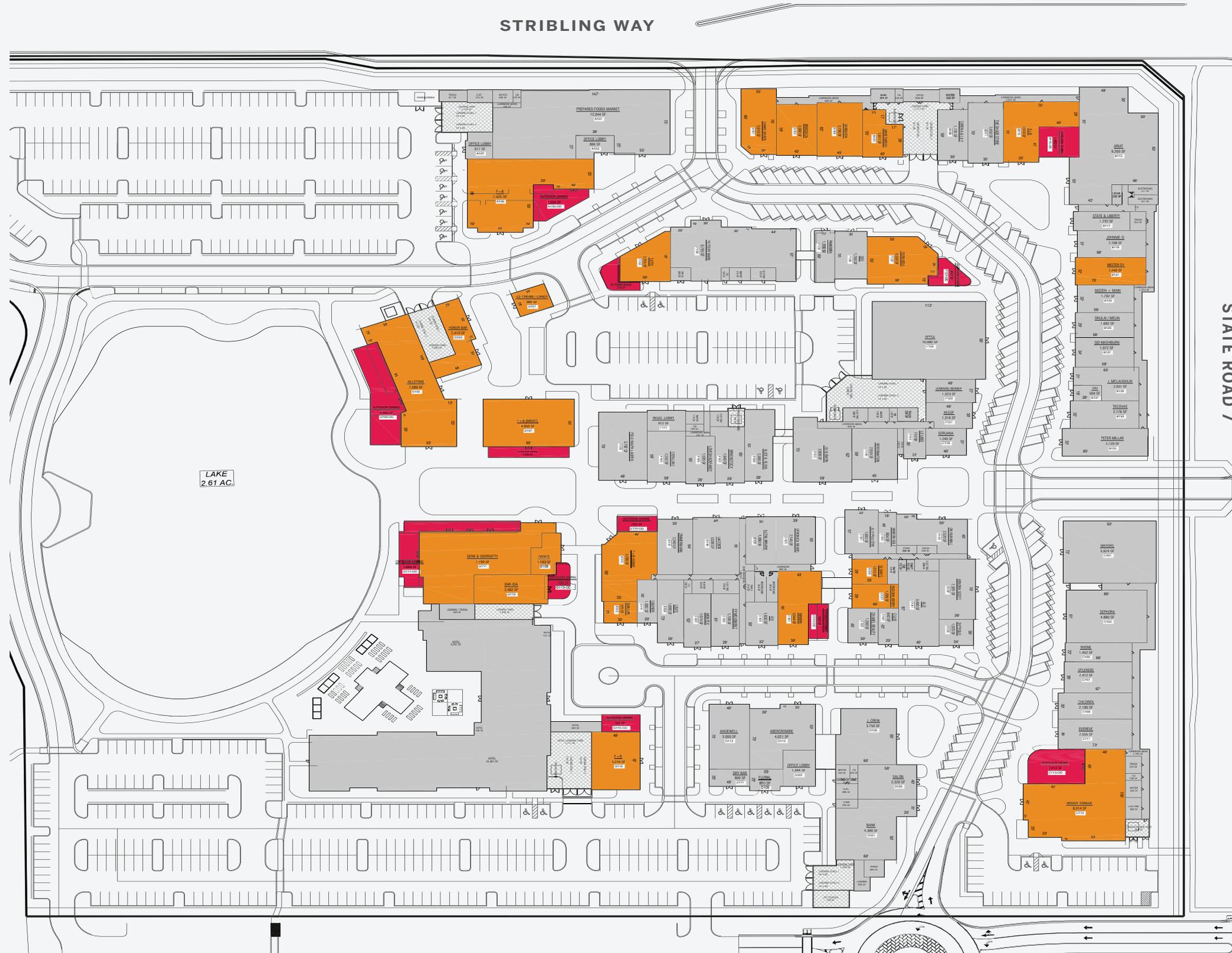
Ground Surfaces & Paving

Public walkways will feature primary surface materials such as brick, tile, or stone at a scale corresponding with adjacent buildings. Separation between pedestrian and vehicular zones will be clearly delineated.

Exterior Patio and Dining Areas

Tenants with outdoor patios or dining areas shall be subject to the following regulations

- **Perimeter Fence or Enclosures.** Tenants shall be permitted to install perimeter fences, planters, separators, and/or enclosures subject to approval. All structures shall be self-supporting and designed to be compatible with the design, materials, colors, and style of the principal structure.
- **Outdoor Furnishings.** Outdoor furnishings including but not limited to furniture, planters, lighting, and umbrellas should be complementary to the primary architecture of the restaurant. Furniture for outdoor dining should be built for outdoor use and should be sufficiently sturdy to withstand severe variations in weather and wind. Furnishings shall comply with local jurisdictional requirements and are subject to approval by Management.
- **Dog-friendly dining.** Dog-friendly dining within designated restaurant outdoor area(s) may be allowed with approval of a special use permit. A food/drink menu for patrons' dogs may be provided. Dogs food/drink shall only be served in single-use disposable recyclable containers, and shall be handled separately from all dishes, utensils, and any other items used for food service operations. All restaurants with outdoor area(s) designated for dog-friendly dining shall provide perimeter/separation barrier.
- **Sound Levels.** No sound amplification will be allowed for the purpose of commercial advertising. Sound levels that cross property lines at a volume that is unreasonably loud will be prohibited. This section shall not apply to any special events such as parades or festivals but shall apply to restaurants and lounges.



Outdoor Dining

Program Summary

Retail + F&B	290,000 NSF
Outdoor Dining	20,000 SF

Key

- F+B
- Outdoor Dining



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 RELATED ROSS • ELKUS MANFREDI ARCHITECTS



Main Street Outdoor Dining Precedents

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Main Street Outdoor Dining Precedent

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CONCEPTUAL RENDERING

Main Street Outdoor Dining View



CARNEROS FARM NAPA VALLEY



ABA TEXAS



Main Street Outdoor Dining Precedents - Covered

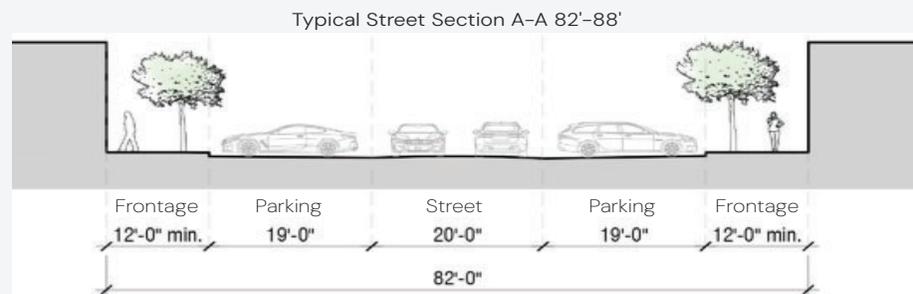
WELLINGTON VILLAGE PROJECT • 11.17.2025 29
RELATED ROSS • ELKUS MANFREDI ARCHITECTS

POD B MIXED-USE VILLAGE

The Pod B Mixed-Use Village shall be organized around three primary character corridors:

Main Street, the Promenade, and the Hotel. Main Street functions as the central retail and dining spine, with active ground-floor storefronts, outdoor café seating, and a lush, shaded streetscape supported by on-street parking and wide sidewalks. The Promenade is envisioned as a pedestrian-only, mid-block corridor that provides a 600-foot-long landscaped connection between Main Street and the lakefront, lined with shops, boutiques, and residential entries to create an intimate, walkable environment. The Hotel Street/Frontage shall frame the signature lakeside hotel with a formal valet motorcourt, enhanced landscape and hardscape, and direct connections to the lakefront park and dining terraces, establishing the village's hospitality gateway and reinforcing its role as a regional destination.





A lively street lined with shops, cafes, and restaurants within a lush and welcoming landscaped environment.

Main Street Enlarged Plan



Main Street Precedents

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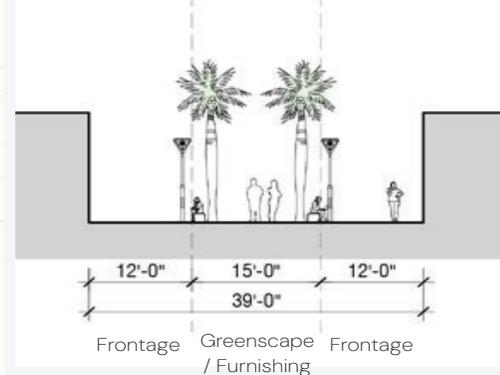


KEY PLAN



CONCEPTUAL VIEW

Typical Promenade Section A-A 30' - 39'



The project will feature a 600' foot long pedestrian-only path linking Main Street to the Lake. Designed as a vibrant public space blending residential, commercial, and recreational elements, the promenade will be lined with palm trees, native landscaping, and shade, and will include a variety of ground-level shops, cafes and boutiques inviting leisurely strolls. A series of intimate paseos will enhance site connectivity and creates opportunity for exploration.

Promenade Enlarged Plan



Promenade Precedents



Hotel Site Plan



Hotel Street View



Hotel Valet Motorcourt Precedents

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THE DEPICTED IMAGES ARE INSPIRATIONAL CONCEPTS OF THE TYPE OF SITE FURNISHINGS THAT WILL BE USED FOR POD B.



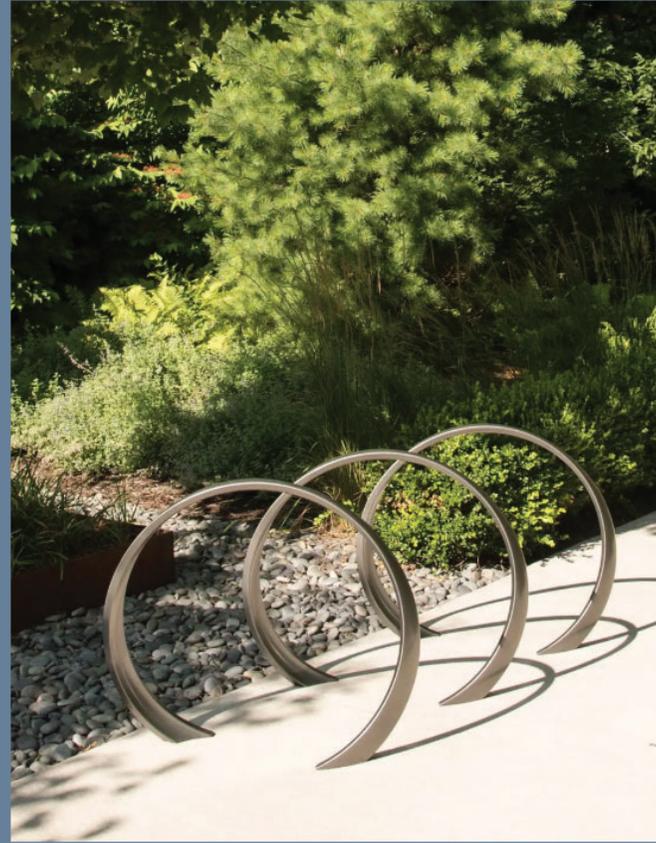
INSPIRATION

SITE FURNISHING

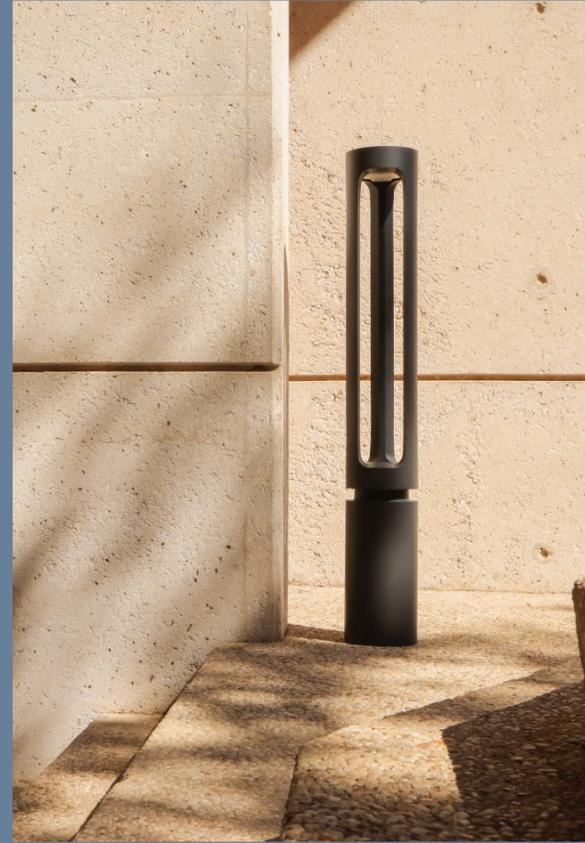
THE FOLLOWING ARE INSPIRATIONAL IMAGES OF THE TYPE OF SITE FURNISHINGS THAT WILL BE USED FOR POD B.



Bollards



Bicycle Racks



Lighting



Trash



Benches



Benches



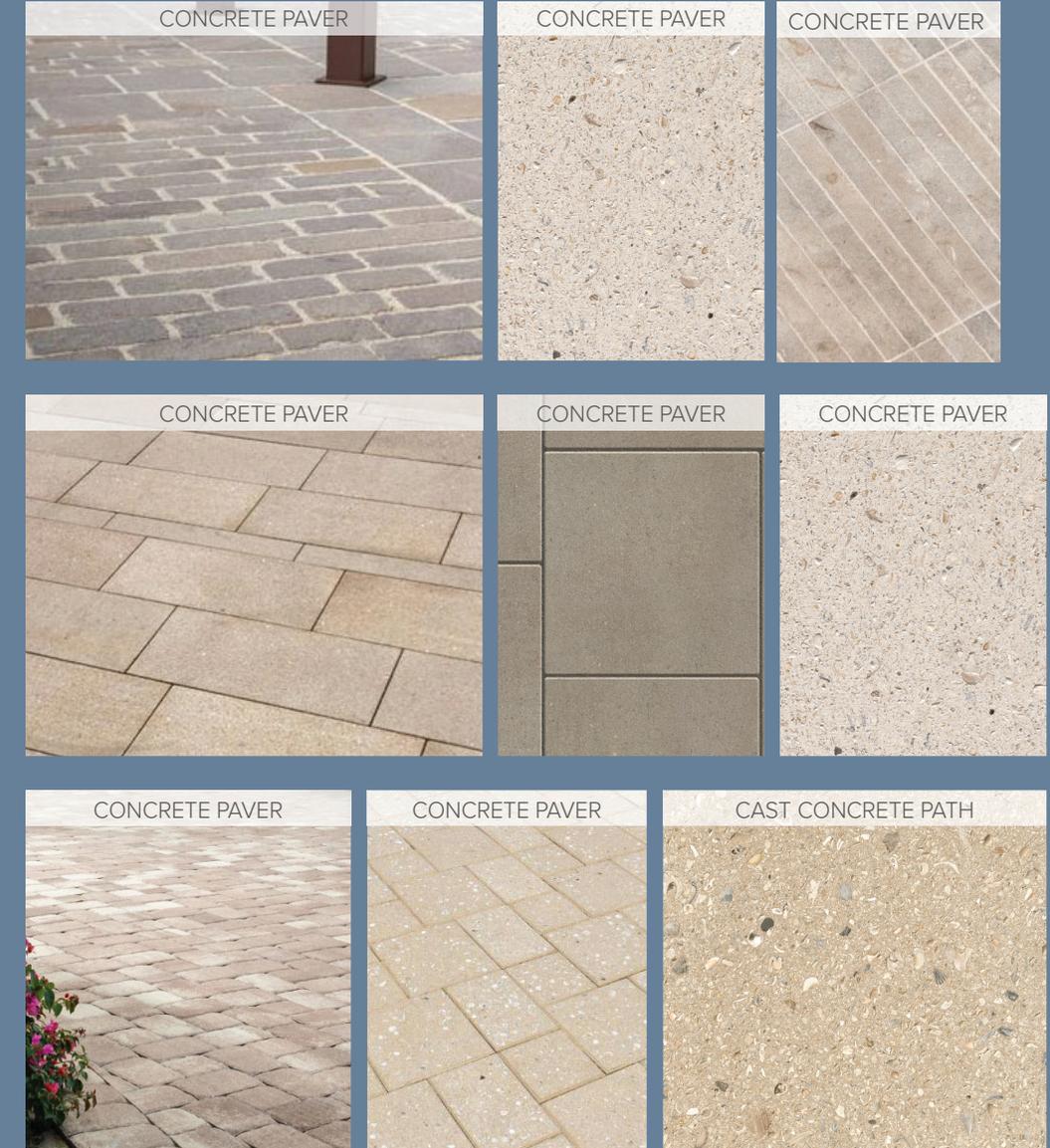
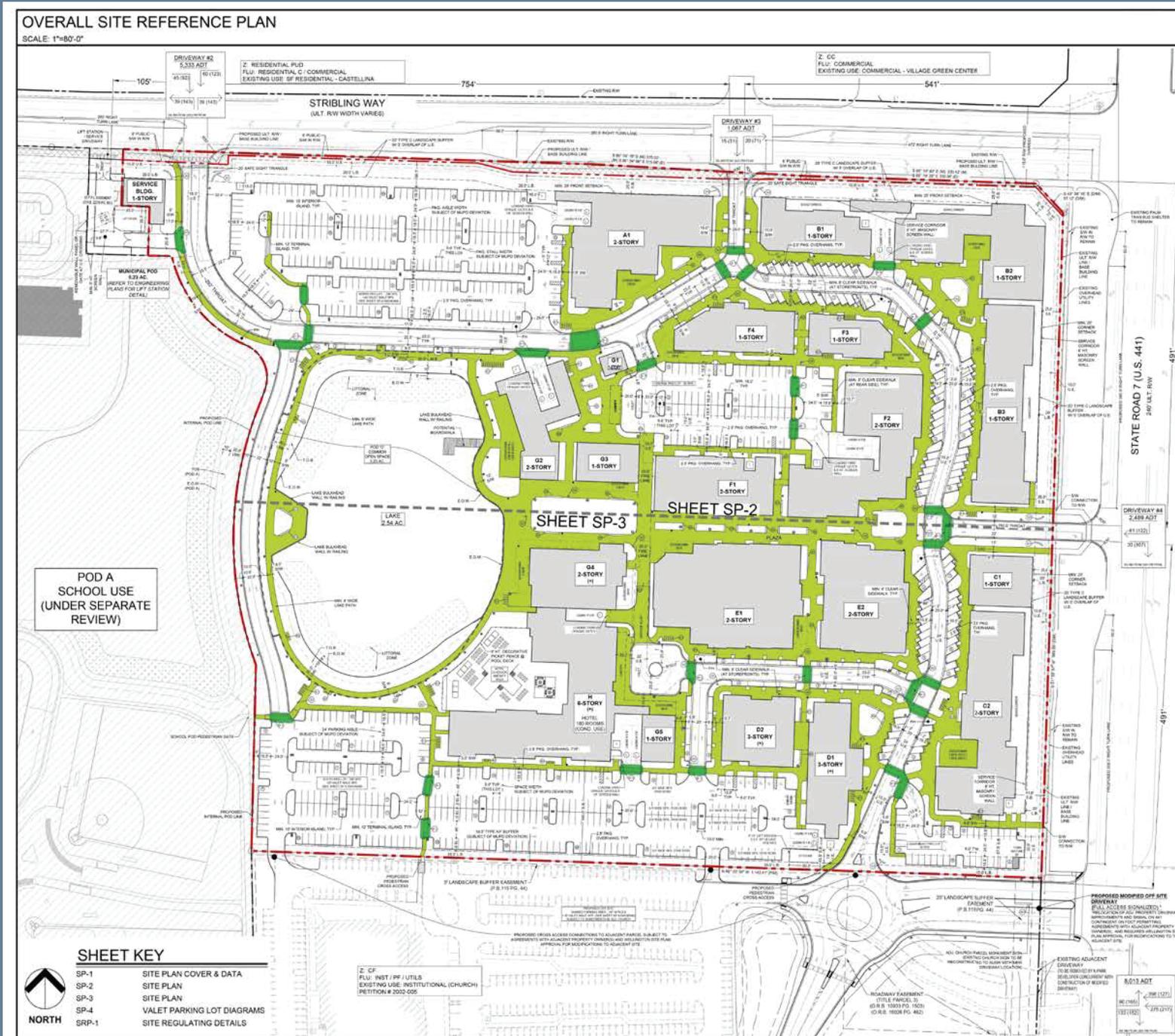
Benches

SITE FURNISHINGS

HARDSCAPE PALETTE

THE FOLLOWING CONCEPTUAL HARDSCAPE PALETTE AS IT RELATES TO POD B ARE PROVIDED- SUBJECT TO ARB APPROVAL BY THE VILLAGE OF WELLINGTON.

HARDSCAPE PALETTE



■ Hardscape

■ Paving at Crosswalks



THE DEPICTED IMAGES ARE INSPIRATIONAL CONCEPTS OF THE TYPE OF SITE FURNISHINGS THAT WILL BE USED FOR POD B.

DEVELOPMENT REGULATIONS

POD B: Mixed Use

Project Development Standards ⁽¹⁾		
MUPD (Pod B Mixed-Use)		
	ULDC (Required)	Requested
Minimum Lot Size	5 acres	71.27 acres
Minimum Lot Width	(2)	949.58
Minimum Lot Depth	(2)	1,716.01
Maximum Building Coverage	45%	45%
Setbacks		
Front	(2)	25'
Side/Corner	(2)	25'
Rear	(2)	30'
Parking		
Required Parking	Retail/Restaurant/Office: 1/250 SF Up to 80,000 SF 1/500 Over 80,000 SF Residential: 2.25 / DU	867 per ITE Parking Generation Publication and ULI Shared Parking Publication ⁽³⁾⁽⁴⁾
Required Bicycle Parking	1 Bike Parking Space per 2000 SF of GFA	200 Bike Parking Spaces ⁽³⁾
Standard Parking Stall Width	9.5'	9' ⁽³⁾ in non-high turnover areas
Parallel Parking Stall Width	10'	9' ⁽³⁾
90 Degree Parking Drive Aisles	25'	24' ⁽³⁾
Angled Parking Drive Aisles	25'	20' ⁽³⁾
Loading Space Quantity	21	13 ⁽³⁾
Loading Space Dimensions	15' x 55'	14' x 40' ⁽³⁾
Landscape		
Buffer Type A/F (South)	10' with fence	10' without fence along southern property line ⁽³⁾
Type C (North)	20'	20'
Type C (East)	20'	20'
Landscape Buffer Path	10' width in addition to Required Buffer	Provide 20' buffer Sidewalk in Stribling ROW 8' width Sidewalk in SR 7 ROW existing 5' width ⁽³⁾
Planned Development Landscape Requirements	30% increase in size or quantity per PUD requirements	30% increase in size or quantity per PUD requirements
Additional Palm/Tree Plantings	1 tree per 20 linear feet in required landscape buffer for pods with buildings above 35'	1 tree per 20 linear feet in required landscape buffer for pods with buildings above 35'
Foundation Planting	5' for each building story or a maximum of 25'	5' for each building story or a maximum of 25' – or equivalent planting area provided at or near vicinity of building ⁽³⁾
Internal Lot Trees	1403 Trees – Pod A and Pod B	1050 Trees – 75% of Requirement – Pod A and Pod B ⁽³⁾

(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) Subject to Shared Parking Study

PARKING

Pod B - Mixed Use

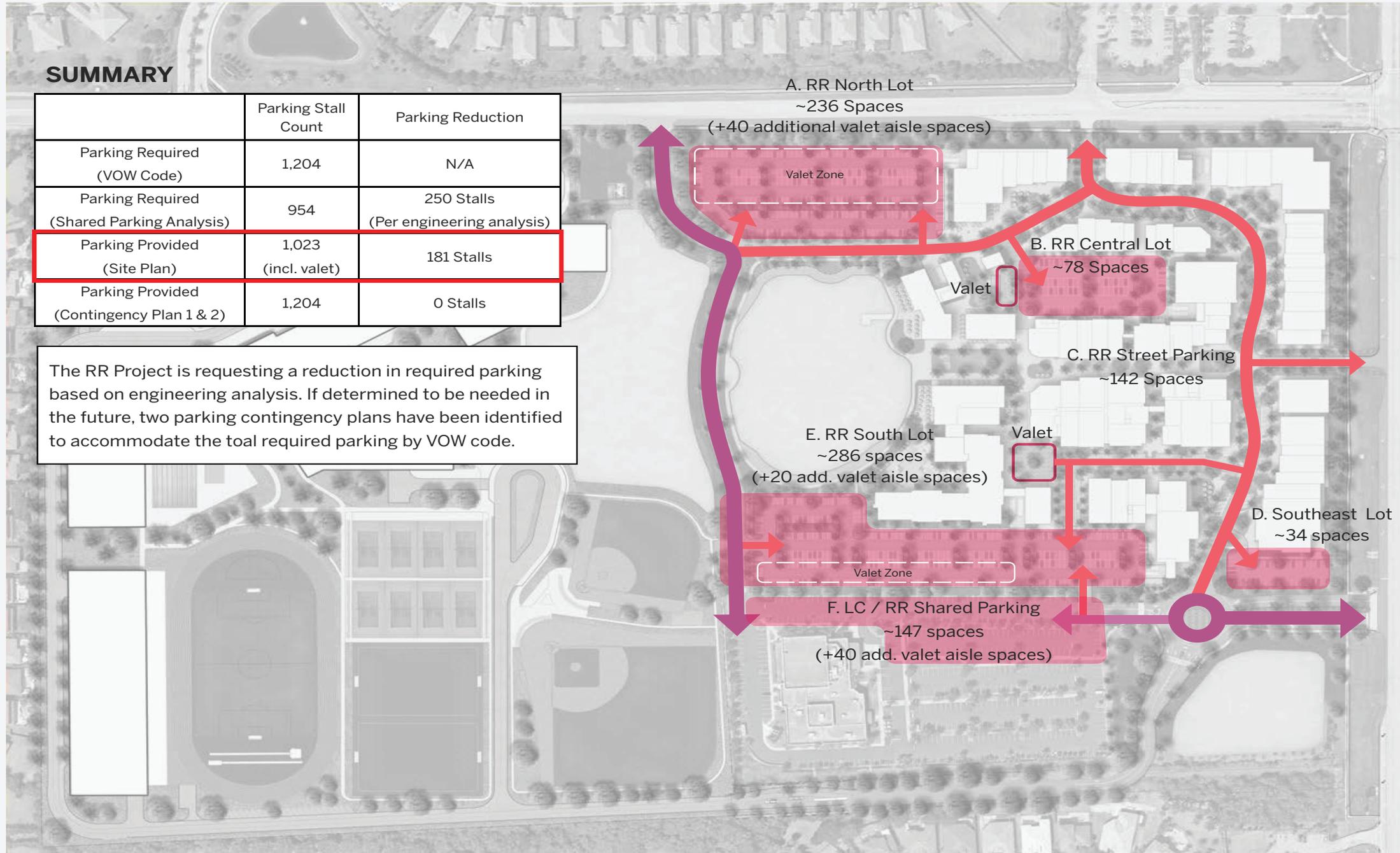
Required Parking

- For Pod B, required off-street parking shall be provided in accordance with the minimum parking supply established in the Shared Parking Study prepared by Simmons & White, utilizing ITE Parking Generation, 6th Edition and ULI Shared Parking, 3rd Edition, as approved by the Village.
- Per the Village Code, both the retail and office parking rates are based on net square feet and not gross square feet. Village Code also 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 SF - (1 Space / 250 SF)
- Retail/Office Over 80,000 SF (1 Space / 500 SF)
- Hotel - (1.25 Spaces / Room + 1 per employee)
- Residential – 2.25 Spaces per Unit
- TOTAL = 1,204 Spaces

- The anticipated maximum parking demand and supply (867 spaces without a 10% buffer; 954 spaces with a 10% buffer) as documented in the Shared Parking Study shall serve as the controlling minimum for Pod B.
- 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.
- 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.
- The Parking Contingency Plans for Pod B are as follows:



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

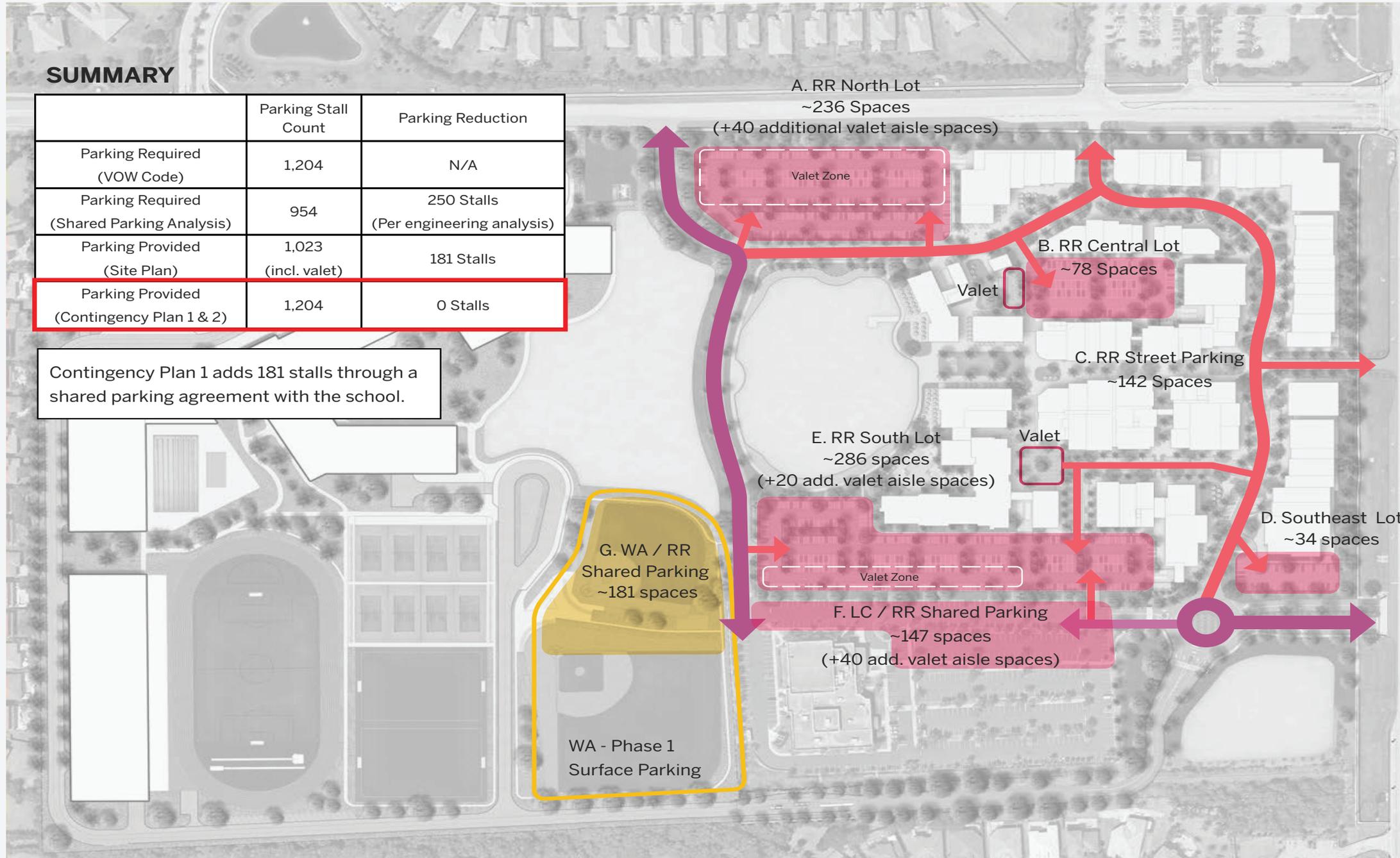
867 Peak Parking Demand
954 Parking Demand (incl. 10% buffer)

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





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

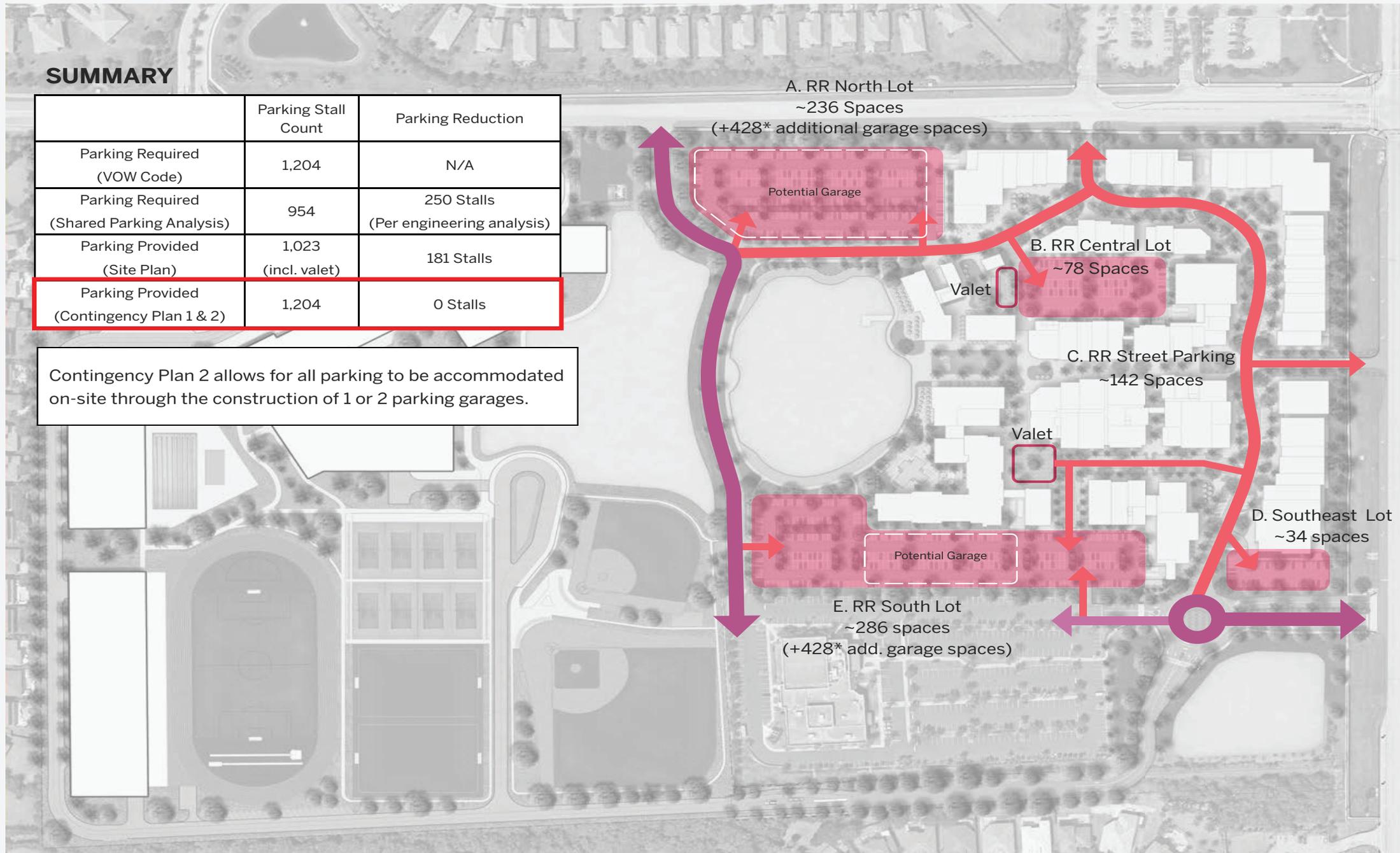
Use	Size	Total
Retail/Office	80,000 NSF (1 space / 250 SF)	320
Retail/Office	300,000 NSF (1 space / 500 SF)	600
Hotel	180 Rooms (1.25 spaces / Room + 1 / employee)	250
Resid.	15 DU (2.25 spaces / DU)	34
TOTAL		1204

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





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



PARKING

Pod B - Mixed Use

Required Bicycle Parking

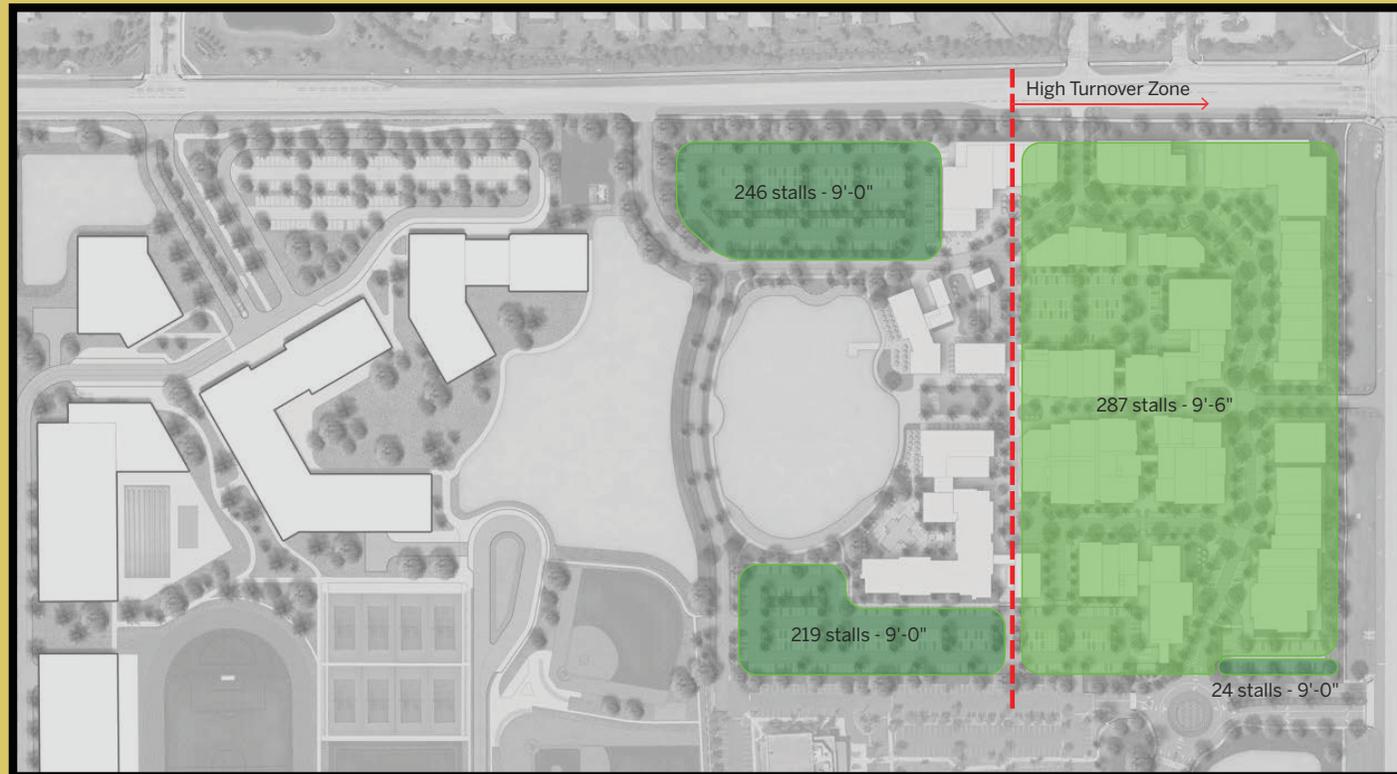
- Required bicycle parking for non-residential uses within Pod B shall be provided in accordance with the following modified standard, in lieu of Section 7.5.1.D., which requires one (1) bicycle parking space per 2,000 square feet of gross floor area.
- The bicycle parking requirement shall apply to non-residential uses within Pod B, excluding hotel floor area.
- For the purposes of bicycle parking calculations, the 175,000 square feet of hotel gross floor area within Pod B shall be exempt from the square-footage-based bicycle parking requirement.

- When applied to the remaining approximately 390,000 square feet of non-residential floor area, the minimum required bicycle parking supply shall be one hundred ninety-five (195) spaces.
- A total of two hundred (200) bicycle parking spaces shall be provided within Pod B, which satisfies the modified bicycle parking requirement for applicable non-residential uses.

PARKING

Parking Stall Width: Non High-Turnover Zones

- All parking spaces within designated High-Turnover Zones in Pod B (including the Main Street corridor and the primary retail storefront parking fields) shall maintain a minimum width of 9.5 feet.
- In parking areas designated as Non High-Turnover Zones on the below exhibit, including parking lots west of Building A1 and south of the hotel, standard stall width may be reduced to a minimum of 9.0 feet.
- High-Turnover Zones are defined as the most trafficked and valuable parking areas within Pod B—those closest to key destinations and most convenient for short-term retail visitors rather than employees or regular users. These areas are intended to support frequent turnover and quick access to storefronts.



Parallel Parking Stall Width

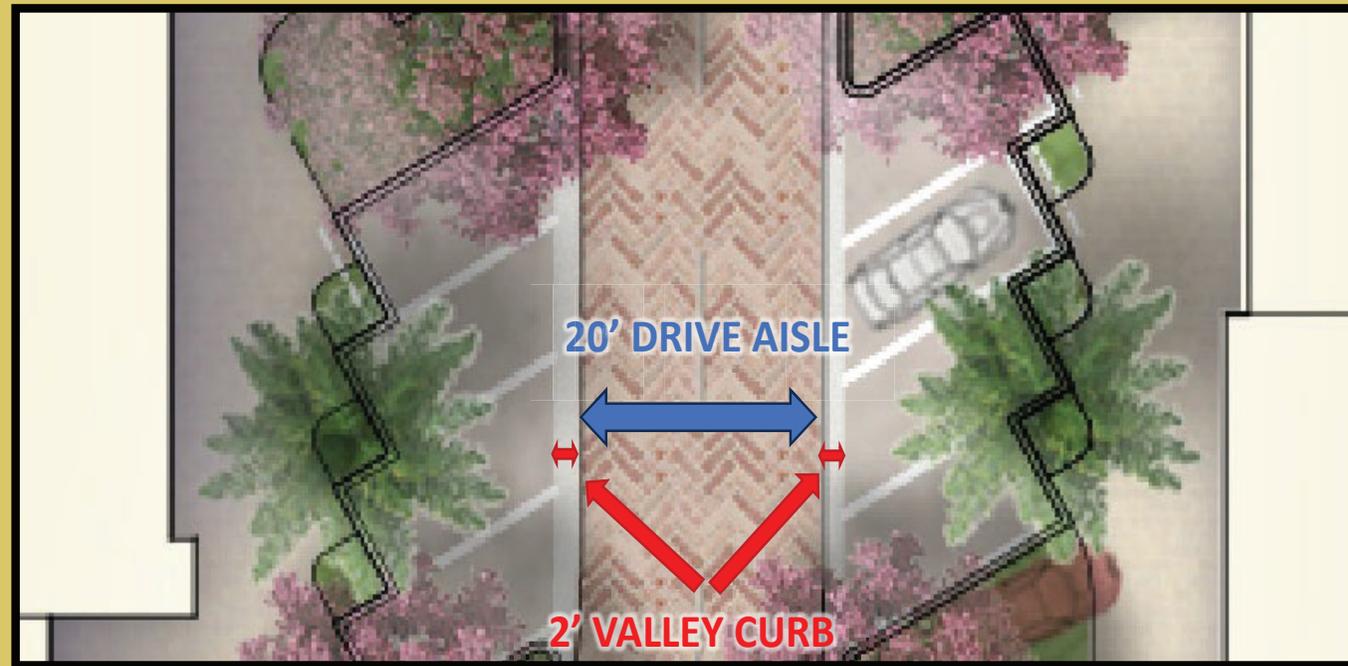
- Parallel parking spaces located on internal Pod B streets shall have a minimum width of 9.0 feet, in lieu of the 10-foot width required by Section 7.5.4.
- This standard applies to parallel parking along the internal driveway extending from the State Road 7 access and along the driveway providing access to the hotel.
- 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.



PARKING

90-Degree and Angled Parking Drive Aisles

- In order to promote efficient site planning, traffic calming, preservation of pedestrian-oriented open spaces and landscaping without compromising the maneuverability of passenger vehicles or the functionality of parking areas within Pod B, the minimum two-way drive aisle width serving 90-degree parking spaces shall be 24 feet, in lieu of the 25-foot width required by Table 7.5.2.
- For 60-degree angled parking spaces, the minimum two-way drive aisle width shall be 20 feet, measured between faces of valley curb. When including two (2) feet of valley curb on each side, the effective cross-section is approximately 24 feet, consistent with typical industry standards.

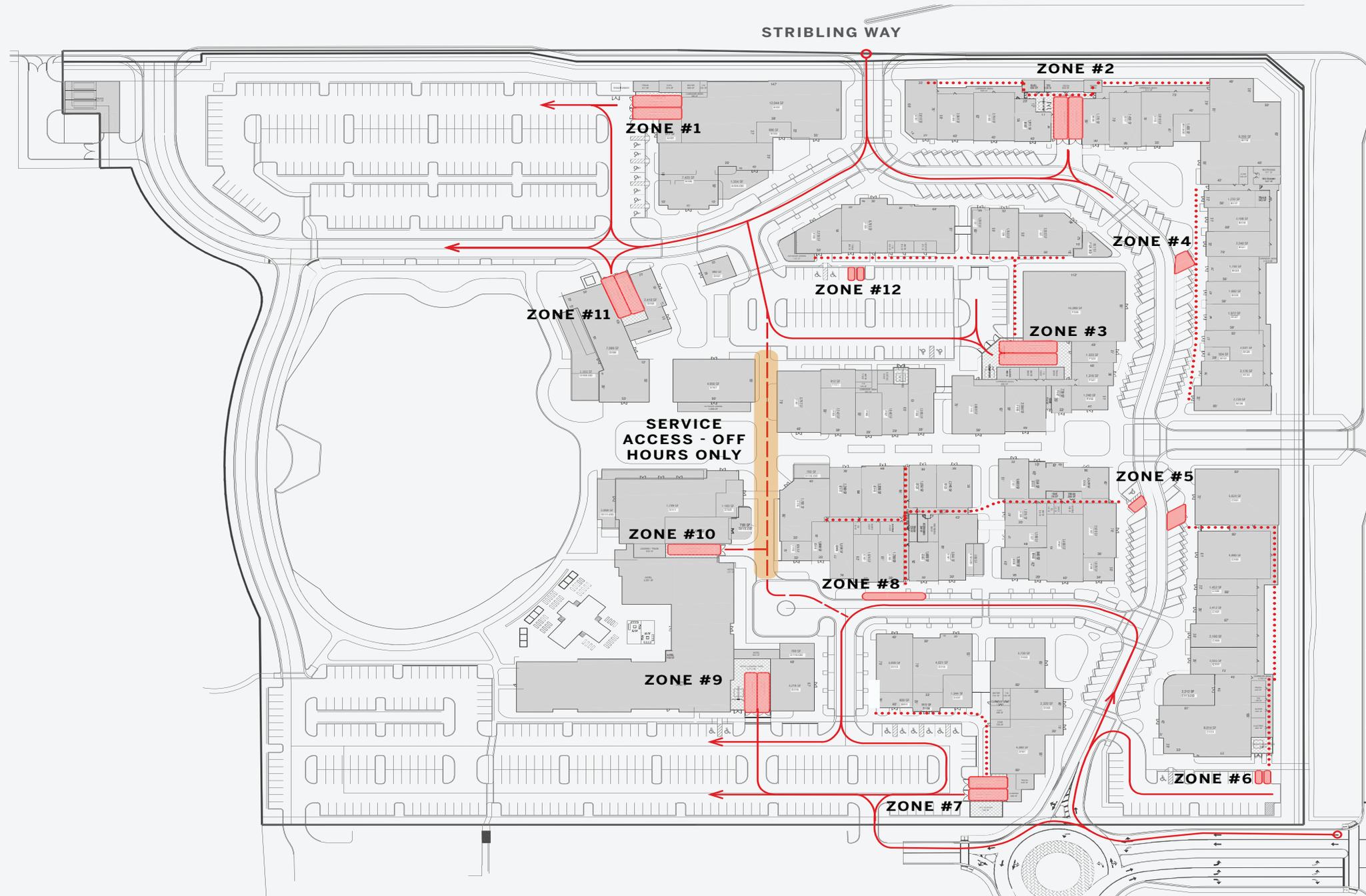


Loading Space Quantity and Dimensions – Pod B

- Loading for the Pod B mixed-use program shall be provided in accordance with the following modified standards, in lieu of Section 7.5.3 and Table 7.5.3.

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

- The minimum loading provision for Pod B shall therefore be thirteen (13) loading spaces, with the dimensions and allocations shown above. The standard requirement for twenty-one (21) spaces at 15 feet by 55 feet shall not apply within Pod B.
- 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 which is based off of established use patterns and knowledge of standard delivery truck sizes that regularly serve these types of tenants. The proposed loading deviation represents the actual operational needs of the project and avoids intrusion on potential land area for pedestrian comfort and open space.
- 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.
- The proposed loading locations for Pod B are as follows:



- Zone 1 - 2 * 14' x 50' Loading Bays
- Zone 2 - 2 * 14' x 50' Loading Bay
- Zone 3 - 2 * 14' x 50' Loading Bays
- Zone 4 - 2 * 9' x 18.5' Van Loading*
- Zone 5 - 3 * 9' x 18.5' Van Loading*
- Zone 6 - 2 * 9' x 18.5' Van Loading*
- Zone 7 - 2 * 14' x 40' Loading Bays
- Zone 8 - Parallel Parking / Lay-by
- Zone 9 - 2 * 14' x 50' Loading Bays
- Zone 10 - 1 * 14' x 50' Loading Bays
- Zone 11 - 2 * 14' x 50' Loading Bays
- Zone 12 - 2 * 9' x 18.5' Van Loading*

Totals: 23 Loading Bays
 11 * 14'x50' Loading Bays
 2 * 14'x40' Loading Bays
 9 * 9' x 18.5' Loading Bays*
 1 * Lay-By

*Van Loading hours limited

All anticipated vehicles sized to fit in provided stall sizes.

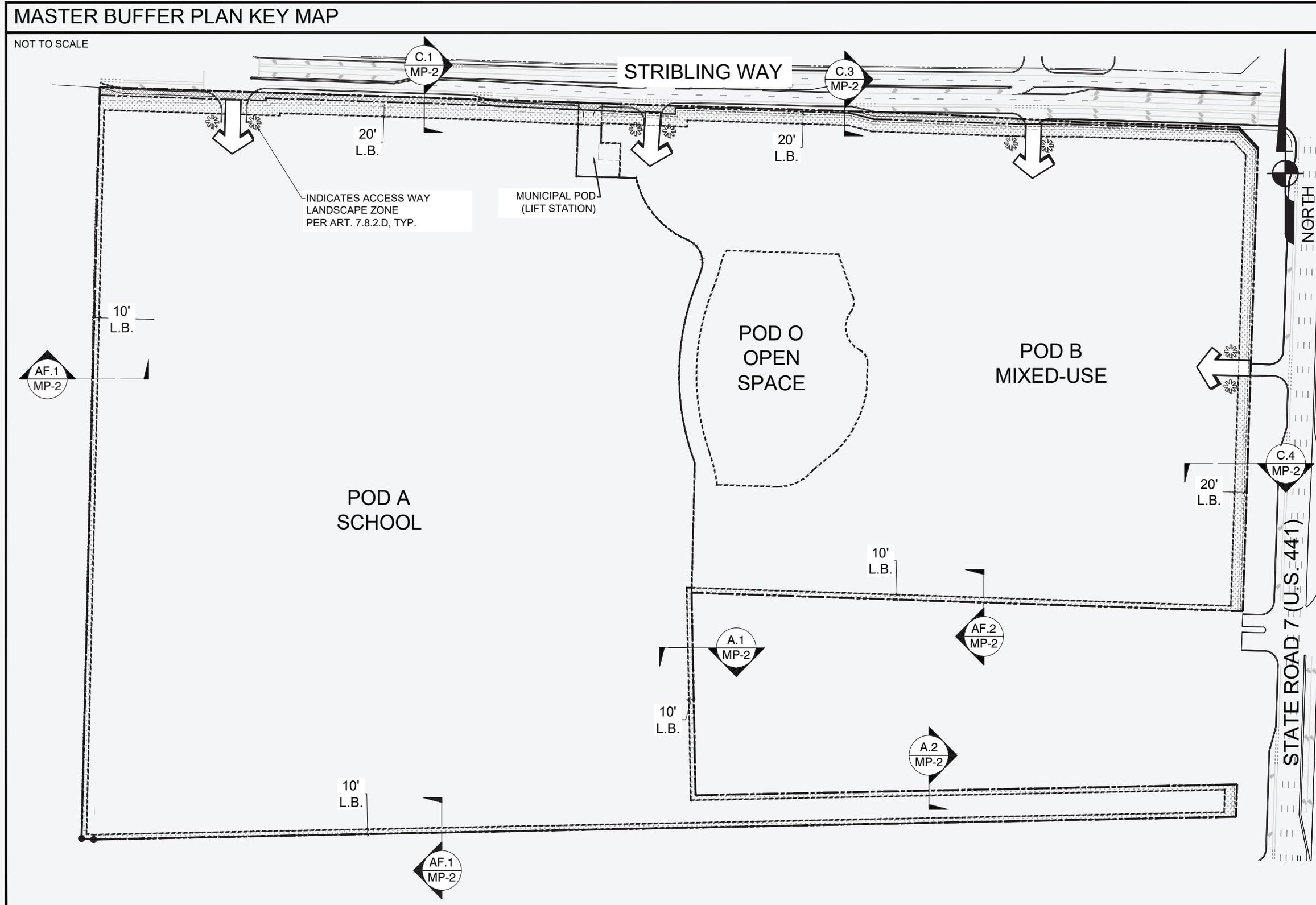
- LOADING ZONE
- LOADING CORRIDOR / PATH
- VEHICULAR SERVICE CIRCULATION

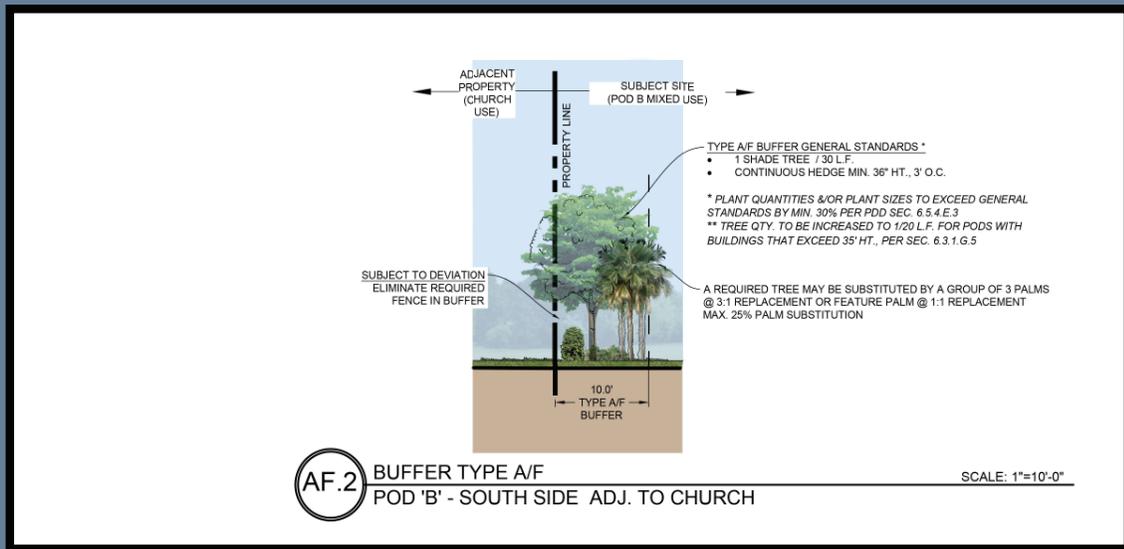




LANDSCAPE STANDARDS

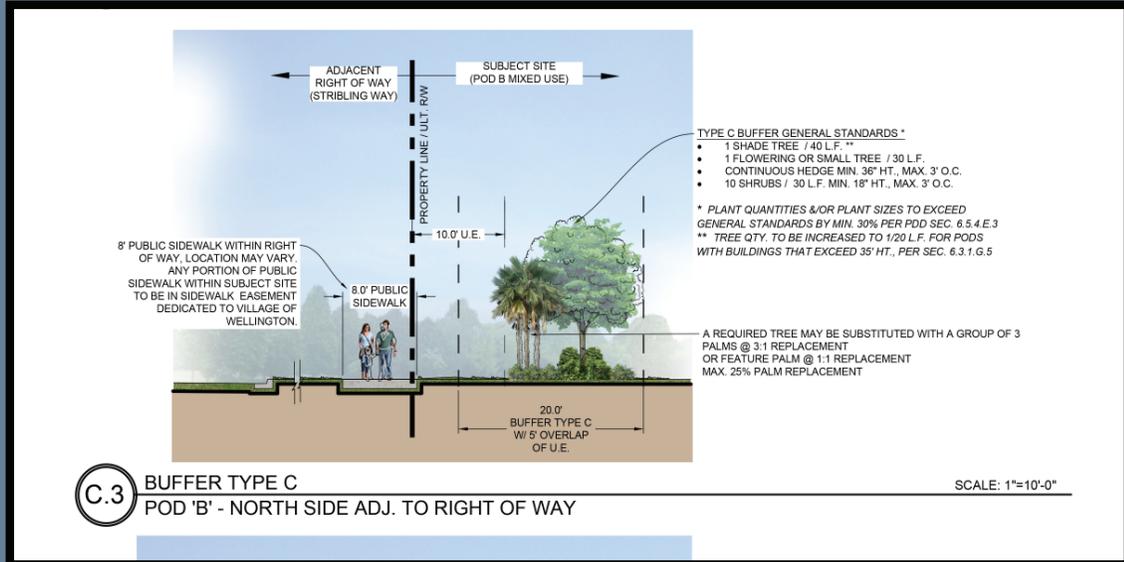
As part of the requested MUPD, a master buffer plan has been provided for the MUPD site perimeter, assessing the use and surrounding property for each pod. Section 6.5.4.E.3, which prescribes that landscape standards shall exceed the Article 7 landscape standards of the LDR by a minimum of 30 percent of the general standard, will be met through a combination of 30% increases in plant size or 30% increases in plant 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 for each pod.





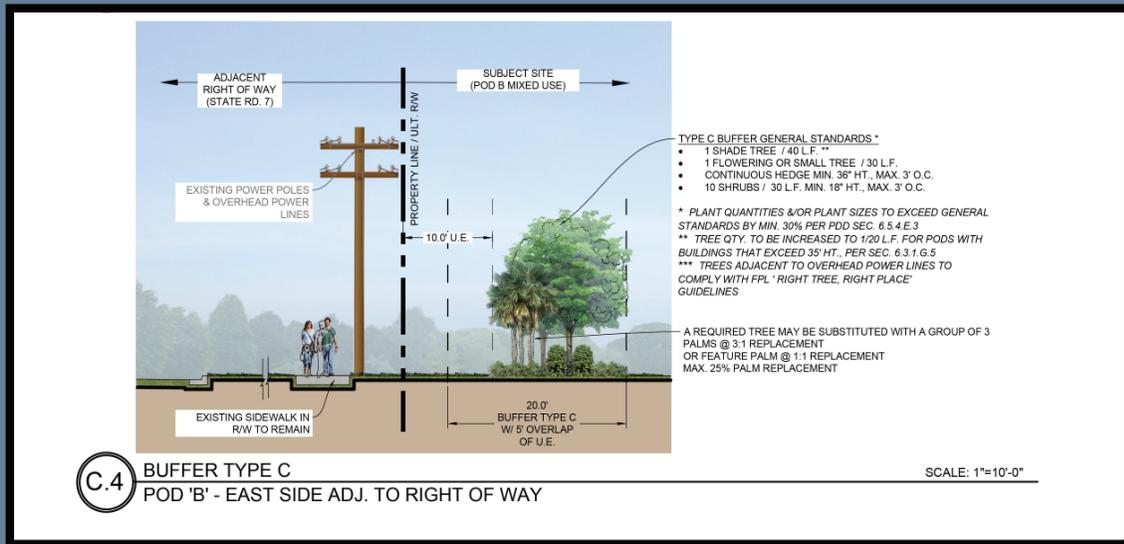
Buffer Type AF.2

- 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 C.3

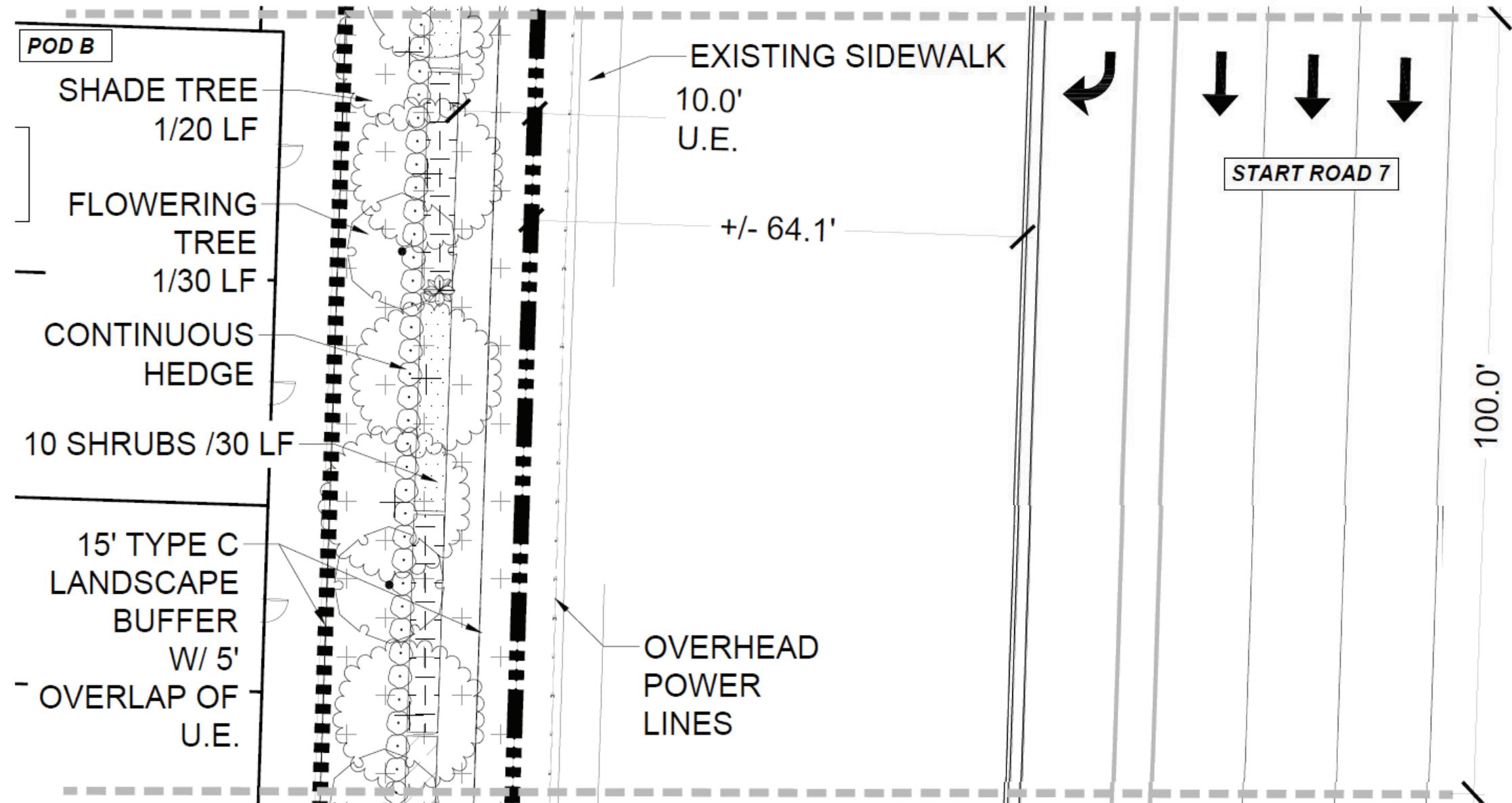
- A 20' Type C buffer with a 5' utility easement overlap is provided along the north side of Pod B adjacent to the Stribling Way ROW. In lieu of the additional 10' added to the minimum width of the perimeter landscape area for a pedestrian path, the Applicant proposes to maintain the width of the existing 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 C.4

- 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.

POD B - EAST LANDSCAPE BUFFER (100' CROSS SECTION) PLAN VIEW



TREES

PLANT PALLET INSPIRATION



Bursera simaruba
Gumbo Limbo



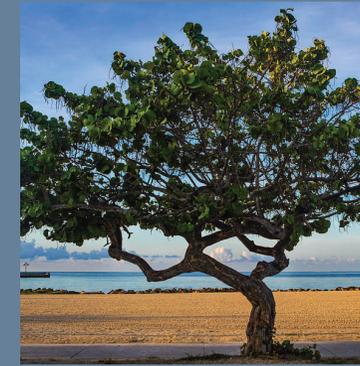
Clusia rosea
Pitch Apple



Conocarpus erectus
Green Buttonwood



Conocarpus erectus var. sericeus
Silver Buttonwood



Coccoloba uvifera
Seagrape



Elaeocarpus decipiens
Japanese Blueberry



Filicium decipiens
Japanese Fern Tree



Juniperus virginiana
Juniper Brodie



Ligustrum japonicum
Japanese Privet



Pandanus utilis
Screw Pine



Plumeria
Plumeria



Quercus virginiana
Live Oak



Sweetenia mahogani
Mahogany



Tabebuia caraiba
Trumpet Tree



Tibouchina granulosa
Tibouchina

PALMS



Archontophoenix alexandrae
King Alexander Palm



Bismarckia nobilis
Bismarck Palm



Cocos nucifera
Coconut Palm



Cycas revoluta
King Sago



Dypsis lutescens
Areca Palm/ Bamboo Palm



Livistona Chinensis
Chinese Fan Palm



Phoenix dactylifera 'Medjool'
Medjool Date Palm



Phoenix reclinata
Senegal Date Palm



Phoenix sylvestris
Sylvester Date Palm



Ravenala madagascariensis
Traveler's Palm



Rhapis excelsa
Lady Palm



Roystonea regia
Royal Palm



Sabal palmetto
Sabal Palm



Serenoa repens 'Cinera'
Silver Saw Palmetto



Washingtonia robusta
Washingtonia Palm

SHRUBS, GRASSES & GROUNDCOVERS



Neomarica carulea 'Regina'
Giant Apostle's Iris



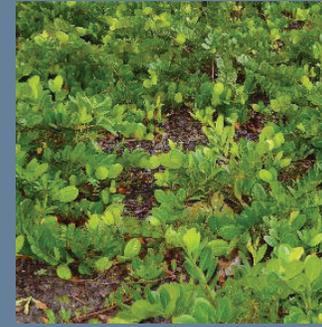
Nephrolepis exaltata
Boston Fern



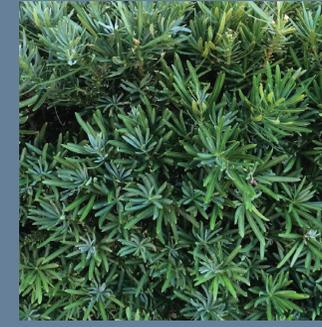
Philodendron selloum
Philodendron



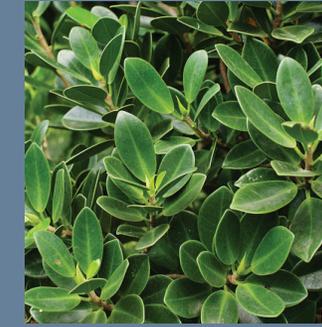
Philodendron x 'Xanadu'
Xanadu Cut Leaf Philodendron



Chrysobalanus icaco 'Horizontal'
Horizontal Cocoplum



Podocarpus macrophyllus
Japanese Yew



Ficus macrocarpa
Green Island Ficus



Hamelia patens
Firebush



Lantana montevidensis
Purple Weeping Lantana



Microsorium scolopendrium
Wart Fern



Philodendron 'Rojo Congo'
Red Congo



Sansevieria trifasciata
Snake Plant



Strelitzia reginae
Bird of Paradise



Viburnum odoratissimum
Sweet Viburnum



Zamia furfuracea
Cardboard palm



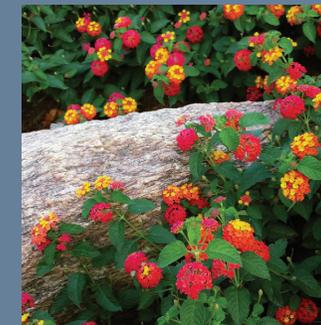
Zamia pumila
Coontie



Gardenia jasminoides 'Miami
Supreme' - Cape Jasmine



Helianthus Debilis
Dune Sunflower



Lantana camara
Lantana



Spathoglottis plicata
Purple Ground Orchid



Tripsacum dactyloides
Fakahatchee Grass



Pennisetum setaceum 'Alba'
White Fountain Grass



Trachelospermum asiaticum
Asiatic Jasmine



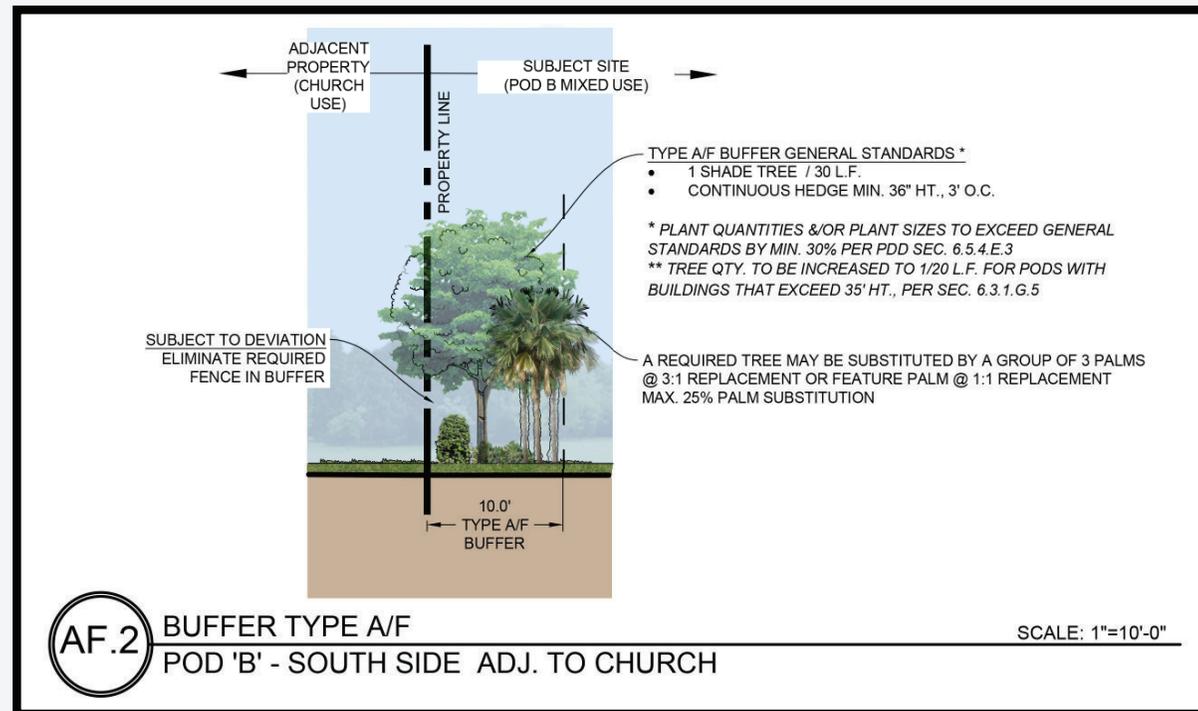
Trachelospermum jasminoides
Confederate Jasmine

PLANT PALLET INSPIRATION

LANDSCAPE DEVIATIONS

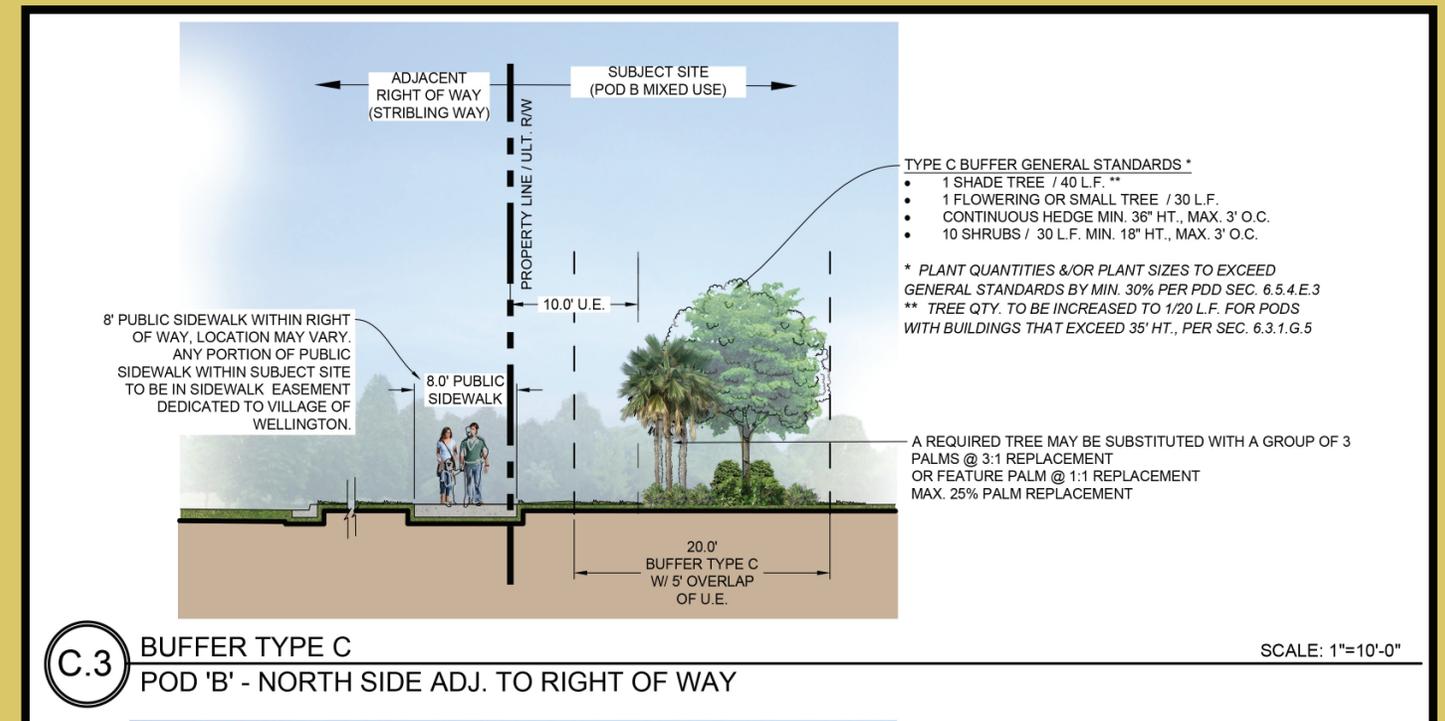
Buffer Type A/F – South (Life Church)

- 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
- Along the south property line of Pod B adjacent to the Life Church parcel, a 10-foot-wide Type A/F buffer shall be provided without the requirement for a fence or wall. The existing landscaping on the Life Church property shall function in combination with the Pod B buffer to provide screening and transition between the properties.
- This standard supersedes the fence requirement typically associated with a Type A/F buffer along this shared boundary.



Landscape Buffer Perimeter Path

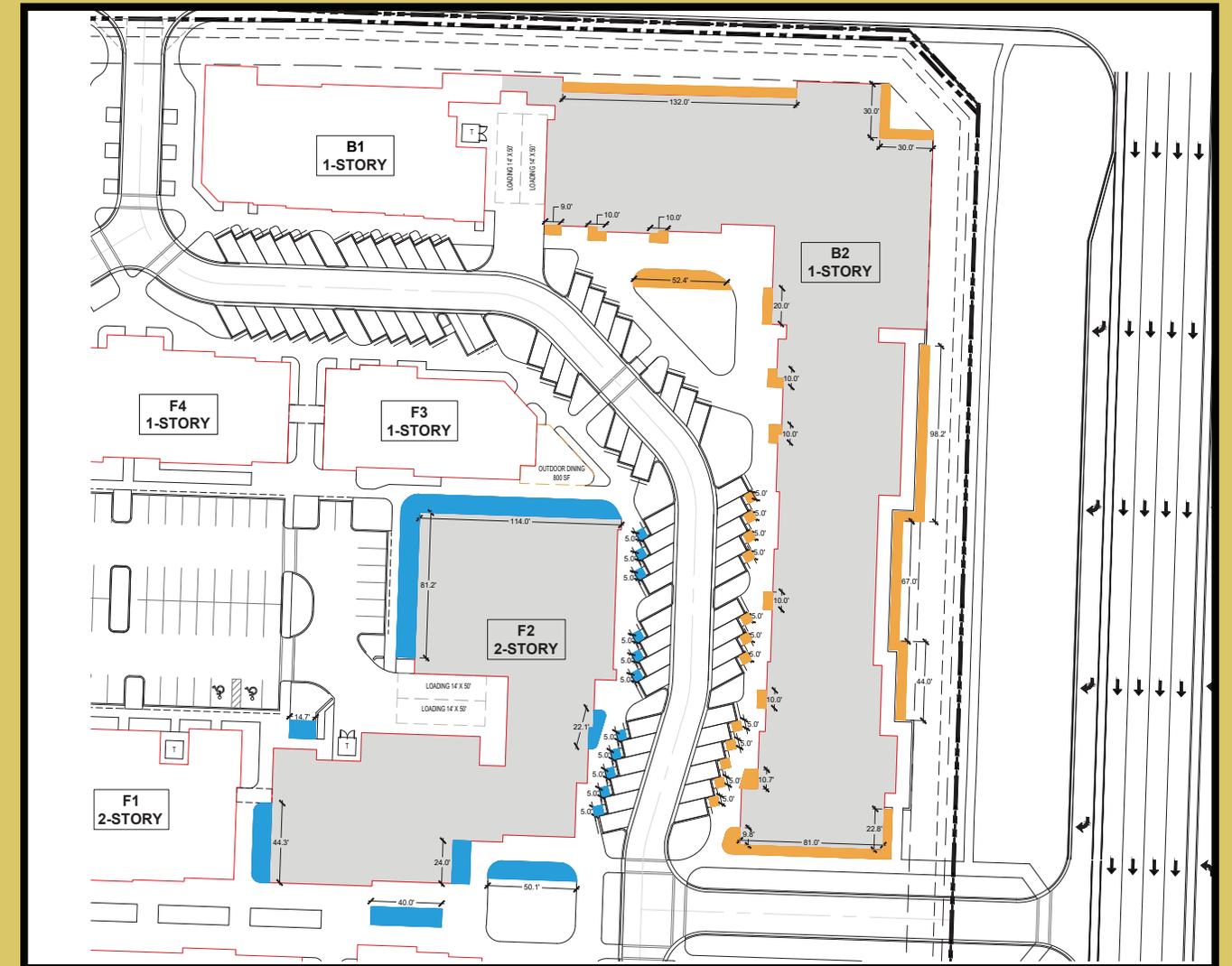
- Within Pod B, no additional ten (10) feet of landscape buffer width shall be required for a perimeter circulation path pursuant to Section 6.5.4.7.
- A minimum 8-foot clear pedestrian path shall be provided along the mixed-use storefronts and internal streets, with direct connections to the sidewalks within the State Road 7 and Stribling Way rights-of-way. This internal and external network shall collectively satisfy the perimeter circulation intent of the Code.



LANDSCAPE DEVIATIONS

Foundation Planting- Pod B

- Foundation planting requirements for buildings within Pod B may be met by providing an equivalent aggregate square footage of landscape area per building, located at or in visual and functional association with the corresponding building frontage, rather than as continuous planting strips directly adjacent to each façade as required by Section 7.8.2.B.2.
- Planters, shade trees, shrubs, and groundcover located across pedestrian walkways—while maintaining an 8-foot clear pedestrian path—may be counted toward the required foundation planting area where they create a landscaped separation between vehicular travel lanes and walkways and are coordinated with the building architecture.
- The total planting area associated with each building shall be at least equal to the area otherwise required by Section 7.8.2.B.2.
- A typical configuration of foundation planting for Pod B is as follows:



Internal Lot Trees: Site-Wide Standard

- The internal lot tree standard identified for the overall MUPD shall apply to Pod B as part of the total minimum of 1,050 internal trees provided across Pods A and B.
- The final distribution of internal trees within Pod B shall be established through the approved landscape plans, with shrubs meeting or exceeding the Code requirement.

LAND DEDICATIONS

The required land dedications for the two (2) proposed residential phases in the KPARK MUPD are outlined in the table below.

Sec 6.5.2 Land Dedication Regulations		
RESIDENTIAL CALCULATIONS		
PERSONS PER UNIT	DWELLING UNITS	RESIDENTS
2.81	15	42
2.81	215	604
PRIVATE RECREATION REQUIREMENTS – Must Be provided – Can credit 10% to Public Rec		
CALCULATIONS	RESIDENTS	AREA REQUIRED (ACRES) FEE
110 SF/Person	42	0.11 Acres
	604	1.53 Acres
PUBLIC RECREATION REQUIREMENTS – Can be Paid in Lieu		
CALCULATIONS	RESIDENTS	AREA REQUIRED (ACRES)
5 ACRES / 1,000 PERSONS	42	0.21 Acres
	604	3.02 Acres
CIVIC REQUIREMENT – Can be Paid In Lieu		
CALCULATIONS	RESIDENTS	AREA REQUIRED (ACRES)
1 ACRE / 1,000 PERSONS	42	0.042 Acres
	604	.604 Acres

The table outlines the Village's required land-dedication calculations for both the 15-unit Phase 1 program and the full 215-unit buildout. Using the standard rate of 2.81 persons per dwelling unit, Phase 1 generates 42 residents, while full buildout generates 604 residents. These population figures are then used to determine the private recreation, public recreation, and civic land requirements.

Private Recreation (must be provided on-site)

- Requirement: 110 sq ft per person
- Phase 1 (43 residents): 0.10 acres
- Full buildout (604 residents): 1.53 acres

Public Recreation (may be paid in lieu)

- Requirement: 5 acres per 1,000 residents
- Phase 1: 0.21 acres
- Full buildout: 3.02 acres

Civic Land (may be paid in lieu)

- Requirement: 1 acre per 1,000 residents
- Phase 1: 0.042 acres
- Full buildout: 0.604 acres

Overall, the table provides the formula-driven acreage requirements needed to satisfy the Village's recreation and civic-dedication standards at both the initial and full buildout stages of the project.

The KPark MUPD land dedication requirements are further detailed in the Conditions of Approval outlined in the Master Plan resolution.



**ZONES FOR FUTURE PARKING DECKS
AND RESIDENTIAL EXPANSION**

**ZONES FOR FUTURE PARKING DECKS
AND RESIDENTIAL EXPANSION**

STATE ROAD 7



Future
Expansion
Zones For Up to
200 Additional
Residential Units
(Or Equivalency)

RECREATION

The project will feature a dynamic 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. Conveniently located public parking connecting to an internal pedestrian circulation network will be provided. The internal network will link to the existing Wellington pedestrian and bicycle path system, including connections to adjacent properties. A multi-use lakeside trail for pedestrian use will be integrated with and connected to the retail public realm network. Clear wayfinding will be provided by use of signage throughout the site and at primary project entries.



POD O

Pod O: Common Open Space

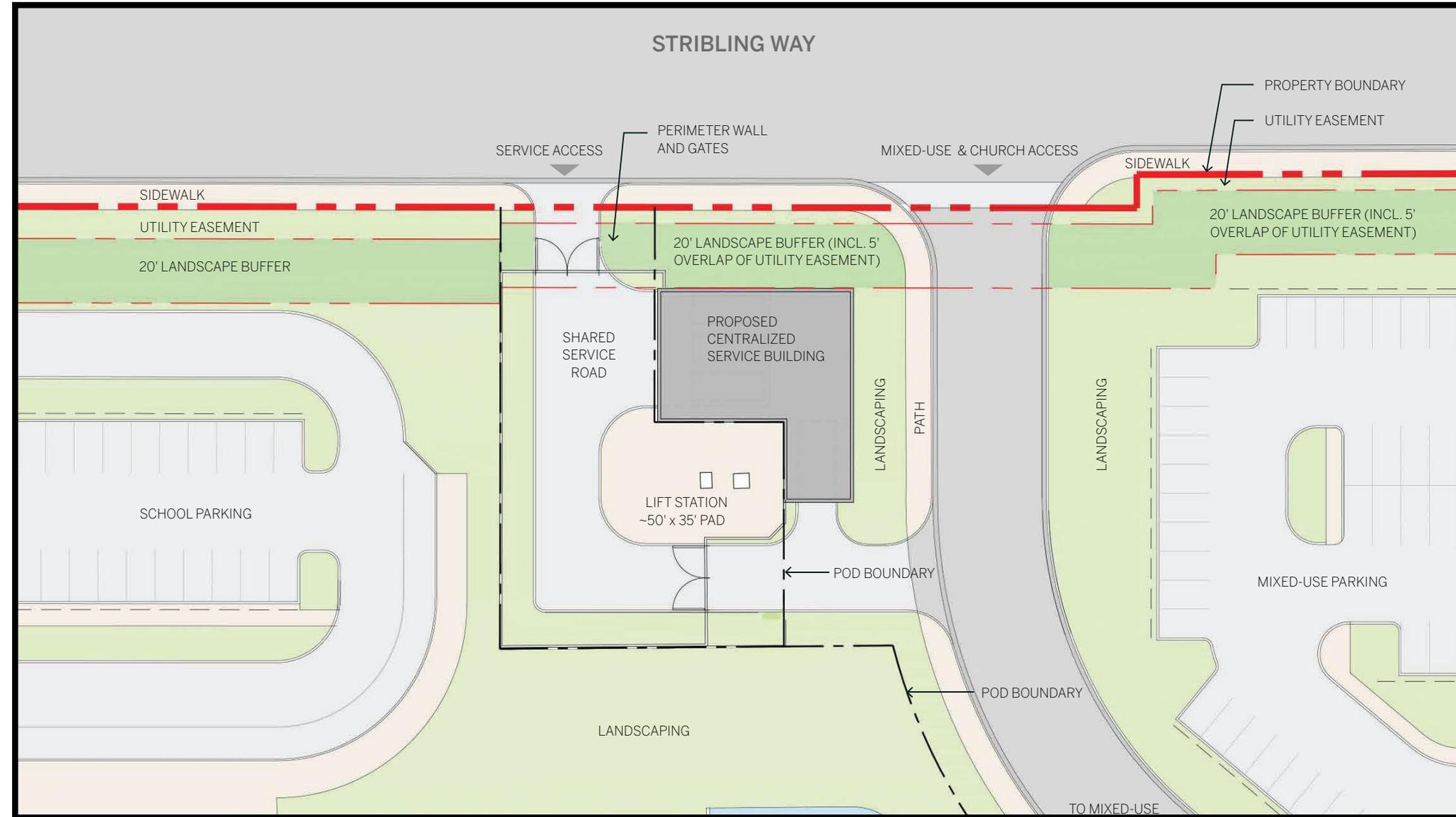
Pod O includes 3.23 acres of publicly accessible open space, centered around a 2.5-acre lake. An 8-foot-wide pedestrian pathway will loop continuously around the lake, serving as a primary recreational and circulation feature. The lake and surrounding trail will be framed by a mix of native and adaptive plantings, including trees, shrubs, and groundcover. Passive recreational amenities, such as scenic overlooks, parklets, informal seating areas, and outdoor dining spaces will be strategically located along the trail to promote walkability, encourage public gathering, and support flexible community use. Aerating fountains may be included in the lake design to enhance visual character and improve water quality as part of the overall stormwater and landscape management strategy.

Centrally located within the K-Park site, the lakeside trail will function as a key pedestrian circulation route within the MUPD development. Direct cross-access to both the adjacent school and commercial mixed-use village will be included. In addition, the trail will connect to the existing Wellington sidewalk network along Stribling Way and will include proposed cross access connections to the Life Church property.



The municipal parcel within the MUPD totals .19 acres excluding ROW dedication & buffer area. The municipal parcel is carved out to allow for the existing public lift-station located on Stribling Way to remain. The access and configuration of the municipal parcel is further detailed in the Project Standards Manual for the MUPD.

The below graphic depicts the anticipated design of the lift station parcel



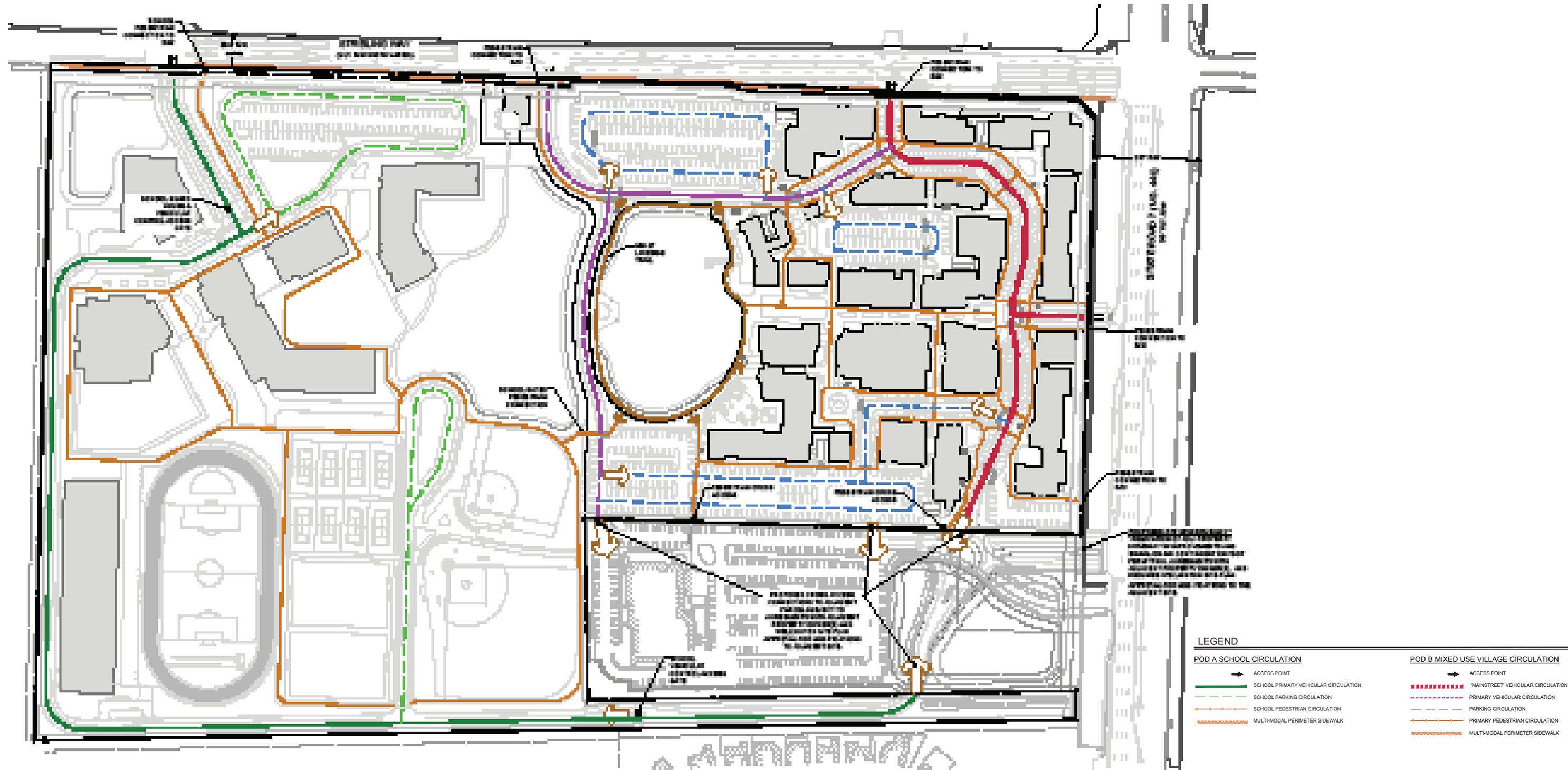
CHAPTER 3:

CIRCULATION



CIRCULATION

CIRCULATION



APPENDIX

KPARK Development Approvals: