Kimley»Horn

June 23, 2025

Village of Wellington
Traffic Engineering Division
12300 Forest Hill Blvd
Wellington, FL 33414

RE: ***Isla Carroll – Traffic Equivalency Statement***
Wellington, Florida
Kimley-Horn #140957002

Dear Village:

Kimley-Horn and Associates, Inc. has prepared a traffic equivalency statement for the Isla Carroll site located on the northwest corner of the intersection of 120th Avenue and 35th Street in Wellington, Florida. The Parcel Control Number (PCN) for the site is: 73-41-44-22-00-000-1030. Figure 1 illustrates the site location and the project traffic distribution for the site.

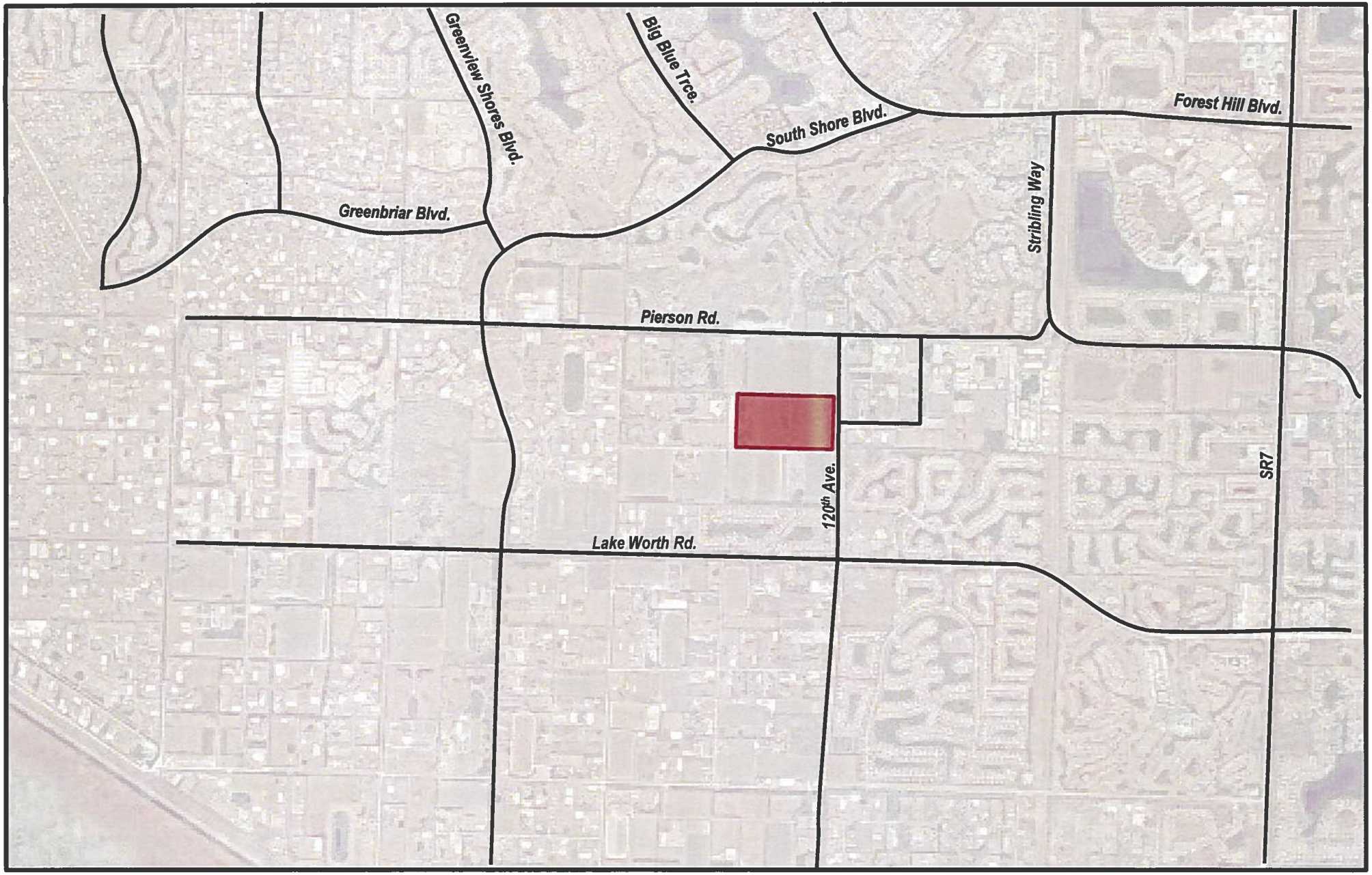
The existing site has been leased to the National Polo Club (NPC) for equestrian events throughout the year. Parking for these events occurs on NPC property; therefore, the traffic impacts of these events currently occur on NPC Property and are unrelated to this site. The NPC is expected to continue to operate one or two events per week on one polo field on the site with the updated development program; however, no impacts to this site are expected since this is an existing condition on the adjacent site. The site has a prior DRO approval that is proposed to be modified. The site is proposed to be redeveloped with the following uses:

- 74,606 square feet of air-conditioned private space that includes:
  - Clubhouse
  - Pool
  - Fitness Center
  - Spa
- 40 single family dwelling units
- 8 equestrian stables

Table 1 summarizes the intensity of development associated with the previous approval for the site and the proposed development plan.

Table 1: Site Development Plan Summary

Land Use	Previously Approved	Proposed	Net Change
Recreational Community Center	107,011 sf	74,606 sf	(32,405) sf
Single Family Detached	40 DU	40 DU	0 DU
Stable	24 stall(s)	8 stall(s)	(16) stall(s)
Grooms Quarters	6 DU	0 DU	(6) DU



NORTH

LEGEND

Site Location

FIGURE 1
Isla Carroll
KH #140957002
Site Location

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TRIP GENERATION

A calculation was prepared to determine the new change in trip generation potential associated with the approved and the proposed development programs for the site. A trip generation determination was prepared to determine the potential impacts of the proposed redevelopment utilizing rates and equations published by the Institute of Traffic Engineers (ITE) in the 11th Edition Trip Generation Manual. Traffic generated by the equestrian, stables, and grooms' quarters were calculated using similar studies that have been conducted in Wellington, and the relevant excerpts are included in the Appendix, for reference. Table 2 summarizes the trip generation calculation for the proposed development compared to the existing site. As shown in Table 2, the proposed site trip generation represents a decrease of 289 net new external daily trips, a decrease of 20 net new external AM peak hour trips (-11 inbound, -9 outbound), and a decrease of 26 net new external PM peak hour trips (-13 inbound, -13 outbound).

Table 2: Weekday Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Approved Scenario								
Recreational Community Center	107.011 ksf	771	51	34	17	67	31	36
Single Family Detached	40 DU	400	28	7	21	38	24	14
Stable	24 Stall(s)	39	4	2	2	4	2	2
Grooms Quarters	6 DU	30	2	0	2	3	2	1
	Subtotal	*1,240*	*85*	*43*	*42*	*112*	*59*	*53*
Pass-By Capture								
Recreational Community Center	0.0%	0	0	0	0	0	0	0
Single Family Detached	0.0%	0	0	0	0	0	0	0
Stable	0.0%	0	0	0	0	0	0	0
Grooms Quarters	0.0%	0	0	0	0	0	0	0
	Subtotal	0	0	0	0	0	0	0
Driveway Volumes		**1,240**	**85**	**43**	**42**	**112**	**59**	**53**
Net New External Trips		**1,240**	**85**	**43**	**42**	**112**	**59**	**53**
Proposed Scenario								
Recreational Community Center	74.606 ksf	538	36	24	12	47	22	25
Single Family Detached	40 DU	400	28	7	21	38	24	14
Stable	8 Stall(s)	13	1	1	0	1	0	1
	Subtotal	*951*	*65*	*32*	*33*	*86*	*46*	*40*
Pass-By Capture								
Recreational Community Center	0.0%	0	0	0	0	0	0	0
Single Family Detached	0.0%	0	0	0	0	0	0	0
Stable	0.0%	0	0	0	0	0	0	0
	Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Driveway Volumes		**951**	**65**	**32**	**33**	**86**	**46**	**40**
Net New External Trips		**951**	**65**	**32**	**33**	**86**	**46**	**40**
Proposed Net External Trips-Existing Net New External Trips		**-289**	**-20**	**-11**	**-9**	**-26**	**-13**	**-13**

Radius of Development Influence:		Directly Accessed Links		
Land Use	**Daily**	**AM Peak Hour**	**PM Peak Hour**	**Pass By**
Recreational Community Center	25% of: 28.82 trips/ksf	25% of: 1.91 trips/ksf (66% in, 34% out)	25% of: 2.5 trips/ksf (47% in, 53% out)	0.0%
Single Family Detached	10 trips/DU	0.7 trips/DU (26% in, 74% out)	0.94 trips/DU (63% in, 37% out)	0.0%
Stable	1.62 trips/Stall(s)	0.15 trips/Stall(s) (60% in, 40% out)	0.15 trips/Stall(s) (40% in, 60% out)	0.0%
Grooms Quarters	5 trips/DU	0.36 trips/DU (20% in, 80% out)	0.44 trips/DU (65% in, 35% out)	0.0%

DRIVEWAY CLASSIFICATION

Access to the site is proposed to be maintained via two driveways:

1. One full access driveway on 120th Avenue
2. One full access service driveway on 120th Avenue

According to the Palm Beach County "Guide to Parking Lot and Street Access Design Criteria and Standards," it is necessary to classify project driveways as minor, intermediate, or major according to the following criteria:

- Minor – services a maximum daily volume of 500 vehicles.
- Intermediate – services a daily volume ranging from 501 to 2000 vehicles.
- Major – services a daily volume of more than 2000 vehicles.

Figure 2 illustrates the project traffic volumes at the site driveways under full buildout using the distribution illustrated in Figure 2. Using these criteria, the driveways are classified as follows:

1. Driveway 1: Minor
2. Driveway 2: Minor

TURN LANE REQUIREMENTS

Section 300 of the Palm Beach County "Design Standards Manual" provides the vehicle thresholds for exclusive turn lanes at site driveways. According to the standards noted in this document, the volume thresholds for providing exclusive turn lanes are as follows:

- Right-turn Lane – 75 peak hours right turns, with driveway volumes that exceed 1,000 trips per day, and average daily traffic volumes that exceed 10,000 vehicles per day.
- Left-turn Lane – 30 peak hour left turns.

Based on these requirements, and the configuration of the existing driveways the need for exclusive turn lanes is not met at the project driveways. Nonetheless, due to the traffic volumes on 120th Avenue and the two-lane cross-section of the roadway without median, a roundabout is proposed at the main driveway entrance on 120th Avenue.

NORTH

LEGEND

Site Location

XX (XX) AM (PM) Volumes

FIGURE 2
Isla Carroll
KH #140957002
Project Driveway Volumes

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CONCLUSION

Kimley-Horn and Associates, Inc. has prepared the traffic equivalency statement for the Isla Carroll site at the northwest corner of the intersection of 120th Avenue and 35th Street in Wellington, Florida. The results of the analysis indicate that the proposed development program would generate fewer trips in comparison to the previous approval for the site.

Please contact me via telephone at (561) 840-0874 or via e-mail at adam.kerr@kimley-horn.com should you have any questions regarding this evaluation.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Digitally signed
by Adam B Kerr
Date: 2025.06.23
10:39:54 -04'00'

Adam B. Kerr, P.E.
Transportation Engineer

Florida Registration
Number 64773
Registry No. 35106

Attachments

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APPENDIX

	PROGRAM
A	Clubhouse Living Room & Bar
B	Main Restaurant (Upper Level)
	Kitchen/ Back of House (Ground Level)
	Parking (Ground Level)
C	Sushi Restaurant (Upper Level)
	Kitchen/ Back of House (Upper Level)
D	Business Center (Upper Level)
	Signature Restaurant (Ground Level)
E	Garden, Pavilion & Walkway (Upper Level)
	Market & Trackman studio (Ground Level)
F	Lobby
G	Central Plaza (Upper Level)
	Drop-off/ Courtyard (Ground Level)
H	Viewing Terrace
I	Activity Barn/ Kid's Club
J	Activity/ Event Lawn
K	Racquet Center
L	Covered Walkway
M	Fitness
N	Spa
O	Family Pool
P	Adult Pool & Spa
Q	8-Stall Barn
R	Comfort Station
S	Gatehouse

STORMWATER: 15.2*

PRELIMINARY PARKING COUNT: 148 SPACES

*NOTE: Stormwater area calculation is based on the top-of-bank measurement.

Concept Master Plan

Land Use: 495
Recreational Community Center

Description

A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children, a day care or nursery school, meeting rooms and other social facilities, swimming pools and whirlpools, saunas, tennis, racquetball, handball, pickle ball, basketball and volleyball courts; outdoor athletic fields/courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar. Public access is typically allowed and a membership fee may be charged. Racquet/tennis club (Land Use 491), health/fitness club (Land Use 492), and athletic club (Land Use 493) are related land uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), Arizona, Indiana, Minnesota, New Hampshire, New York, Oregon, Pennsylvania, Tennessee, and Utah.

Source Numbers

281, 410, 443, 571, 618, 705, 719, 850, 866, 971, 1055

Recreational Community Center
(495)

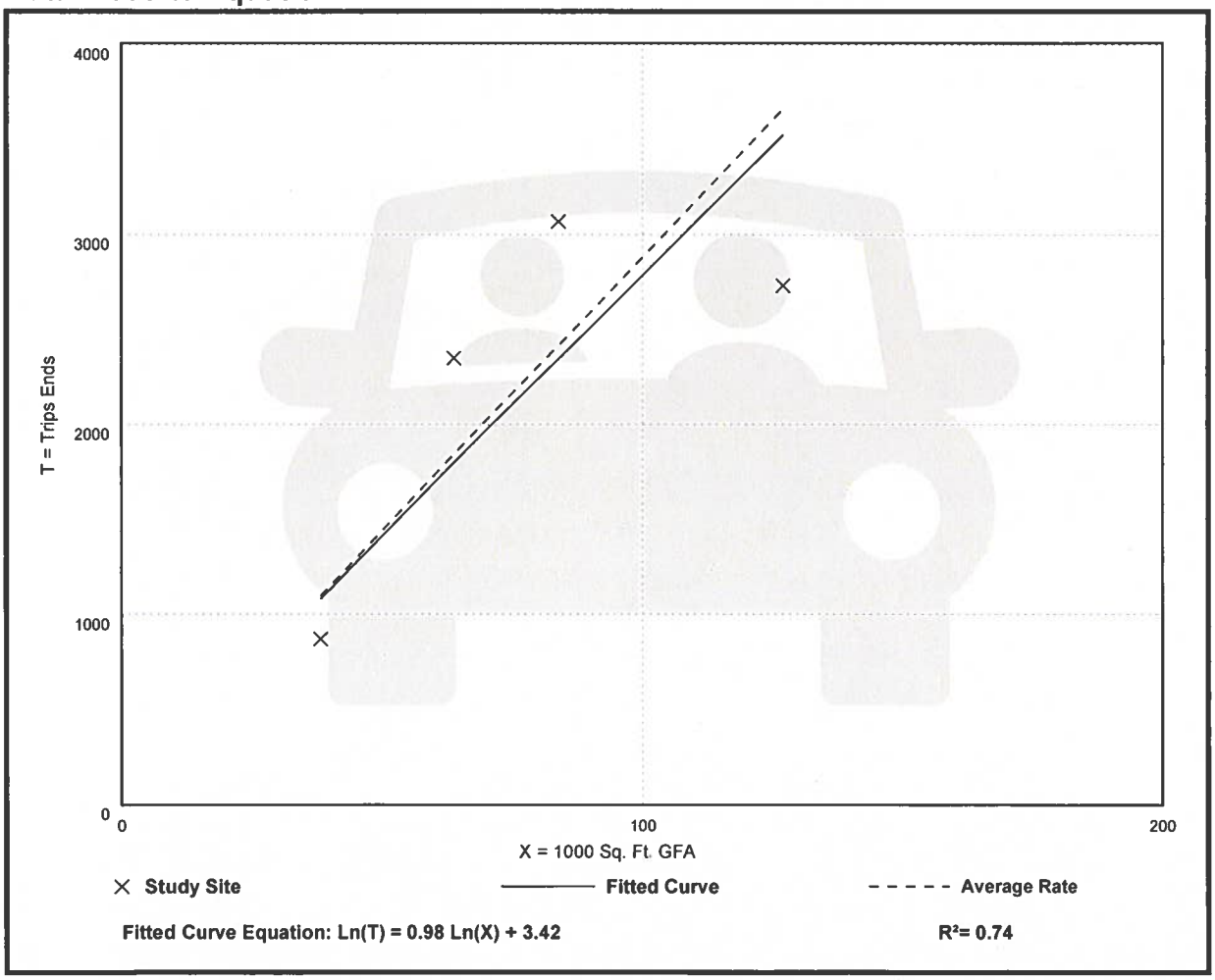
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 78
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.82	21.49 - 36.71	8.56

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.98 Ln(X) + 3.42

R^2= 0.74

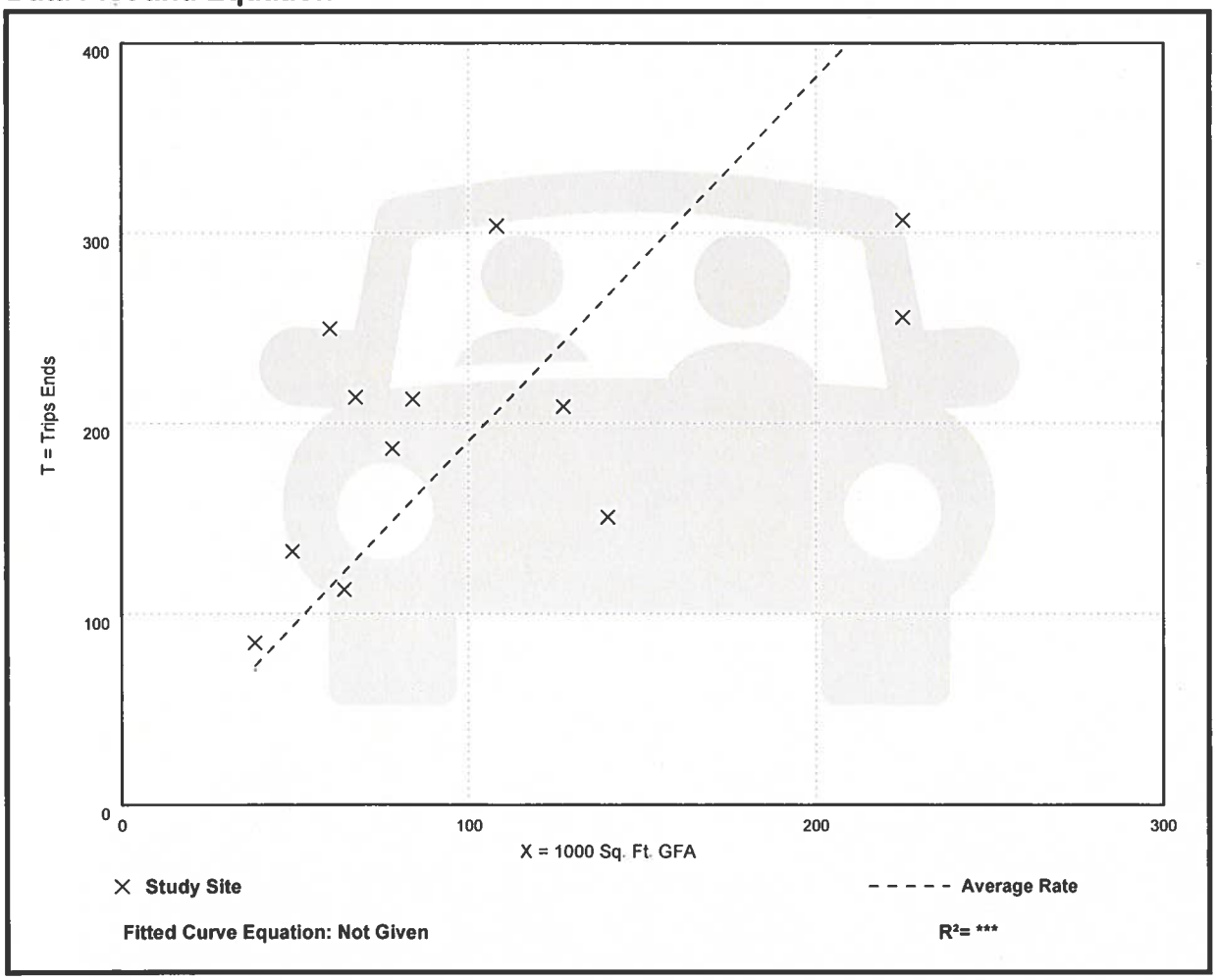
Recreational Community Center
(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 105
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	1.08 - 4.18	0.88

Data Plot and Equation



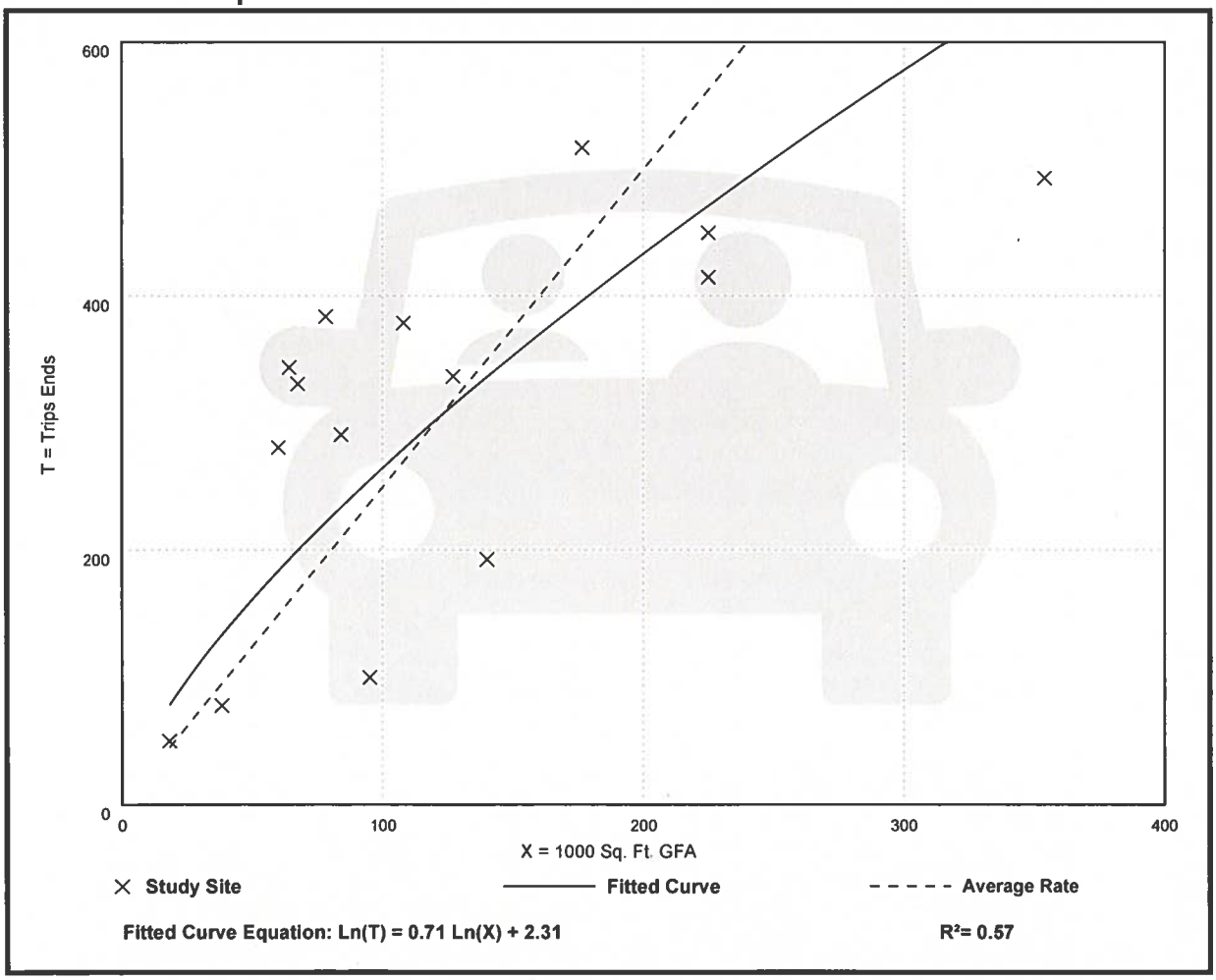
Recreational Community Center
(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 15
Avg. 1000 Sq. Ft. GFA: 124
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.50	1.05 - 5.37	1.28

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.31

R^2= 0.57

06-044V

SIMMONS WHITE

ENGINEERING | PLANNING | CONSULTING | SINCE 1982

December 18, 2006
Job No. 06-150

TRAFFIC IMPACT STATEMENT

Stadium Jumping Special Use Permit
Temporary 224-Stall Stable/Tent
Village of Wellington, Florida

SITE DATA

The subject parcel is located on the east side of Equestrian Club Road just south of Pierson Road in the Village of Wellington, Florida. The site is currently utilized during the equestrian season for grassed spectator parking. The proposed plan of development consists of erecting a temporary stable/tent with 224 stalls on a portion of the grassed area. The stabling tent facility will include a temporary horse wash area and a temporary manure bin. For additional information concerning site location and layout, please refer to the Special Use Survey graphics prepared by O'Dell, Inc.

PARKING SUMMARY

The approximate number of grassed parking spaces historically available for show spectators in the overall area east of Equestrian Club Road is 350. The area to be utilized by the stalls and the associated grassed parking spaces to be designated for the participants utilizing the stalls will result in a net loss of approximately 235 spectator spaces. (The area utilized by the stalls will cause a loss of approximately 125 spaces and 110 spaces will be provided for participants next to the tent.) In order to accommodate the loss of spectator parking spaces, overflow spectator parking will be provided on the practice polo fields (approximately 40 acres in size) adjacent to the Boys and Girls Club on South Shore Boulevard. Shuttle busses will be used to bring spectators from the polo field area to the show grounds. Professional parking control (trained staff) as well as Sheriff's Department Traffic Control Deputies will be provided to maintain traffic flows, to eliminate delays on the adjacent roadways and to insure constant emergency vehicle access at both the polo field area and at the Equestrian Club Road parking area adjacent to the showgrounds.

Simmons & White, Inc.
5601 Corporate Way Suite 200 West Palm Beach Florida 33407
T: 561.478.7848 F: 561.478.3738 www.simmonsandwhite.com
Certificate of Authorization Number 3452

PARKING SUMMARY (CONTINUED)

In summary, the loss of parking currently utilized for spectator parking will be mitigated off-site at the polo fields with the use of trained parking control employees, Sheriff's Deputies for traffic control, and spectator shuttle buses. The off-site parking mitigation measures will result in reduced traffic impact on Pierson Road and on Equestrian Club Road, while providing convenient spectator parking in the immediate vicinity of the showgrounds.

It should be noted that a golf cart trolley path is also being considered as a secondary shuttle alternative, further reducing the traffic impact on Pierson Road and Equestrian Club Road (refer to graphic prepared by O'Dell, Inc.).

TRAFFIC SUMMARY

This special permit request is required to replace the temporary stalls that will not be erected to the west of the showgrounds, just south of Person Road. Six temporary tents have historically been erected on an annual basis to provide stabling for the equestrian season. Because the tents to the west of the showgrounds will not be erected, this Special Use Permit has been requested to provide much needed substitute accommodations.

The traffic to be generated by the proposed temporary stable may be conservatively generated based on the average rates of two previously approved reports: Magna Training Center and Southfields Farms. (These two reports were prepared as part of the Palm Beach County Zoning and Concurrency process and have been approved by Palm Beach County Staff.) The generation rates for both approved reports were based on in-field counts and may be summarized as follows:

Facility	No. of Stalls	Daily (per stall)	AM Peak Hour (per stall)	PM Peak Hour (per stall)
Magna	1400	2.079*	0.16*	0.123*
Southfields	72	1.167	0.146	0.174
	Average	1.62	0.15	0.15

* The rates include not only 1400 stalls, but also 342 associated groom's quarters.

TRAFFIC SUMMARY (CONTINUED)

The average rates calculated above will be used for this report and include total trips associated with the facility, i.e., deliveries, manure removal, truck and trailer trips, etc. The daily, A.M. peak hour and P.M. peak hour traffic generation is calculated in Table 1 and may be summarized as follows:

DAILY	363
A.M. PEAK HOUR	34 (20 IN / 14 OUT)
P.M. PEAK HOUR	34 (14 IN / 20 OUT)

It should be noted that the above estimation of trips is very conservative for the average weekday and is most likely an overestimation of peak Sunday show traffic. The majority of owners have multiple horses and rent stalls for tack, feed and equipment storage. The majority of the horse trailers are commercial haulers and have 9 to 15 horses per load. The horses are not brought to the facility on a daily basis, but rather are stabled for longer periods during the duration of the show. Manure removal is performed by a single vendor from a central location. Deliveries of feed and tack accommodate multiple owners with a single trip. As stated above, the area to be utilized by the stalls will cause the loss of approximately 125 existing parking spaces (or 250 daily trips assuming only two trips per day per parking space, while the rate is higher when considering vehicle/spectator turnover throughout the day). The net increase in trips as a result of the stables is therefore 113 trips per day or less.

As with the overflow parking area detailed above, the tent area will also utilize professional parking control (trained staff) as well as Sheriff's Department Traffic Control Deputies to maintain traffic flows, eliminate delays on Equestrian Club Road and insure constant emergecny vehicle access to the showgrounds as well as the restaurant and residents located to the south on Equestrian Club Road.

The following number of platted single family lots are located in Equestrian Club Estates to the south:

PLAT 1	26 LOTS
PLAT 2	39 LOTS
PLAT 3	34 LOTS
TOTAL	99 LOTS

TRAFFIC SUMMARY (CONTINUED)

Equestrian Club Road is a local road with a 60-foot right-of-way and two 10-foot travel lanes. It has been designed to Palm Beach County Standards and has been constructed to accommodate construction traffic, delivery vehicles and truck and trailer vehicular activity, as well as the typical passenger cars associated with the residents of Equestrian Club Estates and the spectators attending equestrian events.

Due to the net reduction in available stalls (the tents to the west of the showgrounds will not be erected and only 224 stalls will be provided with this Special Use Permit request), the traffic on Pierson Road associated with the temporary stalls will actually be reduced from previous years. Equestrian Club Road has been designed and constructed to accommodate the volume and type of vehicles associated with the temporary tent. Trained parking attendants and Sheriff's Deputies will be utilized to mitigate the minimal impacts on residents, guests and public safety providers on Pierson Road and Equestrian Club Road.

DEC 20 2006

Robert F. Rennebaum, P.E.
FL Reg. No. 41167

sa x:/docs/trafficdrainage/tis 06150

STADIUM JUMPING SPECIAL USE PERMIT
Temporary 224-Stall Stable/Tent
Village of Wellington, Florida
Trip Generation Analysis

TABLE 1
DAILY TRAFFIC GENERATION

Daily

Stable	224	stalls	1.62	363		0	363	0%	0	363
		Grand Totals:		363	0.0%	0	363	0%	0	363

TABLE 2
AM PEAK HOUR TRAFFIC GENERATION

AM Peak Hour

Stable	224	stall	0 15	20	14	34	0.0%	0	0	0	20	14	34	0%	0	20	14	34
		Grand Totals:		20	14	34	0.0%	0	0	0	20	14	34	0%	0	20	14	34

TABLE 3
PM PEAK HOUR TRAFFIC GENERATION

PM Peak Hour

Stable	224	stall	0.15	14	20	34	0.0%	0	0	0	14	20	34	0%	0	14	20	34
		Grand Totals:		14	20	34	0.0%	0	0	0	14	20	34	0%	0	14	20	34

Taken from ITE Trip Generation Manual, 7th Edition except as noted

Created 12/18/2006
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