

MINUTES

REGULAR MEETING OF THE WELLINGTON VILLAGE COUNCIL

**Wellington Village Hall
12300 Forest Hill Blvd
Wellington, FL 33414**

**Tuesday, February 28, 2017
7:00 p.m.**

Pursuant to the foregoing notice, a Regular Meeting of the Wellington Council was held on Tuesday, February 28, 2017, commencing at 7:00 p.m. at Wellington Village Hall, 12300 Forest Hill Boulevard, Wellington, FL 33414.

Council Members present: Anne Gerwig, Mayor; John T. McGovern, Vice Mayor; Michael Drahos, Councilman; Michael Napoleone, Councilman; and Tanya Siskind, Councilwoman.

Advisors to the Council: Paul Schofield, Manager; Laurie Cohen, Esq., Attorney; Jim Barnes, Assistant Manager; Tanya Quickel, Director of Administrative and Financial Services; and Rachel R. Callovi, Clerk.

1. **CALL TO ORDER** - Mayor Gerwig called the meeting to order at 7:00 p.m.
2. **PLEDGE OF ALLEGIANCE** – Council led the Pledge of Allegiance.
3. **INVOCATION** - Rev. Mark Caldwell, Senior Pastor - St. Peter's United Methodist Church, Wellington, delivered the invocation.
4. **APPROVAL OF AGENDA**

Mr. Schofield presented the agenda recommending approval with one amendment: Add Resolution No. AC2017-02 (Village of Royale Water and Wastewater Easements) to the Consent Agenda as item 6D. This project was not within Wellington's boundaries, but Mayor Gerwig needed to sign the plat for it to move forward in the process.

A motion was made by Vice Mayor McGovern, seconded by Councilman Napoleone, and unanimously passed (5-0), to approve the Agenda as amended.

5. PRESENTATIONS AND PROCLAMATIONS

There were no presentations or proclamations.

6. CONSENT AGENDA

- A. **17-0949** MINUTES OF THE REGULAR WELLINGTON COUNCIL MEETING OF FEBRUARY 14, 2017
- B. **17-0609** AUTHORIZATION TO CONTINUE UTILIZING A FLORIDA SHERIFFS ASSOCIATION (FSA) CONTRACT FOR THE PURCHASE OF TIRES

- C. 17-0706 AND RELATED SERVICES
AUTHORIZATION TO AWARD A TASK ORDER FOR DESIGN
FINALIZATION AND CONSTRUCTION PHASE ENGINEERING
SERVICES FOR THE 2017 WASTEWATER TREATMENT PLANT
RENEWAL AND REPLACEMENT PROJECT
- D. 17-0987 RESOLUTION NO. R2017-02 (VILLAGE ROYALE WATER AND
WASTEWATER EASEMENTS): A RESOLUTION OF WELLINGTON,
FLORIDA'S COUNCIL, ACTING AS THE BOARD OF SUPERVISORS
OF THE ACME IMPROVEMENT DISTRICT, ACCEPTING AND
APPROVING THE WATER AND WASTEWATER EASEMENTS AS
DEPICTED ON THE PROPOSED PLAT FOR THE VILLAGE
DEVELOPMENT LYING IN SECTION 36, TOWNSHIP 43 SOUTH,
RANGE 41 EAST, VILLAGE OF ROYAL PALM BEACH, PALM BEACH
COUNTY, FLORIDA.

Mr. Schofield presented the Consent Agenda for approval as amended. He also stated no comment cards were received from the public on the Consent Agenda.

A motion was made by Councilman Napoleone, seconded by Councilwoman Siskind, and unanimously passed (5-0), to approve the Consent Agenda as amended.

At this time, the public was given the opportunity to speak on non-agendered items.

Mr. Schofield indicated one comment card was received from the public:

1. Bart Novack, 15670 Cedar Grove Lane, Wellington. Mr. Novack thought Wellington was losing \$200,000 by not enforcing business licenses during the equestrian season. He believed the businesses needed to pay their share.

7. PUBLIC HEARINGS

- A. 17-0871 ORDINANCE NO. 2016-16 (WINDING TRAILS COMPREHENSIVE
PLAN AMENDMENT [CPA]): AN ORDINANCE OF WELLINGTON,
FLORIDA'S COUNCIL APPROVING A COMPREHENSIVE PLAN
AMENDMENT [PETITION NUMBER 16-058 (2016-021 CPA3)] TO
AMEND THE FUTURE LAND USE MAP DESIGNATION FOR
CERTAIN PROPERTY KNOWN AS WINDING TRAILS OF THE
LANDINGS AT WELLINGTON PUD, TOTALING 65.45 ACRES, MORE
OR LESS, LOCATED ON THE NORTHEAST CORNER OF AERO
CLUB DRIVE AND GREENBRIAR BOULEVARD, AS MORE
SPECIFICALLY DESCRIBED HEREIN, FROM COMMERCIAL
RECREATION TO RESIDENTIAL B (.1 DU/AC TO 1 DU/AC); TO
EXTEND THE BOUNDARIES OF THE EQUESTRIAN PRESERVE
AREA TO ENCOMPASS WINDING TRAILS OF THE LANDINGS AT
WELLINGTON PUD; TO ADD THE PUBLIC AND PRIVATE BRIDLE
TRAILS WITHIN WINDING TRAILS OF THE LANDINGS AT
WELLINGTON PUD TO THE EQUESTRIAN TRAILS
MASTER PLAN MAP AND THE EQUESTRIAN CIRCULATION MAP
WITHIN THE EQUESTRIAN PRESERVATION ELEMENT; PROVIDING
A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE;
AND PROVIDING AN EFFECTIVE DATE.

- B. 17-0872** ORDINANCE NO. 2016-17 (EQUESTRIAN OVERLAY ZONING DISTRICT [EOZD] ZONING TEXT AMENDMENT [ZTA]): AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL AMENDING ARTICLE 6.10 OF THE WELLINGTON LAND DEVELOPMENT REGULATIONS BY CREATING SUBAREA F OF THE EQUESTRIAN OVERLAY ZONING DISTRICT; ESTABLISHING REGULATIONS FOR SUBAREA F OF THE EQUESTRIAN OVERLAY ZONING DISTRICT; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE AND PROVIDING AN EFFECTIVE DATE.
- C. 17-0873** ORDINANCE NO. 2016-18 (WINDING TRAILS [FKA THE LANDINGS OF WELLINGTON PUD EXECUTIVE COURSE] REZONING): AN ORDINANCE OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING A REZONING [PETITION NUMBER 16-059 (2016-022REZ)] FOR CERTAIN PROPERTY KNOWN AS WINDING TRAILS OF THE LANDINGS AT WELLINGTON PUD, TOTALING 65.45 ACRES, MORE OR LESS, LOCATED ON THE NORTHEAST CORNER OF AERO CLUB DRIVE AND GREENBRIAR BOULEVARD, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO AMEND THE ZONING DESIGNATION FROM AGRICULTURAL RESIDENTIAL/PLANNED UNIT DEVELOPMENT (AR/PUD) TO AGRICULTURAL RESIDENTIAL / PLANNED UNIT DEVELOPMENT/EQUESTRIAN OVERLAY ZONING DISTRICT (AR/PUD/EOZD); TO DESIGNATE WINDING TRAILS AS SUBAREA F OF THE EOZD; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.
- D. 17-0874** RESOLUTION NO. R2016-47 (THE LANDINGS AT WELLINGTON PUD MASTER PLAN AMENDMENT [MPA]): A RESOLUTION OF WELLINGTON, FLORIDA'S COUNCIL, APPROVING A MASTER PLAN AMENDMENT [PETITION NUMBER 16-060 (2016-023 MPA3)] AMENDING THE LANDINGS AT WELLINGTON PUD MASTER PLAN FOR CERTAIN PROPERTY KNOWN AS WINDING TRAILS (F.K.A. EXECUTIVE COURSE, AT THE LANDINGS AT WELLINGTON PUD), TOTALING 65.45 ACRES, MORE OR LESS, LOCATED ON THE NORTHEAST CORNER OF AERO CLUB DRIVE AND GREENBRIAR BOULEVARD, AS MORE SPECIFICALLY DESCRIBED HEREIN; TO DELINEATE WINDING TRAILS FROM POD "D" BY CREATING POD "D-1"; TO ALLOCATE 29 ACRES TO POD "D-1"; TO ALLOW NINE (9) DWELLING UNITS, NINE (9) BARNS WITH GROOMS QUARTERS AND A MAXIMUM OF 90 STALLS TO POD "D-1"; TO ADD THREE (3) ACCESS POINTS ALONG AERO CLUB DRIVE; TO ADD TWO (2) ACCESS POINTS ALONG GREENBRIAR BOULEVARD; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

Mr. Schofield introduced all of the Public Hearing items which were all related. He stated staff was recommending that Council receive one presentation covering all four items. He indicated each item will be voted on separately and one swearing in will cover the quasi-judicial items.

Mr. Basehart stated staff would like to enter the entire staff report into the record as well as the record of previous hearings.

Mr. Don Hearing stated the applicant was in agreement with combining all of the hearings.

Ms. Cohen administered the oath to those individuals who would be giving testimony on these items.

Ex-parte Communications

Councilman Napoleone: Councilman Napoleone disclosed that he communicated with the same people as the first hearing. He said he met with staff and the applicant. In addition to who he met with the last time, he spoke or met with Matt Willhite, Karen Galanaugh, Janet Teebagy, and Kathrine and Doug Matthews to discuss the Winding Trails project in general.

Councilman Drahos: Councilman Drahos disclosed that he spoke with Representative Willhite and Joe McGuire. He said he attended a meeting yesterday with Ms. Holloway, Mr. Ward, Mr. Hearing, Mr. Rennebaum, and staff. He stated prior to that he was at a meeting with Ms. Teebagy and the Winding Trails Safety Committee, and in attendance there was Mr. Patton and Ms. Patton as well as representatives from the Ward group. He indicated prior to that he went to a Winding Trails Safety Committee Meeting, which was held at an Aero Club residence. He said Ms. Teebagy was there for that meeting. He also said he had a conversation with Mr. Thomas Bueno the day after the last public hearing. He believed that was the extent of his ex-parte communications since the last Council Meeting.

Mayor Gerwig: Mayor Gerwig disclosed that she spoke with the Mayor of Greenacres and several people while at Palm Beach State College while they were having general conversation about tonight's hearing. She stated she has spoken to the applicant, staff and any resident who had questions since the last meeting. She said she also spoke with Wade Byrd and Giulio Panzano.

Vice Mayor McGovern: Vice Mayor McGovern disclosed, in addition to the people he disclosed at the last meeting when this was discussed, he has spoken with the applicant, Tricia Holloway, to the President and Vice President of Lakefield South, Robert Rennebaum, Wade Byrd, Matt Willhite, Janet Teebagy, and the Aero Club Safety Committee. He said the conversations were with people for and against the project and their various concerns. He stated he spoke with expert Rodney Pack by phone about the discussion he had with the Aero Club Safety Committee.

Councilwoman Siskind: Councilwoman Siskind disclosed that since the last meeting she has spoken to staff, Tricia Holloway, Robert Rennebaum, Matt Willhite, Robert Biancucci, and Giulio Panzano. Vice Mayor McGovern indicated the last two individuals are the president and vice president of Lakefield South.

Ms. Cohen asked Council, notwithstanding all of the ex parte communications they have had, if they could still be fair and impartial with respect to the application and evidence that was being presented before them. Council indicated they could.

Staff Presentation

Ms. Kelly Ferraiolo of Planning and Zoning introduced herself. She stated before Council was

the second reading of the Comprehensive Plan Amendment, Zoning Text Amendment and Rezoning applications as well as the first reading of the Master Plan Amendment for the Winding Trails project. She said the owner/applicant for the petitions is W & W Equestrian, LLC, Jim Ward and Patricia Holloway and the agent, Don Hearing with Cotleur & Hearing, was there on behalf of the owner.

She explained the applicant was requesting approval of a Comprehensive Plan Amendment, Zoning Text Amendment, Rezoning, and Master Plan Amendment, to develop the existing executive golf course at The Landings at Wellington PUD into nine single family residential lots with private stables, grooms quarters and other equestrian uses. She stated this project is known as Winding Trails and is located within The Landings at Wellington PUD on the northeast corner of Aero Club Drive and Greenbriar Boulevard.

Ms. Ferraiolo indicated at the December 13, 2016 Village Council meeting, the Council voted 4-1 to approve all petitions upon first hearing with the request that Council concerns be reviewed and addressed. She stated those concerns included the ingress and egress of larger vehicles, adequate space for stacking of vehicles, number of stalls per lot, size of vehicles entering and exiting properties, stall rental limitations, owner occupied residences, enforcement of the Restrictive Covenants, and a request for additional outreach to Lakefield South residents. She said the applicant has addressed all concerns.

She explained the applicant analyzed all driveways along Greenbriar Boulevard and Aero Club Drive. She stated the driveway widths now range in size from 24 to 32 feet and the radii has been increased in order to accommodate a WB-67 or 73 foot tractor trailer. She showed Council the left turn analysis for Parcel 7 located between Hawker Lane and Take off Place off Aero Club Drive. Ms. Ferraiolo said the gate was setback 40 feet for adequate stacking of horse trailers and other smaller vehicles. She noted, as mentioned by the applicant, the arrival of a WB-67 type truck is an infrequent event and will be coordinated in advance so the gates are open to ensure that no obstruction of the right of way occurs. She indicated all parcels have been updated to include a stabilized subbase tractor-trailer turnaround area that does not conflict with any of the proposed parking areas. Ms. Ferraiolo showed Council the right turn analysis for parcel 7, which illustrates a WB-67 safely entering and exiting the property without crossing the centerline of the right of way. She explained in areas where the tractor does leave pavement on the owner's private driveway and property, a stabilized subbase will be installed. She said all lots have been adjusted similarly to parcel 7.

Ms. Ferraiolo stated the applicant has reduced the number of stalls for the overall project and the proposed subarea. She indicated Section 6.10.9.G of Wellington's Land Development Regulations (LDRs) is proposed to be amended to limit a maximum of ten (10) stalls per lot within subarea F; Pod D-1 of The Landings at Wellington PUD has been amended to assign a maximum of ninety (90) stalls for the entire Winding Trails project; and language has been added to the Restrictive Covenants restricting each property to four (4) stalls per acre for a maximum of ten (10) stalls per lot. She said this was a reduction of two (2) stalls per lot and fourteen (14) stalls for the overall project from what was presented at the first hearing in December.

She showed Council the morning and afternoon bus stops along Aero Club Drive from Greenbriar Boulevard to South Club Drive. She said morning stops are scheduled from 6:40 am to 8:42 am and seven (7) public school bus stops occur during these hours. She stated the afternoon stops are scheduled from 2:24 pm to 4:20 pm and eight (8) public school bus stops occur during these hours. She noted that staff added a condition of approval and requested

language be added to the Restrictive Covenants that prohibits deliveries utilizing trucks over 40 feet in length during these hours.

Addressing the Council and residents' concerns regarding rentals, odors, and deliveries, Ms. Ferraiolo stated language was included in the conditions of approval for the Master Plan Amendment that the developer shall agree to record Restrictive Covenants that include the following:

- Residences be owner occupied;
- No more than four (4) stalls per lot shall be rented and rented to Lakefield South residents only;
- Each lot is permitted four (4) stalls per acre for a maximum of ten (10) stalls per lot;
- Prohibit trucks over 40 feet in length to make deliveries to the property between 6:30 am and 9:30 am and from 2:00 pm to 4:30 pm Monday through Friday, and that equestrian deliveries only occur between 9:00 am and sundown.
- Have design restrictions for the manure bins and require them to be equipped with odor and fly controlling mechanisms; and
- Any future changes to the Restrictive Covenants would require a unanimous approval by the Winding Trails Property Owners Association and a majority vote by the Village Council.

Ms. Ferraiolo indicated the last concern discussed was increased outreach to Lakefield South Residents. She showed Council the resident response maps noting the map on the left was presented to Council at the December 13th meeting and zoomed into the Lakefield South community only. She stated the responses received by the Lakefield South Community as of today were on the right. She noted the colors on the map indicated the following: red - against the project; blue - supported the project; orange – undecided; and yellow - no response.

Based on the analysis presented tonight and in the staff report, Ms. Ferraiolo stated staff recommended approval of all of the proposed Winding Trails petitions that were before Council. At this time, she requested that petitions 16-58 Comprehensive Plan Amendment, 16-53 Zoning Text Amendment, 16-59 Rezoning, and 16-60 Master Plan Amendment be entered into the record. She stated the Equestrian Preserve Committee and Planning, Zoning and Adjustment Board recommended approval of all petitions. She said at the December 13, 2016 Village Council Meeting, the Council voted to approve all petitions and submit the Comprehensive Plan Amendment to the Department of Economic Opportunity with a 4-1 vote. She noted staff has received no objections from the Department of Economic Opportunity or any other review agencies.

Applicant Presentation

Ms. Patricia Holloway introduced herself. She stated that she, along with her father, is the developer of the Winding Trails project. She thanked Council for considering this project and thanked staff for all of their hard work and time. She also thanked the residents of Lakefield South, both for and against, who have taken the time to meet with her and learn about the project.

Ms. Holloway said at the last meeting it was suggested that the project get more buy-in from Lakefield South residents. She stated she has personally spent the better part of three months calling, meeting and listening to the residents of Lakefield South. She explained at the last hearing in December, they had 48 residents in support of the project, 59 residents against, 3

residents undecided, and 90 residents who had not responded. She said they now have 95 residents in support of the project, 44 residents opposed, 60 residents who have not responded, and 2 residents who are undecided.

She noted they had been instructed to draw up alternative construction plans for the site. She stated one plan was designed with all townhouses and the other plan was a mix of townhouses and zero lot line homes. She said she shared these plans with the residents she met with. However, she let them know if Winding Trails did not get approved, it did not mean these plans would automatically get approved, rather they would have to start over with a new plan. She stated they never attempted to persuade residents through fear or misrepresentation.

Ms. Holloway indicated her and her father both live near the site. She stated they are proud residents of Wellington. She said their intention has always been to enhance their community through a thoughtful, conscientious development that benefits the community while preserving the unique personality of Wellington. She stated their team, led by Don Hearing and Rob Rennebaum, will discuss some of the other adjustments that have been made in response to input from the public and Council. She said they have gone to great lengths to make this project the best it can be for all the surrounding residents and the Village of Wellington. She indicated this project has now garnered an overwhelming amount of support.

Mr. Donaldson Hearing with the planning firm of Coteleur & Hearing introduced himself and stated he was there on behalf of the Winding Trails team. He said Council will hear from Mr. Rennebaum regarding traffic as well as Mr. Al Malefatto with the Lewis, Longman & Walker law firm.

Mr. Hearing indicated the site was located north of Greenbriar and east of Aero Club. He said it was about 65 acres in total area with about 30 acres associated with the Winding Trails project. He showed the relationship of the site to the Equestrian Preserve and its Urban Service Boundary. He recalled from the Land Use Analysis that the surrounding area, including Saddle Trail, Aero Club and Rustic Ranches, maintains a B residential land use. He said the default residential land use is commercial recreation, which is the land use the site currently has. He stated they were modifying that land use to the B designation and proposing densities far below what would be allowed within the maximum density.

Mr. Hearing indicated there has been unprecedented public and community outreach. He said there have been hundreds of meetings and phone calls as well as many community meetings that have included a personal response. He stated after each meeting his team tried to address the issues of individual homeowners, as modifications were made to the site plans and landscape plans. He said they developed site specific solutions for each resident. He reiterated they have almost doubled the amount of support for the project compared to where they were before.

Mr. Hearing showed Council the site plan, which is about 65 acres in total size. He stated Pod D1 will be remaining and is about 30 acres. He said the applicant was proposing nine residential house barn combinations that would be limited to a maximum of ten (10) stalls per individual lot. He reminded Council they were proposing outstanding architecture with beautiful buildings and four sided architecture. He stated the height has been limited to two stories. He said they have been very sensitive to their neighbors from a design perspective, setback perspective, and buffering perspective.

Mr. Hearing stated the applicant is proposing a bridle trail along Aero Club Drive and along

Greenbriar. He said it has been set back and is not encroaching into the right of way but into the property. He stated they have worked with all the residents to develop a great buffer along Aero Club Drive and have taken the input received and incorporated it into the design plans. He noted some residents wanted more green space in the back of their lot, so they moved the buffer into the property in order to provide that green space and still provide the buffering they asked for.

Mr. Hearing showed Council some examples of the sites that have been modified. He said for lots 8 and 9 off Aero Club Drive and north of Country Golf Drive, the applicant added a fountain in this particular lake at the request of some residents; a sidewalk trail along the north side of Country Golf Drive; and additional buffering on the south side of lot 8 as requested by this particular group of residents. He said many site specific solutions have been made throughout the entire community. Mr. Hearing indicated 75 more homes will be on the water or lakes than what exists today in the current configuration. He stated the applicant was providing a safety barrier and security to the neighborhood that did not exist. He explained they would still provide an access trail on the east side of the site, so the residents of Lakefield South could access a number of pedestrian ways.

Mr. Hearing stated there have been many site plan changes, but more recent changes include relocating the entrance on lot 7 at the request of Aero Club and redesigning every single entrance. He indicated the commitments the applicant has agreed to at this point have been incorporated into the Development Order in front of Council in the conditions of approval. He stated many, if not all of the commitments, have been incorporated into the draft of the Restrictive Covenants the Village staff has been reviewing over the past several weeks and includes the limitations on the number of stalls per lot and number of rentals per lot.

Mr. Hearing indicated his team wanted to speak with Council about the limitation on the rental of stalls. He stated the Development Order currently speaks to the residents of Lakefield South only; however, they believe it would be of benefit to all residents of The Landings PUD. He recalled Mr. Ward's vision and stated this would be an opportunity for someone who could not afford a multimillion dollar barn to take part of that great Wellington lifestyle and take their golf cart or bike and ride or walk to a barn they were renting from one of the residents.

Lastly, Mr. Hearing stated the applicant has limited the hours of operation and provided a recommended perpetual Avigation Agreement to be the best neighbor.

Mr. Rob Rennebaum with Simmons & White Engineers introduced himself. He stated he has been doing civil, traffic and equestrian engineering in Wellington for over thirty years. He said he was going to speak to four items: 1) the driveway modifications that have been performed in response to the Safety Committee concerns and comments; 2) traffic generation and roadway volumes; 3) the character of vehicles, not only what they are generating but that are on the road today; and 4) safety, which is important to everyone.

Mr. Rennebaum explained that Autoturn, their detailed computer graphic program, shows the biggest truck (WB-67), which has a 67 foot wheelbase and is over 70 feet in length, and what they have designed to accommodate it. He stated these types of trucks may come at the first of the season to deliver the horses and may come at the end of the season to take the horses away. As it would certainly not be the norm, but the "what if" - could the project accommodate the big trucks if they do come? He said this has been done in an abundance of caution at the request of the Safety Committee.

Mr. Rennebaum indicated he reviewed the tapes of the last hearing and it was said that if the trucks cross the center line by an inch it matters, so please redesign the driveways. He stated a normal commercial driveway that accommodates these big vehicles is 24 feet wide with a 25 or 35 foot entry radii. He said every driveway has had a detailed analysis. Therefore, all of the entrance and exit radii are now 45 feet and the widths are from 24 feet up to 32 feet.

Mr. Rennebaum indicated they took the graphics to the Safety Committee and the accident reconstruction expert Rodney Pack. Mr. Pack asked about the right turn in, as it could be a difficult turn. Mr. Rennebaum stated his client authorized additional analysis, which they also provided to Mr. Pack. Mr. Rennebaum said the analysis met the requirements of accommodating the trucks without crossing the center line by even an inch and without the wheels coming off the edge of pavement.

Mr. Rennebaum stated the gates have been set back a minimum of forty feet and lots 1, 2 and 3 are well internal to the project. He explained if a vehicle longer than forty feet arrives and the gates are closed, the caretakers, grooms, and owners will be there to accommodate, unload and open the gates. He indicated the vehicles will not be permitted to park on the Aero Club Drive or Greenbriar Blvd right of way. He said the applicant has agreed to a condition to post signage to that affect.

Mr. Rennebaum spoke to traffic generation and roadway volumes. He indicated at previous meetings there was talk that the traffic generation may have been underestimated. He explained the traffic engineers are mandated to utilize traffic generation rates for the residential portion of this development, the grooms' quarters and the stalls. He stated the analysis was originally done with all twelve stalls available for rent, but then it was reduced to ten stalls with only four stalls available for rent. He said every change has resulted in an arguably lower traffic generation. He stated, whether it is a shopping center or a stall and a stable, some generate more and some generate less, so they deal in averages.

Mr. Rennebaum indicated there are different types of owners and different types of utilization, but this project meets all Palm Beach County traffic performance standards and the more restrictive Village of Wellington standards. He said the Village of Wellington consultant, Pinder Troutman, has reviewed and approved the numbers. He explained they did an analysis of the existing volumes on every road. He said a two lane roadway has a capacity of 880 vehicles at peak hour, peak direction. He stated the existing volumes at the AM and PM peak are around the low 200's, which indicates a volume to capacity ratio (V/C) of about 25%. He said while there may be a perception that Aero Club Drive has a lot of traffic, in the peak hour the standards that apply were only at about 25% utilization.

Regarding the character of the vehicles, Mr. Rennebaum stated there has been some comments that these roads were not designed to accommodate equestrian trailers and the type of vehicles that this project will generate. He said not only were the roads designed to accommodate these vehicles, but they are presently accommodating them. He stated he has been at the site countless times and has seen concrete trucks, big dump trucks and the biggest WB-67's there, and noted the volumes were very low.

With regards to safety, Mr. Rennebaum said everyone was concerned about the driveways, so the applicant modified them to meet and exceed all standards. He indicated the applicant was not in a position to reach out to the School Board or PBSO about school safety, but the Village of Wellington is and has. He stated Village staff has researched, along with the applicant's team, all of the current bus stops. He said last week they asked PBSO to look into the school

buses. In response to that, he stated the applicant has limited their biggest vehicles (the WB-67's) to not operating during school hours as a condition. He said the applicant has done everything they can to maximize safety.

In conclusion, Mr. Hearing stated this request meets all applicable standards of the Village's Comprehensive Plan and Land Development Regulations. It has been found to be in compliance with the State's Comprehensive Plan and no objections have been received from any regulatory agency including the Department of Economic Opportunity. He said the Village staff, the Planning and Zoning Board, and the Equestrian Preserve Committee have all recommended approval, as has the Wellington Chamber of Commerce. He believed the applicant's team have addressed the issues and look forward to Council's approval this evening.

Interested Parties

Ms. Cohen stated she had reached out to Ms. Teebagy that day. She believed Ms. Teebagy's intent is to rely on the materials and evidence that has already been presented. She thought Ms. Teebagy wanted to present during the public comment section for the normal three minutes; however, she would be available to answer any questions or clarify any information for Council.

Council Discussion

Councilman Drahos asked if the applicant was agreeable to inheriting the responsibility of maintaining the bridle path, so it would not fall on staff. Mr. Hearing stated the applicant was in agreement, as it is in their front yard and in their best interest to keep it cleaned and maintained. He said they would take care of the day-to-day manure.

Councilman Drahos understood the bus stops are from private and public schools. He thought the private school would be a bit more receptive to suggestions from Wellington, particularly as it relates to the stop opposite Take Off Place. He asked what could be done to encourage the schools to ensure the kids to stay on the west side of the road until the bus arrives. In response, Cory Cramer indicated staff spoke with the Director Transportation, Kings Academy, the private school that is currently at the Take Off Place / Aero Club Drive location. She said she assured the Village that the kids are waiting in the morning on the west side of Aero Club until the bus arrives. She said when the bus driver puts the stop signs out, it provides a safe path for the children to pass.

Ms. Cramer stated staff also reached out to PBSO, who for two days monitored the area and provided some education on safety and bus stops. She said they also reached out to Binks Elementary, which is the other location that is the same as King's Point and picks up at the same time. She thought now that they have an open dialogue, they will be able to facilitate this.

Councilman Drahos stated they could not unilaterally terminate these bus stops. Ms. Cramer indicated there have been discussions with the School board in the past on relocating or removing bus stops, and only one time they got a bus stop moved twenty feet. She said Kings Academy was very receptive and very nice to speak with. She stated they would be more than happy to work with the Village.

Councilwoman Siskind stated she forgot to disclose a conversation with Monica Valencia regarding lot 1, as her property is located across from it.

Councilwoman Siskind understood if the larger vehicles or horse trailers arrive and are not able

to get into the gates, they will pull into lots 1 and 2 to wait. She asked how that was going to work and if there would be any stacking of trailers out onto the roads. Mr. Rennebaum stated the gate at lots 1 and 2 off Greenbriar is set well into the property, which would give the biggest vehicle an opportunity to pull completely off the road and into the site. He said when the communication can be made that the gate is open, the vehicle can then go back into the gate. He reiterated the vehicle would not be on the road but internal to the property.

Councilman Napoleone expressed his concern about stacking on the public roadways. He asked if the large trucks would have to go through the lot 1 and 2 gate to turnaround. Mr. Rennebaum said they would not. He explained, in this case, if the gate is closed at the other lots, the vehicle would come into the entrance to lots 1, 2 and 3, wait internally off Greenbriar Blvd and then back out internally before exiting onto Greenbriar. He stated the turning radius shows the truck coming in, backing up to the gate at parcel 1, and then pulling out. He said there will be no backing out onto the roadway, but instead a three point turn on the internal drive at the entrance. He noted the vehicles would be on pavement with stabilization adjacent to it, so both would be utilized.

Councilman Napoleone asked how far back the gates were set on parcel 4 and parcels 5 and 6. Mr. Rennebaum stated everything, except for the situation at 1, 2 and 3, is forty feet back from the edge of travel way. He said forty feet could accommodate two normal size vehicles.

Councilman Napoleone asked what the Village's recourse is if vehicles start to stack up on the road. Ms. Cohen thought the Village could have PBSO monitor it. She said if it creates a real issue, engineering could work with the property owner to somehow engineer it so it would not be stacking to that degree. She believed PBSO could enforce the traffic rules on the road if the traffic started to stack.

Mayor Gerwig wondered if the daily function of these properties would be to open the gates in the morning. Mr. Rennebaum said they are very low traffic generators, as they were anticipating less than two trips in the peak hour. But when a trip does get there, the gate is going to open and stay open for all of the vehicles. He stated it will not be an issue. He said if a number of deliveries are anticipated, the gate can be opened by the caretaker.

Mayor Gerwig asked how the gate mechanism would work. Mr. Rennebaum stated it would have a key code. Mr. Hearing indicated owners would have a key fob, so it would basically be an electronic radio frequency detector (RFD). He imagined any of the regular people would be RFD, so as soon as they approach and pass the RFD reader, the gate will automatically open. He stated a FedEx truck or the like would punch in a code to gain access.

Vice Mayor McGovern asked if the gates would be opened in the morning and closed in the evening. Mr. Hearing stated that was not the intention. He said in the unlikely event there is a problem that could be a resolution. However, he would not want to be obligated to doing that unless a bona fide issue existed. He stated with the new electronic readers, there are so many ways to do it. He said an individual guest can be e-mailed a code number to punch in as soon as they arrive. If someone is making a planned delivery, they could have a code. But if they are a groomsman, landscaper or owner, they could just drive up and the gate will open automatically.

Vice Mayor McGovern asked about the close proximity to the airport and the lighting restrictions on the property. Mr. Basehart indicated lighting will be restricted by the Wellington lighting code, which restricts the height of lights and overspill of lights. He thought it was a one foot

candle limitation at a property line. He said the height limitation is fifteen feet. Vice Mayor McGovern then asked about lighting of rings on these properties. Mr. Basehart stated it would be the same, about fifteen feet. He said the rings can have lighting, but directional baffling would be required so there would be no spillover onto adjacent properties. Mr. Hearing stated the applicant did not have an issue with not lighting the rings, as that was not really their intent. Mr. Basehart read a quote from the code: "spillover light onto residential property shall not exceed 3/10 of one foot candle when measured six feet above grade at a residential property line."

Public Hearing

A motion was made by Councilman Napoleone, seconded by Councilman Drahos and unanimously passed (5-0) to open the Public Hearing.

	Speaker	For	Against
1.	Debbie Crompton, 12161 Ken Adams Way, Wellington (spoke on behalf of the Wellington Chamber of Commerce).	X	
2.	Don Barth, 2248 Country Golf Drive, Wellington.		X
3.	Karen Galanaugh, 2549 Country Golf Drive, Wellington.	X	
4.	Bill Paquin, 2581 Neaton Court, Wellington.		X
5.	Jill Rodstein, 15695 Boeing Court, Wellington.		X
6.	Bart Novack, 15670 Cedar Grove Lane, Wellington.		X
7.	Jane Barber, 2092 Country Golf Drive, Wellington.	X	
8.	Adam Mirsky, 2525 Country Golf Drive, Wellington.	X	
9.	Peter Frusciante, 2538 Country Golf Drive, Wellington.		X
10.	Rose Strain, 1928 South Club Drive, Wellington.		X
11.	Jessica Flathmann, 1670 Corsica Drive, Wellington. (*neither for or against)	*	*
12.	Anne Marie Gill, 2393 Country Golf Drive, Wellington.		X
13.	Matthew Lupardo, 14120 Tecoma Drive, Wellington. (spoke on behalf of Doug Marty)	X	
14.	Steven Daiagi, 15930 Boeing Court, Wellington.	X	
15.	Drew Garrell, 15320 Emmelman Road, Wellington.		X
16.	Dr. Thomas Griffith, 2050 Winsock Way, Wellington. (*neither for or against)	*	*
17.	Joe Maguire, 15675 Bellanca Lane, Wellington.	X	
18.	Janet Teebagy, 15545 Take Off Place, Wellington.		X
19.	Tara Patton, 10805 Gleneagles Road, Wellington.		X
20.	John Greene, 31154 Florence Street, Wellington	X	
21.	Dr. Jean Oberg, 2680 Country Golf Drive, Wellington.	X	
22.	Doug Lodmell, 2005 Greenbriar Blvd, Wellington.	X	

For those people who did not wish to speak, Council read their comments into the record.

1.	Suzanne Kuoppala, 15395 Hawker Lane, Wellington.		X
2.	John Kinstler, 2591 Country Golf Drive, Wellington.	X	
3.	Karen & Walt Charen, 15620 Milan Court, Wellington.		X
4.	G. H. Calvert, 15137 Newquay Court, Wellington.		X
5.	Homer Calvert, 15137 Newquay Court, Wellington.		X
6.	Glenna H. Star, 15132 Newquay Court, Wellington.		X

7.	Richard & Judith Snyder, 15133 Banbury Way, Wellington.	X	
8.	Matt Willhite, 15895 Weatherly Road, Wellington.	X	
9.	Peggy Bidgood, 2116 Country Golf Drive, Wellington.	X	
10.	Michael Rice, 234 S.W. 28 th Avenue, Delray.	X	
11.	Lorraine Starr, 15132 Newquay Court, Wellington.		X
12.	Marc Rodstein, 15695 Boeing Court, Wellington.		X
13.	Bradley Jackson, 14887 Horseshoe Trail, Wellington.	X	
14.	Cynthia Griffith, 2050 Windsock Way, Wellington.		X
15.	David Welles, 474 Cypress Green Circle, Wellington.	X	
16.	Sam & Elyse Beras, 2387 County Golf Drive, Wellington.		X
17.	Allison Ortiz, 15910 Lindbergh Lane, Wellington.		X
18.	Marla Bueno, 15710 Chandelle Place, Wellington.		X
19.	Richard Kane, 15910 Lindbergh Lane, Wellington.		X
20.	Stephanie Plass, 2507 Country Golf Drive, Wellington.		X
21.	Glenn Plass, 2507 Country Golf Drive, Wellington.		X
22.	Brian Katz, 1881 Corsica Drive, Wellington.	X	
23.	Howell Long, 1978 South Club Drive, Wellington.	X	
24.	Jenny Thy Phan, 13670 Callington Drive, Wellington.	X	
25.	Bao N Le, 13670 Callington Drive, Wellington.	X	
26.	Mary Sue Jacobs	X	
27.	Brett & Melissa Winter, 2062 Hermitage Drive, Wellington.	X	
28.	Bob Biancucci, 2791 Neaton Court, Wellington.	X	
29.	Christian Schormig, 15555 Grumman Court, Wellington.	X	
30.	Tommy Cerrito, 14751 Horseshoe Trace, Wellington.	X	
31.	Doug Matthews, 15780 Sunward Street, Wellington.		X
32.	Awa Lodmell, 2605 Greenbriar Blvd, Wellington.	X	
33.	Brian Dixon, 2680 County Golf Drive, Wellington.	X	

Mayor Gerwig stated the following cards were submitted by Tricia Holloway who indicated the people were not presently there but would be coming.

1.	Kevin Shapiro, 1681 Lakefield North Court, Wellington.	X	
2.	James Rusbridge, 1831 Corsica Drive, Wellington.	X	
3.	Harold Rusbridge, 14763 Draft Horse Lane, Wellington.	X	
4.	Meghan Whitten, 14763 Draft Horse Lane, Wellington.	X	
5.	Joe Whitten, 14763 Draft Horse Lane, Wellington.	X	
6.	Jennifer Rusbridge-Katz, 1881 Corsica Drive, Wellington.	X	
7.	Lynn Rusbridge, 14763 Draft Horse Lane, Wellington.	X	

Vice Mayor McGovern stated the following cards were submitted by David Wells who indicated the people were not present.

1.	Thomas Baldwin, 2497 Mizner Lake Court, Wellington.	X	
2.	Lanra Virginia, 15535 Sunward Street, Wellington.	X	
3.	Mayli Garcia-Velez, 2506 Windsor Way Court, Wellington.	X	

There being no further public comments, a motion was made by Vice Mayor McGovern, seconded by Councilman Drahos, and unanimously passed (5-0) to close the Public Hearing.

Mayor Gerwig addressed Mr. Greene's comment and explained she was the only Council member who was there at the time the past Council did not choose to buy the property. She said the Village had made an offer of \$700,000 to the owner of the property, but it was declined as the owner's lowest offer was \$1 million. She explained the Village was planning at the time to spend another \$2.5 million to provide improvements to make it usable as a park. She said the park would have cost approximately \$3.5 million by the time they did the improvements to make it usable as a park and protect the properties. Mayor Gerwig said she was defending that past vote and would honestly do the same thing now, because it would have cost \$3.5 million for a passive park with little ability for many residents to use it.

Vice Mayor McGovern thought Ms. Cohen's office had spent significant time with the developer on reviewing the Restrictive Covenant and the Declaration of Covenants for this project. He said this evening Council heard a lot about conditions for the Master Plan Amendment and conditions of approval. He asked Ms. Cohen to address each one and the degree of enforcement the Village will have as the conditions are currently written.

Ms. Cohen explained the Master Plan Amendment would give the Village the ability to enforce a condition that is not adhered to. She stated the Declaration of Restrictive Covenants that has been prepared for the Association is enforceable by the Association against its unit or lot owners. She said to the extent the Restrictive Covenant conflicts with the Declaration of Covenants, the Restrictive Covenant would control. She indicated the Restrictive Covenant included the essential terms that Council expressed were important. She stated the standalone Restrictive Covenant is enforceable only by the Village, as it does not create any third party beneficiaries. She said one condition that was placed in the Restrictive Covenant and then incorporated into the Declaration was that the Restrictive Covenant could not be amended without a unanimous vote of the property owners and majority approval of the Village Council, so there is that protection as well. She noted both the Declaration and the Restrictive Covenant run with the land and will be binding on future owners. She said between these various documents, they have done as much as they can to ensure what is important to the Council and to the residents was included and enforceable.

Councilman Drahos asked if Council gave this golf course these particular rights, if they would be bound in the future to giving similar types of rights to other golf course owners. He stated more than one resident asked him if the Village was going to be legally bound to give these rights to other golf courses if Council votes for this. He asked Ms. Cohen to address this point specifically to alleviate any concerns. In response, Ms. Cohen explained that each application for a development order is judged on its own merits, so this would not be persuasive or have any precedential effect on any future applications.

Mayor Gerwig stated that was her concern as well, as she thought the community looked at it as a legal precedent. Ms. Cohen thought as a policy precedent perhaps but not a legally binding precedent.

Councilman Napoleone stated the Village was putting in a lot of restrictions on what can and cannot be done with this property, if it is actually allowed to develop. He asked what realistic opportunities the Village had to enforce these restrictions. He asked how they were going to be monitored and what the Village could do to make sure the restrictions in this covenant, based upon Council recommendations and resident concerns, would actually be enforced and complied with.

Ms. Cohen explained the Village has a code enforcement procedure and the court system to enforce these types of requirements. She said if there is a violation of the Master Plan it can be cited as either a code violation or an independent separate lawsuit can be brought to the Circuit Court. She stated the association will also be obligated to enforce its own documents and many of the restrictions are contained within those documents. She said they may have private enforcement of these restrictions as well through the Declaration of Covenants for the community.

Mayor Gerwig stated, at the previous meeting when Council was discussing whether or not these properties would be applying for agricultural exemption, someone had raised a question about the taxation value of these properties. She asked if that question had been addressed. In response, Ms. Cohen indicated there was a difference between an agricultural classification issued by the property appraiser, which is a reduced tax based on the agricultural nature of the property and does not apply to residential structures, and the other type of agricultural exemption under Section 604.50, Florida Statutes. She stated under the statute, an exemption would prohibit the Village from enforcing any of its codes against a nonresidential farm building, farm fence or farm sign. She explained the barns are going to be residential structures. So while a portion of the barns are agricultural and a portion of the property may qualify for the agricultural tax break, it will not be exempt under that 604.50 statute, because it will have a dwelling unit and not be commercial. She stated even though a maximum of four stall rentals will be permitted on any particular lot, it would not turn into a commercial operation under the Village's code. She said that makes these structures or properties no different from any other agricultural property or equestrian property within the Village. She noted a considerable amount of tax revenue will be generated just based on the value of the residential portion of the structure.

Councilman Drahos asked if there were options to consider that would reduce the speed and if it would be a good idea to lower the speed limit, add speed bumps or the like. Mr. Basehart stated from staff's point of view, this project has no issue with potentially speeding vehicles. He said the concern has been that these vehicles may stop on the roadway. But if there is a general concern about the traffic speeding on the roads, then traffic calming solutions could be done. He thought Mr. Rennebaum would be able to speak to speed bumps, turnabouts, etc. Mayor Gerwig stated any of those solutions would be abhorrent to someone with a horse trailer, as they heard in the past from Saddle Trail.

Councilman Drahos asked if staff had considered traffic speed during this whole process. Mr. Basehart stated speed was not a factor in this application, because there were no issues related to the speed of traffic on the road. He said it was more the type of traffic that was registered as a concern.

Mayor Gerwig asked if the fatalities on that road that were referenced were all alcohol related. Mr. Schofield indicated he was aware there was some degree of speed and impairment with the fatalities, but there were no issues due to traffic stopping.

Vice Mayor McGovern asked, to the degree the Village supervises and partners with PBSO through their contract for services, what their policy would be in regards to enforcing the various conditions to prevent large horse trucks from stopping along Aero Club and Greenbriar and arriving at various hours, creating significant hazards. Mr. Schofield stated the intention is to post that stretch with some specific language in regards to no stopping, standing, etc. He indicated if the trucks stop, they will be ticketed and probably get a commercial inspection as well, as the Village has added two commercial enforcement deputies.

Mayor Gerwig recalled it was said that the trailers would happen at the beginning and at the end of the seasoning, as the daily trips back and forth would be ridden. Mr. Basehart stated some would be ridden or some would have small horse trailers. Mayor Gerwig thought they would bring in a small trailer for a dressage horse or a horse they do not walk anywhere. Ms. Cramer stated that may not be daily as well, as a horse may compete for a week or two week before it is either hacked or trailered back.

Mayor Gerwig understood the deed restrictions and POA requirements would be year round and not seasonal. She said when horses are there, the manure bins, light rules, all of that will be maintained. Mr. Basehart stated all of the conditions would be yearlong, as there were no seasonal conditions.

Mayor Gerwig understood the underlying property zoning allowed for thirty units. Mr. Basehart stated the default allowance in the Comprehensive Plan for property zoned commercial recreation is residential B, which allows up to one unit per acre.

Mayor Gerwig asked if there was a demand for one acre homes in Wellington that are not equestrian. Mr. Basehart believed there was a demand. Mayor Gerwig stated the property values have been dropping in Paddock, as it does not have anything other than large lots and it does not seem to be as competitive in the real estate market as the Aero Club, which offers the amenity of a landing strip. She said the amenity in this case is a horse property.

Mayor Gerwig believed the property had never been owned by the Village or the landowners. Mr. Basehart stated it was originally developed as a golf course by a private entity and the Village has never owned it. He said it was a private course and the homeowners in the surrounding area never had any rights to the course, never had any ownership and were not equity members.

Mayor Gerwig asked if staff had verified the information proclaiming that a majority of the neighborhood supported this project. Mr. Basehart stated the applicant, the Wards, have submitted copies. Mayor Gerwig asked if staff felt confident in the map that was shown. Mr. Basehart stated it was verified 100%.

Councilman Napoleone asked if staff addressed the potential impact of these properties and the horses on them to the water quality. Mr. Basehart stated this property would be subject to the Village's Best Management Practices, which require the containment and disposal of horse waste and separation from water bodies as well as that grading be such that the flow of groundwater is not toward a water body. Mr. Schofield agreed the project would be fully compliant with the Village's Best Management Practices, which are consistent with the requirements of their settlement agreement with the South Florida Water Management District and the Environmental Protection Agency.

Mayor Gerwig stated the Village requested the bridle path and the applicant has now agreed to maintain it as far as picking up the horse manure, but it will belong to the Village and be a part of the trail system. She asked if the bridle path would be dedicated to horses only. Ms. Cramer stated there will be two different bridle trail systems. She said one would be tied into the public system that comes down Aero Club and follows Greenbriar and ties into the red or yellow trail. She said they will also have a multipurpose path as a part of their offsite improvements that will allow alternative vehicles, so it will keep the horses separated. She stated that path will run down the west side of Ousley Farms from Greenbriar to approximately Pierson. She noted staff has submitted for some engineering work on a small area at Pierson to complete that tie-in.

Mayor Gerwig asked what the path itself would be made of. Ms. Cramer stated it is a grass path that matches the same material and will be maintained the same way as the path currently along Greenbriar. She said internal bridle trails will also be throughout the development to access the public trail. She indicated it was important that with any equestrian development that the developer assist in with tying into the public trail system if there is an opportunity.

Ms. Cohen pointed out that in the Declaration, the Association will be the one to construct the manure containment area and ensure there is fly control. She said they will also arrange for the removal and hauling of the manure bins at least once a week. She stated that will be a part of the association dues, as the members will be assessed for that service.

Mayor Gerwig asked the applicant to explain the plan for controlling the flies. Ms. Holloway stated it would be like an internal fire sprinkler system and could be adjusted to spray as much or as little as needed. Mayor Gerwig asked if they had any intention of fire sprinkling the barns. Ms. Holloway believed they had to have a fire sprinkler system, because of the residential nature. Mr. Basehart pointed out it is a life safety code requirement explaining the Fire Marshall requires barns to have a sprinkler system if there is any possibility of renting stalls. He said if the people do not want to put in a sprinkler system, Fire Rescue will give them an affidavit to sign guaranteeing there will be no renting of stalls. He said if they refuse to sign the affidavit, they have to install the sprinklers. Mr. Basehart believed in this case there would be a fire code requirement as well to sprinkler the stables, because of the residence above.

Vice Mayor McGovern indicated there is language included in the Master Plan Amendment and the Restrictive Covenant relative to the hours restricting delivery, but there is an exception for emergency equine care services. He said residents have approached him with the concern that that means everything can be done. He asked how that was defined and what it was intended to mean. Ms. Cohen did not think it was defined. She thought that it was intended for a vet to come in on an emergency basis to treat the animal.

Councilman Drahos suggested it state "emergency equine medical care services." Ms. Cohen stated they could change it if it was fine with the applicant. Vice Mayor McGovern indicated that statement would go into the Master Plan Amendment and the Restrictive Covenant. Ms. Cohen believed it would also go into the Declaration, but they would incorporate it wherever it needed to go.

Vice Mayor McGovern stated his point in asking that question is that they do not intend for the horse delivery arriving at 10:00 PM to be categorized as an emergency equine related delivery. Ms. Cohen stated that was correct, as she believed it was intended for medical emergencies.

Councilman Drahos stated it was suggested that Council consider options that would route traffic or encourage traffic on Greenbriar than Aero Club Drive. He asked if staff had studied the traffic grades on Greenbriar and Aero Club Drive and how they relate. Mr. Basehart stated both roads are operating well below their designed capacity. He believed Greenbriar was at about 50% of its design capacity and Aero Club at about 25%. He stated the traffic that would be generated on these two roads by the project would be relatively insignificant in changing the percentage of the design capacity. Ms. Cramer added that throughout the process staff has looked at, based on the request from the opposing committee, providing one driveway access off Greenbriar that would access all of the lots. She stated, at the advice of the Village's traffic consultant, they do not want to do that because the capacity and trip generations for Greenbriar is higher.

Councilman Drahos stated there has been some talk about loosening up one of the main restrictions, which was discussed at the last hearing. He said instead of limiting rentals to just Lakefield South, it would be extended to all of The Landings PUD. He asked what neighborhoods would be involved in The Landings PUD if this Council were to consider extending it. Ms. Ferraiolo showed Council an aerial of the boundaries of The Landings at Wellington PUD. Mr. Basehart indicated The Landings PUD included all of Binks Forest, all of the Lakefields, Meadow Wood and Aero Club.

Mayor Gerwig stated once they get beyond Lakefield and possibly Meadow Wood, they would not be in an area where they would feel comfortable traveling with a horse every day. She thought Binks was pretty remote in that portion.

Councilman Drahos stated the rentals was a critical component of this project when they talked about it at the first hearing. He said there was a lot of chatter about this being a commercial venture and a lot of traffic being generated as a result of it. He indicated, at the end of that particular hearing, Vice Mayor McGovern asked about limiting the rentals to Lakefield South and the applicant agreed to do that. Councilman Drahos stated he agreed to sign off on this at the first hearing because of that. He believed that measure would limit traffic and significantly increase the property values within Lakefield South which he liked.

Vice Mayor McGovern stated limiting the rentals to Lakefield South was an important concession at the time he asked those questions. He said he agreed with everything Councilman Drahos has said. Vice Mayor McGovern also agreed it was an important component to raising property values in Lakefield South, the area that will be most affected by the construction and the existing property that is going to come there. He said if the Council wanted to engage in potentially expanding to Lakefield North, he could talk about some very limited expansion. He stated his personal preference was to keep as it is.

Mayor Gerwig thought they could extend the rentals to Lakefield North and West as well as Aero Club, which is directly adjacent to the project, because there would be a benefit to having access to a barn close by. She believed this would be an amenity to Aero Club, as the horses in Aero Club were grandfathered in and are no longer permitted as a new use.

Councilman Napoleone agreed with Mayor Gerwig, as Lakefield South would be the most impacted and affected by this. However, they have heard a lot from the Aero Club who is across the street from Lakefield West and North. He stated to have this as an amenity to those neighboring adjacent communities would be an acceptable limitation to him.

Vice Mayor McGovern did not feel Lakefield West was a neighboring adjacent community. Councilman Drahos agreed. He said he was open to expanding the rentals to Lakefield North. But if they expand to the other side of the road to Aero Club or Lakefield West, they would start to water down the significance of the concession.

Mayor Gerwig stated they were not guaranteeing availability, as only 36 stalls would be available for rent. She thought they could reach capacity at some point without going outside of Lakefield South.

Ms. Holloway stated she was fine with whatever Council decided. She indicated from the calls she received from the people who live in Lakefield North, South and West, but not so much Aero Club, people cannot afford a \$4 million barn. She thought if those communities were

included it would open it up to a lot of people who would not otherwise have an opportunity to rent a barn.

Councilman Drahos stated this was an important point for him, so he wanted to limit it to Lakefield South. But to be flexible, he would say it could be extended to Lakefield North because it was in the same area.

Vice Mayor McGovern stated Lakefield North would be his outer boundary, as there would only be 36 stalls available for rent. He said his preference is to stay within Lakefield South, unless the rest of Council felt it should be expanded. He believed Lakefield South and Lakefield North would be the most affected, directly adjacent neighborhoods that would not have to cross Aero Club. He said there has been significant concern about crossing Aero Club, i.e., the bus stops.

Councilwoman Siskind agreed. She said she would even be fine with including the Aero Club. However, she understands keeping it on the same side of the road would help with traffic.

Vice Mayor McGovern indicated he and Councilman Drahos have voiced where they stand. He asked the other Council members if they felt strongly about expanding it to Lakefield North.

Mayor Gerwig stated she sees it as a benefit to both of those neighborhoods, so she would like to see it expanded to Lakefield North and South. Councilman Napoleone said he would include Lakefield North and South.

Councilwoman Siskind stated the Village would be adding a layer of restriction that does not exist in the rest of the Equestrian Preserve. She asked if that would cause an issue legally. Ms. Cohen indicated it would not cause an issue, because the applicant has agreed to it, it is a concession they have made, and it has a nexus to the development. She believed it was something the applicant was willing to give up in order to get the project approved. Councilwoman Siskind stated she would be agreeable to including Lakefield North and Lakefield South.

Vice Mayor McGovern asked staff to explain the construction process, as far as setbacks and distance to adjacent property. Ms. Cramer indicated currently in subarea B, they have taken the setbacks that exist and provided setbacks that in some cases are more restrictive. For example, there is a 50 foot setback to a residential lot, except in cases where it may be reduced to 10 feet at the rear of the property if it is adjacent to a lake, roadway or landscape buffer. So any residential lot within Lakefield South will have a 50 foot setback regardless of whether it is the front, side or rear.

Mayor Gerwig asked if that would include the lake. Ms. Cramer stated the lake would be included if it was directly adjacent to a residential lot. She said the setback could be reduced to 10 feet, but the minimum width of the lake would be 50 feet, so essentially it would be more than 50 feet from another residential property.

Mayor Gerwig thought if this project moved forward, the construction phase would make a huge impact on the residents. She believed the people would be uncomfortable with the living conditions and all of the dirt blowing around. She said it was going to be a significant amount of work.

Vice Mayor McGovern stated that since Agenda Review yesterday, he has requested some additional changes to the Master Plan regarding minimizing the impact of the construction phase and restricting the large trucks during the times the schools are in session.

Mayor Gerwig thought the time restrictions might be a bit unreasonable when it comes down to the actual construction.

Vice Mayor McGovern clarified what was added or changed since the Agenda Review:

- Condition #23, the reconfiguration of all lakes shall occur during Phase I of the land development permit.
- Condition #24, all deliveries and construction vehicles utilizing trucks over 40 feet in length be prohibited between the hours of 6:30 AM and 9:30 AM and 2:00 PM and 4:30 PM, Monday to Friday.

Mr. Schofield indicated the lake requirement is something the Village would have imposed at the land development permit stage anyway. He stated the problem with the lake is that it is sized specifically to meet retention/detention requirements, so any work on it has to be done and completed. He said that was more in relation to the water management requirement. He stated staff looked at the construction traffic and anything over 40 feet would be delivering the roof trusses or preformed floor slabs, but the plumbers, heating, air conditioning and ventilating people, and the block masons could get in and do their work. He understood the discussion on trucks over 40 feet was held with the applicant and they did not object. Mayor Gerwig stated she was not objecting to it if the applicant was not objecting to it.

Councilman Drahos stated the only comparative project is the Binks Forest townhomes that are located near a school. He asked if that project was imposed with any similar restrictions. Mr. Schofield indicated they had to have a construction entrance off Flying Cow, but that is not an option with this project.

Mr. Basehart read Condition #10 from the Binks approval: Construction is limited to the hours of 7:00 AM to 7:00 PM including internal and external construction activities. No construction activity is permitted on Sunday. He indicated the code is from 7:00 AM to 10:00 PM.

Mayor Gerwig asked about the condition for the construction entrance. Mr. Basehart read Condition #9: Flying Cow Road is the designated construction access for development subject to approval by FPL and the owner of the Binks Forest Golf Club property. This shall be the designated construction access unless canceled or terminated by FPL.

Vice Mayor McGovern asked if that took the construction off of Binks Forest entirely. Mr. Basehart said the access was for the construction of the entire project, unless FPL terminated the approval to use their right of way.

Councilman Drahos said he wanted to make this project as safe as possible, but the Village cannot be unreasonable. He did not want to create any conditions that would prolong the process or make the construction process more complicated. He said while the spirit of this is well natured, he believed there would be more unintended consequences than benefits. He stated he favored the existing code on that.

Ms. Holloway agreed the restriction may prolong the construction process, but Council brought it to their attention yesterday and they were more than willing to adhere to it although she

personally did not love the condition. She thought it sounded complicated, but they will do whatever Council decides. She said when a slab can only be delivered on certain days of the week and at certain times, it complicates construction and lengthens the process. She noted they wanted to complete the project as quickly as possible.

Mayor Gerwig asked if the units were going to be built before they were sold. Ms. Holloway stated the units would not be built all at once. She said once the lots and driveway entrances are in, the construction traffic can pull into the driveways. She thought the concern was during the dirt moving process. She stated the big trucks can turn in and out of the site, so the slabs can be delivered when the lots are done. Vice Mayor McGovern stated that was his biggest concern.

Councilman Drahos asked for the estimated timeframe of the project. Ms. Holloway stated it would take six to eight months to move the dirt, with no limits on when the trucks could come in and out. Vice Mayor McGovern believed much of the supplies and equipment would be delivered or dropped off one time, and would be staged and mobilized. Ms. Holloway indicated a digging machine would be there for six to eight months.

Mayor Gerwig stated she was okay with the restriction being applied to Phase I. Vice Mayor McGovern, Councilman Napoleone and Councilwoman Siskind indicated they were okay with that as well.

Ms. Holloway asked if Council would limit it to during the school year. She said they hoped to start over the summer and get most of the work done by the end of summer.

Mayor Gerwig stated they were talking about the bus stops. She said the children were supposed to wait on the side of the street with the walkway and cross when the bus arrives. She stated she was willing to leave it in Phase I with the school year programming.

Ms. Cramer believed the cars would not be stopping on the other side of the road once construction starts, because of all of the activity and silk fencing. She did not think it would be conducive to pulling onto that side of the road anymore.

Mayor Gerwig asked staff to add the restriction to Phase I during the school year, including one week before and after the school year because there is activity then and busses are trying to run their routes. Councilman Napoleone stated that was fine.

Mayor Gerwig stated this was difficult, because the property is not in the Equestrian Preserve. She said this would be changing that, as they were coming into the Equestrian Preserve. She understood it would be an impact to the residents. She stated she has struggled with this. She said if the residents want it, she supported it. She believed a significant majority of the residents in there want the project. She stated that is what she wanted to see, because she does think it is a benefit. However, she understands it is difficult as it is changing the nature of the neighborhood, which is why this has not been rushed through.

Vice Mayor McGovern stated this project was first presented to Council on December 13, 2016. Ms. Cramer stated staff has been looking at this project for close to ten months. She said they went through eight or ten submittals until they felt they were at the point where they could start it through the public hearing process.

Councilman Napoleone stated it went to the Development Review Committee (DRC) in July 2016, Equestrian Preserve Committee (EPC) on September 7, 2016 and Planning, Zoning, and Adjustment Board (PZAB) on September 14, 2016, which was then moved to October 2016. He said it has taken a long time to get to this day, so it was not a rushed process.

Mayor Gerwig indicated Council delayed it several times, because the dates did not work well with other events going on. She thanked the applicant for being flexible. She said she did not accept any of the criticism about this project being rushed through. However, she realized it was going to be difficult for the people in there. She did not think she, the Council or staff had taken this project lightly.

Vice Mayor McGovern thought it was quite the contrary, as they have taken this very seriously and have spent a lot of time on it. He stated that was not because every project does not deserve that amount of time, but because they are mindful of the significance of this change of bringing property into the Equestrian Overlay Zoning District. Councilman Napoleone indicated they have been mindful of the impact on the community that this project will now surround.

Councilman Drahos stated, in addition to all of the meetings they have had on this, many of them had met individually with affected residents who had reached out to them. He indicated he met with the Safety Committee in Mr. Garrell's home. He said he coordinated a mediation between Ms. Teebagy's group and the applicant. He hoped Mr. Garrell understood that in listening to his and Ms. Teebagy's concerns, he had no hesitation in voting against the project if it was not safe. He stated the addition of Mr. Rennebaum was a key aspect, because he was instrumental in alleviating a lot of the safety concerns. Councilman Drahos said he felt very secure with the decision that this is a safe project that will work well for this community. He stated he was inspired by how much work was done by these two residents to make sure this project was a benefit to the community and all of their neighbors.

Vice Mayor McGovern agreed with those comments.

Councilwoman Siskind seconded those comments as well. She said when this project first came to staff, it was not something they supported. However, she felt the process has made it the safest best option. She stated it has been through numerous modifications and it is now something that staff, PZAB and the EPC can support. She indicated she could support it as well.

Councilman Napoleone agreed noting his two major concerns were safety and compatibility with the neighborhood which had been both addressed. He believed the neighbors who would be most affected are on board now. He thought all of the safety concerns had been raised, again to the credit of Ms. Teebagy and her group, as well as the applicant, who made concessions, made changes and proved the project. He felt the project would be safe, enhance the community, be compatible with the existing community, and be low density. He indicated Wellington would see a tremendous influx of apartments and multifamily in the next several years, and suggested they stay out of the interior of Wellington to eliminate more traffic. He believed this would be low traffic project that fit the character of the community. He stated his concerns have been alleviated.

Ms. Cohen stated Council will need to have four separate votes. She said staff will add the additional conditions that Council has discussed to the Master Plan.

Vice Mayor McGovern stated they have heard from people for and against. He thought everyone was mindful. He believed this was a testament to the process working and to everyone working together. He felt the project will be safe and compatible as well as preserve green space and have little impact on the surrounding areas. He thanked the Wards and their team, the residents who have been very engaged and involved throughout the process, and the staff for working with the project to make it as compatible and safe as possible. He thought the amount of resident buy-in that has occurred was also a testament to the process working. He said he will also vote for it.

Mayor Gerwig stated almost every community in South Florida is having the discussion regarding vacant golf courses and how they can be repurposed. She thought Wellington was very unique in that they could even consider this type of a project, as not every place is going to be adjacent, compatible, and right up against the Equestrian Preserve. She said they were not setting a precedent for every golf course, because this is a unique piece of property. Mayor Gerwig praised the staff for doing a good job working through this project. She stated it was not that dissimilar to Wellington's \$3.5 million proposal that would have impacted all of the residents as far as taxes and would not have given them any tax base. She said Council was there for the residents, and there is a tax benefit in having other people paying taxes too and providing services to a community.

Vice Mayor McGovern asked where they would be adding the condition for no lighting of the rings. Ms. Cohen stated that would be done under the Master Plan Amendment. She said they had a number of items to add to the Master Plan: 1) the association agreeing to remove the manure from the bridle path; 2) changing the rentals to Lakefield North and Lakefield South; and 3) adding the language of "emergency medical equine." Mr. Schofield indicated the Master Plan would also get the condition on the lakes being constructed in Phase I and the size of construction vehicles in Phase I during the school year. Ms. Cohen stated all of this will be in the Master Plan and then staff will conform the Declaration and the Restrictive Covenant accordingly for those provisions that are in those documents.

Mayor Gerwig stated this project has been divisive in the Aero Club, in Lakefield, and in this room. She indicated neighbors have been told to not get involved or give their opinion. She stated if they could not all come together and have a discussion, then they could not live together as a community. She said she did not want this to happen with future projects, as she wanted them to all work together to produce the best product. She understood the green and orange stickers, but she did not like having the different sides.

Ms. Cohen indicated some minor revisions were made to the Tri-Party Agreement, including: correcting the legal descriptions, signing and sealing the sketches and descriptions, and substituting pages. She said it will be signed by both the Wards and the Wanderers Club and be on Council's next agenda, because it is one of the conditions as well.

ORDINANCE NO. 2016-16 (WINDING TRAILS COMPREHENSIVE PLAN AMENDMENT)

Ms. Callovi read Ordinance No. 2016-16 by title.

A motion was made by Councilman Napoleone, seconded by Councilman Drahos, and unanimously passed (5-0) to approve Ordinance No. 2016-16 (Winding Trails Comprehensive Plan Amendment [CPA]) on Second Reading as presented.

ORDINANCE NO. 2016-17 (EQUESTRIAN OVERLAY ZONING DISTRICT [EOZD] ZONING TEXT AMENDMENT [ZTA])

Ms. Callovi read Ordinance No. 2016-17 by title.

A motion was made by Councilman Napoleone, seconded by Councilwoman Siskind, and unanimously passed (5-0) to approve Ordinance No. 2016-17 (Equestrian Overlay Zoning District [EOZD] Zoning Text Amendment [ZTA]) on Second Reading as presented.

ORDINANCE NO. 2016-18 (WINDING TRAILS [FKA THE LANDINGS OF WELLINGTON PUD EXECUTIVE COURSE] REZONING)

Ms. Callovi read Ordinance No. 2016-18 by title.

A motion was made by Councilman Napoleone, seconded by Councilman Drahos, and unanimously passed (5-0) to approve Ordinance No. 2016-18 (Winding Trails [FKA The Landings of Wellington PUD Executive Course] Rezoning) on Second Reading as presented.

RESOLUTION NO. R2016-47 (THE LANDINGS AT WELLINGTON PUD MASTER PLAN AMENDMENT [MPA])

Ms. Callovi read Resolution No. R2016-47 by title.

A motion was made by Vice Mayor McGovern, seconded by Councilwoman Siskind, and unanimously passed (5-0) to approve Resolution No. R2016-47 (The Landings at Wellington PUD Master Plan Amendment [MPA]) as amended.

8. REGULAR AGENDA

A. 17-0933 APPOINTMENT OF CANVASSING BOARD MEMBER AND AN ALTERNATE

Mr. Schofield introduced the item.

Ms. Callovi stated they had two applicants: Dr. Veronica McCue, who sits on the Village Senior Advisory Committee; and Ms. Blanca Greenstein, who expressed interest this afternoon in being considered for the appointment.

Ms. Cohen stated Council needed to decide on one member and an alternate by a supermajority vote.

Councilman Napoleone stated he spoke with Sarah Shullman and she would be interested if they wanted her to serve. He said she was very involved in the community, on the Ethics Commission, Attorney General for consumer fraud, active in the Boys and Girls Club, and a true Wellington person.

Vice Mayor McGovern stated he received a call from Ms. Shullman as well. He thought she, as a member of the Ethics Commission, was someone who would not be involved in the election, and, as a lawyer and division chief at the Attorney General's office, was someone who would have some knowledge of these matters. He said he had spoken to her some time ago as

someone who might be a strong candidate, and he did receive a call today saying that she would be interested and willing to serve as either the member or the alternate.

Councilman Drahos stated he knew Ms. Shullman personally. He said he could not think of someone more qualified or better suited from a professional and ethical standpoint. He thought she would be a fantastic choice.

Councilwoman Siskind stated she reached out to Ms. Greenstein, but she also agreed Ms. Shullman would be a good choice.

Vice Mayor McGovern believed they had two candidates who are attorneys and two candidates that do not serve on any other Village boards or committees.

Mayor Gerwig stated Dr. McCue was appointed by Councilman Drahos to serve on a committee. She said this next election cycle he would not be in it, so it would not matter, but the idea that Dr. McCue has been appointed by one of the Council members could bring a level of scrutiny they may not be looking for.

A motion was made by Councilman Drahos, seconded by Councilman Napoleone, and unanimously passed (5-0), to appoint Ms. Sara Shullman as the Canvassing Board Member and Ms. Blanca Greenstein as the Alternate.

Mayor Gerwig thanked Dr. McCue for her interest in serving. Mayor Gerwig asked Ms. Callovi to thank all of the candidates.

9. PUBLIC FORUM

Mr. Schofield indicated no public comment cards were received.

10. ATTORNEY'S REPORT

MS. COHEN: NO REPORT

11. MANAGER'S REPORT

MR. SCHOFIELD: Mr. Schofield presented the following report:

- The next regular Council Meeting will be held on Tuesday, March 14th, at 7:00 PM here in the Council Chambers.
- He reminded everyone that next week is Palm Beach County days. He believed most of Council would be in Tallahassee Tuesday through Thursday.

12. COUNCIL REPORTS

VICE MAYOR MCGOVERN: Vice Mayor McGovern presented the following report:

- He thought they had discussed the Village joining many of its sister communities in sending a letter to the Governor in support of declaring a public health emergency relative to the current opioid crisis. Mr. Schofield indicated that letter was being drafted and he would like to send it out tomorrow with Council consensus.

Mayor Gerwig stated she needed to see the letter, because this was not a South Florida or State of Florida crisis but a national crisis.

Vice Mayor McGovern indicated the Village needed its state and Governor to take action where appropriate. He said the first step would be to declare it a public health emergency, as it continues to become a rising problem throughout their county and state. He stated they have seen issues recently in the Village with the sober home raids. He thought it would be beneficial for the Village to encourage the highest degree of attention and government action. Mr. Schofield stated he would have Council review the letter tomorrow, so staff could send it out.

Vice Mayor McGovern continued with his report:

- Vice Mayor McGovern stated he looked forward to going to Tallahassee.
- He also looked forward to seeing everyone at the Pinewood Derby on Saturday.

MAYOR GERWIG: Mayor Gerwig presented the following report:

- She stated she was not going to the Palm Beach County days, as she would be attending the League of Cities days instead. She said Council was dividing and conquering the events.
- She stated that something happened in a neighboring community where there was a question of hierarchy. She clarified that she wanted all of the Council members to speak on behalf of Wellington, as that was their job. She said they are all encouraged and authorized to speak to County Commissioners, State Representatives, etc., as the Village does not have a hierarchy. She stated she appreciated them dividing and conquering at times. She said she trusted them and liked serving with them, and she wanted them to be the most effective Council they could be. She stated she could never do it by herself and neither could the staff.
- She announced she was judging American Equestrians Got Talent. She said everyone on Council was invited for dinner and/or the event. She indicated this event supports the Equestrian Aid Foundation, which provides funding for equestrians who are Olympians.

Councilman Napoleone asked if the Village had done a proclamation to honor their equestrian Olympians, and if not, they needed to do that before the equestrians leave.

COUNCILMAN NAPOLEONE: Councilman Napoleone presented the following report:

- He wished good luck to all of the contestants of Wellington Idol this weekend. He said Friday night are the semifinals and next Friday are the finals.
- He said the Wellington Wolves have March Madness this weekend as well.

COUNCILWOMAN SISKIND: Councilwoman Siskind presented the following report:

- She stated she asked staff for information on the sale of alcohol on Sunday in Wellington, because a Publix manager and a friend asked her about it. She said she figured it must be on some people's minds. She stated she had wanted to see which cities sell alcohol on Sundays.

Ms. Cohen explained the chart that had been provided to Council. She said in almost all of the codes that staff looked at, there are on premises sales where one would go to a bar or restaurant and actually consume alcoholic beverages on site. She stated the regulations of off premises sales is where alcohol is being sold to be consumed somewhere else.

Ms. Cohen indicated Wellington does not sell alcohol on Sundays for on premises consumption from 3:00 AM to noon and for off premises consumption from 2:00 AM to noon. She stated on Sundays in Royal Palm Beach alcohol is not sold from 2:00 AM to noon for both on and off

premises consumption. She said Jupiter has no restrictions on Sundays other than their normal hours of consumption, before 3:00 AM and after 7:00 AM. She stated West Palm Beach prohibits it on Sundays until noon, both in the downtown master plan area and outside the master plan area.

Vice Mayor McGovern noted that Royal Palm Beach and West Palm Beach prohibit in a manner similar to the Village. Ms. Cohen said in Boca, Coral Springs, Delray, Palm Beach Gardens, and Palm Beach County, they do not prohibit it on Sundays other than their normal 2:00 AM to 7:00 AM. She thought most municipalities prohibit consumption or sale of alcohol during those hours because of the safety risks.

Vice Mayor McGovern asked if staff could look at Boynton, Greenacres, Lake Worth, Loxahatchee Groves, and Belle Glade. Ms. Cohen said they would look at those adjacent communities as well.

Mayor Gerwig thought Royal Palm had changed their code. Ms. Cohen indicated staff checked Municode, so it could be that it was changed but not updated in Municode.

Councilwoman Siskind stated the concern was that Wellington residents would be going elsewhere to shop not only for a bottle of wine, but their entire grocery order. She thought the merchants were feeling like they were losing out on business and the restriction was not affecting or accomplishing anything except prohibiting alcohol sales for a short period of time on Sunday.

Ms. Cohen stated there can be a time delay between adopting an ordinance and when it gets posted to Municode. She said staff will call and check the other municipalities that Vice Mayor McGovern mentioned. She stated they will expand the chart and resend it to Council.

COUNCILMAN DRAHOS: NO REPORT

ADDITIONAL COMMENTS:

Mayor Gerwig stated it was nice to go to the Forum Club. Vice Mayor McGovern said it was exciting to see the Wellington High School Debate Team there, as they did a great job. Mayor Gerwig thought it was inappropriate for them to refer to the President as Mr. Trump in their question. She felt they should be teaching protocol, so that when someone is addressing the President they say Mr. President. She stated they were great questions and great kids, and they were proud to have them there. Vice Mayor McGovern thought it was exciting for that many of their local students to be there and engaged.

Mayor Gerwig stated she was prepared to disagree with Speaker Corcoran more than she did after hearing his thought process behind incentives and Enterprise Florida. She said the whole discussion came down to what the other states are doing. She stated his discussion was around why they are giving corporate incentives and tax breaks to corporations, when they are not giving them to the small businesses. She said as a small business owner she agreed with that, except the other states are still doing it.

Vice Mayor McGovern thought it showed the complexity of these issues, even when talking about one party government. He said the fact is that not everyone agrees all the time and they get left to deciding the difficult issues, as the easy issues do not come to them.

13. ADJOURNMENT

There being no further business to come before the Village Council, the meeting was adjourned.

Approved:

Anne Gerwig, Mayor

Chevelle D. Nubin, Village Clerk