

APPENDIX A – DATA METHODOLOGY, DATA COLLECTION and PUBLIC INPUT

EQUINE DATA METHODOLOGY

Development of data sets that are factual, reliable, and maintainable is an essential tool for the equestrian planning process. It is crucial to the process to understand the relationship between the myriad of issues that in one way or another impact the equestrian community. In addition to data analysis, continuous stakeholder input is vital to plan preparation. When determining where to start with the data collection process, staff began with a question: How many horses are in Wellington? As a community, we did not know the answer to this seemingly basic question, which represents how little empirical data exists about the equestrian community. Yet the answer to this question is the driver to many calculations, questions, and discussions that would help frame the Plan of Action throughout the process.

Wellington's equine population is seasonal, not static and may change weekly if not daily. Consequently, to ascertain the exact number of horses in Wellington at any one time may be practically impossible. Counting horses would also be impractical. However, a range or estimate which is based on reasonably factual data would provide a foundation to frame the impacts a horse has on Wellington. Focusing on a quantifiable equine appurtenance, such as a stall, provides a reasonable estimate. Therefore, a primary assumption in the data gathering process is one stall is equivalent to one horse. As of June 2015, there were an estimated 9,608 stalls within the village of Wellington, equating to 9,608 year-round horses.

Technically, there are 20 sections (one square mile = one section) included in Wellington's EPA. Considering that there are individual lots or parcels that fall into a given section, or there are partial sections, the gross acreage of the EPA is 9,200 +/- acres, which includes 17 complete or nearly complete sections. For this reason, this document will refer to 17 sections.

In evaluating the various data gathering methods, the tools that were available were also reviewed. From this evaluation, and understanding limitations of the available data, it was concluded that each property within the EPA would need to be reviewed individually, in order to have a more accurate stall count estimate.

With the decision to review all 1,652 parcels in the EPA to determine the number of stalls, stable types, and appurtenances, along with the overall makeup of the structures on each property, a review of the 2012 stall count analysis began in June 2015. This review began using aerials, building permits, site plans, surveys, public outreach, and ground "truthing." The physical attributes on a property such as dressage walls, polo/stick and ball fields, as well as rings and jumps assisted in identifying various disciplines.

DATA COLLECTION

The recommendations provided in this plan of action are supported by data, technical analysis, community input, and best management practices. The following four categories were identified as the basis of data collection: equine, circulation, waste management, and public input. These categories were also further divided into subcategories as listed below:

EQUINE	CIRCULATION	WASTE MANAGEMENT	PUBLIC INPUT
Stall Count	Traffic	Water Quality	Community Concerns
Equine Amenities	Bridle Paths	Manure Disposal	Key Stakeholders
Disciplines			

The data collection includes detailed information on the number of horses, discipline analysis, circulation patterns, manure disposal, and community stakeholder concerns. Due to the difficult nature of collecting definitive data, a number of different resources were utilized. Cross-referencing resources was used to compensate for the limitations of individual sources. Additionally, the equine industry itself is very fluid and subject to a variety of economic conditions which can vary from season to season. Due to these variations, all data listed herein for discussion purposes shall be considered as estimates. Additionally, this plan will address in various manners the estimated number of horses. The number of horses is based on the number of stalls, both permanent and temporary. Therefore, one stall equals one horse.

- **VILLAGE OF WELLINGTON BUILDING DEPARTMENT**

Building permits are a good, reliable source of information; however, building permit information is not always available for all properties in the Village. Prior to 1999, building permits in Wellington were administered by Palm Beach County. Additionally, some structures may not require permits. As of 2012, many properties were granted an agricultural classification that allowed for a potential exemption from building permits for non-residential farm buildings. Furthermore, some properties have made modifications to existing structures that also may or may not require a building permit.

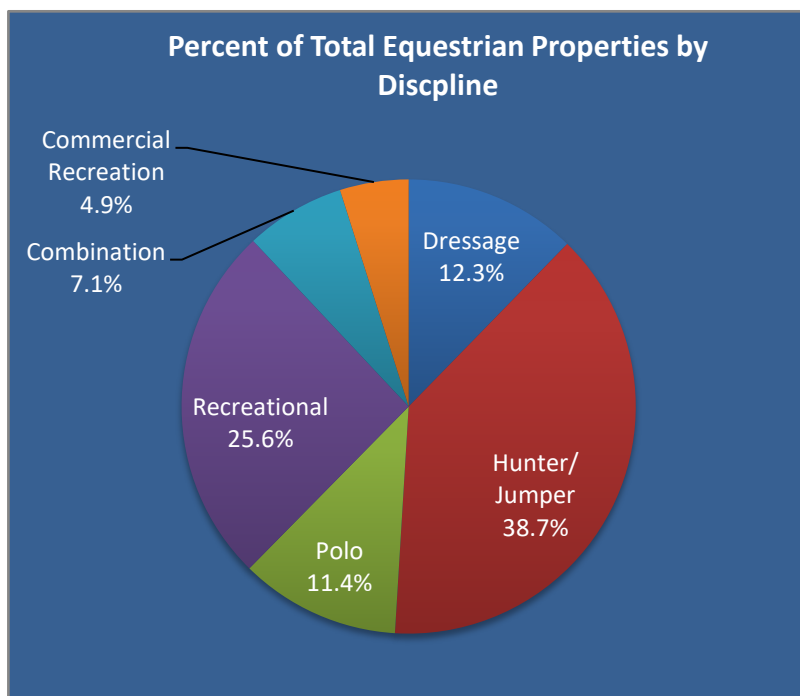
- **VILLAGE OF WELLINGTON GIS / IT DEPARTMENT**

- Another key tool in the data collection was the county's historical aerial photographs, which are flown every two years. Palm Beach County documented aerial coverage for the entire county in December 2013 and these aerials became available in August of 2014.

When permit data was not readily available, the aerial photographs were reviewed to provide a reasonable confirmation of the property's use and discipline type. Additionally, stable design, building footprints, aerial measurements, and visible ground attributes of the property or structures were confirmed via these supportive aerials. The latest available aerials as of the time of publication were from December 2015.

- **PALM BEACH COUNTY PROPERTY APPRAISER'S PUBLIC ACCESS (PAPA) INFORMATION**

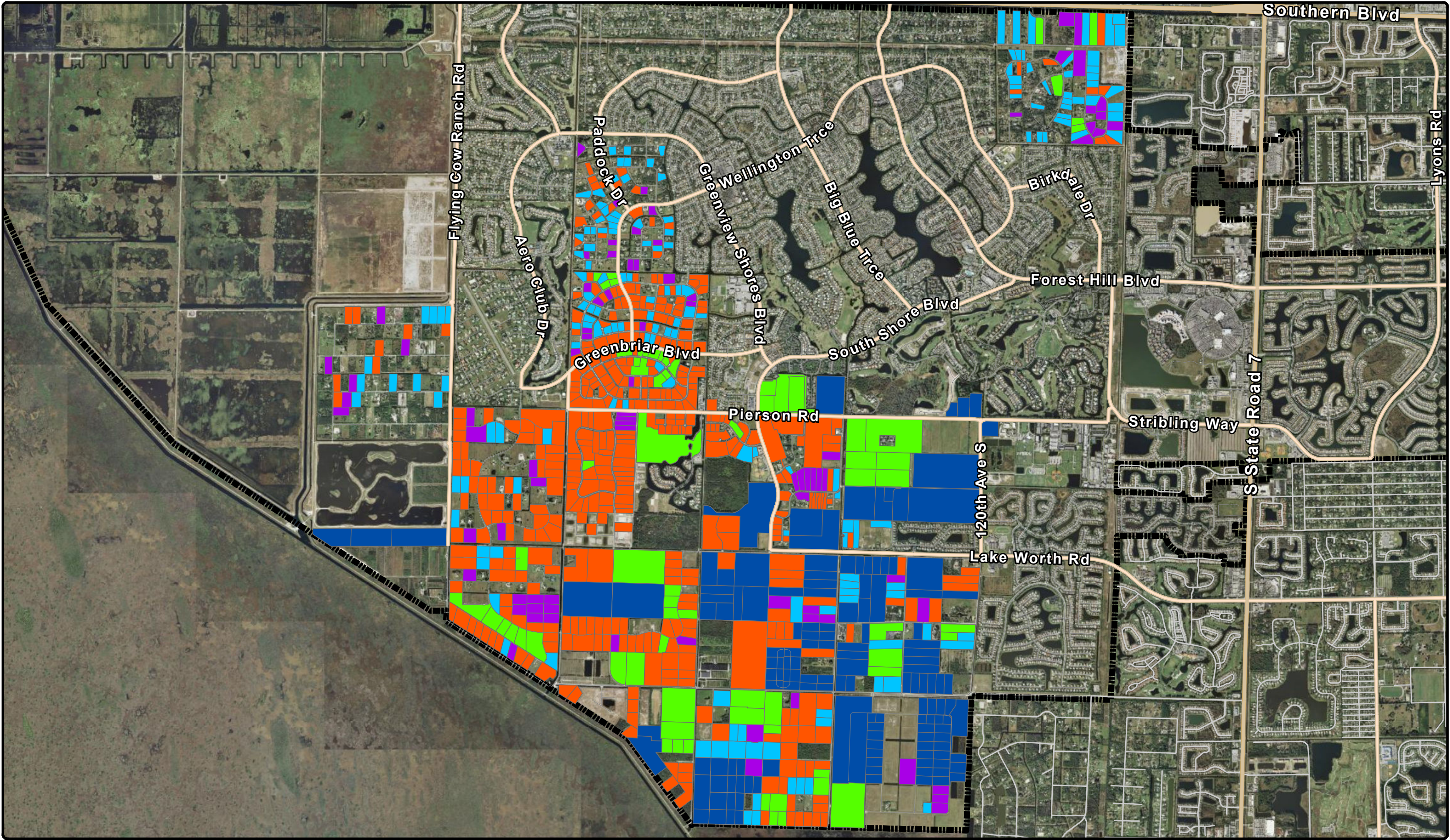
- The Property Appraiser's data assisted with structure types, values, and improvement time frames. The PAPA data listed is of great value, but it too has limitations. As an example, some properties were listed as single family but when the aerial was reviewed, it clearly showed equestrian uses. A master database was created using Parcel Control Numbers (PCNs) linked to the PAPA data, and the 2013 and 2015 aerials were primarily used to identify and classify the types of equestrian disciplines.



DISCIPLINE ANALYSIS

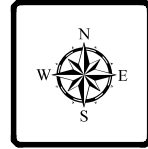
The sport of equine involves riding, racing, pulling, or drawing just to name a few activities that are recognized by an equine governing body. Wellington has a variety of equine events with the most dominant equestrian activity being hunter/jumper, followed by the recreational rider, dressage, and polo (see maps 1 & 2 for discipline and stall count information). Show Jumper is a competition that is held over a course of vertical show jumping obstacles with a rider guiding the horse through a series of twists and turns. The intent is to clear the jumps

in an allotted time without faults. Faults are assessed for exceeding the time allotment or knocking down the jump rails. Hunter/Equitation is a competition that judges both the rider and the horse on form, riding skill, and discipline; which stems from the old style of hunting while on horseback. Dressage is a competition demonstrating successful training of a horse at the various levels through the performance of "tests" on a prescribed series of movements within a standard arena. Judges evaluate each movement based on an objective standard appropriate to the level of the test and assign each movement a score from zero to 10. Lastly, polo is a game played on horseback in which a team of four players attempt to



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000000 Work Order #	SHEET NO.	DATE	8/5/2015
	1	DRAWN	Christian Nakotey
	1	SCALE	1 in = 1 miles
		REQUESTED	Julia Webb
		FILENAME	EquestrianDisciplines



Equestrian Disciplines
Village of Wellington
Palm Beach County, FL

Combination	Hunter Jumper	Recreational
Dressage	Polo	Wellington Boundary



Bridle Path Trip Counts:

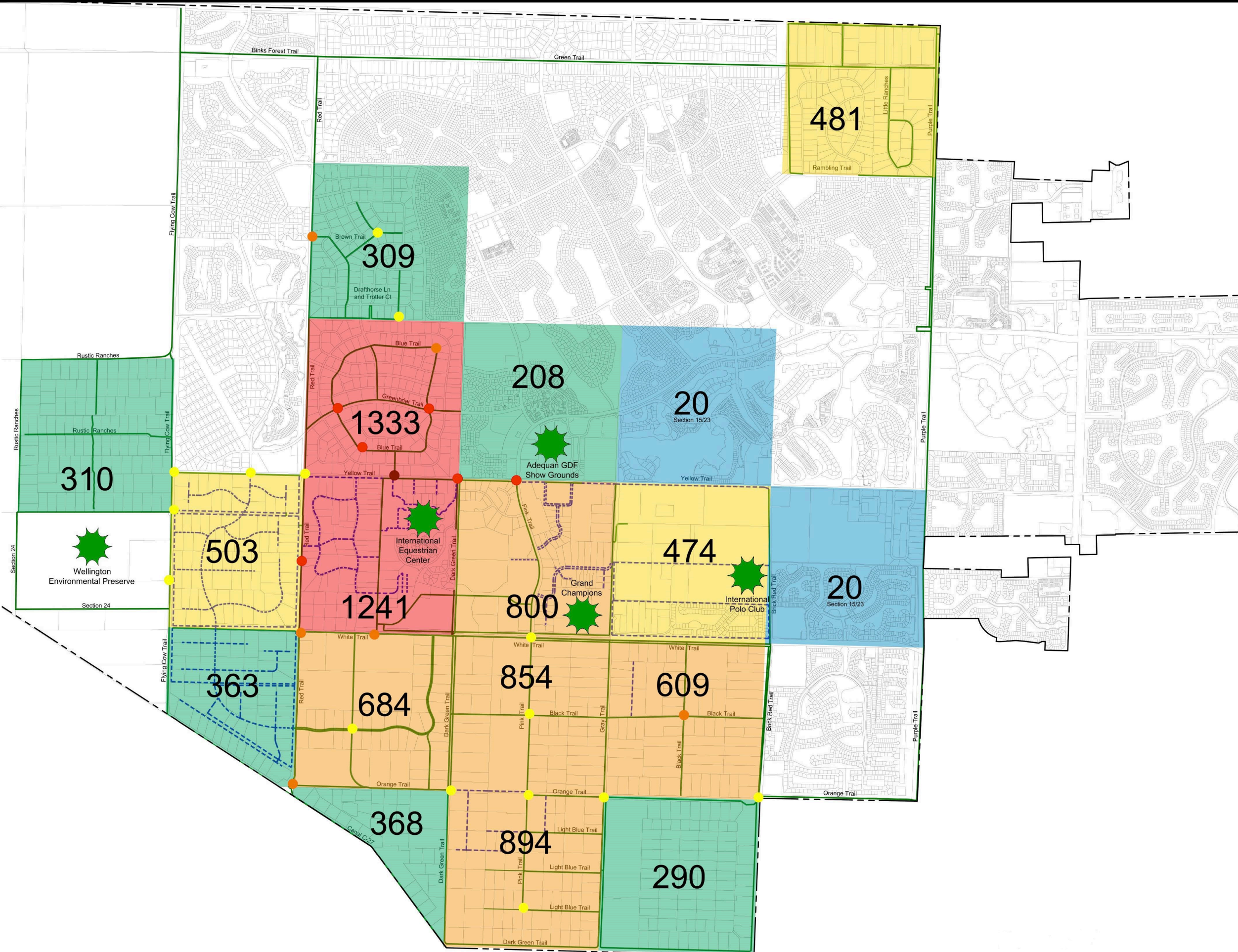
-  Public Path
-  Private Path
-  2501 + Trips
-  501 - 2500
-  101 - 500 Trips
-  0 - 100 Trips

Number of Stalls by Section:

-  1000 - 1350
-  600 - 999
-  400 - 599
-  200 - 399
-  0 - 199

Local Destination or Venue:

-  Local Destination or Venue



move the polo ball downfield, hitting the ball through the other team's goal posts for a score. A regulation polo field is 300 yards long and 160 yards wide totaling almost 10 acres in size. That makes it the largest field in any organized sport.

Although each of the disciplines has different needs and amenities, they all share three common elements: the horse, stable, and an exercise component such as a sand ring or turf field.

HUNTER/JUMPER & DRESSAGE

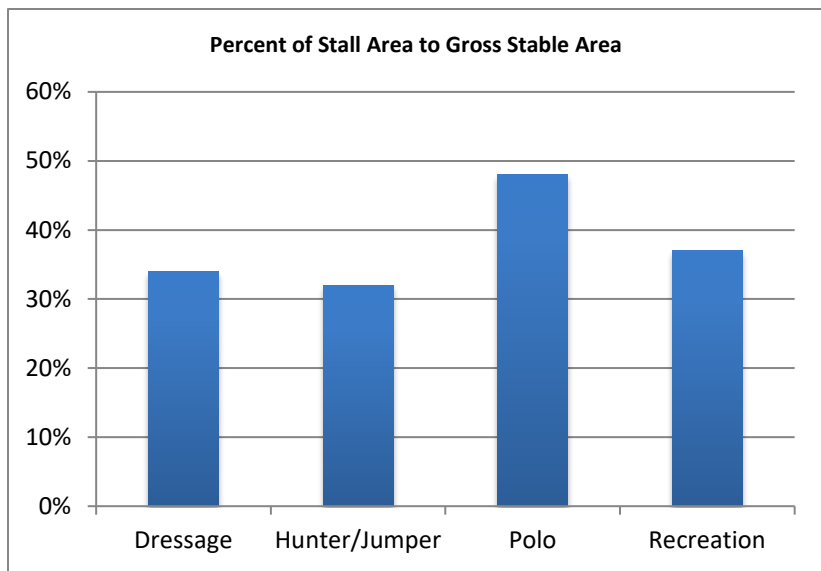
Hunter/Jumper and Dressage properties vary in size but their basic needs can be met on as little as two acres; however, estate sizes can be 20 acres or more. From the data collected, it was found that dressage stables dedicate approximately 34 percent of the gross stable area to stalls whereas stalls in Hunter/Jumper stables accounted for about 32 percent of the gross barn area. Many of the larger stables will also have additional covered stalls for grooming, washing, tack, and feed.

Depending on the size of the estate, many of these facilities have additional on-site amenities. A residence is required on all properties in the EPA, which are less than five acres. Paddocks, pole barns, groom's quarters, sand arenas, tracks, dressage walls, grand prix fields, and lunging rings are but a few possible on-site amenities. Each of these activities takes up valuable space. A standard Dressage arena is 196.8 feet (60 meters) long and 65.6 feet (20 meters) wide. A lunging ring is approximately 2,000 square feet, if not more. Lastly, a top rated Hunter/Jumper arena must be a minimum of 28,000 square feet. Generally, dressage facilities tend to have smaller but more numerous paddocks to provide each horse its own space.

POLO

Polo estates range from five (5) to over 100 acres in size and typically include a large amount of open green space. Most estates have a stable, paddock, and residence. If the property is large enough, there may be an exercise track, stick and ball practice field, or even a regulation size polo field. A regulation size polo field is 900 feet long and 480 feet wide with 30 feet of run out on either side and 100 feet of safety zone behind the goals for a total of 10 – 13 acres in size. Additional staging area is required for pony staging, trailer parking, and personal activities.

Polo stables in Wellington devote about 48% of gross stable area to stalls, the highest of all the disciplines. The stables are generally designed with efficiency in mind. Stalls are placed back-to-back facing outside with covered aisles as opposed to the shared central aisle found in many Dressage and Hunter/Jumper stables. This perimeter



accessibility allows for quicker and easier loading of ponies onto trucks when transporting them to and from competitive matches. The paddocks on polo estates also tend to be larger compared to dressage estates to accommodate multiple horses at one time.

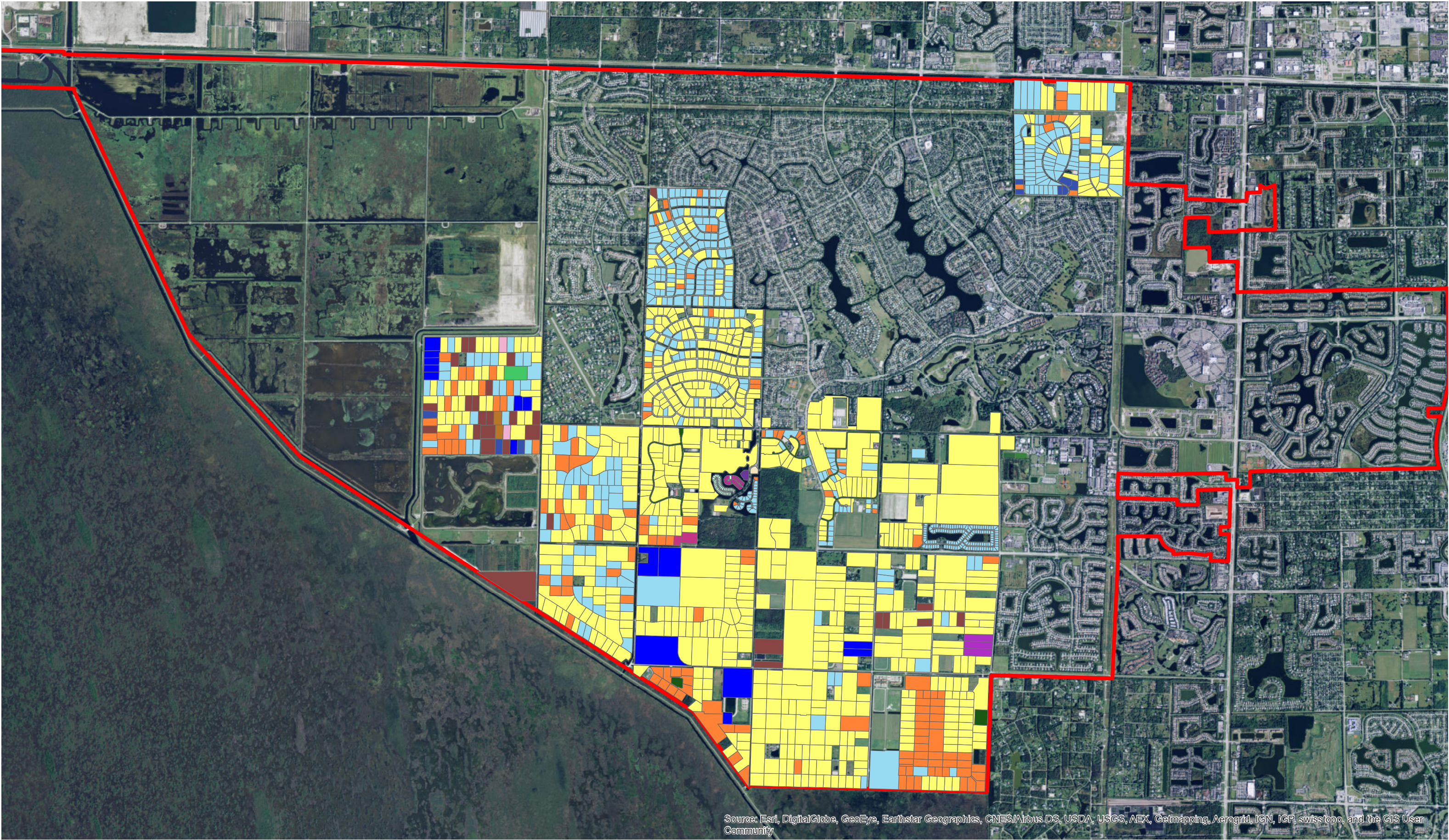
RECREATION

For classification purposes, properties with a stable that did not have any readily identifiable discipline or on-site amenities were classified as "recreation". Recreation farms typically have a 4-8 stall stable with a single-family home on the property. Much of the property area is open green space (large paddocks) with a limited amount of equine appurtenances visible, thus making any specific discipline determination very difficult. The areas of the EOZD with the highest proportion of recreational stables as of June 2015 were Rustic Ranches, Palm Beach Little Ranches, and Paddock Park II.

DATA RESULTS

With over 9,200 gross acres, the EPA nets approximately 8,262 acres of developable land. Within the EPA, there were 1,652 Property Control Numbers (PCN's) and 1,116 landowners as of June 2015. Palm Beach County's public records indicate that within the EPA there are 638 single-family homes with an additional 778 properties that are classified as agricultural. Many are zero lot line or small 1/3 acre lots that cannot support equestrian uses. There are 881 equestrian parcels that translate to the EPA being approximately 87% built-out as of June 2015, leaving 191 vacant parcels (no structures of any type) and no apparent equestrian use (see map #3).

The EPA has a large representation of farms dedicated to each discipline. Tables 2 and 3 denote the equine disciplines by percentage and the number of stables in Wellington by discipline.



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000000 Tract Number	SHEET NO.	DATE	May 24, 2016
	1	DRAWN	Ryan Harding
	1	SCALE	1 in = 0.75 miles
		REQUESTED	Michael O'Dell
		FILENAME	EPA Property Use



Property Use in the EPA Village of Wellington Palm Beach County, FL

Legend											
EPA_Parcels_Data		PROPERTY USE									
	<all other values>		AG Classification CROP SOIL CLASS 3		AG Classification ORCHARD GROVES		OUTDR REC/PARK LAND		RESTAURANT		VACANT
			AG Classification EQUESTRIAN		AG Classification ORN/MISC AGRI		PUB CTY SCHOOL		SINGLE FAMILY		VACANT COMMERCIAL
	AG Classification CROP SOIL CLASS 1		AG Classification GRAGSOIL CLASS 1		AG Classification POUL/BEE/S/FISH		RESIDENTIAL COMMON AREA/ELEMENT		TOWNHOUSE		ZERO LOT LINE



TABLE 1: ESTIMATED NUMBER OF HORSES PER SEASON

SEASON	ESTIMATED NUMBER OF HORSES
Peak Winter (January – February)	12,800 – 13,400 ¹
Spring (March – May)	12,000 – 3,500
Summer (June – September)	2,900 – 3,200
Fall (October – December)	5,000 – 8,100

¹ Includes both permanent and temporary stalls

TABLE 2: PERCENTAGE OF FARM TYPES

DISCIPLINE	PERCENTAGE
Hunter Jumper	38.7%
Recreation	25.6%
Dressage	12.3%
Polo	11.4%
Combination ¹	7.1%
Commercial Recreation	4.9%

¹ A Combination farm is one that appears to have more than one equestrian discipline such as polo and dressage or polo and hunter/jumper. Hunter/jumper alone is not considered a Combination facility.

TABLE 3: NUMBER OF STABLES BY DISCIPLINE

DISCIPLINE	NUMBER OF STABLES
Hunter Jumper	335
Recreation	126
Dressage	102
Polo	85
Combination	50
Commercial Recreation	11
Pole Barns	167

The estimated total stable square footage is more than 3.6 million square feet (82.6 acres) with 9,608 permanent stalls (including commercial recreation facilities and pole barns).

Table 4 highlights that the “*stall area to gross stable area ratios*” differs depending on the type of stable and equestrian discipline.

TABLE 4: STALL AREA TO GROSS STABLE AREA RATIOS

DISCIPLINE	PERCENTAGE
Polo	47.6%
Recreation	39.3%
Dressage	34.1%
Hunter Jumper	32.4%

The remaining stable space is utilized for tack rooms, lounges, sometimes groom's quarters, feed storage, aisle ways, wash, and grooming stalls.

Table 5 shows the total number of stalls by discipline type.

TABLE 5: TOTAL NUMBER OF STALLS BY TYPE (As of June 2015)

TYPE OF STALL	NUMBER OF STALLS
Hunter Jumper	4,284
Polo	1,756
Dressage	1,043
Combination	843
Recreation	626
Commercial Recreation	600
Pole Barn	456
Temporary (Seasonal)	2,000 – 3,000

PUBLIC INPUT

Obtaining public input is a crucial component in the development of this Plan of Action. It ensures the community not only supports the adoption of the plan, but also confirms that the proposed recommendations meet the needs of the equestrian community. Input was gathered through the Equestrian Forum, Equestrian Town Hall Meetings, Equestrian Venue Meetings, three online surveys, and EPC meetings. Below is a summary of themes and responses tabulated during the public meetings and from the surveys.

See Online Survey Results Below

Equestrian Forum – January 20, 2015

<http://www.wellingtonfl.gov/government/departments/planning-zoning/strategic-planning/equestrian-master-plan/equestrian-forum>

On January 20, 2015, 25 members of the equestrian community met with planning staff members for a daylong Equestrian Forum. The selection of the participants occurred by invitation because of their background, discipline, or business interest in the equestrian community. These participants represented riders, trainers, polo players, hunter/jumper and dressage competitors, developers, veterinarians, attorneys, and included Palm Beach County Park's representatives from the Jim Brandon Facility.

There were five sessions with four to eight participants each throughout the day. They met for facilitated discussions regarding the prioritized list of Plan of Action topics. The Village Council originally chose the topics in April 2014 during a visioning session. The Equestrian Preserve Committee then refined those topics in September 2014. The 11 topics as presented at the Equestrian Forum were (in order of highest priority to lowest):

1. Equestrian lifestyle
2. Venues
3. Local equestrian shows / events/ matches
4. Bridle trails
5. Stabling
6. Roadways
7. Infrastructure / capital improvements
8. Water quality
9. Land development regulations
10. Land Use Plan (subareas, Future Land Use Map)
11. Community identity

The purpose of these discussions was to gain insight on the topics and determine if community members agreed with the prioritization as presented or if they had different ideas about which topics should be addressed. The feedback given at the Forum in conjunction with an online survey showed residents mostly agreed with the list of topics but not the way it was prioritized. Based upon information from the forum and the online survey results, the topics were reprioritized. The revised list in order of highest to lowest priority became:

1. Roadways

2. Infrastructure / capital improvements
3. Local equestrian shows / events/ matches
4. Venues
5. Land Use Plan (subareas, Future Land Use Map)
6. Bridle trails
7. Equestrian lifestyle
8. Water quality
9. Education/communication (added)
10. Stabling
11. Land development regulations
12. Community identity

Education/communication was added to the revised list due to recommendations from forum participants. The need for better education and communication regarding the equestrian community was a recurring theme across most of the sessions. Safety was also a reoccurring discussion for many participants. Safety has been incorporated in this plan of action in roadway and infrastructure improvements. Specifically, speed reduction and traffic calming devices were mentioned as roadway improvements. Some participants suggested the level of service “E” (two-lane road) noted in the Comprehensive Plan as a requirement in the EPA should be re-examined. Infrastructure improvements were suggested to help move people and horses through the EPA more efficiently and safely.

Maintaining a balance of interests and sustainability were also discussed as important aspects of preserving the equestrian lifestyle and the EPA. Specifically, it was suggested that future growth should be balanced with protecting the environment and maintaining private residences. Also discussed was the need for everyone in the community to remember that sometimes there need to be some sacrifices for the overall greater good.

Threats to the EPA were also concerns for many participants. One of the concerns mentioned was the possible loss of polo. Polo operations need large tracts of land and reassurance that the value of their investment will be sustained. Operators also want to know they can play polo games without excessive permitting requirements. Along a similar line, attendees expressed concern that equestrians in general may not remain in Wellington without the proper conditions. In turn, they believed Wellington should be more accommodating to equestrians.

Equestrian Town Hall Meeting – April 6, 2015

To continue gathering community input on the Equestrian Plan of Action topics, a public town hall meeting was held on April 6, 2015. The meeting consisted of a polling session with 35 questions related to the Plan topics. The polling session was followed by a question and answer session where residents were encouraged to stay afterwards and speak with staff about the Plan. Comment cards were provided for residents that did not wish to speak. Forty residents attended the Equestrian Town Hall Meeting. The common themes of safety, roadway improvements, infrastructure, and sustainability were reiterated through polling results and further comments made at the meeting.

See Town Hall Meeting Polling Results and Comments – <http://wellingtonfl.gov/POA/Appendix>

Equestrian Venues Meeting – May 4, 2015

Another important component in obtaining public input is to gather information from key business interest and operators. In Wellington, many of those businesses are individuals who own or operate venues in the EPA. In May 2015, then Mayor, Bob Margolis and staff had a roundtable discussion with six venue operators and asked for their input regarding the topics they would most like to see included in the plan. The two major topics according to the operators were governmental permitting and education.

All participants recommended simplifying the permitting process for equestrian events. Venue operators want to be assured they will be able to hold an event and it will not be held up or cancelled because of the permitting process. The permitting process can be addressed through Wellington's Land Development Regulations (LDR) but permitting needs to be balanced, enforceable, and easily administered. Multiple attendees also felt that businesses were not well educated on the permitting process. Polo operators would like less restrictive parking regulations. Currently they are only allowed to park on grass twice a week which limits tailgate parking. It was suggested that Wellington should shift its focus to how the Village can help them provide service to their venues and streamline the permit process.

Better education was another major recommendation from participants. Venue operators felt it is important to educate residents about the EPA's history and how this history formed the EPA of today. The operators also believed educating residents about the benefits of the venues and the EPA is another important goal. There was reference to a lack of understanding between equestrians and non-equestrians, and a difference of opinions between long-term residents and newer residents. There was also a feeling that as a community, there should be a better awareness that the success of all the local

venues is only based on the five principal venues of IPC, PBIEC, EV, Grand Champions, and the Ridge Turf Tour.

Participants also discussed the uniqueness and fragility of the EPA. They voiced concerns that polo could soon be priced out of Wellington. There is also concern their polo fields could turn into future housing developments which has already occurred in other areas of South Florida. The environment around Wellington is changing and there are large scale developments coming to the north and west of Wellington. These new residential developments in total will nearly equal Wellington's housing stock. There was a brief discussion regarding the perception versus the reality of density and intensity in the EPA. The venue operators stated areas around venues such as polo fields create more open space, which may be contrary to what many people believe. The operators as a group agreed there is a need for more marketing of Wellington's events and equestrian industry.

TOPICS

As staff worked through this process, categories were adjusted to better present the findings. Although there is not a stand-alone section for infrastructure as there is for other topics, infrastructure issues are discussed at length in most sections. Staff also concluded it was best not to address the subject of "equestrian lifestyle". Although it is an important point to many in the community, the topic is too subjective for the Village to offer any concrete recommendations. The definition of what an equestrian lifestyle encompasses depends solely on the individual. Lastly, the topics of education/outreach and community identity were combined. The relationship between educating residents and nonresidents about our community through outreach and marketing was clear. With that in mind, it was best to have both items together in one section. This same approach was taken with the topics of venues and local equestrian shows.

With those changes made, this Equestrian Plan of Action was then comprised of the following eight categories:

- Roadways
- Venues/Local Shows
- Land Use
- Circulation
- Water Quality
- Education/Outreach and Community Identity
- Stabling

- Land Development Regulations

In May 2016, a draft of the Plan of Action was completed with these categories as its main topics. You can find that draft on Wellington's website at <http://www.wellingtonfl.gov/home/showdocument?id=8826>.

Once the draft went public, it went through another review process. The public provided comments, and beginning in June 2016, the EPC began their review. From June 2016 through January 2017, the EPC reviewed, in-depth, each topic and recommendation made in the plan during monthly meetings. The EPC felt some priorities had shifted since writing began in 2015, and the topics could be better organized. Additionally, the EPC recommended a revised goal with more of a focus on the equestrian industry and equine lifestyle. The revised goal for the Plan of Action became:

***The Goal of the Plan is to Protect and Support Wellington as a
World-Class Destination for the Equestrian Industry and Equine
Lifestyle.***

With a focus on how each of the eight topics and their subcategories from the draft affect the equestrian industry and equine lifestyle, the topics were shifted to new headings of:

- Community Interdependence
- Economic Impact
- Horse Sports and Tourism
- Land Use
- Infrastructure
- Environmental Management

Online Survey Results

How often do you use the equestrian trails?

Daily	8	22.22%
3-5 times a week	13	36.11%
Weekly	7	19.44%
Less than once a week	8	22.22%
Total	36	

Mean	2.42
Standard Dev.	1.08
Variance	1.16

Open Ended Text Data

Q2

Which trail(s) do you use most often?

No.	Response ID	Data Which trail(s) do you use most often?
	1	14208878 Appaloosa, canal south of Peirson Blue Yellow
	2	14209746 Greenbriar
	3	14215090
	4	14215236 I use the trails in saddle trail the most I use all of the trails within Saddle Trail and I ride along various canals going south from Saddle Trail as well. I use the trails very frequently (2-3 times each week) all winter, but I do not use any in the summertime.
	5	14215318
	6	14215395 Blue trail around Appaloosa and the Red trail (along the canal)
	7	14215524
	8	14215777
	9	14215929 south side of Saddle Trail
	10	14216457 We use the roads
	11	14216550
	12	14216573 blue trail
	13	14218810 Blue
	14	14218899 The trail I believe is called the blue trail to the horse show from Laurel Trail
	15	14219403 Blue Trail
	16	14222718 The one behind my home on Laurel Trail
	17	14225959 South side Greenbriar
	18	14232201 Blue trail
	19	14235931 All of them
	20	14246583 Red, brown blue
	21	14250326 The trails around south saddle trail
	22	14255972 Saddle trail
	23	14265339 Your trails are not designed for all disiplines. The baracades do not give access to driving horses. We pay taxes and should be able to use these trails for all disciplines.
	24	14266593 all
	25	14302394 Saddle Trail Park and Paddock Park
	26	14345885
	27	14348095
	28	14368832
	29	14370244 Don't know - they are in Saddle Trail and along canals.
	30	14373603 none
	31	14400805
	32	14401967
	33	14402315
	34	14407696 Proposed trails in little ranches
	35	14429489
	36	14439904 Don't know names
	37	14477003 south of southern blvd between forest hill and big blue trace
	38	14567002 The ones around Appaloosa Trail

No.	Response ID	Data
		Which trail(s) do you use most often?
	39	14570758 Little Ranches trails
	40	14584107
	41	14621689 the ones around Grand Prix Village
	42	14624104 We live in Pinewood Grove and although we do not have a horse we walk this trail often. Many of us would like to see these trails enhanced to be a bike/pedestrian path.

Q3

Are you familiar with the trail names?			
Yes		2	5.56%
Somewhat		14	38.89%
No		20	55.56%
Total		36	
Mean		2.50	
Standard Dev.		0.61	
Variance		0.37	

Q11

{"promoter": "Excellent", "detractor": "Poor"}			
How would you rate the trail surfaces?			
0		3	8.82%
1		2	5.88%
2		4	11.76%
3		4	11.76%
4		3	8.82%
5		6	17.65%
6		2	5.88%
7		7	20.59%
8		1	2.94%
9		1	2.94%
10		1	2.94%
Total		34	
Mean		5.47	
Standard Dev.		2.65	
Variance		7.04	

Open Ended Text Data

Q9

Are there areas where the footing or conditions could improve?

No.	Response ID	Data
		Are there areas where the footing or conditions could improve?
	1	14208878 The footing in the high traffic areas, leading to the venues. should be stabelized, perhaps the shellrock from the paving of Saddle Trail South, could be repurposed and used for this. The trail north of Appaloosa, south of Laurel, holds water in a 15 foot area north of the trail head, horses traveling south cant jump the water safely because the stone trail heads are there, this was a problem last season. More attention in needed to provide the drainage required.
	2	14209746 Yes, areas closest to the show grounds. Blue trail and others in Saddle Trail South. Trail along the canal between Grand Prix Village and Palm Beach Point north to Aero Club
	3	14215090
	4	14215236 The footing needs to be dragged more often
	5	14215318 Sometimes the footing gets very deep.
	6	14215395 Some areas on the blue trail are a bit dusty and deep.
	7	14215524 yes
	8	14215777 yes

No.	Response ID	Data
		Are there areas where the footing or conditions could improve?
		there are a few areas where footing has been put down and it is quite good. Everywhere else there is too much horse traffic and the grass won't hold up. In these areas we can only walk because the sand is so deep.
9	14215929	
10	14216457	
11	14216550	
12	14216573	not maintained during season - starts out OK but as usage during season increases, large holes and gullies appear.
13	14218810	The trail system is sub standard. There are many changes in surface- deep to hard .i find the surface to be abrasive .
14	14218899	The intersections where they meet the road. I realize is a difficult place to maintain
15	14219403	
16	14222718	There are now, and probably always will be!
17	14225959	footing gets too deep, needs to be a firmer base.
18	14232201	Footing is good, but sometimes rut and holes appear if they are not maintained.
19	14235931	The grass should be moved regularly and the hedges aligned with the trail should be enforced at 5ft - be it hedge, trees or bush.
20	14246583	
		We would suggest getting the trails in similar condition as the ones over in the Grand Prix Village. And
21	14250326	we are totally in favor of the new roads and trails initiative for south saddle trail.
22	14255972	High traffic areas getting to the show grounds and greenbrier
23	14265339	
24	14266593	yes
25	14302394	Around the canal areas in Saddle Trail
26	14345885	
27	14348095	
28	14368832	
29	14370244	Some trails have good footing, but gets deep where it crosses over canals in sand.
30	14373603	
31	14400805	
32	14401967	
33	14402315	
34	14407696	The proposed trails in Little Ranches
35	14429489	Ousley Farms by Grand Prix Village. The 'trail' in front of GPV adjacent to Pierson - no footing, no fencing.
36	14439904	yes, all of them. Grass/weeds don't hold up for much horse traffic. It then turns into dangerously deep sugar sand. Crushed asphalt? cheap yes, good no. who uses it for footing? Maybe, just maybe as a base.
37	14477003	not really
38	14567002	Parts get deep around the interior trail (Yellow?) between Appaloosa and Whitney.
39	14570758	
40	14584107	
41	14621689	Much of the footing next to many of the canals is very deep and not good at all for the horses.
42	14624104	close to the canal bank

Q6-C6

{"promoter":"Very Satisfied","detractor":"Unsatisfied"}

How satisfied are you with the location of the trail heads?

0	3	9.38%
1	2	6.25%
2	0	0.00%
3	1	3.13%
4	2	6.25%
5	4	12.50%
6	4	12.50%
7	3	9.38%
8	4	12.50%
9	5	15.63%
10	4	12.50%
Total	32	

Mean	7.09
Standard Dev.	3.15
Variance	9.89

Q6-C6-C7

How satisfied are you with the connectivity of the trail system?

0	2	6.06%
1	0	0.00%
2	1	3.03%
3	1	3.03%
4	4	12.12%
5	5	15.15%
6	3	9.09%
7	3	9.09%
8	6	18.18%
9	5	15.15%
10	3	9.09%

Total	33	
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Mean	7.30
Standard Dev.	2.71
Variance	7.34

Open Ended Text Data

Q9

What do you think the EPA should look like in 10-20 years?

No.	Response ID	Data
		What do you think the EPA should look like in 10-20 years?

		First and foremost, the health, welfare. and saftey should be looked at. In the Saddle Trail area where there is a high volume of traffic on dirt roads causing seasonal hotspots that do not conform to Enviornmental Protction Agency Standards nor the Clean Air Act needs to be addressed. Is there a possibility of installing air quality monitors at both road entrances south side to Saddle Trail South of Greenbrian and the the bridlepath that leads to the Pierson Road crossing for the upcoming season? Let us start with a healthy enviornment for our community, and be responsible for the fugitive road dust that affects all of us. The reason there are hedges surrounding the proprieties in this area is to act as a partial dust barricade. If people are having problems with their breathing, so are the horses. and after a few bad experiences they wil find alternatives, and those will not benifit Wellington. Under the Clean Air Act and The Enviornmental Protection Agency, the Village should look at paving all the roads in the Saddle Trail area, providing dedicated bridle paths, and multiuse paths. Perhaps a change in the Comp. Plan., based on how close the properties in this area are to the unpaved dirt road. This area is not like other areas in the EOZD where the farms and barns are well set back from the roads. This way at least we have and enviornmentally safe community for all to move forward with future planning.
1	14208878	
2	14209746	
3	14215090	
4	14215236	
5	14215318	I think it's great the way that it is.
6	14215395	Don't know what EPA is?
7	14215524	
8	14215777	
9	14215929	hopefully the town will continue to create a more horse friendly environment. I foresee continued growth in the EPA and the new roads and horse paths are a great move!
10	14216457	New trails connecting into the existing ones and better footing.
11	14216550	
		Hopefully in 10-20 years there will be people who can still afford equestrian sports in Wellington - and that there is clean water supply for animals and people. I predict that as density increases along with supply and demand cost pressures - Wellington will lose favour to other winter equestrian centres located in other States.
12	14216573	
13	14218810	
14	14218899	
15	14219403	
16	14222718	No Ideal
		A community that continues to show the world that we are unique and proud of it and the horses play a vital part in our community!! :)
17	14225959	

No.	Response ID	Data
		What do you think the EPA should look like in 10-20 years?
18	14232201	I hope that the equestrian area is maintained so that horses can go everywhere and the rural character is preserved. Roads that are paved should be paired with horse trails
19	14235931	the hedges and fencing improved.
20	14246583	More extensive, fly-overs for busy street crossing, maps of the trail with 'you are here' points on the trail.
21	14250326	
		Clean air. Safety for the entire community. Ordinance in the eozd for the use of golf carts. Correct the footing on high volume trails and correct the drainage. I have seen too many horses spook at the standing water with no place to go because the trailheads are blocking them so they must dismount and hand walk through. Texting while riding down the centre of the road with the reins looped on the horses back is not safe for anyone there is no control
22	14255972	
23	14265339	
24	14266593	No commerical development Nature should be preserved. Grass and trees protected. Wetlands should be protected
25	14302394	What is the EPA?
26	14345885	
27	14348095	
28	14368832	
29	14370244	More horses and more trails connected. Lovely place to ride and access to trails from all homes in the EPA
30	14373603	gone
31	14400805	
32	14401967	
33	14402315	
		The trails should provide benefit to all Wellington residents, so they should be focused on multipurpose use and making the community multimodal/bike friendly. The majority of families living in Wellington do not have horses or have family members that enjoy other activities besides horses.
34	14407696	Walking, biking, fishing along the canals. Electric or slow moving vehicles should be allowed.
35	14429489	Not much different. Continue with low-density, 5 acre minimums. Consider lowering the number of horses per acre.
36	14439904	Professional good footing. fencing to protect horses from road. Perhaps, away from roads and not just trails to private businesses, show grounds.
37	14477003	I think it looking much better after upgrades over the past 5 years. Keep it up. What would Wellington be without the equestrian community.
38	14567002	
		Need friendlier interaction with Village authorities. Understand the needs of the equestrian community, and don't overregulate. Don't increase expenses to be able to have equestrian amenities on our properties. Make it so that everyone can afford to have a horse or a horse property if they want to. Don't add more requirements that are expensive and excessive. (For example: horse hair separators to property not connected to the sewer system). Have the Village take on the burden of manure management and water treatment of runoff from farms. Let farms operate in peace. If you increase the expenses for farms you cut out accessibility of the equestrian industry to many. Protect the industry and the individual property owners. Make that your goal.
39	14570758	
40	14584107	
41	14621689	
42	14624104	Many of us would like to see these trails enhanced to be a bike/pedestrian path connecting the older part of Wellington to commerce and communities in the newer parts of Wellington.

Q1

Grouping /

If you agree with the prioritized list as is, click yes. If you do not agree, please rank the topics in the order you feel is appropriate:

Yes	4	100.00%
Total	4	

Mean	1.00
Standard Dev.	0.00
Variance	0.00

Q2

Please rank (1-11) the following with 1 being the highest priority:

	1		2		3		4	
Equestrian Lifestyle	8	20.00%	1	2.50%	3	7.50%	2	5.00%
Venues	3	7.50%	6	15.00%	2	5.00%	16	40.00%
Local Equestrian Shows/Events/Matches	2	5.00%	4	10.00%	18	45.00%	2	5.00%
Bridle Trails	1	2.50%	2	5.00%	1	2.50%	8	20.00%
Stabling	1	2.50%	1	2.50%	2	5.00%	0	0.00%
Roadways	15	37.50%	2	5.00%	3	7.50%	4	10.00%
Infrastructure/Capital Improvements	2	5.00%	18	45.00%	2	5.00%	2	5.00%
Water Quality	3	7.50%	0	0.00%	1	2.50%	2	5.00%
Land Development Regulations	2	5.00%	4	10.00%	2	5.00%	2	5.00%
Land Use Plan (Subareas, FLUM)	0	0.00%	2	5.00%	3	7.50%	2	5.00%
Community Identity	3	7.50%	0	0.00%	3	7.50%	0	0.00%

	5		6		7		8	
Equestrian Lifestyle	5	12.50%	13	32.50%	2	5.00%	0	0.00%
Venues	3	7.50%	5	12.50%	2	5.00%	1	2.50%
Local Equestrian Shows/Events/Matches	3	7.50%	4	10.00%	2	5.00%	2	5.00%
Bridle Trails	2	5.00%	1	2.50%	1	2.50%	17	42.50%
Stabling	6	15.00%	3	7.50%	2	5.00%	2	5.00%
Roadways	2	5.00%	1	2.50%	5	12.50%	4	10.00%
Infrastructure/Capital Improvements	5	12.50%	3	7.50%	3	7.50%	3	7.50%
Water Quality	0	0.00%	1	2.50%	18	45.00%	6	15.00%
Land Development Regulations	1	2.50%	1	2.50%	2	5.00%	2	5.00%
Land Use Plan (Subareas, FLUM)	12	30.00%	6	15.00%	2	5.00%	1	2.50%
Community Identity	1	2.50%	2	5.00%	1	2.50%	2	5.00%

	9		10		11	
Equestrian Lifestyle	1	2.50%	0	0.00%	3	8.11%
Venues	0	0.00%	2	5.26%	0	0.00%
Local Equestrian Shows/Events/Matches	0	0.00%	1	2.63%	1	2.70%
Bridle Trails	2	5.00%	2	5.26%	2	5.41%
Stabling	17	42.50%	5	13.16%	1	2.70%
Roadways	3	7.50%	1	2.63%	0	0.00%
Infrastructure/Capital Improvements	1	2.50%	0	0.00%	1	2.70%
Water Quality	2	5.00%	3	7.89%	4	10.81%
Land Development Regulations	5	12.50%	16	42.11%	3	8.11%
Land Use Plan (Subareas, FLUM)	6	15.00%	6	15.79%	0	0.00%
Community Identity	3	7.50%	2	5.26%	22	59.46%

Open Ended Text Data

Q3

Please provide any additional topics or issues that you feel are missing from the above list that need to be addressed in the Equestrian Master Plan:

No.	Response I Data
Please provide any additional topics or issues that you feel are missing from the above list that need to be addressed in the Equestrian Master Plan:	
1	14667540
2	14667867
3	14678368
4	14679400
5	14685600
6	14686405
7	14686572
8	14686976 A local government with rules and policies that recognize the Equestrian industry and that it is different than typical suburbia I am not a Horse person, I think safe water and roads are #1 do to the over aggressive of Wellington and Equestrian drivers that I have observed. Next I would put the overall best thing for Wellington hoping that Venues and events fall in line with current rules that will not diminish are Wellington life style.
9	14687173
10	14689138
11	14689391 The ranking here is difficult. My top priorities are Local Shows/Events, Venues, Infrastructure, Roads, Water Quality and Land Uses. I would rate those all an 11 if I could. Stabling is not important to me as I cannot afford to stable in Wellington. It is too expensive because of the seasonal boarding element. Taxation of currently AG exempt properties. This is unfair to the homeowners here who are paying taxes. There are many equestrian properties that have a barn on the property that have an AG exemption. I know there are more qualifications for ag exempt but I know of many barns that have this exemption and who don't have horses on the property year round nor do they meet any of the other criteria for an ag exemption.
12	14689577
13	14689639
14	14689675
15	14689679
16	14689685
17	14689690
18	14689694
19	14689704
20	14689706
21	14689708
22	14689714
23	14689719
24	14689720
25	14689725
26	14689728
27	14689732
28	14689738
29	14689853
30	14690845
31	14691222 Less Village regulation. Less requirements. Less oversight.
32	14691288 The Village is over taxing owners with rules...the manure bin rules and the horse hair inceptor rules are ridiculous....you are killing the golden goose and normal year round people can not afford to have horse anymore in Wellington
33	14691381
34	14691967
35	14692854
36	14693231
37	14693254
38	14695565
39	14695655
40	14695787 Limited commercial development within the EOZD
41	14695869
42	14697718
43	14706791
44	14707580 Trail should not be paved. Existing unpaved roads should remain unpaved because they are part of the trail system.

Should all properties in the EPA have a limit on horses per acre?

Yes	138	66.35%
No	70	33.65%
Total	208	

Mean	1.34
Standard Dev.	0.47
Variance	0.22

What is the smallest lot size that should be allowed within the EPA?

1 acre	37	20.44%
2 acres	57	31.49%
3 acres	36	19.89%
5 acres	51	28.18%
Total	181	

Mean	2.56
Standard Dev.	1.11
Variance	1.23

To promote open space, should cluster development be allowed in all areas of the EPA?

Yes	53	30.11%
No	123	69.89%
Total	176	

Mean	1.70
Standard Dev.	0.46
Variance	0.21

Should golf carts be allowed on all roadways in the EPA?

Yes	106	60.23%
No	70	39.77%
Total	176	

Mean	1.40
Standard Dev.	0.49
Variance	0.24

Grouping / Filter Analysis

Are you a full-time resident of Wellington?

Yes	213	82.24%
No	46	17.76%
Total	259	

Mean	1.18
Standard Dev.	0.38
Variance	0.15

How many people (adults and children) live in your household?

No.	Response	Data
How many people (adults and children) live in your household?		
1	15532342	5
2	15532344	2
3	15532489	3
4	15532600	4
5	15532623	
6	15532627	1
7	15532654	2
8	15532655	5
9	15532681	4
10	15532693	2
11	15532694	3
12	15532709	2
13	15532718	4
14	15532734	2
15	15532743	3
16	15532745	3
17	15532763	2
18	15532764	2
19	15532776	1
20	15532815	5
21	15532819	5
22	15532823	1
23	15532830	
24	15532833	3
25	15532835	3
26	15532840	1
27	15532841	1
28	15532971	2
29	15532994	2
30	15532999	5
31	15533001	3
32	15533014	4
33	15533016	4
34	15533022	4

No.	Response Data
	How many people (adults and children) live in your household?
35	15533025 2
36	15533039 1
37	15533047 1
38	15533092 5
39	15533145 2
40	15533199 1
41	15533217 3
42	15533283
43	15533285 3
44	15533422 1
45	15533443 2
46	15533531 2
47	15533649 1
48	15533730 4
49	15533797 4
50	15534076 4
51	15534867 1
52	15534917 2
53	15535076 2
54	15535456
55	15536035 2
56	15536335 2
57	15537151 2
58	15537194 3
59	15537236 5
60	15537328 4
61	15537329 2
62	15537544 2
63	15537697 1
64	15537711 2
65	15537746 5
66	15537776 3
67	15537803 5
68	15537806 6

No.	Response Data
	How many people (adults and children) live in your household?
69	15537865 3
70	15537909 4
71	15537910 4
72	15537912
73	15537916 2
74	15537917 4
75	15537932
76	15537937 2
77	15537974 5
78	15538104 2
79	15538107 2
80	15538116 2
81	15538131 4
82	15538187 1
83	15538188 2
84	15538191 2
85	15538198
86	15538200 4
87	15538201 3
88	15538252 2
89	15538262 2
90	15538291 2
91	15538414 4
92	15538546 3
93	15538633 1
94	15538636 3
95	15538845 4
96	15538958
97	15539311 4
98	15542092 4
99	15542186 2
100	15545471 2
101	15545567 3
102	15545582 2

No.	Response Data
	How many people (adults and children) live in your household?
103	15546752
104	15547484 2
105	15551651 1
106	15552968 2
107	15556667
108	15557870 4
109	15559449 3
110	15559589 2
111	15562185 1
112	15563211 2
113	15568521 5
114	15568945 2
115	15574862 2
116	15575237 3
117	15579270 2
118	15579278 5
119	15579280 2
120	15579875 4
121	15580483
122	15580557 4
123	15580562 3
124	15580585 2
125	15580588 3
126	15580610 5
127	15580770 3
128	15580784 2
129	15580916
130	15581082 2
131	15581268 1
132	15581376 3
133	15581476 2
134	15583331
135	15583693
136	15583833

No.	Response	Data
How many people (adults and children) live in your household?		
137	15583835	3
138	15583836	2
139	15583963	0
140	15583969	4
141	15584408	2
142	15584518	3
143	15584568	4
144	15584570	3
145	15584571	3
146	15584577	2
147	15584581	4
148	15584583	4
149	15584585	3
150	15584586	3
151	15584598	4
152	15584605	2
153	15584673	4
154	15584690	2
155	15584699	3
156	15584712	3
157	15584726	2
158	15584731	2
159	15584753	2
160	15584776	2
161	15584789	6
162	15584798	3
163	15584825	3
164	15584830	3
165	15584872	4
166	15584876	3
167	15584885	2
168	15584896	3
169	15585953	3
170	15586427	

No.	Response	Data
How many people (adults and children) live in your household?		
171	15586563	4
172	15586575	3
173	15586658	2
174	15586672	
175	15586675	
176	15586680	2
177	15586708	2
178	15586727	2
179	15586751	1
180	15586801	4
181	15588915	2
182	15589717	
183	15592379	2
184	15595268	4
185	15595515	2
186	15598273	2
187	15599183	3
188	15605011	3
189	15605037	2
190	15605351	4
191	15605795	2
192	15609491	2
193	15609554	3
194	15609878	1
195	15611745	2
196	15626878	3
197	15629626	4
198	15631275	2
199	15633297	5
200	15636305	4
201	15638270	3
202	15643377	
203	15649098	4
204	15653150	3

No.	Response	Data
How many people (adults and children) live in your household?		
205	15654402	4
206	15655352	5
207	15660243	4
208	15663614	54
209	15673917	3
210	15674286	2
211	15674287	2
212	15680793	two
213	15698325	3
214	15698395	5
215	15698463	3
216	15698522	4
217	15703719	3
218	15737499	2
219	15769671	4
220	15792585	4
221	15796394	

How many horses live on your property year-round?

No.	Response	Data
How many horses live on your property year-round?		
1	15532342	0
2	15532344	0
3	15532489	0
4	15532600	2
5	15532623	
6	15532627	0
7	15532654	12
8	15532655	1
9	15532681	10
10	15532693	8

No.	Response	Data
How many horses live on your property year-round?		
11	15532694	4
12	15532709	0
13	15532718	1
14	15532734	0
15	15532743	0
16	15532745	16
17	15532763	0
18	15532764	0
19	15532776	1
20	15532815	8
21	15532819	0
22	15532823	0
23	15532830	
24	15532833	0
25	15532835	0
26	15532840	0
27	15532841	2
28	15532971	0
29	15532994	2
30	15532999	0
31	15533001	6
32	15533014	0
33	15533016	0
34	15533022	0
35	15533025	0
36	15533039	0
37	15533047	0
38	15533092	0
39	15533145	0
40	15533199	3
41	15533217	5
42	15533283	
43	15533285	1
44	15533422	0

No.	Response	Data
How many horses live on your property year-round?		
45	15533443	0
46	15533531	15
47	15533649	0
48	15533730	2
49	15533797	0
50	15534076	2
51	15534867	0
52	15534917	0
53	15535076	0
54	15535456	
55	15536035	15
56	15536335	8
57	15537151	7
58	15537194	15
59	15537236	0
60	15537328	0
61	15537329	0
62	15537544	3
63	15537697	0
64	15537711	2
65	15537746	0
66	15537776	4
67	15537803	0
68	15537806	0
69	15537865	2
70	15537909	6
71	15537910	0
72	15537912	
73	15537916	0
74	15537917	7
75	15537932	
76	15537937	6
77	15537974	5
78	15538104	

No.	Response	Data
How many horses live on your property year-round?		
79	15538107	12
80	15538116	0
81	15538131	0
82	15538187	0
83	15538188	
84	15538191	0
85	15538198	
86	15538200	0
87	15538201	0
88	15538252	2
89	15538262	2
90	15538291	2
91	15538414	0
92	15538546	2
93	15538633	0
94	15538636	10
95	15538845	5
96	15538958	
97	15539311	0
98	15542092	5
99	15542186	6
100	15545471	0
101	15545567	0
102	15545582	12
103	15546752	
104	15547484	0
105	15551651	2
106	15552968	0
107	15556667	
108	15557870	0
109	15559449	6
110	15559589	0
111	15562185	0
112	15563211	0

No.	Response	Data
How many horses live on your property year-round?		
113	15568521	20
114	15568945	0
115	15574862	1
116	15575237	1
117	15579270	0
118	15579278	2
119	15579280	0
120	15579875	1
121	15580483	
122	15580557	1
123	15580562	0
124	15580585	0
125	15580588	0
126	15580610	2
127	15580770	0
128	15580784	0
129	15580916	
130	15581082	1
131	15581268	
132	15581376	1
133	15581476	0
134	15583331	
135	15583693	
136	15583833	
137	15583835	0
138	15583836	0
139	15583963	0
140	15583969	2
141	15584408	2
142	15584518	3
143	15584568	0
144	15584570	0
145	15584571	0
146	15584577	4

No.	Response	Data
How many horses live on your property year-round?		
147	15584581	7
148	15584583	0
149	15584585	0
150	15584586	0
151	15584598	0
152	15584605	0
153	15584673	0
154	15584690	2
155	15584699	6
156	15584712	0
157	15584726	0
158	15584731	0
159	15584753	0
160	15584776	0
161	15584789	0
162	15584798	1
163	15584825	0
164	15584830	0
165	15584872	0
166	15584876	3
167	15584885	0
168	15584896	0
169	15585953	3
170	15586427	
171	15586563	0
172	15586575	2
173	15586658	0
174	15586672	
175	15586675	
176	15586680	0
177	15586708	0
178	15586727	0
179	15586751	2
180	15586801	0

No.	Response Data
	How many horses live on your property year-round?
181	15588915 3
182	15589717
183	15592379 2
184	15595268 0
185	15595515 0
186	15598273 3
187	15599183 0
188	15605011 0
189	15605037 0
190	15605351 2
191	15605795 0
192	15609491 0
193	15609554 0
194	15609878 0
195	15611745 1
196	15626878 5
197	15629626 1
198	15631275 0
199	15633297 2
200	15636305 1
201	15638270 1
202	15643377
203	15649098 2
204	15653150 0
205	15654402 2
206	15655352 0
207	15660243 0
208	15663614
209	15673917 0
210	15674286 1
211	15674287 1
212	15680793 n/a
213	15698325 0
214	15698395 6

No.	Response	I	Data
How many horses live on your property year-round?			

215	15698463	0
216	15698522	1
217	15703719	0
218	15737499	0
219	15769671	2
220	15792585	
221	15796394	

When you visit Wellington, how many months do you typically stay?

No.	Response	I	Data
When you visit Wellington, how many months do you typically stay?			

1	15532223	0
2	15532769	5
3	15532832	9-10
4	15532839	5
5	15533345	4.5
6	15533488	12
7	15533534	5
8	15534189	6
9	15535560	5
10	15537189	12
11	15537830	5
12	15538167	12
13	15538587	10
14	15538879	7
15	15539070	9
16	15539133	1
17	15539513	5
18	15541504	3
19	15542624	4
20	15543860	

No.	Response Data
When you visit Wellington, how many months do you typically stay?	
21	15544490 5
22	15544699 4
23	15562884 8
24	15579281
25	15584216 5-6
26	15584587
27	15584590
28	15586480 6
29	15599472 12
30	15661022 6
31	15673654 6
32	15703528
33	15703929
34	15796394 6

On average, how many horses do you bring?

No.	Response Data
On average, how many horses do you bring?	
1	15532223 0
2	15532769 4
3	15532832 0
4	15532839 8
5	15533345 8
6	15533488 0
7	15533534 8
8	15534189 0
9	15535560 1
10	15537189 0
11	15537830 8
12	15538167 1
13	15538587 3

No.	Response Data
On average, how many horses do you bring?	

14 15538879 20
15 15539070 3
16 15539133 1
17 15539513 4-8
18 15541504 2
19 15542624 20
20 15543860
21 15544490 15
22 15544699 4
23 15562884 12
24 15579281
25 15584216 3-4
26 15584587
27 15584590
28 15586480 1
29 15599472 2
30 15661022 12
31 15673654 4
32 15703528
33 15703929
34 15796394 10

Comments/Suggestions:

No.	Response Data
Comments/Suggestions:	

1 15532223
2 15532342
3 15532344
4 15532489

I DON'T LIKE THE WORDING REGARDING CLUSTER. IT SHOULD BE ALLOWED IN SOME AREAS
NOT ALL. IT IS APPROPRIATE WHEN ASSOCIATED WITH A VENUE SUCH AS IPC, WEF ETC

5 15532600

6 15532627

7 15532654

8 15532655

9 15532693

10 15532694

11 15532709 Golf cart pathways should be created separate to horse trails

Golf carts should also be allowed on bridle trails. The Village should also remove the requirement for horse hair separators on equestrian properties not connected to the Village's sewer system and should ease the requirements for manure bins, and for composting and spreading manure to make them more reasonable and affordable for people. For small farms these requirements increase costs of basic infrastructure to an unrealistic figure that makes it impossible for normal people to operate.

12 15532718

13 15532734

14 15532743

15 15532745

16 15532763

17 15532769

18 15532815 we need better people on the equestrian committee. they are a joke.

19 15532819

20 15532823

Golf carts should located on the side next to the road and off the grass easement and trail.

21 15532832 They should be required to stay to the right.

22 15532835

23 15532839

24 15532841

25 15532994

26 15533001

27 15533016

28 15533022

29 15533025

30 15533039

31 15533047

32 15533092

33 15533145

The Village of Wellington needs to wake-up and do everthing it can possibly do to PROTECT the Equestrian Preserve. This includes protecting rural neighborhood by not alowing ANY PAVING regardless of who wants the paving.

The Village should be plannig for the day when the current owner of the show grounds has no more land to sell and only can take the profits generated in Welligton and move them elsewhere. At that point which may be NOW the show owner will no long put money back into Wellington.

The practice of rules for some but not for others must STOP. Read the newspaper,Wellington is the bad joke of Palm Beach County. The Village can not even get totennis center right. Wake up you may lose the horse show/polo industry at your current rate and performance.

34 15533199

The question is: maximum speed limits on EPA roads and maximum traffic loads on those roads. Also roads not yet paved should not be paved.

35 15533217

36 15533285

37 15533345

38 15533422

39 15533443

40 15533488

41 15533534

Dirt bikes on equestrian trail police said they can not fine them or stop them. Very dangerous. Belmont trace Wellington trace green briar areas.

42 15533649

43 15533730

44 15533797

Your survey only tells you want you want to know not want you should know to keep the money you get from equestrian events. This survey will not help you keep what you have as you are about to loose because you are not able to act fast enough to compete with the other equine events who really want to money generated by equestrian events. This industry is changing because of not treating this as the money maker it is for this great town. Treat equestrians as you want to be treated and things could improve. I think they have contributed to the community. Until the last couple years the equestrian world wide expressed Wellington is the place to go. But now the word all over the world is The community does not want equestrians. Therefor there are and will be other areas develop for the equestrians in their plans. Sit and watch this happen or fix things fast and in a positive manor. The choice is 'yours' not the equestrians! But I am sure you do not want the truth from me or anyone. Thats why you provide a survey that makes a sad attempt to get information that equestrians have no control over.

45 15534189

46 15534867

47 15534917

48 15535076

49 15535560

50 15536335

51 15537194 Golf Cart drivers do not obey rules of the road.
Most ignore stop signs, speed limits, lights etc.
Keep Wellington Green. No more concrete development . You will ruin our Village. Any Council member that wants more Development should move somewhere else. Keep K park a park.

52 15537236

53 15537329 It would be nice to have designated golf cart paths vs having the gold carts use the road.

The Village has become too restrictive. Its insane now. I have lived here 22 yrs and I hate it now . I came here to have a more country style of living with less traffic Now there are so many ridiculous rules and you cant get a straight story from anyone at the Village with out spending a ton of money . You can go to 3 people there and all 3 will give you a different answer. You are ruining this town . I am in Real estate and I hear nothing but complaints from buyers and owners . It inst enjoyable to live here anymore . Your manure rules have become insane even when there are no issues with the levels getting higher . The horse hair intercept requirement is insane.

54 15537544

55 15537776

56 15537830

57 15537865

58 15537909

59 15537910

60 15537917

61 15537937

62 15537974

63 15538104 side paths

64 15538107

65 15538131

66 15538167

67 15538187

68 15538200

69 15538252

70 15538291 Isn't it a little late to 'plan' an area that is already dense? Golf carts with lights, turn signals, mirrors, horn should be allowed within a proximity to horse show.

71 15538414

72 15538546

I lived in Wellington for 13 years and have been a property owner for 29. Moved to North Palm for work and school reasons but still actively involved in Wellington. As a long time property owner and tax payer I am infuriated by the control exhibited by individuals that hurt the overall equine community, particularly the dressage community. Wellington is a great place for all horse people, not just some.

73 15538587

74 15538633

75 15538636

76 15538845

77 15538879

78 15538958

79 15539133

80 15539311

81 15539513

82 15541504

I believe the current zoning is 4 horses/acre with some HOA's being stricter. The 4 horses/acre rule seems appropriate for larger lot sizes of 7+ acres. 2 horses per acre seems appropriate for anything less than 7 acres.

83 15542092

84 15542186

85 15542624

86 15544490

87 15545471 Designated paths similar to bridle paths

I own a horse but can't keep it in Wellington because of the high cost of stabling here which is made worse by seasonal keeping of horses. The price sky rockets during season

88 15545567

89 15545582

90 15547484

91 15551651

92 15557870

Please make the engineering and planning departments more user friendly. Arbitrary and changing requirements inhibit new growth as well as improvements to older properties. And the new 'multi-use path' to Rustic Ranches by the Pierson Canal? It is asphalt, a bike path. The signage should say 'bicycle and dirt bike crossing' because the \$\$\$\$ spent on this project certainly didn't improve the path for horses. The crossing of Palm Beach Point Blvd, yes, but the path? Why not millings like Grand Prix Village. Easy to maintain and good for people, bikes, horses.

93 15559449

94 15559589

95 15562185

96 15562884 Survey was somewhat limited, questioned full or part time residence but did not ask if I was a property owner or if I rented.

97 15563211
 98 15568521
 99 15568945
 100 15574862
 101 15575237
 102 15579270 Too dangerous
 103 15579278
 104 15579281
 105 15579875
 106 15580557
 107 15580562 golf carts, dirt bikes, and ATV's are a huge problem in the village of wellington especially along the equestrian trails.
 108 15580588
 109 15580610
 110 15580770
 111 15581268
 112 15581376 Paddock Park II has been ruined by over development. Too many structures ie: house, barn, guest quarters for a small 2 acre lot. 1.5 horse max per acre if a home exists. If no home is on the land then 3 horses per acre. What happened to all the rules that were in place 16 yrs. ago?
 113 15583835
 114 15583836
 115 15583963 WELLINGTON already has paddocks. No more horse or land amenities for the %1. We need parks for humans and playgrounds for children - safe and convenient places to be able to park and go running, skating, etc.
 116 15583969
 117 15584216
 118 15584518
 119 15584570
 120 15584577 Council... stay out of our business. You are clueless about the equestrian industry.
 121 15584586
 122 15584673
 123 15584690
 124 15584699
 125 15584712
 126 15584726
 127 15584731 But limit usage to those of legal driving age!

128 15584753
129 15584776
130 15584798
131 15584825
132 15584872
133 15584876
If they are street legal and drivers are of appropriate age. Under age drivers should not be allowed, at show some riders are under age and are not responsible of their actions.

134 15584885
135 15584896
People in my community use golf carts in various ways: moving horses from one properties barn to pasture, as escorts with riders, and to walk horses.

136 15585953
137 15586480
138 15586563
139 15586575
140 15586658
Recently there has been an increase in the amount of horses per acre. There is just not adequate grazing/paddock space to have four horses per acre. One of my neighbors has three horses, a pool and a ring on jus over one acre. There is hardly any grass left on the ground in the paddocks.

141 15586680
142 15586708
143 15586727
Essentially most carts are the same as farm vehicles, used to carry equipment to and from venues, maybe the property should have a form of qualifer for carts, maybe a visible decal?

144 15586751
145 15588915
Please no further equine regulations, building requirements, or government mandates.

While many equestrians claim 'it's all about the horses,' the reality is, for many of them, 'it's all about the money.' The more horses they are allowed, the bigger barns they are allowed to build, the more commercial Wellington's EPA has become. It's not a good thing for the horses.

146 15592379
147 15595268
148 15595515
149 15598273
Equestrians and their staying in Wellington are CRUCIAL to Wellingtons long term success. We want them here and happy !!!!! We also want a first class resort IN THE PRESERVE (just like a ski lodge and a ski resort). Bring back mark bellissimo and have him build a gorgeous luxury hotel / spa / destination location ankhored in the equestrian preserve. Stop giving in to Jacobs and his self serving antics. JACOBS IS KILLING WELLINGTON FOR EVERYONE !!!!

150 15599183
151 15599472
152 15605011

153 15605351

154 15605795

155 15609491

NO HOTELS IN THE EPA... NO HIGH INTENSITY DEVELOPMENT... NO MAJOR ROADWAYS... NO
DISNEYLAND IN WELLINGTON... 'STOP WHINING AND JUST GO TO TRYON'

156 15609554

157 15609878

158 15611745

159 15626878

160 15629626

161 15633297

162 15636305

163 15638270

164 15649098

Keep the rural charm of Wellington. Horses and cars don't mix. Open green space is important.
Low density, low intensity. Protect Wellington and stop the special favors for one developer.

165 15653150

166 15654402

167 15655352

168 15660243

169 15661022

170 15673654

171 15673917

172 15674286

173 15674287

174 15698395

Needs to be drafted so that different equestrian disciplines are governed to take into account
their particular needs. One shoe does not fit all. If this does not happen, frustration and doubt
will arise with a guaranteed exit. Stop being theoretical and start using some common sense.
This is not a make a wish - adopt a wish situation.

175 15698463

176 15698522

177 15703929

178 15737499 Safety first

179 15769671

180 15796394

Equestrian Town Hall Meeting - April 6, 2015 ~40 Participants							
General Comments from Comment Cards:							
You don't know what a Master Plan is. Non-equestrians should not be doing this. You do not know what you're doing.							
Questions were poorly worded and confusing.							
Would a Master Plan make things more prohibitive? Why do we need a Master Plan? Who's in control of it? I'm against changing zoning.							
Paddock Park II is changing - smaller setbacks, large barns, worker's quarters, no parking, 2 acre lots							
New buildings in Paddock Park II are too close to the roadways.							
Concern about including the EPC in the Village Charter, would severely limit growth of the EPA from a business perspective.							
Central disposal location, curbside collection and recycling. There is a vendor that has funding to build facility now.							
Do not encourage sprawl; do not destroy communities by making lots smaller.							
Neighborhoods have different characteristics. There are high and low density, mixed types of equestrian properties.							
Each discipline will have unique needs so we need to be open to these needs too. Each neighborhood's too. Thank you! Good event.							
Very informative.							
* Comments turned in on comment cards							
		1 (YES)	2 (NO)	3	4	5	6
1 Is this a horse?	N/A						
2 Current Village Comprehensive Plan limits roadways in the Equestrian Preserve Area to 2 lanes. Should this requirement be applied to roads near venues current or future?		58%	42%				
3 Should the 2-lane policy be re-evaluated/reconsidered on a case-by case basis for collectors and arterials such as South Shore Blvd. & Lake Worth Road?		74%	26%				
4 Should traffic calming (speed humps) similar to Pierson Road east of South Shore be included in all future roadway improvements within the Equestrian Preserve Area?		56%	44%				
5 Should roadway improvements within the EPA be funded through special assessments?		34%	66%				
* Other - Southern Blvd.							
6 Current policies for converting unpaved roads to paved roads is the request and approval of a majority of the property owners abutting the roadway. Should Wellington revisit this?		63%	37%				
7 Should the discussion be an EPA referendum?		50%	50%				
* Public roads, esp. if paid by taxes, should be everyone's ability to vote on							
* Roads in EPA are used by other residents. All residents should vote on changes to public roads.							
* Referendum makes no sense.							
* Spill over traffic can be an effect of paving/non-paving. Because of this I believe the issue can't always be just a vote of people abutting, or EPA only. Also the development of the EPA may warrant paving and cost should be born by the developer.							
* Sometimes the preservation of "lifestyle" or best solution for change within the charter is not best represented by land owners.							
8 Should elevated (above ground) horse crossings be built over major roadways or intersections?		63%	37%				
* Raised bridges will disrupt the country look of the equestrian area							
* Horses should be on road; cars on bridge							
9 Which intersection should be highest priority		63%	0%	8%	11%	19%	
* None							
* Makes no sense if you answered no to question #8							
* Pierson at South Shore - need to cross both streets							
		S.S. @ Pierson	L.W. @ 120th	S.S. @ Fire Station	S.S. @ L.W.	other	
10 Should funding of elevated horse crossings be the sole responsibility of the Equestrian Community?		24%	76%				
* I would suggest that funding should be a combination of EPA & other.							
11 Should there be separate paved pedestrian/bike/golf cart pathways from bridlepaths?		73%	27%				
12 Are trail improvements needed?		81%	19%				
* Making good progress in STP - apply same to other areas							
* Suggest having a trail task force work with Village & SFWMD on good footing.							
* Like the shell rock over the crushed asphalt.							
13 What should be #1 priority in trail system?		22%	36%	17%	3%	14%	8%
* Connectivity includes elevated crossings							
	Footing	Connectivity	Road Crossings	Elevated Crossings	Roadway Separation	Signage	
14 Should a multi year plan/program be prepared to extend potable water into the Equestrian Preserve Area?		83%	17%				
* Depends on who is paying for this							
* Who is going to pay for it? Yes if taxes (Wellington).							
* It's rare to have potable water on such large lots. This has the potential to drive further development pressure.							
15 High speed/fiber optic cable a requirement?		57%	43%				

* Not a requirement, but nice to have		1 (YES)	2 (NO)	3	4
16	Should EMP anticipate more venues * I support the opportunity for more venues, but the venue and area for it will depend on the type of event and if the area can reasonably support the existing venues.	70%	30%		
<hr/>					
4 votes for a venue at the dog park					
<hr/>					
6 votes against new venues					
<hr/>					
17	Publically funded enclosed/climate controlled multipurpose arena? * Enclosed/climate controlled?? But owned by the Village, yes * Public should vote on arena * Yes if there proves to be a viable use/need for public use also.	30%	70%		
18	Multipurpose arena in the EPA? * Enclosed/climate controlled?? But owned by the Village, yes * Palm Beach County is better suited for multipurpose arena * This may be best placed outside the EPA but also have potential equestrian uses.	38%	62%		
19	Private sector funded enclosed/climate controlled multipurpose arena? * In place of existing - yes. In addition, no. * Unclear * The residents of the EPA are unwilling to accept the impacts of the venues. That is why I believe no more should be built.	53%	48%		
20	Should EMP identify suitable locations for a hotel in the EPA? * No hotel in EPA. Limit outside as Hampton is empty in summer - Resort would be nice. * Not if it's going to be higher than 2 stories.	45%	55%		
<hr/>					
12 votes for resort style hotel at EV					
1 vote against hotels at EV					
1 vote for resort style hotel west of South Shore at Lake Worth					
3 votes for resort style hotel at K Park					
7 votes for standard hotel at K Park					
2 votes against hotels at K Park					
2 votes for resort style hotels at Stribling and State Road 7					
1 vote against hotel at Stribling and State Road 7					
5 votes against any type of hotel in the EPA					
<hr/>					
21	# of Rooms?				
		100-200	35%	200-400	22%
				none	43%
22	Should a hotel be a resort style facility with restaurants, retail, meeting space, spa, etc.? * There's plenty of that available in Wellington already.		29%		71%
23	Should EPA boundaries be expanded? * It is not logical to expand the boundaries within existing Wellington. However, it may be logical to expand other areas. * Yes if there is interest and need.		58%		42%
24	Should equestrian events or special permits for equestrian events be regulated by limiting size and intensity in the Equestrian Preserve Area? * These should be evaluated on a case by case basis. Area and event type considered.		72%		28%
25	Today a property which is less than 5 acres must have a home for a barn to be allowed, should this be maintained? * Maybe look at by subarea * Grand Prix Farms? Very few residences.		64%		36%
26	Current regulations limit properties which are less than 10 acres to 1 barn, should this be maintained? * Maybe look at by subarea * Open space for horses & amount of space required for horse		54%		46%
27	Should an RV area be created within Equestrian Preserve Area? * Possibly if it is deemed needed and can be maintained as safe and not an eyesore.		35%		65%
28	Should the use of RV's be limited on one's property * No RVs should be allowed		6%	33%	33%
		No Limit	Limit by Acres	1 per property	yes - no limit, setback, screened from view

<i>* Should be limited by number, but required to be screened from view</i>							
<i>* None</i>							
<i>* No unless property has hook ups & septic for sewer. Even then, limited by acreage.</i>							
		1 (YES)	2 (NO)	3	4	5	6
29	To encourage the preservation of current development patterns, should entitled residential units be allowed to be transferred outside the EPA?	26%	74%				
<i>* Bad question. Need more information.</i>							
<i>* Not answerable without more information regarding ramifications.</i>							
<i>* TDR if people understood these better, they may vote differently.</i>							
30	Should there be limits on the number of stalls per acre in the EPA?	78%	22%				
<i>* Stall limits should not apply to the show grounds</i>							
<i>* Regulate space per horse</i>							
31	Should all properties in the Equestrian Preserve Area have limitation on horses per acre?	69%	31%				
<i>* Except commercial venues should allow more than other properties.</i>							
<i>* With venue exceptions to densities.</i>							
32	Is an equestrian services district needed to allow these businesses within the EPA?	23%	77%				
33	Should the Village be involved in sponsoring equestrian events as a means of “branding/marketing” Wellington?	46%	54%				
34	Should a general open green space be provided by the Village for a public riding area? (no structures)	51%	49%				
35	Should a public riding area be funded through:	0%	26%	21%	54%		
<i>* Open space should be funded through Parks & Recreation</i>		Special assessments	User fees	All of the above	None of the above		
<i>* Also funded as a park with Village Parks & Recreation. Special assessments for any extraordinary (discipline specific) facilities in the park. User fees only for special events.</i>							
36	Is an equestrian master plan needed?	73%	27%				



Equestrian Trails Circulation Plan

Evaluation and Recommendations



Lucido & Associates
In cooperation with and support of the
Village of Wellington Planning Department
November 19, 2015

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Introduction

The Equestrian Preservation Element in Wellington's Comprehensive Plan identifies a circulation plan as a key component within the Equestrian Preserve Area (EPA). The element also establishes the EPA with specific goals and objectives for preservation and protection of the equestrian lifestyle along with the industry as whole. In recognition of the importance of this element, an instrument for implementing better circulation and improved safety throughout the EPA was identified as a “circulation map”.

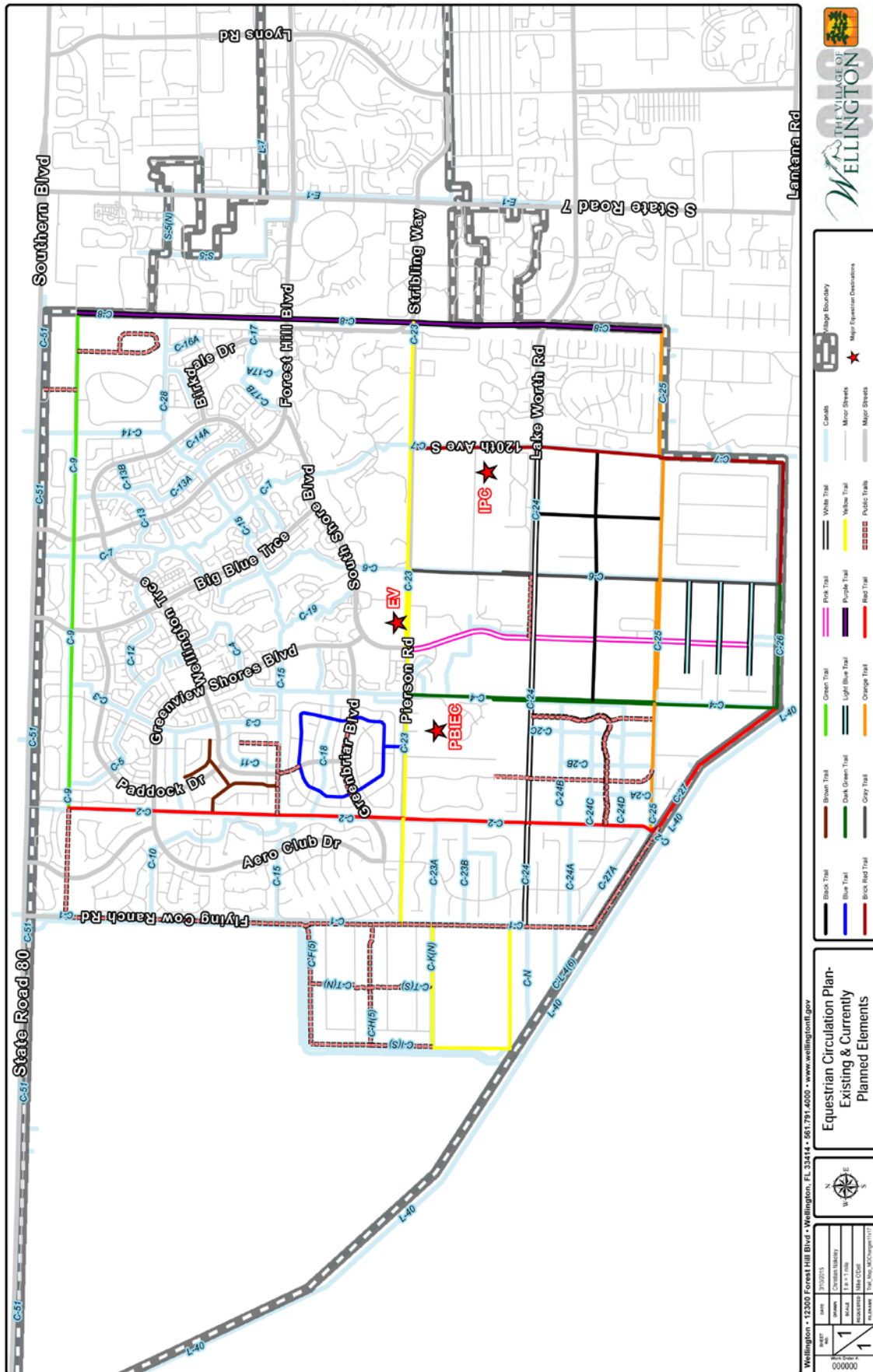
The Village adopted the circulation map known as the “Equestrian Circulation Plan – Existing and Currently Planned Elements” through Ordinance 2014-26 (see Figure 1). This ordinance provided the Equestrian Community with a formal circulation map that recognized previous work efforts of the Equestrian Preserve Committees.

Equestrian facilities have been a Village priority since incorporation in 1995. In September 1997 an *Evaluation of Equestrian Circulation* was prepared by International Equestrian Design. This evaluation was then expanded upon by CH2M Hill in March 2004 in the *Equestrian Trails Circulation Master Plan*. This circulation plan became the basis for the trails system implementation and was utilized for 10 years. Trail maintenance and capital improvements were primarily funded based on this plan.

The *Equestrian Trails Circulation Master Plan* has served the community well for the past 10 years. Many of the trail standards were implemented, including the adoption of the original colors trail plan, which was developed in 1997, updated in 2004 and became a part of the Village's Comprehensive Plan in 2014. This 10 year implementation strategy was scheduled to sunset in 2015. After reviewing this plan, a strategy to re-evaluate and inventory the overall trail system was employed. Lucido and Associates were engaged to evaluate the system, determine completed pathway improvements, review trail usage, highlight points of improvements and develop a list of capital projects with cost and implications time frames. This re-evaluation of the overall circulation plan would re-prioritize improvements for connectivity and safety.



Figure 1. Equestrian Circulation Plan – Existing and Currently Planned Elements



Executive Summary

The Equestrian Trails Circulation Plan follows a multi-step process to fulfill the vision of the EPA goals and objectives. The plan review process was the first task in the evaluation and analysis of the current Equestrian Circulation Plan. This process included reviewing the previously developed plans as well as researching and documenting improvements completed since the implementation of the plan.

The second step was an evaluation of the current trail system including accessibility, points of ingress and egress, equestrian destinations, and other vital elements for equestrian circulation. This analysis was delineated by The Village of Wellington's Equestrian Overlay Zoning District (EOZD). The data included existing paths (public and private), equestrian destinations, trips counts, and stall data. This information was combined to create an accurate account of the EPA for the Village. This account was then used to prepare recommended improvements to the plan. The recommendations include: complete missing trail segments, provide additional roadway and canal crossings, establish potable water stations and shelter locations, create standards for a typical trail segment, continue data collection, and the proposal of a mobile application. The final step of the process was the exploration of funding opportunities, followed by a cost estimate for the recommended improvements.

Plan Review

The basis of the evaluation and recommendations in this report began with a thorough review of the existing *Equestrian Trails Circulation Master Plan* and the 2004 CH2M Hill report.

The CH2M Hill update along with the International Equestrian Design report provided a thorough analysis of the equestrian system, standards for creation and maintenance of the paths and a number of future amenities and complimentary objectives to further enhance and strengthen the equestrian circulation system.

The analysis concentrated on reviewing these previous efforts and through field validation and reconnaissance, documenting what elements had been implemented, how those existing trails and improvements are being used today and providing recommendations and priorities in their continued implementation in accordance with the Equestrian Plan of Action.

The primary areas of focus were to 1) catalog bridle path improvements to date, 2) determine congestion points, 3) combine the trail volume data with the Village of Wellington's stall data to model the estimated trail usage, and 4) project future improvements to the trail system including new trails, increased access to major equestrian venues and regional greenways, and increased connectivity through safer roadways, canal crossings and signage.

Bridle trail improvements implemented since 2004 consist of the following:

- 1) Blue Trail Loop – drainage repairs, improved footing with three miles of asphalt millings, added culvert crossings for residents, three-rail fencing, gates and trail heads.
- 2) Yellow Trail – added approximately 1.5 miles of three-rail fencing with millings, improved canal crossing at C-23 Canal.
- 3) Greenbriar Trail – One mile of improved grass footing, repaired drainage, added culverts, two-rail fencing, crossing lights and trail heads.
- 4) Red Trail (C-2 Canal) – widening two miles of path, tree removal, improved drainage and stabilized footing.
- 5) Ousley Farms Road/Pierson Road – added three-rail fence, installed equestrian flashers and road markings.
- 6) Rustic Ranches Trail – removed vegetation and widened trail, re-graded and seeded trail.
- 7) Palm Beach Little Ranches Trail – installed new gates and equestrian access.
- 8) Brown Trail – improved trail access (moved trail head location to direct traffic around swale), new three-rail fence added, tree removal.



- 9) Green Trail – equestrian trail access/beautification at Forest Hill Boulevard, Big Blue Trace and Bink's Forest Drive.
- 10) White Trail – new gates and equestrian access.
- 11) Pink Trail (South Shore Boulevard) – Three-rail fence installation, improved footing, cross-fencing.
- 12) Orange Trail – added three-rail fence, trimmed bougainvillea.

Evaluation of Current Trail Usage

The Village of Wellington established the EOZD to geographically define those areas where a higher concentration of the equestrian residential lifestyle, regional equestrian venues and related supportive land uses and businesses occur. Exhibit 'A' – Wellington EOZD shows the areas of EOZD coverage within the Village of Wellington. The majority of the EOZD is located from Pierson Road south to the Village limits and between Flying Cow Road (western limit) to 120th Avenue (eastern limit). Rustic Ranches is located just west of Flying Cow Road and Saddle Trail Park and Paddock Park No. 2 are located just north of Pierson across from the Palm Beach International Equestrian Center.

There is one notable exception to the general concentration of the EOZD. Palm Beach Little Ranches, located in the northeast corner of the Village, is an enclave of equestrian residences mostly isolated from the balance of the EOZD both by distance and by primarily non-equestrian residential neighborhoods. This neighborhood is made up of two-three acre lots with single family residences, as well as larger five-ten acre equestrian farms. Our analysis of the existing trail system, usage counts and the recommendations being provided paid close attention to how best to safely reinforce connectivity of this isolated area with the balance of the EOZD and venues throughout the Village of Wellington.

The bridle path system was inventoried and the results are shown on Exhibit 'B' – Adopted Bridle Path System. The system is shown as public (green) and private (blue) trails. Both the Purple and Green trails will serve important roles in providing connectivity and linkage to Palm Beach Little Ranches and the balance of Wellington. Providing connectivity would also reinforce and expand multi-modal usage throughout Wellington in concert with the Bicycle & Pedestrian Circulation Plan. The challenge in providing connectivity to Palm Beach Little Ranches is the safe crossing of Forest Hill Boulevard at both the north and south ends and crossing beyond Forest Hill Boulevard. Although multi-modal usage is referenced in the circulation plans, golf cart usage is not being addressed in this report.

Equestrian destinations are shown on Exhibit 'C' and highlight such venues as Wellington Environmental Preserve, Palm Beach International Equestrian Center, Grand Champions and International Polo Club.

Trip Count and Stall Data:

Over a 13 day period in March and April of 2014, 28 cameras were stationed throughout the EPA to obtain trail usage information. Exhibit 'D' reflects the 28 camera locations and those locations are color coded to reflect the range of trips¹ at each of the locations. The dark red color represents the highest number of equine trips at over 2,501 and yellow represents the

¹ A trip is a horse and rider traveling in any direction. The counts are of horse and rider only; motorized vehicles were counted separately.

lowest number of equine trips - between 0 and 100. The trip count data validated some general assumptions that trails closest to venues such as the Palm Beach International Equestrian Center and trails adjacent to major thoroughfares (Pierson and Lake Worth) would likely see higher usage. Highest usage was on the Yellow Trail with 3,934 equine trips between the Blue and Pink Trails as well as on the Blue Trail Loop with 2,259 equine trips.

Exhibit 'E' – Stall Count is a graphic representation of the inventoried stalls² occurring within each of the large blocks as shown on the exhibit. Red blocks represent the highest concentration of stalls with numbers between 1,000-1,350 stalls and blue blocks contain the least stalls at fewer than 200. The number of stalls and the trip counts match fairly closely with the majority of activity and stalls occurring north and south of Pierson Road near the equestrian centers and with a slight decrease in density (the orange blocks) towards the southeast. Density of stalls and intensity of trail usage decreases rapidly from the red and orange blocks in all directions towards the boundary of the EPA. One point of reference is the 473 stalls within the Palm Beach Little Ranches area (northeast corner of Village) and reinforces the importance of strengthening connectivity.

The Composite Analysis (Exhibit 'F') combines the existing trail map, the destination/venue information and both the trip counts and stall inventory to provide a more comprehensive view of the intensity and density occurring within the Village and more specifically the EPA.

² It is assumed that one stall is equivalent to one horse when used for estimating Wellington's horse population.

Recommended Improvements

Involvement and input from the community, especially those citizens who actively use the trail system and have vested interest in the equestrian trail pathways, is critical to any analysis and provides valuable information that maps and data cannot convey alone.

EQUESTRIAN PRESERVE COMMITTEE

Throughout this process, the Equestrian Preserve Committee (EPC) was engaged to provide their input, comments and recommendations through a series of EPC meetings.

The following recommendations are from the final EPC meeting regarding the Equestrian Trails Circulation Plan update:

1. **CONNECTIVITY:** Provide access to the golf course north of Forest Hill Boulevard from the C-17 canal. The location north of Forest Hill Boulevard provides a convenient location for riders coming south from Palm Beach Little Ranches along the Purple Trail/C-8 Canal.
2. **SURVEYS:** Explore methods of distributing surveys to the public; try internet based surveys and field surveys.
3. **WAYFINDING:** Provide more mile markers and trail identification signs that will give riders better information regarding their position within the trail system. Signs should inform riders of their location, access points to nearby trails, equestrian amenities, venues, distances to points of interest, and other pertinent information for the rider.
4. **TRAIL COUNTS:** Continue using cameras for trail counts. The data collected is valuable for determining high traffic areas in the trail system and planning future improvements accordingly. Suggested trail segments for the next round that were not included in the latest counts are: the Green Trail, the Yellow Trail near the show grounds entrance, and more locations in Saddle Trail Park.

OVERALL TRAIL SYSTEM RECOMMENDATIONS

1. **Complete missing trail segments.** There are various areas throughout the Village where additional connections from existing trails should be established. Connections such as the Brown Trail C- 11 Canal Crossing (now funded), the White Trail C-1 Canal Crossing to Flying Cow Road and improving the Yellow Trail safety are but a few needed improvements. These improvements would increase connectivity and thus usability of the trail system through increased convenience. Each segment should be evaluated based on safety, improvement costs, accessibility and the *projected added value* to the overall system.

Path Recommendations – Exhibit ‘G’ shows five specific areas of improvements along with proposed canal and road crossing locations. Also shown are two potential locations for equestrian/pedestrian overpasses at 1) South Shore Boulevard/Pierson Road, and 2) South Shore Boulevard/Lake Worth Road.

An overpass at the intersection of Pierson Road and South Shore Boulevard has been a discussion topic for years. More recently, an additional crossing was highlighted during the public forums. As the community reaches build-out, and if the connectivity of the bridle path system is a value added amenity as has been expressed in public outreach events, then these crossings need to be finished.

Exhibit 'H' – Little Ranches shows an enlargement of the Little Ranches area and four potential improvements to the path system.

2. **Provide additional roadway and canal crossings.** Exhibit 'G' – Path Recommendations shows proposed locations for both roadway and canal crossings and Exhibit 'I' shows two specific examples of implementing a roadway crossing (mid-block). Exhibit 'J' – Typical Canal Crossings and Exhibit 'K' – Proposed Trail Standards show typical methods of creating these crossings. The recommendation related to bridges over canal crossings would be related to matters of storm water flow.

Mid-Block Examples: Big Blue Trace at the Florida Power & Light power lines (Green Trail) and Lake Worth Road at the C-8 Canal (Purple Trail) are two examples of a mid-block crossing on a major Village roadway. Providing these crossings means as a community we value the trail system and will work towards its continuous use in a safe manner. From the point of view of safety, mid-block crossings are not ideal situations. However, with many of the intersection crossings over 1,000 feet away from trail access points, the reality is that users will go ahead and cross at these mid-block locations rather than travel the added distance and then 'back track' to the other pathway access point. Providing for and/or reinforcing linkage and connectivity to Palm Beach Little Ranches is an important item within this update. Both the Green and Purple Trails are the trail systems which provide current equestrian circulation, and in addition these same corridors will continue to play more important roles by providing for additional pathways and a larger Village greenway system. How equestrians (as well as pedestrians and bicyclists) safely cross and navigate these roadways is extremely important. If pathway systems are not convenient and safe, they will not be used.

Implementation of median cuts can reconnect trails by providing a safe 'landing zone' with clear visibility within the median space and outside of the traffic lanes while crossing larger road right-of-ways. Phase 1 of the median crossings would include striping and painting of the asphalt as well as signage to increase visibility and delineate the equestrian crossing space. Phase 2 of the crossings would be a function of use. This would include sensor activated flashing crossing signals to alert any on-coming automobiles.

3. **Establish Shelter Locations with Potable Water for People and Horses.** Exhibit 'G' – Path Recommendations shows two potential potable water/shelter locations with one being adjacent to Flying Cow Trail/Environmental Preserve and one being along the Yellow Trail/Pierson Road near the Equestrian Center. This recommendation originated from the CH2M Hill plan and remains a valid improvement for the long term.
4. **Typical Trail.** The preferred typical bridle path with the Village would be 12 to 18 feet in width with stabilized Bahia grass as the footing. The easement width required to accommodate the usable pathway would be 20-25 feet. The use of 3 rail fencing would be as a safety barrier. For high volume trails where grass cannot be maintained and width is an issue, a bridle pathway width of 8 to 10 feet is recommended. The footing would be millings with grass shoulders where possible. Millings which are tilled into the native soils is the recommended pathway material on high volume trails. The Village should continue to implement millings on heavily used trails. Exhibit 'K' – Proposed Trail Standards provides a typical detail, policy information and additional criteria for trails and crossings.
5. **Continued Data Collection/Trail Usage** – Continue to engage the Equestrian Community through outreach, surveys and committees to better understand the most critical issues from the actual users of the system. Continue to monitor trail usage through the use of cameras and expand locations to areas as previously noted. Trail usage is one of the key activities within the EPA. The establishment of a trail riders committee or a means of reporting trail conditions may be a means of maintaining the Village trail system in a rideable condition.
6. **Mobile Application.** Exhibit 'L' provides a summary of the ideas and opportunities that were explored to provide for trail way-finding, maintenance, social outreach, fitness and education.

Funding

The list below has been updated from the previous reports to reflect current sources and opportunities.

- a. FDOT Transportation Enhancement Program
- b. Florida Urban & Community Forestry Grant Program
- c. The Florida Recreational Trails Program
- d. Florida Recreation Development Assistance Program

Estimated Costs

Exhibit 'M' – Equestrian Trail Recommended Capital Improvements provides a current estimate of probable costs with respect to different types of improvements and breaks down individual trail segments for further analysis and to aide in prioritization. Costs are provided for all equestrian trail related recommended improvements from this report, as well as other recommended capital improvements to support the overall trail system.

Implementation of all the recommendations at once, excluding the overpasses, would total approximately \$2.92 million. The items have been prioritized based on safety concerns, cost, usage and connectivity. The recommendations are provided by fiscal year and are included within the upcoming annual budgets.

COST ESTIMATE SUMMARY BY IMPROVEMENT TYPE:

Trail Footing:

Implement a milling mix for high volume trails; cost \$1,200,000.

Canal Crossings:

Implement eight canal crossings; cost \$1,200,000.

Typical Street Crossing:

Implement all recommended street crossing striping and equestrian flasher crossings; cost \$139,000.

Shelter & Water Locations:

Implement two locations; cost \$70,000.00.

Other Improvements:

Some recommended improvements listed in Exhibit 'M' are necessary to support other capital improvement items on the list. For example, legal descriptions in year one are needed to provide for improvements in Palm Beach Little Ranches. Improvements north of Pierson Road, across from PBIEC are necessary to aid in the completion of the Yellow Trail. These other improvements make up the balance of the items on the list.

Overpass:

Continue discussions with the Equestrian Community on the feasibility of this item. Estimated costs for the two locations are: 1) South Shore Boulevard/Pierson Road \$5,900,000; and 2) South Shore Boulevard/Lake Worth Road \$4,800,000. The two proposed locations should be prioritized by how they would best serve the community and the overall trail system. At this time, our recommendation would be to allocate any excess dollars towards accelerating the other elements above rather than implementing an overpass.

Maintenance Costs:

An average maintenance cost for each linear mile of trail was approximately \$8,600.00 in 2004. Based on this, current costs and the additional new trails coming online each year, a yearly bridle trail maintenance budget of \$ 165,000 is recommended.

Equestrian Trail Recommended Capital Improvements

November 12, 2015

Year One 2015-2016 **** UPDATED CIP DATES IN RED ALL CAPS**

Improvements	Estimated Costs
1. Brown Trail improvements – approximately 2,000 ft. of overall bridle path to be improved. Approximately 1,000 ft. along east side of Wellington Trace and 1,000 ft. along the north side of the C-15, connecting Saddle Trail Park- (the Blue Trail) to Paddock Park (the Brown Trail). Improvements would include two sections of road striping for equestrian crossings and culvert crossing within the C-11 Canal North side of the C-15 – This proposed canal crossing would link the east and west brown trails in Paddock Park and would provide connectivity between Paddock Park and Saddle Trail Park. This project is funded for fiscal year 2015-2016. CONSTRUCTION TO BEGIN 2018	<ul style="list-style-type: none"> - Culvert Crossing: \$180,000 - Revetment requirements: \$160,000 - Est roadway crossing (Wellington Trace & C-11) \$35,000 - Design/survey CM: \$25,000 <p>Est. Total: \$400,000 Grant obtained: \$200,000 Net cost: \$200,000*</p> <p><i>*Funded in Fiscal Year 2015-2016</i></p>
2. Blue Trail Crossing – Extend existing culvert within the C-23 canal crossing, widening this link from the Blue trail (Saddle Trail Park) to the Yellow Trail (Pierson Rd). Improve Pierson road crossing into the show grounds. COMPLETED	\$180,000.00

Total Cost Estimates Year 1: **\$580,000**

Less Grant Funding: **(\$200,000)**

\$380,000

Year Two 2016-2017

Improvements	Estimated Costs
1. White Trail Improvement – north and south sides of the C-24 Canal between South Shore and Flying Cow Road install asphalt millings to improve footing. 2017 CIP	\$128,000
2. Red trail / C-2 Canal Right-of-Way – Installation of asphalt millings from Greenview Shores Blvd. to 40 th Street (C-24 Canal) asphalt millings to stabilize soils due to increase in usage. COMPLETED	16,127 LF x \$9.35/LF = \$150,000
3. Greenbrier Blvd / Ousley Farms Roadway crossing – this is proposed as an equestrian crossing with a flashing light for the red trail along the C-2 canal. Lights & Striping. DEVELOPER DRIVEN	\$26,000

Total Cost Estimates Year 2:

\$304,000

Year Three 2017-2018

Improvements	Estimated Costs
1. White Trail Improvements – C-1 canal crossing south of the C-24 canal would link the White trail, to Flying Cow Rd and Wellington's Environmental Preserve at the Marjory Stoneman Douglas Everglades Habitat. This crossing should include an equestrian roadway crossing with a flashing light to denote crossing at Flying Cow Road. 2017 CIP	Culvert: \$150,000 Lights & Striping: \$26,000 Survey: \$1,500 Est Total: \$200,000.00
2. Orange Trail Improvement – south of the C-25 Canal (50 th street) section 34, install asphalt millings to improve footing. 2019 CIP	\$49,300
3. Gray Trail Improvement – south of the C-6 Canal (130 th street) west side section 34 install asphalt millings to improve footing. 2019 CIP	\$49,300

Total Cost Estimates Year 3:

\$298,600

Year Four 2018-2019

Improvements	Estimated Costs
1. Yellow Trail Improvements, Phase I – South Shore Boulevard to Santa Barbara Drive. Includes burial of the overhead lines and removal of wooden power poles. 2018 CIP	\$240,000
2. Greenbriar Boulevard Trail Improvements – Remove existing two rail fence and install three rail fence along the north side of Greenbriar Boulevard to widen trail. 2019 CIP	\$50,000

Total Cost Estimates Year 4:

\$290,000

Year Five 2019-2020

Improvements	Estimated Costs
1. Yellow Trail Improvements, Phase II – South Shore Boulevard to South Fields Road. Improved footing, 3 rail fencing along Pierson Road, installation of “F” type curbing and roadway signage. 2018 CIP	\$170,300
2. Yellow Trail Fencing & Footing Improvement – along Grand Prix Farms – asphalt millings to improve footing; install 3 rail fencing and equestrian crossing at Grand Prix Farms Dr. 2019 CIP	\$110,700
3. Yellow Trail Footing Improvement – Palm Beach Point Blvd to Ousley Farms Road, install asphalt millings to improve footing. 2019 CIP	\$16,600

Total Cost Estimates Year 5:

\$297,600

Year Six 2020-2021

Improvements	Estimated Costs
1. Brown Trail Improvement – west side of Paddock Park II from the C-2 Canal to the C-15 canal install asphalt millings to improve footing. 2020 CIP	\$73,700
2. Brick Red Trail Improvements - north side of the C-26 Canal and the west side of the C-7 Canal, section 34 install asphalt millings to improve footing. 2020 CIP	\$108,000
3. C-23 Canal Crossing on the Yellow Trail – this crossing is proposed just west of Ousley Farms Road as an access point into the open riding area of the eastern portion of the Greenbriar Dog Park. 2020 CIP	\$150,000

Total Cost Estimates Year 6:

\$331,700

Year Seven 2021-2022

Improvements	Estimated Costs
1. Open Space Riding Park Improvements: The eastern portion of the Greenbriar Dog Park is designed as the hurricane debris laydown area for Wellington. The site is approximately 11.5 acres in size which includes a 3 acre dry detention area. A shell rock access drive and portions of the grass areas have been stabilized to support debris piles. Staff proposes to utilize the net 8.5 acre open space area for general open equine riding and training. The Greenbriar Blvd. grass right-of-way continues to receive heavy usage for general equine riding and training. Providing this site would allow for additional space in which to ride and would help to reduce the usage within the Greenbriar Blvd. grass right-of-way. This proposed use would not discount the primary use of this area as a hurricane debris site. 2020 CIP	\$250,000
2. Ousley Farms Road – paved alternative vehicle pathway along the west side (east side of the C-2 Canal), from Greenbriar to Pierson Road. 2020 CIP	\$40,000

Total Cost Estimates Year 7:

\$290,000

Year Eight 2022-2023

Improvements	Estimated Costs
1. Use of Village Owned 75 Foot Wide Parcels South of the C-51 Canal as Alternate to Green Trail – would require two canal crossings. 2021 CIP	\$240,000
2. Connection from Purple to Brick Red Trail – A proposed connection from the east side of the C-8 canal to the EPA interior - approximately 5,700 ft. 2021 CIP	Estimated Costs TBD 5,700 LF x \$9.35/LF = \$53,300 (typical cost)

Total Cost Estimates Year 8:

\$293,300

Year Nine 2023-2024

Improvements	Estimated Costs
1. Dark Green Trail Improvement – East and west sides of the C-4 Canal install asphalt millings to improve footing. 2021 CIP	\$99,200
2. North of Pierson Road across from PBIEC – approximately 3,000 ft. between South Shore Blvd. and the C-6. (Contingent upon shifting Pierson Road.) COMPLETED	\$7,000
3. 50th Street Improvements – Improving the bridle path on the south side of the C-25 will enhance the southeast portion of the EPA. Should 120th Street South be paved without a bridle path, then there would be no need for a horse crossing at 120th and 50th. There would be a need for an equestrian road crossing at 125th and 50th; as well as a horse crossing at 130th and 50th. 2021 CIP	Estimated costs TBD Typical Cost: \$26,000 each or \$52,000 total
4. Rambling Trail Path – Proposed path on north side of South Rambling Drive with two road crossings with an assumed three-rail fence for safety Approximately 2,000 ft. This project needs to be evaluated and based on need and connectivity. 2021 CIP	\$63,000
5. Water and Shelter Locations – Two proposed shelter locations to provide water and shade for horses and riders. One location on the Flying Cow Trail adjacent to the Environmental Preserve, and one location on the Yellow Trail near Paddock Park No. II and PBIEC.	\$70,000

Total Cost Estimates Year 9: \$291,200 (includes TBD est. costs)

Year Ten 2024-2025

Improvements	Estimated Costs
Contingency Year: Additional improvements in year ten to be determined as needed.	TBD

Total Cost Estimates Year 10:

TBD