

THE VILLAGE OF
WELLINGTON
EQUESTRIAN
2017



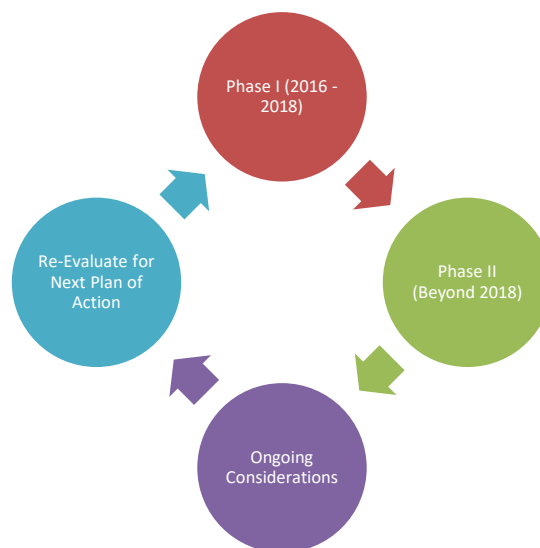
EXECUTIVE SUMMARY

In 2010, Wellington's Council gave direction to develop an Equestrian Master Plan to guide the equestrian community through planned and managed growth. After several years of obtaining public input through various equestrian community and Equestrian Preserve Committee (EPC) meetings, a draft of the Equestrian Plan of Action was taken to the EPC in June 2016 for their review and feedback. That draft can be found online at: <http://www.wellingtonfl.gov/home/showdocument?id=8826>.

The EPC reviewed the Plan of Action draft throughout the remainder of 2016 and into 2017. During their monthly reviews they recommended shifting of some priorities from the original draft and a revising the organization of the report. What follows is based upon the EPC recommended structure of combining several topics from the original plan into the six major categories of:

1. Community Interdependence
2. Economic Impact
3. Horse Sports and Tourism
4. Land Use
5. Infrastructure
6. Environmental Management

Realizing not all questions raised in the six categories above have readily available answers, the EPC recommended a structure whereby each heading would have its own set of questions and/or recommendations as may be applicable. They also recommended a timeline to keep the recommendations on schedule. Phase I of the timeline either occurred during 2016-2017, while the Plan of Action was being revised, or there are recommendations to be addressed in 2018. Phase II of the timeline looks at longer-term issues to be addressed beyond 2018. These include external factors such as Florida Statute 604.50, as well as internal factors of trail improvements and venue and industry support. Below are the EPC's recommended timeline, questions, and recommendations listed by category.



Community Interdependence

Questions:

1. What does the equestrian community receive from and provide to the non-equestrian community, and vice-versa?
2. How can Wellington capitalize on its equestrian community while keeping it sustainable?
3. What can be done to promote Wellington's unique equestrian brand?

Recommendations:

1. Commission an Economic Impact Study to assess the value Wellington's equestrian community provides to the rest of the village. (Study is underway and scheduled for completion in early 2018).
2. Commission a Planning Study to assess how Wellington's equestrian industry can best position itself for future growth in the industry as a whole.
3. Consider creating an ad-hoc group of landowners in the EPA to represent the community on equestrian issues.

Economic Impact

Question:

1. What is the economic impact of the Wellington's equestrian community on the non-equestrian community?

Recommendation:

1. Commission an Economic Impact Study to assess the value Wellington's equestrian community provides to the rest of the village. (Study is underway and scheduled for completion in early 2018).

Horse Sports and Tourism

Questions:

1. Is there a need for smaller event venues in Wellington?
2. Is there a need for other types of venues such as western or breed shows?
3. Should Wellington provide more lodging options? If so, where?
4. Should Wellington attract international events such as the World Equestrian Games?

Recommendation:

1. Address these questions as part of the previously mentioned planning study.

Land Use

Recommendations:

1. Maintain low density levels in the EPA.
2. Encourage commercial uses within venues.
3. Loosen regulations related to the number of barns allowed on a property.
4. Loosen RV regulations.

Infrastructure

Questions:

1. How can Pierson Road be improved upon for all users given its limited space? What improvements should be made and where?
2. How can the intersection of South Shore Boulevard and Pierson Road be improved?

Recommendations:

1. Widen Lake Worth Road to four lanes.
2. Make improvements to address the intersection at South Shore Boulevard and Pierson Road. Improvements could include adding right turn lanes and a through lane in a north/south direction.
3. Maintain Level of Service 'E' in the EPA.
4. Revisit proposal of a golf cart ordinance or more pathways.
5. Plan for utility improvements including potable water, irrigation quality water, and broadband.
6. Address the questions of Pierson Road and South Shore Boulevard through the planning study.

Environmental Management

The Environmental Management section provides information on Best Management Practices for Livestock Waste Hauling, livestock waste haulers in Wellington, waste disposal methods, and Wellington's recent Memorandum of Understanding to enter an agreement with the Florida Department of Agricultural and Consumer Affairs. This MOU would provide the equestrian community with resources related to farm management, BMPs, and nutrient management methods. These resources could improve water quality and reduce expenses. There are no questions or recommendations from this section.

INTRODUCTION

As a Village, we continue to respond to changes in the equestrian community as well as its growth. In an effort to learn more about the composition, issues, and concerns of the community, Wellington's Council gave direction in 2010 to develop an *Equestrian Master Plan*. Since then, public input was gathered, issues identified, concerns defined, and possible solutions explored. Because of this research, as a community, we now have a better understanding of the equestrian lifestyle and industry, its composition, and future challenges facing the community.

As the public input process merged with the technical data gathered, the community's issues and concerns did not directly align with the traditional planning definition of a "master plan." The Equestrian Preserve Area (EPA) is more than 85% built out with 95% of the lands privately owned, leaving little space for future physical planning to occur. Spatial or physical planning within the EPA would typically address points of ingress and egress; those points already exist. Future placement of primary equestrian venues is not necessary either, as they too already exist. In addition, designing a community with integrated amenities would require commitment from all landowners since a single master developer does not exist. Considering these realities, this Equestrian Master Plan is not so much about the physical components of a community, but the realities of what the community must face as we move toward future sustainability and preservation of the EPA. The data gathered concerning the EPA was presented to the community in various forms and media. Examples of this comprehensive data include the number of permanent and temporary stalls, equestrian disciplines breakdown, the number of polo fields, bridle trail volumes, and the estimated amount of livestock waste produced yearly. This information, which continues to be updated, has given residents and Wellington staff an understanding of the statistical components of the EPA and provided the basis for public discussions. From these discussions, areas of concern and issues were documented. Common themes included: simplifying the local permitting process, improving horse and rider health, safety, and welfare, community support for road and infrastructure improvements, and community support for both the equine lifestyle and the equestrian industry, along with the various equine sports located here in Wellington. The community also stressed the uniqueness of Wellington's equestrian community and the need to uphold the high standards of "world-class" and international appeal.

See Appendix A: Data Collection and Public Input Process

These themes have provided a general direction for a plan that is comprehensive and includes a long-term strategy to support the equestrian events, venues, and lifestyle, and were developed through public comments, surveys, and the Equestrian Preserve Committee (EPC).

***The goal of the plan is to Protect and Support Wellington as a World
Class Destination for the Equestrian Industry while Balancing the
Unique Equestrian Lifestyle Offered by Wellington.***

The Equestrian Preserve Committee developed this statement to serve as the goal for the “Plan of Action.” Included in the plan are EPC recommendations including a timeline in two phases to ensure these objectives are achieved. Additionally, the plan includes questions the equestrian community will need to consider and ongoing issues facing the EPA, both internally and externally. This Equestrian Plan of Action should serve to preserve and enhance our equestrian community.

The near build-out of the EPA has taken place over the past 30 years with the equestrian industry developing as a world-class destination. This sometimes seems to be in conflict with the equine lifestyle in which greater emphasis may be placed upon preservation of land as opposed to competition related development. Supporting the lifestyle may suggest preserving open space and a reduction in intensity, while the supporting the industry may suggest supporting the venues and providing infrastructure to expand the competitive sport. As a community, we are all dealing with the sport’s shared growth and impact on infrastructure. Public input, as well as direction from EPC, has been to support both the industry and the lifestyle. The need for this balance will remain the primary goal of this Plan of Action, and the challenge for the equestrian community.

COMMUNITY INTERDEPENDENCE

As a community, we are addressing many of these issues for the first time and the answers are not black and white. One question that lingers is how we got to where we are today. To answer this question, we need to look at how the community developed.

During the 1950’s, C. Oliver Wellington purchased 18,000 acres of transitional marshlands in central Palm Beach County. Naming the property the Flying C.O.W. Ranch, he began to transition the land into a variety of farm uses and products. In 1953, Mr. Wellington petitioned the State of Florida to form the ACME Improvement District. This act allowed the land to be drained. In doing so, one of the uses created at that time was the world’s largest strawberry patch, along with row crops, and a cattle operation. In 1972, Breakwater Housing obtained Palm Beach County Development of Regional Impact (DRI) approval for 14,428 residential units over 1,300 acres of land to become known as Wellington, and one of the County’s

earliest Planned Unit Developments (PUD). It should be noted that the Wellington PUD did not include lands south of Pierson Road.

As Wellington developed as a residential, suburban community, with increased lot sales and home construction, The Breakwater Partnership dissolved, leaving Gould of Florida (Gould) to assume the role of master developer. The President and CEO of Gould was Mr. William “Bill” Ylvisaker who was an avid polo player and later created the community within Wellington known as Palm Beach Polo and Country Club. In 1979, polo was played in Wellington and shortly thereafter, a polo stadium was constructed to host high level competitive polo matches on South Shore Boulevard at the C-23 canal, which today is known as Pierson Road. The marketing effort of “Polo in Palm Beach” resulted in a land sale boom for Wellington and the birth of other equestrian sports occurred. By 1980, Mr. Gene Mische, owner of a horse show management and production company known as Stadium Jumping, expanded his hunter/jumper shows from the polo grounds parking lot to the current Palm Beach International Equestrian Center (PBIEC) site south of Pierson Road. It has since become the home of the Winter Equestrian Festival (WEF). Over the next 20 years, the equestrian community reacted to ebbs and flows with the world economy. Polo, the “sport of kings” expanded as well as the other equestrian disciplines of hunters, jumpers, and dressage. By the mid 2000’s, the economy was at its peak, but the show grounds were hit financially as Mother Nature struck with two hurricanes. Shortly thereafter, Mr. Mark Bellissimo and Equestrian Sport Productions, LLC assumed control of the show grounds and subsequently the event licenses and show dates. This proved to be instrumental to facilitate the revitalization and expansion of what is known today as PBIEC. The local community struggled with the mixed success of PBIEC due to the increase in participants, both international and domestic, along with the overall increase in spectators. This growth has caused concerns related to roads, parking, drainage, and infrastructure in general as the community approaches build-out. The show grounds have shown improvements to some, while others argue the recent commercialization has become a detriment to the equine lifestyle.

For many long-time residents, horses and the competitions have always been a way of life. For some however, what was once a hobby has now become a profession. New residents and professional riders have raised the level of competition so much, that for some, the financial commitment and competitive nature is beyond their means. The dynamics of this change are affecting the local community and our patterns of growth whereby small, two to three acre residential properties are being unified to become large equestrian estates and equine training facilities, thereby changing the residential and “rural” character of the community.

As originally planned, Wellington was not designed to be the Winter Equestrian Capital of the World. Originally, Wellington was planned as a mixed suburban community with deed restrictions within the planned units of development. The emphasis was on open space and homes with exemplary schools and parks, which accelerated lot sales and home construction. However, to say horses were never a part of the original design of our community is not true. If it were, the design would not have included terms like “Ranchettes,” and communities named Saddle Trail and Paddock Park. Clearly, the original developers envisioned horses in Wellington’s future. However, they may not have envisioned today’s equestrian estates, the international level of participation, or the varieties of competitions.

These two components of Wellington, equestrian and non-equestrian, have evolved as seemingly separate entities. While equestrians may spend most of their time in the EPA riding and/or attending and competing in events, many non-equestrians may rarely enter the EPA or attend events. This presents a challenge for Wellington balancing the needs of equestrians and non-equestrians alike.

Outside of Wellington, the village is well known as an equestrian destination and considered an upscale, equestrian-driven community. However, in Wellington, when non-equestrians are asked why they live here or relocated here the answer has almost always been the schools. Parks and a family-friendly environment are also noted, but the equestrian industry is rarely mentioned. This illustrates the divide between the two communities. It also provides Wellington with an opportunity to take advantage of an existing, invaluable brand and to unite the two communities.

When considering a more unified Wellington, some questions should be addressed, such as:

- What does one community receive from and provide for the other?
- How can Wellington capitalize on its equestrian community while keeping it sustainable?
- What can be done within Wellington to promote its unique equestrian brand?

It has long been assumed that Wellington’s equestrian community, with its sprawling estates, manicured lawns, and multi-million dollar farms has a ripple effect that affects property values outside the EPA. That is value the equestrian community provides for the non-equestrian. Conversely, equestrians, many of whom are in Wellington seasonally, are able to take advantage of Wellington’s schools, parks, and family-friendly environment which are the foundation for Wellington’s “Great Hometown.”

To assess the true economic value the equestrian community provides for Wellington, the EPC recommended commissioning an Economic Impact Study at its July 6, 2016 meeting. A Request for Proposal was issued later that year for an Economic Impact and Housing Study, and on June 19, 2017,

Wellington entered into agreement with Strategic Planning Group, Inc. to provide a study. The study is scheduled for completion in February 2018. This study will provide more insight into what the communities provide for each other and help answer the question of how Wellington can support its equestrian community and keep it sustainable, while taking advantage of its unique equestrian brand.

BEYOND WELLINGTON

In addition to the interrelationship between Wellington's equestrians and non-equestrians, Wellington's equestrian community has a relationship with its equestrian counterparts in surrounding neighborhoods such as White Fences, Loxahatchee Groves, Homeland, Jupiter, and Palm City, and venues such as the Jim Brandon Equestrian Center (JBEC). Moving beyond Palm Beach County, equestrian venues such as HITS in Ocala and Tryon in North Carolina provide equestrians with even more competition options outside the region. As the equestrian industry expands in Wellington and land costs rise, it seems natural to assume the equestrian industry will continue to expand beyond Wellington. Local venues like JBEC have provided needed space for shows like The Ridge and White Fences. The three major venues of Palm Beach International Equestrian Center (PBIEC), Equestrian Village (EV), and the International Polo Club (IPC), could continue to serve as Wellington's core facilities while outside facilities feed into these larger venues. It will be important for Wellington's equestrian community to decide how it will position as outside equestrian venues and communities move forward. A planning study conducted by an outside resource such as the Urban Land Institute or the Treasure Coast Regional Planning Council may be necessary to assist in determining how Wellington and the region can best position itself for future expansion of the equestrian industry.

WELLINGTON TOMORROW

One unique issue facing Wellington's equestrian community is its seasonality. Many equestrians do not live in Wellington year-round and therefore do not have the opportunity to vote or express their opinions on important equestrian issues. This means valuable resources remain untapped right here in Wellington's Equestrian Preserve. It may be beneficial for the equestrian community to create a forum where both seasonal and year-round residents and non-residents can express their thoughts on important equestrian topics in Wellington. Other equestrian communities around the country have been successful in implementing land planning and economic development groups based on the preservation of land and farms. One such group is Bluegrass Tomorrow in the Lexington, Kentucky region. A similar group on a smaller scale (Wellington only) could provide Wellington's equestrians a voice whether they live here all year or seasonally. The group could be as simple as an Equestrian Preserve Association in which each neighborhood in the Equestrian Preserve Area designates one representative to participate in an ad hoc committee, which provides a voice for all Wellington's equestrians.

COMMUNITY INTERDEPENDENCE: QUESTIONS and RECOMMENDATIONS

Questions:

1. What does the equestrian community receive from and provide to the non-equestrian community, and vice-versa?
2. How can Wellington capitalize on its equestrian community while keeping it sustainable?
3. What can be done to promote Wellington's unique equestrian brand?

Recommendations:

1. Commission an Economic Impact Study to assess the value Wellington's equestrian community provides to the rest of the village. (Study is underway and scheduled for completion in early 2018).
2. Commission a Planning Study to assess how Wellington's equestrian industry can best position itself for future growth in the industry as a whole.
3. Consider creating an ad-hoc group of land owners in the EPA to represent the community on equestrian issues.

ECONOMIC IMPACT

As mentioned in the Community Interdependence section, at its July 2016 meeting, the EPC recommended an Economic Impact Study to assess the economic impact of the equestrian community on the rest of Wellington. The study will address questions such as:

1. How do real estate values in the Equestrian Preserve Area affect values outside the EPA?
2. What is the impact of the equestrian industry on local retail, restaurant, and other businesses?
3. What jobs exist in the equestrian community and is there a need for workforce housing?
4. What would Wellington be without an equestrian industry?
5. Could rental or accessory units be beneficial in supporting the equestrian workforce?

Strategic Planning Group, Inc. was hired to conduct the study and began in 2017. The study is underway and is scheduled for completion in early 2018.

ECONOMIC IMPACT: QUESTIONS and RECOMMENDATIONS

Question:

1. What is the economic impact of the Wellington's equestrian community on the non-equestrian community?

Recommendation:

1. Commission an Economic Impact Study to assess the value Wellington's equestrian community provides to the rest of the village. (Study is underway and scheduled for completion in early 2018).

HORSE SPORTS and TOURISM

EXISTING VENUES

INTERNATIONAL POLO CLUB PALM BEACH

The International Polo Club Palm Beach (IPC) is a high goal, private member club with a newly renovated stadium and banquet hall. IPC hosts many seasonal championships on eight regulation polo fields including the prestigious U.S. Open Championship in addition to hosting some of the most coveted tournaments in the world. The club will be entering its 14th season in 2017.

The U.S. Polo Association rotates major polo tournaments from region to region within the US and the IPC has been chosen to host the current U.S. Open Polo Championship for the 14th consecutive year. It has also been announced the U.S. Open will remain at IPC through at least through 2021. The importance of securing and retaining events such as the U.S. Open helps stabilize polo here in Wellington. In years past, the U.S. Open was held at a Boca Raton polo facility. Since the U.S. Open moved to IPC, the Boca Raton facility has closed and been sold for an upscale residential development.

IPC stresses the sport of polo has its own governing rules and regulations. The U.S. Polo Association recognizes the sport must be safe for players and spectators. They enforce rules and regulations to ensure the continued safety of the horse and rider, and the long-term sustainability of the sport. Polo fields are maintained year-round and operators go to great lengths to make sure they are in tournament level condition. All fields at IPC are used weekly during the peak season (January-April). IPC management also strives to rest each field for 2-3 days while balancing the need for matches throughout the season. Maintaining all polo fields in tournament play condition throughout the season requires the use of nearly all of Wellington's 55 local polo fields.

The reported cost of growing the initial regulation polo field is estimated to be \$300,000-\$350,000 plus an additional \$100,000 per year in maintenance costs. This means the polo patrons have made significant investments in Wellington and committed to ongoing yearly maintenance. In turn, IPC feels it is their job to keep patrons informed, so they will be able to keep tournament play here in Wellington. To that end, IPC suggests players want stability in their locations. Patrons want to see that land values will not decrease and they can maintain their property rights. Polo players want to be able to play polo without unnecessary

restrictions. IPC feels Wellington should help maintain a feeling of stability for the polo community by minimizing regulation and permitting.

IPC is in favor of increasing polo's exposure. Currently they have featured articles in polo magazines and other media. In 2016, the CBS Network began televising the U.S. Open after several years of coverage by NBC. CBS now has a contract to air the Open through 2020. They would like to continue to push for more publicity for the sport and especially for polo here in Wellington.

There are multiple issues facing polo and IPC. One is the special use permitting process. In general, polo clubs do not want to be required to obtain permits for their matches. Second, they feel grass-parking restrictions should not be applicable to polo because spectators very often utilize adjacent or field-side parking for tailgating. Third, landscaping requirements cause concern because the tree shade, and wild animals or birds can potentially spook horses. Lastly, IPC recommended staff and stakeholders do a better job of educating the polo community (and all equestrians) about the Equestrian Preservation Element in the Comprehensive Plan. When IPC previously asked polo patrons about the element, they did not completely understand the element and the significance of the EPA within the comprehensive plan.

GRAND CHAMPIONS POLO CLUB

Grand Champions Polo Club (GCPC) is owned and operated by Marc and Melissa Ganzi. Their desire is to expand the polo season to eight months here in Wellington. GCPC offers high and medium goal polo matches, promotes the training of young players, and supports the United States Polo Association team. Recently, GCPC started an annual tradition of hosting an international polo competition on the Saturday of Thanksgiving weekend. This includes a Legends of Polo Carlos Gracida Memorial game before the International Cup Tournament starts. Previous USPA International Cups have featured matches between the U.S. team and England, Chile, Mexico, South Africa, and Uruguay. The 2017 USPA International Cup featured the U.S. team against Brazil.

GCPC owns multiple fields and, like IPC, rents other local fields in support of the peak season matches. They hold two tournament games a week during season and rotate the use of the fields daily. GCPC believes the frequency of grass parking does not negatively affect the fields because of their engineered nature and constant rotation. Parking for polo matches is usually a field-side event unto itself with tailgating and does not require designated parking for guests. Polo matches are different from other equestrian venues and sporting events in this unique parking demand.

GCPC estimates players utilize eight to ten horses each per game. There are four players per team and two to three horses for each umpire. Using those numbers, one could estimate the total number of horses at a game to be around 80. A six-team tournament could include as many as 250 horses. Most polo ponies travel by trailer to a match and they rarely, if ever, hack-in (walk) like at hunter/jumper events.

GCPC noticed a drop in polo teams recently during the economic downturn but are now seeing more teams as the economy continues to rebound. In 2016, the number of medium goal polo teams peaked at 16, which was an increase from previous years. The GCPC organization feels Wellington has become a home base for polo. There are more facilities, more teams, and more large sponsors here than in other parts of the country. GCPC thinks that is due in part to the extended season, and to IPC acquiring the U.S. Open Championship.

GCPC has stated they would like the permitting process to be streamlined. The permit to hold the International Cup Tournament requires a lot of effort for a one-day event that occurs every year. They would like to have assurance they can get the permit every year because they have to contact and coordinate with international teams well in advance to arrange for this yearly tournament. Changes to Article V of Wellington's LDR which were approved in 2017, should make the permitting process easier for tournaments like the International Cup going forward. The changes allow Wellington's Planning and Zoning Department to grant administrative approval of events that do not grow in intensity from one year to the next.

UNITED STATES POLO ASSOCIATION OBSERVATION

The United States Polo Association (USPA) is the national governing body for the sport of polo and celebrated their 125th anniversary in 2015. The association's mission states it "was organized and exists for the purposes of promoting the game of polo, coordinating the activities of its Member Clubs and Registered Players, arranging and supervising polo tournaments, competitions, and games and providing rules, handicaps, and conditions for those tournaments, competitions, and games including the safety and welfare of participants and mounts." There are nearly 300 member clubs, thousands of individual members and coordinates 40 national tournaments.

A major component to the sport of polo is the local polo clubs. These member clubs are important to the sport as events are awarded to the clubs by the USPA. The USPA is the governing body and helps clubs with funding and training. The local clubs provide insurance and ensure the overall safety of players and spectators.

The growth or state of polo can be measured many ways. The numbers of players, number of clubs or club members are ways to track the sport's popularity. According to the USPA, in 2016 there were nearly 300 clubs with over 5,400 members currently in the United States. In Florida, there were 31 clubs with 15 of these clubs in Wellington. Although the number of players declined during the recession, currently there are approximately 300 members in the Wellington based polo clubs. One interesting fact about Wellington polo is that there are 15 professional polo players who were raised in Wellington and 11 players in their teens that are up and coming professionals. This "home-grown" talent is traveling the world as Wellington residents and as ambassadors for the sport of polo. These professionals along with many polo players in Wellington now contribute greatly to the economic wellbeing of the sport and the Village.

Another way to measure the growth in polo is the number of tournaments being played. In Wellington, both the number of clubs and tournaments being played has grown in recent years. Additionally, the USPA estimates there are currently around 75 polo fields in and around Wellington with 55 regulation fields actually located in Wellington. Polo recently had nationally televised events for the first time along with other media coverage, which has been good exposure for the sport. Another good measurement for growth in the sport is the number of people who own polo ponies. The 2015 Village of Wellington stall count (from the latest aerial photographs available) estimated there are 1,756 polo stalls in Wellington, which reinforces the economic significance of polo in Wellington.

An important measure to understand regarding polo and economic impact is the number of ponies per player. For example, 100 players located here in Wellington will have more ponies (around 1,000) than 100 polo players in another location due to the increased number and frequency of games played here. As the number of polo ponies increase, there is a greater need for feed, hay, farriers, grooms, saddles, tack shops, and land. All of these equestrian related components are important and result in an even greater economic impact to the community.

Peter Rizzo, the former CEO of USPA, feels Wellington is the epicenter of the polo world. What attracted polo to Wellington initially was inexpensive land. As polo grew, the addition of hunter/jumper and dressage riders came to Wellington, which further strengthened the overall equestrian community. As time passed, the equestrian community has grown and Wellington has become a "home base" community for many equestrians to raise a family. Mr. Rizzo also believes Wellington is one of the few places in the world where you can play polo virtually all year. This enables equestrians and trainers to have a year-round base, strengthening the foundation of Wellington's equestrian community.

One of the challenges the USPA sees facing the sport of polo in Wellington is the governmental review and permitting process. Others have raised this topic. The organization recommends the process be more user-friendly, especially for repeat events during season, further emphasizing the need to streamline the permitting process. The USPA feels if the process is not user-friendly for operators, some of the polo farms may consider leaving Wellington. Another challenge has been the current grass parking restrictions on polo fields. Lastly, fluctuations in the real-estate market are an ever-present concern to polo. Two examples of this concern are Gulfstream Polo and Royal Palm Polo. Both started in rural areas but over time, development changed the surrounding lands. Urban development increased density, land values increased, and the pressure to sell the property succumbed to development. Important questions for the equestrian community to consider are:

1. What can be done to protect polo from development pressure?
2. What can be done to help the polo community thrive here in the long-term?

Mr. Rizzo suggests communication, listening, and an open dialogue are all necessary to keep polo in Wellington. Communication needs to exist between the Village and the club operators. Wellington should educate operators on what they need to do to obtain a permit for events to help eliminate unnecessary delays. Better communication should also exist between equestrians and non-equestrians. Mr. Rizzo feels communication has grown between the groups recently and gives non-equestrians greater appreciation for the equestrian features here in Wellington. Communication will continue to be important to encourage non-equestrians to the events and help them understand the importance to Wellington's overall equestrian community.

THE RIDGE

The Ridge is a Hunter/Jumper show allowing young riders and “green” or inexperienced horses to compete. The show dates have grown to a total of 46 days of competition and offer a range of shows from small to large jumper class competitions. They also offer events on both natural grass and sand rings. The Ridge believes their events compliment the Winter Equestrian Festival (WEF) by offering local variety to the equestrian community and different levels of competition to the younger riders. The Ridge feels entry level shows are important because they introduce young people to horses, keep families interested in the sport, and provide a venue for young horses to be introduced to the events eventually graduating into the larger venues and competitions.

Although they understand what the Village is trying to maintain with the inherent permitting process, the Ridge feels it can sometimes be “a little nail biting” trying to get permits approved in time for a show. They would like to see the process streamlined, especially if they are applying for the same permit from

one year to the next. There is an added cost involved in having to get a traffic report each year for something that does not change annually.

The Ridge operators feel there is no place in the world where the community and horses come together quite as nicely as they do here in Wellington. Currently they have no plans for expansion but they try meeting the needs of their clients and the community with their events. They are happy with the way things are now regarding the size of the show.

JIM BRANDON EQUESTRIAN CENTER AT OKEEHEELEE PARK SOUTH

The Jim Brandon Equestrian Center (JBEC) is located within Okeehееlee Park South, which is located across from Okeehееlee Park on Forest Hill Boulevard. The park's western boundary abuts the Florida Turnpike and Wellington's eastern boundary. Okeehееlee Park South is generally a passive park and it is one of 82 public parks operated by Palm Beach County.

In June of 2015, Palm Beach County completed construction of more than nine new miles of equestrian trails in Okeehееlee Park South. These passive use trails offer equestrians an opportunity to experience nine distinct local ecosystems. With the completion of the new trails, the park is now exploring possible vendors to operate stables for daily riders and providing riding lessons. Additional hiking and biking trails are also underway along, with canoe/kayak launch planned for the park.

JBEC currently hosts dressage events in the covered arena as well as western riding in the adjacent sand ring. The county is currently expanding the facility to draw more riders to the park. Jim Brandon has the ability to support major equestrian events as well as to provide novice riders the opportunity to experience the joys of horseback riding in one location.

JBEC covers 111 acres and contains a covered arena with all-purpose footing, five competition rings, and a rental arena. There are two permanent stables with 128 stalls total, additional room for temporary tent stalls, and ample parking for vehicles and trailers. The main rental facility includes a covered arena with six sand rings for schooling and show purposes. The rental area hosted 160 show days in 2014 including hunter/jumper, dressage, all breed pleasure, barrel racing, and rodeos. Although JBEC has A-rated shows and international competitions, their primary focus is on developing riders and trying to support new ridership interest.

The open riding area is open every day from sunrise to 8 p.m. It is unsupervised and riders participate at their own risk. There is one improved, deep footing barrel racing ring and one general multi-purpose riding

ring. In the future, the Center would like to offer guided trail rides for first time riders and non-horse owners. Additionally, they want to offer beginner lessons including basic lessons in English and Western riding, and then move into entry-level disciplines with specific training. JBEC hopes to become a feeder program for learning so that amateur riders will eventually move into schooling shows. They also have plans to develop a campground section of the park with RV hookups, but there is no timeline yet for its development. There is also talk of connecting other outside trails to the center but there are currently no connections or funding available.

VENUE CAPACITIES

INTERNATIONAL POLO CLUB (IPC)

IPC has eight polo fields on 201 acres. The latest site plan for the area around their main Championship Field is approved with 1,092 permanent stadium seats. There are also 96 seats included in seasonal bleachers. The two combined equate to 1,188 seats during peak season with 174 additional tailgating sites that allows for more field side spectators. The approved plans indicate 543 grass parking spaces and 27 paved parking spaces for a total of 570 spaces. There are five restaurants/event facilities on-site with a combined maximum capacity of 1,075 seats.

EQUESTRIAN VILLAGE (EV)

Equestrian Village has two permanent barns with 96 stalls each and one temporary tent with 160 stalls for a total of 352 stalls on the 59acre site. The EV site includes one grassed derby arena, one grassed near size practice polo field, five sand rings, one schooling area, one 80,400 square foot covered arena, and a Dressage stadium. There is a maximum of 3,000 seats for on-site events and 30 vendor tent sites. Permanent parking for Equestrian Village includes 332 paved and 145 grass spaces. There are an additional 640 temporary parking spaces (380 of which are provided in the equestrian rings) and 46 horse trailer parking spaces for a combined total of 1,163 parking spaces for events.

PALM BEACH INTERNATIONAL EQUESTRIAN CENTER (PBIEC)

PBIEC has 5 permanent barns with 274 stalls and 13 temporary stabling tents with 1,300 stalls for a combined total of 1,574 stalls on the 85-acre site. There are 11 competitive sand rings, including the main International Sand Arena and 11 schooling areas on-site. Seating at the International Arena consists of 1,424 permanent seats, 760 temporary box seats, 2,520 temporary seats within five event tents, tiki hut, and multiple concession buildings. The combined permanent and temporary seating totals 4,704 with 3,859 square feet of permanent vendor building areas and an additional 7,766 square feet of on-site trailers dedicated for vendors and storage. Parking consists of 844 permanent spaces and 1,477 temporary spaces provided for in the sand rings as needed totaling 2,321 spaces.

ADDITIONAL YEAR ROUND EVENTS/TYPES/LOCATIONS

IPC recently held the National Women’s Field Hockey Championship for two consecutive years on their polo fields. They also hosted the National American Youth Soccer Organization championship event in July 2016. This event consisted of 4,000 athletes and 10,000 spectators. GCPC has also recently expanded their polo season to eight months.

These types of “off” season events not only help the venues, but also provide the Village with national year round publicity for our community. The Village and the local venues should continue to explore opportunities for off-season events utilizing the community assets of both equestrian and non-equestrian venues in order to support them economically.

AREAS FOR NON-SHOW TIMES/OPEN SPACE

The Village of Wellington offers several canal and road rights of way for use as bridle paths along with dedicated bridle paths. Beyond these public lands, the Village has limited resources for open horseback riding areas. Although the Village has limited space for open riding areas, there are other ways for the Village to support year-round horseback riding. One way would be to increase youth involvement in riding by local outreach. Wellington could create a resource for those who are interested in youth riding and could form a webpage that lists farms where lessons are available as well as local events. Another option would be to partner with Palm Beach County Parks for summer camps or other opportunities that would support recreational riders at Jim Brandon Equestrian Center.

TABLE 6: CONDITIONS AFFECTING VENUES IN THE EPA

CONDITIONS THE VILLAGE CAN CONTROL	CONDITIONS BEYOND VILLAGE CONTROL	CONDITIONS THE VILLAGE IS CURRENTLY ADDRESSING
Permitting Process for Events	Land Prices	Special Use Permitting was Streamlined in Article V revisions approved by the EPC in 2017
Grass Parking Restrictions	Maintenance Costs	Bridle Path Improvements
Tree Requirements	Currently Existing Parking Conditions	Road Improvements

FUTURE CONCERNS FOR HORSE SPORTS and TOURISM in WELLINGTON

Several questions need to be addressed by the equestrian community regarding the future of horse sports and tourism in Wellington. For example, is there a need to provide smaller event venues in Wellington that would be less expensive and less competitive than the existing venues? The smaller venues could provide support and feed into larger venues. However, at what point would adding venues in Wellington become detrimental to the well-being of the industry and lifestyle? Is there a need for future venues such as Western Sports and Cross Country? Another topic that has been debated through the public outreach sessions and at EPC meetings is whether Wellington should have more lodging options for competitors and seasonal visitors. If so, where should it be located? An upscale, resort style lodging option could add to the world-class image the equestrian community wants to maintain while capturing dollars that are currently being spent in other areas of Palm Beach County. However, some equestrians feel a resort would detract from the preservation of the equestrian lifestyle. Finally, many equestrians have expressed the desire to attract international events such as the World Equestrian Games. What is the feasibility of having these types of events in Wellington going forward, and what is the best way to attain the events?

HORSE SPORTS AND TOURISM: QUESTIONS and RECOMMENDATIONS

Questions:

1. Is there a need for smaller event venues in Wellington?
2. Is there a need for other types of venues such as western or breed shows?
3. Should Wellington provide more lodging options? If so, where?
4. Should Wellington attract international events such as the World Equestrian Games?

Recommendation:

1. Address the above questions as part of the previously recommended planning study.
2. In August 2017, Special Use Permitting for Equestrian Events was streamlined as part of the EPC's review of Article V of Wellington's LDR. Wellington's Council adopted the recommended changes in September 2017. Special Permits for Equestrian Events, which repeat year-after-year and do not increase in intensity, are now approved administratively by Wellington's Planning and Zoning Department. This saves venue operators time and money when they hold an event with the same parameters year-after-year.

LAND USE

In support of its equestrian identity, Wellington has made a substantial investment and provided a regulatory framework in the equestrian community through the creation of the Equestrian Overlay Zoning

District (EOZD). The EOZD utilizes land development regulations that have been specifically created to ensure new development remains in harmony with existing community characteristics and to identify specific areas of concern. The purpose and intent of the EOZD is:

- A. **Protection** - To protect and enhance the Equestrian Preservation Areas of the Village as created by the Comprehensive Plan.
- B. **Preservation** - To preserve, maintain, and enhance the equestrian community associated with the Village of Wellington.
- C. **Rural lifestyle** -To preserve, maintain, and enhance the rural lifestyle associated with the equestrian community.
- D. **Land uses** - To identify and encourage types of land uses that are supportive of the equestrian and rural character of the Equestrian Preserve Areas.
- E. **Development patterns** - To preserve, maintain, and enhance development patterns that are consistent with the overall character of the equestrian community.

SUBAREA ANALYSIS

To fulfill its purpose, the EOZD addresses a number of topics including development standards, permitted and conditional uses, density and lot size, bridle trails and easements, commercial development standards, and stables. The EOZD designates specific geographic sections as “Subareas”. The subareas within the EOZD further refine regulations to correspond with the characteristics of a given community or geographic section of the EPA. There are six subareas within the EPA and most subareas identified in the EOZD have similar regulations and permitted uses with the exception of subarea D that allows for “cluster development.” Clustering of residential units does not increase density. It simply allows for consolidation of units on a property allowing for more open-space.

Subarea A, also known as Palm Beach Little Ranches, is the northernmost subarea of the EPA, located on the south side of Southern Blvd/SR80. The western portion of the community developed during the 1950s by a metes and bounds survey. Palm Beach Little Ranches East was subdivided by plat in 1974. Due to the unique character of the community, the property owners requested that subarea A have an additional overlay zoning district to protect its rural character and lifestyle. This subarea is identified as Palm Beach Little Ranches Overlay Zoning District.

Palm Beach Little Ranches covers an area of 553 acres with 156 total lots, 11 of which were vacant as of the last parcel count in June 2016. There is a maximum density of 0.2 dwelling units (DU) per acre and a

minimum lot size of five (5) acres. The average residential lot size however is 3.5 acres with most lots ranging from 2 – 3.5 acres with one-acre lots on the west side of Little Ranches. As of June 2015, when the latest aerial photographs were available, it was estimated there were 77 stables in subarea A with 481 stalls.

Subarea B consists of the Saddle Trail Park and Paddock Park II neighborhoods. It encompasses 1,027 acres and 384 lots. Of these lots, 11 were vacant as of the last parcel count in June 2016, indicating the combined communities are 98% built out. The maximum allowable density is 0.5 dwelling units per acre with a one acre minimum lot size. It is estimated there are approximately 239 stables and 1,658 stalls in this subarea. Subarea B has a unique supplemental regulation that limits properties in this community to no more than four (4) stalls per acre. There is a recent trend in the area of unifying lots to allow larger stables, which also eliminates the required residential component. This trend is changing the once year-round residential feel of this community with more seasonal uses, where properties are closed during the off season.

Subarea C is the largest of the five subareas and includes all properties located south of Lake Worth Road, Palm Beach Point, and properties east of Flying Cow Road and south of Section 24, also known as the Big Blue Tree Farm. The total acreage is 4,550 and consists of 562 lots, 116 of which were vacant at last parcel count, indicating this area is approximately 81% built out. The minimum lot size is 10 acres with a maximum density of 0.1 dwelling unit per acre. It is recognized that five (5) acre parcels of record in Subarea C are buildable as per Policy 1.4.4 in the Land Use Element of the Comprehensive Plan based on their existence prior to the incorporation of Wellington. Over three quarters (88%) of lots are between four and 11 acres whereas 26 lots range from 20 to 103 acres in size accounting for 1,068 acres or 23% of the total acreage. There are approximately 369 built stables and 4,426 stalls in Subarea C. Section 34, also known as Wellington Preserve, was platted with 124 lots of 2 ½ and 5 acres. The community is currently developing primarily as a polo community with possibly 20 property owners. The underlying platted lots, for the most part remain lots of record for future development.

Subarea D is considered the commercial core of the EPA although 958 acres were approved as a residential Planned Unit Development (PUD) known as Country Place. The subarea consists of the five largest competition facilities: Palm Beach International Equestrian Center (PBIEC), Equestrian Village (EV), International Polo Club (IPC), Grand Champions Polo Club (GCPC), and Deeridge Farm which recently began hosting competitions. There are also many commercial stables as well as estate size residential properties. Overall, Subarea D is 2,055 acres with 504 total lots, 32 were vacant at last parcel count indicating this area is nearly 94% built out. There are approximately 135 stables and 2,707 total permanent stalls within this subarea. Additionally, there are 1,300 temporary stalls located at PBIEC and 186 at EV.

According to the Land Development Regulations, the maximum allowable density is 0.5 dwelling units per acre with the minimum lot size being two acres. It should also be noted this is the only subarea in the EOZD that permits cluster development. For cluster development, the minimum allowable lot size is 0.33 acres provided the overall density does not exceed one unit per two acres and the property cannot exceed its overall allowable density. The EOZD also states within a cluster development, only single-family detached residential dwelling units are permitted with a shared common equestrian area. Currently the one cluster development in Subarea D (Equestrian Club) has failed to meet this criterion of the shared common equestrian area.

Subarea E, Rustic Ranches, is a residential neighborhood of primarily five-acre lots with a few 10 acre parcels. Similar to Subarea A, there is an additional overlay zoning district or neighborhood plan (Rustic Ranches Overlay Zoning District) that was developed by the residents to protect the community's character. It encompasses 639 acres with a total of 118 lots, 22 of which were vacant at last parcel count indicating this community is 81% built out. The minimum lot size is five (5) acres with a maximum density of 0.2 dwelling units per acre. It is estimated that there are 55 stables and 239 stalls within Rustic Ranches.

Subarea F, Winding Trails, is the newest subarea. The Winding Trails development consists of 65 acres in the Landings at Wellington PUD on what was previously a defunct golf course and lakes. The property was rezoned as part of the EOZD to allow for equestrian development consisting of nine lots, each with a dwelling unit and barn with grooms' quarters. The barns are limited to four stalls per acre, with a maximum of ten stalls per lot. The minimum lot size in Winding Trails is two acres. Winding Trails also includes public and private equestrian trails. On September 7, 2016, the EPC voted unanimously to recommend approval of Winding Trails as Subarea F in the EOZD, and Council approved it unanimously on February 28, 2017.

TABLE 7: DEVELOPMENT STANDARDS BY SUBAREA

SUBAREA	MINIMUM LOT SIZE	MAXIMUM DENSITY	MAXIMUM FAR	MAXIMUM LOT COVERAGE
A	5 acres	0.2 DU per acre	0.15	20%
B	1 acre	0.5 DU per acre	0.20	20%
C	10 acres	0.1 DU per acre	0.20	20%
D	2 acres ¹	0.5 DU per acre	0.20	20%
E	5 acres	0.2 DU per acre	0.15	20%
F	2 acres	0.5 DU per acre	0.20	20%

¹ Cluster developments are permitted in Subarea D. The minimum lot size in a cluster development is 0.33 acres provided that the overall density of the cluster development is no more than one (1) unit per two (2) acres.

Although the regulations for each subarea have proved sufficient, that may not be the case going forward. Through the process of gathering data for this Equestrian Plan of Action, solutions to land use issues were identified, analyzed, and evaluated. Suggestions on how to improve land use in the EPA were solicited through public outreach and stakeholder meetings. At the April 16, 2015 Equestrian Town Hall Meeting, 64% of attendees believed properties that are less than five acres should be required to have a home for a barn to be allowed. Over three-quarters of attendees agreed there should be limits on the number of stalls per acre in the EPA, while 69% of attendees believed there should be a limit on the number of horses per acre.

It should be noted that current exemption opportunities created by recent changes to state statutes can potentially eliminate the ability to control intensity and location of development, changing the character of the equestrian neighborhoods and designated subareas.

STABLING

All stabling, whether commercial or private, contains stalls. A stall is defined as a compartment for housing of a domestic animal in a stable or barn. The assemblage of multiple stalls results in the formation of a stable. A stable can be used as an establishment for boarding, breeding, training or raising of horses not necessarily owned by the owners or operators of the establishment, rental of horses for riding, or other equestrian activities excluding uses classified as equestrian arena. If the stall and stable/barn activities occur as described above and the property has been designated with an agricultural classification by the Palm Beach County Property Appraisers office, then a recommendation would be to simplify the stall and barn/stable definitions to read:

Stall: a compartment for a domestic animal in a stable or barn.

Barn or Stable: A structure used for boarding, training, or raising livestock.

TEMPORARY STABLING

Temporary stabling in Wellington can be viewed as a component to the equestrian industry. By allowing for temporary stables during the season, it helps to relieve some of the pressures that result from the success of the industry. However, relieving pressure in one location only proves to add additional pressures at other locations. Additional stalls equate to additional horses and additional horses equal increases in infrastructure impacts on roadways, bridle paths, waste disposal, water quality, etc. Traffic increases from additional trips by farriers, vets, riders, owners, haulers, and suppliers are all impacts on local roadways. Additional horses and riders using this connected system for exercise and enjoyment also affect the bridle paths. The amount of additional actual usage may prove difficult to assess as temporary

stables are located throughout the EPA, but it cannot be argued that impacts are not occurring. Between 2010 and 2015, it was calculated 12,643 temporary stalls were permitted.

The discipline breakdown is listed in table 9.

TABLE 9: PERMITTED TEMPORARY STALLS BY DISCIPLINE

DISCIPLINE	NUMBER OF TEMPORARY STALLS	PERCENT OF TOTAL TEMPORARY STALLS
Hunter/Jumper	11,647	92.1%
Dressage	468	3.7%
Recreation/ Vacant Lot	302	2.4%
Polo	156	1.2%
Combination	70	0.6%
Total	12,643	100%

The current regulations in Wellington's EPA allow for temporary stalls to be permitted during the construction period of a permanent stable and for up to two weeks after the certificate of occupancy is issued for the permanent stable (Section 6.9.8.C). Seasonal equestrian permits can be approved administratively to allow for ancillary equestrian activities with not more than 30 event days within a six-month period (Section 5.3.9). For events that have more than 30 event days, the temporary tents are approved administratively, while the events require Council approval. Temporary stabling is not permitted in Subarea A and the residential developed areas of Subarea B and D except with the construction of a stable. Based on the criteria, Subareas C and E allow for temporary stables that are not associated with the construction of a permanent stable. Temporary stabling is allowed for permitted locations with seasonal shows as an ancillary equestrian use. *Seasonal equestrian uses and temporary stable permits are limited to a cumulative duration not to exceed six months in one calendar year on the same property* (Chapter 7, Sec 5.7.4 & Sec 5.7.5).

The use of temporary stalls serves the equestrian community, but also affects the local infrastructure. These impacts could be mitigated through a user fee associated with the stable and/or stall. Currently there is an application fee of \$500 for new permits (\$250 for renewals) to cover the cost of staff time to process and review the application. An \$850 removal bond is also required with the application but the bond is refunded to the applicant once the temporary stabling tent has been removed. A recommendation associated with temporary stalls could be to determine if an additional monetary fee should accompany the issuance of a temporary tent permit in order to help offset the infrastructure impacts and maintenance.

PARKING

The requirement of stable parking has been an item related to safety and need weighed against the space allocation of the overall site. Until recently, parking requirements for stables were one parking space per three stalls, plus one space per 300 square feet of stable. On October 27, 2015, the Village adopted the following requirements in an attempt to provide greater flexibility, while recognizing the need to provide accessible on-site parking:

- Four or fewer stalls: no required parking
- 5 – 100 stalls: one space per three stalls
- 101+ stalls: two spaces for all stalls in excess of 100
- All parking provided for stalls shall be available at all times

GRASS PARKING

Grass parking within the EPA has been utilized to accommodate vehicle parking at a variety of equine events. Polo events are one of the primary users of grass parking. With a field size of 10 -13 acres, up to 1,000 vehicles can be accommodated on a polo field. During the early years of equine events in Wellington, grass paddocks were often used for event parking. Events such as polo may have used a field once a week and parking on open grass fields may have occurred occasionally during high season on the Saturdays and Sundays. As these events have grown, paved parking has become both a necessity and a hindrance to the sport. Safety requirements, ADA compliance, and the sheer volume of traffic have mandated the paving of frequently used parking areas. With these changes, the safety of the horse and rider has become a concern. As the venues have become more successful, what was once a two-day parking arrangement has now become a seven-day activity. Understanding a balance is needed between safe accommodations for the participants and providing ample space for horse and rider to compete has now elevated the issue of grass parking at equestrian events specifically horse shows. Polo still relies on grass parking with consideration of the engineering specifications that are required to construct a polo field. There are significant differences between a polo field and other grass paddocks or open field parking. This is only to suggest that open field or paddock parking on soils, which are not properly engineered, or drained, have a limited ability to support vehicle parking. Engineering standards are available that would allow soil improvements to occur thus accommodating limited grass vehicle parking. Therefore, with the understanding that design standards for grass parking are available for periodic use, a recommendation is being presented to accommodate overflow parking needs within the EPA. A recommendation would be to allow grass parking to occur possibly 3-4 days a week on sites that have been designed to meet engineering design standards for grass parking even on a rotational basis.

RECREATIONAL VEHICLES

According to Wellington's Land Development Regulations (LDR), overnight occupancy of recreational vehicles is prohibited in the Equestrian Preserve Area. A recreational vehicle (RV) means "A travel trailer, camping trailer, motor home, private motor coach, park trailer, or fifth-wheel trailer as defined in Section 320.01, Florida Statutes, as amended." In Subareas A and E ; Palm Beach Little Ranches and the Rustic Ranches Overlay Zoning Districts (PBLROZD & RROZD), the overnight use of recreational vehicles is allowed for a period of time not to exceed two (2) consecutive weeks in any one calendar year.

Much like temporary stables, RVs can be viewed as a component to the equestrian lifestyle and allowing for their use during the season helps to support and expand on the success of the community. At its September 2016 meeting, the EPC reviewed the above LDR pertaining to RVs and recommended loosening the restrictions on RVs in the EPA. Staff is currently revising this section of the LDR and is proposing, "The use of recreational vehicles as a temporary overnight residence on residential lots in the EPA is allowed with an approved Equestrian Permit between the months of November and April." The regulations in PBLROZD and RROZD are not proposed to change. The new language will be presented to the EPC for their recommendation as part of the revised Equestrian Overlay Zoning District LDR in early 2018.

GROOM'S QUARTERS

Prior to incorporation of the Village of Wellington, Palm Beach County once took the position that groom's quarters were additional residential structures which would have prohibited their accessory use classification. The county's single-family zoning only allowed for one residence to be constructed on a lot within the EPA as it is described today. Fortunately, the county later considered groom's quarters as an accessory use and allowed their construction if associated with a stable. Incorporation of Wellington and the formation of the Equestrian Overlay Zoning District (EOZD) formally identified groom's quarters as an accessory residence within equestrian property and defined them as on-site living quarters for persons responsible for grooming and caring for horses boarded at the stable. The Village established standards allowing groom's quarters to be permitted as an accessory use subject to:

- a. Maximum number of (1) one groom's quarters not to exceed five hundred (500) square feet in area shall be permitted for each four (4) stalls, noting that;
- b. Groom's quarters may contain individual cooking facilities and one common dining area.

In retrospect, this accessory use does have impacts within the EPA. Much like a multifamily home, these residents generate traffic, require services and in some ways their infrastructure needs are more like a permanent residence than transient shelter. Nevertheless, grooms quarters are a part of the equestrian

fabric that forms the local community. Their impact should be identified and understood but to restrict or eliminate this element of the equestrian lifestyle would negatively affect the community as a whole. As an equestrian community, we also permit other residential structures for habitation, but the question remains, when does adding these types of additional residences become too much of an impact? Also, should limits be applied?

LAND PRESERVATION

Open space within the Equestrian Preserve Area is highly valued among stakeholders. As development continues to occur, it is important to understand and acknowledge private ownership and development rights. As a community, we can encourage and incentivize the preservation of open space. In the LDR, these measures begin with floor area ratio (FAR), maximum number of stables based on the lot size, maximum number of stalls per acre, maximum stable square footage, and maximum lot coverage.

Floor area is defined in the LDR as “the gross horizontal square footage of all floors of a building measured from the exterior face of exterior walls or other type of enclosure, or from the centerline of a wall separating two (2) buildings”. The FAR is the “ratio of the gross floor area of all structures on a lot to the lot area, excluding vertical core circulation areas for multistory structures” (Article 3, Chapter 2). In the EOZD, the maximum FAR is 15% for Subareas A, E, and 20% for Subareas B, C, D, and F.

Subarea B in the EOZD limits the number of stalls based on acreage. In this neighborhood, property owners may have up to four (4) stalls per acre and a barn area of 1,250 square feet per acre. In all other subareas, property owners are limited based on lot size, FAR, and stable square footage.

Another tool that can be implemented to preserve open space is transfer of development rights (TDR). This program could allow a landowner to sell the residential entitlements or development rights (dwelling units) on their property to another party that can then utilize those rights to increase the density (or units) to an area outside the EPA. For this option to be utilized, there must be a designated “sending area” and a “receiving area.” The “sending area” could be the entire EPA or simply a portion of it where open space is to be preserved and protected. The “receiving area” would be located in another portion of the Village where there is infrastructure capacity in place, a market for increased density, and demand for growth. An example of a possible location as a receiving area could be the Midtown residential areas around Village Hall and the Community Center. Once these development rights have been transferred, they cannot be regained.

It should be noted that recent changes to State Statutes that allow exemptions could limit the effectiveness of tools such as maximum stable square footage, FAR, lot coverage limits, and TDR's. If the consensus of the equestrian community is that open space should be preserved according to development standards set forth in the LDR and open space is in the best interest of the horse, then it will be incumbent upon the local community to maintain these standards.

NEW LDR RE-WRITE UNDERWAY

Wellington is currently updating its Land Development Regulations. During the course of EPC meetings from 2016 through 2017, the EPC reviewed all sections of the proposed Land Development Regulations pertaining to the EPA and provided their input for those regulations. The key recommendations from the EPC in the LDR rewrite were to:

1. Maintain low density in the EPA
2. Encourage commercial uses within venues
3. Loosen regulations related to the number of barns allowed on a property
4. Allow for recreational vehicles

Most subareas of the EPA have a lot size of two – five acres with many farms ranging to 10 acres and larger in the southern part of the EPA. The EPC recommended keeping density levels where they are, and not allowing for increased density. Additionally, the EPC recommended allowing for commercial uses within the venues. The venues are designated as commercial recreation land in Wellington's Future Land Use Map. Many vendors use the events as an opportunity to showcase their products. The EPC recommended allowing for these and other commercial uses to occur at all times on the commercial recreation designated property. The committee also recommended removing the regulation that a property must be at least ten acres to have more than one barn. The need for health and safety of the horse were cited as the reason to allow for more than one barn on smaller properties, i.e., in case of need for quarantine or in case of fire. The size of the barns would still be limited by floor area ratio and building coverage. Finally, the EPC recommended loosening the restrictions on the amount of RVs and where they are located and screened within a property.

Another key component in rewriting the LDRs was a recommendation for a more user-friendly permitting process especially as it relates to equestrian permits. As a result, the EPC reviewed the proposal for an updated Article V of the LDR at its August 2, 2017 meeting. The proposal offered a streamlining of equestrian permitting in which permits may be approved administratively (without public hearing process) if they have previously been approved, and do not increase in intensity. Therefore, the need to

go through public hearings for a repeat event year after year is eliminated as long as the event does not grow or change parameters. The revisions to Article V were unanimously recommended for approval by the EPC. Wellington's Council approved the Article V revisions on their second reading on September 26, 2017.

RE-USE & RE-DEVELOPMENT

As previously stated, Winding Trails was officially annexed into the EPA **on February 28, 2017**. In its review, the EPC felt nine equestrian lots were a good use of the property and recommended approval of the project. This type of redevelopment of a golf course (or other use) into residential property is not uncommon in many areas of the country now, including Wellington. Another project, which is currently under review, is the Flying Cow Ranch project. The project is proposed for property south of the Marjory Stoneman Douglas Everglades Habitat. The project would annex the land into the EPA as Subarea G and would be limited to 30 dwelling units with public and private equestrian trails and an airplane landing strip. The EPC heard the proposal for Flying Cow Ranch at its September 6, 2017 meeting and unanimously recommended approval of the project. The project went to the Planning, Zoning, and Adjustment Board on September 13, 2017 where it was put on hold to further discuss flight patterns, the number of stalls, and the length of the landing strip. The EPC may continue to see redevelopment projects going forward as Wellington grows as a community.

LAND USE: RECOMMENDATIONS

1. Maintain low density levels in the EPA.
2. Encourage commercial uses within venues.
3. Loosen regulations related to the number of barns allowed on a property.
4. Loosen recreational vehicle regulations.

INFRASTRUCTURE

Roadways

Roads within the EPA contribute to Wellington being a world-class equestrian destination. They provide connectivity between farms, venues, and homes as well as providing critical transportation routes for people, horses, and equestrian related goods and services. A well-maintained and functioning roadway system not only supports the EPA, but it can also be representative of what a world class equestrian destination offers by balancing the function of local transportation with passive uses such as trail riding with friends and family.

WIDENING OF LAKE WORTH ROAD

At its December 7, 2016, meeting, the EPC reviewed recommendations made in a previous draft of the Plan of Action. One of these recommendations was the widening of Lake Worth Road. The committee discussed the proposal and felt that with its location, and proximity to venues, Lake Worth Road could become a major gateway to the preserve. It could be a visual landmark and help alleviate traffic as well. With those considerations, the EPC stated they were in favor of widening the road. The proposed improvement from the original draft of the Plan of Action is:

- Improvement from 120th Avenue South to South Shore Boulevard from a two lane to four lane section, including a 10-foot wide multipurpose pathway on the south side of Lake Worth Road.

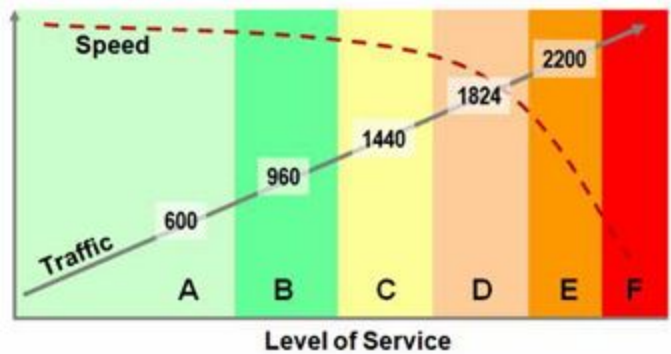
The objective of this recommendation is to facilitate traffic flow improvements to and from the equestrian venues while lessening the traffic impacts within the overall EPA. To this point, there are four approved points of ingress/egress to Palm Beach International Equestrian Center (Country Place PUD). Two existing access points are on Pierson Road with a third providing a southern connection to 40th Avenue South. A future access point is planned as an eastern connection to South Shore Boulevard. Other potential long-term impacts could benefit Grand Champions Polo Club (GCPC) and International Polo Club in the operations of their facilities. GCPC recently received approval for two access points off Lake Worth Road for their polo property.

IMPROVEMENTS ALONG PIERSON ROAD and AT THE PIERSON ROAD/SOUTH SHORE BOULEVARD INTERSECTION

At its December 2016 meeting, the EPC discussed the possibility of adding a multi-use path along the north side of Pierson Road. The committee felt that with its central location and heavy traffic flow, both on and off-road, Pierson road needs some improvements at the intersection with South Shore Boulevard and a multi-use path along the north side of the road. Pierson Road serves as a sort of “Main Street” for the equestrian venues and should be held to world-class standards. There are safety concerns with the many cars, bikes, scooters, golf carts, and pedestrians merging into a narrow area. A multi-use path and intersection improvements could address these issues.

LEVEL OF SERVICE E AND TRAFFIC VOLUMES

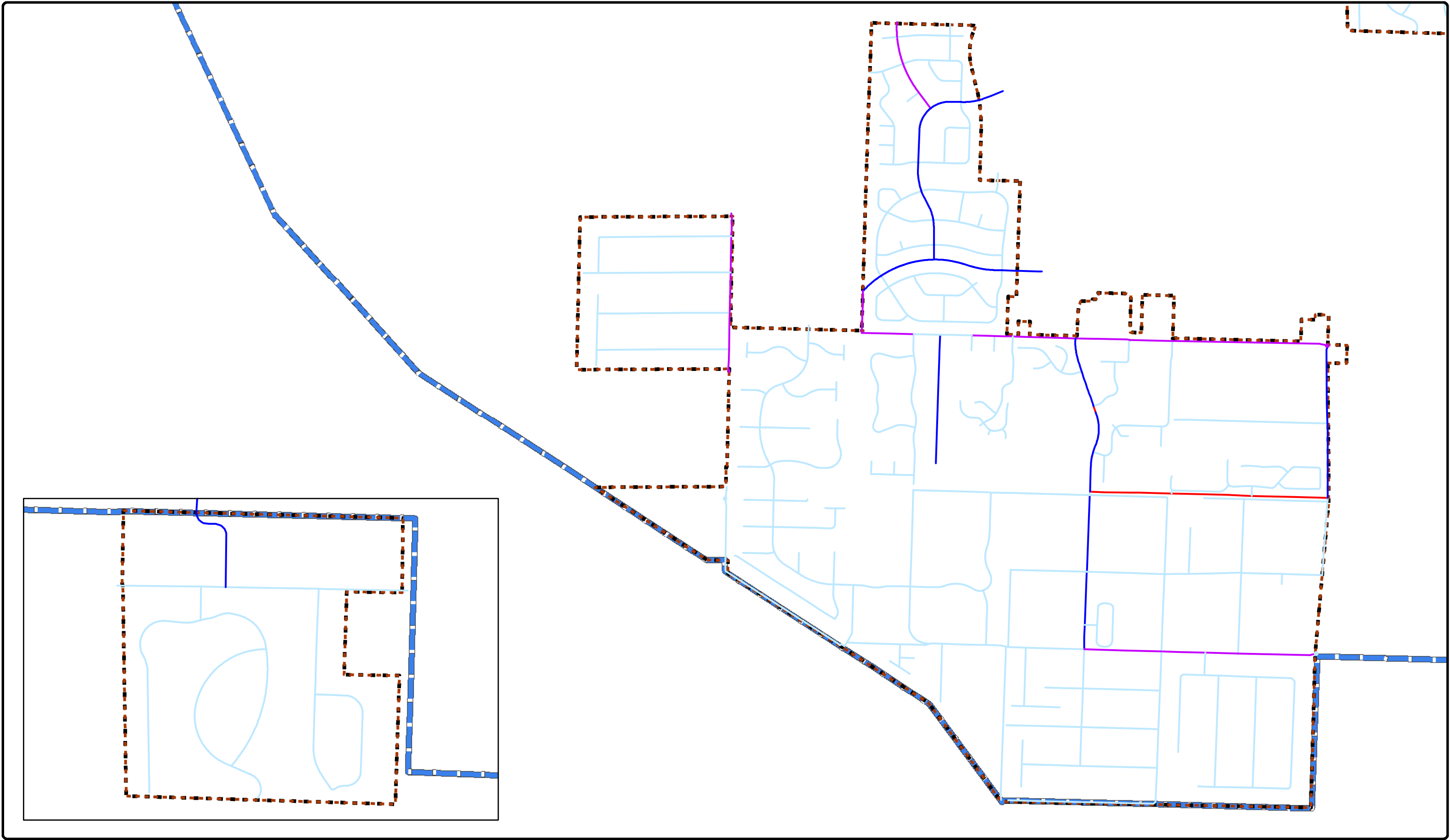
Through the adoption of the Village Comprehensive Land Use Plan (Comp Plan) all roadways in the EPA have an adopted Level of Service (LOS) “E”. The Equestrian Preservation Element of the Comp Plan states: “Roadways within the Equestrian Preserve shall be maintained as two-lane



facilities. Adopted levels of service for these roadways shall be Level of Service E”. A possible rationale for maintaining EPA roadways at LOS E is the desired overall reduced speed within the EPA. As seen in the chart above, LOS E is the point where speed starts to dramatically decrease as traffic volumes increases. However, according to Wellington’s Traffic Counts and Analysis dated April 18, 2014 and prepared by Pinder Troutman Consulting, Inc., almost all traffic levels in the EPA currently fall within LOS C. Therefore, with traffic levels not approaching LOS E, traffic failures do not occur and turn lanes and other improvements are not required. Lowering the level of service would shift the responsibility of required improvements to the developer with a proposed project. During discussion regarding changes to the level of service at its December 2016 meeting, the EPC advised they would not like to see required improvements which may increase speeds in the EPA. Additionally, shifting the cost burden to developers may cause an otherwise worthy proposal to not occur. The committee advised they would not like to see levels of service lowered.

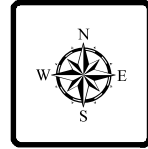
SPEED LIMITS

The majority of roads within the EPA have posted speed limits of 25 miles per hour (see Map #1). Exceptions to this include South Shore Boulevard, Lake Worth Road, Pierson Road, Wellington Trace, Greenbriar Boulevard, Little Ranches Trail, Gene Mische Way, portions of Flying Cow Road, and 120th Avenue South between Pierson and Lake Worth Roads. These are mostly collector and arterial roads with 35 and 40 mile per hour limits. The collector roads were frequently cited during the public forums as having excessive speeding, and speed control measures were suggested. Based on this observation of speeding, a speed recording trailer with radar was set up on 50th Street, ¼ mile west of 130th Avenue South between March 23 and 30, 2015. The posted speed limit for 50th Street is 35 MPH and the average speed recorded during this eight-day monitoring period was 39 MPH. There were 6,820 vehicles recorded in the westbound travel lane. The recorded speed of 1,806 or 26% of these vehicles was 36 – 40 MPH. The next speed level was 41–45 MPH in which 1,406 or 21% were recorded and 1,251 or 18% were recorded at speeds in excess of 46 MPH. The highest recorded speed was 95 MPH. Based on these records, 65% of the westbound vehicles exceeded the posted speed limit on 50th street. This confirms there is a speeding issue



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000000 Work Order #:	SHEET NO.	DATE	2/16/2016
	1	DRAWN	Christian Nakoley
	1	SCALE	1 in = 1 mile
		REQUESTED	Ryan Harding
		FILENAME	SpeedLimits_EOZD



Speed Limits in EPA
Village of Wellington
Palm Beach County, FL

	25 mph		35 mph		Equestrian Preserve Area
	30 mph		40 mph		Wellington Boundary



in portions of the EPA and further speed studies are warranted to determine the extent of the problem. Targeted enforcement is also an interim solution, especially during peak travel periods.

PAVING

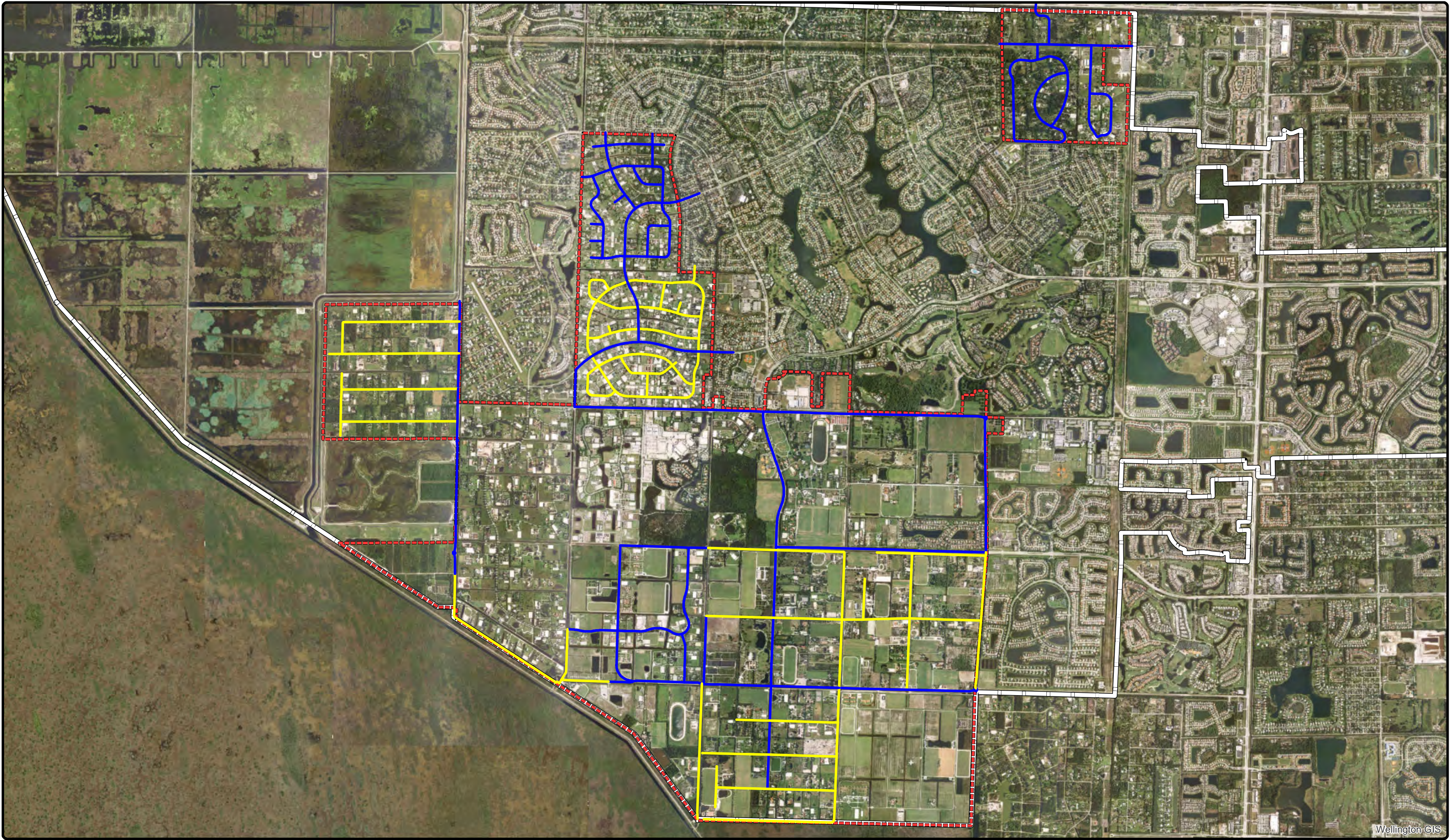
There are 30 miles of publically maintained paved roads with an additional 28 miles of shell rock roads in the EPA (see Map #2). The paved roads are in Paddock Park No. 2, Palm Beach Point East, Palm Beach Little Ranches subdivisions, and included the major thoroughfares of Lake Worth Road, South Shore Boulevard, and Pierson Road. The majority of unpaved roadways is located south of Lake Worth Road and serves multiple purposes including travel lanes for low-speed vehicles. A low speed vehicle as defined by Florida Statute Sec. 316.212 is any four-wheeled vehicle whose top speed is greater than 20 MPH but not greater than 25 MPH, including mini-trucks. Low-speed vehicles must be registered (tagged) and meet the licensing requirements of the Statute. These types of vehicles are permitted on Village roads with posted speed limits of 35 miles per hour or less. Golf carts and all-terrain vehicles, which are not licensed, are currently prohibited.

Continued paving of roadways within the EPA has proven to be a highly debated issue. Small equestrian lot subdivisions such as Paddock Park I and II requested the paving of their roadways prior to the expansion of the show ground events of today, which suggests a compliance with specific neighborhood conditions. Recently, the residents of the southern portion of Saddle Trail Park requested potable water, paved roads, and additional bridle trails within their portion of the community. These improvements were completed in 2016. Additionally, 120th Ave South that lies on the eastern border of the EPA was also paved in 2016.

The current policy in Wellington's Comprehensive Plan related to converting unpaved roads to paved roads is Policy 1.3.3 of the Equestrian Preservation Element that states:

Unpaved local streets in the area shall not be paved without Wellington first receiving a petition in the manner specified in Part IV, Chapter 163 of the Florida Statutes from the majority of the affected landowners requesting the road to be paved. Said paving shall be paid for by special assessments levied against the adjoining properties if deemed appropriate by the Wellington Council.

Some of the community discussions related to the maintaining of unpaved roads are they can be used for equestrian riding, and preserve neighborhoods' and the equestrian lifestyle. However, the term "equestrian lifestyle" is not only difficult to define but its definition varies among equestrian groups.



Wellington GIS

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WORK ORDER #: 000000	SHEET NO.	DATE	2/15/2016
	1	DRAWN	Christian Nakoley
	1	SCALE	1 inch = 1 mile
		REQUESTED	Mike O'Dell
		FILENAME	Streets in EOZD_Update



VOW Maint. Streets in the EOZD
Village of Wellington
Palm Beach County, FL

— Asphalt (30.64 Miles)
— Shell Rock (27.24 Miles)

— Equestrian Preserve Area
— Wellington Boundary



Conversely, other's urge that unpaved roads create local dust problems for not only residents and horses adjacent to these unpaved roads, but also for neighboring communities. The community-wide issue is value related; are unpaved roads consistent with a world class equestrian community or does paving bring added value which in turn enhances a world class equestrian community?

The cost of maintaining paved versus unpaved roads is a key component in making future value related decisions. As of fiscal year 2015-2016, Wellington's Public Works and Financial Services Departments estimated the cost to maintain a paved road is approximately \$17,900 per mile annually. The estimated cost to maintain an unpaved road is approximately \$11,600 per mile. These costs include materials, labor, and equipment. The higher cost for paved roadway maintenance typically includes streetlights, sidewalks, median/right of way maintenance, and signalized equestrian crossing with pavement markings, which one could argue are not required on every paved road within the EPA.

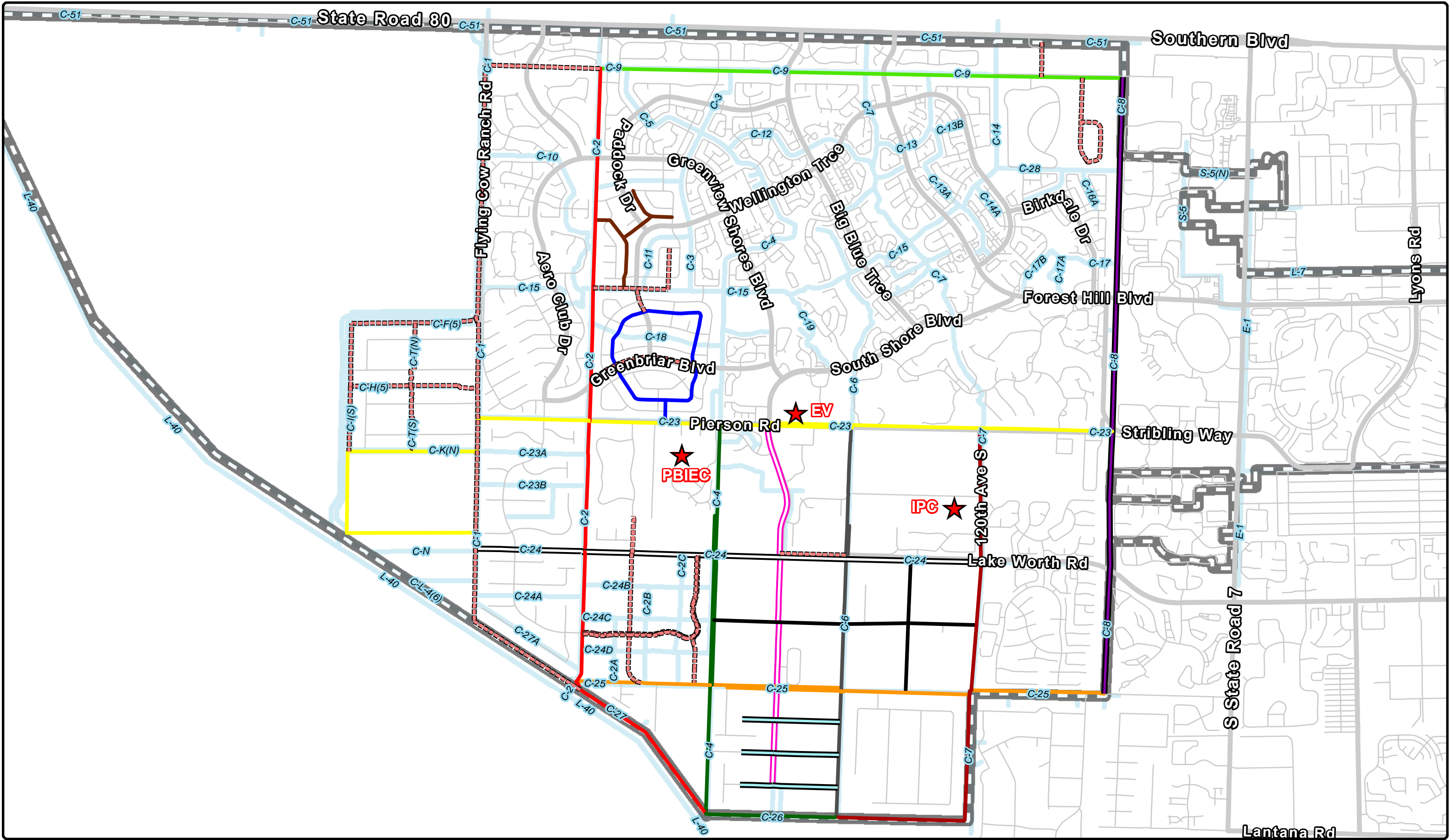
Circulation

BRIDLE TRAILS

The Equestrian Trails and Circulation Master Plan review process was one of the vital parts of the Equestrian Plan of Action. It included a review of the previously developed circulation plans as well as researching and documenting completed improvements since the plan was implemented. Next, the existing trail system was analyzed including existing paths (public and private), equestrian travel destinations, trips counts, and stall data. This information was combined to create a composite analysis of the entire circulation system for the Village, from which a list of recommended improvements was prepared. The recommendations include: complete missing trail segments, provide for additional roadway and canal crossings, establish potable water and shelter locations, create standards for typical trail segments, continue data collection, and the proposal of a mobile application (see Maps 3 & 4). The final step of the process was the exploration of outside funding opportunities followed by a cost estimate for the recommended improvements.

See Appendix B: Equestrian Trails Circulation Plan – <http://wellingtonfl.gov/POA/Appendix>

Recent improvements to the bridle trails include completion of the Blue Trail crossing at the C-23 Canal linking into the Yellow Trail. Asphalt millings were added to the Red Trail from Greenview Shores Boulevard to 40th Street along the C-24 Canal. Construction is set to begin on Brown Trail improvements to connect into the Blue Trail in the Paddock Park II neighborhood. Improvements are also planned for improvements to the white trail in the 2017-2018 budget. For a complete listing of recently completed



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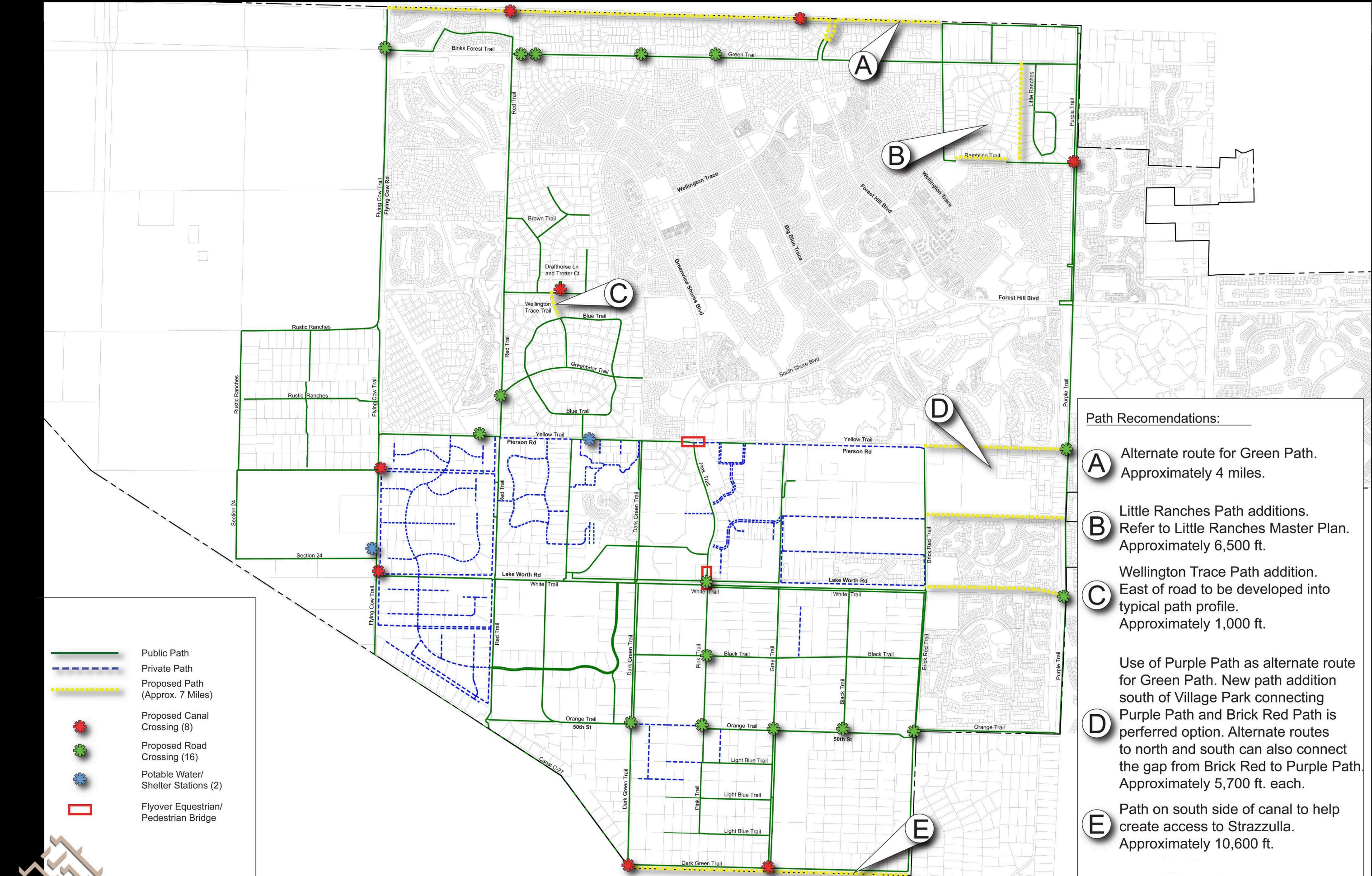
000000 Work Order #	SHEET NO.	DATE	3/10/2015
	1	DRAWN	Christian Nakotey
	1	SCALE	1 in = 1 mile
		REQUESTED	Mike O'Dell
		FILENAME	Trail_Map_MOChanges11x17



Equestrian Circulation Plan- Existing & Currently Planned Elements

Black Trail	Brown Trail	Green Trail	Pink Trail	White Trail	Canals
Blue Trail	Dark Green Trail	Light Blue Trail	Purple Trail	Yellow Trail	Minor Streets
Brick Red Trail	Gray Trail	Orange Trail	Red Trail	Public Trails	Major Streets





Path Recommendations:

- A** Alternate route for Green Path. Approximately 4 miles.
- B** Little Ranches Path additions. Refer to Little Ranches Master Plan. Approximately 6,500 ft.
- C** Wellington Trace Path addition. East of road to be developed into typical path profile. Approximately 1,000 ft.
- D** Use of Purple Path as alternate route for Green Path. New path addition south of Village Park connecting Purple Path and Brick Red Path is preferred option. Alternate routes to north and south can also connect the gap from Brick Red to Purple Path. Approximately 5,700 ft. each.
- E** Path on south side of canal to help create access to Strazzulla. Approximately 10,600 ft.

projects and scheduled improvements, see Appendix C – Equestrian Trail Recommended Capital Improvements.

Appendix C: Equestrian Trail Recommended Capital Improvements (Updated 2017) - [http: _](#)

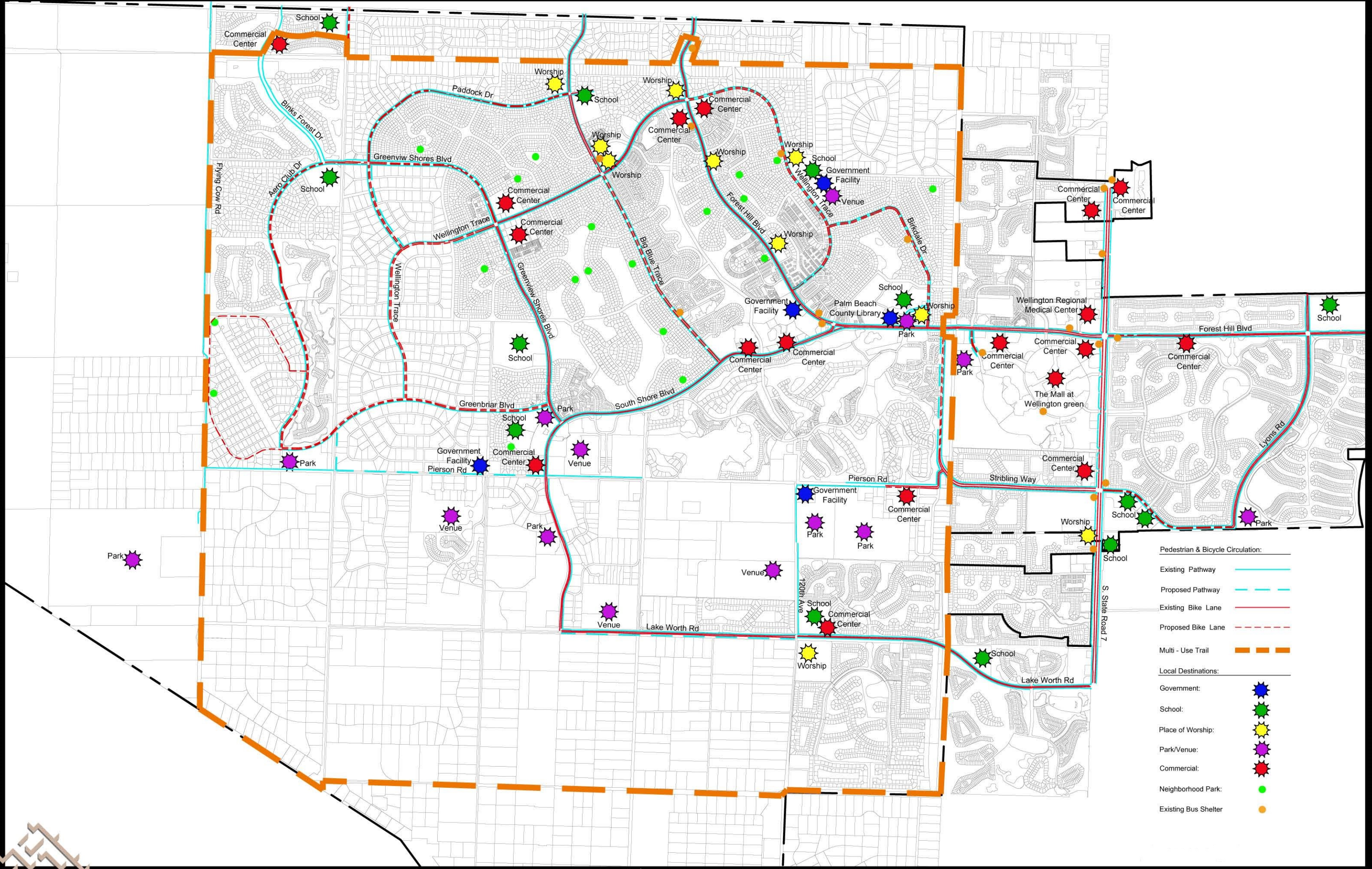
PATHWAYS – BRIDLE/MULTI-USE

Among the many community assets Wellington provides its residents, bridle pathways are the most heavily used on a daily basis specifically during season. The pathways offer all residents, regardless of ability, the opportunity to safely enjoy the community and the climate that draws people to Florida. The 30 miles of paved eight-foot wide pathways allow multiple uses such as walking, running and biking. In 2014 and 2015, the Village constructed approximately 4.4 additional miles of paved multi-use pathway adjacent to Flying Cow Road, the C-23 canal and Palm Beach Point Boulevard. These newly constructed multi-use pathways now link the Village’s existing pathways to the Environmental Preserve at the Marjory Stoneman Douglas Everglades Habitat. In addition, the now completed Flying Cow Road portion also provides a trail segment that connects to the state and county’s greenways plan. The careful planning and placement of multi-use paths in conjunction with equestrian paths can provide residents with multiple choices for commuting within and enjoying the village (see Map #5).

GOLF CARTS & LOW-SPEED VEHICLES

Golf carts and low speed vehicles are convenient means of transportation, particularly in the EPA. However, these forms of transportation can be in conflict with equestrian riders. In Florida, Florida Statute 316 known as the Florida Uniform Traffic Control Law regulates low speed vehicles. By F.S. 316 definition, a low-speed vehicle is any four-wheeled vehicle whose top speed is greater than 20 miles per hour but not greater than 25 miles per hour. The State Statutes do not allow for the use of golf carts on sidewalks, pathways, or public roadways unless the local municipality approves an ordinance allowing their usage on specified roadways, pursuant to FS 316.212. Standard golf carts that are modified to comply with street legal standards can be registered and allowed on roadways with a posted speed limit of 35 miles an hour or less in accordance with FS 316.2122. However, these same modified golf carts, which would be classified as low speed vehicles are not allowed on pathways or sidewalks.

Allowing golf cart usage would require an engineering study. In 2011, the Village’s Engineering department conducted a Golf Cart Usage Study. This study can be utilized and updated to meet the State Statutes. The 2011 golf cart engineering study recommended:



- Pedestrian & Bicycle Circulation:**
- Existing Pathway
 - Proposed Pathway
 - Existing Bike Lane
 - Proposed Bike Lane
 - Multi - Use Trail
- Local Destinations:**
- Government:
 - School:
 - Place of Worship:
 - Park/Venue:
 - Commercial:
 - Neighborhood Park:
 - Existing Bus Shelter

- A maximum speed of 25 mph or less on roads with relatively low truck traffic and minimal hazards, and 15 mph on pathways as allowed by State Statutes.
- Passage of a Village ordinance identifying which roadways and pathways may be utilized, providing for any additional limitation the Village Council may wish to impose.

Based on the technical requirements for golf cart usage, public roadways that lie within the Equestrian Preserve Area would qualify for golf cart usage as allowed by State Statutes. Allowing the usage of golf carts on public roads will require any designated roadways to be properly signed (see Map #6).

Engineering staff conducted a field investigation in 2012 regarding the use of golf carts in Wellington. The study focused on the areas around Pierson Road, Bink's Forest Golf Club, and Wanderers Golf Club. This investigation found golf cart usage is prevalent in these areas and in many cases, golf carts were not safely operated or were not properly equipped. It was also determined that other types of vehicles such as all-terrain vehicles (ATVs) were prevalent. During the investigation, The Palm Beach County Sheriff's Office (PBSO) indicated several golf carts had been stolen in the equestrian area and crime investigation was proving to be increasingly difficult due to lack of information such as proof of ownership and make and model of the stolen vehicles.

Key points from the 2012 Engineering Department investigation were:

- Golf carts are a common and accepted mode of transportation in the areas near golf courses and in the Equestrian Preserve Area.
- The use of golf carts on certain public streets/rights-of-way under certain conditions and regulatory framework is sensible.
- The regulatory framework should be structured after other communities that allow golf cart use on public roads/pathways, but tailored for Wellington.
- The regulations would not apply to privately owned streets/rights-of-way. Private property owners and associations would be free to make their own policies.
- The Village can adopt standards for the operation of golf carts on specific roadways within the Village.

The issues surrounding golf cart usage in the Equestrian Preserve and the urban core are different but they do overlap, particularly where convenience is a factor. On a policy level, Wellington should address what level of support it is willing to embrace. Current state law is clear:

Greenways & Pathways

Details Legend

Print Layers Measure

Cadastral

Municipal Boundary



Greenways Pathways

Greenway Connections

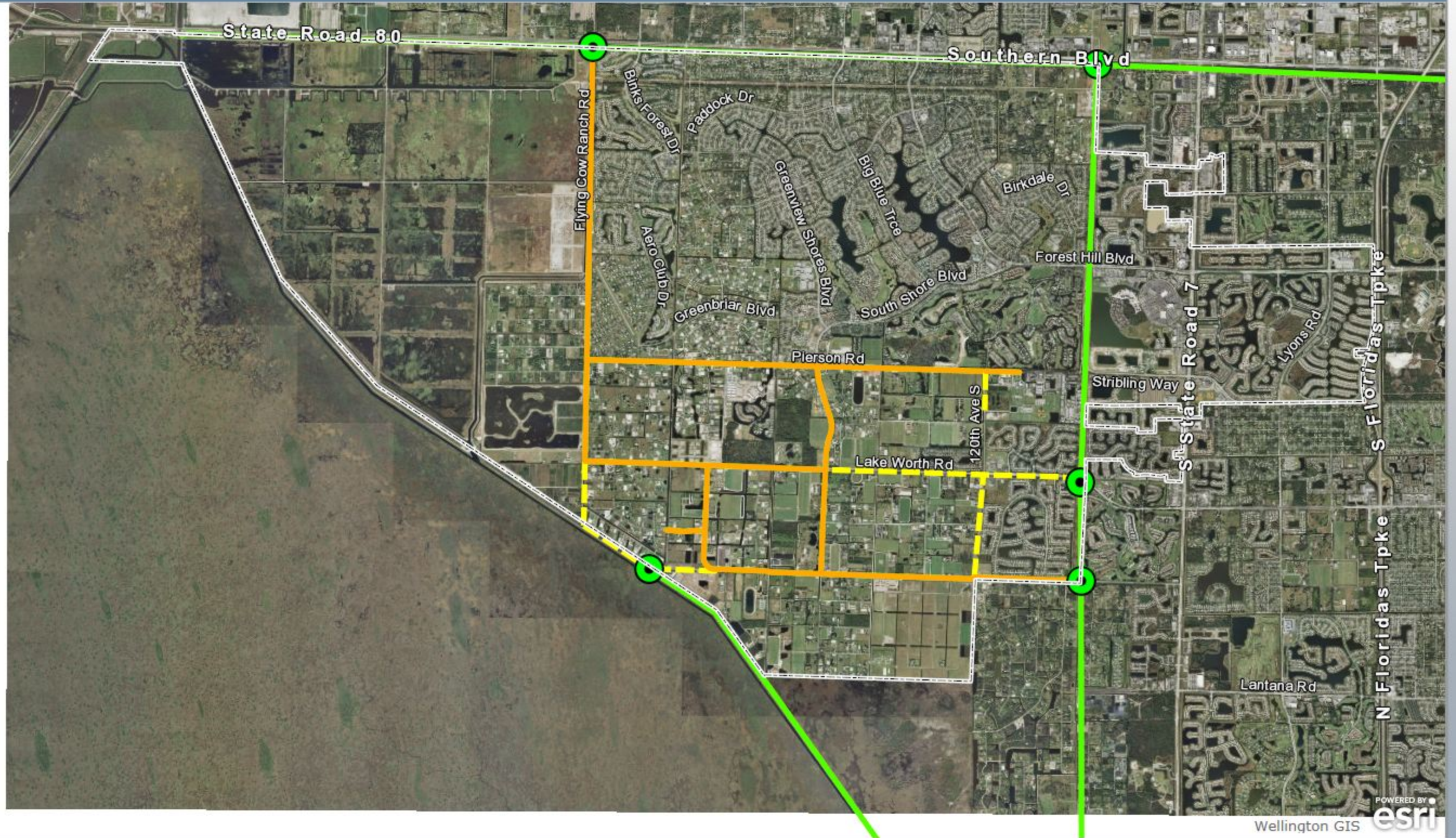


Greenways

- Existing Greenways
- Proposed Multi-purpose Pathways
- Proposed Multi-purpose Alternate Pathways



0 0.5 1mi



- Golf carts are not allowed on public streets and sidewalks unless the local government makes a specific determination that its roadway system and prevailing traffic patterns will safely allow their operation
- Low speed vehicles and mini trucks are allowed on all public roadways with posted speeds of 35 mph or less unless the local government has adopted an ordinance specifically precluding them.
- Golf carts drivers cannot be younger than 14 years of age.

One inescapable fact about golf carts is they are fun and combined with south Florida's weather, golf carts could be an alternate mode of transportation in Wellington, but the question is how. In the long term, if fuel costs rise, electric vehicles or similar modes of transportation will become more attractive. Recent improvements in technology and changes to the regulatory industry are already beginning to favor expanded alternative vehicles. Additionally, Wellington's roadway networks embraces motorized travel and motorized vehicles are part of the Village's fabric. Converting relatively low-cost vehicles like golf carts for street travel is gaining in popularity and the Village should address the corresponding public safety aspects associated with their use. The cost to converting a standard golf cart to street legal use with registration costs less than \$1,000.00 today.

The essential decision facing the Village is whether to leave the road and pathways system as it is or to develop policies and plans to deal with the expanding use of these alternative vehicles. The Village has the ability to plan, finance, and construct multi-use pathway systems in both the Equestrian Preserve and the urban core. The questions we need to answer is, does the benefit received equal or exceed the combined capital and human cost of not creating a pathway system?

A multi-use system would address the golf cart or motorized vehicle issue within the EPA. Once addressed in the EPA, the obvious question then becomes, will golf carts or non-registered motorized vehicles be allowed on the existing pathways within the urban core? The answer to this question is not as simple since the use of the multi-use pathways within the urban core is more complex. Daily usage by schoolchildren, elderly, and handicapped individuals along with runners, walkers, and bikers would suggest that adding motorized vehicles to the existing 8-foot wide pathway system would be unsafe for all users groups. Unlike the EPA where posted speed limits allow for "low speed" vehicles to be used on Village roadways, the thoroughfares within the urban core have posted speed limits that exceed the State statutes of 35 mph, which potentially creates an unsafe condition.

Although no formal plan has been developed for a multi-use pathway within the EPA, a per mile estimate would place the development of 15 to 20 miles of a 10 foot wide multi-use pathway at a cost of \$3.8-\$5.1

million. To expand the existing 30 miles of multi-use pathway to a 10 foot width within the existing urban core may be an additional \$3.5 million, which could be developed in a phased approach.

With these considerations in mind, the EPC has recommended revisiting a proposal for a golf cart ordinance in 2018.

POTABLE WATER DISTRIBUTION PLAN

A potable water distribution plan would identify the incremental expansion of potable water service to areas of the EPA that currently do not have potable water. The objective is to provide value added improvements to the EPA. As properties increase in value, and the cost of construction and maintaining well water increases, potable water can be an important commodity. A potable water supply can also be utilized to support fire suppression systems, which can reduce insurance premiums to the landowner and provide added protection to the equestrian related structures and homes.

The Village of Wellington should develop a Potable Water Distribution Plan for the incremental expansion of potable water service to areas of the EPA, which currently do not have potable water. The development of a plan is simply a good tool for the long-term.

IRRIGATION QUALITY WATER

Some portions of Wellington's canals were depleted or substantially reduced during 2011 droughts. The Village should adopt its own withdrawal volumes based on the availability to provide irrigation water.

- The objective is to provide Village residents with a reasonable explanation and an understanding of the limitations of the Village's surface water management system. Previous drought conditions have shown the limitations of the surface water system and despite the withdrawal permits issued by the South Florida Water Management District; conditions have occurred recently where surface water was not available from canals such as C-26, C-25, and portions of the C-6 canals. The equestrian community is a significant user of surface water for rings, competition fields, and open-space. Understanding the limitations on water usage, and the effect that restrictions may have on an individual's farm would aid in the operation and management of such properties.
- The Village of Wellington should develop an Irrigation Quality Water Distribution Plan to provide a quantitative evaluation of the amount of irrigation water available within the Wellington's canal system. The plan should also include the incremental expansion of irrigation quality water mains to specific service areas within the EPA.

At its January 2017 meeting, the EPC heard a presentation from Shannon LaRocque, Wellington's Utility Director, in which she described plans for Wellington's utilities moving forward. Those plans include:

1. Renewal and replacement at the Water Treatment Plant in 2017
2. Renewal and replacement at the Wastewater Treatment Plant in 2017
3. A Reuse Water Master Plan
4. Renewal and Replacement of Potable Water & Wastewater Neighborhood Infrastructure

BROADBAND (FIBER OPTIC CABLING)

The objective is to provide an improvement to the EPA that will increase property values. As the dependency on high-speed internet communications increases, providing residents with the ability to communicate locally, nationally, and internationally broadband capabilities will support and reinforce Wellington's world-class equestrian community. The EPC recommended moving forward in trying to acquire broadband capabilities for the EPA at its December 2016 meeting.

INFRASTRUCTURE: QUESTIONS and RECOMMENDATIONS

Questions:

1. How can Pierson Road be improved upon for all users given its limited space? What improvements should be made and where?
2. How can the intersection of South Shore Boulevard and Pierson Road be improved?

Recommendations:

1. Widen Lake Worth Road to four lanes
2. Make improvements to address the intersection at South Shore Boulevard and Pierson Road. This could be done by adding right turn lanes and a through lane in a north/south direction.
3. Maintain Level of Service 'E' in the EPA
4. Revisit a golf cart ordinance, or adding more pathways
5. Plan for utility improvements including potable water, irrigation quality water, and broadband.

ENVIRONMENTAL MANAGEMENT

Water Quality

BEST MANAGEMENT PRACTICES

Each year the Village of Wellington is required to submit an annual update on water quality and Best Management Practices to the South Florida Water Management District (SFWMD). This complies with the annual reporting requirements of the SFWMD Permit No. 50-00548-S (Application No. 070330-35,

Condition No. 13) and the Florida Everglades Protection Act of 1991 that authored the settlement agreement with the EPA and US ACOE. Based on the most recent report from 2014, the median total phosphorous level for the reporting period of August 1, 2013 through July 31, 2014 is 41 parts per billion (ppb) which is below the permitted 50 ppb target level.

Part of this annual reporting includes updating Best Management Practices (BMPs) that are geared toward reducing total phosphorous. In March 2013, the Village of Wellington adopted Ordinance No. 2012-12 that updated the BMPs. Key provisions of the ordinance relating to fertilizer control include:

- Fertilizers containing an excess of 2% phosphate/phosphorus per guaranteed analysis label shall not be applied to turf grass, pastures, paddocks, or used in nurseries unless justified by a soil test.
- Fertilizers in excess of 2% phosphate/phosphorus shall not be applied within ten (10) feet of the edge of water or within ten (10) feet of a drainage facility.
- Liquid fertilizers in excess of 2% phosphate/phosphorus shall not be applied through an irrigation system within ten (10) feet of the edge of water or drainage facility.
- Fertilizers must be applied in accordance with the published application rates and frequencies. No additional application of fertilizers is permissible unless soil tests determine a deficiency.
- Fertilizers and grass clippings shall be removed from impervious surfaces and prevented from entering the surface water system.
- Commercial fertilizer applicators must maintain required certifications and licenses in order to be registered with Wellington.
- The amendment also allows for mitigation to occur regarding the construction and placement of manure bins in order to comply with local water quality standards.

IMPLEMENTATION COSTS

To date, there has been nearly \$40 million invested in improvements designed to reduce Wellington's previous phosphorus levels from over 200 ppb to an average of under 50 ppb to meet current permit requirements. Additionally, for over 15 years Wellington has been engaged in developing and improving its BMP's while at the same time improving storm water protection and enhancing water quality throughout the Village.

ON THE HORIZON

It is important to understand that one effect of the recent court actions resulting from litigation over the "Everglades Forever Act" is that the US EPA has enacted specific "Numeric Water Quality Standards" in Florida that will have an impact on the regulation standard. Total phosphorus load measurement would

change from an "Average" daily load to a "Total Maximum Daily Load". Should the criteria ultimately stand, Wellington could be required to spend an additional \$30-\$40 million to meet this new standard.

HORSE WASTE DISPOSAL, REDUCE, RECYCLE, FUTURE USES

Various physical disposal methods have been examined. Some show future promise while others such as bio-fuel production await technological improvements. Some of the current technologies available for producing bio-fuels actually consume more energy during the production process than the bio-fuel generates itself. Chemical conversion of horse waste has environmental concerns while inefficiencies of some processes hinder market acceptance. Of the various methods available, the oldest process that remains a viable option is composting. Whether used as a soil amendment, fertilizer, or mulch, composting remains economical for most equine operations and is a proven scientific method to destroy pathogens. Finally using this waste stream as a fuel source in co-gen operations solves many environmental concerns and eliminates land applications.

There are approximately 12,000-13,000 horses located within Wellington during peak season and an additional 2,000 horses that visit Wellington daily during the season. Understanding the amount of waste produced per horse (50 pounds/day – 9 tons per year) will assist in developing viable disposal methods and requirements for reducing potential runoff into Wellington's drainage system and waterways.

QUANTIFYING WASTE DISPOSAL

The total amount of horse waste in Wellington can be estimated by multiplying the number of horses by the typical or average amount of waste generated daily per horse. On average, a 1000-pound horse consumes 18-24 pounds of feed and 10-25 gallons of water per day. Horse manure is approximately 60% solids and 40% urine. On average, a horse produces 0.5 ounces feces and 0.3 fluid ounces urine per pound of body weight. A 1000-pound horse produces about 31 pounds of feces and 2.4 gallons of urine daily, which totals approximately 50 pounds of raw waste per day.¹ Assuming the number of horses in Wellington during the 12–16 week winter season is 10,000 to 13,000, the estimated volume of waste produced during this period is over 36,000 tons. During the off-season months of May through December the number of horses range from a low of 3,200 to a high of 8,100 horses, equating to over 27,000 tons of waste produced during the 36-40 weeks. The combined total of more than 64,000 tons of livestock waste produced annually does not include the weight of shavings used for stall bedding. This factor can

¹ Wheeler, Eileen and Smith Zajackowski, Jennifer. Horse Stable Manure Management (Penn State College of Agricultural Sciences, U.S Department of Agriculture and Pennsylvania Counties Cooperating)

vary depending on the amount of moisture retained in the shavings. Discussions with the haulers indicate the combined weight of livestock waste and shavings is most likely between 80,000-100,000 tons per year.

TABLE 8: ESTIMATED AVERAGE MANURE GENERATED PER MONTH

MONTH	# OF DAYS PER MONTH	EST. AVERAGE # OF HORSES PER MONTH	EST. TONS OF MANURE PER MONTH	EST. CUBIC YARDS OF MANURE PER MONTH
January	31	13,365	10,357	34,525
February	28	13,365	9,355	31,184
March	31	12,028	9,322	31,072
April	30	10,280	7,710	25,701
May	31	3,517	2,726	9,086
June	30	3,171	2,378	7,927
July	31	3,171	2,457	8,191
August	31	3,171	2,457	8,191
September	30	2,970	2,227	7,425
October	31	4,950	3,836	12,787
November	30	6,682	5,012	16,706
December	31	8,100	6,277	20,924
Estimated Total Cubic Yards				213,719

HAULERS

Wellington's Best Management Practices (BMP's) Ordinance 2012-12 requires all livestock waste haulers in the Village of Wellington to be licensed yearly. This ordinance also requires each hauler to provide quarterly accounting of the amount of total amount of livestock waste transported along with the disposal site. There are currently twelve licensed haulers (as of September 2017) operating in Wellington that collectively use 26 to 40 trucks at any given time. Assuming a truck makes approximately two trips to disposal sites daily, the peak season maximum of 40 trucks equates to approximately 80 daily trips. These trips affect roads, not only in the EPA, but also throughout Wellington's non-equestrian areas and adjacent County roads eventually disposing of the waste at approved disposal locations.

Wellington continues to pursue a comprehensive program to address horse waste in the community. Wellington is looking at private sector initiatives and working with neighboring governments in a collaborative effort to educate and enforce regulations to curb illegal dumping and encourage proper disposal. An educational program is proposed to promote the legitimate licensed haulers and highlight proper disposal methods and designated locations. Additionally, the list of licensed haulers is available to

our residents on the Villages web site so they can use haulers that comply with the program and dispose of the horse waste at approved disposal sites.

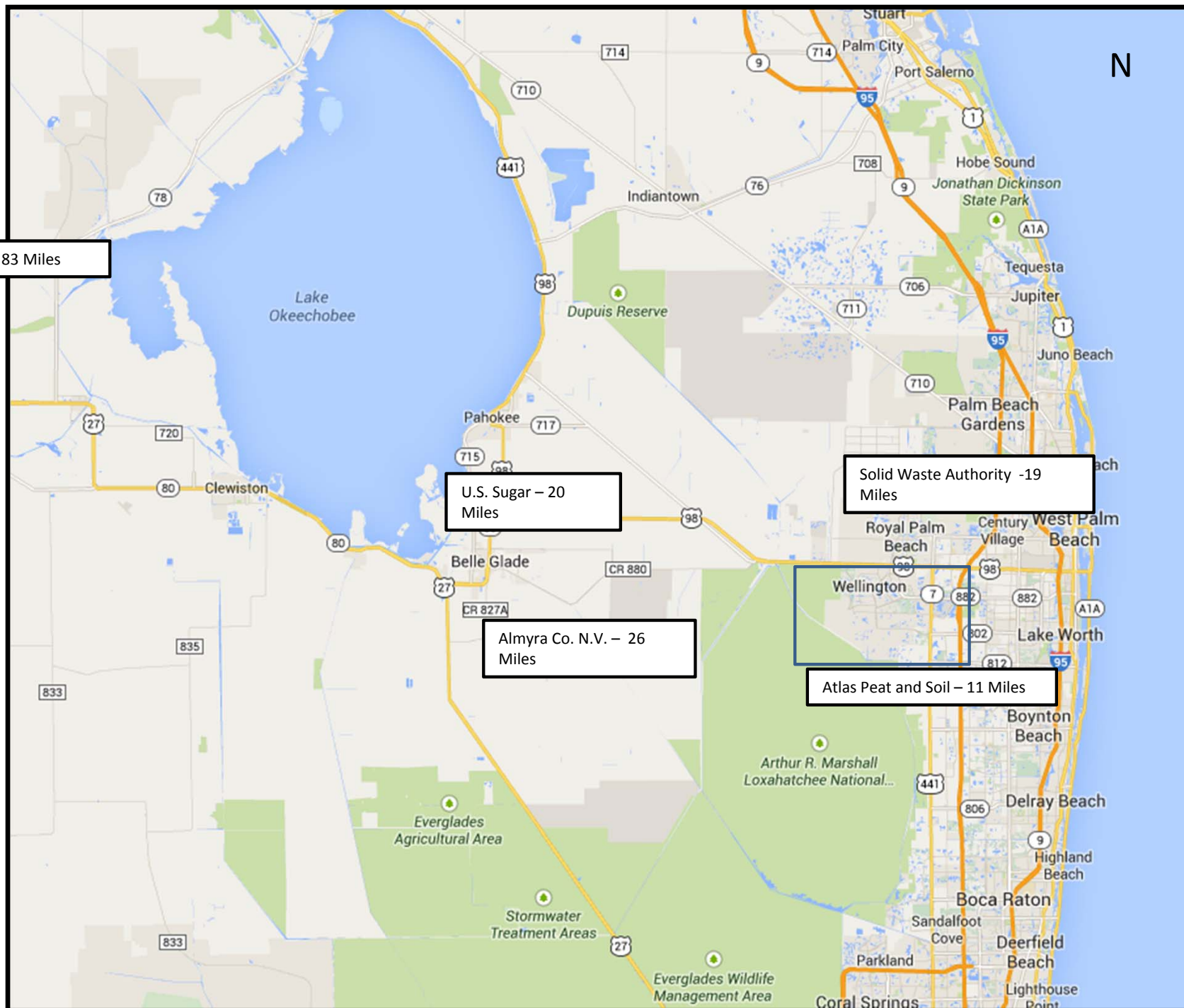
Proper disposal of livestock waste is a challenge as evidenced by the limited number of approved disposal sites especially with their distance from Wellington (see Map #7). One company, US Sugar Corporation, has used the livestock waste product on their agricultural lands. Corporately, they have designed a program whereby haulers have access to the fields where the waste is spread and tilled into the soil. The fields lie fallow for some 8 to 10 months allowing the livestock waste to decompose into soil amendments. An estimated 80% of all livestock waste being generated in Wellington is currently being disposed of on US Sugar's property. All livestock waste disposal sites must be approved through the Florida Department of Environmental Protection to allow for composting or spreading. There are also many equestrian neighborhoods such as White Fences, Loxahatchee Groves, and Homeland, which add to the livestock waste disposal concerns. The Village and the region should continue to seek alternative methods of disposal that achieve greater environmental opportunities.

BEST MANAGEMENT PRACTICES

Ordinance No. 2012-12 also updated BMPs for livestock waste storage and disposal. The key provisions included:

- Each livestock facility must have an approved waste storage area.
- The storage areas are required to have an impermeable floor with sidewalls on three sides.
- The size of the storage area is proportionate to the number of livestock served by the storage area.
- If roll-off or dumpster containers are approved, they must be placed on a concrete or asphalt pad with a lip around it to contain seepage.
- All waste storage areas must be watertight and covered.
- Waste storage areas must be located at least five (5) feet away from any roof overhang, fifty (50) feet from any public drainage conveyance or drainage inlet, and at least one hundred (100) feet from a potable water supply well.
- All livestock waste must be hauled to an approved site and haulers must be registered. Haulers must maintain and submit quarterly hauling reports.

WELLINGTON'S NEW PARTNERSHIP WITH the FLORIDA DEPARTMENT of AGRICULTURAL and CONSUMER AFFAIRS (FDACS)



**Locations and Distances are Approximate*

Approved Disposal Locations and Distances from Wellington

N.T.S.

On May 9, 2017, Wellington signed Resolution No. R2017-16 entering into an agreement with FDACS to provide a collaborative effort in enrollment of farm owners in BMP programs. The agreement also provides for training and technical assistance for landowners regarding the program. The agreement will allow owners to enroll in the FDACS program if they choose, or remain with Wellington's water quality and regulatory requirements, providing more options for landowners to help with water quality improvements and opportunities to reduce expenses.

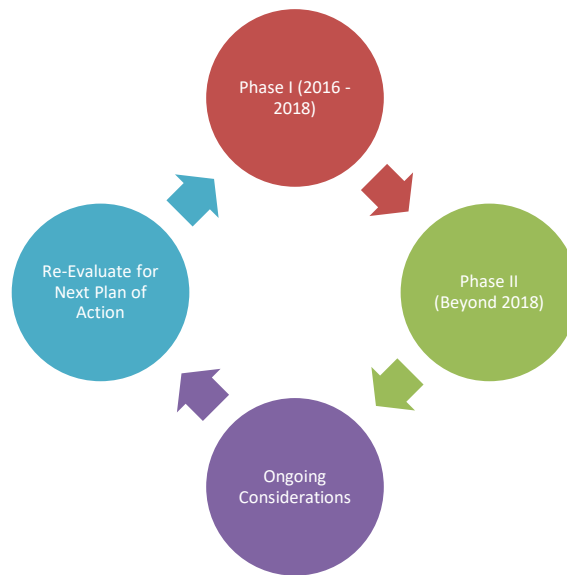
See Appendix D: MOA – Wellington and FDACS [http: _____](http://)

Timeline

As stated in the beginning of this Plan of Action, the plan proposes to offer possible solutions that will help guide the evolution and direct growth within the EPA, while focusing attention on attaining the goal of ***Protecting and Supporting Wellington as a World-Class Destination for the Equestrian Industry while Balancing the Unique Equestrian Lifestyle Offered by the Village***. Up to this point, the plan has used data and public input to identify issues that are currently facing the EPA. Many of these issues have been followed by questions for future consideration and recommendations that are intended to alleviate the pressure caused by these issues on the EPA. To complete the process, those recommendations should be followed up with an implementation plan to assure each recommendation is met.

The recommendations are grouped by phases with Phase I items either completed in 2016 and 2017 as the draft Plan of Action was being revised, or planned for completion in 2018. Phase II milestones are those that are recommended for completion beyond 2018. Additionally, there are ongoing issues for the equestrian community to consider beyond this Plan of Action.

Equestrian Plan of Action Cycle



EPC Recommendations:

1. Initiate an Economic Impact Study – July 2016
2. Revise the Equestrian Plan of Action – Year End 2017
3. Review Land Development Regulations and Provide Recommendations – 2017 – 2018
4. Initiate a Planning Study to address below questions – 2018
5. Revisit a proposed Golf Cart Ordinance or adding more pathways – 2018
6. Creation of an Equestrian Preserve Association – 2018
7. Widen Lake Worth Road to four lanes.
8. Make improvements at the South Shore Boulevard and Lake Worth Road intersection. Improvements could include adding right turn lanes and a through lane in the north/south direction.
9. Plan for utility improvements including potable water, irrigation quality water, and broadband.

Phase I (2016-2018)

1. Economic Impact Study – recommended in July 2016, the study is underway and scheduled for completion in early 2018.
2. Plan of Action – The EPC reviewed the original draft and made recommendations throughout 2016-2017. A revised Plan of Action is scheduled for completion in early 2018.

3. LDR Rewrite – The EPC gave initial recommendations for all equestrian related regulations and is scheduled to review the latest draft of Equestrian Overlay Zoning District Regulations in early 2018 for an official recommendation to council.
4. BMPs/FDACS Partnership – Wellington entered agreement with FDACS in May 2017.
5. Article V – The EPC recommended approval of Article V modifications of Wellington’s LDR at its August 2017 meeting and the modifications were adopted by council in September 2017.
6. Graywater Irrigation –2018
7. Golf Cart Ordinance – 2018
8. Equestrian Preserve Association - 2018

Phase II (Beyond 2018)

1. Lake Worth Road Widening
2. Utility Improvements (Water, Irrigation Water, Broadband)
3. Planning Study

Planning Study – Questions to Consider:

1. What does the equestrian community receive from and provide to the non-equestrian community and vice-versa?
2. How can Wellington capitalize on its equestrian community while keeping it sustainable?
3. What can be done to promote Wellington’s unique equestrian brand?
4. Is there a need for smaller event venues in Wellington?
5. Is there a need for other types of venues such as western or breed shows?
6. What is polo’s future in Wellington?
7. Should Wellington provide more lodging options? If so, where?
8. Should Wellington attract international events such as the World Equestrian Games?
9. How can Pierson Road be improved upon for all users given its limited space? What improvements should be made and where?

Ongoing Issues to Consider for EPA

External Factor

Florida Statute 604.50

One evolving issue within the community, even as this plan is being finalized, is the Agricultural Classification of equestrian properties. This tax abatement begins with a resident estate/farm owner

applying for and obtaining an agricultural classification from the Palm Beach County Property Appraiser's office. This is based on the occurring bona fide agricultural activities on the property.

Palm Beach County Property Appraiser's office defines BONA FIDE AGRICULTURAL PURPOSES as GOOD FAITH COMMERCIAL AGRICULTURAL USE OF LAND. Good faith commercial agricultural use of property is defined by 12 D – 5.001 of the Florida Administrative Code as the pursuit of an agricultural activity for a reasonable profit, or at least the reasonable expectation of meeting investment costs and realizing a reasonable profit.

Wellington defines bona fide agricultural as any plot of land where the principal use is bona fide agricultural. This means the raising of crops inclusive of organic farming, animals inclusive of aquaculture, production of animal products such as eggs or dairy products inclusive of apiculture, or a retail or wholesale nursery on an agricultural or commercial basis. A criterion for determining bona fide agriculture is found in Sec. 6.4.4.6, Supplemental Use Standards.

This classification requires yearly renewal through Palm Beach County and the classification reduces the taxable value per acre, only on the land in which the bona fide agricultural activities is occurring. As an example, the residential portion of the property is excluded from this abatement while stables housing an animal or animal related equipment, food, or supply structures that meet the definition of bona fide agricultural activities are exempt.

Agricultural Classification has always been amenable to EPA residents. Beginning in 2011, changes to State Statute 604.5 now allow an agricultural classified property to obtain an agricultural exemption for nonresidential farm buildings, along with fencing and signs.

The Statute reads:

(1) Notwithstanding any provision of law to the contrary, any nonresidential farm building, farm fence, or farm sign that is located on lands used for bona fide agricultural purposes is exempt from the Florida Building Code and any county or municipal code or fee, except for code provisions implementing local, state, or federal floodplain management regulations. A farm sign located on a public road may not be erected, used, operated, or maintained in a manner that violates any of the standards provided in s. 479.11(4), (5)(a), and (6)-(8).

(2) As used in this section, the term:

(a) *“Bona fide agricultural purposes” has the same meaning as provided in s. 193.461(3)(b).*

(b) *“Farm” has the same meaning as provided in s. 823.14.*

(c) *“Farm sign” means a sign erected, used, or maintained on a farm by the owner or lessee of the farm which relates solely to farm produce, merchandise, or services sold, produced, manufactured, or furnished on the farm.*

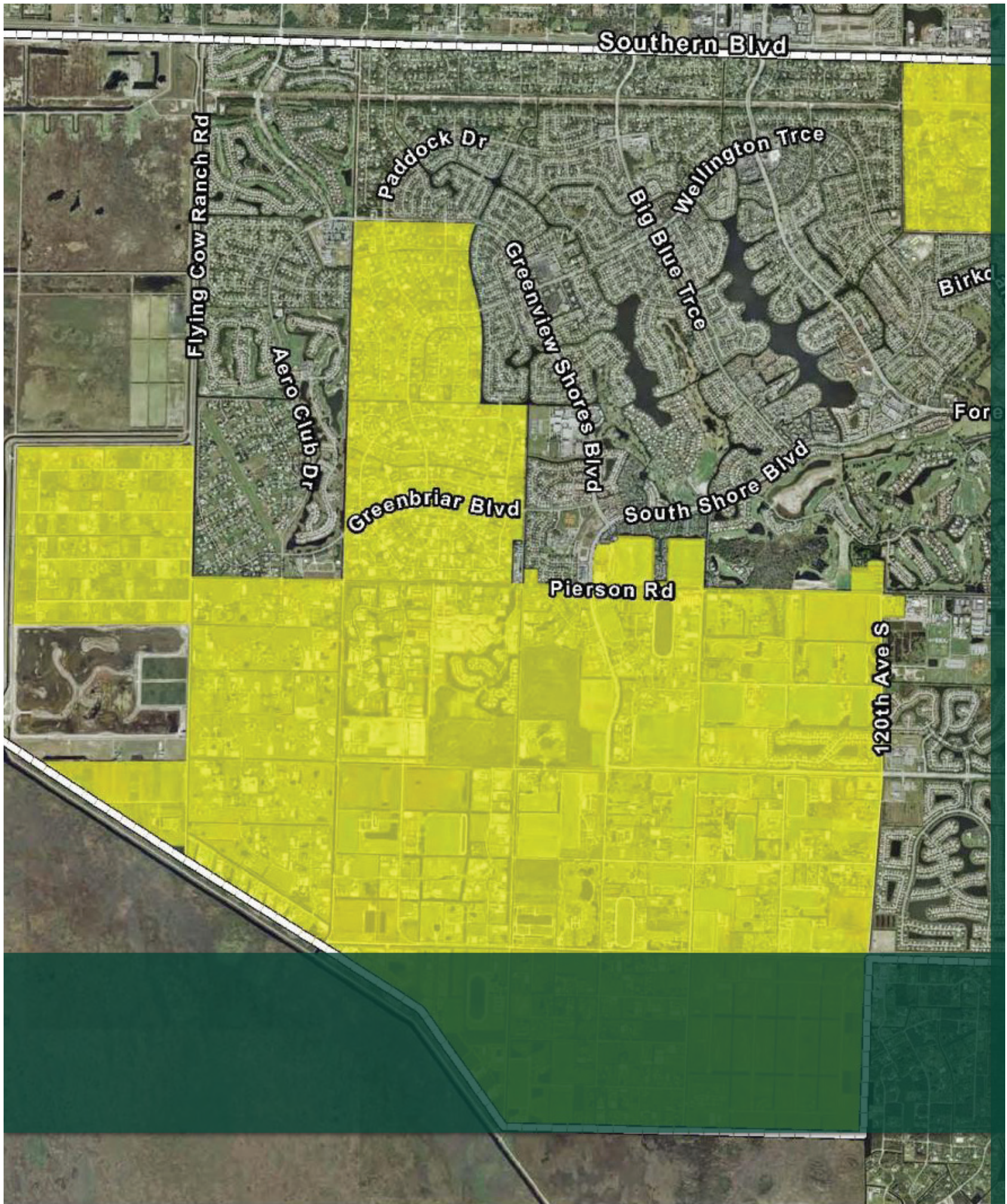
(d) *“Nonresidential farm building” means any temporary or permanent building or support structure that is classified as a nonresidential farm building on a farm under s. 553.73(10)(c) or that is used primarily for agricultural purposes, is located on land that is an integral part of a farm operation or is classified as agricultural land under s. 193.461, and is not intended to be used as a residential dwelling. The term may include, but is not limited to, a barn, greenhouse, shade house, farm office, storage building, or poultry house.*

This annual exemption calls into question the standards by which buildings are being constructed, which could lead to difficulty in maintaining a “world class” standard. To date, the Florida Building Code has been followed for the vast majority of structures built in the EPA. Now the question is, if the equestrian community is to remain world class, should all agriculturally exempt structures be built to a uniform standard? Only the residents of the EPA can answer this question since the Village’s role has recently been limited.

Internal Factor:

Trail System

Wellington’s trail system is vital to the equestrian community. With Wellington’s limited availability of open riding spaces, the bridle trails provide options for recreational riding, as well as ways to move through the community. The bridle trails, along with the multi-purpose trails, provide all Wellington residents an opportunity to exercise and enjoy South Florida’s warm climate. The coexistence of the trail systems in which all users can enjoy the trails safely requires careful planning. Wellington’s Equestrian Trails Circulation Plan and Bicycle and Pedestrian Circulation Plan, outlined recommended improvements for equestrian trails, bike lanes, multi-purpose paths, and sidewalks in November 2015. The EPC has reviewed the recommended bridle trail improvements annually since then, and should continue to monitor the trail system to determine where and how the needed improvements change over time. This may also include requiring bridle trail dedications in proposed developments.



Southern Blvd

Paddock Dr

Wellington Trce

Big Blue Trce

Birko

For

Flying Cow Ranch Rd

Aero Club Dr

Greenview Shores Blvd

Greenbriar Blvd

South Shore Blvd

Pierson Rd

120th Ave S