

August 3, 2016

Ms. Kelly Ferraiolo  
Village of Wellington  
12300 Forest Hills Boulevard  
Wellington, FL

RE: DRC Comments for Winding Trails (FKA Wanderer's Club Executive Golf Course Course)  
16-58 (2016-021 CPA3) Comprehensive Plan Amendment  
16-53 (ZTA 2016-002) Zoning Text Amendment  
16-59 (2016-022 REZ) Rezoning  
16-60 (2016-023 MPA3) Master Plan Amendment  
16-61 (2016-16 SP6) Site Plan

Dear Kelly,

On behalf of W&W Real Estate and the project team, we are in receipt of staff comments in response to our July 6, 2016 resubmittal. Our team has reviewed each of the respective departmental comments. Please find below our response to each of the outstanding questions or comments, together with the action or actions to remedy the identified concern. To assist you in the review, our responses are listed in the same order and format as outlined in your July 12, 2016 comments.

### **Petition 16-58 (2016-021 CPA3) – Comprehensive Plan Amendment**

1. No further Comments from DRC.

### **Petition 16-53 (ZTA 2016-002) – Zoning Text Amendment**

#### Planning and Zoning:

1. Why was the Residential Lot Setbacks changed/decreased to 50 feet? The original proposed setback was 100 feet. (COMMENT)

***Response: The lot setbacks have been adjusted based on necessary site modifications, parcel size adjustments, lake configurations, and location of driveways. A 50 setback is a substantial distance to provide screening and buffering from adjacent properties.***

2. Please provide side corner lot setbacks for all structures in the proposed table. (CERTIFICATION)

***Response: A side corner setback of 50 feet has been added to the proposed property development table.***

### **Petition 16-59 (2016-022 REZ) – Rezoning**

1. No further Comments from DRC.

### **Petition 16-60 (2016-023 MPA3) – Master Plan Amendment**

#### Planning and Zoning:

1. In the Planned Development Chart, Pod D acreage shall remain 29 acres and Pod D-1 shall change to 29 acres (round to the nearest whole number). (CERTIFICATION)

***Response: The Planned Development chart has been updated to reflect these acreages.***

2. The nine (9) proposed groom's quarters shall be called out in Pod D-1 within the Planned Development Chart. (CERTIFICATION)

***Response: The Planned Development chart has been updated to reflect the groom's quarters in Pod D-1.***

3. The total units for Pod A – Wellington Aeroclub on the Master Plan is labeled "251" when it should be "250". Please correct. (CERTIFICATION)

***Response: The Master Plan has been updated to reflect the correct number of units for Pod A.***

4. The Site Area Breakdown was not updated for the Golf Course, Residential and Lakes/Canal. Agent's response to original comments stated that it was corrected. Please correct and round to the nearest whole number. (CERTIFICATION)

***Response: The Site Area Breakdown chart has been updated to reflect these acreages.***

5. The recreated Master Plan is missing several notes from the approved plan:
  - a. The note above Pod L
  - b. Landscape buffers and preserve within Pod K  
(CERTIFICATION)

***Response: The Master Plan has been updated to include the missing notes.***

Traffic:

1. The Site Plan shows a total of 102 stalls. The approval should be limited to 102 not 103 stalls. (COMMENT)

***Response: The traffic study has been updated to reflect a total of 104 stalls on the property. The parcel acreages have shifted to accommodate staff's comments, which resulted in an adjustment of the total stall count.***

2. The driveway volumes on Greenbriar Boulevard for Site Plans 1 and 2 appear low; however, the corrected volumes would not warrant any auxiliary turn lanes. (COMMENT)

***Response: The updated site plan includes the ADT's based on Village-accepted rates.***

3. The Site Plan for Parcels 3 and 4 needs to show the driveway across the street on Greenbriar Boulevard. (CERTIFICATION)

***Response: Per meetings with engineering, the driveways to Parcels 3 and 4 have been revised. The driveway to Parcel 3 is now separate from the Parcel 4 driveway. The new configuration provides a safer driveway separation between Greenbriar and the new private driveway. Please see revised site plans.***

4. Prior to any land development permits for Parcels 1 and 2, the engineering design for the access to Greenbriar Boulevard must be approved by the Village Engineer. (CONDITION OF APPROVAL)

***Response: Noted. The Greenbriar Boulevard access has been moved 200 feet west to improve the overall safety of the intersection.***

5. In order to comply with the Mandatory Traffic Performance Standards in place at the time of this approval, no building permits shall be issued after December 31, 2020. A time extension for this condition may be approved based on a Traffic Study which complies with the Mandatory Traffic Performance Standards in place at the time of the request. (CONDITION OF APPROVAL)

***Response: Noted.***

## **Petition 16-61 (2016-16 SP6) – Site Plan**

### Planning and Zoning:

1. The Site Plan Site Data should only reference the Site Plan Petition number not all proposed petitions. Remove all other petition numbers. (CERTIFICATION)

***Response: The site data table has been revised to only reference the site plan petition number. All other petition numbers have been removed.***

2. Correct the Land Use to read “Residential B” on all references. (CERTIFICATION)

***Response: The site data table has been revised to reflect Residential B.***

3. Correct the Zoning designation to read “AR/PUD/EOZD” on all references. Add “Subarea F” below the “Zoning Designation” in the Site Data. On the Site Plan, indicate the Subarea below the Zoning on the adjacent property to the east. (CERTIFICATION)

***Response: The site data table has been revised to correct the order of the zoning designation references. A new row for the subarea has been added as well.***

4. Currently the BOLD lines illustrate the existing property line. Please bold the proposed property lines and not the existing property lines. (CERTIFICATION)

***Response: The line weights have been adjusted to show heavier lines for the proposed property lines and greyed lines for the existing property lines.***

5. The Key Map shall include the corresponding page numbers. Include the Key Map on Page 1 of 10. Additionally, please make sure the match lines are contiguous and include the entire project. (CERTIFICATION)

***Response: A key map has been added that includes all of the site plan pages.***

6. Remove the connection of the 8’ Community Multipurpose Path into Lakefield South unless this path is going to remain in place, then it needs to be labeled on the Site Plan. Please rectify. (CERTIFICATION)

***Response: The 8-foot multipurpose path is proposed to remain and has been clearly labeled on the site plan.***

7. Increase the spacing on all notes throughout the site plans so they are legible. (CERTIFICATION)

**Response: The line spacing of the notes has been increased to improve legibility.**

8. Remove "Note: Porch can extend 35% into front setback" throughout the site plan. (CERTIFICATION)

**Response: The setback note has been removed from the plans.**

9. Parking calculations are not included in the Site Plan Data and parking is not provided for on each individual lot. Please refer to Ordinance No. 2015-04, Table 7.2-1 for Parking Requirements. All parking provided for the stalls, grooms quarters and the residence shall be available at all times. Indicate parking stalls on each individual lot. Update the Site Plan Data to include "Required Parking" and "Proposed Parking". (CERTIFICATION)

**Response: The site plan sheets have been revised to include individual parcel parking calculations.**

10. Include the correct setbacks for each lot on the Site Plan. (CERTIFICATION)

**Response: Corrected setbacks have been included for each lot on the Site Plan.**

11. The floor plans provided show covered porches on the rear of the residence/barn. Please note that the covered porches must meet the principal setbacks as many of them do not. (CERTIFICATION)

**Response: The setback measurements have been revised to address the covered porches.**

12. The frontage for Lots 1 and 2 shall be the south side of the lot as the address for both lots will most likely be Greenbriar Boulevard. Lot 1 does not meet the minimum width requirement as proposed in the ZTA for Subarea F. Please correct. (CERTIFICATION)

**Response: Lots 1 and 2 have been adjusted to show the corrected front property line. The lot dimensions for Lots 1 and 2 meet the 100-foot and 300-foot lot dimensional requirements.**

13. The residence/barn on Lot 1 does not meet side setbacks for a principal structure. (CERTIFICATION)

***Response: The setbacks and property line references have been corrected for Lot 1.***

14. Lot 1 is considered a corner lot as it abuts a Right-of-Way on the west side (Country Golf Drive). Indicate the side corner lot setbacks for all structures. (CERTIFICATION)

***Response: A side corner setback of 50 feet has been added to the proposed property development table.***

15. The front corner of the residence/barn on Lot 2 does not meet the front setback. Please correct. (CERTIFICATION)

***Response: The residence/barn on Lot 2 is indeed meeting the 50-foot front setback. This has been dimensioned on the revised site plan.***

16. Please include the driveway width on all lots. (CERTIFICATION)

***Response: All driveways have been dimensioned on the plans.***

17. The manure bins on Lots 3, 8 and 9 do not meet proposed side setback requirements. (CERTIFICATION)

***Response: The specified lots have been revised to demonstrate that the proposed setbacks are being met.***

18. Lot 3 is proposed to be 1.9 acres which does not meet the proposed minimum 2 acre lot size requirements. Please either revise the table in your zoning text amendment or change the lot size. (CERTIFICATION)

***Response: Lot 3 has been adjusted and not meets the 2 acre minimum.***

19. The Incompatibility Landscape Buffer along the property that is closest to the proposed Right-of-Way and abutting a small area of open space as shown on Sheet 2 of 7 of the Conceptual Landscape Plans is lacking planting and trees that are required within the buffer. Please correct. (CERTIFICATION)

***Response: The landscape plans have been revised to provide additional landscaping in this area.***

20. Four (4) foot bicycle lanes and swales will be constructed by Wellington on each side of the right-of-way along Aeroclub Drive and Greenbriar Boulevard which will decrease the area available within the Aero Club and Greenbriar Right-of-Ways

for the proposed 12' bridle trail. The proposed bridle trail may overlap the 12' Utility Easement. The hedge within the Utility Easement shall be located within the adjacent Landscape Buffer. (CERTIFICATION)

***Response: The bridle trail has been relocated to the interior portion of the property boundary. The trail is no longer located within the right-of-way.***

21. On page 7 of 7 of the Landscape Plans, it states that Slash Pines will be located in the preserve areas, however there are no preserves indicated on the plans. Please explain. (CERTIFICATION)

***Response: The landscape plans have been revised to remove the references to "preserve."***

22. On Page 7 of 7 of the Landscape Plans the site data does not match the site plan Please make sure all changes were made to all corresponding plans.(CERTIFICATION)

***Response: The landscape plans have been updated to ensure the site data matches the site plan site data.***

Engineering:

1. Sheet 1 of 10: Repeat Comment – 10'x30' safe sight triangle is insufficient for driveway connections to Aero Club Drive and Greenbriar Blvd. Please see FDOT safe sight triangle requirements and design project per these requirements. (CERTIFICATION)

***Response: The 10' x 30' safe site triangle is replaced in accordance with F.D.O.T. index 546 sheet 3 of 6. Based on 2-lane undivided road with 40 mph speed limit, the clear line of sight is 445 feet.***

2. Sheet 1 of 10: Per LDR 8.22.1.B.2, the minimum width of a "no sidewalk" street is 32-ft. Please revise access easements to minimum 32-ft. (CERTIFICATION)

***Response: Will provide 32" Shared Access Easement with 24' of pavement width at each access point.***

3. Sheet 1 of 10: Proposed 12-ft bridle trail along Aero Club Drive cannot be constructed in Wellington's road right-of-way. Either remove proposed bridle trail from plan or relocate onto Winding Trails property, outside of the Aero Club Drive road right-of-way. (CERTIFICATION)

***Response: The bridle trail has been relocated to the interior portion of the property boundary. The trail is no longer located within the right-of-way.***

4. Sheet 2 of 10: Repeat Comment – Proposed lake bank may not be located in utility easement. Please redesign lake to keep proposed lake bank outside of utility easement. (CERTIFICATION)

***Response: This is an existing condition on site. The Applicant is simply proposing to maintain the existing configurations.***

5. Sheet 2 of 10: Is the minimum required separation distance of 50-ft from edge of pavement to edge of water met from Country Golf Drive to Lake 3? If not, please redesign accordingly. (CERTIFICATION)

***Response: Separation distance from edge of pavement to edge of water will be 50 feet. If a lesser separation distance is provided for any reason, a guardrail will be installed.***

6. All Sheets: “Manure Bins” must be labeled “Covered Manure Bins”. “Horse Hair Drain Field” must be labeled “Horse Wash Drainfield”. (CERTIFICATION)

***Response: The label changes have been made to reflect “covered manure bins” and “horse hair drain field.”***

7. All Sheets: Must provide Lake Maintenance Access Easements (LMAE) for all lakes and dedicate easements to the Village of Wellington, if Wellington is going to be responsible for lake maintenance. (CERTIFICATION)

***Response: All of the lakes are accessible from the existing rights-of-ways within the Lakefield community, from Aero Club Road, and from Greenbriar Boulevard. The lakes will continue to be accessible in the same manner that the Village currently accesses them.***

8. All Sheets: Since the width of the lake bank slope is only 8-ft, are you proposing that the depth from the proposed top of bank to the proposed typical water level is only going to be 2-ft. Maximum lake bank slope is 4:1. Please redesign proposed lake bank slopes if this depth is going to be more than 2-ft. (CERTIFICATION)

***Response: The Applicant provided the grading parameters in response to Engineering No. 28. These are based on an 8' slope from the edge of water to the LME.***



9. All Sheets: All existing easements must be labeled with their corresponding O.R. Book & Page designations and width dimensions. (CERTIFICATION)

***Response: All existing easements have been labeled with their corresponding ORB/Page designations.***

10. All Sheets: Connection to the public sewer system may be required. Please see LDR Section 16.1.5.A. (CERTIFICATION)

***Response: The only lots that have the potential for public sewer connection are lots 1 and 2. If public sewer is accessible for these lots, the Applicant has no objection to such a connection being made.***

11. All Sheets: Comment Responses Letter mentions that an AutoTurn Exhibit has been prepared and was submitted with the resubmittal package. If this is the case, please submit exhibit for Wellington's review. (CERTIFICATION)

***Response: Revised AutoTurn exhibits have been provided to reflect the adjusted driveway entrances.***

12. All Sheets: Daily trips listed for each driveway appear to be very low. Please present an explanation as to why these values are appropriate for the proposed development. (CERTIFICATION)

***Response: The updated site plan includes the ADT's based on Village-accepted rates.***

13. Sheet 3 of 10: Thick, bold line in the lower left-hand corner of Parcel 2 is not labeled. Please label this line for clarification purposes. (CERTIFICATION)

***Response: Sheet 3 has been revised to remove a portion of the bold line causing the confusion. This area should be clearer to read now.***

14. Sheet 3 of 10: Proposed radius of driveway at lower left-hand corner of Parcel 2 appears to be too tight to accommodate a large horse trailer or fire truck. Please check and redesign proposed driveway radius. (CERTIFICATION)

***Response: A 20-foot radius has been provided at the driveway. In addition an autoturn exhibit demonstrating that this configuration is able to accommodate a large horse trailer.***

15. Sheet 4 of 10: Existing drainage structure shown at upper left-hand corner of plan must be relocated outside of proposed bridle path. (CERTIFICATION)

**Response: Sheet 4 has been revised to show a separation between the existing drainage structure and the bridle path connection.**

16. All Sheets: Must show entire lake with proposed/existing edge of water, lake banks, and lake maintenance easements for all sides of all lakes with widths of lakes dimensioned. (CERTIFICATION)

**Response: The full configuration of the lake areas are shown on sheet 1 and sheet 10 of the site plant set. The only portions of the lakes that are not shown on the individual site plan sets are not changing as part of the subject request. Showing these areas on the plans would be duplicative and would cause the number of site plan sheets to increase greatly.**

17. Sheet 4 of 10: Minimum manure bin setback (50-ft) to grassed swale must be shown for Parcels 4 & 5. (CERTIFICATION)

**Response: A setback measurement for the grassed swale has been added to the plans. A 50-foot separation has been maintained from the manure bins.**

18. All Sheets: Add note to setback table regarding proposed manure bins—“Additional setbacks per Wellington’s BMP Ordinance shall apply”. (CERTIFICATION)

**Response: The requested note has been added on all the plan sheets below the PDR chart.**

19. Sheet 4 of 10: Proposed driveway intersection with Greenbriar Blvd is unsafe and must be redesigned. Proposed driveway shall line-up with Ousley Farms Rd or meet minimum separation requirements. Please see various notes, comments, and markups on plan sheet. (CERTIFICATION)

**Response: The Greenbriar Boulevard access has been moved 200 feet west to improve the overall safety of the intersection.**

20. Sheet 4 of 10: Equestrian crossing(s) will be required where proposed bridle trail crosses proposed driveway? (CERTIFICATION)

***Response: It is the Applicant's understanding that this particular crossing has been incorporated into a Village-initiated project.***

21. Sheet 4 of 10: Please provide a cross-section for proposed roadway easement. Minimum roadway easement width is 32-ft. (CERTIFICATION)

***Response: Based on a meeting, Monday, July 25, 2016, between Jim Barnes, Patrick Barthelemy, Michael Schorah, and Martha Carter; discussion was held regarding access to Lots 1 and 2.***

***It was agreed to relocate the entrance from Greenbriar Boulevard 200 feet +/- west and create a joint access with Lot 3.***

***Then access to Lots 1 and 2 would be provided as a private access drive 20 feet wide with legally described access rights given to Lots 1 and 2 across and through Lot 3 and rights given to Lot 1 through Lots 2 and 3. These changes have been reflected in the revised plans.***

22. Sheet 6 of 10: Please round off lake bank corner to provide additional lake width (please see note on plan). (CERTIFICATION)

***Response: The lake bank corner has been rounded off.***

23. Sheet 6 of 10: Must identify existing easement around cul-de-sac with easement type, width, and O.R. Book & Page. Does easement not connect at backside of cul-de-sac? (CERTIFICATION)

***Response: The ORB/Page for the 12-foot drainage easement has been provided on Sheet 7. Per the approved plat, the easement does not connect at the backside of the cul-de-sac. A copy of the approved plat has been provided in this resubmittal for clarity.***

24. All Sheets: Repeat Comment – Proposed Lake Maintenance Easements and Utility Easements must be exclusive from one another. Please revise accordingly. (CERTIFICATION)

***Response: The only areas where overlap is shown between the LME and the UE is where it currently exists in this manner today.***

25. Sheet 8 of 10: Cannot plant hedge in Utility Easements. Please revise cross-section and landscape plans accordingly. (CERTIFICATION)

***Response: The hedge has been relocated to the Landscape Buffer to avoid any utility conflicts.***

26. Sheet 8 of 10: Repeat Comment – Horse Wash drainfield detail should be shown on this sheet. (CERTIFICATION)

***Response: Sheet 8 has been revised to show an additional detail for the horse wash exfiltration trench.***

27. General Comment: Please provide an analysis of proposed lake widths to show that minimum 100-ft average lake width requirement is being met. (CERTIFICATION)

***Response: A lake width calculation exhibit has been included with this resubmittal to address this concern. The exhibit demonstrates that the 100-foot average width is being maintained.***

28. Drainage Statement: Repeat Comment – Please provide lot grading limits for building pad, impervious coverage, and pervious area. Also, please provide maximum lot coverage for building pad and impervious area. (CERTIFICATION)

***Response: The lake banks will be graded from control elevation (11.5 +/-) to 15.50 or 16.00 at the back of the Lake Maintenance Easement. Building finished floor elevations will be 17.50 minimum. Impervious areas will be graded from 16.0 to 17.50. Pervious areas will be graded from 15.5 to 17.50.***

ADDITIONAL ENGINEERING COMMENTS AND MARK-UPS ARE PROVIDED ON THE ATTACHED PLANS.

***Response: The Applicant has reviewed and incorporated the markups provided.***

Traffic:

1. See Comments listed under Petition 16-60 (2016-023 MPA3) – Master Plan.

***Response: Noted.***

**Proposed Conditions of Approval:** Please note these are draft conditions and they may be altered or additional conditions added once the final resubmittal is provided and reviewed by staff. Traffic conditions can be found above under traffic comments.

**Master Plan:**

1. All previous conditions of The Landings PUD, unless otherwise specified in this resolution, are still in effect.

***Response: Noted.***

2. Approval is based on the Master Plan dated stamped \_\_\_\_\_.

***Response: Noted.***

3. The project shall be required to be re-platted prior to the issuance of the first building permit. The re-plat shall be submitted within 60 working days of the master plan approval granted by Village Council.

***Response: Noted.***

4. All future plats shall depict the road system, proposed bridle/golf cart/multi-purpose paths, access easements, landscape easements, etc. as illustrated on the approved Master Plan.

***Response: Noted.***

5. The developer shall be required to provide the land dedication for parks and recreation facilities as well as civic facilities pursuant to the Land Development Regulations. The land dedication required for parks and recreation is 5,880 square feet. The civic dedication is 1, 176 square feet. In lieu of dedication the developer may pay a fee equal to \$6,749.31 for parks and recreation and \$1,349.86 for civic dedications. A 10% credit may be available for passive recreational area (i.e bridle trails) if they are dedicated for public use.

***Response: Noted.***

6. A 20' wide Right-of-Way Landscape Buffer shall be required for all properties adjacent to Aero Club Drive and Greenbriar Boulevard.

***Response: The Applicant is showing the required 20-foot right-of-way buffer on the site and landscape plans. This condition seems unnecessary and duplicative to the approved plans.***

7. A 10' wide Incompatibility Landscape Buffer shall be provided for all properties adjacent to Residential E (Lakefield South) where they do not abut a lake.

***Response: The Applicant is showing the required 20-foot right-of-way buffer on the site and landscape plans. This condition seems unnecessary and duplicative to the approved plans.***

8. Private road right-of-way from Greenbriar Blvd cannot exceed 1,320 linear feet pursuant to the land development regulations. An Access Easement must be provided through Lot 2 granting legal access to Lot 1.

***Response: The Applicant is not proposing a right-of-way at this location. A private driveway is proposed; therefore, this condition of approval is not applicable.***

9. A multi-purpose pathway along the west side of Ousley Farms Road, between Pierson Road and Greenbriar Blvd is required to be constructed (payment in lieu of construction may be acceptable) by the applicant and will be maintained by the Village of Wellington.

***Response: It is the Applicant's understanding that a multi-purpose path currently exists on the east side of Ousley Farms Road. A second pathway on the same roadway would be duplicative and is unnecessary.***

10. A horse crossing shall be constructed (payment in lieu of construction may be acceptable) by the applicant at the intersection of Ousley Farms Road and Greenbriar Boulevard connecting the existing Red Trail to the bridle trails within Winding Trails

***Response: It is the Applicant's understanding that this particular crossing has been incorporated into a Village-initiated project.***

#### **Site Plan:**

1. The site plan meets the requirements of Wellington's Land Development Regulations related to Site Plan and Final Subdivision Plans and is certified for the particular site design based on the plans date stamped \_\_\_\_\_. Any changes due to engineering or building permits may require a future site plan amendment.

***Response: Noted.***

2. Architectural Review Board approval of elevations shall be obtained prior to issuance of building permits.

***Response: Noted.***

3. A Land Development permit meeting all applicable requirements of Wellington's Land Development regulations, as well as, State and Federal regulations and guidelines must be applied for, approved, and issued prior to any construction activities taken place.

***Response: Noted.***

4. A Utilities permit meeting all applicable requirements of Wellington's Land Development regulations, as well as, State and Federal regulations and guidelines must be applied for, approved, and issued prior to any construction activities taken place.

***Response: Noted.***



Cotleur &  
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***Winding Trails***  
***Zoning Text Amendment***  
**Justification Statement**  
August 3, 2016

**Introduction**

On behalf of W&W Equestrian Club, LLC, the Applicant, we are requesting approval of a Zoning Text Amendment to establish property development regulations for the subject property.

**Project Contact:**

**Agent/Planner - Cotleur & Hearing, Inc.**

Donaldson Hearing / Kathryn DeWitt

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**Background**

The site is located at the northeast corner of Aero Club Drive and Greenbriar Boulevard within the Lakefield PUD. The Lakefield PUD encompasses approximately 148.31 acres. Only the portion of the golf course and lake areas, 65.45 acres, are owned by the Applicant, W&W Equestrian Club, LLC, and subject to this application. The remaining areas of the PUD will remain in their current state.

**Land Use and Zoning**

The project has a Future Land Use Map designation of Commercial Recreation (CR). The Applicant has submitted a companion application to change the Comprehensive Plan designations of the property from Commercial Recreation to Residential B Future Land Use and bring the subject property into the Equestrian Preserve Area (EPA). The current Zoning designation is Agricultural Residential/Planned Unit Development (AR/PUD). In correspondence to the Future Land Use change to EPA, the property will also become part of the Equestrian Overlay Zoning District (EOZD).

**Project Description**

The Wanderer's Club Par 3 Executive Course is an existing golf course surrounded by a residential community. Over the last several years, the golf course has become defunct and is no longer viable. The golf course property was sold to the Applicant for future development. The property will be broken up into nine (9) different parcels and is proposed to be developed



as luxury equestrian residential estates. The community will provide a luxury equestrian environment to horse aficionados by providing an owners' apartment and abundant amenities for each owner. Additionally, the Par 3 Executive Course is closely located to the Palm Beach International Equestrian Center (PBIEC) and International Polo Club (ICP). The course is adjacent to the five (5)-mile equestrian trail along the C-15 canal and the equestrian trail that runs parallel to Greenbriar Boulevard.

The new community will include nine (9) estate lots. Each estate ranges from 2.43-4.45 acres in size. It is envisioned that each lot will include equestrian facilities, such as a barn, a groom's quarters, an owner's apartment, paddocks, and a dressage/hunter jumper practice ring. The Applicant is proposing to extend the EOZD designation over the subject property. Inclusion within the EOZD will allow the use of these types of equestrian amenities to exist on the various parcels. Concurrent Comprehensive Plan Amendment, Rezoning, and Zoning Text Amendment applications have been submitted to staff for review.

The concurrent site plan amendment application includes one (1) dwelling unit and one (1) groom's quarters per parcel for a total of nine (9) dwelling units and nine (9) groom's quarters. This equates to a density of 0.14 dwelling units per acre. The parcels will have an immense amount of open space with the presence of a riding/dressage ring and paddocks. The only impervious area will be one (1) principal structure and a small parking area. The remainder of the parcel will be pervious material. The groom's quarters will be located within the same structure as the owner's dwelling unit and the horse stalls.

### **Zoning Text Amendment**

The Applicant has submitted concurrent applications for a Comprehensive Plan Map Amendment to extend the boundaries of the EPA and Rezoning application to change the zoning designation from AR/PUD to AR/PUD/EOZD – Subarea F. The purpose of the zoning text amendment is to provide property development regulations to accommodate for the unique development pattern proposed. The EOZD overlay for the property includes a new subarea, F. The proposed language is shown below in strike-through and underline format. Where possible, unedited text has been omitted for brevity.

#### **Sec. 6.10.4. - Subareas Established.**

*For the purposes of this Article, the following subareas are established and shall be so indicated on the Official Zoning Map of the Village of Wellington:*

*(previous text omitted for brevity)*

*F. Subarea F. Subarea F consists of the portion of the Wanderer's Club).....;commonly known as "Wanderer's Club Equestrian Estates"*

*(previous text omitted for brevity)*

**Sec. 6.10.6. - Development Standards.**

Minimum setbacks and other development standards for principal and accessory uses within the Equestrian Preservation Areas are established in Table A.

**A. Minimum Setbacks.**

1. *Measurement.* All setbacks shall be measured from property lines or from right-of-way easement lines in those subdivisions without dedicated or platted rights-of-way.
2. *Exemptions.* Excluding dressage walls, there are no required setbacks for equestrian amenities.

Table A.  
 Minimum Setbacks for Principal and Accessory Uses

(Table A omitted for brevity)

Table A.1.  
 Minimum Setbacks for Principal and Accessory Uses for Subarea F

| PRINCIPAL STRUCTURE SETBACKS |                                      |                                      |                              |   |
|------------------------------|--------------------------------------|--------------------------------------|------------------------------|---|
| SETBACK                      | MIN. SETBACK FOR PRINCIPAL STRUCTURE | MIN. SETBACK FOR ACCESSORY STRUCTURE | MIN. SETBACK FOR MANURE BINS | RIDING RING / PADDOCKS / PRACTICE FIELD |
| FRONT                        | 50'                                  | 55'                                  | 30'                          | 20'                                     |
| SIDE, INTERIOR               | 50'                                  | 10'                                  | 30'                          | 20'                                     |
| SIDE, CORNER                 | 50'                                  | 10'                                  | 30'                          | 20'                                     |
| REAR                         | 10'                                  | 10'                                  | 30'                          | 20'                                     |
| OTHER                        | 50' from residential lot             | -                                    | 50' from residential lot     | 50' from residential lot                |

(Table B omitted for brevity)

Table B.1.  
 Development Standards for Principal and Accessory Uses for Subarea F

| DEVELOPMENT STANDARDS FOR PRINCIPAL AND ACCESSORY USES |  |
|--|--|
| MIN. LOT WIDTH   | 300'                                       |
| MIN. LOT DEPTH   | 100'                                       |
| MAX. FAR   | 20%  |
| MAX. BUILDING HEIGHT                                   | 2 STORIES AND 35 FEET                      |
| MAX. LOT COVERAGE                                      | 20%  |
| MAX. HORSE STALL DENSITY                               | 4 STALLS PER ACRE<br>MAX 12 STALLS PER LOT |

(previous text omitted for brevity)

**Sec. 6.10.8. - Maximum Density and Minimum Lot Size.**

Maximum density and minimum lot size requirements for property within the Equestrian Preservation Areas are established in Table D.

**Table D.  
 Maximum Density and Minimum Lot Size Requirements**

| <b>Subarea</b> | <b>Maximum Density</b>             | <b>Minimum Lot Size</b> | <b>Cluster Development</b> |
|----------------|------------------------------------|-------------------------|----------------------------|
| A              | 0.2 Dwelling Units per Acre        | 5 Acres                 | Prohibited                 |
| B              | 0.5 Dwelling Units per Acre        | 1 Acre                  | Prohibited                 |
| C              | 0.1 Dwelling Units per Acre        | 10 Acres                | Prohibited                 |
| D              | 0.5 Dwelling Units per Acre        | 2 <sup>1</sup> Acres    | Permitted                  |
| E              | 0.2 Dwelling Units Per Acre        | 5 Acres                 | Prohibited                 |
| F              | <u>0.5 Dwelling Units Per Acre</u> | <u>2 Acres</u>          | <u>Prohibited</u>          |

**Note**

1. In a cluster development minimum lot size is 0.33 acres provided that overall density of the cluster development shall be not more than one unit per two acres.

**Sec. 6.10.9. - Supplemental District Regulations.**

The requirements listed below shall apply to all uses within the Equestrian Preservation Areas.

**D. Use of Tents as Temporary Stalls.** The use of tents as temporary stalls shall comply with the standards listed below:

1. Tents Prohibited. After June 1, 2003, tents shall not be permitted in Subarea A, Subarea F, and the residential-developed areas of Subareas B and D, except in conjunction with the construction of a barn or stable. Any such temporary tent shall be removed within ten (10) working days of the issuance of a certificate of occupancy for the barn or stable.

**I. Equestrian Arenas, Covered.**

1. Setbacks. Setbacks for roofed equestrian arenas shall comply with the requirements of Table A.
2. Measurement of Setbacks. Setbacks shall be measured from property line or edge of roadway easement, as applicable.
3. Design. A roofed equestrian arena shall be constructed in a manner consistent with the architectural style, color, and materials of the principal structure.
4. Covered Arenas shall not be permitted in Subarea F.

-End of Text Amendment Language-

### **Zoning Text Amendment Criteria**

#### **A. Reason and need for the requested text change.**

*The proposed Zoning Map amendment is based on a change in assumptions. The Par 3 Executive Golf Course is an existing golf course surrounded by a residential community. Over the last several years, the golf course has become defunct and is no longer viable. The change in viability of the golf course is the impetus of the proposed redevelopment. The golf course property was sold to the Applicant for future development. The property will be broken up into nine (9) different parcels and is proposed to be developed as luxury equestrian residential estates. The community will provide a luxury equestrian environment to horse aficionados by providing an owners' apartment and abundant amenities for each owner. The type of luxury equestrian estates that are proposed on the property are not addressed in the Village's current Land Development Regulations. Therefore, the Applicant has proposed language to create a new subarea within the EOZD, Subarea F, which contains property development regulations and standards to be applied within the new subarea.*

#### **B. Reason for the present text being invalid or inappropriate.**

*As described above, the subject property was previously a Par 3 golf course that is no longer in use. The Applicant is proposing to redesign the golf course and associated lake areas to create nine (9) large estate lots. Due to the unique configuration of a typical golf course, the estate lots have varying forms. The present text of the Village's Land Development Regulations (LDRs) does not address the varying nature of the equestrian estate development being proposed. The LDRs are better suited for large plotted lots with standard lot sizes. Therefore, the Applicant has provided language that will establish standards for this specific type of development. The regulations address setbacks, size, and height regulations for principal structure, accessory structure, paddocks, dressage fields, barns, manure bins, etc.*

#### **C. Explain how the proposed amendment complies with the objectives and purposes of Wellington's Comprehensive Plan.**

*The proposed text amendment has been modeled after the existing code language. The proposed text includes all of the standards currently regulated in other subareas of the EOZD (i.e. setbacks, accessory structures, height limitations, lot coverage, density, etc). The proposed amendment is consistent with the Village's Comprehensive Plan. The purpose of the Equestrian Preservation Area, as described in the Comprehensive Plan, is to limit density and intensity, provide preservation of green space, provide equestrian circulation system, provide safe crossing of roadways, and generally provide for the preservation of the rural lifestyles (Policy 1.2.13 of the Land Use Element). We feel that the proposed text amendment will produce a development pattern consistent with the*

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*intent of the EOZD and further the purpose of the overlay. The text amendment limits density to 0.14 dwelling units per acre or one (1) dwelling unit per parcel. The parcels will also have an immense amount of open space with the presence of riding rings and dressage fields.*

**Conclusion**

The Applicant is requesting approval of a Zoning Text Amendment to create Subarea F with associated property development regulations that will be applied to the subject property. The proposed amendment is consistent with the City's Comprehensive Plan and zoning regulations. The Applicant looks forward to working with Staff to respond to any questions or issues that might arise as a result of your review.