



**Justification Statement**  
**2420 Greenbriar**  
**Variance Application – Holloway Residence**  
**Original Submittal: July 10, 2024**  
**Resubmittal: October 4, 2024**

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**Introduction**

On behalf of the Applicant, Mark and Patricia Holloway (“applicant”), Schmidt Nichols respectfully requests your consideration of a variance request and an administrative variance request (per Sec. 5.3.8.F.3.) for the property located at 2420 Greenbriar Blvd. The 0.97-acre parcel (PCN: 73-41-44-18-01-019-0100) is located within the Aero Club of the Landings of Wellington (“subject site”).

**Background & Location**

The subject site is located on the east side of Greenbriar Blvd. and is developed with a single-family home built in 2015. The site is bordered by a single-family residence to the north (2400 Greenbriar Blvd), the Aero Club runway to the east, the runway taxi strip to the south and Greenbriar Blvd. to the west. West of Greenbriar Blvd. there are no single-family homes; the land is owned by the South Florida Water Management District (SFWMD) and is not developed.



**Land Use & Zoning**

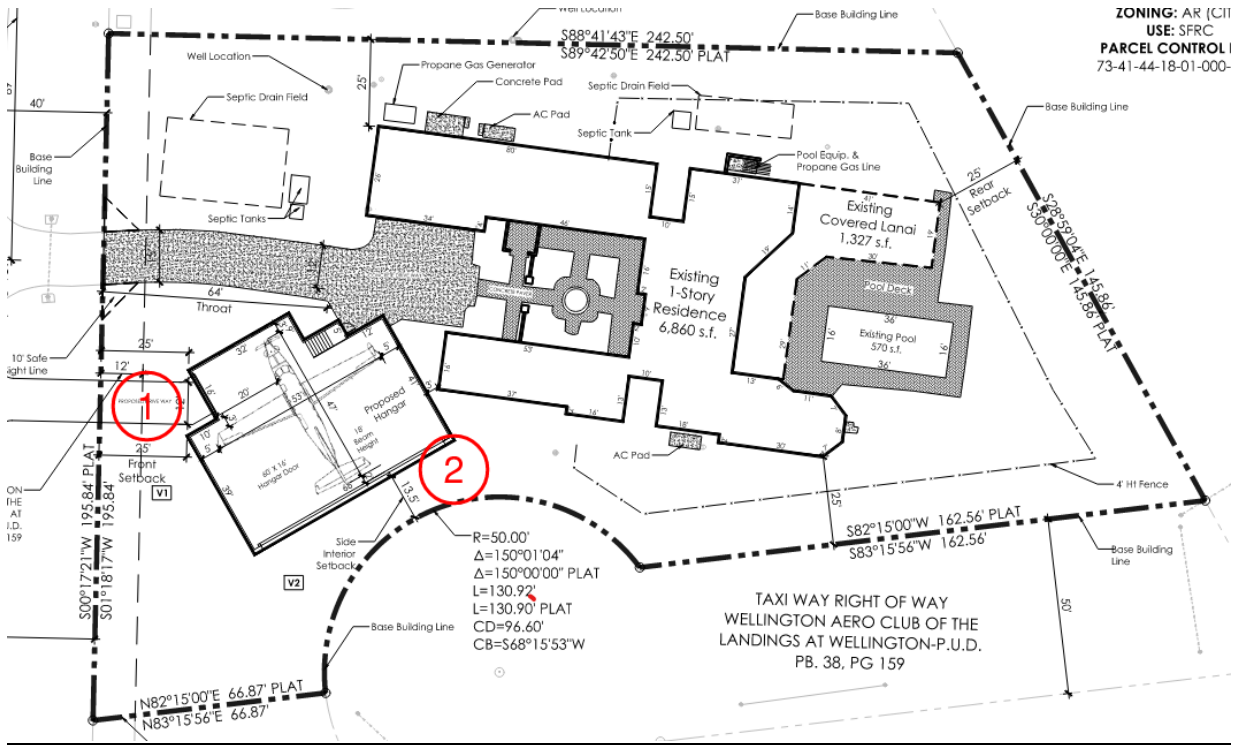
The subject property has a future land use designation of Residential B and is within the AR (PUD) zoning district. The following table shows the land use designations and zoning districts surrounding the subject site.

Direction	Zoning	Land Use	Future Land Use
North	AR (PUD)	Single Family Residential	Residential B: B 0.1 DU/acre - 1.0 DU/acre
South	AR (PUD)	Single family Residential	
East	AR (PUD)	Runway	
West	STA	C-1 Canal	

**Request**

The applicant is requesting:

- 1) A front setback reduction of 25' from the required 50' setback
- 2) A side setback reduction of 1' 6" from the required 15' side setback
  - a. The side setback variance request is an administrative request for a structural encroachment into a setback of no more than 15 percent



The requested variances are needed to construct a 3,195 SF private airplane hangar on the property, adjacent to the taxiway right-of-way. The subject site, shown above, has limited options to place the hangar, as this is a developed site and the hangar requires direct access to either the runway or taxiway ROW. Given the limited space behind the existing structure where direct access to the runway could be provided, the front yard, directly adjacent to taxiway ROW, is the only location the proposed structure can properly and safely function.



### **Project & Neighborhood Context**

An analysis of all properties within the WELLINGTON AERO CLUB OF THE LANDINGS indicates that there are a total of 166 properties that have runway or taxiway access. Of those 166 properties that have runway access:

- 38 have frontage on Greenbriar Blvd
  - 32 are developed (6 are vacant)
  - Twelve (12) of those 32 properties have a Greenbriar Address
- Of the 32 developed properties on Greenbriar Blvd., 17 do not provide a 50' setback to the Greenbriar Blvd ROW line
  - This represents 53% of all properties along Greenbriar Blvd

The map below shows the 17 properties that do not have a 50' Greenbriar setback in relation to the subject site (yellow); Properties with a Greenbriar address are shown in red, properties with a non-Greenbriar address are shown in orange



The purpose of this analysis is to demonstrate that:

- 1) There is a precedent for structures not providing a 50' setback to Greenbriar Blvd.
- 2) There are unique factors that allow the placement of some structures within 50' of Greenbriar Blvd
- 3) There are limiting factors that inhibit the applicant's ability to place the structure elsewhere
- 4) The applicant's lot is unique amongst the 166 with runway access
- 5) The proposal to reduce the front setback at the subject property is in keeping the character of the neighborhood and will cause no undue hardship to any adjacent properties

### **Greenbriar Address (1)**

As shown on the previous page, many of the properties that have structures not providing a 50' setback along Greenbriar Blvd (14 out of 17) do not have a Greenbriar Address, despite having frontage on Greenbriar. The assignment of a Greenbriar address is the first limiting factor, as a Greenbriar address requires a 50' setback to Greenbriar.

### **The runway (2)**

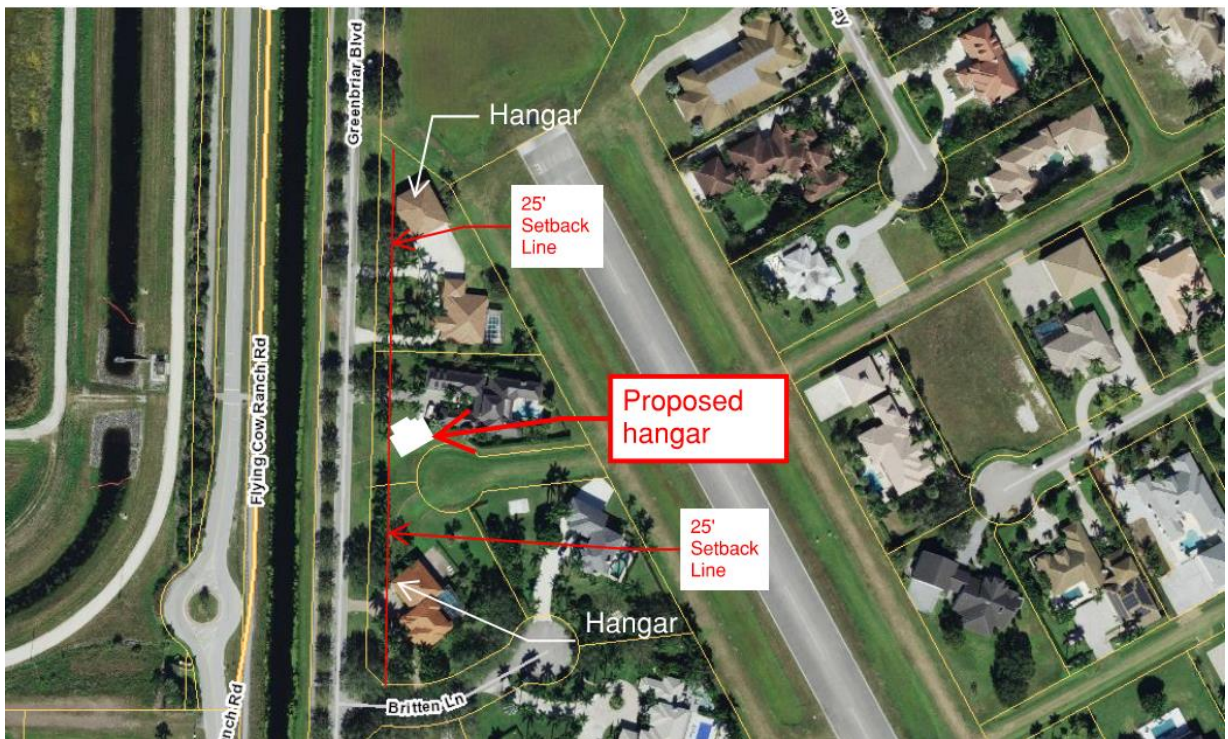
While a Greenbriar address in and of itself is not a hardship, those properties with a Greenbriar address *that also border the runway to the rear* have a unique lot shape caused by the angle of the runway, as it creates a "pinch" due to the NW-SE angle, in relation to Greenbriar Blvd which runs North-South. This "pinch" is unique in that it only applies to two properties in the neighborhood; 2400 Greenbriar and the subject site, 2420 Greenbriar. It is important to note that 2400 Greenbriar has an airplane hangar in the front yard with the same 25' front setback that is requested in this application. This can reasonably be contributed to the runway pinch that creates a unique rear lot line angle not experienced by many other lots.





### Greenbriar Address – not by choice (3)

As mentioned previously, 14 of 17 structures that do not provide a 50' setback to Greenbriar are able to do so based on their choice of address. This is due to these locations having access to a side street and are therefore considered corner frontage, which allowed these properties to choose their Greenbriar setbacks. That situation provides those property owners with more options to choose where the more restrictive setback is applied. Two structures of note in this analysis include the airplane hangars on the properties located directly north and south of the subject site. Both of these structures are within the same building line as the proposed hangar at 2420 Greenbriar Blvd; however, the structure located the south is complaint due to the presence of a side street (Britten Lane) while the other to the north is not compliant. From the street, both look the same, although one is permitted and one requires a variance.



### Taxiway configuration (4)

The taxi runway is used to access the main runway behind the home to the east. The presence of this taxi runway creates a hardship through the unique cul-de-sac shape at the terminus of the taxiway that makes it difficult to conform to standard zoning regulations. The presence of this taxi cul-de-sac occupies approximately 2,600 SF of land area that could otherwise be used for building an accessory structure (shown in orange on next page). The proposed location of the hangar overlaps approximately 1,000 SF into setback area (shown in green next page). This graphic demonstrates that the unique location of the cul-de-sac terminus inhibits the applicant from building the proposed structure in a compliant location.



## **Conclusion**

While each of the four factors described on pages 3-6 may not constitute a hardship on their own, it is important to consider that 2420 Greenbriar is the only lot out of 166 with runway access to experience all four of these factors. These unique challenges constitute a true hardship that is not caused by the applicant and therefore should be granted the setback relief. The fact that more than half of the properties on Greenbriar Blvd do not provide a 50 setback further supports that this will not be injurious to neighboring properties, nor is it granting this applicant special privileges.

The applicant has received approval from the homeowners' association for the proposed hanger and this reduction in setback. Please see the enclosed email from the homeowners' association. Applicant has notified the homeowners' association of its intent on seeking this variance. Based on information received from the homeowners' association, six other residential properties within Aero Club have received setback reductions; however, based on aerials provided by the Palm Beach County Property Appraiser's Office, many more structures fall within the required setbacks.

## **Variance Standards**

### Variance Criteria

- A. That special conditions and circumstances exist which are peculiar to the land, building or structure involved and which are not applicable to other lands, structures, or buildings in the same district.

**RESPONSE: The subject property has a unique shape caused by:**

- **Greenbriar frontage/address**
- **Lack of side street**
- **Taxiway cul-de-sac**
- **Runway adjacency**

**Any one of these factors on their own is not necessarily unique; however, when all limitations are applied to one property, the circumstances create a unique hardship. This is the only lot out of 166 properties that has all four characteristics.**

- B. That special conditions and circumstances do not result from the actions of the applicant.

**RESPONSE: The lot shape and configuration were not a product of the applicant but were created based on the underlying subdivision plan.**

- C. That granting the variance request will not confer on the applicant any special privilege that is denied by the Comprehensive Plan and Zoning Code to other lands, buildings, or structures in the same zoning district.

**RESPONSE: The granting of this variance would not confer upon the applicant any special privilege. As seen on neighboring properties, other structures encroach in to the Greenbriar Boulevard setback. Furthermore, this property is unique as the adjacent taxiway ROW creates a restrictive lot shape that is**

**unique to this lot. Not granting this variance would deny this property owner privileges that are enjoyed by every other lot in this subdivision.**

- D. That the literal interpretation and enforcement of the provisions of the LDR would deprive the applicant of the rights commonly enjoyed by other properties in the same district under the terms of the LDR and would work an unnecessary and undue hardship.

**RESPONSE: The literal interpretation of the code would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of the LDR and would work an unnecessary and undue hardship. As noted in the subdivision analysis, there are 18 structures located closer than 50' to Greenbriar Blvd in this subdivision. Notably, the two airplane hangars on the properties to the north and south are placed with the same setback, despite no variances being granted. Denial of this variance would deprive a property owner of the same rights that are enjoyed by all others in this community.**

- E. That the variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure.

**RESPONSE: The requested variance is the minimum distance needed to accommodate the proposed structure. While the proposed front setback is 25', the proposed building would still be approximately 54' from the edge of pavement.**

- F. That the granting of the variance is consistent with the purposes, goals, objectives and policies of the Comprehensive Plan and the LDR.

**RESPONSE: The Comprehensive Plan and the Village's LDRs seek to ensure land use patterns are preserved and protected while still maintaining the low-density residential character of the village and conversely promoting energy efficient land use patterns. Applicant is maintaining the low-density residential pattern established with Aero Club and by having a hanger on-site eliminates unnecessary driving to other airports for access to private aviation since said aviation would be available on site.**

- G. That the variance will not be injurious to the area involved or otherwise detrimental to the public welfare

**RESPONSE: The variance will not be injurious to the area involved or otherwise detrimental to the public welfare, as this structure is proposed to be placed along the same building line as others along this street and on neighboring properties. Given the location of the hangars on the properties to the north (25' setback) and south (30') setback, this variance request is not injurious to the area, rather, it is consistent with other similar structures.**