

HOLLOWAY RESIDENCE

Variance

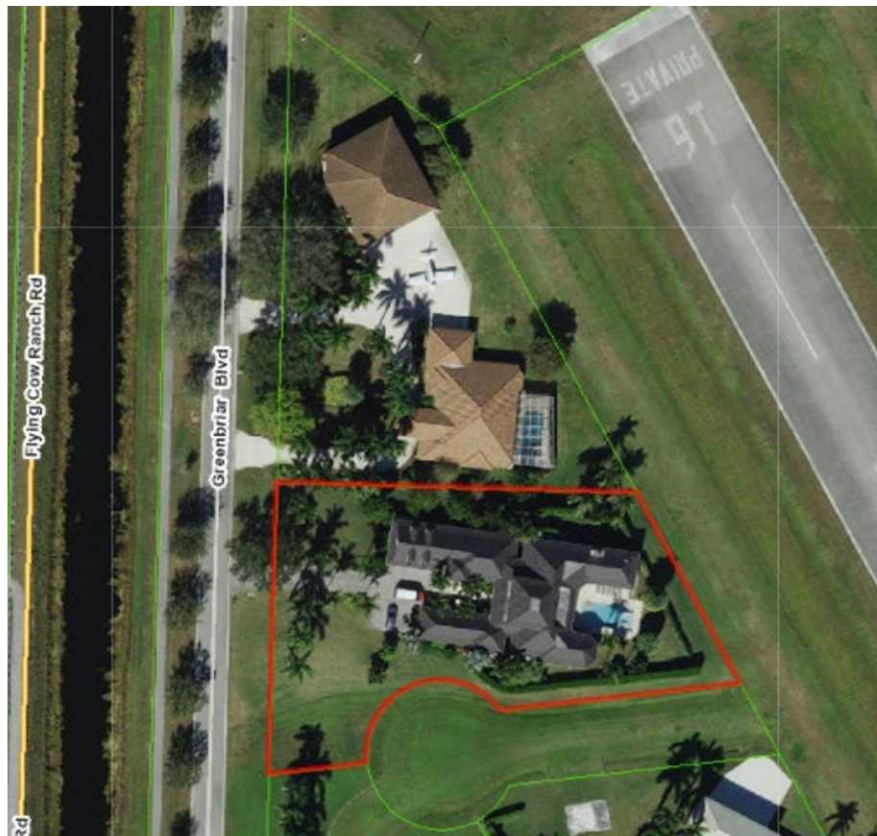
July 13, 2022

Introduction

The Applicant, Mark & Patricia Holloway (collectively referred to as “Applicant”) hereby request for a variance to reduce the front and side setbacks for an accessory structure located at 2420 Greenbriar Boulevard.

Background & Location

This single family residence is located within the Wellington Aero Club PUD and was built in 2015 according to the Palm Beach County Property Appraiser’s Office’s records. Applicant received a 2014 building permit based on the enclosed certified plans which show the location of a hanger located within the front setback.



The residence is located towards the beginning of Runway 16 which has a northwest-to-southeast alignment. This neighborhood is unique wherein there is an active runway with common areas adjacent to the houses used for taxiing aviation. The Applicant’s residence is

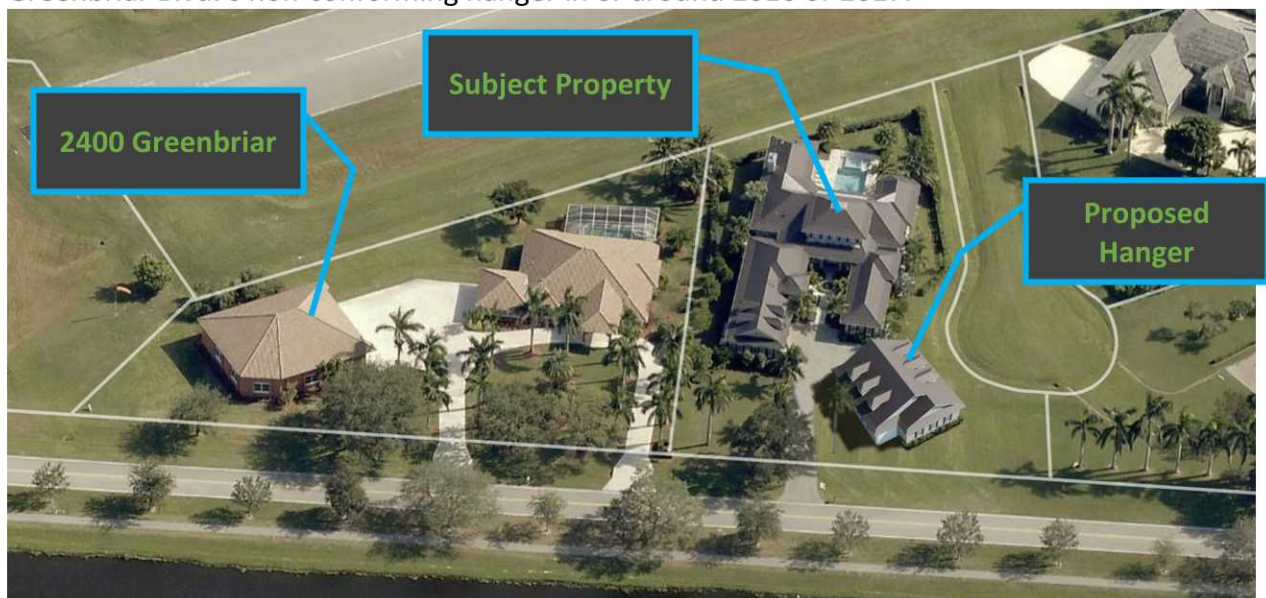
located at the end of a grass cul-de-sac which is used for taxiing purposes and has caused a unique lot shape for the subject property.

Applicant has received formal approval from the homeowners' association for the proposed hanger and this reduction in setback. Please see the enclosed letter 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 as shown below; however, based on aerials provided by the Palm Beach County Property Appraiser's Office, many more structures fall within the required setbacks.

Approved HOA Setback Reductions

PCN	Address	Type	Distance
73414418010010000	2095 Windsock Way	Runway Setback	17 FT
73414418010010050	2135 Windsock Way	Runway Setback	17 FT
73414418010190110	2400 Greenbriar Blvd	Front Setback	25.3 FT
73414418010090080	15875 Britten Lane	Runway Setback	18 FT
73414418010090010	15590 Hawker Lane	Runway Setback	20 FT
73414418010080050	2005 Greenbriar Blvd	Side Setback	10 FT

Similarly, a formal public records request was submitted to the Village of Wellington. The Village confirmed that there were no variances approved for any hanger structures within Aero Club. Notwithstanding the foregoing, 2400 Greenbriar Blvd (immediately to the north of the subject property), had obtained a reduced front setback prior to annexation into the Village of Wellington. It is important to note that the Village did issue a building permit to expand 2400 Greenbriar Blvd.'s non-conforming hanger in or around 2016 or 2017.



Enclosed herein please a letter of no objection from the property owners located at 2400 Greenbriar Blvd. – the Applicant’s immediate neighbor to the north.

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 Holloway Residence.

DIRECTION	PROPERTY SURROUNDING HOLLOWAY RESIDENCE	FUTURE LAND USE DESIGNATION	ZONING DESIGNATION
NORTH	Residential	B	AR(PUD)
SOUTH	Residential	B	AR(PUD)
EAST	Runway/Taxiway	B	AR(PUD)
WEST	C-1 Canal	Water	STA

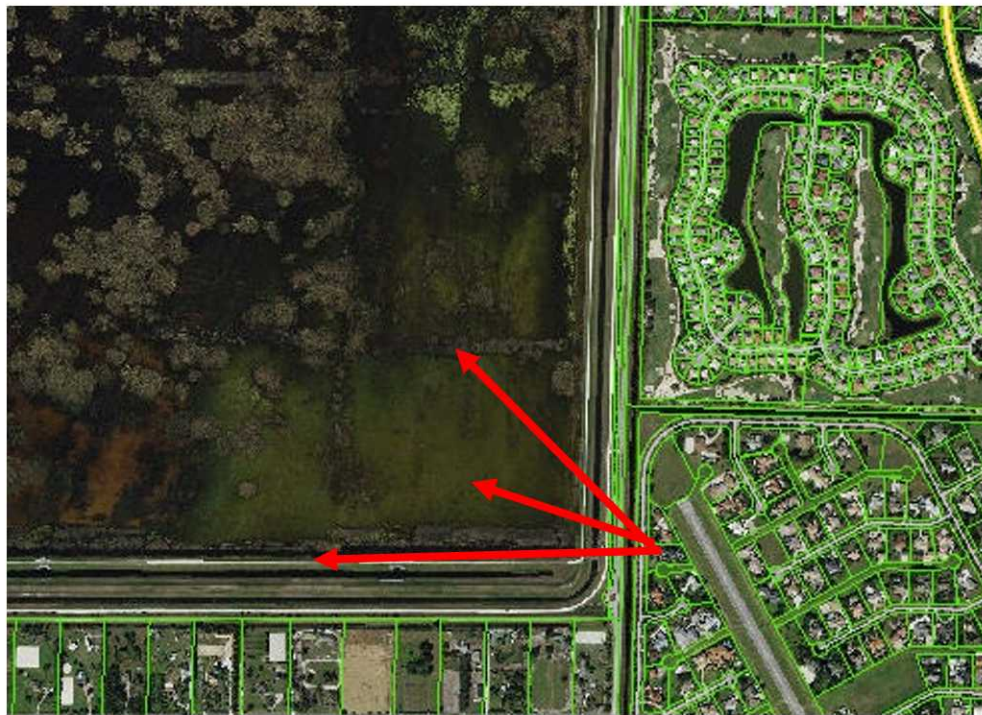
Project Description

To facilitate an airplane hanger on the southwest portion of the property, the Applicant is seeking relief from Table 6.3-1 of the Land Development Regulations and from the approved setbacks found within the Wellington Aero Club PUD. A planned unit development’s purpose and intent is to allow flexible regulations and development standards for projects that are primarily residential. Applicant is specifically requesting for greater relief to permit a 20’ front setback and a 10’ side setback. The approved design criteria for the Wellington Aero Club allows for a front setback of 50’, a Greenbriar side street setback of 30’, 25’ rear setback and 15’ side interior setbacks for accessory buildings adjacent to a non-parallel taxiway.



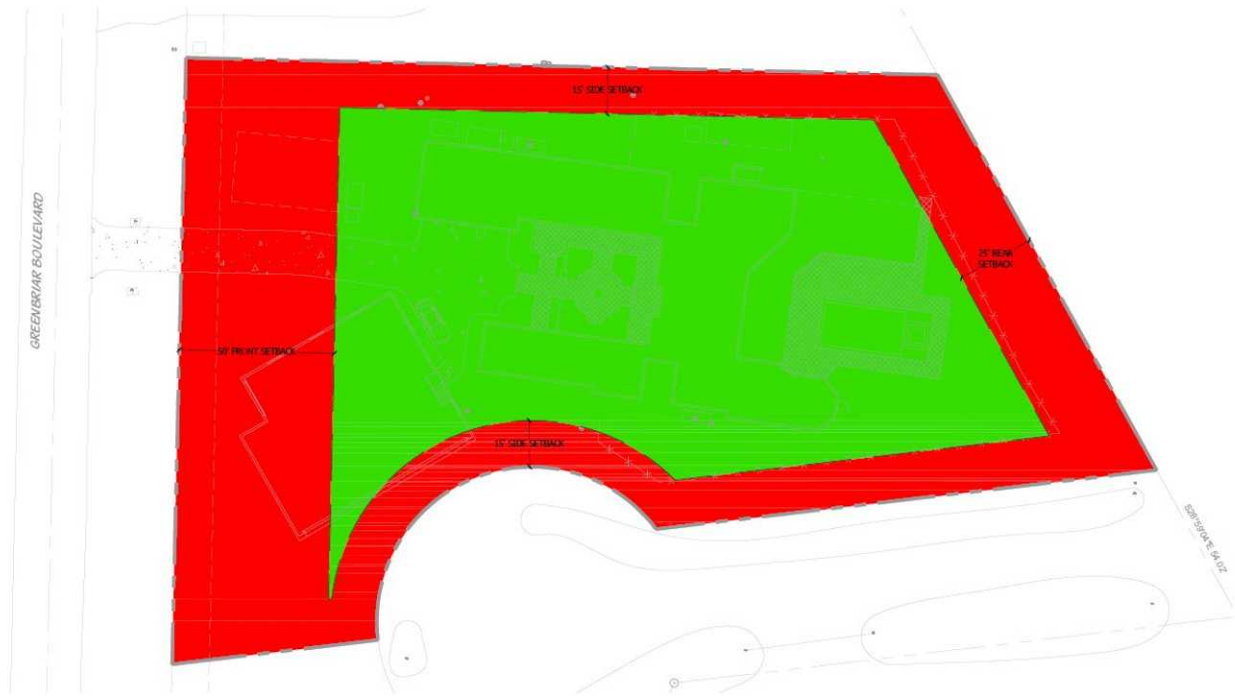
Photo of Subject Property taken from Flying Cow Ranch Road looking east.

This property is unique in that it is wedged between Greenbriar Boulevard and common area used for aviation taxiing purposes. Greenbriar is a small local street which would unlikely ever be enlarged and due the location of the property within the neighborhood receives very minimal traffic. The edge of pavement to the property line is approximately 30 feet. With a proposed 20' setback the Applicant's hanger would be approximately 50' from the edge of pavement with is similar to a neighboring structure which is 55'. It is important to note that there are no residences or other structures in front of the subject property on the west side of Greenbriar Blvd. To the west is the C-1 Canal, Flying Cow Ranch Road and property owned by the South Florida Water Management District which is designated as the Stormwater Treatment Area 1 East (STA-1E). STA-1E is a man-made wetland area of over 6,500 acres. See map below.



Subject property looks out at Stormwater Treatment Area (STA-1)

Furthermore, the subject lot's configuration has essentially caused the majority of the frontage along Greenbriar to be unbuildable due these setback requirements. The distance between the road and the cul-de-sac, at its narrowest point, is approximately 65 feet. This configuration has caused an unnecessary pinch point. If you take into account the require front, side and rear setback, the majority of the southwest section of the property could never have a structure of any size.



Buildable Area Exhibit (enclosed)

Above is an exhibit which shows the buildable area in GREEN and the unbuildable area in RED when the required setbacks are considered. The total unbuildable area is over 19,966.32 SF of space - this is 47% of the overall property. This creates a substantial hardship to the owner which, based on current requirements, has caused absolutely no opportunity for Applicant to construct a hanger on the property without the requested relief.



Photo taken from Greenbriar Blvd. looking east. The property line is 10' in front of the palm trees. Proposed hanger would be 10' behind those palm trees.

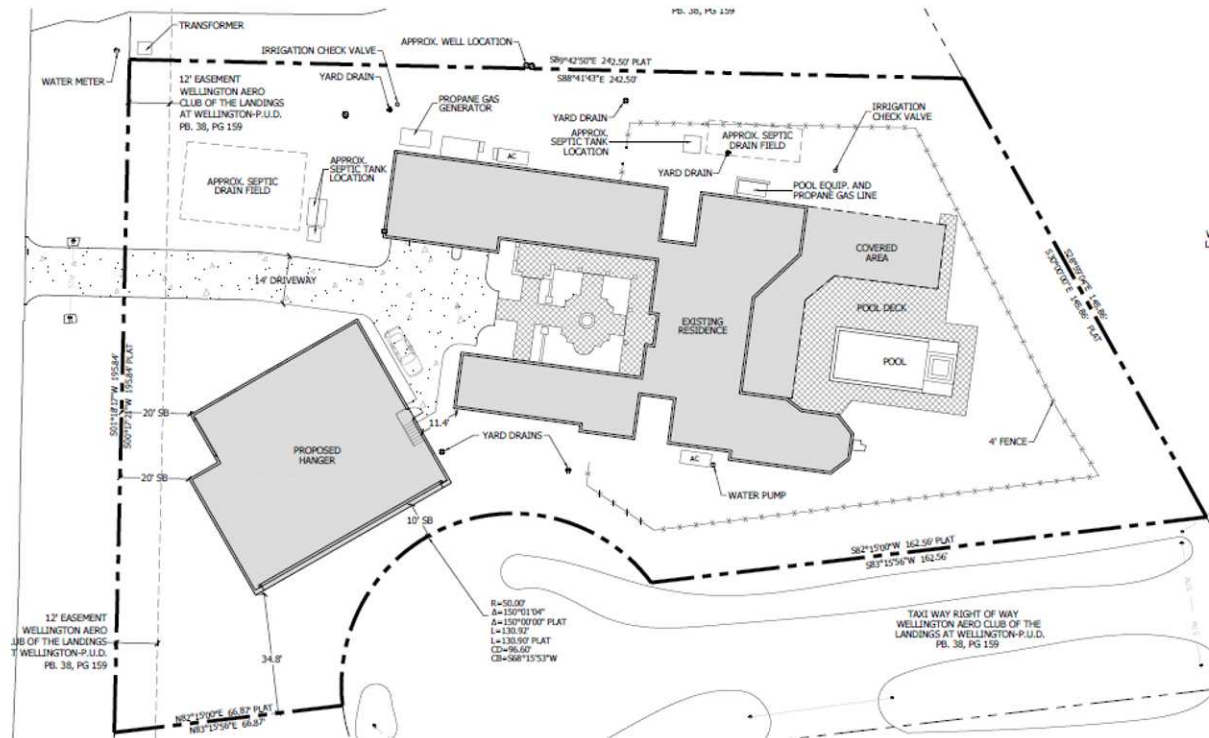
From an onsite perspective, the above picture was taken to help show the potential perspective of the hanger. The Royal Palms in the photo are approximately 10' east of the property line. To visualize the hanger and its impact, the proposed hanger would be 10' behind those palm trees and bear in mind that only corners of the building (please see the proposed site plan) would be at the requested 20' setback. Due to the angle of the building, the majority of the building is setback even farther which further reduces the perceived impact of Applicant's request.

As shown in the graphic below, the proposed hanger is scaled appropriately, is no closer than the existing Royal Palm trees, and will have its own landscape buffering to further soften its appearance from a passerby.



Section 6.3.1.C.4. Reduction

It should be noted that Section 6.3.1.C.4 allows for residential side interior and rear setbacks to be reduced by 30% for principal structures and 50% for accessory structures when 75% of the subject lot is adjacent to open space or water bodies greater than 50' in width. The subject property would qualify for this additional 50% reduction as 75% of the property is adjacent to the required open space. By applying this code provision, the side setback requirement would be further reduced to 7.5'. In the abundance of caution, Applicant still seeks a formal variance of the side setback to 10'.



Site Plan (enclosed)

Variance Request

VARIANCE CHART					
	LDR CODE SECTION	TYPE	REQUIRED	PROVIDED	VARIANCE
V1	Table 6.3-1	AR (PUD) Front Setback	50'	20'	-30'
V2	Table 6.3-1	AR (PUD) Side Setback*	15'	10'	-5'

*Side Interior Setback non-parallel taxiway

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 and peculiar interaction with the adjacent area. The property's frontage is off Greenbriar Boulevard; however, behind the property is a runway and cul-de-sac taxiway. Inherently a typical cul-de-sac creates a unique lot shape when the cul-de-sac acts as the frontage but in the instant situation, the cul-de-sac significantly impacts the side and rear of the property causing the present setback issue. But for the cul-de-sac, it's likely this variance would not have been necessary.

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 from neighboring properties, other similar situated structures encroach Greenbriar Boulevard. Furthermore, this property is unique as it and 2400 Greenbriar Boulevard are the only properties within Aero Club which front the SFWMD stormwater treatment area. Since 2400 Greenbriar already has a hanger within the front setback, this variance request would not set a precedent.

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: As shown by the enclosed exhibits, you can see how the unique rear loaded cul-de-sac configuration has caused a significant portion of the property to be unbuildable based on the setback requirements. This has caused significant hardship as the property owner has a decently sized property; however, she has no opportunity to build an airplane hanger to utilize the adjacent runway.

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

RESPONSE: To facilitate the proposed hanger, the proposed variance is the minimum variance possible to accommodate the proposed structure. While the proposed front setback is 20', the proposed building would still be approximately 50' from the edge of pavement. This amount of space still provides sufficient relief from vehicular traffic. Also, it should be further noted that only corners of the structure are at the 20' setback and the majority of the facades are in excess of the requested variance.

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.

Conclusion

The proposed variance for the Holloway Residence would be consistent with the intent and spirit of the setback requirement as the unique configuration of this property wedged between a roadway and the cul-de-sac has caused a significant amount of property to be unusable based on the restrictive setbacks. This variance would not be detrimental to other neighbors, nor would it cause any negative impact to traffic or the welfare of the community. Moreover, Applicant has received HOA approval and an no-objection letter from an immediate neighbor. Applicant looks forward to working with staff to respond to any questions or concerns that may arise as a result of your review.