

David Milledge

From: Tricia Holloway <tricia@wardrealestatellc.com>
Sent: Monday, May 23, 2022 2:32 PM
To: David Milledge
Subject: Fwd: Holloway Hanger

----- Forwarded message -----

From: <wcwalker858@gmail.com>
Date: Thu, May 19, 2022 at 1:22 PM
Subject: RE: Holloway Hanger
To: Tricia Holloway <tricia@wardrealestatellc.com>
Cc: Honey Buns Holloway <mbrenh@aol.com>

Dear Trish and Honey Buns,

I have no objection to your variance. Looking at the plan I can see you will have some ground handling challenges getting in and out of the hangar. Make sure you talk to someone who knows this well and get a plan ready. Managing the airplane from the hangar to and from the taxiway will be a challenge. Good luck and I hope you kick the bug ASAP.

Chuck and Julia

Chuck Walker

From: Tricia Holloway <tricia@wardrealestatellc.com>
Sent: Wednesday, May 18, 2022 5:36 PM
To: Chuck Walker <wcwalker858@gmail.com>
Cc: Honey Buns Holloway <mbrenh@aol.com>
Subject: Holloway Hanger

**Consuelo M Starret
15925 Britten Lane
Wellington FL 33414
561-379-3062**

May 6, 2022

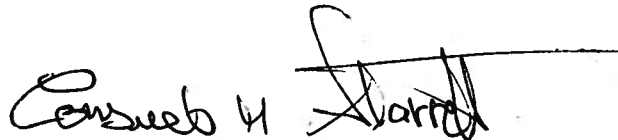
Planning and Zoning Division
12300 Forest Hill Boulevard
Wellington FL 33414
561-791-4000

I am the owner of the residence adjacent to 2420 Greenbriar Boulevard. My late husband, Jim Starret and I moved to Wellington Aero Club in 2000. Jim was an active member of the community. His background was in engineering, construction and facility maintenance. Over our years at Wellington Aero Club, he held many positions of leadership, including and architectural review of construction plans for many of the fine homes in this community. He did not make the rules but he supported the architectural guidelines developed by the early organizers. The general idea was the buildings should resemble an estate rather than a farm house with out buildings.

There are some specific expectations for the building lots with direct access to the runway. These "Class A" lots, with direct access to the large parallel taxiways are required to reserve space for a hangar. Whether it was built with the house or at some future time it was assumed that the access from the hangar would be directly onto the parallel taxi way. The proposal for this house never received any approval from the Architectural Review Committee but instead, it was approved by the Board of Directors serving at the time. The argument was that no hangar would ever be built on this property. The house was built to the limits of the lot, with the pool where the hangar should have been. Now there is a proposal to build a hangar on the south west border of the property, against Greenbriar Boulevard with airplane access to the hangar from the short and narrow taxi way that serves Britten Lane. The Aero Club requires a setback of 20 feet from the large parallel taxi ways and 15 feet from the small side taxi ways. My understanding is that current ARC has already approved a 5 foot variance against the taxi way in order to appease the owner. Now it is up to the Village to grant or deny another, more significant variance to the required building set back against Greenbriar Boulevard.

Everyone at Aero Club has been required to build and maintain their houses with respect to village and neighborhoods rules, including setbacks, construction methods, materials, outdoor lighting, roofing and even paint color. I do not understand how the village could consider granting a variance to the required and heavily enforced setback distance against Greenbriar Boulevard simply because of poor planning on the applicant's part.

Yours truly

A handwritten signature in black ink, appearing to read 'Consuelo M Starrett', with a long horizontal line extending to the right.

Consuelo M Starrett