

WINDING TRAILS

Master Plan Amendment
Minor Site Plan Amendment
Abandonment of Easement

Unity of Title

June 28, 2022

Introduction

The Applicant, Nophar & Bonnie Haddad Silver, owners of lots 5 and 6 ("5/6") of Winding Trails ("Applicant") seek an amendment to the Landings at Wellington PUD master plan, minor amendment to unify site plans, and unity of title for lots 5/6. The Second Amended Restrictive Covenants for Winding Trails is currently under review by the Village Attorney.

Background & Location

In 2017 the village council approved the Landings at Wellington PUD master plan which consisted of nine lots each permitted to have a dwelling, barn with grooms' quarters, and a maximum of 10 stalls. This approval required restrictive covenants. Specific provisions relative to this pending request include a restriction limiting "no more than four horse stalls per acre and no more than ten horse stalls on any lot within the development." In August 2021, Village Council approved Ordinance 2021-20 which revised Section 6.8.9.C of the Village's code allowing two lots under common ownership to be unified and for the allowable intensity to be permitted in aggregate on the unified lot. Lots 5 & 6 remain vacant. These lots are generally located at the northeast of Greenbriar Blvd. and Aero Club Drive.

Project Request

Applicant is seeking the amendment to the Landings at Wellington PUD master plan to add an additional access point/driveway on Aero Club Drive and a minor site plan amendment to show a unified site plan and its related elements. Applicant proposes Lot 5 to contain the barn with 16 horse stalls along with the accompanying arenas, paddocks, and other amenities. Lot 6 will have a residence with its own dedicated access drive off Aero Club Drive. This proposed driveway will have limited use and therefore will have no impact on the surrounding road network. Furthermore, the proposal will have a lower impact than what is permitted by right as instead of 20 stalls the applicant is only proposing 16. So, while there will be an additional driveway, this new driveway will have limited use and the overall project will be less intense than what otherwise could be at this site. For additional information please see the attached statement prepared by Kimley-Horn.

Master Plan Standards

1. That the proposed request is consistent with the purposes, goals, objectives and policies of the Comprehensive Plan.

RESPONSE: The PUD was determined to be consistent with the comprehensive plan by the village council. The instant request will not contradict any goals, objectives, or policies. The Village Council passed Ordinance #2021-20 which envisioned the instant proposal. Moreover, the inclusion of the additional driveway on Lot 6 will have a de minimis impact on local traffic and is required for the safe and efficient movement of vehicles as contemplated by FLUE Policy 1.2.5. As provided within the traffic statement, Applicant's traffic engineer opines that the limited use of the driveway by residents of the single-family residence will generate negligible traffic and conflicts along Aero Club Drive. This driveway is not interconnected to the equestrian activities on site and therefore only residential traffic would utilize this new driveway. This in essence eliminates potentially dangerous conflicts between a passenger vehicle and large trucks and trailers which are associated with equestrian activities. Furthermore, through appropriate planning principles, the proposed driveway is approximately placed at the midway point between Hawker Lane and Grumman Court further mitigating the driveway's existence. This additional driveway does not contravene any objective or policy within the comprehensive plan such as Objective 1.1 which is to maintain the density and intensity of the land uses as provided on the village's future land use map. Additional density is not being requested by Applicant.

2. That the proposed request is in compliance with all articles of the Land Development Regulations (LDR).

RESPONSE: The proposal is in compliance with the village's LDR. There are no sections for which this request does not adhere to. Specifically, Section 7.4.1.A which limits those lots on local or residential access roads to a maximum of two driveways. Further, the new driveway, consistent with the Village's landscape codes sections, has a matching landscape treatment to beautify and provide cohesiveness with the remainder of the property. Furthermore, the 45-foot radius of the additional driveway meets the minimum radius set forth by Section 7.4.2; however, exceeds the maximum radius of 30 feet. While the radius does exceed the maximum, it is consistent with the other driveways within Winding Trails.

3. That the proposed request minimizes environmental impacts, including but not limited to water, air, stormwater management, wildlife, vegetation, wetlands and the natural functioning of the environment.

RESPONSE: The proposed unified site plan reduces the intensity permitted by right on these lots. While 20 horse stalls are permitted only 16 are proposed. This reduction minimizes environmental impacts. Furthermore, the additional driveway will not have any environmental

impacts, but instead is a better alternative than having an unnecessary long internal driveway which would span nearly 700 feet south to obtain access from the existing driveway. This internal circulation would cause unnecessary impervious area.

4. Provide the overall design concept and show that the design of the proposed request minimizes adverse effects, including visual impact and intensity of the proposed use on adjacent lands.

RESPONSE: The proposed site plan is designed to focus the core of the intensity and activity which occurs on the property towards the intersection of Greenbriar and Aero Club Drive. This creates additional distance from the adjacent residential properties. The proposed residence is located towards the north side of lot 6, away from the operation found mostly on Lot 5. This design is intentional so not to create an adverse impact on the surrounding properties. As the residence is located at the north end of lot 6, a new driveway is necessary to access Aero Club Drive. As opposed to creating an unnecessarily long internal driveway to access the existing driveway cut, the proposal will have direct access. As discussed in the enclosed traffic study, the proposed driveway cut will not cause any significant impact to existing traffic along Aero Club Drive.

5. That the proposed request is consistent with applicable neighborhood plans.

RESPONSE: The request is consistent with the neighborhood plan.

6. That the proposed request will result in a logical, timely and orderly development pattern.

RESPONSE: The unified site plan will remain logical and orderly in its configuration consistent with other lots within Winding Trails. The additional driveway cut is for the use of one single family residence, as opposed to the equestrian operations of the lot.

7. That the proposed request complies with Wellington building standards.

RESPONSE: The property will be in compliance with the Wellington and Florida building code.

Conclusion

The proposed request does not increase, but instead, decreases the permissible intensity for the subject property. While a new driveway cut is proposed to only service the resident, this proposal will not create any additional vehicular conflict along Aero Club Drive. Approval of the request will provide greater flexibility for Applicant to design the site in a meaningful and logical manner.