

08.19.2025

POMPANO BEACH PLANNING AND ZONING DIVISION
100 WEST ATLANTIC BLVD.
POMPANO BEACH, FL 33060

PROJECT NAME: HODGE MARINE
ADDRESS: 1857 NW 21ST STREET, POMPANO BEACH, FLORIDA 33069
ZONING CLASSIFICATION: I-1X SPECIAL INDUSTRIAL
USE: BOAT OR MARINE REPAIR AND SERVICING

RE: REQUEST FOR VARIANCE FROM REQUIRED VEHICLE STACKING LANE DISTANCE

To Whom It May Concern:

We are submitting this application for a Variance from the required vehicle stacking lane distance, as specified in Section §155.5101.G.8.b of the Zoning Code. This section mandates a minimum stacking lane distance of 25 feet for parking lot entrance driveways on properties with 1–49 parking spaces. We appreciate the opportunity to present our case, and below we address the relevant review standards and factors supporting our request:

1. Extraordinary and Exceptional Conditions

The site is situated in a predominantly industrial area characterized by low traffic volume and limited vehicle movement, primarily for boat repair purposes. The physical constraints of the site—being small—do not allow for the standard stacking lane distance of 25 feet. The site's shape is straightforward, but its limited size and specific operational needs prevent full compliance with the standard requirement, which applies uniformly across the district but is not feasible for our location. Although the site is not publicly accessible at all times, the gates will be completely open during business hours to make it accessible to the public, as indicated in Key Note 4 of the site plan. The site is not in a high-traffic or publicly accessible area outside of these hours, and there is no expectation of multiple vehicles lining up in the stacking area simultaneously. The physical limitations and operational nature of the boat repair facility make standard requirements impractical.

2. Conditions not Resulting from the Landowner's Actions

The site's physical constraints are inherent and not due to any actions taken by the landowner. The constraints stem from existing site size and physical features, which prevent meeting the standard stacking requirements.

3. Unreasonable Restriction or Hardship

Strict adherence to the 25-foot stacking lane requirement would effectively restrict or prohibit our use of the property, which is designed solely for boat repair, with vehicle movement limited to entering and exiting with one vehicle at a time. Our operational needs and physical site constraints make compliance unreasonably difficult, creating a hardship that the variance seeks to address.

4. No Special Privilege

Granting this variance would merely allow a reasonable use of the property based on its physical limitations and operational requirements. It would also support the retention of the handicap parking near the entrance as originally proposed and shown on the site plan. The variance does not confer any other special privileges or advantages beyond what is necessary for lawful, safe, and practical use of the site.

5. Minimum Necessary Extent

Our current site plan demonstrates that the best feasible compromise is to reduce the stacking lane from 25 feet to approximately 10 feet 6 inches, based on physical constraints. This reduction is the minimum necessary to enable operational functionality and safety, considering the site's size and low usage.

6. Harmony with the Purpose and Intent

This variance aligns with the purpose of the zoning regulations, which aim to accommodate site-specific conditions while ensuring safety and appropriate land use. We believe this variance respects the intent of the code, given the low traffic and unique constraints of our site.

7. No Adverse Effects on Health, Safety, or Public Welfare

The low traffic volume, minimal vehicle movement, and location within an industrial area suggest that granting this variance will not adversely impact health, safety, or the public welfare. We will implement appropriate safety measures to ensure the safety of users and nearby properties.

8. Consistency with the Comprehensive Plan

Supporting developments that accommodate site-specific conditions while maintaining safety and functionality is consistent with the city's comprehensive plan. This variance is necessary due to physical site constraints and operational needs, which do not constitute a hardship caused by neglect or unrelated factors.

Based on these considerations, we believe that the requested variance is justified and appropriate. Along with this letter, we have included additional documents as part of our submission, including a proposed site plan.

Thank you for your consideration of our application. If you have any questions or require further clarification, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Forget", is positioned above the typed name.

MATT FORGET
Architect I Principal