

**THE CITY OF KEY WEST
PLANNING BOARD
Staff Report**



To: Chairman and Planning Board Members

Through: Thaddeus Cohen, Planning Director

From: Melissa Paul-Leto

Meeting Date: December 15, 2015

Agenda Item: **Variance – 725 Duval St. (RE # 00015920-000000; AK # 1016306)** – A request for a Variance to minimum parking requirements for 13 parking spaces on property located in the Historic Residential Commercial Core (HRCC-1) zoning district pursuant to Sections 90-395, 108-572 of the Land Development Regulations of the Code of Ordinances of the City of Key West, Florida.

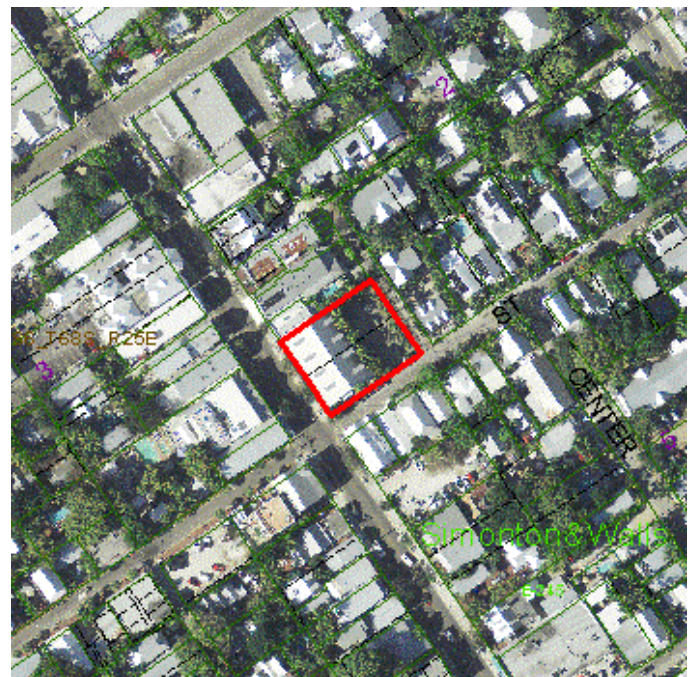
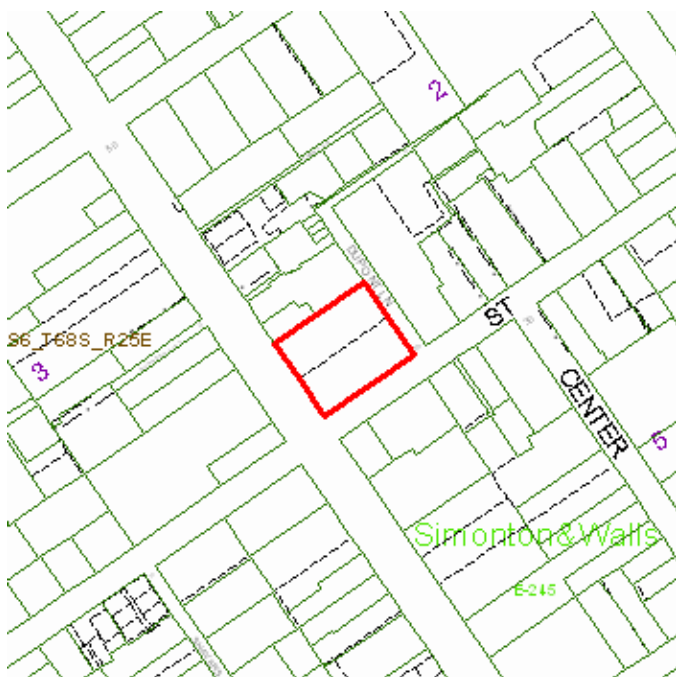
Request: Variance from Section 108-572 to allow a reduction in the minimum parking requirements from 22 to 9 regular parking spaces based on a parking study analysis and the change of square footage and use being proposed.

Applicant: Trepanier & Associates, Inc.

Property Owner: 725 Duval Street, LLC

Location: 725 Duval Street (RE # 00015920-000000; AK # 1016306)

Zoning: Historic Residential Commercial Core (HRCC-1)



Background:

The existing three-story commercial structure was constructed in 1991 and was approved for a parking variance, Resolution #89-486 to install 11 compact spaces and 9 full size spaces under the HP-2 Zoning District. This approved parking design requires one-way ingress via Petronia St. and one-way egress via DuPont Lane. There are currently 20 parking spaces.

As part of a new Major Development Plan application, the applicant is proposing to renovate the existing commercial structure by eliminating approximately 5,393 sq. ft. of non-residential floor area and using that remaining space instead for residential units on the 2nd and 3rd floor. Based on the calculations of square footage being taken from commercial use into residential use, the proposal reduces the overall parking demand on site from 27 spaces required by code to 22 spaces due to the shifting of commercial space to residential space.

The need for the Variance is triggered by Section 108-571 requiring Major Development Plans to comply with the minimum parking requirements of Section 108-572.

The City staff has worked with the applicant and property owner on alternative bike parking spaces. The proposed bike racks for the 10 bike spaces on the side of the building facing Petronia Street would need an easement as the bike racks would encroach into the City right-of-way. The City’s Bicycle Coordinator has suggested integrating the 725 Duval Street bicycle parking into the Petronia Street bike/scooter parking area. The Bicycle Coordinator has suggested an additional 3 loops on the recently installed bike rack at Petronia Street’s shared bike/scooter area as well as 3 bollards to be located on the Duval Street right-of-way. The property owner has agreed to contribute the cost of these items towards the infrastructure of the area in order to obtain the 12 out of 14 bike spaces being proposed. The additional bike spaces will be located in the back of the building inside the parking lot.

City staff submitted the applicant’s parking study for a consultant to review. Included in this package are the comments from the City’s consultant and the applicant’s response to the comments.

Sec. 108-571. - Applicability.

Parking shall be provided in all districts at the time any building or structure is erected or enlarged or increased in capacity by a change of use or the addition of dwelling units, transient units, floor area, seats, beds, employees or other factors impacting parking demand as stated in this article. The parking spaces shall be delineated on a Development Plan if required pursuant to Article II of this chapter. If a Development Plan is not required, the applicant shall submit a scaled drawing which shall be approved by the Building Official and filed with the Building Department. The land comprising approved parking spaces required by the Land Development Regulations shall be maintained as off-street parking spaces in perpetuity and shall not be used for other purposes unless there is a city-approved change in land use on the premises which warrants a change in the design, layout, or number of required parking spaces.

Sec. 108-572. - Schedule of off-street parking requirements by use generally.

Off-street parking spaces shall be provided in accordance with the following schedule for motor vehicles and bicycles:

Use	Minimum Number of Parking Spaces Required For:
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		Motorized Vehicles	Bicycles As % of Motor Vehicles
(1)	Single-family	1 space per dwelling unit	None
(2)	Multiple-family:		
	a. Within historic district	1 space per dwelling unit	10%
(16)	Retail stores and service establishments	1 space per 300 square feet of gross floor area	25%
(17)	Warehousing or manufacturing	1 space per 600 square feet of gross floor space	10%

Relevant HRCC-1 Zoning District Dimensional Requirements: Code Section 122-660				
Dimensional Requirement	Required/ Allowed	Existing	Proposed	Change / Variance Required?
Maximum height	35 feet	40'	40'	In compliance (Sec. 122-32)
Minimum lot size	4,000 sf	10,892 sf	10,892 sf	In compliance
Maximum density	22 dwelling units per acre	0	4 units = 20 du/acre +3 density bonus	In compliance
Maximum floor area ratio	1.0	0.99	0.49	In compliance
Maximum building coverage	50%	51%	50%	In compliance
Maximum impervious surface	70%	98%	92%	In compliance (Sec. 122-32)
Minimum front setback	0 feet	15.94'	10'	In compliance
Minimum side setback (northwest)	2.5 feet	2.5'	2.5'	In compliance
Minimum side setback (Petronia)	0 feet	2.5'	2.5'	In compliance
Minimum rear setback	10 feet	35'	50'	In compliance
Minimum vehicular parking	22	9 full size 11 compact	9 full size spaces	Variance required
Minimum handicap parking	N/A	0	1	+1 / In compliance
Minimum bicycle parking	4	0	14 spaces	+14 / In compliance
Minimum open space	33%	2%	7%	+5% In compliance (Sec. 122-32)
Landscaping	Code Ch 108, Arts V & VI	See analysis	See analysis	In compliance

Consumption area or number of seats		None	None	None
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Process:

Planning Board Meeting: December 15, 2016
Planning Board Meeting: November 19, 2015(Postponed)
HARC: TBD
Local Appeal Period: 30 days
DEO Review Period: up to 45 days

Analysis – Evaluation for Compliance with the Land Development Regulations:

The criteria for evaluating a Variance are listed in Section 90-395 of the City Code. The Planning Board before granting a Variance must find all of the following:

- 1. Existence of special conditions or circumstances. That special conditions and circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other land, structures or buildings in the same zoning district.***

The land is located in HRCC-1 Zoning district and the Historic Commercial Pedestrian Oriented Area (Parking Waiver Zone). Currently, the parking lot provides 20 vehicular parking spaces. The current parking lot design is the result of a variance approval via Resolution 89-486 when the property was zoned HP-2 requiring 27 parking spaces. The applicant is proposing to shift commercial storage space to residential space allowing a required 22 parking spaces. The ratio of lot size to existing building floor area makes the required parking demand not feasible without demolishing existing floor area.

IN COMPLIANCE.

- 2. Conditions not created by applicant. That the special conditions and circumstances do not result from the action or negligence of the applicant.***

The applicant has proposed to construct seven residential units on the 2nd and 3rd floors. By making this decision, Resolution #89-486 to install 11 compact spaces and 9 full size spaces under the HP-2 Zoning District is voided. The need for this Parking Variance is triggered by Section 108-571 requiring Major Development Plans to comply with the minimum parking requirements of Section 108-572.

There is a 5,393 sq. feet reduction in non-residential floor area being proposed which will reduce the overall parking demand of the property for commercial use to 4 automobile parking spaces. However, the required amount by the City is 22 vehicular parking spaces.

NOT IN COMPLIANCE.

- 3. Special privileges not conferred. That granting the variance requested will not confer upon the applicant any special privileges denied by the land development regulations to other lands, buildings or structures in the same zoning district.***

Given the existing site conditions and prior development of the property, it would be difficult for the applicant to propose any reasonable use of the property without needing a parking variance. Therefore, granting the variance request may not necessarily confer

upon the applicant special privileges denied to other lands, buildings or structures in the HRCC-1 Zoning District.

IN COMPLIANCE.

4. ***Hardship conditions exist. That literal interpretation of the provisions of the land development regulations would deprive the applicant of rights commonly enjoyed by other properties in this same zoning district under the terms of this ordinance and would work unnecessary and undue hardship on the applicant.***

The land is located in the HRCC-1 Zoning district, a Historic Commercial Pedestrian Oriented area. The interpretation of the current parking standards, deprive the applicant of developing permitted uses on the property while applying alternate parking demand standards.

IN COMPLIANCE.

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

The variance request is the minimum necessary that will make possible the reasonable use of the land and structure as proposed. The characteristics of the proposed project and the associated permitted uses, demand nine parking spaces as determined by professional engineering analysis. The variance request will allow the development of permitted uses in HRCC-1 with the necessary parking.

IN COMPLIANCE.

6. ***Not injurious to the public welfare. That the granting of the variance will be in harmony with the general intent and purpose of the land development regulations and that such variance will not be injurious to the area involved or otherwise detrimental to the public interest or welfare.***

The granting of the requested variance would not be injurious to the area involved and otherwise detrimental to the public interest.

IN COMPLIANCE.

7. ***Existing nonconforming uses of other property not the basis for approval. No nonconforming use of neighboring lands, structures, or buildings in the same district, and no permitted use of lands, structures or buildings in other districts shall be considered grounds for the issuance of a variance.***

Existing non-conforming uses of other properties, use of neighboring lands, structures, or buildings in the same district, or other zoning districts, are not the basis for this request.

IN COMPLIANCE.

Pursuant to Code Section 90-395(b), the Planning Board shall make factual findings regarding the following:

(1) That the standards established by Code Section 90-395 have been met by the applicant for a variance.

The standards established by Code Section 90-395 have not all been met by the applicant for a variance for nine (9) regular parking spaces from the required twenty two (22) parking spaces.

(2) That the applicant has demonstrated a "good neighbor policy" by contacting or attempting to contact all noticed property owners who have objected to the variance application, and by addressing the objections expressed by these neighbors.

The Planning Department has not received any public comment for the variance request as of the date of this report.

RECOMMENDATION:

The Planning Department, based on the criteria established by the Comprehensive Plan and the Land Development Regulations, recommends that the request for variance to waive thirteen (13) parking spaces be **DENIED**.



CITY OF KEY WEST TRAFFIC REVIEW COMMENTS

Date: December 11, 2016
Discipline: Traffic Engineering
Reviewed by: Eric Czerniejewski, P.E., ENV SP
Phone No.: (954) 921-7781
Fax No.: (954) 921-8807

Application No.: N/A
Project Name: 725 Duval Street Redevelopment Project

No comments
 Comments as followed or attached

1. Please clarify the number of residential units proposed. The traffic and parking study prepared by KBP Consulting, Inc. dated September 8, 2015 indicates 7 units but the adaptive reuse narrative mentions 8 residential units (5 market rate and 3 affordable).
2. Please clarify if the redevelopment site will be providing parking on site for alternative modes of transportation (bicycles, scooters, etc.). The adaptive reuse narrative mentions providing 15 new bicycle/scooter parking spaces but the physical plan does not label the location of these spaces. Please provide an 11 x 17 copy of the full site plan for 725 Duval Street.
3. Please provide supplemental documentation regarding the 80% reduction in generated trips based on alternative modes of transportation. Per the adaptive reuse narrative, 6 bicycle/scooter parking spaces are required and 15 bicycle/scooter parking spaces are proposed.
4. Please provide an exhibit in the traffic and parking study that shows available on street parking spaces on the surrounding adjacent roadways. The adaptive reuse narrative refers to available on street parking as another form of shared parking.
5. Please provide narrative to the traffic and parking study that addresses the traffic circulation design including ingress egress access considerations. This should include the safe and convenient access and traffic flow into the proposed parking lot from Petronia Street (i.e. safe sight distance at driveway opening, dead end turnaround for parking, etc.).
6. Please provide a narrative in the traffic and parking study that speaks to the available infrastructure for alternative modes of transportation. This would include the presence of bicycle lanes, transit routes, etc. nearby the 725 Duval Street Redevelopment project. This narrative should also reference planned improvements scheduled for nearby adjacent roadways (i.e. reference to Bicycle/Pedestrian master plan, Duval Street master plan). The City of Key West Comprehensive Plan requires that new development bear an equitable share of costs for transportation system improvements.

7. Please describe any sustainable green infrastructure that will be implemented for the proposed parking lot at 725 Duval Street off of Petronia Street.
8. Please clarify in the traffic and parking study and the adaptive reuse narrative that the 80% reduction in trips is associated with all trips or just the trips generated from the commercial use. This distinction is not consistently applied throughout both documents.
9. The traffic and parking study and adaptive reuse narrative mentions providing 5 parking spaces for residential, 2 parking spaces for commercial employees and 2 "floating" parking spaces for both the residential units and commercial space. Please clarify how all of the proposed parking spaces will be signed.
10. Please provide additional details and specifications for the proposed gate system for the proposed parking lot modifications at 725 Duval Street. Please provide details regarding if the gate system, specifically if the parking lot will be permanently closed overnight/certain hours or if there will be a gate system that requires automatic vehicle identification (avi) or card reader.



Eric Czerniejewski, P.E., ENV SP

Melissa Paul-Leto

From: Owen Trepanier <owen@owentrepanier.com>
Sent: Wednesday, December 14, 2016 4:20 PM
To: Melissa Paul-Leto
Cc: Bill Horn (wphorn@aol.com); joseph6153@aol.com; Kevin Sullivan
Subject: 725 Duval
Attachments: 1. Proposed 12-13-16.pdf; Parking Plan_Submittal.pdf; Parking Waiver Request - Revised 08-24-15.pdf; On Street Parking Aerial.pdf

Hi Melissa,

Thanks for your help. The following is in response to the Czerniejewski questions:

1. 7 units.
2. Bike & Scooter parking is proposed as depicted on the plans and property owner has no objections to staff's proposal for alternative locations. 11x17 pdf plan attached.
3. Parking study, Variance cover letter, Parking waiver attached.
4. Aerial showing on existing street and parking conditions attached.
5. Circulation & design including ingress, egress, access, site triangles, etc. all meet the code requirements as depicted on the plans.
6. Please refer to the City 5-year Capital Improvement Plan, Sustainability Plan, Transit Plan, Multi Model Plan, and the pending Bicycle/Pedestrian Master Plan.
7. Parking lot is proposed as depicted on the plans.
8. 80% reduction is associated with commercial activity.
9. Spaces will be signed consistent with the Code.
10. No changes are proposed to the existing gate, its operation, or design.

Thanks very much.

Owen Trepanier

Trepanier & Associates, Inc.

Land Planners & Development Consultants

1421 First Street, P.O. Box 2155

Key West, FL 33045-2155

Ph. 305-293-8983 / Fx. 305-293-8748

www.owentrepanier.com



The City recently installed a bike rack in the Petronia bike/scooter parking area it is for 10 bike spaces.

-Additional loops can be added to the existing bike rack. 3 additional loops could be added. Three additional loops could provide 6 bike spaces.

The cost per loop is \$66 and the shipping is \$9.50





Chris Hamilton proposed 3 bollards to be placed on Duval Street right of way.

-one bollard provides 2 bike spots, three bollards will allow for 6 bike spaces on Duval Street's right-of-way

-A Bollard costs \$165.35 each with \$9.50 shipping each.



Application

PARKING STUDY

725 DUVAL ST.

ADPATIVE REUSE



EXECUTIVE SUMMARY

The Parking Plan presented below, uses the reduced parking demand arising from adaptive reuse, mixed use, and affordable housing infill. Upon this regulatory foundation is applied a flexible and functional development scenario consisting of a mixture of shared parking, floating parking options, demand management and multimodal methods.



Using the most current City of Key West Comprehensive Plan Goals, Objectives and Policies, applying Smart Growth and multi-modal design principles, alternate parking demand and design methodologies, as well as professional transportation engineering analyses the proposed Parking Plan results in a 66% reduction in automobile parking demand while providing appropriate and functional multimodal parking facilities and options for the project.

THE PHILOSOPHY:

- *Adaptive Reuse & Infill Housing*
- *Smart Growth*
- *Green Building*

Adaptive Reuse and Infill Housing is the process of reusing a site or building for a purpose other than which it was built or designed; it adapts buildings for new uses while retaining their historic/ original features. Infill Housing has been defined as insertion of additional housing units into existing structures, in this way, it represents the use of land within a built-up area for further construction, especially as part of a community redevelopment or

growth management program or as part of smart growth. Another description of adaptive reuse and infill is to prolong the period from cradle-to-grave of a building by retaining all or most of the structural system and as much as possible of other elements, such as cladding, glass, and interior partitions. In this way, buildings of historic or architectural significance can be infused with new life. Out of necessity and environmental consciousness emerges a broader view of adaptive reuse dating far back into antiquity (Joachim, 2002).

Adaptive Reuse and infill housing is important because it is an important aspect of sustainable redevelopment. In 2008, the National Trust for Historic Preservation announced a major research effort aimed at quantifying the embodied energy of existing buildings. National Trust staffers Barbara Campagna and Patrice Frey led the study (Hughes, 2008).

Campagna and Frey found that each year in the U.S., approximately 1.7 billion square feet of buildings are demolished and approximately 5 billion square feet of newly constructed buildings are added to the total building stock. Until recently, the environmental impacts of this cycle of demolition and new construction have been poorly understood, as were the opportunities to gain carbon savings through retrofitting and reusing existing buildings. It takes between 35–38 years for a new, green building to recover the carbon expended during the construction process; building reuse almost always yields fewer environmental impacts than new construction. One strategy for promoting older building conservation includes “rightsizing” parking (Patrice Frey, 2012). It is in this light, of “rightsizing” parking, that the adaptive reuse of 725 Duval St and the associated parking variance are presented for consideration and development approval.

Smart Growth is an urban planning theory that concentrates growth in compact walkable urban centers to avoid sprawl. Smart growth values long-range considerations of sustainability over a short-term focus. Smart Growth’s sustainable development goals are to achieve a unique sense of community and place; expand the options for transportation, employment and housing choices; equitably distribute the costs and benefits of development; and promote public health (Boeing, Church, Hubbard, Mickens, & Rudis, 2014).

Smart growth is important because its approach to development is multifaceted and encompasses a variety of techniques including increased density, compact, walkable, bicycle-friendly land use, complete streets¹, and mixed-use development with a range of housing choices (EPA, Smart Growth, 2016). Best practices associated with smart growth, include: redeveloping underutilized sites, enhancing economic competitiveness, providing more transportation choices, promoting equitable and affordable housing, providing for sustainable growth, enhancing integrated planning and investment, aligning, coordinating, redefining housing affordability and leveraging government policies (NRDC, 2016).

¹ Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. - Smartgrowthamerica.org

Green Building or sustainable building is the practice of creating and using healthier and more resource-efficient models of construction, renovation, operation, maintenance and demolition (EPA, Green Building, 2016).

Green building is important because it is a win-win, offering both environmental and economic opportunity. Greater building efficiency reduces future demand for energy in the United States and a commitment to green building has the potential to generate jobs. By adopting green building strategies, both economic and environmental performance can be maximized. Green construction methods can be integrated into buildings at any stage, from design and construction, to renovation and deconstruction. (USGBC, 2016).

The Key West Comprehensive Plan and Strategic Plan supports adaptive reuse and smart growth principles. The current project for example, reduces auto-dependency, promotes walk-ability and bike-ability, improves the existing urban design, the Duval Streetscape and historic fabric of Old-Town. The project increases economic opportunity and competitiveness through smart growth and green building techniques.

THE PROJECT:

725 Duval Street is a 10,892 sq. ft. property containing 4,539sq. ft. of commercial retail. This adaptive reuse, smart growth project will eliminate 5,393 sq. ft. of commercial space and replace it with 7 non-transient, mixed-income, residential units (3 affordable, 5 market-rate).

The units are intended for working people in the Old Town area who scooter and bicycle to and from work.



The Traffic and Parking Studies² demonstrate a reduction in potential parking impact as a result of the adaptive reuse of this building from commercial to mixed use. According to the Institute of Traffic Engineers and the Key West Code requirements commercial uses generate significantly higher trip generation and parking demands than does non-transient residential uses.

The reduction in vehicular trip generation and parking demand is encouraged and supported by synergistic policies of the City's newly adopted Comprehensive Plan.

The City's new 2013 Comprehensive Plan recently completed years of public hearings, workshops, and visioning sessions. The result was that the citizens of Key West have determined that Smart Growth, green building and related adaptive reuse policies are priorities for the community and should be pursued and developed.



The following Comprehensive Plan Goals, Objectives and Policies encourage and support Smart Growth, adaptive reuse, green building and multi-modal transportation initiatives with which this proposed project and parking plan is consistent:

- Policy 1-1.1.4: Affordable Housing and Compact Infill Development
- Policy 1-1.1.8: Allowed Uses in the Historic Residential Commercial Core
- Policy 1-1.3.2: Designate various types of mixed use commercial nodes to accommodate diverse commercial uses
- Policy 1-1.9.2 Comprehensive Plan Implementation and land Development Regulations
- Policy 2-1.1.8: On-site transportation improvements and safe traffic flow
- Policy 2-1.3.5: Reduction of urban heat island effect
- Policy 2-1.4.4: Bicycle parking facilities
- Policy 2-1.6.5: Transportation site plan review criteria
- Policy 2-1.6.4: Transportation concurrency exception area

This project and other like it are important to the long-term health of the community because:

1. Puts people where the jobs are – *living and working downtown*
2. Provides a range of housing options – *affordable and market rate*
3. Reduces automobile dependency – *tenants can walk, scooter, or bike to work*

² See attached Trip Generation and Parking Analyses by KBP CONSULTING, INC.

4. Promotes sustainable transportation choices – *encourages transit and non-vehicular choices*
5. Promotes sustainable development choices – *adaptive reuse of existing buildings and space*
6. Promotes sustainable construction choices – *building to Green Building Standards*

PARKING DEMAND (THE FOUNDATION)

Literal Interpretation of the City of Key West Code prescribes 27 automobile parking spaces for the current uses on site.

Table 1: Existing Parking Demand

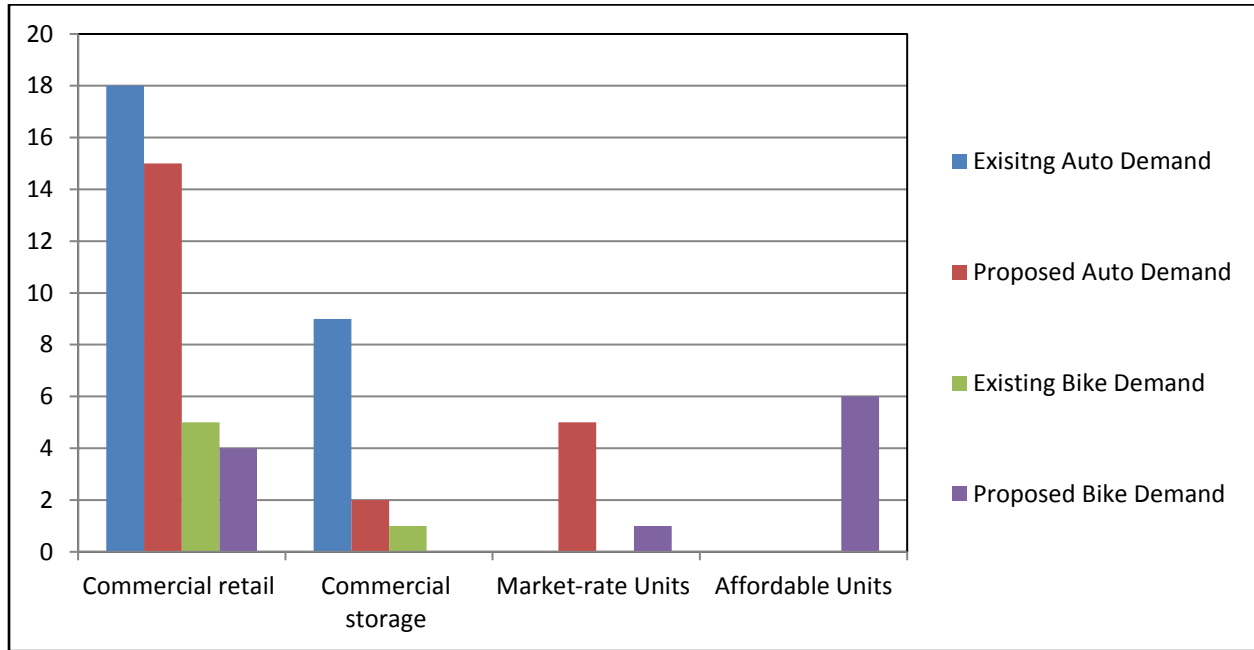
Uses	Requirement	Existing	Parking Demand
Commercial retail floor area	1 auto space/ 300 sq. ft. 25% bicycles	5,339 sq. ft.	18 auto 5 bike/scooter
Commercial storage floor area	1 auto space/ 600 sq. ft. 10% bicycles	5,393 sq. ft.	9 auto 1 bike/scooter
Market-rate Units	1 auto space/ unit 0% bicycles	0 units	0 auto 0 bike/scooter
Affordable Units	2 bike/scooter spaces per unit 100% bicycles	0 units	0 auto 0 bike/scooter
Total Existing Parking Demand			27 auto 6 bike/scooter

Under the adaptive reuse proposal, a reduction in automobile parking demand of 19% and an increase in bicycle parking demand of nearly 100% is realized as follows:

Table 2: Parking Demand – Proposed

Uses	Requirement	Proposed	Parking Demand
Commercial retail floor area	1 auto space/ 300 sq. ft. 25% bicycles	4,539 sq. ft.	15 auto 4 bike/scooters
Commercial storage floor area	1 auto space/ 600 sq. ft. 10% bicycles	800 sq. ft.	2 auto 1 bike/scooter
Market-rate Units	1 auto space/ unit 0% bicycles	5 units	5 auto 0 bike/scooter
Affordable Units	2 bike/scooter spaces per unit 100% bicycles	3 units	0 auto 6 bike/scooter
Total Proposed Parking Demand			22 auto 11 bike/scooter

FIGURE 1: EXISTING VS PROPOSED PARKING DEMAND USING CURRENT LDR PARKING REQUIREMENTS



SHARED PARKING DEMAND

Shared parking may be applied when land uses have different parking demand patterns and are able to use the same parking spaces/areas throughout the day. Shared parking is often inherent in mixed-use developments which include one or more uses that are complementary or ancillary because these uses have different peak parking characteristics that vary by time of day and/or day of week. In these situations, shared parking strategies result in fewer total parking spaces needed when compared to the total number of spaces needed for each use separately.

The purpose of a shared parking option is to permit a reduction in the total number of parking spaces, which would otherwise be required in instances where two or more uses on the same property are to share the same parking spaces because their peak parking demands do not occur at the same time³.

On-street parking that is available for patrons of nearby businesses/commercial districts is another form of shared parking.

³ Sec. 108-577. - Combined parking spaces: The required parking spaces for any number of separate uses may be combined in one lot, but the required space assigned to one use may not be assigned to another use at the same time.

Table 5: Shared parking calculations

Shared Parking ⁴ Summary for 5 Market Rate units and 4,539 sf. Neighborhood Retail					
	Nighttime	Weekday		Weekend	
	Midnight to 6:00 a.m.	Day	Evening	Day	Evening
		(9:00 a.m. to 4:00 p.m.)	(6:00 p.m. to Midnight)	(9:00 a.m. to 4:00 p.m.)	(6:00 p.m. to Midnight)
Specific Use Categories					
Residential %	100%	60%	90%	80%	90%
Neighborhood Retail %	5%	60%	90%	100%	70%
Residential Demand	5.00	3.00	4.50	4.00	4.50
Neighborhood Retail Demand	0.10	1.20	1.80	2.00	1.40
TOTAL DEMAND	5.10	4.20	6.30	6.00	5.90

Table 6: Proposed Parking Plan Summary

Use	Calculation Detail	Demand
Residential	1 space/ market rate unit	5
Commercial	1 space/ employee/ 631.58 sq.ft. @ 20%	2
Total	Shared parking @ full residential demand & 20% commercial demand	7

Any remaining parking demand for affordable unit residents and/or employees will be provided via bicycle and scooter parking.

THE PARKING PLAN (SCENARIO)

This final Parking Plan, outlined in the remainder of the document, dictates that nine automobile parking spaces provide an appropriate and functional automobile parking for the project.

A detailed analysis by use is presented as follows:

RESIDENTIAL

Automobile parking will be supplied for all 5 market rate residential units.

- There are 8 units proposed; 5 market rate and 3 affordable.
- The market rate parking demand is 1 auto space per unit⁵.

Table 3: Alternate residential parking demand- proposed

⁴ Adapted from Monroe County Code Section 114-67(i) Shared parking option requirements
⁵ Section 108-572-Schedule of off-street parking requirements by use generally.

Residential Parking Demand ⁶					
Residential Units	% households without car (2010-19 Transit Dev Plan)	% households with 1 car	% households with 2 cars	% households with 3 cars	SUM
Market Rate	18.90%	47.00%	28.90%	5.10%	99.90%
5	0.945	2.35	1.445	0.255	4.995

- The affordable demand is 0 auto spaces per unit⁷.
- Assuming each unit owns 1 car, the maximum residential parking demand is 5 parking spaces.
- KBP estimates that at least 80% of trips generated will be non-automobile⁸.
- Therefore, it is estimated that as few as one (1) parking space may be required for the residential portion of the project.
- The project will provide 5 permanent automobile spaces for residents.
- The project will provide 2 “floating” automobile spaces for residents.

COMMERCIAL

Automobile parking will be supplied for employees. Notwithstanding the ADA space, all customers are expected to park off-site.

- There is 4,539 square feet of commercial space proposed.
- Based on square feet of building space per worker, it is estimated that the commercial use will generate a maximum range of 7 to 9 employees.⁹

Table 4: Alternate commercial parking demand- proposed

Employment- Based Parking Needs ¹⁰					
Employment Land Use Category	FAR	Gross Sq. Ft. Per Employee	Net Sq. Ft. Per Employee	Employees per 4,539 sq. ft. (Gross)	Employees per 4,539 sq. ft. (Net)
<i>Neighborhood Retail</i>	0.5	631.58	510.00	7	9

⁶ City of Key West Comprehensive Plan, Data and Analysis (Pg A-21) It is important to estimate the total number of vehicles in the City for a number of reasons, including evacuation planning and identifying parking needs. The City's 2010 Transit Development Plan¹² states that 18.9 percent of the City's households do not have a car, 47 percent have one car, 28.9 percent have two cars, and 5.1 percent have three or more cars. The 2010 Census indicates that there are 8,925 households in the City, and there is an average of 1.28 automobiles per household. It is therefore estimated that City residents have approximately 11,424 automobiles.

⁷ Sec. 122-1470. Accessory unit infill. (a) In all mixed use zoning districts of the city, the city shall encourage the addition of affordable work force housing on the same site as commercial properties and institutions to promote employee housing. Such development shall be known as accessory unit infill. Tenants shall be eligible persons under section 122-1469. Applicants under this section may provide two bicycle or scooter parking spaces per unit as an alternative to applying to the planning board for parking variances. Provided that units of 600 square feet or less are treated as an 0.78 equivalent unit and all units provided must be made available through the city's building permit allocation system.

⁸ Principally, it is expected that most patrons will be tourists and nearly all of them will walk or bike to the site. Similarly, it is expected that most of the residents will also work and shop primarily in the downtown area and will walk or bike to their destination. Conservatively, it is estimated that 80% of the “trips” generated by this site will involve non-automobile modes of transportation.

⁹ Nelson, Arthur C. (2004) *Planners Estimating Guide*. (Table 4-6)

¹⁰ Nelson, Arthur C. (2004) *Planners Estimating Guide*. (NAIOP-1990, ITE-1997 & Price Waterhouse Real Estate Group-1991)

- Assuming all employees drive to work, this equates to a maximum of 9 parking spaces required.
- KBP estimates that at least 80% of trips generated will be non-automobile¹¹.
- Therefore, it is estimated that a maximum of two (1.8) parking spaces will be required for the commercial portion of the project.
- The project will provide one ADA space.
- The project will provide 2 permanent automobile spaces for commercial employees
- The project will provide 2 "floating" automobile spaces for commercial employees

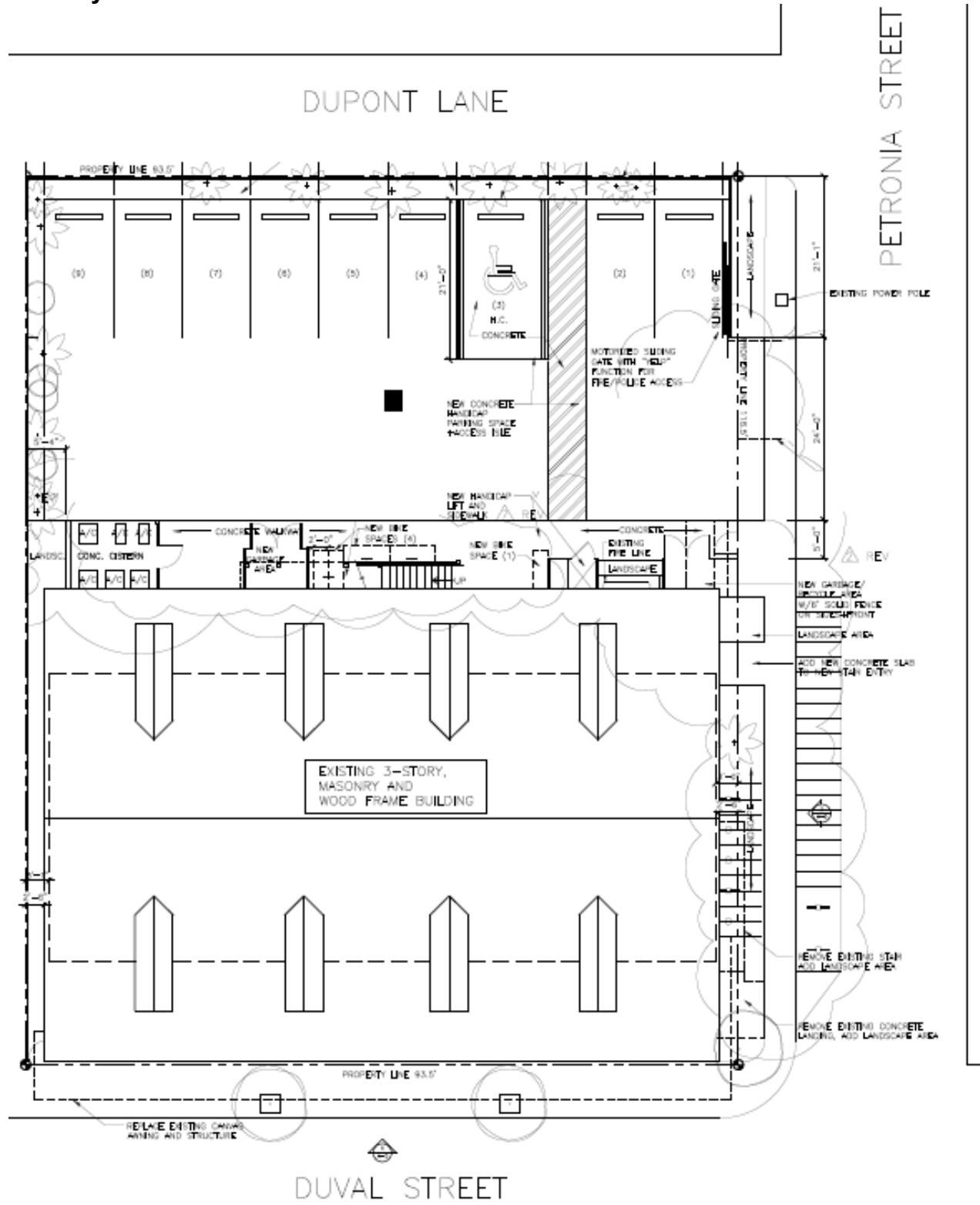
PARKING PLAN SUMMARY

A net savings of 18 parking spaces is realized through the proposed design, resulting in the following specific Parking Plan provisions:

- The Parking Plan provides 5 permanent automobile parking spaces for residents.
- The Parking Plan provides 15 permanent bicycle/scooter parking spaces.
- The Parking Plan provides 2 permanent automobile parking spaces for commercial employees.
- The Parking Plan provides 2 "floating" automobile parking spaces for residents and employees.
- No permanent parking for customers will be provided on-site unless required access to ADA apces.

¹¹ Principally, it is expected that most patrons will be tourists and nearly all of them will walk or bike to the site. Similarly, it is expected that most of the residents will also work and shop primarily in the downtown area and will walk or bike to their destination. Conservatively, it is estimated that 80% of the "trips" generated by this site will involve non-automobile modes of transportation.

The Physical Plan:



BIBLIOGRAPHY

- Boeing, G., Church, D., Hubbard, H., Mickens, J., & Rudis, L. (2014). LEED-ND and Livability Revisited. *Berkeley Planning Journal*, 27(1), 31-55 .
- EPA. (2016, March 12). *Green Building*. Retrieved from United States Environmental Protection Agency: <https://archive.epa.gov/greenbuilding/web/html/>
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- Hughes, K. (2008, January). Reuse vs Teardown. *Planning*.
- Joachim, M. (2002). *Adaptive Reuse*. Retrieved March 14, 2016, from Massachusetts Institute of Technology: <http://www.archinode.com/lcaadapt.html>
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- USGBC. (2016, March 14). *About USGBC*. Retrieved from United States Green Building Council: <http://www.usgbc.org/about>

KBP CONSULTING, INC.

September 8, 2015

Mr. Kevin Sullivan, AICP
Trepanier & Associates, Inc.
1421 First Street, P.O. Box 2155
Key West, Florida 33045-2155

**Re: 725 Duval Street – Key West, Florida
Trip Generation and Parking Analyses**

Dear Kevin:

There is an existing three-story building located at 725 Duval Street in Key West, Monroe County, Florida. The subject site is located, generally, in the northeast quadrant of the intersection at Duval Street and Petronia Street. The existing commercial space (5,339 square feet) on the first floor will remain; however, it will be divided into four (4) separate commercial units. Seven (7) residential apartment units will be constructed on the second and third floors in space (5,393 square feet) that is currently used as accessory / storage area for the first floor retail space.

The purpose of this correspondence is to document the projected trip generation characteristics of the reconfigured building and to address the proposed parking configuration and supply.

Trip Generation Analysis

The trip generation for this project was determined utilizing the trip generation rates and equations contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (9th Edition)*. According to the subject ITE manual, the most appropriate land use categories for the subject land uses are Land Use #220 – Apartment and Land Use #826 – Specialty Retail Center. The trip generation rates and equations used to determine the vehicle trips associated with this analysis are presented below.

Apartment – ITE Land Use #220

- Weekday: $T = 6.65 (X)$
where T = number of trips and X = number of dwelling units
- AM Peak Hour: $T = 0.51 (X)$ (20% in / 80% out)
- PM Peak Hour: $T = 0.62 (X)$ (65% in / 35% out)

Specialty Retail Center – ITE Land Use #826

- Weekday: $T = 44.32 (X)$
where T = number of trips and X = 1,000 square feet of gross leasable area
- AM Peak Hour: $T = 0.00 (X)$
- PM Peak Hour: $T = 2.71 (X)$ (44% in / 56% out)

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Regarding the subject site, the location (i.e. in “the heart” of the Duval Street commercial corridor), the proposed uses (i.e. retail and residential), and limited parking supply, it is clearly evident that a majority of the patrons as well as residents of this site will likely utilize modes of travel other than personal automobiles.

Principally, it is expected that most patrons will be tourists and nearly all of them will walk or bike to the site. Similarly, it is expected that most of the residents will also work and shop primarily in the downtown area and will walk or bike to their destination. Conservatively, it is estimated that 80% of the “trips” generated by this site will involve non-automobile modes of transportation.

Table 1 below summarizes the trip generation characteristics associated with the 725 Duval Street site (existing and proposed configuration) in the City of Key West, Florida.

Table 1 Trip Generation Summary 725 Duval Street - Key West, Florida								
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Existing								
Specialty Retail Center								
- Customer Service Area	5,339 SF	237	0	0	0	6	8	14
- Accessory/Storage Area	5,393 SF	239	0	0	0	7	8	15
Sub Total	10,732 SF	476	0	0	0	13	16	29
- Non-Automotive Travel (80%)		(381)	0	0	0	(10)	(13)	(23)
Total (Existing)		95	0	0	0	3	3	6
Proposed								
Specialty Retail Center								
- Customer Service Area	4,539 SF	201	0	0	0	5	7	12
- Accessory/Storage Area	800 SF	35	0	0	0	1	1	2
Apartment	7 DU	47	1	3	4	3	1	4
Sub Total		283	1	3	4	9	9	18
- Non-Automotive Travel (80%)		(226)	(1)	(2)	(3)	(7)	(7)	(14)
Total (Proposed)		57	0	1	1	2	2	4
Difference (Proposed - Existing)		(38)	0	1	1	(1)	(1)	(2)

Compiled by: KBP Consulting, Inc. (September 2015).

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition).

As indicated above, the amount of automobile traffic associated with the proposed configuration at the 725 Duval Street site is anticipated to be minimal and will have little impact on the surrounding roadways. Furthermore, when compared with the existing configuration of the building, the overall number of trip generated by the site will be reduced with the proposed building configuration.

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Parking Supply

The proposed site plan indicates that the parking lot will consist of nine (9) parking spaces. As mentioned previously, the commercial space will consist of four (4) units and there will be 7 (seven) residential units. Five of the residential units require one (1) parking space while the remaining two residential units have no parking requirement. With four (4) parking spaces for the commercial component (i.e. one parking space for each commercial unit) and five (5) parking spaces for the residential component, the total supply of nine (9) parking spaces appears to be both adequate and reasonable.

This conclusion is consistent with the foregoing trip generation analysis which concludes that the patrons and residents associated with the 725 Duval Street site will principally utilize modes of transportation other than automobiles. In essence, the location of this site (i.e. in “the heart” of the Duval Street and the historic pedestrian-oriented commercial corridor) is exceedingly conducive to pedestrian and bicycle activity. As such, reliance upon the automobile is greatly diminished and, correspondingly, the need for parking is reduced.

Furthermore, it should be noted that the parking requirement associated with the existing building configuration is as follows:

- Commercial Retail (1 parking space / 300 SF) = 18 parking spaces
- Accessory Storage (1 parking space / 600 SF) = 9 parking spaces
- **Total Parking Requirement = 27 parking spaces**

The parking requirement associated with the proposed building configuration is as follows:

- Commercial Retail (1 parking space / 300 SF) = 15 parking spaces
- Accessory Storage (1 parking space / 600 SF) = 2 parking spaces
- Residential Apartment (1 parking space / DU) = 5 parking spaces
- **Total Parking Requirement = 22 parking spaces**

The overall parking demand is decreased as a result of the proposed redevelopment; coupled with the pedestrian oriented and multimodal goals, objectives and policies of the Comprehensive Plan, the proposed parking design is superior to that prescribed by the LDR's.

Parking Lot Design

The proposed parking lot design consists of nine (9) parking spaces oriented at 90 degrees with a 24-foot drive aisle. The parking spaces will be 9 feet by 18 feet. Ingress and egress to the parking area will be provided on Petronia Street and the entrance will be gated. The proposed parking lot configuration and dimensions are viewed as preferable when compared with the existing approved parking lot configuration.

For instance, the original design consisted of 20 parking spaces oriented at 90 degrees with a one-way, 16 foot drive aisle. Nine (9) of these parking spaces were considered “standard” with dimensions of 9 feet by 20 feet.

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The remaining 11 parking spaces were considered “compact” spaces with dimensions of 8 feet – 6 inches by 18 feet – 3 inches. The overall module dimension (stall depths plus drive aisle width) was 54 feet – 3 inches.

According to the Urban Land Institute (ULI) in their publication entitled *The Dimensions of Parking (Fourth Edition)*, the minimum module dimensions for one-way traffic, double-loaded aisles, and 90 degree parking are 60 feet with a 24 foot drive aisle. Similarly, the Institute of Transportation Engineers (ITE) publication entitled *Transportation and Land Development (2nd Edition)*, the desirable module dimensions for standard parking stalls, 90 degree parking, and low turnover rates, are 59 feet with a 24 foot drive aisle.

The originally proposed parking configuration provides too little module and drive aisle width to accommodate the required parking / un-parking and circulation maneuvers. Furthermore, 90 degree parking and one-way drive aisles are not considered to be compatible and the parking radius at the north end of the parking lot is not sufficient to accommodate the vehicles exiting to DuPont Lane. And, lastly, all exiting traffic is directed to DuPont Lane; a local residential alleyway. This is viewed as an undesirable condition.

Conclusions

In summary, the foregoing trip generation analysis indicates that the planned uses will generate a minimal amount of automobile traffic and the parking analysis supports the proposed supply and lot configuration.

If you have any questions or require additional information, please do not hesitate to contact me.

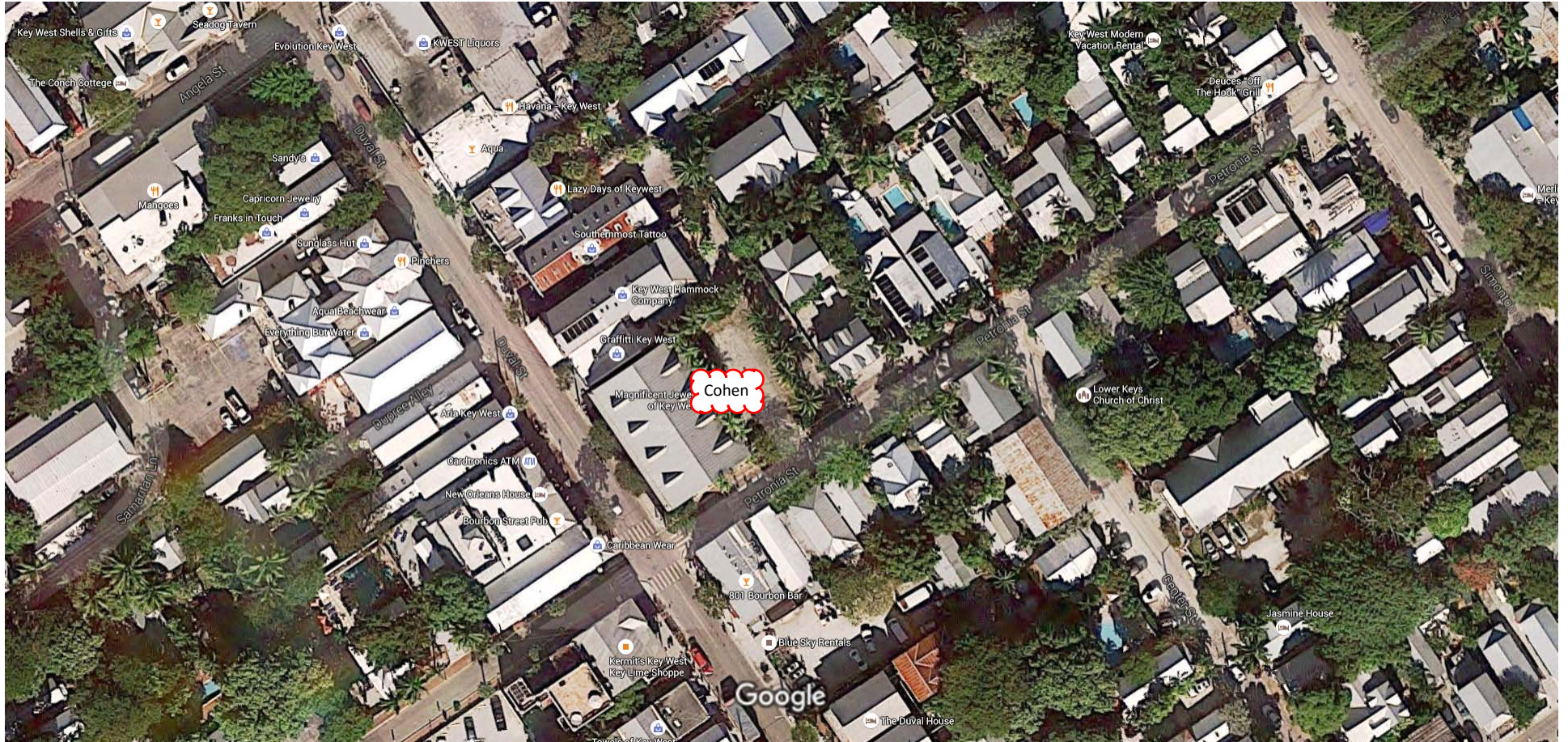
Sincerely,

KBP CONSULTING, INC.



Karl B. Peterson, P.E.
Florida Registration Number 49897
Engineering Business Number 29939

Google Maps Petronia St



Imagery ©2015 Google, Map data ©2015 Google 50 ft

Verification

City of Key West
Planning Department



Verification Form

(Where Authorized Representative is an entity)

I, OWEN TREPANIER, in my capacity as PRESIDENT
(print name) (print position; president, managing member)
of TREPANIER & ASSOCIATES, INC.
(print name of entity serving as Authorized Representative)

being duly sworn, depose and say that I am the Authorized Representative of the Owner (as appears on the deed), for the following property identified as the subject matter of this application:

725 DUVAL STREET

Street Address of subject property

All of the answers to the above questions, drawings, plans and any other attached data which make up the application, are true and correct to the best of my knowledge and belief. In the event the City or the Planning Department relies on any representation herein which proves to be untrue or incorrect, any action or approval based on said representation shall be subject to revocation.

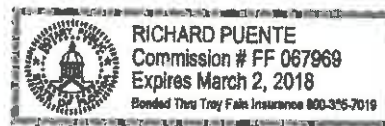
[Signature]
Signature of Authorized Representative

Subscribed and sworn to (or affirmed) before me on this 4-29-2014 by
date
Owen J. Trepanier
Name of Authorized Representative

He/She is personally known to me or has presented _____ as identification.

[Signature]
Notary's Signature and Seal

Richard Puente
Name of Acknowledger typed, printed or stamped



FF 067969
Commission Number, if any

Authorization

City of Key West
Planning Department



Authorization Form
(Where Owner is a Business Entity)

Please complete this form if someone other than the owner is representing the property owner in this matter.

I, Joseph Cohen as
Please Print Name of person with authority to execute documents on behalf of entity

President of 725 Duval Street, LLC
Name of office (President, Managing Member) *Name of owner from deed*

authorize Trepanier & Associates, Inc.
Please Print Name of Representative

to be the representative for this application and act on my/our behalf before the City of Key West.

[Signature]
Signature of person with authority to execute documents on behalf on entity owner

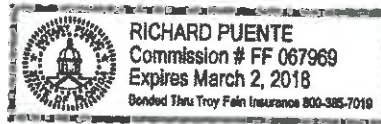
Subscribed and sworn to (or affirmed) before me on this 4/29/2014 by
date

Joseph Cohen
Name of Authorized Representative

He/She is personally known to me or has presented _____ as identification.

[Signature]
Notary's Signature and Seal

Richard Puente
Name of Acknowledger typed, printed or stamped



FF 067969
Commission Number, if any

FLORIDA DEPARTMENT OF STATE
DIVISION OF CORPORATIONS

Detail by Entity Name

Florida Limited Liability Company

725 DUVAL STREET, LLC

Filing Information

Document Number	L12000079834
FEI/EIN Number	46-0666546
Date Filed	06/15/2012
State	FL
Status	ACTIVE
Last Event	REINSTATEMENT
Event Date Filed	10/08/2013

Principal Address

301 LINCOLN ROAD
MIAMI BEACH, FL 33139

Mailing Address

% THE COHEN'S ORGANIZATION
45 NW 21ST STREET
MIAMI, FL 33127

Changed: 04/23/2015

Registered Agent Name & Address

SHEVLIN, BARRY, Esq.
SHEVLIN & ATKINS
1111 KANE CONCOURSE, SUITE 400
BAY HARBOR ISLANDS, FL 33154

Name Changed: 01/14/2014

Address Changed: 01/14/2014

Authorized Person(s) Detail

Name & Address

Title MGRM

COHEN, JOSEPH
301 LINCOLN ROAD
MIAMI BEACH, FL 33139

Title MGRM

HAIM, YEHEZKEL
210 71ST STREET, SUITE 309
MIAMI BEACH, FL 33141

Annual Reports

Report Year	Filed Date
2013	10/08/2013
2014	01/14/2014
2015	01/07/2015

Document Images

[01/07/2015 -- ANNUAL REPORT](#)

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[01/14/2014 -- ANNUAL REPORT](#)

View image in PDF format

[10/08/2013 -- REINSTATEMENT](#)

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[07/02/2012 -- LC Amendment](#)

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[06/15/2012 -- Florida Limited Liability](#)

View image in PDF format

[Frs | ujkw E #iqg# Sudydf | #SrdfInv](#)

[V wdw#r :#F arulgd/#G hsdwq hqw# #/ wdw](#)

Deed

3,000,000.00

Doc# 1894475 08/07/2012 1:03PM
Filed & Recorded in Official Records of
MONROE COUNTY DANNY L. KOLHAGE

08/07/2012 1:03PM
DEED DOC STAMP CL: DS \$21,000.00

Doc# 1894475
Bk# 2583 Pg# 496

THIS INSTRUMENT PREPARED BY,
JOHN R. ALLISON, III, ESQ.
The Allison Firm, P.A.
P.O. Box 2129
Key West, FL 33045

WARRANTY DEED

THIS WARRANTY DEED, made this 3 day of August, 2012, between YORAM BITON, a single man, and COURTNEY BITON, a single women (hereinafter called "Grantor"), and 725 DUVAL STREET, LLC., a Florida limited liability company, having a mailing address of 301 Lincoln Road, Miami Beach, FL 331392 (hereinafter called "Grantee").

WITNESSETH:

That Grantor, for and in consideration of the sum of TEN (\$10.00) DOLLARS, and other good and valuable considerations to it in hand paid by Grantee, the receipt of which is hereby acknowledged, has granted, bargained and sold to Grantee, its successors and assigns forever, the following property located in Monroe County, Florida:

That certain parcel located at 725 Duval Street, Key West, Florida 33040 and more particularly described in Exhibit A attached hereto.

This conveyance is subject to real estate taxes and assessments for 2012 and all subsequent years; and all conditions, easements and restrictions of record.

Grantor hereby fully warrants title to the aforescribed property and will defend same against all lawful claims whatsoever.

Witnesses:

[Print] John R. Allison, III

[Print] JENNY M. STERLING

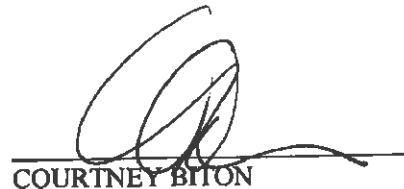


YORAM BITON
Address of Grantor: 1211 Grinnell St.
Key West, Florida 33045

Witnesses:

[Print] JOHN M. SPOTTSWOOD, JR.

[Print] JENNY M. STERLING


COURTNEY BITON

Address of Grantor: 3714 Flagler Ave.
Key West, Florida 33045

STATE OF FLORIDA)
COUNTY OF MONROE)

The foregoing instrument was acknowledged before me by YORAM BITON, who produced FL Drivers license as identification or is personally known and did not take an oath.

WITNESS, my hand and official seal, this 3rd day of August, 2012.

My commission expires:



Jenny M. Sterling
Notary Public
State of Florida at Large

STATE OF FLORIDA)
COUNTY OF MONROE)

The foregoing instrument was acknowledged before me by COURTNEY BITON, who produced FL Drivers license as identification or is personally known and did not take an oath.

WITNESS, my hand and official seal, this 3rd day of August, 2012.

My commission expires:



Jenny M. Sterling
Notary Public
State of Florida at Large

Exhibit "A"

Doc# 1894475
Bk# 2583 Pg# 498

Legal Description for File No.: 12-0511M

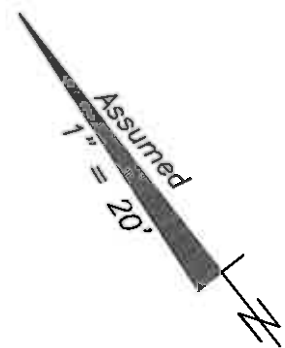
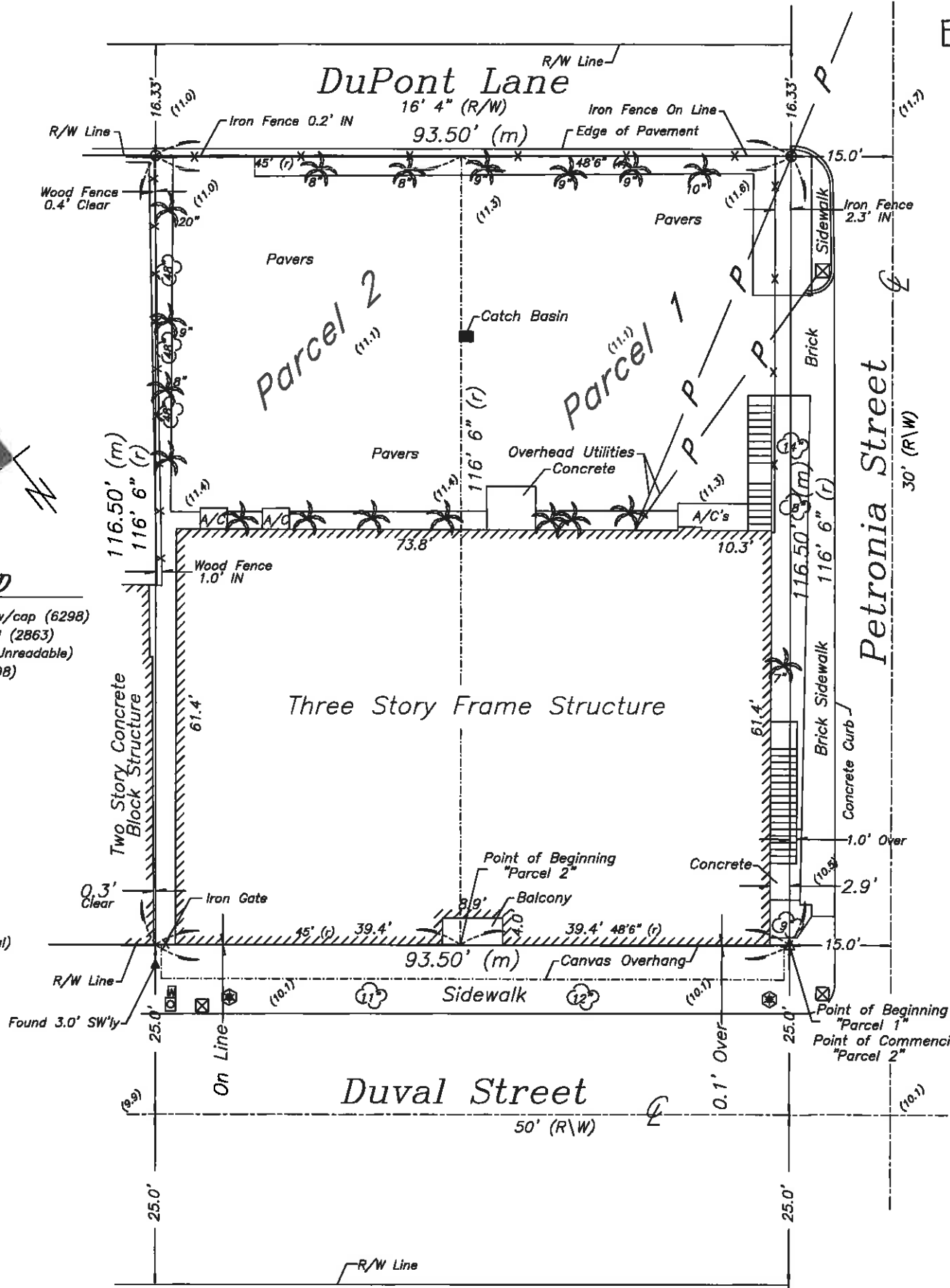
ON THE ISLAND OF KEY WEST AND KNOWN AS A PART OF TRACT FOUR (4) ACCORDING TO W.A. WHITEHEAD'S MAP OF SAID ISLAND, DELINEATED IN February, A.D. 1829, BUT BETTER KNOWN AS A PART OF LOT FOUR (4) IN SQUARE TWO (2) OF SAID TRACT FOUR ACCORDING TO C.W. TIFT'S MAP OF SAID TRACT; COMMENCING AT THE CORNER OF DUVAL AND PETRONIA STREETS, AND RUNS THENCE IN A NORTHWESTERLY DIRECTION ALONG THE LINE OF SAID DUVAL STREET FORTY-EIGHT (48) FEET SIX (6) INCHES, THENCE AT RIGHT ANGLES IN A NORTHEASTERLY DIRECTION ONE HUNDRED AND SIXTEEN (116) FEET SIX (6) INCHES; THENCE AT RIGHT ANGLES IN A SOUTHEASTERLY DIRECTION FORTY-EIGHT (48) FEET SIX (6) INCHES OUT TO PETRONIA STREET; THENCE AT RIGHT ANGLES IN A SOUTHWESTERLY DIRECTION ALONG THE LINE OF PETRONIA STREET TO THE POINT OF BEGINNING.

AND:

THAT CERTAIN PIECE OF LAND IN WALL ADDITION TO THE CITY OF KEY WEST, KNOWN AS A PART OF LOT FOUR (4) SQUARE TWO (2) IN TRACT FOUR (4) BEGINNING AT A POINT ON DUVAL STREET FORTY-EIGHT (48) FEET AND SIX (6) INCHES FROM THE CORNER OF DUVAL AND PETRONIA STREETS AND RUNNING THENCE ALONG DUVAL STREET IN A NORTHWESTERLY DIRECTION FORTY-FIVE (45) FEET; THENCE AT RIGHT ANGLES NORTHEASTERLY ONE HUNDRED AND SIXTEEN (116) FEET SIX (6) INCHES; THENCE AT RIGHTS ANGLES SOUTHEASTERLY FORTY-FIVE (45) FEET; THENCE AT RIGHT ANGLES SOUTHWESTERLY ONE HUNDRED AND SIXTEEN (116) FEET SIX (6) INCHES TO THE POINT OF BEGINNING ON DUVAL STREET.

Survey

Boundary Survey Map of part of Lot 4, Square 2 Island of Key West, Florida



LEGEND

- Set 3/4" Iron Pipe w/cap (6298)
- Found 1/2" Iron Rod (2863)
- ▲ Found Nail & Disc (Unreadable)
- △ Set Nail & Disc (6298)
- (M) Measured
- (R) Record
- (M/R) Measured & Record
- R\W Right of Way
- CLF Chain Link Fence
- ⊕ Centerline
- ⊗ Wood Utility Pole
- ⊗ Concrete Utility Pole
- P- Overhead Utility Lines
- ⊠ Sewer Cleanout
- ⊠ Water Meter
- ⊗ Light Post
- (11.5) Spot Elevation (Typical)
- 🌴 Palm
- ☁ Tree

- NOTES:**
1. The legal description shown hereon was furnished by the client or their agent. This survey does not determine or imply ownership.
 2. Underground foundations and utilities were not located.
 3. All angles are 90° (Measured & Record) unless otherwise noted.
 4. Street address: 725 Duval Street, Key West, FL.
 5. This survey is not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper.
 6. Lands shown hereon were not abstracted for rights-of-way, easements, ownership, or other instruments of record.
 7. North Arrow is assumed and based on the legal description.
 8. Date of field work: May 19, 2014
 9. Ownership of fences is undeterminable, unless otherwise noted.
 10. Elevations are shown in parenthesis and refer to Mean Sea Level N.G.V.D. 1929 Datum.

BOUNDARY SURVEY OF:

PARCEL 1: On the Island of Key West and known as part of Tract 4 according to W.A. Whitehead's map of said Island, delineated in February, AD 1829, but better known as a part of Lot Four (4) in Square Two (2) of said Tract Four according to CW Tift's map of said Tract; Commencing at the corner of Duval and Petronia Streets, and runs thence in a Northwesterly direction along the line of said Duval Street Forty-Eight (48) feet Six (6) inches; thence at right angles in a Northeasterly direction One hundred and Sixteen (116) feet Six (6) inches; thence at right angles in a Southeasterly direction Forty-Eight (48) feet Six (6) inches out to Petronia Street; thence at right angles in a Southwesterly direction along the line of Petronia Street to the Point of Beginning.

PARCEL 2: A certain piece of land in Wall Addition to the City of Key West, known as a part of Lot Four (4) Square Two (2) in Tract Four (4) beginning at a point on Duval Street Forty-Eight (48) feet Six (6) inches from the corner of Duval and Petronia Streets and running thence along Duval Street in a Northwesterly direction Forty-Five (45) feet; thence at right angles in a Northeasterly direction One hundred and Sixteen (116) feet Six (6) inches; thence at right angles in a Southeasterly direction Forty-Five (45) feet; thence at right angles in a Southwesterly direction One hundred and Sixteen (116) feet Six (6) inches to the Point of Beginning.

BOUNDARY SURVEY FOR: 725 Duval, LLC;

J. LYNN O'FLYNN, INC.

J. Lynn O'Flynn, PSM
Florida Reg. #6298

May 20, 2014

THIS SURVEY
IS NOT
ASSIGNABLE

J. LYNN O'FLYNN, Inc.

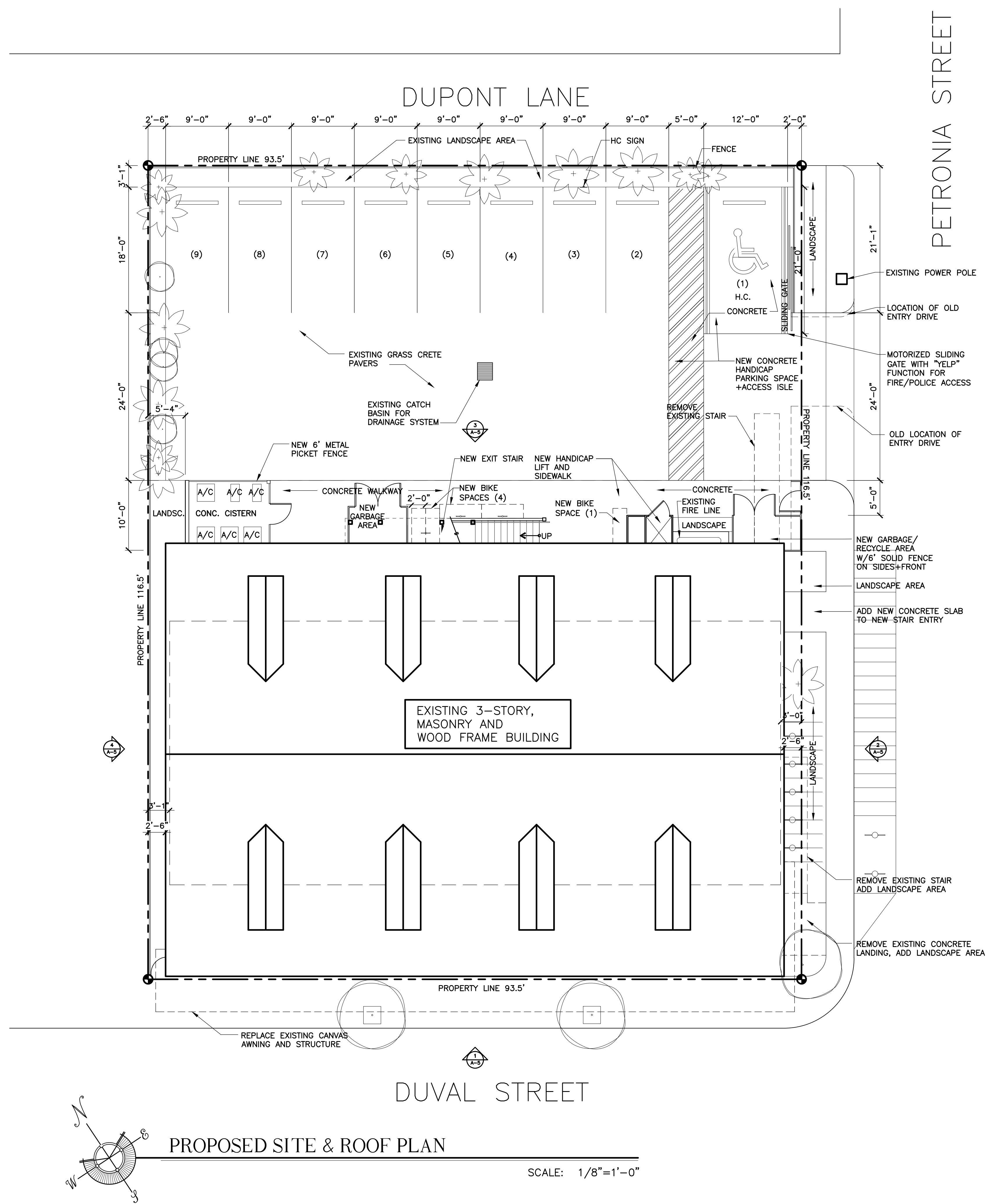


3430 Duck Ave., Key West, FL 33040
(305) 296-7422 FAX (305) 296-2244

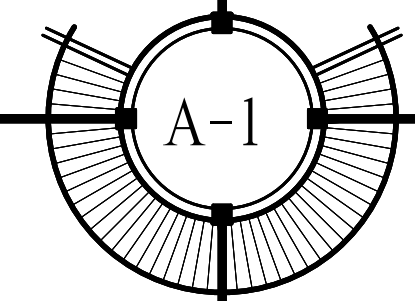
Site Plans

SITE DATA	
LAND USE :	HRCC-1
FLOOD ZONE :	ZONE 'X'
SITE AREA :	10,892.75 S.F. (0.25 ACRES)
LOT COVERAGE :	ALLOWABLE = 50% (5,446.375 S.F.) EXISTING = 51% (5,598 S.F.) PROPOSED = 50.9% (5,550 S.F.)
IMPERVIOUS AREA :	ALLOWABLE = 70% (7,625 S.F.) EXISTING = 98% (10,662.75 S.F.) PROPOSED = 92.9% (10,123 S.F.)
LANDSCAPE AREA :	ALLOWABLE = 20% MIN (2,178.5 S.F.) EXISTING = 2% (230 S.F.) PROPOSED = 7% (770 S.F.)
OPEN SPACE :	ALLOWABLE = 33% MIN (3,594.6 S.F.) EXISTING = 2% (230 S.F.) PROPOSED = 7% (770 S.F.)
MAX. HEIGHT:	ALLOWABLE = 35.0' EXISTING = 39.97' PROPOSED = NO CHANGE TO HEIGHT
SETBACKS :	FRONT: ALLOWABLE: 0.0' EXISTING: 0.5' PROVIDED: 0.5' (NO CHANGE) SIDE: ALLOWABLE: 2.5' EXISTING: 2.5' PROVIDED: 2.5' (NO CHANGE) REAR: ALLOWABLE: 10.0' EXISTING: 35.5' PROVIDED: 50.0' S. SIDE: ALLOWABLE: 0.0' EXISTING: OVER PROPERTY LINE PROVIDED: 2.5'
PARKING REQUIREMENTS :	EXISTING APPROVED PARKING SPACES = 20.0 SPACES PROPOSED PARKING SPACE = 9.0 SPACES EXISTING ON SITE BIKE/SCOOTER SPACES = 0 PROPOSED ON SITE BIKE/SCOOTER SPACES = 15 EXISTING OFF SITE BIKE/SCOOTER SPACES = 23 PROPOSED OFF SITE BIKE/SCOOTER SPACES = 23

DRAWING LIST	
A-1	PROPOSED SITE & ROOF PLAN
A-2	PROPOSED 1ST FLOOR PLAN
A-3	PROPOSED 2ND FLOOR PLAN
A-4	PROPOSED 3RD FLOOR PLAN
A-5	PROPOSED ELEVATIONS
EX-1	EXISTING SITE & ROOF PLAN
EX-2	EXISTING 1ST FLOOR PLAN
EX-3	EXISTING 2ND FLOOR PLAN
EX-4	EXISTING 3RD FLOOR PLAN
EX-5	EXISTING ELEVATIONS
E-1	EXTERIOR ELECTRIC LIGHTING PLAN
LS-1	LIFE SAFETY ROOF PLAN
LS-2	LIFE SAFETY 1ST FLOOR PLAN
LS-3	LIFE SAFETY 2ND FLOOR PLAN
LS-4	LIFE SAFETY 3RD FLOOR PLAN
LX-1	EXISTING LANDSCAPE PLAN
L-1	PROPOSED LANDSCAPE & IRRIGATION PLAN
SU-1	SURVEY



NEW HOUSING UNITS
725 DUVAL STREET
KEY WEST, FLORIDA



WILLIAM P. HORN
ARCHITECT, P.A.

915 EATON ST.
KEY WEST,
FLORIDA
33040

TEL (305) 296-8302
FAX (305) 296-1033

LICENSE NO.
AA 0003040

NEW HOUSING UNITS
725 DUVAL STREET
KEY WEST, FLORIDA.

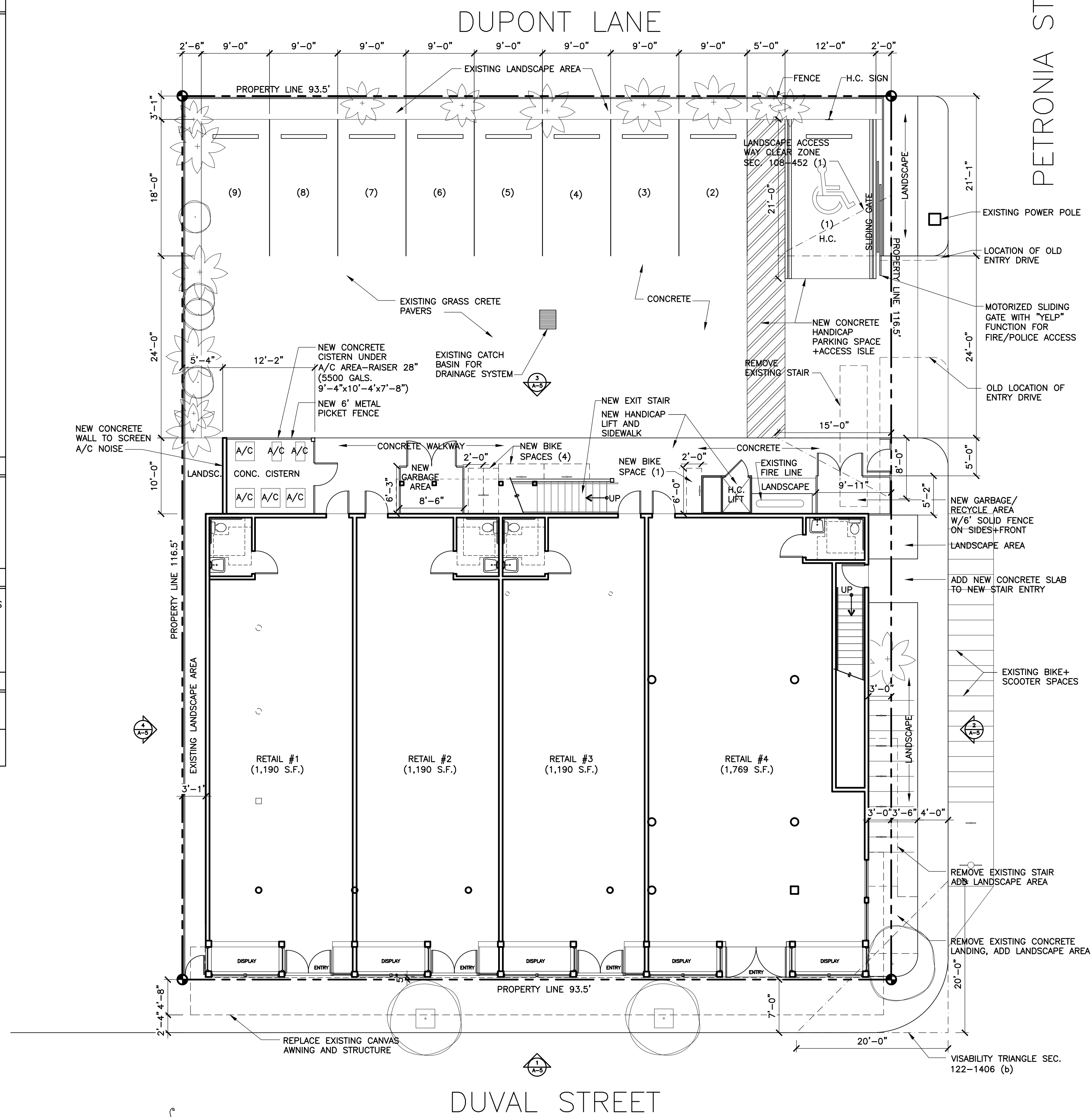
SEAL

DATE
04-28-15 DRC

REVISIONS
05-26-15
08-08-15 REV (DRC)
09-15-15 REV (DRC)
09-17-15 REV (DRC)
10-13-15 REV (DRC)
11-02-15 REV (DRC)
01-26-16 REV (DRC)

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OCE
EMA
JW
PROJECT
NUMBER
1424

BUILDING DATA	
EXISTING BUILDING AREAS	
EXISTING RETAIL:	
1ST FLOOR	= 5,339 S.F.
EXISTING OPEN ACCESSORY COMMERCIAL STORAGE	
2ND FLOOR	= 1,428 S.F.
EXISTING ENCLOSED ACCESSORY COMMERCIAL STORAGE	
2ND FLOOR	= 2,132 S.F.
3RD FLOOR	= 1,833 S.F.
TOTAL	= 10,732 S.F.
PROPOSED BUILDING AREAS	
PROPOSED RETAIL (1ST FLOOR ONLY):	
RETAIL NO. 1	= 1,190 S.F.
RETAIL NO. 2	= 1,190 S.F.
RETAIL NO. 3	= 1,190 S.F.
RETAIL NO. 4	= 1,769 S.F.
SUBTOTAL	= 5,339 S.F.
NEW RESIDENTIAL UNITS (2ND AND 3RD FLOORS):	
UNIT NO. 1	= 1,880 S.F.
UNIT NO. 2	= 1,669 S.F.
UNIT NO. 3	= 706 S.F.
UNIT NO. 4	= 400 S.F.
UNIT NO. 5	= 400 S.F.
UNIT NO. 6	= 532 S.F.
UNIT NO. 7	= 1,862 S.F.
SUBTOTAL	= 7,449 S.F.
TOTAL	= 12,788 S.F.
BUILDING OCCUPANCY:	
1ST FLOOR= MERCANTILE (M)	
2ND AND 3RD FLOORS= RESIDENTIAL (R-2)	
CONSTRUCTION TYPE= V-B; FULLY SPRINKLED	
NOTE: EXISTING BUILDING CONSISTS OF CMU EXTERIOR WALLS AND WOOD FRAME ROOF AND INTERIOR CONSTRUCTION.	
FIRE SEPARATIONS:	
EXTERIOR WALL- 2 HR CONST. REQUIRED ALONG INSIDE PROPERTY LINE (LESS THAN 5'-0" TO PROPERTY LINE)	
HORIZONTAL SEPARATION- 1 HR AT FLOORS; M TO R-2 AND R-2 TO R-2	
SEPARATION OF UNITS- 1 HR; M TO M AND R-2 TO R-2	
HEIGHT AND AREA: SPRINKLED	
M	ALLOWED = 18,000 S.F. 2 STORY
	PROPOSED= 5,339 S.F. 1 STORY
R-2	ALLOWED = 14,000 S.F. 3 STORY
	PROPOSED= 5,050 S.F. 2 STORY



PROPOSED 1ST. FLOOR PLAN

SCALE: 1/8"=1'-0"

NEW HOUSING UNITS
725 DUVAL STREET
KEY WEST, FLORIDA

WILLIAM P. HORN
ARCHITECT, P.A.

915 EATON ST.
KEY WEST,
FLORIDA
33040

TEL (305) 296-8302
FAX (305) 296-1033

LICENSE NO.
AA 0003040

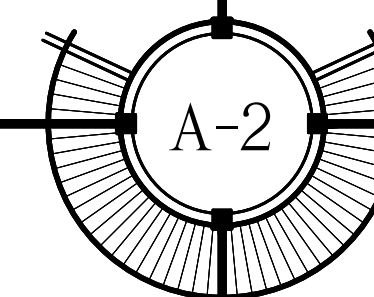
NEW HOUSING UNITS
725 DUVAL STREET
KEY WEST, FLORIDA.

SEAL

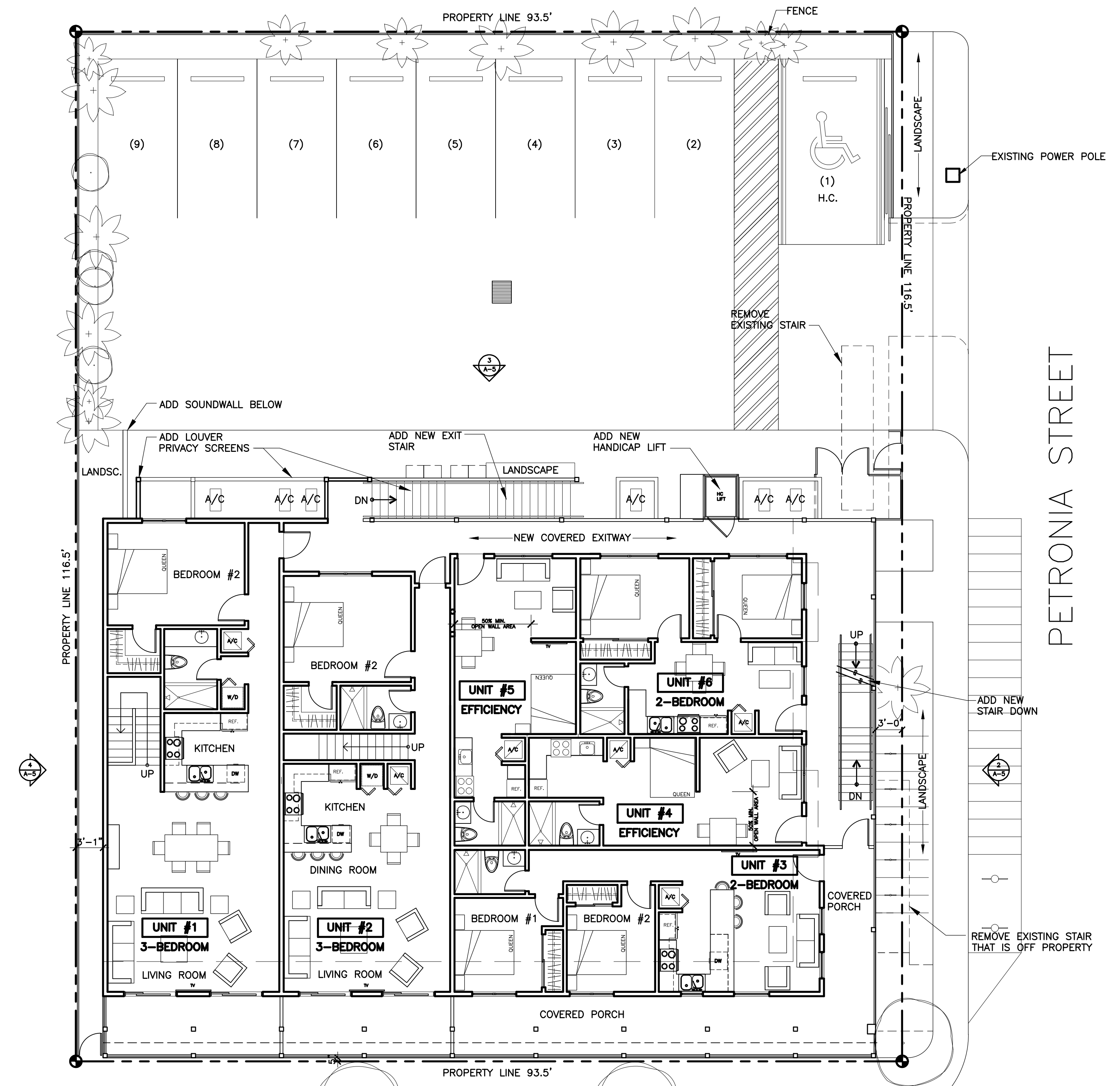
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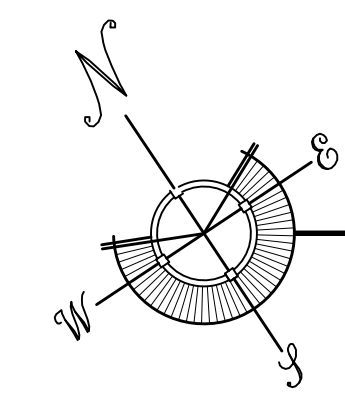
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PROJECT
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DUPONT LANE



DUVAL STREET



PROPOSED 2ND. FLOOR PLAN

SCALE: 1/8"=1'-0"

WILLIAM P. HORN
ARCHITECT, P.A.

915 EATON ST.
KEY WEST,
FLORIDA
33040

TEL (305) 296-8302
FAX (305) 296-1033

LICENSE NO.
AA 0003040

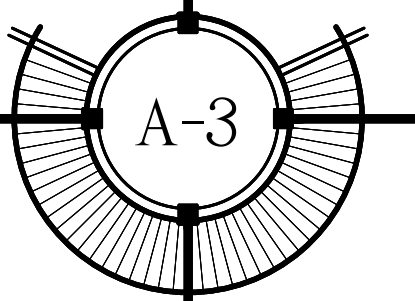
NEW HOUSING UNITS
725 DUVAL STREET
KEY WEST, FLORIDA.

SEAL

DATE
04-28-15 DRC

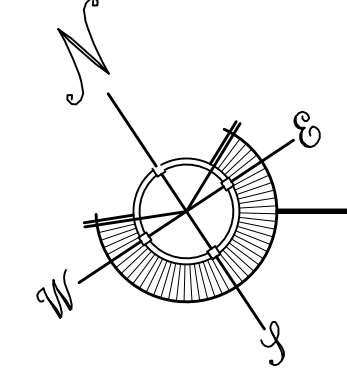
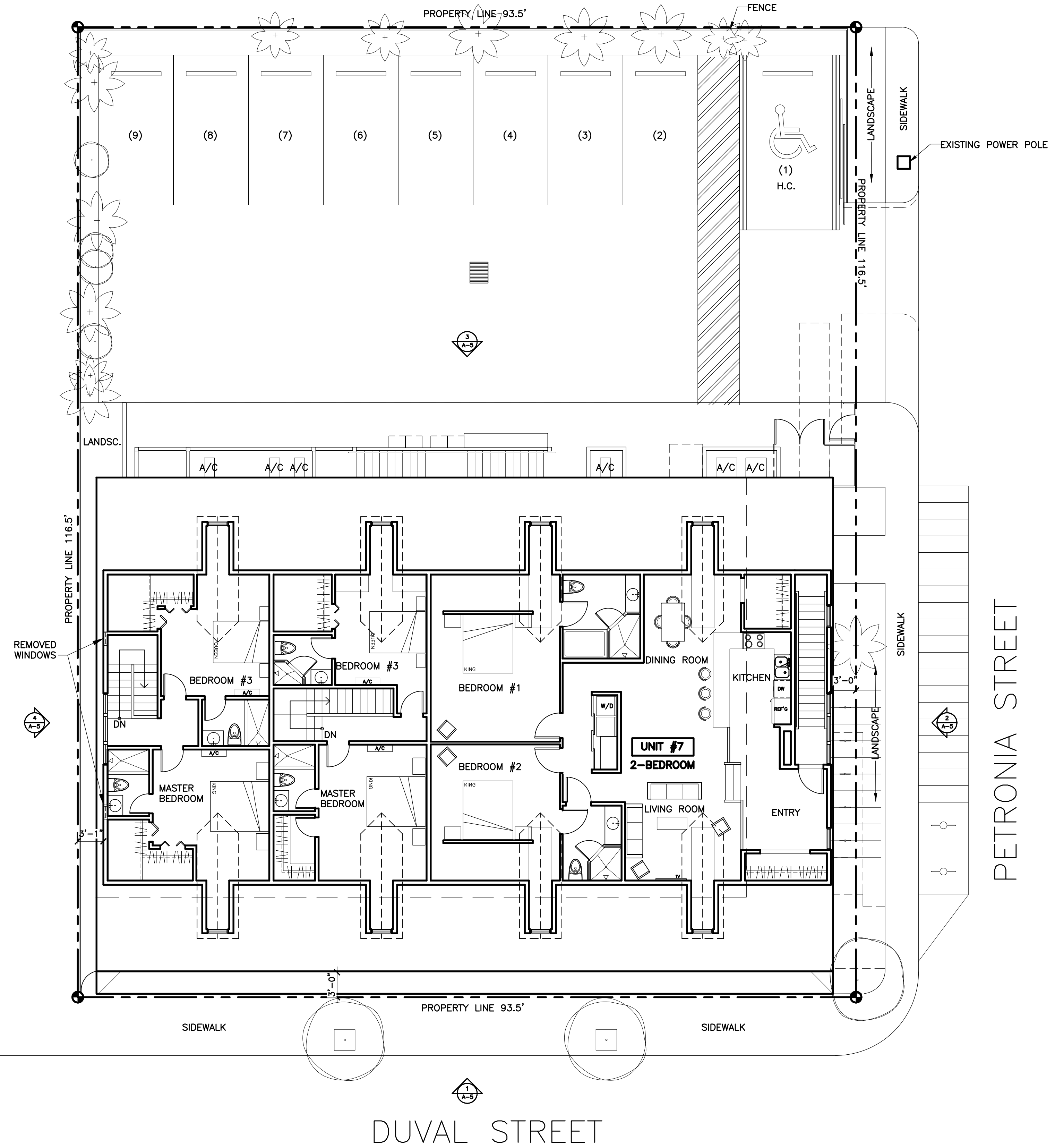
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- 05-26-15
 - 08-08-15 REV (DRC)
 - 09-15-15 REV (DRC)
 - 09-17-15 REV (DRC)
 - 10-13-15 REV (DRC)
 - 11-02-15 REV (DRC)
 - 01-26-16 REV (DRC)

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PROJECT
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1424



NEW HOUSING UNITS
725 DUVAL STREET
KEY WEST, FLORIDA

DUPONT LANE



PROPOSED 3RD. FLOOR PLAN

SCALE: 1/8"=1'-0"

DUVAL STREET

PETRONIA STREET

WILLIAM P. HORN
ARCHITECT, P.A.

915 EATON ST.
KEY WEST,
FLORIDA
33040

TEL. (305) 296-8302
FAX (305) 296-1033

LICENSE NO.
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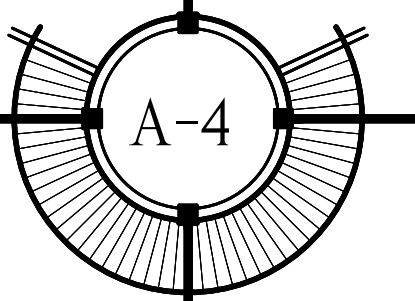
NEW HOUSING UNITS
725 DUVAL STREET
KEY WEST, FLORIDA.

SEAL

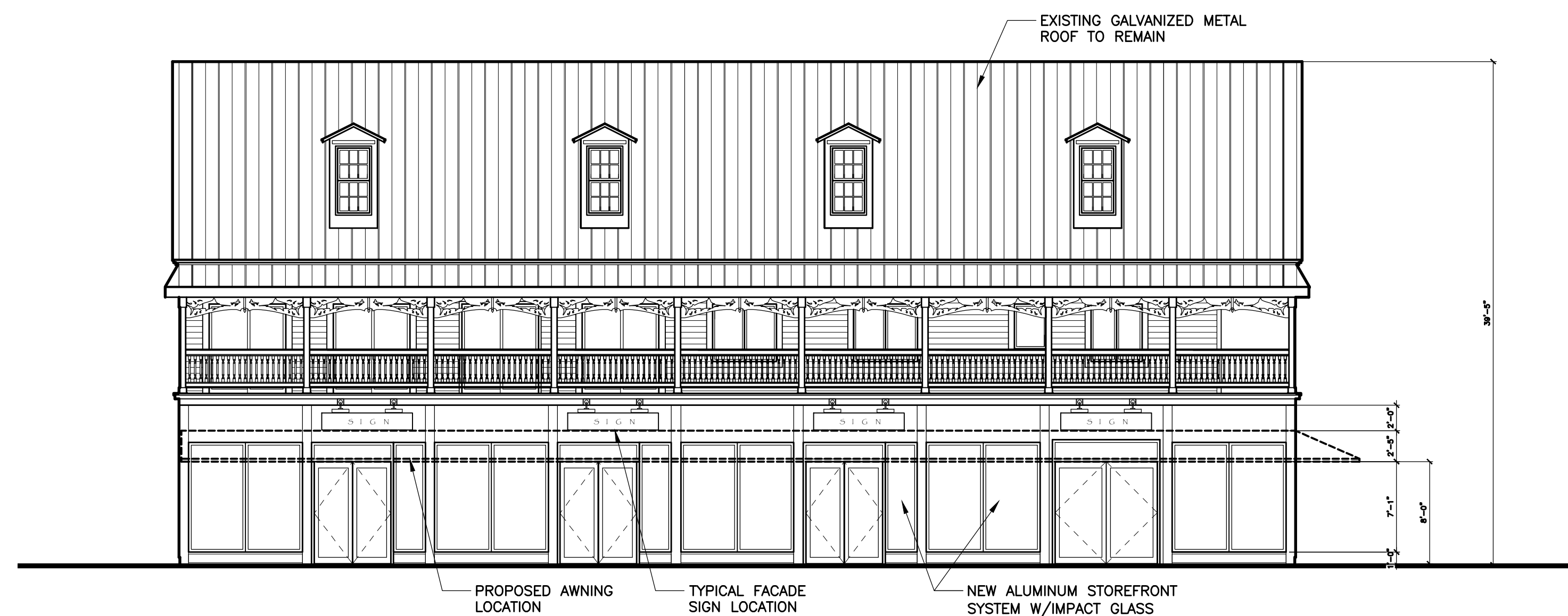
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- 05-26-15
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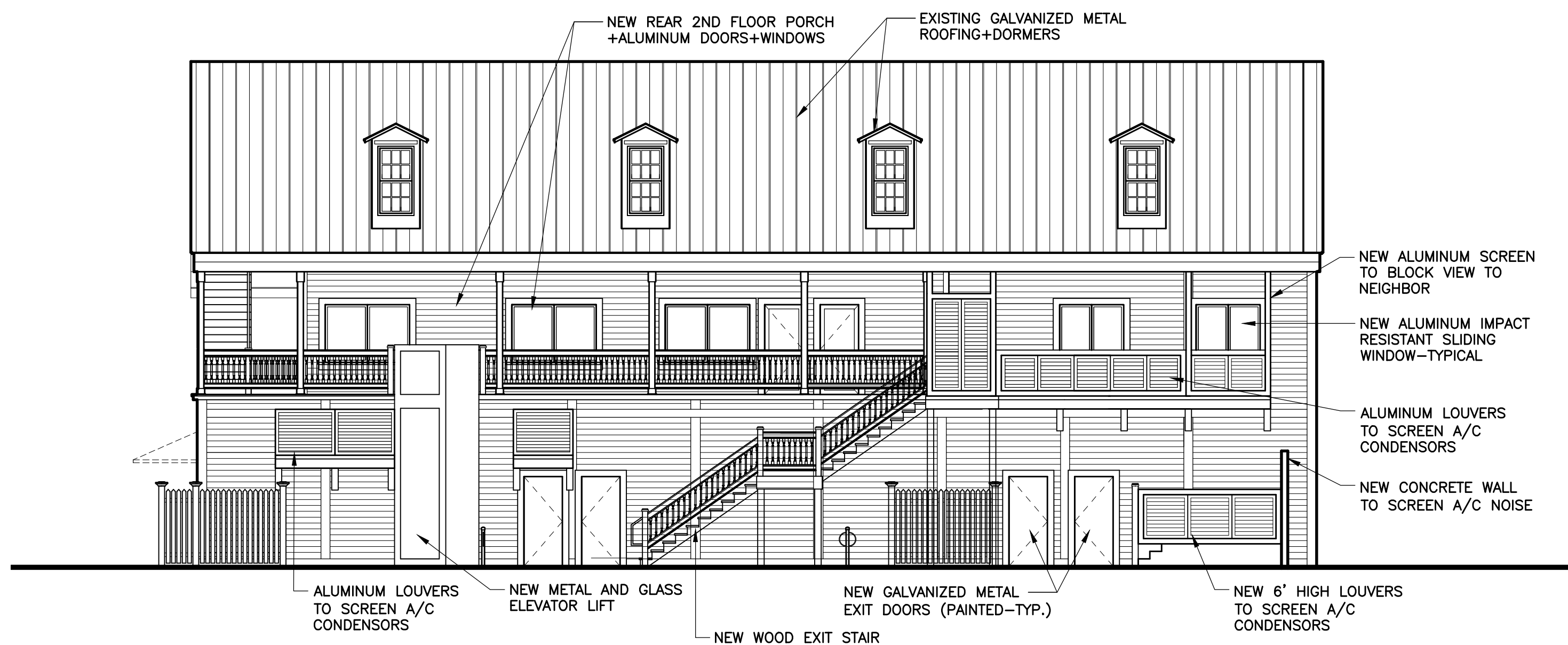
NEW HOUSING UNITS
725 DUVAL STREET
KEY WEST, FLORIDA



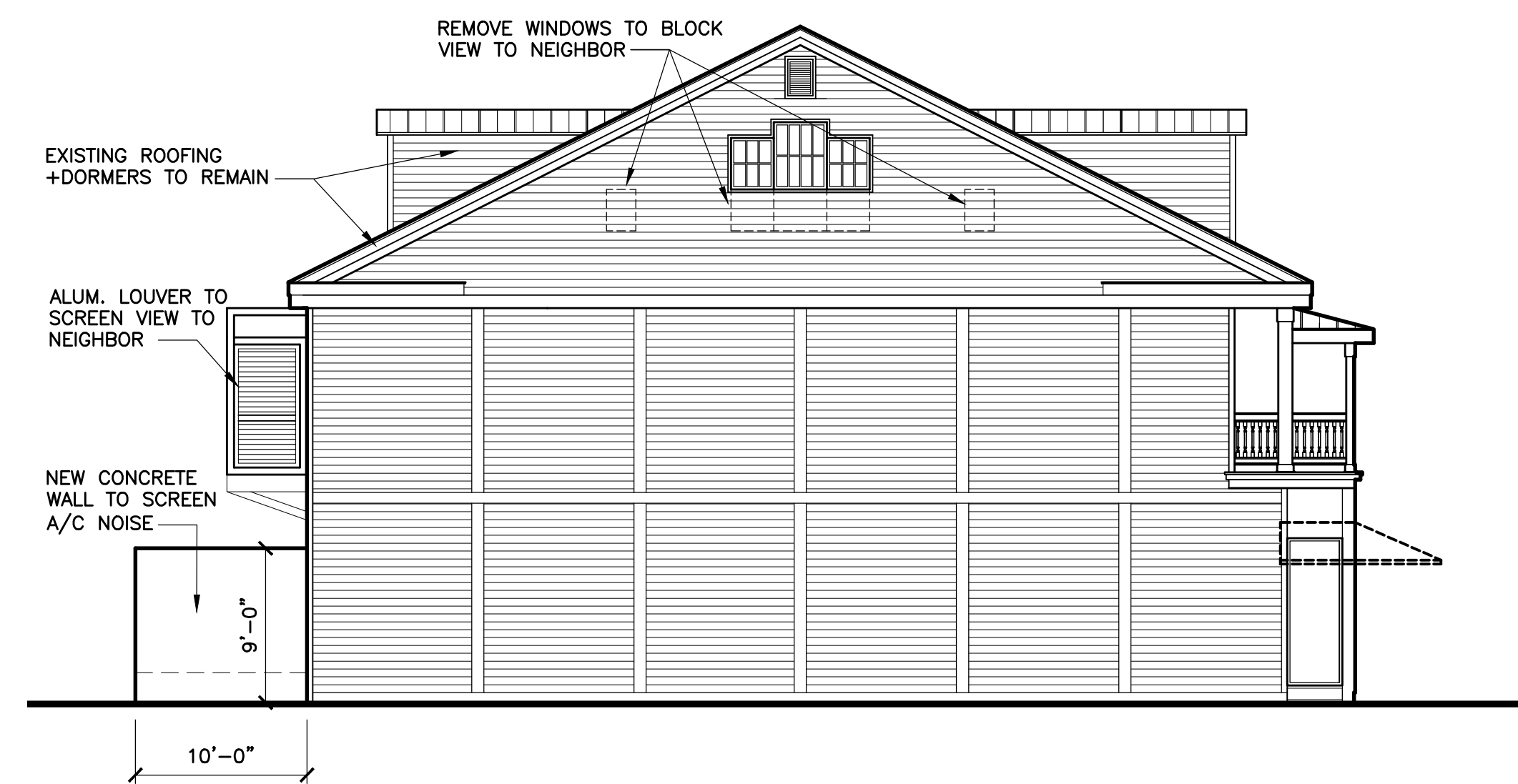
1
A-5
PROPOSED FRONT ELEVATION - 1
SCALE: 1/8"=1'-0"



2
A-5
PROPOSED SIDE ELEVATION - 2
SCALE: 1/8"=1'-0"



3
A-5
PROPOSED BACK ELEVATION - 3
SCALE: 1/8"=1'-0"



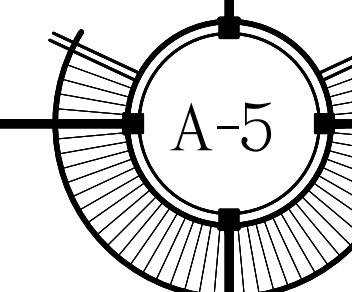
4
A-5
PROPOSED SIDE ELEVATION - 4
SCALE: 1/8"=1'-0"

SEAL

DATE
04-28-15 DRC

REVISIONS
05-26-15
08-08-15 REV (DRC)
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DRAWN BY
OCE
EMA
JW
PROJECT NUMBER
1424



Property Appraiser Information



Scott P. Russell, CFA
Property Appraiser
Monroe County, Florida

Key West (305) 292-3420
Marathon (305) 289-2550
Plantation Key (305) 852-7130

Website tested on IE8, IE9, & Firefox.
Requires Adobe Flash 10.3 or higher

Property Record Card -

Maps are now launching the new map application version.

Alternate Key: **1016306** Parcel ID: **00015920-000000**

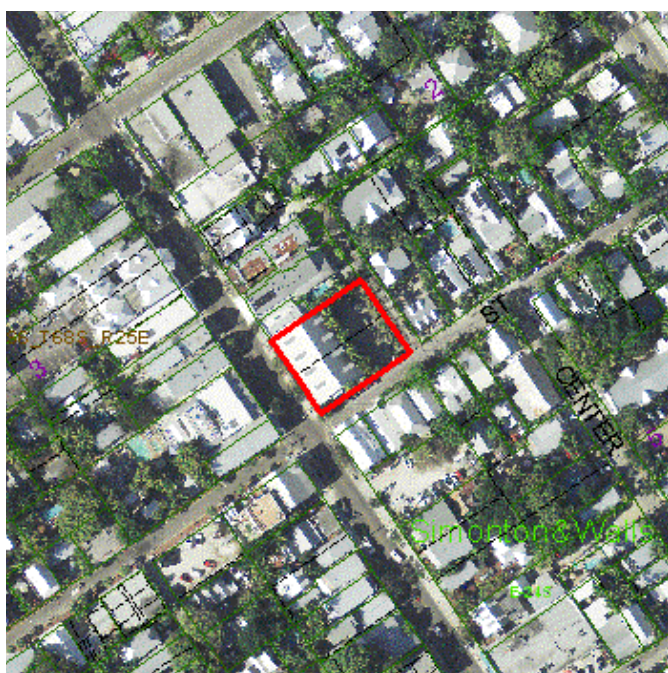
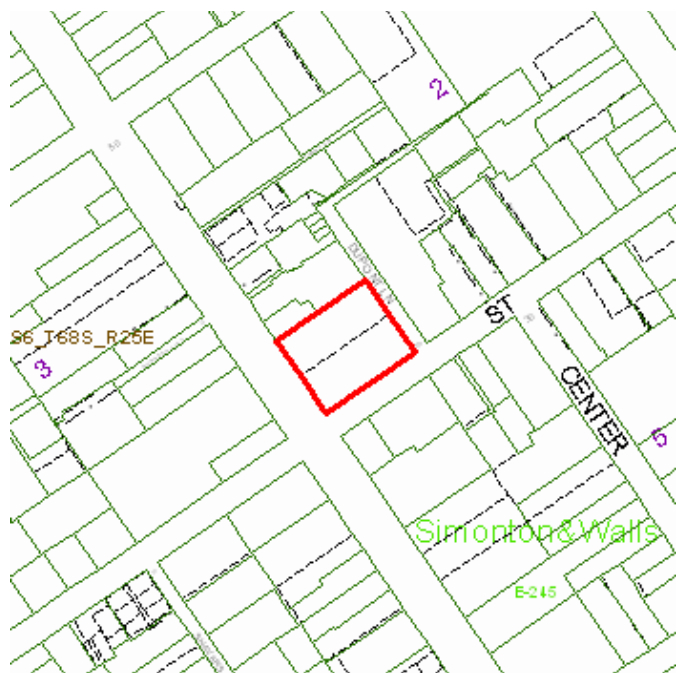
Ownership Details

Mailing Address:
725 DUVAL STREET LLC
301 LINCOLN RD
MIAMI BEACH, FL 33139-3120

Property Details

PC Code: 11 - STORES ONE STORY
Millage Group: 10KW
Affordable Housing: No
Section-Township-Range: 06-68-25
Property Location: 725 DUVAL ST KEY WEST
Legal Description: KW PT LOT 4 SQR 2 TR 4 G10-447 G40-233/34 OR782-721D/C OR783-1572/73 OR841-117 OR937-365D/C OR937-366 OR1003-1925/1926P/R OR1027-243 OR1027-244 OR1135-191/92 OR1517-2234/35 OR2033-1204/05 OR2583-496/98

[Click Map Image to open interactive viewer](#)



Land Details

Land Use Code	Frontage	Depth	Land Area
100D - COMMERCIAL DRY	93	116	10,892.00 SF

Building Summary

Number of Buildings: 1
 Number of Commercial Buildings: 1
 Total Living Area: 7469
 Year Built: 1991

Building 1 Details

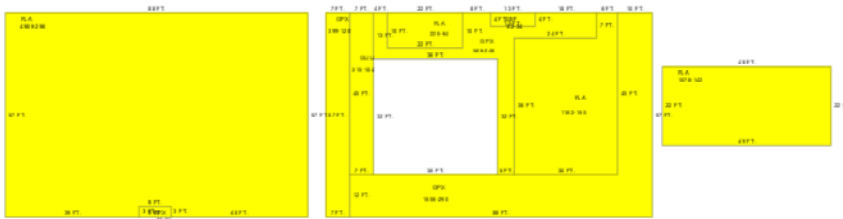
Building Type	Condition <u>G</u>	Quality Grade 450
Effective Age 12	Perimeter 652	Depreciation % 15
Year Built 1991	Special Arch 0	Grnd Floor Area 7,469
Functional Obs 0	Economic Obs 0	

Inclusions:

Roof Type	Roof Cover	Foundation
Heat 1	Heat 2	Bedrooms 0
Heat Src 1	Heat Src 2	

Extra Features:

2 Fix Bath	2	Vacuum	0
3 Fix Bath	0	Garbage Disposal	0
4 Fix Bath	0	Compactor	0
5 Fix Bath	0	Security	0
6 Fix Bath	0	Intercom	0
7 Fix Bath	0	Fireplaces	0
Extra Fix	2	Dishwasher	0



Sections:

Nbr	Type	Ext Wall	# Stories	Year Built	Attic	A/C	Basement %	Finished Basement %	Area
1	OPX		1	1991					1,506
2	OUU		1	1991					315
3	OPX		1	1991					399
4	FLA		1	1991					1,182

5	OPX	1	1991	589
6	SBF	1	1991	52
7	FLA	1	1991	220
8	FLA	1	1991	4,989
9	OPX	1	1991	27
10	FLA	1	1991	1,078

Interior Finish:

Section Nbr	Interior Finish Nbr	Type	Area %	Sprinkler	A/C
	2808	OFFICE BLD-1 STORY	50	N	Y
	2809	WAREHOUSE/MARINA C	50	N	Y
	2810	WAREHOUSE/MARINA C	100	N	Y
	2811	DEPT STORES-B	100	N	Y
	2812	WAREHOUSE/MARINA C	100	N	N

Exterior Wall:

Interior Finish Nbr	Type	Area %
743	C.B.S.	100

Misc Improvement Details

Nbr	Type	# Units	Length	Width	Year Built	Roll Year	Grade	Life
1	FN3:WROUGHT IRON	912 SF	152	6	1990	1991	3	60
2	PT2:BRICK PATIO	4,018 SF	0	0	1990	1991	1	50

Appraiser Notes

2002 & 2003 CUT OUT DONE- FOR H.T.CHITHAM,S

2004-02-05 OFFERING THE BUSINESS FOR SALE FOR \$250,000 PLUS THE INVENTORY \$400,000-SKI

CONCH REPUBLIC TRADING CO.

Building Permits

Bldg Number	Date Issued	Date Completed	Amount	Description	Notes
1	09-4108	12/01/2009	03/14/2011	4,000 Commercial	REPLACE 250 LF OF EXISTING GUTTER ON FRONT AND REAR OF BUILDING. REPLACE WITH 6" WHITE SEAMLESS GUTTER & DOWNSPOUT. INSTALL NEW VENTED SOFFIT ON FRONT OF BUILDING
1	12-3362	09/24/2012		4,500 Commercial	REPLACE EXISTING WOOD DOOR WITH IMPACT DOOR
1	12-2930	08/09/2012		2,000 Commercial	INTERIOR WORK ONLY. DEMO NON LOAD BEARING PARTITION WALLS AND INTERIOR FINISHES.
1	12-3070	08/24/2012		10,000 Commercial	INSTALL 150SF OF FALSE CEILING JOIST FOR DISPLAY PURPOSES, TWO INTERIOR DOORS, ONE WITH SIDE LIGHTS, REPAIR 300 SF OF WOOD FLOORING AND TRIM, DRYWALL AND PAINT, REPLACE REAR DOOR W/DOUBLE STEEL DOOR, POUR NEW RAMP FOR DELIVERIES. REMOVE RAMP AT FRONT DOOR AND REPAIR FOR ADA ACCESS AT 1/20 SLOPE, MOVE FRONT DOORS FORWARD.
1	13-0071	01/15/2013		9,500 Commercial	INSTALL NEW AWNING WITH "ESTATE LIQUIDATOR" ON FRONT
1	13-1310	04/08/2013		5,000 Commercial	REPLACE ROTTEN BOARDS AND TRIM ABOVE AWNING 98' X 2' & PAINT TO MATCH EXISTING, PATCH & REPAIR DRYWALL AT THIRD FLOOR PORCH
	11-0849	03/17/2011		0	FABRICATE AND INSTALL AN EDGE METAL TIE IN TO STOP LEAK.
1	9803293	10/26/1998	01/01/1999	2,000 Commercial	PAINT FIRST FLOOR BLDG
1	9901469	05/04/1999	11/03/1999	2,000	REPLACE SIGN

1	0001207	05/15/2000	11/16/2001	1,100	PRESSURE CLEAN/PAINT BLDG
1	03-1230	04/04/2003	10/03/2003	2,000	PAINT EXTERIOR
1	05-1236	04/19/2005	11/05/2005	4,000	GUTTER WORK AND REPAINT
1	06-4434	07/21/2006	12/19/2006	3,500	SECOND FLOOR BALCONY RETILE
1	06-4975	08/28/2006	12/19/2006	6,000	INSTALL HURRICANE SHUTTERS ON STORE FRONT

Parcel Value History

Certified Roll Values.

[View Taxes for this Parcel.](#)

Roll Year	Total Bldg Value	Total Misc Improvement Value	Total Land Value	Total Just (Market) Value	Total Assessed Value	School Exempt Value	School Taxable Value
2014	845,102	20,747	875,368	1,741,217	1,741,217	0	1,741,217
2013	747,964	21,377	820,658	1,589,999	1,589,999	0	1,589,999
2012	777,105	22,113	820,658	1,619,876	1,619,876	0	1,619,876
2011	777,105	22,850	820,658	1,620,613	1,620,613	0	1,620,613
2010	796,533	23,480	819,841	1,639,854	1,639,854	0	1,639,854
2009	825,675	24,216	1,446,288	2,296,179	2,296,179	0	2,296,179
2008	825,675	24,953	1,728,099	2,578,727	2,578,727	0	2,578,727
2007	603,198	25,583	2,499,714	3,357,956	3,357,956	0	3,357,956
2006	603,198	26,319	980,280	3,097,500	3,097,500	0	3,097,500
2005	623,998	27,055	871,360	3,097,500	3,097,500	0	3,097,500
2004	643,639	27,685	647,280	2,298,000	2,298,000	0	2,298,000
2003	684,940	54,048	528,612	2,298,000	2,298,000	0	2,298,000
2002	684,940	56,065	528,612	2,298,000	2,298,000	0	2,298,000
2001	762,101	29,788	528,612	1,027,300	1,027,300	0	1,027,300
2000	735,217	12,345	453,096	1,027,300	1,027,300	0	1,027,300
1999	552,670	12,642	453,096	1,027,300	1,027,300	0	1,027,300
1998	474,566	26,476	453,096	1,027,300	1,027,300	0	1,027,300
1997	474,566	27,081	431,520	1,027,300	1,027,300	0	1,027,300
1996	431,424	27,687	431,520	952,231	952,231	0	952,231
1995	431,424	28,074	431,520	952,231	952,231	0	952,231
1994	431,424	28,680	431,520	902,114	902,114	0	902,114
1993	431,424	29,285	431,520	892,229	892,229	0	892,229
1992	431,424	29,672	431,520	892,616	892,616	0	892,616
1991	0	0	222,720	222,720	222,720	0	222,720
1990	0	0	179,568	179,568	179,568	0	179,568
1989	0	0	178,176	178,176	178,176	0	178,176
1988	0	0	150,336	150,336	150,336	0	150,336
1987	0	0	68,873	68,873	68,873	0	68,873
1986	0	0	66,883	66,883	66,883	0	66,883
1985	0	0	53,453	53,453	53,453	0	53,453
1984	0	0	40,090	40,090	40,090	0	40,090
1983	0	0	35,245	35,245	35,245	0	35,245
1982	0	0	30,234	30,234	30,234	0	30,234

Parcel Sales History

NOTE: Sales do not generally show up in our computer system until about two to three months after the date of sale. If a recent sale does not show up in this list, please allow more time for the sale record to be processed. Thank you for your patience and understanding.

Sale Date	Official Records Book/Page	Price	Instrument	Qualification
8/3/2012	2583 / 496	3,000,000	WD	37
7/31/2004	2033 / 1204	3,450,000	WD	Q
5/1/1998	1517 / 2234	3,050,000	WD	U
6/1/1990	1135 / 191	1	WD	M
10/1/1981	841 / 117	45	WD	U

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Monroe County Property Appraiser
Scott P. Russell, CFA
P.O. Box 1176 Key West, FL 33041-1176