

DEVELOPMENT PLAN AND CONDITIONAL USE APPLICATION

**City of Key West Planning Department
3140 Flagler Avenue, Key West, FL 33040
(305) 809-3720**



RECEIVED
FEB 09 2018
BY: MCN

Development Plan & Conditional Use Application

Applications will not be accepted unless complete

Development Plan

Major _____

Minor _____

Conditional Use

___x___

Historic District

Yes ___x___

No _____

Please print or type:

- 1) Site Address 1103-1105-1107 Simonton Street
- 2) Name of Applicant Adele V. Stones for 1105 Simonton, LLC
- 3) Applicant is: _____ Authorized Representative x
(attached Authorization and Verification Forms must be completed)
- 4) Address of Applicant 221 Simonton Street
Key West, FL 33040
- 5) Applicant's Phone # (305) 294-0252 Email ginny@oropezastonescardenas.com
- 6) **Email Address:** above
- 7) Name of Owner, if different than above 1105 Simonton, LLC
- 8) Address of Owner 16 Emerald Drive, Key West, FL 33040
- 9) Owner Phone # (305) 747-0123 Email _____
- 10) Zoning District of Parcel HNC-1 RE#0002749 & 00027500 & 0025710-000000
- 11) Is Subject Property located within the Historic District? Yes x No _____
If Yes: Date of approval _____ HARC approval # _____
OR: Date of meeting _____
- 12) Description of Proposed Development and Use. Please be specific, list existing and proposed buildings and uses, number of dwelling units, parking, restaurant seats, vehicles proposed, etc. If there is more than one use, describe in detail the nature of each use (Give concise description here and use a separate sheet if necessary).
Applicant desires to obtain conditional use approval to allow the use of 499 square feet of outdoor space to be used as restaurant consumption area. Approximately 1008 SF of the existing 2101 SF building will indoor seating and beverage area service, ADA compliant bathroom and storage. Approximately 5288 SF of the exterior yard will be used for Food Truck location, outdoor customer seating of 33 seats, solid waste/recycle storage, bicycle parking and game courts and play area for customers.

DEVELOPMENT PLAN AND CONDITIONAL USE APPLICATION

**City of Key West Planning Department
3140 Flagler Avenue, Key West, FL 33040
(305) 809-3720**



13) Has subject Property received any variance(s)? _____ No _____

If Yes: Date of approval _____ Resolution # _____

Attach resolution(s).

14) Are there any easements, deed restrictions or other encumbrances on the subject property?

Yes _____ No _____

If Yes, describe and attach relevant documents.

A. For both *Conditional Uses* and *Development Plans*, provide the information requested from the attached **Conditional Use and Development Plan** sheet.

B. For *Conditional Uses* only, also include the **Conditional Use Criteria** required under Chapter 122, Article III, Sections 122-61 and 122-62 of the Land Development Regulations (see attached copy of criteria).

C. For *Major Development Plans* only, also provide the **Development Plan Submission Materials** required under Chapter 108, Article II, Division 7, Sections 108-226 through 108-248 of the Land Development Regulations (see attached copy of criteria) and any additional information as determined by the Planning Staff.

Please note, development plan and conditional use approvals are quasi-judicial hearings and it is improper to speak to a Planning Board member or City Commissioner about the project outside of the hearing.

**Conditional Use Criteria
1105 Simonton Street
Key West, Florida
33040**

Sec. 122-61 Specific Criteria for Approval

a. Findings:

The applicant believe that the Planning Board will find that the location meets the requirements ensuring that “a conditional use shall only be permitted on specific sites where the proposed use may be adequately accommodated without generating adverse impacts on properties and land uses within the immediate vicinity”.

The proposed change is from Conditional Use approval for small recreational power-driven equipment rentals to Conditional Use restaurant use utilizing a food truck with the addition of 499 square feet of outdoor consumption area. (only the outdoor consumption area is the subject of this application. Restaurant use with indoor seating is a permitted use in the HNC-1 District). Adjacent residential properties will not be affected by noise and/or odor as the food truck will be located away from and partially shielded by the existing industrial commercial structure, blocking residential properties on Amelia Street and Virginia Street. Other mitigative techniques for odor, solid waste handling, and general business operations are discussed below.

b. Characteristics of Use Described:

1. Scale and Intensity:

a. Floor Area Ratio:

The applicants’ plans include no additional square footage to the existing industrial commercial structure which will house indoor seating for food and beverage, ADA bathroom, and office/storage. Existing FAR of the entire site is .18 (1.0 permitted), consisting of 1008.5 sf of structure. Approximately 5288 square feet of the total 11,630.5 square feet of the lot is associated with the conditional use for which 499sf will be used for outdoor consumptions area, food truck placement, solid waste/recycle storage and handling, bicycle parking, games /playground area.

b. Traffic Generation:

The conditional use will produce traffic generation no greater than the prior use as retail/rental bicycle sales. It is expected that a portion of the patrons will be arriving on foot, travelling from local hotels, motels, guesthouses and other nearby vacation rentals as well as other downtown activities and destinations. See attached **KBP Consulting, Inc.**, Traffic Study for further detail.

c. Square Feet of Enclosed Building for Each Specific Use:

Currently the commercial square feet for the property is 2012 SF. The proposed inside use area is 1008.5 square feet. , however not subject to this conditional use application as a permitted use in the HNC-1 zoning district. There will be inside consumption area for food and beverage, ADA bathroom and office/storage.

Proposed Employment:

There will be two to three employees working on the site each day.

e. Proposed Number of Service Vehicles:

The establishment will be using a business vehicle (food truck) as the restaurant food preparation center and food order placement and payment.

f. Off-Street Parking:

The proposed use is exempt from off street parking requirements due to the established nature of the commercial industrial use in existence at the time of the enactment of the ordinance requiring off street parking in Key West. This business location is within walking distance (1/2 mile or less of five major hotels, 20 guest houses, 1 block from Duval Street, 1/2 block from Truman Avenue bus and Duval Loop routes, Trolley Stop and multiple pedestrian oriented attractions and transportation way points. There are greater than 20 metered parking spaces and several loading zones within 300 feet of this location. There will be onsite bicycle parking provided.

2. **On or off-Site Improvements Required and Not Listed in Subsection b. 1**

a. Utilities:

No utility changes are expected as result of the proposed conditional use.

b. Public Facilities:

No public facilities changes are expected because of the proposed conditional use.

c. Roadway or Signal Improvements:

No changes are required or proposed.

d. Accessory Structures or Facilities:

No accessory structures or facilities are generated by the proposed conditional use.

e. Other Unique Facilities/Structures Proposed as Part of On-Site Improvements:

The proposed business does not include unique facilities or structures.

3. **On-Site Amenities Proposed to Enhance the Site and Planned Improvements:**

Off street parking for bicycles will be provided and the site will have landscaping enhancements to provide visual buffering and an attractive venue for the restaurant patrons. Over the past 7 years the property owner has cleared approximately 49% of the

site of the industrial materials and heavy commercial construction equipment and vehicles utilized on and off site and stored in the front and side yard of this property. Significant improvements to the related industrial shop on site have been made also to reduce sound pollution and visual blight by installment of retractable doors and other enclosure mechanism.

a. Open Space:

No change to the existing (approximately 45%) Open Space is proposed.

b. Setbacks from Adjacent Properties:

No changes are proposed to alter setbacks between adjacent properties.

c. Screening and Buffers:

Landscape screening within the site and a new picket fence are proposed along the perimeter of Simonton Street. On the north side of the property there already exists a gated alley way between the two properties. There are no exterior openings on the east side of applicants' property.

d. Berms Proposed to Mitigate Against Adverse Impacts to Adjacent Sites:

No landscaped berms are proposed.

e. Mitigative Techniques for Abating Smoke, Odor, Noise, and Other Noxious Impacts:

This property, currently a nonconforming heavy industrial use, will convert it to restaurant use. The change from heavy industrial to restaurant will result in the significant reductions of smoke, odor, noise, and other noxious impacts.

c. Criteria for Conditional Use Review and Approval

1. Land Use Compatibility:

The proposed Conditional Use is in the HNC-1 District. The proposed location is an area with mixed transient, residential, and commercial (including restaurant) uses. Its immediate neighboring properties are commercial office/mixed use residential, other residential, government offices, banking and transient rentals. Other uses in the 1000 block include the same types of uses, along with restaurants. There should be little impact on the area. The anticipated customer base will be mixed with many travelling from nearby locations, therefore the traffic and parking impacts will be minimal.

2. Sufficient Site Size, Adequate Site Specifications and Infrastructure to Accommodate the Proposed Use:

The scale of the conditional use requested fits the size and shape of the site. It is anticipated that the proposed conditional use can operate easily with the existing

infrastructure of the site. Prior uses of the property include heavy industrial welding and fabrication, heavy equipment storage and rental, commercial storage and more recently electric car storage, bicycle rental and sale as well as general commercial storage. The property location currently holds active business tax receipts for eight assorted commercial uses, all permitted a matter of right, or as legally non-conforming.

3. Proper Use of Mitigative Techniques:

No adverse impacts to the public are anticipated based upon the Mitigative Measure outlined in Paragraph 3(e) above, but the applicant is open to suggestions from the Planning Staff and discussion of same with the Planning Board if there is an unforeseen need for mitigation.

4. Hazardous Waste:

No hazardous waste will be generated by proposed conditional use.

5. Compliance with Applicable Laws and Ordinances:

The applicants will comply with all applicable laws and regulations.

Additional Criteria Applicable to Specific Land Uses.

a. Land Uses within a Conservation Area:

This site is not located in a conservation area.

b. Residential Development:

No new residential development is proposed.

c. Commercial or Mixed Use Development:

The proposed conditional use compliance with specified criteria is set forth in b.1-3 and c.1-6 above.

d. Development Within or Adjacent to Historic Districts:

N/A

e. Public Facilities or Institutional Development:

No public facilities or institutional development is being proposed.

f. Commercial Structures, Uses and Related Activities Within Tidal Waters:

This site is not located within tidal waters.

g. Adult Entertainment Establishment:

No adult entertainment is being proposed.

Return to: Spottswood, Spottswood, Spottswood & Sterling, PLLC
500 Fleming Street
Key West, FL 33040

This Instrument Prepared By: Spottswood, Spottswood, Spottswood & Sterling, PLLC
500 Fleming Street
Key West, FL 33040
(305) 294-9556

QUIT CLAIM DEED

THIS QUIT CLAIM DEED, executed this 22nd day of January, 2018, by and between FRANK FREEMAN RATCLIFF and MARIA G. RATCLIFF, husband and wife, whose address is 16 Emerald Drive, Key West, FL 33040, parties of the first part, and 1105 SIMONTON, LLC, a Florida limited liability company, whose address is 16 Emerald Drive, Key West, FL 33040, party of the second part.

WITNESSETH, That the said parties of the first part, for and in consideration of the sum of Ten and 00/100 (\$10.00) Dollars, in hand paid by the said party of the second part, the receipt of which is hereby acknowledged, have remised, released and quit-claimed, and by these presents do remise, release and quit-claim unto the said party of the second part all the right, title, interest, claim and demand which the said parties of the first part have in and to the following described lot, piece or parcel of land, situate lying and being in the County of Monroe, State of Florida, to wit:

On the Island of Key West and being a part of Tract 11 according to Wm. A. Whitehead's Map of said Island, but better described as part of Lot 2, Square 4 of Said Tract 11, according to C.W. Tift's Map or Plan of the Island of Key West, delineated July 1874, said part of Lot 2 comprising subdivisions numbered 2 and 3. The land hereby conveyed being more particularly described by metes and bounds as follows:

Beginning at a point on the Northeasterly side of Simonton Street 42 feet, 1 inch distant Southeasterly from the corner of Virginia and Simonton Street; thence along the Northeasterly side of Simonton Street and in a Southeasterly direction a distance of 84.2 feet to a point; thence along a line parallel with Amelia Street and in a Northeasterly direction of distance of 87 feet; thence at right angles and in a Northwesterly direction a distance of 84.2 feet; thence at right angles and in a Southwesterly direction a distance of 87 feet to the Point of Beginning.

AND

On the Island of Key West and being a part of Lot 4, Square 4, Tract 11 according to Wm. A. Whitehead's Map of said Island, but better described by metes and bounds as follows:

Commencing on the Northeast corner of Simonton and Amelia Streets, said point also know as the Point of Beginning, run Northwesterly along the Northeasterly side of Simonton Street for a distance of 42.08 feet to a point; thence at right angles in a Northeasterly direction 87.0 feet to a point; thence at right angles in a Southeasterly direction 42.08 feet to a point on the Northwesterly side of Amelia Street; thence along the Northwesterly side of Amelia Street on a Southwesterly direction 87.0 feet back to the Point of Beginning.

PARCEL IDENTIFICATION NUMBERS: 00027490-000000
00027500-000000
00027510-000000

SUBJECT TO: Taxes for the year 2018 and subsequent years.


SUBJECT TO: Conditions, restrictions, limitations, reservations and easements of record, if any.

THIS DOCUMENT WAS PREPARED WITHOUT BENEFIT OF TITLE SEARCH OR ABSTRACT EXAMINATION AND IS BASED SOLELY ON THE FACTS PROVIDED BY EITHER OF THE PARTIES OR THEIR AGENTS.

TO HAVE AND TO HOLD the same, together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest and claim whatsoever of the said parties of the first part, either in law or equity, to the only proper use, benefit and behoof of the said party of the second part forever.

IN WITNESS WHEREOF, the said parties of the first part have signed and sealed these presents the day and year first above written.

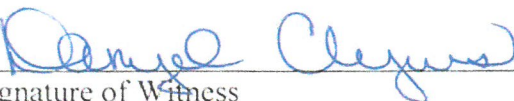
Signed, Sealed and Delivered
in the Presence of:



Signature of Witness

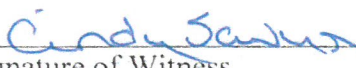
Cindy Sawyer

Printed Name of Witness



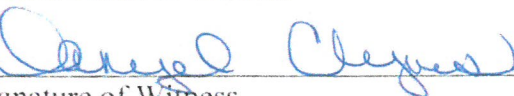
Signature of Witness
Danyel Clynes

Printed Name of Witness



Signature of Witness
Cindy Sawyer

Printed Name of Witness



Signature of Witness
Danyel Clynes

Printed Name of Witness



FRANK FREEMAN RATCLIFF



MARIA G. RATCLIFF

STATE OF FLORIDA:
COUNTY OF MONROE:

I HEREBY CERTIFY that on this day personally appeared before me, an officer duly authorized to administer oaths and take acknowledgments, FRANK FREEMAN RATCLIFF and MARIA G. RATCLIFF, who are personally known to me to be the persons described in and who executed the foregoing Quit Claim Deed or who produced FL DL as identification, and they have acknowledged before me that they executed the same freely and voluntarily for the purposes therein expressed.

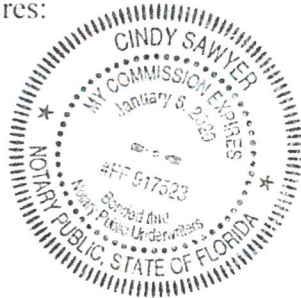
WITNESS my hand and official seal at Key West, County of Monroe, State of Florida, this 22nd day of January, 2018.

Cindy Sawyer

Printed Name of Notary

Cindy Sawyer
NOTARY PUBLIC

My Commission Expires:



City of Key West
Planning Department



Verification Form

(Where Authorized Representative is an Individual)

I, Adele V. Stones, 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:

1105 Simonton St. Key West, FL 33040

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.

Adele V. Stones

Signature of Authorized Representative

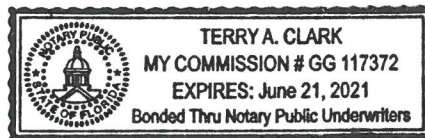
Subscribed and sworn to (or affirmed) before me on this 2/9/18 by

Adele V. Stones
Name of Authorized Representative

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

Terry Clark
Notary's Signature and Seal

Terry Clark
Name of Acknowledger typed, printed or stamped



Commission Number, if any

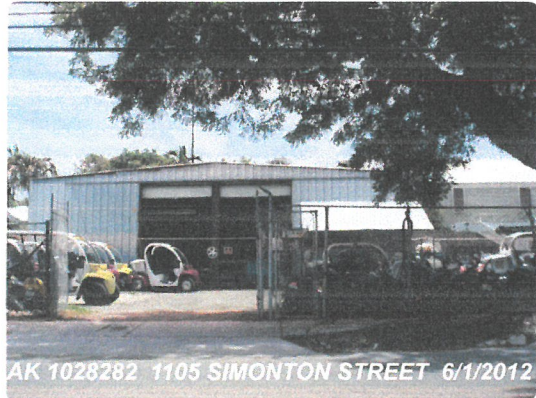
Disclaimer

The Monroe County Property Appraiser's office maintains data on property within the County solely for the purpose of fulfilling its responsibility to secure a just valuation for ad valorem tax purposes of all property within the County. The Monroe County Property Appraiser's office cannot guarantee its accuracy for any other purpose. Likewise, data provided regarding one tax year may not be applicable in prior or subsequent years. By requesting such data, you hereby understand and agree that the data is intended for ad valorem tax purposes only and should not be relied on for any other purpose.

By continuing into this site you assert that you have read and agree to the above statement.

Summary

Parcel ID 00027500-000000
 Account # 1028282
 Property ID 1028282
 Millage Group 10KW
 Location 1105 SIMONTON ST, KEY WEST
 Address
 Legal Description KW SUB 3 PT LOT 2 SQR 4 TR 11 G44-67/70 OR832-1570/71 OR895-871 OR1817-1762Q/C OR1825-621-C OR1832-480-C OR2092-503 OR2888-1078/80
 (Note: Not to be used on legal documents)
 Neighborhood 32080
 Property Class HEAVY MANUFACTURING (4200)
 Subdivision
 Sec/Twp/Rng 06/68/25
 Affordable No
 Housing



Owner

1105 SIMONTON LLC
 16 Emerald DR
 Key West FL 33040

Valuation

	2017	2016	2015	2014
+ Market Improvement Value	\$51,192	\$55,031	\$60,151	\$60,151
+ Market Misc Value	\$6,340	\$6,340	\$5,513	\$5,012
+ Market Land Value	\$261,395	\$262,516	\$231,631	\$231,631
= Just Market Value	\$318,927	\$323,887	\$297,295	\$296,794
= Total Assessed Value	\$318,927	\$323,887	\$297,295	\$296,794
- School Exempt Value	\$0	\$0	\$0	\$0
= School Taxable Value	\$318,927	\$323,887	\$297,295	\$296,794

Land

Land Use	Number of Units	Unit Type	Frontage	Depth
COMMERCIAL DRY (100D)	3,661.00	Square Foot	0	0

Commercial Buildings

Style SERV SHOPS.ETC / 25C
 Gross Sq Ft 2,400
 Finished Sq Ft 2,400
 Perimeter 0
 Stories 1
 Interior Walls
 Exterior Walls METAL SIDING
 Quality 150 ()
 Roof Type
 Roof Material
 Exterior Wall1 METAL SIDING
 Exterior Wall2
 Foundation
 Interior Finish
 Ground Floor Area
 Floor Cover

Full Bathrooms 0
 Half Bathrooms 0
 Heating Type
 Year Built 1981
 Year Remodeled 0
 Effective Year Built 1971
 Condition FAIR

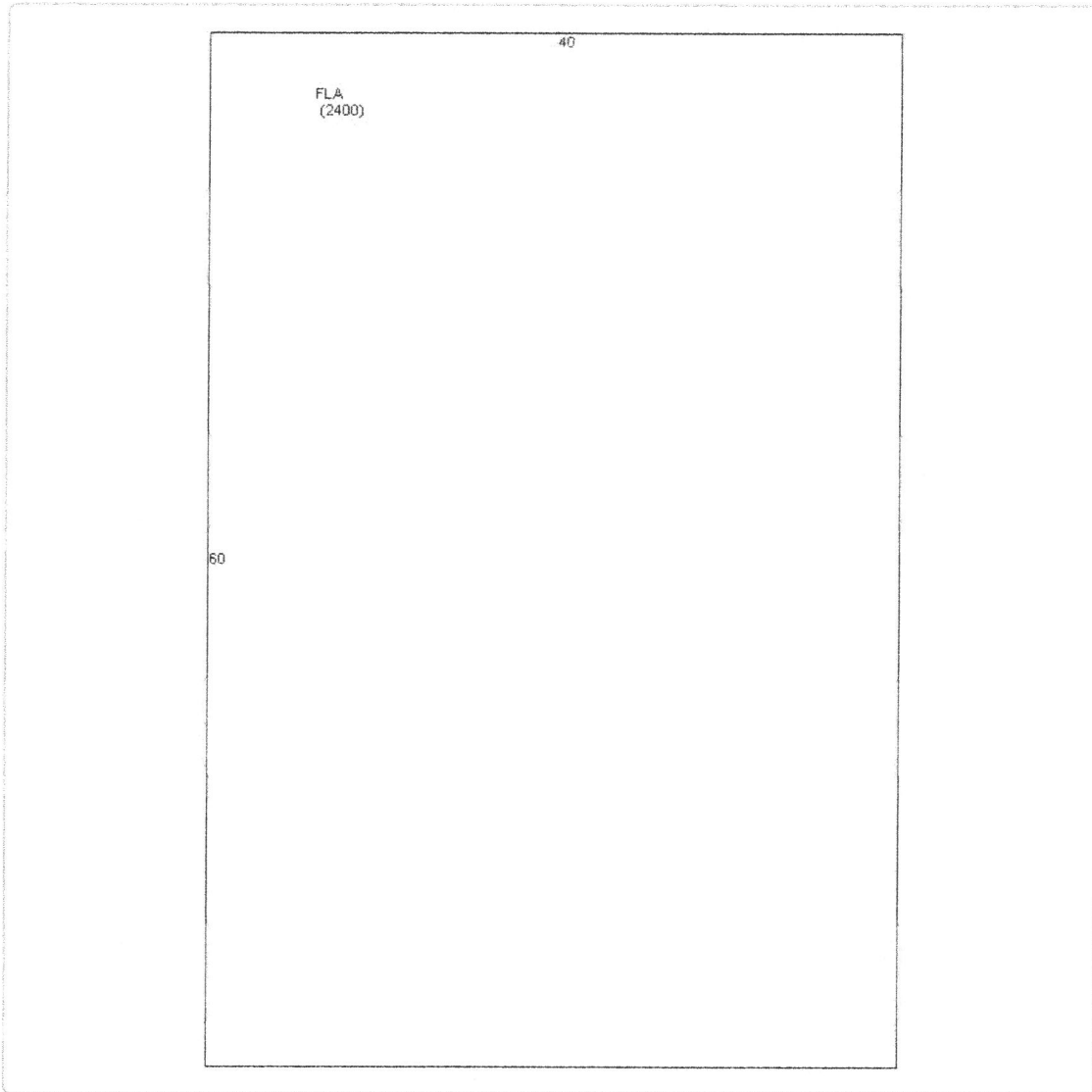
Yard Items

Description	Year Built	Roll Year	Quantity	Units	Grade
CH LINK FENCE	1980	1981	1	1491 SF	2
ASPHALT PAVING	1980	1981	1	4774 SF	2

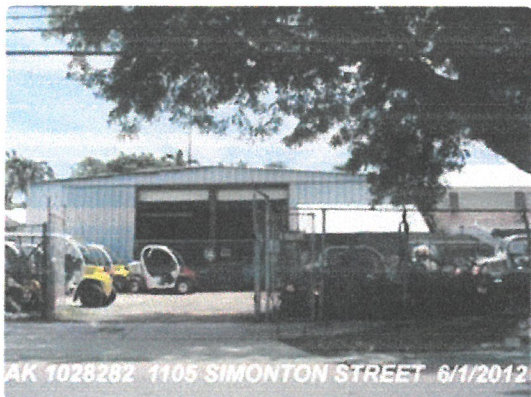
Sales

Sale Date	Sale Price	Instrument	Instrument Number	Deed Book	Deed Page	Sale Qualification	Vacant or Improved
1/22/2018	\$111,100	Quit Claim Deed	2152194	2888	1078	99 - Unqualified	Improved
9/24/2002	\$66,500	Quit Claim Deed		1817	1762	M - Unqualified	Improved
10/1/1983	\$1	Warranty Deed		895	871	M - Unqualified	Improved
6/1/1981	\$45	Warranty Deed		832	1570	M - Unqualified	Vacant

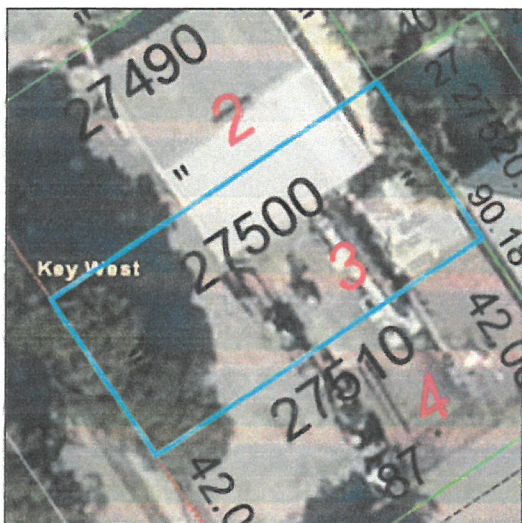
Sketches (click to enlarge)



Photos



Map



No data available for the following modules: Buildings, Mobile Home Buildings, Exemptions, Permits.

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Summary

Parcel ID 00027510-000000
Account # 1028291
Property ID 1028291
Millage Group 10KW
Location Address 1107 SIMONTON ST ; KEY WEST
Legal Description KW SUB 4 PT LOT 2 SQR 4 TR 11 G44-67/70 OR832-1570/1571 OR974-2417 OR1825-621-C OR1832-480-C OR2092-503 OR2888-1078/80
 (Note: Not to be used on legal documents)
Neighborhood 32080
Property Class COMMERCIAL (1000)
Subdivision
Sec/Twp/Rng 06/68/25
Affordable Housing No

Owner

1105 SIMONTON LLC
 16 Emerald DR
 Key West FL 33040

Valuation

	2017	2016	2015	2014
+ Market Improvement Value	\$0	\$0	\$0	\$0
+ Market Misc Value	\$0	\$0	\$0	\$0
+ Market Land Value	\$261,395	\$262,516	\$231,631	\$231,631
= Just Market Value	\$261,395	\$262,516	\$231,631	\$231,631
= Total Assessed Value	\$261,395	\$254,794	\$231,631	\$231,631
- School Exempt Value	\$0	\$0	\$0	\$0
= School Taxable Value	\$261,395	\$262,516	\$231,631	\$231,631

Land

Land Use	Number of Units	Unit Type	Frontage	Depth
COMMERCIAL DRY (100D)	3,661.00	Square Foot	0	0

Sales

Sale Date	Sale Price	Instrument	Instrument Number	Deed Book	Deed Page	Sale Qualification	Vacant or Improved
1/22/2018	\$111,100	Quit Claim Deed	2152194	2888	1078	99 - Unqualified	Improved
5/1/1986	\$30,000	Warranty Deed		974	2417	Q - Qualified	Vacant
6/1/1981	\$45	Warranty Deed		832	1570	M - Unqualified	Vacant

Map



No data available for the following modules: Buildings, Commercial Buildings, Mobile Home Buildings, Yard Items, Exemptions, Permits, Sketches (click to enlarge), Photos.

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Summary

Parcel ID 00027490-000000
 Account # 1028274
 Property ID 1028274
 Millage Group 10KW
 Location Address 1103 SIMONTON ST , KEY WEST
 Legal Description KW SUB 2 PT LOT 2 SQR 4 TR 11 G44-67/70 OR832-1570/71 OR895-871 OR1817-1762 OR1825-621-C OR1832-480-C OR2092-503 OR2888-1078/80
 (Note: Not to be used on legal documents)
 Neighborhood 32080
 Property Class COMMERCIAL (1000)
 Subdivision
 Sec/Twp/Rng 06/68/25
 Affordable Housing No

Owner

1105 SIMONTON LLC
 16 Emerald DR
 Key West FL 33040

Valuation

	2017	2016	2015	2014
+ Market Improvement Value	\$0	\$0	\$0	\$0
+ Market Misc Value	\$455	\$455	\$396	\$360
+ Market Land Value	\$261,395	\$262,516	\$231,631	\$231,631
= Just Market Value	\$261,850	\$262,971	\$232,027	\$231,991
= Total Assessed Value	\$261,850	\$255,229	\$232,027	\$231,991
- School Exempt Value	\$0	\$0	\$0	\$0
= School Taxable Value	\$261,850	\$262,971	\$232,027	\$231,991

Land

Land Use	Number of Units	Unit Type	Frontage	Depth
COMMERCIAL DRY (100D)	3,661.00	Square Foot	0	0

Yard Items

Description	Year Built	Roll Year	Quantity	Units	Grade
FENCES	1975	1976	1	90 SF	5

Sales

Sale Date	Sale Price	Instrument	Instrument Number	Deed Book	Deed Page	Sale Qualification	Vacant or Improved
1/22/2018	\$111,100	Quit Claim Deed	2152194	2888	1078	99 - Unqualified	Improved
9/24/2002	\$1	Quit Claim Deed		1817	1762	M - Unqualified	Improved
10/1/1983	\$39,000	Warranty Deed		895	871	M - Unqualified	Improved
6/1/1981	\$125,000	Warranty Deed		832	1570	U - Unqualified	Improved

Map



No data available for the following modules: Buildings, Commercial Buildings, Mobile Home Buildings, Exemptions, Permits, Sketches (click to enlarge), Photos.

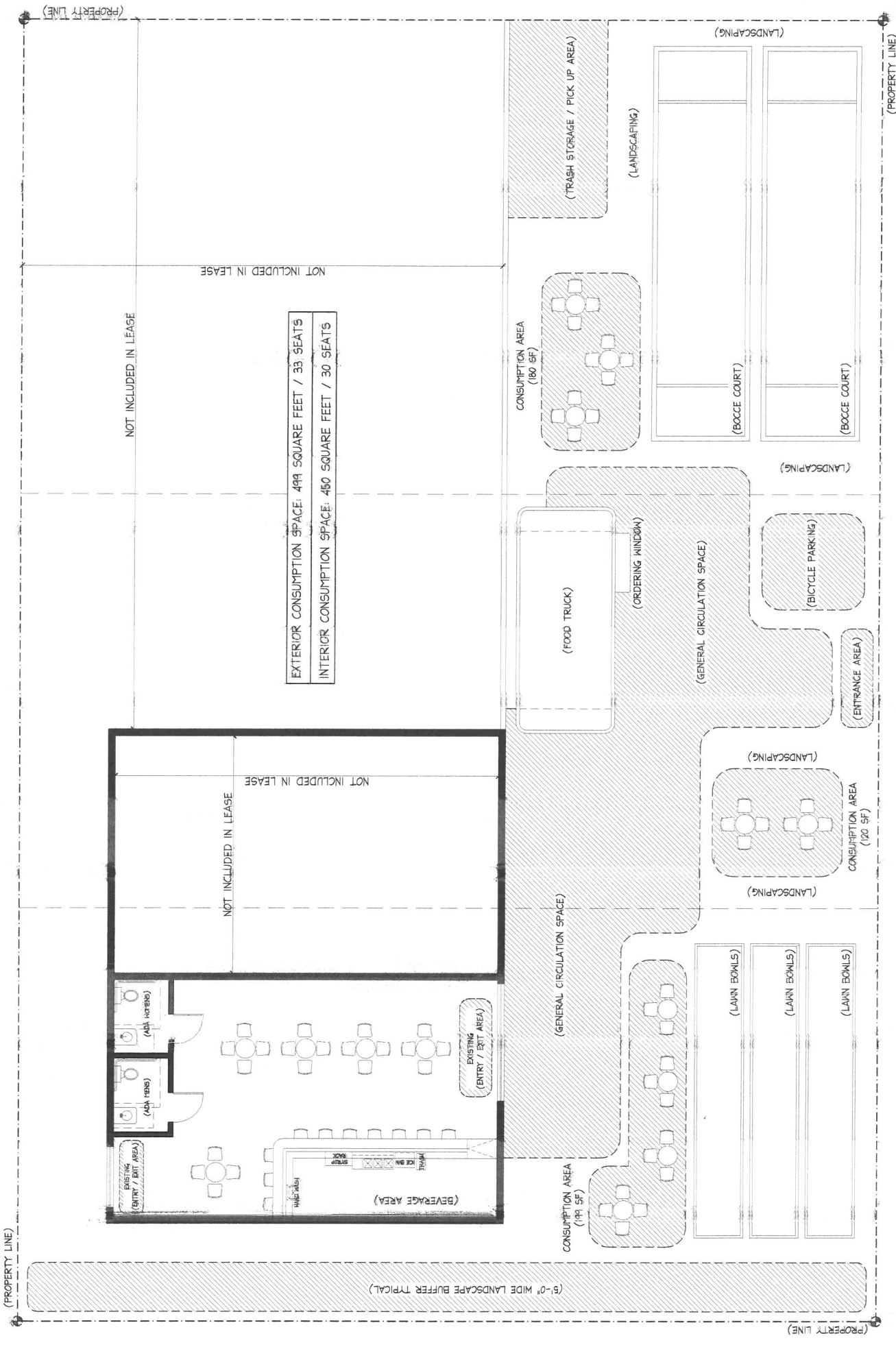
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(PROPERTY LINE)

(PROPERTY LINE)

NOT INCLUDED IN LEASE

NOT INCLUDED IN LEASE

EXTERIOR CONSUMPTION SPACE: 498 SQUARE FEET / 33 SEATS

INTERIOR CONSUMPTION SPACE: 450 SQUARE FEET / 30 SEATS

NOT INCLUDED IN LEASE

NOT INCLUDED IN LEASE

(PROPERTY LINE)

(PROPERTY LINE)

(5-0' WIDE LANDSCAPE BUFFER TYPICAL)

KBP CONSULTING, INC.

January 26, 2018

Ginny Stones, Esq.
Oropeza Stones Cardenas
221 Simonton Street
Key West, Florida 33040

**Re: Ratcliff Site – Key West
Minor Conditional Use Application – Traffic Statement**

Dear Ginny:

The Ratcliff Welding site is an existing welding and fabrication facility located at 1105 Simonton Street in Key West, Monroe County, Florida. There is also an independent entity that currently rents and sells bicycles at this location. A minor conditional use application has been submitted to the City of Key West for the purposes of allowing 499 square feet of outdoor restaurant consumption area (or, the equivalent of 33 seats) on this property. The purpose of this traffic statement is to document the anticipated traffic impacts associated with this proposed outdoor consumption area.

Traffic Impacts

In accordance with Section 18-358 of the City's Code of Ordinances, the traffic impacts associated with this proposed outdoor consumption area must be addressed. More specifically, insignificant (or, "de minimis") impacts are defined as those that constitute an impact of less than three percent (3%) on the local transportation network.

Based upon the location of the subject restaurant, it is expected that their patrons will arrive and depart via the City's extensive street grid network in a variety of directions as to minimize their impacts to any single roadway or intersection. However, for the purposes of this analysis, our focus is on the segment of Simonton Street between Amelia Street and Virginia Street. Given the site's entry and exit point along Simonton Street, the surrounding roadway network, and nearby destinations, it is estimated that 60% of the project traffic will arrive from and depart to the northwest on Simonton Street and 40% of the project traffic will arrive from and depart to the southeast on Simonton Street.

The Florida Department of Transportation (FDOT) maintains a traffic count station (#908112) on Simonton Street approximately 200 feet to the southeast of Petronia Street which is approximately 1,000 feet to the northwest of the Ratcliff site. The most recent annual traffic counts for this station indicate that there are approximately 5,300 vehicles on this roadway segment on a daily basis. The peak hour traffic counts at this location indicate that the peak hour occurs in the mid-afternoon (2:30 PM) and the volume is 506 vehicles. This data is presented in Attachment A to this memorandum.

According to the Florida Department of Transportation’s (FDOT’s) Quality / Level of Service Handbook, in urbanized areas two-lane undivided, class II (35 miles per hour or slower posted speed limit), non-state roadways without exclusive turn lanes have a daily capacity of approximately 10,360 vehicles and a peak hour capacity of approximately 930 vehicles. (Please see Attachment B for the referenced level of service thresholds.) Given that the existing daily and peak hour volumes on this segment of Simonton Street are consuming slightly more than 50% of the roadway’s capacity, it is evident that this roadway is currently operating at an acceptable level of service.

Concerning the impact of the proposed conditional use (i.e. outdoor consumption area) at the subject site, a 3% impact would equate to 310 daily vehicle trips and 28 peak hour vehicle trips in either direction from the site on Simonton Street. Given the previously referenced 60% / 40% traffic split to and from the site (i.e. 60% to the northwest on Simonton Street and 40% to the southeast on Simonton Street), the maximum vehicle trips to be generated by the site would be approximately 517 daily trips and 47 peak hour trips.

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 (10th Edition)*. Based upon this information, the daily, AM peak hour, and PM peak hour trip generation rates for the proposed outdoor restaurant consumption area are as follows:

High-Turnover (Sit-Down) Restaurant – ITE Land Use #932

- Daily Trip Generation Rate: $T = 4.37 (X)$
where $T = \text{number of trips}$ and $X = \text{number of seats}$
- AM Peak Hour Trip Generation Rate: $T = 0.48 (X)$ (52% in / 48% out)
- PM Peak Hour Trip Generation Rate: $T = 0.42 (X)$ (57% in / 43% out)
- *Pass-by Rate = 43%*

The resulting trip generation for the proposed conditional use is presented in Table 1 below.

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
<i>Proposed</i> High-Turnover (Sit-Down) Restaurant (Outdoor Consumption Area) - <i>Pass-by (43%)</i>	33 Seats	144	8	8	16	8	6	14
		-62	-3	-4	-7	-3	-3	-6
Total		82	5	4	9	5	3	8

Compiled by: KBP Consulting, Inc. (January 2018).
Source: ITE Trip Generation Manual (10th Edition).

KBP CONSULTING, INC.

As indicated by the foregoing trip generation analysis, the proposed outdoor consumption area is estimated to generate approximately 82 net new daily vehicle trips, nine (9) net new AM peak hour vehicle trips, and eight (8) net new PM peak hour vehicle trips. It should also be noted that, given the location of the subject site, many of the patrons of this proposed use are likely to arrive and depart via alternative modes of transportation such as walking, bicycling, scooters, etc. Even without this additional reduction in traffic to be generated by the subject outdoor consumption area, the projected daily and peak hour vehicle trips are substantially less than the 3% significance thresholds (i.e. 517 daily vehicle trips and 47 peak hour trips) and, therefore, will not constitute a significant impact on the local street network.

Summary

Based upon the foregoing analysis and assessment of the traffic operations associated with the proposed conditional use (i.e. outdoor restaurant consumption area) at the Ratcliff Welding site, it is evident that the proposed 499 square feet of outdoor restaurant consumption area (or, the equivalent of 33 seats) can be accommodated well within the City's 3% traffic impact threshold on local streets. 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

Attachment A

FDOT Traffic Count Data

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2016 HISTORICAL AADT REPORT

NTY: 90 - MONROE

E: 8112 - SIMONTON ST, 200' SOUTH OF PETRONIA ST (2011 OFF SYSTEM CYCLE)

R	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
6	5300 C	N 2700	S 2600	9.00	54.90	8.80
5	6600 T	0	0	9.00	54.30	8.10
4	6300 S	0	0	9.00	55.20	3.80
3	6200 F	0	0	9.00	54.80	7.30
2	6100 C	N 0	S 0	9.00	55.00	8.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

NTY: 90
 TION: 8112
 CRPTION: SIMONTON ST, 200' SOUTH OF?PETRONIA ST (2011 OFF S
 RT DATE: 05/17/2016
 RT TIME: 0000

E	DIRECTION: N				DIRECTION: S				COMBINED TOTAL		
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD		4TH	TOTAL
0	8	2	9	5	24	11	13	10	8	42	
0	3	2	3	1	9	5	5	8	1	19	
0	1	2	4	2	9	2	4	6	5	17	
0	2	3	2	2	9	1	1	4	1	7	
0	1	0	0	1	2	4	2	1	4	11	
0	1	3	3	3	10	4	5	3	7	19	
0	9	12	10	24	55	10	9	9	7	35	
0	10	24	17	42	93	9	12	15	23	59	
0	44	43	45	51	183	17	13	24	22	76	
0	62	43	46	56	197	33	42	31	39	145	
0	57	42	53	68	220	36	32	34	49	151	
0	61	47	54	65	227	40	45	48	35	168	
0	50	58	39	59	206	42	52	52	57	203	
0	48	52	59	53	212	49	47	54	52	202	
0	48	48	47	53	196	65	60	67	62	254	
0	80	74	61	52	267	67	56	46	53	222	
0	57	49	41	50	197	49	78	61	59	247	
0	68	50	55	56	229	62	72	50	51	235	
0	48	37	38	46	169	30	45	30	31	136	
0	36	42	46	40	164	32	31	23	25	111	
0	25	35	20	7	87	49	30	44	44	167	
0	20	14	19	18	71	32	38	21	14	105	
0	28	15	13	15	71	25	34	16	20	95	
0	17	9	14	9	49	20	17	16	6	59	
TOTALS:					2956	TOTALS:					2785

PEAK VOLUME INFORMATION

DIRECTION: N		DIRECTION: S	
HR	VOLUME	HR	VOLUME
815	201	128	128
1445	268	260	260
1445	268	260	260

COMBINED DIRECTIONS

HR	VOLUME
845	320
1430	506
1430	506

Attachment B

FDOT Level of Service Tables

**Generalized Annual Average Daily Volumes for Florida's
Urbanized Areas**

TABLE 1

12/18/12

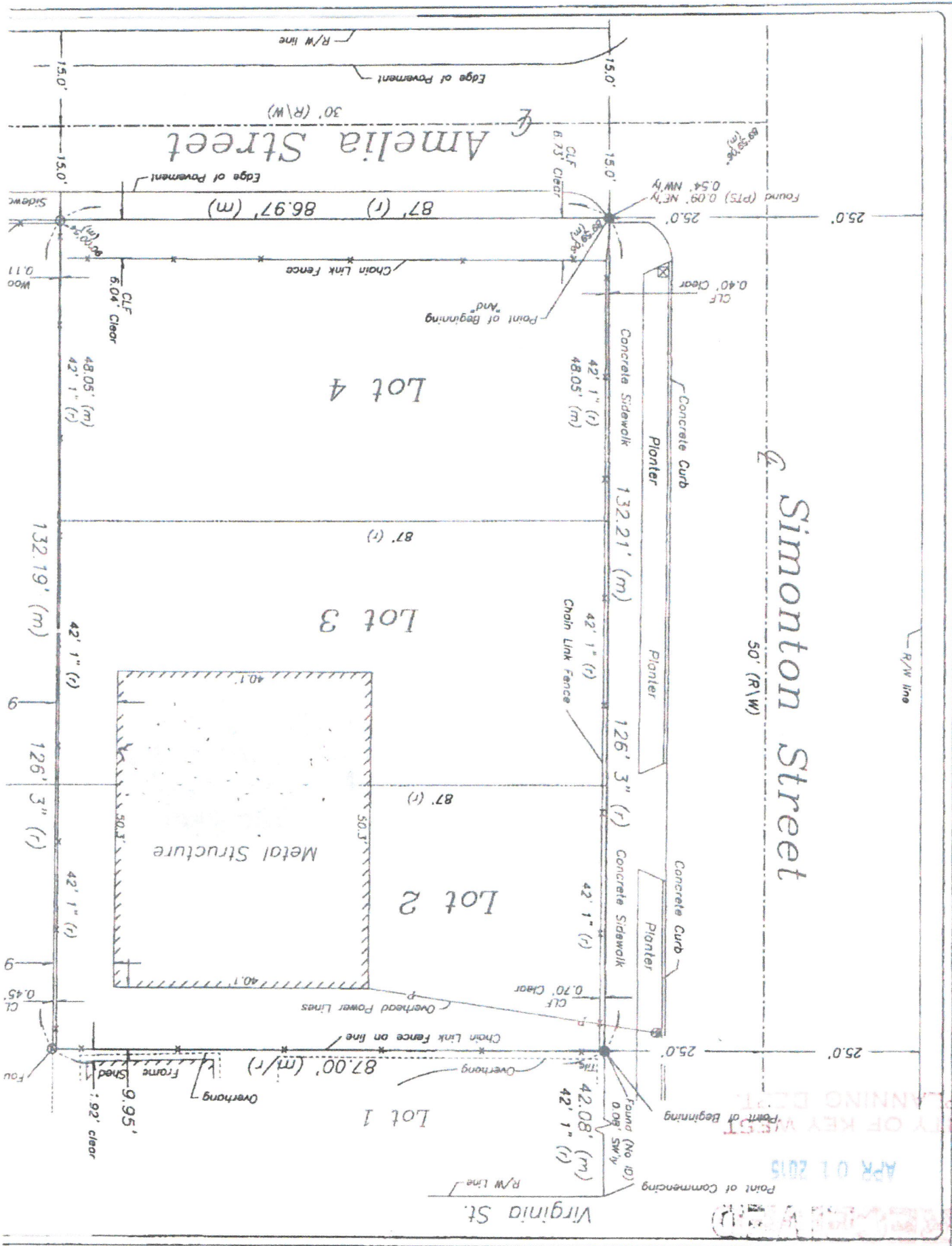
INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
						12	162,400	216,700	256,600	268,900	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4	Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300	
6	Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800	
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Freeway Adjustments					
Non-State Signalized Roadways - 10%						Auxiliary Lanes Present in Both Directions + 20,000					
						Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	8,600	17,000	24,200	33,300
2	Undivided	No	No	-20%		4	Divided	36,700	51,800	65,600	72,600
Multi	Undivided	Yes	No	-5%		6	Divided	55,000	77,700	98,300	108,800
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle Lane Coverage						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
		B	C	D	E	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%		*	2,900	7,600	19,700	* Cannot be achieved using table input value defaults.					
50-84%		2,100	6,700	19,700	>19,700	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
85-100%		9,300	19,700	>19,700	**						
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage		B	C	D	E						
0-49%		*	*	2,800	9,500						
50-84%		*	1,600	8,700	15,800						
85-100%		3,800	10,700	17,400	>19,700						
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)											
Sidewalk Coverage		B	C	D	E						
0-84%		> 5	≥ 4	≥ 3	≥ 2						
85-100%		> 4	≥ 3	≥ 2	≥ 1						
<i>Source:</i> Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shun											

TABLE 4

Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas¹

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)											
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	1,510	1,600	**	4	4,120	5,540	6,700	7,190	
4	Divided	*	3,420	3,580	**	6	6,130	8,370	10,060	11,100	
6	Divided	*	5,250	5,390	**	8	8,230	11,100	13,390	15,010	
8	Divided	*	7,090	7,210	**	10	10,330	14,040	16,840	18,930	
						12	14,450	18,880	22,030	22,860	
Class II (35 mph or slower posted speed limit)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes		Ramp			
2	Undivided	*	660	1,330	1,410	Present in Both Directions		Metering			
4	Divided	*	1,310	2,920	3,040	+ 1,800		+ 5%			
6	Divided	*	2,090	4,500	4,590						
8	Divided	*	2,880	6,060	6,130						
Non-State Signalized Roadway Adjustments											
(Alter corresponding state volumes by the indicated percent.)											
Non-State Signalized Roadways - 10%											
Median & Turn Lane Adjustments											
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors							
2	Divided	Yes	No	+5%							
2	Undivided	No	No	-20%							
Multi	Undivided	Yes	No	-5%							
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+ 5%							
One-Way Facility Adjustment						UNINTERRUPTED FLOW HIGHWAYS					
Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	B	C	D	E
						2	Undivided	770	1,530	2,170	2,990
						4	Divided	3,300	4,660	5,900	6,530
						6	Divided	4,950	6,990	8,840	9,790
						Uninterrupted Flow Highway Adjustments					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE²											
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Paved Shoulder/Bicycle											
Lane Coverage	B	C	D	E							
0-49%	*	260	680	1,770							
50-84%	190	600	1,770	>1,770							
85-100%	830	1,770	>1,770	**							
PEDESTRIAN MODE²											
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	250	850							
50-84%	*	150	780	1,420							
85-100%	340	960	1,560	>1,770							
BUS MODE (Scheduled Fixed Route)³											
(Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							
						¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
						* Cannot be achieved using table input value defaults.					
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					



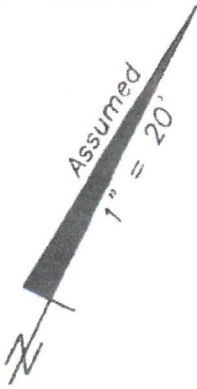
APR 01 2015
 CITY OF KEY WEST
 PLANNING DEPT.
 RECEIVED

6911

LEGEND

- Found 1/2" Iron Rod (PTS)
- Set #5 rebar w/cap (LB 7131)
- △ Set Nail & Disc (LB 7131)
- ⊙ Found 2" Iron Pipe (Fence Post)
- (M) Measured
- (R) Record
- (M/R) Measured & Record
- CLF Chain Link Fence
- R\W Right of Way
- ⊕ Centerline
- ⊗ Wood Utility Pole
- ⊠ Concrete Utility Pole

Map of:
 Boundary Survey for:
 David Ratcliff & Frank Ratcliff of
 Lots 2, 3 & 4, Square 4, Tract
 11, Island of Key West



NOTES:

1. The legal descriptions shown hereon were furnished by the client or their agent.
2. Underground foundations and utilities were not located.
3. All angles are 90° (Measured & Record) unless otherwise noted.
4. Street address: 1105 Simonton 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. Error of closure exceeds one part in 10,000.
9. Date of field work: November 15, 2002.
10. Adjoiners are not furnished.
11. Ownership of fences is undeterminable, unless otherwise noted.

BOUNDARY SURVEY OF: On the Island of Key West and being a part of Tract 11 according to Wm. A. Whitehead's Map of said Island, but better described as part of Lot 2, Square 4 of said Tract 11, according to C.W. Tift's Map or Plan of the Island of Key West, delineated July 1874, said part of Lot 2 comprising subdivisions numbered 2 and 3, the land hereby conveyed being more particularly described by metes and bounds as follows: **BEGINNING** at a point on the Northeasterly side of Simonton Street 42 feet 1 inch distant Southeasterly from the corner of Virginia and Simonton Street; thence along the Northeasterly side of Simonton Street and in a Southeasterly direction a distance of 84.2 feet to a point; thence along a line parallel with Amelia Street and in a Northeasterly direction a distance of 87 feet; thence at right angles and in a Northwesterly direction a distance of 84.2 feet; thence at right angles and in a Southwesterly direction a distance of 87 feet to the Point of Beginning.

AND;

On the Island of Key West and being a part of Lot 4, Square 4, Tract 11 according to Wm. A. Whitehead's Map of said Island, but better described by metes and bounds as follows: **COMMENCING** on the Northeast corner of Simonton and Amelia Streets, said point also known as the Point of Beginning, run Northwesterly along the Northeasterly side of Simonton Street for a distance of 42.08 feet to a point; thence at right angles in a Northeasterly direction 87.0 feet to a point; thence at right angles in a Southeasterly direction 42.08 feet to a point on the Northwesterly side of Amelia Street; thence along the Northwesterly side of Amelia Street in a Southwesterly direction 87.0 feet back to the Point of Beginning.

BOUNDARY SURVEY FOR: David Charles Ratcliff; Frank Freeman Ratcliff;

NORBY & O'FLYNN SURVEYING, INC.

[Signature]
 Lynn O'Flynn, PSM
 Florida Reg #6298

December 2, 2002

NORBY & O'FLYNN
 Surveying, Inc.



Professional Land Surveyors
 LB No. 7131

3430 Duck Ave., Key West, FL 33040
 (305) 296-7422 FAX (305) 293-8924

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, FRANK RATCLIFF as
Please Print Name of person with authority to execute documents on behalf of entity

PRESIDENT of 1105 SIMONTON LLC
Name of office (President, Managing Member) Name of owner from deed

authorize ADELE V. STONES, Esq.
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

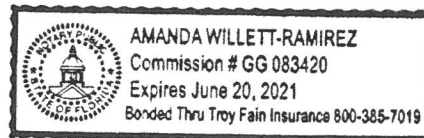
Subscribed and sworn to (or affirmed) before me on this February 9, 2018
Date

by Amanda Willett-Ramirez
Name of person with authority to execute documents on behalf on entity owner

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

[Signature]
Notary's Signature and Seal

Amanda Willett-Ramirez
Name of Acknowledger typed, printed or stamped



GG 083420
Commission Number, if any

PREPARED 2/13/18, 12:26:33
City of Key West

PAYMENTS DUE INVOICE
PROGRAM P2821L

PROJECT NUMBER: 17-02000081 1103, 1105, 1107 SIMONTON STREET - CU

FEE DESCRIPTION	AMOUNT DUE
ADVERTISING AND NOTICE FEE	100.00
CONDITIONAL USE	2000.00
FIRE DEPARTMENT REVIEW FEE	50.00
TOTAL DUE	2150.00

Please present this invoice to the cashier with full payment.

App: KEYWEST Type: RP Drawer: 1
Date: 2/15/18 SA Ref: 9120
2017 2000081
P7 PLANNING & ZONING
Trans number: 1.00 \$2150.00
TX REFID: 144789 \$2150.00
Trans date: 2/15/18 Time: 11:08:51

Virginia Haller

From: Patrick Wright
Sent: Wednesday, March 07, 2018 1:55 PM
To: Gary Volenec
Cc: Virginia Haller
Subject: RE: Ratliff Welding

Thanks Gary, much appreciated.

From: Gary Volenec
Sent: Wednesday, March 07, 2018 1:39 PM
To: Patrick Wright <pwright@cityofkeywest-fl.gov>
Subject: RE: Ratliff Welding

Patrick,

I have reviewed the Ratcliff Welding Traffic Analysis, dated March 5, 2018, conducted by KBP Consulting Inc., regarding a small food establishment and have no objection with the conclusions reached.

Thanks,

Gary

Gary J. Volenec, P.E.

City Engineer
City of Key West
305 809-3967



From: Patrick Wright
Sent: Wednesday, March 07, 2018 1:29 PM
To: Gary Volenec <gvolenec@cityofkeywest-fl.gov>
Subject: RE: Ratliff Welding

Gary,

I agree. Would you mind taking a look at the attached traffic statement when you get a chance. Thanks.

Patrick Wright, Planning Director
City of Key West Planning Department
1300 White Street
Key West, Florida 33040-4602
P [305.809.3778](tel:305.809.3778) | F [305.809.3978](tel:305.809.3978)
www.cityofkeywest-fl.gov

From: Gary Volenec
Sent: Wednesday, March 07, 2018 1:27 PM
To: Patrick Wright <pwright@cityofkeywest-fl.gov>
Subject: Ratliff Welding

Patrick,

The Simonton site seems large enough to accommodate a food truck (one is what I understood from your VM). Can you give them conditional use approval with the caveat that if problems arise they will work to address them?

Thanks,
Gary

Gary J. Volenec, P.E.
City Engineer
City of Key West
305 809-3967



KBP CONSULTING, INC.

March 5, 2018

Ginny Stones, Esq.
Oropeza Stones Cardenas
221 Simonton Street
Key West, Florida 33040

**Re: Ratcliff Site – Key West
Conditional Use Application – Traffic Statement**

Dear Ginny:

The Ratcliff Welding site is an existing welding and fabrication facility located at 1105 Simonton Street in Key West, Monroe County, Florida. Until recently, this site also had an area for bicycle and small electric vehicle storage. In addition, this had an approved conditional use for small scooter and electric vehicle sales and rentals. A new conditional use application has been submitted to the City of Key West for the purposes of allowing 499 square feet of outdoor restaurant consumption area (or, the equivalent of 33 seats) on this property. The purpose of this traffic statement is to document the anticipated traffic impacts associated with this proposed outdoor consumption area.

Traffic Impacts

In accordance with Section 18-358 of the City's Code of Ordinances, the traffic impacts associated with this proposed outdoor consumption area must be addressed. More specifically, insignificant (or, "de minimis") impacts are defined as those that constitute an impact of less than three percent (3%) on the local transportation network.

Based upon the location of the subject restaurant, it is expected that their patrons will arrive and depart via the City's extensive street grid network in a variety of directions as to minimize their impacts to any single roadway or intersection. However, for the purposes of this analysis, our focus is on the segment of Simonton Street between Amelia Street and Virginia Street. Given the site's entry and exit point along Simonton Street, the surrounding roadway network, and nearby destinations, it is estimated that 60% of the project traffic will arrive from and depart to the northwest on Simonton Street and 40% of the project traffic will arrive from and depart to the southeast on Simonton Street.

The Florida Department of Transportation (FDOT) maintains a traffic count station (#908112) on Simonton Street approximately 200 feet to the southeast of Petronia Street which is approximately 1,000 feet to the northwest of the Ratcliff site. The most recent annual traffic counts for this station indicate that there are approximately 5,300 vehicles on this roadway segment on a daily basis. The peak hour traffic counts at this location indicate that the peak hour occurs in the mid-afternoon (2:30 PM) and the volume is 506 vehicles. This data is presented in Attachment A to this memorandum.

According to the Florida Department of Transportation’s (FDOT’s) Quality / Level of Service Handbook, in urbanized areas two-lane undivided, class II (35 miles per hour or slower posted speed limit), non-state roadways without exclusive turn lanes have a daily capacity of approximately 10,360 vehicles and a peak hour capacity of approximately 930 vehicles. (Please see Attachment B for the referenced level of service thresholds.) Given that the existing daily and peak hour volumes on this segment of Simonton Street are consuming slightly more than 50% of the roadway’s capacity, it is evident that this roadway is currently operating at an acceptable level of service.

Concerning the impact of the proposed conditional use (i.e. outdoor consumption area) at the subject site, a 3% impact would equate to 310 daily vehicle trips and 28 peak hour vehicle trips in either direction from the site on Simonton Street. Given the previously referenced 60% / 40% traffic split to and from the site (i.e. 60% to the northwest on Simonton Street and 40% to the southeast on Simonton Street), the maximum vehicle trips to be generated by the site would be approximately 517 daily trips and 47 peak hour trips.

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 (10th Edition)*. Based upon this information, the daily, AM peak hour, and PM peak hour trip generation rates for the proposed outdoor restaurant consumption area are as follows:

High-Turnover (Sit-Down) Restaurant – ITE Land Use #932

- ❑ Daily Trip Generation Rate: $T = 4.37 (X)$
where $T =$ number of trips and $X =$ number of seats
- ❑ AM Peak Hour Trip Generation Rate: $T = 0.48 (X)$ (52% in / 48% out)
- ❑ PM Peak Hour Trip Generation Rate: $T = 0.42 (X)$ (57% in / 43% out)
- ❑ *Pass-by Rate = 43%*

The resulting trip generation for the proposed conditional use is presented in Table 1 below.

Table 1 Ratcliff Site Restaurant Trip Generation Analysis Key West, Florida								
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
<i>Proposed</i> High-Turnover (Sit-Down) Restaurant (Outdoor Consumption Area) - Pass-by (43%)	33 Seats	144	8	8	16	8	6	14
		-62	-3	-4	-7	-3	-3	-6
Total		82	5	4	9	5	3	8

Compiled by: KBP Consulting, Inc. (January 2018).

Source: ITE Trip Generation Manual (10th Edition).

KBP CONSULTING, INC.

As indicated by the foregoing trip generation analysis, the proposed outdoor consumption area is estimated to generate approximately 82 net new daily vehicle trips, nine (9) net new AM peak hour vehicle trips, and eight (8) net new PM peak hour vehicle trips. It should also be noted that, given the location of the subject site, many of the patrons of this proposed use are likely to arrive and depart via alternative modes of transportation such as walking, bicycling, scooters, etc. Even without this additional reduction in traffic to be generated by the subject outdoor consumption area, the projected daily and peak hour vehicle trips are substantially less than the 3% significance thresholds (i.e. 517 daily vehicle trips and 47 peak hour trips) and, therefore, will not constitute a significant impact on the local street network.

Summary

Based upon the foregoing analysis and assessment of the traffic operations associated with the proposed conditional use (i.e. outdoor restaurant consumption area) at the Ratcliff Welding site, it is evident that the proposed 499 square feet of outdoor restaurant consumption area (or, the equivalent of 33 seats) can be accommodated well within the City's 3% traffic impact threshold on local streets. 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

Attachment A

FDOT Traffic Count Data

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2016 HISTORICAL AADT REPORT

COUNTY: 90 - MONROE

SITE: 8112 - SIMONTON ST, 200' SOUTH OF PETRONIA ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	5300 C	N 2700	S 2600	9.00	54.90	8.80
2015	6600 T	0	0	9.00	54.30	8.10
2014	6300 S			9.00	55.20	3.80
2013	6200 F	0	0	9.00	54.80	7.30
2012	6100 C	N 0	S 0	9.00	55.00	8.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 90
 STATION: 8112
 DESCRIPTION: SIMONTON ST, 200' SOUTH OF?PETRONIA ST (2011 OFF S
 START DATE: 05/17/2016
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	8	2	9	5	24	11	13	10	8	42	66
0100	3	2	3	1	9	5	5	8	1	19	28
0200	1	2	4	2	9	2	4	6	5	17	26
0300	2	3	2	2	9	1	1	4	1	7	16
0400	1	0	0	1	2	4	2	1	4	11	13
0500	1	3	3	3	10	4	5	3	7	19	29
0600	9	12	10	24	55	10	9	9	7	35	90
0700	10	24	17	42	93	9	12	15	23	59	152
0800	44	43	45	51	183	17	13	24	22	76	259
0900	62	33	46	56	197	33	42	31	39	145	342
1000	57	42	53	68	220	36	32	34	49	151	371
1100	61	47	54	65	227	40	45	48	35	168	395
1200	50	58	39	59	206	42	52	52	57	203	409
1300	48	52	59	53	212	49	47	54	52	202	414
1400	48	48	47	53	196	65	60	67	62	254	450
1500	80	74	61	52	267	67	56	46	53	222	489
1600	57	49	41	50	197	49	78	61	59	247	444
1700	68	50	55	56	229	62	72	50	51	235	464
1800	48	37	38	46	169	30	45	30	31	136	305
1900	36	42	46	40	164	32	31	23	25	111	275
2000	25	35	20	7	87	49	30	44	44	167	254
2100	20	14	19	18	71	32	38	21	14	105	176
2200	28	15	13	15	71	25	34	16	20	95	166
2300	17	9	14	9	49	20	17	16	6	59	108
24-HOUR TOTALS:	2956					2785					5741

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	815	201	845	128	845	320
P.M.	1445	268	1615	260	1430	506
DAILY	1445	268	1615	260	1430	506

Attachment B

FDOT Level of Service Tables

**Generalized Annual Average Daily Volumes for Florida's
Urbanized Areas**

TABLE 1

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
						12	162,400	216,700	256,600	268,900	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4	Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300	
6	Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800	
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Freeway Adjustments					
Non-State Signalized Roadways - 10%						Auxiliary Lanes Present in Both Directions + 20,000					
						Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	8,600	17,000	24,200	33,300
2	Undivided	No	No	-20%		4	Divided	36,700	51,800	65,600	72,600
Multi	Undivided	Yes	No	-5%		6	Divided	55,000	77,700	98,300	108,800
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle Lane Coverage						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
	B	C	D	E		³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%	*	2,900	7,600	19,700		* Cannot be achieved using table input value defaults.					
50-84%	2,100	6,700	19,700	>19,700		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
85-100%	9,300	19,700	>19,700	**		Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	2,800	9,500							
50-84%	*	1,600	8,700	15,800							
85-100%	3,800	10,700	17,400	>19,700							
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas¹

TABLE 4

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	4,120	5,540	6,700	7,190		
2	Undivided	*	1,510	1,600	**	6	6,130	8,370	10,060	11,100		
4	Divided	*	3,420	3,580	**	8	8,230	11,100	13,390	15,010		
6	Divided	*	5,250	5,390	**	10	10,330	14,040	16,840	18,930		
8	Divided	*	7,090	7,210	**	12	14,450	18,880	22,030	22,860		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes			Ramp			
2	Undivided	*	660	1,330	1,410	Present in Both Directions			Metering			
4	Divided	*	1,310	2,920	3,040	+ 1,800			+ 5%			
6	Divided	*	2,090	4,500	4,590							
8	Divided	*	2,880	6,060	6,130							
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)												
Non-State Signalized Roadways - 10%												
Median & Turn Lane Adjustments												
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors								
2	Divided	Yes	No	+5%								
2	Undivided	No	No	-20%								
Multi	Undivided	Yes	No	-5%								
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+ 5%								
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6												
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Paved Shoulder/Bicycle Lane Coverage						B	C	D	E			
0-49%						*	260	680	1,770			
50-84%						190	600	1,770	>1,770			
85-100%						830	1,770	>1,770	**			
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage						B	C	D	E			
0-49%						*	*	250	850			
50-84%						*	150	780	1,420			
85-100%						340	960	1,560	>1,770			
BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)												
Sidewalk Coverage						B	C	D	E			
0-84%						> 5	≥ 4	≥ 3	≥ 2			
85-100%						> 4	≥ 3	≥ 2	≥ 1			
						¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
						* Cannot be achieved using table input value defaults.						
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm						