



THE CITY OF KEY WEST

Post Office Box 1409 Key West, FL 33041-1409 (305) 809-3700

To: City of Key West Planning Board

From: Melissa Paul-Leto, Planner Analyst

Date: October 15, 2015

RE: **725 Duval Street Request for Waiver to the Zoning in Progress for Parking Variances**

This request is for a waiver to the recently passed Zoning in Progress for a moratorium on parking variances. The City Commission added language to Ordinance 15-05 that states:

"An applicant may seek a waiver of the conditions imposed herein. To be eligible for a waiver, the applicant must demonstrate to the Planning Board that the amount of parking required by the code of ordinances is not necessary given the particular conditions of the proposed development. The Planning Board must make specific findings concerning the lack of need for vehicular parking based upon the use and occupancy of the proposed development."

Approval of this waiver request would not grant a parking variance to the applicant, but rather allow them to submit an application for a parking variance and follow standard due process.

September 10, 2015

Thaddeus Cohen, Planning Director
City of Key West
3140 Flagler Avenue
Key West, FL 33040

**RE: 725 Duval Street
Waiver to the Conditions of Ord. 15-05**



Dear Director Cohen:

This is a request for a waiver to the conditions of the Zoning in Progress Ord. 15-05¹.

The amount of parking required by the code of ordinances is not necessary given the particular conditions of the proposed development. The following analysis demonstrates the lack of demand for vehicular parking based upon the use and occupancy of the proposed development.

Analysis by the traffic engineering firm, KBP Consulting, Inc.², demonstrates the code requirement is not necessary given the particular use and occupancy of the proposed development and the context of the surrounding dense urban land area.

The proposed development has particular conditions/ characteristics, which create a hardship condition with regard to the Ord. 15-05:

1. The property is located within the intensely vibrant tourist commercial entertainment center³ and the Historic Commercial Pedestrian-Oriented Area⁴ which is overwhelmingly characterized by pedestrian traffic⁵.
2. Exiting approved parking layout is nonfunctional⁶.
3. The proposed parking configuration maximizes and diversifies available parking^{7,8} and brings the site into compliance with the City's Comprehensive Plan⁹.
4. The project utilizes mixed-use development patterns and affordable housing incentive programs to reduce parking demand¹⁰ and create affordable housing.

We request the opportunity to demonstrate to the Planning Board the particular conditions of this mixed use redevelopment project in order that they may "make specific findings concerning the lack of need for vehicular parking"¹¹ associated with this project.

¹ Pursuant to Ord. 15-05 (Attachment 1, Pg. 8)

² Attachment 5

³ HRCC-1 (Historic Residential Commercial Core – Gulf side)

⁴ Attachment 2

⁵ According to engineering analysis by KBP Consulting (Attachment 5)

⁶ ibid

⁷ ibid

⁸ Project proposes 9 auto spaces and 4 scooter/bike spaces

⁹ Policies 2-1.1.7 & 2-1.6.3 (Attachment 3)

¹⁰ Ord. 02-08 (Attachment 4) encourages commercial properties to create urban infill with small affordable units with bike and scooter parking

¹¹ Attachment 1: Pg 8

Thank you in advance for your consideration.

Best Regards,

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Kevin Sullivan, AICP

**City Commission
Resolution**

ORDINANCE NO. 15-05

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA INVOKING THE ZONING IN PROGRESS DOCTRINE; DECLARING THAT THE CITY IS CONSIDERING AMENDMENTS TO ITS LAND DEVELOPMENT REGULATIONS TO REDUCE THE NEED FOR PARKING VARIANCES; DIRECTING PLANNING DEPARTMENT STAFF TO DEFER THE ACCEPTANCE AND PROCESSING OF APPLICATIONS FOR PARKING VARIANCES AND BICYCLE SUBSTITUTIONS; CONTINUING THIS POLICY UNTIL NEW OR AMENDED LAND DEVELOPMENT REGULATIONS ARE ADOPTED BY THE CITY COMMISSION OR UNTIL THE PASSAGE OF 360 DAYS FROM THE DATE OF THIS ORDINANCE, WHICHEVER OCCURS FIRST; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF INCONSISTENT PROVISIONS; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the Key West City Commission is concerned about the increasing number of requests for variances to the City's off-street parking requirements and the cumulative effects of the approval of these requests on the public welfare; and

WHEREAS, the City Commission desires to review existing Land Development Regulations (the "LDRs") to determine whether there is a need to adopt amended off-street parking requirements and other relevant LDRs within the City of Key West; and

WHEREAS, the City Commission has directed Planning Department staff to develop any necessary proposed LDR amendments for City Commission review and adoption; and

WHEREAS, the City Commission wishes to definitively place all parties on notice that it is considering amending the LDRs and City Ordinances.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, AS FOLLOWS:

Section 1: Zoning in Progress. The City hereby recognizes that City Planning and

Legal Department staff are researching the issue and preparing any necessary ordinances (the "Pending Ordinances") that would, if adopted, amend the LDRs. All affected property and business owners are placed on notice with respect to the Pending Ordinances and the action being taken by the appropriate departments within the City.

Section 2: The acceptance and processing of new applications for parking variances and bicycle substitutions shall be deferred by Planning Department staff upon passage of this Ordinance on first reading and ending as set forth in Section 3 below. Complete applications for parking variances submitted prior to the passage on first reading of this Ordinance shall be processed normally pursuant to the LDRs currently in effect.

Section 3: That this Zoning-In-Progress policy shall be in effect until new or amended LDRs are adopted by the City Commission or until the passage of 360 days, whichever occurs first. This policy may be extended by Resolution of the City Commission for additional 180 day periods to complete the tasks outlined herein.

Section 4: **Public Notice.** The adoption of this Ordinance shall be evidenced by placement of a notice in a newspaper of general circulation within the City, in accordance with Chapter 50, Florida Statutes, within two weeks after adoption of this Ordinance. A copy of this Ordinance shall also be posted at City Hall for the next one hundred and eighty (180) days.

Section 5: If any section, provision, clause, phrase, or application of this Ordinance is held invalid or unconstitutional for any reason by any court of competent jurisdiction, the remaining provisions of this Ordinance shall be deemed severable therefrom and shall be construed as reasonable and necessary to achieve the lawful purposes of this Ordinance.

Section 6: All Ordinances or parts of Ordinances of said City in conflict with the provisions of this Ordinance are hereby superseded to the extent of such conflict.

Section 7: This Ordinance shall go into effect immediately upon its passage and adoption and authentication by the signature of the presiding officer and the Clerk of the Commission and approval by the Florida Department of Economic Opportunity pursuant to Chapter 380, Florida Statutes, however the City shall utilize March 3, 2015 as the date of commencement of the Zoning-in-Progress doctrine.

Read and passed on first reading at a regular meeting held this 3 day of March, 2015.

Read and passed on final reading at a regular meeting held this 17 day of March, 2015.


Authenticated by the presiding officer and Clerk of the Commission on 18 day of March, 2015.

Filed with the Clerk March 18, 2015.

Mayor Craig Cates	<u>Yes</u>
Vice Mayor Mark Rossi	<u>Yes</u>
Commissioner Teri Johnston	<u>Yes</u>
Commissioner Clayton Lopez	<u>Yes</u>
Commissioner Billy Wardlow	<u>Yes</u>
Commissioner Jimmy Weekley	<u>Yes</u>
Commissioner Tony Yaniz	<u>Yes</u>


CRAIG CATES, MAYOR

ATTEST:


CHERYL SMITH, CITY CLERK



EXECUTIVE SUMMARY

To: Jim Scholl, City Manager

Through: Sarah Hannah Spurlock, Assistant City Manager

From: Kevin Bond, AICP, Acting Planning Director / Senior Planner

Meeting Date: March 3, 2015

RE: Consideration of an ordinance to invoke the Zoning-in-Progress doctrine; declaring that the City is considering amendments to its Land Development Regulations to reduce the need for parking variances; directing Planning Department staff to defer the acceptance and processing of applications for parking variances and bicycle substitutions; continuing this policy until new or amended Land Development Regulations are adopted by the City Commission or until the passage of 360 days from the date of this ordinance, whichever occurs first; providing for severability; providing for repeal of inconsistent provisions; providing for an effective date.

ACTION STATEMENT

Request: Consider invoking Zoning-in-Progress to amend the Land Development Regulations as needed to reduce the need for parking variances.

Location: Citywide

BACKGROUND:

On January 7, 2015, Commissioner Teri Johnston requested that the City Manager prepare an ordinance invoking a second Zoning-in-Progress (ZIP) doctrine to address the proliferation of parking variance requests in Key West. Previously, the City Commission invoked a 360-day ZIP through the passage of Ordinance No. 13-20, which started November 6, 2013 and ended November 1, 2014. During that time, the City was unable to accept or process any variance applications that would have involved a reduction in required parking or substituting vehicular parking spaces for bicycle parking.

While the ZIP was in effect, the City took several steps to alleviate the demand on available parking. Last fall, the City initiated its new residential parking program, which requires proof that vehicles are registered to City residents or business owners, rather than any Monroe County resident. The City is currently investigating the potential construction of two new parking

garages in Old Town near the central business area. And the City is beginning a comprehensive update to its land development regulations (LDRs), including looking at innovative techniques to reduce the number of parking variances required by the City Code.

ANALYSIS:

Over the last few years, requests for variances to the City's off-street parking requirements have become more frequent as the local economy has recovered from the national recession. As properties have proposed new development or redevelopment, particularly within the Old Town historic district, property owners have frequently needed to apply for parking variances. This is because new or expanded uses, and changes of use to uses with higher parking requirements (i.e., restaurants, bars and lounges) trigger full compliance the minimum off-street parking requirements of the LDRs. Often times, there is already inadequate space to provide additional on-site parking, especially on built-out properties in Old Town. As a result, property owners have opted to apply for a parking variance. With a ZIP in place, property and businesses owners would have little choice but to defer their development plans or would be limited to the existing amount of development on their properties.

The purpose of a ZIP declaration is to give the City Commission and City staff up to 360 days to explore potential solutions and possible LDR amendments. Parking is a complex issue in Key West and there are many potential ways to alleviate the problem. Staff has identified the following issues that should be considered if the City Commission wishes to invoke a ZIP for parking variances:

1. How to overcome the already limited space available for on-street and off-street parking, particularly on built-out property in Old Town;
2. The availability and proximity of private and public parking lots to attractions and services;
3. Modifying the historic commercial pedestrian-oriented area, either by expanding the boundaries and/or amending the applicability and exceptions;
4. Modifying existing or creating new parking programs for residents, employees, etc.;
5. Consider transportation demand management techniques to encourage alternative modes;
6. Consider allowing shared use parking calculations and parking demand studies to substitute for the standard parking requirements and encourage mixed uses and reduced parking need;
7. Adequacy and convenience of public transit service for different types of riders (e.g., residents, tourists, commuters, etc.);
8. Review Zoning Maps and district standards to ensure that mixed-use, pedestrian-oriented and transit-oriented development are effectively encouraged through the allowed uses and maximum density and intensities.

The ZIP would begin as of the first reading of the ordinance on March 3, 2015 and would remain in effect for 360 days, or until new or amended LDRs are adopted, whichever occurs first.

PLANNING BOARD RECOMMENDATION:

The Planning Board reviewed the proposed ordinance on February 4, 2015 and by a unanimous 7-0 vote passed Resolution No. 2015-07 recommending that the City Commission not pass or adopt a second Zoning-in-Progress for parking variances and bicycle substitutions. The Board's preference would be to allow property owners to apply for parking variances as currently provided by the LDRs, rather than re-impose another Zoning-in-Progress.

**PLANNING BOARD
RESOLUTION NO. 2015-07**

**A RESOLUTION OF THE KEY WEST PLANNING BOARD
RECOMMENDING THAT THE CITY COMMISSION NOT
PASS OR ADOPT AN ORDINANCE INVOKING THE
ZONING-IN-PROGRESS DOCTRINE THAT WOULD DEFER
THE ACCEPTANCE AND PROCESSING OF APPLICATIONS
FOR PARKING VARIANCES AND BICYCLE
SUBSTITUTIONS; PROVIDING FOR AN EFFECTIVE DATE**

WHEREAS, on January 7, 2015, Commissioner Johnston requested that the City Manager prepare an ordinance invoking a second Zoning-in-Progress (ZIP) doctrine to address the proliferation of parking variance requests in Key West; and

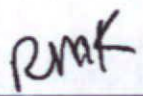
WHEREAS, previously, the City Commission invoked a 360-day ZIP through the passage of Ordinance No. 13-20, which started on November 6, 2013 and ended November 1, 2014; and


WHEREAS, during the invocation of such a ZIP, the City is unable to accept or process any variance applications involving a reduction in required parking or substituting vehicular spaces for bicycle parking; and

WHEREAS, the new ZIP would begin as of the first reading of the ordinance by City Commission on February 18, 2015 and would remain in effect for 360 days, or until new or amended LDRs are adopted, whichever occurs first.

WHEREAS, the Planning Board conducted a public hearing on February 4, 2015 regarding the proposed ordinance and by a unanimous 7-0 vote recommended that the City Commission not pass or adopt a second ZIP for parking variances and bicycle substitutions.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING BOARD OF THE



Chairman
 Planning Director

CITY OF KEY WEST, FLORIDA:

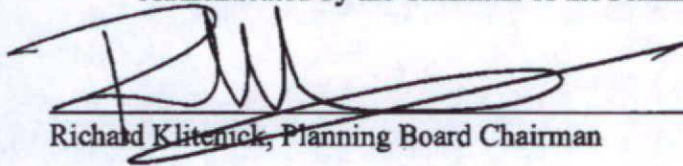
Section 1. That the above recitals are incorporated by reference as if fully set forth herein.

Section 2. The Planning Board, by a unanimous 7-0 vote, recommended that the City Commission not pass or adopt an ordinance invoking a second ZIP doctrine for parking variances and bicycle substitutions.

Section 3. This resolution shall go into effect immediately upon its passage and adoption and authentication by the signatures of the presiding officer and the Clerk of the Board.


Read and passed on first reading at a regularly scheduled meeting held this 4th day of February, 2015.

Authenticated by the Chairman of the Planning Board and the Acting Planning Director.


Richard Klitenick, Planning Board Chairman

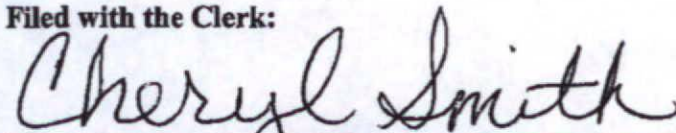
2/18/2015
Date

Attest:


Kevin Bond, AICP, Acting Planning Director

2/16/2015
Date

Filed with the Clerk:


Cheryl Smith, City Clerk

2-19-15
Date

 Chairman
 Planning Director



PHONE: (305) 809-3770
FAX: (305) 809-3771

Office of the City Attorney

POST OFFICE BOX 1409
KEY WEST, FL 33041-1409

Memorandum

TO: Mayor & Commissioners
FROM: Shawn D. Smith, City Attorney
RE: Additional Language for Second Reading -
DATE: March 10, 2015

Mayor and Commissioners,

At the last Commission meeting, I was directed to include a hardship provision in the proposed Zoning in Progress ordinance regarding parking variances. I suggest the following language:

"An applicant may seek a waiver of the conditions imposed herein.

To be eligible for a waiver, the applicant must demonstrate to the Planning Board that the amount of parking required by the code of ordinances is not necessary given the particular conditions of the proposed development. The Planning Board must make specific findings concerning the lack of need for vehicular parking based upon the use and occupancy of the proposed development."

Please contact me with any questions or comments you may have.

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September 10, 2015

Thaddeus Cohen, Planning Director
City of Key West
3140 Flagler Avenue
Key West, FL 33040

**RE: 725 Duval Street
Waiver to the Conditions of Ord. 15-05**



Dear Director Cohen:

This is a request for a waiver to the conditions of the Zoning in Progress Ord. 15-05¹.

The amount of parking required by the code of ordinances is not necessary given the particular conditions of the proposed development. The following analysis demonstrates the lack of demand for vehicular parking based upon the use and occupancy of the proposed development.

Analysis by the traffic engineering firm, KBP Consulting, Inc.², demonstrates the code requirement is not necessary given the particular use and occupancy of the proposed development and the context of the surrounding dense urban land area.

The proposed development has particular conditions/ characteristics, which create a hardship condition with regard to the Ord. 15-05:

1. The property is located within the intensely vibrant tourist commercial entertainment center³ and the Historic Commercial Pedestrian-Oriented Area⁴ which is overwhelmingly characterized by pedestrian traffic⁵.
2. Exiting approved parking layout is nonfunctional⁶.
3. The proposed parking configuration maximizes and diversifies available parking^{7,8} and brings the site into compliance with the City's Comprehensive Plan⁹.
4. The project utilizes mixed-use development patterns and affordable housing incentive programs to reduce parking demand¹⁰ and create affordable housing.

We request the opportunity to demonstrate to the Planning Board the particular conditions of this mixed use redevelopment project in order that they may "make specific findings concerning the lack of need for vehicular parking"¹¹ associated with this project.

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September 16, 2015
Page 2 of 2

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Kevin Sullivan, AICP

ORDINANCE NO. 15-05

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WHEREAS, the Key West City Commission is concerned about the increasing number of requests for variances to the City's off-street parking requirements and the cumulative effects of the approval of these requests on the public welfare; and

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NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, AS FOLLOWS:

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Legal Department staff are researching the issue and preparing any necessary ordinances (the "Pending Ordinances") that would, if adopted, amend the LDRs. All affected property and business owners are placed on notice with respect to the Pending Ordinances and the action being taken by the appropriate departments within the City.

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Section 6: All Ordinances or parts of Ordinances of said City in conflict with the provisions of this Ordinance are hereby superseded to the extent of such conflict.

Section 7: This Ordinance shall go into effect immediately upon its passage and adoption and authentication by the signature of the presiding officer and the Clerk of the Commission and approval by the Florida Department of Economic Opportunity pursuant to Chapter 380, Florida Statutes, however the City shall utilize March 3, 2015 as the date of commencement of the Zoning-in-Progress doctrine.

Read and passed on first reading at a regular meeting held this 3 day of March, 2015.

Read and passed on final reading at a regular meeting held this 17 day of March, 2015.

Authenticated by the presiding officer and Clerk of the Commission on 18 day of March, 2015.

Filed with the Clerk March 18, 2015.

Mayor Craig Cates	<u>Yes</u>
Vice Mayor Mark Rossi	<u>Yes</u>
Commissioner Teri Johnston	<u>Yes</u>
Commissioner Clayton Lopez	<u>Yes</u>
Commissioner Billy Wardlow	<u>Yes</u>
Commissioner Jimmy Weekley	<u>Yes</u>
Commissioner Tony Yaniz	<u>Yes</u>


CRAIG CATES, MAYOR

ATTEST:


CHERYL SMITH, CITY CLERK



EXECUTIVE SUMMARY

To: Jim Scholl, City Manager

Through: Sarah Hannah Spurlock, Assistant City Manager

From: Kevin Bond, AICP, Acting Planning Director / Senior Planner

Meeting Date: March 3, 2015

RE: Consideration of an ordinance to invoke the Zoning-in-Progress doctrine; declaring that the City is considering amendments to its Land Development Regulations to reduce the need for parking variances; directing Planning Department staff to defer the acceptance and processing of applications for parking variances and bicycle substitutions; continuing this policy until new or amended Land Development Regulations are adopted by the City Commission or until the passage of 360 days from the date of this ordinance, whichever occurs first; providing for severability; providing for repeal of inconsistent provisions; providing for an effective date.

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Location: Citywide

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garages in Old Town near the central business area. And the City is beginning a comprehensive update to its land development regulations (LDRs), including looking at innovative techniques to reduce the number of parking variances required by the City Code.

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8. Review Zoning Maps and district standards to ensure that mixed-use, pedestrian-oriented and transit-oriented development are effectively encouraged through the allowed uses and maximum density and intensities.

The ZIP would begin as of the first reading of the ordinance on March 3, 2015 and would remain in effect for 360 days, or until new or amended LDRs are adopted, whichever occurs first.

PLANNING BOARD RECOMMENDATION:

The Planning Board reviewed the proposed ordinance on February 4, 2015 and by a unanimous 7-0 vote passed Resolution No. 2015-07 recommending that the City Commission not pass or adopt a second Zoning-in-Progress for parking variances and bicycle substitutions. The Board's preference would be to allow property owners to apply for parking variances as currently provided by the LDRs, rather than re-impose another Zoning-in-Progress.

**PLANNING BOARD
RESOLUTION NO. 2015-07**

**A RESOLUTION OF THE KEY WEST PLANNING BOARD
RECOMMENDING THAT THE CITY COMMISSION NOT
PASS OR ADOPT AN ORDINANCE INVOKING THE
ZONING-IN-PROGRESS DOCTRINE THAT WOULD DEFER
THE ACCEPTANCE AND PROCESSING OF APPLICATIONS
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WHEREAS, during the invocation of such a ZIP, the City is unable to accept or process any variance applications involving a reduction in required parking or substituting vehicular spaces for bicycle parking; and

WHEREAS, the new ZIP would begin as of the first reading of the ordinance by City Commission on February 18, 2015 and would remain in effect for 360 days, or until new or amended LDRs are adopted, whichever occurs first.

WHEREAS, the Planning Board conducted a public hearing on February 4, 2015 regarding the proposed ordinance and by a unanimous 7-0 vote recommended that the City Commission not pass or adopt a second ZIP for parking variances and bicycle substitutions.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING BOARD OF THE

CITY OF KEY WEST, FLORIDA:

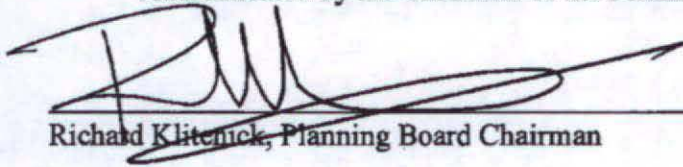
Section 1. That the above recitals are incorporated by reference as if fully set forth herein.

Section 2. The Planning Board, by a unanimous 7-0 vote, recommended that the City Commission not pass or adopt an ordinance invoking a second ZIP doctrine for parking variances and bicycle substitutions.

Section 3. This resolution shall go into effect immediately upon its passage and adoption and authentication by the signatures of the presiding officer and the Clerk of the Board.


Read and passed on first reading at a regularly scheduled meeting held this 4th day of February, 2015.

Authenticated by the Chairman of the Planning Board and the Acting Planning Director.


Richard Klitenick, Planning Board Chairman

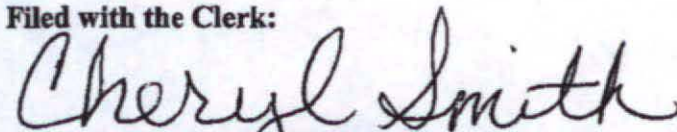
2/18/2015
Date

Attest:


Kevin Bond, AICP, Acting Planning Director

2/16/2015
Date

Filed with the Clerk:


Cheryl Smith, City Clerk

2-19-15
Date

 Chairman
 Planning Director



PHONE: (305) 809-3770
FAX: (305) 809-3771

Office of the City Attorney

POST OFFICE BOX 1409
KEY WEST, FL 33041-1409

Memorandum

TO: Mayor & Commissioners
FROM: Shawn D. Smith, City Attorney
RE: Additional Language for Second Reading -
DATE: March 10, 2015

Mayor and Commissioners,

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Please contact me with any questions or comments you may have.

A handwritten signature in blue ink, appearing to be "S. D. Smith", is located at the bottom right of the page.



CHAPTER 2: TRANSPORTATION ELEMENT

Policy 2-1.1.7: Adequate Facilities Ordinance. The City shall amend and continue to enforce the Land Development Regulations to require that physical improvements required to provide adequate roadway and multi-modal transportation capacity and access be in place prior to the issuance of a development order/permit. In addition, prior to approval of a site plan the developer/applicant shall demonstrate to the City's satisfaction that required road and multi-modal transportation improvements shall be in place concurrent with the impacts of development.

Policy 2'1.6.3: Transportation Site Plan Review Criteria. The City of Key West shall enforce Land Development Regulations which include performance criteria designed to manage issues surrounding trip generation; design of efficient internal traffic circulation and parking facilities, including minimizing pedestrian and vehicular conflict, off-street parking, as well as safe and convenient circulation and maneuverability; control of access points; potential need for acceleration/deceleration lanes; adequate surface water management and drainage; and landscaping.

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.

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.

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