

MEMORANDUM

To: Eric Czerniejewski, P.E.

From: Karl Peterson, P.E.
Owen Trepanier

Date: May 8, 2019

Subject: 2407 – 2409 N. Roosevelt Boulevard – Key West
Response to Traffic Study Comments

On March 12, 2019 comments specific to the December 2018 Traffic Study for the 2407 – 2409 N. Roosevelt Boulevard project prepared by KBP Consulting, Inc. were provided. The following is a restatement of each review comment with a corresponding response prepared by KBP Consulting, Inc. and Trepanier & Associates, Inc.

- 1. Please use a trip reduction of 30% instead of 50% for alternative modes of transportation.*

Response: As requested, we have re-calculated the trip generation analysis with a trip reduction of 30% instead of 50% for alternative modes of transportation. (Please see the updated traffic study.)

- 2. Please include an expanded section regarding alternative modes of transportation. The section should discuss applicable project improvements in the vicinity of the proposed redevelopment project identified in the recently completed Key West Bicycle and Pedestrian Master Plan. These projects improvements include the following:*

- Sunrise Loop Intersection Improvements- 5th Street, 7th Street and Gulfview Drive and N. Roosevelt Boulevard*
- Sunrise Loop Trail Improvements*
- Island Loop Trail Improvements*

Response: The City of Key West has made a real investment in its plan to be a vibrant biking and walking friendly community. Since adopting its first bicycle and pedestrian plan in 1996, Key West has been committed for over two decades to establish bicycles as a major mode of transportation for visitors and residents (as well as to integrate bicycle use with other modes of transportation). As such, the City recently completed the Key West Bicycle and Pedestrian Master Plan which highlights multi-modal mobility options that support the quality of life and economic vitality for residents, businesses, and visitors. This plan considers findings and recommendations from numerous other plans and initiatives:

- **Key West Climate Action Plan 2009 promotes bicycling and walking for transportation. Given the island’s sensitive environmental conditions, this plan recognizes that transportation is a main contributor to greenhouse gasses (not to mention major household expenses).**
- **2013 Key West Comprehensive Plan considers bicyclists and pedestrians along with motor vehicles and transit in development and land use regulations. Specifically, Policy 2-1.1.3 recognizes that the City’s development characteristics make expansion of capacity of the roadway system prohibitive, so multi-modal transportation improvements (i.e. transit, air, boat, bicycles, pedestrianism, mixed-use development) are prioritized as its primary strategies for addressing current and projected transportation needs (as well as to reduce parking demand and alleviate congestion particularly in Old Town).**
- **Monroe County 2030 Comprehensive Plan includes several policies that support a robust multi-modal transportation system, focusing on changes to the current development code including Policy 1503.1.3 which seeks to update the Land Development Code to increase bicycle and pedestrian-friendly development with more transportation options and increase the construction of energy efficient and climate resilient structures.**
- **Key West Transit Development Plan Update (2015-2024) promotes multi-modal trip chaining and combines walking, biking and transit to expand the range people can travel without a personal vehicle.**
- **Bike Florida Grant provides funding to hire a marketing firm to develop branding, make maps and brochures, and engage the community.**
- **South Florida Commuter Services (SFCS) supports initiatives that promote bike-walk-transit options and commuter benefits program to large employers in the area. For example, SFCS worked with Key West’s Bike/Ped Coordinator to launch the “Car-Free Key West” campaign – the umbrella brand that all alternative transportation options fall under, whether they be bicycle, pedestrian, transit, carpooling and ride-sharing. SFCS was also a prime player in the design of the Duval Loop brand.**

Phase I of the Key West Bicycle and Pedestrian Master Plan included broad public engagement activities, and most respondents felt that walking and biking served their mobility needs. Many residents and visitors already ride bicycles in the city, both for recreation and transportation. In fact, Key West and Stock Island are an ideal size for biking and walking, and this is reflected in the high percentage of residents that commute to work on foot or by bicycle – a combined 22 percent in 2016.

Key West is clearly committed to shift some people from cars to other modes of transportation and recognizes that an effective multimodal transportation system provides a balance of facilities for all modes. The city commission appointed the Parking and Alternative Transportation Group to formulate recommendations to alleviate congestion, encourage public transportation, reduce reliance on personal

vehicle use and improve parking availability. The city commission has already acted on many of the suggestions which includes a continued emphasis on alternative transportation. For example, applicable project improvements in the immediate vicinity of the proposed redevelopment project include a series of Connectors and Loops that form the core of the recommended bike network and work together to connect popular destinations and facilitate comfortable, safe and efficient travel by bicycle:

- **Sunrise Loop Intersection and Trail Improvements enhance infrastructure around 1st Street, 5th Street, 7th Street, and Gulfview Drive and N. Roosevelt Blvd. intersections.**
- **Island Loop Intersection and Trail Improvements enhance infrastructure around Eisenhower Drive and Palm Avenue corridor into Old Town. (A majority of critical intersections on the Island Loop are also part of the Sunrise Loop.)**
- **Smathers Beach Connector enhances infrastructure around 7th Street.**
- **Bicycle Lanes on Cow Key Bridge were recently improved by the Florida Department of Transportation (FDOT) through consultation with the City.**

The City of Key West has prioritized alternative methods of transport and continues to invest in many important assets key to building, operating and encouraging strong bicycle and walking mode shares for daily transportation and recreation.

3. *Please provide a narrative regarding the on-site traffic circulation including location of drop-off and pick-up for ridesharing.*

Response: On-site traffic circulation: This property was designed with a large "T" turn-around area immediately adjacent to the entrance for the marina docks. This area has been reviewed and approved by the City of Key West Fire Department as it relates to fire truck maneuverability. The turnaround is located so that the area can be used for maneuverability purposes including service vehicles and private vehicles. The area can also support non-parking activities such as pick-up and drop-off for taxis and rideshares.

4. *Please provide a narrative regarding on-site loading for moving trucks and trash collection trucks. Please provide Auto Turn simulation for each defined design vehicle.*

Response: As mentioned above, the plans have a fully approved vehicular turn around designed into the site. The trash containers are immediately adjacent to the turn around to allow the utilization of the turnaround area for maneuverability. Concerning moving trucks – the proposed liveboards are vessels. As such, the normal items of household furniture are “built-in” to these vessels. There will be no capacity in the liveboard vessels for traditional home/apartment furniture.

Thus; there will be no need for traditional "moving trucks" associated with the proposed residential use of the site. Please see Appendix C of the traffic study for the results of the Auto Turn analyses.

5. *Please provide a driveway analysis at the ingress egress locations to the proposed site. Please explain where exiting vehicles will make a U-turn that desire to travel northbound on Roosevelt Boulevard/US-1.*

Response: Vehicular access to the site will be provided by a right-turn in / right-turn out / left-turn in driveway along N. Roosevelt Boulevard. Left turns out of the property will be prohibited due to the FDOT crosswalk location immediately north of the access drive. As such, motorists desiring to travel northbound on N. Roosevelt Boulevard will exit the site with a right turn and travel 890 feet to the signalized intersection at 5th Street, where they will turn left onto 5th street and proceed around the block returning to N. Roosevelt Boulevard and commencing in a northerly direction.

There will be a stop sign and a bicycle/pedestrian crossing sign adjacent to a yellow striped stop bar located approximately three (3) feet from the apparent edge of the N. Roosevelt Boulevard right of way. A right turn arrow with the word "ONLY" will be painted onto the pavement approximately 10 feet prior to the stop bar. Clear sight triangles will be established and maintained for the access drive. (Existing signage located on the subject property will be relocated out of the clear sight triangle.)

6. *The proposed on-site parking at the site are angled parking. Please provide details regarding the vehicular path for turnaround to exit the site. Please depict this as part of an exhibit that also shows the loading, emergency site access, pedestrian infrastructure, etc.*

Response: Parked vehicles will back out of the angled parking stall, proceed to the "T" turn around, utilize the turn around and proceed to exit the site pursuant to the ingress-egress analysis described above. Please refer to Question No. 3 regarding loading / unloading of moving trucks. Any other loading/ unloading will be commensurate with normal residential activity. Emergency access and pedestrian infrastructure are depicted on the approved life-safety plans and the site plans.

7. *Please provide a separate pavement marking and signage plan that includes all relevant signage including stop sign, stop bar, right turn only sign at the proposed ingress egress driveway.*

Response: Please see Appendix A of the traffic study for the pavement marking and signage information presented on the site plan.

8. *Please clarify if the proposed clubhouse will be used only by the residents of the community. Will special events be allowed, and will non-residents be allowed to attend these special events.*

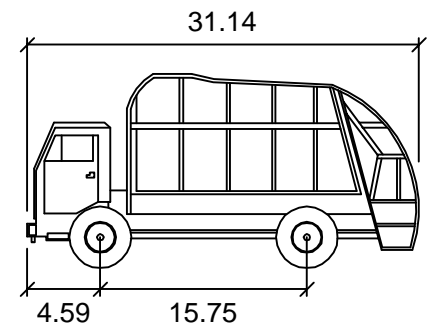
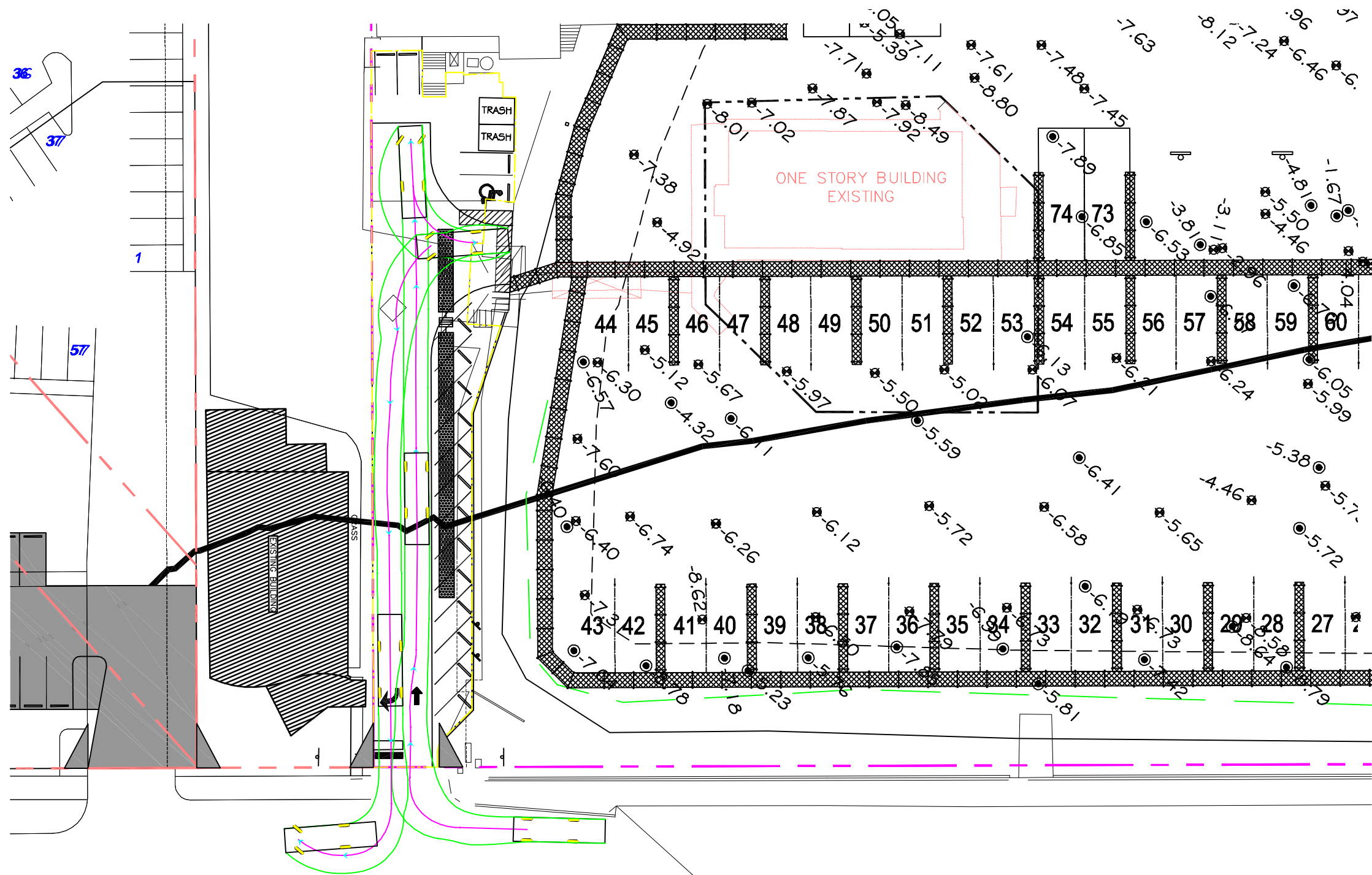
Response: The clubhouse has been eliminated from the project at the request of the adjacent property owners.

9. *Please provide a link analysis of existing conditions and future conditions of South Roosevelt Boulevard between US-1/Overseas Highway and Seaside Drive and Bertha Street. Please check capacity against the Monroe County concurrency database.*

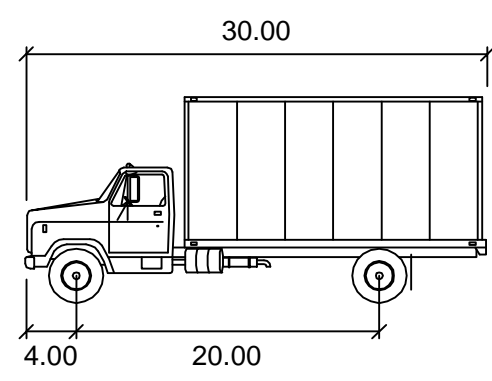
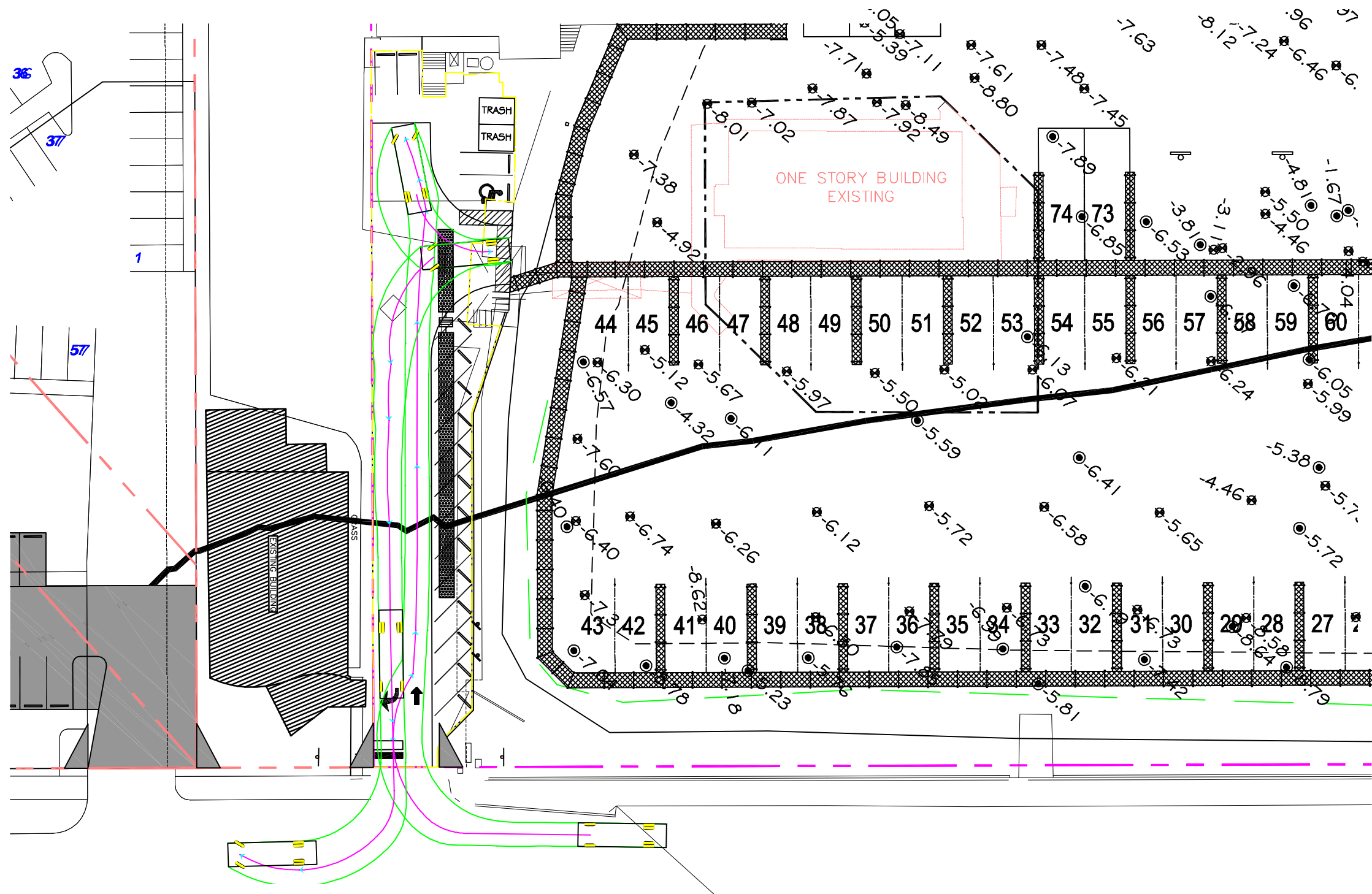
Response: The City of Key West does not perform link analyses and is not included in the Monroe County concurrency database. The City of Key West has adopted Comprehensive Plan Policy 2-1.1.3: Dense Urban Land Area which exempts itself from concurrency requirements as follows: “The City of Key West is a substantially developed dense urban land area and is thereby exempted from transportation concurrency requirements for roadways.”

10. *Please confirm with the City of Key West Planning staff if there are any approved but unbuilt development projects that would affect the roadways near this development site. Please include committed trips in your traffic analysis if applicable from these development projects.*

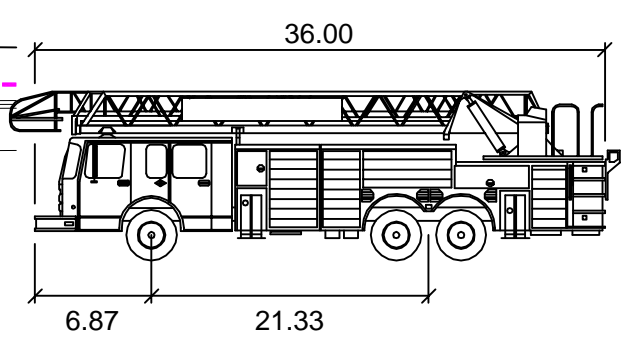
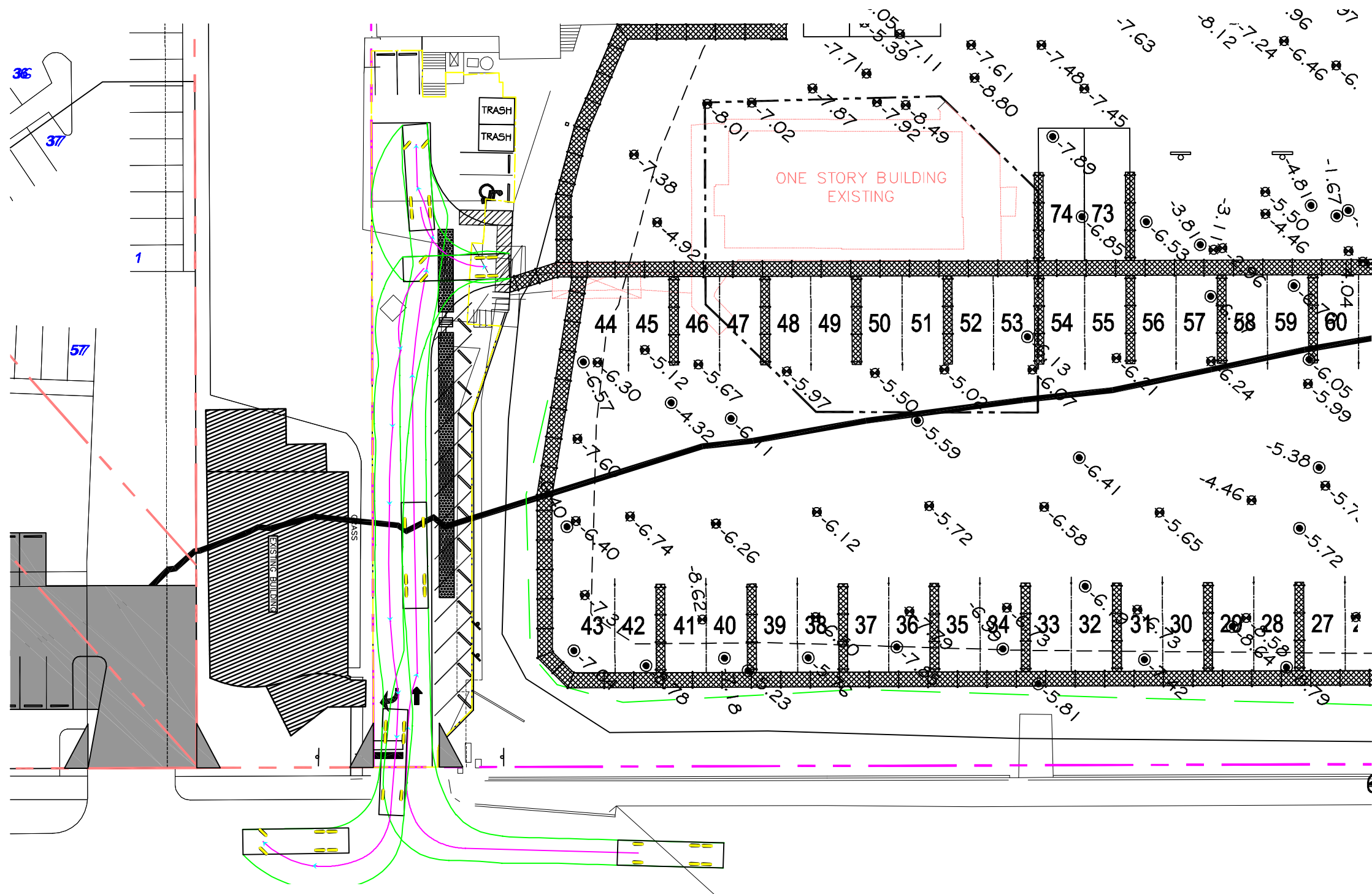
Response: We have coordinated with the Planning Department as requested. No unbuilt projects were identified within the project study area.



VUILNISAUTO	feet
Width	: 8.17
Track	: 8.17
Lock to Lock Time	: 6.00
Steering Angle	: 46.40

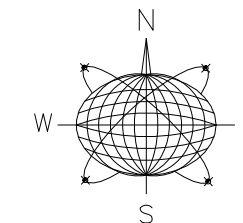


SU	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.00
Steering Angle	: 31.80



36' FIRE TRUCK	feet
Width	: 8.50
Track	: 7.08
Lock to Lock Time	: 6.00
Steering Angle	: 44.50

Site Data	Required/ Allowed	Existing	Proposed	Compliance
Zoning	Conservation	Conservation	No Change	Complies
Site Size	10 ac	5.12 ac. (222,918 sq. ft.)	No Change	Complies
Upland Area	NA	0.69 ac (30,149 sq. ft.)	No Change	Complies
Density	0.5 units	3.0 units	No Change	Complies
Pleasure slips	74	74	40	Complies
Live-aboard Slips	NA	0	30	Conditional Use
FAR	0.04	0.04	No Change	Complies
Max Height	25 ft.	~ 30 ft.	No Change	Complies
Open Space:	20%	92%	No Change	Complies
Landscape: Total Area	20%	29%	No Change	Complies
Buffer	30 ft.	30 ft.	No Change	Complies
Max Building Coverage	5%	3%	No Change	Complies
Impervious Surface	5%	9%	No Change	Complies
Setback (Shoreline)	30ft from MHW 50ft from Class III waters	0 ft from MHW 0 ft from Class III waters	No Change	Complies
Parking: Auto	32	32	32	Complies
Bike	18	18	84	Complies



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 201 Front Street, Suite 203
 Key West, Florida 33040
 AUTHORIZATION #29401
 ph:305-293-3263 fax:293-4899

Seal:

NOT VALID FOR CONSTRUCTION UNLESS
 SIGNED AND SEALED IN THIS BLOCK

RICHARD J. MILELLI
 PE #58315

2407-2409 N. ROOSEVELT BLVD

KEY WEST, FLORIDA

Drawn By: ANF Checked By: RJM

Revisions:

Title:
**PROPOSED
 SITE
 PLAN**

Sheet Number:

C-1.0

Date: MARCH 12, 2018

