

KBP CONSULTING, INC.

October 9, 2014

Mr. Owen Trepanier
President
Trepanier & Associates, Inc.
1421 First Street
Key West, Florida 33045

**Re: Spindrift Hotel – Key West, Florida
Access Analysis**

Dear Owen:

There is an existing 22-unit hotel with one (1) apartment and a retail component located in the northwest quadrant of the intersection at Simonton Street and United Street in Key West, Monroe County, Florida. More specifically, the subject hotel known as the Spindrift is located at 1212 Simonton Street. The site is proposed to be redeveloped with a new 22-unit hotel and an apartment (please see the Site Plan in Attachment A). The existing retail component will be eliminated. Vehicular access to this site will be provided by a driveway to be located on United Street approximately 40 feet (to the driveway centerline) from Simonton Street. The purpose of this correspondence is to document the appropriateness of the proposed driveway location with respect to its proximity to the intersection at Simonton Street and United Street.

Trip Generation Characteristics

First, and foremost, the subject development is anticipated to be a low traffic generator. According to the Institute of Transportation Engineers (ITE) *Trip Generation Manual (9th Edition)*, this site could be expected to generate approximately 12 AM peak hour trips and 14 PM peak hour trips. Given the location of the Spindrift and its immediate proximity to Duval Street, it is likely that these volumes will be much lower in reality. As a result, we can reasonably expect that the number of vehicles to be generated by this development will be half of the ITE projection or, six (6) AM peak hour trips and seven (7) PM peak hour trips. This translates to approximately one (1) vehicle every 10 minutes on average during the peak hours. From a traffic engineering perspective, these volumes are considered to be insignificant.

Applicable Evaluation Criteria

With respect to the City of Key West Code of Ordinances, the following section is the most relevant with respect to the evaluation and analysis of the proposed driveway location:

Sec. 118-329. Nonresidential driveways and internal circulation.

(a) Vehicular circulation must be completely contained within the property, and vehicles located within one portion of the development must have access to all other portions without using the adjacent street system.

(b) Acceptable plans must illustrate that proper consideration has been given to the surrounding street plan, traffic volumes, proposed street improvements, vehicular street capacities, pedestrian movements, and safety.

(c) No driveway shall be constructed in the radius return of an intersection.

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The proposed site plan clearly satisfies subsection (a) in that there will be one area on the site for parking and all of the parking spaces will be accessible from the drive aisle connecting to United Street. There will be no need for vehicles to utilize the adjacent street system for the purposes of accessing another portion of the site.

We also believe that the plan, as proposed, satisfies subsection (b). As mentioned previously, the subject driveway on Untied Street will be located approximately 40 feet from Simonton Street and the number of vehicles utilizing this driveway during the peak hours will be extremely low (i.e. on the order of 1 vehicle every 10 minutes, on average). From a safety standpoint, we believe that this driveway has been properly located for this site. For example, the driveway has been located as far as practical from the intersection at Simonton Street and United Street as to minimize potential vehicular conflicts. Furthermore, and very importantly, the driveway will be limited to right-turns in and left-turns in from United Street and right-turns out only to United Street. The elimination of left-turns out to United Street enhances the safety of this location by reducing the number of vehicular conflict points and reducing the possibility that a left-turning vehicle would block the southwest-bound lane of United Street while waiting for the signal at Simonton Street.

And, lastly, with respect to section (c) of the Code, the driveway will not be located within the radius return of the intersection at Simonton Street and United Street.

Conclusions

Based upon the foregoing analysis and evaluation, the proposed Spindrif driveway to be located on United Street appears to be reasonably located for this site and is anticipated to function in an adequate manner.

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.
Senior Transportation Engineer

Attachment A

Site Plan

REVISIONS:	DATE

PIKE ARCHITECTS
 © COPYRIGHTED DRAWINGS
 471 US HIGHWAY 1
 SUITE 101
 KEY WEST, FLA. 33040
 305-296-1692

González Architects Hospitality

PROJECT:
 SPINDRIFT HOTEL
 1212 SIMONTON STREET
 KEY WEST, FL 33040

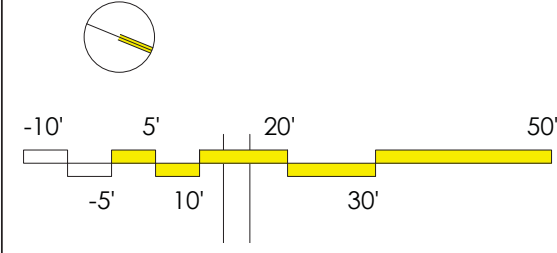
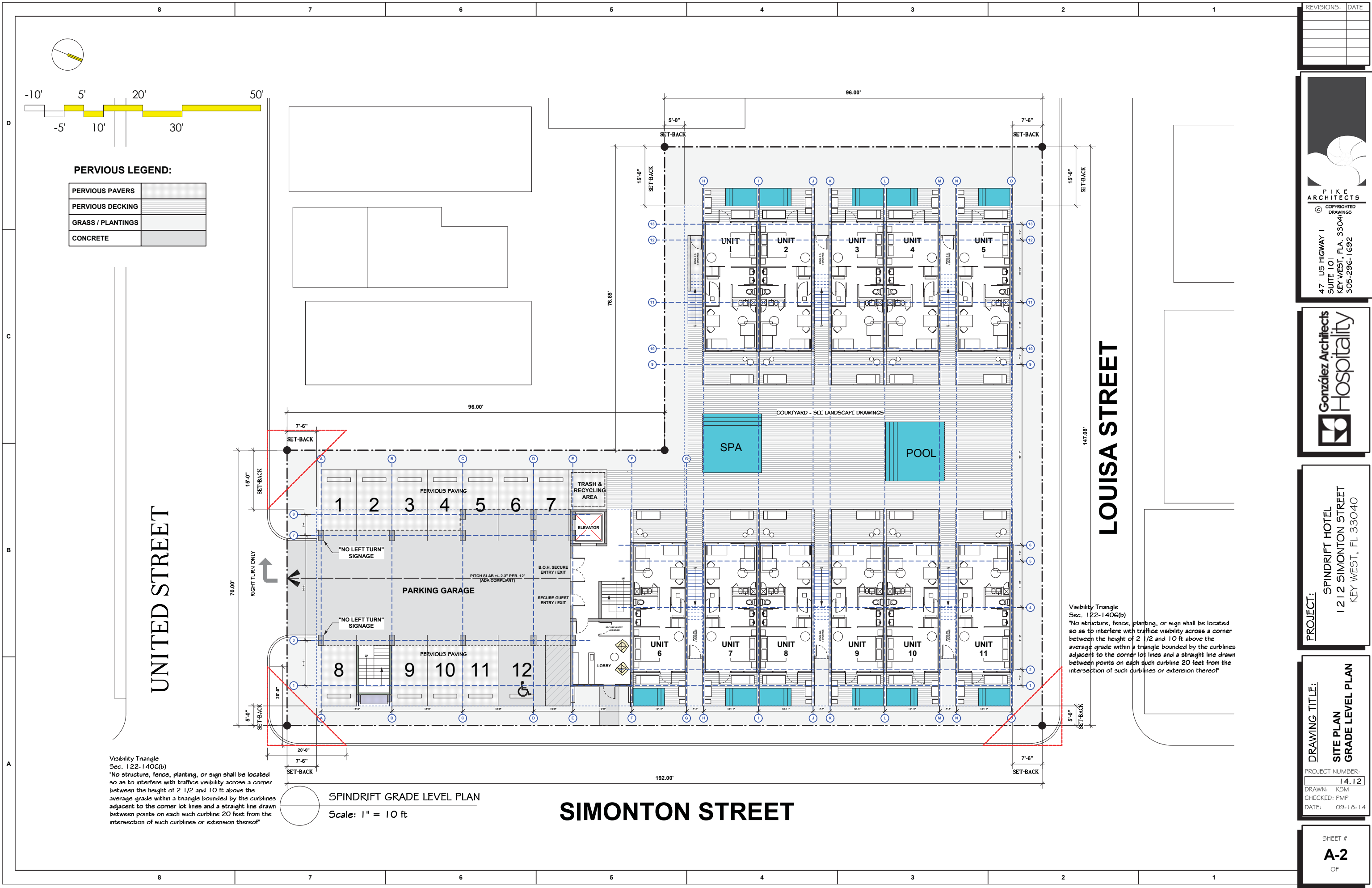
DRAWING TITLE:
 SITE PLAN
 GRADE LEVEL PLAN

PROJECT NUMBER:
 14.12

DRAWN: KSM
CHECKED: PMP
DATE: 09-18-14

SHEET #
A-2
 OF

Contractor to verify all information & dimensions in field prior to start of construction and shall notify Peter Pike Architect of any discrepancies.



PERVIOUS LEGEND:

PERVIOUS PAVERS	
PERVIOUS DECKING	
GRASS / PLANTINGS	
CONCRETE	

Visibility Triangle
 Sec. 122-1406(b)
 "No structure, fence, planting, or sign shall be located so as to interfere with traffic visibility across a corner between the height of 2 1/2 and 10 ft above the average grade within a triangle bounded by the curblines adjacent to the corner lot lines and a straight line drawn between points on each such curbline 20 feet from the intersection of such curblines or extension thereof"

SPINDRIFT GRADE LEVEL PLAN

Scale: 1" = 10 ft

SIMONTON STREET

Visibility Triangle
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