



Application For Variance

City of Key West, Florida • Planning Department

1300 White Street • Key West, Florida 33040 • 305-809-3720 • www.cityofkeywest-fl.gov

Application Fee: \$1,150.00 / After-the-Fact: \$2,150.00

(includes \$100.00 advertising/noticing fee and \$50.00 fire review fee)

Please complete this application and attach all required documents. This will help staff process your request quickly and obtain necessary information without delay. If you have any questions, please call 305-809-3720.

PROPERTY DESCRIPTION:

Site Address: 2600 North Roosevelt Boulevard

Zoning District: CG and CM Real Estate (RE) #: 00065010-000000

Property located within the Historic District? Yes No

APPLICANT: Owner Authorized Representative

Name: Ty Maxey, AICP

Mailing Address: 5471 West Waters Avenue, Suite 100

City: Tampa State: FL Zip: 33634

Home/Mobile Phone: 813.805.7300 Office: _____ Fax: 813.281.1050

Email: tmaxey@maserconsulting.com

PROPERTY OWNER: (if different than above)

Name: Monch Properties, Ltd.

Mailing Address: 4417 Granada Boulevard

City: Coral Gables State: FL Zip: 33146

Home/Mobile Phone: _____ Office: 305.301.1390 Fax: _____

Email: N/A

Description of Proposed Construction, Development, and Use: Expansion of self-storage building

List and describe the specific variance(s) being requested:

Variance to Section 108-572 to reduce the number of required motor vehicle parking spaces from 117 to 43 and to reduce the number of required bicycle parking spaces from 12 to 7.

Are there any easements, deed restrictions or other encumbrances attached to the property? Yes No

If yes, please describe and attach relevant documents: Deed of conservation easement for wetland areas

Will any work be within the dripline (canopy) of any tree on or off the property? Yes No
 If yes, provide date of landscape approval, and attach a copy of such approval.

Is this variance request for habitable space pursuant to Section 122-1078? Yes No

Please fill out the relevant Site Data in the table below. For Building Coverage, Impervious Surface, Open Space and F.A.R. provide square footages and percentages.

Site Data Table				
	Code Requirement	Existing	Proposed	Variance Request
Zoning	CG and CM			
Flood Zone	AE - 8'			
Size of Site	6.06 acres			
Height	40'	30'	30'	Compliant
Front Setback	25'	59.1'	59.1'	Compliant
Side Setback	15'	134.9'	134.9'	Compliant
Side Setback	15'	26.6'	26.6'	Compliant
Street Side Setback	N/A			
Rear Setback	25'	308.8'	244.4'	Compliant
F.A.R	0.80	0.17	0.27	Compliant
Building Coverage	40%	9.5%	13%	Compliant
Impervious Surface	60%	32%	34%	Compliant
Parking	117	37	43	Variance Request
Handicap Parking	2	2	2	Compliant
Bicycle Parking	12	7	7	Variance Request
Open Space/ Landscaping	20%	68%	66%	Compliant
Number and type of units	N/A			
Consumption Area or Number of seats	N/A			

This application is reviewed pursuant to Section 90-391 through 90-397 of the City of Key West Land Development Regulations (LDRs). The City's LDRs can be found in the Code of Ordinances online at http://www.municode.com/Library/FL/Key_West under Subpart B.

*Please note, variances are reviewed as quasi-judicial hearings, and it is improper for the owner or applicant to speak to a Planning Board member or City Commissioner about the hearing.

Standards for Considering Variances

Before any variance may be granted, the Planning Board and/or Board of Adjustment must find all of the following requirements are met:

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

The City's Code does not provide a parking requirement specifically for the self-storage use, but rather the warehouse use is the parking standard used for such facilities.

A self-storage use is a very low traffic generator. The approximate peak hour trips associated with the subject self-storage use are 11 (am peak hour) and 19 (pm peak hour).

Therefore, the warehouse use standard of 1 parking space/600 sf (117 parking spaces) is excessive for the subject self-storage use.

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

The special conditions related to the low customer traffic generation for the self-storage use is not the result from action of negligence of the applicant.

Historical traffic generation analyses and typical number of customer/tenant visits to the self-storage facility are unique to this type of use and confirm the need for minimal parking.

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

Granting the variance will not confer upon the applicant special privileges denied by the Code to other lands, buildings or structures in the same zoning district.

The City's Code does not specifically address parking requirements for self-storage use; therefore, the variance is needed to recognize the low parking demand for the

subject use.

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

The literal interpretation of the Code requires an excessive amount of parking spaces, considering the warehouse use standard. The City's Code does not

contemplate a parking requirement for self-storage use; therefore, requiring an excessive amount of parking spaces under the warehouse standard would

require more impervious surface area for parking and thereby reduce the amount of open space and landscape area provided on site.

5. Only minimum variance(s) granted. That the variance(s) granted is/are the minimum variance(s) that will make possible the reasonable use of the land, building or structure.

The applicant is proposing a total of 43 parking spaces, which exceeds the estimated peak hour trip generation for the subject site of 11 (am peak hour) and 19 (pm peak hour).

Therefore the applicant's request to reduce the number of required parking spaces from 117 to 43 and subsequently, the number of bicycle parking spaces from 12 to 7

represents the minimum variance necessary for the reasonable use of the subject land area.

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

Granting the variance will be in harmony with the general intent and purpose of the City's Code regulations and such variance will not impact surrounding properties or be detrimental to the public interest or welfare. The site provides more than the needed parking spaces, at a location convenient to the customer business office and loading areas.

Granting the variance will not cause customers to park on abutting properties or the surrounding area, as there are sufficient parking spaces to meet the customer demand.

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

There are no other self-storage facilities within the City limits; therefore, the arguments for approving the variance is not based on existing non-conforming uses of other property, but rather the basis is on the historical and documented trip generation and parking demands for the self-storage use.

The Planning Board and/or Board of Adjustment shall make factual findings regarding the following:

- That the standards established in Section 90-395 have been met by the applicant for a variance.
- That the applicant has demonstrated a "good neighbor policy" by contacting or attempting to contact all noticed property owners who have objected to the variance application, and by addressing the objections expressed by these neighbors. Please describe how you have addressed the "good neighbor policy."

REQUIRED SUBMITTALS: All of the following must be submitted in order to have a complete application. Please submit one paper copy and one electronic copy of all materials.

- Correct application fee. Check may be payable to "City of Key West."
- Notarized verification form signed by property owner or the authorized representative.
- Notarized authorization form signed by property owner, if applicant is not the owner.
- Copy of recorded warranty deed
- Property record card
- Signed and sealed survey
- Site plan (plans MUST be signed and sealed by an Engineer or Architect)
- Floor plans
- Stormwater management plan



Engineers
Planners
Surveyors
Landscape Architects
Environmental Scientists

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Choice Storage Center – 2600 N. Roosevelt Boulevard
INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)
TRIP GENERATION/PARKING DEMAND CALCULATIONS

We have utilized the ITE Trip Generation Manual, 9th Edition, Volume 1, to calculate the following trip generation and parking demand calculations:

Trip Ends Per Weekday:

The ITE Trip Generation Manual, 9th Edition, Volume 1, provides an average rate of 2.50 trip ends per 1,000 square feet of gross floor area per weekday. The calculation for the proposed facility is:

$$70,212/1,000 \times 2.50 = 176 \text{ trip ends}/2 = 88 \text{ vehicles visiting the site per day}$$

Estimated parking demand per hour would be $88/12^* = 8$ spaces

*Assuming an even distribution over a 12-hour business day

Trip Ends Per Weekday – AM Peak Hour of Generator:

The ITE Trip Generation Manual, 9th Edition, Volume 1, provide an average rate of 0.28 vehicle trip ends per 1,000 square feet of gross floor area per weekday AM peak hour of generator. The calculation for the proposed facility is:

$$70,212/1,000 \times 0.28 = 20 \text{ trip ends}/2 = 10 \text{ vehicles visiting the site per AM peak hour}$$

Estimated parking demand per AM peak hour would be = 10 spaces

Trip Ends Per Weekday – PM Peak Hour of Generator:

The ITE Trip Generation Manual, 9th Edition, Volume 1, provide an average rate of 0.29 vehicle trip ends per 1,000 square feet of gross floor area per weekday PM peak hour of generator. The calculation for the proposed facility is:

$$70,212/1,000 \times 0.29 = 21 \text{ trip ends}/2 = 10.5 \text{ vehicles visiting the site per PM peak hour}$$

Estimated parking demand per PM peak hour would be = 11 spaces



Trip Ends Per Saturday:

The ITE Trip Generation Manual, 9th Edition, Volume 1, provide an average rate of 2.33 vehicle trip ends per 1,000 square feet of gross floor area per Saturday. The calculation for the proposed facility is:

$$70,212/1,000 \times 2.33 = 164 \text{ trip ends}/2 = 82 \text{ vehicles visiting the site per Saturday}$$

Estimated parking demand per hour would be 82/12* = 7 spaces

*Assuming an even distribution over a 12-hour business day

Trip Ends Per Saturday – Peak Hour of Generator:

The ITE Trip Generation Manual, 9th Edition, Volume 1, provide an average rate of 0.40 vehicle trip ends per 1,000 square feet of gross floor area per Saturday peak hour of generator. The calculation for the proposed facility is:

$$70,212/1,000 \times 0.40 = 28 \text{ trip ends}/2 = 14 \text{ vehicles visiting the site per Saturday peak hour}$$

Estimated parking demand per Saturday peak hour would be = 14 spaces

Trip Ends Per Sunday:

The ITE Trip Generation Manual, 9th Edition, Volume 1, provide an average rate of 1.78 vehicle trip ends per 1,000 square feet of gross floor area per Sunday. The calculation for the proposed facility is:

$$70,212/1,000 \times 1.78 = 125 \text{ trip ends}/2 = 62.5 \text{ vehicles visiting the site per Saturday}$$

Estimated parking demand per hour would be 62.5/12* = 6 spaces

*Assuming an even distribution over a 12-hour business day

Trip Ends Per Sunday – Peak Hour of Generator:

The ITE Trip Generation Manual, 9th Edition, Volume 1, provide an average rate of 0.30 vehicle trip ends per 1,000 square feet of gross floor area per Sunday peak hour of generator. The calculation for the proposed facility is:

$$70,212/1,000 \times 0.30 = 22 \text{ trip ends}/2 = 11 \text{ vehicles visiting the site per Sunday peak hour}$$

Estimated parking demand per Sunday peak hour would be = 11 spaces