

# Historic Architectural Review Commission

## Agenda Packet

August 31, 2010 – 3:00 p.m.

City Commission Chamber

Old City Hall, 510 Greene Street



## Item 5.b.10.

Request to demolish existing one story restaurant and historical cable hut and built a new two story restaurant building- **Mallory Square- Applicant Architect William P. Horn (H10-01-300)** Add handicap ramp to hospitality house, re paint exterior, new paving and landscaping. Demolition of existing one story restaurant building, including removal of the non-contributing but historic cable hut structure and removal of the non historic additions. Add new two story restaurant building.

# Staff Report

5b-10- Request to demolish existing one story restaurant and historical cable hut and built a new two story restaurant building- **Mallory Square- Applicant Architect William P. Horn (H10-01-300)** Add handicap ramp to hospitality house, re paint exterior, new paving and landscaping. Demolition of existing one story restaurant building, including removal of the non-contributing but historic cable hut structure and removal of the non historic additions. Add new two story restaurant building.

The application includes the demolition of an existing concrete tank, attached frame structures and a wood deck. The application also includes plans for a new two story restaurant. There are two concrete tanks in Mallory Square, this project proposes the demolition of the southernmost one. The plans also include some site design and improvements to the existing Hospitality House. This staff report is for the review of the proposed demolition of the concrete tank and non historic frame additions to it.

According to the Sanborn map of 1962 both concrete tanks are shown in the same location the existing ones are. The Historic Architectural Surveys of 2004, 1998 and 1976 do not include this particular structure as contributing resource; nevertheless the tank next to it, is listed as contributing.

Staff did some research at the Monroe County Library and found aerial photos of 1930's and 1961 showing the two concrete tanks. In the photos both tanks do not have structures attached to them, they are free standing. Staff was also provided with a copy of an article that Mr. Tom Hambright wrote in 1991 which makes reference to the history of these concrete structures. According to the article wrote by Mr. Hambright, *Key West & Cuba become link for international communications*, these concrete structures were built for storing telephone line cables. The cables by that time were known as *gutta percha* cables; the cables needed to be preserved underwater. The tanks provided the necessary environment to protect the cables while were in storage. Mr. Hambright wrote in his article;

“American Telephone and Telegraph Co. (AT&T) built the cable storage tanks on Mallory Docks. The tanks were needed to support the underwater telephone lines to Cuba. AT&T built the first tank in the early 1920's when the first phone line to Cuba opened and built the second in 1930 to support the six channel telephone cable laid that year.”

It is staff understanding that probably the southern most of the two tanks was not included as contributing due to many structures that had been attached to it and that the original structure have been altered through time. Staff also believes that because the structure was not included in the Sanborn Maps of 1926 and 1948 it was not considered contributing. Nevertheless the structure still remains standing.

As part of the application an Engineer Report done by Paul R. Semmes was included for review. On this report Mr. Semmes concludes that;

*“The Cable Storage Building is in poor condition. The floor framing system presents an imminent danger for injury, the roof framing system has deteriorated to the degree that the serviceability and structural integrity of the system has been compromised and the concrete walls have been partially demolished without any compensation for the loss of the wall sections, thus compromising the structural integrity of the structure. The building is Substantially Damaged as defined by the 2007 Florida Building Code, Existing Building.*

*The building repairs required as described in this report are in excess of the 50% limitation exacted by the requirements of the Federal Emergency Management Act (FEMA). The repairs are estimated to be approximately \$75K and the value of the building is \$92K as established by the Monroe County Property Appraiser.*

*The building is unsafe and should be provided with adequate barriers to prevent any entry into the building until the unsafe conditions have been remedied.”*

Staff reviewed the FEMA regulations and this structure can not be considered an exception to the 50% limitation for reconstruction since it is not listed on a local, state or individually listed in the National Register of Historic Places.

Staff understands that the Code of Ordinances as well as the Historic Architectural Guidelines should be reviewed for this application. The Code, under Sec. 102-218, establishes the criteria for demolitions to be used by the Historic Architectural Review Commission when reviewing a Certificate of Appropriateness. According to the Code Sec. 102-218 establishes the following;

*(a) The historic architectural review commission shall issue a certificate of appropriateness for an application for demolition:*

*(1) If the subject of the application is a contributing or **historic** building or structure, then it should not be demolished unless its condition is irrevocably compromised by extreme deterioration or it does not meet any of the criteria of section 102-125(1) through (9).*

*(2) For a contributing historic or noncontributing building or structure, a complete construction plan for the site is approved by the historic architectural review commission.*

*(b) The historic architectural review commission shall not issue permits that would result in:*

*(1) Removing buildings or structures that are important in defining the overall historic character of a district or neighborhood so that the character is diminished;*

(2) Removing historic buildings or structures and thus destroying the historic relationship between buildings or structures and open space; and

(3) Removing an historic building or structure in a complex; or removing a building facade; or removing a significant later addition that is important in defining the historic character of a site or the surrounding district or neighborhood.

(4) Removing buildings or structures that would otherwise qualify as contributing, as set forth in section 102-62(3).

(c) Nothing in this section is intended to alter the authority of the Building Official to condemn for demolition dangerous buildings, as provided in chapter 14 of the Code of Ordinances.

(Ord. No. 97-10, § 1(3-10.3(E)(2)(c)), 7-3-1997; Ord. No. 06-14, § 12, 8-1-2006)

The Code also establishes, under Sec. 102-1, Definitions, that a historic building or structure means;

*any building or structure which, in whole or in any structural part, was built 50 or more years prior to the current date, and which is located in the historic zoning districts of the city or has been designated as a historic building and/or structure.*

It is staff understanding that the concrete tank that is proposed to be demolished meets the criteria of a historic structure. According to historic photos from the 1930's and 1961 and the Sanborn Map of 1962 this structure was built more than 50 years ago and is located in a historic zoning district. Staff has not found evidence that the wood frame additions or the wood deck are historic; the 1962 Sanborn Map shows both tanks with no attached additions. Staff does not have evidence that the concrete tank condition is irrevocably compromised by extreme deterioration, but an opinion from an engineer states that the structure is *Substantially Damaged*. Staff also wants to bring to the commission's attention that this structure is located within the coastal flood zone of the FEMA map and FEMA requirements apply since the structure is not listed in the surveys as a contributing resource.

Staff also reviewed Sec. 102-125 (1) through (9) to establish if the proposed buildings to be demolished meet any of the criteria established in the section;

*Sec. 102-125. Historic architectural review commission findings precedent to issuance.*

*Upon conclusion of the hearings and the historic architectural review commission's deliberations, the historic architectural review commission shall issue the certificate of no contributing value only if it finds, by clear and convincing evidence, that the building or structure, by virtue of its design, workmanship, materials, setting, and/or history does not meet any of the nine criteria set forth below. The building or structure:*

- (1) Embodies no distinctive characteristics of a type, period, or method of construction of aesthetic or historic significance in the city and is not a significant and distinguishable building entity whose components may lack individual distinction;*
- (2) Is not specifically associated with events that have made a significant contribution to local, state, or national history;*
- (3) Has no significant character, interest, or value as part of the development, heritage, or cultural characteristics of the city, state or nation, and is not associated with the life of a person significant in the past;*
- (4) Is not the site of a historic event with a significant effect upon society;*
- (5) Does not exemplify the cultural, political, economic, social, or historic heritage of the city;*
- (6) Does not portray the environment in an era of history characterized by a distinctive architectural style;*
- (7) If a part of or related to a square, park, or other distinctive area, nevertheless should not be developed or preserved according to a plan based on the area's historic, cultural, natural, or architectural motif;*
- (8) Does not have a unique location or singular physical characteristic which represents an established and familiar visual feature of its neighborhood or of the city, and does not exemplify the best remaining architectural type in a neighborhood; and*
- (9) Has not yielded, and is not likely to yield, information important in history.*

*(Ord. No. 97-10, § 1(3-10.3(F)(4)), 7-3-1997; Ord. No. 06-14, § 7, 8-1-2006)*

It is staff understanding that, although the existing concrete tank has too many attached non historic additions, it is a historic resource. The history of the resource differs with criteria (2), (3), (4), (5), (7) and (9) of Sec 102-125. According to documents from the Monroe County Library this concrete tank was one of two structures that provided storage space for telephone cables that connected Key West, and the United States with Cuba. Although staff understands that the structure was built for just a utilitarian purpose and does not have any architectural or visual qualities there is history behind it.

After reviewing the entire application it is staff understanding that the proposed demolition of the concrete covered tank is inconsistent with the City of Key West Ordinance and Guidelines. Nevertheless the proposed demolition of the structures that are attached to the tank, as well as the wood deck can be considered for demolition by this commission since these structures are not historic and are not significant elements to the historic resource.

Staff understands that the non historic wood frame structures that surround the historic concrete tank can be recommended to be demolished. Staff understands that the Commission will need to review all the documents attached to the application and make a determination of the proposed demolition of the concrete tank.

This application will require a second reading.

ence of such hardship in accordance with the definition of undue economic hardship found in section 102-186.

(Ord. No. 97-10, § 1(3-10.3(E)(2)(d)(i)), 7-3-1997)

#### **Sec. 102-188. Filing affidavit.**

When there is a claim of undue economic hardship under this article, the owner shall submit an affidavit affirmed by a notary public to the historic architectural review commission at least 15 days prior to the public hearing, which certifies that the applicant meets one of the following criteria for undue economic hardship:

- (1) Currently receives fixed income benefits such as social security, aid to families with dependent children, or private pension benefits and that the total household income is below 80 percent of the median income for the city;
- (2) Currently receives assistance through the mayor's revolving loan fund, rental rehabilitation program, or other program which is income-indexed and which provides for physical improvements to the subject property; or
- (3) The applicant corporation currently has tax-exempt status as a nonprofit corporation under section 501(c)(3) of the Internal Revenue Code.

(Ord. No. 97-10, § 1(3-10.3(E)(2)(d)(ii)), 7-3-1997)

#### **Sec. 102-189. Additional information.**

The historic architectural review commission may require that an applicant furnish such additional information as the historic architectural review commission believes is relevant to its determination of undue economic hardship and may provide, in appropriate instances, that such additional information be furnished under seal. If any of the required information is not reasonably available to the applicant and cannot be obtained by the applicant, the applicant shall file with his affidavit a statement of the information which cannot be obtained and shall describe the reasons why such information cannot be obtained.

(Ord. No. 97-10, § 1(3-10.3(E)(2)(d)(ii)), 7-3-1997)

#### **Sec. 102-190. Use of substitute material.**

In cases of undue economic hardship of the applicant, as defined in section 102-186, the historic architectural review commission may allow the substitution of alternative construction materials for historic or traditional materials where the substitute materials are sufficiently similar in character to such historic or traditional materials so as not to detract from the original character of the historic district.

(Ord. No. 97-10, § 1(3-10.3(E)(1)(g)), 7-3-1997)

#### **Secs. 102-191—102-215. Reserved.**

### DIVISION 3. DEMOLITIONS

#### **Sec. 102-216. Submission of application to historic architectural review commission.**

Application for a certificate of appropriateness for any demolition of a building or structure located within a designated historic zoning district shall be submitted by the property owner to the historic architectural review commission.

(Ord. No. 97-10, § 1(3-10.3(E)(2)(a)), 7-3-1997; Ord. No. 06-14, § 9, 8-1-2006)

#### **Sec. 102-217. Required public meetings.**

The historic architectural review commission shall not issue a certificate of appropriateness for demolition of a building or structure located in a designated historic zoning district, except after conclusion of two regular historic architectural review commission meetings regarding the application, which shall be at least 14 days apart, and which meetings shall be advertised at least five days in advance in a newspaper of general circulation published in the city. Notice of the meeting shall also be posted on site in a conspicuous location at least five days in advance of the meeting. The notice shall be posted by the property owner or the property owner's agent. The notice shall be legible from an adjacent public street. The notice shall contain block lettering on a high contrast background color with the words "public notice" in letters three inches or more in height.

(Ord. No. 97-10, § 1(3-10.3(E)(2)(b)), 7-3-1997; Ord. No. 06-14, § 10, 8-1-2006)

**Sec. 102-218. Criteria for demolitions.**

(a) The historic architectural review commission shall issue a certificate of appropriateness for an application for demolition:

- (1) If the subject of the application is a contributing or historic building or structure, then it should not be demolished unless its condition is irrevocably compromised by extreme deterioration or it does not meet any of the criteria of section 102-125(1) through (9).
- (2) For a contributing historic or noncontributing building or structure, a complete construction plan for the site is approved by the historic architectural review commission.

(b) The historic architectural review commission shall not issue permits that would result in:

- (1) Removing buildings or structures that are important in defining the overall historic character of a district or neighborhood so that the character is diminished;
- (2) Removing historic buildings or structures and thus destroying the historic relationship between buildings or structures and open space; and
- (3) Removing an historic building or structure in a complex; or removing a building facade; or removing a significant later addition that is important in defining the historic character of a site or the surrounding district or neighborhood.
- (4) Removing buildings or structures that would otherwise qualify as contributing, as set forth in section 102-62(3).

(c) Nothing in this section is intended to alter the authority of the Building Official to condemn for demolition dangerous buildings, as provided in chapter 14 of the Code of Ordinances. (Ord. No. 97-10, § 1(3-10.3(E)(2)(c)), 7-3-1997; Ord. No. 06-14, § 12, 8-1-2006)

**Sec. 102-219. Denial of certificate of appropriateness.**

The historic architectural review commission's refusal to grant a certificate of appropriateness

requested by a property owner for the purpose of demolition will be supported by a written statement describing the public interest that the historic architectural review commission seeks to preserve.

(Ord. No. 97-10, § 1(3-10.3(E)(2)(e)), 7-3-1997)

**Sec. 102-220. Approval of certificate of appropriateness.**

(a) *Generally.* The historic architectural review commission may grant a certificate of appropriateness as requested by a property owner for demolition which may provide for a delayed effective date. The effective date of the certificate will be determined by the historic architectural review commission based on the relative significance of the structure and the probable time required to arrange a possible alternative to demolition.

(b) *Delay of demolition.* The historic architectural review commission may delay the demolition of designated historic sites and contributing buildings within historic districts for up to six months, while demolition of noncontributing buildings within the historic district may be delayed for up to three months.

(c) *Historic architectural review commission actions during delay period.* During the demolition delay period, the historic architectural review commission may take such steps as it deems necessary to preserve the structure concerned and ensure that the structure is secure and stabilized. Such steps may include but are not limited to consultation with community groups, public agencies, and interested citizens; recommendations for acquisition of property by public or private bodies or agencies; and exploration of the possibility of moving one or more structures or other features.

(d) *Special historic architectural review commission requests precedent to demolition.* The historic architectural review commission may, with the consent of the property owner, request that the owner, at the owner's expense, salvage and preserve specified classes of building materials, architectural details and ornaments, fixtures and the like for reuse in the restoration of other historic properties. The historic architectural re-

view commission may, with the consent of the property owner, request that the Historic Florida Keys Foundation or the owner, at the owner's expense, record the architectural details for archival purposes prior to demolition. The recording may include but shall not be limited to photographs, videotaping, documents, and scaled architectural drawings. At the historic architectural review commission's option, and with the property owner's consent, the historic architectural review commission or the Historic Florida Keys Foundation may salvage and preserve building materials, architectural details, and ornaments, textures, and the like at its expense, respectively. (Ord. No. 97-10, § 1(3-10.3(E)(2)(f)), 7-3-1997; Ord. No. 06-14, § 12, 8-1-2006)

**Sec. 102-221. Unsafe structures.**

If the chief building official determines that any structure within a designated historic site or designated historic district is unsafe pursuant to the applicable sections of the Code of Ordinances, the chief building official will immediately notify the historic architectural review commission of the findings. The unsafe condition shall include structures deemed by the chief building official to be undergoing demolition by the property owner's neglect of maintenance responsibilities. Where appropriate and in accordance with applicable ordinances, the chief building official will attempt to have the owner or other appropriate party repair the structure rather than order it to be demolished and will take into consideration any comments and recommendations by the historic architectural review commission. However, the provisions contained within sections 102-187 through 102-190 and this division 3 shall not apply to the chief building official's declaration that a building is unsafe, nor will the chief building official be precluded from taking such steps as may be required by applicable ordinances to protect the public health and safety of the community. The historic architectural review commission may also endeavor to negotiate with the owner and interested parties, provided such actions do not interfere with procedures in the applicable ordinances.

(Ord. No. 97-10, § 1(3-10.3(E)(2)(g)), 7-3-1997)

**Secs. 102-222—102-250. Reserved.**

**DIVISION 4. BUILDING RELOCATION**

**Sec. 102-251. Application and fee.**

Application for a certificate of appropriateness for relocating a historic building or structure in the historic districts shall be submitted to the historic architectural review commission, together with an application fee as determined by resolution by the city commission. (Ord. No. 97-10, § 1(3-10.3(E)(3)(a)), 7-3-1997)

**Sec. 102-252. Requirements precedent to relocation.**

The National Register of Historic Places discourages the moving of historic structures be-

# **Application**



CITY OF KEY WEST Fax 809-3978  
BUILDING DEPARTMENT

CERTIFICATE of APPROPRIATENESS

APPLICATION # H10-01-300

OWNER NAME: TROPICAL SOUP CORP. DATE: 7/21/10

OWNERS ADDRESS: 509 DUVAL ST. PHONE #: 293-1895

APPLICANT'S NAME: WILLIAM P. HOHN ARCHITECT, P.A. PHONE #: 296-8302

APPLICANT'S ADDRESS: 915 BAYTON ST.

ADDRESS OF CONSTRUCTION: MALLODY SQUARE # OF UNITS: 2

THERE WILL BE A FINAL INSPECTION REQUIRED UNDER THIS PERMIT

DETAILED DESCRIPTION OF WORK:  
ADD HANDICAP RAMP TO HOSPITALITY HOUSE, RE-PAINT EXTERIOR, NEW PAVING & LANDSCAPING, DEMOLITION OF EXISTING ONE STORY RESTAURANT BUILDING (INCLUDING REMOVAL OF THE NON-CONTRIBUTING, BUT HISTORIC CABLE HUT STRUCTURE AND REMOVAL OF THE NON-HISTORIC ADDITIONS), ADD NEW 2-STORY RESTAURANT BUILDING - SEE PLANS

Chapter 837.06 F.S.- False Official Statements- Whoever knowingly makes a false statement in writing with the intent to mislead a public servant in the performance of his or her official duty shall be guilty of a misdemeanor of the second degree punishable as provided for in s. 775.082 or s. 775.083

\*\*\*\*\*

This application for Certificate of Appropriateness must precede applications for building permits, variances and development review approvals. Applications must meet or exceed the requirements outlined by the Secretary of the Interior's Standards for Rehabilitation and Key West's Historic Architectural Guidelines.

Once completed, the application shall be reviewed by staff for completeness and either approved or scheduled for presentation to the Historic Architectural Review Commission at the next available meeting. The applicant must be present at this meeting. The filing of this application does not ensure approval as submitted.

Applications that do not possess the required submittals will be considered incomplete and will not be reviewed for approval.

Date: 7/21/10  
Applicant Signature: \_\_\_\_\_

| REQUIRED SUBMITTALS                 |  |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | TWO SETS OF SCALED DRAWINGS OF FLOOR PLAN, SITE PLAN AND EXTERIOR ELEVATIONS (for new buildings and additions)                   |
| <input type="checkbox"/>            | TREE REMOVAL PERMIT (if applicable)  |
| <input checked="" type="checkbox"/> | PHOTOGRAPHS OF EXISTING BUILDING (repairs, rehabs, or expansions)  |
| <input checked="" type="checkbox"/> | PHOTOGRAPHS OF ADJACENT BUILDINGS (new buildings or additions)   |
| <input type="checkbox"/>            | ILLUSTRATIONS OF MANUFACTURED PRODUCTS TO BE USED SUCH AS SHUTTERS, DOORS, WINDOWS, PAINT COLOR CHIPS, AND AWNING FABRIC SAMPLES |

Staff Use Only

Date: \_\_\_\_\_

Staff Approval: \_\_\_\_\_

Fee Due: \$ \_\_\_\_\_

HISTORIC ARCHITECTURAL REVIEW APPLICATION

# HISTORIC ARCHITECTURAL REVIEW COMMISSION USE ONLY

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Approved \_\_\_\_\_

Denied \_\_\_\_\_

Deferred \_\_\_\_\_

Reason for Deferral or Denial:

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HARC Comments:

*Not listed in the surveys. / but historic*

*Ordinance for Demolition in the Historic District*

*Sec. 102.218 and Act. 102-1*

Limit of Work Approved, Conditions of Approval and/or Suggested  
Changes:

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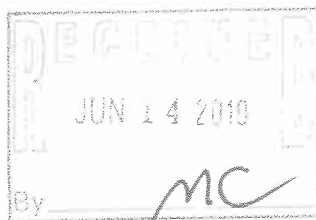
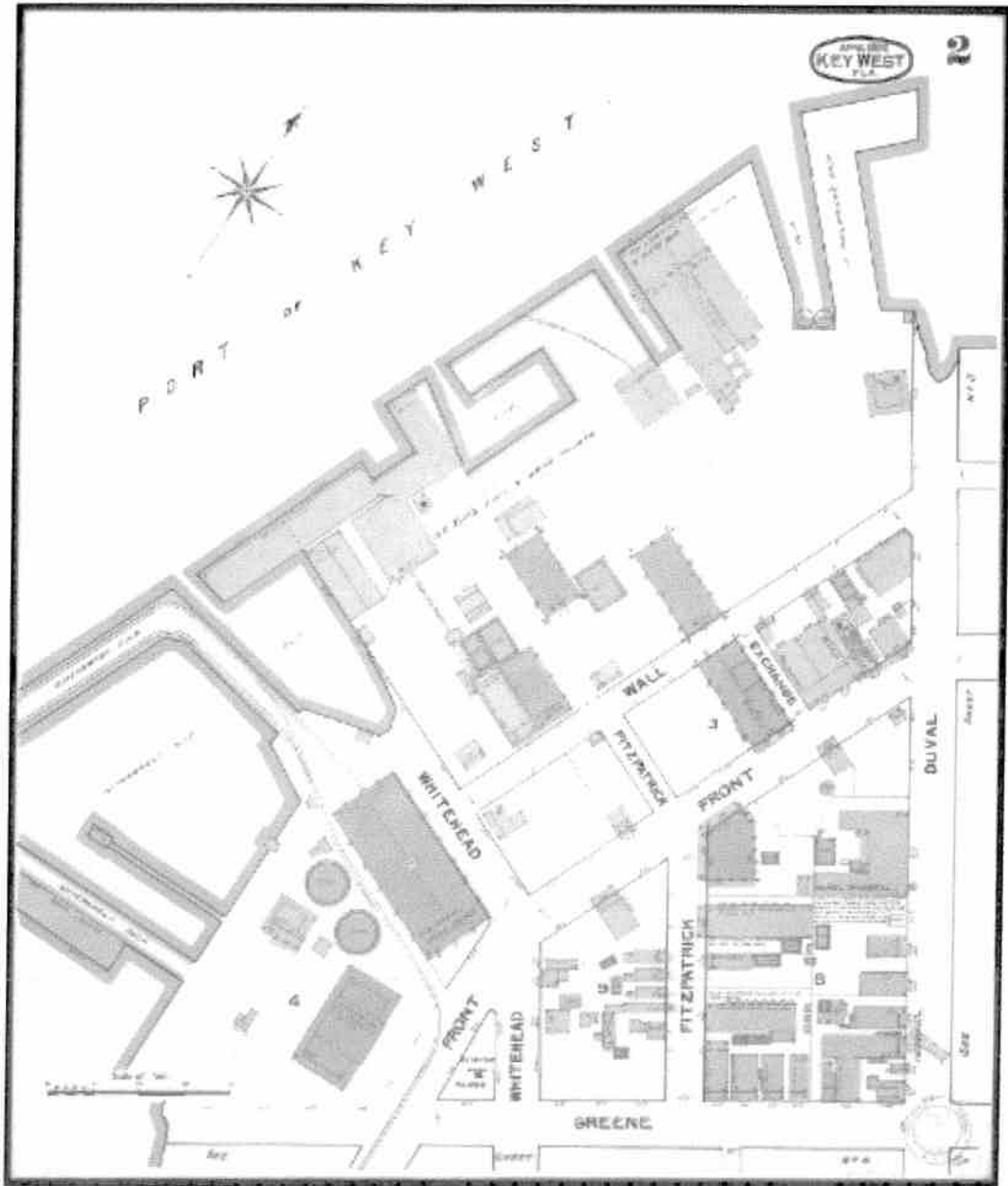
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Historic Architectural  
Review Commission

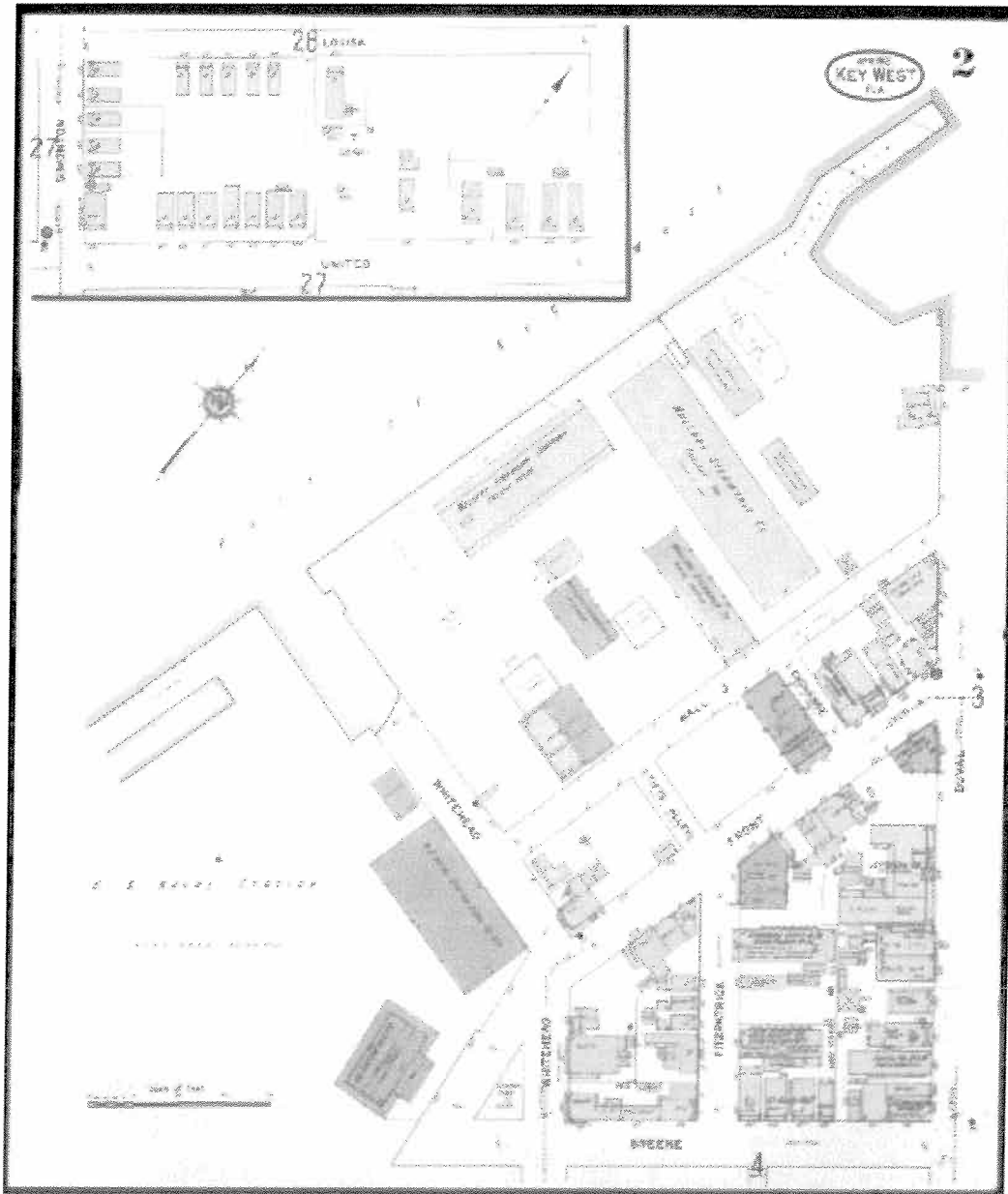
# **Sanborn Maps**

Title: Key West, Monroe Co., Florida, 1892



**UF** UNIVERSITY of FLORIDA  
 The Foundation for The Gator Nation

Title: Insurance maps of Key West, Monroe County, Florida, 1912



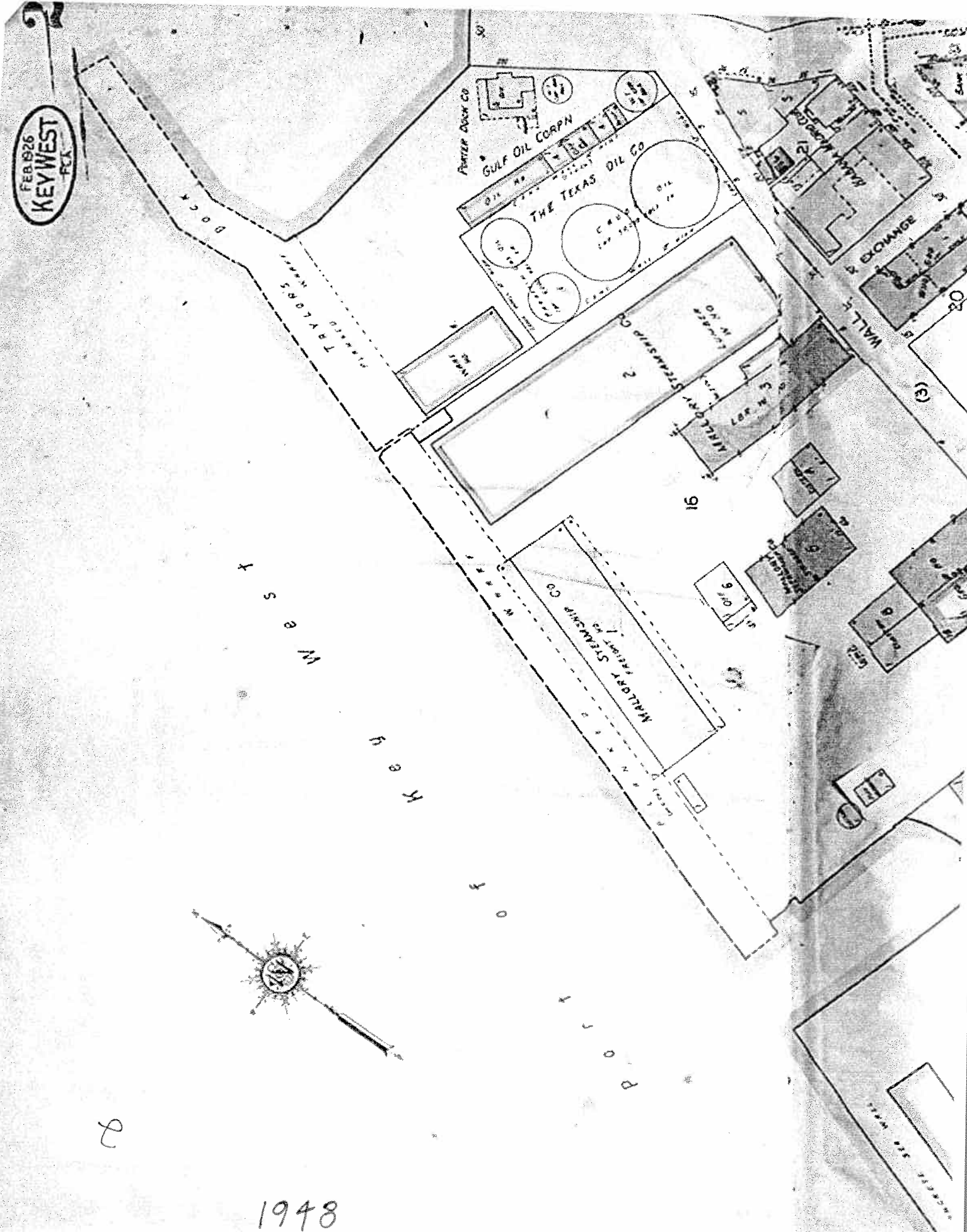
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 The Foundation for The Gator Nation

DECEMBER  
 JUN 14 2010  
 By *MC*



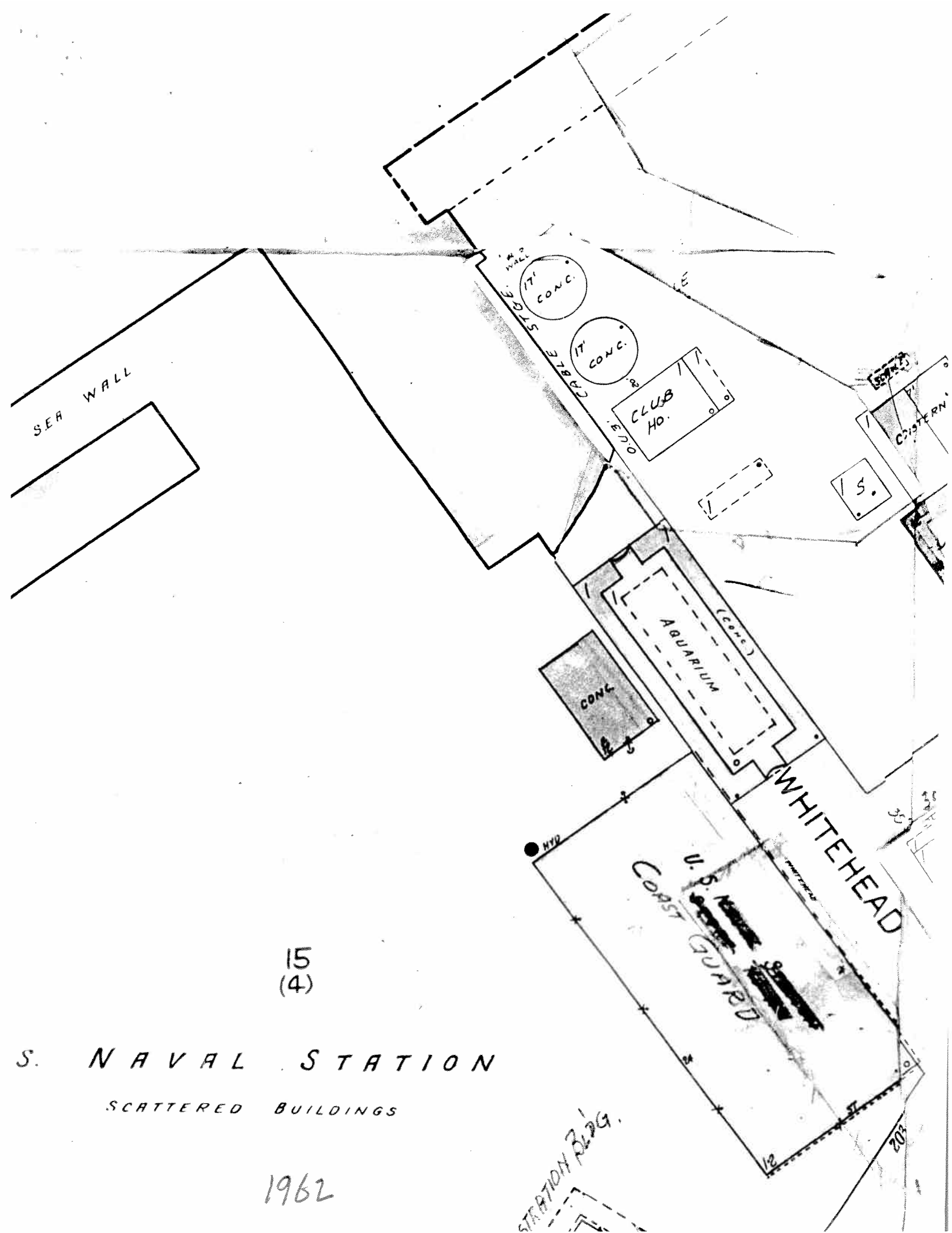
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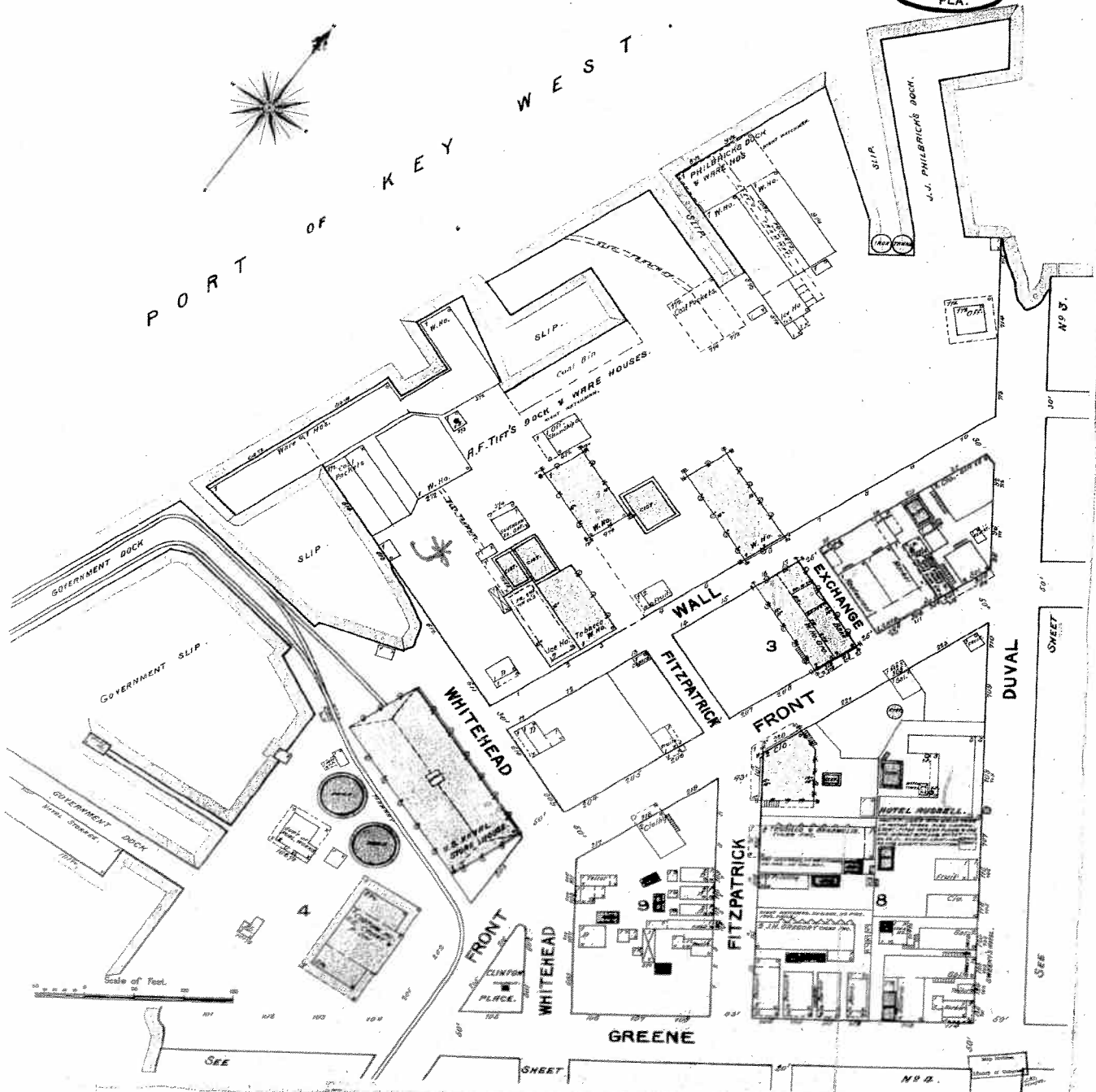
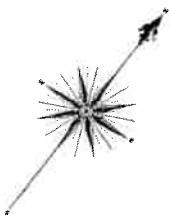
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S. NAVAL STATION  
SCATTERED BUILDINGS

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PORT OF KEY WEST



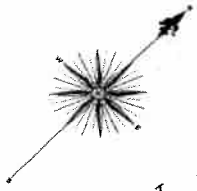
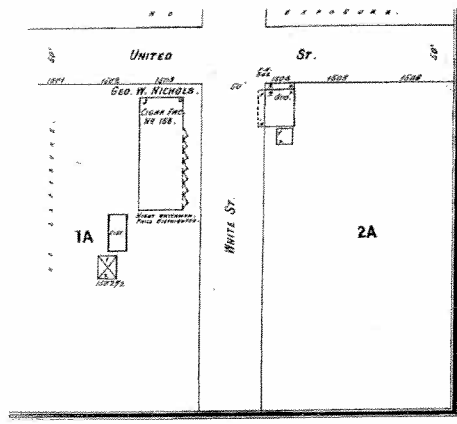
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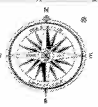
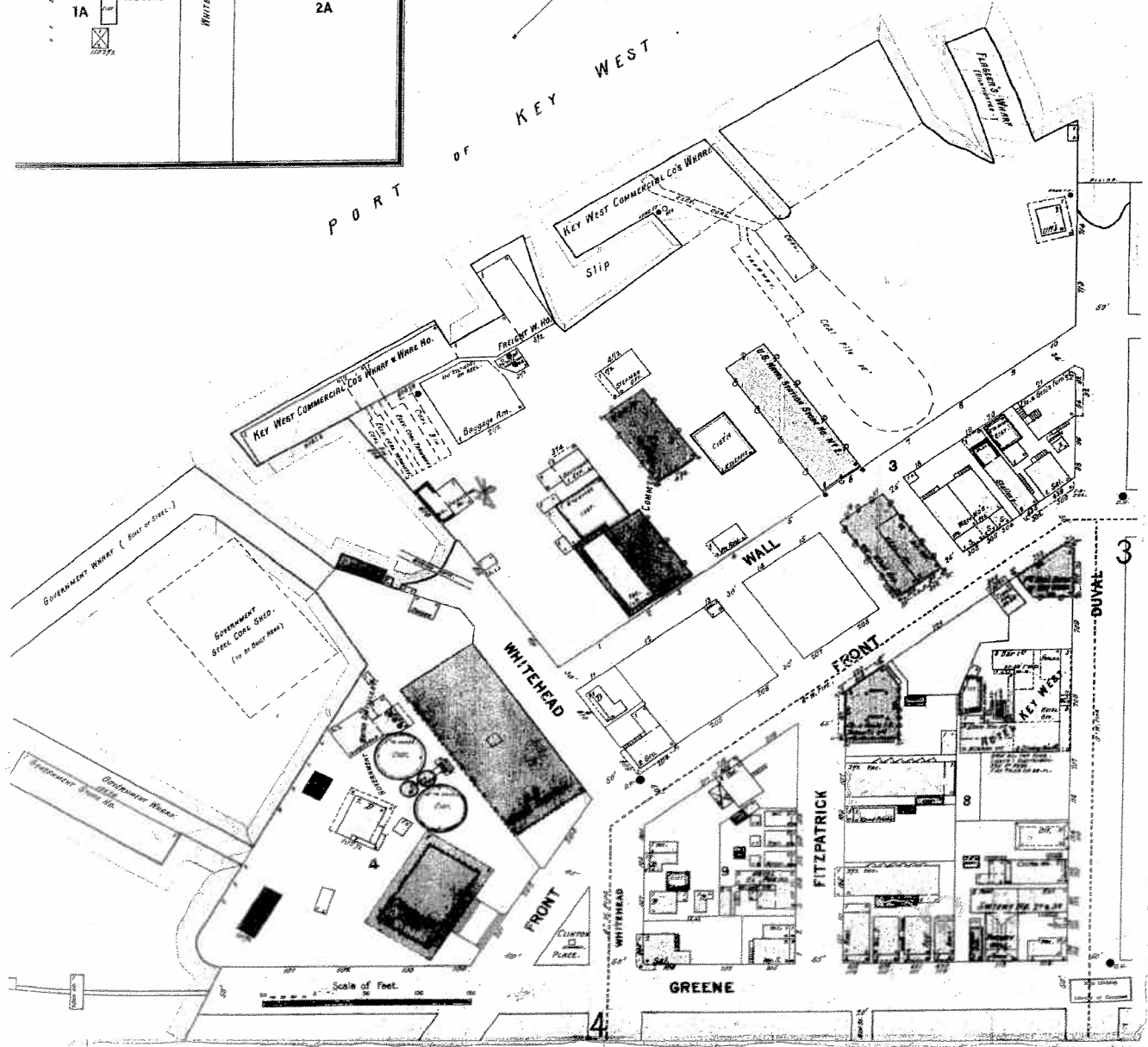
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APRIL 1899  
KEY WEST  
FLA.



PORT OF KEY WEST

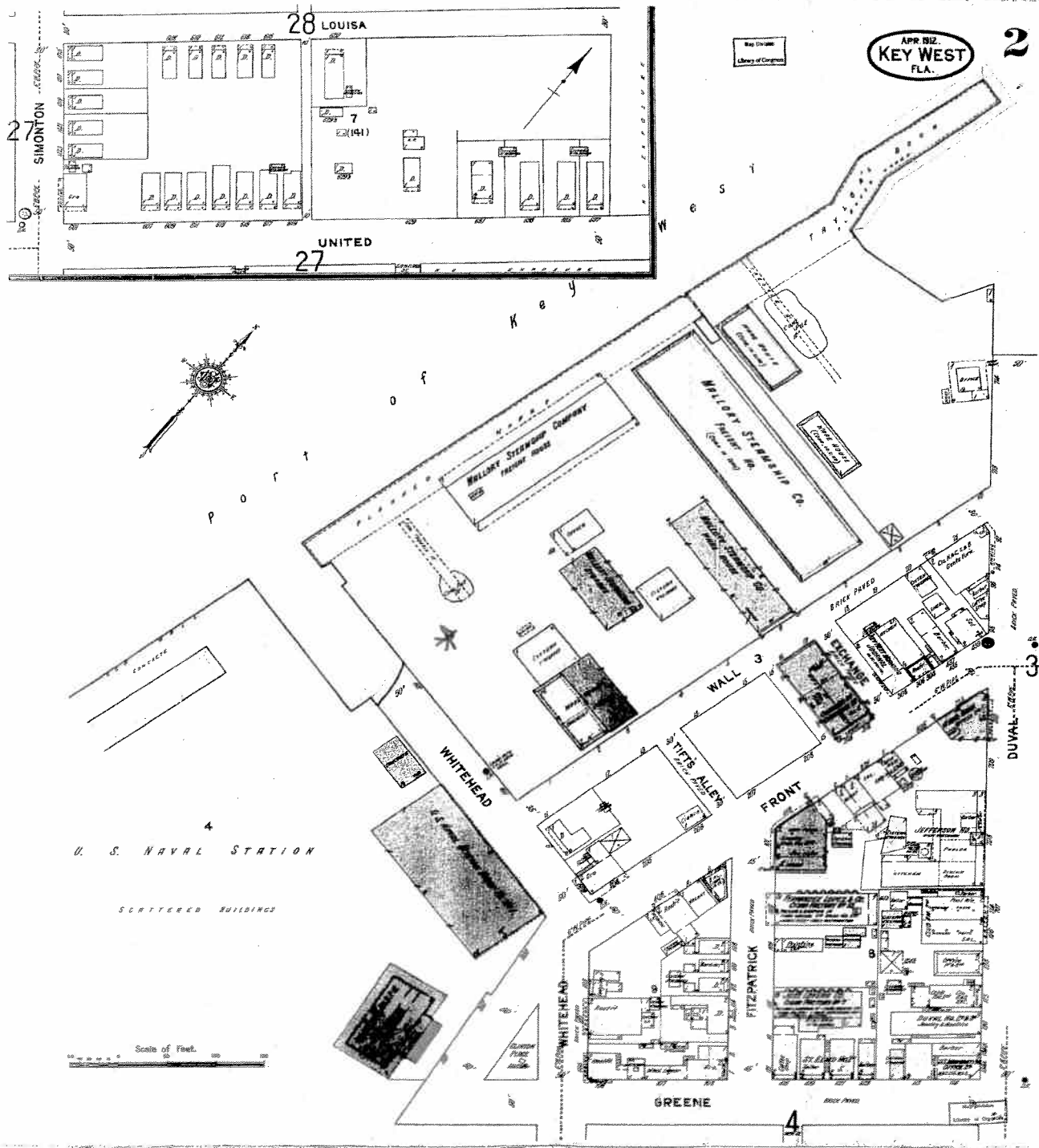


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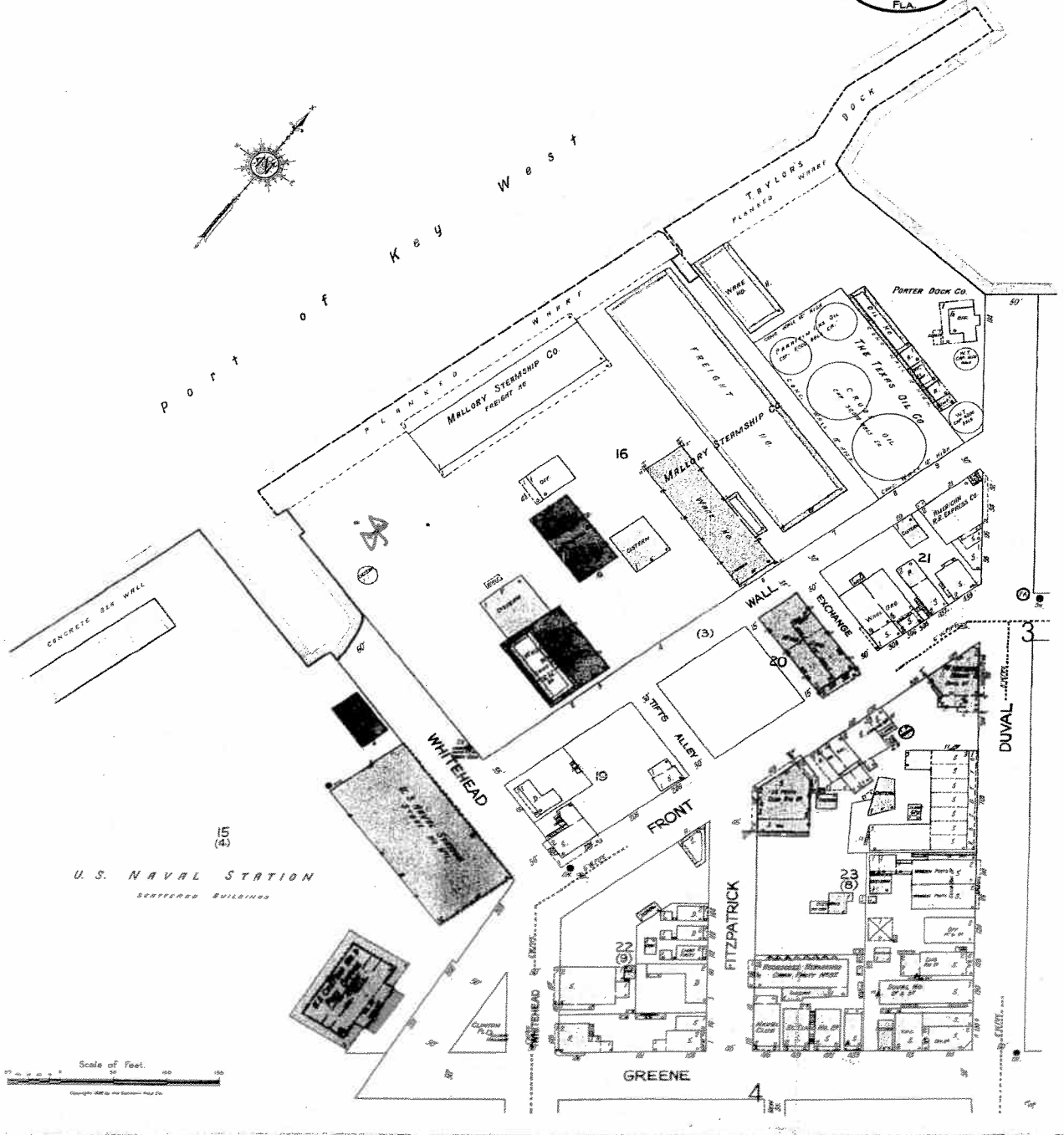
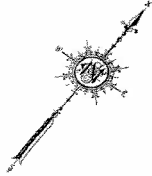
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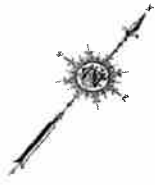
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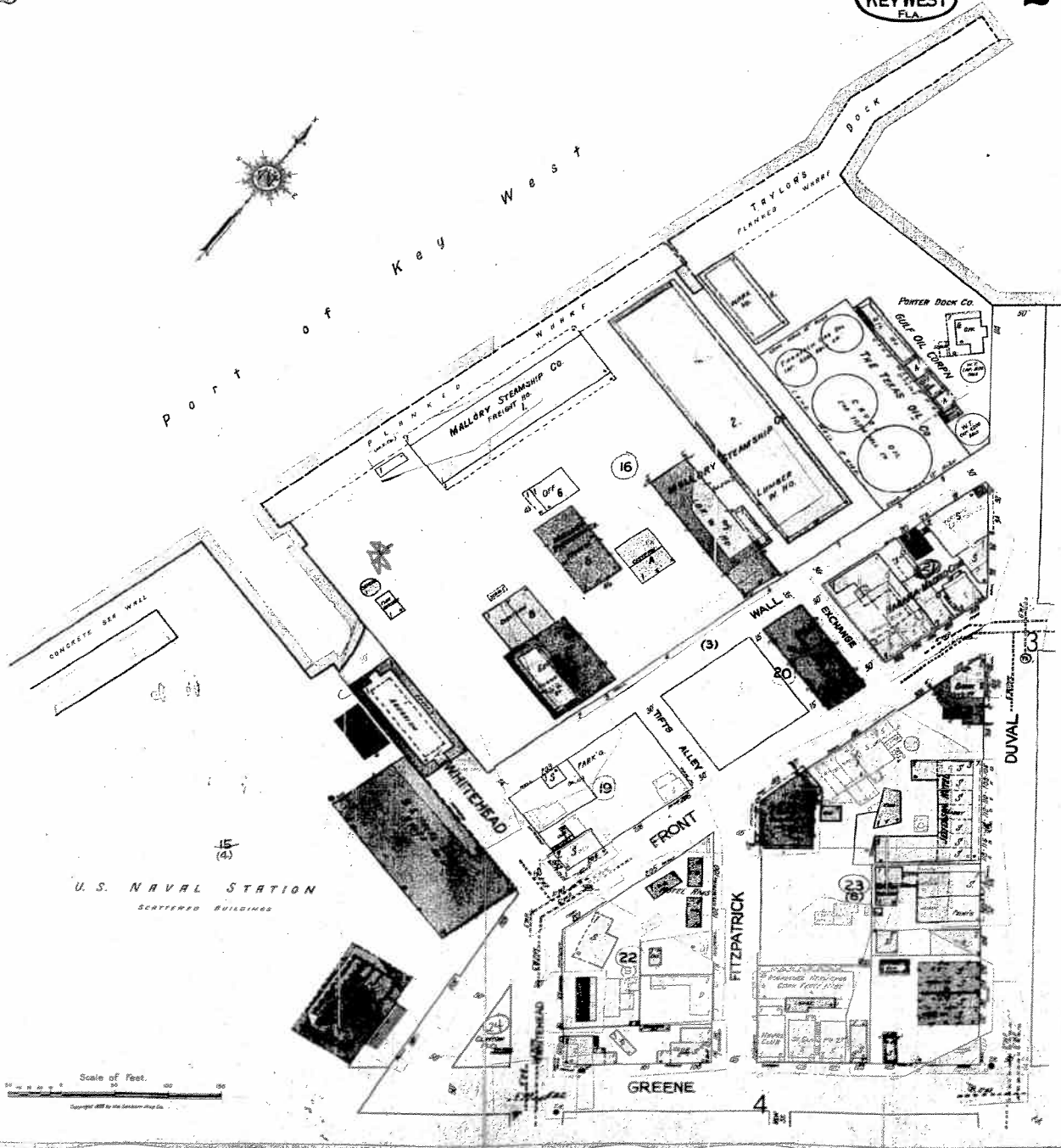
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Port of Key West



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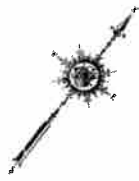
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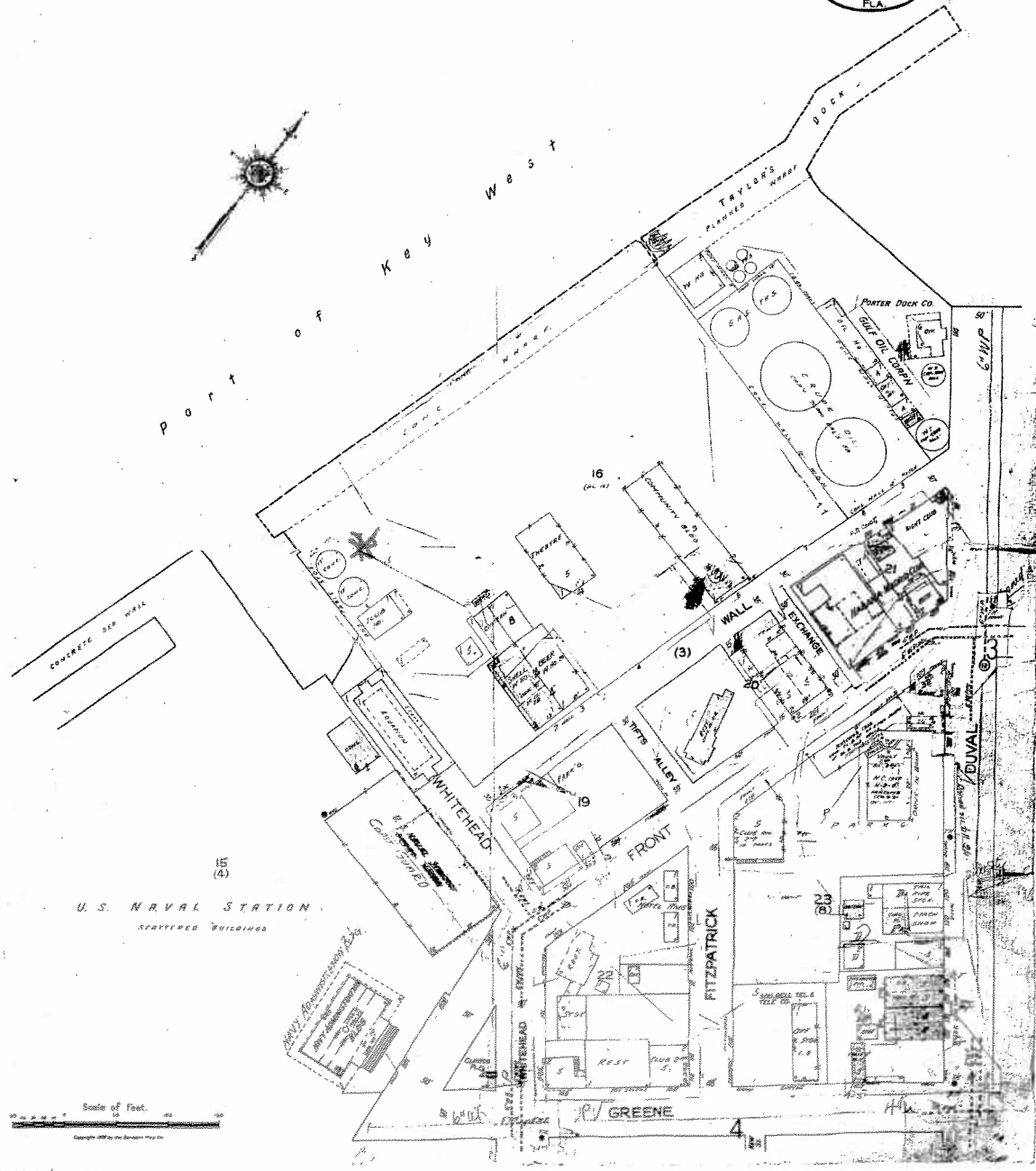
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2



Port of Key West



U. S. NAVAL STATION  
SCATTERED BUILDINGS

Scale of Feet  
0 20 40 60 80 100



### The Sanborn Library, LLC

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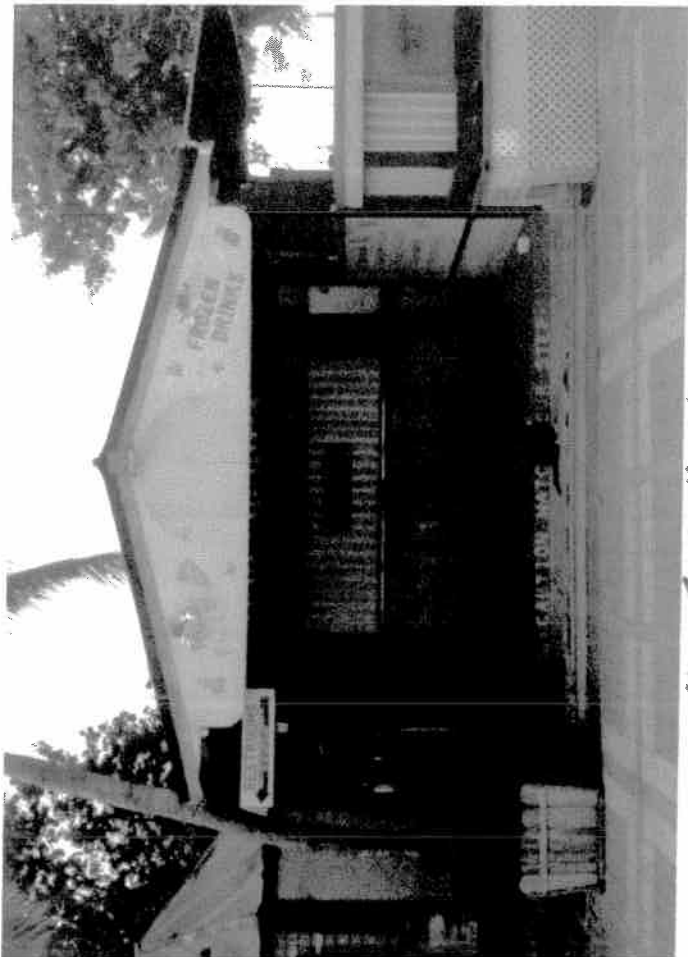
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1:25,000 Resolution Associates

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# **Project Photos**



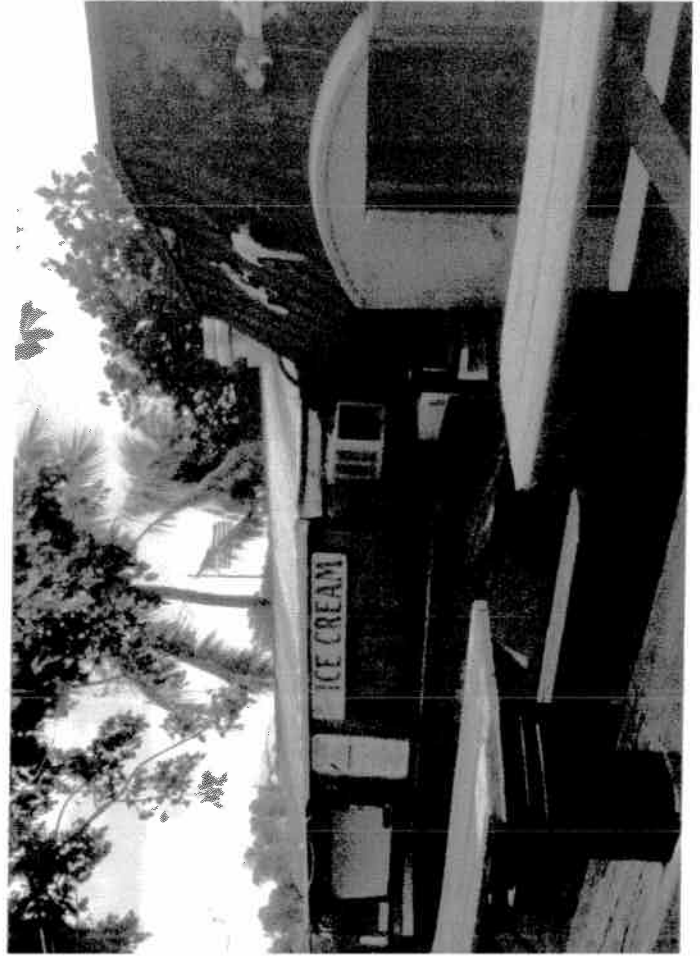
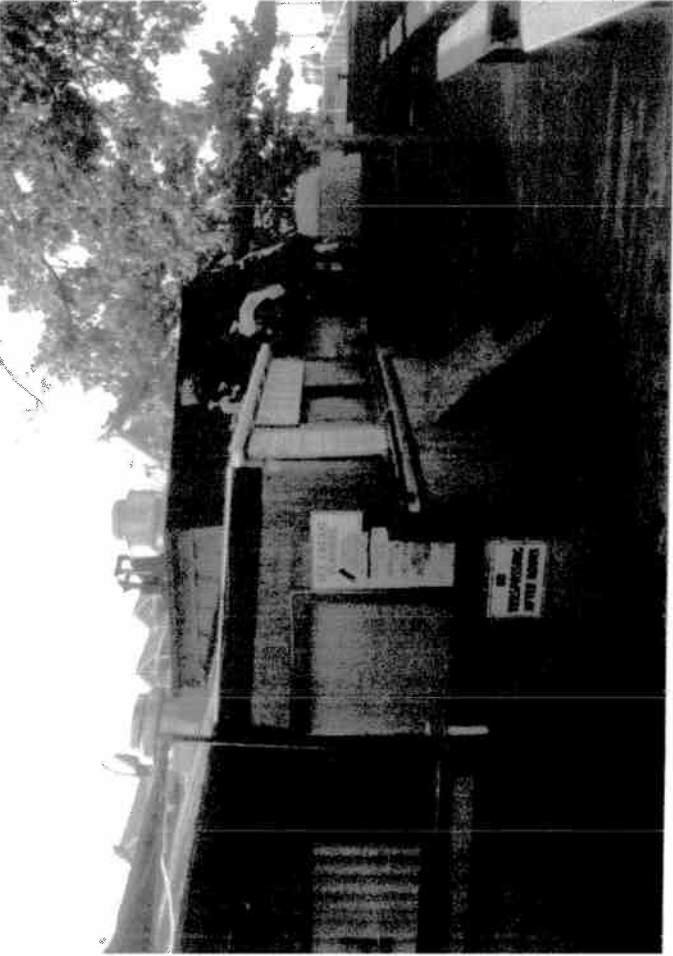
EXISTING DECK



EXISTING ENTRY

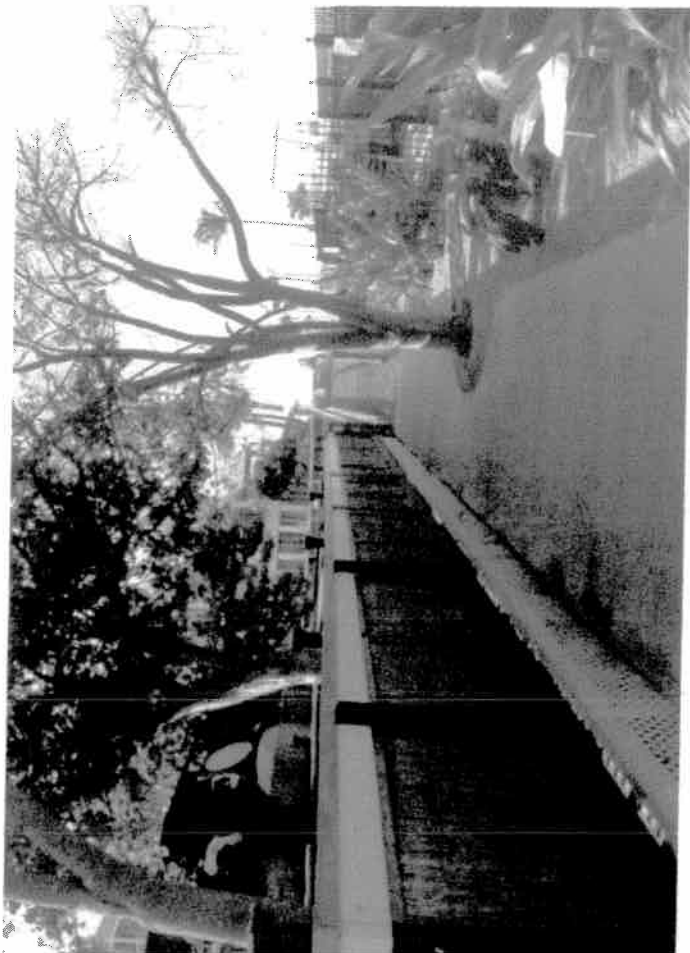
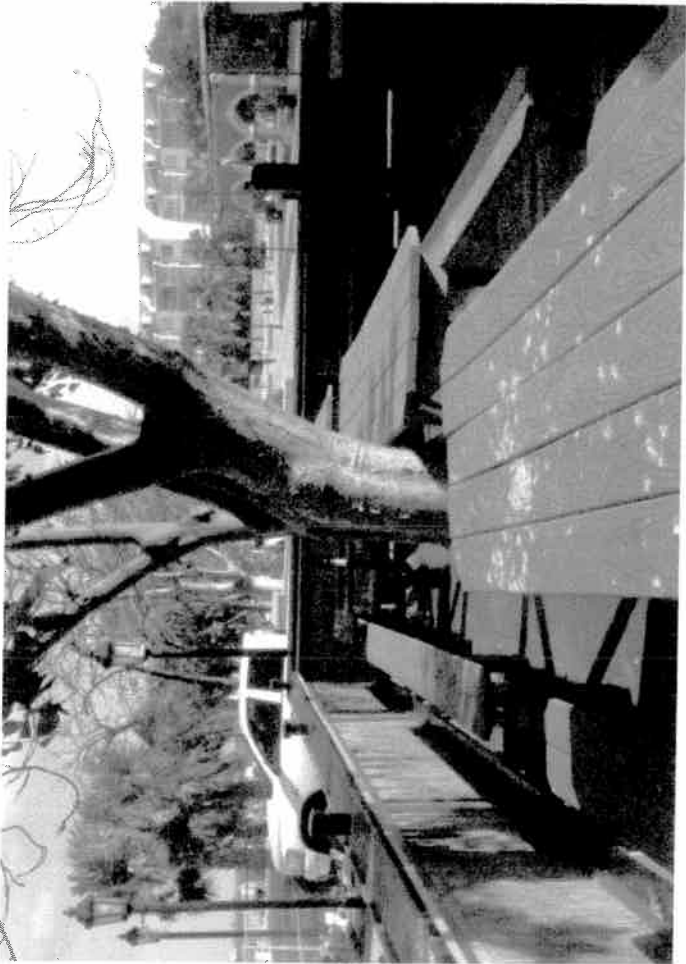


VIEW FROM MALCOLM SQUARE



EXISTING RESTAURANT BUILDING

VIEWS OF OPEN DECK  
+ WALKWAY TOWARDS  
WATER





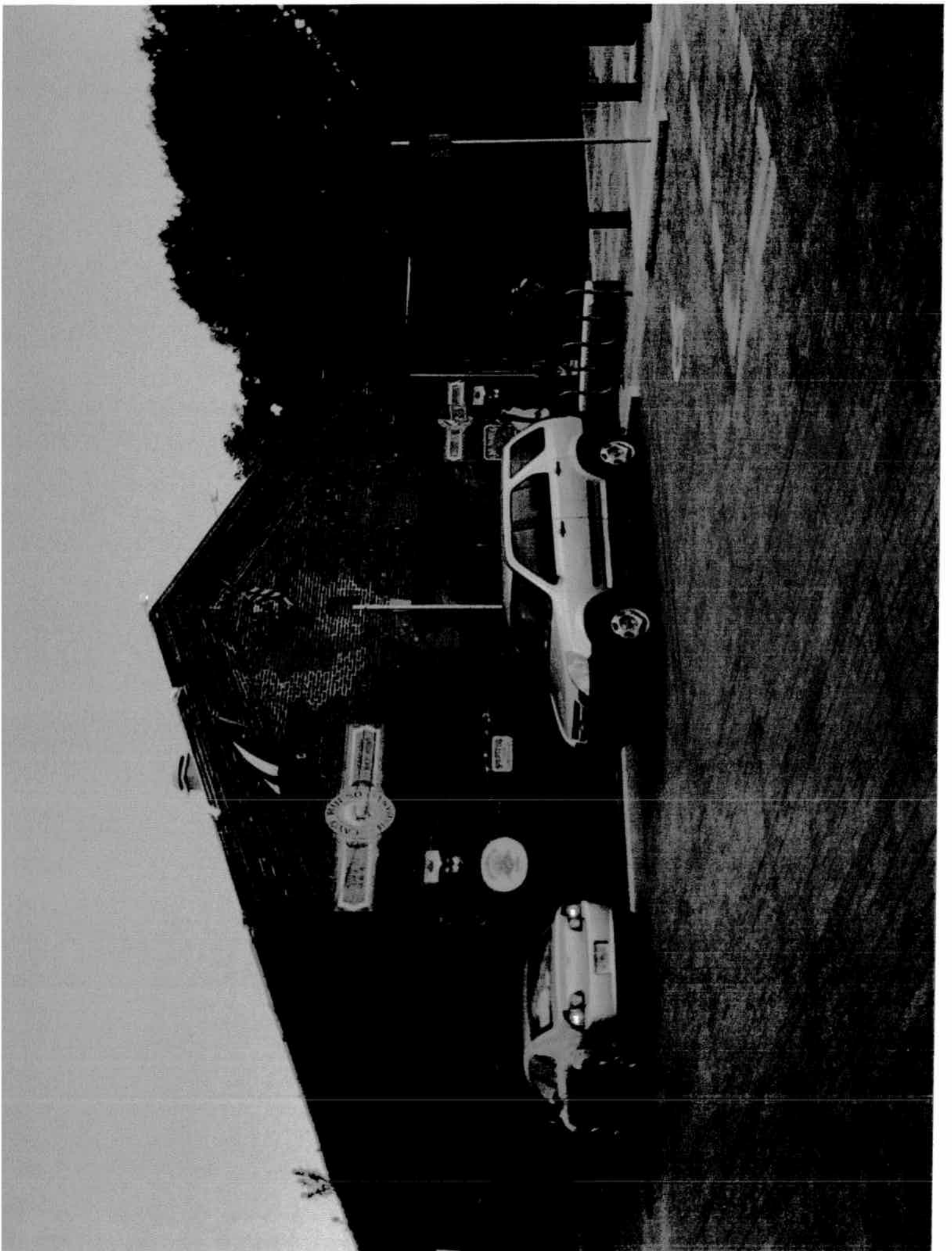
EXISTING CISTERNS





EXISTING BROKEN/ROTTED DECK BEHIND CISTERN













FROZEN DRINKS

CAUTION, WATCH YOUR STEP.

RESTROOMS

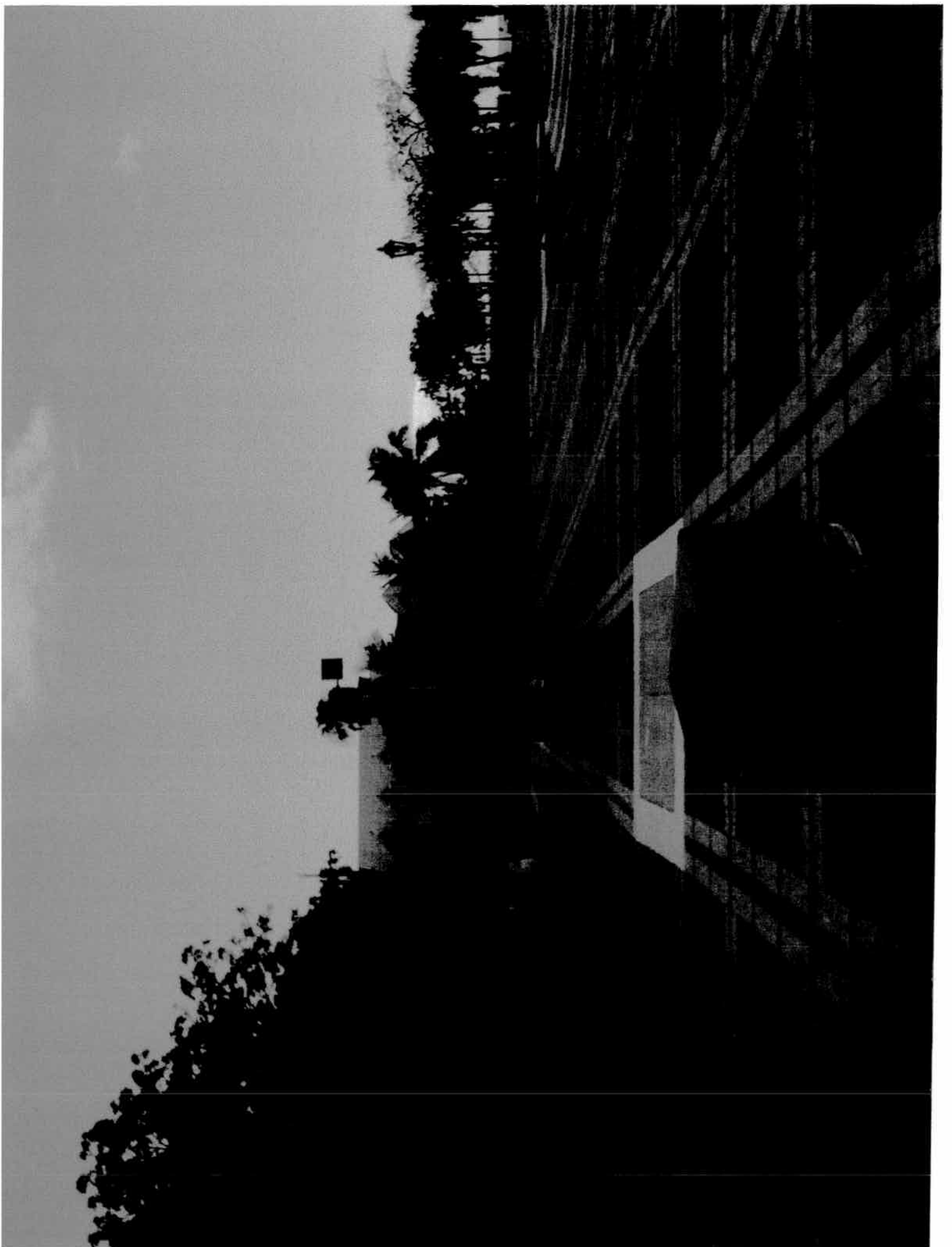
Public Notice

TEQUILA  
MARGARITAS  
ICE CREAMS  
SWEET DAQUIRIS

DOG BAR









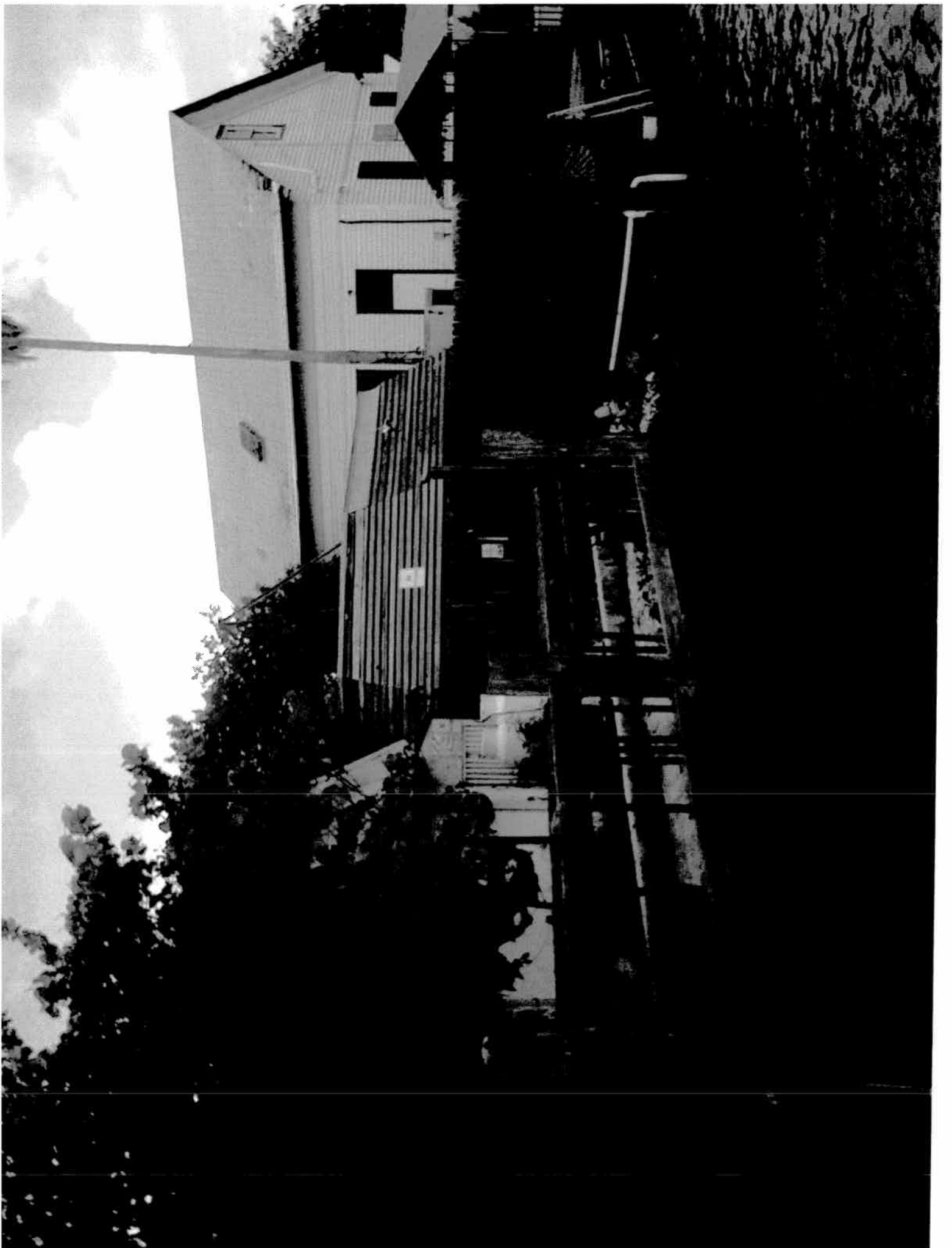


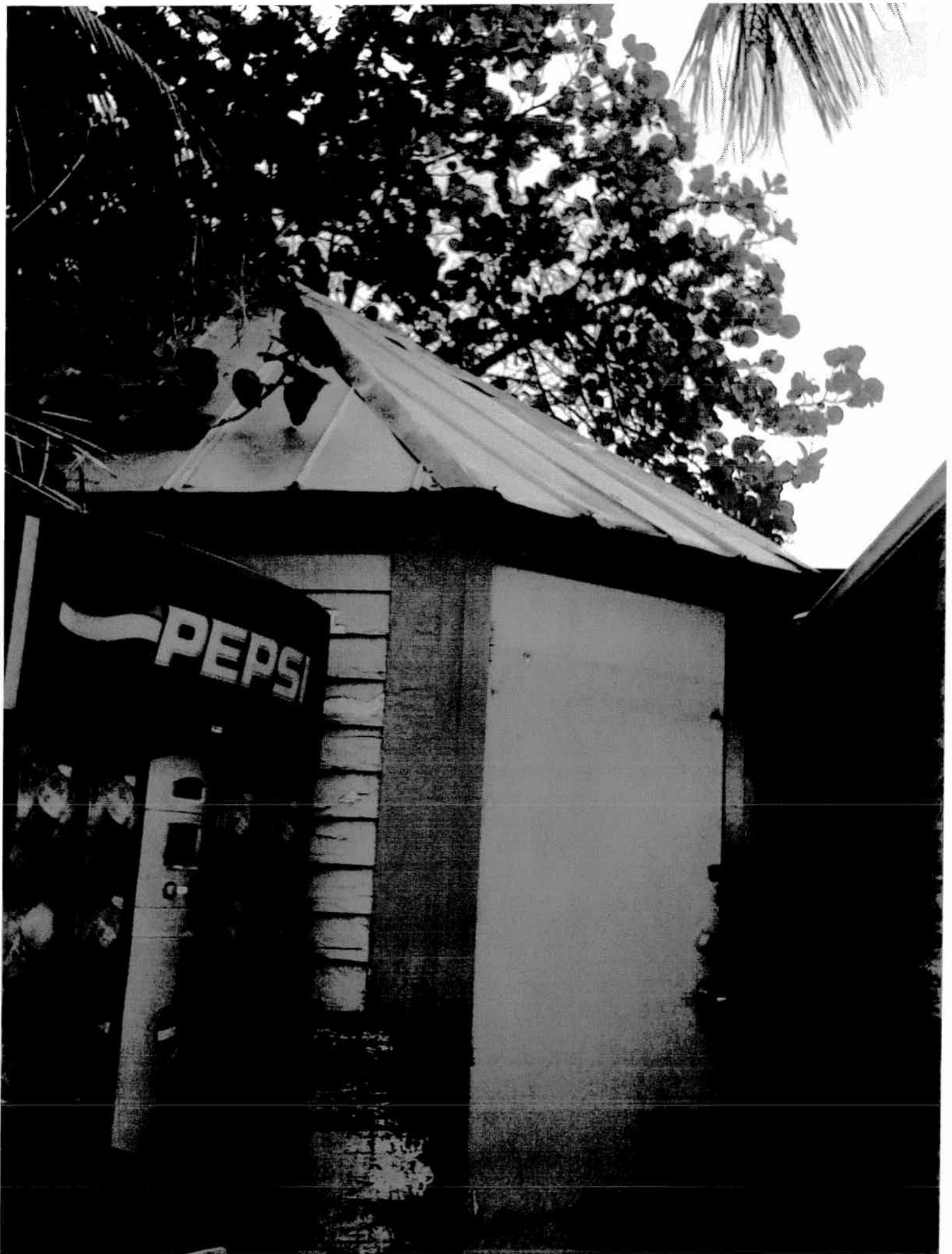


Public Notice

TRESPASSING

WALKING  
BICYCLING







## **Miscellaneous Information**

# KEY WEST & CUBA BECOME LINK FOR

## INTERNATIONAL OCEAN TELEGRAPH CO. IN KEY WEST

*For the first time, the United States is directly connected to a foreign country through underwater cable. This an account of Key West's important role in a major historical event.*

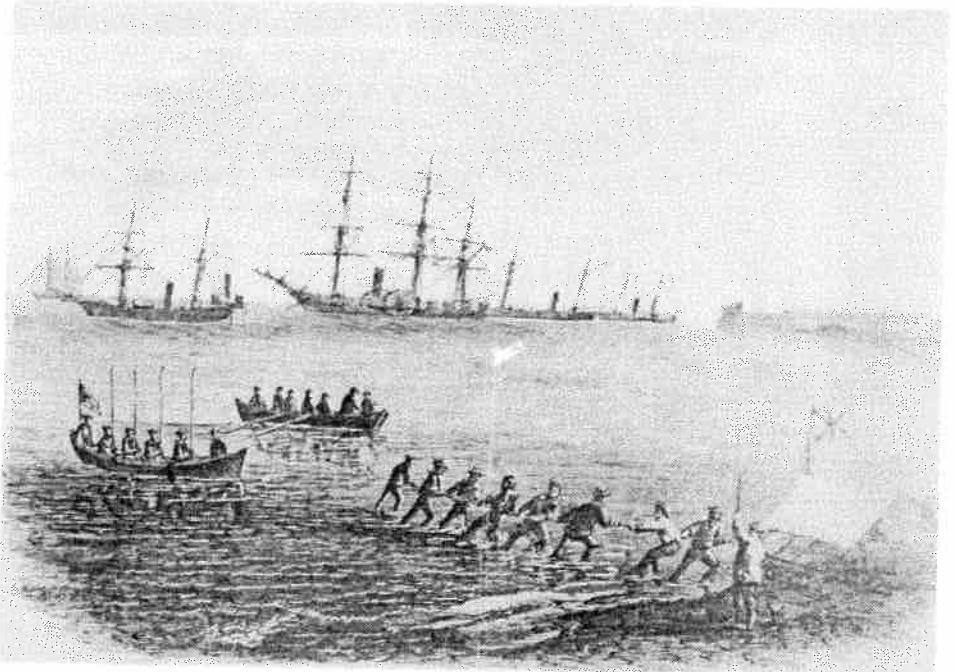
By Tom Hambright  
Copyright 1991

In today's information age, it is easy to forget that electrical communication is less than 150 years old. In 1844, Samuel Morse built the first telegraph line from Baltimore to Washington. A test of an underwater cable the next year in Portsmouth, England, proved an underseas cable was possible.

The underwater cable required a different electrical insulator than in use at that time. The answer was *Gutta Percha*, a rubber-like substance from the tree of the same name. The only liability was the *Gutta Percha* would become soft and pliable in warm air. Underwater storage solved this problem.

A submarine cable between England and France in 1849 proved international communication practical. The American Civil War had delayed the development of underseas cable in this country. At the end of the war, entrepreneurs, seeing a potential market, moved to organize submarine cable companies.

Businessmen James A. Scrymser and Alfred Pell, Jr. incorporated the International Ocean Telegraph Co. (IOTC) on Dec. 2, 1865. The line was to connect the United States and Cuba and, eventually, Central and South America and the Caribbean. The president of the new company was former Union General William F. "Baldy" Smith. The company obtained exclusive landing rights from the United States Government, the Spanish Government and the State of Florida. In addition, Congress passed a law authorizing all telegraph companies to place lines on federal public domain and on military and post roads, as well as giving the companies the right to take necessary "stone, tim-



*The landing of the International Ocean Telegraph cable at Key West on August 3, 1867. Harper's Magazine, September, 1867. Photograph courtesy Monroe County Library.*

ber, and other materials for its posts, piers, stations and other needful uses." The State of Florida gave the company the right "to construct and maintain their Telegraphic Lines over the Internal Improvement and Swamp lands of Florida without charge during the existence of said Company."

The IOTC began construction of the land line from Lake City to Punta Rassa in the spring of 1867 and completed the work on May 29. From Lake City, north the messages would travel by Western Union Telegraph Co. lines.

The India Rubber, *Gutta Percha* and Telegraph Works Co. of England manufactured the submarine cable. The 1,200-ton schooner-rigged screw steamer, *Narva*, carried the cable from England and was the cable layer. The United States steamer, *Tahoma*, the lighthouse steamer, *Fountain*, and the Spanish war steamer, *Francisco de Asis*, assisted the *Narva*.

The underwater work began with the landing of the shore end of the cable at Key West on Aug. 3. The next day, the *Narva* laid the cable to the south of Sand Key and then cut and buoyed the end. The *Narva* then sailed to Havana and landed the other shore on

Aug. 5. The next day, the *Narva* sailed north to Key West paying out cable at about the rate of 3-1/2 miles per hour to connect with the Key West shore end. Weather and navigation problems delayed the splicing of the Cuban cable and Sand Key end until August 18.

On Aug. 21, E.O. Gwynn, mayor of Key West, and Joaquin del Manzano, captain-general of Cuba exchanged telegrams. The *Narva* had brought yellow fever to Key West. This delayed the completion of the mainland connection until Sept. 10. On Sept. 11, 1867, Secretary of State William H. Seward and Captain-General Joaquin del Manzano exchanged greetings.

The cable landed in Key West near the bridge at Ft. Zachary Taylor. The cable ran underground to the telegraph office. The location of the first office is not yet known. On the north side of the island, the cable shore connection was at the army barracks, the area now known as Peary Court.

Communication with the outside world was now available, but beyond the means of the average working man. As part of the bill to grant the company an exclusive franchise to Cuba,

# INTERNATIONAL COMMUNICATIONS

Congress had limited the cost of a telegram to \$3.50 for each 10 words. The company interpreted the limitation to apply only to the undersea cable and by 1870, the charge for a 10 word cable from Havana to Lake City was \$4.00 in gold.

The cable did end the isolation Key West had suffered from with irregular mail service. The citizens of Key West arranged to receive daily news service.

From the beginning, the IOTC was a financial success. In 1868, the company added a second cable to handle the increased traffic. In 1873, the Punta Rassa-Havana line handled 51,899 messages. This prosperity led to the giant Western Union acquiring controlling interest in the company that year. The IOTC was to remain a subsidiary until Western Union absorbed it in 1957. Also constructed in 1873 was the new Key West office at 416 Greene St.

The IOTC added and replaced cables over the years as required for traffic or the old lines failed. The Key West-Havana cable added new lines in 1873 and 1917. The Key West-Punta Rassa cable added new lines in 1871, 1875, 1890, and 1927. The latter was a two channel cable. The 1890 line included a station at Sanibel Island. The company discontinued the Sanibel station in 1927. In 1899, the IOTC completed a Key West-Miami cable. This was a three channel cable. After 1927, the company had three single channel cables to Havana, one dual channel cable to Punta Rassa and one three channel cable to Miami. The company abandoned the Punta Rassa cable after World War II.

The cable hut next to the Southernmost Point monument on Whitehead Street was part of the 1917 cable. This provided connections to link the undersea cable to the land line. The northern connection and cable hut was on the railroad property, the area now known as Hilton Haven.

The location of the storage tanks, needed to keep the Gutta Percha cable underwater, has changed over the years. The first tanks were at



*The International Ocean Telegraph/Western Union Office at 416 Greene Street Key West, circa early 1900's. Photograph courtesy Monroe County Library.*

Philbrick's Wharf, where the A & B Lobster House is today. The next tanks were at William Curry & Son's Wharf, today the site of the Hyatt and Galleon. Next the site of the storage tanks was the Florida East Coast Railroad yard at Trumbo Point. When the Navy took over Trumbo Point at the beginning of World War II, the IOTC solved its storage problem by using the ocean floor north of Smith Shoals Lighthouse.

American Telephone and Telegraph Co. (AT&T) built the cable storage tanks

on Mallory Docks. The tanks were needed to support the underwater telephone lines to Cuba. AT&T built the first tank in the early 1920's when the first phone line to Cuba opened and built the second in 1930 to support the six channel telephone cable laid that year.

The first superintendent of the cable was W. H. Heiss. Heiss had supervised the construction of the land line to Punta Rassa. In 1873, when Western  
(Continued on page 10)

(Cable from page 9)

Union took control of IOTC, N. DeBree replaced Heiss as superintendent. In 1888, Martin Hellings became cable manager in Key West. Prior to and during the Spanish American War, he operated an intelligence service for the U.S. Government. Havana telegrapher, Domingo Villaverde, whose office was in the Governor General's Palace, supplied the information to the Key West station. Hellings was then able to provide the White House War Room with the latest news from Cuba. When the war started, Hellings became a captain in the U.S. Army Volunteer Signal Corp. He retired from IOTC in 1906.

John W. Atkins became manager upon Hellings retirement. In addition, he was a noted ornithologist and his work added two birds to the fauna of North America. Atkins retired in 1929.

Capt. G. R. Steadman became the next cable manager and captain of the cable repair schooner, **John W. Atkins**. He began working for Western Union in Key West in 1917. Before that he had worked for Florida East Coast Railway running launch boats and building telephone lines to construction camps while the railroad was under construction along the Florida Keys. When the first train came to Key West in 1912, he was on it, riding atop the cow catcher. In 1939, Capt. Steadman took command of the new cable schooner, **Western Union**. Capt Steadman retired in 1957 after 41-1/2 years with the IOTC.

Capt. Richard (Dick) T. Steadman, his son, started working for Western Union in 1939. He worked out of both the Miami and Key West offices until 1952, when he moved permanently to Key West. When his father retired, Capt. Dick became cable manager and master of the **Western Union**. In the early 1970's, the use of satellites and other new technology led Western Union to reduce its cable operations and retire the schooner, **Western Union**. Capt. Dick Steadman retired July 1, 1973, the last cable manager in Key West.

*Tom Hambright is Director of State and Local History for the Monroe County Library. For more history of the International Ocean Telegraph Company, see Canter Brown, Jr.'s article in The Florida Historical Quarterly of October, 1989.*

## HISTORICALLY SYMBOLIC

By Edward J. Little  
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In Key West, the unusual and bizarre are normally taken as matters of scant notice. But, on Friday, Sept. 27, even the most blasé residents and visitors couldn't help but pay rapt attention as an event that had some of the elements of high drama unfolded. For on that day, three rickety watercraft began a last voyage — overland.

The show began when a huge mobile crane lumbered down Duval Street. It stopped just south of Moe's Barber Shop. Then, bystanders looked on in disbelief as the crane operator expertly steered his rig down a narrow lane bordering a tiny vacant lot on the east side of the street. He barely cleared a building on one side and overhanging trees on the other. Talk about a tight fit; the crane operator seemed to have done the impossible. Yet, this deft maneuver was nothing compared to what was eventually to follow. Next, a semi-trailer truck towing a mammoth flatbed trailer pulled up. It stopped in the 600 block of Duval Street at the entrance to the lot. While some volunteers directed traffic around the trailer blocking the street, others stayed in the lot and bustled around the objects that were the focus of the entire operation.

Almost lost among the overhanging trees and shadows were a primitive raft composed of rusty oil drums lashed to a wooden frame, and two decrepit, moldering, wooden boats. The larger of the two boats was 27 feet long. Its lines were similar to those found on open fishing boats used in the Keys almost a generation ago. A small diesel engine protruded amidst the leaves and debris that had accumulated in the cockpit. Painted on her bows, in faded, peeling letters, was the name *Caleta*. The second boat was only 16 feet long. Great sections of her planking were missing or badly rotted. Although she had obviously once been fitted with an inboard engine, she resembled nothing so much as the whaleboats or "pulling boats" that had been common during the Age of Sail. On her stern, the name *Alicia* was spelled out. As for the raft, it resembled nothing of any



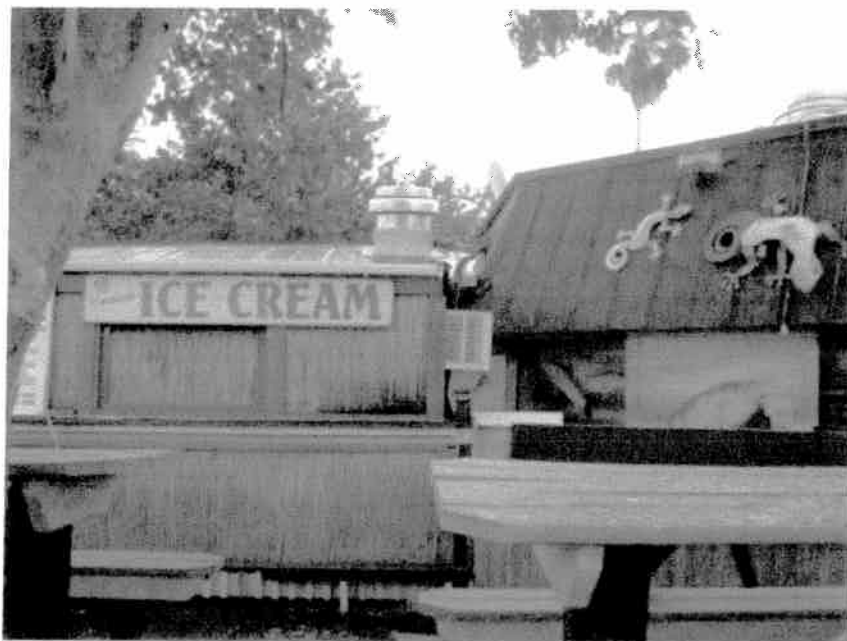
# Engineer Report

**Cable Storage Structure**

**Mallory Square**

**Key West, Florida 33040**

**August 3, 2010**



**SeaTech** inc.

830 Crane Boulevard  
Sugarloaf Key, Florida 33042  
Phone (305) 872-0888  
Fax (305) 872-8898

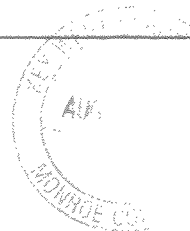
7552 Navarre Parkway, Suite 7  
Navarre, Florida 32566  
Phone (850) 939-3959  
Fax (850) 939-3953



**Cable Storage Structure  
Mallory Square  
Key West, Florida 33040**

Section 1 .....Scope of Work  
Section 2 ..... Existing Conditions  
Section 3 ..... History  
Section 4 ..... Findings & Discussion  
Section 5 ..... Conclusions & Recommendations  
Section 6 ..... Photographs

Attachment A .....Local Map  
Attachment B.....Site Map



The purpose of this Engineer Report is to provide a professional evaluation of the Cable Storage Structure on Parcel 2 at Mallory Square, Key West, Florida.

The Cable Storage Building is located at Mallory Square, Key West, Florida. (See Attachment A, Local Map and Attachment B, Site Map)

The Mallory Square property includes five parcels at the south side of the property. There is a cable storage structure on Parcel 2 and another on Parcel 3. The Cable Storage Building on Parcel 2 is the subject of this report.

The building has a circular footprint and was constructed with a concrete foundation and concrete walls that extend approximately five feet above grade. There are wood framed walls that extend an additional three feet (approx.) above the concrete walls. The building has a wood framed roof system. There is a wood framed floor system inside the building near grade level that is elevated above the bottom of the concrete foundation.

The Cable Storage Building was originally used to store underwater cables. It was most recently used to house a kitchen to support the operations of a restaurant. The Cable Storage Building is currently being considered for use as part of a proposed restaurant on Mallory Square. The building is a non-contributing historic building.

Sea Tech, Inc. was retained to provide an evaluation of the Cable Storage Structure in order to determine the feasibility of re-using the building.

The building observations were conducted between 22 July 2010 and 2 August 2010. The attendees included Mr. Paul R. Semmes, PE, Mr. John Paul Castro and Mr. Ryon LaChapelle representing SeaTech, Inc.

There was no invasive work requested or performed during the observation. The observations were made only of readily visible components of the building.

Access to the interior spaces of the building was limited due to the lack of lighting and the poor condition of the floor framing system.

The concrete structure was mostly concealed by wood framing and siding materials.

There were three openings in the concrete walls that extended from the grade level to the top of the concrete structure. The openings were three feet wide, five feet wide and six feet wide. The openings comprise 16% of the building diameter. There was no tie beam along the top of the concrete walls.

The wood floor framing system was damaged. There were rotted wood members and one third of the floor area appeared to be settled or failed. The floor framing system appeared to be unsafe.

The roof framing system was damaged. There were rotted and deteriorated wood framing members. The wood posts were rotted and deteriorated.

The Cable Storage Building is in poor condition. The floor framing system presents an immediate danger for injury, the roof framing system has deteriorated to the degree that the serviceability and structural integrity of the system has been compromised and the concrete walls have been partially demolished without any compensation for the loss of the wall sections, thus compromising the structural integrity of the structure. The building is Substantially Damaged as defined by the 2007 Florida Building Code, Existing Building.

The building repairs required as described in this report are in excess of the 50% limitation exacted by the requirements of the Federal Emergency Management Act (FEMA). The repairs are estimated to be approximately \$75K and the value of the building is \$92K as established by the Monroe County Property Appraiser.

The building is unsafe and should be provided with adequate barriers to prevent any entry into the building until the unsafe conditions have been remedied.

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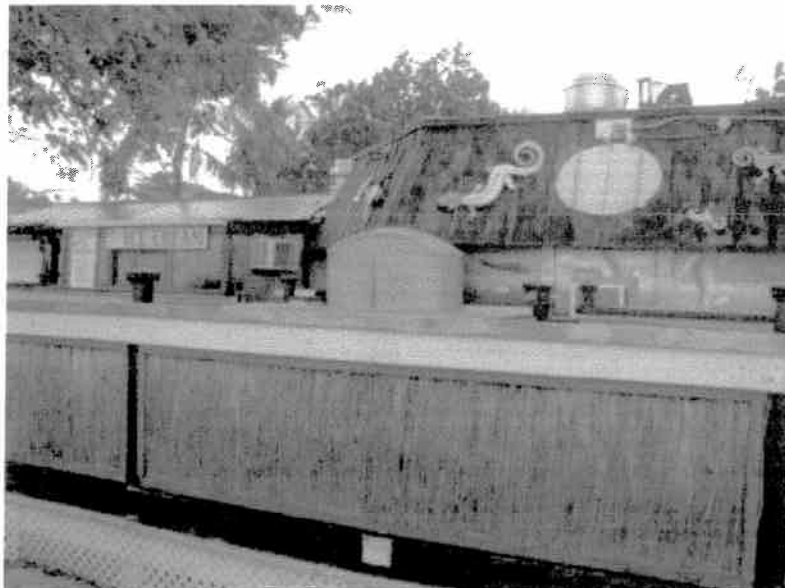
Paul R. Semmes, PE

Section 6: Photographs

**BUILDING EXTERIOR**



Picture #1



Picture #2



BUILDING EXTERIOR



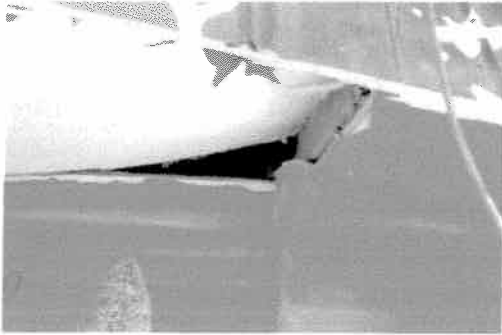
Picture #3



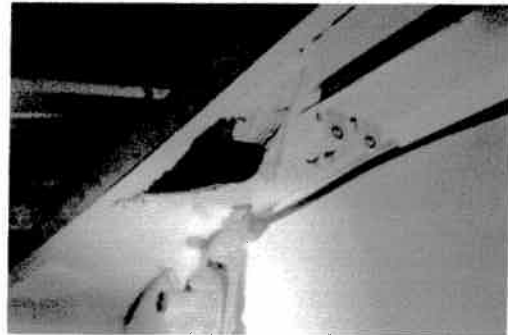
Picture #4



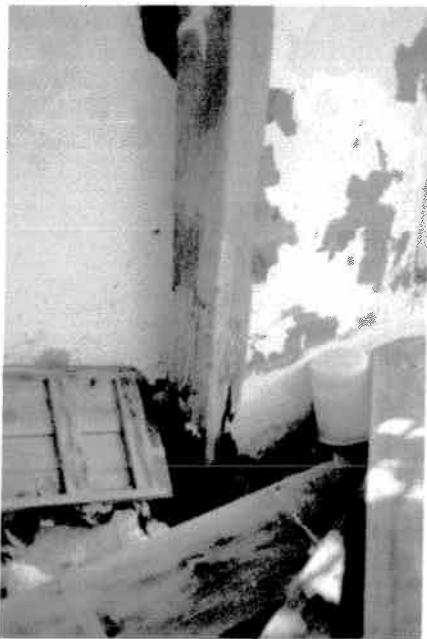
ROTTED WOOD FRAMING



Picture #5



Picture #6



Picture #7



Picture #8



# Seatech inc.

830 CRANE BOULEVARD SUGARLOAF KEY, FLORIDA 33042  
TEL: (305) 294-9993 FAX: (850)939-3953  
C.A.#28984

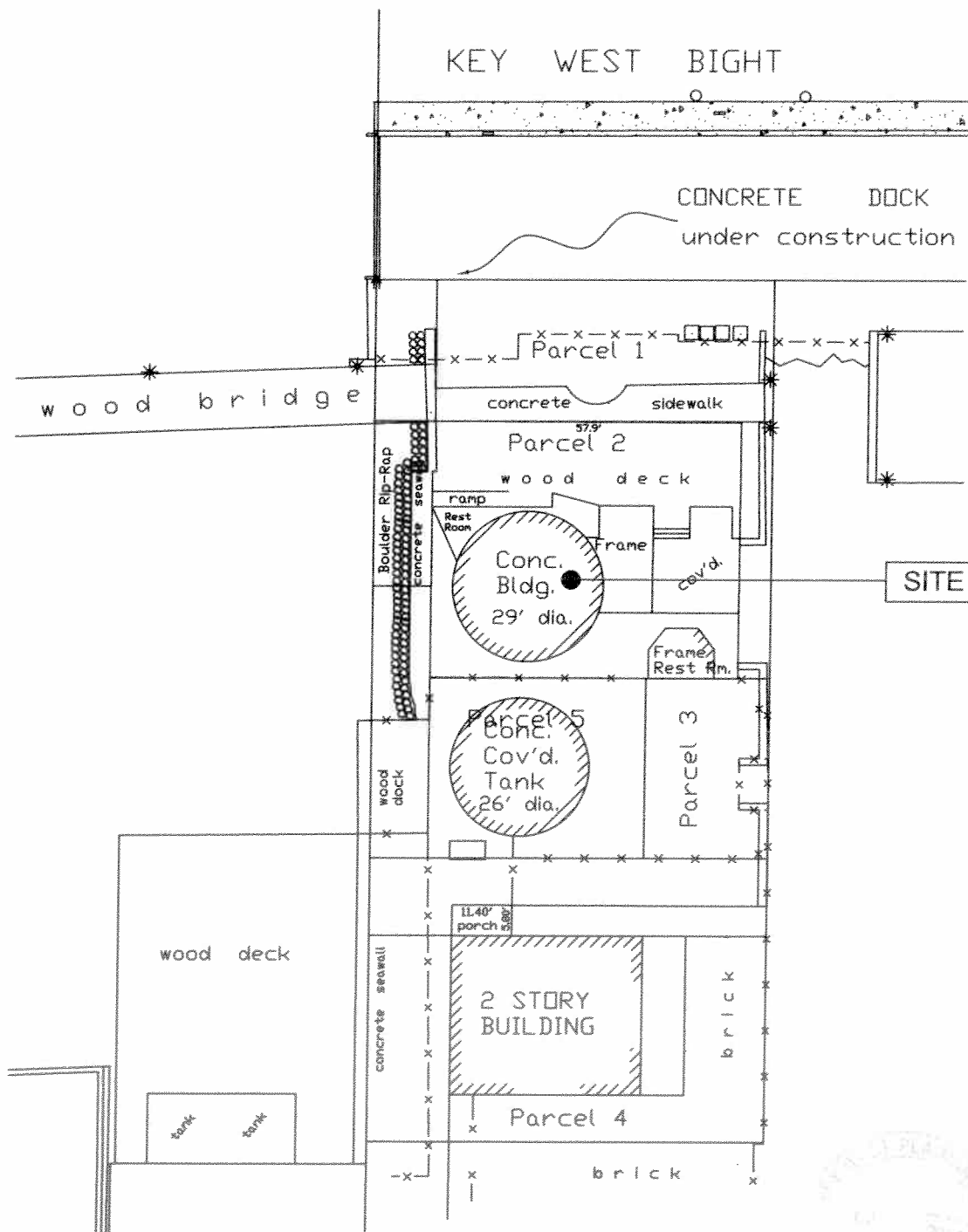
SHEET: ATT-A  
DATE: 08-06-10  
BY: EKM  
JOB # \_\_\_\_\_





830 CRANE BOULEVARD SUGARLOAF KEY, FLORIDA 33042  
 TEL: (305) 294-9993 FAX: (850)939-3953  
 C.A.#28984

SHEET: ATT-B  
 DATE: 08-06-10  
 BY: EKM  
 JOB # \_\_\_\_\_



# Noticing

# Public Notice

The Key West Historic Architectural Review Commission will hold a public hearing **at 3:00 p.m., August 31, 2010, at City Commission Chamber, Old City Hall, 510 Greene Street**, Key West, Florida.

The purpose of the hearing will be to consider a request for

## **MAJOR DEVELOPMENT PLAN AND PROPOSED DEMOLITIONS**

**ADD HANDICAP RAMP TO HOSPITALITY HOUSE, REPAINT EXTERIOR, NEW PAVEMENT AND LANDSCAPING. DEMOLITION OF EXISTING ONE STORY RESTAURANT BUILDING, INCLUDING REMOVAL OF NON CONTRIBUTING BUT HISTORIC CABLE HUT STRUCTURE AND REMOVAL OF NON HISTORIC ADDITIONS. ADD NEW TWO STORY RESTAURANT BUILDING.**

**APPLICATION NO. H10-01-300- MALLORY SQUARE**

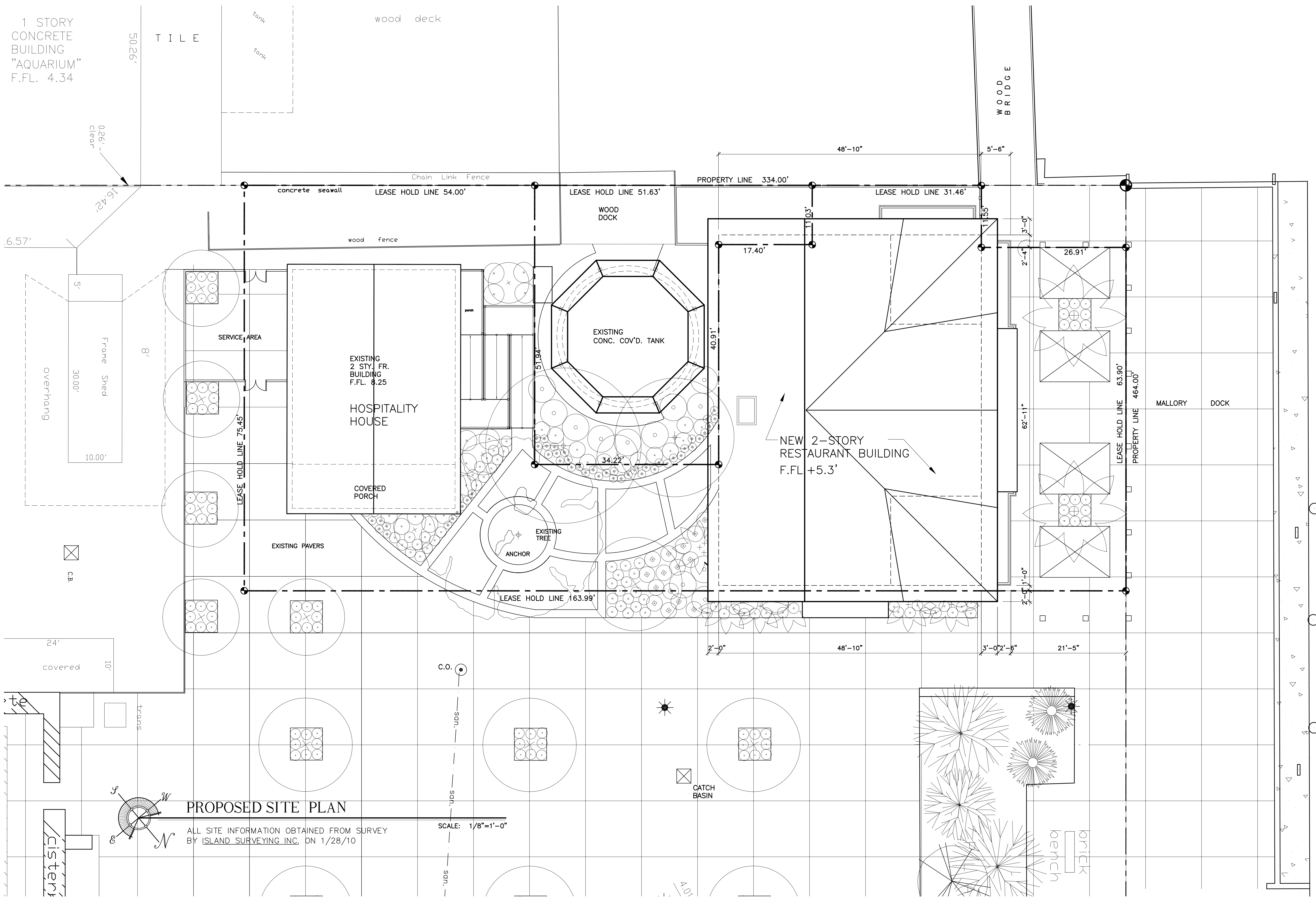
Applicant: Architect William P. Horn

If you wish to see the application or have any questions, you may visit the Planning Department, Historic Preservation Division, during regular office hours at 3140 Flagler Avenue, call 809-3973 or visit our website at [www.keywestcity.com](http://www.keywestcity.com).

# Site Plans



1 STORY  
CONCRETE  
BUILDING  
"AQUARIUM"  
F.F.L. 4.34



**PROPOSED SITE PLAN**

ALL SITE INFORMATION OBTAINED FROM SURVEY  
BY ISLAND SURVEYING INC. ON 1/28/10

SCALE: 1/8"=1'-0"

WILLIAM P. HORN  
ARCHITECT, P.A.

915 EATON ST.  
KEY WEST,  
FLORIDA  
33040

TEL (305) 296-8302  
FAX (305) 296-1033

LICENSE NO.  
AA 0003040



PAUL R. SEMMES, P.E.  
P.E. #44137

830 CRANE BOULEVARD  
SUGARLOAF KEY, FLORIDA  
(305) 294-9993  
C.A. #28984

**MALLORY  
SQUARE  
RESTAURANT**

MALLORY DOCK  
KEY WEST, FLORIDA.

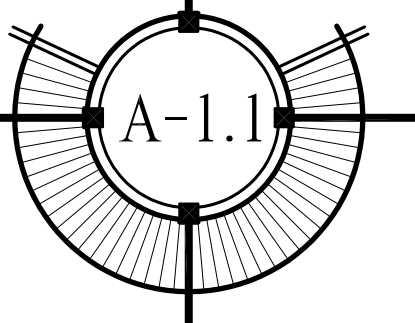
SEAL

DATE  
06-03-10  
08-09-10 HARC

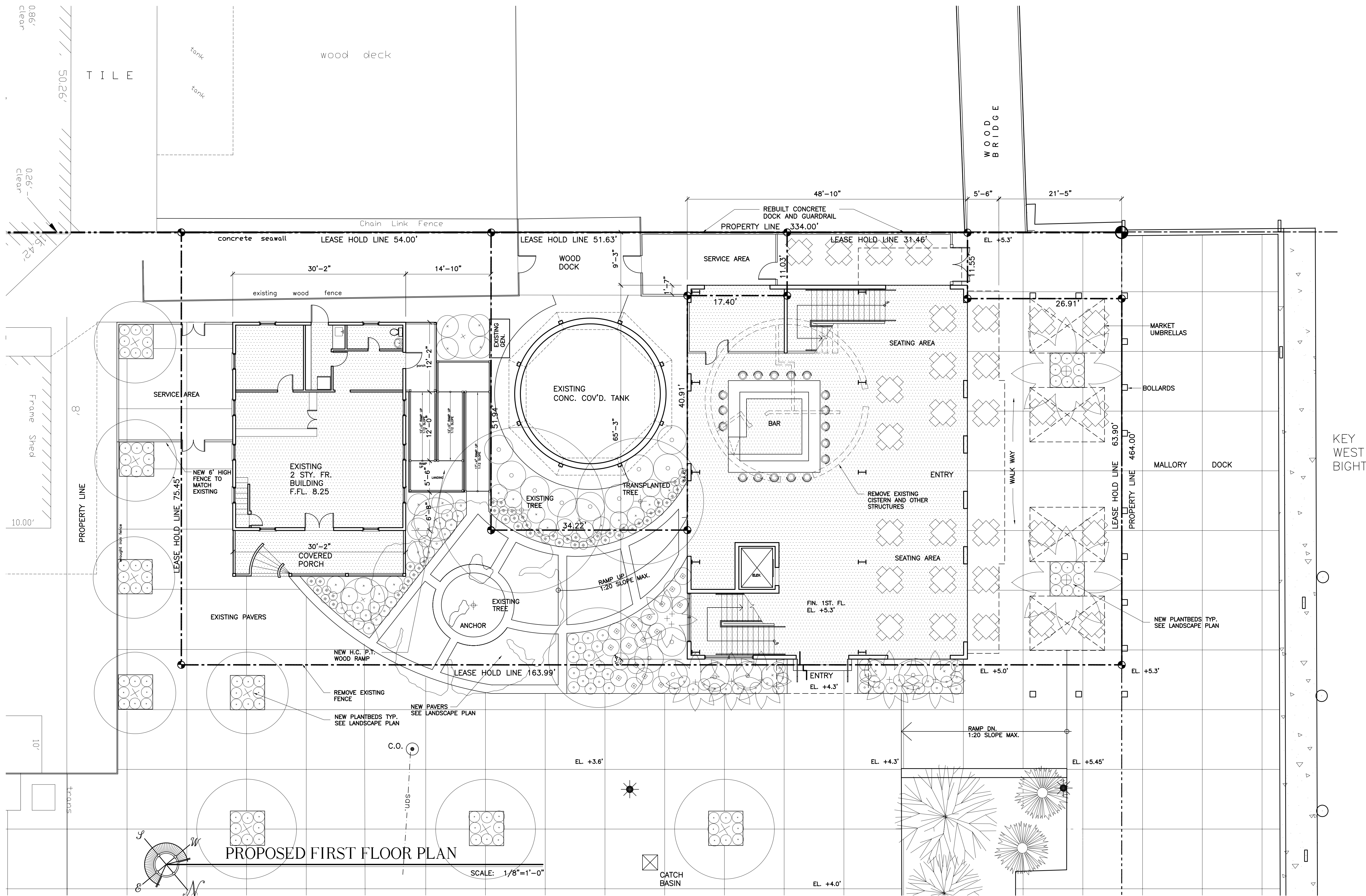
REVISIONS

DRAWN BY  
EMA

PROJECT  
NUMBER  
1006



**MALLORY SQUARE RESTAURANT**  
MALLORY DOCK  
KEY WEST, FLORIDA



PROPOSED FIRST FLOOR PLAN

SCALE: 1/8"=1'-0"

MALLORY SQUARE RESTAURANT  
MALLORY DOCK  
KEY WEST, FLORIDA

WILLIAM P. HORN  
ARCHITECT, P.A.

915 EATON ST.  
KEY WEST,  
FLORIDA  
33040

TEL (305) 296-8302  
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AA 0003040



PAUL R. SEMMES, P.E.  
P.E. #44137

830 CRANE BOULEVARD  
SUGARLOAF KEY, FLORIDA  
(305) 294-9993  
C.A. #28984

MALLORY  
SQUARE  
RESTAURANT

MALLORY DOCK  
KEY WEST, FLORIDA.

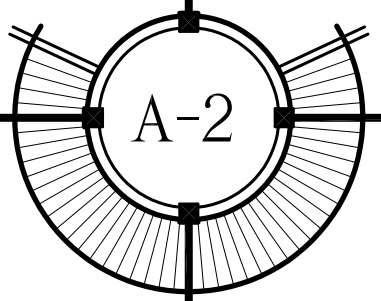
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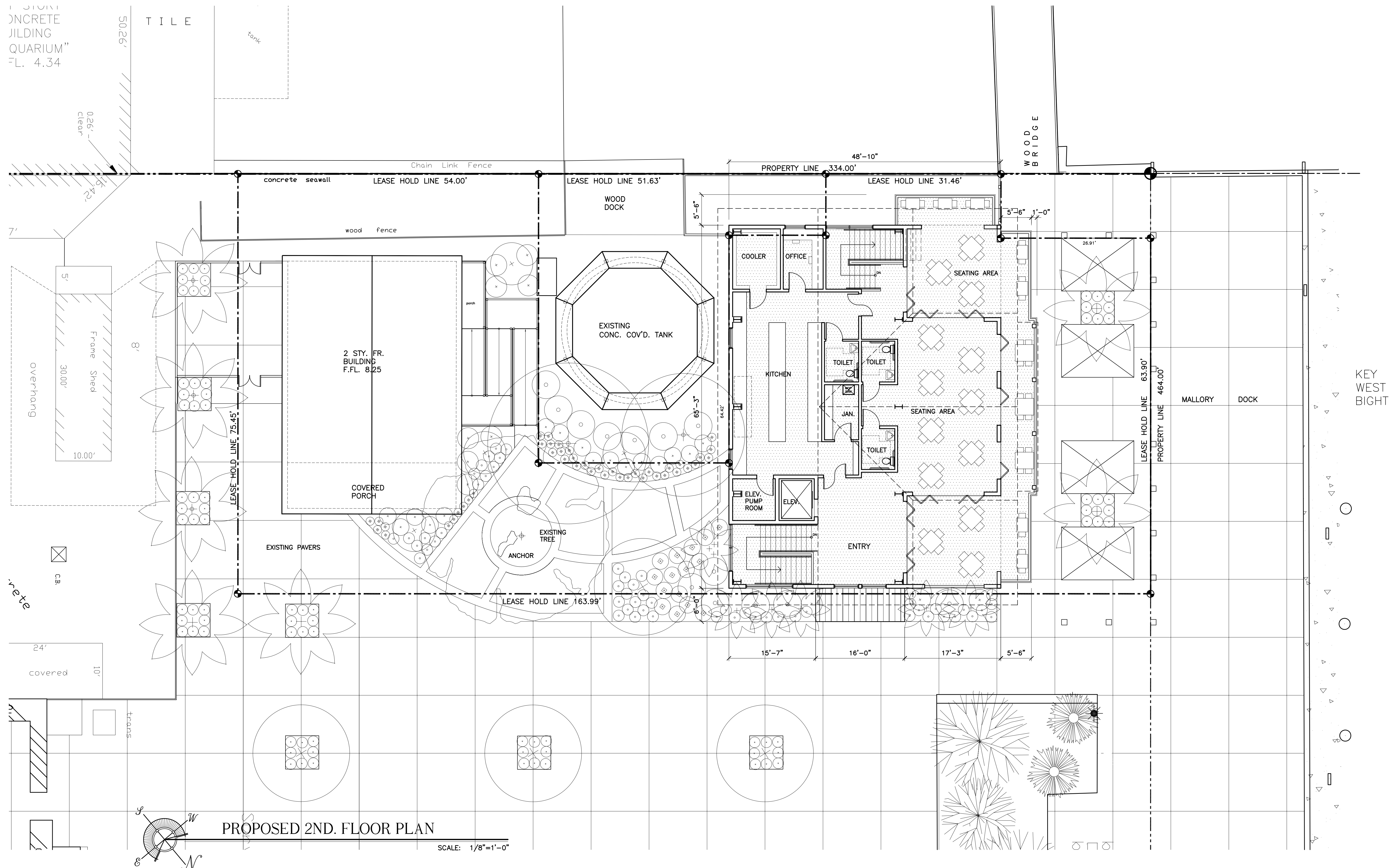
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PROJECT  
NUMBER  
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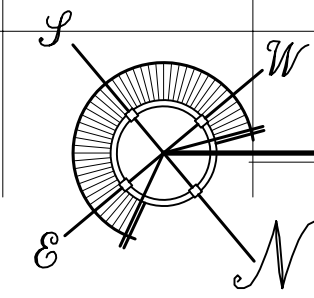


1 STORY  
CONCRETE  
BUILDING  
QUARUM"  
F.L. 4.34



PROPOSED 2ND. FLOOR PLAN

SCALE: 1/8"=1'-0"



WILLIAM P. HORN  
ARCHITECT, P.A.

915 EATON ST.  
KEY WEST,  
FLORIDA  
33040

TEL (305) 296-8302  
FAX (305) 296-1033

LICENSE NO.  
AA 0003040



PAUL R. SEMMES, P.E.  
P.E. #44137

830 CRANE BOULEVARD  
SUGARLOAF KEY, FLORIDA  
(305) 294-9993  
C.A. #28984

MALLORY  
SQUARE  
RESTAURANT

MALLORY DOCK  
KEY WEST, FLORIDA.

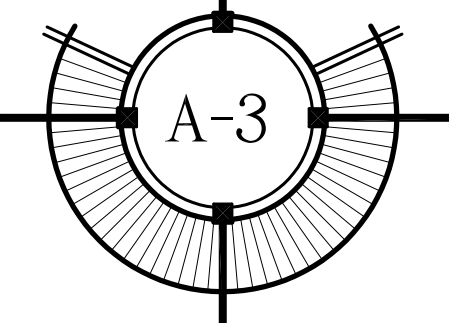
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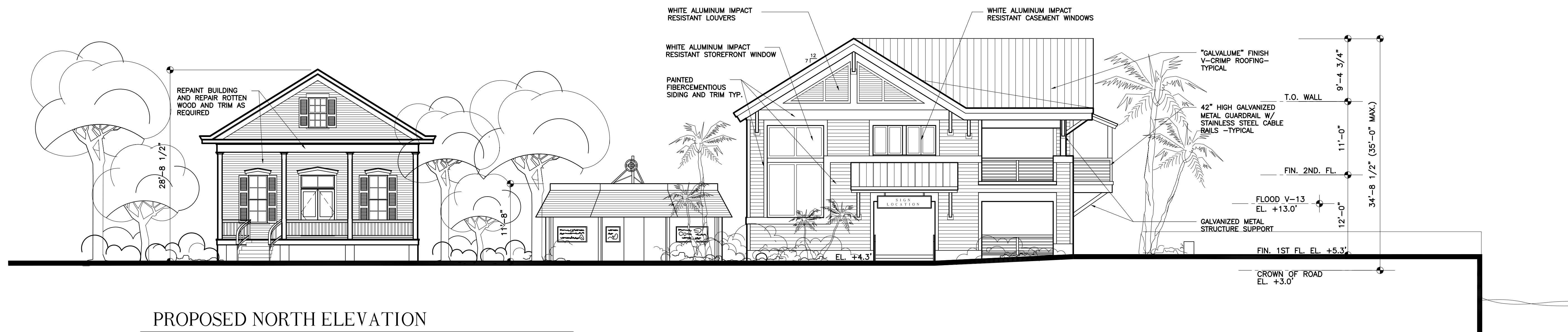
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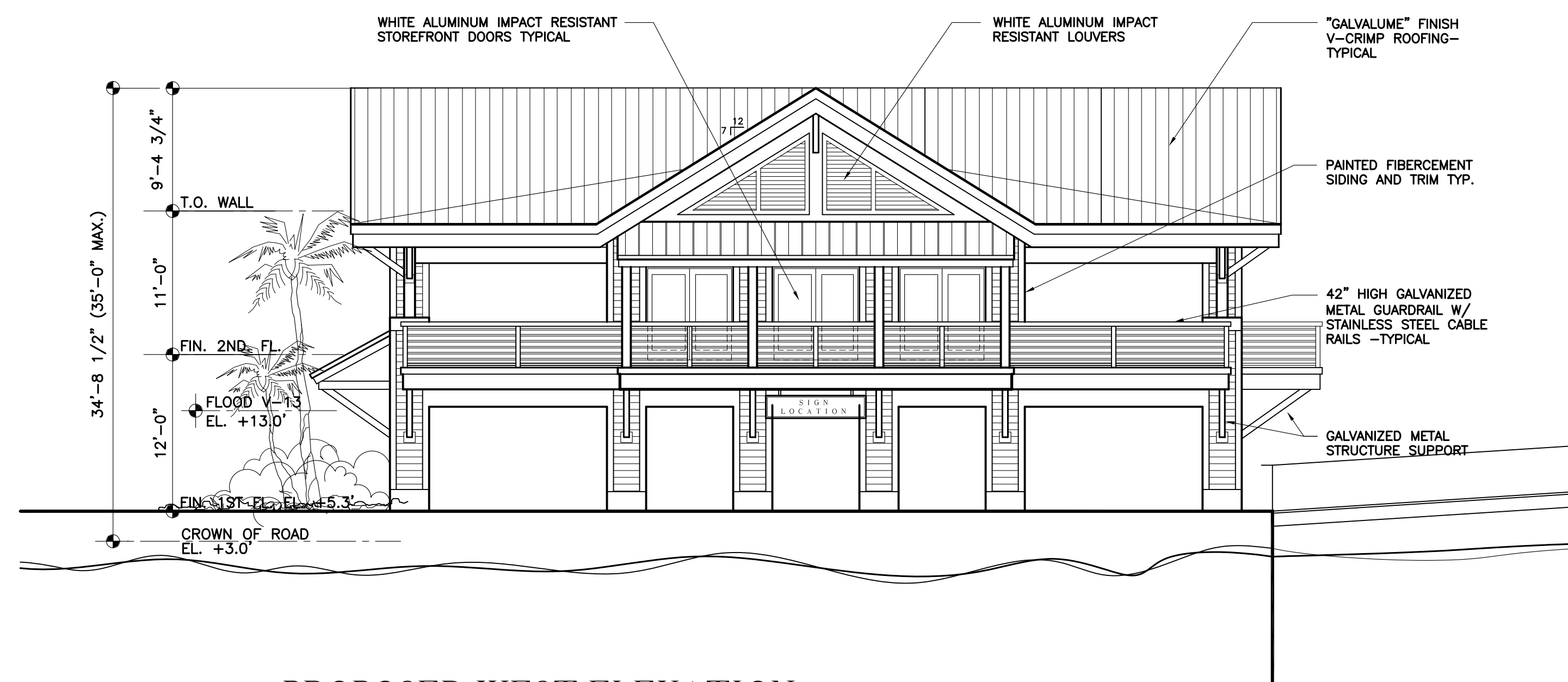


MALLORY SQUARE RESTAURANT  
MALLORY DOCK  
KEY WEST, FLORIDA



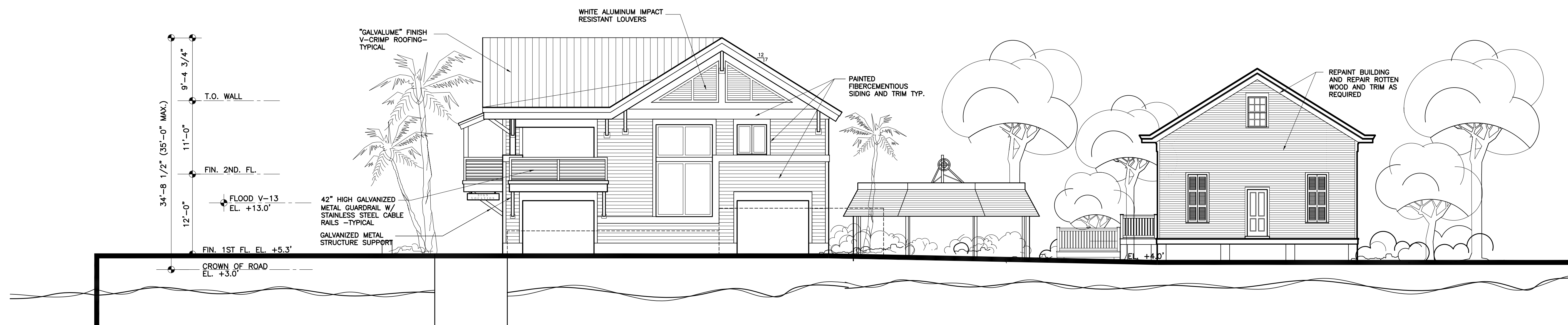
PROPOSED NORTH ELEVATION

SCALE: 1/8"=1'-0"



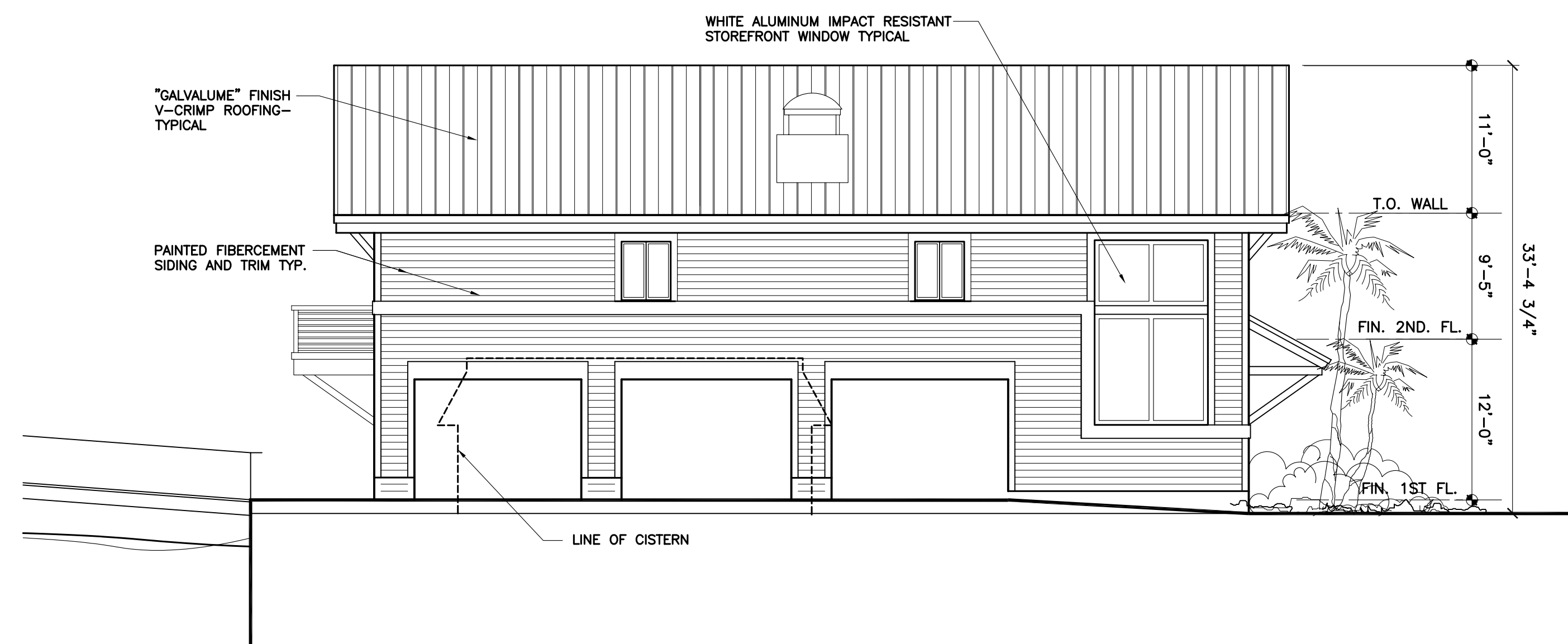
PROPOSED WEST ELEVATION

SCALE: 1/8"=1'-0"



PROPOSED SOUTH ELEVATION

SCALE: 1/8"=1'-0"



PROPOSED EAST ELEVATION

SCALE: 1/8"=1'-0"



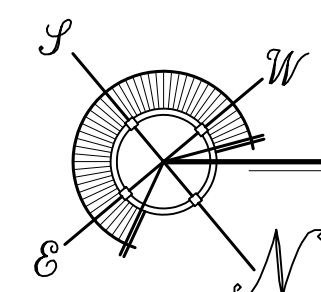
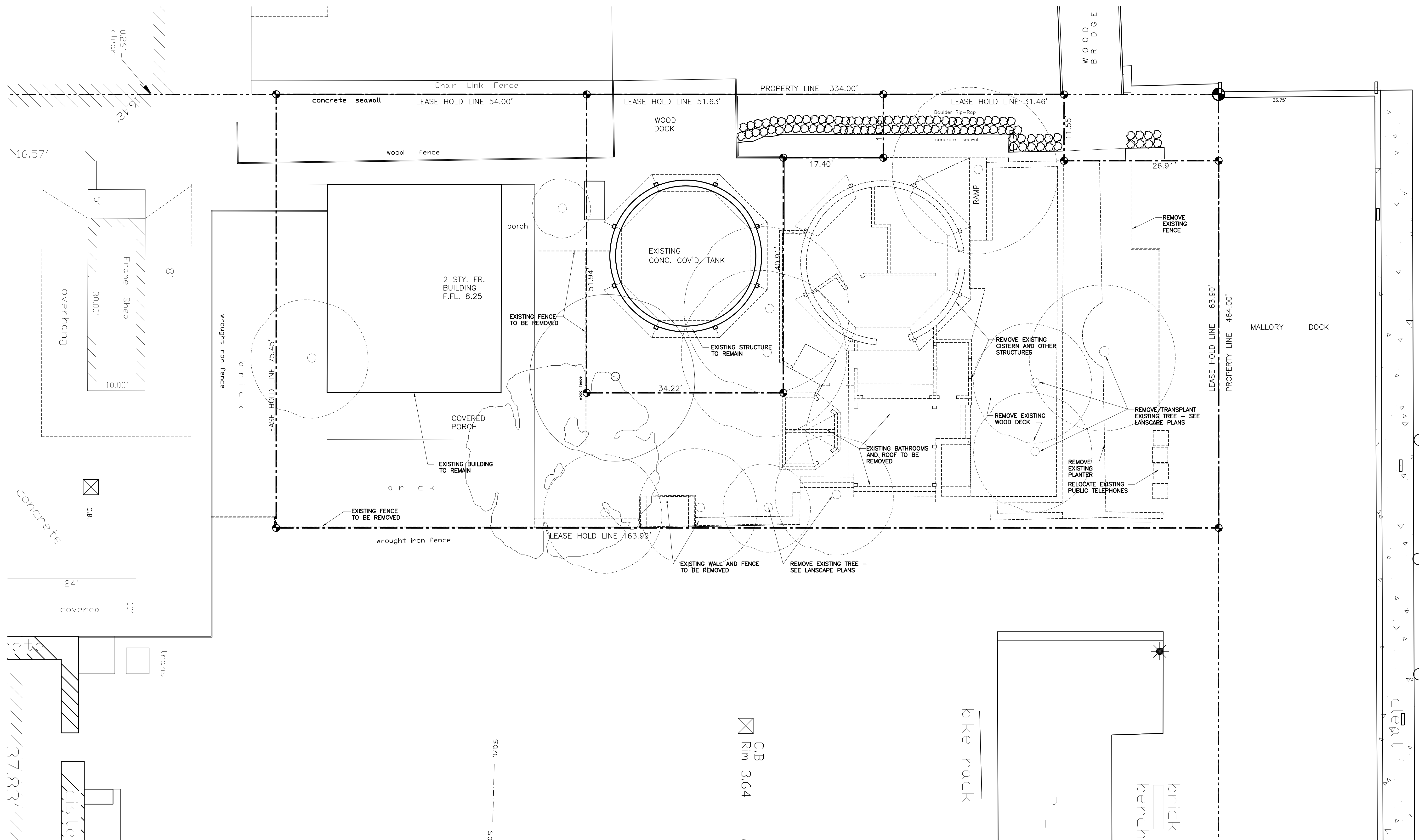
SEAL

DATE  
06-03-10  
08-09-10 HARC

REVISIONS

DRAWN BY  
EMA

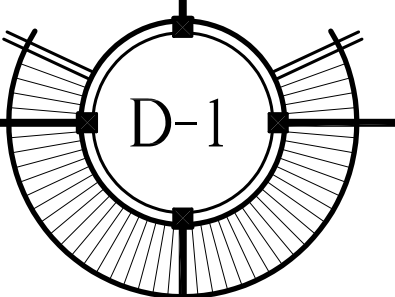
PROJECT  
NUMBER  
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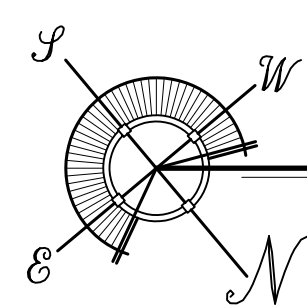
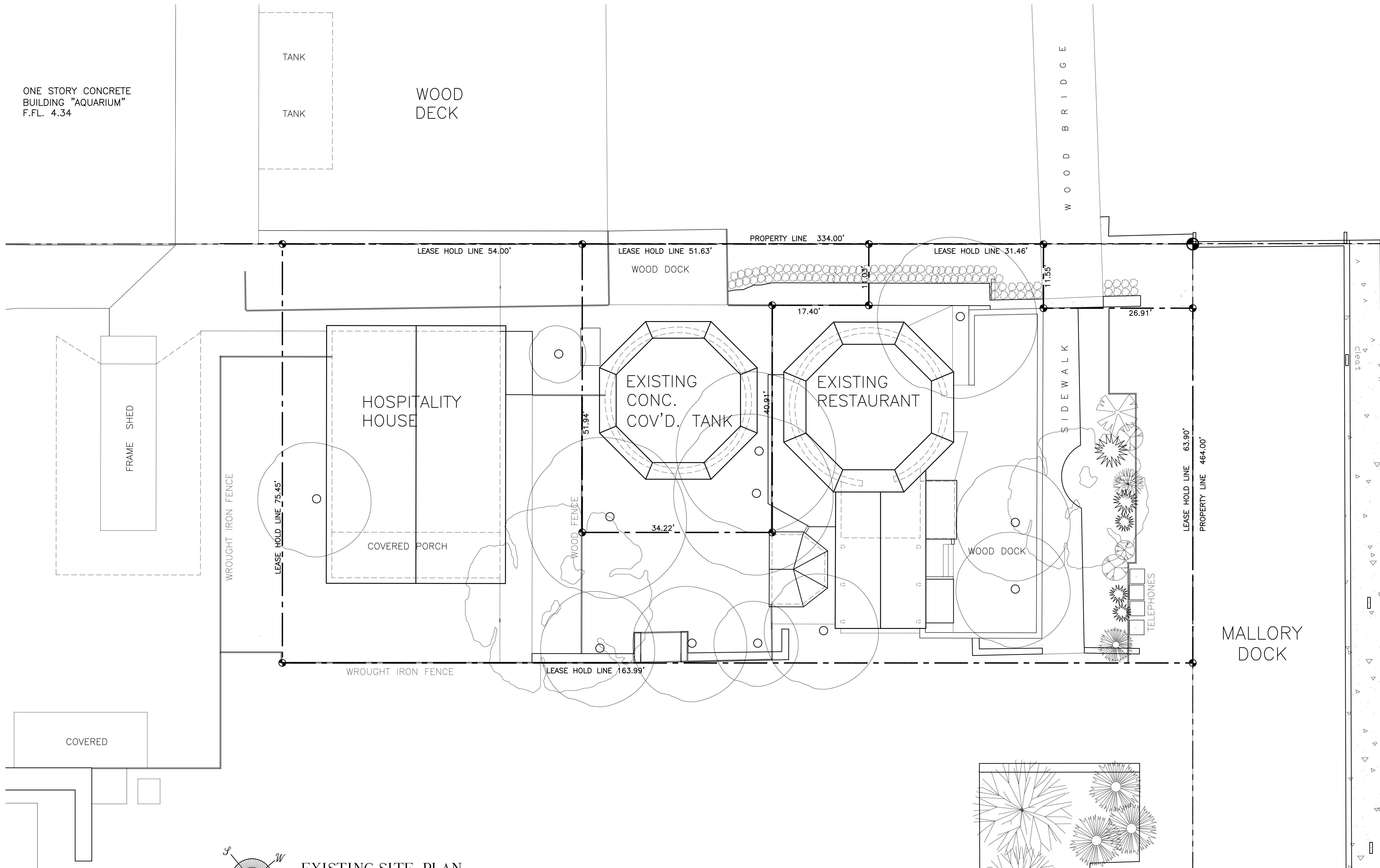
DEMOLITION PLAN

SCALE: 1/8"=1'-0"

MALLORY SQUARE RESTAURANT  
MALLORY DOCK  
KEY WEST, FLORIDA







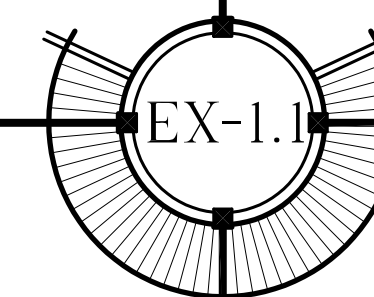
EXISTING SITE PLAN

ALL SITE INFORMATION OBTAINED FROM SURVEY  
BY ISLAND SURVEYING INC. ON 1/28/10

SCALE: 1/8"=1'-0"

TOTAL SITE AREA (PARCEL 2) = 3494.4± S.F.  
TOTAL ENCLOSED AREA = 1150.27 S.F.

MALLORY SQUARE RESTAURANT  
MALLORY DOCK  
KEY WEST, FLORIDA





MALLORY  
SQUARE  
RESTAURANT

MALLORY DOCK  
KEY WEST, FLORIDA.

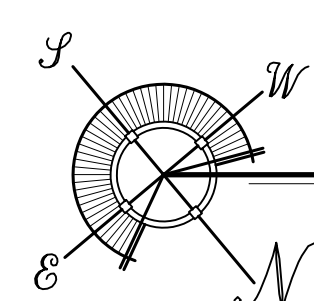
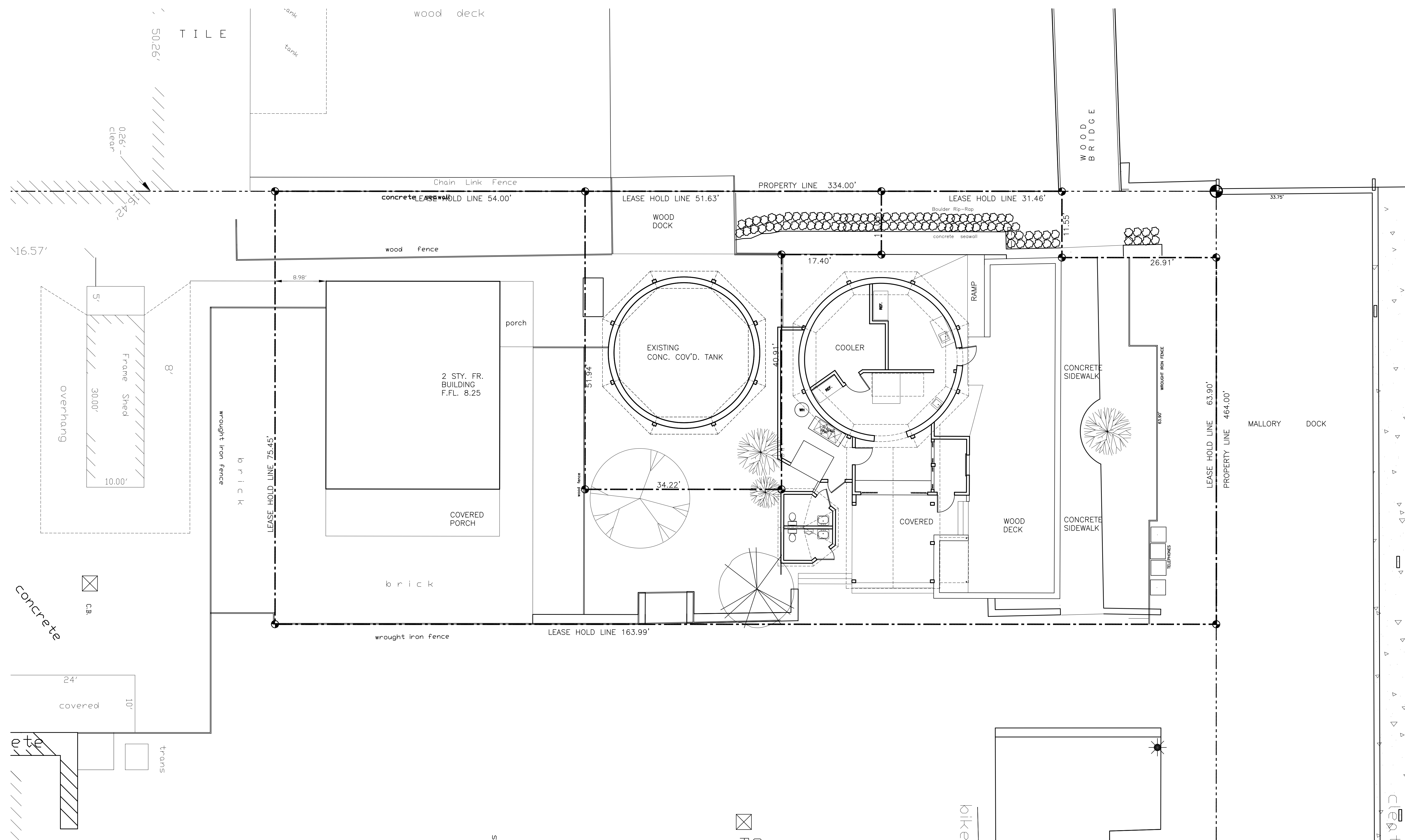
SEAL \_\_\_\_\_

DATE  
06-03-10  
08-09-10 HARC

REVISIONS \_\_\_\_\_

DRAWN BY  
EMA

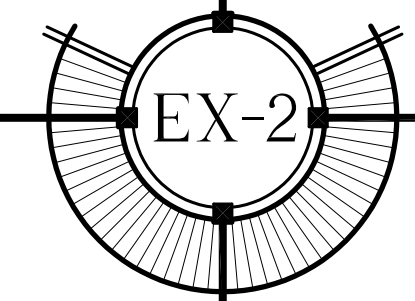
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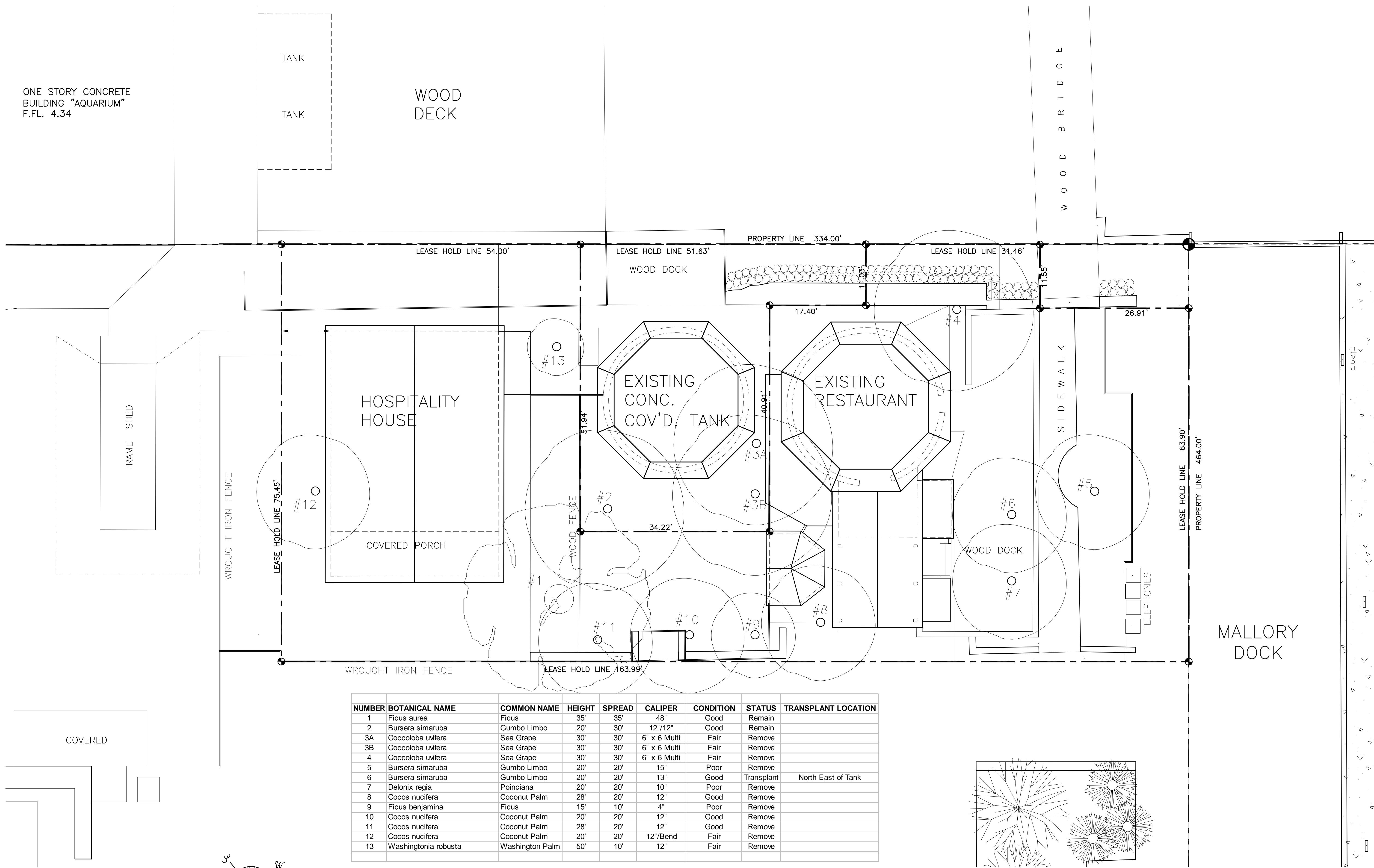


EXISTING FLOOR PLAN

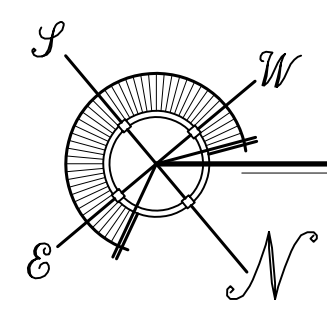
SCALE: 1/8"=1'-0"

MALLORY SQUARE RESTAURANT  
MALLORY DOCK  
KEY WEST, FLORIDA





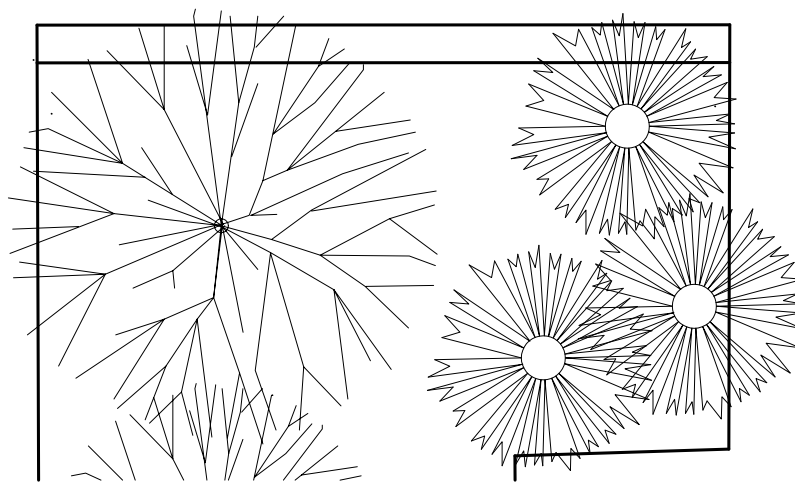
| NUMBER | BOTANICAL NAME       | COMMON NAME     | HEIGHT | SPREAD | CALIPER      | CONDITION | STATUS     | TRANSPLANT LOCATION |
|--------|----------------------|-----------------|--------|--------|--------------|-----------|------------|---------------------|
| 1      | Ficus aurea          | Ficus           | 35'    | 35'    | 48"          | Good      | Remain     |                     |
| 2      | Bursera simaruba     | Gumbo Limbo     | 20'    | 30'    | 12"/12"      | Good      | Remain     |                     |
| 3A     | Coccoloba uvifera    | Sea Grape       | 30'    | 30'    | 6" x 6 Multi | Fair      | Remove     |                     |
| 3B     | Coccoloba uvifera    | Sea Grape       | 30'    | 30'    | 6" x 6 Multi | Fair      | Remove     |                     |
| 4      | Coccoloba uvifera    | Sea Grape       | 30'    | 30'    | 6" x 6 Multi | Fair      | Remove     |                     |
| 5      | Bursera simaruba     | Gumbo Limbo     | 20'    | 20'    | 15"          | Poor      | Remove     |                     |
| 6      | Bursera simaruba     | Gumbo Limbo     | 20'    | 20'    | 13"          | Good      | Transplant | North East of Tank  |
| 7      | Delonix regia        | Poinciana       | 20'    | 20'    | 10"          | Poor      | Remove     |                     |
| 8      | Cocos nucifera       | Coconut Palm    | 28'    | 20'    | 12"          | Good      | Remove     |                     |
| 9      | Ficus benjamina      | Ficus           | 15'    | 10'    | 4"           | Poor      | Remove     |                     |
| 10     | Cocos nucifera       | Coconut Palm    | 20'    | 20'    | 12"          | Good      | Remove     |                     |
| 11     | Cocos nucifera       | Coconut Palm    | 28'    | 20'    | 12"          | Good      | Remove     |                     |
| 12     | Cocos nucifera       | Coconut Palm    | 20'    | 20'    | 12"/Bend     | Fair      | Remove     |                     |
| 13     | Washingtonia robusta | Washington Palm | 50'    | 10'    | 12"          | Fair      | Remove     |                     |



**EXISTING LANDSCAPE PLAN**

ALL SITE INFORMATION OBTAINED FROM SURVEY  
BY ISLAND SURVEYING INC. ON 1/28/10

SCALE: 1/8"=1'-0"



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TOTAL ENCLOSED AREA = 1150.27 S.F.

**MALLORY SQUARE RESTAURANT**  
MALLORY DOCK  
KEY WEST, FLORIDA

