

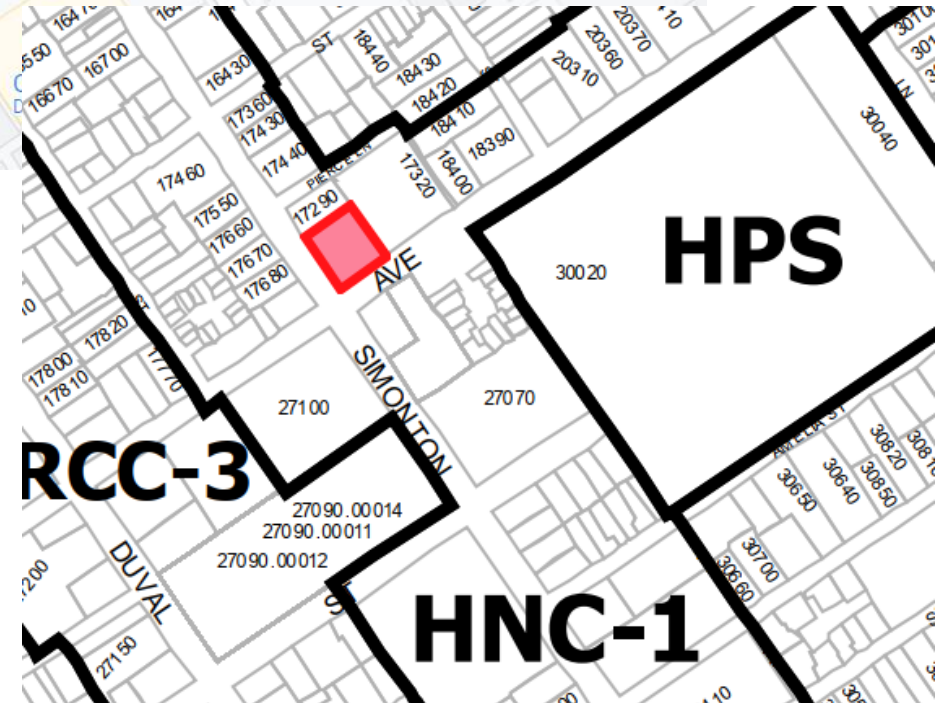
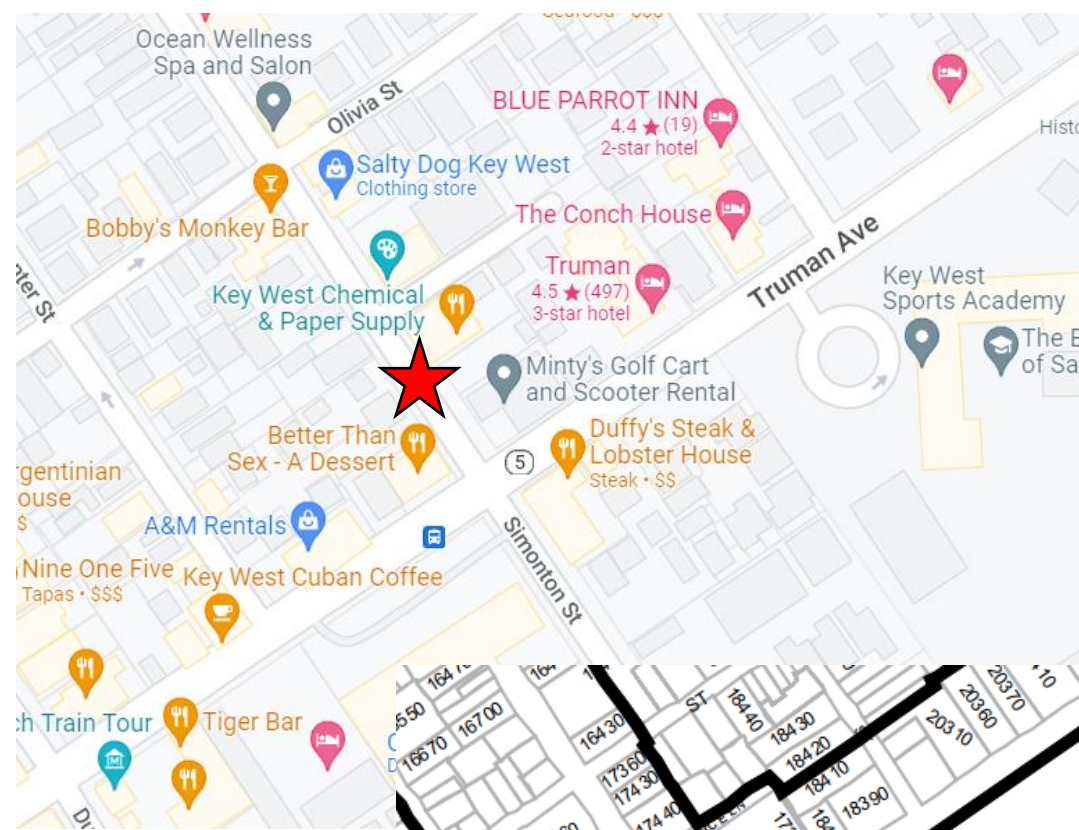


601 Truman Ave – 919 Simonton Street



Project Overview

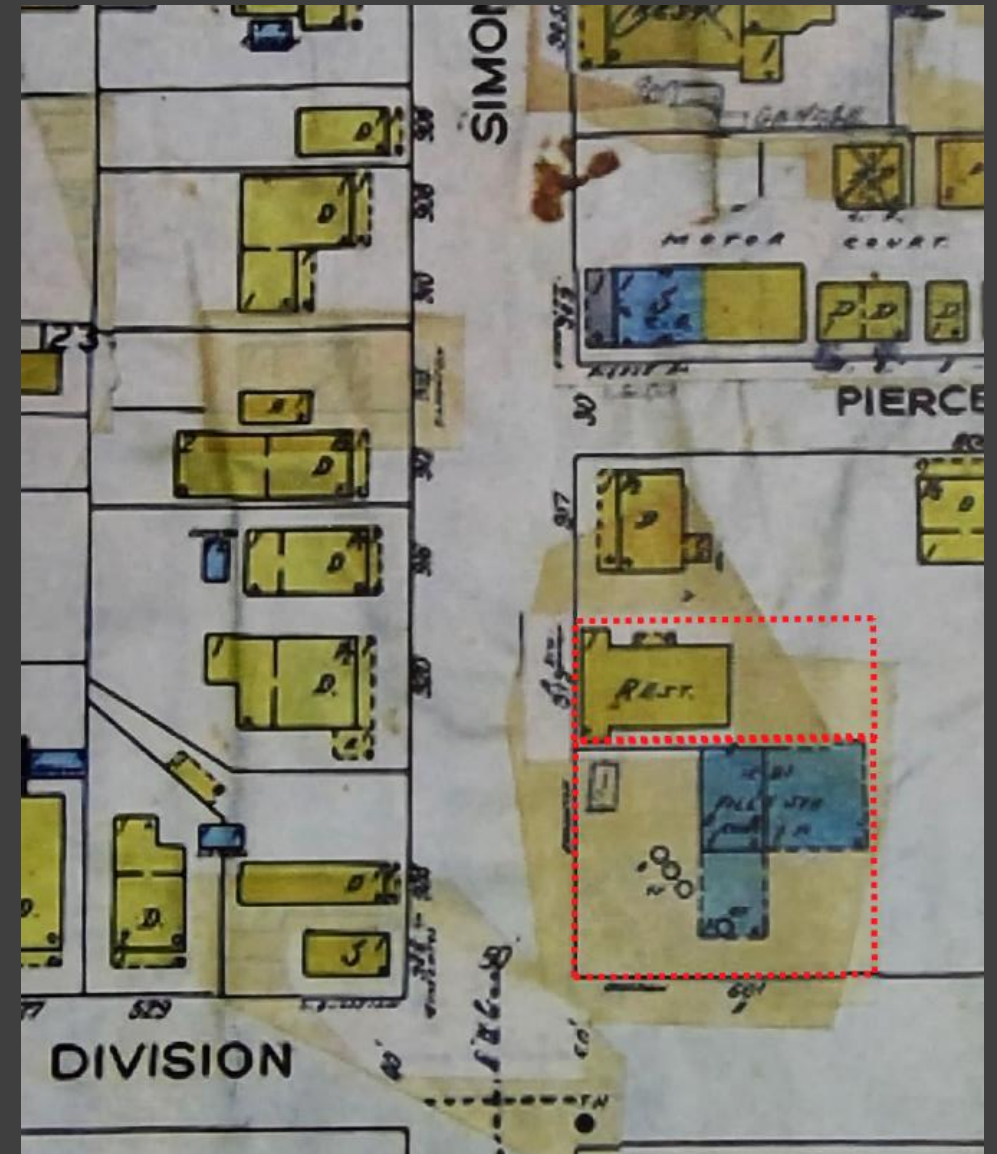
- Convert Moped Hospital to Sidewalk Cafe
- Move Scooter and Electric Car Rentals Indoors and Next-door
- Add 4 Employee Housing Units
- Remove Abandoned Fuel Tanks
- Reduce Actual Parking Demand
- Add New Parking
- Reduce Rental Vehicles



Historic & Proposed Uses

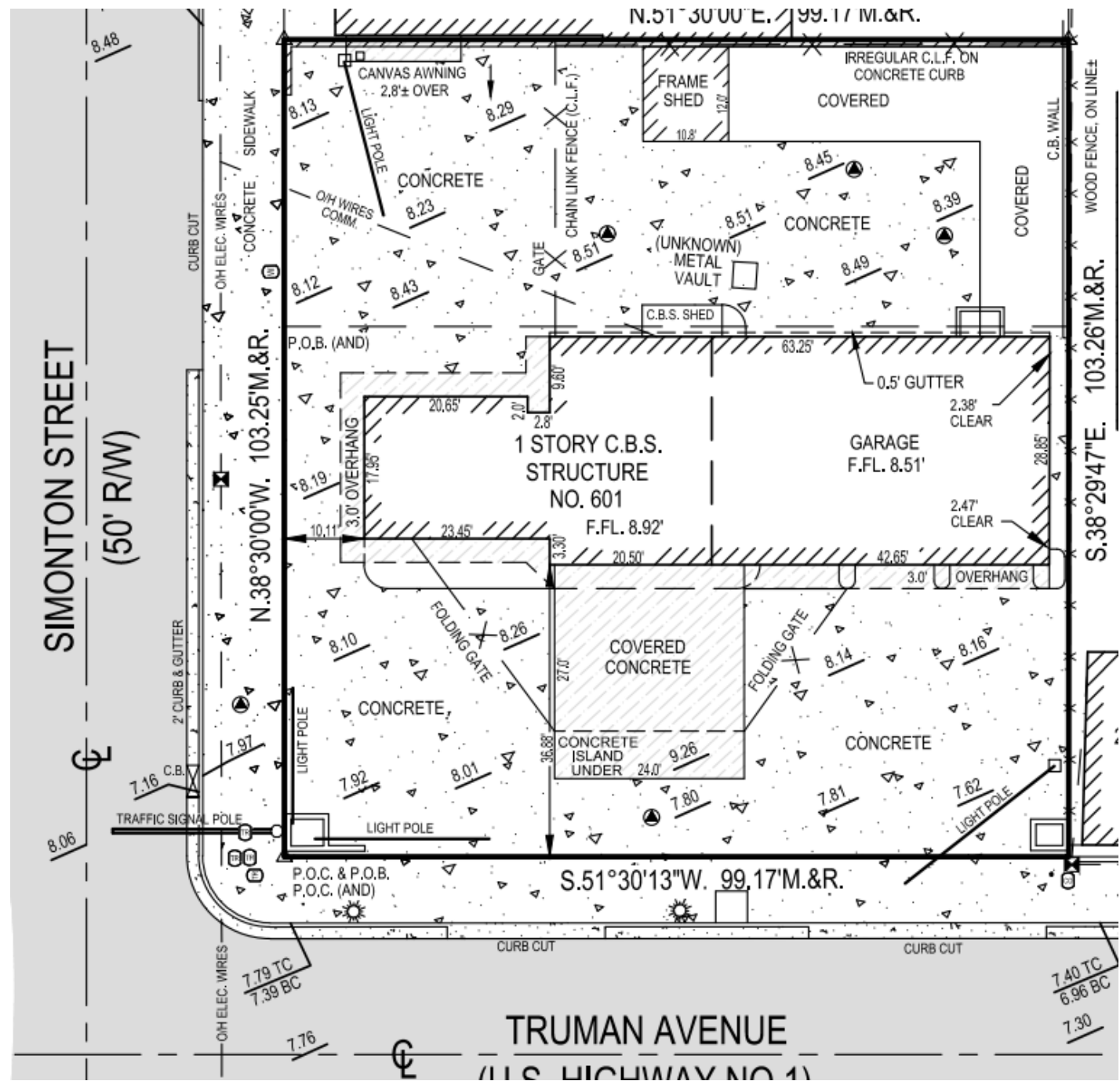
Year	Use(s)	
	601 Truman	919 Simonton
1926	Gas Station	Vacant
1945	Gas Station	Restaurant
1956	Gas Station	Vacant
1979	Vehicle Rental	Vehicle Rental
Proposed	Sidewalk Café	Vehicle Rental Employee Housing

1945 Sanborn Map



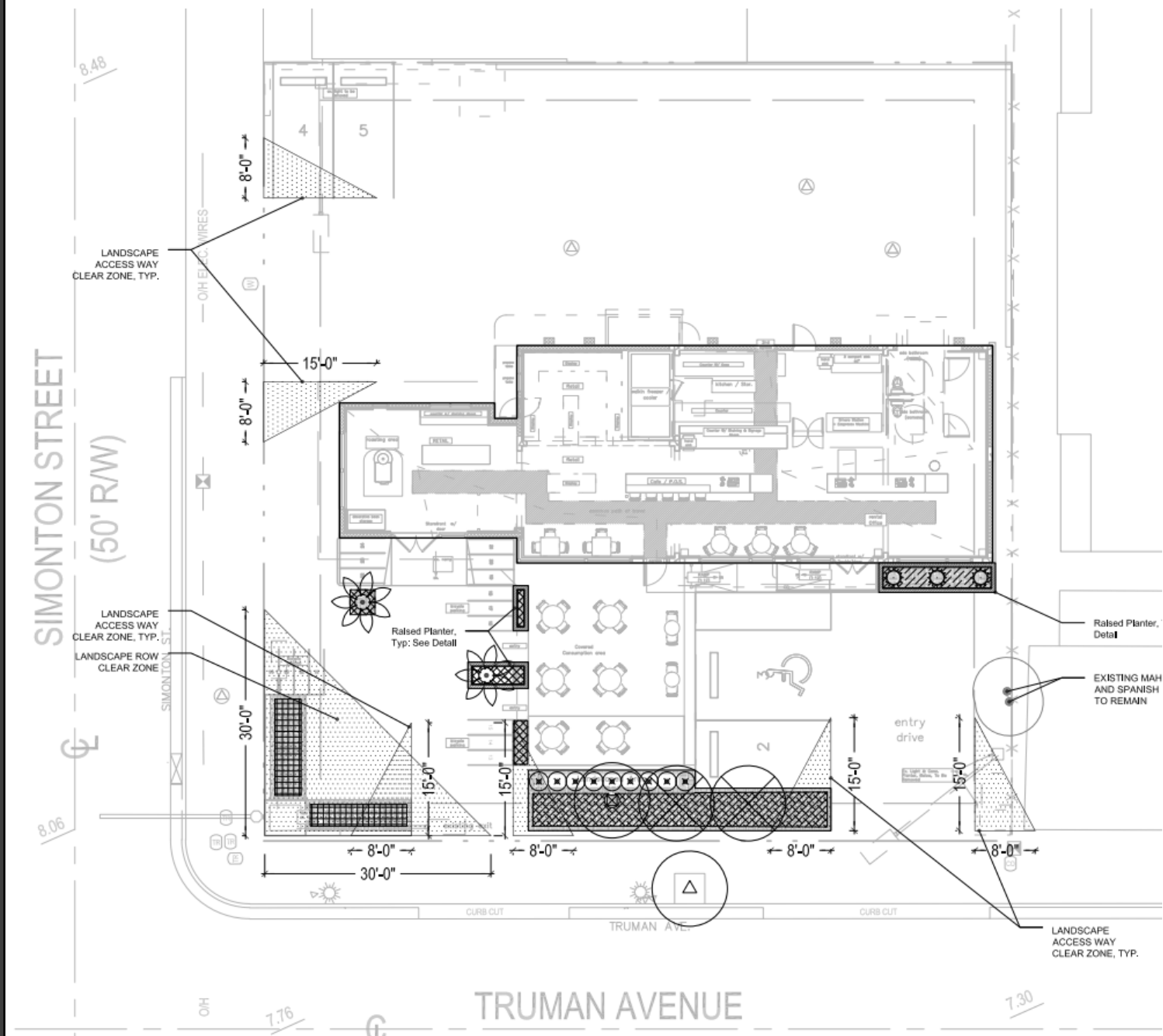
Existing Site

- 100% Impervious
- 0% Landscaping
- 0% Open space
- 2 compact parking spaces
- 0 bike/scooter spaces
- Nonconforming setbacks
- Abandoned Fuel Tanks



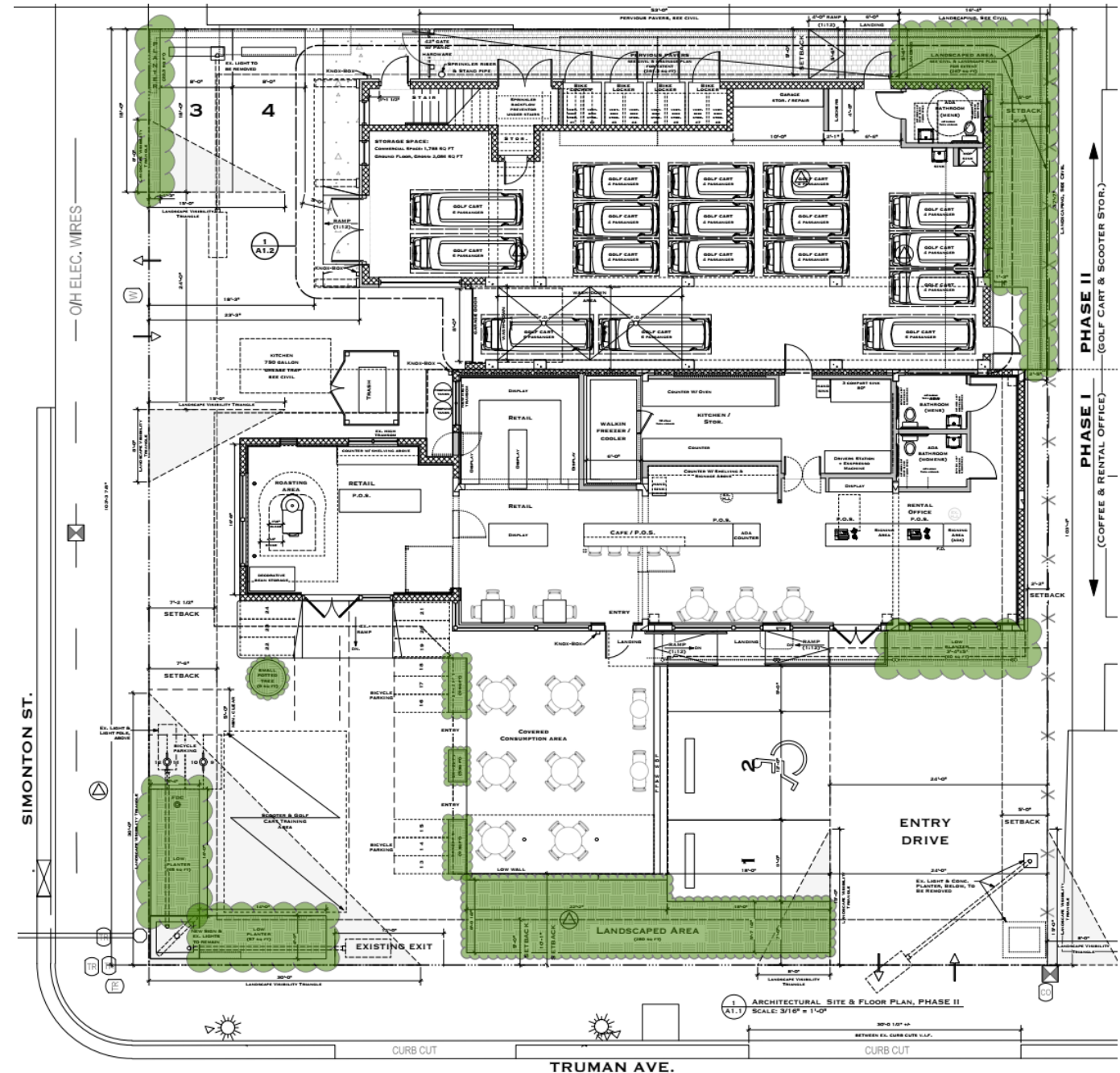
Phase 1 (601 Truman)

- Convert gas station to Café
- Create new auto, bike & scooter parking
- Add landscaping
- Reduce rental service by 23.1%
- Reduce parking demand by 23.3%



Phase 2 (919 Simonton)

- Remove non-historic, noncontributing, noncomplying structures
- Remove abandoned fuel tanks
- Install new well monitoring & impermeable barrier
- Add new HARC-approved building Vehicle rental & 4 affordables
- Create more bike & scooter parking
- Add more landscaping
- Further reduce rental service
- Further reduce parking demand



Maneuverability Overlay



Residential Pathway



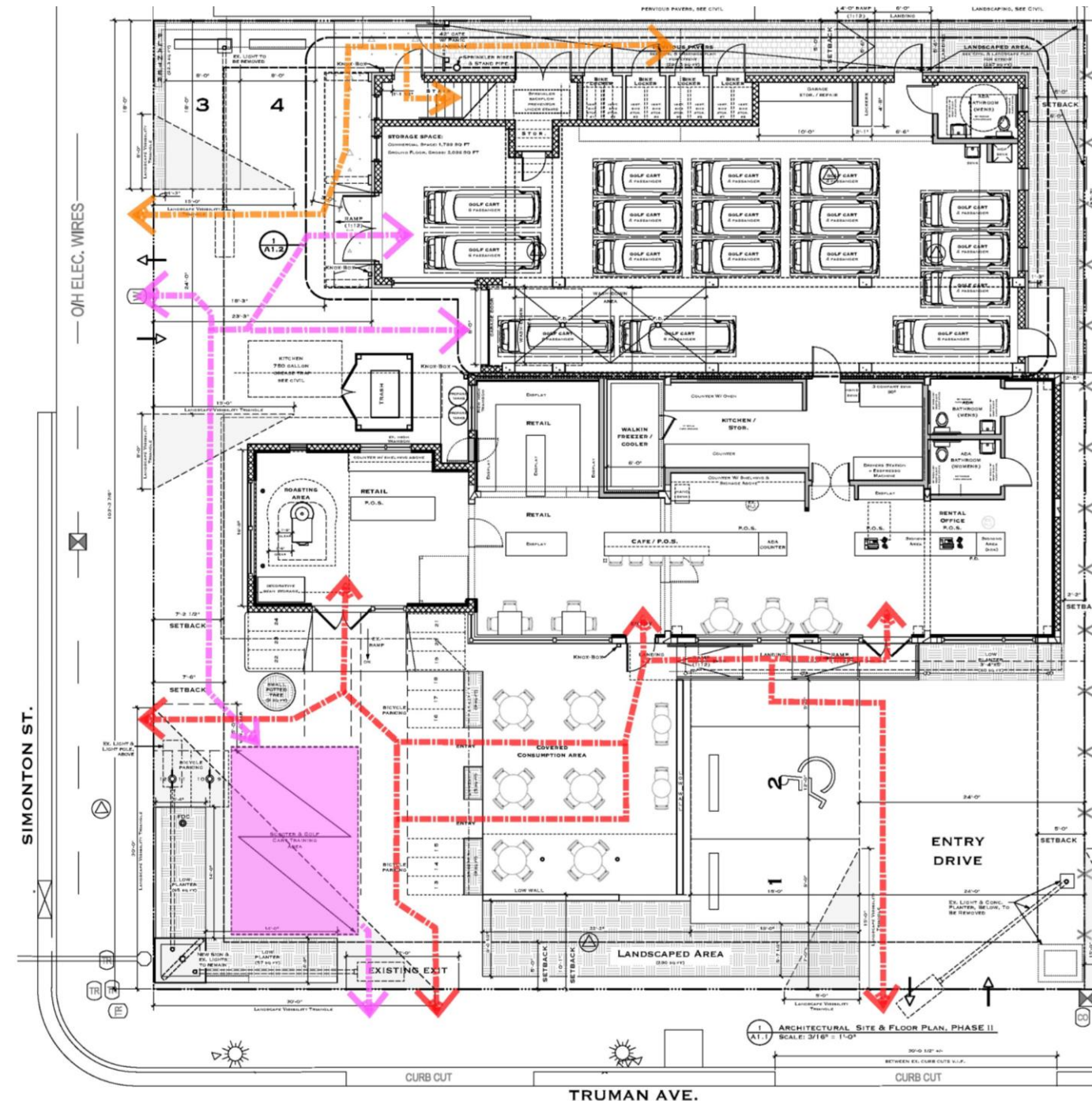
Commercial /
Restaurant Pathway



RRV Pathway



RRV Training Area



Variances

Parking Demand: Existing 118.6 - Proposed 90.6

Decrease of 11.3 spaces

Parking Provided: Existing 2 (substandard) -
Proposed 4 (1 ADA, 1 standard, 2 18'x8' compact)

Increase of 2 spaces

Impervious Surface: Existing 100% - Proposed
92.9%

Decrease of 7.1%

Building Coverage: Existing 42.1% - Proposed
53.4%

Increase of 11.3%

Min. Dwelling Size: Req'd 400 sq ft - Proposed
325 sq ft

Reduction of 75 sq ft

Side Yard Setback: Existing 0.0 ft (nonhistorical)
- Proposed 2.2 ft (existing historic)

Increase of 2.2 ft

Rear Yard Setback: Existing 0.0 ft
(nonhistorical, nonconforming) – Proposed 5.2 ft

Increase of 5.2 ft

Street Side Setback: Existing & Proposed 7.2ft
(existing historic)

No change

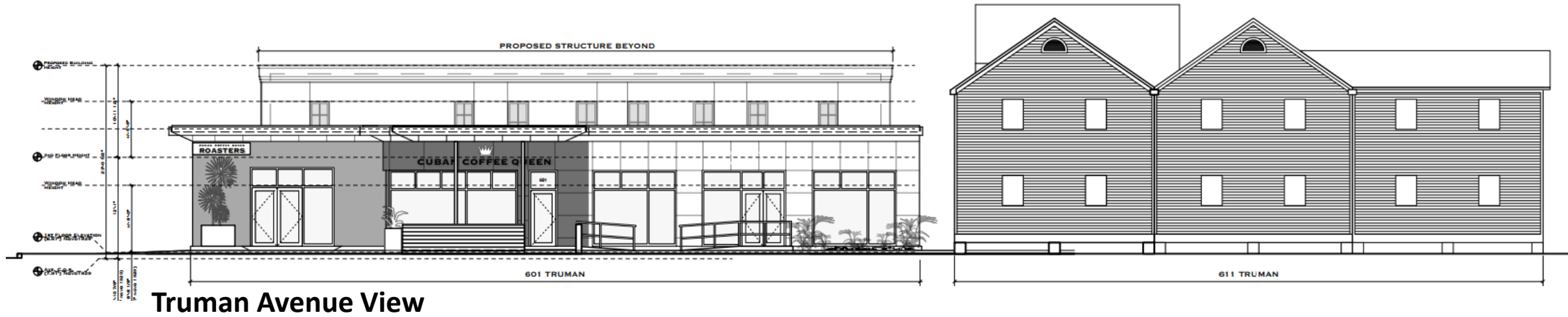
Open Space: Existing 0% - Proposed 7.1%

Increase of 7.1% (723 sq ft)

Landscaping: Existing 0% - Proposed 7.8%

Increase of 7.8% (783 sq ft)

Street Elevations Views

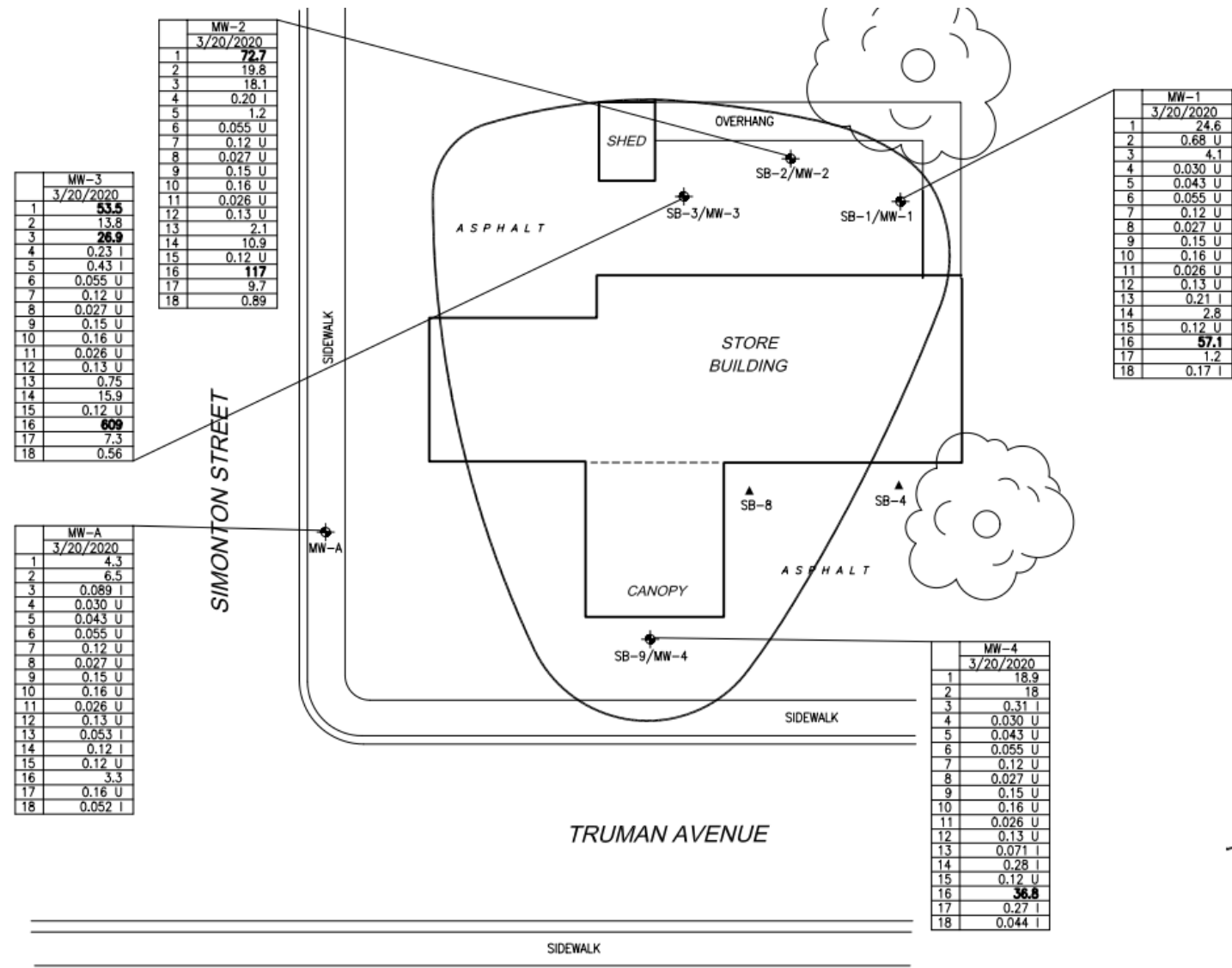


Environmental Findings

Underground plume of contaminants from historic gas station & tanks

Levels exceed FL Code at all monitoring well sites

FDEP identifies site



Environmental Cleanup

- DEP Petroleum Restoration Program (PRP)
 - State pays full funding for cleanup of site
 - DEP scoring rates up to 111
 - 601 Truman = Score 9
 - As of June 2022, DEP dropped threshold, now working on scores 10+
 - Several thousands of score 10s – will be more than 2 years to get through all 10s
- DEP Low Score Site Initiative (LSSI) for sites ≤ 29 score
 - State pays up to \$35,000 for assessment (i.e., size of plume, contamination levels)
 - State pays up to additional \$35,000 for remediation
 - 15+ months DEP review to determine candidacy
 - 601 Truman = Remediation to cleanup site will far exceed \$35,000 (LSSI not practical)
- Eligibility in DEP program(s) does not prevent property from being developed – must take appropriate measures for encountering contamination

Environmental Recommendations



- An FDEP-approved impermeable vapor barrier be installed beneath the footprint of the proposed new building at 919 Simonton Street.
- Stormwater management systems should be installed after the groundwater meets Chapter 62-777 Contaminant Cleanup Target Levels, or as otherwise directed by the City of Key West.
- Landscaping should be installed after the groundwater meets Chapter 62-777 Contaminant Cleanup Target Levels, or as otherwise directed by the City of Key West.

Proposed Redevelopment Plan

Phase I

1. Adaptively reuse the existing building as a restaurant;
2. Minimize penetrations to the impervious surface to prevent water infiltration until contamination levels meet Chapter 62-777 Contaminant Cleanup Target Levels; and
3. Install impermeable membrane (FDEP-approved) over penetration areas to eliminate contamination spread.

Phase II

1. Remove abandoned fuel tanks;
2. Minimize penetrations to the impervious surface to prevent water infiltration until contamination levels meet Chapter 62-777 Contaminant Cleanup Target Levels;
3. Install impermeable membrane (FDEP-approved) over necessary penetration areas to prevent water infiltration; and
4. Install impermeable membrane (FDEP-approved) under the proposed two-story building (commercial on first floor, residential on second floor).

Revisions to Conditions of Approval (slide 1 of 12)

Alcohol Sales Special Exception – Conditions:

1. The special exception is granted exclusively to Cuban Coffee Queen and shall not be transferable; the restaurant's square footage is ~~1,604~~ 2,177 square feet.

Rationale:

Amended for consistency with plans dated November 05, 2021, by T.S. Neal Architects Inc., where restaurant use area and its accessory use areas total 2,177 sq ft.

Revisions to Conditions of Approval (slide 2 of 12)

“Alcohol” – Conditions:

4. The sale of beer and wine will be limited to the operating hours of the proposed restaurant ~~which may not exceed~~ and end by normal operating hours or 9:00 PM, whichever is earlier.

Rationale:

Amended due to confusing manner in which condition is worded, suggesting that hours of operation must cease by 9 PM, as opposed to hours of beer and wine service.

Revisions to Conditions of Approval (slide 3 of 12)

Major Development Plan, Conditional Use & Landscape Waiver – General conditions:

1. The variances to the following dimensional requirements must first be approved: The required maximum building coverage is 50%, or 5,120 square feet, existing building coverage on site is 42.1%, or 4,308 square feet. Whereas, the Applicant is proposing a total of 53.4% building coverage, or 5,468 square feet. The required maximum impervious surface is 60%, or 6,143 square feet, existing impervious surface is 100%, or 10,239 square feet. Whereas, the Applicant is proposing ~~93%, or 9,618~~ 92.9%, or 9,516 square feet; an improvement of 7.1%. The required minimum open space is ~~20%, or 2,048~~ 25%, 2,568 square feet, existing open space is 0%, or 0 square feet. Whereas, the Applicant is proposing ~~6%, or 621~~ 7.1%, or 723 square feet; and improvement of 7.1%. The required minimum side setback is 5 feet, existing east side setback is 0 feet. Whereas, the applicant is proposing 2.2 feet; due to the location of the existing historic gas station structure. The required minimum rear setback is 15 feet, existing north rear setback is 0 feet. Whereas, the applicant is proposing 5.2 feet; and improvement of 5.2 feet. The required minimum street side setback is 7.5 feet, existing west street side setback is 7.2 feet. Whereas, the applicant is proposing no change; due to the location of the existing historic gas station structure. The required minimum parking is ~~156~~ 90.6 spaces, 2 substandard-sized spaces are currently existing. Whereas the applicant is proposing a total of ~~2~~ 4 spaces, 1 ADA, ~~and one standard space,~~ and 2 that are 8'x18' compact spaces; an improvement of 28 spaces. ~~Due to the minimum size requirements for a standard parking space, the 2 compact spaces do not meet the code and are not counted as meeting on-site parking.~~ The required unit size for affordable units is 400 square feet, whereas the applicant is proposing units that vary in size between 325 and 366 square feet.

Revisions to Conditions of Approval (slide 4 of 12)

“MDP” – Rationale for No. 1:

- 1) Amended to correct mistypes in rounded variances, calculations errors, or consistency with most current submitted application.
- 2) Amended to reflect 2 substandard-sized parking spaces exist currently.
- 3) Amended to reflect code allows compact-sized parking spaces (min. 15'x7.5') and to count as part of total offered onsite parking: Secs. 108-641 & 108-646.
- 4) Amended to reflect that Sec. 86-9 specifically excludes 4-wheeled vehicles from definition of small recreation power-driven equipment vehicles, and do not have an associated parking demand.

Revisions to Conditions of Approval (slide 5 of 12)

“MDP” – General conditions:

(No. to be assigned). All buildings on site must be fire sprinkled. Phase 1 must include fire sprinkling of the front building. Phase 2 must include fire sprinkling of the rear building (both top and ground floors). And, all units must include carbon monoxide and smoke detection.

Rationale: Offered in coordination with the Fire Marshal, the above condition is requested to be added for life safety purposes.

Revisions to Conditions of Approval (slide 6 of 12)

“MDP” – Conditions related to small recreational power-driven equipment rentals:

~~11. The applicant shall bring their low speed rental vehicle fleet into partial compliance within twelve months of the effective date of this resolution: at least 20 of their fleet of low speed vehicles must be electric. Within three years of the effective date of this resolution all low speed vehicles associated with the business and property must be electric or the conditional use is void. Seventy percent (70%) of the 4-wheeled low speed vehicle fleet is permitted to be gas, and thirty percent (30%) electric, until the fifth anniversary of this approval. Within five (5) years of the date of this approval, the 4-wheeled low speed vehicle fleet will consist of at least fifty percent (50%) electric and no more than fifty percent (50%) gas.~~

Rationale:

Amended to be consistent with the conditions of approval of the Planning Board conditional use approval Res. No. 2021-63 (January 2022), which transferred 4-wheeled recreational rental vehicles to the Marriott Beachside resort, and to not suggest existing conditional use for recreational rental vehicles is not complying.

Revisions to Conditions of Approval (slide 7 of 12)

“MDP” – Conditions related to small recreational power-driven equipment rentals:

~~12. This approval reestablished that the applicant has a grandfathered conditional use to rent 177 mopeds, 50 “electric car” vehicles and 150 bicycles and has proposed to reduce the total amount of rental moped scooters to 127.~~

Rationale:

Deleted due to redundancy of condition and to misleading nature of emphasis of “electric car”. When Licensing was established for 601 Truman-919 Simonton, the term “electric car” was a colloquial generic-descriptor for all 4-wheeled low speed cars, whether gas or electric. Road-legal golf carts were not a thing back then.

Revisions to Conditions of Approval (slide 8 of 12)

“MDP” – Conditions related to small recreational power-driven equipment rentals:

13. This approval allows for the rental of 127 mopeds, ~~75~~ 100 4-wheeled low speed vehicles ~~(golf carts)~~ and 56 ~~bikes~~ bicycles at 601 Truman/919 Simonton Street. ~~Those same vehicles are not be rotated with other vehicles.~~ License and VIN must be submitted to Licensing and Code Compliance Departments. ~~All new low speed vehicle licenses will be restricted to allow only electric, not gas engine vehicles.~~ Nothing in this condition will prevent the site from seeking future approvals to swap vehicle types in the future, nor limit other conditions as established by this approval.

Rationale:

Amended for consistency with traffic statement prepared by Mr. Karl Peterson, P.E., traffic engineer who did ROGO traffic evaluation, where 50 mopeds swapped for 50 cars has no effect on roadway capacity, and for consistency with other conditions of approval.

Revisions to Conditions of Approval (slide 9 of 12)

“MDP” – Conditions related to small recreational power-driven equipment rentals:

14. Servicing, washing, fueling and repair of the vehicles will take place in ~~a location licensed for such services offsite~~ the location onsite as drawn as the “wash-down area” on the plans dated November 5, 2021 by T.S. Neal Architects Inc.

Rationale:

- 1) Amended to reflect that the project proposes to reduce and screen vehicle servicing from the 1,000+ sq ft service/ fueling/ washing/ repair area outside to within the new proposed rear building.
- 2) Amended to not limit to offsite service/ fueling/ washing/ repair, which effectively prohibits continued recreational rental vehicles onsite.

Revisions to Conditions of Approval (slide 10 of 12)

“MDP” – Conditions related to small recreational power-driven equipment rentals:

15. Recreational rental vehicles ~~Vehicles~~ exiting the site are required to operated the recreational rental vehicle in a forward manner, as opposed to backing-out prohibited from reversing off the site.

Rationale:

Amended due to confusing manner in which condition is worded. Condition is located in the recreational rental vehicle conditions section, and amended to reflect use by recreational rental vehicles.

Revisions to Conditions of Approval (slide 11 of 12)

Moved from subsection “MDP” Conditions prior to the City Commission hearing” to subsection

“MDP” – Conditions prior to issuance of a building permit:

22. The applicant is to submit for a recorded unity of title to aggregate the two lots ~~at least three weeks prior to being placed on a City Commission agenda~~ following approval by the City Commission.

Rationale:

Amended and relocated to clarify that the lots will not be unified without the benefit of the approved proposed development.

Revisions to Conditions of Approval (slide 12 of 12)

“MDP” – Conditions prior to issuance of a Certificate of Occupancy:

28. Per City Code, Section 108-997 (e), building permits for the four applicable housing units shall be obtained within two (2) years of the BPAS final determination award date (or within three years if an extension is granted). If a building permit is not issued within that timeframe, the allocated units will revert back to the City as recovered units for allocation during the following sequential award year. Nothing in this condition would prevent the expiration date of the BPAS approval from being extended pursuant to F.S. 252.363.

Rationale:

Amended to clarify that the condition of approval does not preempt rights granted per state law.