

Aguila-Ilze

From: Callie Harris <Callie.Harris@KeysSchools.com>
Sent: Tuesday, December 19, 2017 3:10 PM
To: Aguila-Ilze
Subject: Forward to Planning Commission for the Record

Importance: High

Good afternoon,

My name is Callie Harris. My address is 103 Shore Avenue, Big Coppitt. Shore Avenue runs parallel to Avenue F (one block closer to US 1). I am very concerned with the logistics of the 208 housing development (Quarry Partners LLC) that is slated to be built on Big Coppitt. I have nothing against affordable housing..... I am a school teacher and my husband is a firefighter... we each have to have second jobs just to make ends meet and be able to afford to live down here with our three year old twins.

What I am petrified of is that all the traffic for this housing development will be using Avenue F and 4th Street to turn on and off US 1. It will be an absolute huge traffic nightmare and extremely dangerous for all residents driving around this area. A Quarry Partner Traffic student estimates over 1373 new trips daily using Avenue F. The results of this study make me sick to my stomach. It is adding fuel to the fire to an already very very dangerous traffic area. This housing development HAS to find another way of egress..... the land is there... use it to connect this development to Calle Uno.

Are you aware there are currently no sidewalks on Avenue F or 4th Avenue? No sidewalks...but let's add another 1373 daily trips in a car to a road that already has no sidewalks??!!! Are you aware there are two churches and two public parks already on Avenue F? I live on Shore Avenue and would love to walk my toddler twins in the stroller down to the playground on Avenue F (crossing 4th Street) more often, but I don't simply because of all the two way traffic already using Avenue F and 4th Street. Its already dangerous and I am not willingly to take that risk often. Residents speed down these roads ALL THE TIME. Not to mention all of the congestion from Bobalus Restaurant coming on and off of US 1. Have you researched how many cars enter and leave Bobalus on a given day using 4th Avenue as well?

The intersection of US 1 and 4th Avenue is a head on T-bone collision waiting to happen every minute of every day. It takes me on average 5-6 minutes EVERY morning to turn left onto US to head to SLS where I teach. There is no turn lane for cars turning left to go north or turning right to go south. I literally hold my breathe every morning with my twins in the car. Some days it is terrifying watching cars gun it in and out of the US 1 interesection

I urge you..... I beg you.... to PLEASE PLEASE PLEASE get in your car and take one hour of your day to observe the traffic on Avenue F or 4th Street. Watch the amount of cars that back up onto 4th street every morning between 7AM and 8AM every morning. Shore Ave (where I live) is the closest avenue to US 1 so on any given morning when I leave my house between 715 and 730... there are on average of 10-12 cars backed up wanting to turn. They are already blocking Shore Avenue and Avenue G. It is extremely stressful and dangerous every single morning.

At lunchtime and the evenings, you have to add all of the Bobalus customers parking on the side of Avenue F (right at the intersection of US 1)....adding to the blind spots, people parallel parking, walking across to get to and from the restaurant, etc. Again, this area is already a logistics nightmare. How on Earth can adding an estimated 1373 more drivers onto this road be a good idea in any way, shape, or form? Again. Sit in your car at one of these many side the road parking spacing along avenue F, and see the amount of traffic going on and off US1 between 5PM and 7PM.

There has to be an alternative entrance and exit to this housing development. This is not about me not wanting to leave an extra five minutes early because of traffic. This is about safety and saving lives. You add that many more people walking, biking, and driving on Avenue F and 4th Avenue.... People are going to get into accidents and lose their lives.

Have you compared the number of households (i.e. daily trips) using Avenue F versus Calle Uno? Probably not. Calle Uno doesn't have even 1/10 of the amount of traffic that uses Avenue F/4th Avenue (Avenues A-G plus Riveria Drive plus El Monte Lane plus Shore Ave). We are talking hundreds of more households. And no, saying that the housing development traffic can just go straight down Avenue F and use First Ave to get onto US 1 will then just spread of the congestion even further.

Again, I urge you to please go observe these traffic patterns yourself. Maybe when you see my SLS students getting on and off the school bus everyday (as I do)....standing on the side of the road (again no sidewalks)... you will consider the impact of 1373 trips will affect these two streets.

Another point of egress using Calle Uno or a new route of egress altogether is the only safe way to allow this development to happen.

I am unable to attend the meeting tomorrow because of teaching, but please add my email to "Forward to Planning Commission for the Record". My contact information is:

Callie Harris
103 Shore Avenue
Key West, FL 33040
305-240-1155

Callie Harris
5th Grade Science & ELA Teacher
Sugarloaf School
callie.harris@keysschools.com
(305)745-3282 ext. 50328

December 18, 2017

To All Commissioner's on the Planning Board of Monroe County,

I, Michael Morawski, a Key West Homeowner, write this letter of Support for the Toppino family workforce housing project on Big Coppitt. I, like most at the hearing on Wednesday Dec. 20, 2017, own my home along with my financial partner. (Capital Bank)

As long as we pay, our contractually agreed upon monthly obligation to our lender of choice; our individual experiences of the Keys housing crisis can be summed up by the simple phrase; "ignorance is bliss." As long as we have ours; we can remain blind to the need at hand or choose other option: one that offer our ears and resources to those that seek one of the three basic needs of human survival: shelter.

When I listen; I hear that our teachers with experience are choosing to exit Monroe county because they can't find a family community to live within; I hear that Deputies choose to sleep on Detention property after their twelve hour shifts and at the end of their work week, commute back to their wife and kids on the mainland, because they can't afford Monroe County housing prices ; I hear that specialized hospital personal on recruiting trips to Key West; just say no after shopping for housing. These situations aren't isolated to a few professions or businesses; this outcry runs through the veins of all who provide support to those in need of commerce, public safety, quality infrastructure, health care, or primary and secondary education.

I applaud the Toppino family; they heard and now are acting with family resources to directly improve the lives of hundreds of families that already reside in our community. These nameless working families, who, touch all of us on a daily basis, without any demands, are leaving this community in droves; simply because they can't find affordable housing. It's time to hear their message and support those that choose the community good over trivial inconveniences. Please vote yes on this project. I thank you for your consideration.

Sincerely,

Michael Morawski

1716 VonPhister Street

Key West, Fl. 33040

15 December 2017

To: Mayte Santamaria, Monroe County Planning Director

cc: Danny Kolhage
George Neugent
Heather Carruthers
David Rice
Sylvia Murphy

Please Forward to Planning Commission for the record – I'd like these comments part of the Meeting.

I am writing regarding the Big Coppitt (Quarry Partners LLC) Housing Development.

I agree, we need affordable housing – especially given the need after hurricane Irma. However, I do not agree that means we should immediately jump to increased density and decide that every inch of our precious Keys should be developed. With so many homes destroyed and many with legal rental units – why not start where development has already occurred.

Specific to Big Coppitt :

I read the Traffic Study submitted by KBP Consulting – originally dated April 2017 and updated November 2017.

Regarding the 208 units how many are planned to be 1 bedroom and how many two or more? Specifically how many in each category?

The study speaks to how many trips will be added to the existing roadways each day – I'd like to know how many additional cars it is estimated will be on our neighborhood roads. I believe the National average is 1.9 cars per household – and I assume that increases depending on # of bedrooms. Is there a correlation between household cars and 1373 new trips per day?

Back in August I called Commissioner Neugent's office requesting who had authorized the counter strips that were installed across 4th street near Bobalous restaurant and also at the entrance to Calle Uno. I never received a response. The strips were there for barely a week – and they were in place during one of the quietest traffic weeks of the year. No school, many people on vacation, no tourists. What was the purpose and who decided this particular week would be anything close to normal?

Page 4 of the Report – 'Existing Roadway Network' last paragraph of the page. I quote: 'However, field observations have revealed both approaches have paved shoulder areas that function as "de facto" right turn lanes.' I'm glad KBP associates came out and observed the area but this comment could not be more inaccurate. First – did they try and use the roadway in this manner – if they had they would realize how dangerous it is – you CANNOT adequately see the traffic coming – so if you are turning Left to head North and someone is in the 'de facto' shoulder to turn right it is almost impossible to see if there is traffic headed North and if they have a signal on showing they are turning left into 4th street. The shoulder is not sufficient and I'm sure does not DOT regulations. There is also a pole right in this area. Also – long before hurricane Irma and almost always due to rain and lack of a true shoulder, there is always a huge pothole on that right side – southside –in de facto shoulder Plus – in order for two cars to use

the roadway in the manner described, they would be beyond the yellow line indicating where a car must stop, they would be in the sidewalk area and it would be further dangerous. I'd also like to know just how many cars used the 'de facto' turn lanes in the manner prescribed. I would argue it is less than 20% of the time – for all of the reasons I listed above. That argument is deceitful and dangerous.

The report identifies studies that were performed on February 28th 2017 and July 18, 2017. Why were some intersections studied in February and different ones in July? Why is July ever considered a fair study? It is summer, schools are out, many people are on vacation.

The Trip Generation Manual – 9th edition that is referenced as the basis for the trip generation information – what is the date of this manual? Does it take into consideration anything about the neighborhood, proximity to town or the fact that these are for affordable income housing – meaning most of these people are headed out to jobs every day? Please provide an explanation of the math behind these calculations – what factors do they take into consideration?

When you use the FL DOT numbers – that is a count on the US 1 correct? How does that correlate to the traffic that backs up on 4th street during peak hours? You cannot be serious that the new traffic from the proposed apartments equates to acceptable levels.

The Intersection Analysis starting on page 19 was that all based on data? Is any of it based on observations and actual counts at each of the intersections? Has anyone acknowledged that more than half the time you can get out of 4th street and onto US 1 during peak hours is because someone headed south is kind of enough to slow and give you a space to enter onto US 1?

What consideration did you give to traffic entering and exiting Bobalous restaurant right at the intersection on 4th street and US 1 during evening peak hours? Did you observe how dangerous that can be? Someone trying to get out of the restaurant doesn't notice someone turning quickly to get off the highway – or someone pulling off the highway and immediately almost stopping to enter the restaurant. Observations should have shown this is an additional hazard that needs to be taken into consideration. And, now that the former Hitch King business will be an operating business long before these apartments are built – where was this factored into the various calculations? It clearly will have a significant impact.

I don't live on the side of Big Coppitt where the apartments will be built but I ride my bike and walk around our area a lot. Those are narrow streets. It is impossible to have two way traffic and a bicyclist to all use the road at the same time and not either slow the traffic or run the bicyclist off the road and what about the people walking? It is simply not safe.

Please explain to all of us not familiar with the various manuals and calculations what exactly goes into the calculation that results in 'operates at an acceptable level' is it simply the number of vehicles traveling over the roadway? Does safety ever come into play? Does impact on the neighborhood ever come into play? What is the width of each of the roads discussed – will they need to be widened? To the Commissioners – what is the environmental impact?

To the planning board and the Commissioners I ask – come spend a few days in our neighborhoods, you see what it is like in the morning and evening, observe how this area is a neighborhood – and consider – would you want to be biking, walking or having your kids on the side of the street if a minimum of another approximately 400 cars were added to the roads.

The following are questions for the Commissioners and do not be read in as part of the Planning Board meeting.

What is the estimated rent for each unit type?

Given this is being built on waterfront property – how much of the insurance costs for both wind and flood will be passed onto the renters? Will they be able to afford this additional burden?

How long will these units be retained as affordable?

Do they then become waterfront condos that the builder can sell?

Is there a planned marina for Rockland Key?

This is not at all well thought out. The minute a builder says affordable housing the automatic answer is YES – no matter the neighborhood or the impact. Start with the open sites that no longer have housing.

Is Walmart still going to be jammed down our throats – what impact will that have on the traffic in our area?

What about the affordable housing for the area just south of Shark Key and just North of Boca Chica Road – will that be added as well?

I wouldn't mind additional housing in my neighborhood if it was well thought out and the neighborhood could truly handle the impact, ours simply cannot.

You want an apartment complex? Put it where you want to put Walmart. We don't need Walmart -- or was this affordable housing complex supposed to be for Walmart so the developer can say he has met the housing requirements?

What study was done to show that people requiring affordable housing but working in Key West or Big Pine Key or other areas will live on Big Coppitt and commute?

Where are the ROGO units coming from?

Sandra Fitzpatrick
810 3rd Street
Big Coppitt Key, FL
33040