

Priority	Project Number	Facility / Project Name		Domain	Type of Work	Funding Components										Estimated Project Cost
	Department	From / Location	To / Location	Category	Operations Annual Incremental Cost	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	
II	4C	Reexamine Collins / Harding One Way Pair		Transit / Transportation	In an effort to further diversify the land use mix in the central zone of the study area, the utilization of the parking lots between Collins Avenue and Harding Avenue in Miami Beach between 77th Street and 87th Street as an economic development area can be examined. The removal of the one way pair and reinstatement of both roads as two way facilities should be examined as it would better interact with this type of development. This analysis would review the conceptual design for the development in the area.	Proposed Funding (\$s)										\$ 80,000.00
	Public Works		-	CCTMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	
						?										\$ -
						?										\$ -
						?										\$ -
						Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
II	1P	Liaison with South Florida Commuter Services		Transit / Transportation	To coordinate and manage transportation in the coastal communities, this position would act as a liaison between the cities, the citizens, the development community, local employers, and other local, county and state transportation authorities. The primary focus would be to manage concurrency, oversee developer activity, and interface with businesses to implement Transportation Demand Management (TDM) strategies. This position would coordinate Transportation Demand Management strategies with local employers, act as a liaison, with MDCPW, MDT, MPO, and FDOT, in an attempt to develop and implement projects as a result of this report. This could be an additional position, or one which could be added to an existing position.	Proposed Funding (\$s)										TBD
	Public Works	City Wide	-	CCTMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	
						?										\$ -
						?										\$ -
						?										\$ -
						Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
II	18A	Parking Facilities with Shuttles		Transit / Transportation	The purpose of this project has come from the acknowledgement that a higher level of transit service is needed, and that this needs to be actively sought. Additionally a method to do this is to provide ample space for automobile parking on the periphery of the most densely populated economically diverse areas so that drivers have an option of leaving their vehicles outside of urban areas. The goal of increasing transit ridership or achieving a more balanced modal split can be accomplished by providing specialized transit services.	Proposed Funding (\$s)										\$ 30,000.00
	Public Works	City Wide		CCTMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	
						?										\$ -
						?										\$ -
						?										\$ -
						Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
II	4P	Transportation Systems Management (TSM)		Transit / Transportation	Transportation Demand Management programs will provide incentives, and market management to affect travel behavior to shift to non-motorized and/or higher occupancy modes in order to reduce congestion on the roadways in the coastal communities. Transportation Demand Management strategies would utilize the services offered by the South Florida Commuter Services by encouraging businesses to take advantage of the programs.	Proposed Funding (\$s)										TBD
	Public Works	City Wide	-	CCTMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	
						?										\$ -
						?										\$ -
						?										\$ -
						Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
II	5P	Police Enforcement to Enhance Traffic Flow		Transit / Transportation	The purpose of this is to provide more strict and consistent enforcement of parking, and delivery regulations on the major corridors within the study area. Implementation of this policy is a commitment on keeping vehicles from blocking thoroughfares at prohibited times.	Proposed Funding (\$s)										TBD
	Public Works	City Wide	-	CCTMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	
						?										\$ -
						?										\$ -
						?										\$ -
						Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
II	6P	Examine Parking Impact Fees		Transit / Transportation	The purpose of this is to examine the feasibility of instituting parking impact fees to pay for various transportation improvements. Evaluate the need and desire for the various participating communities to implement parking impact fees. A draft fee structure should be developed.	Proposed Funding (\$s)										TBD
	Public Works	City Wide	-	CCTMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	
						?										\$ -
						?										\$ -
						?										\$ -
						Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

City of Miami Beach
Coastal Communities Transportation Master Plan

Priority	Project Number		Facility /Project Name		Domain	Type of Work	Funding Components											Estimated Project Cost		
	Department	From /Location	To /Location	Category	Operations Annual Incremental Cost	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total				
II	7P	Re-Examine Residential Parking Requirements		Transit / Transportation	CCTMP	This study will undertake a demographic analysis to measure the number of vehicles per household in the North Beach area.	Proposed Funding (\$)											\$ 40,000.00		
		Public Works	City Wide	-			\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019		Total	
								?												\$ -
								?												\$ -
II	10P	Personal Mobility Devices		Transit / Transportation	CCTMP	This effort would examine policies for alternative modes of transportation like bicycles, scooters or segways. The examination should look at how other communities manage their use.	Proposed Funding (\$)											\$ 5,000.00		
		Public Works	City Wide	-			\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019		Total	
								?												\$ -
								?												\$ -
II	11P	Shared Cars/Zip Cars		Transit / Transportation	CCTMP	Research various car sharing approaches and select one that best fits the coastal communities. Implement a program quickly.	Proposed Funding (\$)											\$ 5,000.00		
		Public Works	City Wide	-			\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019		Total	
								?												\$ -
								?												\$ -
II	12P	Driver Behavior Campaign		Transit / Transportation	CCTMP	This project would research similar programs implemented by cities across the country.	Proposed Funding (\$)											\$ 5,000.00		
		Public Works	City Wide	-			\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019		Total	
								?												\$ -
								?												\$ -
II	13P	Reassignment of Concurrency Fees to Transit		Transit / Transportation	CCTMP	Shift the utilization of concurrency fees paid by the development community to the development of transit capacity projects, instead of roadway capacity projects. Measurement of person trips instead of vehicle trips can show how adequate mitigation is being provided.	Proposed Funding (\$)											TBD		
		Public Works	City Wide	-			\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019		Total	
								?												\$ -
								?												\$ -
II	NA	Transportation Trust Fund		Transit / Transportation	CCTMP		Proposed Funding (\$)											TBD		
		Public Works	City Wide	-			\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019		Total	
								?												\$ -
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Priority	Project Number	Facility / Project Name		Domain	Type of Work	Funding Components											Estimated Project Cost	
	Department	From / Location	To / Location	Category	Operations Annual Incremental Cost	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
III	4A	Cross Bay Rail Transit Alternatives Analysis		Transit / Transportation	This project would study routes and modes available to provide a connection to the coastal communities as part existing and future rail system, linking the barrier island communities with the airport, the Port of Miami, Downtown Miami and beyond. This project is designed to improve the level of service along the major roadways within the study area by providing improved transit service. The Study would examine the most appropriate causeway and mode for the east/west mass transit connection.	Proposed Funding (\$s)												
						Public Works	City Wide	-	CCTMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015		2015-2016
							?										\$ -	
							?										\$ -	
							?										\$ -	
							Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000.00
III	2A	Enhanced Bus Marketing		Transit / Transportation	Increase transit ridership by appealing to commuters that are either not aware of the transit system or not comfortable using it. Providing excellent quality transit throughout the coastal communities is essential to increasing options for modes of transportation other than a personal vehicle, yet informing the public of the options is crucial to boosting ridership, particularly to choice riders. Develop ways to increase opportunities for the general public to have access to transit information including bus and rail line routes, schedules and facilities. In addition strategies would be developed to aggressively market transit service to choice riders.	Proposed Funding (\$s)												
						Public Works	City Wide	-	CCTMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015		2015-2016
							?										\$ -	
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							?										\$ -	
							Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000.00
III	3A	Enhanced Bus Amenities		Transit / Transportation	The purpose of this project is to provide amenities on transit buses, stops and stations that would serve attractive to choice riders. Initially this would examine state of the art technologies and look at examples of similar systems and the potential within the MDT system.	Proposed Funding (\$s)												
						Public Works	City Wide	-	CCTMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015		2015-2016
							?										\$ -	
							?										\$ -	
							?										\$ -	
							Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000.00
III	5A	Support Northeast Corridor Alternatives Analysis		Transit / Transportation	Prioritize the Northeast Corridor, as the highest transit priority, so that it attains federal matching funds, and is subsequently designed and constructed in the nearest timeframe to begin to provide service. This project, under the name of "South Florida East Coast Corridor Transit Analysis Study (SFECCCTA) is being undertaken now in regional cooperation, sponsored by the South Florida Regional Transit Authority, the MPO's of Miami-Dade, Broward, and Palm Beach Counties, and FDOT.	Proposed Funding (\$s)												
						Public Works	City Wide	-	CCTMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015		2015-2016
							?										\$ -	
							?										\$ -	
							?										\$ -	
							Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	NA
III	3P	Intelligent Transportation Systems (ITS)		Transit / Transportation	The purpose of this project is to utilize technology to improve the existing transportation network and relieve traffic congestion. Intelligent Transportation Systems include such things as installing cameras to monitor the flow of traffic and be able to view accidents in real time.	Proposed Funding (\$s)												
						Public Works	City Wide	-	CCTMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015		2015-2016
							?										\$ -	
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							?										\$ -	
							Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	TBD

Priority
I High Priority: Existing 0-5 Years
II Medium Priority: 5-10 Years
III Lower Priority: 10-20 Years

City of Miami Beach
FP Costal Comm Transit

Project Number	Facility / Project Name		Domain	Type of Work	Funding Components											Estimated Project Cost	
	Department	From / Location			To / Location	Category	Operations Annual Incremental Cost	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017		2017-2018
T2	A1A & Local Express Routes		Transit / Transportation	Implement A1A Corridor & Local Express Routes with Existing Bus Resources		Proposed Funding (\$s)											
Public Works	City Wide		CCTP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
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					?										\$ -		
					Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	
																NA	
T7	North Beach Local		Transit / Transportation	Routes Extensions and Adjustments		Proposed Funding (\$s)											
Public Works	City Wide		CCTP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
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					?										\$ -		
					?										\$ -		
					Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	
																NA	
T8	Middle Beach Circulator		Transit / Transportation	Reconfigured from Routes R & K		Proposed Funding (\$s)											
Public Works	City Wide		CCTP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	
																NA	
T9	South Beach Local		Transit / Transportation	Extend Route W		Proposed Funding (\$s)											
Public Works	City Wide		CCTP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
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					?										\$ -		
					Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	
																NA	
T12, (TS)	Develop Transfer Stations		Transit / Transportation	Off-Street, Bus Bays, Shelters, ITS, Pre Payment, Retail & Mix-Use Components		Proposed Funding (\$s)											
Public Works	City Wide		CCTP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	
																NA	
T13&19	BRT & Stations		Transit / Transportation	Initial Capital Improvements of Bus Rapid Transit & Station Development		Proposed Funding (\$s)											
Public Works	City Wide		CCTP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	
																NA	
T17	BRT A1A		Transit / Transportation	Bus Rapid Transit Along A1A		Proposed Funding (\$s)											
Public Works	City Wide		CCTP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	
																NA	
T20 (PR)	Park & Ride		Transit / Transportation	Implement Park & Ride Stations		Proposed Funding (\$s)											
Public Works	City Wide	-	CCTP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
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					?										\$ -		
					Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	
																NA	

Priority
I High Priority: Existing 0-5 Years
II Medium Priority: 5-10 Years
III Lower Priority: 10-20 Years

City of Miami Beach
FP Atlantic Greenway Network

Priority	Project Number	Facility / Project Name		Domain	Type of Work	Funding Components										Estimated Project Cost	
	Department	From / Location	To / Location	Category	Operations Annual Incremental Cost	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019		Total
II	A1	South, Middle, and North Beach Neighborhood Bikeways		Transit / Transportation	To be constructed by FDOT, County or City Public Works or CIP Department	Proposed Funding (\$s)											
	Public Works	North-South	East-West	AGN	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total	
						?										\$ -	
							?									\$ -	
							?									\$ -	
						Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	NA
TBD	A2	Identified Needs within the Pedestrian & Bike Network		Transit / Transportation	Design & construction to correct systemwide gaps	Proposed Funding (\$s)											
	Public Works	City Wide		AGN	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total	
						?										\$ -	
							?									\$ -	
							?									\$ -	
						Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	NA

Priority
 I High Priority: Existing 0-5 Years
 II Medium Priority: 5-10 Years
 III Lower Priority: 10-20 Years

City of Miami Beach
FP Municipal Mobility Plan

Project Number	Facility / Project Name		Domain	Type of Work	Funding Components											Estimated Project Cost	
	Department	From / Location			To / Location	Category	Operations Annual Incremental Cost	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017		2017-2018
M1	North Beach Calming		Transit / Transportation	Neighborhood Traffic Calming, Street Improvements		Proposed Funding (\$s)											
Public Works	North Beach		MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	NA
M2	Harding Avenue		Transit / Transportation	Enhancements		Proposed Funding (\$s)											
Public Works	City Wide		MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	NA
M3	Biscayne Elementary School		Transit / Transportation	Circulation Improvements		Proposed Funding (\$s)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	NA
M4	Normandy Drive / 71 St		Transit / Transportation	Corridor Enhancements		Proposed Funding (\$s)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	NA
M5	Indian Creek Drive		Transit / Transportation	Capacity Improvements		Proposed Funding (\$s)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	NA
M6	Collins Avenue		Transit / Transportation	Improvements / Regulation Program		Proposed Funding (\$s)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	NA
M7	63 Street / Indian Creek Drive		Transit / Transportation	Capacity Improvements		Proposed Funding (\$s)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	NA
M8	Collins Avenue		Transit / Transportation	Realignment		Proposed Funding (\$s)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	NA

City of Miami Beach
FP Municipal Mobility Plan

Project Number	Facility / Project Name		Domain	Type of Work	Funding Components											Estimated Project Cost	
	Department	From / Location			To / Location	Category	Operations Annual Incremental Cost	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017		2017-2018
M9	47 Street		Transit / Transportation	Traffic Calming / Safety Improvements		Proposed Funding (\$)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?											\$ -	
					?											\$ -	
					?											\$ -	
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
M10	Nautilus Neighborhood		Transit / Transportation	Traffic Calming Project		Proposed Funding (\$)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?											\$ -	
					?											\$ -	
					?											\$ -	
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
M11	43 Street & Alton Road		Transit / Transportation	Intersection Capacity Improvements		Proposed Funding (\$)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?											\$ -	
					?											\$ -	
					?											\$ -	
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
M12	41 Street		Transit / Transportation	Streetscape		Proposed Funding (\$)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?											\$ -	
					?											\$ -	
					?											\$ -	
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
M13	Dade Boulevard & 23 Street		Transit / Transportation	Intersection Alignment		Proposed Funding (\$)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?											\$ -	
					?											\$ -	
					?											\$ -	
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
M14	Dade Boulevard		Transit / Transportation	Intersection Improvements		Proposed Funding (\$)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?											\$ -	
					?											\$ -	
					?											\$ -	
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
M15	10 Street		Transit / Transportation	Enhancements / Operational Improvements		Proposed Funding (\$)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?											\$ -	
					?											\$ -	
					?											\$ -	
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
M16	Flamingo Park Neighborhood		Transit / Transportation	Traffic Calming Program		Proposed Funding (\$)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?											\$ -	
					?											\$ -	
					?											\$ -	
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
M17	Washington Avenue		Transit / Transportation	Enhancements / Operational Improvements		Proposed Funding (\$)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?											\$ -	
					?											\$ -	
					?											\$ -	
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

City of Miami Beach
FP Municipal Mobility Plan

Project Number	Facility / Project Name		Domain	Type of Work	Funding Components											Estimated Project Cost	
	From / Location	To / Location			Category	Operations Annual Incremental Cost	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018		2018-2019
M18	Ocean Drive		Transit / Transportation	Operational Improvements		Proposed Funding (\$s)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	NA	
M19	Collins Avenue		Transit / Transportation	Grand Boulevard		Proposed Funding (\$s)											
Public Works			MMP	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	NA	

Priority	Project Number		Facility / Project Name		Domain	Type of Work	Funding Components										Estimated Project Cost
	Department	From / Location	To / Location	Category	Operations Annual Incremental Cost	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total	
I	N1	North Beach Town Center Complete Streets		Transit / Transportation	Neighborhood Traffic Calming, Pedestrian/Bicycle Improvements, Feasibility, Design Standards	Proposed Funding (\$s)										\$50,000	
Planning	Collins Av to Indian Creek	69 St to 72 St	NBTC Plan	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
I	N2	69 Street		Transit / Transportation	Traffic Study, Redesign street, Bicycle lanes, Pedestrian Improvements	Proposed Funding (\$s)										\$15,000	
Planning	Ocean	Indian Creek Waterway	NBTC Plan	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
I	N3	Harding Avenue		Transit / Transportation	Feasibility study 2-way traffic flow	Proposed Funding (\$s)										\$10,000	
Planning	Indian Creek Dr	69 Street	Dev. impacts	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
I	N4	Lenox Ave Bicycle Corridor		Transit / Transportation	Bicycle Lanes or Bicycle Boulevard	Proposed Funding (\$s)										\$50,000	
Planning	5 St	Collins Canal	Alton Road Plan	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Total		
					?										\$ -		
					?										\$ -		
					?										\$ -		
					Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

Priority	Project Number	Facility / Project Name		Domain	Type of Work	Funding Components										Estimated Project Cost		
		Department	From / Location			To / Location	Category	Operations Annual Incremental Cost	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016		2016-2017	2017-2018
I	N5	Alton Road Pedestrian Crosswalks I		Transit / Transportation	Install pedestrian crosswalks with flashing signals at 9 St and 13 St; move existing ped signal from midblock to 14 St.	Proposed Funding (\$s)										\$50,000		
	Planning	9 St	14 St	Alton Road Plan	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019		Total	
	?																	\$ -
	?																	\$ -
	?																	\$ -
						Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
II	N6	Alton Road Pedestrian Crosswalks II		Transit / Transportation	Pedestrian crosswalk safety improvements	Proposed Funding (\$s)										\$50,000		
	Planning	5 St	6 St	Alton Road Plan	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019		Total	
	?																	\$ -
	?																	\$ -
	?																	\$ -
						Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
II	N7	Baywalk Crossing at MacArthur Causeway		Transit / Transportation	Construct a pedestrian baywalk connection over or under the causeway bridge	Proposed Funding (\$s)										\$5,000,000		
	Planning	5 St		Alton Road Plan	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019		Total	
	?																	\$ -
	?																	\$ -
	?																	\$ -
						Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
II	N8	Sidewalk Enhancements for Bay Access		Transit / Transportation	Improve sidewalks, shade trees and crosswalks on 6, 10, 13, 14 and 16 Streets where there are no planned GO Bond streetscape enhancements	Proposed Funding (\$s)										\$200,000		
	Planning	5 - 16 St	from Bay to Jefferson Av	Alton Road Plan	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019		Total	
	?																	\$ -
	?																	\$ -
	?																	\$ -
						Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
I	N9	Off-Street Bicycle Parking		Transit / Transportation	Provide secure bicycle lockers, cages, shower facilities in City buildings and parking garages.	Proposed Funding (\$s)										\$30,000		
	Planning CIP Parking	Citywide		NBTC and Alton Rd Plan	\$0	Source	Total Prior Appropriations	2010-2011	2011-2012	2012-2013	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019		Total	
	N/A																	\$ -
	?																	\$ -
	?																	\$ -
						Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Project Number: 1
Project Name: 63rd Street Intersection Improvements
Project Category: Transportation Element

Purpose:

Roadway segment is projected to be operating at a Peak-Hour Peak-Directional Level-of-Service of E or F by the year 2008 and through to the year 2030.

Need:

Synchronize traffic signals & signal phasing/timing improvements without impacting pedestrian safety. Requires further detailed analyses.

Description:

Synchronize traffic signals, phase/timing improve & pedestrian safety from Alton Road to Collins Avenue.

Cost:

Planning: \$24,000
Design:
Construction:

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 2
Project Name: MacArthur Causeway Intersection Improvements
Project Category: Transportation Element

Purpose:

Roadway segment is projected to be operating at a Peak-Hour Peak-Directional Level-of-Service of E or F by the year 2030.

Need:

Monitor future traffic conditions to determine feasibility of signal phasing and timing improvements without sacrificing pedestrian safety.

Description:

Traffic signal phase/timing improvements and pedestrian safety from Fountain Street to Alton Road.

Cost:

Planning: \$30,000
Design:
Construction:

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 3
Project Name: Meridian Avenue Intersection Improvements
Project Category: Transportation Element

Purpose:

Roadway segment is projected to be operating at a Peak-Hour Peak-Directional Level-of-Service of E or F by the year 2030.

Need:

Monitor future traffic conditions to determine feasibility of signal phasing and timing improvements without sacrificing pedestrian safety.

Description:

Synchronize traffic signals, phase/timing improve & pedestrian safety from 17 Street to Dade Boulevard.

Cost:

Planning: \$12,000
Design:
Construction:

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 4
Project Name: Prairie Avenue Traffic Safety Measures
Project Category: Transportation Element

Purpose:

Roadway segment is projected to be operating at a Peak-Hour Peak-Directional Level-of-Service of E or F by the year 2030.

Need:

Traffic calming measures such as center islands, chockers, speed tables, traffic circles south of 40 St. Will require further detailed study.

Description:

Prairie Avenue from Dade Boulevard to 44 Street.

Cost: \$600,000

Planning:
Design:
Construction:

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 5
Project Name: Arthur Godfrey Road Corridor Study
Project Category: Transportation Element

Purpose:

Roadway segment is projected to be operating at a Peak-Hour Peak-Directional Level-of-Service of E or F by the year 2015 and through to the year 2030.

Need:

Synchronize traffic signals & signal phasing/timing improvements and provide for pedestrian safety through better markings, signages and wider sidewalks as feasible. Requires further detailed analyses.

Description:

Synchronize traffic signals, phase/timing improvements and pedestrian safety. Study the Corridor from Alton Road to Indian Creek Drive.

Cost:

Planning: \$128,000
Design:
Construction:

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 6
Project Name: 71 Street & Dickens Intersection Improvements
Project Category: Transportation Element

Purpose:

Need:

Description:

Cost: \$434,878

Planning:
Design:
Construction:

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 7
Project Name: Alton Road Reconstruction
Project Category: Transportation Element

Purpose:

Roadway segment is projected to be operating at a Peak-Hour Peak-Directional Level-of-Service of E or F by the year 2008 and through to the year 2030.

Need:

Per FDOT PD&E Study - 4 lanes with center left-turn lane with periodic median islands, on-street parking lanes, 14 ft shared-use sidewalks with landscaping. Intersection improvements including signal phasing/timing and exclusive left-turn lanes. TSM recommendations for 5th Street Flyover to include signage & marking improvements, replacing barrier walls and railings, increase clear width to 17 Ft and at-grade bus-only EB left-turn bay on 5th St and Alton Rd.

Description:

Reconstruction, traffic operation improvements, pedestrian safety improvements and landscaping on Alton Road between 5 Street to Michigan Avenue.

Cost: \$11,951,118.54

Planning:
Design:
Construction:

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 8
Project Name: Alton Road Reconstruction
Project Category: Transportation Element

Purpose:

Roadway segment is projected to be operating at a Peak-Hour Peak-Directional Level-of-Service of E or F by the year 2008 and through to the year 2030.

Need:

Per FDOT PD&E Study - 4 lanes with center left-turn lane with periodic median islands, on-street parking lanes, 14 ft shared-use sidewalks with landscaping. (Dade Blvd - Michigan Ave) Provide for wider shared-use sidewalks. (Michigan Ave - 41 St)

Description:

Reconstruction, traffic operation improvements, pedestrian safety improvements and landscaping on Alton Road between Michigan Avenue to 41 Street.

Cost: \$13,743,598.31

Planning:
Design:
Construction:

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 9
Project Name: La Gorce Drive Studies
Project Category: Transportation Element

Purpose:

Roadway segment is projected to be operating at a Peak-Hour Peak-Directional Level-of-Service of E or F by the year 2008 and through to the year 2030.

Need:

Further studies to determine increased levels of traffic calming such as wider center islands, chokers, speed tables, etc. Improve channelization at 51 St.

Description:

Further studies to increase levels of traffic calming on La Groce Drive from 51 Street to 63 Street.

Cost: \$500,000

Planning:
Design:
Construction:

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 10
Project Name: Pine Tree Drive Improvements
Project Category: Transportation Element

Purpose:

Roadway segment is projected to be operating at a Peak-Hour Peak-Directional Level-of-Service of E or F by the year 2008 and through to the year 2030.

Need:

Further studies to determine increased levels of traffic calming such as wider center islands, chokers, speed tables, etc. Improve channelization at 51 St.

Description:

Improve traffic safety on Pine Tree Drive from 51 Street to 63 Street and channelization at 51 Street.

Cost: \$500,000

Planning:
Design:
Construction:

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 11
Project Name: Collins Avenue Improvements
Project Category: Transportation Element

Purpose:

Roadway segment is projected to be operating at a Peak-Hour Peak-Directional Level-of-Service of E or F by the year 2015 and through to the year 2030.

Need:

Synchronize traffic signals & signal phasing/timing improvements and provide for pedestrian safety through better markings, signages and wider sidewalks as feasible. Requires further detailed analyses.

Description:

Synchronize traffic signals, including phase and timing improvement and pedestrian safety improvements on Collins Avenue from 5 Street to 11 Street.

Cost: \$28,800

Planning:
Design:
Construction:

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 12
Project Name: West Avenue Improvements
Project Category: Transportation Element

Purpose:
 Roadway segment is projected to be operating at a Peak-Hour Peak-Directional Level-of-Service of E or F by the year 2015 and through to the year 2030.

Need:
 Refer to recent study by the City.

Description:
 Traffic operation improvements, bike lanes and pedestrian safety improvements on West Avenue from 5 Street to Dade Boulevard.

Cost: \$1,000,000

Planning:
Design:
Construction:

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 13
Project Name: Alton Road sidewalk Improvements
Project Category: Transportation Element

Purpose:

Roadway segment is projected to be operating at a Peak-Hour Peak-Directional Level-of-Service of E or F by the year 2015 and through to the year 2030.

Need:

In order to attract more multi-modal use of roadway segment, provide for wider shared-use sidewalks.

Description:

Provide for wider shared-use sidewalks on Alton Road from 41 Street to 63 Street.

Cost: \$180,000

Planning:
Design:
Construction:

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 14
Project Name: 15 & 16 Street one-way pair Feasibility Study/TDM
Project Category: Transportation Element

Purpose:

Roadway segment is projected to be operating at a Peak-Hour Peak-Directional Level-of-Service of E or F by the year 2015 and through to the year 2030.

Need:

Convert 15 St and 16 St as one way pairs from Alton Rd to Washington Ave. LOS on 15 St will improve from F to D. Will require further detailed traffic operations and capacity/LOS analyses.

Description:

15 & 16 Street one-way pair Feasibility Study/TDM, part of the Alton Road/Washington Avenue feasibility study, from West Avenue to Meridian Avenue.

Cost: \$250,000

Planning:
Design:
Construction:

Time Frame: 10 to 20 Years

Priority: III - Low

Project Number: 15
Project Name: 10 & 11 Street one-way pair Feasibility Study/TDM
Project Category: Transportation Element

Purpose:

Roadway segment is projected to be operating at a Peak-Hour Peak-Directional Level-of-Service of E or F by the year 2030.

Need:

Monitor traffic conditions to determine feasibility of converting 11 St and 10 Street into one way pairs from Alton Rd to Washington Ave in the future.

Description:

10 & 11 Street one-way pair Feasibility Study/TDM, part of the Alton Road/Washington Avenue feasibility study, from Meridian Avenue to Ocean Drive.

Cost: \$250,000

Planning:
Design:
Construction:

Time Frame: 10 to 20 Years

Priority: III - Low

Project Number: 1A
Project Name: Comprehensive Intermodal Center Feasibility Study Project
Project Category: Coastal Communities (Alternative Mode)

Purpose:

This project is designed to improve the level of service along the major roadways within the study area by providing improved transit service and increasing options for modes of transportation other than a personal vehicle. Its purpose is to explore potential locations on both the mainland and beaches.

Need:

The coastal communities have a strong need for an improved sub-regional transit system that would be made up of transit centers along the causeway termini, on the beaches and at the mainland with frequent east/west bus service linking the beaches to a strong north/south regional spine when the Biscayne Boulevard Corridor. The need for increased capacity on the causeways was expressed, especially in the north beach communities and the need was reinforced by the

findings from the origin/destination study which documented a high volume of commuters traveling south along the beach to utilize the Julia Tuttle causeway. The Tuttle causeway has the greatest vehicle capacity and most direct access to a wide regional distribution network of highways. Enhancing capacities on causeways other than the Julia Tuttle would enhance traffic flow.

Description:

This project will be to examine development of intermodal centers adjacent to each end of each of the causeways. The exact locations will have to be further studied and identified. The intermodal facilities will serve all of the beach communities as transfer stations and transit loading areas for transit users that are making regional commutes to and from the beach. A conceptual intermodal center and appropriate programming would be developed. Tentative sites would be examined for their ability to accommodate the programming, their impact on the adjacent land uses and neighborhoods, their and proximity to transit uses. Potential sites would also be evaluated to determine the size of facility that would

be necessary (Major or minor) at that location. It is anticipated that these would provide a direct link to any proposed transit in the Biscayne Boulevard Corridor, on the mainland. As well as provide a link to local Circulator Systems.

Cost:

Planning: \$120,000
Design: TBD
Construction: TBD

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 17A
Project Name: Coastal Communities Transit Development Plan
Project Category: Coastal Communities (Alternative Mode)

Purpose:

Cities within the Coastal Communities have been very progressive in its transportation planning over the years. The next step is to develop a Transit Development Plan specifically related to operations in the Coastal Communities and how the system link with the peripheral communities. This report can be used as a basis for such a plan.

Need:

The Coastal Communities are experiencing increasing roadway congestion. To date most of the improvements specified by any city has been roadway oriented. Due to the nature of the transportation industry, small municipalities are rarely capable of operating or funding their own transit systems. This responsibility is generally regional. The need exists to develop a specific plan, in coordination with Miami Dade Transit, who will be required to operate the system. The plan should included methods of local funding and local plan oversight.

Description:

A transit development plan needs to address ::

- Routes
- Connections
- Headways
- Operations
- Maintenance

This must be developed in very close coordination with Miami Dade Transit. It is anticipated that an operating agreement in the form of an interlocal agreement will need to be developed to detail how the plan will be implemented. There is a probability that the plan will call for more intensive service that what is currently called for in the MDT plan for the area. In this event, the Coastal Communities need to be prepared to assist in the implementation through the contribution of funds for such a purpose. Administrative oversight of the program implementation will also be required by the communities.

Cost:

Planning: \$40,000
Design: NA
Construction: NA

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 11A
Project Name: Reexamine Bus Stop Location on Pinetree Drive
Project Category: Coastal Communities (Alternative Mode)

Purpose:

Because bus stop locations on Pinetree drive are difficult to access, it is believed that relocation to a more convenient location would provide greater safety and ease of use.

Need:

Many are concerned that the physical locations of the bus stops on this street create a safety concern that must be mitigated.

Description:

Physical evaluation of each bus stop location performed, and recommendations for more effective placement. This will lead to the design and replacement of stops.

Cost:

Planning: \$10,000
Design: \$30,000
Construction: \$300,000

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 2C
Project Name: Collins Avenue Corridor Study
Project Category: Coastal Communities (Corridor Enhancements)

Purpose:

This project will study ways to provide increased capacity on Collins Ave while identifying ways to calm traffic in residential areas and limit the traffic backups caused by commercial delivery trucks.

Need:

Residents in the neighborhoods that Collins Ave passes through have identified speeding as a major issue impacting the livability of their neighborhood. Other problems include concerns over delivery trucks which often impede the flow of traffic reducing the capacity. There is a need to regulate these activities to improve traffic flow.

Description:

A comprehensive multi-modal transportation study of the Collins Ave corridor will provide analysis of the feasibility of various strategies to improve the livability of neighborhoods on this roadway without increasing the right-of-way. The study will look at signal progression analysis, intersection operational analysis, transit opportunities analysis, pedestrian and bicycle amenities, intermodal center locations, aesthetics and signage. This project will also focus on improving vehicle flow by regulating commercial deliveries to businesses, especially during peak traffic periods and analyze ways to provide a more balanced mix between vehicles and pedestrians. Enforcing parking and loading zone hours of operation will be critical to improving flow.

Cost:

Planning: \$80,000
Design: TBD
Construction: TBD

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 1CA
Project Name: Causeway and East/West Flow Enhancements
Project Category: Coastal Communities (Capacity)

Purpose:

This project will study ways to provide increased capacity on each of the causeways focusing on improving regional mobility for the communities on the barrier islands.

Need:

The northern causeways and their respective east/west connections to I-95, especially Ives Dairy Road, NE 163rd Street and NE 125th Street are presently operating at a poor level of service during peak traffic periods. The data collected during the origin and destination study supported the need for improved level of service on these roads. The north/south roadways are also experiencing a greater volume of vehicles due to the fact that the causeways with the greatest capacity and most direct connections to I-95 are in the southern coastal communities. It is expected that the performance of these roads will further deteriorate with the current rate of development in NE Miami-Dade County.

Description:

An analysis of the major east/west corridors is required to determine appropriate operational improvements. A variety of methods by which to gain additional physical capacity should be examined, including the use of shoulder lanes, reversible lanes or even Intelligent Transportation Systems, such as the feasibility of utilizing electronic message boards to inform commuters of traffic situations in advance will be studied.

Cost:

Planning: \$60,000
Design: TBD
Construction: TBD

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 3CA
Project Name: One-way Residential Streets (South Beach)
Project Category: Coastal Communities (Capacity)

Purpose:

This study is designed to test the traffic impact of converting two way streets into one-way streets in certain residential districts, particularly in South Beach. The potential may occur to increase the number of on-street parking spaces, by implementing angled parking, as opposed to parallel parking.

Need:

Parking in the Flamingo Neighborhood in South Beach, as in other residential areas of Miami Beach, is at a premium. Any increase in the number of spaces would provide a relief to the people who live in the area. By converting parallel parking to angled parking, a significant increase in parking could be attained. This could be done creating one-way roadways, and converting existing travel lanes to parking lanes.

Description:

The scope of services for this project should focus on examining the Flamingo Neighborhood, by looking at right of way widths, travel lane widths, parking lane widths and number of parking spaces. On roadways where rights of way may accommodate the conceptual reconfiguration of parking will be examined. The number of additional spaces will be assessed. A traffic impact analysis will determine the impact to the roadway network of converting these roadways from two-way to one-way.

Cost:

Planning: \$50,000
Design: TBD
Construction: TBD

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 6CA
Project Name: Examine Locations for On-Demand Pedestrian Signal Phases
Project Category: Coastal Communities (Capacity)

Purpose:

The purpose of this effort is to identify intersections where it may be appropriate to eliminate the regular pedestrian phase of the traffic signal, making it on-demand instead of built into the phasing. This would free time in the regular cycle for the movement of automobiles.

Need:

Many in the community have focused on eliminating bottlenecks in the system and assuring the efficiency of movement for vehicles and pedestrians. One method of doing this is to convert the pedestrian phase of a traffic signal from built-in, to on-demand. This is most appropriate where pedestrian activity is sporadic. When present, pedestrians would simply push the pedestrian crossing button on street pole. During the next phase they would be provided time to cross. If not present, that pedestrian crossing time would be allocated to vehicular movement.

Description:

This study will take pedestrian counts at a dozen key intersections. Locations where pedestrian traffic is minimal, sporadic, and contain pedestrian crossing phases, will be converted to on-demand or pedestrian actuated signals. The impact of this conversion will be assessed.

Cost:

Planning: \$30,000
Design: TBD
Construction: TBD

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 7CA
Project Name: On Street Parking Management
Project Category: Coastal Communities (Capacity)

Purpose:

This project will study ways to provide increased capacity through the management of on-street parking.

Need:

Roadway capacity is at a premium. In many locations additional capacity could be attained, particularly in the peak commuting hours through the management of on street parking. If parking were prohibited during peak commuting hours on streets which are heavily used for commuters, traffic flow would be enhanced.

Description:

This study will determine the location of major transportation conduits, such as Collins Avenue, Harding Avenue, Alton Road, Indian Creek Boulevard, Sunny Isles Boulevard Kane Concourse and Normandy Drive and 71st Street. It will identify the presence of parking lanes, and examine any restrictions on parking. An examination of parking utilization will be undertaken. Potential down stream bottlenecks and other physical impediments to traffic flow will be identified. Examples of successful utilization of this in various cities will be provided. Recommendations as to the parameters of implementation areas will be made.

Cost:

Planning: \$35,000
Design: TBD
Construction: TBD

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 9CA
Project Name: 63rd Street Travel Patterns
Project Category: Coastal Communities (Capacity)

Purpose:

The purpose of this project is to examine the travel patterns that result after the 63rd Street flyover construction is completed to determine if any efficiency can be gained by re routing.

Need:

Maintenance of traffic plans has re-routed vehicles during this construction. Many in the area feel that the existing pattern during the construction may relieve congestion if it is maintained.

Description:

6 months after construction is completed the area should be analyzed. Traffic volumes on each road and turning movement counts at major intersection can be taken. Three alternatives for traffic movement will be analyzed in by using a micro-simulation tool. After public involvement with the community a preferred alternative shall be selected.

Cost:

Planning: \$60,000
Design: TBD
Construction: TBD

Time Frame: 0 to 5 Years

Priority: I - High

Project Number: 9A
Project Name: Transit Bus Priority
Project Category: Coastal Communities (Alternative Mode)

Purpose:

An aspect of the attractiveness of transit is its ability to be competitive with the private automobile. Several factors go into the assessment of competitiveness. This seeks to examine methods of moving buses through traffic with priority over the private vehicle.

Need:

Speed of service is needed to provide a competitive advantage over other modes and attract choice riders to the system.

Description:

Technologies which could be used to move buses through the system faster than private vehicles will be explored. These include: special use lanes, bus pullouts, queue jumpers, signal prioritization, GPS, Medina/Shoulder Transitway and remote vehicle tracking and scheduling. The state of these technologies will be examined, as will examples of systems that are currently using them. Each will be evaluated as to their effectiveness and ease of implementation. For physical improvements to the system, actual locations will be identified and tested for their ability to accommodate the use.

Cost:

Planning: \$55,000
Design: TBD
Construction: TBD

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 13A
Project Name: Enhance Bicycle/Pedestrian/Transit Linkages
Project Category: Coastal Communities (Alternative Mode)

Purpose:

The purpose of this study is to assure that the transportation network is fully integrated, linking automobile, roadway, pedestrian, bicycle, and transit uses.

Need:

The study area is highly dense, encouraging multiple modes of transportation in order to adequately move. The need to integrate these systems through appropriate linkages is paramount to assuring multimodal mobility.

Description:

Review all previous plans including bikeway and pedestrian plans, roadway plans, plans for intermodal centers. Assure that the pedestrian and bicycle amenities are provided at key intermodal locations, traffic generators and transit stations. Inventory these facilities, assess the level of service for these amenities using FDOT Q/LOS criteria, recommend necessary improvements and cost of improvements.

Cost:

Planning: \$45,000
Design: TBD
Construction: TBD

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 4C
Project Name: Reexamine Collins / Harding One Way Pair
Project Category: Coastal Communities (Corridor Enhancements)

Purpose:

In an effort to further diversify the land use mix in the central zone of the study area, the utilization of the parking lots between Collins Avenue and Harding Avenue in Miami Beach between 77th Street and 87th Street as an economic development area can be examined. The removal of the one way pair and reinstatement of both roads as two way facilities should be examined as it would better interact with this type of development.

Need:

Residents in the neighborhoods that Collins Avenue and Harding Avenue pass through have identified speeding as a major issue impacting the livability of their neighborhood. Pedestrian access, as well as residential or commercial development in the area may be better accommodated if the traffic patterns were reformed.

Description:

This analysis would review the conceptual design for the development in the area. It would evaluate the roadway network in its existing condition, develop three alternatives to the existing condition and measure the impact of those alternatives on the area transportation system out to 2030. A preferred alternative will be selected and an implementation plan provided.

Cost:

Planning: \$80,000
Design: TBD
Construction: TBD

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 1P
Project Name: Liaison with South Florida Regional Commuter Services
Project Category: Coastal Communities (Policy)

Purpose:

To coordinate and manage transportation in the coastal communities, this position would act as a liaison between the cities, the citizens, the development community, local employers, and other local, county and state transportation authorities. The primary focus would be to manage concurrency, oversee developer activity, and interface with businesses to implement Transportation Demand Management (TDM) strategies.

Need:

The data suggest that with very broad peak hours that the transportation system is maturing, and is ready for high quality transit and TDM. There is little latent capacity, as people are using the system throughout the day. In addition there are significant residential and business areas, and areas of concentration of the commuting public. This effort would further encourage activity that is beginning to occur naturally. Heightened attention to this may change driver behavior resulting in less vehicular traffic at particular times of the day, further spreading volumes.

Description:

This position would coordinate Transportation Demand Management strategies with local employers, act as a liaison, with MDCPW, MDT, MPO, and FDOT, in an attempt to develop and implement projects as a result of this report. This could be an additional position, or one which could be added to an existing position.

Cost:

Planning: \$10,000 – 40,000 per year, depending on formalized description of services
Design: NA
Construction: NA

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 18A
Project Name: Intercept Parking Linked with Shuttles
Project Category: Coastal Communities (Alternative Mode)

Purpose:

The purpose of this project has come from the acknowledgement that a higher level of transit service is needed, and that this needs to be actively sought. Additionally a method to do this is to provide ample space for automobile parking on the periphery of the most densely populated economically diverse areas so that drivers have an option of leaving their vehicles outside of urban areas. The goal of increasing transit ridership or achieving a more balanced modal split can be accomplished by providing specialized transit services.

Need:

The need here is to provide an alternative to having to enter Miami Beach with an automobile. Peripheral or intercept parking facilities serviced by transit, may assist in reducing the number of cars entering the most congested areas. As particular areas intensify, and traffic congestion worsens, the lack of alternative modes creates a need to continue to cater to automobile users. This strategy becomes impractical as congestion reaches a critical mass, and system failure is reached. An example of system failure can be seen with the Miami Beach Boat Show. Limited roadway capacity makes it difficult to enter the South Beach area. Finite parking leaves vehicles that have entered with no alternatives, other than to search indefinitely for parking, or exit the area for remote lots, and take specially provided transit in to the area. The congestion is a deterrent. A logical next step will be to assure that the buses can move as fast or faster, or are more comfortable than the automobile, to provide further incentive.

Description:

In conjunction with the identification of intermodal locations, this effort would focus on locating facilities at the edges or outside the community. It will be necessary to schedule regularly scheduled transit service from these locations to major generators in various districts.

Cost:

Planning: In conjunction with Intermodal Feasibility Study
Design: NA
Construction: NA

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 4P
Project Name: Transportation Systems Management (TSM)
Project Category: Coastal Communities (Policy)

Purpose:

Transportation Demand Management programs will provide incentives, and market management to affect travel behavior to shift to non-motorized and/or higher occupancy modes in order to reduce congestion on the roadways in the coastal communities.

Need:

There is significant traffic congestion in the coastal communities generally between 8:00 am and 8:00 pm. The utilization of techniques like van pools, HOV lanes, telecommuting and flexible work schedules would free capacity at the most critical times of the day.

Description:

Transportation Demand Management strategies would utilize the services offered by the South Florida Commuter Services by encouraging businesses to take advantage of the programs.

Cost:

Planning: TBD
Design: NA
Construction: NA

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 5P
Project Name: Police Enforcement to Enhance Traffic Flow
Project Category: Coastal Communities (Policy)

Purpose:

The purpose of this is to provide more strict and consistent enforcement of parking, and delivery regulations on the major corridors within the study area.

Need:

Many corridors and streets are besieged by a variety of prohibited activities, such as rush hour delivers or illegal parking. This policy would enforce existing regulations to remove unwarranted obstacles from the roadway network, thereby enhancing traffic flow.

Description:

Implementation of this policy is a commitment on keeping vehicles from blocking thoroughfares at prohibited times.

Cost:

Planning: TBD
Design: NA
Construction: NA

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 6P
Project Name: Examine Parking Impact Fees
Project Category: Coastal Communities (Policy)

Purpose:

The purpose of this is to examine the feasibility of instituting parking impact fees to pay for various transportation improvements.

Need:

Projects to be implemented in the study area, need to be part of a financially feasible capital improvements element, as a result of SB 360, the 1995 growth management legislation. Sources of funding may be needed to assure that the transportation infrastructure necessary to continue the economic development of the Coastal Communities.

Description:

Evaluate the need and desire for the various participating communities to implement parking impact fees. A draft fee structure should be developed.

Cost:

Planning: \$35,000

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 7P
Project Name: Re-Examine Residential Parking Requirements
Project Category: Coastal Communities (Policy)

Purpose:

The purpose of this is to evaluate the residential parking requirements and make recommendations to modify them if necessary.

Need:

Many communities can provide incentives for the use of alternative modes by limiting the number of parking spaces available in certain area. Urban areas tend to have less space available for residential parking in large part because not as many cars are needed. North Beach residents have suggest re-examining the standard in an effort to lower the number of spaces required by code.

Description:

This study will undertake a demographic analysis to measure the number of vehicles per household in the North Beach area. A comparison will be made with other areas in the coastal communities, and across the nation. An assessment of the number of parking spaces in the North Beach area per household will be made. A determination of whether the supply meets the demand will be made. The impacts of a policy change will be examined and any prudent changes recommended.

Cost:

Planning: \$40,000

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 10P
Project Name: Motorized Personal Mobility Devices Policies
Project Category: Coastal Communities (Policy)

Purpose:

The purpose of this project is to provide incentives for the use of alternative modes of transportation, like scooters, mopeds and segways.

Need:

With automobile levels of service deteriorating, the use of scooters for local transportation could take large numbers of automobiles off of the roads.

Description:

This effort would examine policies for alternative modes of transportation like, bicycles, scooters or segways. The examination should look at how other communities manage their use.

Cost:

Planning: \$5,000
Design: NA
Construction: NA

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 11P
Project Name: Shared Cars/Zip Cars
Project Category: Coastal Communities (Policy)

Purpose:

The use of shared cars will provide reliable and convenient access to on-demand transportation, complementing other means of mobility.

Need:

The Coastal Communities area, is one of the most densely populated, mix use areas in the state. As this master plan attempts to identify to more balance the modal split by providing alternatives, this program provides an alternative that will use the automobile. By having use of an automobile in a reliable and confining manner, the necessity of ownership is minimized. The Coastal Communities area is ripe for this type of alterative, which exists in no less than nine locations across the nation.

Car sharing is a system where a fleet of cars (or other vehicles) is jointly-owned by the users in distinction from car rental or cars in private ownership. The fleet is made available for use by members of the car share group in a wide variety of ways. The costs and troubles of vehicle purchase, ownership and maintenance are transferred to a central organizer. The concept has been around in various forms for more than half a century, but it is only in the last decade that it has begun to gather force as a viable alternative to car ownership. Today there are more than six hundred cities in the world where people can car share. In the larger services that are increasingly coming into existence, participants are typically city-dwellers whose transportation needs are largely met by public transit, walking, or cycling. Car sharing is not only a way for individuals or groups to meet their specific mobility requirements, but it is also a key strategy in this master plan which combines Transportation Demand Management (TDM) strategies and measures for containing, channeling and limiting private car traffic in cities, with support of a “bouquet” of alternative transportation arrangements. These include utility cycling, walking, public space improvement, electronic substitutes for travel (such as telework, telecommuting or e-work) and a variety of shared and public transport strategies. Car sharing permits people to give up their cars and in the process make fuller use of these other ways of getting around in cities.

Description:

Research various car sharing approaches and select one that best fits the coastal communities. Implement a program quickly.

Cost:

Planning: \$5,000
Design: NA
Construction: NA

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 12P
Project Name: Driver Behavior Campaign
Project Category: Coastal Communities (Policy)

Purpose:

Many in the community desire to remind drivers of their responsibilities and to better adhere to the rules of the road and common courtesy.

Need:

As more drivers compete for less space, poor driving is noticed more, and becomes more dangerous. Along with enforcement programs, a driver behavior campaign, implemented through various programs should be undertaken. Issues like a "don't block the box" signage or campaign to keep drivers from entering intersections without ample space to fully clear the intersections, would aid in driver safety, and reduce gridlock.

Description:

This project would research similar programs implemented by cities across the country.

Cost:

Planning: \$5,000
Design: NA
Construction: NA

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 13P
Project Name: Reassignment of Concurrency Fees to Transit
Project Category: Coastal Communities (Policy)

Purpose:

The purpose of this is to more adequately fund the planning, design and development of alternative modes of transportation.

Need:

There is an imbalance in the use of the mobility system, heavily skewed to automobile use. While completely appropriate up to this time, it is important that as the system reaches a critical mass of congestion, that alternatives be provided for those inclined for whatever reason, (cost, convenience, amenities) to utilize transit. Currently Miami Beach contributes fees derived from concurrency to roadway, elements. There are finite gains to be made from the enhancement of physical roadway capacity. Further focusing projects in this manner will have limited positive impact on the transportation system. A shift to the addition of transit capacity will ultimately be more impactful.

Description:

Shift the utilization of concurrency fees paid by the development community to the development of transit capacity projects, instead of roadway capacity projects. Measurement of person trips instead of vehicle trips can show how adequate mitigation is begin provided.

Cost:

Planning: NA
Design: NA
Construction: NA

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: 4A
Project Name: Cross Bay Rail Transit Alternatives Analysis Project
Project Category: Coastal Communities (Alternative Mode)

Purpose:

This project would study routes and modes available to provide a connection to the coastal communities as part existing and future rail system, linking the barrier island communities with the airport, the Port of Miami, Downtown Miami and beyond. This project is designed to improve the level of service along the major roadways within the study area by providing improved transit service.

Need:

As one of the densest areas of the County and State, the coastal communities have a strong need for an improved sub-regional transit system that would be made up frequent east/west service to distribute traffic from the densest part of the area to. This was reinforced by the results of the origin and destination study, which proved that the bulk of the trip making was using the causeways closest to the commuter’s beach origin or destination to enter or exit the study area. The origin/destination study documented a high volume of commuters traveling north and south along the beach to utilize the Julia Tuttle Causeway. The Tuttle Causeway has the greatest capacity and most direct access to a wide regional distribution network of highways.

Description:

The Study would examine the most appropriate causeway and mode for the east/ west mass transit connection. Logical connection points would be the Mac Arthur Causeway, or the Julia Tuttle Causeway which connects at 41st Street, the study areas largest employment center. All causeways should be throughout the study area should be examined.

Cost:

Planning: \$1,500,000
Design: TBD
Construction: TBD

Time Frame: 10 to 20 Years

Priority: III - Low

Project Number: 2A
Project Name: Enhanced Bus Marketing
Project Category: Coastal Communities (Alternative Mode)

Purpose:

Increase transit ridership by appealing to commuters that are either not aware of the transit system or not comfortable using it. Providing excellent quality transit throughout the coastal communities is essential to increasing options for modes of transportation other than a personal vehicle, yet informing the public of the options is crucial to boosting ridership, particularly to choice riders.

Need:

It was expressed that the general public could be better informed of the availability of transit options, services as well as existing routes and schedules. This will be integral to presenting to the public a bus transit system that is attractive to choice users.

Description:

Develop ways to increase opportunities for the general public to have access to transit information including bus and rail line routes, schedules and facilities. In addition strategies would be developed to aggressively market transit service to choice riders. Target demographics, geographies and specific routes and modes will be selected. Concepts and designs for marketing materials would be developed. The cost to implement various programs including on site mapping, print, radio, television and internet services would be estimated. This is best developed concurrently with any route consolidation.

Cost:

Planning: \$75,000
Design: NA
Construction: NA

Time Frame: 10 to 20 Years

Priority: III - Low

Project Number: 3A
Project Name: Enhanced Bus Amenities
Project Category: Coastal Communities (Alternative Mode)

Purpose:

The purpose of this project is to provide amenities on transit buses, stops and stations that would serve attractive to choice riders.

Need:

It is believed that improving the amenities of the transit infrastructure would help to encourage more commuters to use transit, thereby contributing to overall congestion relief within the area through a more balanced modal split. Ideas expressed included smaller buses on shorter routes. More shelters at stops of adequate design, with additional amenities, such as real time route performance and bus location information, as well as adequate bicycle and pedestrian amenities. On specialized routes buses stops and stations can be developed to mimic rail amenities, with elevated platforms, pre-paid fares, and multiple no-step-up bus entrances. Actual buses may have alternative bodies, of which examples replicate street cars, trolleys, or futuristic rail vehicles. Interior to the buses, amenities may include: internet access, electrical outlets, televisions, high back over the road coach type seats, and global positioning systems. Routes themselves would be designed to the same characteristics as light rail street car systems, without the expense of the rail and overhead wiring systems. The roadway itself can be fit with bus pullouts, queue jumper lanes and signal prioritization. Stations and stops should be linked with adequate sidewalks, and noticed by appropriate signage.

Description:

Initially this would examine state of the art technologies and look at examples of similar systems and the potential within the MDT system. The analysis would examine what specific amenities would be appropriate for buses, stops, stations and routes. A strategy for the development of a pilot project should be developed, along with three potential routs as well as the capital, operating and maintenance costs of such an effort for each. Evaluation criteria should be set up to measure the success of the system.

Cost:

Planning: \$75,000
Design: TBD
Construction: TBD

Time Frame: 10 to 20 Years

Priority: III - Low

Project Number: 3P
Project Name: Intelligent Transportation Systems (ITS)
Project Category: Coastal Communities (Policy)

Purpose:

The purpose of this project is to utilize technology to improve the existing transportation network and relieve traffic congestion.

Need:

There is significant traffic congestion in the coastal communities that would benefit from technological advances to monitor the flow of traffic in the area.

Description:

Intelligent Transportation Systems include such things as installing cameras to monitor the flow of traffic and be able to view accidents in real time. This is beneficial because it will speed up the time it takes emergency responders to arrive on the scene. Additional systems could include electronic messages boards to inform drivers of congestion before they reach it, to allow them to take alternate routes and avoid contributing to the delays.

Cost:

Planning: TBD
Design: NA
Construction: NA

Time Frame: 10 to 20 Years

Priority: III - Low

Project Number: T7
Project Name: North Beach Local
Project Category: Coastal Communities (Transit)

Purpose:
 Provide local transit circulation in the North Beach Area

Need:
 Lack of transit routes circulation in North Beach

Description:
 Routes Extensions and Adjustments

Cost:

Planning: NA
Design: NA
Construction: NA

Time Frame: ?

Priority: ?

Project Number: T8
Project Name: Middle Beach Circulator
Project Category: Coastal Communities (Transit)

Purpose:
 Provide local transit circulation in the Middle Beach area

Need:
 Lack of transit circulation in the area.

Description:
 Reconfigured from Routes R & K

Cost:

Planning: NA
Design: NA
Construction: NA

Time Frame: ?

Priority: ?

Project Number: T12, (TS)
Project Name: Develop Transfer Stations
Project Category: Coastal Communities (Transit)

Purpose:
 Provide connectivity between various transit routes circulating through Miami Beach.

Need:
 Lack of formal stations to use a comfortable transfer facilities between routes. Would create synergy between land use and transit, enhancing desire to use transit.

Description:
 Off-Street, Bus Bays, Shelters, ITS, Pre Payment, Retail & Mix-Use Components

Cost:

Planning: NA
Design: NA
Construction: NA

Time Frame: ?

Priority: ?

Project Number: A1
Project Name: South, Middle, and North Beach Neighborhood Bikeways
Project Category: Atlantic Greenway Network

Purpose:

Need:

Description:
Bikeways to be constructed by Florida Department of Transportation, Miami-Dade County or Miami Beach Public works or Miami Beach CIP Department.

Cost: TBD

Planning:
Design:
Construction:

Time Frame: 5 to 10 Years

Priority: II - Medium

Project Number: A2
Project Name: Identified Needs within the Ped & Bike Network
Project Category: Atlantic Greenway Network

Purpose:

Need:

Description:
Design and construction in order to correct system wide gaps.

Cost: TBD

Planning:
Design:
Construction:

Time Frame: TBD

Priority: - TBD

Project Number: 40
Project Name: South Beach Transit Facilities (Potamkin 5th Street & Alton; Vitri 5th Street and Alton and 23rd Street)
Project Category: Municipal Mobility Plan

Purpose:
 To enable transfer between transit routes in South Beach.

Need:
 To enable convenient movement of people between transit routes.

Description:
 Neighborhood traffic calming and street improvements throughout North Beach.

Cost: \$4,900,000
Planning: \$10,000
Design: \$400,000
Construction: 4,490,000

Time Frame: -

Priority: -

Project Number: N1
Project Name: North Beach Town Center Complete Streets
Project Category: North Beach Town Center Plan

Purpose:

Need:

Description:
 Neighborhood traffic calming, pedestrian and bicycle improvements, feasibility and design standards from Collins Avenue to Indian Creek and 69 Street to 72 Street.

Cost:

Planning: \$50,000
Design:
Construction:

Time Frame: 0 to 5 Years

Priority: I-High

Project Number: N2
Project Name: 69 Street Improvements
Project Category: North Beach Town Center Plan

Purpose:

Need:

Description:
 Traffic study, redesign street, bicycle lanes and pedestrian improvements on 69 Street from Ocean to Indian Creek Waterway.

Cost:

Planning: \$15,000
Design:
Construction:

Time Frame: 0 to 5 Years

Priority: I-High

Project Number: N3
Project Name: Harding Avenue Feasibility Study
Project Category: Dev. Impacts

Purpose:

Need:

Description:
 Harding Avenue Feasibility study 2-way traffic flow from Indian Creek Drive to 69 Street.

Cost:

Planning: \$10,000
Design:
Construction:

Time Frame: 0 to 5 Years

Priority: I-High

Project Number: N4
Project Name: Lenox Avenue Bicycle Corridor
Project Category: Alton Road Plan

Purpose:

Need:

Description:
Installing bicycle lanes or bicycle boulevards on Lenox Avenue from 5 Street to Collins Canal.

Cost:

Planning: \$50,000
Design:
Construction:

Time Frame: 0 to 5 Years

Priority: I-High

Project Number: N5
Project Name: Alton Road Pedestrian Crosswalks I
Project Category: Alton Road Plan

Purpose:

Need:

Description:
 Install pedestrian crosswalks with flashing signals at 9 Street and 13 Street; move existing pedestrian signal from midblock to 14 Street.

Cost:

Planning: \$50,000
Design:
Construction:

Time Frame: 0 to 5 Years

Priority: I-High

Project Number: N6
Project Name: Alton Road Pedestrian Crosswalks II
Project Category: Alton Road Plan

Purpose:

Need:

Description:
 Pedestrian crosswalk safety improvements on Alton Road between 5 Street and 6 Street.

Cost:

Planning: \$50,000
Design:
Construction:

Time Frame: 5 to 10 Years

Priority: II-Medium

Project Number: N7
Project Name: Baywalk Crossing at MacArthur Causeway
Project Category: Alton Road Plan

Purpose:

Need:

Description:
 Construct a pedestrian baywalk connection over or under the causeway bridge.

Cost:

Planning: \$5,000,000
Design:
Construction:

Time Frame: 5 to 10 Years

Priority: II-Medium

Project Number: N8
Project Name: Sidewalk Enhancements for Bay Access
Project Category: Alton Road Plan

Purpose:

Need:

Description:
 Improve sidewalks, shade trees and crosswalks on 6, 10, 13, 14 and 16 Streets where there are no planned GO Bond streetscape enhancements at 5 to 16 Street from Bay to Jefferson Avenue.

Cost:

Planning: \$200,000
Design:
Construction:

Time Frame: 5 to 10 Years

Priority: II-Medium

Project Number: N9
Project Name: Off-Street Bicycle Parking
Project Category: North Beach Town Center & Alton Road Plan

Purpose:

Need:

Description:
 Provide secure bicycle lockers, cages, shower facilities in City buildings and parking garages.

Cost:

Planning: \$50,000
Design:
Construction:

Time Frame: 0 to 5 Years

Priority: I-High

Potential Capacity Improvements



Project Number	Project Description
1	Alton Rd (15 St - Michigan Ave) Reconstruction, traffic operations, ped safety, landscaping, etc.
2	63rd Street (Alton Rd - Collins Ave) Synchronize traffic signals, phase/timing improve & ped safety.
3	Alton Rd (Dade Blvd - 41 St) Reconstruction, traffic operations, ped safety, landscaping, etc.
4	La Gorce Dr (51 St-63 St) Improve existing traffic calming devices and channelization at 51 St.
5	Pine Tree Dr (51 St-63 St) Improve existing traffic calming devices and channelization at 51 St.
6	15th Street (West Ave - Meridian Ave) 15 & 16 St one way pair Feasibility Study/TDM (Alton - Washington)
7	Collins Ave (5 St - 11 St) Synchronize traffic signals, phase/timing improve & ped safety.
8	West Ave (5 St - 15 St) Traffic operations and ped safety improvements.
9	West Ave (15 St - Dade Blvd) Traffic operations and ped safety improvements.
10	Alton Rd (41 St - 63 St) Provide for wider shared-use sidewalks
11	Arthur Godfrey Rd (Alton Rd - Indian Crk Dr) Synchronize traffic signals, phase/timing improve & ped safety.
12	11th Street (Meridian Ave - Ocean Dr) 10 & 11 St one way pair Feasibility Study/TDM (Alton - Washington)
13	Alton Rd (5 St - 15 St) Reconstruction, traffic operations, ped safety, landscaping, TSM, etc.
14	MacArthur Cswy (Fountain St - Alton Rd) Traffic signal phase/timing improvements and pedestrian safety.
15	Meridian Ave (17 St - Dade Blvd) Traffic signal phase/timing improvements & pedestrian safety.
16	Prairie Ave (Dade Blvd - 44 St) Traffic calming measures.
17	71 St and Dickens Intersections Improvements
18	West Ave Bridge



MIAMI BEACH

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Coastal Communities Transportation Master Plan

The Coastal Communities Transportation Master Plan was developed in 2007 as a subsequent effort to the Municipal Mobility Plan. It was multi-jurisdictional and multimodal in nature. It suggested multiple projects including Alternative Mode, Corridor, Capacity and Policy.

Years

0

Short Term - 0 to 5 Years

Number	Project	Mode	Cost
1A	Intermodal Feasibility Study	Alt	\$ 120,000
10A	Intercept Parking Facilities Linked with Shuttles	Alt	\$ 30,000
21A	Coastal Communities Transit Development Plan	Alt	\$ 40,000
11A	Pine Tree Dr. Bus Stop Locations	Alt	\$ 330,000
8A	Bus Route Reorganization	Alt	\$ 300,000
12A	Pedestrian Signals / Crosswalks	Alt	\$ 55,000
15A	North / Middle / South Beach Circulators	Alt	\$ 1,000,000
2C	Collins Avenue Corridor Study	Corridor	\$ 80,000
3C	41st Street Corridor Study	Corridor	\$ 80,000
1CA	Causeway Flow Enhancements	Capacity	\$ 60,000
3CA	One Way Residential Streets	Capacity	\$ 50,000
5CA	Intersection LOS Improvements	Capacity	\$ 450,000
6CA	On Demand Pedestrian Signals	Capacity	\$ 30,000
7CA	On Street Parking Management	Capacity	\$ 35,000
9CA	63rd Street Travel Patterns Study	Capacity	\$ 30,000
3P	Intelligent Transportation Systems	Policy	TBD

Mid Term - 0 to 10 Years

Number	Project	Mode	Cost
9A	Bus Priority	Alt	\$ 55,000
13A	Bike/Ped/Transit Linkages	Alt	\$ 45,000
14A	Free Transit Passes for City Employees	Alt	TBD
4C	Collins/Harding One Way Pair	Corridor	\$ 80,000
1P	Liaison with South Florida Commuter Services	Policy	TBD
4P	Transportation Systems Mgmt / Demand Mgmt	Policy	TBD
5P	Increased Enforcement	Policy	TBD
6P	Parking Impact Fees	Policy	TBD
7P	Residential Parking Requirements	Policy	TBD
9P	Closely Monitor Transportation Capacities	Policy	TBD
10P	Personal Mobility Devices	Policy	\$ 5,000
11P	Shared Cars	Policy	\$ 5,000
12P	Driver Behavior Campaign	Policy	\$ 5,000
13P	Impact Fees to Transit	Policy	TBD
NA	Transportation Trust Fund	Policy	TBD

Long Term - 0 to 20 Years

Number	Project	Mode	Cost
4A	Cross Bay Rail Alternative Analysis	Alt	\$ 1,500,000
2A	Enhanced Bus Marketing	Alt	\$ 75,000
3A	Enhanced Bus Amenities	Alt	\$ 75,000
5A	Support NE Corridor Alternative Analysis	Alt	NA

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Coastal Communities Transit Master Plan

Years

0

Short Term - 0 to 5 Years

Number	Project	Mode	Cost
1	Phase I is for Non Capital Projects, Using Existing Resources	Alt	NA
2	Implement A1A Corridor and Local Express Routes with Existing Base Resources	Alt	NA
3	Implement Circulators to Complement A1A Routes	Alt	NA
4	Routes S and T as Local Limited Stop Routes	Alt	NA
5	Delete Route K	Alt	NA
6	Reconfigure Route R to Service Middle Beach Via Pine Tree Rd	Alt	NA
7	North Beach Local (Reconfigured from Rts R,K)	Alt	NA
8	Middle Beach Circulator, (Reconfigured from Rts R,K)	Alt	NA
9	South Beach Local (Extended Rt W)	Alt	NA
10	Connect Municipal Circulators	Alt	NA

Mid Term - 0 to 10 Years

Number	Project	Mode	Cost
12 (TS)	Develop Transfer Stations (Off Street, Bus Bays, Shelters, ITS, Pre Payment, Retail and Mix-Use Components)	Alt	NA
13	Initial Capital Improvements of Bus Rapid Transit and Station Development	Alt	NA
14	Implement East/West Routes When Transfer Stations are Ready	Alt	NA
15	East/West Connectors (Truncate Rts G and H and move assets to Rts S and T)	Alt	NA
16	Rt J to 24 Hour Service	Alt	NA
17	Bus Rapid Transit along A1A	Alt	NA

Long Term - 0 to 20 Years

Number	Project	Mode	Cost
18	East/West Changes to Routes G, H, L if Justifiable	Alt	NA
19	Implement Bus Rapid Transit where ROW is needed, (Including Purchasing ROW, implementing Dedicated Landsw, and Median and Shoulder Transitway Projects)	Alt	NA
20 (PR)	Implement Park and Ride Stations	Alt	NA

20





Beach Walks

One day in the future, you will be able to walk along a picture perfect beach path that connects South Beach to North Beach. It is the City's vision to have all of the beach walks connect for a seamless environmental path along the dunes and beach. The path is already in place from Lummus Park to 21st Street, where the boardwalk starts. The rest of the path will be constructed in several phases as depicted by this map.





LEGEND

Existing Pedestrian & Bicycling Facilities

- Bike Path
- Bike Lane
- Bike Route

CIP Projects, GO Bond Projects, County/State Projects

- ▨ Bike Path
- ▨ Bike Lane
- ▨ Bike Route
- ▨ Bicycle Boulevard



**THE
CORRADINO
GROUP**

CHAPTER 1: FUTURE LAND USE ELEMENT
(Reference §9J-5.006(3), FAC)

§1-1: FUTURE LAND USE GOALS, OBJECTIVES AND POLICIES. This section stipulates goals, objectives, and implementing policies for the Future Land Use Element pursuant to Statute, ~~§163.3177(6)(3), FS, and §9J-5.006(3), FAC.~~

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GOAL 1-1: Ensures that the character and location of land uses incorporate best management practices and principles of resource conservation; promotes orderly land use transition, and; minimizes threats to health, safety, and welfare which may be caused by incompatible land uses, environmental degradation, hazards, and nuisances.

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Objective 1-1.1 : Future Land Use Map

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The Future Land Use Map depicts the City's vision for its current and future development through the provision and location of specific future land use districts. All development and redevelopment in the City shall be in accordance with the Map, as it may be amended from time to time.

Policy 1-1.1.1: Planning Horizons. The City's short term planning horizon shall be 5 years and the long term shall be 20 years. The Future Land Use Map shall contain an adequate supply of land in each district to meet the demands of the existing and future population, and the City shall ensure that infrastructure and services are or will be made available to meet the needs of this projected population. In the event that the City's land area increases through annexation or decreases, the projected population will be adjusted accordingly.

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Policy 1-1.1.2: Density Defined. Maximum gross residential density shall be determined by dividing the "maximum allowable units" by the "gross acres of land" (i.e., dwelling units/ gross land acres). Sites less than ½ acre in size may have all of the allocated residential density. All residential densities denoted on the Future Land Use Map stipulate the maximum gross densities permitted for development on the land. Gross land area shall be defined as those contiguous land areas under common ownership proposed for residential development. In cases where developable land abuts jurisdictional waters of the State and transitional wetlands or uplands under State or federal jurisdictions, the boundary shall be delineated as established by the State or federal government and no density or floor ratio (FAR) credit shall be granted for undevelopable environmentally sensitive lands, including wetlands, transitional wetlands, mangroves, upland hammocks, and waters of the State.

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In cases where the agencies having jurisdiction determine that development rights should be granted on land within their respective jurisdiction, the City shall coordinate with the jurisdictional agencies for purposes of rendering legal, equitable, and environmentally sensitive determinations of the development rights to be permitted on such waters and/or lands under the jurisdiction of the State or federal government. The applicant shall bear the burden of proof in determining that development shall not adversely impact wetlands, transitional wetlands, upland hammocks, and other environmentally fragile natural systems. Within sensitive conservation areas, the density shall be restricted to one (1) unit per ten (10) acres.

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Policy 1-1.1.3: Intensity Defined. Floor Area Ratio (FAR) refers to the total floor area of a building(s) on any lot, parcel, or site. Floor areas do not apply to small residential developments. Sites less than ½ acre in size may have all of the allocated non-residential floor area. For purposes of calculating floor area, parking area located beneath the building shall not be counted. FAR computations shall include all uses on the lot, parcel or site, including both residential and non-residential floor area. The term "building height" as used in the Land Development Regulations shall mean the vertical distance from the crown of the nearest adjacent street to the highest point of the proposed building. The maximum FARs are further restricted by quantitative and qualitative criteria included in the Land Development Regulations, including but not limited to, such factors as minimum open space; concurrency management and level of service standards for traffic circulation; storm water management and other public facilities and services; off-street parking and internal circulation; height restrictions; landscaping; other required on-site improvements and design amenities required to achieve land use compatibility.

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Policy 1-1.1.4: Future Land Use Districts and Zoning Districts: The City's Land Development Regulations shall conform to, and implement, the use, intensity and density standards prescribed for the land use districts provided on the Future Land Use Map, and detailed below.

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<u>FLUM District</u>	<u>Zoning Districts</u>	<u>Density/Intensity, Uses</u>
<u>Low Density Residential</u>	<u>Low Density Residential</u> <u>Coastal;</u> <u>Single Family</u>	<u>Maximum 8 dwelling units per acre,</u> <u>one unit per acre in areas zoned for</u> <u>Coastal Low Density Residential as of</u> <u>January 1, 2012.</u> <u>Supportive community facilities and</u> <u>accessory land uses</u> <u>including public schools may</u> <u>be located within areas zoned for</u> <u>Single Family as of January</u> <u>1, 2012. The land development</u> <u>regulations shall provide regulatory</u> <u>procedures for considering such uses.</u> <u>Transient uses are not permitted.</u> <u>One accessory or detached</u> <u>unit is permitted per</u> <u>residential dwelling unit in</u> <u>areas zoned Single Family as</u> <u>of January 1, 2012 under the</u> <u>condition that the unit is</u> <u>approved through the</u> <u>building permit allocation</u> <u>system outlined in Policy 1-</u> <u>1.1.6.</u>
<u>Medium Density Residential</u>	<u>Medium Density Residential</u> <u>Coastal;</u> <u>Medium Density</u> <u>Residential;</u> <u>Planned Redevelopment and</u> <u>Development</u>	<u>Maximum of 16 units per</u> <u>acre in areas zoned for</u> <u>Medium Density Residential</u> <u>as of January 1, 2012; eight</u> <u>(8) units per acre in areas</u> <u>zoned Medium Density</u> <u>Residential Coastal as of</u> <u>January 1, 2012, and; eight</u> <u>units per acre and .8 FAR in</u> <u>areas zoned Planned</u> <u>Residential Development as</u> <u>of January 1, 2012.</u> <u>Supportive community</u> <u>facilities and accessory land</u> <u>uses including public</u> <u>schools are allowed.</u> <u>Accessory uses, such as</u> <u>approved home occupations,</u> <u>may be allowed within</u> <u>residential structures if such</u> <u>uses are customarily</u>

		<p><u>incidental to and subordinate to the residential use.</u></p> <p><u>Maximum of eight (8) units per acre, group homes with less than six (6) residents, and special needs social service facilities in the area zoned MDR-1(Poinciana Housing) as of January 1, 2012. Social services and special needs housing shall be defined as short term housing (of generally less than six months) which provides a continuum of care services to a capacity of not more than 36 homeless persons with special needs.</u></p> <p><u>Mixed-use residential and commercial development with a maximum of eight units per acre and a maximum Floor Area Ratio (FAR) of .8 in areas zoned Planned Redevelopment and Development as of January 1, 2012.</u></p>
<u>High Density Residential</u>	<u>High Density Residential; Residential/Office</u>	<p><u>Maximum of 22 units per acre in areas zoned for High Density Residential as of January 1, 2012, and 16 units per acre in areas zoned Residential/Office as of January 1, 2012.</u></p> <p><u>Supportive community facilities and accessory land uses including public schools are allowed in areas zoned for High Density Residential as of January 1, 2012. Accessory uses, such as approved home occupations, may be allowed within residential structures if such uses are customarily incidental to and subordinate to the residential use.</u></p> <p><u>Business and professional offices with a maximum FAR of .8, customary accessory uses, and community facilities may be located in areas zoned Residential/Office as of January 1, 2012.</u></p>
<u>Historic Commercial</u>	<u>Historic Residential/Office; Historic Residential</u>	<u>22 units per acre in areas zoned Historic Commercial</u>

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	<p><u>Commercial Core;</u> <u>Historic Neighborhood</u> <u>Commercial;</u> <u>Historic Commercial Tourist</u></p>	<p><u>Tourist and Historic Residential Commercial Core as of January 1, 2012;</u> <u>16 units per acre in all other areas. 1.0 FAR for non-residential uses.</u></p> <p><u>Allowable non-residential uses in areas zoned Historic Residential/Office as of January 1, 2012 are business and professional offices, existing grandfathered transient residential uses, and customary accessory uses and community facilities including public schools.</u></p> <p><u>Allowable densities, intensities and uses in areas zoned Historic Residential Commercial Core as of January 1, 2012 are in accordance with Policy 1-1.1.7.</u></p> <p><u>Allowable non-residential uses in areas zoned Historic Neighborhood Commercial as of January 1, 2012 are in accordance with Policy 1-1.1.8.</u></p> <p><u>Allowable non-residential uses in areas zoned Historic Commercial Tourist as of January 1, 2012 are hotels, motels, and/or transient lodging facilities, along with primarily tourist oriented commercial uses, including specialty shops, restaurants and drinking establishments, personal services, offices, customary accessory uses and community facilities including public schools, and similar activities</u></p>
<p><u>Commercial</u></p>	<p><u>Salt Pond Tourist</u> <u>Commercial;</u> <u>General Commercial;</u> <u>Limited Commercial</u></p>	<p><u>16 units per acre, .8 FAR</u></p> <p><u>Allowable uses in areas zoned for Salt Pond Commercial Tourist as of</u></p>

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		<p>January 1, 2012 are motels, limited scale tourist facilities, customary accessory uses, and requisite community facilities including public schools.</p> <p>Allowable uses in areas zoned General Commercial as of January 1, 2012 are general retail sales and services, highway oriented sales and services, other general commercial activities, customary accessory uses, and requisite community facilities including public schools. Residential can be approved as a special exception. Building heights in areas zoned General Commercial in the N. Roosevelt Corridor from 7th Avenue west to Eisenhower and Jose Marti are limited to 30 feet.</p> <p>Allowable uses in areas zoned Limited Commercial are: neighborhood convenience stores; small limited item shops and stores restricted to retail sales of convenience items and services including barber shops, beauty care, drug stores and pharmacies, optical stores, photography studios, and other personal services; small scale drug stores, laundry and dry clean picking up stations; specialty shops; enclosed commercial amusements; customary accessory uses, and; requisite community facilities including public schools. Residential can be approved as a special exception.</p>
Military	Military	Military jurisdiction, coordination in accordance with Statute
Public Service	Public Service;	.8 FAR

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	<u>Airport</u>	<p>Allowable uses include public and semi-public services including government administration buildings, public schools and not-for-profit educational institutions, hospital facilities and supportive health care units, arts and cultural or civic facilities; essential public services and facilities; cemeteries; the City landfill; fire and emergency operations facilities; public and private parks and recreation areas; utilities; electrical substations; extensive open areas comprising major committed public and semi-public open spaces; and other similar activities. ▲</p> <p>The Airport (A) zoning designation is intended to accommodate lands comprising the Key West International Airport. The Airport (A) land use designation is intended to accommodate airport terminal, fixed base operators, airport hangars, landing, take-off or surface maneuvering of aircraft, including, but not limited to, requisite airport infrastructure such as runways, taxiways, ramps and aprons. The Federal Aviation Administration (FAA) Regulations shall govern placement and specifications of structures within this area. ▲</p>
<u>Conservation</u>	<u>Freshwater Wetlands;</u> <u>Outstanding Waters of the State;</u> <u>Tidal Wetlands of the State;</u> <u>Upland Hammock;</u> <u>Mangrove</u>	<p>No development is permitted, except where the State or federal jurisdictional agency allows for development rights. When State or federal agencies allow development in environmentally sensitive conservation areas density shall not exceed one unit per ten acres and alteration shall be limited to ten percent of the site.</p>
<u>Historic Residential</u>	<u>Historic High Density Residential;</u>	22 units, 1.0 FAR

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	<p><u>Historic Medium Density Residential:</u> <u>Historic Planned Redevelopment and Development:</u></p>	<p>22 units per acre are allowed in areas zoned <u>Historic High Density Residential</u> as of January 1, 2012. Allowable uses are <u>single family, duplex and multi-family residential that preserve the historic character and quality of the Old Town central residential community.</u> Accessory uses, including approved home occupations, and <u>customary</u> community facilities are <u>also</u> allowed.</p> <p>16 units per acre are allowed in areas zoned <u>Historic Medium Density Residential</u> as of January 1, 2012. Allowable uses are <u>single family, duplex and multi-family residential that preserve the historic character and quality of the Old Town central residential community.</u> Accessory uses, including approved home occupations, and <u>customary</u> community facilities are <u>also</u> allowed.</p> <p><u>Residential and mixed use</u> are allowable uses in areas zoned <u>Historic Planned Redevelopment and Development</u> as of January 1, 2012. 16 to 22 units per acre (subject to performance criteria) are allowed for residential development, and a maximum Floor Area of 1.0 is allowed for mixed use development.</p>
<p><u>Historic Public & Semi-Public</u></p>	<p><u>Historic Public Services</u></p>	<p>1.0 FAR</p> <p>See Policy 1-1.1.9 for allowed uses.</p>

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Policy 1-1.1.5: Historic Preservation Areas: Areas delineated on the Future Land Use Map for historic preservation shall be planned and managed using a regulatory framework designed to preserve the form, function, image, and ambiance of the historic Old Town. The City's Historic Architectural Review Commission (HARC), in addition to the

Planning Board, shall review all development proposals within the historic area designated by the National Register of Historic Places.

Development in any area of Old Town within and outside the HARC review area may impact the historic significance of Old Town. Any development plans for these areas shall be subject to site plan review and shall be designed in a manner compatible with historic structures within the vicinity.

Policy 1-1.1.6: Accessory Units in Low Density Residential: Areas designated Low Density Residential on the Future Land Use Map and zoned Single Family as of January 1, 2012, may include one (1) accessory attached or detached unit per principal dwelling unit so long as the accessory unit is duly approved pursuant to the provisions of this Policy. The ultimate number of accessory units that can be approved is limited by the Building Permit Allocation system that regulates all residential development. Accessory units generally have a lower impact on public facilities and trip generation than principal dwelling units and are therefore considered to be equivalent to .55 of one unit for purposes of measuring Level of Service Impacts and for allocating remaining units under the Building Permit Allocation System. Developers of new primary residents ~~any may~~ build an ~~accessory units~~ at the same time.

Accessory units must be affordable; restricted to occupancy by permanent residents; and cannot be sold separately as a condominium. When an accessory unit occupancy permit is originally initiated, the principal unit must be owned and occupied by a permanent resident; if the principal unit is under construction, occupancy is not a requirement. An accessory unit or SRO cannot take up more than forty percent (40%) of the principal structure nor can it exceed six hundred (600) square feet. No accessory unit shall have more than one bedroom unless an additional bedroom is approved as a variance by the Board of Adjustment. If such variance is approved, the total square footage shall not exceed six hundred (600) square feet.

Policy 1-1.1.7: Allowed Uses in the Historic Residential Commercial Core:

The HRCC-1 zoning sub-district encompasses the Duval Street Gulf side tourist commercial core, which provides an intensely vibrant tourist commercial entertainment center characterized by specialty shops, sidewalk-oriented restaurants, lounges and bars with inviting live entertainment; and transient residential accommodations. The core of the commercial entertainment center spans generally from the Pier House south to Petronia. This segment of Duval Street is the most intense activity center in the historic commercial core.

The following light manufacturing and warehousing uses are located within the eastern portion of the HRCC-1 sub-district:

- ~~Strunk Lumber Yard~~
- ~~Key West Aloe Processing Plant~~
- ~~Key West Hand Print Fabric Shop~~

These light manufacturing and warehouse uses include real estate parcel numbers 24, 29, 36, 99, and 116, as delineated in the Monroe County Property Appraiser City of Key West Property Location Map dated January, 1991. In addition to uses generally allowed throughout the HRCC-1 area, the following light industrial and warehouse uses may locate exclusively within these areas (i.e., real estate parcels 24, 29, 36, 99, and 116) upon satisfying comprehensive performance criteria, including but not limited to nuisance abatement standards, screening and buffering, concurrency management, open space, and all such activities must be under roof with no open yard storage:

- ~~Warehousing and wholesaling within enclosed buildings;~~
- ~~Service and repair establishments (excluding vehicle and heavy machinery service and repair), business services, printing shops, and similar uses;~~
- ~~Light manufacturing (excluding metal processing or fabrication) including light processing, assembly and distribution functions, electronics, research and development, and similar uses;~~
- ~~Building materials supply and storage, and contractor's storage;~~

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◦ Vocational trade schools;

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◦ Enclosed parking facilities; and

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◦ Accessory uses.

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The HRCC-2 zoning sub-district encompasses the Key West Bight area. No permanent residential use shall be located within one-hundred (100) feet of the mean high water and no transient residential uses shall be allowed within any portion of the areas zoned HRCC-2. The maximum floor area ratio shall be 0.50. Density of areas zoned HRCC-2 shall carry a base density of eight (8) units per gross acre. These HRCC-2 zoned areas may develop to a density of twelve (12) units per acre under the "transfer of development" (TDR) program assuming that the owner/developer certifies by affidavit as described below that a minimum of forty (40) percent of the residential units to affordable housing as described below. Areas zoned HRCC-2 may be increased to twenty (20) units per acre if all units within the development are certified by affidavit of the owner/developer as affordable residential units. All increases in density above the base density of eight (8) units per acre shall be only by transfer of development rights as per Policy 1-1.1.8. An affordable housing affidavit shall guarantee that the affordable units shall be inhabited in perpetuity by residents whose income levels are consistent with income thresholds to be established in the City's affordable housing ordinance.

The HRCC-3 zoning sub-district comprises the Duval Street Oceanside corridor from Petronia Street south to United Street. Located toward the Oceanside end of Duval Street, this corridor serves as a center for arts, crafts, gifts, designer goods, restaurants, and tourist accommodations. Structures within this corridor generally have retained a front facade which is much less commercialized relative to the entertainment center on the Gulf side of Duval Street. The front facades generally have much smaller storefront windows and frequently incorporate a residential vernacular characterized by wood frame windows, equipped with mullions, and wood clapboard siding. This area shall be regulated by more restrictive performance standards than those applicable to the HRCC area north of Petronia Street. The criteria shall require larger open space ratios, design standards which preserve and reinforce the physical characteristics of the area, and land use restrictions which exclude sidewalk bars and lounges which may produce excessive noise incompatible with surrounding activities.

The HRCC-4 zoning subdistrict comprises the area within the Truman Waterfront Parcel of the Key West Base Reuse Plan. This district represents areas historically used by the military for marine-related services and port-related activities. Appropriate uses in the HRCC-4 sub-district include the following uses so long as they are water-dependent or water-related: light manufacturing, light industrial and warehousing, service and repair, terminal operations, port operations, cruise ship berthing, marinas, parks and recreation, and bicycle rentals. Permanent residential units can be allowed as a conditional use so long as those units are less than 750 square feet or 25 percent of the other use on-site, whichever is less. Cruise ship home porting and car ferries will be prohibited.

Policy 1-1.1.8: Allowed Uses in the Historic Neighborhood Commercial: Areas zoned Historic Neighborhood Commercial are intended to accommodate both residential and neighborhood commercial uses typically located along major thoroughfares which lead into or are adjacent to the central core commercial area of the City of Key West. Residential activities within this designated area include single family and duplex structures as well as multiple-family structures. Commercial uses generally permitted in the area include:

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◦ Professional offices;

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◦ Banking and financial institutions;

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◦ Personal service shops;

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◦ Specialty shops;

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◦ Retail sales and services, excluding automotive sales and services as well as drive-in or drive-through restaurants, theaters or other drive-in facilities which potentially generate similar traffic flow problems;

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◦ Transient living accommodations and guest cottages; and

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◦ Other similar uses which shall be identified in the land development regulations.

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The HNC zoned areas may also accommodate customary accessory uses and community facilities.

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These predominantly neighborhood-scale commercial uses are generally concentrated along portions of the following three corridors:

- Simonton Street: from Caroline Street south to United Street.
- Truman Avenue: from Simonton Street northeast to White Street.
- White Street: from Truman Avenue south to United Street.

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In order to manage the impacts of future development on transportation and public facilities, the City shall limit the intensity of development within areas zoned "Historic Neighborhood Commercial" (HNC) by establishing the following thresholds within the HNC-1, HNC-2, and HNC-3 sub-districts, respectively:

1. Within areas zoned HNC-1, excepting sites abutting Simonton Street and Truman Avenue, land use activities shall generate no more than one-hundred trips per one-thousand (1000) square feet of gross leasable floor area per day.
2. Within areas zoned HNC-2 or HNC-3, land use activities shall generate no more than fifty (50) trips per one-thousand (1000) square feet of gross leasable floor area per day.
3. Within areas zoned HNC-2 transient accommodations shall be prohibited. Uses shall be restricted to small offices, neighborhood shops, restaurants with very limited seating, or other commercial uses similar in character to traditional neighborhood commercial services which have very limited square footage and generate low volumes of ~~traffie~~ traffic. Within the HNC-2 areas transient accommodations shall be prohibited.

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Within HNC areas redevelopment or conversion of permanent housing structures to transient residential (excepting HNC-2 areas which do not allow transient uses), office, or other allowable commercial uses shall be permitted only if no on-site reduction in housing units for permanent residents occurs. The allowable maximum residential density shall be sixteen (16) units per acre. The maximum intensity for nonresidential activities shall not exceed a floor area ratio of 1.00 considering floor area allocated to all uses. The HNC zoning designation provides reasonable and equitable residential and neighborhood commercial land use options for properties located within this corridor. Performance standards shall be included in the land development regulations which restrict the allowable neighborhood commercial uses to very limited square footage in order to maintain land use compatibility with residential uses in the vicinity. In addition, the performance standards shall require minimum open space ratios, restrict the floor area based on traffic generating characteristics, and incorporate other qualitative and quantitative standards which protect residential properties.

Policy 1-1.1.9: Allowed Uses in the Historic Public and Semi-Public: The maximum FAR for the HPS area shall be 1.0, excepting large scale regional public facilities, which require a community impact statement. The latter projects may have a higher FAR if approved by City Commission. However, prior to approving an FAR in excess of 1.0, the City Commission must render a finding that the proposed public facility requires a higher FAR in order to accommodate a regional service necessary to the general health, safety, and welfare of the City and/or County. Furthermore, the finding must indicate that the regional facility as proposed shall comply with all other qualitative and quantitative criteria of the Comprehensive Plan and land development regulations, including, but not limited to the adopted concurrency management policies.

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Areas of the Truman Waterfront have been zoned HPS-1. Development in those areas is limited to the existing and proposed uses identified in the Military Base Reuse Plan. These uses include a harborwalk, open space, play fields and public recreation facilities.

The Peary Court Cemetery has been zoned HPS-2. This designation is intended to restrict development of the parcel to its historic use as a cemetery and open space. Any proposed uses shall be reviewed for consistency with the applicable historic preservation plans.

The City shall monitor the need for increased land area for institutional uses and shall ensure that the institutional land use designation on the Future Land Use Map is expanded to accommodate the development of public and semi-public facilities such as governmental administration buildings; fire, police and rescue services; health care delivery services; educational institutions and other essential public services.

Land uses such as places of worship, cultural or civic centers, and other similar public or private not-for-profit uses may be included within this land use designation or within any other land use designations appearing on the Future Land Use Map if the respective use satisfies the substantive and procedural conditions of the amended land development regulations.

Policy 1-1.1.10: Tidal Waters: Pursuant to the Laws of Florida, the City of Key West shall exercise its extraterritorial zoning powers within an area extending 600 feet into the tidal waters adjacent to the corporate limits of the City of Key West. Accordingly, the Future Land Use Map shall apply a Future Land Use Map “Conservation-Outstanding Waters of the State (C-OW)” designation to the herein described tidal waters.

Policy 1-1.1.11: Implementing the Airport Land Use Designation. The City shall continue to enforce performance criteria which require that land use changes adjacent to the Key West International Airport do not encroach on to the airport hazard zone. Furthermore, land uses proposed within noise impact areas defined in the FAA noise control regulations shall comply with FAA guidelines for managing noise impacts through land use regulation.

The City's land development regulations shall continue to establish the permitted uses and applicable restrictions within the air operations area. The maximum intensity of airport activity measured in terms of floor area shall not exceed three-tenths (.3).

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~~MOVE MAP I-1, FUTURE LAND USE MAP SERIES HERE: FUTURE LAND USE~~

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~~**GOAL 1.1: LAND USE.** Ensure that the character and location of land uses incorporate best management practices and principles of resource conservation, promote orderly land use transition, and minimize threats to health, safety, and welfare which may be caused by incompatible land uses, environmental degradation, hazards, and nuisances.~~

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~~**OBJECTIVE 1-1.1: PLAN AND DESIGN FOR RESIDENTIAL QUALITY.** Sufficient space shall be provided for residential development and required community facilities to adequately meet the housing needs of the present and expected future population. Residential development shall be planned and designed to create and perpetuate stable residential neighborhoods and implement the policies stipulated below.~~

~~**Policy 1-1.1.1: Provide Access to Goods and Services and Protect Residential Areas from the Adverse Impacts of Transition in Land Use.** Stable residential areas and projected future residential areas as delineated on the Future Land Use Map shall be protected from encroachment by incompatible development. This objective does not preclude necessary community facilities from locating within residential areas when such activities satisfy established criteria of this plan and the City's land development regulations.~~

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~~Any potential adverse impacts caused by different land uses located adjacent to each other shall be minimized by landscaping, including vegetated berms with tree canopy where practical, or by other appropriate screening and buffering techniques. These landscaping techniques shall be incorporated into the design of new or redeveloping nonresidential projects located adjacent to existing or planned residential development.~~

~~Similarly, perimeter landscaping techniques shall be applied in multiple family residential developments in order to appropriately screen and buffer existing and planned single family home sites from residential development having differing structure types.~~

~~In addition, land development regulations shall incorporate standards and/or review criteria for mandating retention of open space and for regulating building design, including setbacks, building placement on site, and building orientation. These provisions shall be directed toward protecting privacy, as well as access to light, air and open space. Other reasonable design principles shall be included in the zoning code in order to alleviate adverse impacts of potentially incompatible land uses.~~

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~~**Policy 1-1.1.2: Promote Orderly Land Use Transition.** Where it is infeasible to separate residential from nonresidential land uses, buffering shall be required to promote a smooth land use transition. Buffering may take the form of: 1) physical barriers, such as vegetative berms, hedges or other landscape cover; walls or fences aesthetically designed for screening purposes; and open space systems with dense native vegetation and tree canopy; and/or 2) the development of a transitional use between the incompatible uses (such as low intensity office development between general retail commercial centers and residential areas).~~

~~**Policy 1-1.1.3: Promote Orderly Transition in Residential Densities.** Highest residential densities shall continue to be allocated to sites within the historic Old Town commercial mixed use center as well as adjacent to existing development with the same or higher density or less restrictive zoning districts. Residential densities shall be allocated in a manner compatible with available public services, natural features of land, and existing and anticipated future development.~~

~~**Policy 1-1.1.4: Reinforce and Enhance Appearance of Residential Areas and Provide Amenities.** The City together with the private sector shall consider enhancing preservation of open space for scenic vistas, especially along gateway transportation corridors such as North and South Roosevelt Boulevard and along the waterfront shorelines. Such enhancement shall include application of community appearance criteria which reinforces good principles of design.~~

~~**Policy 1-1.1.5: Encourage Separation of Urban and Rural Land Uses.** The City of Key West contains no rural or agricultural lands.~~

~~**OBJECTIVE 1-1.2: ALLOCATING COMMERCIAL DEVELOPMENT.** Land area shall be designated to accommodate a variety of commercial uses. The City shall promote the image, function, architecture, and ambiance of Old Town as the City's center for commerce as well as civic and cultural enrichment. In this pursuit the City shall preserve and enhance the identity, design, and vitality of Old Town, including the designated national historic preservation area and the fringe area of the preservation area.~~

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~~The management of development and redevelopment activities shall promote preservation of the historic resources of Old Town and ensure that new structures are compatible with the built environment. Along the North Roosevelt commercial corridor, the City shall promote redevelopment of general commercial activities which fulfill market demands of the City's residents for retail sales and services. The existing limited commercial area shall also be maintained in the southern portion of New Town for neighborhood commercial activities to meet consumer demands of residents within this area.~~

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~~**Policy 1-1.2.1: General Considerations for Locating Commercial Development.** The location and distribution of specific types of commercial activities shall be determined based on the following considerations:~~

- ~~1. Trip generation characteristics, including impact on transportation facilities and off-street parking systems;~~
- ~~2. Location and site requirements based on specific needs of respective commercial activities, their market area, and anticipated employment generation and floor area requirements;~~
- ~~3. Compatibility with and impact on nearby residential and other surrounding commercial activities;~~
- ~~4. Relationship to surrounding land uses and natural systems; and~~
- ~~5. Impact on existing and planned community services and utilities.~~

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~~**Policy 1-1.2.2: General Pattern of Commercial Land Use.** In order to promote efficient flow of traffic, achieve orderly development and continue the Key West tradition of maximizing opportunity for well-planned working and living areas in close proximity, commercial development shall be concentrated in strategically located mixed-use areas. These areas shall have location characteristics which best accommodate specific land, site, public facilities and market location requirements of respective commercial uses.~~

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~~Similarly, proliferation of strip commercial development shall not be extended into stable residential areas. The existence of commercial areas on one corner of an intersection shall not dictate the development of all corners with the same or similar use; nor does the existence of commercial development on a major thoroughfare dictate that all frontages must be similarly used.~~

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~~**Policy 1-1.2.3: Improve the Image and Function of the Historic Old Town Commercial Core Area.** Commercial development decisions shall promote the function of the historic Old Town commercial core as a center for government and institutional services as well as a focal point for tourism, retail trade, business and professional offices, and civic and cultural enrichment. Land development regulations shall be directed to achieving a mix of land use activities consistent with Future Land Use Map policies.~~

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~~The City shall coordinate with the Tourist Development Council, Chamber of Commerce and other private sector interest groups concerned with enhancing the central business district in order to direct efforts to achieve a public and private partnership in improving the image and function of the central commercial core area, including waterfront corridors. Design strategies shall provide physical themes for development and redevelopment opportunities that are consistent with and reinforce the historic character of architecture as well as its ambiance and urban design amenities.~~

~~**Policy 1-1.2.4: Designate Various Types of Mixed Use Commercial Nodes to Accommodate Diverse Commercial Uses.** A variety of commercial development designations shall be provided in order to adequately ensure~~

availability of sites that accommodate the varied site and spatial requirements for such activities as: professional and business offices, limited commercial activities, and general retail sales and services.

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The allocation of commercial uses shall recognize that respective commercial activities frequently have different site, spatial, and market area characteristics and generate significantly different impacts. Similarly, the commercial development designations on the Land Use Map shall be complemented by performance standards and site plan review requirements which shall provide a framework for managing and assessing impacts of development. These regulations shall ensure that proposed development of commercially designated sites is well planned and can be adapted to the proposed site. For instance, the land development regulation shall address issues surrounding:

- Intensity of use
- Natural constraints to development
- Perimeter and internal landscaping
- Availability of public facilities at adequate levels of service
- Concurrency management
- Controlled access and egress
- Off street parking as well as safe and convenient systems of vehicular, bicycle, and pedestrian circulation. The land development regulations shall include a regulatory framework for public and private partnership in providing strategically located parking facilities in order to restrict and/or minimize vehicular traffic in Old Town.
- Open space preservation and maximum impervious surface
- Height and lot coverage
- Adequate building setbacks
- Urban design amenities, including, but not limited to, signage controls, pedestrian amenities, landscaping improvements, building height limitations, architectural controls in Old Town, and other similar design features.

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OBJECTIVE 1-1.3: PLANNING FOR INDUSTRIAL DEVELOPMENT AND ECONOMIC BASE. The City of Key West shall pursue only selective industrial development and redevelopment activities which are compatible with the island's sensitive ecosystem. The City's Future Land Use Map does not include a designation for manufacturing since the City has no intense manufacturing activities other than public utilities. The Key West Bight area formerly was the center of a maritime shrimp industry. However, this activity is near extinction. Similarly, the City of Key West electric plant, also located at the Key West Bight is being phased out. Tourism is the most significant component of the City of Key West economic base.

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The City of Key West is a major tourist destination. Its principal attributes are its historic character, warm climate, extensive shoreline, water resources, the coral reef system, abundant water related and water dependent activities, and the ambiance of Old Town. The historic district contains many old structures which do not comply with the City's size and dimension regulations since many structures pre-date these local regulations. Realizing the significant contributions of Old Town, especially the unique character of its structures and their historic and architectural significance, and realizing the substantial impact of tourism to the economic base, the City shall direct considerable attention to its growth management decisions to maintaining the historic character of Old Town and preserving tourism as a major contributor to the City's economic base. Similarly, the City shall carefully consider supply and demand factors impacting tourism and the local economy to ensure the long term economic stability.

Policy 1-1.3.1: Mandatory Planning and Management Framework for Industrial Development. Upon plan adoption the City of Key West shall adopt amended land development regulations which shall include a planning and management framework to regulate industrial activities. The City shall pursue only selective expansion of industrial activities, including public utility operations and other industrial activities found to be essential to the island's economy. The regulatory framework shall require that all future industrial development or redevelopment comply with mandated criteria to ensure that the characteristics, scale, and design of proposed industrial activities are consistent with the sensitive ecosystem of the island and do not unreasonably constrain infrastructure and natural resources.

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The above cited regulatory system is necessary since the City of Key West has a unique and sensitive island ecosystem which is not adaptive to most intensive industrial operations. A mandatory planned development and redevelopment

approach shall provide for limited industrial activity consistent with goals, objectives, and policies of the Comprehensive Plan.

~~Policy 1-1.3.2: Pursue Nuisance Abatement Standards and Criteria.~~ The City shall continue to prevent nuisance impacts frequently associated with industrial and intensive commercial activities by maintaining performance standards for managing emission of noise, air pollutants, odor, vibration, fire or explosive hazard, and glare.

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OBJECTIVE 1-1.42: ACCOMMODATE INSTITUTIONAL FACILITIES, INFRASTRUCTURE AND PUBLIC SERVICES. The City's Future Land Use Map shall include appropriate allocations of land for public services. In addition, community facilities required to accommodate residential and nonresidential development shall be allowed within residential and mixed use areas when found consistent with applicable land development regulations.

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The City shall ensure that needed public services and facilities are developed concurrent with new development. Upon plan adoption the City shall adopt an adequate facilities ordinance through the implementation of the concurrency management system.

Policy 1-1.2.1: Concurrency Management System: The Concurrency Management System is presented in Objective 9-1.5 and 9-1.6, Policies 9-1.5.1 and 9.1.6.1 through 9-1.6.3 of the Capital Improvements Element, and included in the land development regulations. This Concurrency Management System shall be an integral part of the Future Land Use Element and shall be binding performance criteria to which all new development shall comply. Pursuant to Statute, the City of Key West shall issue no development order or permit for development unless the applicant provides narrative and graphic information demonstrating to the satisfaction of the City that public facilities required by the subject development shall be in place concurrent with the impacts of development. Furthermore, the applicant shall assure that the facilities operate at or above adopted levels of service standards. The applicant's narrative and graphic information shall also demonstrate that the subject development shall not reduce the levels of service (LOS) associated with public facilities serving the development below adopted LOS standards as part of the City's land development regulations. In addition, the City shall use the capital improvement program and budget process to pursue advance acquisition of land required to provide recreation, conservation, and related public benefits and promote multiple use of public lands.

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Policy 1-1.2.2: Resolving Concurrency Issues. Procedures for resolving concurrency management issues are stipulated in Policy 9-1.5.1, Objective 9-1.6 and Policy 9-1.6.1.

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Policy 1-1.42.13: Coordinate Public and Private Investments in Land Improvements. Upon plan adoption the City's land development regulations shall continue to provide performance criteria which ensure that the location, scale, timing, and design of necessary public services and semi-public uses shall be closely coordinated with development activities in order to promote improvements in delivery of requisite services.

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Policy 1-1.42.24: Maintain and Enforce Standards and Specifications for Design and Construction of Public and Semi-Public Services. The City shall maintain and enforce criteria and specifications for the design and construction of municipal services in order to promote cost effectiveness and quality control consistent with all applicable federal, state, regional, and local standards. Municipal facilities include solid waste disposal, police and fire protection, emergency services, storm drainage and wastewater facilities.

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In addition, the City shall ensure availability of other essential public and semi-public services provided by other public entities, including but not limited to: potable water services, public schools, health care. Upon plan adoption, the City shall adopt amended land development regulations which continue which continue to ensure that the regulatory process includes assurances that issues underlying available public services are adequately addressed in the site plan review process or in other development review procedures contained in the land development regulations.

Policy 1-1.42.35: Provision of On-Site and Off-Site Improvements. Prior to receiving a development permit, plans for all new development shall be evaluated by the City. Similarly, prior to receiving a development permit, the applicant's plans must incorporate necessary on- and off-site improvements or equitable contributions in lieu thereof which are required as part of a development application pursuant to the Comprehensive Plan or any other requirement of the Regulations and Ordinances, as exists or as may hereinafter be amended.

Supportive facilities, services, or other improvements (or equitable contributions in lieu thereof), as required by ordinance, shall be agreed to by the applicant prior to City approval of a development petition and facilities shall be constructed as agreed upon prior to issuance of a development permit. The intent of this policy is that all development applications include a satisfactory plan providing for the development of required on-site and off-site improvements, or equitable contribution in lieu thereof, in order to ensure that the City of Key West does not assume unanticipated fiscal liabilities for supportive facilities and services.

OBJECTIVE 1-1.53: PROMOTE COMMUNITY APPEARANCE, NATURAL AMENITIES AND URBAN DESIGN PRINCIPLES. ~~Upon plan adoption the amended~~ The land development regulations shall continue to ensure that improvements which potentially impact the appearance of gateway corridors such as U.S. 1, as well as major activity centers such as Old Town, the City's shoreline, scenic views of the waterfront and tidal waters, public parks and other public grounds and institutions shall be managed and enhanced through application of the site plan review process.

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Policy 1-1.53.1: Reinforce and Enhance the City's Community Appearance. Major attributes shall be preserved through application of design review standards and management of signs, landscaping, open space, tree protection, and other urban design amenities. Special emphasis shall be placed on preserving and/or improving the character of major natural and man-made corridors, including the waterfront shoreline, scenic views of the waterfront and tidal waters, wetlands, major drainage corridors, and major transportation corridors which serve as a focal point for the motoring public.

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OBJECTIVE 1-1.64: INTEGRATE FORMER MILITARY SITES. Ensure that the integration of former military land provides for long-term, sustained, economic growth consistent with the community's vision for the City of Key West, as follows:

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1. Provide meaningful integration of the sites into the community fabric;
2. Help diversify the economy;
3. Encourage balanced growth in the area's economy, including commercial and service sector job growth;
4. Provide employment opportunities for the region's unemployed and underemployed persons;
5. Strengthen the local tax base;
6. Help existing business and industries expand;
7. Help small businesses develop;
8. Provide affordable housing for Key West residents;
9. Provide public recreation and access opportunities, especially on the waterfront;
10. Provide opportunities for port, harbor and marina improvements;
11. Facilitate improvements and provide physical and economic links to Bahama Village;
12. Ensure environmental sensitivity;
13. Provide opportunities for social services and special needs facilities;

Organizing principles specific to each former military use site are provided in the following policies.

Policy 1-1.64.1: Truman Waterfront Organizing Elements. All new development and redevelopment within the Truman Waterfront Parcel shall be consistent with the following key organizing elements:

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1. Recreation and open space linked through landscaped multimodal green ways and view corridors with multiple access points connecting the large park and recreational area on the northwestern portion of the site
2. Uninterrupted public access to the waterfront through a wide promenade along the full length of the harbor.
3. Landscaped and hardscaped areas which are well-lit and designed to provide a safe area for use by a diverse mix of recreational users including pedestrians, bicyclists and in-line skaters.
4. Affordable housing, neighborhood retail and social service uses which function as an extension of the neighborhood fabric of Bahama Village.

5. Educational and historical activity nodes.
6. Expanded use of the portions of the Truman Waterfront property for port activities.
7. Multiple ingress/egress points into the Truman Waterfront property.

Policy 1-1.6.2: Poinciana Housing Organizing Elements. All new development and redevelopment within the Poinciana Housing Parcel shall be consistent with the following key organizing elements:

1. ~~Reuse of existing structures which creates an affordable neighborhood which is well integrated into the surrounding community.~~
2. ~~Architectural elements of all new development and redevelopment especially porches, second floor terraces and roofing, which are compatible with the existing character of the surrounding neighborhood.~~
3. ~~Space between the building pods used to create an open space/park system which includes a recreational curvilinear bike and pedestrian path which transverses the site and lush landscaping.~~
4. ~~A wide paved loop running the perimeter of the site and connected to the internal path; as envisioned this pedestrian/bicycle network serves as a major neighborhood amenity, providing opportunities in appropriate areas for such activities as jogging, vita course exercising, bicycling and in line skating, and as access to existing and future mass transit within the city.~~
5. ~~A third entrance should connect the development with Duck Avenue westward of 18th Street.~~

Policy 1-1.6.3: Peary Court Organizing Element. All new development and redevelopment within the Peary Court Cemetery shall be consistent with the following key organizing element:

1. ~~Maintain property as a cemetery and historic open space.~~
No development should occur within the Peary Court Cemetery and it shall be preserved as historic open space. All new or redevelopment of the residential areas within Peary Court shall be reviewed through the City's site plan review process and development standards of the land development regulations. Density shall remain consistent with the Future Land Use Map.

OBJECTIVE 1-1.7.5: TRUMAN WATERFRONT PHASING AND INFRASTRUCTURE. Ensure that the Truman Waterfront Site is served by adequate infrastructure through appropriate phasing, study and facility improvement.

Policy 1-1.7.1: Truman Waterfront Phasing. Reuse of the Truman Waterfront site shall be phased as follows:

1. ~~Phase I, consisting of: existing uses, including the cruise ship berth on Outer Mole Pier and the fire station in Building 149; rehabilitation of existing buildings and facilities necessary to keep them in good repair; and, reuse of existing structures when such reuse does not result in an increase in impacts over those generated by the former military use.~~
2. ~~Phase II, consisting of new recreational development on the site.~~
3. ~~Phase III, consisting of new development on the site.~~

Policy 1-1.7.2: Truman Waterfront Infrastructure. ~~Phase II and Phase III development~~ Development on the Truman Waterfront Parcel shall not occur until the following actions have occurred:

1. ~~The City of Key West has conducted the transportation studies identified in Policies 2-1.1.10 and 2-1.1.11, and adopted appropriate measures to implement the policies in the Comprehensive Plan; and,~~

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2. The City of Key West has completed a stormwater masterplan for the site (either separately or as part of a larger planning and engineering study) which identifies site areas which do not meet current stormwater treatment standards and proposes methods to bring these areas up to standard; and,
3. Improvements recommended in the stormwater plan are completed for those areas where new development is proposed and the remaining improvements are scheduled in the city's five year capital plan.

OBJECTIVE 1-1.86: ADOPT NEW POLICIES IN THE COMPREHENSIVE PLAN TO IMPLEMENT WATER SUPPLY PLANNING IN ACCORDANCE WITH STATE GROWTH MANAGEMENT REQUIREMENTS.

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Policy 1-1.86.1: The City of Key West, through the Land Development Regulations, will coordinate the land uses and future land use changes with the availability of water supplies and water supply facilities.

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§1-2: FUTURE LAND USE MAP

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GOAL 1-2: FUTURE LAND USE MAP. Continue to maintain and manage a Future Land Use Map.

The Future Land Use Map series, Maps I-1 through I-7 herein, reflect City policy for managing the allocation of future land use. The Future Land Use Map series (base year 2010, 2012) is supported by the Comprehensive Plan Data Inventory and Analysis (1990) and updated based on the 2012 Report. Land use designations on the Future Land Use Maps have been allocated pursuant to Goals, Objectives and Policies stipulated in the Comprehensive Plan, together with analysis of population, housing and land resources. The process of allocating these land use designations has considered the need to conserve natural resources including wetlands, waterfront shorelines, the water quality on land and within near- and off-shore waters, floodways, flood plains, fish and wildlife, management of capital improvement needs, and management of fiscal resources. Pursuant to Chapter 78-540, Section 8, Laws of Florida, the City of Key West shall exercise its extraterritorial zoning powers within an area extending 600 feet into the tidal waters adjacent to the corporate limits of the City of Key West. Accordingly, the Future Land Use Map shall apply a Future Land Use Map "Conservation Outstanding Waters of the State (C-OW)" designation to the herein-described tidal waters. These tidal waters are also a part of a recently designated National Marine Sanctuary. Cross reference Objective 1-2.4: "Managing Conservation Resources" and Policy 1-2.4.1 "Conservation Designation (C)."

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The Future Land Use Map (FLUM) series follows, including a FLUM legend which identifies a standard range for the density and intensity of future development. The footnotes within the legend provide additional clarity regarding allowable density and intensity and explain additional constraints imposed by qualitative and quantitative performance criteria contained in the Comprehensive Plan and Land Development Regulations. For instance, concurrency management criteria shall require that infrastructure level of service (LOS) standards, including traffic circulation, shall be met. The concurrency management system shall require that LOS be met and maintained by all new development. This provision guarantees that the overall level of service conditions shall not deteriorate below adopted standards. Note: The FLUM legend and footnotes are herein enclosed.

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This section of the Future Land Use Element shall define the nature, density and intensity of the allowable uses for each of the designations represented on the Future Land Use Map. Nothing in this section shall preclude necessary community facilities from locating within any future land use designation when such activity satisfies established criteria of this plan and the City's Code of Ordinances.

The Future Land Use Map series shall be Maps I-1 through I-7. The Future Land Use Map: Land Use Policy Designation, Map I-1, shall depict the proposed distribution, extent and location of land uses for the year 2010. The adopted Future Land Use Map Policy Designations are illustrated on the attached Map I-1, scale 1" = 400'. Maps I-2 through I-5 of the Future Land Use Map Series shall denote natural resources to be conserved through plan implementation. Map I-6 shall indicate City recreation resources. Map I-7 and Table I-1 denote the historically and archaeologically significant sites. The City has no agricultural lands. The City's historic approach to managing land use mix in commercial activity centers has been to allow residential development to co-exist within commercial activity centers. The City has no industrial activity centers.

OBJECTIVE 1.2.1: ALLOCATING NEW TOWN RESIDENTIAL DEVELOPMENT. Map I-1, identifying future land use policy, shall allocate residential density to areas within New Town (i.e. the area east of the Old Town historic area and the transition planned redevelopment area) based on the following considerations: past and projected future population and housing trends and characteristics; provision and maintenance of quality residential environments; protection of environmentally fragile natural systems; the need to plan for smooth transition in residential densities; and provision and maintenance of traffic circulation and multiple family improvements. Upon plan adoption the land development regulations shall provide performance standards impacting the allowable density on any specific site for which new development is proposed. These performance standards shall address:

- o Stormwater Management and Floodplain Protection
- o Traffic Impact Analysis
- o Minimum Open Space Criteria
- o Perimeter Landscaping, Screening and Buffering
- o Preservation of Wetlands
- o Concurrency Management System
- o Recreation Land and Facilities
- o Erosion and Sedimentation Control
- o Shoreline Protection
- o Protection of Flora and Fauna
- o Protecting Living Marine Resources

Policy 1.2.1.1: Density Defined. Maximum gross residential density shall be determined by dividing the "maximum allowable units" by the "gross acres of land" (i.e., dwelling units/ gross land acres). All residential densities denoted on the Future land use Map stipulate the maximum gross densities permitted for development on the land. Gross land area shall be defined as those contiguous land areas under common ownership proposed for residential development. In cases where developable land abuts jurisdictional waters of the State and transitional wetlands or uplands under State or federal jurisdictions, the boundary shall be delineated as established by the State or federal government and no density or floor ratio (FAR) credit shall be granted for undevelopable environmentally sensitive lands, including wetlands, transitional wetlands, mangroves, upland hammocks, and waters of the State.

In cases where the agencies having jurisdiction determine that development rights should be granted on land within their respective jurisdiction, the City shall coordinate with the jurisdictional agencies for purposes of rendering legal, equitable, and environmentally sensitive determinations of the development rights to be permitted on such waters and/or lands under the jurisdiction of the State or federal government. The applicant shall bear the burden of proof in determining that development shall not adversely impact wetlands, transitional wetlands, upland hammocks, and other environmentally fragile natural systems. Within sensitive conservation areas, the density shall be restricted to one (1) unit per ten (10) acres.

Densities within environmentally sensitive wetlands shall be restricted to one (1) unit per ten (10) acres. A transfer of development right (TDR) shall be provided for wetlands designated "Conservation Areas" located along the South A1A-Atlantic Boulevard corridor at a rate of one (1) unit per one (1) acre. These environmentally sensitive wetlands shall be designated as "sending areas" and land owners within such "sending areas" shall be able to sell their density rights on the open market to land owners of specific parcels of land within the Key West Bight Redevelopment Area which are identified by the City as "receiving areas."

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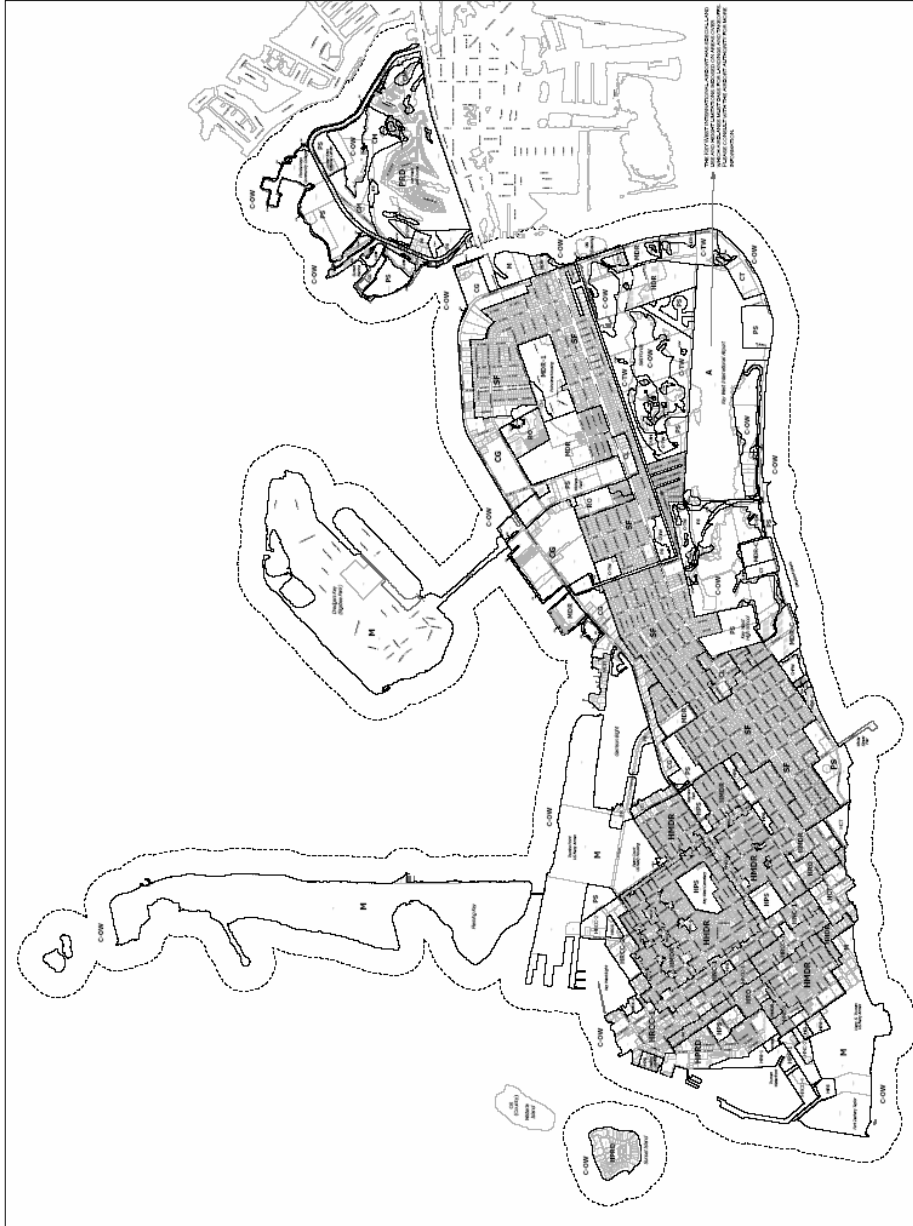
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In executing the "TDR" program, during the initial two year period following adoption of the Comprehensive Plan, "sending areas" shall be exclusively restricted to environmentally sensitive wetlands located within the South A1A-Atlantic Boulevard corridor, including but not limited to, the salt pond area. However, following the initial two year period, other sites may be identified as sending areas based on a thorough analysis of the effectiveness of the transfer of development rights program. The addition of new "sending areas" shall require amendment to the land development regulations.

Specific "receiving areas" must be identified in the comprehensive plan. These "receiving areas" shall be limited to approved sites in the Key West Bight Redevelopment Area which is designated "HRCC 2" on the Future Land Use Map. The addition of any areas other than the HRCC 2 area as a "receiving area" shall require a Comprehensive Plan amendment. The City must approve site plans for development of such receiving areas prior to commencement of activity. All transfers of density shall be recorded in the official records of Monroe County in a deed, contract for deed, or other legal document conveying property. Density in the Key West Bight receiving areas shall be consistent with Policy 1 2.2.3. In the Key West Bight area, clustering of residential units is encouraged to preserve waterfront views and open space.

The specific receiving area threshold must be approved by the City. Similarly, the City must approve each TDR from a sending area to a receiving area. Prior to approving the TDR, the City shall render a finding that the owner of land in the impacted sending area has provided the City with legal instruments acceptable to the City Attorney which dedicate conservation easements. The conservation easements shall prohibit development of all land comprising sending areas from which development rights have been transferred. The City shall prepare and maintain a system for tracking the sale and acquisition of development rights transferred from sending areas to receiving areas. The TDR tracking system shall serve as an official ledger of density transfers and as a minimum, shall record each approved TDR by real estate parcel citing landowners, zoning, land area, base density allowed by zoning, as well as dwelling unit capacity after each TDR is approved. The City shall adopt, maintain and enforce land development regulations to ensure proper implementation of Comprehensive Plan TDR policy cited herein. Upon plan adoption, the land development regulations shall provide a management framework for delineating "sending" and "receiving" areas and shall include regulatory measures for allocating specific density to receiving areas. Site plan review procedures shall also be stipulated. A statement shall be added that in the event Conservation Element policies conflict with mapped lines on the Future Land Use Map, the Conservation Element policies shall prevail.

MAP I-1, FUTURE LAND USE MAP SERIES: FUTURE LAND USE



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Future Land Use Map Legend and Density and Intensity of Development

Page 1 of 2

LAND USE	MAXIMUM NONRESIDENTIAL FLOOR AREA RATIO: (1,7)	MAXIMUM RESIDENTIAL DENSITY (UNITS PER GROSS ACRE)
RESIDENTIAL DEVELOPMENT		
LDR-C Low Density Residential - Coastal	N/A	1 u/a
SF Single Family Units	N/A	8 u/a
MDR-C Medium Density Residential - Coastal	N/A	8 u/a(6)
MDR Medium Density Residential	N/A	16 u/a
HDR High Density Residential	N/A	22 u/a
COMMERCIAL DEVELOPMENT		
CL Limited Commercial	0.8	16 u/a
CG General Commercial	0.8	16 u/a
CT Salt Pond Tourist Commercial	0.8	16 u/a
MIXED USE NEW TOWN DEVELOPMENT		
RO Residential/Office	0.8	16 u/a
PRD Planned Redevelopment and Development	0.8	16 u/a
OLD TOWN HISTORIC PRESERVATION		
HRO Historic Residential/Office	1.0	16 u/a
HRCC High Density Residential/Com'l Core (HRCC-1 & HRCC-3) High Density Residential/Com'l Core (HRCC-2)	1.0 (2) 0.50 (2)	22 u/a (2)
HMDR Medium Density Residential	1.0	16 u/a
HPRD Planned Redevelopment and Development	1.0	16 - 22 u/a
HNC Neighborhood Commercial (HNC-1/HNC-2/HNC3)	1.0	16 u/a
HCT Tourist Commercial	1.0	22 u/a
HPS Public Services, Incl. Recreation & Open Space	1.0 (3)	N/A
HHDR High Density Residential	1.0	22 u/a
INSTITUTIONAL		
PS Public Services, Incl. Recreation, Schools, Public and Semi-Public lands. See Map I-7, Recreation Areas, for specific location of public recreation sites and public schools.	0.8 (4)	N/A
M Military	N/A (5)	N/A
A Airport	0.3	N/A
CONSERVATION		
C-OW Outstanding Waters of the State	No development is permitted within Conservation designated areas, except where state and/or federal agencies having jurisdiction provide for development rights. In such case, the Future Land Use Element stipulates procedures for ensuring governmental coordination in determining potential development rights.	
C-FW Freshwater Wetlands		
C-TW Tidal Wetlands of the State		
CM Mangrove		
C-UH Upland Hammock		

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~~Zoning District Map Footnotes, Page 2 of 2~~

~~(1) Floor Area Ratio (FAR) refers to the total floor area of a building(s) on any lot, parcel, or site. For purposes of calculating floor area, parking area located beneath the building shall not be counted. FAR computations shall include all uses on the lot, parcel or site, including both residential and non-residential floor area. The term "building height" as used in the Land Development Regulations shall mean the vertical distance from the crown of the nearest adjacent street to the highest point of the proposed building. The maximum FARs are further restricted by quantitative and qualitative criteria included in the Land Development Regulations, including but not limited to, such factors as minimum open space; concurrency management and level of service standards for traffic circulation; storm water management and other public facilities and services; off-street parking and internal circulation; height restrictions; landscaping; other required on-site improvements and design amenities required to achieve land use compatibility.~~

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~~Furthermore, the calculations of floor area ratios for determining allowable intensity in mixed developments on sites greater than one-half (1/2) acre specific shall apply specific formulas to avoid excessive intensity. Site less than one-half (1/2) acre may have all the allocated non-residential floor area and all of the allowed residential density. Upon adoption of the Comprehensive Plan Where common ownership exists on contiguous parcels, applicants for development must aggregate the land under common ownership into a single site plan. The maximum square footage which may be allocated to the residential component of a mixed use development shall be determined by the following formula:~~

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~~— # of Units Proposed/Maximum Permitted Units Per Gross Acre x 43,560 x Site Area in Acres~~

~~The maximum square footage which may be allocated to the commercial component of a mixed use development shall be determined by the following formula:~~

~~— Maximum # of Units Allowed Per Gross Acre Less Proposed # of Units/Max. Permitted Units Per Gross Acre x 43,560 x Site Area in Acres.~~

~~(2) See Policy 1-2.3.3 for specific policies impacting density and intensity of use within the HRCC 2 area. The base density within the HRCC 2 district shall be eight (8) units per acre but may be increased through transfer of development rights/affordable housing options to higher densities (Ref. Policy 1-2.3.3).~~

~~(3) The maximum FAR for the HPS area shall be 1.0, excepting large scale regional public facilities, which require a community impact statement. The latter projects may have a higher FAR if approved by City Commission. However, prior to approving a FAR in excess of 1.0, the City Commission must render a finding that the proposed public facility requires a higher FAR in order to accommodate a regional service necessary to the general health, safety, and welfare of the City and/or County. Furthermore, the finding must indicate that the regional facility as proposed shall comply with all other qualitative and quantitative criteria of the Comprehensive Plan and the land development regulations, including, but not limited to the adopted concurrency management policies.~~

~~(4) Outside the Old Town Historic area, as designated on the Zoning District Map, the maximum FAR for all public services, excepting recreation and open space, shall be eight tenths (.8) while the maximum FAR for recreation and open space shall be two tenths (.2).~~

~~(5) The City of Key West cannot regulate U.S. Military Land Use.~~

~~(6) The Coastal Medium Density Residential designation is an overlay designation which embraces all medium density residential properties, or portion thereof, which are located in the coastal high hazard area. All acreage designated "medium density residential" which is located within the coastal high hazard area along the South A1A—Atlantic Boulevard Corridor shall have a maximum density of eight (8) units per acre consistent with state policies mandated that concentrations of populations be directed away from coastal high hazard areas in order to protect against loss of life.~~

~~General Footnotes:~~

~~No agricultural uses exist within the City of Key West.~~

~~The City has no areas reserved exclusively for industrial development.~~

~~Jurisdictional lines delineating conservation areas are approximate boundaries based on best available information. The specific metes and bounds shall be established based on field investigations by agencies having jurisdiction.~~

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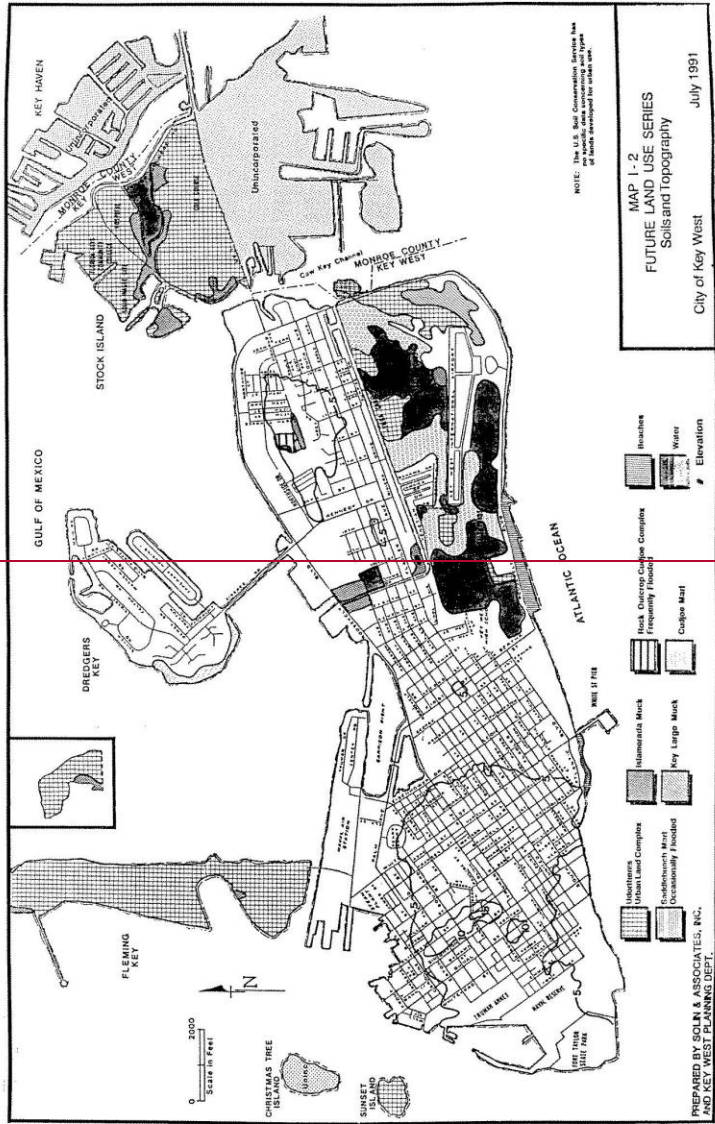
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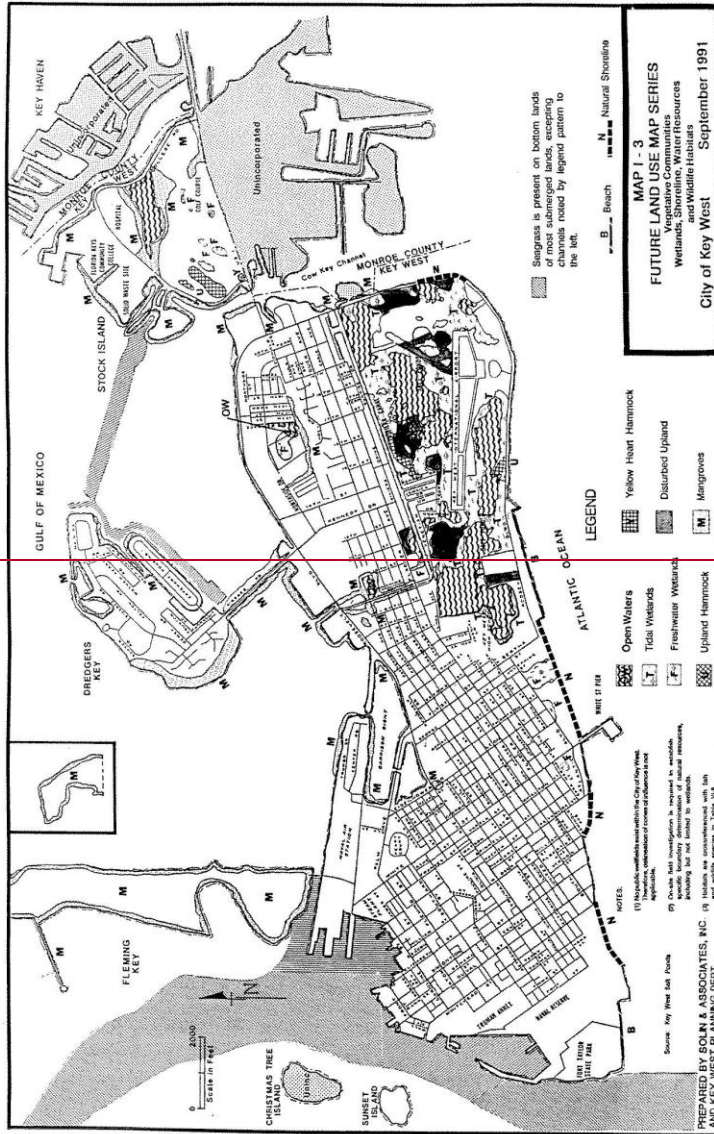
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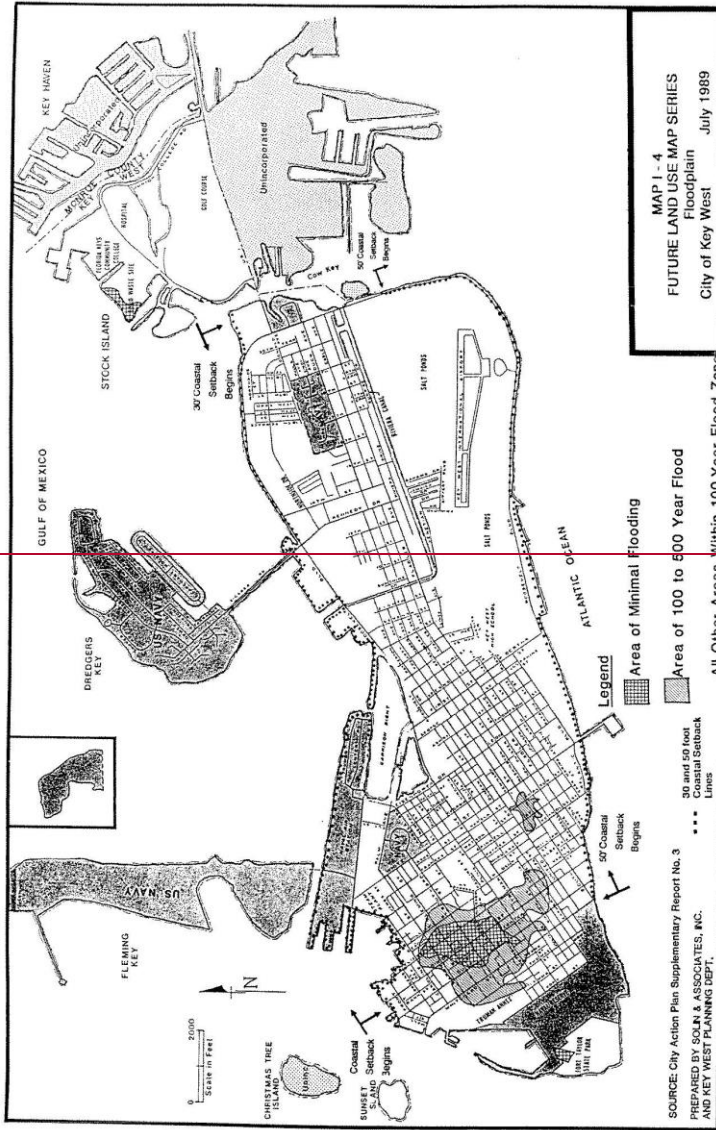
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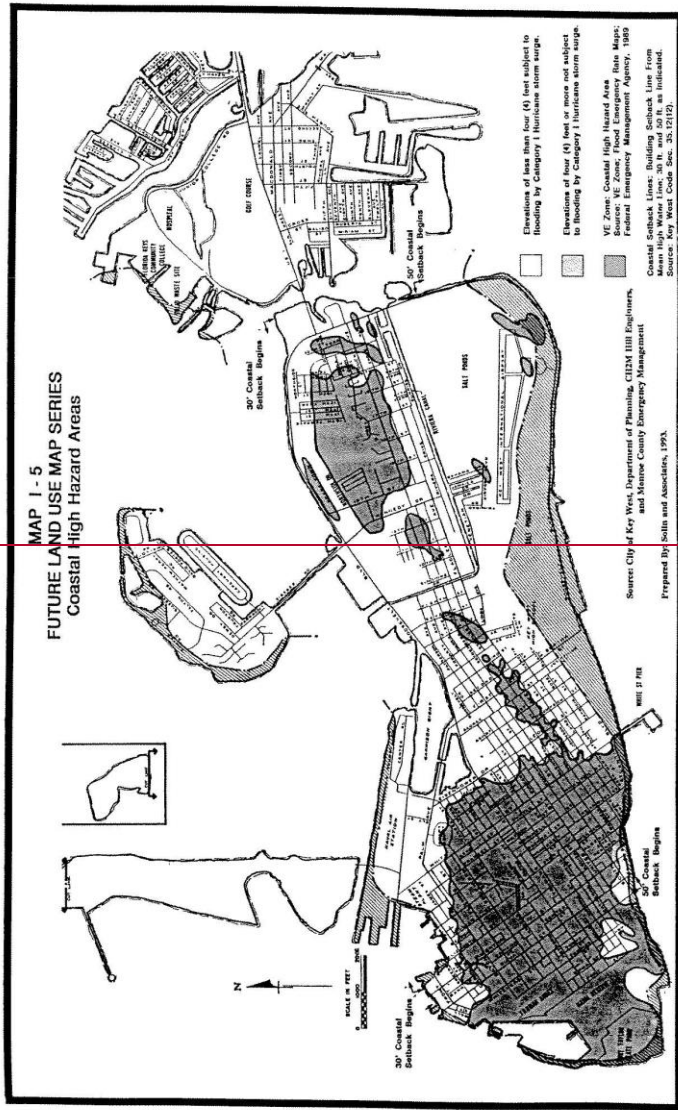


MAP I - 4
 FUTURE LAND USE MAP SERIES
 Floodplain
 City of Key West
 July 1989

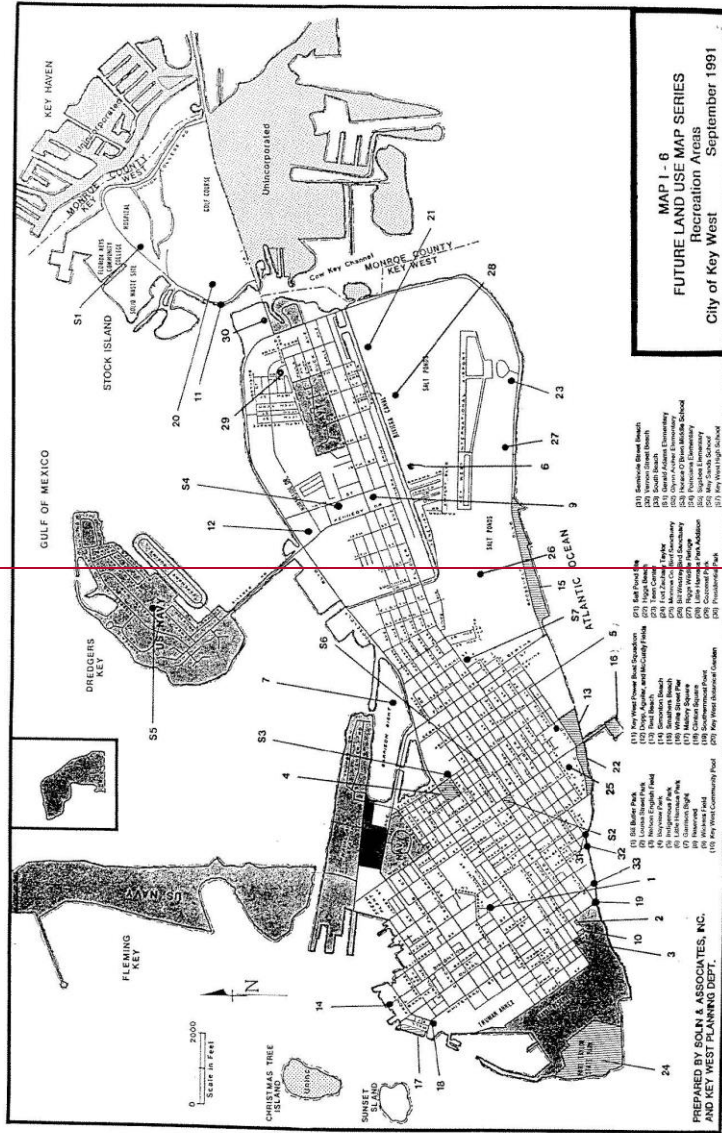
Legend
 Area of Minimal Flooding
 Area of 100 to 500 Year Flood
 All Other Areas Within 100 Year Flood Zones

SOURCE: City Action Plan Supplementary Report No. 3
 PREPARED BY SOLIN & ASSOCIATES, INC.
 AND KEY WEST PLANNING DEPT.

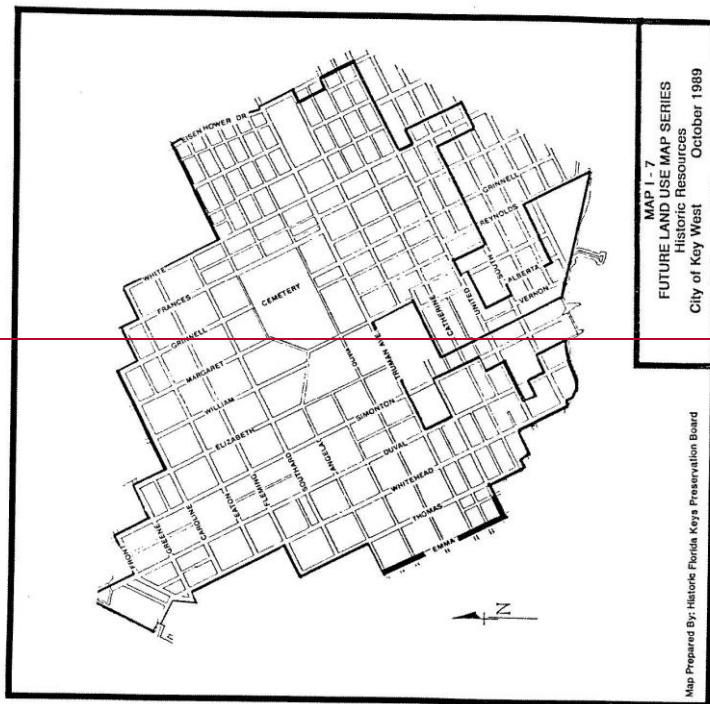
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~~**Policy 1-2.1.2: Coastal Low Density Residential (LDR-C).** Areas delineated on the Future Land Use Map for coastal low density residential development are situated on the North side of South Roosevelt Boulevard on the very narrow strip of uplands lying between the "Bridle Path" easement and jurisdictional waters and lands of the State as well as certain undeveloped lands along Atlantic Boulevard fully within the coastal high hazard velocity (VE) zone as delineated by the Federal Emergency Management Agency (FEMA). These areas are restricted to residential development with a maximum density of one (1) unit per acre and shall not include transient lodging or guest homes. Supportive public community facilities and accessory land uses also may be located within areas designated for coastal low density residential use. The land development regulations shall provide regulatory procedures for implementing these policies.~~

~~The coastal low density residential (LDR-C) designation is established to:~~

- ~~1. Provide an equitable development right for the LDR-C designated areas;~~
- ~~2. Protect remaining coastal wetlands;~~
- ~~3. Maintain water quality;~~
- ~~4. Protect marine habitats; and~~
- ~~5. Preserve a significant amount of open space for purposes of reducing surface water runoff and maintaining water quality in a major environmentally sensitive coastal area.~~

~~**Policy 1-2.1.3: Single Family Residential Development (SF).** Areas delineated on the Future Land Use Map for single family permanent residential development (SF) shall be developed, redeveloped and/or maintained as stable residential neighborhoods and shall include single family dwelling units and may also include one (1) accessory attached or detached unit per principal dwelling unit so long as the accessory unit is duly approved pursuant to the following building permit allocation ordinance and satisfies the criteria of the Comprehensive Plan. The building permit allocation methodology shall include a permit formula which includes a ratio of one (1) accessory unit or single room occupancy (SRO) equals .55 dwelling unit based on the lower ratio of automobiles per accessory unit or SRO and the reduced impact on other public facilities. The City estimates a demand for accessory units and SROs of approximately thirty (30) accessory units and SROs per year which will yield an impact factor of seventeen (17) units per year. Figure 1 demonstrates the methodology for the estimate. The land development regulations shall provide procedures for accommodating accessory units and single room occupancies.~~

~~**3. Methodology for Estimating Accessory Units and SROs.** Calculated vacant lots and lots with only one (1) unit within areas zoned R-1, R-1B, and R-1A. The results are tabulated~~

**TABLE 1-1
METHODOLOGY FOR ESTIMATING ACCESSORY UNITS AND SROs**

Lots Capable of Supporting Accessory Units/SROs	Zoning Districts			Max. Potential Accessory Units/SROs at Build Out
	R-1	R-1B	R-1A	
Lots with 1 unit	1382	546	66	1994
Vacant Lots	38	15	5	58
Total	1420	561	71	2052

~~**4. Estimated Annual Demand for Accessory Apartments.** The methodology is based on research documented in the following publication: "Accessory Units: The Back Door Approach to Affordable Housing," in *Zoning News*, American Planning Association, April 1992. This report states that research indicates that annual demand for accessory units is estimated to be 1 to 1.5 percent (.01 to .015) of the maximum potential accessory units at build out.~~

~~The City chose to use the higher range based on the severity of the affordable housing shortage in Key West together with the scarcity of land for accommodating conventional housing. For the~~

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~~purpose of this analysis the single room occupancy (SRO) was assumed to possess similar demand characteristics as accessory units. This methodology yields the following:~~

~~Calculation: (.015) x 2052 = 30 accessory units/SROs annually~~

~~Upon the adoption of the Comprehensive Plan, the City shall amend the land development regulations and shall mandate that accessory units and single room occupancies (SRO's) are affordable; restricted to occupancy by permanent residents; and cannot be sold separately as a condominium. When an accessory unit occupancy permit is originally initiated, the principal unit must be owned and occupied by a permanent resident. if principal unit is under construction, occupancies is not a requirement. An accessory unit or SRO cannot take up more than forty percent (40%) of the principal structure nor can it exceed six hundred (600) square feet and the minimum size shall be three hundred (300) square feet. The maximum threshold shall be an interim standard which may be increased, if prior to the remedial plan adoption date, an analysis of the City's apartments concludes that the typical one bedroom apartment unit is more than eight hundred (800) square feet threshold is not inconsistent with the Monroe County hurricane evacuation model. SRO's by definition shall be restricted to one room efficiencies. No accessory unit shall have more than one bedroom unless an additional bedroom is approved as a variance by the Board of Adjustment. If such variance is approved, the total square footage shall not exceed six hundred (600) square feet. The permit allocation system shall be coordinated with the County's analysis of evacuation clearance times in order to maintain or decrease the standard time for such clearance. The City shall include the adjusted accessory unit and SRO impacts through 2010, 2022 in the annual allocation of units in order to reflect the impact of these units on public facilities. The land development regulations shall provide procedures for accommodating accessory units and single room occupancies.~~

~~The maximum density for development within the SF designation shall be eight (8) principal dwelling units per acre. This land use designation shall not include transient accommodations. Specific densities on a site will be determined by such factors as natural features of the land, existing density and/or intensity of surrounding development, level of accessibility, adequacy of public facilities, and other factors which shall be identified in the land development regulations. Supportive community facilities and accessory land uses may be located within areas designated for single family residential uses. The land development regulations shall provide regulatory procedures for considering such uses.~~

The single family residential (SF) designation is established to:

- ~~1. Protect the quality and character of existing single family neighborhoods;~~
- ~~2. Preserve open space;~~
- ~~3. Encourage densities which are compatible with existing and anticipated future developments;~~
- ~~4. Promote compatibility with natural features of the land; and~~
- ~~5. Minimize burden on supportive public services and facilities within the area.~~

~~The land development regulations shall include criteria regulating accessory units. These provisions shall require as a minimum the following:~~

- ~~1. Preservation of thirty (30) percent of the site as porous green open space. Parking surfaces shall not be counted as open space.~~
- ~~2. Compliance with landscaping requirement.~~

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- ~~3. Compliance with maximum threshold for lot coverage by impervious surfaces.~~
- ~~4. Parking requirements shall be satisfied by both the principal and accessory unit.~~
- ~~5. Density shall be calculated based on the number of principal units on a site.~~
- ~~6. Accessory units shall be restricted to a maximum of five hundred (500) square feet.~~
- ~~7. Accessory units may be used only by permanent residents and no principal or accessory unit shall be granted an occupational license for transient rental housing.~~

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~~**Policy 1-2.1.4: Medium Density Residential Development (MDR) including Coastal Medium Density Residential (MDR/C).** Areas delineated on the Future Land Use Map for medium density residential development (MDR) and coastal medium density residential (MDR/C) shall be developed, redeveloped and/or maintained as stable medium density residential neighborhoods. Medium density residential development shall be a maximum sixteen (16) units per acre in those cases where the property is outside the coastal high hazard area. Coastal medium density residential density shall be assigned a maximum of eight (8) units per acre. The coastal medium density residential designation shall be considered an overlay designation which shall be assigned to all properties, or portion thereof, which are designated for medium density residential development and are located within the coastal high hazard area. The purpose is to reinforce state policies mandating that concentrations of populations be directed away from coastal high hazard areas in order to protect against loss of life, especially along the south A1A Atlantic Boulevard corridor.~~

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~~Review of specific densities of developments shall be directed toward preserving stability of established residential areas. Sites for medium density residential developments should be located so that they provide a smooth transition between lower density residential areas and areas developed and/or designated for other more intense uses. Generally, medium density areas should be located between the perimeter of low density residential areas and areas of high density residential concentrations or other less restrictive uses. The Poinciana Housing Parcel has been assigned a new sub-designation, MDR-1. This new category allows the current and proposed residential and social service special needs uses contemplated in the Base Reuse Plan. The density is 8 units per acre which recognizes the existing density of 6.3 units per acre and is consistent with the permitted density of 8 units per acre in the SF District surrounding the parcel. In addition to single family, two family and multi family structures, group homes with less than 6 residents and special needs social service facilities are permitted as of right. Social services and special needs housing shall be defined as short term housing (of generally less than six months) which provides a continuum of care services to a capacity of not more than 36 homeless persons with special needs.~~

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~~**Policy 1-2.1.5: High Density Residential Development (HDR).** Areas delineated on the Future Land Use Map for high density residential development (HDR) shall be developed, redeveloped and/or maintained as stable high density residential neighborhoods. HDR development shall be a maximum twenty-two (22) units per acre. Ocean Walk, a large residential complex located northeast of the airport, was mandated by the Court and is the only property outside of Old Town which is designated HDR.~~

~~The high density designation shall only be approved for land accommodating HDR development adequately supported by public services and facilities and compatible with existing and anticipated future land uses. Supportive community facilities and accessory land uses may be located within areas designated HDR. This designation is not intended to accommodate transient lodging and guest homes, commercial uses or freestanding office buildings. However, accessory uses, including approved home occupations, conducted within the residential structures are permitted so long as all such accessory uses are customarily incidental to and subordinate to the residential use. Other customary accessory uses and community facilities may also be located in areas designated HDR.~~

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~~**OBJECTIVE 1-2.2: ALLOCATING NEW TOWN COMMERCIAL MIXED USE DEVELOPMENT.** The Future Land Use Map shall allocate land for the following commercial and mixed use activities: 1) residential/offices; 2) limited commercial development; 3) general commercial development and 4) planned development or redevelopment. The allocation of land for commercial and mixed use development shall be compatible with goals and objectives identified in the Comprehensive Plan and consistent with supportive research and analysis. The policies stated hereinafter provide an explanation of the purpose, intent and character of the mixed use land use designations.~~

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The allowable maximum residential density shall be a maximum sixteen (16) units per acre. The maximum intensity of office or mixed use development shall not exceed a floor area ratio of eight tenths (.8) considering total floor area allocation to all uses. This land use policy designation expressly excludes transient lodging and guest homes, general retail sales and services, warehousing, and outside storage. Furthermore, this policy designation is intended for areas which:

- 2. Have access to a major thoroughfare and all required urban services;
- 3. Contain sufficient land area to accommodate good principles of urban design, including sufficient land area to provide adequate landscaping and buffers to separate existing as well as potential future adjacent land uses of differing intensity; and
- 4. Accommodate only residential uses as well as business and professional office buildings, including financial institutions, and medical facilities as regulated in the land development regulations.

Policy 1.2.2.2: Limited Commercial Development (CL). The limited commercial (CL) areas are designated on the Future Land Use Map for purposes of accommodating limited commercial land use as shall upon plan adoption be defined in the land development regulations. This designation is not intended to accommodate transient residential land use activities. Single family, duplex and multiple family residential activities may be accommodated only if approved as special exceptions pursuant to conditions and procedures including affordable housing program strategies to be included in the amended land development regulations. The allowable maximum residential density shall be a maximum sixteen (16) units per acre. The maximum intensity of limited commercial development shall not exceed a floor area ratio of eight tenths (.8) considering floor area allocated to all uses. In order to manage the impacts of future development on transportation and public facilities, the City shall limit the intensity of development within areas designated "Limited Commercial" (CL) on the Future Land Use map to activities generating no more than one hundred (100) trips per one thousand (1000) square feet of gross leasable floor area per day. Sites within this designation are intended to accommodate shops with limited inventory of goods which comply with the Comprehensive Plan and the land development regulations.

Uses which are not intended to be accommodated within the limited commercial area include the following: large scale discount stores or supermarkets; department stores; wholesale and warehousing activities; sales, service or repair of motor vehicles, machine equipment or accessory parts, including tire and battery shops; automotive service centers; fast food establishments primarily serving in disposable containers and/or providing drive in facilities; and other similar services to be expressly defined in the land development regulations.

The CG area is not intended to accommodate manufacturing of goods or other activities which may generate nuisance impacts, including glare, smoke or other air pollutants, noise, vibration or major fire hazards, or other impacts generally associated with more intensive industrial uses. On the other hand, transient lodging including hotels and motels, timesharing or fractional fee residential complexes, or other transient quarters may be located in areas designated for general commercial use if found to be consistent with land development regulations.

Policy 1.2.2.5: Mixed Use Planned Redevelopment and Development (PRD). The mixed use planned development and redevelopment (PRD) areas are designated on the Future Land Use Map for purposes of accommodating planned development or redevelopment of strategically located sites for large scale development. Such development or redevelopment generates community wide impacts and requires a regulatory framework that provides for comprehensive impact assessment as well as flexibility in negotiating development agreements (reference §163.3220 et. seq., FS "Florida Local Government Development Agreement Act) which significantly further the goals, objections, and policies of the Comprehensive Plan.

Upon plan adoption the City of Key West shall adopt, continue to enforce, land development regulations which shall incorporate a planned redevelopment and development (PRD) regulatory framework for managing large scale development or redevelopment which generates potential community wide impacts. Such large scale development and redevelopment activities may include redevelopment of large scale shopping centers along the N. Roosevelt corridor or the anticipated large scale residential development targeted for the municipal golf course. A "PRD" designation may also be appropriate for managing potential community wide impacts generated by redevelopment of large scale and long established mobile home developments.

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OBJECTIVE 1-2.3: MANAGING OLD TOWN REDEVELOPMENT AND PRESERVATION OF HISTORIC RESOURCES. Areas delineated on the Future Land Use Map for historic preservation shall be planned and managed using a regulatory framework designed to preserve the form, function, image, and ambiance of the historic Old Town. The City's Historic Architectural Review Commission (HARC), in addition to the Planning Board, shall review all development proposals within the historic area designated by the National Register of Historic Places. The land development regulations shall be amended upon plan adoption to incorporate design guideline standards recently adopted by HARC.

Policy 1-2.3.1: Historic High Density Residential Development (HHDR). The historic high density residential (HHDR) designation on the Future Land Use Map is designed to accommodate historic Old Town high density residential development for permanent residents, including single family, duplex, and multiple family residential structures. The historic high density residential designation is intended to provide a management framework for preserving the residential character and historic quality of the Old Town central residential community.

The allowable maximum density of residential development in HHDR designated areas is twenty two (22) units per acre. In addition, accessory uses, including duly approved home occupations, and customary community facilities can be located in HHDR designated areas. This area is not intended for transient residential uses, including guest homes, motels or hotels. Similarly, the area shall not accommodate freestanding commercial offices, retail, or other commercial uses after the effective date of this ordinance. Existing office or commercial uses shall be permitted to continue to exist as lawful nonconforming uses if such uses continue to comply with conditions invoked when the respective uses were approved.

Land development regulations shall provide performance criteria which include quantitative and qualitative measures for preserving the quality of the man made and natural environment and further the goals, objectives, and policies of the Comprehensive Plan.

Policy 1-2.3.2: Historic Medium Density Residential (HMDR). The historic medium density (HMDR) residential designation on the Future Land Use Map is designed to accommodate historic Old Town residential development for permanent residents, including single family, duplex, and multiple family residential structures. The historic medium density residential designation is intended to provide a management framework for preserving the residential character and historic quality of the medium density residential areas within Old Town.

The allowable maximum density of residential development in HMDR designated areas is sixteen (16) units per acre. In addition, accessory uses, including approved home occupations conducted within the residential structure, and customary community facilities can be located in the HMDR designated areas. This area is not intended for transient residential uses, including guest homes, motels or hotels. Similarly, the area shall not accommodate commercial office, retail, or other commercial uses developed after the effective date of this ordinance. Existing office or commercial uses shall be permitted to continue to exist as lawful nonconforming uses if such uses continue to comply with conditions invoked when the respective uses were approved. Land development regulations shall provide performance criteria which include quantitative and qualitative measures for preserving the quality of the man made and natural environment and further the goals, objectives, and policies of the Comprehensive Plan.

In the event the city owns the portion of the Truman Waterfront Parcel designated HMDR, the site will be developed 100 percent for affordable housing. If the site is privately owned, one third of the dwelling units will be affordable.

Policy 1-2.3.3: Historic Residential Commercial Core (HRCC). The historic residential commercial core (HRCC) designation on the Future Land Use Map is designed to accommodate the historic Old Town residential commercial core mixed use center. The HRCC designation is intended to provide a management framework for preserving the nature, character and historic quality of the Old Town commercial core, including related residential development.

- Key West Aloe Processing Plant
- Key West Hand Print Fabric Shop

○ Service and repair establishments (excluding vehicle and heavy machinery service and repair), business services, printing shops, and similar uses;

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~~Light manufacturing (excluding metal processing or fabrication) including light processing, assembly and distribution functions, electronics, research and development, and similar uses;~~

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~~Building materials supply and storage, and contractor's storage;~~

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~~Vocational trade schools;~~

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~~Enclosed parking facilities; and~~

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~~Accessory uses.~~

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The Key West Bight area has been designated HRCC 2 on the FLUM. As stated in the land use analysis within the Data Inventory and Analysis, the Key West Bight area and the surrounding environs will be designated as a redevelopment area and a redevelopment plan has been commissioned and funded. The specific improvement areas shall be identified in the redevelopment plan. The redevelopment plan shall provide a formal basis for:

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~~1. Preserving public waterfront access as well as waterfront views;~~

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~~2. Improving pedestrian linkages with adjacent and nearby activity centers;~~

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~~3. Protecting and enhancing opportunities for water dependent and water related land use activities, while preventing undue concentrations of population within the coastal high hazard area;~~

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~~4. Accommodating public improvements necessary to achieve redevelopment plan objectives; and~~

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~~5. Implementing urban design schemes which attract pedestrians, increase waterfront exposure, reinforce the ambiance of the waterfront, and regulate against structures which wall off or otherwise inhibit access to waterfront views, strategic open spaces, or pedestrian linkages.~~

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Based on the above cited objectives, the redevelopment plan shall provide a basis for additional land development and redevelopment restrictions which shall be applied to portions of the HRCC 2 designated area in order to achieve public purposes identified in public policy 1 2.3.4. The redevelopment plan shall also serve as a basis for such regulation.

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Within the HRCC 2 Key West Bight area, in order to curtail the likelihood of future property damage and/or human exposure to the potential peril of storm driven tides, wind, and waves, the land development regulations shall include performance criteria which restrict building mass and building intensity at strategic locations vulnerable to storm surge. Only water dependent uses shall be located within the first thirty (30) feet landward of the mean high water (MHW) or the bulkhead. Similarly, only water related uses shall be located between the thirty (30) feet setback and the one hundred (100) feet setback from the MHW or the bulkhead. Within this one hundred (100) feet setback area from MHW, the height of buildings shall be restricted to one inhabitable floor/story above base flood elevation and a minimum open space ratio of .50 shall be adopted and enforced within this 100 feet setback area. The open space restriction shall not apply to a ferry terminal if the Chevron property within the Key West Bight area is selected for the City ferry terminal. The Redevelopment Plan shall provide design criteria which shall protect waterfront views, mandate pedestrian access improvements, and ensure preservation of open space. No permanent residential use shall be located within one hundred (100) feet of the mean high water and no transient residential uses shall be allowed within any portion of the areas designated HRCC 2 on the Future Land Use Map (FLUM). The maximum floor area ratio with the HRCC 2 area shall be 0.50. Density of areas designated HRCC 2 on the FLUM shall carry a base density of eight (8) units per gross acre. These HRCC-2 designated areas may develop to a density of twelve (12) units per acre under the "transfer of development" (TDR) program assuming that the owner/developer certifies by affidavit as described below that a minimum of forty (40) percent of the residential units to affordable housing as described below. Areas designated HRCC 2 on the FLUM may be increased to twenty (20) units per acre if all units within the development are certified by affidavit of the owner/developer as affordable residential units. All increases in density above the base density of eight (8) units per acre shall be only by "transfer of development rights." An affordable housing affidavit shall guarantee that the affordable units shall be inhabited in perpetuity by residents whose income levels are consistent with income

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thresholds to be established in the City's affordable housing ordinance. This threshold shall be consistent with the limits established in section 420.9071 (20), ~~FS~~, for moderate income persons. The HRCC 2 area is the only designated receiving area for transfers of density. If the City desires to consider designating additional lands outside the HRCC 2 area as "receiving areas," such designations will require a plan amendment.

The third component of the HRCC area is the Duval Street Oceanside corridor from Petronia Street south to United Street, an area designated HRCC 3 on the FLUM. Located toward the Oceanside end of Duval Street, this corridor serves as a center for arts, crafts, gifts, designer goods, restaurants, and tourist accommodations. Structures within this corridor generally have retained a front facade which is much less commercialized relative to the entertainment center on the Gulf side of Duval Street. The front facades generally have much smaller storefront windows and frequently incorporate a residential vernacular characterized by wood frame windows, equipped with mullions, and wood clapboard siding. This area shall be regulated by more restrictive performance standards than those applicable to the HRCC area north of Petronia Street. The criteria shall require larger open space ratios, design standards which preserve and reinforce the physical characteristics of the area, and land use restrictions which exclude sidewalk bars and lounges which may produce excessive noise incompatible with surrounding activities.

The fourth component of the HRCC designation, HRCC 4, is assigned to the area within the Truman Waterfront Parcel of the Key West Base Reuse Plan. This district represents areas historically used by the military for marine related services and port related activities. Appropriate uses in the HRCC 4 District include the following uses so long as they are water dependent or water related: light manufacturing, light industrial and warehousing, service and repair, terminal operations, port operations, cruise ship berthing, marinas, parks and recreation, and bicycle rentals. Permanent residential units can be allowed as a conditional use so long as those units are less than 750 square feet or 25 percent of the other use on site, whichever is less. Cruise ship home porting and car ferries will be prohibited.

Upon plan adoption, the land development regulations shall be amended to include regulations applicable to historic planned redevelopment on HPRD designated sites. The maximum allowable density for HPRD residential development shall be sixteen to twenty two (16-22) units per acre pursuant to performance criteria provisions of the amended land development regulations. The maximum intensity of development shall not exceed a floor area ratio of one (1) including total floor area allocated to all uses in a mixed use development.

The following site is included in the historic planned development and redevelopment (HPRD) designation:

The Truman Annex is currently being redeveloped as a planned redevelopment area, including Sunset Island. The City and the developer entered into an agreement which shall enhance the short term supply of affordable housing. The amended land development regulations should mandate affordable housing formulas that provide a framework for regulating future development. The regulation shall be designed to achieve a greater longevity than existing affordable housing agreements, such that affordable units are deed restricted in perpetuity.

The historic planned redevelopment and development and redevelopment regulations shall provide a basis for encouraging additional development and redevelopment activities in other areas. Such new development and redevelopment shall be designed to advance the goals, objectives and policies of the Comprehensive Plan. For instance, the regulatory framework shall promote:

- 1. Historic preservation;
- 2. Neighborhood facility improvements;
- 3. Architectural and urban design amenities which are consistent with the traditional Old Town historic character and which further sub area design and improvement strategies;
- 4. Increase the supply of affordable housing which is accessible to targeted income groups over a long term period. An interest bearing special fund could be established for collecting "fees in lieu" of constructing affordable housing units on site. This alternative would provide an opportunity for a developer to participate in an

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affordable housing incentive program by contributing a pro rata share to a special affordable housing fund. The City, the City Housing Authority, or other designated entity would manage the funds and the resources to construct off-site affordable housing resources; and

- 5. Off-site parking facilities, including parking structures at strategically located areas through contributions to a special parking fund to be established to assist in financing construction of off-site centrally located parking facilities.

In addition, the land development regulations shall provide a regulatory framework which assists in resolving the following issues:

- 1. Avoid displacement of low and moderate income families and generate additional affordable housing opportunities;
- 2. Retain and/or enhance access to the shoreline by the general public;
- 3. Prevent conversion of open space, loss of vegetation and specimen trees, and displacement of porous surfaces with impermeable surfaces which may intensify drainage problems;
- 4. Avoid replacement of permanent housing stock with transient lodging;
- 5. Prevent displacement of smaller but diverse shops;
- 6. Encourage diversity within Old Town structure types as opposed to "look alike" improvements; and
- 7. Maintain and enhance infrastructure levels of service consistent with the goals, objectives, and policies of the Comprehensive Plan.

The recently commissioned redevelopment study shall evaluate progress in meeting the above stated management policies for redevelopment. In addition, the Plan shall assess progress in achieving strategically located parking facilities through public as well as public/private partnerships. This assessment should include consideration of improvements to the shuttle system which is intended to link motorists with Old Town activity centers (Cross reference: Policy 1.3.2.6).

Policy 1.2.3.5: Historic Neighborhood Commercial (HNC). The HNC designation is intended to accommodate both residential and neighborhood commercial uses typically located along major thoroughfares which lead into or are adjacent to the central core commercial area of the City of Key West. Residential activities within this designated area include single family and duplex structures as well as multiple family structures. Commercial uses generally permitted in the area include:

- Professional offices;
- Banking and financial institutions;
- Personal service shops;
- Specialty shops;
- Retail sales and services, excluding automotive sales and services as well as drive-in or drive-through restaurants, theaters or other drive-in facilities which potentially generate similar traffic flow problems;
- Transient living accommodations and guest cottages; and
- Other similar uses which shall be identified in the land development regulations.

The HNC designated areas may also accommodate customary accessory uses and community facilities. The land development regulations shall include criteria for managing issues surrounding land use compatibility; historic preservation; access to public facilities with available capacity; urban design amenities; and related issues which must be managed to ensure effective implementation of the Comprehensive Plan goals, objectives, and policies.

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These predominantly neighborhood-scale commercial uses are generally concentrated along portions of three corridors as delineated on the Future Land Use Map (FLUM). These areas generally include:

- ~~Simonton Street: from Caroline Street south to United Street.~~
- ~~Truman Avenue: from Simonton Street northeast to White Street.~~
- ~~White Street: from Truman Avenue south to United Street.~~

In order to manage the impacts of future development on transportation and public facilities, the City shall limit the intensity of development within areas designated "Historic Neighborhood Commercial" (HNC) on the Future Land Use Map by establishing the following thresholds within areas designated HNC 1, HNC 2, and HNC 3, respectively:

- ~~4. Within areas designated HNC 1, excepting sites abutting Simonton Street and Truman Avenue, land use activities shall generate no more than one hundred trips per one thousand (1000) square feet of gross leasable floor area per day.~~
- ~~5. Within areas designated HNC 2 or HNC 3, land use activities shall generate no more than fifty (50) trips per one thousand (1000) square feet of gross leasable floor area per day.~~
- ~~6. Within the HNC 2 transient accommodations shall be prohibited.~~

~~**HNC-1.** The neighborhood commercial development which is located along major segments of Simonton Street, Truman Avenue, and White Street (i.e., that segment of White Street south of Truman to United Street) generally includes larger-scale commercial uses oriented toward the motoring public. These areas are designated "HNC 1" on the FLUM. Within areas designated HNC 1, excepting sites abutting Simonton Street and Truman Avenue land use activities shall generate no more than one hundred trips per one thousand (1000) square feet of gross leasable area per day.~~

~~In addition, several nodes of neighborhood commercial activities are located within predominantly residential neighborhoods northeast of Simonton Street in Old Town. These neighborhood commercial nodes are generally located at strategic intersections along the following streets:~~

- ~~Eaton Street~~
- ~~Fleming Street~~
- ~~Southard Street~~

~~As noted on the FLUM. In addition, several neighborhood commercial uses are located along segments of White Street, including the segment from Fleming Street south to Southard Street and from Newton Street to Pine Street.~~

~~Additional concentrations of neighborhood commercial uses are located southeast of Simonton Street in Old Town at strategic intersections along the following streets:~~

- ~~Catherine Street~~
- ~~Louisa Street~~
- ~~United Street~~
- ~~South Street~~

~~The latter concentration is generally bounded by Louisa Street, Vernon Avenue, South Street, and an irregular border in the vicinity of William Street. The area is anchored by the Southern Bell property.~~

~~**HNC-2.** The neighborhood commercial development located at the strategic intersections within larger residential neighborhoods and on appropriate areas of the Truman Waterfront Parcel of the Key West Base Reuse Plan as identified herein has been designated "HNC 2" on the FLUM. These "HNC 2" areas shall be restricted to small offices, neighborhood shops, restaurants with very limited seating, or other commercial uses similar in character to traditional~~

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~~neighborhood commercial services which have very limited square footage and generate low volumes of traffic. Within the HNC 2 areas transient accommodations shall be prohibited. Land use activities within HNC 2 areas shall be restricted to uses which generate no more than fifty (50) trips per one thousand (1000) square feet of gross leasable floor area per day. In the future, in fill within these strategically located neighborhood commercial centers within stable residential areas shall be strictly governed by performance criteria which ensure continued land use compatibility and stability of adjacent residential areas. These areas are currently comprised of both residential and commercial activities and shall continue to be allowed to develop as mixed use neighborhood centers. Qualitative and quantitative performance criteria shall be used to prevent encroachment by incompatible commercial uses characterized by excessive scale and intensity.~~

~~**HNC-3.** The HNC 3 designation shall also include the Bahama Village neighborhood commercial core along Petronia Street, approximately 200 feet west of Duval Street and extends westward to the rear property lines of lots abutting the west side of Emma Street. The Bahama Village neighborhood commercial core is linked to the Duval Street commercial core. This Village area is a City target for redevelopment and revitalization. The City initiated redevelopment program is intended to mobilize public and private initiatives in support of a village commercial center with rehabilitated housing resources. Future improvements strategies shall place a high priority on maintaining and/or revitalizing existing housing structures while preventing displacement of residents. Concurrency management policies shall ensure that redevelopment activities provide necessary infrastructure, including traffic improvements required to comply with improvement and level of service mandates. As in HNC 2 areas, within HNC 3 areas land use activities shall not generate more than fifty (50) trips per one thousand (1000) square feet of gross leasable floor area per day.~~

~~Within HNC areas redevelopment or conversion of permanent housing structures to transient residential (excepting HNC 2 areas which do not allow transient uses), office, or other allowable commercial uses shall be permitted only if no on-site reduction in housing units for permanent residents occurs.~~

~~The allowable maximum residential density shall be sixteen (16) units per acre. The maximum intensity for nonresidential activities shall not exceed a floor area ratio of 1.00 considering floor area allocated to all uses. The HNC designation provides reasonable and equitable residential and neighborhood commercial land use options for properties located within this corridor. Performance standards shall be included in the land development regulations which restrict the allowable neighborhood commercial uses to very limited square footage in order to maintain land use compatibility with residential uses in the vicinity. In addition, the performance standards shall require minimum open space ratios, restrict the floor area based on traffic generating characteristics, and incorporate other qualitative and quantitative standards which protect residential properties.~~

~~**Policy 1-2.3.6: Historic Commercial Tourist (HCT).** The Historic Commercial Tourist (HCT) areas are comprised of areas having a high concentration of hotels, motels, and/or transient lodging facilities together with primarily tourist oriented commercial services, including specialty shops, restaurant and drinking establishments, personal services, offices, and other similar activities stipulated in the land development regulations.~~

~~The HCT designated areas may also accommodate customary accessory uses and community facilities. The land development regulations shall include criteria for managing issues surrounding land use compatibility; historic preservation; access to public facilities with available capacity; urban design amenities; and related issues which must be managed to ensure effective implementation of the Comprehensive Plan goals, objectives, and policies.~~

~~The allowable maximum residential density shall be twenty two (22) units per acre. The maximum intensity for all activities shall not exceed a floor area ratio of 1.00.~~

~~The HCT area includes: the area delineated on the Future Land Use Map which is adjacent to the Atlantic Ocean, west of Reynolds Street, south of an irregular line formed by United Street, South Street, Waddell Avenue and Seminole Avenue; and east of a historic high density residential area delineated on the Future Land Use Map.~~

~~The allowable maximum residential density shall be a maximum sixteen (16) units per acre. The maximum intensity of office or mixed use development shall not exceed a floor area ratio of one (1.00) considering total floor area allocation~~

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to all uses. This land use policy designation expressly excludes transient lodging and guest homes, general retail sales and services, warehousing, and outside storage.

Land development regulations shall include performance criteria for managing issues surrounding land use compatibility; historic preservation; access to public facilities with available capacity; urban design amenities; and related issues which must be managed to ensure effective Comprehensive Plan implementation.

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In order to manage the impacts of future development on transportation and public facilities, the City shall limit the intensity of development within areas designated "Historic Residential/Office" (HRO) on the Future Land Use Map to activities generating no more than fifty (50) trips per one thousand (1000) square feet of gross leasable floor area per day.

Historic limited commercial activities shall include shops catering primarily to the following markets: Neighborhood residential markets within the immediate vicinity as opposed to City wide or regional markets; specialized markets with customized market demands; or tourist-oriented markets in the immediate vicinity.

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The HCL designation is not intended for transient uses, including motels or hotels. Areas designated for residential and limited commercial development are not intended to accommodate large scale retail sales and trade activities generally serving a city wide or regional market. In accordance with considerations identified in the 1998 Bahama Village Plan, no fast food restaurants, nor any commercial use which is affiliated with a regional, state or national concern, or which advertises by common theme of architecture, signage, or operations be allowed. Such stores usually differ from historic limited commercial shops since the former generally require a larger floor area, carry a relatively larger inventory and require a substantially greater off street parking area. Uses which are not intended to be accommodated within the limited commercial area include the following: large scale discount stores or supermarkets; department stores; wholesale and warehousing activities; sales, service or repair of motor vehicles, machine equipment or accessory parts, including tire and battery shops; automotive service centers; fast food establishments primarily serving in disposable containers and/or providing drive-in facilities; and other similar services to be expressly defined in the land development regulations.

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Policy 1-2.3.9: Off Street Parking Trust Fund. The city shall establish an off street parking trust fund for commercial land uses (excluding permanent and transient residential land uses) located within the following historic area Future Land Use Map designations: HRO; HRCC 1; HRCC 3; and the HNC 1 designation, excepting the area east of Elizabeth Street. Upon plan adoption the City shall continue to identify strategically located sites near the fringe of the historic area which shall be developed as satellite parking areas for commercial land uses located within the above noted Future Land Use Map designations within the historic area. Development within these specifically referenced Future Land Use Map designations shall either provide required off street parking or contribute fees to the City's off street parking trust fund. This strategy shall also serve to encourage use of mass transit.

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Policy 1-2.3.10: Retention of Historic Character and All Permanent Single Family Housing Units. The City desires to retain in perpetuity the existing character, density, and intensity of all historic sites and contributing sites within the historic district; and shall protect the entire City's permanent single family housing stock citywide which was legally established prior to the adoption of the plan on a legal single family lot of record. Therefore, the City shall protect and preserve these resources against natural disaster, including fire, hurricane, or other natural or man made disaster, by allowing any permanent single family units within the City, or other structures located on historic sites or contributing sites, which are so damaged to be rebuilt as they previously existed. This policy is adopted to prevent the erosion of the permanent single family housing stock; to ensure the continuance of a viable local economy; and to preserve the historic density, intensity, scale, design, and ambiance of the Key West historic area of state and national significance.

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OBJECTIVE 1-2.4: MANAGING CONSERVATION RESOURCES. The Future Land Use Map designates lands which are environmentally fragile conservation resources for long term "Conservation" land use. Environmentally sensitive conservation resources together with some lands under public ownership are generally designated for "Conservation" as defined in the below stated policies. Conservation resources generally include tidal and freshwater wetlands, tidal ponds, tidal waters extending 600 feet from the corporate limits of the City of Key West, upland

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hammocks, the yellow heart hammock, mangroves, beaches, natural shoreline, and land within the hurricane vulnerability zone (VE zone) as identified on the Federal Emergency Management Administration (FEMA) flood insurance rate map. At least a portion of these areas also contain uplands which are generally adaptive to restricted development. However, in order to direct populations away from coastal high hazard areas along the South A1A Atlantic Boulevard Corridor, density shall be restricted to eight (8) units per acre.

Upon plan adoption land development regulations shall be amended to incorporate a regulatory framework for ensuring preservation of "Conservation" designated lands.

The intent of the conservation resources management objective is to provide for the long term preservation of environmentally sensitive natural resource systems.

Upon plan adoption the land development regulations shall be amended and shall include performance criteria for preserving the value and function of such wetlands and other environmentally sensitive natural resources pursuant to the Comprehensive Plan goals, objectives, and policies within the Coastal Management and Conservation elements. Such regulations shall be consistent with federal and state regulatory policy affecting specific parcels. The subdivision and site plan review processes shall incorporate procedures for ensuring effective management of such natural resources.

Policy 1-2.4.1: Conservation Designation (C). The Future Land Use Map identifies and delineates the following land use sub-categories for all lands classified "Conservation"

~~Outstanding Waters of the State (C-OW), including such tidal waters as designated by the State which are located within the Salt Ponds as well as all tidal waters extending 600 feet seaward from the corporate limits of the City of Key West.~~

~~Freshwater Wetlands (C-FW)~~

~~Tidal Wetlands of the State (C-TW)~~

~~Mangrove (CM)~~

~~Upland Hammock (C-UH)~~

No development is permitted within "Conservation" designated areas, except where State and/or federal agencies having jurisdiction allow for development rights. The applicant shall bear the burden of proof in determining that development shall not adversely impact wetlands, transitional wetlands, upland hammocks, living marine resources, and other environmentally fragile natural systems. Where the State and federal governments allow development rights within environmentally sensitive conservation areas, the density shall in no case exceed one (1) unit per ten acres. In addition, site alteration shall be limited to ten (10) percent of the entire site. In such cases, the Future Land Use Element stipulates procedures for ensuring governmental coordination in determining potential development rights. Cross reference Policy 1-2.1.1.

As explained in the description of natural resources in the Coastal Management Element Data Inventory and Analysis, motorized watercraft, including personal watercraft (commonly referred to as jet skis) are potentially damaging to living marine resources. The land development regulations shall apply the City's extraterritorial zoning powers within tidal waters extending 600 feet seaward from the corporate limits of the City. The land development regulations shall establish performance criteria to be used in directing the location of temporary or permanent structures, uses, and related activities within tidal waters as well as in regulating the intensity and character of activities that may endanger this sensitive marine ecosystem which constitutes a portion of a Florida Keys National Marine Sanctuary.

The delineation of these land use categories is based on the best available information from federal and State agencies having jurisdiction. Many "Conservation" lands within the Salt Ponds have been delineated following survey maps prepared by Post, Buckley, Schuh and Jernigan, Inc. (July 1987) as part of the City of Key West Salt Ponds C.A.R.L. Acquisition Project. These maps are on file with the City Planning Office. Within a designated "Conservation" area, the applicant shall be required to provide a site engineered delineation of lands within the jurisdiction of the State or federal government.

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Upon adoption of the Comprehensive Plan, ~~Land development regulations shall continue to be enforced to ensure that jurisdictional waters of the State or federal government as well as adjacent lands under their jurisdiction are preserved. No development shall be permitted unless the State or federal agency having jurisdiction allows such development rights. The City shall coordinate in the management of such decisions. The amended land development regulations shall establish procedures for such coordination. Also cross reference Policy 1-2.1.1.~~

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In addition, Policy 1-2.1.2 establishes a new land use classification for purposes of regulating land development options in the Salt Ponds area and on land adjacent to Atlantic Boulevard. These areas are delineated on the Future Land Use Map as "Coastal Low Density Residential". A maximum density of one unit per acre is permitted for these narrow upland remnants. The purpose of the reduced density is to protect remaining coastal wetlands, maintain water quality, and protect marine habitats immediately adjacent to these very narrow uplands. Policy 1-2.1.2 defines the purpose, intent, and land management objectives of this land use designation.

Densities within environmentally sensitive wetlands shall be restricted to one (1) unit per ten (10) acres. A transfer of development right (TDR) shall be provided for wetlands designated "Conservation Areas" located along the South A1A-Atlantic Boulevard corridor at a rate of one (1) unit per one (1) acre. These environmentally sensitive wetlands shall be designated as "sending areas" and land owners within such "sending areas" shall be able to sell their density rights on the open market to land owners of specific parcels of land within the Key West Bight Redevelopment Area which are identified by the City as "receiving areas."

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OBJECTIVE 1-2.5: MANAGING AIRPORT LANDS. The Future Land Use Map has designated the Key West International Airport within an "Airport" land use designation. The Airport (A) land use designation is intended to accommodate lands comprising the Key West International Airport. The Airport (A) land use designation is intended to accommodate airport terminal, fixed base operators, airport hangars, landing, take off or surface maneuvering of aircraft, including, but not limited to, requisite airport infrastructure such as runways, taxiways, ramps and aprons. The Federal Aviation Administration (FAA) Regulations shall govern placement and specifications of structures within this area.

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Policy 1-2.5.1: Implementing the Airport Land Use Designation. Upon plan adoption the City shall amend its land development regulations to include performance criteria which require that land use changes adjacent to the Key West International Airport do not encroach on to the airport hazard zone. Furthermore, land uses proposed within noise impact areas defined in the FAA noise control regulations shall comply with FAA guidelines for managing noise impacts through land use regulation.

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The City's amended land development regulations shall ~~continue to~~ establish the permitted uses and applicable restrictions within the air operations area. The maximum intensity of airport activity measured in terms of floor area shall not exceed three tenths (.3).

OBJECTIVE 1-2.6: ALLOCATING LAND FOR PUBLIC SERVICES (PS) and (HPS). The Future Land Use Map shall allocate land resources for public service institutional facilities and services in New Town (PS) and in historic Old Town (HPS) as specified in the policies stipulated below. The sites shall be compatible with adjacent land uses to the greatest practical extent. The sites shall also fulfill the unique site location requirements included in respective functional plans and shall be responsive to the needs identified in related demographic and supportive needs analysis.

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Policy 1-2.6.1: Public Service and Semi-Public Land Use Designation (PS) and (HPS). The public and semi-public service institutional (PS or HPS) land use designation is intended to accommodate existing public and semi-public services including: governmental administration buildings; public schools and not-for-profit educational institutions; hospital facilities and supportive health care units; arts and cultural or civic facilities; essential public services and facilities; cemeteries; the City landfill; fire and emergency operation facilities; public and private parks and recreation areas; utilities, including electrical substation; extensive open areas comprising major committed public and semi-public open spaces; and other similar activities as shall be identified in the land development regulations. Lands designated for public services shall contain sufficient acreage and open space and be properly screened and buffered in order to minimize potential adverse impacts on adjacent land uses. The maximum intensity of institutional

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activity on lands designated PS, measured in terms of floor area ratio (FAR), shall not exceed eight tenths (.8), including floor area allocated to all uses. The maximum FAR for recreation and open space shall be two tenths (.2).

~~**Policy 1-2.6.2: Military Lands (M).** The Future Land Use Map designates land owned by the United States Navy as Military (M). The City of Key West has in the past exercised no regulatory land use controls directed toward managing land and water resources under military jurisdiction. However, under Chapter 380, the City is designated as an area of critical state concern and the State principles for guiding development specifically require the City to carry out regulatory programs directed to the: (1) "Protection of the value, efficiency, cost effectiveness, and amortized life of existing and proposed major public investments including the Key West Naval Air Station and other military facilities," and (2) Minimize the adverse impacts of proposed public investments on the natural and environmental resources of the City of Key West." The State principles for guiding development require that the city coordinate with the United States Navy in order to effectively manage the impacts of development on public infrastructure and natural resources.~~

~~**OBJECTIVE 1-21.7: ANNEXATION STUDY.** The City of Key West acknowledges a need to prevent urban sprawl and disjointed urban service delivery systems. In addition, the City desires to develop a plan for managing potential annexation, including areas such as South Stock Island and Key Haven.~~

Therefore, by 1995 2014 the City of Key West shall prepare an annexation study which analyzes the potential for incorporating South Stock Island and possibly Key Haven. The study shall document issues surrounding potential development within the unincorporated urban area.

~~**Policy 1-21.7.1: Parameters of the Annexation Study.** The City of Key West annexation study shall include:~~

1. Review and evaluation of Monroe County land development forecasts and supportive documentation associated with development within the unincorporated urban area comprising South Stock Island and Key Haven.
2. The analysis should consider at a minimum:
 - Population and housing projections.
 - Traffic circulation linkages and issues of mutual City/County concern.
 - Water and wastewater service systems, including intergovernmental coordination issues.
 - Drainage and natural water basins.
 - Natural features restricting development.
3. Identify linkages established by employment and/or consumer good markets which may effectively link residents of South Stock Island and Key Haven with the City of Key West.
4. Analyze infrastructure issues, including improvement needs based on development forecasts.
5. Determine unincorporated areas which should logically be serviced by the City of Key West. Identify relative advantages and disadvantages. For instance, the 201 Wastewater Facility Study recommended that the City of Key West service Stock Island.
6. Recommend a strategy for improving, planning and management of development within South Stock Island and Key Haven, including annexation alternatives. The recommendations shall include but not be limited to:
 - Procedures for intergovernmental coordination of land use policy governing development within these unincorporated areas; and
 - Policies and or actions for developing efficient systems for: 1) delivering municipal services; and 2) achieving diversification of the municipal tax base.

~~**§13: LAND USE ELEMENT IMPLEMENTATION.**~~

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GOAL 1.3: IMPLEMENTING LAND USE GOALS AND OBJECTIVES. ~~Continue to monitor and evaluate development and resource conservation within the City pursuant to goals and objectives of the Comprehensive Plan Land Use Element and carry out an effective implementation program as herein established.~~

OBJECTIVE 1.3.1: CONCURRENCY MANAGEMENT. ~~The concurrency management system presented in Objective 9.1.5 and 9.1.6, Policies 9.1.5.1 and 9.1.6.1 through 9.1.6.3 shall be an integral part of the Future Land Use Element and shall be binding performance criteria to which all new development shall comply. Upon adoption of the plan, the City shall adopt ~~continue to maintain~~ a concurrency management program. Pursuant to Ch. 163, FS, and §91.5, FAC, the City of Key West shall issue no development order or permit for development unless the applicant provides narrative and graphic information demonstrating to the satisfaction of the City that public facilities required by the subject development shall be in place concurrent with the impacts of development. Furthermore, the applicant shall assure that the facilities operate at or above adopted levels of service standards. The applicant's narrative and graphic information shall also demonstrate that the subject development shall not reduce the levels of service (LOS) associated with public facilities serving the development below adopted LOS standards.~~

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~~Policy 1.3.1.1: Resolving Concurrency Issues.~~ Procedures for resolving concurrency management issues are stipulated in Policy 9.1.5.1, Objective 9.1.6 and Policy 9.1.6.1.

OBJECTIVE 1.3.2: MANAGE AND COORDINATE FUTURE LAND USE DECISIONS. ~~Upon adoption of the City's Comprehensive Plan, the City of Key West shall continue to enforce land development regulations which ensure that land development activities, resource conservation, and infrastructure issues are managed in a manner that includes timely coordination with County, regional, and State agencies having jurisdictional authority. Management of land and physical improvements identified on the Future Land Use Map will be regulated (especially lands identified in the land use element analysis of vacant lands) in order to protect and/or conserve natural systems, including topography, soil conditions, vegetation, natural habitat, potable water, wellfields, and other environmentally sensitive land and water resources. Land use shall also be predicated on availability of man-made infrastructure and service systems required to support respective land use activities.~~

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~~Policy 1.3.2.1: Future Land Use Map and Related Policies.~~ The Future Land Use Map and related policies identified in section 1.2 "Future Land Use Map," ~~under~~ under Objective 1 of this Element provide definitions of land use designations and qualitative standards which shall be applied in allocating future land uses.

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~~Policy 1.3.2.2: Comprehensive Plan Implementation and Land Development Regulations.~~ Upon adoption of the Comprehensive Plan the City shall continue to ensure that during the development review process the City shall enforce qualitative and quantitative performance criteria consistent with the Comprehensive Plan policies governing the preservation of environmentally sensitive lands, including wetlands (Cross reference: ~~Policy 6.1.1.2, Objective 6.1.2, Policy 6.1.2.1, Policies 6.1.2.3 - 5, Policy 6.1.2.7, Policy 6.1.2.9, Policies 6.1.3.1 - 2, Objective 6.1.4, Policies 6.1.4.1 - 3, Objectives 6.1.7, Policies 6.1.7.1 - 3, Objective 6.1.8, Policies 6.1.8.1 - 2, Objective 6.1.9, and Policy 6.1.9.1~~); open space retention (Cross reference Policy 1.1.1.1); stormwater management (Cross reference Policies 4.3.1.1 - 8); convenient on-site traffic flow and vehicle parking (Cross reference Policy 2.1.1.7); and all other requisite infrastructure both on- and off-site as stipulated within the Comprehensive Plan. Furthermore, the City shall require maintenance and continuing adherence to these standards. The City's existing land development regulations governing zoning; subdivision; signage; landscaping and tree protection; and surface water management shall be enforced and shall be revised as needed in order to: 1) effectively regulate future land use activities and natural resources identified on the Future Land Use Map; 2) adequately protect property rights; and 3) implement the goals, objectives, and policies stipulated in the Comprehensive Plan. The land development regulations shall continue to include a regulatory framework to:

1. Regulate the subdivision of land;
2. Regulate the use of land and water consistent with this Element, ensure the compatibility of adjacent land uses, and provide for open space;

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3. Protect the environmentally sensitive lands as well as flora and fauna as stipulated in the Comprehensive Plan.
4. Regulate land use and minimum building elevations in areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
5. Regulate signage;
6. Ensure safe and convenient on-site and off-site traffic flow and vehicle parking needs and prohibit development within future rights-of-way.
7. Provide that development orders and permits shall not be issued which result in a reduction of levels of services for impacted public facilities below the levels of service standards which shall be adopted by the City Commission.

~~**Policy 1-3.2.3: Standards for Residential Density.** Upon plan adoption, the City shall amend the land development regulations and shall incorporate performance criteria for regulating density of new development and redevelopment activities. Residential development standards shall be based on and be consistent with the following standards for residential densities as elaborated in Goal §1-2 and Policy 1-2.1.1.~~

~~**Policy 1-3.2.4: Non-Residential Development Standards.** Upon plan adoption the amended land development regulations shall incorporate standards addressing the location and extent of nonresidential land uses. These regulations shall be enforced in a manner consistent with the Future Land Use Map and the policies and descriptions of types, sizes, and intensities of land uses contained in this Element.~~

~~**Policy 1-3.2.5: Performance Standards.** The following performance standards shall be incorporated maintained and enforced in the land development regulations and shall reflect best management principles and practices. Plan review functions shall be carried out by the Planning Department, the City Engineer, and other designated City officials.~~

1. Provide criteria for protecting wetlands;
2. Establish open space requirements;
3. Provide criteria for drainage and stormwater management;
4. Draft criteria for off-street parking and internal traffic circulation as well as access to and egress from the street system;
5. Mandate availability of requisite services and infrastructure;
6. Stipulate criteria for perimeter screening and buffering land uses and facilities which may adversely impact adjacent development;
7. Establish standards for erosion and sedimentation control;
8. Provide a regulatory framework for HARC review of historically significant properties.
9. Stipulate criteria for sighting locally unpopular land uses.
10. Require environmental impact assessment of development during site plan review or during the platting process if site plan review is not applicable. Stipulate appropriate performance criteria in the land development regulations.

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11. Balance and protect private property rights and the public interest by incorporating legally defensible land use controls.

~~Policy 1-31.28.64: Redevelopment Planning Activities. The City, through its Community Redevelopment Agency, shall continue to address the redevelopment needs of targeted areas of the City as per adopted Community Redevelopment Plans. Based on ongoing land use management and development trends, the City anticipates that over the next five years several areas within the community will experience pressure for development and redevelopment which could impact:~~

- ~~o Land Use Compatibility~~
- ~~o Establishing Commercial Activity Centers~~
- ~~o Public Facilities~~
- ~~o Housing Resources~~
- ~~o Neighborhood Identity~~
- ~~o Urban Design and Open Space Systems~~

The areas identified as potential development and redevelopment areas include the:

~~2. Bahama Village. Recent public infrastructure improvements together with an infusion of private reinvestment have generated revitalization of subareas. New markets for retail trade and tourist commercial services are evolving. An improved redevelopment management framework shall provide greater flexibility for guiding future residential and nonresidential development alternatives while incorporating mandated qualitative standards directed toward furthering the goals, objectives, and policies of the Comprehensive Plan.~~

The above areas are generally cited in the map below:

- ~~o Neighborhood Facility Improvements~~
- ~~o Architectural and Urban Design Amenities~~
- ~~o Affordable Housing~~
- ~~o Off Street Parking~~

In addition the land development regulations shall provide a regulatory framework which assists in resolving the following issues:

- ~~o Displacement of residents and/or businesses~~
- ~~o Retain and/or enhance access to the shoreline~~
- ~~o Prevent loss of open space~~
- ~~o Avoid net loss of permanent housing resources~~
- ~~o Encourage diversity within Old Town~~
- ~~o Maintain and enhance infrastructure levels of service consistent with the goals, objectives, and policies of the Comprehensive Plan~~
- ~~o Traffic and pedestrian flow improvements.~~

Cross-reference Policy 1-2.3.3 for additional redevelopment policies.

~~Policy 1-3.3.1: Regulatory Enforcement Activities. Regulations enforcement activities shall be continued as an integral part of the City's regulation programs. The regulations enforcement program shall preserve and protect structurally sound land improvements and land uses consistent with the Comprehensive Plan.~~

~~Policy 1-3.3.2: Public and Private Sector Partnerships. The City shall coordinate redevelopment issues with the private sector in promoting mobilization of public and private resources necessary to effectively carry out redevelopment efforts.~~

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~~Policy 1-31.28.65: Land Use Consistency and Compatibility. OBJECTIVE 1-3.4: PREVENT LAND USE INCONSISTENT WITH CITY'S CHARACTER AND COORDINATE COASTAL AREA POPULATION DENSITIES WITH HURRICANE EVACUATION PLANS.~~ Upon adoption of the City's Comprehensive Plan, ~~the~~ City of Key West shall ~~continue~~ to enforce land development regulations which ensure that future land uses shall be compatible with the Future Land Use Map, ~~hurricane evacuation plans~~, and other applicable laws, ordinances, and administrative rules regulating land and water resource management.

~~The land development regulations to be adopted following the City's adoption of the Comprehensive Plan shall include administrative procedures which ensure that City land use decisions impacting population density within the coastal high hazard area are coordinated with the Monroe County Hurricane Evacuation Plan and applicable regional or State hurricane evacuation plans.~~

~~Policy 1-3.4.1: Managing Future Land Use.~~ Upon plan adoption the Future Land Use Map and related policies together with the land development regulations shall be applied as a planning and management tool in order to prevent development of land uses which do not conform to the City's character as reflected in the City's adopted Future Land Use Map.

Regulatory techniques such as conservation easements and qualitative standards requiring protection of historically and archaeologically significant sites shall be integrated into the Comprehensive Plan upon plan adoption.

~~OBJECTIVE 1-31.59: PROTECTION OF ARCHAEOLOGICAL AND HISTORIC RESOURCES.~~ Upon adoption of the City's Comprehensive Plan, ~~the~~ City shall ~~maintain and enforce~~ ~~adopt~~ land development regulations which ensure that future land development activities shall incorporate appropriate measures to prevent damage to archaeologically and historically significant resources of State significance. In addition, the City's regulatory framework shall require preserving locally significant historic resources as identified by the City's Historic Architecture Review Committee.

~~Policy 1-31.59.1: Programming for Archaeological and Historic Sites.~~ The City shall ~~continue to~~ coordinate with the State and federal government in developing programs for implementing City, State, and federal policies for identifying, preserving, and enhancing sites of historical and archaeological significance. Programs for identification, evaluation of relative significance, protection, preservation, and enhancement shall be promoted, utilizing available public resources at the local, State, and Federal level as well as available private sector resources.

~~Policy 1-31.59.2: Preventing Adverse Impact of Development on Historic or Archaeological Sites.~~ Development activities shall include precautions necessary to prevent the following adverse impacts to historic or archaeological sites of significance: 1) destruction or alteration of all or part of such site; 2) isolation from or significant alteration to its surrounding environment; 3) introduction of visible, audible, or atmospheric elements that are out of character with the property or significantly alter its setting; 4) transfer or sale of a site of significance without adequate conditions or restrictions regarding preservation, maintenance, or use; and 5) other forms of neglect resulting in its deterioration.

~~Policy 1-31.59.3: Retention of Historic Character and All Permanent Single Family Housing Units.~~ The City desires to retain in perpetuity the existing character, density, and intensity of all historic sites and contributing sites ~~within the historic district; and shall protect the entire City's permanent single family housing stock citywide which was legally established prior to the adoption of the plan on a legal single family lot of record. Therefore, the City shall protect and preserve these resources against natural disaster, including fire, hurricane, or other natural or man-made disaster, by allowing any permanent single family units within the City, or other structures located on historic sites or contributing sites, which are so damaged to be rebuilt as they previously existed. This policy is adopted to prevent the erosion of the permanent single family housing stock; to ensure the continuance of a viable local economy; and to preserve the historic density, intensity, scale, design, and ambiance of the Key West historic area of state and national significance.~~

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OBJECTIVE 1-31.610: PROTECTION OF NATURAL RESOURCES. ~~Upon adoption of the City's Comprehensive Plan, t~~The City shall maintain and enforce land development regulations which ensure that development and conservation activities shall protect natural resources as directed by the below stated policies.

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Policy 1-31.610.1: Future Land Use Policies for Managing Environmentally Sensitive Lands. Policies in the Conservation Element for managing environmentally sensitive natural systems, including, but not limited to, water resources, wetlands, upland hammocks, sea grasses, coral reef, other living marine resources, and other environmentally sensitive resources shall be carried out through performance criteria in the land development regulations.

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These and other natural resources identified on the Future Land Use Map series shall be protected and/or preserved pursuant to goals, objectives, and policies stipulated in the Conservation Element. In addition, land development regulations provide more detailed procedures and performance criteria to implement conservation and natural resource protection.

~~These land development regulations shall also provide for wetland preservation, compensatory wetland mitigation, dedication of conservation easements for preserving open space, and reservation of strategic points of shoreline access for the general public.~~

Policy 1-31.610.2: Intergovernmental Coordination and Natural Resource Management. The City shall continue to coordinate with the State, the South Florida Water Management District, the South Florida Regional Planning Council, Monroe County, state agencies, and other agencies concerned with managing natural resources. Such intergovernmental coordinating activities shall be directed toward protecting the values and functions of respective natural systems.

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Policy 1-31.610.3: Protecting Flora and Fauna Having Special Status. The habitat of rare and endangered species of flora and fauna and others having special status as identified in the Conservation Element shall be protected.

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Policy 1-31.610.4: Managing Stormwater Run-off. ~~The developer/owner of any site shall be responsible for~~ managing on-site run-off. All new development shall comply with adopted level of service standards for surface water management.

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Policy 1-31.610.5: Conservation of Potable Water Supply. The potable water supply shall be conserved by enforcing potable water standards ~~to be developed as part of in~~ the land development regulations.

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~~**OBJECTIVE 1-3.7: PREVENT PROLIFERATION OF URBAN SPRAWL AND DEVELOP EFFICIENT SYSTEMS FOR COORDINATING THE TIMING AND STAGING OF PUBLIC AND PRIVATE DEVELOPMENT.** Upon plan adoption the City shall adopt land development regulations which include performance standards ensuring that the location, scale, timing, and design of development shall be coordinated with public facilities and services in order to prevent the proliferation of urban sprawl and achieve cost effective land development patterns. Upon plan adoption performance standards shall be included in the land development regulations which shall direct future development only to those areas where provision of public facilities necessary to meet levels of service standards are available concurrent with the impacts of the development. Consistent with Policy 8 1.1.3 the City shall pursue resolution of development and growth management issues with impacts transcending the City's political jurisdiction, by participating in the Monroe County Technical Coordination Committee. Annexation issues shall be coordinated with other public or private entities providing public services of mutual benefit to the City and County.~~

~~**Policy 1-3.7.1: Development Orders and Permitting Process.** Development orders and permits for all future development shall be timed and staged to ensure that requisite infrastructure and services are available to respective developments concurrent with the impacts of the development.~~

~~**Policy 1-3.7.2: Design of Public Facilities and Utilities.** Public facilities and utilities shall be located and designed to: 1) maximize the efficiency of services provided; 2) minimize related costs; and 3) minimize adverse impacts on natural systems.~~

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~~— Policy 1-3.7.3: Developments Not Served by Public Water and/or Wastewater systems. All developments in areas not serviced by public water and/or wastewater systems shall be governed by applicable State and local laws and administrative regulations. Where conflict may exist in applying such laws and regulations, the more restrictive shall prevail.~~

~~— Policy 1-3.7.4: Accommodating Requisite Infrastructure. During the subdivision review, site plan review, and permitting processes the City shall ensure that respective future developments allocate sufficient land area for infrastructure required to support proposed development. Issues surrounding North and South Stock Island shall be addressed in reviewing the golf course PRD and related wastewater service issues identified in the 2011 facility study and in the recent study by CH2M HILL.~~

OBJECTIVE 1-31.811: CONSIDER APPLICATION OF INNOVATIVE LAND AND WATER RESOURCE MANAGEMENT AND ENERGY CONSERVATION CONCEPTS. ~~Upon plan adoption, the City of Key West shall adopt maintain~~ land development regulations which incorporate concepts for managing land, water, and energy resources which are responsive to unique development and conservation issues identified in the City's Comprehensive Plan.

Policy 1-31.811.1: Incorporate Innovative Techniques in the Land Development Regulations. ~~Upon plan adoption, the City's~~ land development regulations shall ~~incorporate maintain~~ land and water resource management techniques which have been demonstrated to be successful and cost effective in resolving development and conservation issues such as surface water management, soil erosion and sedimentation control, land clearing and excessive tree removal, loss of mature plants and wildlife habitat, and conservation of water supply.

Policy 1-31.811.2: Coordination of Energy Management. The City shall participate in regional, State, or local initiatives directed at coordinating energy management within the public and private sectors. These tasks may include joint formulation of energy related decisions with concerned federal, state, regional, and county agencies as well as with concerned private entities. Such activities shall be directed toward maximizing awareness of energy related problems, issues, alternative techniques for resolving energy related problems and issues, and to identify future areas where joint efforts may enhance mutual goals and objectives.

Policy 1-31.811.3: Energy Efficiency in Plans. The City shall promote a systematic approach to the development of pedestrian and bicycle path networks by the public and private sectors in order to improve energy efficient transportation links between major activity areas such as residential neighborhoods, employment centers, shopping areas, parks, and schools.

Policy 1-31.811.4: Energy Conservation in Building and Construction. The City shall enforce energy efficient building codes and promote efficient energy conservation in building heating and cooling systems. The City shall promote attendance at regional training workshops in energy efficiency in construction and continue to foster cooperative relationships between building trades, architects, engineers and building officials.

OBJECTIVE 1-31.912: INTERGOVERNMENTAL COORDINATION. ~~Upon plan adoption, the City shall adopt maintain~~ ~~amended~~ land development regulations incorporating administrative procedures to ensure efficient coordination of land and water management issues surrounding proposed development are carried out in a timely manner with all public entities having jurisdictional authority.

Policy 1-31.912.1: Implementing Intergovernmental Coordination. The City of Key West shall require that development applications be coordinated, as appropriate, with Monroe County, the Monroe County School Board, other special districts, the South Florida Regional Planning Council (SFRPC), the South Florida Water Management District, United States Naval Air Station Key West, as well as applicable State and Federal agencies prior to issuance of a development order or permit. The City shall coordinate with the SFRPC in meeting regional policies contained in the Regional Plan for South Florida. The City shall establish a multi-agency review during the site plan review process for

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all large scale developments. The powers of the multi-agency review team shall be advisory to the City of Key West Planning Board.

~~**Policy 1-1.12.2-3.9.2:** The City of Key West shall promote and encourage the compatibility of lands adjacent to or closely proximate to military installations within the corporate City limits. The City of Key West shall exchange relevant information to achieve compatible land uses.~~

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~~**Policy 1-31.129.3:** The City of Key West shall transmit to the commanding officer of Naval Air Station Key West information relating to proposed changes to comprehensive plans, plan amendments, Future Land Use amendments, and proposed changes to Land Development Regulations which, if approved, would affect the intensity, density, or use of the land adjacent to or in close proximity to the Naval Air Station Key West.~~

~~**Policy 1-31.912.4:** Within 30 days of the date of receipt from the City of Key West of proposed changes, the Naval Air Station Key West commanding officer or his or her designee may provide comments to the City on the impact proposed changes may have on the mission of the military installation. The City of Key West shall forward any comments regarding Comprehensive Plan Amendments or Land Development Regulation amendments to the State Land Planning Agency. The City shall take into consideration any comments provided by the Naval Air Station Key West commanding officer or his or her designee and shall also be sensitive to private property rights and not be unduly restrictive of those rights.~~

~~**Policy 1-31.912.5:** The City of Key West shall include a representative of Naval Air Station Key West as an ex-officio, nonvoting member of the City of Key West Planning Board.~~

~~**Policy 1-31.912.6:** The City of Key West shall notify the Naval Air Station Key West commanding officer or his or her designee of any development proposals that are scheduled for the City of Key West Development Review Committee (DRC) at the earliest date possible. The City of Key West shall include a representative of Naval Air Station Key West as an ex-officio, nonvoting member of the DRC. Naval Air Station Key West may provide comments on proposals to the DRC.~~

~~**Policy 1-31.912.7:** The City shall acknowledge the Encroachment Challenges Synopsis provided by the Naval Air Station Key West, and the 2007 Air Installations Compatible Use Zones (AICUZ) Study; both of which may be amended, and when so amended, incorporated by reference by written notice of amendment to the City of Key West, and recognized by the City through a duly advertised hearing of the City Planning Board and City Commission.~~

(A) The Encroachment Challenges Synopsis identifies potential impacts as follows:

1. Urban Development (population growth);
2. Airborne noise;
3. Competition for air space, land, and sea space;
4. Competition for scarce resources;
5. Threatened and endangered species;
6. Maritime issues;
7. Ordnance- Unexploded Ordnance (UXO)/Munitions;
8. Safety Arcs and footprints (Explosive Safety Quantity Distance (ESQD) Arcs, Surface Danger Zones, Weapons Safety Footprint Areas;
9. Frequency Spectrum;
10. Air Quality;
11. Water Quality;
12. Interpretation of Historical/Environmental regulations;
13. Interagency Coordination; and
14. Legislative Initiatives.

(B) The City shall adopt into the Land Development Regulations encroachment compatibility factors based upon the Encroachment Challenges Synopsis as well as the 2007 AICUZ Study. These

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encroachment protection criteria shall be reviewed when proposed development, redevelopment, changes of use, intensification of density or intensity, expansion, legislative changes, or other land use proposals adjacent or proximate to military installations are being considered by the City.

OBJECTIVE 1-31.103: CONTINUING LAND USE PROGRAMS. The City shall implement land use goals and objectives by carrying out a continuing program of land use activities below cited.

Policy 1-31.103.1: Land Use Information System. Maintain and periodically update the land use information system, integration of the Tax Appraiser property files, City Planning Department field data, building permit files, engineering base maps, and all other relevant land use data files.

Policy 1-31.103.2: Land Use Trends. Monitor and evaluate population and land use trends. ~~The City shall by the end of 1991 complete a parcel by parcel land use survey in order to provide an accurate land use database, including but not limited to: land use by parcel, acreage in use, undeveloped or vacant lands, housing conditions, number of housing units, building height, building square footage, number of structures, on site parking, and number of transient units by structure type. This study shall be coordinated and shared with DCA, Monroe County and DOT.~~

Policy 1-31.103.3: Fiscal Management. Implement fiscal management policies of the capital improvement program and budget.

Policy 1-31.103.4: Administer Land Use Controls. Administer adopted land use controls, including the zoning ordinance, subdivision regulations, building regulations, housing regulations, water and sewer codes, traffic regulations, and regulations governing streets and sidewalks.

Policy 1-31.103.5: Public Assistance. Provide continuing land use information and assistance to the public.

Policy 1-31.103.6: Intergovernmental Coordination. Coordinate land development issues where applicable with other public agencies at all levels of government pursuant to the Intergovernmental Coordination Element of this plan.

Policy 1-31.103.7: Manage Current Developmental Impacts. Evaluate and manage impacts of proposed development pursuant to existing ordinances, including, but not limited to, public facilities, natural environment, and impact on stable residential neighborhoods.

Policy 1-31.103.8: Urban Design and Community Appearance. Good principles of urban design shall be applied through site plan review procedures in order to enhance general community appearance as well as to preserve and enhance open space and landscape. This program shall assist in protecting major natural and man-made resources within the City.

Policy 1-31.103.9: Special Land Use Studies. In order to maintain land use policies responsive to changing conditions, problems, and issues, the City shall undertake special studies as needed to develop specific local strategies for resolving unanticipated land use problems and issues.

OBJECTIVE 1-31.114: CONTINUING EVALUATION OF LAND USE ELEMENT EFFECTIVENESS. The City shall use the following policies as criteria in evaluating the effectiveness of the Land Use Element.

Policy 1-31.114.1: Review the Impact of Change Indicators on Land Use Policy. Trends in the magnitude, distribution, and characteristics of population and land use shall serve as indicators of possible changes in land use needs. The policy implications of major trends in land use characteristics shall be evaluated on a continuing basis. Land use policy shall be refined as needed in order to remain responsive to evolving problems and issues.

Policy 1-31.114.2: Schedule, Budget and Implement Programmed Activities. The timely scheduling, programming, budgeting and implementation of programmed land use activities identified in this Element shall be

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evidence of the City's effectiveness in carrying out a systematic program for implementing adopted land use goals, objectives and policies.

Policy 1-31.114.3: Coordinate with Public and Private Sectors. While continually implementing and evaluating the Land Use Element, the City shall maintain a process of intergovernmental coordination as well as coordination with private sector groups interested in land use policy and programs. The effectiveness of this approach shall be evaluated by the success of coordination mechanisms in resolving land use problems and issues.

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Policy 1-31.114.4: Achieve Effective Resolution of Land Use Goals, Objectives, and Policies. The effectiveness of the Land Use Element shall be measured by the City's success in achieving land use goals, objectives, and policies. The Land Use Element incorporates a systematic planning process for identifying land use problems and issues and implementing corrective actions.

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OBJECTIVE 1-31.125: MANAGING BUILDING PERMIT ALLOCATION. ~~(Cross reference Policy 5-1.6.4: Building Permit Allocation and Hurricane Evacuation, herein Section XII). The State of Florida, Monroe County and its municipalities have concluded that: 1) the present hurricane evacuation clearance time in the Florida Keys is unacceptably high; and 2) based on a continuation of historic rates of growth within the County incorporated and unincorporated areas; clearance time will continue to increase.~~

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In order to protect the health and safety of the residents in the Florida Keys, the City of Key West shall continue to regulate the rate of population growth commensurate with planned increases in evacuation capacity in order to prevent further unacceptable increases in maintain and improve hurricane evacuation clearance times. Regulation of the rate of growth will also assist in preventing further deterioration of public facility service levels. Therefore, in concert with Monroe County and the Cities of Key Colony Beach and Layton, upon plan adoption, its municipalities, and the SatteState, of Florida, the City shall manage the rate of growth in order to maintain reduce the 1990 hurricane, an evacuation clearance times of 35 hours to 30 hours by the year 2002 and to 24 hours by the year 2010. The Florida Keys hurricane evacuation studies (Post, Buckley, Schuh & Jernigan, 1991) and the "Lower Southeast Florida Hurricane Evacuation Study Update" (US Army Corps of Engineers, June 1991) provided the basis for the 1990 hurricane evacuation clearance time and also provide the basis for projecting the targeted evacuation clearance times.

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Policy 1-31.125.1: Establishing Maintain a Building Permit Allocation Ordinance. Upon plan adoption, ~~the~~ City of Key West shall adopt continue to maintain and enforce its a building permit allocation ordinance. ~~The building permit allocation ordinance shall establish a permit allocation system for managing new permanent and transient residential development. The permit allocation system shall limit the number of permits issued for new permanent and transient development to 5,786 units during the period from April 1, 1990 January 1, 2012 (i.e., the starting date used in the 1991 Florida Keys hurricane evacuation study) to September 2002, including those permitted in Monroe County and in the Cities of Key Colony Beach and Layton. The City of Key West will permit an estimated total of 1,093 new permanent and transient units during the period April January 1, 1990 2012 to the April 2002. The annual allocation will be ninety one units (91) single-family units or an equivalent combination of residential and transient types based on the equivalency factors established in Policy 1-3.12.3.~~

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1. ~~Any developments of whatever use classification (residential, transient, commercial, or other) contained in an approved DRI, approval for which has not expired, shall be considered vested at the time of remedial plan amendment adoption.~~

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3. ~~Developments which have obtained a final judicial order or decree at the time of the remedial plan adoption and have complied with all applicable laws and ordinances shall be considered vested as of said date. The City shall comply with the terms of all judicial orders concerning vested rights in particular cases.~~

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4. ~~The City may by ordinance institute a hearing procedure for determining the vested rights of properties not falling under the above provisions. The City may retain an independent hearing examiner to conduct hearings and make determinations regarding vested rights. There shall be the right of an appeal to the Circuit Court from the final determination of the City Commission as provided below.~~

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The Building Permit Allocation Ordinance shall include the following concepts in its procedural provisions governing determination of vested rights and beneficial use and the effect of such determinations:

1. A determination of vested rights and beneficial use shall require:

~~b. The City may appoint a hearing officer or other qualified person or entity who shall give notice, schedule, and conduct a public hearing on the application;~~

~~c. The preparation of a proposed determination including findings of fact and conclusions of law which shall be submitted to the City Commissioners; and~~

~~d. A final determination that shall specify the development rights that are vested or the beneficial use to which the landowner is entitled, including:~~

~~i. The geographic scope of the determination in relation to the total area of the development site;~~

~~ii. The duration of the determination and an expiration date;~~

~~iii. The substantive scope of the determination;~~

~~iv. The applicability of existing and future City land development regulations;~~

~~v. verification that construction has commenced and quarterly reporting requirements to ensure that the development is continuing in good faith; and~~

~~vi. Such other limitations and conditions necessary to assure compliance with the Comprehensive Plan.~~

2. A determination of vested rights shall be based upon one or more valid, unexpired permits or approvals issued by the City of Key West prior to the effective date of this Comprehensive Plan. The determination of vested rights shall be limited to the development expressly contemplated by said permits or approvals and to those aspects of development which meet the standards and criteria below cited.

~~a. The applicant has reasonably relied upon an official act by the City. For the purpose of a vested rights determination pursuant to this Comprehensive Plan, any of the following may constitute an official act:~~

~~i. One or more valid, unexpired permits or approvals issued by the City, provided that the zoning or land use designation of property shall not be deemed to constitute a permit or approval for the purpose of a determination of vested rights; or~~

~~ii. A subdivision plat recorded in the records of the Monroe County Courthouse prior to June 8, 1993 which fulfills the criteria established in Section 380.05 (18), FS; or~~

~~iii. A valid, unexpired building permit issued prior to the effective date of the Comprehensive Plan; and~~

~~b. The applicant, acting in good faith, has incurred such extensive obligations and expenses that it would be highly inequitable or unjust to affect such rights by requiring the applicant to now conform to current City Comprehensive Plan and land development regulations. Substantial changes of position or expenditures incurred prior to the official City act upon which the vested rights claim is based shall not be considered in making the vested rights determination; and~~

~~c. That the development has commenced and has continued in good faith without substantial interruption.~~

3. A vested rights determination shall not preclude the City from subjecting the proposed development to City land development regulations in effect on the date of the vested rights determination or adopted subsequent to the vested

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rights determination unless the development is shown to be vested with regard to the subject matter addressed by prior development order and specific requirements pursuant to the procedures and criteria of stated above in sub-sections (1) and (2).

4. A vested rights determination shall specify an expiration date by which all building permits necessary for development shall have been issued. The expiration date shall be reasonable and in no event later than the date specified in the original development order.

5. It is the policy of the City of Key West that neither provisions of this Comprehensive Plan nor the land development regulations shall deprive a property owner of all reasonable economic use of a parcel of real property which is a lot or parcel of record as of the date of the adoption of the Comprehensive Plan. Accordingly, the City shall adopt a beneficial use procedure under which an owner of real property may apply for relief from the literal application of applicable land use regulations or of this plan when such application would have the effect of denying all economically reasonable or viable use of that property unless such deprivation is shown to be necessary to prevent a nuisance under Florida law or in the exercise of the City's police power to protect the health, safety, and welfare of its citizens. For the purpose of this policy, all reasonable economic use shall mean the minimum use of the property necessary to avoid a taking within a reasonable period of time as established by land use case law.

- i. Granting of a permit for development which shall be deducted from the permit allocation system;
- ii. Granting of use of transferable development rights (TDRs) consistent with the Comprehensive Plan;
- iii. City purchase of all or a portion of the lots or parcels upon which all beneficial use is prohibited;
- iv. Such other relief as the City may deem appropriate and adequate.

The relief granted shall be the minimum necessary to avoid a "taking" of the property under existing state and federal law.

Policy 1-3.125.2: Building Permit Allocation Ordinance and Affordable Housing. The City permit allocation system shall require that thirty percent (30%) of all new permanent residential units be affordable units based on definitions and criteria contained in Policy 3-1.1.3 (Cross reference Section XI herein).

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Policy 1-3.125.3: Permit Allocation System Ratios by Structure Type. The permit allocation system shall be sensitive to differing trip generating characteristics of permanent and transient residential units as well as single-family units, accessory apartment units and multi-family residential units. The annual allocation shall be ninety-one units (91) single family units based on the Monroe County Model. The permit allocation system shall incorporate a series of equivalent single-family unit (ESFU) values in applying the annual permit allocation threshold established in the building permit allocation ordinance as hereinafter explained.

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The following table illustrating the allocation of building permits by structure type shall be subject to evaluation by the City Commission every six (6) months and the allocation by structure type may be adjusted. However, these adjustments shall not cause the transient unit allocation to exceed a maximum of twenty five (25) percent of total equivalent single family units. Similarly, adjustments shall not cause the total base allocation to become inconsistent with the Monroe County hurricane evacuation model.

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Residential Structure Type	Column A	Column B	Column C
	Equivalent Single-Family Unit Value (ESFU) ⁽¹⁾	Maximum Annual Allocation By Structure Type ⁽²⁾	Maximum ESFU (Column B/Column A)
Single-Family	1.00 (a)	32	32
Accessory Apt./SRO	55.64 (b)	17	30
Multi-Family	1.00 (c)	32	32
Transient Unit	58.71 (d)	10	17
Total	NA	91	111

(1) The equivalent single family unit values are predicted on the ratio of the average number of vehicles per unit based on the 1990 US Census for the respective residential structure types divided by the vehicles per single family units (i.e., 1.08 vehicles per unit). The computations are as follows:

- (a) Single family: $1.856/1.856 = 1.00$
- (b) Accessory Apt. or Single Room Occupancy (SRO): $1.00/1.80 = .55$. The former FL Department of Community Affairs (now Department of Economic Opportunity) approved the estimated average vehicles per accessory unit or single room occupancy (SRO) as one (1) vehicle per accessory unit or SRO. Cross reference Comprehensive Plan Policy 1-2.1.3.
- (c) Multi-family: $1.856/1.856 = 1.00$
- (d) Transient Unit: $1.10/1.80 = .71$. FL Department of Community Affairs approved .58 as representing a factor consistent with the traffic generating assumptions of the Monroe County Hurricane Evacuation Model. Based on the 2010 Census there are 1.10 vehicles per transient unit in Monroe County.

(2) The ninety-one (91) units represent the estimated annual City allocation for the period April 1990 to April 2002 or 1093 single family units allocated by County Model divided by 12 equals 91 units. The City has assigned weighted factors to each structure type. The first priority was to ensure that at least thirty-five (35) percent of the total unweighted units are single family units. Based on past trends, future demands are not anticipated to exceed this estimate. Secondly, the methodology for projecting total need for accessory units and single room occupancies is presented in Policy 1-2.1.3 (Cross reference Policy 1-2.1.3 in Section XIII herein). The number of transient units reflect a preference for preserving housing opportunities for permanent residents as opposed to transient residents since historical trends indicate an erosion of the permanent housing stock which is largely attributed to conversion of permanent housing units to transient housing.

Policy 1-3.12.4: Future Evaluation of Residential Permit System. The City of Key West recognizes that uncertainty exists regarding the number of units potentially vested in the City and County. Therefore, the City shall coordinate with Monroe County and the Cities of Layton and Key Colony Beach in re-evaluating the hurricane model assumptions, its policy implications, and the allocation of permits between jurisdictions. By September 1993, the City shall enter into an interlocal agreement with these jurisdictions to address further refinements to the model and permit allocation methodology.

Policy 1-3.12.5.4: Building Permit Allocation System. The designation of Future Land Use Classifications which allow residential densities within the Truman Waterfront Parcel does not in itself provide any allocation of units through the Building Permit Allocation System for that area. In order to facilitate redevelopment of the Truman Waterfront Parcel, equivalent single-family unit values and associated development rights may be transferred from any where within the city to land use classifications within the Truman Waterfront Parcel which allow residential development. This is not a transfer of density; rather, it pertains to the transfer of units which are allocated or vested in accordance with the Building Permit Allocation Ordinance. Any density associated with the unit host site will remain on that site; however, once the unit is transferred, the density on the host site cannot be developed until units are allocated

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through the Building Permit Allocation Ordinance. The City Manager or his designee shall maintain records of the transfer of units under this provision.

OBJECTIVE 1-31.1316: ADOPTING THE CITY OF KEY WEST VISION, MISSION AND CORE VALUE.
~~The City of Key West has adopted guiding principals that should be adopted into the City's Comprehensive Plan. The Comprehensive Plan contains goals, objectives and policies, but lacks a clear vision of where the community wishes to go or what the Comprehensive Plan is attempting to achieve.~~**The following policies adopt the Vision Statement, the Mission Statement and the Core Values for the City of Key West.**

Policy 1-31.1316.1: City of Key West Vision Statement. Key West, a tropical paradise, envisions itself to be a role model city, known for the respect of our diverse people and our environment. We will strive to be a user-friendly city, establishing an atmosphere of trust and confidence by providing quality, professional services. We are a city that cares.

Policy 1-31.1316.2: City of Key West Mission Statement. Our mission is to maximize services to our customers, in the most cost effective way. We will accomplish this through teamwork, high employee morale, sufficient staffing and quality training, establishing a partnership with the community and safeguarding the health, safety and welfare of our customers.

Policy 1-31.1316.3: City of Key West Core Value. We are all one human family.

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CHAPTER 1A: HISTORIC PRESERVATION ELEMENT

GOAL 1A-A: TO IDENTIFY AND PROTECT RESOURCES OF ARCHAEOLOGICAL HISTORICAL AND ARCHITECTURAL SIGNIFICANCE.

OBJECTIVE 1A-1.1: PRESERVE HISTORIC RESOURCES. The City's Historic Preservation Planner and Historic Architectural Review Commission (HARC) shall continue to: identify, document on the Florida Master Site File, and evaluate historic, architectural, and archaeological resources in the City; place historic and maritime resources on the local and National Register; issue awards of recognition; and prepare HARC annual reports, as specified in the following policies.

Policy 1A-1.1.1: Preservation Measures. The identification, analysis, and preservation of the City's historical, architectural, and archaeological resources shall be continued. This shall include the determination of their significance and vulnerability, as well as the implementation of preservation management policies as such resources are identified. The above efforts are to be coordinated by HARC, the Historic Preservation Planner, and other non-profit preservation organizations.

Policy 1A-1.1.2: Documenting Resources. All known historic, architectural, and archaeological resources, and those identified in the future, shall be documented and computerized ~~upon plan adoption~~, compatible with and filed with the Florida Master Site File (FMSF) in the Division of Historical Resources list, and kept on publicly accessible local records. Interim protection will be provided through the following means: If a proposal affects a property which has been filed in the FMSF but has not been evaluated by the Division of Historical Resources, the City Historic Preservation Planner will request that the Division of Historical Resources promptly prepare an evaluation. If the Division of Historical Resources is unable to prepare an evaluation within a reasonable time, the Planner will conduct an evaluation consistent with the Division's standards.

Policy 1A-1.1.3: Historic Survey. The Planning Department shall, ~~upon plan adoption~~, maintain a survey of all publicly owned and managed properties in order to compile an inventory of historic, architectural, and archaeological resources under governmental ownership or management. Florida Master Site File (FMSF) standards will be utilized and the survey shall continue to be updated on a regular basis. ~~Reference Policy 5 1.10.3 of the Coastal Management Element.~~

Policy 1A-1.1.4: Responsible Local and Federal Entities. Historic resources in private ownership meeting National Register criteria and located outside the Historic District shall be identified, inventoried, evaluated and placed under the protection of the local or National Register, as appropriate.

Policy 1A-1.1.5: Maritime Resources. ~~Upon plan adoption, historic maritime resources shall be surveyed, identified, evaluated and documented.~~ Protective measures shall continue to be applied according to designation procedures for historic resources in the Historic District.

Policy 1A-1.1.6: Annexation. In the event of any annexation of land, normal city procedures shall apply as described in Policy 1.1.1 above. The timing of such activities shall coincide with other survey initiatives, so as to ensure efficient use of time and resources.

Policy 1A-1.1.7: Update Database. ~~Upon plan adoption, the~~ The Planning Department shall continue to organize, maintain, and, as sites are added, update a database or similar computerized record of historic sites at least annually and more frequently if and when large numbers of sites are being added. Information to be included in such a database shall be compiled from existing historical survey data, survey data currently being obtained, and future survey updates.

Policy 1A-1.1.8: GIS System to Include Historic Preservation Data. The City shall incorporate data from the proposed historic structures database into any future plans for a Geographic Information System (GIS).

Policy 1A-1.1.9: Impact Analysis within Planning Studies. All public and private sector planning studies of neighborhoods, housing, transportation, drainage, stormwater, and utilities shall identify the presence of historic, architectural and archaeological resources and the potential impact of any proposals on these resources. ~~Reference Policy 3 1.5.9 of the Housing Element.~~

Policy 1A-1.1.10: Historic Florida Keys Preservation Board Activities. The City shall continue to support the Historic Florida Keys Preservation Board in its survey of unprotected properties and its annual program of issuing plaques and other awards of recognition to sites or structures of exemplary historical, architectural and archaeological significance.

Policy 1A-1.1.11: HARC Annual Report. ~~Upon plan adoption, and every year thereafter,~~ HARC, in accordance with Certified Local Government (CLG) requirements, shall continue to prepare an annual report detailing the state of historic, architectural and archaeological resources in the City. Such a report shall address historic resources identified in the preceding year, the number of structures rehabilitated, demolished, or otherwise changed through historic preservation activities, revisions and/or clarifications recommended in the HARC Guidelines, and a summary of grant and other fiscal activities. Additionally, the annual report shall include an examination of density variances issued in the Historic District, the identification of any trends, and an analysis of their possible impacts on infrastructure.

~~— **Policy 1A-1.1.12: Military Base Reuse Plans.** Upon adoption of a Military Base Reuse Plan by the City of Key West, the Historic Planner shall review the Plan to determine appropriate actions required to protect and preserve identified historic resources within the base site. This review should be conducted in conjunction with the State Historic Preservation Officer and HARC. Appropriate actions include those contained in Policy 1A 1.1.2 and Policy 1A 1.1.3 herein. At a minimum, actions on the Peary Court Cemetery site should be consistent with the Historic Preservation Plan for that site.~~

OBJECTIVE 1A-1.2: DESIGNATED HISTORIC DISTRICTS AND LANDMARKS. To continue to ensure the stability, maintenance and improvement of designated historic districts and independently listed landmarks through: updating HARC Guidelines; evaluating the impacts of proposed development; providing incentives for maintenance; assessing adjacent land use compatibility; developing Transfer of Development Rights; prioritizing planning activities with historical preservation benefits; developing performance standards for protecting historic sites; reducing vehicular and non-vehicular traffic conflicts; restricting loss of City-owned historic properties and require preservation deed restriction; developing capital improvement programs which enhance historic areas; creating a master plan for the Key West cemetery; and preventing the increase or redirection of traffic onto the historic district's residential streets, as specified in the following policies.

Policy 1A-1.2.1: HARC Guidelines. The City and HARC shall continue to protect all historically significant structures and historic districts by periodically updating the HARC Guidelines.

Policy 1A-1.2.2: Mandate Impact Analysis. In reviewing and approving development proposals, the Planning Department and HARC shall evaluate the impacts of proposed development on historic, architectural and archaeological resources.

Policy 1A-1.2.3: Related Incentives and Disincentives. The City shall maintain the protection of historic resources by providing disincentives from demolition, and affording property owners incentives for the maintenance and rehabilitation of historic structures, as well as other appropriate methods. ~~Reference Policy 5 1.10.2 of the Coastal Management Element.~~

Policy 1A-1.2.4: Land Use Compatibility. ~~Upon plan adoption, the~~ The City shall identify and through its Building Code and enforcement of amended Land Development Regulations and code enforcement program, shall pursue the reduction and incremental elimination of inconsistent land uses in the Historic District. Adjacent land uses in the Historic District shall be compatible. ~~Reference Objective 1 2.3 of the Land Use Element.~~

Policy 1A-1.2.5: Innovative Measures for Historic Preservation. The City shall pursue land acquisition or alternative innovative mechanisms such as Transfer of Development Rights (TDRs), to protect historic and archaeologically significant resources.

Policy 1A-1.2.6: Private Sector Participation. The City shall pursue increased private sector participation and support for historic preservation programs.

~~**Policy 1A-1.2.7: Land Development Regulations to Benefit Historic Preservation.** Innovative Land Development Regulations specific to maintaining and enhancing historic resources shall be amended and implemented in the Historic District upon plan adoption. Such LDRs shall give highest priority to planning activities with historical preservation benefits. Reference Policy 1 2.3.4 of the Land Use Element.~~

Policy 1A-1.2.8: Performance Standards. Performance standards for protecting sites of historic or archaeological significance shall continue to be incorporated in amended enforced through the Land Development Regulations, ~~upon plan adoption~~, that address development safeguards to prevent the destruction or alteration of an historic site; the isolation from or alteration of the surrounding environment; the introduction of visual, auditory, or atmospheric elements that are out of character or alter its setting; vegetation removal unless part of a scientific excavation or an approved development plan; or other forms of neglect resulting in degradation of historic resources. ~~Reference Objectives 1 2.3 and 1 3.5 and Policies 1 2.3.1 through 1 2.3.7 of the Land Use Element and Policy 5 1.10.2 of the Coastal Management Element.~~

~~**Policy 1A-1.2.9: Vehicular and Non-Vehicular Traffic Conflicts.** Based on the proposed designation of the Historic District as a "Special Transportation Area (STA)" (as cited in Traffic Circulation Element Policy 2 1.1.1.), amended Land Development Regulations in the Historic District shall address the reduction and elimination of conflicts between vehicular and non-vehicular traffic for shared space. The use of buffers, setbacks, slower speed zones, and the use of materials that inherently slow traffic and enhance the historic resources (e.g., brick roads) shall be utilized along with infrastructure and improvements to support multi-modal transportation options. ~~merit consideration.~~~~

Policy 1A-1.2.10: Prevent Loss of Historic Structures. There shall be no loss of historic resources on City-owned properties. Sensitive adaptive re-use of historic structures shall be encouraged as an alternative to demolition. ~~Amended~~ Land Development Regulations shall continue to encourage that historic resources on private property will be protected, preserved, or re-used in a manner sensitive to the historic properties of the site and/or structure. ~~Reference Objective 5 1.10 of the Coastal Management Element.~~

~~**Policy 1A-1.2.11: Capital Improvements.** Upon plan adoption, the The City shall ~~develop~~ maintain a capital improvements program for the Historic District that includes enhancement of the public rights-of-way through appropriate utilities, streetscape improvements, landscaping, the identification and removal of private encroachment on public rights-of-way, and other improvements. Such public improvements shall be compatible with neighborhood characteristics according to HARC Guidelines. ~~Reference Policies 3 1.5.9 and 3 1.5.10 of the Housing Element and Policy 5 1.10.1 of the Coastal Management Element.~~~~

Policy 1A-1.2.12: City-Owned Contributing Historic Structures. In the sale of City-owned contributing historic structures, the City shall attach a preservation deed restriction, requiring that the Secretary of the Interior's Standards for Rehabilitation and HARC's Guidelines be followed for any alteration to the resource. ~~Reference Policies 5 10.4 and 5 10.5 of the Coastal Management Element.~~

Policy 1A-1.2.13: Relocation of Historic Resources. The Planning Department and HARC shall assess the impact and appropriateness of the relocation of any historic structures or archaeological resources according to the Secretary of the Interior's Standards for Rehabilitation and City Code.

~~**Policy 1A-1.2.14: Master Plan for Key West Cemetery.** Upon plan adoption, the The City, in conjunction with the Historic Florida Keys Preservation Board, the Old Island Restoration Foundation, the Key West Art and Historical Society, and other non-profit preservation groups, shall create a master plan for the Key West Cemetery. Such a plan will address preservation and conservation needs, maintaining the integrity of the cemetery, open space reserves, the~~

development of guidelines for the maintenance and care of plots, restoration of markers, and an assessment of the fence conditions, a landscape plan, and future cemetery policy.

Policy 1A-1.2.15: Traffic Flow Considerations. All future traffic studies that involve the Historic District shall have as their prerequisite to prevent the increase or redirection of traffic flow onto "local residential streets" within historic residential neighborhoods.

Policy 1A-1.2.16: Infill Development. Infill development in the Historic District shall be consistent with the character and scale of adjacent contributing structures and otherwise be subject to HARC Guidelines. ~~Reference Objective 1 2.3 and Policies 1 2.3.1 through 1 2.3.7 of the Land Use Element.~~

~~**Policy 1A-1.2.17: Park and Ride Facilities.** The feasibility of park and ride facilities shall be studied to relieve traffic congestion and parking problems in the Historic District.~~

~~**Policy 1A-1.2.18: HARC Review of Military Base Reuse Plans.** Upon adoption of a Military Base Reuse Plan by the City of Key West, the Historic Planner shall review the Plan to assess historic resources. Based on this analysis, the Planner shall propose appropriate changes to the boundary of the Key West Historic District necessary to protect historic resources contained in the Plan. HARC guidelines and procedures shall be updated to include review of historic resources identified in the Base Reuse Plan. All proposed development for the Truman Waterfront shall be reviewed by HARC consistent with the review processes used for other historically designated zoning districts.~~

OBJECTIVE 1A-1.3: SENSITIVE TREATMENT AND USE OF HISTORIC STRUCTURES. To encourage the sensitive rehabilitation, extended use, and/or compatible adaptive re-use of historic structures through: providing technical and financial assistance to blighted areas; requiring compliance with HARC Guidelines; and through other incentive techniques, as specified in the following policies.

Policy 1A-1.3.1: Rehabilitation and Adaptive Re-Use. The City shall continue to ensure the sensitive rehabilitation and compatible adaptive re-use of historic properties through technical assistance and economic incentive programs.

Policy 1A-1.3.2: Revitalization of Blighted Areas. The City shall identify blighted areas in the historic district and encourage revitalization and conservation of such areas through technical and financial assistance.

Policy 1A-1.3.3: Apply HARC Guidelines and Federal Standards. In reviewing and approving development proposals, the City shall encourage the restoration, rehabilitation, and adaptive re-use of historic resources. The rehabilitation of historic resources using public or private funds shall require compliance with (HARC) Guidelines and the Secretary of the Interior's Standards for Rehabilitation. ~~Reference Policy 5 10.4 of the Coastal Management Element.~~

Policy 1A-1.3.4: Concurrency Management and Capital Improvements. Concurrency standards shall be met while minimizing negative impact on historic resources. Consideration shall be given to drainage and stormwater management, open space, traffic flow, ~~and off-street parking~~ when assessing potential impact of redevelopment activities in the Historic District. ~~The designation of the historic district as a Transportation Concurrency Management Area (TCMA) shall assist in preventing roadway improvements that would necessitate removal of historic resources or significantly alter the character of historic resources. The TCMA policy allows for a reduction in the established state level of service for state roads serving the historic district while furthering other goals of the Comprehensive Plan, such as preservation of historic resources. Reference Policy 5 1.10.1 of the Coastal Management Element.~~

Policy 1A-1.3.5: Historically Appropriate Street Themes. Use of historically appropriate street themes during renovation and redevelopment activities shall incorporate appropriate streetscaping and landscaping techniques. Such themes shall be coordinated by HARC, the Historic Preservation Planner, the Historic Florida Keys Preservation Board, the Tree Commission and other relevant parties. ~~Reference Objective 1 2.3 and Policies 1 2.3.1 through 1 2.3.7 of the Land Use Element.~~

Policy 1A-1.3.6: Endangered Historic Resources. Public and private funding shall be pursued for the acquisition and adaptive re-use of endangered historic resources.

Policy 1A-1.3.7: Apply Urban Design Techniques Sensitive to Preservation Needs. Urban design techniques (as described in the HARC Guidelines) sensitive to historic preservation shall be applied to redevelopment activities in the Historic District.

Policy 1A-1.3.8: Public/Private Incentive and Partnerships. Public/private incentives and partnerships shall be encouraged for redevelopment, restoration, and rehabilitation efforts.

Policy 1A-1.3.9: Variance Criteria and Procedures. The City shall assess variance procedures to determine their impact on historic preservation objectives and consider waiving "economic hardship" requirements where a variance allows renovation or restoration work consistent with the Secretary of the Interior's Standards.

Policy 1A-1.3.10: Special Assistance for Subsidized Housing Residents. The City shall provide technical assistance to residents of subsidized housing for rehabilitation consistent with the Secretary of the Interior's Standards.

Policy 1A-1.3.11: City Actions to Assist Historic Preservation. The City shall consider mechanisms, including provision through Land Development Regulations, allowing waiver of specific building code requirements to encourage the renovation or rehabilitation of contributing structures in the Historic District in a manner consistent with the HARC Guidelines and related Federal standards.

OBJECTIVE 1A-1.4: CONSIDER ARCHAEOLOGICAL POTENTIAL DISCOVERIES IN PRE-DEVELOPMENT PLANNING. To require that the potential discovery of archaeological resources be considered during any capital improvements projects or construction activities and ~~adopt an ordinance addressing~~ continue to enforce protection of archaeological significant resources as specified in the following policies. ~~Reference Objective 1-3.5 and Policies 1-3.5.1 through 1-3.5.2 of the Land Use Element.~~

Policy 1A-1.4.1: Archaeological Resources Considerations. The potential for loss, recovery, or preservation in situ of undiscovered archaeological resources shall be evaluated during all phases of building construction and capital improvements programming including, but not limited to site plan review, HARC application and review and Community Impact Assessment Statement (CIAS) preparation and review (if applicable), and the building permit process.

Policy 1A-1.4.2: Development Regulations. ~~Amended~~ Land Development Regulations shall continue to require that any capital improvements program and/or any building construction shall be done in a manner sensitive to the possible discovery of archaeological resources and to assure their protection. The City shall be notified of the discovery of any archaeological resources at development sites. Development activity in areas designated as archaeologically sensitive shall be required to assure that verification is conducted of archaeological resources and means established to document and, where possible, preserve artifacts discovered. Land Development Regulations shall continue to require work be temporarily discontinued for a reasonable period until such a time that an archaeologist or other qualified personnel can determine the nature and sensitivity of any such discovery. ~~Reference Objective 1-3.5 and Policies 1-3.5.1 and 1-3.5.2 of the Land Use Element.~~

~~**Policy 1A-1.4.3: Initiate Ordinance to Protect Archaeological Resources.** The City shall, upon plan adoption, pass an ordinance addressing protection of resources of archaeological significance which shall be attached as an appendix to this Historic Preservation Element, Goals, Objectives and Policies.~~

OBJECTIVE 1A-1.5: HISTORIC PRESERVATION IN COASTAL HIGH-HAZARD AREA. To meet or exceed standard coastal management practices, policies, and FEMA standards with regard to historic resources in high-hazard areas and the HARC shall develop a hurricane strategy for the Historic District as specified in the following policies.

Policy 1A-1.5.1: Compliance with FEMA Standards. All development and redevelopment in the Historic District shall meet Federal Emergency Management Agency (FEMA) standards or other appropriate requirements in coastal high-hazard and flood-prone areas, except where Land Development Regulations provide for exemptions for contributing structures.

Policy 1A-1.5.2: Hurricane Strategy Plan. ~~Upon plan adoption, HARC shall develop a~~ continue to use the hurricane strategy plan for the renovation of damaged resources and the preservation of the character in the Historic District. ~~Such a plan will include: an inventory of existing National Register resources; the education of property owners about hurricane preparedness and compliance with the Secretary of the Interior's Standards; and the establishment of code review procedures to monitor rehabilitation efforts following a hurricane.~~ In the event of a hurricane, a survey of the extent of damage shall be done, strategies for emergency stabilization and long range restoration shall be identified, and a preparation of realistic estimates of financial efforts needed to address such damage shall be undertaken.

Policy 1A-5.3: Activities of Hurricane Recovery Task Force. The Hurricane Recovery Task Force, which shall be activated following a hurricane event, shall encourage repair to historic structures according to the Secretary of the Interior's Standards for Rehabilitations and the Guidelines of HARC.

~~**OBJECTIVE 1A-1.6: ACHIEVE TOURISM AND COMMERCIAL ACTIVITIES SENSITIVE TO HISTORIC DISTRICT CHARACTER.** To encourage tourism development activities and commercial land use policies in the Historic District which are sensitive to the historic character of the community as specified in the following policy.~~

~~**Policy 1A-1.6.1: Commercial Core Development Consistent with Historic Character.** Commercial development decisions shall encourage use of the commercial core for government, institutional, tourism, retail trade, offices, and civic and cultural activities. The amended Land Development Regulations shall achieve a mix of land use consistent with the historic character of the community.~~

GOAL 1A-2: TO PROMOTE PUBLIC EDUCATION, AWARENESS, AND APPRECIATION OF HISTORIC, ARCHITECTURAL, AND ARCHAEOLOGICAL RESOURCES.

OBJECTIVE 1A-2.1: Education and Awareness Program Initiatives. The City and HARC shall continue to encourage heritage education and awareness program initiatives directed at school age children, senior citizens, tourists, the business community, and the general public through: promoting school field trips; preparing pamphlets; creating a video documentary; building a public information display; holding seminars; and continuing operation of tourist activities related to historic resources, as specified in the following policies.

Policy 1A-2.1.1: Public Information, Education and Technical Assistance. Coordination and dissemination of information for the public sector relating to public assistance for rehabilitation of historically significant structures shall be provided. The City, HARC, and other non-profit preservation organizations shall provide public information, education, and technical assistance relating to historic preservation programs.

Policy 1A-2.1.2: Coordination with Local Non-Profit Preservation Organizations. The City shall coordinate with local non-profit preservation organizations on matters relating to historic, architectural, or archaeological resources as appropriate.

Policy 1A-2.1.3: City-Owned Properties of Historic Significance. The City shall make available historic, architectural, and archaeological resources for the study and visitation by public and private school field trips to City-owned properties.

Policy 1A-2.1.4: Providing Technical Assistance to the School Board. The City shall pursue a cooperative arrangement between the Historic Preservation Planner, HARC members, or other qualified persons in the historic preservation community and the Monroe County School Board for the purpose of introducing and maintaining an awareness of the value of historic preservation in the school curriculum.

Policy 1A-2.1.5: Public Awareness and Education Programs. ~~Upon plan adoption,~~ Public awareness and education efforts shall include but not be limited to the preparation of a series of pamphlets promoting preservation and the pursuance of funding to support the production of a video documentary and the sponsoring of an annual seminar addressing historic preservation issues.

Policy 1A-2.1.6: Media Considerations. The establishment of a periodic series of articles/videotapes appearing in local newspapers, other publications, or on local cable channels covering historic preservation shall be considered as a method to inform the general public or preservation issues.

Policy 1A-2.1.7: Public Information Display. ~~Upon plan adoption, the~~ The City shall provide a public information display of reference materials on historic preservation issues and technologies for property owners, architects, and contractors. Such a display should be available at the Monroe County Library, City Hall, or other convenient public places.

Policy 1A-2.1.8: Seminars and Conferences. The knowledge of the Historic Preservation Planner and HARC members shall be furthered through their participation in seminars and conferences relating to historic preservation issues.

Policy 1A-2.1.9: Tourist Related Activities to Promote Preservation. Encourage the continued operation of tourist related activities that identify and promote the significance of Key West architectural and historical resources in an appropriate manner. The use of varying routes used by tour vehicles shall be encouraged so as to reduce the impact on residential communities in the Historic District.

GOAL 1A-3: TO PROVIDE INCREASED OPPORTUNITIES FOR ALL PERSONS TO PARTICIPATE IN HISTORIC PRESERVATION PROGRAMS AND ACTIVITIES.

OBJECTIVE 1A-3.1: INCREASE ACCESSIBILITY WITHOUT ENDANGERING PRESERVATION RESOURCES. To increase accessibility to the island's historic architectural, and archaeological resources, while protecting such resources from damage and deterioration through publicizing historic properties and encouraging accessibility for the economically disadvantaged and the physically handicapped, as specified in the following policies.

Policy 1A-3.1.1: Publicize Resource Accessible to the Public. The City shall help publicize historic properties open to the public and encourage that they are affordable and accessible.

Policy 1A-3.1.2: Resources Accessible to the Disadvantaged and Handicapped. The City shall encourage the accessibility of historic resources for the economically disadvantaged and the physically handicapped.

OBJECTIVE 1A-3.2: PUBLIC PARTICIPATION. To provide opportunities for public participation in historic preservation initiatives and activities through public meetings, community workshops, and special events related to historic preservation as specified in the following policies.

Policy 1A-3.2.1: Advertising Meetings and Scheduling Workshops. Public participation in the historic preservation planning process shall be encouraged through the advertisement of public meetings and the scheduling of community workshops.

Policy 1A-3.2.2: Special Events Days. In keeping with Key West tradition, special events days shall be considered to celebrate the historic heritage of the island.

GOAL 1A-4: COORDINATING ACTIVITIES FOR HISTORIC PRESERVATION. To coordinate within City agencies and departments, local and non-local historic preservation organizations, and with other municipalities, counties regional councils, and state agencies in matters pertaining to historic, architectural, and archaeological resources.

OBJECTIVE 1A-4.1: COORDINATING ACTIVITIES FOR HISTORIC PRESERVATION. To coordinate within City agencies and departments, local and non-local historic preservation organizations, and with other municipalities, counties, regional councils, and state agencies in matters pertaining to historic, architectural, and archeological resources through: identifying, documenting, and preserving historical resources; enforcing HARC Guidelines; developing an inter-local agreement with Monroe County; and coordinating the City's Historic Preservation Planner with ad hoc preservation participants, as specified in the following policies.

Policy 1A-4.1.1: Pooling Resources and Coordinating Funding and Promoting Activities. Representatives of established preservation organizations and other organizers of historic preservation programs shall be encouraged to continue to pool resources and coordinate efforts in funding and promoting historic resource protection.

Policy 1A-4.1.2: Public Improvement Projects Must Address Preservation Issues. The City shall ensure that all public improvements projects and other municipal actions address the preservation of historic resources. The City shall coordinate with HARC, the Historic Preservation Planner, and the Historic Florida Keys Preservation Board in identifying, documenting, and preserving historical, archaeological, and architectural resources. ~~Reference Policy 5-1.10.1 of the Coastal Management Element.~~

Policy 1A-4.1.3: Enforcing HARC Guidelines. The City shall ~~establish and~~ maintain interdepartmental programs and adequate staff to enable effective enforcement of HARC Guidelines including, where applicable, a video inventory of non-compliant conditions and efficient notification procedures to encourage corrective action where required.

Policy 1A-4.1.4: City Coordination with Monroe County. The City shall coordinate with Monroe County in surveying, identifying, evaluating, and documenting historic, architectural, and archaeological resources.

Policy 1A-4.1.5: Archaeological Services. The City shall pursue an inter-local agreement with Monroe County to provide archaeological services. The availability of monies shall be considered for retaining an archaeologist for the purpose of identifying and evaluating archaeological discoveries, and to assist the City and County in archaeological resource issues.

Policy 1A-4.1.6: Governmental Projects to Comply with Preservation Guidelines. Any governmental development action by County, State, or Federal agencies subject to City regulations shall meet HARC Guidelines where historic, architectural, or archaeological resources are present, subject to the right of appeal to the Board of Adjustment.

Policy 1A-4.1.7: Support Preservation Legislation. The City shall interact with other Florida communities to initiate and support state legislation that promotes historic preservation including ad valorem and other tax relief, and state fire and building code and property assessment policies more sympathetic to historic resources. ~~Reference Policy 5-1.10.8 of the Coastal Management Element.~~

Policy 1A-4.1.8: Coordination of Public Information and Education Activities. The City shall establish and coordinate programs of public information and education between the Planning Department and the Monroe County School Board, public non-profit organizations, and other related boards/commissions as appropriate.

Policy 1A-4.1.9: Ad Hoc Preservation Groups and Activities. Members of the various preservation organizations should be encouraged to continue to meet as an ad hoc preservation group to foster continued inter-agency coordination. The Historic Preservation Planner shall continue to serve as liaison between ad hoc preservation participants.

GOAL 1A-5: TO PRESERVE THE QUALITY OF HOUSING AND NEIGHBORHOODS IN THE HISTORIC DISTRICT.

OBJECTIVE 1A-5.1: PROTECT PRESERVATION OF HOUSING. To continue to ensure that housing in the Historic District is protected through conservation, preservation, revitalization, and rehabilitation activities through:

creating a program to eliminate substandard housing; enforcing the Building Code; incorporating alteration, renovations, and rehabilitation efforts in the amended Land Development Regulations; providing technical assistance and providing assistance in State and Federal funding applications, as specified in the following policies. ~~Reference Objective 3-1.5 and Policies 3-1.5.1 through 3-1.5.10 of the Housing Element.~~

Policy 1A-5.1.1: Eliminate Substandard Housing. The City shall, ~~upon plan adoption, establish~~ continue to maintain a program whose goal is to identify and work toward eliminating substandard housing listed in the Florida Master Site File and initiate a technical assistance program using historic preservation as a tool to revitalize and rehabilitate deteriorating housing without causing displacement. Such activities shall be documented and included in the historic preservation annual report. ~~Reference Policy 3-1.5.7 of the Housing Element.~~

Policy 1A-5.1.2: Enforcement Activities. Demolition of historically significant housing in the Historic District shall be discouraged through the enforcement of the Building Code and application of strict code enforcement activities and by encouraging effective maintenance and rehabilitation.

Policy 1A-5.1.3: Redevelopment and Revitalization. The City's Community Development Office and City Commission shall pursue redevelopment and neighborhood revitalization of declining areas of historically significant housing. Reference Policy 1-2.3.5 of the Land Use Element regarding the Bahama Village neighborhood.

Policy 1A-5.1.4: Maintain Unique Architectural Heritage of Historically Significant Housing Resources. The City's ~~amended~~ Land Development Regulations shall ~~incorporate~~ continue to enforce criteria for maintaining the unique architectural heritage of the Historic District's housing. HARC responsibilities in protection of historically significant housing and in evaluating alterations, renovations, and rehabilitation efforts ~~shall be incorporated in the amended Land Development Regulations.~~

Policy 1A-5.1.5: Technical Assistance in Rehabilitation and Adaptive Re-Use. The Historic Preservation Planner and HARC shall assist in the rehabilitation and adaptive re-use efforts through State-funded technical and economic assistance programs when available. Such efforts shall be coordinated with the State Division of Historic Resources. ~~Reference Policy 3-1.5.4 of the Housing Element.~~

Policy 1A-5.1.6: Promote Use of State and Federal Assistance Preservation Programs. The City shall assist property owners of historically significant housing in applying for and utilizing available State and Federal assistance programs. ~~Reference Policy 3-1.5.5 of the Housing Element.~~

GOAL 1A-6: TO ENCOURAGE THE USE OF ALL AVAILABLE FISCAL RESOURCES IN HISTORIC PRESERVATION ACTIVITIES.

OBJECTIVE 1A-6.1: PURSUE FISCAL RESOURCES FOR PRESERVATION. To accommodate specific historic preservation activities and needs through: vigorously pursuing varied fiscal resources through the Certified Local Government Program; considering tax reductions for non-profit owners of historic properties; assisting in funding and technical assistance programs; pursuing state tax abatement legislation; and establishing local fiscal programs, as specified in the following policies.

Policy 1A-6.1.1: CLG Program. As a Certified Local Government, the City of Key West shall pursue available funding and support offered through the CLG program.

Policy 1A-6.1.2: Tax Breaks for Preservation. The City shall consider reduction of taxes based on percent of assessed value for non-profit owners of historic properties. Eligibility for tax deduction are to be contingent on maintenance of property consistent with HARC Guidelines.

Policy 1A-6.1.3: Investigate Specific Preservation Assistance Programs. The City shall investigate using Inner City Ventures Funds of the National Trust for Historic Preservation, the Neighborhood Housing Services model and other funding sources and technical assistance programs.

Policy 1A-6.1.4: State Enabling Legislation and Tax Abatement Incentives for Preservation. The City shall pursue state enabling legislation and tax abatement incentives for application to historic resources.

Policy 1A-6.1.5: Establishing Fiscal Programs for Preservation. The City shall coordinate with local financial institutions to encourage the establishment of fiscal programs with benefits for historic resource owners, restoration contractors, and other appropriate applicants.

Policy 1A-6.1.6: Tax-Exempt Non-Profit Preservation Organizations. The City shall actively provide and seek support for and from Section 501C3 tax-exempt non-profit preservation organizations in attempts to secure funding for preservation related activities.

CHAPTER 2: ~~TRAFFIC CIRCULATION~~ TRANSPORTATION ELEMENT

(Reference §9J-5.007(3), F.A.C.)

§2-1: ~~TRAFFIC CIRCULATION~~ TRANSPORTATION GOALS, OBJECTIVES, AND IMPLEMENTING POLICIES. This section stipulates goals, objectives, and implementing policies for the ~~Traffic Circulation~~ Transportation Element pursuant to §163.3177(6)(b), F.S., and ~~§93-5.007(3), F.A.C.~~

GOAL 2-1: ~~TRAFFIC CIRCULATION~~ TRANSPORTATION. Plan for a safe, convenient, and efficient motorized and non-motorized transportation system which shall be available for existing and anticipated future users of the system.

OBJECTIVE 2-1.1: SAFE, CONVENIENT, AND EFFICIENT TRANSPORTATION SYSTEM. Establish a safe, convenient, and efficient motorized and non-motorized transportation system in the City through development and implementation of level of service (LOS) standards and identified transportation improvements, as shown in the Future ~~Traffic Circulation~~ Transportation Map (Map II-8) and Schedule of Improvements (Table II-1), to meet said levels of service standards.

Policy 2-1.1.1: Level of Service Standards. The Level of Service (LOS) determination of thresholds shall be calculated using the best available methodology ~~F DOT software such as ART PLAN that incorporates the speed based methodology described in the data and analysis.~~ The City hereby adopts the following peak hour roadway level of service standards based on functional classification (for U.S. 1, the LOS shall be assessed based on a peak direction analysis of the highest 15 minute period of the 100th highest hourly volume of the year, or K100):

Roadway Facilities	Segment	Min LOS Standard Peak Hour
State Urban Principal Arterials		C (1)
U.S. 1	N. Roosevelt Blvd.	C (1)
	Truman Ave	Physically Constrained (1)
	Whitehead St.	Physically Constrained (1)
County Urban Minor Arterials		D
County Urban Collectors		D
City Urban Collectors		D

(1) Due to physical constraints that would make U.S. 1 improvements cost prohibitive, the segments from Eisenhower Drive to Whitehead Street and from Truman Avenue to Fleming Street, are designated as constrained. These segments have an existing operating condition below the LOS C standard. Constrained facilities level of service shall be C plus five (5) percent.

Policy 2-1.1.2: Maintenance Plan for Constrained Segments of U.S. 1. The City shall monitor development activity to continue the operating condition such that significant degradation does not occur on the constrained segments of U.S. 1. In the case of Key West, "significant degradation" shall mean an average annual daily traffic increase in two-way traffic volume of five percent.

~~**Policy 2-1.1.3: Possible Changes in Level of Service Standard.** The City will continue to explore the applicability and utility of designating Old Town as a Transportation Concurrency Management Area (TCMA), as a means of ensuring an adequate level of mobility that is sensitive to the City's historic character. If pursued, the TCMA will promote the use of public transit and other non-automobile modes, such as bicycling and walking, while discouraging the proliferation of urban sprawl and protecting natural resources.~~

Policy 2-1.1.4: Criteria for Evaluating Proposed Roadway Improvement. Future roadway improvement proposals shall be evaluated and assigned a relative priority based on specific criteria below

cited:

1. Whether the project is needed to:
 - Protect public health and safety;
 - Fulfill the City's legal commitment to provide facilities and services; or Preserve or achieve full use of existing facilities.
2. Whether the project:
 - Ameliorates a deficient level of service on existing facilities;
 - Increases efficiency of use of existing facilities;
 - Prevents or reduces future improvement cost;
 - Provides service to developed areas lacking full service; or
 - Promotes in-fill development.

Policy 2-1.1.5: Review of Proposed Developments. The City shall review all proposed development for consistency with adopted LOS standards. No development shall be approved that is projected to generate a traffic volume which would decrease the existing LOS below the adopted standard, or degrade the operating condition on the constrained segments of U.S. 1 below the five percent (5%) threshold stated in Policy 2-1.12, unless those impacts are mitigated by the developer.

Policy 2-1.1.6: Monitor and Evaluate Impact Fee. The City shall monitor and evaluate the City transportation impact fee ordinance based on a continuing assessment of traffic circulation improvement needs and public and private funding resources required to accommodate those needs.

Policy 2-1.1.7: Adequate Facilities Ordinance. The City shall ~~amend~~ continue to enforce the land development regulations to require that physical improvements required to provide adequate roadway capacity be in place prior to the issuance of a development order/permit. In addition, prior to approval of a site plan the developer/applicant shall demonstrate to the City's satisfaction that required on- and off-site roadway and traffic improvements shall be in place concurrent with the impacts of development. Also, the developer shall demonstrate to the City's satisfaction that the proposed development shall not cause the level of service on adjacent public roads to decline below level of service standards cited in Policy 2-L1.1.

Policy 2-1.1.8: On-Site Transportation Improvements and Safe Traffic Flow. ~~Upon plan adoption the~~ The City shall amend continue to enforce its land development regulations to include performance standards which require that all developments provide safe and convenient on-site traffic flow considering motorized and non-motorized vehicle parking and internal circulation needs.

Policy 2-1.1.9: Controlled Access. Upon plan adoption the City shall adopt land development regulations which incorporate standards for:

- Controlling connections and access points of driveways and roadways to existing roadways, and which conform to the standards outlined in the State's Access Management Rule for state facilities;
- Preventing conflicts between vehicular, pedestrian and bicycle traffic; and
- Providing a traffic circulation system which is designed to accommodate the demands of emergency service delivery systems.

~~— **Policy 2-1.1.10: Comprehensive Traffic Circulation Study.** Within the next two years the City of Key West will conduct a comprehensive traffic circulation study that considers current traffic volumes, recent and planned development projects, street circulation, parking, public transportation, ports, aviation facilities, level of service and potential needed improvements and changes in traffic circulation. This study should result in a comprehensive listing of needed transportation improvements and an identification of short term and long term implementation and financing strategies. Special efforts will be made to maximize the utilization of mass transit systems and other alternative modes. Needed improvements and financing strategies to address, among others, the impacts from the Chapter 288 Military Base Reuse Plan will also be incorporated in the Capital Improvement Element of the City's comprehensive plan by June 30, 2001 as~~

applicable.

Policy 2-1.1.11: Concurrency Management Study. Within the next two years the City of Key West will conduct a study to evaluate concurrency management options that may include reducing level of service standards, concurrency exception areas, and other options as appropriate. The recommendations of this study will be used to update the City of Key West's concurrency management system.

OBJECTIVE 2-1.2: RIGHT-OF-WAY ACQUISITION. The City shall protect existing and future right-of-way from building encroachment. Following the completion of the countywide transportation plan update identified in Objective 2-1.8, the City shall program any additional transportation system right-of-way acquisition needs identified in the countywide transportation system plan update.

Policy 2-1.2.2: Standards For Road R/W Acquisition. The City hereby adopts the following minimum standards for road rights-of-way:

Arterial Roadways:	80' – 90' R/W
Collector Streets:	
Major	60' – 80' R/W
Minor	50' – 60' R/W
Local Streets:	40' – 60' R/W (if curb and gutter)

The City shall preserve existing rights-of-way and shall enforce standards requiring dedication of roadways for which the need is generated by new development.

Policy 2-1.2.3: Mandatory R/W Dedication/Fees in Lieu. The City shall implement a program for mandatory dedication or fees in lieu thereof as a condition of development approval associated with plats, replats, PUDs, or site plans where such developments generate a need for new or improved roadways. The purpose and intent of such program shall be to ensure that: 1) adequate road ROW and necessary roadway improvements are dedicated and developed concurrent with the impacts of new development; and 2) the cost of such improvements shall be borne by the developer generating the need for the facilities.

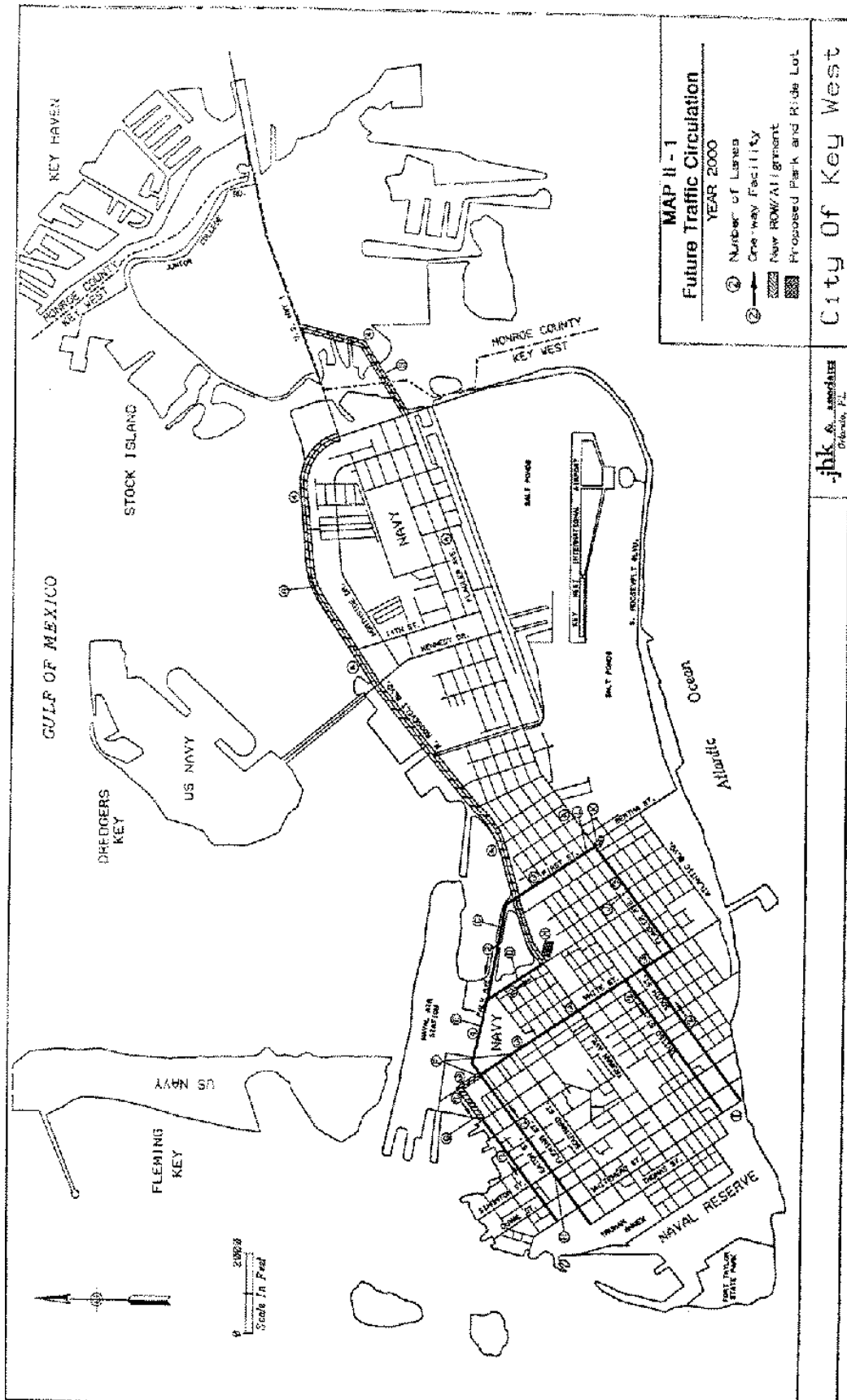
OBJECTIVE 2-1.3: FUTURE ROADWAY IMPROVEMENTS. The City shall continue to coordinate with the FDOT and with Monroe County to attain improvements to State and County roadways required to accommodate future traffic circulation system demands through the short ~~(1995)~~ 2015 and long term ~~(2010)~~ 2030 ~~timeframe~~ planning horizons.

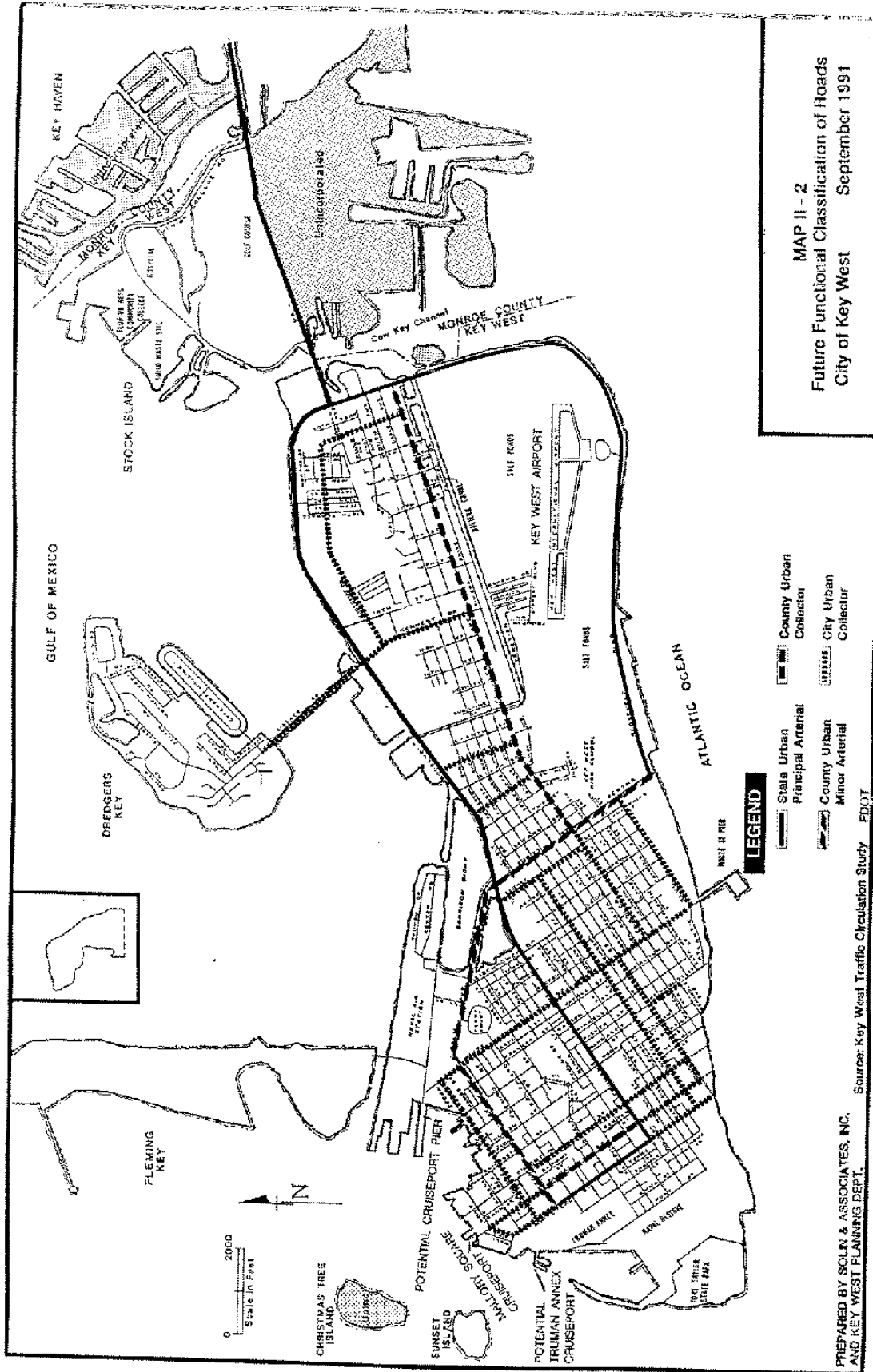
Policy 2-1.3.1: Specific FDOT Planned Roadway Improvements. No FDOT traffic circulation improvements are scheduled for the City of Key West within the FDOT 5-Year Road Improvement Program.

Policy 2-1.3.2: Coordinate Engineered Traffic Circulation Master Plan with FDOT and Monroe County. Since most of the principal arterial, minor arterial and urban collector streets are either County or State facilities, the City of Key West shall coordinate improvement strategies outlined in the Future Traffic Circulation Map with the State DOT and Monroe County.

Policy 2-1.3.3: Monitor Future Capacity of Roadways. The City shall continue to coordinate with FDOT and Monroe County in order to ~~develop~~ maintain a model for continuing monitoring of traffic circulation system needs. ~~Furthermore, the City shall attempt to ensure that FDOT traffic counts include all facilities on the state map of the City's major thoroughfares by functional classification. The improved data base shall be a major component of the continuing monitoring and evaluation system.~~

Policy 2-1.3.4: Jose Marti Parking Facility. ~~The City has received an Urban Mass Transit Assistance (UMTA) grant to construct the proposed Jose Marti parking facility in FY 1991-92. The facility improvements will be undertaken in two phases FY 1991-92 through 1992-93. The second phase is contingent on the success of phase one according to terms of the UMTA grant.~~





OBJECTIVE 2-1.4: FACILITIES FOR BICYCLE AND PEDESTRIAN WAYS. ~~By December 1991 the City shall file a grant application with the State to assist implementation of City's plan for bicycle and pedestrian ways. The City shall continue to utilize opportunities for funding sources such as State and Federal grants to continue to improve bicycle and pedestrian facilities throughout the City.~~

Policy 2-1.4.1: Planning for Bicycle and Pedestrian Ways. ~~The City shall by the end of 1991 continue to seek state funds to implement the adopted plan for developing continually improve bicycle and pedestrian ways which connect residential areas to recreational areas and major activity centers. The plan shall include programs for implementation and anticipated funding sources and shall be consistent with roadway improvement plans identified in the engineered transportation master plan.~~

Policy 2-1.4.2: Bicycle and Pedestrian Facilities Required for New Development. ~~Upon plan adoption the~~ The City's amended shall continue to enforce land development regulations ~~shall incorporate provisions~~ requiring that new subdivisions, replats, planned unit developments, and site plans accommodate bicycle and pedestrian traffic needs. Similarly, multiple family residences as well as shopping facilities, recreational areas, schools, and other public uses shall provide storage areas for bicycles.

Policy 2-1.4.3: Infrastructure to Support Bicycle Facilities. ~~Upon plan adoption the~~ The City shall continue to analyze the feasibility of requiring bicycle facility improvements whenever major roadway construction, street resurfacing or restriping occurs, or when shoulder or drainage improvements are made.

Policy 2-1.4.4: Bicycle Parking Facilities. ~~Upon plan adoption the~~ The City shall continue to work with major employers and tourist destinations to establish long-term bicycle parking facilities designed to provide protection for bicycles at convenient locations. Such facilities may be considered as a pro-rata portion of traffic impact fees for new developments.

OBJECTIVE 2.1.5: COORDINATING TRAFFIC CIRCULATION PLANNING. The City shall coordinate traffic circulation system planning with the plans and programs of Monroe County and the FDOT Five (5) Year Transportation Improvement Plan, ~~and the South Florida Regional Planning Council (SFRPC).~~

Policy 2-1.5.1: Implementing Traffic Circulation Planning and Coordination. The City shall initiate reciprocal review of present and future traffic circulation plans and programs of FDOT and Monroe County, ~~and the South Florida Regional Planning Council~~ as appropriate in order to establish consistency in area-wide traffic circulation planning.

OBJECTIVE 2-1.6: MANAGING TRAFFIC CIRCULATION AND LAND USE. The City shall coordinate traffic circulation system improvements and implementing programs with documented shifts in socio-economic conditions, demographic changes, and implications of the goals, objectives, and policies of the Land Use Element, including the Future Land Use Plan Map.

Policy 2-1.6.1: Integrated Traffic Circulation and Land Use Planning. The City shall continually monitor and evaluate the impacts of existing and proposed future land development on the transportation system in order to achieve integrated management of the land use decisions and traffic circulation impacts.

Policy 2-1.6.2: Traffic Circulation Performance Criteria. ~~Upon plan adoption the~~ The City of Key West shall adopt amended continue to enforce land development regulations which require that future land development comply with traffic circulation level of service standards cited herein. Performance criteria shall require that new development bear an equitable share of costs for traffic circulation system improvements necessary to accommodate traffic generated by proposed new development.

Policy 2-1.6.3: Traffic Circulation Site Plan Review Criteria. ~~Upon plan adoption the~~ The City of Key West shall adopt amended continue to enforce land development regulations which include performance criteria designed to manage issues surrounding trip generation; design of efficient internal traffic circulation and parking facilities, including minimizing pedestrian and vehicular conflict, off-street parking, as well as safe and convenient circulation and maneuverability; control of access points; potential need for acceleration/deceleration lanes; adequate surface water management and drainage; and landscaping.

OBJECTIVE 2.1.7: TRAFFIC CIRCULATION AND HURRICANE EVACUATION. Upon completion of the comprehensive plans of the County and incorporated municipalities, the City shall participate in a County technical coordinating committee which shall convene to evaluate issues relates to updating the County hurricane evacuation model. The model shall be updated to accommodate new data provided in the completed comprehensive plans of the County and all municipalities within the County. Following the update of the model, the County and its municipalities shall develop a hurricane evacuation plan which shall include reconciling comprehensive plan and hurricane evacuation issues identified during the update of the model and through operations research and analysis of land use, population, and transportation. Upon adoption of the Comprehensive Plan, the City shall participate in the County's technical coordination committee convened to update and implement planning and management activities.

Within one year after plan adoption, the City will develop an operational policy for managing transportation, in the event of a major hurricane. The operational policy will identify a strategy for ensuring a safe and efficient post-disaster management plan. In addition, the City will participate in Monroe County's detailed study of the impact of continuing development in the Keys on evacuation clearance times. It is imperative not only that such coordination take place, but that the study be performed after the City and County have completed their capital improvements element during the plan update process. The result will be a clear assessment of clearance times in light of specific transportation-related improvements. The policy below stipulates specific traffic circulation activities that shall be directed in order to maintain existing clearance times until a more detailed countywide study of hurricane evacuation and peacetime emergency management of public facilities can be undertaken in concert with Monroe County.

Policy 2-1.7.1: Specific Hurricane Evacuation Traffic Circulation Improvement Strategies. Upon plan adoption the City shall direct the following transportation policies in order to enhance hurricane evacuation in coordination with the County and the Peacetime Emergency Plan.

1. Designate North Roosevelt Boulevard as the primary evacuation route out of Key West. Orient three lanes northbound and one lane southbound from Eisenhower Drive (beginning of four lane section) to Stock Island. The southbound lane is necessary for emergency vehicle access.
2. Designate Flagler Avenue as the secondary evacuation route. Three lanes will carry traffic northbound and one lane for southbound emergency vehicle traffic.
3. Implement the following specific traffic circulation improvements within its five year planning horizon that will facilitate traffic flow out of the downtown employment and tourist areas. Improvements include:
 - o Adding lanes to White Street, First Street, and Palm Avenue;
 - o Designating South Street and United Streets, and Caroline and Eaton Streets as one-way pairs;
 - o Making geometric improvements at critical intersections to reduce congestion and delay along the North Roosevelt Boulevard corridor; and
 - o Upgrade North Roosevelt Boulevard to standards prescribed by the Florida Department of Transportation.

These improvements are designed to spread out traffic by giving motorists additional corridors as options to North Roosevelt Boulevard. A bridge linking Flagler Avenue with Stock Island has been identified as a long term improvement (2000). These improvements together with the reorientation of traffic on North Roosevelt and Flagler Avenue shall maintain existing clearance times until a more detailed countywide study of hurricane evacuation and peacetime emergency management of public facilities can be undertaken in concert with Monroe County.

OBJECTIVE 2-1.8: COUNTYWIDE TRANSPORTATION FOLLOW-UP STUDY AND TRAFFIC CIRCULATION COORDINATING ACTIVITIES. Upon plan adoption the City of Key West shall participate in Monroe County's update of the transportation element which shall integrate the transportation plans of Monroe County with plan of all incorporated areas elaborated as below. The City shall also coordinate with DOT, DCA, SFRPC, and other state and regional agencies concerned with assessing traffic impacts of proposed development.

Policy 2-1.8.1: Implementing Coordination of Traffic Circulation Issues. As stated in Objective 2-1.7, the City shall participate in the County update of transportation system improvements for the County and all incorporated areas within the County. A part of the County study an urban area model shall be developed and the implications of scheduled improvement plans within unincorporated and incorporated areas shall be assessed. The study shall yield a "cost feasible" transportation plan for the year 2010. This planning process will include a technical coordinating committee on which the City of Key West shall serve. New development proposals are received by the City, the traffic circulation impacts shall be coordinated through a multi-agency development review committee that shall be established by the City upon adoption of the Comprehensive Plan.

The City shall implement the hurricane and transportation conclusions and policies relative to residential units allocation which are adopted by Monroe County and all municipalities. The City shall amend its comprehensive plan to include policies related to permanent and non-permanent residential allocations, requisite density restrictions, and other measures necessary to avoid a taking of private property without just compensation. Finally, the City shall exercise grantsmanship functions to attract federal and state funds required to purchase private property for purposes of responding in a lawful manner to growth management issues impacting an area of state and national critical concern.

CHAPTER 3: HOUSING ELEMENT
(Reference §91-5.010(3), F.A.C.)

§3-1: HOUSING GOALS, OBJECTIVES, AND IMPLEMENTING POLICIES. This section stipulates goals, objectives, and implementing policies for the Housing Element pursuant to ~~§ 163.3177 (6) (f), F.S., Statute and §91-5.010(3) (a-e), F.A.C.~~
Update Language

GOAL 3-1: HOUSING. Allocate land area for accommodating a supply of housing responsive to the diverse housing needs of the existing and projected future population and assist the private sector in providing affordable quality housing in neighborhoods protected from incompatible uses and served by adequate public facilities.

OBJECTIVE 3-1.1: PROVIDE AFFORDABLE QUALITY HOUSING AND ADEQUATE SITES FOR LOW AND MODERATE INCOME HOUSING. The City shall implement the below-stated policies in order to assist in accommodating ~~the existing and projected housing need as estimated below.~~ ~~The Comprehensive Plan Housing Element Data Inventory and Analysis (Updated in 2012) includes a tabular summary of documentary based data and methodology provides the basis for the below stated estimates.~~

Housing Need	1990	1995	2010
Total Housing Need (Including Conventional & Affordable)	10,424	10,825	11,838
Owner Occupied	4,384	4,557	4,984
Rental	6,040	6,268	6,854
Affordable Housing Need	3,677	3,815	4,173
Owner Occupied	740	770	843
Rental	2,937	3,045	3,330

Cost Burdened Households by Income Group, 2009

	<u>30% of median</u>	<u>50% of median</u>	<u>80% of median</u>	<u>120% of median</u>	<u>200% of median</u>
<u>Owners</u>	<u>-500</u>	<u>-851</u>	<u>-1,571</u>	<u>-2,225</u>	<u>-2,101</u>
<u>Renters</u>	<u>-349</u>	<u>-796</u>	<u>214</u>	<u>+270</u>	<u>-288</u>

~~The above described housing need is supported by the affordable housing analysis and projected need contained in the Housing Element Data Inventory and Analysis (Updated in 2012). The estimated cumulative need for affordable housing is based on the existing and projected need among very low, low and moderate income households who either pay, or in the future anticipated to pay, more than thirty (30) percent of household income on housing. The affordable housing need is further impacted by the scheduled conversion of 308 affordable housing units during the period 1990 to 2010 as stated in the Data Inventory and Analysis. The City shall provide assistance in increasing affordable housing opportunities by carrying out measures stipulated in the below stated policies. In addition, the City of Key West shall revise and continue to enforce the City's affordable Workforce Housing ordinance (i.e., Growth Management Ordinance) which is designed to promote development of an adequate supply of affordable housing responsive to consumer demand. The ordinance shall provide incentives for affordable housing as described in the below stated policies. The ordinance shall be directed toward providing incentives for the private sector to meet specific housing needs. Affordable housing needs shall be evaluated and estimated on an annual basis through yearly updates of the growth management ordinance. There are no rural farm workers residing in the City of Key West.~~

[Update Language](#)

Policy 3-1.1.1: Housing Assistance, Information and Referral Services. The Key West Housing Authority shall manage the City's 590 ~~581 units of~~ public housing and shall serve as the City's Community Development Office for purposes of Community Development Block Grant administration and continuing grantsmanship and program management. The City's Housing Authority shall maintain and administer the City's 590 public housing units at the following locations: Fort Village, George Allen, Parker Place, and Robert Gabriel. ~~The Authority shall also manage the 268 units of privately-owned Section 8 and Rental Rehabilitation properties. In addition, the Authority shall coordinate with the City Commission in promoting additional day care facilities, achieving redevelopment, and neighborhood revitalization in declining subareas within Old Town.~~

The Key West Planning Department and the Key West Housing Authority shall provide technical assistance, information and referral services to the private sector in order to maintain a housing production capacity sufficient to meet the projected housing market demand and continue to advance fair housing and elimination of discrimination in housing.

[Update Language](#)

Policy 3-1.1.2: Developing Public/Private Partnerships. Develop local government partnerships with the private sector in order to improve the efficiency and expand the capacity of the housing delivery system. ~~Actions shall include coordinating the timing and location of City sanitary sewer facilities and Florida Keys Aqueduct Authority water services in order to promote the timely extension of water and wastewater services to residential areas as necessary. Similarly, the City shall also coordinate the installation of community facilities supportive to housing resources. Impact fee reductions shall be applied pursuant to formulas established in the Growth Management Workforce Housing Ordinance in order to provide additional incentives for constructing affordable housing units. Such incentives shall be incorporated in the City's land development regulations upon plan adoption.~~

[Update Language](#)

Policy 3-1.1.3: Additions to LDRs. Based on the Comprehensive Plan analysis of the "growth management," the City shall repeal the growth management ordinance and adopt as part of the land development regulations: 1) an affordable housing ordinance; and 2) a rate of growth ordinance.

[Update Language](#)

Ratio of Affordable Housing to Be Made Available City-Wide: 1990-2010.—The affordable Workforce Housing ordinance shall continue to stipulate that aAt least thirty percent (30%) of all residential units constructed each year in the City shall be affordable as herein defined in accordance with the adopted Workforce Housing Ordinance. Residential or mixed-use projects of less than ten (10) residential units shall be required to either develop thirty (30) percent of the units as affordable units on- or off-site, or contribute a fee in lieu thereof. However, residential projects of ten (10) units or more shall provide affordable units on- or off-site and will not have the option of fees in lieu of construction. Commercial developments shall be required to provide affordable housing units or fees in lieu thereof based on provisions ~~to be~~ included in the updated land development regulations.

[Update Language](#)

Affordable Housing Trust Fund Be Established. The City shall ~~establish and~~ maintain an "affordable housing trust fund" with revenue received from "fees in lieu" of constructing required affordable housing as herein stipulated that is earmarked for the support and production of low and moderate income housing. ~~The fees in lieu and the Housing Trust Fund shall not be commingled with general operating funds of the City of Key West. The trust fund shall be used for direct financial aid to developers as project grants and affordable housing project financing; direct or indirect aid to home buyers or renters as mortgage or rental assistance; and leverage to housing affordability, through site acquisition or development and housing conservation.~~

Impacted Land Uses. Any new commercial industrial, hotel/motel or multi-family housing development shall be required to provide affordable housing or make "fees in lieu" to the Housing Trust Fund. ~~The formula for determining the number of affordable housing units (or "fees in lieu") to be provided by each type of development cited above shall be stipulated in the land development regulations. The formula for commercial, industrial and hotel/motel developments~~

~~shall be based on an economic assessment to be undertaken as part of the City's Comprehensive Housing Affordability Study to be completed in FY 1992-93. This assessment shall provide a fair and equitable affordable housing unit threshold based on each 100 square feet of gross leasable (or total units in the case of multi-family units or hotel/motel units).~~

Affordable Housing Performance Criteria: The following performance criteria shall be incorporated in the affordable housing ordinances:

Affordable Housing Dwelling Unit Eligibility Requirements. The following criteria shall be required for dwelling units to qualify as affordable housing to the extent lawful; however, a waiver mechanism shall be provided in the land development regulations.

1. The dwelling unit shall have a sale price (including escrow requirements) less than or equal to three (3) times the median household income in Key West, or have rental rates, including sewer and solid waste charges, which are less than or equal to thirty (30) percent of median household income in Key West.
2. The dwelling unit shall be occupied by a household which meets all the "Applicant Eligibility Requirements for Affordable Housing" as herein stated.
3. The landlord of rental units shall perform routine maintenance and keep the units in standard condition.
4. The parcel and development shall meet all requirements of the City of Key West Land Development Regulations for the district in which the parcel is located.
5. Sites for affordable housing shall be approved if such sites have access to the following facilities, services and/or activity centers:
 - a. Serviced by potable water and central wastewater systems;
 - b. Accessible to employment centers, including shopping centers which accommodate stores offering household goods and services needed on a frequent and recurring basis;
 - c. Located on a paved street accessible to a major street (i.e., included in the City's major thoroughfare plan);
 - d. Accessible to public parks, recreation areas, and/or open space systems; and
 - e. Located on sites having adequate surface water management and solid waste collection and disposal.

Fees in lieu of construction of affordable housing shall be paid by developers if sites having required affordable housing do not have access to the facilities, services and/or activity centers listed above.

If possible, affordable housing sites should be accessible to social service centers which offer such services as counseling and day care.

6. Demonstration of continuing affordability shall be by deed restriction or any other method that effectively runs with the land.
7. The City will give priority to fill affordable housing vacancies which are accessible to the elderly or disabled non-elderly as well as priority to veterans.
8. The City will direct priority to occupancy of larger sized affordable housing units by families with more than four members.

Affordable Housing Applicant Eligibility Requirements. The following eligibility criteria shall be required for households qualifying for affordable housing units to the extent lawful; however, a waiver mechanism shall be provided in the land development regulations.

1. The household shall derive at least seventy percent (70%) of its household income from gainful employment in the City of Key West.
2. The total income of eligible households shall not exceed ~~70%~~80% of the median income for the City of Key West.
3. Eligibility is based on proof of legal residence in Key West for at least 12 months.
4. Single persons eligible for affordable housing shall be 18 years or older.
5. Priority shall be given to applicants whose head of household is elderly, disabled non-elderly, or a veteran.
6. Priority shall be given to larger families for larger sized affordable housing units.
7. The applicant shall execute a sworn affidavit stating the applicant's intention to occupy the dwelling unit.

Affordable Housing and Affordable Housing Applicant Eligibility Requirements for the Base Reuse sites shall be defined through the Housing Authority of the City of Key West's Affordability Policy, ~~adopted July 1998. Amendments to said policy shall be incorporated into the Comprehensive Plan definition so long as they are first affirmatively approved by both the City of Key West and the Department of Community Affairs Economic Opportunity.~~

~~Said policy may be updated from time to time and shall be incorporated into the Comprehensive Plan definition, so long as they are first affirmatively approved by both the City of Key West and the Department of Community Affairs Economic Opportunity.~~

Relocation. Low and moderate income families who meet the "Affordable Housing Applicant Eligibility Requirements" and occupy housing which meets "Affordable Housing Dwelling Unit Eligibility Requirements" as herein stated shall not be displaced off-site by redevelopment activities which permit residential use.

Design Guidelines for Affordable Housing. Design elements which have proven successful in affordable housing developments which shall be encouraged by the City include:

1. Use of familiar material and forms;
2. Residential appearance;
3. Generous natural light and ventilation;
4. Private, easily identifiable outdoor space such as front porches;
5. Safe, well-lit areas for mail collection and group activities;
6. Front entrances visible from street or public areas;
7. Clear separation between cars and people; and
8. Barrier-free design for the elderly and handicapped.
9. Use of alternative energy technology for purposes of conserving natural resources and reducing user costs.

The "rate of growth ordinance" is addressed in Section II of the Compliance Agreement.

Policy 3-1.1.4: Selecting Sites for Affordable Housing for Low and Moderate Income Households. ~~Upon plan adoption the~~ The City shall ~~amend~~ continue to enforce its land development regulations in order to include principles and criteria for locating low and moderate income housing. The City shall continue to promote access to a broad range of housing opportunities with a full complement of urban services through cooperation and coordination with the private sector and Monroe County.

Sites for affordable housing for low and moderate income households shall be approved if such sites have access to the following facilities, services and/or activity centers:

- Serviced by potable water and central wastewater systems;
- Accessible to employment centers, including shopping centers which accommodate stores offering household goods and services needed on a frequent and recurring basis;
- Located on a paved street accessible to a major street (i.e., included in the City's major thoroughfare plan);
- Accessible to public parks, recreation areas, and/or open space systems; and
- Located on sites having adequate surface water management and solid waste collection and disposal.

Annually the City shall promote the use of federal, state, and local subsidy programs, including Sec. 208 funding, to meet the need for affordable housing. The City Planner or other City representative directed by the City Manager shall meet with the Monroe County Planning Director and the Director of the City of Key West Housing Authority and ~~by the end of 1992 draft a program for~~ shall continue to perform annual evaluation of affordable housing needs within the incorporated and unincorporated areas. The program shall include annual assessments, including recommended actions for the ensuing year. The annual assessment of affordable housing needs shall be presented to the City Planning and Zoning Board and the City Commission for action.

Furthermore, the City shall participate in South Florida Regional Planning council initiatives directed toward educating local governments of new techniques especially programs applicable to the region and/or the County, for promoting affordable housing. In drafting updated land development regulations, the City shall ensure that regulatory techniques and review procedures do not create barriers to affordable housing. The City shall also promote nondiscrimination in access to housing within the City by promoting fair housing laws and practices.

OBJECTIVE 3-1.2: MAINTAIN HOUSING STOCK FREE OF SUBSTANDARD UNITS. ~~The City of Key West had 956 substandard housing units as of 1991, representing approximately 8.4 percent of the total housing stock based on a 1991 parcel by parcel field survey conducted by the City of Key West Planning Office. However, of these total 795 units or 83% of the total substandard units merely needed minor repair such as painting, screen repair, or weatherization. Only 161 or approximately one (1) percent of the City's total housing stock was dilapidated or uninhabitable based on the field study definitions contained on Page 3-10 of the housing data inventory and analysis. The City shall continue to use the Community Development Block Grant Program and code enforcement programs to take necessary actions to correct existing deficiencies in order to achieve a housing stock free of substandard units.~~

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Policy 3-1.2.1: Elimination of Substandard Housing Conditions and Structural and Aesthetic Improvement of Housing. ~~Upon plan adoption the~~ The City shall ~~continue to implement~~ initiate code enforcement provisions designed to enforce the housing code and the ~~Southern Standard Building Code- Florida Building Code~~ in order to protect and preserve the structural integrity and aesthetics of the City's housing stock. Substandard housing units shall continue to be identified. The City shall contact owners of substandard housing units in order to communicate necessary corrective actions and assist by informing owners of available federal, state and local housing assistance programs. Similarly, the City shall use the Community Development Block program to attract funds for necessary improvements.

OBJECTIVE 3-1.3: MANUFACTURED HOUSING. The City of Key West shall accommodate the demand for manufactured housing within its corporate limits at Poinciana Trailer Park, Mastic Trailer Park, Key West Trailer Park, ~~the Naval Trailer Park (Note: The Navy Trailer Park is programmed for removal)~~ and at the Bayside Trailer Park.

Policy 3-1.3.1: Location and Building Code Compliance. Building Codes within the City shall be consistent with State mandated criteria governing construction in coastal area. The City's land development regulations shall continue to allow manufactured housing in all residential zoning districts provided the manufactured housing complies with applicable building standards ~~of CH.320 and 553, FS., the U.S. Department of Housing and Urban Development Manufactured Home Construction and Safety Standards of 1974 (i.e., Sec.320.823, FS.), and~~ the land development regulations, including the City's historic guidelines which shall govern all structures with the Old Town Historic District.

~~**Policy 3-1.3.2: Mobile Home Location Principles.** Upon plan adoption the City's land development regulations shall be amended to include performance standards ensuring that mobile homes can be accommodated within areas zoned for mobile homes including sites identified in Objective 3-1.3.~~

OBJECTIVE 3-1.4: PROVIDE OPPORTUNITIES FOR GROUP HOMES, HOUSING FOR THE ELDERLY AND FOSTER CARE FACILITIES. Pursuant to ~~the State requirements of §163.3177(6) (3), F.S.,~~ the City shall promote housing opportunities to meet the unique housing needs of the elderly, dependent children, the physically and mentally handicapped, and the developmentally disabled.

~~**Policy 3-1.4.1: Foster Care Facilities.** Upon plan adoption the land development regulations shall be amended to include performance standards designed to advance the provision of foster care facilities within the City of Key West. The standards shall provide for licensed HRS single family foster care homes in all residential districts classified in the Zoning Code.~~

Policy 3-1.4.2: Group Homes. ~~Upon plan adoption the land development regulations shall be amended to include performance standards which allow g~~Group homes are allowed in multiple family zoning districts providing they meet criteria established by Florida Statutes ~~and administrative rules of the State Department of Health and Rehabilitative Services.~~ In addition, such facilities shall be regulated in order to manage their location and intensity, including impacts on infrastructure and to encourage development on sites accessible to public and private services generally required by group home residents.

Policy 3-1.4.3: Housing for the Elderly. ~~Upon plan adoption the land development regulations~~The City shall be ~~amended to~~ encourage the development of housing alternatives specially designed for the elderly, including but not limited to adult care living facilities.

Sites for housing for the elderly shall be approved if such sites have access to the following facilities, services and/or activity centers:

- Serviced by potable water and central wastewater systems;
- Accessible to employment centers, including shopping centers which accommodate stores offering household goods and services needed on a frequent and recurring basis;
- Located on a paved street accessible to a major street (i.e., included in the City's major thoroughfare plan);
- Accessible to public parks, recreation areas, and/or open space systems; and
- Located on sites having adequate surface water management and solid waste collection and disposal.

OBJECTIVE 3-1.5: PRESERVE HISTORICALLY SIGNIFICANT HOUSING. ~~Upon plan adoption h~~Housing resources identified as historically significant shall be preserved and protected for residential uses. ~~Upon plan adoption~~ ~~†~~The City shall continue to enforce the historic preservation guidelines adopted by the City's Historic Architecture Review Committee in order to preserve the historic district (i.e., predominantly Old Town Key West) ~~as described in the~~

~~housing data inventory and analysis~~, including the abundant housing resources of historic significance. The Old Town defines an area of historic ambience which is vital to the economic base of Key West since it attracts tourists and residents to this island community. ~~Upon plan adoption,~~ the future development of Old Town shall continue to be carefully ~~monitored~~ managed through ~~the amended~~ land development regulations. These regulations shall protect and preserve waterfront areas, a major natural amenity of the historic district. ~~Cross reference Policies 1-2.3.3 and 1-3.2.6.~~

~~**Policy 3-1.5.1: Preparation of Historic Preservation Element for Inclusion in Comprehensive Plan.** Upon plan adoption the City shall prepare a Historic Preservation element for adoption by the City Commission. The City's Historical Architecture Review Commission (HARC) shall manage preparation of the element and submit the same to the Planning Board for review and transmittal to the City Commission for adoption. The element shall be prepared pursuant to §163.3177(7) (i), F.S. The HARC shall be assisted in the preparation of the element by the Historic Planner for purposes of ensuring coordination between the Historic Preservation Element and the land development regulations. Cross reference Policy 3-1.5.2.~~

~~**Policy 3-1.5.2: Incorporate HARC Regulations in Land Development Regulations.** Upon plan adoption the City's land development regulations shall be amended to incorporate the duties and responsibilities of the City of Key West Historical Architecture Commission in managing historical resources and in evaluating alterations, renovations, and rehabilitation efforts for the protection and preservation of historic resources in Key West. The regulations shall include administrative provisions and criteria for maintaining the island's unique architectural heritage and visual character.~~

~~**Policy 3-1.5.3: Promote Identification of the City's Historically Significant Housing Resources.** The City shall encourage the continued analysis, identification and preservation of the City's historical resources. Such efforts shall include determination of their worth and vulnerability, as well as implementation of preservation management policies as such resources are identified. These efforts shall be coordinated with the Key West Historical Architecture Review Commission (HARC).~~

~~**Policy 3-1.5.4: Rehabilitation and Adaptive Re-Use of Historically Significant Housing.** Assist the rehabilitation and adaptive re-use of historically significant housing through available technical and economic assistance programs. These efforts shall be coordinated with the State Division of Historical Resources.~~

~~**Policy 3-1.5.5: Use of Subsidies and Grantsmanship Activities for Housing.** The City shall assist households within the City in need of housing resources, home repair, low and moderate income housing, or funds to preserve historically significant housing by undertaking grantsmanship activities necessary to obtain available State, federal, and local subsidies to remedy the identified housing needs.~~

~~**Policy 3-1.5.6: Identification of Conservation, Rehabilitation or Demolition Activities, and Historically Significant Housing or Neighborhoods.** The City ~~Planning Department~~ shall continue to maintain a program of housing stock conservation, rehabilitation and demolition as may be appropriate. The City shall work with the City's Historical Architecture Review Commission (HARC) in identifying all locally historically significant structures and shall regulate preservation of such structures through the historical preservation ordinance. Coordination with the private sector, and the transfer of information related to public assistance for the renovation of historically significant structures shall be encouraged. The City of Key West shall assist the Historical Architecture Review Commission (HARC) in its efforts to provide public information, education, and technical assistance relating to historic preservation programs.~~

~~**Policy 3-1.5.7: Improving Condition of Historic Housing Resources.** Identify substandard housing listed in the Florida Master Site File and initiate a technical assistance program using historic preservation as a tool to revitalize deteriorating housing without causing displacement. ~~Investigate using Inner City Ventures Fund of the National Trust for Historic Preservation, the Neighborhood Housing Services model and other~~ the range of funding sources and approaches.~~

~~**Policy 3-1.5.8: Consideration of Historic Resources in Planning Studies.** All public sector planning studies of neighborhoods, housing, transportation, drainage, stormwater and utilities will identify the presence of historic resources and the impact of any proposals on these resources.~~

Policy 3-1.5.9: Public Improvement Strategy for Enhancing Historic Resources. ~~Develop a~~ Maintain public improvement programs for the National Register District ~~that would include specific plans to enhance the public rights-of-way through appropriate utilities, streetscape improvements, landscaping and other improvements.~~

Policy 3-1.5.10: Design of Public Improvements In Historic Neighborhoods. When public improvements such as street lights, signage, sidewalks, traffic lights, and utilities are scheduled for replacements in recognized historic neighborhoods, those replacements shall be compatible with the character of the neighborhood. The HARC shall review the design concepts and building materials to prevent intrusion by incompatible structures.

OBJECTIVE 3-1.6: RELOCATION HOUSING. Uniform and equitable treatment of persons and businesses displaced by State and local government programs shall be provided consistent with ~~§421.55, F.S.~~ applicable State statutes.

Policy 3-1.6.1: Provide Alternative Housing Sites for Displaced Structures and Residents Thereof. Coordinate with the private sector in ensuring that alternative sites, in comparable housing facilities are available to persons displaced through public action prior to their displacement.

OBJECTIVE 3-1.7: CONSERVE NEIGHBORHOOD QUALITY AND EXISTING HOUSING STOCK. Neighborhoods shall be preserved through encouraging rehabilitation and/or basic maintenance of housing stock. Emphasis shall be placed on conservation of natural resources, maintenance of community facilities and enforcement of Codes.

Policy 3-1.7.1: Promote Maintenance of Housing Stock and Neighborhood Conservation. The City shall enforce all construction and land development regulations to promote maintenance of housing stock. Necessary corrective action shall be taken where non-compliance exists or when it comes into existence in the future.

Policy 3-1.7.2: Plan Supportive Facilities and Services Necessary for Quality Residential Neighborhoods. Sufficient systems for delivery of public facilities and services supportive to a quality residential environment shall be planned, designed and implemented. Such facilities shall include, but not be limited to, central water and wastewater services as well as maintenance of the roadway network and surface water management system. A capital improvement program and budget predicated on continuing review and evaluation of evolving housing problems and related infrastructure issues shall be the principal tool for realizing this objective.

Policy 3-1.7.3: Minimize Potential Blighting Influences. Potential blighting influences within residential areas shall be minimized by promoting use of best management principles and practices of land use planning, urban design and landscaping in development and site plan review. For instance, adverse impacts of land use transition shall be minimized by managing the location as well as the density or intensity of mixed or conflicting residential and nonresidential uses and by requiring adequate screening, landscaping, and other design features which promote land use compatibility and appropriate land use transition. ~~Upon plan adoption, the City shall~~ institute, continue to -administer, and enforce a site plan review process. In addition, the City shall continue to implement a multi-agency technical review process ~~shall be developed as stipulated in the intergovernmental coordination Objective 8.1.4. The multi-agency review process shall be enforced~~ to ensure greater efficiency in managing intergovernmental issues generated by large scale development.

Policy 3-1.7.4: Coordinate Public/Private Partnerships. In addressing housing issues requiring unique partnerships involving the public and private sector, the City shall promote effective communication and innovative approaches which involve partnerships between the public and private sectors.

Policy 3-1.7.5: Continuing Housing Programs. The City shall carry out the following housing related programs:

1. **Population and Housing Research and Information System.** Maintain and periodically update the population and housing information system.

2. **Housing Trends.** Monitor and evaluate population and housing trends. Analysis of land use interrelationships shall be included in the continuing evaluation.
3. **Review Plans and Policies.** Review and amend as necessary adopted plans and policies based on continuing analysis of problems and issues related to housing and other plan elements. Major shifts in the magnitude, distribution, and demographic characteristics of the population which are indicative of changes in housing demand shall be analyzed. Similarly, shifts in the magnitude, distribution and structural characteristics of the City's housing stock shall be analyzed on a continuing basis.
4. **Fiscal Management.** Review and evaluate residential development and infrastructure policy, including fiscal implications. Each year fiscal management policies including the capital improvement program and budget shall be reviewed, evaluated and refined to reflect current program priorities.
5. **Administer Housing Code and Other Related Codes.** Administer adopted housing and energy codes and other housing related codes.
6. **Public Assistance and Information Referral.** Provide housing information and referral services to the public pursuant to adopted goals, objectives and policies of this Housing Element.
7. **Intergovernmental Coordination.** Coordinate local housing program activities including discussions of related fiscal problems and issues with other public agencies at all levels of government pursuant to the Intergovernmental Element of this Plan.
8. **Manage Current Developmental Impacts.** Evaluate and manage impacts of proposed development pursuant to existing ordinances, including, but not limited to, impacts on residential neighborhoods, local housing supply and demand, public facility impacts, and natural environmental factors.
9. **Continuing Refinement of Housing Policies and Participation in the Comprehensive Housing Affordability Strategies (CHAS) Program.** The City shall maintain a continuing review and evaluation of housing policies as identified in this Element. ~~The report entitled, Comprehensive Plan Data Inventory and Analysis shall be updated as soon as the 1990 Census data is available. This analysis shall provide a basis for continuing refinement of housing policies. Where such analysis reveals housing needs, required infrastructure improvements, or other related problems and issues, the City shall coordinate an effective response, including cooperation with the public and private sectors. The Housing Element will be developed in coordination with state and federal requirements under the Comprehensive Housing Affordability Strategies for the City of Key West.~~

Affordable Housing and Affordable Housing Applicant Eligibility Requirements for the Base Reuse sites shall be defined through the Housing Authority of the City of Key West's Affordability Policy, ~~adopted July 1998. Amendments to said policy shall be incorporated into the Comprehensive Plan definition so long as they are first affirmatively approved by both the City of Key West and the Department of Community Affairs.~~

~~Said policy may be updated from time to time and shall be incorporated into the Comprehensive Plan definition, so long as they are first affirmatively approved by both the City of Key West and the Department of Community Affairs.~~

Policy 3-1.7.6: Special Housing Studies. In order to maintain housing policies responsive to changing conditions, problems, and issues, the City shall undertake special housing studies as needed in order to develop specific local strategies for resolving unanticipated housing problems and issues. ~~The city shall conduct an analysis to identify funding options for affordable housing. Include a cost/benefit analysis of alternative management options, particularly as they relate to maintaining housing affordability in perpetuity.~~

OBJECTIVE 3-1.8: CONTINUING EVALUATION OF HOUSING ELEMENT EFFECTIVENESS. The City shall use the following policies as criteria in evaluating the effectiveness of the Housing Element.

Policy 3-1.8.1: Review the Impact of Change Indicators on Housing Policy. Major shifts in the magnitude, distribution, and characteristics of population and housing shall serve as indicators of change in various aspects of housing supply and demand. The policy implications of major changes in housing supply and demand shall be evaluated on a continuing basis. Housing policy shall be refined as needed in order to remain responsive to changing problems and issues.

Policy 3-1.8.2: Schedule, Budget and Implementing Programmed Activities. The timely scheduling, programming, budgeting and implementation of housing programs identified in this Element shall be evidence of the City's effectiveness in carrying out a systematic program for implementing adopted housing goals, objectives, and policies.

Policy 3-1.8.3: Coordinate with Public and Private Sectors. While continually implementing and evaluating the Housing Element, the City shall maintain a process of intergovernmental coordination as well as coordination with private sector groups interested in housing policy and programs. The effectiveness of this approach shall be evaluated by the success of coordination mechanisms in resolving housing problems and issues.

Policy 3-1.8.4: Achieve Effective Resolution of Housing Goals, Objectives, and Policies. The effectiveness of the Housing Element shall be measured by the City's success in achieving housing goals, objectives, and policies. The Housing Element incorporates a systematic planning process for identifying housing problems and issues and corrective actions.

CHAPTER 4: PUBLIC FACILITIES ELEMENT

(Reference §9J 5.011(2), F.A.C.)

§4.1: PUBLIC FACILITY GOALS, OBJECTIVES, AND IMPLEMENTING POLICIES. This section stipulates goals, objectives, and implementing policies for the Public Facilities Element pursuant to ¶163.3177 ~~(6) (e), F.S., and §9J 5.011(2) (a-c), F.A.C.~~

GOAL 4-1: NEEDED PUBLIC FACILITIES. Ensure availability of needed public facilities in a manner which protects investments in existing facilities and promotes orderly, compact growth.

OBJECTIVE 4-1.1: ENSURE THAT INFRASTRUCTURE IMPROVEMENT NEEDS SHALL BE MET AND THAT AVAILABLE PUBLIC FACILITIES MAXIMIZE USE OF EXISTING PUBLIC FACILITIES, AND PREVENT URBAN SPRAWL. ~~Upon plan adoption, the~~ The City of Key West shall ~~adopt amended land development regulations which include~~ continue to enforce performance standards requiring that requisite public facilities be provided concurrent with the impacts of new development.

~~A concurrency management program shall also be adopted as part of the land development regulations and shall ensure that existing and planned public facilities shall be used to their maximum feasible extent in order to:~~

- ~~○ achieve economy of scale;~~
- ~~○ promote compact growth; and~~
- ~~○ prevent urban sprawl.~~

~~The City of Key West shall adopt procedures to ensure that at the time a development permit is issued, adequate facility capacity is available or will be available concurrent with the impacts of proposed development.~~

The City of Key West shall continue to analyze the capital facilities and infrastructure implications of land use and development permits with attention to the following:

- Safety improvements and hazard mitigation
- Elimination of sub-standard conditions
- Balance between supporting new development or redevelopment
- Financial feasibility, including long term operating costs
- Coordination among agencies of capital programs
- Contractual and/or mandatory obligations

Policy 4-1.1.1: Level of Service Standards. ~~The following level of service standards are hereby adopted, and upon plan adoption these standards shall be included in amended land development regulations which shall be used as the basis for determining the availability of facility capacity and the demand generated by a development are the minimum acceptable Level of Service standards to be utilized in planning for capital improvement needs:~~

Sanitary Sewerage System Level of Service:

Residential Uses: 100 gallons per capita per day for permanent residents based on 90 gallons per capita per day for seasonal residents

Non-Residential Uses: 660 gallons per acre per day

Treatment Standard:

The effluent concentrations for the City's Fleming Key Wastewater treatment facility shall comply with Florida Administrative Code Rule 17-6.180(1) (b) 1., as follows:

1. The arithmetic mean of the BOD or TSS values for the effluent samples collected (whether grab or composite technique is used) during an annual period shall not exceed 20 mg/l.
2. The arithmetic mean of BOD or TSS values for a minimum of four effluent samples each collected (whether grab or composite technique is used) on a separate day during a period of 30 consecutive days (monthly) shall not exceed 30 mg/l.
3. The arithmetic mean of the BOD or TSS values for a minimum of two effluent samples each collected (whether grab or composite technique is used) on a separate day during a period of 7 consecutive days (weekly) shall not exceed 45 mg/l.
4. Maximum permissible concentrations of BOD or TSS values in any effluent grab sample at any time shall not exceed 60 mg/l.

For the basic disinfection levels, Code Rule 17-6.180(1) (b) 4., the operational criteria shall comply with Florida Administrative Code Rule 17-6.180(1) (b) 4, using either MF or equivalent MPN methods as follows:

1. The arithmetic mean of the monthly fecal coliform values (computed as per b., below) collected during an annual period, shall not exceed 200 per 100 ml of effluent sample.
2. The geometric mean of the fecal coliform values for a minimum of ten effluent samples each collected on a separate day during a period of 30 consecutive days (monthly) shall not exceed 200 per 100 ml of sample.
3. No more than ten percent of the samples collected during a period of 30 consecutive days shall exceed 400 fecal coliform values per 100 ml of sample.
4. Any one sample shall not exceed 800 fecal coliform values per 100 ml of sample.

The City's Fleming Key wastewater treatment facility shall meet all water quality requirements of Chapter 17-3, Florida Administrative Code, including the chlorine residual standard. Dechlorination may be necessary should the chlorine residual in the effluent exceed the maximum limits at the end of the discharge pipe which would cause a violation of 17-3 standards. The wastewater treatment facility contains dechlorination facilities.

Level of Service for Wastewater Treatment Plant Effluent. To help minimize the eutrophication of ocean waters by ocean outfall which contain nutrients, the wastewater treatment plant effluent shall not exceed the following nutrient levels on an average annual basis:

Total Nitrogen Concentration:	6 mg/l; and
Total Phosphorus Concentration:	4 mg/l.

Private sewage treatment facilities shall provide no less than tertiary level of treatment defined as nutrient stripping meeting a standard of no more than 1.5 parts per million of total phosphorus as the average over two (2) consecutive quarters and no more than five parts per million (5 ppm) of total nitrogen content. The permit-holder shall monitor and test effluent and submit reports to the City Commission documenting that these nutrient stripping standards are being met. If these treatment standards are not met for two (2) consecutive quarters, the subject permit shall come before the City Commission for review and possible revocation. Monitoring and testing standards shall be conducted as required by Chapter 17-601.100 through 17-601.900, F.A.C.

Potable Water Level of Service:

	<u>Residential</u>	<u>Non-Residential</u>
1990-1995	95 gal/capita/day	660 gal/acre/day
1996-2010	93 <u>100</u> gal/capita/day	650 gal/acre/day

Solid Waste Disposal Level of Service:

1991-1993 Level of Service (lb/capita/day)

<u>Land Use</u>	<u>Total Waste Generation</u>	<u>WTE Facility Capacity</u>
Residential	3.8	2.93
Non-Residential	9.1	7.00

1994-2010 Level of Service (lb/capita/day)

<u>Land Use</u>	<u>Total Waste Generation</u>	<u>WTE Facility Capacity</u>	<u>Recyclable Waste Generation</u>
Residential	2.66	2.05	0.5
Non-Residential	6.37	4.90	0.25

The City shall not approve development applications unless the City demonstrates that sufficient capacity is available to accommodate projected solid waste disposal needs for all existing and approved development for a period of three (3) years. As part of the remedial plan amendment the City shall include an executed copy of the contract for accommodating haul out and landfill needs covering a five year period with an option to renew for five additional years. The City's contract with Chambers shall provide a reserve capacity for 50,000 tons per year or 299.40 cubic yards of landfill at the Berman Road Landfill in Okeechobee County. The landfill is comprised of 345 acres with an adjacent 2,000 acres under ownership by Chambers for landfill expansion.

Drainage: The Drainage level of service standard below will be applicable to all types of development. Where two or more standards impact a specific development, the most restrictive standard shall apply:

- a. Post development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with a 24 hour duration.
- b. Stormwater treatment and disposal facilities shall be designed to meet the design and performance standards established in Chapter ~~17-25~~, 62-25 Section 25.025, FAC, with treatment of the runoff from the first one inch of rainfall on-site to meet the water quality standards required by Chapter ~~17-302~~, Section 17-302.500, 62-302, 862-302.500 FAC. Stormwater facilities which directly discharge into "Outstanding Florida Waters" (OFW) shall provide an additional treatment pursuant to Section ~~17-25.025~~ 62-25.025 (9), FAC.
- c. Stormwater facilities must be designed so as to not degrade the receiving water body below the minimum conditions necessary to assure the suitability of water for the designated use of its classification as established in Chapter ~~17-302~~, 62-302 FAC."

~~In order to ensure that these levels of service standards are maintained, upon plan adoption the City of Key West shall develop a concurrency management implementation system pursuant to 9J 5.0055, F.A.C. which shall prescribe methodologies for determining available capacity and demand, including appropriate peak demand coefficient for each facility and for the type of development proposed.~~

Policy 4-1.1.2: Compliance with Level of Service Standards. As a condition of the issuance of development orders and permits, all public improvements including new facilities or replacements, expansions, or other alterations to public facilities shall be compatible with the adopted level of service standards for the facilities. Issuance of development orders or permits shall be conditioned upon demonstrated compliance with applicable federal, state, and local permit requirements for potable water, wastewater, drainage, and solid waste facilities.

Policy 4-1.1.3: Demand and Supply Information System. The City of Key West shall develop procedures for updating facility demand and capacity information and shall prepare annual summaries of capacity and demand information for respective facilities and/or service areas.

Policy 4-1.1.4: Coordination Between Future Land Use and Potable Water/ Wastewater System Needs. The City's adopted land development code shall be enforced to ensure that incremental decisions by the City concerning potable water and wastewater system needs, plans and the location and timing of improvements shall be consistent with land use and conservation resource management policies stipulated in the Comprehensive Plan.

Policy 4-1.1.5: Areawide Planning for Potable Water and Wastewater Systems and Solid/Hazardous Waste Disposal. The City shall meet no less frequently than annually with the Florida Keys Aqueduct Authority to review and refine areawide management strategies for delivery of potable water and wastewater services. ~~In addition, the City shall by 1992 evaluate management strategies for meeting the solid waste, hazardous waste and recycling initiatives, including the planned thirty (30) percent reduction in solid waste through recycling pursuant to Ch. 403.706 F.S. The City shall commence curbside recycling by 1990-91.~~ Finally, the City ~~amended~~ shall continue to enforce land development regulations which shall not permit proliferation of small fragmented water or wastewater systems except in unique cases where the City Commission determines that the public health and safety is served by such a system and areawide service systems are not available. Furthermore, the applicant shall provide an environmental assessment which ensures that water quality shall not be adversely impacted. Where a package plant is permitted, the City shall provide for mandatory connection to the central system as the system becomes available.

Objective 4-1.2: Adoption of the Key West Water Supply Facilities Work Plan. The City of Key West shall comply with its Water Supply Facilities Work Plan 2012-2025 (Work Plan) adopted XXX XX, 2012, as required by section 163.3177(6)(c), F.S. within 18 months after the governing board of the South Florida Water Management District approved its Lower East Coast Water Supply Plan Update on February 15, 2007. The Work Plan will be updated, at a minimum, every 5 years. The City's Work Plan is designed to: assess current and projected potable water demands; evaluate the sources and capacities of available water supplies; and identify those water supply projects, using all available technologies, necessary to meet the City's water demands for the planning period.

Policy 4-1.2.1: Compliance with the Adopted Water Supply Facilities Work Plan. The City of Key West shall comply with its Water Supply Facilities Work Plan (2012-2025) which is incorporated by reference into the Comprehensive Plan.

Policy 4-1.2.2 Intergovernmental Coordination with Water Supply Planning. Coordinate appropriate aspects of its Comprehensive Plan with the South Florida Water Management District's regional Water Supply Plan adopted February 15, 2007, with the Florida Keys Aqueduct Authority (FKAA) 20-Year Water System Capital Improvement Master Plan adopted December 2006 and with the Monroe County Water Supply Plan adopted November 25, 2008 (as necessary). The City shall amend its Comprehensive Plan and Work Plan as required to provide consistency with the District, County and FKAA plans.

Monitoring Measure:

The Work Plan shall remain consistent with the Florida Keys Aqueduct Authority 20-Year Water System Capital Improvement Master Plan, which is compatible with the FCAA Water Use Permit renewals and with the projects listed in the South Florida Water Management District's Lower East Coast Regional Water Supply Plan. The Work Plan will be updated, at a minimum, every 5 years and within 18 months after the South Florida Water Management District's approval of an updated Lower East Coast Regional Water Supply Plan.

~~**OBJECTIVE 4-1.2: MAINTAINING A SCHEDULE OF PUBLIC FACILITY CAPITAL IMPROVEMENT NEEDS TO ENSURE THAT CITY INFRASTRUCTURE RESPONSIBILITIES ARE MET.**~~ The City shall develop and maintain a five year schedule of capital improvement needs for public facilities and shall annually update the schedule as stipulated in the Capital Improvements Element. During the process of programming and budgeting for capital outlays, the City shall investigate new ways to finance public facilities and services, including impact fees.

~~— **Policy 4-1.2.1: Capital Improvement Schedule.** The City Commission, after considering the recommendations of the Planning and Zoning Board, shall annually evaluate and rank capital improvement projects proposed for inclusion in the five year schedule of capital improvement needs.~~

~~— **Policy 4-1.2.2: Public Facility Evaluation Criteria.** Proposed capital improvement projects shall be evaluated and ranked according to the following priority level guidelines:~~

~~"Level 1": Whether the project is needed to:~~

- ~~o Protect public health and safety.~~
- ~~o Fulfill the City's legal commitment to provide facilities and services.~~
- ~~o Preserve or achieve full use of existing facilities.~~

~~"Level 2": Whether the project accomplishes the following:~~

- ~~o Increases efficiency of existing facilities.~~
- ~~o Prevents or reduces future improvement costs.~~
- ~~o Provides service to developed areas lacking full service or promotes in-fill development.~~

~~"Level 3": Whether the project:~~

- ~~o Represents a logical extension of facilities and services in a manner consistent with future Land Use Element goals, objectives and policies, including the Future Land Use Map.~~

OBJECTIVE 4-1.3: PROCEDURES AND STANDARDS FOR ON-SITE WASTEWATER TREATMENT SYSTEMS. The City shall assist in ensuring implementation of State regulations imposing mandated standards for inspections, operation, and maintenance of on-site wastewater treatment systems.

Policy 4-1.3.1: Limitations on the Use of On-Site Wastewater Treatment Systems. Use of on-site wastewater treatment systems shall be limited to the following conditions:

1. Existing septic tank and package treatment plants may remain in service until such time as centralized service is made available.
2. Use of septic tank systems for new development shall be prohibited within the service area of the City system west of the Cow Key Channel Bridge. The potential for water quality problems emerging in the City of Key West is increased by the high water table and the likelihood of tile fields beginning to submerge during high tides. Under such conditions the pollutants cannot be absorbed and the pollutants enter the groundwater system and are eventually discharged to the waters surrounding Key West.

3. Use of package treatment plants shall comply with applicable laws governing the location, use, and design of the facility. Package treatment plants shall be designed in a manner which facilitates integration into the City-wide system in the future.
4. All development located within areas where central sewerage facilities are not currently available shall be required to connect into the central sewerage system when the system has been extended within 100 feet of the subject parcel.

Policy 4-1.3.2: Conditions Governing Development Orders or Permits. ~~Upon plan adoption the~~ The City shall ~~adopt amended~~ continue to enforce land development regulations which include performance criteria stipulating that prior to the issuance of development orders or permits all development shall be found consistent with regulations of all federal, State, and local on-site wastewater treatment systems.

The City's performance criteria shall also regulate the location, timing, and scale of development in order to ensure that new development is effectively served by wastewater services. The performance criteria shall discourage the proliferation of permanent package treatment plants. System reviews shall be coordinated with the State Department of Environmental Regulation (DER) in order to promote best management practices and compliance with relevant State permitting procedures. Similarly, the City shall prohibit use of septic tanks as elaborated in Policy 4-1.3.1(b) within the service area of the City system west of the Cow Key Channel Bridge.

Policy 4-1.3.3: Compliance with On-Site Wastewater Treatment and Water Quality Regulations. ~~Upon plan adoption the~~ The City shall ~~adopt amended~~ continue to enforce land development regulations which require that performance criteria be incorporated in order to regulate on-site wastewater package treatment plants, including their impacts on water quality. The performance criteria shall stipulate that all new or altered on-site wastewater treatment improvements shall be compliant with regulations of federal, State, and County agencies having jurisdiction. Furthermore, no new septic tanks shall be permitted. The City shall not approve any on-site package plant unless the plant complies with all, federal, State and County regulations.

All development located within areas where central sewerage facilities are not currently available shall be required to connect into the central sewerage system when the system has been extended within 100 feet of the subject parcel.

GOAL 4-2: PROVIDING FACILITIES TO MEET EXISTING AND PROJECTED DEMANDS. Ensure that wastewater systems, solid waste disposal, drainage and potable water facilities and services are available to meet existing and projected demands identified in the comprehensive plan.

OBJECTIVE 4-2.1a: RECONCILE EXISTING WASTEWATER SYSTEM DEFICIENCIES. The City hereby adopts Table IV-1 as the City's capital improvement program for requisite improvements to the City's wastewater system. Table IV-1 incorporates specific wastewater system improvements, including committed funding and programmed timing for each project. This objective shall be further implemented through the following policies

Policy 4-2.1a.1: Improvements to Key West Wastewater System. ~~For the Key West system, there are continuing ongoing improvements of the collection and conveyance system taking place. These are summarized in Table IV-1, Wastewater Enterprise Fund Capital Improvements Program Estimated Annual Outlay. This information is included in the CH2M Hill August, 1989 Wastewater System Rate Recommendations Report to the City of Key West.~~

~~The City's improvements include three major types of improvements including rehabilitation of the ocean outfall, design and permitting for deep well injection, and programmed improvements within sewer improvement district in order to reduce infiltration/inflow (I/I). The City has committed funds to each of these projects. Table IV-1 in the Public Facilities Goals, Objectives, and Policies indicates all wastewater system improvements, anticipated costs and proposed scheduling indicated on the Public Facilities Data Inventory and Analysis wherein each improvement cited within IV-1 is described. The scheduled impacts of these programs, including the anticipated amount of infiltration/inflow (I/I) to be corrected, are cited in the Public Facilities Data Inventory and Analysis. The estimated I/I to be eliminated is as follows:~~

ESTIMATED WASTEWATER INFILTRATION/INFLOW (I/I) TO BE ELIMINATED (MGD) BY PROGRAMMED SEWER DISTRICT IMPROVEMENTS

<u>Sewer District</u>	<u>Average Annual I/I</u>	<u>Maximum Month Average Daily I/I</u>	<u>Peak I/I</u>
A	0.3	0.5	0.2
B	0.1	0.2	0.1
C	0.1	0.2	0.1
D	0.1	0.2	0.1
DA	0.1	0.2	0.0
E	0.3	0.5	0.3
F	0.2	0.5	0.2
G	0.1	0.2	0.0
Total	1.3	2.5	1.0

PREPARED BY: CH2M HILL, Key West Office, 1991.

The sewer system rehabilitation contemplated will consist of:

- ~~○ Replacement of old deteriorated manholes with new precast manholes.~~
- ~~○ Replacement of complete runs of sewer lines (manhole) with new pipe where there are a number of broken pipes, protruding service laterals, deteriorating pipe material, etc.~~
- ~~○ Point repairs where only one or two localized problems in a sewer run exist.~~
- ~~○ Replacement of deteriorated service laterals to the right of way line. The service lateral is often one of the major sources of I/I.~~
- ~~○ Raising of manhole covers where the manholes are in a low spot where they can take in a large amount of surface runoff.~~
- ~~○ After all the other work is completed, sealing of leaky pipe joints with a chemical gel like grout will be accomplished for the remaining pipes.~~

Policy 4-2.1a.2: Other Investigation of Wastewater System. Upon plan adoption the City shall investigate water quality issues at the locations below identified and develop a program of improvements to address the water quality impacts.

- ~~1. Water quality within the Riviera Canal will be annually monitored has become a target of concern among numerous interest groups. Pollution has been attributed to leakage from the sewage collection system which enters the stormwater drainage system and finds its way into the Riviera Canal.~~
2. The City shall investigate removal of the sewer main behind Key West By The Sea as soon as the new S. Roosevelt sewer main is installed.
- ~~3. Sewage Outfall South of Fort Zachary Taylor. Nitrate and phosphates are potentially contributing to eutrophication. The City shall immediately replace the landward side of the existing sewer outfall as scheduled for FY 1992-93 in the capital improvements program. Also, pursuant to the National Pollutant Discharge Elimination System (NPDES) monitoring program, the City shall collect data and evaluate environmental impacts of the outfall. The City will continue to collect data to evaluate the impacts of the outfall discharge on the environment and to annually monitor the condition of the outfall in order to assess the remaining useful life of the existing seaward outfall line consistent with EPA directives. Table IV-1 in the Public Facilities Goals, Objectives, and Policies and Table IX-1 in the Capital Improvements Element present the City's committed funds to programmed~~

capital improvements. Both tables include specific allocations for initiating design and permitting for deep well injection and a separate allocation for repair of the landward portion of the ocean outfall. (Note: Table IV-1 will be available prior to the June 13th meeting.)

4. ~~Deep Well Injection. The City has approved funding for the design and permitting of deep well injection and has allocated \$180,000 for FY 1992-93 as presented in Table IV-1.~~
5. ~~The City is committed to extending sewerage service to North Stock Island. The cost of the proposed capital outlay is anticipated to be \$4,000,000 and is scheduled for construction by 1992. In addition, at Monroe County's request the City will participate in determining the most cost effective measures for providing long term sewerage services to the unincorporated South Stock Island.~~

~~**Policy 4-2.1a.3: Use of Graywater for Irrigation.** By the end of 1992, the City shall develop a program for investigating the feasibility of providing reclaimed water to the City and its residents for irrigation purposes. The City will monitor innovative concepts in wastewater collection and disposal, including wastewater reuse through such programs as use of "graywater" for spray irrigation and use of cisterns for collecting rainwater for use in spray irrigation or other related purposes. However, the high salt content of such water currently indicates that the high salt content of Key West "graywater" may render it useless in spray irrigation since much of Key West's vegetation may not be sufficiently salt tolerant to withstand the graywater. System improvements shall integrate proven technology in order to enhance cost effectiveness, conserve natural resources, and promote multiple uses of water resources.~~

TABLE IV-1, page 1 of 3
PUBLIC FACILITIES CAPITAL IMPROVEMENTS PROGRAM
Projected Annual Outlay

Project	Programmed City Funding Sources (a)	Other Programmed Funding Sources	Total Project Cost	FY 1992-93	FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	FY 1997-98 and beyond
I. PUBLIC FACILITIES									
A. Wastewater System Capital Improvements (a)									
1. Ocean Outfall Rehab			\$1,000,000	\$1,000,000					
		Navy (23%)	<\$230,000>	<\$230,000>					
City Obligation			\$770,000	\$770,000					
2. Deep Injection Well			\$180,000	\$180,000					
Permitting & Design		Navy (23%)	<\$42,000>	<\$42,000>					
City Obligation			\$138,000	\$138,000					
3. Effluent Disposal			\$5,000,000			\$1,000,000	\$4,000,000		
Alternatives (b)		Navy (23%)	<\$1,150,000>			<\$230,000>	<\$920,000>		
City Obligation			\$3,850,000			\$770,000	\$3,080,000		
4. Sigsbee Park			\$500,000	\$500,000					
		Navy (100%)	<\$500,000>	<\$500,000>					
City Obligation			\$0	\$0					
5. Phase I, Districts E and F Sewer System Rehabilitation			\$2,900,000	\$2,900,000					
6. Sewer System Evaluation of Districts A and D			\$200,000	\$200,000					
7. Phase II (Districts A and D and Remaining Districts (E, F, and G) Sewer System Rehabilitation			\$8,000,000	\$500,000	\$1,500,000	\$1,000,000	\$1,200,000	\$3,800,000	\$0

TABLE IV-1, page 2 of 3
PUBLIC FACILITIES CAPITAL IMPROVEMENTS PROGRAM
Projected Annual Outlay

Project	Programmed City Funding Sources (a)	Other Programmed Funding Sources	Total Project Cost	FY 1992-93	FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	FY 1997-98 and beyond
8. Miscellaneous Sewer System Repairs			\$500,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
9. Pump Station "E" Expansion			\$115,000	\$115,000					
10. Pump station D Rehab.			\$720,000	\$720,000					
11. Pump Station B Rehab			\$320,000	\$320,000					
12. Pump Station Impvmts for C, F, D, A			\$170,000	\$170,000					
13. South Roosevelt Boulevard Airport Area			\$850,000	\$850,000					
14. Maintenance Building			\$150,000	\$150,000					
15. South Roosevelt Boulevard Western Portion			\$640,000	\$640,000					
16. Upsize Pumps			\$650,000		\$650,000				
		Navy <23%>	<\$149,000>		<\$149,000>				
City Obligation			\$501,000		\$501,000				
17. Hilton Haven			\$500,000	\$500,000					
18. North Stock Island			\$4,000,000						
TOTAL CITY SHARE			\$20,324,000	\$8,073,000	\$2,101,000	\$1,870,000	\$4,380,000	\$3,900,000	\$4,100,000
TOTAL GRANTS			\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL NAVY SHARE			\$2,071,000	\$772,000	\$149,000	\$230,000	\$920,000	\$0	\$0
TOTAL WASTEWATER SYSTEM CAPITAL IMPROVEMENTS			\$22,395,000	\$8,845,000	\$2,250,000	\$2,100,000	\$5,300,000	\$3,900,000	\$4,100,000

Notes: (a) All projects funded by the City are funded through the Wastewater Enterprise Fund.
(b) Cost based on deep injection well.

TABLE IV-1, page 3 of 3
PUBLIC FACILITIES CAPITAL IMPROVEMENTS PROGRAM
Projected Annual Outlay

Project	Programmed City Funding Sources (a)	Other Programmed Funding Sources	Total Project Cost	FY 1992-93	FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97	FY 1997-98 and beyond
B. Potable Water System Capital Improvements		No potable water system capital improvements have been scheduled.							
C. Solid Waste System Capital Improvements (a)									
1. Haul out Ash (b) Transfer Station			\$1,041,000	\$1,041,000					
2. Annual Haul out Cost (b)			\$5,593,000	\$493,000	\$1,200,000	\$1,200,000	\$1,300,000	\$1,400,000	\$1,500,000
3. Recycling Transfer Station			\$67,000	\$67,000					
4. Stock Island Closure, Phase II Closure			\$3,600,000	\$3,600,000					
5. Air Emission Control, Incinerator Plan			\$2,500,000	\$1,000,000	\$1,500,000				
TOTAL SOLID WASTE SYSTEM CAPITAL IMPROVEMENTS			\$12,801,000	\$6,201,000	\$2,700,000	\$1,200,000	\$1,300,000	\$1,400,000	\$1,500,000
NOTES:	(a) All programmed projects are funded through the Solid Waste Enterprise Fund								
	(b) The haul out costs represent operating costs together with possible capital costs								
D. Drainage System Capital Improvements									
1. Master Drainage Plan		Gas Tax	\$250,000	\$250,000					
			\$250,000	\$250,000					
TOTAL DRAINAGE SYSTEM CAPITAL IMPROVEMENTS									

OBJECTIVE 4-2.1b: RECONCILE EXISTING AND PROJECTED FUTURE SOLID WASTE DEFICIENCIES AND COORDINATE RELATED ISSUES NECESSARY TO MEET EXISTING AND FUTURE SOLID WASTE NEEDS. As stated in the Solid Waste Element Data Inventory and Analysis the City maintains a solid waste recycling program, a waste to energy plant, a landfill, and a hazardous waste program directed toward recycling motor oil. The City has entered into a Consent Order with the Department of Environmental Regulation in order to achieve closure of the Stock Island Landfill and to implement effective measures for hauling out ash and non recyclable waste. Policy 4 2.1(b).1 incorporates the City's commitment to this Consent Order and cites dates and a committed budget for carrying out State mandated actions.

The City has included in Policy 4 2.1(b).1 specific actions required to resolve projected system deficiencies identified in the Data Inventory and Analysis. As stated above, this policy incorporates a specific schedule and committed funds. Pursuant to DCA's request, the City shall provide DCA with a signed contract for ash haul out within ninety (90) days prior to the commencement of ash haul out (i.e., February 1993).

The City shall continue to participate on a Joint Task Force organized by Monroe County in order to analyze and coordinate new solid waste management directives stipulated in State legislation as cited in the below stated policy. Furthermore, the City shall continue the curbside recycling program which is already in place. The joint City County coordination activities shall also demonstrate the methods to be employed in coordinating with the County in meeting future solid waste and recycling improvement needs.

Upon plan adoption the The City shall develop continue to enforce an effective system for monitoring solid waste collection capabilities of private companies having a franchise agreement with the City. This process shall continue to be a subcomponent of the concurrency management process. The procedures shall include working with the private companies to ensure that solid waste collection needs and evolving private market conditions are effectively coordinated so that the City's future population is adequately served by solid waste collection.

Policy 4-2.1b.1: Solid Waste Projects. Based on the solid waste demand projections presented in the 2012 Updated Data Inventory and Analysis of the Solid Waste Sub element, the City does not anticipate a deficit in the capacity of the waste-to-energy facility throughout the planning period.

In July 1989 the City entered into a Consent Order with DER to take steps to close the Stock Island landfill and to select a method or methods to replace the function of the Stock Island landfill. Within the framework of the Consent Order, the City shall maximize use of existing solid waste facilities. Accordingly, the following schedule is set forth in this Consent Order:

<u>Task</u>	<u>Date</u>
Phase I Closure of Stock Island Landfill	January 1991
Method Selection to Replace Stock Island Landfill Function	July 1991
Phase 2 Closure of Stock Island Landfill	November 1993

~~SOURCE: Recommended Solid Waste Disposal Rate for FY 1990 and Projected Rate for FY 1991, CH2M HILL, August 1989, updated, 1991.~~

The Consent Order provides for extensions of these dates where circumstances beyond the control of the City prohibit the City from meeting these dates, such as extended review times by DER on permit applications and litigation associated with purchasing property required for the replacement method.

Costs of system improvements recommended prior to the July 1989 Consent Order are contained in the November 1988 Phase 2 Report. The Consent Order modified cost and scheduling estimates and added mandated improvements. Below stated are cost estimates and cost estimates for additional facilities by CH2MHill. Cost estimates for additional facilities are presented in Table IV-1 Public Facilities Capital Improvements Program.

Estimated Costs of Solid Waste System Capital Improvements

<u>Cost Item</u>	<u>Estimated Cost in Millions of Nominal Dollars</u>
Haul out	
Ash Transfer Station: 1992-1993	\$1,041,000
Est. Annual Haul out Cost: 1993-1998	— \$1,200,000 1,500,000
Recycling Transfer Station: 1992-1993	\$67,000
Stock Island Closure	
Phase II Closure—1993	\$3,600,000
Air Emission Control	
Incinerator Plan: 1992-1994	\$3,000,000

NOTE: All programmed projects are funded through the Solid Waste Enterprise Fund.

SOURCE: City of Key West Finance Department, 1993.

Based on DCA request for a demonstrated commitment by the City to ash haul out, the City had committed funds for annual ash haul out in the capital improvement program. In addition, the City shall provide the DCA with a signed contract for ash haul out at least ninety (90) days prior to the commencement of ash haul out (i.e., February 1993).

The City of Key West will continue provide for future solid waste demands and facility needs with the following level of service standards calculated by CH2M Hill, solid waste system engineers for the City of Key West:

1991-1993 Level of Service (lb/capita/day)

<u>Land Use</u>	<u>Total Waste Generation</u>	<u>WTE Facility Capacity</u>
Residential	3.8	2.93
Non-Residential	9.1	7.00

1994-2010 Level of Service (lb/capita/day)

<u>Land Use</u>	<u>Total Waste Generation</u>	<u>WTE Facility Capacity</u>	<u>Recyclable Waste Generation</u>
Residential	2.66	2.05	0.5
Non-Residential	6.37	4.90	0.25

The City shall not approve development applications unless the City demonstrates that sufficient capacity is available to accommodate projected solid waste disposal needs for all existing and approved development for a period of three (3) years. As part of the remedial plan amendment the City shall include an executed copy of the contract for accommodating haul out and landfill needs covering a five year period with an option to renew for five additional years. ~~The City's contract with Chambers shall provide a reserve capacity for 50,000 tons per year or 299.40 cubic yards of landfill at the Berman Road~~

~~Landfill in Okeechobee County. The landfill is comprised of 345 acres with an adjacent 2,000 acres under ownership by Chambers for landfill expansion.~~

Policy 4-2.1b.2: Solid Waste Coordination and Management Activities. The City shall continue to coordinate with Monroe County's solid waste management program to achieve improvements in hazardous waste collection and disposal. ~~In addition, the City shall coordinate with Monroe County in developing a local response, including recycling of solid waste which is compliant with State legislation establishing new mandates for achieving a thirty (30) percent reduction in solid waste volumes deposited at the landfill by 1994.~~ The City shall continue to cooperate with county officials and technicians on the Joint Committee in order to address countywide approaches for achieving access to resource recovery facilities or other alternatives to conventional landfill operations. Other specific issues which shall continue to be addressed include:

- Enhancing solid waste collection and transfer operations;
- Management strategies for implementing recycling efforts;
- Curbing illegal dumping of solid waste as well as disposal activities which adversely impact natural systems;
- ~~○ Preparing a strategy compliant with 1988 State Solid Waste Management legislation establishing new mandates for achieving a thirty (30) percent reduction in solid waste volumes by 1994;~~
- Developing improved information dissemination regarding hazardous waste generators;
- Determining feasibility of hazardous waste storage/transfer facilities;
- Improving management of the collection and disposal of hazardous waste;
- Drafting policy for appropriate regulatory measures governing solid waste and hazardous waste including identification of long term operating costs and capital improvement needs associated with various policy options.

The following existing methods of solid waste disposal will continue to be provided:

- Mandatory collection of solid waste from all residences and commercial businesses within the City limits by a franchised hauler.
- Transport of trash and construction debris by self-haulers who are licensed by the City.
- Transport of street sweepings, beach pickups, etc. by City trucks.
- Transport of residential, commercial, and institutional waste generated on the Naval bases by U.S. Navy owned and operated trucks.
- A full residential curbside recycling program by the City's franchised recyclable collector ~~which was implementing February 1991.~~
- Incineration at the City of Key West resource recovery facility, located on Stock Island. The City of Key West requires all waste generated from within the City limits to be transported and processed at the facility.
- Disposal of unburnable waste that cannot be recycled and ash from the resource recovery facility is at the Stock Island landfill.

~~The City of Key West has two basic waste transport and disposal alternatives available for final disposal of the City's post recycling waste stream:~~

- ~~○ Haul out and disposal of residual ash; or~~

- ~~Discontinuing use of the Stock Island Resource Recovery Plant and haul out and disposal of raw municipal solid waste~~

~~By July 27, 1991, the City Commission must select the preferred disposal method. The City will then have until the initiation of final landfill closure (about May 1993) to implement the preferred disposal alternative so that there will be no disruption in disposal service.~~

~~Since the City's Waste to Energy plant has sufficient capacity to continue operations through the year 2010, the City shall enter into a contract for ash haul out. The capital improvement program includes an allocation of \$1.7 million (nominal \$) for annual ash haul out. The City shall provide the DCA with a signed contract for ash haul out at least ninety (90) days prior to the commencement of ash haul out (i.e., February 1993).~~

OBJECTIVE 4-2.1c: RECONCILE EXISTING FUTURE POTABLE WATER DEFICIENCIES. The Florida Keys Aqueduct Authority has not identified any existing future system deficiencies. The City shall investigate potential water supply and water quality issues and coordinate at least annually in a formal meeting with the Board of the Florida Keys Aqueduct Authority for purposes of identifying problems, issues and opportunities associated with water quality, water supply, and water distribution. ~~The service areas for 1995 and 2010 include the entire city limits.~~

~~**Policy 4-2.1c.1: Potable Water System Projects.** The City shall coordinate technical issues surrounding short and long range decisions concerning management of water quality, water supply, and distribution on a continuing basis. Upon plan adoption, the City shall prepare amended land development provisions mandating that all new development demonstrate a source of available water supply, including management and coordination of related issues with the Florida Keys Aqueduct Authority.~~

~~In addition, upon plan adoption the City shall investigate water quality and water supply issues impacting City residents who may be using water obtained from the freshwater lens.~~

OBJECTIVE 4-2.1d: PLAN AND COORDINATE SURFACE WATER MANAGEMENT SERVICES TO MEET EXISTING AND FUTURE SURFACE WATER MANAGEMENT NEEDS, INCLUDING PREPARATION OF AN ENGINEERED STORMWATER MANAGEMENT PLAN AND ENSURE PLAN IMPLEMENTATION. ~~In order to maximize the use of existing surface water management facilities and reconcile existing problems identified in the Drainage Sub-element Data Inventory and Analysis, during FY 1992-93 the City shall commence an engineered stormwater management plan which shall identify existing and projected short term (1995) and long term (2010) stormwater management needs.~~

~~The master plan shall include an inventory of existing natural and structural features included in the City's drainage system. In addition, the plan shall assess related problems and issues building on the analysis contained in the comprehensive plan. The plan shall address criteria in policy 4-2.1d.1 and shall document findings and recommendations associated with this criteria. The plan is scheduled as a capital project in the capital improvement element during FY 92-93 and FY 93-94.~~

~~By the end of 1994 the The City shall incorporate recommended capital improvements into an continue to annually amended capital improvements schedule and shall amend land development regulations to include recommended regulatory measures directed toward meeting level of service criteria as well as managing impacts of stormwater runoff on water quality in a manner consistent with goals, objectives and policies of the comprehensive plan.~~

~~**Policy 4-2.1d.1: Stormwater Management Plan.** By FY 1992-93 the City shall commence an engineered stormwater management plan which shall be completed by 1993-94. By the end of fiscal year 1993-94 the City shall adopt a capital improvement program which includes funding for the construction of drainage improvements recommended in the adopted master drainage plan. The study shall build on preliminary studies by CH2M HILL and any other available drainage plans. The analysis shall address major drainage improvement needs and shall:~~

1. ~~Assess sub-drainage basins, identify stormwater management resources, direction of flow, condition of major channelized waterways, implications of flood conditions during high tide when waters back up through drainage system and overflow in urban areas;~~

- ~~2. Evaluate water quality issues associated with sewer line leakage and flow of sewage into the drainage system, especially in the Riviera Canal;~~
- ~~3. Evaluate existing stormwater management system, including projected stormwater runoff versus actual stormwater runoff conditions and existing levels of services by sub basin;~~
- ~~4. Determine impacts of existing and anticipated development and calculate short term (1995) and long term (2010) impacts on the drainage system in terms of storage capacity and water quality impacts;~~
- ~~5. Stipulate priorities for drainage facility replacement, correcting existing facility deficiencies, and providing for future needs;~~
- ~~6. Identify major problems and issues anticipated in providing the designated minimum level of service for existing and future development;~~
- ~~7. Recommend a program of improvements (i.e., needed replacements, retrofitting, or new facility sittings) for the short (1995) and long term (2010) time frames for resolving stormwater management issues including establishing a schedule for correcting existing system deficiencies and providing for future facility needs. Meeting existing system deficiencies shall receive first priority in the expenditure of public funds.~~
- ~~8. Recommend a framework for funding needed sub basin system improvements such as a stormwater utility, and for monitoring the performance of the system. The City shall amend the capital improvements schedule by the end of 1994 to incorporate programs and funding allocations to implement the stormwater management plan.~~
- ~~9. Recommend measures for protecting and maintaining natural drainage corridors and other natural drainage features, including acquiring necessary drainage easements;~~
- ~~10. Address the impacts of existing and projected future runoff into the Ocean and the Gulf and related impacts on water quality and marine life.~~
- ~~11. Investigate 1) the impacts of surface water runoff including non point source pollutants on water quality in the Riviera Canal, and 2) the circulation of tidal waters within the Salt Ponds with a view toward enhancing tidal flushing especially in remote areas of the Salt Ponds. These actions shall be part of the stormwater management study.~~
- ~~12. Specify management frameworks, such as a stormwater utility, which may be used to fund necessary improvements. Recommend a regulatory framework for alleviating and/or preventing increased surface water management problems and issues generated by development and/or redevelopment activity.~~

Policy 4-2.1d.2: Improvement of Flow at Riviera Canal and the Salt Run. The mangroves along the Riviera Canal and the banks of the Salt Run are overgrown and cause substantial trappings of building materials and other waste products and pollutants. The City shall seek permits required to ensure that these mangroves are systematically on a continuing basis trimmed consistent to best management principles and practices of mangrove trimming. In addition, illegal dumping and siltation currently obstruct normal flushing action within the Riviera Canal and Salt Run. The City shall also seek appropriate permits for implementing maintenance dredging activity necessary to enhance flow of waters through the Riviera Canal and the Salt Run.

Based on recent meetings with the Department of Environmental Regulation, the City has committed to carryout a three fold program of drainage improvements directed toward improving water quality at the Riviera Canal. As explained in the Public Facilities Data Inventory and Analysis, the City has committed to concurrently undertake the following activities:

1. The scheduled Master Drainage Plan shall include a study of all streets which direct run off into the Riviera Canal. This study shall recommend specific drainage improvements, such as inlets and under drains to be

constructed at the streets ends nearest to the Riviera Canal. This improvement is intended to reduce non point source pollutants impacting the Riviera Canal. This study is included in the capital improvements program and is scheduled to commence in 1991.

2. The City is also committed to funding a sanitary sewerage rehabilitation program which is directed toward reducing septic leakage. Water quality within the Salt Pond and Riviera Canal may be adversely impacted by leakage from the sewer line behind Key West-By-the-Sea. The City shall investigate removal of the sewer line behind Key West-By-the-Sea as soon as the new South Roosevelt sewer line is installed.
3. Finally, the Department of Environmental Regulation has acknowledged that the proposed dredging of the Riviera Canal explained in the Public Facilities Data Inventory and Analysis is acceptable in order to improve flushing. The City shall undertake the proposed dredging; however, the City shall only discharge dredged spoil to upland areas.

Policy 4-2.1.1: Compliance with Capital Improvements Element. All major public facility projects shall be undertaken in accordance with the schedule provided in the Capital Improvements Element of this plan, as may be hereinafter amended.

Policy 4-2.1.2: Priority for Correcting Existing Deficiencies. In developing the annual schedule of capital improvement projects, the City shall assign highest priority to those projects required for purposes of correcting existing deficiencies.

Policy 4-2.1.3: Existing Deficiencies Shall Not Be Increased by New Development. The City shall issue no development order for new development which would result in an increase in demand on deficient facilities prior to completion of improvements needed to bring the respective facility up to standard. ~~Upon plan adoption the City shall include an adequate facilities requirement as part of the updated Land Development Code. The adequate facilities ordinance shall mandate that future applications for development shall include a written evaluation of the impact of the anticipated development on the levels of services for the water and wastewater systems, solid waste system, drainage, recreation, and the traffic circulation system.~~ Prior to issuing a site plan or building permit (whichever is first applicable), the City shall render a finding that the applicant has provided written assurance that the proposed development shall be served with each of the above cited facilities with a level of service at least equal to that level of service stipulated in Policy 4.1.1.1. The developers application shall include written assurances that any required improvements shall be in place concurrent with the impacts of the development (i.e., by the time a certificate of occupancy is granted by the City).

Policy 4-2.1.4: Coordinate with Monroe County Hazardous Waste Planning Efforts. The City shall offer assistance to Monroe County as the County assesses and plans for hazardous waste management in a manner consistent with the provisions of §403.7265, F.S.

OBJECTIVE 4-2.2: MEETING PROJECTED PUBLIC FACILITY DEMANDS TO 1995. The City shall plan for projected public facility demands through the year 1995 by undertaking the following projects:

1. **Wastewater System Projects.** The programmed wastewater system projects are identified in Table IV-1 of this element. The City shall replace the landward side of the existing sewer outfall in accordance with the required National Pollutant Discharge Elimination System (NPDES) monitoring program. Sometime within FY '90-91, the City will initiate the design and permitting process for one or two deep injection wells while continuing to collect data to evaluate the impacts of the outfall discharge on the environment and to annually monitor the condition of the outfall in order to assess the remaining useful life of the existing seaward outfall line.

2. **Solid Waste Projects.** Improvements scheduled after 1990 are included under Policy 4-2.1b.1.

3. **Drainage Projects.**

Stormwater Management Plan: \$250,000

Aerial mapping should consist of 1" = 200' scale photo plan sheets with topographic mapping at a one foot contour interval with spot elevations at all high points, depressions, and other areas needed to clearly depict the ground topography. The estimated cost for this aerial mapping is:

Aerial Mapping	\$73,000
Horizontal and Vertical Ground Control	<u>\$22,000</u>
Total	\$95,000

Drainage survey efforts should consist of a structure by structure survey of all the drainage facilities in each drainage system. It will serve to identify:

- Structure size and type
- Top of grate elevations
- Throat elevations
- Invert elevations
- Sizes of pipes entering and exiting the structures.

The estimated cost to survey all drainage systems is \$70,000. This figure assumes the horizontal and vertical ground control for the aerial mapping efforts either would be done simultaneously with these survey efforts or would be done prior to these efforts.

The aerial mapping efforts are an absolute prerequisite to proceeding further with master drainage planning efforts and must be done as soon as funding will permit.

However, once aerial mapping is completed, the structure by structure survey efforts could proceed on a drainage area basis, followed by drainage area and system study, design, and permitting. This process would allow the City to first obtain the necessary drainage system permits for those areas where problems are the greatest as funding became available. In addition, regulatory agencies may support experimental and more economical methods of satisfying the permitting requirements when a single drainage area, rather than the entire City of Key West study area, is involved.

Additional information must be developed as part the comprehensive drainage plan. It is estimated Phase II of the master drainage plan will cost approximately \$85,000. Thus, the comprehensive drainage master plan has been recommended as a capital outlay of \$250,000.

Upon the completion of the stormwater management plan being undertaken in FY 1992-1993, the City shall amend the capital improvements program to include construction of required infrastructure improvements approved by the City Commission.

4. **Potable Water System.** Additional water distribution system improvements of approximately \$3.0 million anticipated in fiscal year 1992. No potable water system capital improvements have been scheduled.

Policy 4-2.2.1: Coordinate with Capital Improvements Element. All public facility projects shall be undertaken in accordance with the schedule provided in the Capital Improvements Element of this Plan.

Policy 4-2.2.2: Public Facility Planning and Management Efficiency. In scheduling the location, timing and staging of public facility improvements, the City Commission shall use the following criteria:

- Minimize disruption of services;
- Prevent duplication of labor; and
- Maintain service levels for all respective facilities.

Policy 4-2.2.3: Additions of Public Facility Project Approvals. All required federal, State, and County permits shall be obtained before the City undertakes or authorizes contractors to undertake construction and/or operation of facilities.

OBJECTIVE 4-2.3: MEETING PROJECTED DEMANDS FOR THE YR 1996 THROUGH YR 2010. The City shall meet projected public facility demands between 1996 and 2010 by undertaking the following projects:

1. **Wastewater System Projects.** Table IV-1 presents the schedule of wastewater improvements for the period 1995-2010.

2. **Solid Waste Projects.**

Estimated Annual Haul out Cost: 1997-2010 \$1,500,000

Upon the completion of the stormwater management plan being undertaken in FY 1992-1993, the City shall amend the capital improvements program to include construction of required infrastructure improvements approved by the City Commission.

3. **Drainage Projects.** A schedule of engineered improvement needs will be included in the capital master drainage plan.

Upon the completion of the stormwater management plan being undertaken in FY 1992-1993, the City shall amend the capital improvements program to include construction of required infrastructure improvements approved by the City Commission.

4. **Potable Water System.** No projects are anticipated for the period 1995-2010.

Policy 4-2.3.1: Scheduling Needed Capital Improvements. The City Commission shall ensure that projects required to meet projected demands through the year 1996 2016 shall be in the Capital Improvements Element of this plan in accordance with the requirements of §163.3177(3), F.S.

GOAL 4-3: PROVIDE ADEQUATE DRAINAGE. Provide adequate stormwater drainage in order to protect against flood conditions and prevent degradation of quality of receiving waters.

~~**OBJECTIVE 4-3.1: PROTECT NATURAL DRAINAGE FEATURES.** The City shall undertake a master drainage plan which shall investigate and recommend measures to protect natural drainage features, including the Riviera Canal and the Salt Pond area. The drainage sub-element Data Inventory and Analysis identifies issues related to these natural resources which shall be addressed in the master drainage plan.~~

~~Upon the effective date of the comprehensive plan adoption, the City shall amend its land development regulations and incorporate amended performance criteria for floodplain management and stormwater management regulations, including level of service standards. These amended regulations shall be directed toward protecting natural drainage features and ensuring that future development utilizes stormwater management systems consistent with the City's performance criteria as well as criteria of FDER and SFWMD. Upon completion of the stormwater management plan, the City shall reevaluate the performance standards criteria. The City shall amend development regulations to incorporate the following factors:~~

- ~~1. The City shall coordinate with the South Florida Regional Planning Council, the Florida Department of Environmental Regulation, and (FL DER) and the South Florida Water Management District (SFWMD) in identifying any urban drainage systems which are not compliant with Chapter 17-25, FAC. Where such non-compliant systems are found to contribute significantly to the degradation of surface waters, the City shall coordinate with the FL DER, SFWMD, and Monroe County in order to achieve a regional approach to improved drainage and retrofitting as may be appropriate;~~
- ~~2. Existing stormwater engineering, design and construction standards for on-site systems should be evaluated and amended as needed;~~
- ~~3. Existing standards for erosion and sediment controls should be evaluated and amended, if necessary;~~
- ~~4. Periodic inspection of on-site systems shall be required to ensure continuance of system design and maintenance.~~

~~— **Policy 4-3.1.1: Ensure that Urban Lands Provide Adequate Drainage and Protection from Flooding and Manage the Retention of Ground and Surface Water at Levels that Enhance Natural Storage Capacity of Watersheds and Promote Aquifer Recharge.** Promote the ecological, biological, and hydrological role that surface waters play in sustaining recharge to aquifers and supporting surface vegetation. Manage the location design and intensity of urban development in order to foster continuance of natural hydrological processes, including preserving recharge areas, promoting on-site retention of surface waters and natural return of surface water into the soil, and channeling excess stormwater volume primarily via natural grassy swales. Require the integration of natural storage areas and natural drainage courses into water management plans for new development.~~

~~— **Policy 4-3.1.2: Provide Adequate On-Site Retention and Ground Water Recharge while Directing the Surplus Run-off to Receiving Waterways in a Manner which Prevents Imbalance to their Ecosystems.** Upon adoption of the Comprehensive Plan, the City shall continue to enforce the level of service standards identified for retention/detention in Policy 4-1.1.1. Upon plan adoption the City of Key West shall adopt amended land development regulations which shall include land use controls, such as subdivision regulations, zoning, including site plan review and performance criteria as well as special erosion controls, water quality control, landscaping and flood management ordinances which shall assist in implementing stormwater management and water quality controls. The programs shall be continually updated based on improved knowledge of problems, issues, and best management practices.~~

~~In FY 1992-93 the City shall commence the engineered stormwater management plan which shall provide recommended regulatory measures designed to protect and preserve water quality, retard runoff, and enhance percolation.~~

~~By the end of 1994, the Stormwater Management Plan shall be implemented by adopting regulatory ordinances for implementing the Plan. In addition, by the end of 1994 the City shall amend the capital improvement schedule by incorporating capital improvement items recommended in the Stormwater Management Plan.~~

Policy 4-3.1.3: Pursue the Development of Adequate Off-Site Surface Water Management Facilities. The City shall monitor at regular intervals the performance of existing off-site drainage facilities, evaluate existing and potential future problems or issues, and pursue the funding of necessary structural and non-structural system improvements for effective surface water management. All new developments shall provide an equitable contribution for off-site drainage improvements necessitated by the development. No new development shall be allowed which fails to meet adopted level of service standards for drainage.

Policy 4-3.1.4: Coordinate Watershed Management Plans and Policies with Appropriate Public Agencies. Ensure coordination of watershed management plans and policies, with appropriate local, regional, state and federal agencies, including Monroe County, the South Florida Water Management District, South Florida Regional Planning Council, the State Department of Environmental Regulation, the Agricultural Extension Service, the United States Army Corps of Engineers, the U.S. Fish and Wildlife Service, and other appropriate agencies.

~~**Policy 4-3.1.5: Buffer Zone Requirements.** Upon plan adoption the The City shall amend continue to enforce its land development regulations to include performance criteria which shall require that new development provide buffer zones adjacent to natural drainage ways and retention areas.~~

~~Such regulations shall be approved by the City Engineer prior to adoption by the City Commission. The proposed stormwater management plan scheduled for FY 1992-94 shall reevaluate the City's stormwater management regulatory program, including the buffer zone requirements, and recommend needed improvements.~~

~~**Policy 4-3.1.6: Managing Land Use in the Floodplain.** Upon plan adoption the The City shall amend continue to enforce its land development regulations to include performance criteria regulating development within floodplain areas. The criteria shall include refinements to the existing stormwater management and floodplain protection ordinance. By 1994 these regulations shall be reevaluated to include regulatory measures recommended in the Stormwater Management Plan scheduled for completion in FY 93-94. These regulations shall address necessary restrictions on encroachment, alteration, and compatible use of the floodplain and major drainage corridors.~~

~~— **Policy 4-3.1.7: Implementing Stormwater Management Plan.** The Stormwater Management Plan shall commence in FY 1992-93 and shall be completed by FY 1993-94. The City has included a program and funding mechanism in the capital improvement schedule in order to ensure plan implementation.~~

~~**Policy 4-3.1.8: Inspection and Maintenance of Drainage Systems.** Upon plan adoption the The City shall develop continue to maintain a program and schedule for the inspection and maintenance of drainage components. As part of the Stormwater Management Plan implementation program the City shall ensure that drainage system components are monitored pursuant to best management practices. The plan shall specify criteria for frequency of inspections and shall develop procedures for perpetual maintenance.~~

~~**GOAL 4-4: PROTECT FUNCTIONS OF GROUNDWATER AQUIFER RECHARGE AREAS.** The functions of natural groundwater aquifer recharge areas within the city shall be protected and maintained.~~

~~**OBJECTIVE 4-4.1: COORDINATE ISSUES SURROUNDING AQUIFER RECHARGE.** The City shall coordinate with Monroe County and the South Florida Water Management District in providing for maintenance of aquifer recharge area functions. Upon plan adoption the City shall adopt amended land development regulations. These regulations shall include performance standards that reinforce natural hydrologic relationships that optimize erosion control, percolation and recharge of groundwater in order to enhance water quality. The City shall assist management of recharge areas and recharge of groundwater in order to promote continuance of natural hydrological processes to the maximum reasonable extent.~~

~~— **Policy 4-4.1.1: Protect Surficial Aquifer Recharge Areas.** The City has no prime aquifer recharge areas which have been identified by the South Florida Water Management District. The City has a shallow freshwater lens that some residents use for domestic purposes. Upon plan adoption the City shall adopt amended land development regulations which regulate the use of the freshwater lens for domestic purposes.~~

~~On a continuing basis the City shall further protect groundwater from point and nonpoint pollution sources by assisting the State and South Florida Water Management District in managing water quality by preventing the discharge of inadequately treated wastewater and poor quality stormwater into public water bodies. The scheduled stormwater management plan shall recommend specific capital improvements and regulatory measures required to enhance water quality management.~~

~~— **Policy 4-4.1.2: Deep Aquifer Water Conservation.** No deep water aquifer exists in the City of Key West.~~

~~— **Policy 4-4.1.3: Retain Run-off to Maximize Recharge.** Upon plan adoption the City shall amend its land development regulations to reflect the recommended level of service standard in Policy 4-1.1.1.~~

~~— **Policy 4-4.1.4: Coordinate with Other Recharge Protection Programs.** The City will coordinate with local, State, and federal agencies to achieve regional aquifer recharge protection objectives.~~

~~— **Policy 4-4.1.5: Regulate Private Wells.** The City shall assist the FKAA and SFWMD to determine the impacts of private wells deemed detrimental and adverse to the water quality of the underlying freshwater lens. Within one year of plan adoption, the City shall propose an interagency agreement with FKAA and SFWMD in order to complete a study of the freshwater lens by 1995. The agreement shall specify the parameters of the study including at a minimum:~~

- ~~○ Identification of all private wells.~~
- ~~○ Determination of well impacts on water quality.~~
- ~~○ Identification of legal issues related to phase-out of wells.~~
- ~~○ Agency responsibilities for project tasks.~~
- ~~○ Schedule for implementation of recommendations.~~

~~**OBJECTIVE 4-4.2: CONSERVING POTABLE WATER RESOURCES.** The City shall develop measures as cited herein for achieving conservation of potable water. By 1996 the City's potable water conservation program shall reduce the volume of water consumption by two gallons per capita for residential uses and shall reduce the volume of water consumption by 10 gallons per acre per day for nonresidential uses (Cross reference potable water level of service standards in Policy 4-~~

~~1.1.1). Upon plan adoption the City shall amend its land development regulations and incorporate adopted level of service criteria for potable water consumption.~~

~~Upon plan adoption, in order to meet this standard the City shall develop a technical committee on potable water and wastewater. Membership in the technical committee shall also include Monroe County, the Florida Keys Aqueduct Authority, as well as representatives from each private wastewater system operating in the City. The responsibility of the joint committee shall be to establish procedures for monitoring the existing and projected future supply of and demand for potable water. The committee shall also be charged with advancing the use of reclaimed (i.e., nonpotable treated effluent) water for irrigation purposes, including investigating how to avoid the adverse impacts of excessive amounts of chlorides and of salinity on vegetation. The effluent within the Key West area has extraordinary amounts of chloride and salinity.~~

~~The City shall upon plan adoption establish a program for implementing concurrency management, including but not limited to, monitoring and evaluation of potable water consumption, including available supply and demand now and for 1995 and 2010.~~

~~By 1994, as the monitoring and evaluation system yields data for improved planning of potable water resources, the City shall in coordination with Monroe County, reassess the potable water consumption level of service and amend level of service standards in order to reflect reduced consumption rates based on effective plan implementation, including greater usage of reclaimed water for irrigation.~~

~~— **Policy 4-4.2.1: Conservation of Potable Water Supply.** In order to comply with potable water conservation policies of the South Florida Regional Planning Council, and achieve a reduction in the current rates of water consumption, land development regulations shall incorporate the following performance standards:~~

- ~~1. Where nonpotable alternative sources of irrigation water are available, potable water supplies may not be used to meet irrigation needs.~~
- ~~2. Require the use of water saving plumbing fixtures on all new development.~~
- ~~3. In order to reduce demand for irrigation water (which in turn often places greater demand upon potable water sources), at least thirty (30%) percent of all landscaping material obtained from off site sources for use on any site should be native plant material adapted to soil and climatic conditions existing on the subject site. Further, at least fifty (50%) percent of all trees used in landscaping shall be native species adapted to soil and climatic conditions existing on site in order to lessen water demand.~~
- ~~4. The level of service standards herein adopted is predicated on engineered analysis by CH2M HILL, the City's engineering consultant. As stated in Objective 4-4.2, by 1994, as the monitoring and evaluation system yields necessary data, the City shall amend adopted level of service standards in order to reflect reduced consumption rates based on effective plan implementation, including greater usage of reclaimed water for irrigation.~~

~~— **Policy 4-4.2.2: Emergency Conservation of Water Sources.** By 1992 the City shall develop and implement a water conservation program that coordinates water conservation issues with SFWMD policies and program resources. By the end of 1992, the City shall develop a program for investigating the feasibility of providing reclaimed water to the City and its residents for irrigation purposes. The City will monitor proven technology in wastewater collection and disposal, including wastewater reuse through such programs as use of "graywater" for spray irrigation and use of cisterns for collecting rainwater for use in spray irrigation or other related purposes. However, the high salt content of such water currently indicates that the high salt content of Key West "graywater" may render it useless in spray irrigation since much of Key West's vegetation may not be sufficiently salt tolerant to withstand the graywater. System improvements shall integrate proven technology in order to enhance cost effectiveness, conserve natural resources, and promote multiple uses of water resources.~~

CHAPTER 5: COASTAL MANAGEMENT ELEMENT

(Reference §9J 5.012(3), F.A.C.)

§5-1: COASTAL MANAGEMENT GOALS, OBJECTIVES, AND IMPLEMENTATION POLICIES. This section stipulates goals, objectives, and implementing policies for the Coastal Management Element pursuant to ~~¶163.3177 (6)-(g)~~ and ~~¶163.3178, F.S., and §9J 5.012(3), F.A.C.~~

GOAL 5-1: COASTAL MANAGEMENT. Restrict development activities that would damage or destroy coastal resources and protect human life and limit public expenditures in areas subject to destruction by natural disasters.

OBJECTIVE 5-1.1: PROTECT COASTAL RESOURCES, WETLANDS, ESTUARINE SALT POND ENVIRONMENTAL QUALITY, LIVING MARINE RESOURCES, AND WILDLIFE HABITATS. ~~Upon plan adoption the~~ The City shall ~~adopt amended~~ continue to enforce land development regulations including performance standards designed to protect, conserve, and enhance coastal resources wetlands, water resources, living marine resources, and other natural resources, including estuarine environmental quality, ~~by:~~

- ~~1. Preventing potentially adverse impacts of development and redevelopment on wetlands, estuaries, water resources, living marine resources, and other natural resources;~~
- ~~2. Maintaining or improving coastal environmental quality by improving stormwater management by commencing the stormwater management plan identified in Policy 4 2.1d.1. The plan shall provide a basis for adopting regulatory measures for enhancing water quality and shall identify capital improvements needed to improve the stormwater management system.~~

~~By 1994 these regulatory measures recommended in the stormwater management plan shall be incorporated in the land development regulations and the recommended capital improvements shall be incorporated in the Comprehensive Plan capital improvement schedule.~~

- ~~3. Preventing potential adverse impacts of development along the coastal shoreline, including impacts on water quality, living marine organisms, seagrasses, salt ponds, and transitional and mangrove wetlands; and~~
- ~~4. Regulating the impacts of development on wildlife habitats. These objectives shall be accomplished as herein below cited as well as through coordination with the South Florida Water Management District and through the SWIM program.~~

Policy 5-1.1.1: Development Restrictions in Wetlands. The City shall ~~adopt and~~ continue to enforce a wetlands protection ordinance which shall restrict development within wetlands and shall require consideration of dedication of conservation easements by applicants for upland development who also own title to adjacent wetlands.

~~Upon plan adoption the City shall amend its land development code to include performance criteria which prohibits development of wetlands pursuant to State and federal regulations. Wetlands shall be defined based on hydrology as well as hydric soil and wetland vegetation. Wetlands shall include transitional wetlands and shall include those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do, or would support, a prevalence of vegetation typically adapted for life in saturated soil conditions. The following vegetative species are wetland species commonly found in the City of Key West, although the applicable State and federal list of jurisdictional wetland vegetation shall apply:~~

~~Common Name of Wetland Species Scientific Name~~

Black Mangrove	<i>Avicenna germinas</i>
White Mangrove	<i>Laguncularia racemosa</i>
Red Mangrove	<i>Rhizophora mangle</i>
Buttonwood	<i>Conocarpus erectus</i>
Saltwort	<i>Batis maritima</i>
Glasswort	<i>Salicornia spp.</i>
Sea Purslane	<i>Sesuvium portulacastrum</i>
Sea Blite	<i>Suaeda linearis</i>
Sea Oxeye Daisy	<i>Borrchia spp.</i>
Salt Grass	<i>Distichlis spicata</i>
Dropseed	<i>Sporobolus virginicus</i>
Key Grass	<i>Monanthochloe</i>
Fringe Rushes	<i>Fimbristylis spp.</i>
Cordgrass	<i>Spartina spartinae</i>
Sawgrass	<i>Cladium jamaicensis</i>
Spike Rush	<i>Eleocharis cellulosa</i>
Cattail	<i>Typha spp.</i>

Wetland jurisdictional determinations shall be consistent with those of the FDER, SFWMD, and the U.S. Army Corps of Engineers.

Policy 5-1.1.2: Protect Coastal and Estuarine Environmental Quality and the Shoreline. ~~Upon plan adoption the~~ The City shall adopt amended continue to enforce land development regulations which include performance criteria mandating that the potential impacts of shoreline development be analyzed as part of the process and prior to approval of a development permit. ~~The applicant shall bear the burden of demonstrating that adverse impacts on natural resources of the coastal zone will be prevented and that all applicable State and/or federal regulatory measures shall be or have been satisfied.~~

~~The development review process shall involve all local, regional, State, and federal entities with jurisdictional authority. Impacts to be considered shall include the following but not be restricted to:~~

- ~~○ consider fish and wildlife habitat;~~
- ~~○ prevent degradation of water quality and estuaries;~~
- ~~○ manage surface water run off;~~
- ~~○ protect living marine resources, including the near shore reef system;~~
- ~~○ reduce exposure to natural hazards;~~
- ~~○ ensure adequate public access; and~~
- ~~○ ensure adequate sites and standards for regulating water dependent and water related uses.~~

~~The City shall not approve a development order until the City has considered the potential impacts identified by the applicant and other public entities having jurisdiction over the impacted resources.~~

~~Upon plan adoption the City shall coordinate with the South Florida Water Management District and use resources available through the Surface Water Improvement Management (SWIM) and Save Our Rivers (SOR) programs sponsored by the SFWMD. The City shall also coordinate with the FDNR to expedite the CARL (Conservation and Acquisition of Recreation Lands) Salt Ponds acquisition project.~~

Policy 5-1.1.3: Protect, Stabilize, and Enhance the Coastal and Wetland Shorelines. ~~Upon plan adoption the~~ The City shall adopt amended continue to enforce land development regulations which stipulate that no native vegetation shall be removed from the coastal or wetland shoreline without a duly authorized permit. ~~Similarly, the City shall continue to enforce criteria shall be included~~ in the land development regulations which require that applicants for

development along the shoreline shall be required to revegetate, stabilize, and enhance damaged vegetative shorelines by planting native vegetation, including mangrove and/or other native plant species which:

1. Contribute to fish and wildlife habitat, marine productivity and water quality;
2. Offer protection from erosion and flooding; and
3. Contribute to the natural soil building process.

No vegetation shall be removed unless the applicant/developer agrees to a mitigation plan ensuring that revegetation shall occur at a ratio 3 to 10 times the affected habitat. Appropriate federal and/or state agencies having jurisdiction shall approve the mitigation plan and establish the appropriate ratio threshold.

Hardening of the shoreline with rip-rap, bulkheads or other similar devices shall not be allowed unless erosion constitutes a critical peril to upland property and the use of vegetation has failed to stabilize the shoreline. Such shoreline hardening structures shall generally not be vertical seawalls or bulkheads and shall comply with performance standards herein cited in Policy 5-1.2.1(c). The specific location and design of such structures shall be approved by the City as well as by other public entities having jurisdiction in the matter. Land development regulations shall incorporate performance criteria governing the location and design of such structures.

Policy 5-1.1.4: Protect Living Marine Resources, Coastal Marsh, and Seagrass Beds. ~~Upon plan adoption the~~ The City shall adopt amended continue to enforce land development regulations which include performance criteria which shall regulate against adverse impacts of development on seagrass beds and coastal nontidal wetland habitats. ~~Since these areas are sensitive to increased turbidity and other forms of pollution, water run off and introduction of nutrients shall be regulated through effective water quality management criteria. The land development regulations shall require that plans for development impacting marine resources be coordinated with state agencies having jurisdiction prior to the City granting plan approval and/or prior to release of any permit for construction.~~

~~As explained in the description of natural coastal resources in the Coastal Management Element Data Inventory and Analysis, motorized watercraft, including personal watercraft (commonly referred to as jet skis) have caused damage to living marine resources. The land development regulations shall continue to apply the City's extraterritorial zoning powers within tidal waters extending 600 feet seaward from the corporate limits of the City. The land development regulations shall establish performance criteria to be used in directing the location of temporary or permanent structures within tidal waters as well as in regulating the intensity and character of activities that may endanger this sensitive marine ecosystem which constitutes a portion of Florida Keys National Marine Sanctuary.~~

Policy 5-1.1.5: Manage Impact of Coastal Development on Tidal Flushing and Circulation Patterns. Tidal flushing and circulation patterns generally shall not be altered by development activities. No development shall produce changes in the tidal flushing and circulation patterns unless the City and other public agencies having jurisdiction have granted requisite permits. No such permit shall be granted by the City unless all other agencies having jurisdiction have granted clearance and the applicant has submitted hydrographic information sufficient to clearly demonstrate that no adverse environmental impacts shall be occasioned by the proposed changes in tidal flushing and circulation patterns. Finally, no alteration in tidal flow shall be permitted which causes stagnation or siltation.

Policy 5-1.1.6: Promote Propagation of Fish and Wildlife. The City shall ~~incorporate~~ continue to enforce criteria in the land development regulations which require consideration of the impact of development on salt ponds, submerged lands, water quality, reef systems and other habitats for fish and wildlife. The criteria shall ~~be implemented~~ continue to be enforced to ensure maintenance of essentially natural conditions in order to further the propagation of fish and wildlife as well as public recreation opportunities.

OBJECTIVE 5-1.2: CRITERIA FOR PRIORITIZING SHORELINE USES AND PROVIDING PUBLIC ACCESS TO SHORELINE. ~~Upon plan adoption the~~ The City shall adopt amended continue to enforce land development regulations which include performance criteria ensuring implementation and enforcement of the Comprehensive Plan criteria for prioritizing shoreline uses. Criteria for prioritizing shoreline uses shall be as cited in Policy 5-1.2.1(1). ~~Water dependent and water related land uses are inventoried and analyzed in the Comprehensive Plan Data Inventory and Analysis, pages 5-1 through 5-6.~~

Policy 5-1.2.1(1): Criteria For Prioritizing Shoreline Uses and Public Shoreline Access. In reviewing applications for shoreline development first priority shall be directed to the following shoreline uses:

1. Non-structural shoreline protection uses such as native shoreline revegetation programs;
2. Approved water-dependent shoreline uses such as: pile supported access ways and duly permitted dock facilities and commercial marinas. All such facilities shall satisfy all provisions of the City's land development regulations and obtain requisite permits from all environmental permitting agencies prior to obtaining City approval. Newly proposed marinas shall not be approved unless the applicant demonstrates that the marina site is consistent with the City's conservation and coastal management policies. Priority shall be directed to water dependent uses which are available for public use.

These facilities shall demonstrate during site plan review compliance with performance standards stipulated herein in Policy 5-1.2.1(2) in order to prevent adverse impacts to natural features.

Second priority shall be directed toward water-related uses such as:

1. Parking facilities for shoreline access located outside wetlands;
2. Residential structures which comply with the building code for structures within the coastal building zone;
3. Recreational facilities which comply with applicable codes.

Policy 5-1.2.1(2): Limit Impacts of Development and Redevelopment Upon Water Quality and Quantity, Wildlife Habitat and Living Marine Resources and Implement Policies for Shoreline Land Uses. ~~Upon plan adoption the~~ The City of Key West shall continue to limit the specific and cumulative impacts of development and redevelopment upon water quality and quantity, wildlife habitat, and living marine resources by enforcing performance standards cited herein. In addition, the City shall continue to enforce provisions implementing shoreline land use priorities, including criteria for regulating water-dependent and water-related shoreline land uses. The performance criteria and regulations shall continue to include level of service standards for surface water management, potable water, and sanitary sewerage stipulated in Policy 4-1.1.1. In addition, the criteria shall include specific criteria for regulating development impacts on natural resources herein identified. The criteria shall ~~be incorporated in~~ continue to be enforced through the land development regulations and shall continue to be enforced through a site plan review process which shall embrace all development and redevelopment activity. Criteria included in the development regulations shall continue to enforce the reduced densities identified in the future land use map for lands located in the coastal high hazard zone and shall include impact assessment criteria that shall address the following:

1. **Protecting Living Coastal Marine Life.** The City shall continue to enforce land development regulations which protect species including but not limited to sea turtles and other species with special status from the adverse impacts caused by development.

~~Upon plan adoption the City shall adopt land development regulations which protect the sea turtle and other species with special status from the adverse impacts caused by development.~~

- ~~a. All applicants proposing development activities along the coastal or near shore/estuarine shoreline or within submerged areas shall be required to demonstrate compliance with all State and federal regulations and shall submit a site plan pursuant to site plan review regulations. Such site plan shall provide an environmental impact analysis with sufficient information describing marine life potential impacts generated by proposed land uses and other natural resources within the area as well as related construction activity. The plan shall stipulate assurances and include design criteria so that the proposed project will not adversely impact marine life or water quality. For instance, water quality control techniques such as the use of weirs for purposes of managing turbidity may be required by the City. In addition, the City shall require surveys of existing conditions, specifications of planned site improvements, and techniques to be used during construction as well as in operating and maintaining the land use in order to prevent damage to living marine organisms.~~

- b. ~~The City shall through land development regulations require protection of known sea turtle nesting areas such as along the sandy beach at Fort Zachary Taylor by prohibiting the disturbance of nests. Site and building plans for construction of single or multi family dwellings, parking lots, dune walk overs or any other lighted structures within the direct line of sight of such beaches shall incorporate the following:~~
- ~~i. Low profile and low density lighting will be used in parking lots and such lighting shall be positioned so that the source of light is not visible from the beach.~~
 - ~~ii. All lights on balconies will be shielded from the beach.~~
 - ~~iii. Floodlights on buildings or adjacent to the beach shall be positioned so that the source of light is not visible from the beach or, if required for safety, positioned in such a manner as to minimize impacts on turtles.~~
 - ~~iv. Where lights are used, low profile and low intensity shielded lights will be used on dune walkovers.~~
- c. Any planned beach renourishment project shall protect sea turtle nesting areas by ceasing development activity during the nesting season (May 1st through October 31st), or by collecting eggs from the nests, incubating them, and relocating the hatchlings.
- d. Coral reefs shall not be destroyed by development activities. The City shall assist Reef Relief in distributing educational material concerning the coral reef, including information on boating practices which are harmful to the coral reef. Wastewater system improvements identified in Policy 4-2.1a.1-2 shall also be carried out to reduce potential adverse impacts on the coral reef.
2. **Water-Related Uses in Coastal Building Zone.** All water-related uses shall be built on uplands landward of the high velocity hurricane storm surge zone (V-zone) and the coastal construction control zone established by the Florida Department of Natural Resources and enacted as the Florida Keys Coastal Management Act of 1974, excepting structures approved by the State DNR. Within the coastal building zone all construction activities shall be predicated on plans compliant with applicable State and local building codes. Dredging and filling of wetlands or open water in order to accommodate water-related uses shall not be permitted unless federal, State, and regional agencies having jurisdiction approve such development. ~~Upon plan adoption the City shall adopt a wetland protection ordinance, a stormwater management ordinance, and a comprehensive site plan review criteria to facilitate review of environmental impacts of development and redevelopment.~~ Wetland protection regulations shall be consistent with applicable State and federal regulatory program definitions.
3. **Shoreline Structures/Water-Dependent Uses.** Along the coastal or near shore/estuarine shoreline seaward of the high velocity storm surge zone, no development other than water dependent structures, native shoreline vegetation, elevated access ways, and other uses approved by the State or federal agencies having jurisdiction shall be permitted. Hardening of the shoreline shall not be permitted unless the upland property is critically imperiled and the use of vegetation has failed to stabilize the shoreline. The design specifications of any shoreline hardening structure shall:
- a. Comply with best management principles and practices consistent with existing State and federal standards and be accomplished by use of the least environmentally damaging methods and designs possible;
 - b. Avoid a vertical slope which generates erosive tendencies, especially to adjacent unprotected shoreline properties. Use natural rock boulders, pervious interlocking tile systems with filter fabric on the landward side, or similar stabilization methods all of which must be approved by public agencies having jurisdiction;
 - c. Not be located waterward of the mean high water line except when it is shown to be in the overriding public interest;
 - d. First be approved by other public agencies having jurisdiction; and
 - e. Incorporate a program of shoreline vegetation or revegetation in order to build, enhance, and stabilize a restored shoreline.
4. **Land Use Restrictions in Submerged Lands and Wetlands.** No nonwater dependent uses shall be permitted on submerged lands or wetlands. Development on uplands adjacent to wetlands shall preserve a buffer measured from

the nearest upland/wetland boundary. The buffer area shall be consistent with South Florida Water Management District permitting guidelines. Within the buffer area all exotic vegetation shall be removed and native plants shall be planted. The purpose of the buffer area is to preserve water quality and to prevent pollutants from surface water runoff within coastal waters. Similarly, no structures which constrict water circulation shall be permitted.

5. **Marine and Dock Facilities.** Upon plan adoption docks or marina improvements shall not be approved by the City until the applicant demonstrates compliance with all applicable federal and State laws and administrative rules as well as applicable policies of regional agencies. The City shall require site plans with an environmental impact component for all docks and marinas which adequately address marina siting criteria cited herein. These plans must demonstrate to the City's satisfaction that the facilities shall not adversely impact living marine resources, including, but not limited to, sea grasses, near shore waters, manatees and other living marine organisms. The plans shall comply with the following criteria:
- a. The Plan shall indicate location of site relative to all potentially impacted natural marine resources, including specific location and characteristics. New marinas shall not be allowed in or immediately adjacent to the following sensitive areas:
 - i. Aquatic Preserves;
 - ii. Class II Waters approved by the Department of Natural Resources (DNR) for shellfish harvesting;
 - iii. Outstanding Florida Waters;
 - iv. Marina Sanctuaries;
 - v. Estuarine Sanctuaries; and
 - vi. Areas of essential manatee habitat, as determined by DNR.
 - b. Marinas must have sufficient upland area for all non-water-dependent uses. Dredging and filling of wetlands or open water in order to accommodate uses which are not water-dependent shall not be allowed. Exceptions may be granted in cases shown to be overwhelmingly in the public interest, such as the presence of sensitive upland systems.
 - c. Cumulative effects of several marinas and/or boat ramps in one area shall be considered in the review of proposed marina projects.
 - d. All new and expanded marinas shall provide a demonstration of compliance with State Water Quality Standards by maintaining a water quality monitoring program approved by the Florida Department of Environmental ~~Regulation~~ Protection (DER) (DEP).
 - e. Grass beds and other submerged habitat deemed valuable by ~~DER~~ DEP and DNR will be subject to protection regardless of their size.
 - f. In reviewing applications for new or expanded docking facilities, ways to improve, mitigate, or restore adverse environmental impacts caused by previous activities shall be explored. This may include shallowing dredged areas, restoring wetland or submerged vegetation, or marking navigational channels. Such mitigation or restoration may be a condition of approval of new, renewed, or expanded facilities.
 - g. Immediate access (ingress and egress) points shall be delineated by channel markers, indicating speed limits, manatee area warnings, and any other applicable regulations.
 - h. All new or expanded marinas must provide treatment of stormwater run-off from upland areas to the extent necessary to ensure that state water quality standards are met at the point of discharge to waters of the state. In addition, all requirements of the water management district and ~~DER~~ DEP shall be met.
 - i. Boat maintenance activities in new or expanded marina facilities shall be located as far as possible from open water bodies in order to reduce contamination of water bodies by toxic substances common to boat maintenance. Run-off from boat maintenance must be collected and treated prior to discharge.

- j. Open wet slips will be preferred to covered wet slips in marina design to reduce shading of water bodies which result in lowered biological productivity.
- k. Marina design shall incorporate natural wetland vegetative buffers whenever possible near docking area and in access areas for erosion and sedimentation control, run-off purification and habitat purposes.
- l. The West Indian manatee shall be afforded protection from boating activities which may have an adverse impact upon the species. The following criteria apply in the implementation of this policy:
 - i. Marina operators shall undertake the following manatee protection measures in areas where manatees are known to occur:
 - (a) Implement and maintain a manatee public awareness program which will include posting signs to advise boat users that manatees are an endangered specie which frequents the waters of the region's estuaries and lagoon;
 - (b) Declare the waters in and around marinas as "idle speed" zones; and
 - (c) Post phone number(s) to report an injured manatee.
 - ii. Local manatee protection plans shall be included as part of the Coastal Management and Conservation elements of the comprehensive plan. The plan should:
 - (a) Assess the occurrence of manatee activity within the jurisdiction;
 - (b) Document the number of manatee accidents and deaths;
 - (c) Identify manatee habitats;
 - (d) Determine the potential for adverse impacts to the manatee population from various activities and identify the level of protection necessary to ensure least possible interference; and
 - (e) Recommend local mitigative actions to be undertaken in support of the regional policy.
- m. A comprehensive study of the need for additional public and private marinas should be conducted by the City.
- n. ~~The City should continue to coordinate with regulatory agencies that have the authority to regulate and inspect marinas. develop a program as soon as possible for commercial/residential and commercial/industrial marinas to be inspected annually by the City. The results of these inspections should be coordinated with other agencies. Items to be inspected and reviewed shall include the following:~~
 - ~~i. Pump out facilities/marine sanitation devices;~~
 - ~~ii. Compliance with power/sailboat mix;~~
 - ~~iii. Spill prevention, control, containment, and clean up plans;~~
 - ~~iv. Waste collection and disposal methods;~~
 - ~~v. Required fire fighting equipment; and~~
 - ~~vi. Inspection of Marine Sanitation Devices (MSD) in marinas with live aboards to ensure compliance with Federal standards.~~

~~The City shall undertake necessary actions to ensure that existing marinas within the City's jurisdiction which do not have service pump out facilities are retrofitted with pump out facilities for wastewater effluent. The pump out facilities shall be located in a manner that provides access to all boats that may be accommodated at the marina, including those with deepest keel depth.~~

The City shall promote boater education programs that address the value of coastal and estuarine vegetation by assisting Reef Relief, the Nature Conservancy, and other public or semi-public entities in distributing educational materials.

6. **Ocean, Gulf, and Estuarine Water Quality.** In order to protect the water quality of the Atlantic Ocean and the Gulf of Mexico, no new point source pollution shall be permitted to discharge into these waters or into ditches or canals flowing into these waters. In addition, in order to reduce non-point source pollutants the City shall require the following:
- a. Surface water management systems shall be consistent with the City's adopted drainage level of service (Reference Policy 4-1.1.1) and applicable federal, state, and regional standards.
 - b. A vegetated pond with sloping wetland buffers shall be established and maintained as part of the surface water management requirements. Prior to construction of the surface water management system for any phase of a project, the developer shall prepare a design and management plan for the wetland/littoral zone that will be developed as part of these systems. The plan should:
 - i. Include typical cross sections of the surface water management system showing the average groundwater elevation and the -3 foot contour (i.e., below average elevation);
 - ii. Specify how vegetation is to be established within this zone, including the extent, method, type and timing of any planting to be provided;
 - iii. Include the removal of all exotic vegetation; and
 - iv. Provide a description of any management procedures to be followed in order to ensure the continued viability and health of the stormwater management system. The wetlands as established should consist entirely of native aquatic vegetation and should be maintained permanently as part of the water management system. As a minimum, 10 square feet of vegetated littoral zone per linear foot of wetland shoreline should be established as part of the water management plan.
 - c. The City shall coordinate with the South Florida Water Management District in developing and adopting an ordinance regulating installation of underground storage tanks for petroleum products.
 - d. The City shall coordinate with the South Florida Water Management District in reviewing issues and appropriate enforcement activities surrounding water withdrawals from the freshwater lens. The intent should be to prevent the use of these water resources for domestic purposes.
 - e. ~~By 1992 the City shall investigate alternatives for improving~~ The City shall continue making improvements to the White Street pier. ~~The pier has caused erosion and accumulation of seaweed and other particulate matter. The investigation shall set forth an improvement strategy, identify capital costs, and establish a source(s) for funding the project.~~ The project shall include some renourishment at Rest/Higgs Beach and revegetating the shoreline with native dune plants consistent with the management plan approved by FDNR. The pier would be redesigned to allow the circulation of water to occur, including natural functions associated with improved flushing.
7. **Shoreline Access.** Upon plan adoption shoreline access to the Atlantic Ocean and Gulf of Mexico shall be required in order to maintain access ways at approximately one-half mile intervals along the shoreline of the natural and renourished beach in order to enforce the 1985 Coastal Zone Protection Act for beach and shoreline access. State assistance shall be enlisted to achieve land required to appropriately store vehicles, provide rest room facilities, and access ways designed in a manner compatible with the shoreline ecosystem.

The City shall enforce applicable public access requirements of the Coastal Protection Act of 1985 and shall analyze alternative means for increasing parking facilities for waterfront activities along the shoreline as part of the City's traffic circulation management activities.

8. **Signage Along the Atlantic Ocean and Gulf of Mexico.** ~~At the time land development regulations are amended in order to comply with the adopted comprehensive plan, the~~ The City shall consider restricting commercial signage along the seaward side of shoreline properties; including marinas, activities providing services to the boating public, and those signs deemed essential for water dependent facilities. ~~The City shall coordinate with jurisdictional agencies to develop uniform signage and criteria to further this policy.~~

OBJECTIVE 5-1.3: LAND USE CONTROLS AND CONSTRUCTION STANDARDS FOR PROTECTING THE NATURAL SHORELINE AND THE VERY LIMITED BEACH/DUNE SYSTEM. The City shall not allow any construction of man-made structures on the City's beach, excepting beach access structures compliant with construction standards of the State Division of Beaches and Shores. In addition, water dependent structures such as life guard stands or beach renourishment approved by the Division may be constructed if such structures meet the construction standards of federal and state agencies having jurisdiction. Any such construction activity must include measures to restore the beach and vegetation pursuant to a plan approved by the federal and/or state agencies having appropriate jurisdiction. No vegetation shall be removed unless the revegetation shall occur at a ratio 3 to 10 times the affected vegetated areas. The federal and/or state agencies having jurisdiction shall approve the revegetation ratio plan including the threshold for revegetation. The City shall ~~adopt-amended~~ continue to enforce land development regulations which include performance standards designed to protect the limited beach and establish construction standards mandating that no development shall be located seaward of the Coastal Construction Control Line (CCCL), excepting structures approved by the State DNR. ~~The City has dune system.~~ The City's natural beach is in public ownership and shall be available for public access.

Policy 5-1.3.1: Enforce Development Restrictions Seaward of the CCCL. The City shall continue to coordinate the development review process by forwarding all applications for construction seaward of the Coastal Construction Control Line (CCCL) to the State Department of Natural Resources for jurisdictional action. Following such action, any construction permitted by the State shall comply with best management principles and practices for respective activities and shall receive permits from all other public agencies having jurisdiction. In addition, such activities shall comply with applicable provisions of Policy 5-1.2.1, 5-1.3.2 and 5-1.3.4 herein cited.

Policy 5-1.3.2: Natural Shoreline and Beach/Dune Stabilization. To protect natural rock outcrops which form most of the City's shoreline as well as the limited beach, shoreline development and access shall continue to be restricted in order to preserve the shoreline and the limited beach. Rigid shore protection structures are not permitted, except when used as part of a comprehensive plan for beach restoration and when non-structural alternatives are not acceptable. When beach renourishment projects are needed, the dune system should be restored, as necessary, utilizing natural, indigenous vegetation. The City supports renourishment of the 3,000' long Smathers Beach and revegetation of dune community at Rest Beach.

Policy 5-1.3.3: Restrictions on Operation of Vehicles on Beaches. The City shall continue to enforce restrictions which prohibit any motorized vehicle upon or over the City's incorporated portion of the beach adjacent to the Atlantic Ocean, excepting mechanical beach cleaning equipment, public safety and emergency vehicles, and vehicles permitted by the DNR.

Beach cleaners shall be required to obtain a Coastal Construction Control Line (CCCL) permit for operations beyond the control line. The method of operations and equipment shall be approved by the Florida Department of Natural Resources, the Florida Department of Environmental ~~Regulation~~ Protection, and/or the U.S. Army Corps of Engineers as may be applicable as part of the special conditions of the CCCL permit.

~~— **Policy 5-1.3.4: Maintain and Re-establish the Beach and Dune System.** The City's land development regulations which shall be amended upon plan adoption shall require beach and dune system restoration where development is proposed on the adjacent upland and breaches in the adjacent dune system are apparent.~~

OBJECTIVE 5-1.4: LIMITING PUBLIC SUBSIDY OF DEVELOPMENT IN THE COASTAL HIGH-HAZARD AREA. Upon adoption of the ~~Comprehensive Plan~~, the The City shall limit public expenditures that subsidize development permitted in coastal high-hazard areas to restoration or enhancement of natural resources. In addition, public funds for improved public facilities such as existing state and local roadways, central wastewater system improvements included in the capital improvements element, and water dependent structures such as beach access ways, piers, and beach renourishment activities may be permitted where approved by state and/or federal agencies having jurisdiction. These facilities are necessary to implement goals, objectives, and policies, of the ~~traffic circulation~~ transportation, public facilities, coastal management, conservation, and recreation and open space elements of the Comprehensive Plan. ~~Cross reference Policy 5-1.7.3.~~ Any public subsidy of development in the coastal high hazard area shall only be approved where found to be needed to protect the public health and safety.

Policy 5-1.4.1: Public Investments in Coastal High-Hazard Area. Publicly funded facilities shall not be built in the coastal high-hazard area, unless the facility is for the protection of the public health and safety.

OBJECTIVE 5-1.5: AVOID POPULATION CONCENTRATIONS IN COASTAL HIGH-HAZARD AREAS. ~~Upon plan adoption the~~ The City shall continue policies to direct population concentrations away from coastal high hazard areas by regulating the density of residential development and redevelopment within the coastal high hazard area. For instance, the City's future land use map mandates maximum density thresholds for properties within the coastal high hazard area which are substantially lower than densities assigned to similar properties located outside the coastal high hazard area. The density threshold varies with the severity of environmental constraints of each site and the proximity of the site to the shoreline. The intent of the density allocation is to direct population concentrations away from coastal high hazard areas, yet balance this objective with the State Comprehensive Plan private property rights goal and related policies [Reference Ch.187.201(16)(a and b),FS].

~~Upon plan adoption the City shall amend the City's land development regulations by incorporating performance standards which direct population concentrations away from the coastal high hazard area.~~

Policy 5-1.5.1: Restrict Development in Coastal High-Hazard Areas. The City shall incorporate appropriate policies in the land development regulations in order to direct population concentrations away from known or predicted coastal high-hazard areas as defined in Objective 5-1.5. The following provisions shall restrict development within the coastal high-hazard area:

1. New construction of sewage treatment plants, industrial holding ponds and other potential point pollution sources within the coastal high-hazard area is prohibited.
2. Require non-residential construction within the hurricane flood zone to meet storm and flood proofing standards exceeding those required for a 100-year storm.

Policy 5-1.5.2: Definition of the City of Key West Coastal High-Hazard Area. The City of Key West Coast High-Hazard Area will be defined as the area below the elevation of the category 1 storm surge line as established by the SLOSH model of 2011.

OBJECTIVE 5-1.6: HURRICANE EVACUATION. ~~Upon adoption of the Monroe County Plan, the~~ The City shall continue to coordinate with Monroe County in updating a hurricane evacuation plan. The City shall inventory potential refuges and establish the feasibility for increasing their capacity to withstand the Category III and above storm. ~~As part of the City's five year traffic circulation improvement program, the City shall undertake the specific improvements cited in Policy 5 1.6.1 below in order to maintain existing hurricane evacuation clearance times until a more detailed countywide study of hurricane evacuation and peacetime emergency plan is undertaken in concert with Monroe County.~~

Policy 5-1.6.1: Hurricane Evacuation Logistical Support. ~~Upon plan adoption the City shall contact the Red Cross to verify the status of the eight (8) refuges identified in the data inventory and analysis and discuss available measures to address the absence of shelters within the City that meet State specifications.~~ In order to prevent unnecessary evacuees crowding roads and shelters, the City shall coordinate with Monroe County in disseminating information concerning the need of residents to evacuate at various hurricane threat levels based on a coordinated and phased evacuation plan. The City shall continue to coordinate with the County and the Monroe County Emergency Management Director in assisting implementation of the County's campaign to educate the general citizenry regarding emergency preparedness and phased evacuation plans, including specific citizen directives.

Policy 5-1.6.2: Future Coordination with the County in Emergency Preparedness. In order to provide for safe and efficient evacuation of the residents of the City of Key West in the event of a hurricane, the City shall continue to coordinate with Monroe County in annual updates of the County Peacetime Emergency Plan. The City shall coordinate with the County in updating hurricane evacuation shelter assignments as well as other policy formulation surrounding land use and emergency preparedness. This update shall enable the County and incorporated municipalities to plan for future population densities which will neither adversely impact the efficiency of the evacuation plan nor increase

evacuation times. The City shall also coordinate with the County in updating hurricane evacuation shelter assignments as well as other policy formulation surrounding land use and emergency preparedness.

Within one year after plan adoption, the City will develop an operational policy for managing public facilities, including transportation, in the event of a major hurricane. The operational policy will identify a strategy for ensuring a safe and efficient post-disaster management plan. In addition, the City will participate in Monroe County's detailed study of the impact of continuing development in the keys on evacuation clearance times. It is imperative not only that such coordination take place, but that the study be performed after the City and County have completed their capital improvements element during the plan update process. The result will be a clear assessment of clearance times in light of specific transportation-related improvements.

Policy 5-1.6.3: Transportation Policies for Inclusion in Peacetime Emergency Plan. The City shall direct the following transportation policies as part of the Peacetime Emergency Plan.

1. Designate North Roosevelt Boulevard as the primary evacuation route out of Key West. Orient three lanes northbound and one lane southbound from Eisenhower Drive (beginning of four lane section) to Stock Island. The southbound lane is necessary for emergency vehicle access.
2. Designate Flagler Avenue as the secondary evacuation route. Three lanes will carry traffic northbound and one lane for southbound emergency vehicle traffic.
3. Implement the following specific traffic circulation improvements within its five year planning horizon that will facilitate traffic flow out of the downtown employment and tourist areas. Improvements include:
 - Adding lanes to White Street, First Street, and Palm Avenue;
 - Designating South Street and United Streets, and Caroline and Eaton Streets as one way pairs;
 - Making geometric improvements at critical intersections to reduce congestion and delay along the North Roosevelt Boulevard corridor; and
 - Upgrade North Roosevelt Boulevard to standards prescribed by the Florida Department of Transportation.

These improvements are designed to spread out traffic by giving motorists additional corridors as options to North Roosevelt Boulevard. A bridge linking Flagler Avenue with Stock Island has been identified as a long term improvement (2000). These improvements together with the reorientation of traffic on North Roosevelt and Flagler Avenue shall maintain existing clearance times until a more detailed countywide study of hurricane evacuation and peacetime emergency management of public facilities can be undertaken in concert with Monroe County.

Policy 5-1.6.4: Rate of Growth and Hurricane Evacuation. The City shall use the results of the Monroe County hurricane evacuation model prepared by Post, Buckley, Schuh and Jernigan, (1991) as the basis for predicting evacuating population and vehicles from the City of Key West during a hurricane condition. The summary results of the model are cited below:

**TABLE V - 1
EVACUATING POPULATION AND VEHICLES**

Evacuating Population				Evacuating Vehicles			
Key West Evacuating Population	Destination			Key West Evacuating Vehicles	Destination		
	Out of County	Refuge/ Shelter	Friends/ Relatives		Out of County	Refuge/ Shelter	Friends/ Relatives
27,035	25,015	1,010	1,010	11,974	10,946	514	514

Source: Post Buckley Schuh & Jernigan, Inc., October 1991

The hurricane model was used to project the maximum residential units which may be accommodated by the roadway network during a hurricane evacuation. As summarized in Figure 2, "Estimated Carrying Capacity Based on Hurricane Clearance Times," the number of units which may be developed has been calculated using the year 2002 30 hours evacuation clearance standard as a constraint and assuming availability of two lanes outbound from Key Largo. In the short range these two outbound lanes are made available by the use of an improved and raised Card Sound Road plus the existing US 1. Over the long range time frame, outbound lanes will be provided by a widened US 1 along the 18 mile stretch.

TABLE V - 2
PROJECTED HURRICANE CLEARANCE TIMES AND ROAD IMPROVEMENTS
Building Permit Allocation System

Year	Units Permitted			Change in Clearance Time (hours)	Effect of Road Improvement (hours)	Resulting Clearance Time (hours)
	Unincorp Area (du)	Incorp Areas (du) ^(d)	Total (du)			
1990	*	*	*	*		35.00
1991						
1992	2,087	N/A	2,087 ^(a)	1.90		36.90
1993	255	114	369	0.34	-10.25 ^(b)	26.99
1994	255	114	369	0.34		27.33
1995	255	114	369	0.34		27.67
1996	255	114	369	0.34		28.01
1997	255	114	369	0.34		28.35
1998	255	114	369	0.34		28.69
1999	255	114	369	0.34		29.03
2000	255	114	369	0.34		29.37
2001	255	114	369	0.34		29.71
2002	255	114	369	0.34		30.05
2003	0	0	0	0.00		30.05
2004	0	0	0	0.00		30.05
2005	0	0	0	0.00		30.05
2006	0	0	0	0.00		30.05
2007	0	0	0	0.00		30.05
2008	0	0	0	0.00		30.05
2009	0	0	0	0.00		30.05
2010	0	0	0	0.00	-2.50 ^(c)	27.55

(a) Estimated units permitted in unincorporated area from April 1, 1990 to the original plan adoption date (October 16, 1992). The corresponding data for Key West was not available.

(b) Elevation and improvements to Card Sound Road.

(c) Four-laning US-1 from MM 80 to MM 90 (Plantation, Windley, Islamorada).

(d) The municipal allocation is based on percent population using the 1990 Census and represents approximately 20% of total gross allocable growth or 31% of net allocable growth. The calculations which are subject to interlocal agreements are presented in the following table.

TABLE V - 3
METHODOLOGY FOR DETERMINING FLORIDA KEYS MUNICIPALITIES PERMIT ALLOCATION

City	1990 Population	% of Total Population	Total Units
			% Population x Total Units
Key West	24,832	95.5	1,093
Key Colony Beach	977	3.8	44
Layton	183	0.7	8
Total	25,992	100.0	1,145

These measures of carrying capacity do not reflect additional development potentials at plan adoption. Rather, they reflect the increase in population and development from April 1, 1990, the date of the 1990 Census, data for which formed the starting point for estimating the population to be evacuated. Thus, in order to determine the amount of development which the plan may allocate from the point of adoption, it is necessary to estimate the number of permits issued from April 1, 1990.

As part of the 5-year Comprehensive Plan Evaluation and Appraisal Report process, the City of Key West shall, in coordination with Monroe County, the South Florida Regional Planning Council and the municipalities of Layton and Key Colony Beach, re-run updated transportation models of the Southeast Florida Hurricane Evacuation Study in order to re-evaluate and adjust such factors as participation rates, visitor population levels, total growth allocations, allocations to sub-areas and municipal jurisdictions and estimates of the effectiveness of programs and policies to reduce the number of evacuating vehicles.

OBJECTIVE 5-1.7: HAZARD MITIGATION AND COASTAL HIGH HAZARD AREAS. Upon plan adoption, the City shall adopt amended land development regulations which shall include performance standards regulating development activities in a manner which minimizes the danger to life and property occasioned by hurricane events.

Policy 5-1.7.1: Coastal High Hazard Area Defined. As defined in Rule 9J 5.003(13), FAC, the coastal high hazard area shall encompass areas which have historically experienced destruction or severe damage, or are scientifically predicted to experience destruction or severe damage, from storm surge, waves, erosion, or other manifestations of rapidly moving or storm driven water. These areas shall include all areas in the City of Key West where public facilities have been damaged or undermined by coastal storms, Federal Emergency Management Agency designated V zones, areas seaward of the coastal construction control line established by the Florida Department of Natural Resources pursuant to Chapter 161, Florida Statutes, and inlets which are not structurally controlled. The high hazard area shall include the Category I hurricane evacuation zone as delineated on Map V-1.

The coastal high hazard area for the City of Key West is designated on Map V-1. This area includes all coastal high hazard areas as identified in the definition above which exist in the City of Key West. This City Planner has coordinated the delineation of coastal high hazard areas with the State Department of Natural Resources (DNR). Based on information obtained from DNR, the City's Map V-1 includes all known coastal high hazard areas pursuant to the above stated definition.

Policy 5-1.7.2: Management Techniques for Hazard Mitigation and Coordinating Update of the Hazard Mitigation Plan. Upon plan adoption the City shall participate in the County's technical coordinating committee in preparing the hazard mitigation component of the Local Peacetime Emergency Plan. Updates of the Plan shall identify specific actions that may be implemented to reduce exposure to natural hazards. The current Plan contains no inter-

~~agency hazard mitigation component. The Comprehensive Plan shall incorporate interagency hazard mitigation reports as such reports are generated in the future.~~

~~In addition, upon plan adoption the City shall enforce more restrictive land use controls within the coastal high hazard area, including but not limited to enforcing:~~

- ~~1. Reduced maximum density for development as identified in the future land use map as described in Objective 5-1.5 and Policy 5-1.7.3.~~
- ~~2. Performance criteria within land development regulations which shall mandate that all development and redevelopment within the coastal high hazard area comply with the following regulatory techniques for hazard mitigation:
 - ~~a. State and local regulations establish coastal construction control lines, as well as applicable state and local construction codes regulating construction activity in coastal areas.~~
 - ~~b. Surface water management improvements which mitigate against loss of flood plain and comply with adopted surface water management level of service standards for drainage cited in Policy 4-1.1.1.~~
 - ~~c. No development or redevelopment within the coastal high hazard area shall occur on septic tanks.~~
 - ~~d. Publicly funded infrastructure shall not be built within the coastal high hazard area unless the facility is for the protection of public health and safety.~~
 - ~~e. Land use controls shall ensure that wetlands are preserved and protected from the adverse impacts of development.~~~~

~~A multi agency site plan review process shall be initiated to ensure that all proposed development or redevelopment having potential adverse impacts on water quality, wetlands, shoreline stabilization, natural habitats, fish or wildlife, hurricane evacuation, or other adverse impacts on coastal resources, shall be coordinated with County, State, federal, or regional agencies having jurisdiction. A primary function of this review process shall be to effectively reconcile hazard mitigation issues prior to issuance of any development orders.~~

~~**Policy 5-1.7.3: Implementing General Hazard Mitigation.** Upon plan adoption the City shall adopt amended land development regulations which significantly restrict the intensity of development within the high hazard area as denoted on the future land use map. Furthermore, the state and local coastal construction control lines shall be enforced. Performance criteria shall stipulate the need to reduce exposure of human life and property to natural hazards.~~

~~The City's future land use map assigns development rights to privately owned undeveloped upland properties within the hurricane high hazard area in order to preserve private property rights and to provide for a reasonable use of the land. The density threshold varies with the severity of environmental constraints of each site and the proximity to the shoreline. In all cases the assigned densities are significantly lower than the densities assigned to similar properties located outside of the coastal high hazard area. The intent of the land use density allocation is to direct population concentration away from coastal high hazard areas, yet balance this objective with the State Comprehensive Plan private property rights, goals and objectives [Reference Ch.187.201(16)(a and b),FS].~~

~~**OBJECTIVE 5-1.8: POST-DISASTER REDEVELOPMENT.** Upon plan adoption the The City shall continue to participate on the Monroe County coordinating committee for updating the maintaining post-disaster redevelopment plans. These efforts shall be directed toward reducing or eliminating exposure of human life and public and private property to natural hazards. In addition, the City shall develop continue to enforce local plan components including development of policies for managing recovery operations through a Recovery Task Force as elaborated in Policy 5-1.8.2.~~

~~**Policy 5-1.8.1: Recovery Operations.** Upon plan adoption the City shall coordinate with Monroe County in modifying the Local Peacetime Emergency Plan in order to establish compliance with Objective 5-1.8. The update of the Plan shall include strategies for post disaster recovery operations. As part of the post disaster recovery planning process the City Commission shall appoint and maintain a Recovery Task Force comprised of the City Manager, the Assistant City Manager, the Planning Director and others as determined by the City Commission and as amended as~~

needed. The Recovery Task Force shall be responsible for assessing the conditions following a hurricane or other similar disaster and shall propose strategic actions necessary to establish order and reestablish communication and basic service delivery systems necessary for health, safety and welfare. Within ninety (90) days after appointment of the Recovery Task Force, and at regularly scheduled intervals thereafter, the Task Force shall meet to determine and update a management framework for resolving issues confronted in times of a natural disaster.

Policy 5-1.8.2: Post-Hurricane Assessments. The Recovery Task Force shall continue to coordinate their management plan with the Monroe County Civil Defense Officer for compliance with the Local Peacetime Emergency Plan and shall present the management plan to the City Commission for review and approval. The management plan should provide a basis for executing the following activities during times of natural disaster:

1. Ensuring a means to restore economic activity;
2. Establishing a temporary moratorium on building activity as may be required for public safety;
3. Reviewing and deciding upon emergency building permits;
4. Coordinating with State and Federal officials to prepare disaster assistance applications;
5. Analyzing and recommending to the City Commission hazard mitigation options, including reconstruction or relocation of damaged public facilities;
6. Developing a redevelopment plan including limitations on redevelopment in areas of repeated damage; and
7. Recommending amendments to the Local Peacetime Emergency Plan and other appropriate policies and procedures.

Policy 5-1.8.3: Repair and Clean-up. In planning post-disaster redevelopment activities, factors to be considered in order to protect the public health and safety shall include:

1. Repairs to potable water, wastewater and power facilities;
2. Removal of debris;
3. Stabilization or removal of structures in a perilous condition; and
4. Minimal repairs to make structures habitable.

These considerations shall receive first priority in determining the appropriateness of emergency building permits. Long term redevelopment activities shall be postponed until the Recovery Task Force has coordinated immediate repair and clean-up operations.

Policy 5-1.8.4: Hazard Mitigation and Comprehensive Plan Amendments. The Recovery Task Force shall propose any needed Comprehensive Plan amendments which reflect the recommendations contained in any inter-agency hazard mitigation reports or other reports prepared pursuant to §406, Disaster Relief Act of 1974 (PL 93-288).

Policy 5-1.8.5: Redevelopment Activities. Policies 1-3.2.6 and 1-2.3.3 in the future land use element identify policies for managing redevelopment activities within two areas of the City based on analysis contained in the future land use element data inventory and analysis. The planned redevelopment activities shall be directed toward rehabilitating and revitalizing the Key West Bight area and the Bahama Village Area.

The redevelopment plan which was initiated in mid-1991 shall provide a formal basis for:

- Preserving waterfront access as well as waterfront views;
- Improving pedestrian linkages with adjacent and nearby activity centers;
- Protecting and enhancing opportunities for water-dependent and water-related land use activities;
- Accommodating public improvements necessary to achieve redevelopment plan objectives; and

- Implementing urban design schemes which attract pedestrians, increase waterfront exposure, reinforce the ambiance of the waterfront, and regulate against structures which wall-off or otherwise inhibit access to waterfront views, strategic open spaces, or pedestrian linkages.

Based on the above cited objectives, the redevelopment plan shall provide a basis for additional land development and redevelopment restrictions which shall be applied to portions of the HRCC-2 designated area in order to achieve public purposes identified in public policy 1-2.3.4. The redevelopment plan shall also serve as a basis for such regulation.

Within the HRCC-2 Key West Bight area, in order to curtail the likelihood of future property damage and/or human exposure to the potential peril of storm driven tides, wind, and waves, the land development regulations shall ~~include~~ continue to regulate performance criteria which restrict building mass and building intensity at strategic locations vulnerable to storm surge. The redevelopment plan shall provide a design scheme for regulating height, floor area ratio, and open space retention within sub-areas of the Key West Bight area and its immediate environs. Generally, lands closest to the mean high water (MHW) line of coastal waters, should be assigned floor area ratios of less than one (1) in order to prevent high concentrations of building mass and population in areas most susceptible to perilous storm surge. Similarly, open space retention shall be mandated within areas having direct waterfront exposure in order to preserve waterfront views and/or to ensure access by the consuming public. Land development regulations shall ~~be updated to~~ continue to implement design schemes which shall be incorporated in the redevelopment plan. For instance, land development regulations shall incorporate land use restrictions which mandate open space systems and pedestrian oriented activities within areas closest to the waterfront. The maximum FAR within the Key West Bight shall be one (1). Areas closest to the waterfront would carry FARs significantly less than one (1) in order to maximize open space, provide for linkages, and waterfront views that reinforce the ambiance of the Key West Bight's unique waterfront area which once accommodated a regionally significant maritime culture. The redevelopment plan shall provide the basis for site specific land use controls to accommodate redevelopment plan objectives.

The Bahama Village redevelopment area is located along Petronia Street, approximately 200 feet west of Duval Street and extends westward to the rear property lines of lots abutting the west side of Emma Street. The Bahama Village neighborhood commercial core is linked to the Duval Street commercial core. This Village area is a City target for redevelopment and revitalization. As noted in the housing element data inventory and analysis, the area has a concentration of substandard housing. The City initiated redevelopment program is intended to mobilize public and private initiatives in support of a village commercial center with rehabilitated housing resources. Future improvements strategies shall place a high priority on maintaining and/or revitalizing existing housing structures while preventing displacement of residents. Concurrency management policies shall ensure that redevelopment activities provide necessary infrastructure, including traffic improvements required to comply with improvement and level of service mandates.

In addition, to the above specific redevelopment activities the City shall manage unanticipated future redevelopment activities necessitated by hurricane events or other natural disasters. ~~Upon plan adoption the~~ The following Policy shall direct "build-back" petitions following natural disasters.

If in the future structures within the City receive storm-damage in excess of fifty (50%) percent of their appraised value, all such damaged structures shall be required to meet all current laws and ordinances, including those enacted since construction of the subject structure. Upon plan adoption this requirement shall be incorporated as performance criteria within the amended land development regulations. In evaluating petitions for a variance to this standard, the City shall balance the need to protect life and property with the equally compelling need to preserve and sustain the economic base of the community together with its historic character (Cross reference Objective 1-1.3).

Policy 5-1.8.6: Establish Building Facilities Review Committee. The Recovery Task Force established in Policy 5-1.7.2 shall serve as the City's designated Public Facilities Review Committee charged with the responsibility for reviewing available alternatives for managing damaged public facilities following a hurricane event. The Committee shall evaluate future options for such facilities, including, but not limited to, abandonment, and repair in place, relocation, and reconstruction with structural modifications. The Committee shall consider these options based on the following considerations:

- Cost to construct;
- Cost to maintain;
- Recurring damages;
- Impacts on land use;
- Impacts on the environment;
- Public sector;
- Repair to any public facilities that shall be deemed historic structures according to the inventory of the National Register of Historic Places shall be guided by the Secretary of the Interior's Guidelines for Rehabilitation and the Guidelines of the City's Historic Architectural Review Commission; and
- Other relevant factors.

Policy 5-1.8.7: Contingency Fund for Disaster Assistance. The City shall maintain a contingency fund in order to cover the City's required match for disaster assistance grants.

OBJECTIVE 5-1.9: ACCESS TO PUBLIC BEACH, SHORELINE AND SCENIC VISTAS. ~~The City shall maintain land use policies which promote continuance of the nineteen activity centers for shoreline access and water dependent and related activities described on pages 5-1 through 5-6 of the Coastal Management Element data inventory and analysis. The City of Key West is a waterfront oriented community with a highly accessible shoreline as documented in the Coastal Management data inventory and analysis. Beaches as well as scenic vistas of the shoreline and tidal waters shall remain unobstructed and, to the extent lawful, no barriers shall be erected which prevent pedestrian access along the shoreline. The City shall enforce the standards below directed in Policy 5-1.9.1 and 5-1.9.2. Currently the City has over twenty three (23) acres of public beach. Considering the City's projected permanent and seasonal population (41,617 and the standard for beach access cited in Policy 5-1.9.1), the City has sufficient beach access to satisfy beach access needs through the year 2010 ($41.6 \div 2 = 20.8$ acres).~~

Policy 5-1.9.1: Standard for Public Beach Access. The City shall continue to implement the State DNR standard for public beach access of one-half (1/2) acre per one thousand (1,000) population.

Policy 5-1.9.2: Public Access to Renourished Beaches. The standard for public access to renourished beaches shall be a minimum of one (1) access point per one-half (1/2) mile of natural and/or renourished beach. ~~The City shall support the Monroe County Beach Restoration Management Plan (1990) characterized in the Comprehensive Data Inventory and Analysis, page 5-23 through 5-28.~~

Policy 5-1.9.3: Publicly Funded Ocean Front Development to Provide Beach Access. Publicly funded projects that improve, change or in some way support shore front development shall provide for public access to the shoreline, as well as the necessary support facilities and services, such as boardwalks, beach/dune walkovers, parking lots, restroom and refuse collection.

Policy 5-1.9.4: Consideration of Scenic View in Site Plans. Land development regulations shall ~~include~~ continue to enforce stipulations requiring site plans for ocean front sites to include design measures which provide, enhance and preserve scenic views of the water for the general public from public rights of way. Structures along the shoreline shall be regulated through land development regulations which prevent walling off of water front views. The site plan and building criteria shall give priority to minimizing impact on natural coastal resources. Similarly, applicants desiring to develop, establish or expand temporary or permanent structures, uses, and related activities within tidal waters extending 600 feet from the City's corporate limits shall be required to file a site plan which ensures that such activities do not encroach upon a scenic waterfront view or a scenic view of tidal waters. Development standards shall also include a coastal impact analysis consistent with provisions of Policy 5-1.1.4.

OBJECTIVE 5-1.10: PROTECT HISTORIC RESOURCES. The City shall ensure protection of historic resources and shall ensure that there shall be no loss of historic resources on City owned property. ~~Upon plan adoption the~~ The City's ~~amended~~ land development regulations shall continue to ensure that historic resources on public and private property shall be protected, preserved, or re-used in a manner sensitive to the historic properties of the site and/or structure. ~~If "Federal Certified Local Government" funding is available by 1992 the City shall prepare a Historic Preservation Element to the Comprehensive Plan.~~ In addition to the below cited Policies, Policies 3-1.5.1 through 3-

1.5.10 cited in the housing element provide a further basis for ensuring preservation of historical resources within the City. The City shall continue to staff the City's Historic Architectural Review Commission (HARC) which is the entity charged with enforcing the adopted guidelines for managing historic preservation.

Policy 5-1.10.1: Promote Identification of the City's Historic, Archaeological, and Cultural Resources.

Ensure that all municipal actions encourage and promote the preservation of the City of Key West historic resources. To this end the City shall coordinate with the State Division of Historic Resources, the Historic Florida Keys Preservation Board, and the City's Historic Architectural Review Commission (HARC) in continuing to identify, document and preserve the City's historical, archaeological, and cultural resources. HARC shall continue to apply the City's adopted guidelines for historic preservation in review of all structure proposed for development, renovation, rehabilitation, or re-use.

Policy 5-1.10.2: Performance Standards for Protecting Sites of Historic or Archaeological Significance.

Land development regulations shall continue to include precautions necessary to prevent the following adverse impacts to historic or archaeological sites of significance:

1. Destruction or alteration of all or part of such site;
2. Isolation from, or alteration of the surrounding environment;
3. Introduction of visual, audible, or atmospheric elements that are out of character with a property or alter its setting;
4. Transfer or sale of the site of significance without adequate conditions or restrictions regarding preservation, maintenance, use, or re-use;
5. Vegetation removal shall not be permitted on a historic or archaeological site unless the vegetation to be removed is a part of a duly authorized scientific excavation, or is a part of an approved development plan; and
6. Other forms of neglect resulting in resource deterioration.

Policy 5-1.10.3: Survey of Publicly Owned Properties. The Planning Department will ~~conduct~~ maintain a survey of all publicly-owned and managed properties, including lands, buildings and features, in order to compile an inventory of historic resources under City supervision. The survey program will follow and be compatible with the Florida Master Site File. ~~The inventory is regarded as a management tool and is to be completed within two years of approval of this document.~~

Policy 5-1.10.4: Standards for Rehabilitation. The Historic Architecture Review Commission (HARC) "Design Guidelines in the Key West's Historic District" and the Secretary of the Interior's Standards for Rehabilitation whichever is the more restrictive, shall be followed for: 1) the evaluation of rehabilitation or restoration of City-owned historic structures and sites; or 2) the rehabilitation of all historic resources using public funds.

Policy 5-1.10.5: Disposing of Historic Resources. In disposing of historic resources, the City of Key West will make every effort to attach a preservation deed restriction to the property, requiring that the Secretary of the Interior's Standards for Rehabilitation be followed for any alteration to the resource.

Policy 5-1.10.6: Evaluating Impacts of Development on Historic Resources. The staff of the Planning Department and the Historical Architectural Review Commission will evaluate the impact of proposed development on historic resources.

Policy 5-1.10.7: Relocation of Historic Buildings. When historic buildings are to be relocated by government action, study the impact and appropriateness of the move according to the Secretary of the Interior's Standards.

Policy 5-1.10.8: Promoting Legislation Supportive of Historic Resources Preservation. Work cooperatively with other Florida communities to initiate and support state legislation that promotes the preservation of historic resources. Such legislation might include ad valorem and other tax relief, and state fire and building code and property assessment policies more sympathetic to historic resources.

OBJECTIVE 5-1.11: PUBLIC FACILITY LEVEL OF SERVICE STANDARDS IN COASTAL AREA. The level of service standards for infrastructure are cited in policy 9-1.6.1 of the capital improvements element. The area served by the infrastructure systems is Citywide, with the exception of some area served by septic tanks as delineated on Map IV in the sanitary sewer sub element data inventory and analysis, as follows:

Infrastructure Component	Area Served	Future Phasing of Improvements
1. Traffic Circulation	Citywide	Reference Policy 9-2.1 for programmed phasing of improvements.
2. Sanitary Sewer	Citywide, excepting areas served by septic tanks as delineated on Map IV-1 in the sanitary sewer sub element data inventory and analysis. NOTE: The only area within the Salt Pond/Airport Planning Area which is served by central wastewater service is the Oceanwalk (Las Salinas) project.	Reference Policy 9-2.1 for programmed phasing of improvements. NOTE: The east end of the airport shall have central wastewater service by 1992, and the remainder of the area shall have central service by 1994.
3. Potable Water	Citywide coverage	None scheduled.
4. Solid Waste	Citywide coverage	Reference Policy 9-2.1 for planned improvements.
5. Drainage	Citywide coverage	Reference Policy 9-2.1 for planned improvements. The City is scheduled to commence implementing recommendations of the programmed storm water master plan (Ref. 4-2.1d, Policy 4-2.1.d)
6. Recreation and Open Space	Citywide coverage	No planned improvements.

Policy 5-1.11.1: Beach Renourishment Standards. Any proposed beach renourishment project in the future shall meet standards of best management practices and shall receive permits from all federal and state agencies having jurisdiction, including the F-DNR.

Policy 5-1.11.2: Regulating Impacts on a Renourished Beach. ~~If a public sponsored beach renourishment program is implemented within the City in the future, all adjacent~~ All proposed development thereafter ~~proposed adjacent to a renourished beach~~ shall submit site plans demonstrating that the proposed development will not adversely impact the renourished beach or reduce the level of service provided by the renourished beach.

Policy 5-1.11.3: Ensure Available Infrastructure and Coordinate Timing and Staging of Public Facilities With Private Development. ~~Upon plan adoption the~~ The City shall ~~adopt amended~~ continue to enforce land development regulations which shall ensure that future development is directed only to those areas where public facilities which meet the City's adopted level of service standards are available concurrent with the impacts of the development or redevelopment. Development and redevelopment shall occur only at the densities proposed by the future land use plan, consistent with coastal resource protection and safe evacuation. The City shall ensure that funds for future needed infrastructure improvements are phased to coincide with demands generated by development or redevelopment. In order to ensure appropriate timing and staging no development order shall be granted until a plan is submitted by the

developer/applicant to the City which demonstrates that all required infrastructure shall be in place and available for use by the development concurrent with the impacts of development.

The infrastructure shall be designed in a manner consistent with the existing and projected future demands generated by development projected in the future land use element. The infrastructure shall also be consistent with applicable local, regional and State coastal resource protection policies.

OBJECTIVE 5-1.12: INTERGOVERNMENTAL COORDINATION WITHIN THE COASTAL AREA. ~~Establish an~~ Continue to maintain an intergovernmental coordination mechanism in order to manage coastal resources within the jurisdiction of more than one local government or public agency and assist in implementing appropriate portions of existing multi-jurisdictional resource planning and management plans addressing the coastal area, including management of surface water runoffs, impacts of development on coastal waters and living marine resources.

Policy 5-1.12.1: Implementing Policies for Intergovernmental Coordination Within the Coastal Area. The City shall continue to coordinate with Monroe County and appropriate regional, State, and federal agencies in managing coastal resources. Management activities shall include, but not be limited to, the following:

1. The City shall coordinate the following coastal resource management issues with Monroe County:
 - a. Participate in County forums and technical review concerning emergency preparedness and hurricane evacuation issues and update of the Peacetime Emergency Plan, including hurricane evacuation plans.
 - b. Participate in technical review and in formulation of policies concerning the U.S. 1 (North Roosevelt - Truman Corridor), including stormwater management policies within these corridors. This activity shall also be coordinated with the State DOT.
 - c. Public access issues shall be coordinated with Monroe County, including issues surrounding maintenance and improvements.
 - d. Issues surrounding conservation of the shoreline of the Atlantic Ocean and Gulf of Mexico shall be coordinated with Monroe County, the U.S. Army Corps of Engineers, DNR, and the DER as appropriate.
2. ~~Upon plan adoption the City shall establish a~~ The City shall continue its multi-agency development review process in order to coordinate intergovernmental and resource management issues surrounding proposed development and redevelopment. ~~the~~ ~~The City shall also incorporate procedures in~~ enforce the land development regulations to ensure that all issues surrounding development impacts on wetlands or other resources under federal and/or state jurisdiction are managed based on timely coordination, exchange of information, and appropriate follow-up by the City and all agencies having jurisdiction over the issue. The City shall request jurisdictional determinations from all appropriate agencies prior to the issuance of development orders or building permits for all sites within the City.

Major issues to be coordinated with the U.S. Coast Guard, U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, State Department of Natural Resources (DNR), the Department of Environmental ~~Regulation~~ Protection (~~DER~~) (DEP), and the South Florida Water Management District (SFWMD), the South Florida Regional Planning Council, and other federal, state, and regional agencies as may be appropriate in managing the following activities:

- a. The City shall coordinate all development and resource conservation measures impacting the waters of the Atlantic Ocean and the Gulf of Mexico with the above cited agencies as well as other applicable public agencies. These activities shall include, but not be limited to, review of proposed development potentially impacting natural resources, including development petitions for docks, shoreline stabilization, dredging, or other alteration of natural resources under Federal or State jurisdiction.
- b. All applications for development activity impacting waters of the State as well as tidally influenced Salt Ponds, or other lands under the jurisdiction of the State shall be coordinated with agencies having appropriate jurisdiction.

- c. The City shall coordinate with technical staff within DNR, ~~DER~~ DEP and SFWMD in order to ensure implementation of sound principles and practices of coastal resource management during the development review process as well as in the formulation of policies impacting coastal resource management.
 - d. The City shall coordinate with the SFWMD, the F-DER, as well as other appropriate State agencies in matters surrounding stormwater management, drainage, water quality and quantity, and consumptive use permitting.
3. The City shall coordinate on a continuing basis with the South Florida Regional Planning Council (SFRPC) in preparing the Comprehensive Plan and amendments thereto in order to ensure consistency with the South Florida Regional Planning Council Comprehensive Plan. In addition, the City shall coordinate other planning issues of regional significance with the SFRPC.

The City shall forward copies of development proposals within the coastal area to public agencies having jurisdiction in the management of potentially impacted natural resources.

OBJECTIVE 5-1.13: CONTINUING EVALUATION OF COASTAL MANAGEMENT ELEMENT EFFECTIVENESS. The City shall use the following policies as criteria in evaluating the effectiveness of the Coastal Management Element.

Policy 5-1.13.1: Review the Impact of Changing Conditions on Coastal Management Policy. The City shall monitor and evaluate significant changes in the characteristics of natural coastal resources. Policy implications of such changes shall be examined and corrective measures shall be pursued. Coastal management policies shall be refined as needed in order to remain responsive to evolving problems and issues.

Policy 5-1.13.2: Schedule, Budget and Implement Programmed Activities. The timely scheduling, programming, budgeting and implementation of programmed coastal management activities identified in this Element shall be evidence of the City's effectiveness in carrying out a systematic program for implementing coastal management goals, objectives, and policies.

Policy 5-1.13.3: Coordinate with Public and Private Sectors. While continually implementing and evaluating the Coastal Management Element, the City shall maintain a process of intergovernmental coordination as well as coordination with private sector groups interested in coastal management policy and programs. The effectiveness of this approach shall be evaluated by the success of coordination mechanisms in resolving coastal management problems and issues.

Policy 5-1.13.4: Achieve Effective Resolution of Coastal Management Goals, Objectives and Policies. The effectiveness of the Coastal Management Element shall be measured by the City's success in achieving coastal management goals, objectives and policies. The Coastal Management Element incorporates a systematic planning process for identifying coastal management problems and issues and implementing corrective actions.

**CHAPTER 5A: PORT FACILITIES GOALS, OBJECTIVES, AND POLICIES
(PORT MASTER PLAN)**

((Reference 9J-5.009(1)&(2), F.A.C.)

GOAL 5A-1: PORT FACILITIES AND ECONOMIC DEVELOPMENT. The Port of Key West is located within the municipal jurisdiction of the City of Key West. As such the Port shall stimulate the local economy by providing cruise ship port-of-call opportunities to meet existing and future demands.

OBJECTIVE 5A-1.1: MAINTAIN PORT CONTRIBUTION TO LOCAL ECONOMY. The Port of Key West shall develop and maintain port-of-call facilities to accommodate cruise ship passengers who contribute to retail sales and the City's economic base

Policy 5A-1.1.1: The Port shall seek additional opportunities for ship visits, focusing on high-end boutique ships.

Policy 5A-1.1.2: The Port shall plan and implement maintenance and enhancement projects to improve infrastructures at City owned facilities

Policy 5A-1.1.3: The Port will collaborate with the US Navy to improve infrastructure at the City leased facility at the Outer Mole Pier.

OBJECTIVE 5A-1.2: MAINTAIN PORT CONTRIBUTION TO CITY OF KEY WEST GENERAL FUND. The Port of Key West shall actively seek opportunities to enhance the City's desirability as a port-of-call, which provides revenue to the City's General Fund balance.

Policy 5A-1.2.1: The Port shall pursue opportunities to safely and legally reduce the cost of providing transportation and security for cruise ships, thereby increasing City cruise ship revenue.

GOAL 5A-2: MINIMIZE POTENTIAL ADVERSE LAND USE AND ENVIRONMENTAL IMPACTS. The Port of Key West falls within the Florida Keys National Marine Sanctuary. As such any future use plans will be developed in compliance with the Sanctuary's guidelines. The expansion and location of existing and new port facilities as well as the operation of the Port of Key West shall be consistent with all elements of the Comprehensive Plan and in a manner which minimizes the potential adverse environmental impacts as well as conflicts between the port and areas surrounding the port.

OBJECTIVE 5A-2.1: PORT COMPLIANCE WITH SANCTUARY REGULATIONS. The City, working with federal, and state governmental agencies shall ensure the protection of the Florida Keys National Marine Sanctuary.

Policy 5A-2.1.1. The Port shall ensure cruise ships are in strict compliance with all applicable FKNMS and U.S. Coast Guard requirements while in port.

Policy 5A-2.1.2. The Port will ensure any future channel enhancements are done in coordination with all applicable federal and state environmental protection agencies.

OBJECTIVE 5A-2.2: PORT DEVELOPMENT /EXPANSION CONSISTENCY.

The City shall manage port development and expansion consistent with the Future Land Use, Coastal Management, and Conservation Elements of this Comprehensive Plan. The City shall adopt land development regulations which include a site plan review process for managing port development. The site plan review process shall ensure that plans for port improvements are consistent with all elements of the Comprehensive Plan. Furthermore, the site plan review process shall include performance criteria that ensure land use compatibility, efficient delivery of any require public services, protection of natural resources, and sound fiscal management. The intergovernmental coordination activities shall be directed toward protecting and preserving natural resources and toward achieving and maintaining efficient intermodal transportation and delivery of public services.

No wetlands, rare or endangered plant communities or plant species of special concern shall be impacted of landward port facilities. All port facilities construction shall be undertaken in compliance with applicable Federal and state permitting procedures and shall include required mitigation measures where potential adverse land use or environmental impacts are identified in pre-construction planning.

Policy 5A-2.2.1: Site Plan Review. Upon Plan adoption, the City shall adopt objectives and policies of the Comprehensive Plan into the Land Development Regulations which require the site plans shall be prepared for all port facility improvements. Such plans shall be reviewed by the City to ensure compliance with Land Use, Conservation, and Coastal Management elements of the Comprehensive Plan as well as compliance with land development regulations governing potential adverse environmental, land use, and public facility impacts

Policy 5A-2.2.2: Port Protection from Incompatible Land Use. The Key West Port shall be protected from the encroachment of incompatible land uses thru the implementation of the Comprehensive Plan Future Land Use Map and application of the Plan's implementing Land Development Regulations.

GOAL 5A-3: INTERGOVERNMENTAL COORDINATION. Operation and expansion of the Port of Key West shall be coordinated with all appropriate Federal and state agencies and other entities having jurisdiction over impacted resources including, but not limited to, the U.S. Army Corps of Engineers, the U.S. Navy, the U.S. Coast Guard, the National Oceanic and Atmospheric Administration, the State and Federal Departments of Transportation, the State Department of Economic Opportunity, the

Florida Department of Environmental Protection, the Florida Fish and Wildlife Conservation Commission, the South Florida Water Management District

OBJECTIVE 5A-3.1: COORDINATING FACILITY CONTINUITY. The Port of Key West shall coordinate with appropriate Federal and state agencies to facilitate continued availability of adequate cruise ship mooring facilities.

Policy 5A-3.1.1: Mole Pier Initiatives. The Port shall negotiate a long term agreement with the U.S. Navy to lease the Outer Mole Pier for cruise ship mooring. The agreement shall include the opportunity to make improvements to the facility and a maintenance clause for the pier.

Policy 5A-3.1.2: Mallory Square Initiatives: The Port shall pursue a Sovereignty Submerged Lands Renewal agreement with the State to gain control over the bay bottom at Mallory Square to facilitate additional revenue making opportunities at the facility.

Policy 5A-3.1.3: City Commission Initiatives: The City Commission shall meet with its legislative and congressional delegations to enlist support for port improvements cited in the Port Master Plan and in the Capital Improvement Program.

OBJECTIVE 5A-3.2: COORDINATING FACILITY SECURITY. The Port shall implement needed security improvements to reduce risk to ships and passengers and improve the overall security posture at City owned or controlled facilities.

Policy 5A-3.2.1: Improvements to Physical Security: The Port shall coordinate with the U.S. Navy to enhance security capabilities at the Outer Mole and Mallory Square facilities thru Federal and state grants.

CHAPTER 6: CONSERVATION ELEMENT

(Reference §9J 5.013(2), F.A.C.)

§6-1: CONSERVATION GOALS, OBJECTIVES, AND IMPLEMENTATION POLICIES. This section stipulates goals, objectives, and implementing policies for the Conservation Element pursuant to ¶163.3177(6)(d), F.S., and §9J 5.013(2), F.A.C.

GOAL 6-1: CONSERVATION. The coastal community of Key West shall conserve, protect, and appropriately manage the City's natural coastal resources in order to enhance the quality of natural systems within the community.

OBJECTIVE 6-1.1: PROTECT AIR QUALITY. Upon plan adoption the ~~The~~ City shall ~~adopt amended~~ continue to enforce land development regulations including performance standards which ensure that development meets or exceeds the minimum air quality standards established by the Florida Department of Environmental ~~Regulations Protection (DER)~~ (DEP) and shall ~~establish~~ continue to enforce regulatory programs to prevent and/or minimize non-point sources of air pollution (note: the City has no point sources of air pollution).

~~**Policy 6-1.1.1: Combat Erosion and Generation of Dust Particles.** Land development regulations shall incorporate performance standards which combat erosion and generation of fugitive dust particles. The regulations shall require that measures be taken on building sites or cleared areas which ensure that exposed, destabilized, or other altered soil is expeditiously covered with an acceptable erosion control material.~~

~~**Policy 6-1.1.2: Air Pollution and Land Use Regulations.** Upon plan adoption the ~~The~~ City shall ~~adopt amended~~ continue to enforce land development regulations, including performance criteria for soil erosion and sedimentation controls as well as nuisance abatement. ~~The criteria shall be designed to protect against loss of air quality by maintaining land use controls which promote only activities compatible with existing land uses and natural systems and prohibit activities which generate air pollutants and other adverse impacts on the environmentally fragile coastal ecosystem.~~~~

OBJECTIVE 6-1.2: WATER QUALITY AND QUANTITY. Maintain the environmental health of the Florida Keys Reef Tract to ensure that the ambient water quality of both near shore and reef waters is maintained and improved to the adopted standards for Class III Outstanding Florida Waters, or better, in order to protect the economic and social well-being of the citizens of the City of Key West.

Detrimental water quality impacts, including adverse impacts to the coral reef system (~~as identified in the Public Facilities Data Inventory and Analysis Sanitary Sewerage and Drainage sub elements~~) shall continue to be combated by public facility improvements identified in Table IV-1 within the Public Facilities Element Goals, Objectives and Policies. ~~These improvements shall be undertaken pursuant to the schedule and funding levels cited in Table IV-1. These actions shall be taken to ensure that adverse environmental impacts cited in the Public Facilities Data Inventory and Analysis are adequately managed as provided for in the specific improvement measures identified as implementing polices for Objective 4 2.1(a) through (d) in the Public Facilities Goals, Objectives and Policies. The City shall pursue design and permitting of deep well injection in order to reduce the adverse impacts of the ocean outfall on marine life.~~

~~Upon plan adoption the City shall ~~adopt amended~~ land development regulations which ensure that new development shall be serviced with an adequate supply of potable water which meets State standards. Land development regulations shall include administrative procedures and a site plan review process which mandate technical review of public facility plans during site plan review. The procedures shall also mandate coordination among the developer, the City and the Florida Keys Aqueduct Authority which supplies potable water to the City in order to efficiently manage potable water service system issues. The City shall not approve a development order unless the Florida Key Aqueduct Authority has had an opportunity to participate in the review of the potable water service system.~~

Implementation of the City of Key West Water Supply Facilities Work Plan shall ensure that adequate water supplies and public facilities are available to serve the water supply demands of the expected City population.

The City shall coordinate the planning of potable water and sanitary sewer facilities, water supply sources, demands, other services and level-of-service standards with the FCAA, South Florida Water Management District, and through the Lower East Coast Water Supply Plan Update, as necessary.

~~Upon plan adoption the~~ The City shall amend enforce its land development regulations and include performance criteria designed to conserve and protect the quality of current and projected future water sources and surface water run-off. ~~The land development regulations shall include administrative and site plan review provisions which require that water supply and quality issues be coordinated with State, regional, and County governments having jurisdiction.~~

~~Prior to 1991 the~~ The City shall continue to coordinate with the South Florida Water Management District for purposes of using resources available through the Surface Water Improvement Management (SWIM) program in order to enhance water quality especially surface waters which are directed to the Atlantic Ocean or the Gulf of Mexico.

Policy 6-1.2.1: Water Quality, Surface Water Management and Land Use. The City shall continue to enforce ~~land development regulations shall incorporate~~ the following performance standards in order to protect the quality of the City's water resources and to conform with policies of the Florida Keys Critical Area of State Concern Program.

1. Surface water management systems shall be consistent with the City's adopted drainage level of service (Reference Policy 4-1.1.1) and applicable federal, state, and regional standards.
2. A vegetated pond with sloping wetland buffers shall be established and maintained as part of the surface water management requirements. Prior to construction of the surface water management system for any phase of a project, the developer shall prepare a design and management plan for the wetland/fringe zone that will be developed as part of these systems. The plan should:
 - a. Include typical cross sections of the surface water management system showing the average groundwater elevation and the -3 foot contour (i.e., below average elevation);
 - b. Specify how vegetation is to be established within this zone, including the extent, method, type and timing of any planting to be provided;
 - c. Include the removal of all exotic vegetation; and
 - d. Provide a description of any management procedures to be followed in order to ensure the continued viability and health of the stormwater management system. The wetland zone as established should consist entirely of native aquatic vegetation and should be maintained permanently as part of the water management system. As a minimum, 10 square feet of vegetated wetland zone per linear foot of wetland shoreline should be established as part of the water management plan.
3. Outstanding Florida Waters and Class III Waters shall be protected by incorporating the following provisions into the City's land development regulations:
 - a. Dredging activities shall be limited to approved maintenance dredging.
 - b. ~~Upon plan adoption~~ Continue to ensure good water quality by coordinating with the U.S. Fish and Wildlife Services, DER, DNR, and the SFWMD in monitoring the quality of stormwater run-off and all discharge processes where these agencies have jurisdiction. The City shall notify the appropriate agency with jurisdiction as potential issues or problems are identified by the City. The City's amended land development regulations shall provide performance criteria designed to ensure that new development provides effective and adequate storm-water management improvements concurrent with

the impacts of new development. All new development shall comply with drainage level of service criteria.

- c. ~~Upon plan adoption~~ Continue to prohibit the use of these waters for water dependent activities that are contrary to the public interest and do not satisfy a community need. All marinas within the City shall be retrofitted with pump-out stations by the end of 1992. Use of pump-out facilities shall be mandatory for all vessels and live-aboard units. An implementing regulatory program shall require participation by the State and County since the vessels and live-aboards are located on waters of the State.
- d. Prohibit modification of marine grassbeds unless required by an overriding public interest, and the activity is approved by federal, state, and/or regional agencies having jurisdiction.
- e. Where modification of grassbeds is permitted by agencies having jurisdiction, the City shall ensure that:
 - i. A determination of overriding public interest has been demonstrated prior to modification of grassbeds.
 - ii. Project run-off and nutrient introduction shall be controlled to prevent an increase in water turbidity.
 - iii. Projects damaging grassbeds during construction shall incorporate mitigative techniques which re-establish benthic conditions favorable to natural regeneration. Mitigation should only be allowed at a 3 or 4 to 1 ratio as recommended by the Marine Resources Division of F-DNR.
 - iv. Special attention shall be given to stipulations cited in (a) through (c) above during the development review process. The City shall coordinate closely with State and federal agencies during the permitting processes to ensure that the intent of these policies is carried out.

~~— **Policy 6-1.2.2: Regulate Agricultural Activities to Preserve Water Quality.** The City of Key West contains no agricultural land use activities.~~

Policy 6-1.2.3: Regulate Wastewater Treatment Discharge to Preserve Water Quality. The City shall continue to enforce land development regulations ~~shall incorporate the following performance standards~~ in order to protect water quality and regulate wastewater treatment discharge.

- ~~1. All new residential subdivisions as well as multiple family and multiresidential development shall be required to connect to the City's central wastewater system or to an approved package treatment plant. Where a package treatment plant is permitted by F- DER, the applicant shall design the plant to facilitate mandatory connection to the City's central system when the system becomes available.~~
- ~~2. Package treatment plants shall be designed to achieve effluent limitations of 20 milligram/liter B.O.D. and .5 total suspended solids on an annual average. In addition, NO₃ can not exceed 12 mg/l on an annual average. All owners of wastewater treatment plants shall provide sufficient on-site certified operator time as determined by the Florida Department of Environmental Regulation, in order to ensure that estuarine and potable water systems are protected from pollution. As a minimum, the following are required:~~
 - ~~a. Surge tanks (flow equalization tanks) are required on all treatment plants with design flows less than 100,000 gallons per day.~~
 - ~~b. The system for monitoring treatment efficiency shall include a schedule with a minimum frequency increased to a one grab sample per week.~~
 - ~~c. A flow measuring device is required which will provide a record of diurnal flow changes as well as total daily flow.~~

- d. ~~Provide an emergency power source for treatment facilities for purposes of preventing interruptions in treatment services.~~

Policy 6-1.2.4: Preserve and Enhance the Atlantic Ocean, Gulf of Mexico and Canal Shorelines. In order to stabilize areas susceptible to shoreline erosion, ~~upon plan adoption the land development regulations~~ the City shall require that all new development preserve shoreline native vegetation and shall revegetate areas along shorelines demonstrating historically erosive tendencies. Where exotic vegetation is present, such vegetation shall be removed and shall be replaced with native plant species.

Policy 6-1.2.5: Protect ~~Deep and Surficial~~ Aquifer Recharge Areas. ~~The City has no prime deep aquifer or shallow aquifer recharge areas which have been identified by the South Florida Water Management District. However, stipulations for protecting the freshwater lens shall be incorporated into the City's land development regulations. The City's shall continue to enforce land development regulations shall which~~ require retention of open space for all development in order to:

- o Preserve the quality and quantity of water resources within the freshwater lens. Major sources of pollutants entering the freshwater lens are generally attributed to saltwater intrusion, septic tanks, mosquito spraying, oils from lobster traps, and leakage from sewer lines. In order to prevent excessive drawdown of the freshwater lens and resulting saltwater intrusion, the City of Key West shall ~~by 1992 investigate a regulatory approach designed to prevent or control~~ continue to regulate the withdrawal of water from the freshwater lens for domestic purposes. The investigation shall include recommended management approaches for adoption by the City Commission. The investigation shall be coordinated with the South Florida Water Management District;
- o Promote improved surface water management; and
- o Create natural or landscaped urban green space for enhanced community aesthetics and passive pedestrian activities.

~~Policy 6-1.2.6: Deep Aquifer Water Conservation.~~ ~~The City of Key West has no deep aquifer recharge area.~~

Policy 6-1.2.7: Protection and Conservation of Potable Water Supply. The City of Key West has no wellfields and has no need for a wellfield protection ordinance. Upon plan adoption, in order to comply with policies of the South Florida Water Management District directed toward conservation of potable water supply and to achieve a reduction in the current rates of water consumption, land development regulations shall be amended to incorporate the following performance standards:

1. Where nonpotable alternative sources of irrigation water are available, potable water supplies may not be used to meet irrigation needs.
2. Require the use of water-saving plumbing fixtures on all new development.
3. In order to reduce demand for irrigation water (which in turn often places greater demand upon potable water sources), at least seventy (70%) percent of all landscaping material obtained from off-site sources for use on any site should be native plant material adapted to soil and climatic conditions existing on the subject site. Further, at least fifty (50%) percent of all trees used in landscaping shall be native species adapted to soil and climatic conditions existing on-site in order to lessen water demand.
4. The City will monitor innovative concepts in reuse of water, including use of cisterns for collecting rainwater for use in spray irrigation. In addition the City shall study the feasibility of reuse of treated effluent (gray water). However, the high salt content of such water currently indicates that the high salt content of Key West "graywater" may render it useless in spray irrigation since much of Key West's vegetation may not be sufficiently salt tolerant to withstand the graywater.

Policy 6-1.2.8: Emergency Conservation of Water Sources. The City shall coordinate with the South Florida Water Management District (SFWMD) in implementing emergency water conservation measures based on the SFWMD plans for management of the region's water resources.

Policy 6-1.2.9: Protect and Conserve Salt Ponds, Outstanding Florida Waters. In order to protect the Atlantic Ocean, the Gulf of Mexico, and the Salt Ponds, the City's ~~shall continue to enforce~~ land development regulations ~~shall include performance criteria~~ designed to regulate against land development activities which adversely impact water quality, contribute to shoreline erosion and sedimentation, or otherwise threaten the long term existence of these water resources, tidal ponds, and freshwater wetlands. The intent of the regulatory measures shall be to conserve and protect these coastal resources from detrimental impacts of development.

OBJECTIVE 6-1.3: MAINTENANCE OF FLOODPLAIN. ~~Upon plan adoption~~ the City shall ~~adopt amended~~ continue to enforce land development regulations which include performance criteria designed to protect the natural functions of the 100-year floodplain in order to protect and maintain its flood-carrying and flood storage capacity.

Policy 6-1.3.1: Enforce Policies to Maintain Floodplain. The City shall ~~update~~ continue to maintain its surface water management and flood damage prevention regulations. New development encroaching into the floodplain shall incorporate flood protection measures sufficient to protect against the 100-year flood. The City's Stormwater Management and Flood Protection Ordinance shall maintain consistency with program policies of the Federal ~~Insurance Administration~~ Emergency Management Agency. The City shall continue to monitor new cost effective programs for minimizing flood damage. ~~Such programs may include modification to construction setback requirements or other site design techniques, as well as upgraded building and construction techniques.~~

Policy 6-1.3.2: Land Purchase through Save Our Rivers Program or Other Available State and Federal Programs. The City shall identify and recommend to the State and the South Florida Water Management District purchase of floodplains, wetlands, littoral zones, upland buffer areas, lands that support threatened or endangered fish or wildlife, or other lands needed to retain or store water that would comply with program guidelines established under the Conservation and Recreation Lands (CARL) Program, the Save Our Rivers (SOR) Program or other land acquisition programs administered by the federal or state government.

OBJECTIVE 6-1.4: PROTECT AND PRESERVE WETLANDS. ~~Upon plan adoption the~~ The City shall ~~adopt amended~~ continue to enforce land development regulations which include performance criteria designed to protect and preserve wetlands from physical and hydrologic alterations.

Policy 6-1.4.1: Wetland Development Restrictions. Wetlands (i.e., wetlands shall be determined based on hydric soils, hydrology, and wetland plant species identified by the ~~DER~~ DEP pursuant to §17-4.022, F.A.C.) shall be protected from physical or hydrologic alterations in order to maintain natural functions. Wetland protection regulations shall be consistent with applicable State and federal regulatory policies affecting the specific sites. Wetlands have the following functions:

- Wetlands serve important natural biological functions, including food chain production; and general habitat; and nesting, spawning, rearing, and resting sites for aquatic or land species;
- Wetlands are an integral part of natural drainage systems impacting sedimentation patterns, salinity distribution, flushing characteristics, current patterns, and other environmental characteristics;
- Wetlands can be significant in shielding other areas from wave action, erosion, or storm damage;
- Wetlands serve as valuable storage areas for storm water and flood waters;
- Wetlands can be prime natural recharge areas. Prime recharge areas are locations where surface water and groundwater are directly interconnected; and

- Wetlands provide natural water filtration processes which serve to purify water.

No development is permitted within wetlands, except where state and/or federal agencies having jurisdiction provide for development rights. ~~In such case, the governmental coordination in determining potential development rights. Cross reference Policy 1-2.1.1 and Policy 1-2.4.2. The land development regulations shall provide criteria for protecting and/or enhancing wetlands.~~

Policy 6-1.4.2: Protection of Upland Buffer Areas. The upland buffer is an area landward of the upland edge of a wetland (i.e., the upland/wetland jurisdictional line if applicable). The buffer area has a direct groundwater or surface water influence and provides an upland buffer which separates developed upland from a wetland area. The purpose of the buffer area is to ensure the continuing function of respective wetland communities, prevent pollutants from surface water runoff from entering the wetlands, and to enhance water quality. The City shall retain the right to prohibit development within the buffer area. Wetland protection regulations shall as a minimum be consistent with applicable State and federal regulatory policies affecting the specific sites. The boundary of an upland buffer area shall be established by field investigation and shall be consistent with SFWMD permitting standards for upland buffers adjacent to wetlands. ~~The amended Land Development Regulations shall incorporate specific standards for upland buffers.~~

Policy 6-1.4.3: Dedication of Conservation Easements or Reservations. ~~Upon plan adoption the~~ The City shall ~~adopt amended~~ continue to enforce land development regulations ~~to include performance criteria~~ designed to protect and preserve wetlands and upland buffer areas. ~~The City shall amend the Subdivision Ordinance and the Wetland Preservation Ordinance to provide for the dedication of conservation easements or reservations where the City finds that the dedication is reasonable in order to protect the value and function of a wetland.~~

OBJECTIVE 6-1.5: COMBAT SOIL EROSION. ~~Upon plan adoption the~~ The City shall ~~adopt amended~~ continue to enforce land development regulations ~~which include performance criteria~~ designed to reduce the incidence of soil erosion caused by land clearing, breaches in stabilized shorelines, and lands having exposed soil without vegetative cover.

Policy 6-1.5.1: Implementing Erosion Control. ~~The City shall~~ continue to enforce land development regulations ~~shall which~~ require that appropriate measures be taken during land clearing and building operations to ensure that exposed, destabilized or otherwise altered soil is expeditiously covered with an acceptable erosion control material. ~~These provisions shall be incorporated in the Subdivision Ordinance as well as in the Tree Protection and Land Clearing Ordinance.~~

OBJECTIVE 6-1.6: PREVENTING POTENTIAL ADVERSE IMPACTS OF FUTURE MINING OF MINERALS AND MINERAL EXCAVATION ACTIVITIES. No mining activities shall be permitted within the City since the City is characterized by natural systems which would potentially receive irretrievable losses from the impacts of such operations.

~~**Policy 6-1.6.1: Prohibition Against Mining Activities.** Land development regulations shall prohibit mining of minerals based on the irretrievable losses which such intense activities may potentially impose on the City's fragile coastal ecosystem.~~

OBJECTIVE 6-1.7: PROTECT NATIVE VEGETATION AND MARINE HABITATS. ~~Upon plan adoption the~~ The City shall ~~adopt amended~~ continue to enforce land development regulations which include performance criteria designed to protect and retain major vegetative communities and marine habitats, including the beach and dune communities, the hardwood hammock community, tidal and freshwater wetlands, near and offshore reefs, patch reefs, seagrasses, and other living marine resources.

Policy 6-1.7.1: Implementing Protection of Vegetative Communities and Marine Habitats. ~~Upon plan adoption the~~ The City shall ~~adopt a Tree Protection and Land Clearing Ordinance together with a revised landscape ordinance which shall be used in managing and protecting the impacts of development on major vegetative communities and marine habitats.~~ These The City shall continue to enforce all adopted regulations ~~shall which~~ mandate restoration in

order to compensate for loss of vegetation and to enhance stabilization of fragile slopes and/or shorelines impacted by development.

Policy 6-1.7.2: Preservation of Native Plant Communities. ~~Upon plan adoption the~~ The City shall ~~adopt a Tree Protection and Land Clearing Ordinance~~ continue to enforce all adopted regulations which mandates that new development preserve, as a minimum, all wetlands and ninety (90) percent of hardwood hammocks.

~~The ordinance shall provide for the conservation of native plant communities determined to be "rare or endangered." An incentive program shall be provided for conserving "rare or endangered upland."~~

~~The City may require payment of a fee in lieu of the above described mandatory "set aside" of habitat. However, any payment allowed in lieu of preservation must be in sufficient amounts to purchase equally sensitive habitat of equal or greater size. Such cash payment may be in the form of an impact fee in lieu of habitat preservation to be accumulated from development for the purchase of upland habit preservation off site rather than on site. Where mitigation is applied, the program should require a minimum 2:1 ratio to enhance survivability.~~

Policy 6-1.7.3: Removal of Undesirable Exotic Vegetation. ~~Upon plan adoption the~~ The City shall ~~adopt a Tree Protection and Land Clearing Ordinance~~ continue to enforce all adopted regulations which requires that, prior to the issuance of a certificate of occupancy for a new development, the owner/applicant shall remove all nuisance and invasive exotic vegetation from the site for which a development order or permit is requested.

Policy 6-1.7.4: Protection of Manatee Habitats. Although the City of Key West is not a prime area for manatee habitats, there have been sightings of manatees. The City shall continue to promote protection of manatee habitats in a manner consistent with guidelines of the Marine Research Institute of the State Department of Natural Resources. For instance, the City shall continue to comply with the following State Guidelines:

- The City of Key West shall assist Monroe County, The Department of Natural Resources, the U.S. Fish and Wildlife Service, and other State and federal agencies, in ~~developing~~ enforcing an area-specific manatee protection plan and marina sighting plan in order to ensure long-range manatee and habitat protection.
- Construction and expansion of multislip docking facilities and boat ramps shall be directed to locations where there is quick access to deep, open water, where the associated increase in boat traffic will be outside the areas of high manatee concentration, and where wetlands supporting manatee habitat will not be disturbed.
- Permit applications for all boating facilities, including single family docks and dry storage, shall be evaluated in the context of cumulative impacts on manatees and marine resources.
- The City shall assist the State DNR in distributing State publications and educational materials on coastal and marine resource conservation, and manatees in particular, to boaters, and assist the display of such materials.
- Slow or idle speed zones shall be adopted, with or without channel exemptions as appropriate, in areas frequented by manatees. Enforcement of speed zones should be improved.
- The City shall assist the State DNR in protecting manatees from injury and disturbance resulting from aquatic commercial and recreational activities.
- Manatee food requirements shall be taken into account in all aquatic plant management activities where manatees may occur.
- The City shall assist the State DNR in ensuring the protection of habitat of special significance to manatees.

OBJECTIVE 6-1.8: PROTECTING FISHERIES, WILDLIFE AND WILDLIFE HABITATS. ~~Upon plan adoption the~~ The City shall ~~adopt amended~~ continue to enforce land development regulations which include performance criteria which prevent disturbance of seagrass beds, wetlands, habitats of endangered or threatened species.

The performance criteria shall protect fisheries, wildlife, and wildlife habitats from the adverse impacts of development by regulating the location, density, and intensity of those activities which cause the adverse impact. The City shall continue to enforce these land development regulations and shall coordinate with Monroe County, the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, the SFWMD, South Florida Regional Planning Council and the State in promoting protection of fisheries, wildlife, and wildlife habitats.

~~In order to prevent "taking" of private property rights, the City's land development regulations shall provide for flexible development alternatives, including density transfers from wetlands to adjacent uplands and planned unit developments which shall mandate conservation of said resources while allowing more flexible development options on developable portions of the site.~~

Policy 6-1.8.1: Manage the Impacts of Development on Fisheries. The City shall ~~incorporate~~ continue to implement procedures for coordinating with the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, the ~~DER~~ DEP, and the South Florida Water Management District, as appropriate, in reviewing the implications of development proposals, including proposed subdivisions and site plan review petitions. Such coordination shall be designed to assist in identifying potential adverse impacts of proposed development on marine habitats and fisheries, especially the coral reef tract. The City shall ~~incorporate~~ continue to implement performance standards ~~into land development regulations~~ which are designed to preserve the water quality and which protect marine grassbeds, tidal wetlands, mangroves, freshwater wetlands, and the coral reef tract in order to preserve marine habitats and fisheries.

Policy 6-1.8.2: Protect Wildlife and Wildlife Habitats. ~~Upon plan adoption the~~ The City shall ~~amend the~~ continue to enforce land development regulations ~~to incorporate provisions~~ which restrict development activities known to adversely impact endangered, threatened, or rare wildlife and wildlife habitats, including Stock Island Tree Snail, as well as wildlife and wildlife habitats of special concern as defined in Table VI-8 of the Conservation Element data inventory and analysis. The regulations shall ensure that standards are incorporated to ensure preservation of habitats supporting the Stock Island Tree Snail and other threatened and endangered species. The City shall further protect wildlife and wildlife habitats by promoting public acquisition and the dedication of conservation easements or reservations as specified herein in Policy 6-1.4.3. The City shall continue to coordinate with the Nature Conservancy and other public interest groups in distributing educational pamphlets designed to promote knowledge and awareness of endangered and threatened species.

OBJECTIVE 6-1.9: PROTECT CONSERVATION LAND RESOURCES. ~~Upon plan adoption the~~ The City shall ~~amend the~~ continue to enforce land development regulations which ~~include performance criteria designed to~~ ensure that designated conservation land resources, are protected based on locally determined criteria which further the goals, objectives and policies of the Conservation Element.

The Future Land Use Map series delineates conservation land resources defined as upland and wetland vegetative communities, coastal shoreline resources, and the 100 year flood plain.

All conservation land resources shall either remain undeveloped or shall undergo "restricted development." The term "restricted development" shall be defined as those development options provided for pursuant to development rights and restrictions stipulated in the Comprehensive Plan and Land Development Code as may be hereinafter amended.

~~— **Policy 6-1.9.1: Designation of Environmentally Sensitive Areas.** In Policies 6-1.8 and 6-1.9 coastal shoreline resources, wetlands, and upland habitats are addressed including the regulatory framework through which the City intends to manage, protect and preserve the resources. The Future Land Use Map series identifies these environmentally sensitive systems.~~

OBJECTIVE 6-1.10: HAZARDOUS WASTE MANAGEMENT. The City shall continue to coordinate with Monroe County as well as appropriate State and regional agencies in developing effective plans for managing hazardous waste. ~~Upon plan adoption the City shall amend its land development regulations to include performance standards which prohibit storage or disposal of hazardous waste in a manner which adversely impacts natural resources.~~

~~**Policy 6-1.10.1: Managing Hazardous Waste.** Upon plan adoption the City shall adopt and enforce land development regulations which incorporate development restrictions directed toward preserving natural systems. The City shall contin~~

6-1.11: INTERGOVERNMENTAL COORDINATION FOR MANAGING CONSERVATION ACTIVITIES. ~~Establish an~~ Continue to implement the intergovernmental coordination mechanism in order to manage natural resources and assist in implementing appropriate laws, ordinances, and plans of existing federal, State, regional and local agencies sharing responsibilities for managing natural resources within the City.

Policy 6-1.11.1: Implementing Policies for Intergovernmental Coordination in Managing Conservation Activities. Policy 5-1.12.1 in the Coastal Management Element identifies policies for coordinating planning issues surrounding natural resources within the City. These policies shall continue to be applied in managing intergovernmental activities associated with protecting, conserving, and preserving natural resources within the City. The City shall contact professionals with expertise in conservation resources, including the Urban Forester, Soil Conservationist, Agricultural Extension Agent and other similar professionals who may be employed with the County or the State in managing conservation issues including but not limited to protecting unique vegetative communities located within the City as well as other portions of Monroe County.

OBJECTIVE 6-1.12: CONTINUING EVALUATION OF THE CONSERVATION ELEMENT EFFECTIVENESS. The City shall use the following policies as criteria in evaluating the effectiveness of the Conservation Element.

Policy 6-1.12.1: Review the Impact of Changing Conditions on Conservation Policy. The City shall monitor and evaluate significant changes in the characteristics of natural resources within the City. Policy implications of such changes shall be examined and corrective measures shall be pursued. Conservation policies shall be refined as needed in order to remain responsive to evolving problems and issues.

Policy 6-1.12.2: Schedule, Budget and Implement Programmed Activities. The timely scheduling, programming, budgeting and implementation of programmed conservation activities identified in this Element shall be evidence of the City's effectiveness in carrying out a systematic program for implementing conservation goals, objectives, and policies.

Policy 6-1.12.3: Coordinate with Public and Private Sectors. While continually implementing and evaluating the Conservation Element the City shall maintain a process of intergovernmental coordination as well as coordination with private sector groups interested in conservation policy and programs. The effectiveness of this approach shall be evaluated by the success of coordination mechanisms in resolving conservation problems and issues.

Policy 6-1.12.4: Achieve Effective Resolution of Conservation Goals, Objectives and Policies. The effectiveness of the Conservation Element shall be measured by the City's success in achieving conservation goals, objectives and policies. The Conservation Element incorporates a systematic planning process for identifying conservation problems and issues and implementing corrective measures.

OBJECTIVE 6-1.13: IMPLEMENTING POLICIES FROM THE 2011 CITY OF KEY WEST STRATEGIC PLAN. The City adopts the following conservation policies from the 2011 Strategic Plan:

Policy 6-1.13.1: Conduct an Environmental Scan. Within one year from the adoption of this policy, the City shall conduct an Environmental Scan to provide a baseline for future environmental audits.

Policy 6-1.13.2: Develop an Environmental Education Plan. Within two years from the adoption of this policy, the City shall develop and implement a comprehensive environmental education plan for residents and visitors which focuses on protecting and enhancing the environment.

Policy 6-1.13.3: Community-wide Environmental Agenda. Within two years from the adoption of this policy, the City shall collaborate with state, Monroe County and partners to develop a community-wide Environmental Action Plan, including measurable goals and timetables.

CHAPTER 7: RECREATION AND OPEN SPACE ELEMENT

(Reference §9J 5.014(3), F.A.C.)

§7-1: RECREATION AND OPEN SPACE GOALS, OBJECTIVES AND IMPLEMENTING POLICIES. This section stipulates goals, objectives, and implementing policies for the Recreation and Open Space Element pursuant to §163.3177 (6) (e), F.S., and §9J 5.014(3), F.A.C.

[Update Language](#)

GOAL 7-1: PROVIDE ADEQUATE RECREATION AND OPEN SPACE. Provide a comprehensive system of public/semi-public recreation and open space sites which meet the needs of existing and projected user groups.

OBJECTIVE 7-1.1: SYSTEM OF PARKS AND RECREATION. The City shall on an annual basis and prior to adoption of the annual capital budget, review the need, including location for new recreation sites and facilities and the need for improvements, repairs, and general preventive maintenance. The analysis shall be predicated on data, standards, and policies contained in the Comprehensive Plan. The analysis shall be directed toward maintaining a system of recreational sites and facilities which is responsive to user needs and accessibility.

[Update Language](#)

Policy 7-1.1.1: Level of Service Standards for Parks and Recreation Facilities. The City shall promote development of undeveloped and underdeveloped park land resources identified in the recreation and open space inventory and analysis contained in the Comprehensive Plan: Data Inventory and Analysis. The park development plans shall be programmed and scheduled in the capital improvement program and budget. Table VII-1 includes capital improvements programmed and scheduled for recreation facilities improvements. System improvements, including the characteristics of sites and facilities shall be based on the level of service standards cited in Tables VII 1.1.1(1) and VII 1.1.1(2) of this section which are hereby adopted as the level of service standards for recreation sites and facilities. In addition to measuring acreage of facilities based on population, facilities will be measured based on a radius standard.

[Update Language](#)

Policy 7-1.1.2: Monitor and Update Recreation Demand and Supply Analysis. The City shall update on a continuing basis the recreation land and facility demand/supply analysis contained in Tables VII 7 and VII 11 of the Comprehensive Plan: Data Inventory and Analysis. ~~The Comprehensive Plan: Data Inventory and Analysis indicated that existing recreational lands and facilities identified in Table VII 1 satisfy the existing demand~~ the Recreational Facilities Radius Map, adopted herein.

[Update Language](#)

Policy 7-1.1.3: Mandatory Land Dedication or Fees In Lieu Thereof. ~~Upon plan adoption the~~ The City shall ~~and~~ and ~~continue to enforce~~ the land development regulations to include provisions for the mandatory dedication of land for parks and recreation or fees in lieu thereof. The formula shall be a pro rata formula based on City demand and supply analysis. The regulations are intended to ensure that new development provides necessary recreation lands, facilities, and/or fees in lieu thereof in order to accommodate the demands generated by new development.

[Update Language](#)

Policy 7-1.1.4: Future Recreation Capital Improvements. If in the future the City identifies recreation improvements for which public funds are needed, as opposed to developer financed improvements, the City shall schedule and incorporate such projects costing \$25,000 or more in the Capital Improvements Element.

Policy 7-1.1.5: Maintenance of Existing Recreation Land and Facilities. The City shall maintain existing recreation land and facilities through the use of proper management and funding techniques. The City shall ensure that recreation facilities are well managed, well maintained, and that quality recreation programs are available to all residents. This shall be partially achieved by continuing efforts toward collecting, maintaining, and updating data concerning public and private resource inventory, recreation improvement, and demand factors, and by improving design criteria and evaluation to attain a high quality park and recreation system.

Update Language

~~**Policy 7-1.1.6: Peary Court as a Recreational Resource.** The City shall negotiate with the U.S. Navy in order to achieve a perpetual joint use and management plan for Peary Court which realizes the long term value of this area for recreational use. In addition, if the negotiated plan for joint use and management cannot be achieved, then the City should consider acquisition of Peary Court through a land swap, lease purchase, or other similar negotiated transaction. The City will construct public baseball/softball diamonds at the City's unimproved Salt Pond recreation site if the proposed acquisition or use of Peary Court is not achievable. However, these facilities are not required to meet the level of service standard until after 2010, the horizon year of the plan.~~

Update Language

Policy 7-1.1.7: Utilize Creative Concepts of Urban Design and Conservation of Environmentally Sensitive Open Space. All plans for development or redevelopment of park land resources shall incorporate creative concepts of urban design and landscape. The plans shall be designed to enhance controlled access along the shoreline of the ocean and estuary systems. Active and passive recreation areas shall be planned in a manner compatible with unique natural features of the site. Park development plans shall be designed to preserve environmentally sensitive features of the site. The design shall provide a circulation system to minimize conflict between pedestrians and vehicles. Adequate landscape and screening shall be integrated into park development plans to minimize land use conflicts, protect stability of established residential areas, and enhance community appearance.

Policy 7-1.1.8: Promote Environmental Concern as Part of Recreational Programs. The City shall promote environmental education and management as an integral part of park and recreation policies and programs. Support for cooperative programming between resource agencies and local educational advisors will provide park and recreation resources as an instrument for environmental teaching, and as a means for accomplishing this objective. The City shall promote development of nature trails at the Salt Ponds to provide opportunities for environmental education.

Policy 7-1.1.9: Designation or Acquisition of Natural Reservations. "Natural reservations" are areas designated for conservation purposes, and operated by contractual agreement with or managed by a federal, state, regional or local government or nonprofit agency such as: national parks, state parks, lands purchased under the Save Our Coast, Conservation and Recreation Lands or Save Our Rivers programs, sanctuaries, preserves, monuments, archaeological sites, historic sites, wildlife management areas, national seashores, and Outstanding Florida Waters.

As part of the City's annual review of needs for recreational sites and facilities (See Objective 7.1.1), the City shall consider waterfront redevelopment improvement needs, particularly the potential for new access points to the Ocean and the Gulf, including areas to support parking demands generated by shoreline access improvements.

As such land, facility, and improvement needs are identified; the City shall investigate the potential of funding such conservation programs through use of public or private not-for-profit agency resources.

OBJECTIVE 7-1.2: PROTECT OPEN SPACE SYSTEMS. Upon plan adoption the City shall adopt amended land development regulations which include performance criteria designed to protect lands designated as open space from incompatible land uses and such designated lands shall remain functionally intact.

Policy 7-1.2.1: Implementing Land Development Code and Ensuring Provision of Open Space. In addition to the subdivision ordinance mandatory park and recreation land and facilities regulation, the City's land development regulations shall continue to include specific open space definitions and standards for open space, natural vegetation, landscape, and signage. Regulations shall continue to include stipulations governing the provision and use of open space for buffering, protection of natural corridors, including drainage ways, as well as other commonly accepted uses.

Update Language

Policy 7-1.2.2: Standards for Review and Maintenance. ~~Upon plan adoption,~~ When public recreation and open space system improvements are proposed, the City shall carry out a site plan review process which shall ensure that site improvements adequately address access, adequate drainage, vehicular parking, pedestrian circulation, and perpetual

maintenance. Land development regulations shall continue to include specific criteria for design of these improvements. During this site plan review process the City shall mandate that proposed recreation and open space improvements comply with adopted level of service standards for drainage. ~~Upon adoption of the master drainage plan programmed for completion and adoption by 1994, the~~ The City shall continue to implement the recommended drainage criteria by mandating that all proposed public recreation and open space systems comply with the adopted site plan review criteria.

Update Language

Policy 7-1.2.3: Standards for Level of Service. The minimum acceptable Level of Service standards for recreation and open space facilities will be measured by number of facilities per resident in addition to the following radius standards:

Update Language

**TABLE VII-1
LEVEL OF SERVICE STANDARDS FOR RECREATION SITES
City of Key West
1990**

Park Facility	Location	1,000 Population	Population Served	Desirable Park Area (Ac)	Facilities
Neighborhood Park	Neighborhood areas, adjacent to elementary school when feasible	2.5 acres	up to 5,000	Minimum of 2.5 acres	Plan apparatus areas, recreation building, sports fields, paved multi-purpose courts, senior citizens area, picnic area, open or free play area, and landscaping.
Community Park	Serves residents of a group of neighborhoods, adjacent to Jr. or Sr. High school when feasible	2.5 acres	up to 25,000	Minimum of 10 acres	All the facilities found in a neighborhood park plus facilities to service the entire family. Pools, softball/baseball fields, tennis courts, play areas, picnic area, passive and active recreation areas, multi-purpose courts, and recreation building.

SOURCE: Adapted from "Outdoor Recreation in Florida," Florida Department of Natural Resources, 1987, p. 101.

NOTE: Service area is City limit boundary.

PREPARED BY: Solin and Associates, Inc., 1990.

TABLE VII-2
RECREATION STANDARDS FOR FACILITIES
City of Key West

FACILITIES	STANDARD
Tennis Courts	1 Court per 7,500 pop.
Racquetball/Handball Courts	1 Court per 10,000 pop.
Basketball Courts	1 Court per 5,000 pop.
Softball/Baseball Diamond	1 Diamond per 4,500 pop.
Swimming Pool	1 Pool per 45,000 pop. (1)
Golf Course	1 18 hole per 50,000 pop.
Boat Ramps	1 Ramp per 9,500 pop.
Football/Soccer Fields	1 Field per 11,000 pop.
Bocci Courts	1 Court per 9,500 pop.

NOTE: (1) This level of service standard is substantially below the State's recommended minimum standard. However, the City has year round swimming facilities available at public beaches.

SOURCE: Adapted from "Outdoor Recreation in Florida," Florida Department of Natural Resources, 1987, p. 99.

PREPARED BY: Solin and Associates, Inc., June 1991.

Update Language

Table VII-2
Recreation Facilities Radius Standard:

<u>Park Type</u>	<u>Acreege</u>	<u>Service Radius</u>
<u>Urban Open Spaces</u>	<u>0 – 2.5</u>	<u>5 minute walk; .25 miles</u>
<u>Neighborhood</u>	<u>2.5 – 10</u>	<u>10 minute walk; .5 miles</u>
<u>Community</u>	<u>10 – 30</u>	<u>10 minute drive; 3 miles</u>

Urban Open Space is understood to mean those areas designated in the City which are between 0 and 2.5 acres and typically contain landscaped areas but have limited or no facilities or other improvement. These areas could include pocket parks. The recreational use of these sites is limited by their location and/or size. These sites serve to preserve the aesthetic quality of an area or to intersperse congested urban environments with aesthetically pleasing buffer areas, as well as some limited recreational benefits. Some open space areas may serve as linear, vest pocket parks, while other areas are parkways, boulevard medians, plazas, malls, courthouse squares and promenades.

Neighborhood Parks are understood to mean those designated areas that are “walk-to” facilities where residents may walk or bicycle to the park within a given neighborhood. Areas for diverse recreational activities which may include,

but are not limited to, field games, court games, sports fields, playground apparatus area, picnic area, landscaping and gardens or senior citizen areas. The Neighborhood Park is a place where neighbors and their families go to meet.

Community Parks are understood to mean an area that provides a diverse range of recreational and leisure activities or provides very specific active recreation facilities for all individuals and families. Facilities and activities may include, but are not limited to athletic fields, swimming pools, gymnasiums, performing and community centers, wildlife trails. These facilities are designed to meet the recreation needs of the entire community.

Update Language

OBJECTIVE 7-1.3: ACCESS FACILITIES. ~~Upon plan adoption,~~ To the greatest extent possible, all public recreational facilities shall be made accessible to automobiles, bicycles and pedestrians.

Policy 7-1.3.1: Right-of-Way Improvements. The City has established vehicle access facilities serving all public and private recreational sites. As future roadway improvements are analyzed, the City shall provide for nonmotorized transportation needs using FDOT design standards for bicycle facilities. No new roadway improvements are currently scheduled by the City.

Policy 7-1.3.2: Design of Access Facilities. Public parks and facilities shall be designed and constructed with accessways which are compatible with the character and quality of on-site natural resources. No new land acquisitions are scheduled.

Policy 7-1.3.3: Bicycle/Pedestrian Accessways. All neighborhood parks are provided with bicycle and pedestrian accessways. In planning and designing these accessways, the City shall remove barriers limiting access to the physically handicapped.

~~**Policy 7-1.3.4: Parking Areas and Bicycle Accommodations.** Upon plan adoption the City shall develop a plan for scheduling the provision of parking spaces and bicycle racks at recreation sites.~~

Policy 7-1.3.5: Facilities for Handicapped and Elderly. The City shall assure that public and private facilities including recreation improvements are designed in a manner which incorporates facilities accessible to the handicapped and the elderly.

OBJECTIVE 7-1.4: ACCESS TO THE ATLANTIC OCEAN AND THE GULF OF MEXICO. ~~Upon plan adoption the~~ The City shall ~~adopt amended~~ continue to enforce land development regulations which include performance criteria designed to preserve access to the Atlantic Ocean and the Gulf of Mexico.

Policy 7-1.4.1: Require Access Points to be Provided as Needed. ~~Upon plan adoption the~~ The City shall ~~adopt amended~~ continue to enforce land development regulations which include performance criteria designed to ensure that public access is maintained an average of a half mile of natural or renourished beach. The minimum standard for beach access acreage shall be one-half (½) acre per one thousand (1,000) population consistent with the State DNR standard for public beach access. Currently the City has over twenty-three (23) acres of public beach. Considering the City's projected permanent and seasonal population (~~41,617~~ 27,151) and the standard for beach access cited in Policy 5-1.9.1), the City has sufficient beach access to satisfy beach access needs through the year ~~2010~~ 2030 (~~41.6~~ 27.1 ÷ 2 = ~~20.8~~ 13.55 acres).

OBJECTIVE 7-1.5: PUBLIC AND PRIVATE COORDINATION IN PLANNING AND IMPLEMENTING RECREATION IMPROVEMENTS. During its annual review of recreation site and facility needs (See Objective 7-1.1.), the City shall coordinate planning for recreation improvements with each level of government, including the Monroe County School Board, major environmental interest groups, and the private sector in order to promote recreational opportunities, including environmental education activities, in a cost effective manner.

Policy 7-1.5.1: Joint School-Park Concept. The City shall promote the implementation of the joint school-park concept by working with the Monroe County School Board. The City shall attempt to maximize joint use of school sites for both school and recreational activities, particularly school facilities sited in Table VII-7 within the recreation and open space element Data Inventory and Analysis. This concept promotes economy and efficient use of potential park and recreation resources centrally located to potential user groups.

Policy 7-1.5.2: Private Recreation and Open Space Systems. The recreation needs of the City shall be met by the City without reliance on the private sector. However, passive recreational open space required as a condition of development approval shall be provided and maintained in perpetuity by the applicant or successors in title. Upon plan adoption the land development regulations shall include criteria requiring that where such passive recreational open space is required as a condition of development approval, the applicant shall provide written assurances acceptable to the City's legal counsel who ensures the perpetual use and maintenance of the recreational open space. Notwithstanding,

the City and an applicant for development approval may enter an agreement whereby the applicant dedicates the recreational open space to the City, thereby ensuring the recreational use and maintenance of said property in perpetuity.

Policy 7-1.5.3: Coordinate with the Private Sector. ~~Upon plan adoption the~~ The City shall ~~adopt amended~~ continue to enforce the land development regulation to include a mandatory recreation land dedication, regulation or fee in lieu thereof. On a continuing basis through the subdivision administration process the City shall coordinate with the private development sector in providing needed improvements in recreation facilities by enforcing recreation land and facility dedication or fee in lieu ordinance.

Policy 7-1.5.4: Evaluate Lands for Open Space Potential. ~~As part of the scheduled stormwater management plan the~~ The City shall continue to utilize the possible use of drainage easements as public passive recreation and open space. ~~During FY 1991-92 and 1992-93~~ On an on-going basis and as feasible, the City shall examine all lands currently used as open space but not currently owned by the City for feasibility of purchase, purchase options, trade for City owned property, or other negotiated arrangements.

Policy 7-1.5.5: Utilize Grantsmen and Other Appropriate Fiscal Advisors. The City shall ensure that the advantages of all appropriate local and non-local sources of financial and technical assistance are sought and received. Alternative funding sources and impacts must be monitored continually so that appropriate evolving State and federal assistance programs shall be aggressively pursued to ensure the attainment of recreation objectives in a cost effective and fiscally equitable manner.

Policy 7-1.5.6: Improve Coordination With Other Human Service Planning Efforts. The City shall ensure realistic plans and responsive action to meet identified needs in a cost-effective and fiscally equitable manner by encouraging the use of local park and recreation resources for a wider range of human delivery services (i.e., health information, consumer protection, nutrition, bookmobiles, etc.). Coordination should include planning activities to provide a hike and bike trail system throughout the City within open space, park and street corridors. All future recreation facilities shall be designed for multi-purpose use where appropriate.

Policy 7-1.5.7: Inform Citizens of Existing Recreation Opportunities and Issues. The City shall ~~coordinate on~~ a weekly basis ~~with the local press~~ post information and updates on the City Website in order to advise local residents through a public service calendar ~~in the local papers~~ of activities and special events taking place at City parks weekly or monthly. Out reach efforts shall target residents such as the handicapped or economically disadvantaged who do not regularly participate in recreation programs, as well as more traditional user groups.

Policy 7-1.5.8: Cooperative Programs. Park and recreation resources shall be used by the City as an instrument for environmental education as well as other adaptive educational programs. This effort shall facilitate the use of local parks as year round community education and recreation facilities for all age groups.

Policy 7-1.5.9: Review Plans and Policies. Review and amend as necessary existing plans and policies based on continuing analysis of problems and issues related to parks, recreation and open space. These analytical efforts shall include evaluation of major shifts in the indicators of supply and demand and shall be reviewed on a continuing basis. Identified future land and capital improvements shall be scheduled and programmed in the capital improvement program and budget.

Policy 7-1.5.10: Fiscal Management. Review and evaluate park land acquisition proposals and recreation development programs to determine changing fiscal implications. Each year fiscal management policies including the capital improvement program and budget shall be reviewed, evaluated, and refined to reflect current program priorities for parks, recreation and open space. The capital improvement program shall reflect changes in recreation needs based on consumer demands and the impact of development trends and shifts in population magnitude and distribution.

TABLE VII-3
RECREATION FACILITIES CAPITAL IMPROVEMENTS PROGRAM
City of Key West

Project	Programmed City Funding Sources	Other Programmed Funding Sources	Total Project Cost	FY 1992-93	FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97 and beyond
RECREATION								
1. Bayview Park Renovation			\$1,005,000	\$500,000	\$505,000			
2. Practice Fields			\$760,000	\$350,000	\$410,000			
3. Clayton Sterling Complex Renov.			\$10,000,000				\$5,000,000	\$5,000,000
4. Rest Beach Improvements			\$195,000	\$195,000				
5. Frederick Douglass Square Center			\$110,000	\$110,000				
TOTAL RECREATION SYSTEM CAPITAL IMPROVEMENTS	\$0	\$0	\$12,070,000	\$1,155,000	\$915,000	\$0	\$5,000,000	\$5,000,000

CHAPTER 8: INTERGOVERNMENTAL COORDINATION ELEMENT

(Reference: §9J-5.015(3), F.A.C.)

§8-1: INTERGOVERNMENTAL COORDINATION GOALS, OBJECTIVES AND IMPLEMENTING POLICIES. This section stipulates goals, objectives, and implementing policies for the Intergovernmental Coordination Element pursuant to ¶163.3177(6)(b), F.S., and §9J-5.015(3), F.A.C.

GOAL 8-1: PROVIDE MECHANISMS FOR IMPROVED INTERGOVERNMENTAL COORDINATION. The City shall undertake actions necessary to establish governmental relationships designed to improve the coordination of public and private entities involved in development activities, growth management, and resource conservation.

OBJECTIVE 8-1.1: INTERGOVERNMENTAL COORDINATION AND COORDINATION OF COMPREHENSIVE PLAN WITH MONROE COUNTY, THE REGION AND THE STATE. As the Comprehensive Plan is being prepared, amended, or implemented, the City shall systematically coordinate the development and implementation of the City's Comprehensive Plan with the plans of Monroe County, the Monroe County School Board, and other units of local government through the Monroe County Comprehensive Plan Technical Committee. In addition, impacts of the City Comprehensive Plan upon adjacent jurisdictions, the region or the State shall be coordinated with public agencies in the region and with the State. As a minimum, the process of coordination shall occur every six months as the Plan is considered for amendment. The intent is that coordination occurs on a continuing basis.

~~Upon plan adoption the~~ The City shall ~~adopt amended~~ continue to enforce land development regulations which include administrative and site plan review criteria that require applicants for development approval to obtain permits from County, regional and State agencies having jurisdiction prior to granting a final development order.

Policy 8-1.1.1: Responsible Entity for Intergovernmental Coordination. The City Commission shall be responsible for ensuring an effective intergovernmental coordination program for the City. The City Planner or his designated representative shall represent the City on the Monroe County Technical Coordination Committee.

Policy 8-1.1.2: Coordination with Adjacent Jurisdictions. The City shall ~~file a written request with that~~ Monroe County ~~to receive~~ transmit copies of its proposed comprehensive plans as well as future amendments for the City's review for purposes of intergovernmental coordination and to promote consistency with the City's adopted Plan.

Policy 8-1.1.3: Principles and Guidelines to be used in Coordination of Development and Growth Management Issues. Considering the growth and development limitations in Monroe County as a whole resulting from hurricane evacuation requirements, level of service standards, and environmental constraints, and considering the impact that growth and development in the City of Key West will have on the rest of Monroe County, the City shall coordinate with Monroe County and the Cities of Key West Colony Beach, Village of Islamorada and Layton regarding the allocation of additional development. ~~Upon plan adoption the~~ The City shall ~~establish~~ maintain a multi-agency development review process in order to coordinate intergovernmental and resource management issues surrounding proposed development and redevelopment. The City shall also ~~incorporate~~ continue to enforce procedures in the land development regulations to ensure that all issues surrounding development impacts on wetlands or other resources under federal and/or state jurisdiction are managed based on timely coordination, exchange of information, and appropriate follow-up by the City and all agencies having jurisdiction over the issue. The City shall request jurisdictional determinations from all appropriate agencies prior to the issuance of development orders or building permits for all sites within the City.

The City shall pursue resolution of development and growth management issues with impacts transcending the City's political jurisdiction, by participating in the Monroe County Technical Coordination Committee. Issues of regional and state significance shall be coordinated with the South Florida Regional Planning Council, the South Florida Water Management District, and/or State agencies having jurisdictional authority. Issues to be pursued include but are not limited to the following:

1. Impacts of development proposed in the Comprehensive Plan on Monroe County, the region or the State.
2. Monroe County land development activities adjacent to the City's corporate limits.
3. Research regulatory framework and implementation of affordable housing programs to implement the guidelines established by the Florida Keys Affordable Housing Task Force.
4. The City shall ensure that the development review process for proposed sighting and improvements of foster care or group home facilities is coordinated through the Department of Health and Rehabilitative Services.
5. In addition to historic preservation activities which shall be carried out by the City's Historical Architectural Review Commission, improvements involving rehabilitation or adaptive reuse shall be coordinated with the State Division of Historical Resources. Also, the City shall investigate using the Inner City Ventures Fund of the National Trust for Historic Preservation, the Neighborhood Housing Services model or other public and semi-public funding sources.
6. City of Key West land development activities adjacent to the unincorporated area of the County.
7. Potential annexation issues.
8. Coordinate with Monroe County in resolving intergovernmental coordination, technical, political and financial management issues surrounding the potential expansion of City of Key West sewerage services to North and South Stock Island as recommended in the 201 facility study.
9. Area wide drainage and stormwater management master plan, proposed improvements, and implementing programs.
10. ~~Solid waste disposal, including development of new landfill facilities, recycling resources, and other improvements required in order to comply with the 1988 Solid Waste Recovery Act. Prior to 1991, the City of Key West determined that the most cost effective solid waste plan was to site a landfill or ash fill in Monroe County. The City's analysis showed that it was even more beneficial for the City and County to jointly site an ash fill in the lower Keys (west of Seven Mile Bridge). Under such conditions the County could transport their solid waste located west of the Seven Mile Bridge to the N. Stock Island incinerator for processing. However, the County chose to abandon such a plan and, instead, haul all their raw waste outside of the County. In light of Monroe County's actions, the City has initiated regional solutions with Dade and Broward County. The Solid Waste sub element identifies the components of the City strategy, including the City's committed funding for hauling ash outside the County.~~
11. Research, engineering, and strategies for managing level of service impacts of new development and tourism on major transportation linkages and critical intersections impacting the City and adjacent unincorporated areas.
12. Level of service standards for infrastructure system impacting the City and adjacent unincorporated areas.
13. Natural resource conservation, including protecting and enhancing water quality; protecting living marine resources, especially the coral reef; wetland preservation; seagrass protection; and preservation of tidal lands and other environmentally sensitive lands in the Salt Ponds. Developing effective regulatory frameworks for managing impacts of development on these coastal resources and coordinating program structures for land acquisition using public or conservation trust funds. In addition, the City is carrying out the following specific activities which will improve water quality and other natural systems. These activities involve intergovernmental coordination as explained below.

The City of Key West has been and shall continue to submit, on a monthly basis, operating records of the City's wastewater treatment plant (WWTP) to F-DER and the US-EPA. The data indicate the WWTP is meeting the requirements of its permit of 20mg/l BOD and 20 mg/l TSS. There are not permit requirements for nutrient effluent quality; however, the data indicate the effluent quality is comparable to what could be termed advanced wastewater treatment quality (nutrient removal). On this basis the plant effluent can already be considered advanced wastewater treatment (AWT) effluent quality.

~~The City, as stated in the Sanitary Sewer sub element, shall allocate funds required to design and permit deep well injection facilities. The City is committed to switching its primary wastewater treatment plant disposal to deep well injection as opposed to continued use of the existing ocean outfall. The ocean outfall has been the subject of criticism from environmental interest who charges that the outfall is degrading near shore water quality and adversely impacts the coral reef system. However, as documented in the Sanitary Sewer sub element, there is no data that conclusively shows that nutrients from the City ocean outfall as opposed to nutrients from the stormwater runoff or other pollutant sources are causing adverse impacts. Nevertheless, the City has committed resources to deep well injection and is working with F DER and US EPA to achieve necessary permitting pursuant to the schedule identified in the Sanitary Sewer sub element.~~

~~In addition, the City is rehabilitating the sewer system to remove saline infiltration/inflow (I/I) in the City's wastewater system. This issue is also being coordinated with F DER. The issue including existing estimated I/I and projected future reductions in I/I are cited in the Sanitary Sewer sub element. The sewer system rehabilitation should substantially reduce exfiltration of sewage through leaky sewers during low tide and help protect the freshwater lens that is already polluted. A recent U.S. Geological Survey report on the freshwater lens under Key West (Water Resources Potential of the Freshwater Lens at Key West, Florida, USGS, Water Resources Investigations Report 90 4115, 1990) indicates nitrate concentrations in the freshwater lens are high, indicative of sewage pollution.~~

The City is, and shall continue to, coordinating drainage permitting activities with the Florida Department of Environmental ~~Regulation~~ Protection, the South Florida Water Management District and the U.S. Army Corps of Engineers. The Drainage sub element identifies general values for typical stormwater concentrations of nitrogen and phosphorous, the primary nutrients threatening the water quality and the coral reefs. Furthermore, the City has adopted level of service standards for nutrients which are cited in the level of service standards for wastewater treatment plant effluent in the Sanitary Sewer sub element.

14. Coordination and implementation of the F-DOT 5-year Transportation Plan and County road improvement strategies managed through the Monroe County Joint Transportation Coordinating Committee.
15. ~~The City of Key West shall participate in the subject Monroe County initiative which shall integrate the transportation plans of Monroe County with plan of all incorporated areas. An urban area model shall be developed and the implications of scheduled improvement plans within unincorporated and incorporated areas shall be assessed. The study shall yield a "cost feasible" transportation plan for the year 2010. This planning process will include a technical coordinating committee on which the City of Key West shall serve. The City shall also coordinate with DOT, DCA, SFRPC, and other state and regional agencies concerned with assessing traffic impacts of proposed development. These activities shall be coordinated through a multi agency development review committee that shall be established by the City upon adoption of the Comprehensive Plan.~~
16. Application of the South Florida Water Management District (SFWMD), Save Our Rivers (SOR) Program resources in efforts to enhance water quality and acquire strategic lands for littoral zones, buffer areas, wetland preservation, storm water retention, floodplain protection or other applicable purposes.
17. Management of land use adjacent to the Key West International Airport in order to ensure that future land use in the area is consistent with FAA regulations and does not encroach upon established noise attenuation envelopes (contours) or hazard zones. ~~Upon adoption of the Comprehensive Plan, the~~ The City of Key West shall continue to coordinate with the FAA and Monroe County through the ~~newly proposed~~ multi-agency

development review committee whenever proposed developments in the vicinity of the airport are submitted to the City for review. In addition, the City shall coordinate any proposed changes in the land development regulations which impact the airport, airport operations, or adjacent land uses.

18. Coordination of hurricane evacuation plans, shelter space allocations, and post disaster recovery management plans with Monroe County. ~~Upon completion of the comprehensive plans of the County and incorporated municipalities, the City shall participate in a County technical coordinating committee which shall convene to evaluate issues relates to updating the County hurricane evacuation model. The model shall be updated to accommodate new data provided in the completed comprehensive plans of the County and all municipalities within the County.~~ Following the update of the model, the County and ~~it~~ municipalities shall develop an updated hurricane evacuation plan which shall include reconciling comprehensive plan and hurricane evacuation issues identified during the update of the model and through operations research and analysis of land use, population, and transportation. ~~Upon adoption of the Comprehensive Plan, the~~ The City shall participate in the County's technical coordination committee convened to update and implement planning and management activities.

~~The City shall implement the hurricane and transportation conclusions and policies relative to residential units' allocation which are adopted by Monroe County and all municipalities. The City shall amend its comprehensive plan to include policies related to permanent and non permanent residential allocations, requisite density restrictions, and other policies such as land acquisition or other measures necessary to avoid a taking of private property without just compensation. Finally, the City shall exercise grantsmanship functions to attract federal and state funds required to purchase private property for purposes of responding in a lawful manner to growth management issues impacting an area of state and national critical concern.~~

19. Coordination with the Monroe County School Board in implementing a system of joint school parks. The City should participate on a school facility joint-use technical coordinating committee in order to promote wider application of the joint-use concept. Issues such as avoiding conflicts in activity schedules should be coordinated through the committee.
20. ~~Negotiate with the U.S. Navy for purposes of retaining the use of Peary Court as a recreational resource. With the consent of the U.S. Navy, and other applicable military entities, the City, the U.S. Navy, and other appropriate military entities shall develop a formal coordinating committee which shall~~ continue to convene, ~~at a minimum, quarterly~~ on a regular basis for purposes of exchanging data on demographics, housing, and development. In addition, the ~~committee~~ City shall identify issues of mutual concern impacting planning development, natural resource conservation, and public infrastructure. ~~The committee shall development management strategies for resolving such issues.~~ The City's representative shall regularly communicate to the City Commission concerning major issues addressed, proposed management strategies, and any recommended action required by the City Commission.
21. Coordinate approaches to regulating live-aboards with the State and Monroe County. The live-aboards currently anchor offshore on State-owned bay bottoms. The live-aboards generally do not use marina facilities to pump out their waste products but rather dump directly into marine waters. This practice has a deleterious impact on water quality. ~~Upon plan adoption the~~ The City shall, within its very limited jurisdiction, continue to prohibit the use of these waters for water dependent activities that are contrary to the public interest and do no satisfy a community need. ~~All marinas within the City shall be retrofitted with pump out stations by the end of 1992.~~ Use of pump-out facilities shall continue to be mandatory for all vessels and live-aboard units. An implementing regulatory program shall require participation by the federal, State and County since the vessels and live-aboards are located on waters of the State.
22. The City will continue to coordinate with the Monroe County Board of County Commissioners in implementing portions of the Monroe County Beach Restoration Management (1990) Plan impacting the City of Key West.

23. Prepare by 1992 a framework for coordinating development and facility plans of the Navy with growth management plans of the City.
24. ~~As meetings are convened by Monroe County, the City of Key West shall participate on the Monroe County Technical Coordinating Committee, using this Committee as an informal forum for resolving conflicts among Monroe County, municipalities within the County, the School Board, and other special purpose district or entities which provide services but do not have regulatory authority over the use of land. The City of Key West shall work with and support Monroe County efforts to establish an informal mediation process for solving intergovernmental coordination problems among local governments and other units of local governments providing services but not having regulatory authority over the use of land. Where the City is unable to resolve intergovernmental conflicts through the Monroe County Technical Coordinating Committee structure, the City Commission shall use informal mediation processes provided by the South Florida Regional Planning Council.~~
25. The City shall involve Monroe County shall be involved in the Site Plan Review process for proposed developments generating impacts on the transportation system which transcend City boundaries as well as review of development that impacts the level of service on U.S. 1 outside the City limits. The Florida Department of Transportation shall be involved in the Site Plan Review process for proposed development generating impacts on the level of service on U.S. 1.

Policy 8-1.1.4: Coordinating Provision Services and Information. The City of Key West shall provide information and services concerning impacts of the Comprehensive Plan on development and resource conservation activities. Such coordination shall involve Monroe County through the Monroe Technical Coordination Committee and shall involve public agencies in the region and the State by effectively interacting with such agencies as the respective agencies carry out their functions. Such information shall include providing information and services needed from the City to efficiently execute the respective programs of regional and State agencies.

Policy 8-1.1.5: Annexation Study. The City of Key West acknowledges a need to prevent urban sprawl and disjointed urban service delivery systems. In addition, the City desires to develop a plan for managing potential annexation, including areas such as South Stock Island and Key Haven. The City may choose to enter into a joint agreement with Monroe County for the purpose of encouraging planning activities in advance of any potential jurisdictional changes.

Therefore, by ~~1995~~ 2013 the City of Key West shall prepare an annexation study which analyzes the potential for incorporating South Stock Island ~~and possibly Key Haven~~. The study shall document issues surrounding potential development within the unincorporated urban area. The City of Key West annexation study shall include:

1. Review and evaluation of Monroe County land development forecasts and supportive documentation associated with development within the unincorporated urban area comprising South Stock Island ~~and Key Haven~~.
2. The analysis should consider at a minimum:
 - Population and housing projections.
 - Traffic circulation linkages and issues of mutual City/County concern.
 - Water and wastewater service systems, including intergovernmental coordination issues.
 - Drainage and natural water basins.
 - Natural features restricting development.
3. Identify linkages established by employment and/or consumer good markets which may effectively link residents of South Stock Island ~~and Key Haven~~ with the City of Key West.
4. Analyze infrastructure issues, including improvement needs based on development forecasts.

5. Determine unincorporated areas which should logically be serviced by the City of Key West. Identify relative advantages and disadvantages. For instance, the 201 Wastewater Facility Study recommended that the City of Key West service Stock Island.
6. Recommend a strategy for improving, planning and managing development within South Stock Island ~~and Key Haven~~, including annexation alternatives. The recommendations shall include but not be limited to:
 - o Procedures for intergovernmental coordination of land use policy governing development within these unincorporated areas; and
 - o Policies and or actions for developing efficient systems for: 1) delivering municipal services; and 2) achieving diversification of the municipal tax base.

OBJECTIVE 8-1.2: CONFLICT RESOLUTION. As meetings are convened by Monroe County, the City of Key West shall participate on the Monroe County Technical Coordinating Committee, using this Committee as an informal forum for resolving conflicts among Monroe County, municipalities within the County, the School Board, and other special purpose districts or entities which provide services but do not have regulatory authority over the use of land.

Policy 8-1.2.1: Informal Mediation Process. The City of Key West shall work with and support Monroe County efforts to establish an informal mediation process for solving intergovernmental coordination problems among local governments and other units of local governments providing services but not having regulatory authority over the use of land.

Policy 8-1.2.2: Mechanisms for Intergovernmental Coordination Review. The City of Key West shall use the Monroe County Technical Coordinating Committee structure as an informal conflict resolution forum to assist resolution of intergovernmental coordination problems.

Policy 8-1.2.3: Coordination with the South Florida Regional Planning Council. Where the City is unable to resolve intergovernmental conflicts through the Monroe County Technical Coordinating Committee structure, the City Commission shall use informal mediation processes provided by the South Florida Regional Planning Council. The dispute resolution process shall, within a reasonable set of timeframes, provide for: voluntary meetings among the disputing parties; if those meetings fail to resolve the dispute, initiation of mandatory mediation or a similar process; if that process fails, initiation of arbitration or administrative or judicial action, where appropriate.

OBJECTIVE 8-1.3: INFRASTRUCTURE SYSTEMS AND LEVEL OF SERVICE STANDARDS. ~~Upon plan adoption the~~ The City of Key West shall ~~adopt amended~~ enforce land development regulations which include a concurrency management program that requires specific issues surrounding level of service standards for existing and proposed public facilities within the City and adjacent areas be coordinated with all State, regional, or local agencies or private entities having existing or proposed future responsibility for the operation and maintenance of such facilities.

Policy 8-1.3.1: Coordinate Regional and City/County Infrastructure Issues. The City shall work with various Monroe County special committees on matters including wastewater service to North Stock Island, fire and police mutual aid and assistance, the Solid Waste Committee, the Joint Transportation Committee, and other similar committees in addressing issues surrounding regional or city/county infrastructure systems. Specific issues are referenced in Policy 8-1.1.3.

Policy 8-1.3.2: Cooperation with the South Florida Regional Planning Council (SFRPC). The City shall cooperate with the South Florida Regional Planning Council in the review of regional policies and standards which require coordination with local governments. The City of Key West shall coordinate with the SFRPC in all matters of regional significance in which the SFRPC desires City input, including but not limited to, development of regional impact (DRI's), comprehensive plan review, intergovernmental coordination and review of projects of regional significance (ICR projects).

Policy 8-1.3.3: Capital Improvement Program Coordination. During preparation of the annual capital improvements program, the City of Key West shall evaluate all applicable State, regional, and local programs proposed for funding in order to promote consistency with the Comprehensive Plan.

OBJECTIVE 8-1.4: MULTI-JURISDICTIONAL ENVIRONMENTAL ISSUES. ~~Upon plan adoption the~~ The City shall ~~establish a~~ utilize its multi-agency development review process in order to coordinate intergovernmental and resource management issues surrounding proposed development and redevelopment. The City's ~~shall also incorporate procedures in the~~ land development regulations shall include procedures to ensure that all issues surrounding development impacts on wetlands or other resources under federal and/or state jurisdiction are managed based on timely coordination, exchange of information, and appropriate follow-up by the City and all agencies having jurisdiction over the issue. The City shall request jurisdictional determinations from all appropriate agencies prior to the issuance of development orders or building permits for all sites within the City.

As a minimum, twice annually the City shall coordinate with the Monroe County Technical Coordinating Committee and/or other similar organization established by Monroe County to ensure consistent and coordinated management of multi-jurisdictional environmental issues. The City shall similarly coordinate annually with the U.S. Coast Guard, the U.S. Army Corp of Engineers, the U.S. Fish and Wildlife Service, F-DNR, F-DER and other state agencies having jurisdiction on matters surrounding preservation of water quality, and other development issues impacting marine resources.

Policy 8-1.4.1: Liaison with Permitting Agencies. Establish formal liaison with County, State, and federal agencies which have permitting responsibility within the City of Key West.

Policy 8-1.4.2: Management of Water Quality, Tidally Influenced Lands, and Other Resource Management Issues Impacting the City and Outstanding Florida Waters. In order to effectively manage the impacts of development on natural resources, the City shall coordinate with the SFWMD in using the resources of the Surface Water Improvement (SWIM) and the Save Our Rivers (SOR) programs. The City will also coordinate issues impacting the Florida Key Critical Area of State Concern Program.

OBJECTIVE 8-1.5: DATA BASE MANAGEMENT AND COORDINATION. The City of Key West Planning Department ~~annually~~ shall ~~develop and~~ consistently update and maintain an appropriate concurrency management system ~~data base~~ in order to further the goals, objectives, and policies of the Comprehensive Plan.

Policy 8-1.5.1: Generate Necessary Data. The City of Key West shall predicate growth management policies and land development strategies upon quantifiable data, where appropriate, that are consistent with recognized areawide projections and forecasts.

~~The City has completed a land use and housing field survey (June, 1991) and shall immediately commence developing a land use and housing information system by real estate parcel and street address.~~

In addition, the City shall ~~develop~~ maintain a concurrency management spread sheet which shall include the capacity of infrastructure components together with available capacity. ~~The development of the concurrency management spread sheet has been subcontracted to JHK and Associates. The firm shall use data provided by the entities responsible for the respective infrastructure components as cited below:~~

<u>Infrastructure</u>	<u>Principal Entities Supplying Data</u>
Roadways	City of Key West, Monroe County, F-DOT
Potable Water	City of Key West, Florida Keys Aqueduct Authority, SFWMD, Monroe County
Wastewater Service	City of Key West, Key West Resort Utilities, DER, EPA
Solid Waste	City of Key West, Monroe County
Drainage	City of Key West, DER, SFWMD, US Corps of Engineers
Parks and Recreation	City of Key West, Monroe County, Monroe County School Board

~~The City shall initiate a multi-agency development review committee which shall include County, State, regional and federal agencies that enforce laws or policies at the County, State, regional, or federal level that impact or are impacted by proposed development and redevelopment within the City. The multi-agency development review committee shall be used to assist the City in maintaining a current data base concerning natural resources and infrastructure within the City of Key West.~~

Policy 8-1.5.2: Consideration of Areawide Data Resources. The City shall collect and analyze data developed by Monroe County, the Monroe County School Board, and other public entities providing services but not having regulatory authority over the use of land.

CHAPTER 9: CAPITAL IMPROVEMENTS ELEMENT

~~(Reference §9J-5.016(3), F.A.C.)~~

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§9-1: CAPITAL IMPROVEMENT GOALS, OBJECTIVES, AND IMPLEMENTING POLICIES. This section stipulates goals, objectives, and implementing policies for the Capital Improvements Element pursuant to §163.3177(3) (a), F.S., and ~~§9J-5.016(3), F.A.C.~~

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GOAL 9-1: MANAGEMENT OF CAPITAL IMPROVEMENTS. The City of Key West shall undertake actions necessary to adequately provide needed public facilities within the City's jurisdiction in a manner which protects investments and existing facilities, maximizes the use of existing facilities, and promotes orderly compact growth.

OBJECTIVE 9-1.1: PROVISION OF CAPITAL IMPROVEMENT NEEDS. Based on the scheduled timeframe in Table IX-~~34~~, the City shall commit necessary resources for capital improvements needed to implement goals, objectives and policies of the Comprehensive Plan. The fiscal commitment is stipulated in Table IX-~~43~~ and is predicated on the analysis of capital improvement needs within the ~~Traffic Circulation~~, ~~Transportation~~, Public Facilities and Recreation and Open Space Elements together with level of service standards established and adopted pursuant to Policy 9-1.6.1 of the Capital Improvement element. Capital improvements will be provided for purposes of correcting existing deficiencies, accommodating desired future growth, and replacing worn-out or obsolete facilities.

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Policy 9-1.1.1: Intent of Capital Improvement Element. The City is committed to growth management which incorporates appropriate fiscal management practices and procedures. The City shall consider the use of all legal and equitable fiscal management techniques to achieve delivery of public services and facilities needed by existing and anticipated future populations. The capital improvement program presented herein identifies capital improvements needed by the existing population to satisfy levels of service standards established within this Comprehensive Plan. The City shall consider performance standards as well as legal and equitable impact fees, where appropriate, to ensure that new developments provide in advance of development a sufficient level of public facilities and services (or fees in lieu thereof) in order to cover the costs of needed facilities and services, the demands for which are specifically attributable to such new development.

This element shall provide a basis for estimating fiscal impacts required by capital improvements included in the Comprehensive Plan. The capital improvements program and budgeting process provides an on-going process for continuing planning and review of the City's capital outlays, including their location, timing, estimated cost, relative priority, and potential funding sources. The capital improvement program and budget process is an advisory planning function. Capital outlays are fixed only by the City Commission.

Policy 9-1.1.2: Capital Improvement Program. A capital improvement project is defined as a project that is self-contained and that will usually be constructed or purchased as a unit. A capital improvement generally includes only those items constructed or purchased that have a useful life extending beyond a ten year period following their acquisition, and usually involve a cost in excess of \$25,000 or involve the acquisition or disposal of land regardless of cost. Minor recurring annual expense items, including routine maintenance and repairs, are excluded. All projects that are to be financed from bond funds are included. Similarly, preliminary engineering studies for such infrastructure improvements as the design of improvements to the drainage system are generally itemized as capital expenditure items due to their significant cost and their impact on the capital improvement program.

The capital improvement program and budget is concerned with the assessment of need, assignment of priorities, and efficient allocation of the City's existing and potential fiscal resources for major community improvements or acquisitions over a five to ten year period. The fundamental purposes of the capital programming process are as follows:

1. To consolidate and coordinate all the various departmental requests by taxing district with the hope of reducing delays and coordinating individual improvement programs.

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2. To establish a system of procedures and priorities by which each proposal can be evaluated in terms of public need, long range development plans, and short and long term fiscal management impacts.
3. To schedule future capital outlay projects pursuant to identified needs and priorities.
4. To set forth a financing program that identifies potential funding sources, including but not limited to ad valorem taxes/general obligation bonds; user fees/revenue of excise tax bonds; grant programs; equitable contributions or exactments; as well as performance standards and other components of growth management which may be used as a fiscal strategy for obtaining needed capital improvements in developing areas.
5. To coordinate joint projects involving participation by one or more local governments, as well as regional, state, or federal agencies.

Policy 9-1.1.3: Capital Improvement Program and Budget as a Plan Implementation Device. The capital improvements program shall be used for achieving orderly urban growth and development. By providing a planned and reasonably reliable schedule of public projects, the capital improvement program and budget shall provide a guide for both public and private capital investment decisions affecting community development patterns. The capital improvement programming and budgeting process is a primary tool for closely coordinating land use planning and fiscal management required to successfully carry out the Comprehensive Plan.

Policy 9-1.1.4: Availability and Scheduling of Capital Improvements. The City shall include within the five-year schedule of capital improvements contained within this Element all capital improvements which are identified in any of the respective elements of the City's Comprehensive Plan. Also, the capital improvement program and budgeting process shall be used to plan for needed infrastructure improvements to serve projects for which development orders were issued prior to plan adoption. The City shall also promote regulations enforcement as a means to ensure availability of such services as deemed appropriate.

Policy 9-1.1.5: Priorities in Allocating Capital Improvements. In allocating priorities for scheduling and funding capital improvement needs, the City shall assign highest priority to capital improvement projects in the five-year schedule of improvements which are designed to correct existing deficiencies.

Policy 9-1.1.6: Capital Improvement Project Evaluation Criteria. Proposed capital improvement projects shall be evaluated and ranked by the City Commission according to the following priority level guidelines:

"Level 1": Whether the project is financially feasible and:

- o Protects public health and safety and natural resources of the area.
- o Fulfills the City's legal commitment to provide facilities and services.
- o Preserves or achieve full use of existing facilities.
- o Maintains compliance with plans of state agencies or the South Florida Water Management District that provide public facilities within the City of Key West.

"Level 2": Whether the project accomplishes the following:

- o Increases efficiency of existing facilities.
- o Prevents or reduces future improvement costs.
- o Provides service to developed areas lacking full service or promotes in-fill development or redevelopment.

"Level 3": Whether the project:

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- Represents a logical extension of facilities and services for new development in a manner consistent with Future Land Use Element goals, objectives and policies, including the Future Land Use Map.

OBJECTIVE 9-1.2: LIMITATION ON PUBLIC INVESTMENTS IN THE COASTAL HIGH HAZARD AREA. ~~Upon plan adoption of the Comprehensive Plan, the~~ The City shall continue to limit public expenditures that subsidize development permitted in coastal high-hazard areas to restoration or enhancement of natural resources. In addition, public funds for improved public facilities such as existing state and local roadways, central wastewater system improvements included in the capital improvements element, and water dependent structures such as beach accessways, piers, and beach renourishment activities may be permitted where approved by state and/or federal agencies having jurisdiction. These facilities are necessary to implement goals, objectives, and policies, of the traffic circulation, public facilities, coastal management, conservation, and recreation and open space elements of the Comprehensive Plan. Cross reference Policy 5-1.7.3. Any public subsidy of development in the coastal high hazard area shall only be approved where found to be needed to protect the health and safety.

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Policy 9-1.2.1: Public Improvements in the Coastal Preservation Zone. The City of Key West shall not use public funds to subsidize development within the coastal high hazard area unless requisite federal, state and regional agencies have granted all necessary approvals. This provision shall not preclude infrastructure investments for purposes of improving water quality and sanitary conditions. Similarly, drainage improvements may be recommended as part of a proposed city-wide drainage improvement plan for purposes of managing stormwater runoff and improving water quality controls. No other infrastructure improvements shall be undertaken excepting facilities required to enhance shoreline access, resource restoration, or traffic improvements designed to promote and further public safety within developed high hazard areas.

OBJECTIVE 9-1.3: FUTURE DEVELOPMENTS TO BEAR COSTS OF THEIR RESPECTIVE INFRA-STRUCTURE IMPACTS. ~~Upon adoption of the Comprehensive Plan future development shall be required to fund a pro rata share of all improvements the need for which is to be generated by proposed development.~~

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~~Upon plan adoption~~ The City shall continue to maintain a concurrency management implementation system ~~shall be adopted~~ as part of the land development regulations which shall mandate that applicants for development or redevelopment shall be required to provide a pro rata share of all capital improvements the need for which shall be generated by the respective proposed developments or provide funds in lieu thereof. The concurrency management system shall ensure that such improvements are in place concurrent with the impacts of development and meet adopted minimum level of service standards. The system is further described in Objectives 9-1.5 and 9-1.6 and Policy 9-1.5.1.

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Policy 9-1.3.1: Ensuring Availability of Adequate Public Facilities and Assessing New Development a Pro Rata Share of Public Facility Costs. The City shall issue no development order or development permit for new development for which development orders were previously issued unless the concurrency management requirements cited in Objective 9-1.5 and Policy 9-1.5.1 have been satisfied ~~pursuant to requirements of §9J-5.0055(2) F.A.C.~~ The adequate facilities ordinance shall mandate that future applications for development shall pay a pro rata cost for public facility needs which shall be identified during the concurrency management assessment. As part of the concurrency management review process all applicants for development shall file an application which shall include a written evaluation of the impact of the anticipated development on the levels of services for the water and wastewater systems, solid waste system, drainage, recreation, and the traffic circulation system. Prior to issuing a development order or permit the City shall ensure that provisions of concurrency management established in Objectives 9-1.5 and 9-1.6 and Policy 9-1.5.1 have been met. The developer's application shall demonstrate that the proposed development shall include all requisite improvements and that the improvements shall meet the criteria of Objectives 9-1.5 and 9-1.6 ~~and be consistent with §9J-5.0055, F.A.C.~~ The final point for determining concurrency must be prior to the issuance of a development order or permit which contains a specific plan for development, including the densities and intensities of use.

OBJECTIVE 9-1.4: FISCAL RESOURCE MANAGEMENT. ~~Upon plan adoption the~~ The City shall continue to manage fiscal resources to ensure provision of needed capital improvements for previously issued development orders and for future development and redevelopment. The City shall ~~develop~~ continue to utilize a concurrency management

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spread sheet which includes the designed capacity of public facility components, the available surplus capacity and formulas for assessing and allocating impacts and capacity to new development and redevelopment. The determination of available capacity shall include an assessment and consideration of infrastructure needs of developments approved prior to Plan adoption that have been and maintain valid plans and permits (Cross reference Policy 9-1.4.5).

Policy 9-1.4.1: Limitation on Indebtedness. In funding capital improvements, the City shall limit the maximum ratio of outstanding general obligation indebtedness to no greater than 1.3 percent of the property tax base. ~~The City shall limit the general obligation debt to \$680 per capita.~~ The City shall restrict the maximum ratio of total debt service to total revenue to a ratio of 80 percent. The City does not limit the use of revenue bonds as a percent of total debt. In fact, when financing capital expenditures the City prefers to use revenue bonds as opposed to general obligation bonds.

Policy 9-1.4.2: Capital Improvements Program. Upon plan adoption the City shall prepare and adopt a five-year capital improvement program and annual capital budget as part of its budgeting process.

Policy 9-1.4.3: Master Drainage Plan. As part of the drainage improvement plan the City shall investigate the desirability of enacting a special drainage utility district as a mechanism for managing and funding needed drainage improvements through the year 2010. ~~These improvement needs shall be identified in the drainage improvement plan.~~

Upon the completion of the stormwater management plan being undertaken in FY 1992-1993, the City shall amend the capital improvements program to include construction of required infrastructure improvements approved by the City Commission.

Policy 9-1.4.4: Grantsmanship. The City shall pursue available grants or private funds in order to finance the provision of needed capital improvements.

Policy 9-1.4.5: Meeting Capital Facility Needs of Development Approved Prior to Plan Adoption and Replacement and Renewal of Capital Facilities. Upon plan adoption the City shall continue to annually analyze public facility needs prior to adopting a capital improvement budget for the next fiscal year. The analysis shall include review of the public facilities and infrastructure improvement needs identified in the Comprehensive Plan together with any new engineered assessment of infrastructure components in order to identify needed replacement or renewal of capital facilities.

~~The capital improvement schedule, Table IX-1 introduced in Policy 9-1.1 includes a major replacement item: the design and permitting of a deep well injection facility designed to replace the ocean outfall. This improvement is proposed to enhance long term water quality within near shore waters and around the reef tract. The sewer rehabilitation program, programmed in Table IX-1, has similar objectives of improving water quality and reducing saline infiltration and inflow.~~

The City shall annually prepare a fiscal management strategy which is directed toward ensuring that needed replacement or renewal of capital facilities are identified, prioritized, and scheduled in a manner consistent with the existing and projected fiscal resources of the City. Upon plan adoption, the concurrency management system shall be implemented through development regulations. The regulations shall establish time constraints for development approvals in order to ensure that available infrastructure system capacity (i.e., surplus capacity) is not held inactive for undetermined time intervals. The intent is to establish a concurrency management permitting system characterized by issuance of permits having well defined expiration dates for purposes of requiring reasonable progress toward completing duly approved plans. This approach is necessary to promote efficiency and prevent assignment of "ghost" capacities (i.e., unused capacities attributed to developments that due to mismanagement, changed market condition, or other reversals are unable to achieve reasonable progress in achieving approved plans).

OBJECTIVE 9-1.5: CONCURRENCY MANAGEMENT. The City's concurrency management system stipulated herein is adopted with the Comprehensive Plan and shall continue to be utilized implemented upon plan adoption. Pursuant to Ch. 163, F.S., and §9J-5.0055 F.A.C., the City shall ensure that facilities and services needed to support development are available concurrent with the impacts of such development. ~~Upon plan adoption no~~ No development order or permit shall be issued which would result in a reduction of adopted levels of service. ~~The City's adopted level of service standards are~~ as cited in Policy 9-1.6.1. The capital improvement schedule establishes the City's Plan of

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improvements, costs of public improvements and methods of funding required meeting existing deficiencies and maintaining the level of service standards in the future.

In order to ensure that future development maintains adopted level of service standards, the City shall issue no development order or permit for development unless the applicant provides narrative and graphic information demonstrating to the satisfaction of the City that adopted level of service standards for public facilities, including roads, water and wastewater services, drainage, solid waste, and recreation will be maintained and that improvement needs shall be planned in a manner that satisfies criteria of Objective 9-1.6. Specific policies for managing development orders and ensuring provision of concurrency facilities are cited in Objective 9-1.6.

~~The City's adopted level of service standards are cited in Policy 9-1.6.1. These standards shall be used as the standard level of service for concurrency management and shall be coordinated with entities having jurisdictional responsibility for such facilities.~~

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~~The data inventory and analysis section of the traffic circulation, public facilities and recreation elements provides an assessment of existing and projected deficiencies in levels of service and establishes programmed capital expenditures required for public sector participation in meeting existing deficiencies. Regulatory measures including concurrency management have been adopted as a means for achieving private sector participation in ensuring maintenance of adequate levels of service during the short (1995) and long term (2010) planning period.~~

~~Upon plan adoption the City shall amend its land development regulations to include a program for implementing concurrency management. The regulations shall mandate that as part of the concurrency requirements:~~

- ~~○ The necessary facilities and services shall be in place at the time a development permit is issued;~~
- ~~○ A development permit is issued subject to the condition that the necessary facilities and services shall be in place when the impacts of the development occur; or~~
- ~~○ The necessary facilities and services are guaranteed in an enforceable development agreement. An enforceable development agreement may include, but is not limited to development agreements pursuant to Section 163.3220 Florida Statutes or an agreement or development order issued pursuant to Chapter 380 Florida Statutes.~~

~~At a minimum, the latest point in the application process for the determination of concurrency is prior to the approval of a development order or permits which would authorize the commencement of construction or physical activity on the land. Development orders and permits approved prior to the actual authorization for the commencement of construction or physical activity on the land must be conditioned to provide that actual authorization of the final permit which will authorize the commencement of construction or physical activity will be contingent upon the availability of public facilities and services necessary to serve the proposed development.~~

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~~**Policy 9-1.5.1: Resolving Concurrency Issues.** In order to implement §9J-5.0055 and Objective 9-1.5, the above measure, the City shall require that all developments requiring a development order as part of the review process (as defined in §163.3164 F.S., including comprehensive plan amendments, rezoning amendments, subdivision approvals, site plan approvals, or building permit approvals) shall, at the time the subject application is filed, submit narrative and graphic information which demonstrates that all urban services needed by the proposed development can and will be provided concurrent with the new development.~~

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~~In order to establish an orderly review process, the City shall refine the land development regulations by stipulating specific narrative and/or graphic data and information required at the time an application for comprehensive plan amendment or zoning regulations amendment, subdivision or replat approval, site plan approval, or building permit approval is filed with the City. As a minimum, the information shall include the following:~~

- ~~○ The specific land use(s) and the proposed density and/or intensity of the use(s);~~

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- ~~Estimated trips for the peak hour generated by the proposed land use(s) together with anticipated on- and off-site improvements necessitated to accommodate the traffic impacts generated by the development including, additional R/W, roadway improvements, additional paved laneage, traffic signalization, proposed methods for controlling access and egress, and other similar improvements;~~
- ~~Planned improvements in potable water and/or wastewater systems required to establish and/or maintain adopted water and wastewater levels of service. System improvements and proposed funding resources required for implementing any improvements required to establish and/or maintain adopted potable water and wastewater system level of service standards;~~
- ~~Conceptual plan for accommodating stormwater run-off and demonstrated evidence that the proposed drainage improvements shall accommodate stormwater run-off without adversely impacting natural systems or the City's adopted level of service for storm drainage;~~
- ~~In cases where residential development is proposed, information shall be submitted describing plans for accommodating recreational demands generated by the development, including demonstrated evidence that the City's adopted level of service for recreation shall not be adversely impacted;~~
- ~~Projected demand generated by the development on the solid waste disposal system and assurances that the City's adopted level of service for solid waste disposal shall not be adversely impacted;~~
- ~~Other information which the City determines is necessary to assure that the concurrency requirement shall be satisfied without adversely impacting existing levels of service or the City's ability to adequately service anticipated developments which are consistent with adopted plans and policies of the City.~~

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All such information submitted pursuant to this subsection shall incorporate proposed funding sources, including any identification of improvements which the applicant anticipates shall be funded by the City or other public or private entity other than the applicant.

OBJECTIVE 9-1.6: REQUIRING DEVELOPMENT ORDERS AND PERMITS COMPLIANT WITH CONCURRENCY MANAGEMENT, LOS STANDARDS, AND CAPITAL IMPROVEMENT SCHEDULE.

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Decisions regarding the issuance of development orders, building permits, certificates of occupancy, and other applicable permits shall be consistent with goals, objectives, and policies of the respective Comprehensive Plan elements, the City's adopted land development regulations, and requirements for adequate public facilities meeting stated levels of service criteria. ~~Upon adoption of the Comprehensive Plan the City shall ensure that land use decisions and fiscal decisions are coordinated with the adopted schedule of capital improvements to maintain adopted level of service standards cited in Policy 9-1.6.1 and meet existing and future needs.~~

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~~Upon adoption of the Comprehensive Plan the~~ The City shall continue to ensure that land use decisions and fiscal decisions are coordinated with the adopted schedule of capital improvements to maintain adopted level of service standards and meet existing and future needs. Prior to achieving plan approval and prior to receiving a building permit, any applicant for development shall be required to ensure that public facilities shall be available concurrent with the impacts of development as shall be determined based on the following criteria. An applicant/developer shall be issued a development order/permit only if the following criteria are met:

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- 1 For potable water, sewer, solid waste and drainage, the following standards ~~of §9J 5.0055(2) (a), FAC~~ shall be met:
 - a. The necessary facilities and services are in place at the time the development order is issued;
 - b. The development order is issued subject to the condition that the certificate of occupancy will be issued only if the necessary facilities and services will be in place when the impacts of development occur;
 - c. The necessary facilities are under construction at the time a permit is issued; or

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d. The necessary facilities and services are guaranteed in an enforceable development agreement that includes the provisions of sub-paragraph 1(a-c) of this Objective 9-1.6. An enforceable development agreement may include, but is not limited to, development agreements pursuant to section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes. The agreement must guarantee that the necessary facilities and services will be in place when the impacts of the development occur.

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2. For Parks and Recreation facilities the following standards of CH 163.3180 (2) (b), F.S., and ~~9J-5.0055(2) (b), FAC~~ shall be met by complying with sub-paragraph 1(a-d) of this Objective 9-1.6 or by ensuring that the following standards of ~~9J-5.0055 (2) (b), FAC~~ shall be met:

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a. At the time the development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides that parks and recreation facilities to serve new development shall be in place or under actual construction no later than one (1) year after issuance of a certificate of occupancy. However, the acreage for such facilities shall be dedicated or be acquired by the City prior to issuance of a certificate of occupancy or funds in the amount of the developer's fair share shall be committed prior to issuance by the City of a certificate of occupancy;

b. The necessary facilities and services are guaranteed in an enforceable development agreement which requires the commencement of the actual construction of the facilities or the provision of services within one year of the issuance of the applicable development permit. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, FS.

3. For Roads the following standards of CH. 163.3180(2) (c), F.S., and ~~9J-5.0055(2)(e), FAC~~ shall be met by complying with sub-paragraph 1(a-d) or 2(a-b) of Objective 9-6.1 or by ensuring that the following standards of CH 163.3180(2) (c), F.S., and ~~9J-5.0055 (2) (e), FAC~~ shall be met.

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a. At the time the development permit is issued, transportation facilities needed to serve new development shall be in place or under actual construction no more than three (3) years after issuance by the local government of a certificate of occupancy or its functional equivalent.

b. In addition, in areas in which the City of Key West commits to provide the necessary public facilities and services in accordance with its five-year schedule of capital improvements, the concurrency requirement for roads may be met by the adoption and implementation of a concurrency management system based upon an adequate capital improvements program and schedule and adequate implementing regulations which, at a minimum, include the following provisions:

i. A capital improvements element and a five-year schedule of capital improvements which, in addition to meeting all of the other statutory and rule requirements, must be financially feasible. The capital improvements element and schedule of capital improvements may recognize and include transportation projects included in the first three years of the applicable adopted Florida Department of Transportation five-year work program.

ii. A five-year schedule of capital improvements which must include both necessary facilities to maintain the adopted level of service standards to serve the new development proposed to be permitted and the necessary facilities required to eliminate those portions of existing deficiencies which are a priority to be eliminated during the five-year period under the local government plan's schedule of capital improvements ~~pursuant to Rule 9J-5.016(4) (a) 1, FAC.~~

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iii. A realistic, financially feasible funding system based on currently available revenue sources which must be adequate to fund the public facilities required to serve the development

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authorized by the development order and development permit and which public facilities are included in the five-year schedule of capital improvements.

- iv. A five-year schedule of capital improvements which must include the estimated date of commencement of actual construction and the estimated date of project completion.
- v. A five-year schedule of capital improvements which must demonstrate that the actual construction of the road and the provision of services are scheduled to commence in or before the third year of the five-year schedule of capital improvements.
- vi. A provision that a plan amendment would be required to eliminate, defer or delay construction of any road which is needed to maintain the adopted level of service standard and which is listed in the five-year schedule of improvements.
- vii. A requirements that the local government must adopt local development regulations which, in conjunction with the capital improvements element, ensure that development orders and permits are issued in a manner that will assure that the necessary public facilities and services will be available to accommodate the impact of that development.
- viii. A provision that a monitoring system shall be adopted which enables the local government to determine whether it is adhering to the adopted level of service standards and its schedule of capital improvements and that the local government has a demonstrated capability of monitoring the availability of public facilities and services.
- ix. A clear designation within the adopted comprehensive plan of those areas within which facilities and services will be provided by the local government with public funds in accordance with the five-year capital improvements schedule.

~~In determining the availability of services or facilities, a developer may propose and the City of Key West may approve developments in stages or phases so that facilities and services needed for each phase will be available in accordance with the standards required by CH 163.3180, F.S. and Rules 9J-5.0055(2) (a), (2) (b) and (2) (c), FAC [Herein stipulated in sub paragraph (1-3)].~~

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~~As stipulated in Objective 9-1.5, at a minimum the latest point in the application process for the determination of concurrency is prior to the approval of an application for a development order or permit which contains a specific plan for development, including the densities and intensities of development.~~

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~~If any change in the Comprehensive Plan future land use map is proposed, no such amendment shall be approved until the impacts of proposed new land use activities on existing infrastructure as well as infrastructure included in the City's adopted capital improvement program have been identified and evaluated. The plan amendment shall be approved only if the projected impacts have been resolved through amendments to the capital improvements program or through an enforceable development agreement which ensures that any public facility needs generated by the proposed change in land use shall be met concurrent with the impacts of development and that adopted level of service criteria shall be met.~~

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~~Upon plan adoption the City shall ensure that land use decisions and decisions impacting public facilities and fiscal resources shall maintain adopted level of service standards and be directed toward meeting existing and future facility needs identified in the Comprehensive Plan. This activity shall be accomplished by implementing a concurrency management monitoring and evaluation system which shall include a spread sheet through which the City shall track infrastructure capacity, including available capacity for accommodating demand of new development (Cross reference Objective 9-1.4 and Policy 9-1.4.5).~~

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Policy 9-1.6.1: Level of Service Standards. The City shall use the following LOS standards in reviewing the impacts of new development and redevelopment upon public facilities:

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Sanitary Sewerage System Level of Service:

Residential Uses: 100 gallons per capita per day for permanent residents and 90 gallons per capita per day for seasonal residents
Non-Residential Uses: 660 gallons per acre per day

Treatment Standard:

The effluent concentrations for the City's Fleming Key Wastewater treatment facility shall comply with Florida Administrative Code Rule 17-6.180(1) (b) 1., as follows:

- a. The arithmetic mean of the BOD or TSS values for the effluent samples collected (whether grab or composite technique is used) during an annual period shall not exceed 20 mg/l.
- b. The arithmetic mean of BOD or TSS values for a minimum of four effluent samples each collected (whether grab or composite technique is used) on a separate day during a period of 30 consecutive days (monthly) shall not exceed 30 mg/l.
- c. The arithmetic mean of the BOD or TSS values for a minimum of two effluent samples each collected (whether grab or composite technique is used) on a separate day during a period of 7 consecutive days (weekly) shall not exceed 45 mg/l.
- d. Maximum permissible concentrations of BOD or TSS values in any effluent grab sample at any time shall not exceed 60 mg/l.

For the basic disinfection levels, Code Rule 17-6.180(1) (b) 4., the operational criteria shall comply with Florida Administrative Code Rule 17-6.180(1) (b) 4, using either MF or equivalent MPN methods as follows:

- a. The arithmetic mean of the monthly fecal coliform values (computed as per b., below) collected during an annual period, shall not exceed 200 per 100 ml of effluent sample.
- b. The geometric mean of the fecal coliform values for a minimum of ten effluent samples each collected on a separate day during a period of 30 consecutive days (monthly) shall not exceed 200 per 100 ml of sample.
- c. No more than ten percent of the samples collected during a period of 30 consecutive days shall exceed 400 fecal coliform values per 100 ml of sample.
- d. Any one sample shall not exceed 800 fecal coliform values per 100 ml of sample.

The City's Fleming Key wastewater treatment facility shall meet all water quality requirements of Chapter 17-3, Florida Administrative Code, including the chlorine residual standard. Dechlorination may be necessary should the chlorine residual in the effluent exceed the maximum limits at the end of the discharge pipe which would cause a violation of 17-3 standards. The wastewater treatment facility contains dechlorination facilities.

Level of Service for Wastewater Treatment Plant Effluent.

To help minimize the eutrophication of ocean waters by ocean outfall which contain nutrients, the wastewater treatment plant effluents shall not exceed the following nutrient levels on an average annual basis:

Total Nitrogen Concentration: 6 mg/l; and
Total Phosphorus Concentration: 4mg/l.

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Private sewage treatment facilities shall provide no less than tertiary level of treatment defined as nutrient stripping meeting a standard of no more than 1.5 parts per million of total phosphorus as the average over two (2) consecutive quarters and no more than five parts per million (5 ppm) of total nitrogen content. The permit-holder shall monitor and test effluent and submit reports to the City Commission documenting that these nutrient stripping standards are being met. If these treatment standards are not met for two (2) consecutive quarters, the subject permit shall come before the City Commission for review and possible revocation. Monitoring and testing standards shall be conducted as required by Chapter 17-601.100 through 17-601.900, F.A.C.

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Potable Water Level of Service:

	<u>Residential</u>	<u>Non-Residential</u>
1990-1995	95 gal/capita/day	660 gal/acre/day
1996-2010	93,100 gal/capita/day	650 gal/acre/day

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~~SS~~ Solid Waste Disposal Level of Service:

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~~1991-1993 Level of Service (lb/capita/day)~~

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Land Use	<u>Total</u>	<u>WTE</u>
	<u>Waste</u>	<u>Facility</u>
	<u>Generation</u>	<u>Capacity</u>
Residential	3.8	2.93
Non-Residential	9.1	7.00

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~~1994-2010 Level of Service (lb/capita/day)~~

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Land Use	<u>Total</u>	<u>WTE</u>	<u>Recyclable</u>
		<u>Facility</u>	<u>Waste</u>
	<u>Generation</u>	<u>Capacity</u>	<u>Generation</u>
Residential	2.66	2.05	0.5
Non-Residential	6.37	4.90	0.25

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The City shall not approve development applications unless the City demonstrates that sufficient capacity is available to accommodate projected solid waste disposal needs for all existing and approved development for a period of three (3) years. ~~As part of the remedial plan amendment the City shall include an executed copy of the contract for accommodating haul out and landfill needs covering a five year period with an option to renew for five additional years. The City's contract with Chambers shall provide a reserve capacity for 50,000 tons per year or 299.40 cubic yards of landfill at the Berman Road Landfill in Okeechobee County. The landfill is comprised of 345 acres with an adjacent 2,000 acres under ownership by Chambers for landfill expansion.~~

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Drainage:

The Drainage level of service standard below will be applicable to all types of development. Where two or more standards impact a specific development, the most restrictive standard shall apply:

- a. Post development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with a 24 hour duration.
- b. Stormwater treatment and disposal facilities shall be designed to meet the design and performance standards established in Chapter ~~17-25.62-25~~, Section 25.025, FAC, with treatment of the runoff from the first one inch of rainfall on-site to meet the water quality standards required by Chapter 17-302, Section ~~17-302.500 62-302.862-302.500~~, FAC. Stormwater facilities which directly discharge into "Outstanding Florida Waters" (OFW) shall provide an additional treatment pursuant to Section ~~17-25.025 62-25.025~~ (9), FAC.
- c. Stormwater facilities must be designed so as to not degrade the receiving water body below the minimum conditions necessary to assure the suitability of water for the designated use of its classification as established in Chapter ~~17-302 62-302~~, FAC.

~~In order to ensure that these levels of service standards are maintained, upon plan adoption the City of Key West shall develop a concurrency management implementation system pursuant to 9J-5.0055, F.A.C., which shall prescribe methodologies for determining available capacity and demand, including appropriate peak demand coefficient for each facility and for the type of development proposed.~~

Recreation Standards for Facilities:

~~See Table IX-1.6.1(1) which The following Table IX-1 is adopted as the level of service standard for recreation facilities.~~

**TABLE IX-1
LEVEL OF SERVICE STANDARDS FOR RECREATION SITES
City of Key West
1990**

Park Facility	Location	1,000 Population	Population Served	Desirable Park Area (Ac)	Facilities
Neighborhood Park	Neighborhood areas, adjacent to elementary school when feasible	2.5 acres	up to 5,000	Minimum of 2.5 acres	Plan apparatus areas, recreation building, sports fields, paved multi purpose courts, senior citizens area, picnic area, open or free play area, and landscaping.
Community Park	Serves residents of a group of neighborhoods, adjacent to Jr. or Sr. High school when feasible	2.5 acres	up to 25,000	Minimum of 10 acres	All the facilities found in a neighborhood park plus facilities to service the entire family. Pools, softball/baseball fields, tennis courts, play areas, picnic area, passive and active recreation areas, multi-

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					purpose courts, and recreation building.
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SOURCE: Adapted from "Outdoor Recreation in Florida," Florida Department of Natural Resources, 1987, p. 101.

NOTE: Service area is City limit boundary.

PREPARED BY: Solin and Associates, Inc., 1990.

Recreation Standards for Sites:

See ~~Table IX 1.6.1(2) which~~ The following Table IX-2 is adopted as the level of service standard for parks and recreation areas.

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Table IX-2
Recreation Facilities Radius Standard:

<u>Park Type</u>	<u>Acreage</u>	<u>Service Radius</u>
<u>Urban Open Spaces</u>	<u>0 – 2.5</u>	<u>5 minute walk; .25 miles</u>
<u>Neighborhood</u>	<u>2.5 – 10</u>	<u>10 minute walk; .5 miles</u>
<u>Community</u>	<u>10 – 30</u>	<u>10 minute drive; 3 miles</u>

Urban Open Space is understood to mean those areas designated in the City which are between 0 and 2.5 acres and typically contain landscaped areas but have limited or no facilities or other improvement. These areas could include pocket parks. The recreational use of these sites is limited by their location and/or size. These sites serve to preserve the aesthetic quality of an area or to intersperse congested urban environments with aesthetically pleasing buffer areas, as well as some limited recreational benefits. Some open space areas may serve as linear, vest pocket parks, while other areas are parkways, boulevard medians, plazas, malls, courthouse squares and promenades.

Neighborhood Parks are understood to mean those designated areas that are "walk-to" facilities where residents may walk or bicycle to the park within a given neighborhood. Areas for diverse recreational activities which may include, but are not limited to, field games, court games, sports fields, playground apparatus area, picnic area, landscaping and gardens or senior citizen areas. The Neighborhood Park is a place where neighbors and their families go to meet.

Community Parks are understood to mean an area that provides a diverse range of recreational and leisure activities or provides very specific active recreation facilities for all individuals and families. Facilities and activities may include, but are not limited to athletic fields, swimming pools, gymnasiums, performing and community centers, wildlife trails. These facilities are designed to meet the recreation needs of the entire community.

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Transportation Standards:

~~MINIMUM LOS STANDARD
PEAK HOUR~~

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Roadway Facilities	Segment	1991-92	1993-2010
State Urban Principal Arterials		C	D
U.S. 1	N. Roosevelt Blvd.	C	D
	Truman Ave.	C	E
	Whitehead St.	C	E
County Urban Minor Arterials		D	D
County Urban Collectors		D	D
City Urban Collectors		D	D

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The Level of Service (LOS) determination of thresholds shall be calculated using the best available methodology. The City hereby adopts the following peak hour roadway level of service standards based on functional classification (for U.S. 1, the LOS shall be assessed based on a peak direction analysis of the highest 15 minute period of the 100th highest hourly volume of the year, or K100):

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Roadway Facilities	Segment	Min LOS Standard Peak Hour
State Urban Principal Arterials		C (1)
U.S. 1	N. Roosevelt Blvd.	C (1)
	Truman Ave	Physically Constrained (1)
	Whitehead St.	Physically Constrained (1)
County Urban Minor Arterials		D
County Urban Collectors		D
City Urban Collectors		D

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(1) Due to physical constraints that would make U.S. 1 improvements cost prohibitive, the segments from Eisenhower Drive to Whitehead Street and from Truman Avenue to Fleming Street, are designated as constrained. These segments have an existing operating condition below the LOS C standard. Constrained facilities level of service shall be C plus five (5) percent.

Policy 9-1.6.2: Adequate Facilities Ordinance. The City shall issue no development order or development permit for new development for which development orders were previously issued unless the concurrency management requirements cited in Objective 9-1.5 and Policy 9-1.5.1 has been satisfied pursuant to requirements of §9J-5.0055 (2) F.A.C.

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The adequate facilities ordinance shall mandate that future applications for development shall include a written evaluation of the impact of the anticipated development on the levels of services for the water and wastewater systems, solid waste system, drainage, recreation, and the traffic circulation system. Prior to issuing a development order or permit the City shall ensure that provisions of concurrency management established in Objective 9-1.5 and Policy 9-1.5.1 have been met. The developer's application shall demonstrate that the proposed development shall include all requisite improvements and that the improvements shall be in place concurrent with the impacts of development as defined in and pursuant to Objective 9-1.5 and consistent with §9J-5.0055, F.A.C. The final point for determining concurrency must be prior to the issuance of a development order or permit which contains a specific plan for development, including the densities and intensities of use.

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Policy 9-1.6.3: Evaluation Criteria for Comprehensive Plan Amendments and Development. Proposed Comprehensive Plan amendments and requests for new development or redevelopment shall be evaluated according to the following guidelines:

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- a. Does the proposed action contribute to a condition of public hazard as described in the Public Facilities and/or Coastal Management Elements;
- b. Does the proposed action exacerbate any existing condition of public facility capacity deficits, as described in the Transportation Circulation, Public Facilities, and/or Recreation and Open Space Elements;
- c. Does the proposed action generate public facility demands that may be accommodated by capacity increases planned in the Five-Year Schedule of Improvements;
- d. Does the proposed action conform with the future land uses designated on the Future Land Use Map within the Future Land Use Element;
- e. Does the proposed action comply with and accommodate public facility demands based on the adopted level of service standards contained herein;
- f. If the proposed action requires that any public facilities be provided by the City, there shall be a demonstration of financial feasibility; and
- g. Does the proposed action impact facility plans of any State agencies or facility plans of the South Florida Water Management District.
- h. Does the proposed action have adverse impacts on natural and environmental resources, including near shore waters, the reef tracts, and marine resources.

§9-2: IMPLEMENTING CAPITAL IMPROVEMENTS. This section stipulates a five year schedule of Capital Improvements together with criteria for monitoring and evaluating the Capital Improvements Element.

Policy 9-2.1: Five Year Schedule of Improvements. Table IX-1.3: "Five Year Schedule of Improvements," contained herein, establishes the estimated projected cost, and potential revenue sources for each of the Capital Improvement needs identified within the respective comprehensive plan elements and the City's adopted budget. These programs are scheduled in order to ensure that the goals, objectives, and policies established in the capital improvements element shall be met.

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§9-3: MONITORING AND EVALUATING THE CAPITAL IMPROVEMENTS ELEMENT. The Capital Improvements element shall be reviewed on an annual basis in order to ensure that the required fiscal resources are available to provide adequate public facilities needed to support future land use consistent with adopted level of service standards. The annual review of the Capital Improvements Element shall be the responsibility of the Planning Board. Findings and recommendations of the Planning Board shall be considered by the City Commission at a public meeting. At such time the City Commission shall take action as it deems necessary in order to refine/update the Capital Improvements Element.

The monitoring and evaluation procedure shall incorporate the following considerations:

1. **Data Update and Refinements.** Determine if any corrections, updates, and/or modifications should be undertaken, such considerations shall include, but not necessarily be limited to, the following:
 - o Estimated costs
 - o Revenue sources

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- Recently constructed capital improvements
 - Dedications
 - Scheduled dates of improvements projects
2. **Consistency Review.** Determine whether changes to the Capital Improvements Element are necessary in order to maintain consistency with other elements of the Comprehensive Plan.
 3. **Implications of Scheduled Master Plans.** The five-year schedule of improvements shall be updated as necessary in order to reflect new projects identified in ~~the proposed~~ various on-going improvement plans ~~and studies for drainage and traffic circulation improvements.~~
 4. ~~**Priority of Scheduled Improvements.** The cited improvement plans for traffic circulation and drainage shall assess existing deficiencies and recommend a schedule of priorities for public improvements.~~
 5. **Capital Improvement Evaluation Criteria.** Annually, the Finance Director and the City Planner shall review the criteria used to evaluate capital improvement projects in order to ensure that the projects are being ranked in their appropriate order of priority and incorporate any needed changes in order to upgrade and facilitate the evaluation process.
 6. **Level of Service Standards.** Annually, the Finance Director and City Planner shall evaluate the City's effectiveness in maintaining the adopted level of service standards and recommend any needed action to address problem areas.
 7. **County, State and Regional Improvement Programs.** The City Planner shall annually review the effectiveness of program coordination in resolving multi-jurisdictional issues surrounding the plans and programs of County, State and Regional agencies, as well as private entities that provide public facilities within the City's jurisdiction.
 8. **Private Sector Improvements, Dedications or Fees in Lieu Thereof.** The City Planner shall evaluate the effectiveness of provisions requiring mandatory dedications or fees in lieu thereof, as well as progress toward incorporating other programs for assessing new development a pro-rata share of the improvement costs generated by the respective developments.
 9. **Impact of Other Jurisdictions in Maintaining Level of Service Standards.** The City Planner shall coordinate with the City Engineer in evaluating the success and failure of intergovernmental coordination in achieving an areawide approach to achieving central water and wastewater systems, areawide transportation improvements, as well as drainage improvements, which may be required to maintain levels of service standards.
 10. **Outstanding Indebtedness.** Annually the City Manager's Office shall evaluate the ratio of outstanding indebtedness to the property tax base.
 11. **Grantsmanship.** The City Planner shall evaluate efforts made to secure available grants or private funds in order to finance the provision of capital improvements.
 12. **Fiscal Management.** The City Planner shall evaluate the City's progress in finding effective funding mechanisms for promoting road and drainage improvements as well as other capital improvement needs identified in the scheduled drainage, traffic circulation, water, solid waste master plan and wastewater improvement plans.
 13. **Evaluation Criteria.** The City Planner shall evaluate the usefulness of criteria used to evaluate plan amendments as well as requests for new development/redevelopment.

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14. **Update Schedule of Improvements.** The City Planner shall review the City's success in implementing the five-year capital improvement program and refine the schedule to include any new projects required to support any development during the latter part of the five-year schedule.

§9-4: IMPLEMENTING THE WATER SUPPLY PLAN AND INTERGOVERNMENTAL COORDINATION FOR WATER SUPPLY

Need an Objective Here

Policy 9-4.1.1. Concurrency Management Procedures. ~~Appropriate mechanisms will be developed and adopted with the FKAA and South Florida Water Management District in order to assure that adequate water supplies are available to all water users. Prior to approval of a building permit or its functional equivalent, the City shall consult with the FKAA to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance of a certificate of occupancy. Furthermore, the City will be responsible for monitoring the availability of water supplies for all water users and for implementing a system that links water supplies to the permitting of new development.~~

Policy 9-4.1.2. Coordination of Land Use and Water Service and Deliver Systems. ~~The City will ensure the financial feasibility of the public water infrastructure system by coordinating its land development practices with the FKAA water service production and delivery systems.~~

Policy 9-4.1.3. Intergovernmental Procedures with FKAA. ~~The City shall provide monthly data to the FKAA, or as required by such entity, to track the amount of water to be allocated for new use.~~

Policy 9-4.1.4. Capital Improvement Schedules of Other Agencies. ~~The City shall incorporate capital improvements affecting City levels of service by referencing the Capital Improvements Schedules of the FKAA (2011/2012 through 2015/2016), state agencies and other units of government providing services but not having regulatory authority over the use of land into its 5-year Schedule of Capital Improvements (Fiscal Years 2011/2012 through 2015/2016). The City Schedule shall be maintained and updated annually.~~

**TABLE IX-1
RECREATIONAL STANDARDS FOR FACILITIES
City of Key West**

FACILITY	STANDARD
Tennis Courts	1 Court per 7,500 pop.
Racquetball/Handball Courts	1 Court per 10,000 pop.
Basketball Courts	1 Court per 5,000 pop.
Softball/Baseball Diamond	1 Diamond per 4,500 pop.
Swimming Pool	1 Pool per 45,000 pop.
Golf Course	1 18-hole Course per 50,000 pop.
Boat Ramps	1 Ramp per 9,500 pop.
Football/Soccer Field	1 Field per 11,000 pop.
Boocci Courts	1 Court per 9,500 pop.

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NOTE:

~~(1) This level of service standard is substantially below the State's recommended minimum standard. However, the City has year round swimming facilities available at public beaches.~~

~~SOURCE: Adapted from "Outdoor Recreation in Florida," Florida Department of Natural Resources, 1987, p. 99.~~

~~PREPARED BY: Solin and Associates, Inc., June 1991~~

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TABLE IX-2
LEVEL OF SERVICE STANDARDS FOR RECREATIONAL SITES
 City of Key West

Park Facility	Location	1,000 Population	Population Served	Desirable Park Area (Ac)	Facilities
Neighborhood Park	Neighborhood areas, adjacent to elementary school when feasible	2.5 acres	up to 5,000	Minimum of 2.5 acres	Play apparatus areas, recreation building, sports fields, paved multi-purpose courts, senior citizens area, picnic area, open or free play area and landscaping.
Community Park	Serves residents of a group of neighborhoods, adjacent to Jr. or Sr. High school when feasible	2.5 acres	up to 25,000	Minimum of 10 acres	All the facilities found in a neighborhood park plus facilities to service the entire family. Pools, softball/baseball fields, tennis courts, play areas, picnic area, passive and active recreation areas, multi-purpose courts, and recreation building.

SOURCE: Adapted from "Outdoor Recreation in Florida," Florida Department of Natural Resources, 1987, p. 101.

NOTE: Service area is limited to the City limit boundary.

PREPARED BY: Solin and Associates, Inc., 1990.

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TABLE IX-3, page 1 of 4
FIVE-YEAR SCHEDULE OF IMPROVEMENTS
City of Key West

Project	Programmed City Funding Sources (a)	Other Programmed Funding Sources	Total Project Cost	FY 1992-93 2011-12	FY 1993-94 2012-13	FY 1994-95 2013-14	FY 1995-96 2014-15	FY 1996-97 2015-16	FY 1997-98 2016-17 and beyond
I. PUBLIC FACILITIES									
A. Wastewater System Capital Improvements (a)									
1. Ocean Outfall Rehab Fleming Key Bridge Repair			\$9504,000	\$370,000	\$580,000				
		Navy (23%)	\$230,000	\$218,500	\$133,400				
City Obligation	Sewer Fund		\$770,000	\$770,000	\$446,600				
2. Deep Injection Well Capacity Expansion			\$180,000	\$180,000	\$1,065,500				
		Navy (23%)	\$42,000	\$42,000	\$91,100				
City Obligation	Sewer Fund		\$138,000	\$138,000	\$974,400				
3. Effluent Disposal Roosevelt Force Main Alternatives (b)			\$5,000,000	\$160,000	\$100,000	\$1,000,000	\$4,000,000		
		Navy (23%)	\$1,150,000	\$13,700	\$8,600	\$230,000	\$920,000		
City Obligation	Connection Fees		\$65,600	\$65,600					
City Obligation	Sewer Fund		\$3,850,000	\$80,700	\$91,400	\$770,000	\$3,080,000		
4. Sigsbee Park Lightning Protection Rehab			\$500,000	\$500,000	\$124,700				
		Navy (100%)	\$500,000	\$500,000	\$28,700				
City Obligation	Sewer Fund		\$0	\$96,000					
5. Phase I, Districts E and F Sewer System Rehabilitation Pump Station Rehab			\$2,900,000	\$2,900,000	\$140,000		\$280,000		
		Navy			\$8,400		\$16,800		
City Obligation	Sewer Fund				\$131,600		\$263,200		
6. Sewer System Evaluation of Districts A and D Pump			\$3,243,500	\$200,000		\$250,000	\$2,993,500		

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Station Improvements									
		<u>Navy</u>				<\$21,400>	<\$256,000>		
City Obligation	<u>Sewer Fund</u>					\$228,600	\$2,737,500		
7. Phase II (Districts A and D and Remaining Districts (E, F, and G) Sewer System Rehabilitation Sewer Lift Station VFA	<u>Sewer Fund</u>		<u>\$8,000,000</u> <u>1,550,000</u>	<u>\$500,000</u>	<u>\$1,500,000</u> <u>250,000</u>	<u>\$1,000,000</u> <u>1,300,000</u>	<u>\$1,200,000</u>	<u>\$3,800,000</u>	<u>\$0</u>

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TABLE IX-3, page 2 of 4
FIVE-YEAR SCHEDULE OF IMPROVEMENTS
City of Key West

Project	Programmed City Funding Sources (a)	Other Programmed Funding Sources	Total Project Cost	FY 1992-93 2011-12	FY 1993-94 2012-13	FY 1994-95 2013-14	FY 1995-96 2014-15	FY 1996-97 2015-16	FY 1997-98 2016-17 and beyond
8. Miscellaneous Sewer System Repairs Sewer Vector Truck	<u>Sewer Fund</u>		\$500,000 250,000	\$100,000	\$100,000 250,000	\$100,000	\$100,000	\$100,000	\$100,000
9. Pump Station "E" Expansion			\$115,000	\$115,000					
10. Pump station D Rehab.			\$720,000	\$720,000					
11. Pump Station B Rehab			\$320,000	\$320,000					
TOTAL CITY SHARE 12. Pump Station Impvmts for C, F, D, A			\$7,200,500 \$170,000	\$1,510,500 \$170,000	\$2,144,000	\$1,528,600	\$3,000,700	\$0	\$0
TOTAL GRANTS 13. South Roosevelt Boulevard Airport Area			\$0 \$850,000	\$0 \$850,000	\$0	\$0	\$0	\$0	\$0
TOTAL NAVY SHARE 14. Maintenance Building			\$2,071,000 \$150,000	\$772,000 \$150,000	\$241,500	\$21,400	\$272,800	\$0	\$0
TOTAL WASTEWATER SYSTEM CAPITAL IMPROVEMENTS			\$8,955,500	\$1,299,200	\$2,385,500	\$1,975,000	\$3,273,500	\$0	\$0
15. South Roosevelt Boulevard Western Portion			\$640,000	\$640,000					
16. Upsize Pumps			\$650,000		\$650,000				
City Obligation		Navy <23%>	<\$149,000>	<\$149,000>					
17. Hilton Haven			\$500,000	\$500,000					
18. North Stock Island			\$4,000,000						
TOTAL CITY SHARE			\$20,324,000	\$8,073,000	\$2,101,000	\$1,870,000	\$4,380,000	\$3,900,000	\$4,100,000
TOTAL GRANTS			\$0	\$0	\$0	\$0	\$0	\$0	\$0

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<u>TOTAL NAVY SHARE</u>			\$2,071,000	\$772,000	\$149,000	\$230,000	\$920,000	\$0	\$0
<u>TOTAL WASTEWATER SYSTEM CAPITAL IMPROVEMENTS</u>			\$22,395,000	\$8,845,000	\$2,250,000	\$2,100,000	\$5,300,000	\$3,900,000	\$4,100,000

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Notes: (a) All projects funded by the City are funded through the Wastewater Enterprise Fund.
(b) Cost based on deep injection well.

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TABLE IX-3, page 3 of 4
FIVE-YEAR SCHEDULE OF IMPROVEMENTS
City of Key West

Project	Program med City Funding Sources (a)	Other Program med Funding Sources	Total Project Cost	FY 1992-932011-12	FY 1993-942012-13	FY 1994-952013-14	FY 1995-962014-15	FY 1996-972015-16	FY 1997-982016-17 and beyond
B. Potable Water System Capital Improvements		No potable water system capital improvements have been scheduled.							
C. Solid Waste System Capital Improvements (a)									
1. <u>Haulout-Ash (b) Heavy Equipment</u>			\$1,041,000235,000	\$1,041,000			\$235,000		
— <u>Transfer Station</u>									
<u>TOTAL SOLID WASTE SYSTEM CAPITAL IMPROVEMENTS</u>			\$235,000				\$235,000		
D. Drainage System Capital Improvements2-Annual Haulout Cost (b)			\$5,593,000	\$493,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,400,000	\$1,500,000
1. <u>George Street Basin Outfall</u>			\$4,113,500	\$2,530,800	\$1,266,700				
3. <u>Recycling Transfer Station</u>		FEMA	<\$2,772,200>\$67,000	<\$1,847,500>\$67,000	<\$924,700>				
<u>City Obligation</u>	<u>St. Water Fees</u>		\$1,025,300	\$683,300	\$342,000				
2. <u>Outfall & Culvert Cleaning</u>	<u>St. Water Fees</u>		\$455,000		\$30,000	\$425,000			
3. <u>E. Front St. Basin Gravity Wells</u>			\$2,400,000	\$1,200,000	\$1,200,000				
<u>City Obligation</u>		FEMA	<\$1,800,000>	<\$900,000>	<\$900,000>				
			\$600,000	\$300,000	\$300,000				
TOTAL CITY SHARE			\$2,080,300	\$983,300	\$672,000	\$425,000			
TOTAL FEMA SHARE			\$4,572,200	\$2,747,500	\$1,824,700				

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TOTAL DRAINAGE SYSTEM CAPITAL IMPROVEMENTS			<u>\$6,968,500</u>	<u>\$3,730,800</u>	<u>\$2,496,700</u>	<u>\$425,000</u>			
4. Stock Island Closure, —Phase II Closure			\$3,600,000	\$3,600,000					
5. Air Emission Control, —Incinerator Plan			\$2,500,000	\$1,000,000	\$1,500,000				
TOTAL SOLID WASTE SYSTEM CAPITAL IMPROVEMENTS			<u>\$12,801,000</u>	<u>\$6,201,000</u>	<u>\$2,700,000</u>	<u>\$1,200,000</u>	<u>\$1,300,000</u>	<u>\$1,400,000</u>	<u>\$1,500,000</u>
NOTES:	(a) All programmed projects are funded through the Solid Waste Enterprise Fund								
	(b) The haulout costs represent operating costs together with possible capital costs								
D. Drainage System Capital Improvements									
1. Master Drainage Plan		Gas Tax	\$250,000	\$250,000					
TOTAL DRAINAGE SYSTEM CAPITAL IMPROVEMENTS									

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TABLE IX-3, page 4 of 4
FIVE-YEAR SCHEDULE OF IMPROVEMENTS
City of Key West

Project	Programmed City Funding Sources (a)	Other Programmed Funding Sources	Total Project Cost	FY 1992-932011-12	FY 1993-942012-13	FY 1994-952013-14	FY 1995-962014-15	FY 1996-972015-16	FY 1997-982016-17 and beyond
II. TRAFFIC CIRCULATION									
1. Upgrade N. Roosevelt Blvd. Bus Fleet Replacement			\$9,125,000			\$4,600,000	\$4,525,000		
—Section 2.54 miles in length									
—From Eisenhower to U.S. 1			\$18,000,000		\$18,000,000				
		FDOT 100%(a)	\$18,000,000		\$18,000,000	\$4,600,000	\$4,525,000		
City obligation			\$0		\$0	\$0	\$0		
2. Bus Stops / Americans with Transit Facility			\$76,000	\$2,000,000	\$40,000				
Disabilities Act Compliance		FDOT 100%(a)	\$7,243,900	\$2,000,000					
City Obligation			\$0	\$0					
3. Parking Garage Bus Aprons (A)			\$900,000	\$2,880,000	\$440,000	\$2,880,000			
		UMTA / FDOT / FTA 100%(a)	\$2,880,000	\$900,000	\$440,000	\$2,880,000			
TOTAL CITY SHARE			\$76,000	\$36,000	\$40,000	\$0	\$0	\$0	\$0
TOTAL GRANTS			\$20,880,000	\$17,268,900	\$2,916,000	\$2,400,000	\$4,600,000	\$4,525,000	\$0
TOTAL TRAFFIC CIRCULATION SYSTEM IMPROVEMENTS			\$20,956,000	\$17,268,900	\$2,916,000	\$2,400,000	\$4,600,000	\$4,525,000	\$0
NOTE: (a) Includes Right-of-Way									
III. RECREATION									
1. Bayview Park Renovation	7% Infrast. surtax		\$1,005,500	\$290,000	\$505,000				
Trumbo Docks									
2. Practice Fields Harbor Walk Dock Replacement	7% Infrast. surtax		\$760,000	\$49,000	\$300,000	\$50,000	\$410,000		
3. Clayton Sterling Complex Renov.	7% Infrast. surtax		\$1,000,000	\$89,000			\$500,000	\$500,000	
907 Caroline St. Tie Beam									

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4. Rest-Beach-Improvements201 William St. Concrete Repairs	7% Infrast. surtax		\$495,000 168,000	\$495,000 168,000					
5. Frederiek-Douglass-Square CenterLazy Way Repair	7% Infrast. surtax		\$140,000 42,000	\$140,000 42,000	\$				
6. Schooner Warf Rebuild	<u>7% Infrast. surtax</u>		<u>\$372,000</u>	<u>\$372,000</u>					
7. Turtle Kraals Wall Rebuild	<u>7% Infrast. surtax</u>		<u>\$55,000</u>	<u>\$55,000</u>					
8. Common Area Enhancements/Revitalization	<u>7% Infrast. surtax</u>		<u>\$999,000</u>	<u>\$333,000</u>	<u>\$333,000</u>				
9. Ferry Terminal Renovations	<u>7% Infrast. surtax</u>		<u>\$160,000</u>						
10. Ferry Terminal Pier Extension			<u>\$717,400</u>						
		<u>FDOT 72%(a)</u>		<u><\$617,400></u>					
City Obligation	<u>7% Infrast. surtax</u>			<u>\$100,000</u>					
11. Tarpon Pier (R)	<u>7% Infrast. surtax</u>		<u>\$880,000</u>	<u>\$80,000</u>					
TOTAL RECREATION	\$0	\$0	\$3,070,500 4,321,400	\$1,455,000 446,400	\$915,000 333,000	\$0	\$500,000	\$500,000	\$0

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