



Key West Bight Master Plan  
Community Impact Assessment Statement

*The Craig Company*  
March 1996

The Creative Edge

*The Craig Company*

Comprehensive Planning  
Resort/Tourism Planning  
Land Use Regulation  
Development Feasibility  
Site Design  
Expert Witness

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05.20.96

Mr. Ted Strader  
Director of Planning  
City of Key West  
605 - A Simonton Street  
Key West, Florida 33040

Subject: Key West Bight Master Plan - Site Plan Review Application

Dear Ted:

As requested by you and the Key West Bight Manger, Mark Summers, I have completed the application for Site Plan Review to accompany the CIAS previously submitted.

As we also agreed the site plan itself is contained as a full color 11x17 inch map within the CIAS, and the attached ten copies of the large 40 x 50inch Master Plan meet the requirement for submittal for site plan review. Also, Mark has signed the application and the check for review fee provided by him as arepresentative of the Key West Bight Board.

As you know the Master Plan is somewhat different than traditional site plans, as only some of the construction is to take place in the near future, with other developments dependent upon the availability of both public and private funding.

Please process the site plan and CIAS for review at the Planning Board at your earliest convenience and call if you have any questions.

Very Truly Yours

  
Donald Leland Craig, AICP

cc: Mark Summers



Last Copy Withdrawal (or more)  
Monday, Tuesday/14/12



## EXECUTIVE SUMMARY

The Key West Bight Master Plan program public infrastructure and private leasehold improvements involving 36380 SQ.FT. of new space of the following types:

- Restaurants 14241 SQ.FT.
- Professional Office 150 SQ.FT.
- Speciality Retail 18000 SQ.FT.
- Grocery & Warehouse 0 SQ.FT.
- Marine Service/Repair 1625 SQ.FT.
- Bars/Lounges 1684 SQ.FT.

In addition the existing 142 slips at the marina will be reduced to allow a mix of craft including some larger boats, but reducing the number of slips to 136.

Although some parking demand is exempted from providing parking because of City Ordinances, new or expanded uses will be accommodated by 380 spaces to be provided on site and under new buildings. Some Bight users are expected to park in the City Park and Ride Facility on Caroline Street. Significant spaces have been provided for bicycles and streets and plazas have been designed to specifically accommodate transit vehicles.

Based upon standard State and City criteria the public facility impacts are:

- Potable Water 109770-119370 GPD
- Wastewater 108770-118370 GPD
- Solid Waste 49252 LB/Week
- Traffic 1239 Vehicles P.M. Peak Unadjusted
- Traffic 708 Vehicles P.M. Peak Adjusted

These uses will be accommodated in a series of new and remodeled buildings, most of which have yet been designed.

The improvements will be made in phases, with the public infrastructure being constructed primarily in 1995-97, including the majority of the Marina Improvements, new storm drainage systems, water and sewer lines, parking and landscaping. New buildings and docks T1 and T2 will be dependent upon private funding or public/private funding.

This new space will be added to existing space of the same type to produce actual space utilization of 86679 SQ.FT. on the 8.8 acres of site with the following uses:

• Restaurants	29350 SQ.FT.
• Professional Office	6400 SQ.FT.
• Speciality Retail	31454 SQ.FT.
• Grocery & Warehouse	9800 SQ.FT.
• Marine Service/Repair	5975 SQ.FT.
• Bars/Lounges	3700 SQ.FT.
<hr/>	
TOTAL	86679 SQ.FT.

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- C. Excerpts - City of Key West Comprehensive Plan
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## **PARTICIPANTS and CIAS PROCESS OVER VIEW**

**Owner:** City of Key West  
525 Angela Street  
Key West, Florida 33040

**Management:** Key West Bight Management District Board  
201 William Street  
Key West, Florida 33040

**Consulting Architect  
to Wilson, Miller:** Gonzalez Architects  
3130 Northside Drive  
Key West, Florida 33040

**Landscape Architecture  
Civil Engineering  
Planning:** Wilson, Miller, Barton & Peek, Inc.  
Wilson Professional Center, Suite 200  
3200 Baily Lane  
Naples, Florida 33942

**Marina Consultants:** International Marina Resources, Inc.  
Harbor Towne Marina, Suite 208  
850 Northeast Third Street  
Dania, Florida 33004

**CIAS Consultant:** The Craig Company  
718 Caroline Street  
Key West, Florida 33040

## CIAS PROCESS OVERVIEW

The Key West Bight Master plan portrays a multi year redevelopment scheme for the City of Key West harbor and surrounding lands. This Community Impact Assessment Statement (CIAS) describes the anticipated effects of the full implementation of the plan's various projects on the public facilities serving the Bight area and the surrounding neighborhoods as well as the City as a whole and the natural environment.

The level of detail found in the CIAS is commensurate with the level of detail found in the plan itself. While some parts of the plan are well defined, such as the number and type of new dock facilities, the new public bathrooms and the new parking lots, other projects portrayed in the plan are not yet clearly defined nor designed beyond the schematic Master Plan phase with an estimate of size and configuration of buildings. For these projects the general type of land use has been programmed. However, the specific "brand" of use or specific tenant have not been identified in the plan. Therefore, the level of impact analysis for the Master Plan is general in these cases, and is subject to change should the project change in size or type of tenant.

In all cases the level of impacts described are sufficient to determine the outside envelope of expected impacts and each of the projects may proceed to either building permit or final design, depending on the project, following approval of this CIAS at Public Hearing. It is anticipated that formal amendment of this CIAS will not be required.

The Key West Bight is a 8.8 acre upland site adjacent to the portion of the Key West harbor known as the "Bight". It was developed over a long period, from the earliest settlement of Key West in the early part of the last century. While the number and kind of users has changed numerous times, the prime focus of the entire area has always been to the sea and the boats that trade upon it, bringing to Key West products and tourists alike.

Excerpts from the Key West Bight Master Plan found in the Appendices describe in greater detail the City's acquisition of the upland areas surrounding the Bight's docks and the planned elements for each area.

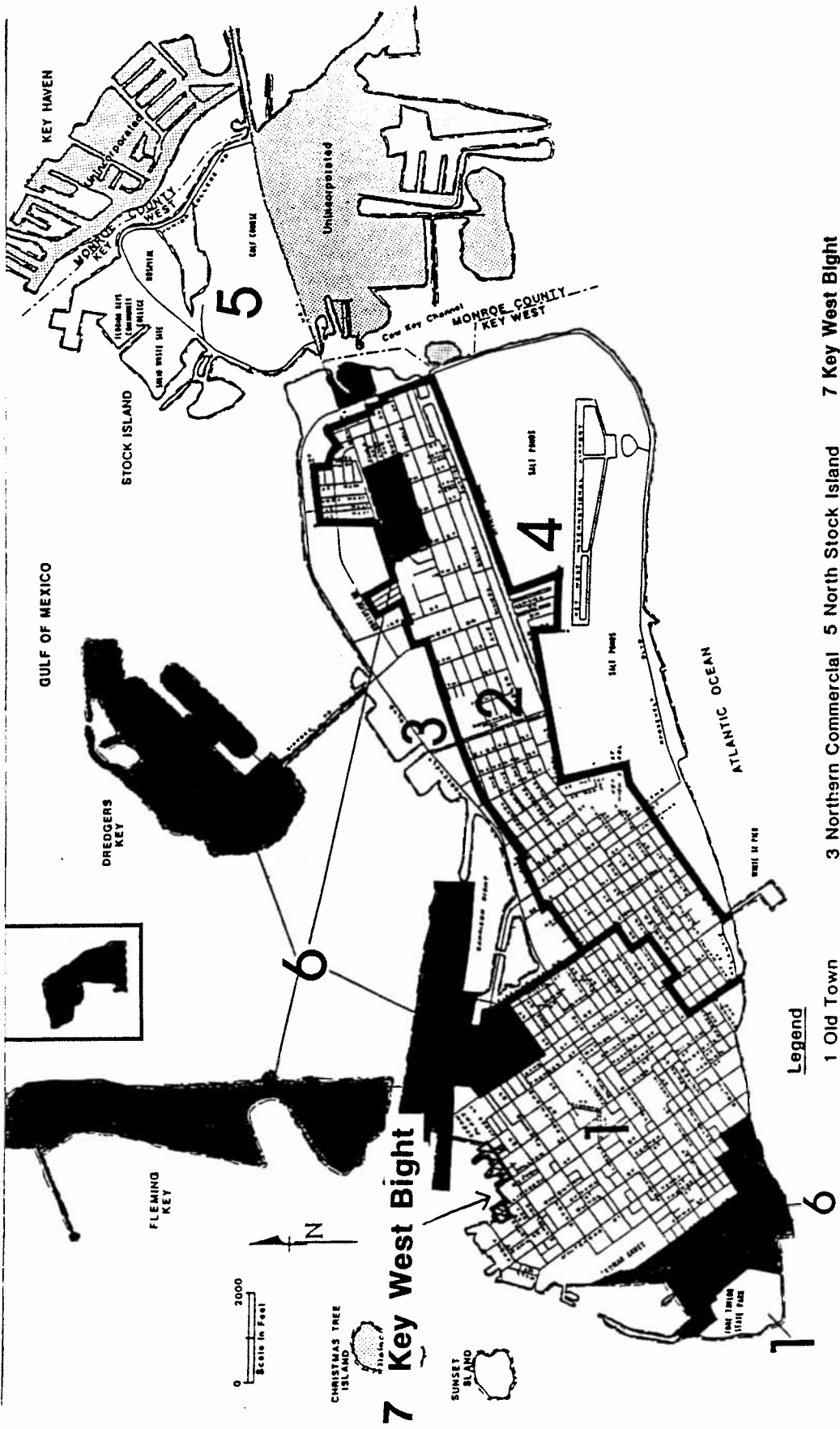
## GENERAL PROJECT DESCRIPTION

In summary, the project, a redevelopment of the Bight upland and adjacent water areas from a previous mixture of old shrimp fishing industry docks and tourist attractions, to a mixed use project having retail, service commercial, tourist attractions and full service marina with associated support and accessory uses.

The City of Key West and the appointed Key West Bight Management District Bight Board manage the property to accomplish the completion of the three general phases over a time period extending from the acquisition of the property in 1993, until the anticipated completion of all improvements just after the turn of the century, depending upon the lease up rate .

The site location map on the following page identifies the project area within the City, and the aerial photograph identifies the existing built conditions context of the site among other uses at the harbor.

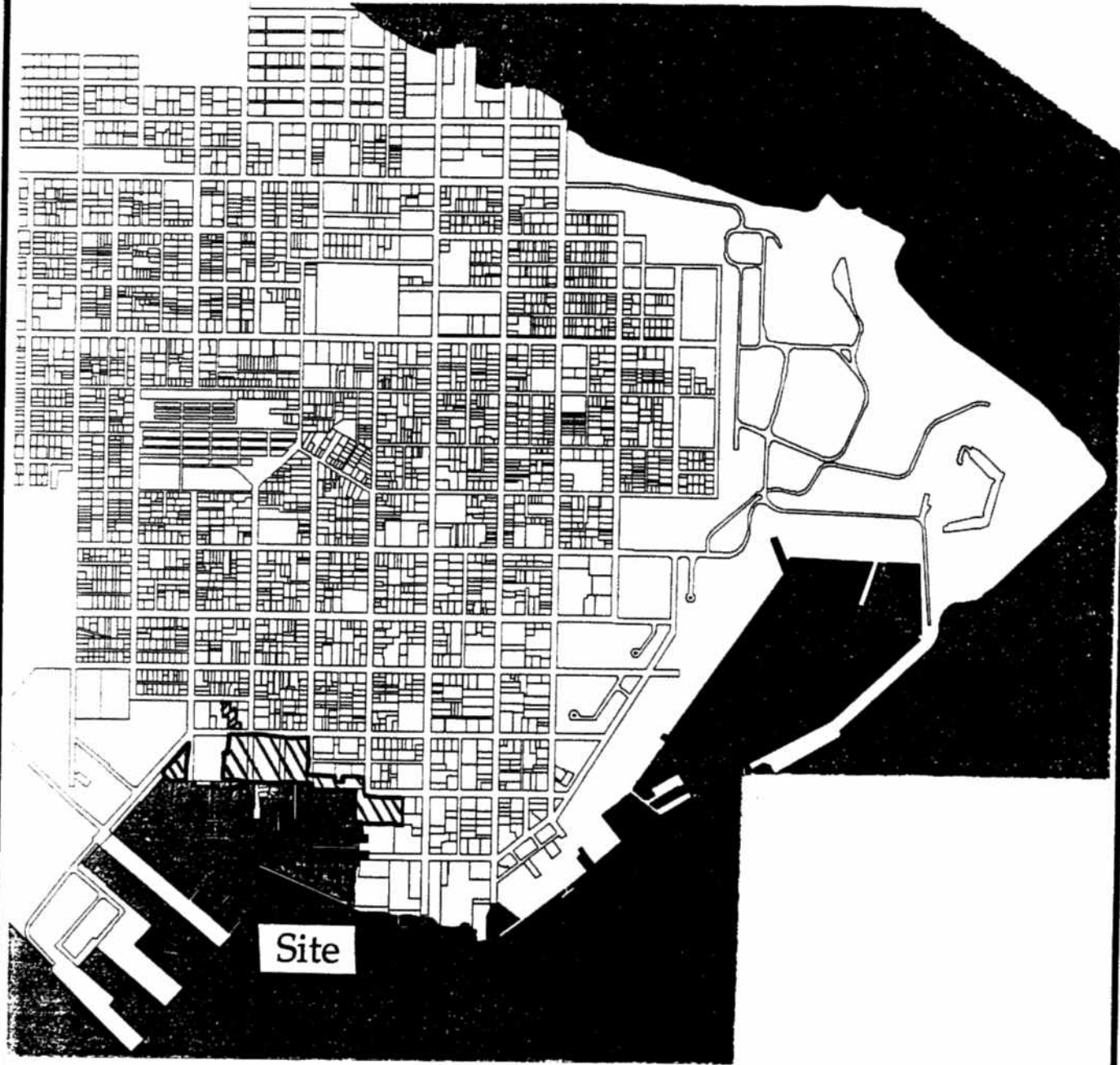
Following the aerial photograph is Table 1 which portrays the proposed land use and development characteristics to the extent that they have been finalized within the Master Plan.



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Site Location Map

Key West Bight Master Plan  
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## Key West Bight Master Plan

### Community Impact Assessment Statement

#### Site Location Map

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Key West Bight Master Plan  
Community Impact Assessment Statement

Aerial  
Photograph

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**TABLE 1 - MASTER PLAN SUMMARY CHARACTERISTICS**

**Site Data**

- **Future Land Use District Classification** - HRCC-2 High Density Residential Commercial
- **Zoning Classification** - HP-2 (Commercial Historic Preservation) and M-1 (Industrial)
- **Parcel Sizes**
  - Total Site** - 8.85 AC or 385,592 SQ.FT.
  - Parcel A** - 1.83 AC or 79,715 SQ.FT.
  - Parcel B** - 0.88 AC or 38,768 SQ.FT.
  - Parcel C** - 3.28 AC or 142,876 SQ.FT.
  - Parcel D** - 1.33 AC or 57,935 SQ.FT.
  - Parcel E** - 0.88 AC or 38,332 SQ.FT.
  - Parcel F** - 0.65 AC or 28,314 SQ.FT.
- **Shoreline Frontage** - Approximately 1633 Lineal Feet

**CITY DEVELOPMENT STANDARDS AS APPLIED**

Standard	Existing Code (HP-2)	New LDR's	Project
<b>Floor Area Ratio (FAR)</b>	1:1 100%	0.5:1 50%	23.2%
<b>Required Setbacks</b>			
<b>Front</b>	5 feet	10 feet	2-5 feet
<b>Side</b>	2.5 feet	7.5 feet	0-10 + feet
<b>Rear</b>	10 feet	15 feet	0-15 + feet
<b>Shoreline</b>	30 feet	30-100 feet	5-50 + feet
<b>Maximum Lot Coverage</b>	50%	50-60%	50%
<b>Minimum Landscape Area</b>	20%	50%	35%

	Existing Code	New LDR's	Project
<b>Parking</b>			
• Restaurant/Lounge	1 space/45 sq.ft.	1 space/45sq.ft.	1 space/45 sq.ft.
• Speciality Retail	1/300 sq.ft.	1/200 sq.ft.	1/300 sq.ft.
• Marine Repair	1/2 employees	1/200 sq.ft.	1/2 employees
• Professional Office	1/300 sq.ft	1/150 sq.ft.	1/300 sq.ft.
• Grocery	1/300 sq.ft.	1/200 sq.ft.	1/300 sq.ft.
• Warehouse	1/2 employees	1/500 sq.ft.	1/2 employees
• Marina	see 6 below	see 6 below	see 6 below
<b>Building Height</b>	35' + 5' for sloped roofs	35' feet	35' feet

#### NOTES:

1. Historic District Parking Exemption applies to the Key West Bight is reflected on these figures.
2. The Bight property falls into two Land Use Districts (HP-2 and M-1) and under the proposed Land Development Regulations will be placed in the HRCC-2 district. The Requirements of each of these districts is reflected in the table above.
3. Within the M-1 District there is no maximum lot coverage, with the exception of the 20% City wide landscaping requirement, yielding 80% maximum lot coverage.
4. With the M-1 District, the following setbacks apply:  
Front - 20 feet  
Side - none  
Rear - 15 feet
5. Maximum FAR in the M-1 District is 200% or 2:1, and height limitation is 35%
6. Existing Code and proposed in Master Plan 1 for each live aboard; 1 for each pleasure boat, 1 for each 3 passengers. The new LDR's require 1 space per 200 gfa of any building devoted to marine use, plus 1 space per employee, plus 1 per 3 passengers on each commercial boat.

## BUILDING DATA

The table on the following page illustrates the mix of land uses of the Master Plan.

Basic design concepts reflected in the mix size and location of uses and buildings are the following:

- Uses will be limited to the types already existing at the Bight and to those which are "water related" or "water dependent" as defined in the City Comprehensive Plan or by historical and practical use at the Bight.
- Adaptive reuse of buildings is a central goal wherever practical in order to minimize construction cost and to maintain the existing character of the Bight.
- Permanent and transient residential uses have been eliminated from the area.
- The emphasis of the land use mix is to provide for both daytime and nighttime use of the property in order to attract a wide diversity of users.
- Pedestrian and bicycle use of the property is encouraged by plaza design and limitations of use incompatible with public access to waterfront areas.

**TABLE 2 Key West Bight Leased Buildings**

	Name	Location	Existing Sq. Ft.	Proposed Sq. Ft.
Restaurants	BO's Fishwagon	L18	1,100	1,100
	Half Shell Restaurant	L10	7,488	8,000
	Crab Shack	L14	2,243	2,500
	Turtle Kraals	L8	4,278	6,700
	Proposed Seaport		0	3,850
	Seaport Bld.	L3	0	7,200
	<b>Totals</b>			<b>15,109</b>
Lounges	Schooner Wharf Bar	L6	2,016	2,500
	PT's Addition		0	1,200
	<b>Totals</b>		<b>2016</b>	<b>3700</b>
Retail Specialty	Lazy Way Shops	L5	3,140	3,140
	Local Color	L9	1,200	1,200
	Fish Market	L9	1,724	1,724
	Trolley & Gift Shop	L9	1,200	1,200
	Discovery Tours	L12	800	800
	Bait Shop	L12	1,000	1,000
	Lost Reef Adventures	L11	1,550	1,550
	Market Building	L7	0	6,000
	Piano Shop	L13	1,700	1,700
	Reef Relief	L13	400	400
	Rum Runner	L13	240	240
	Proposed Margaret St.		0	2,400
	Proposed Lands End		0	1,000
	Proposed Greene St.		0	8,700
	Proposed Lazy Way		0	400
Looker Dive Shop	L17	500	0	
<b>Totals</b>			<b>13,454</b>	<b>31,454</b>
Marine Repairs	Ice Plant	L2	2,200	0
	Seaport Bld.	L3	7,200	0
	Tiangle Bld.	L16	2,600	2,600
	Tiangle Carpenter	L15	970	0
	Proposed Buildings		0	1,625
	Thompson Fish House	L19	1,750	1,750
<b>Totals</b>			<b>14,720</b>	<b>5,975</b>
Professional Office	Jimmy Buffet Studio	L4	1,500	1,500
	Market Second Floor	L7	1,400	1,400
	Market Third Floor	L7	2,400	2,400
	Market First Floor	L7	600	600
	Thompson Fish House	L19	350	500
<b>Totals</b>			<b>6,250</b>	<b>6,400</b>
Grocery	Waterfront Market	L7	4,500	4,500
Warehouse	Waterfront Market	L7	9,785	5,300

## LEASE AREAS

The Key West Bight Master Plan identifies public access areas, common areas, and lease areas.

The map on the following page identifies the location of each leasable area and building by the letter designation "L" and a corresponding numerical designation, generally moving from west to east from Greene Street to Grinnell and Trumbo Road.

Of the total site area of 385,592 SQ.FT. the proposed leasable building area is 86679 SQ.FT. and public area 167,100 SQ.FT.

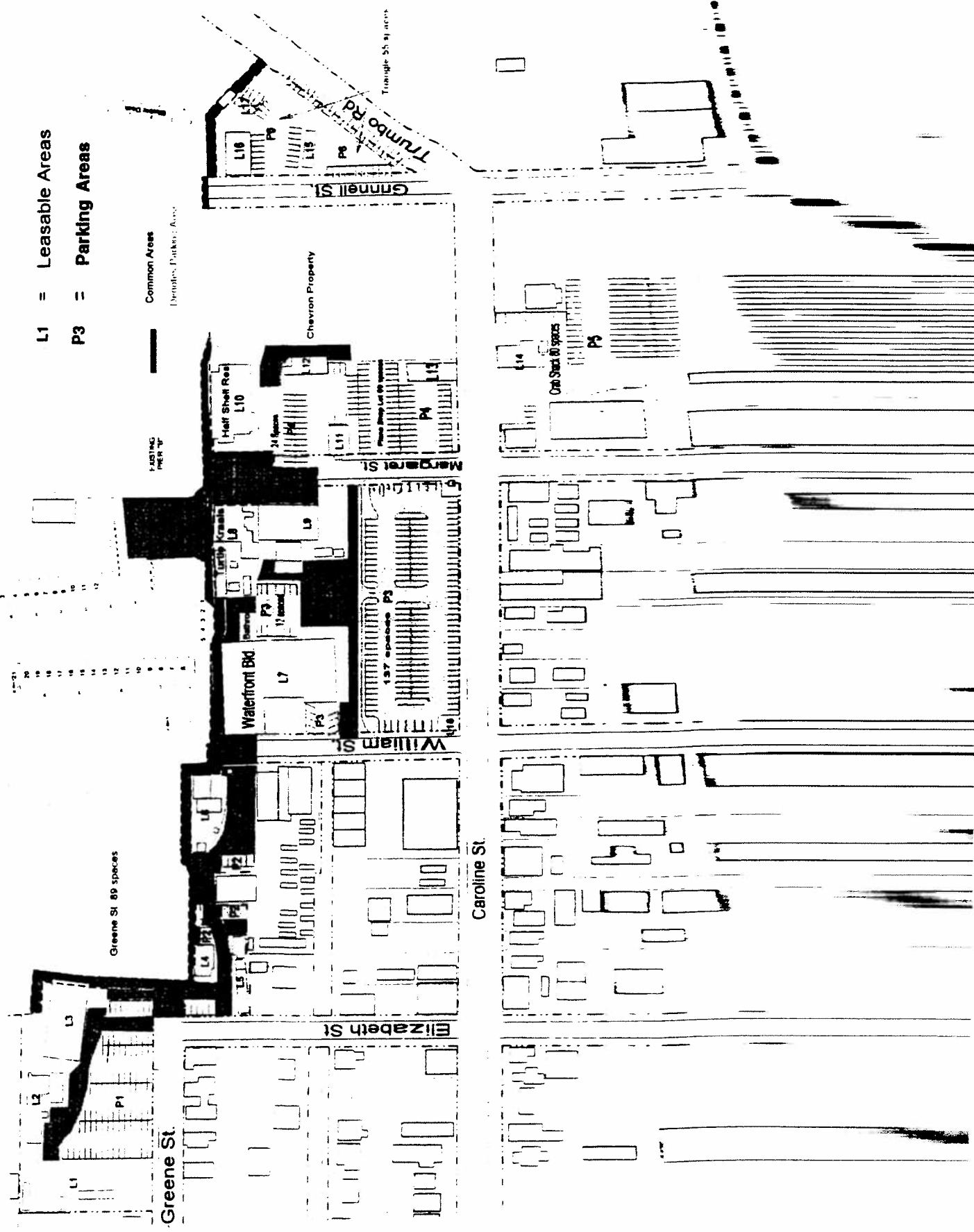
The map illustrates the existing situation consistent with the Phase (1) improvements, and will change with the addition of new buildings consistent with the Master Plan. For instance present public parking area 1 on Greene Street will be partially replaced with the new seaport building/Greene Street building.

L1 = Leasable Areas

P3 = Parking Areas

Common Area

Denotes Parking Area



## LEASE AREAS

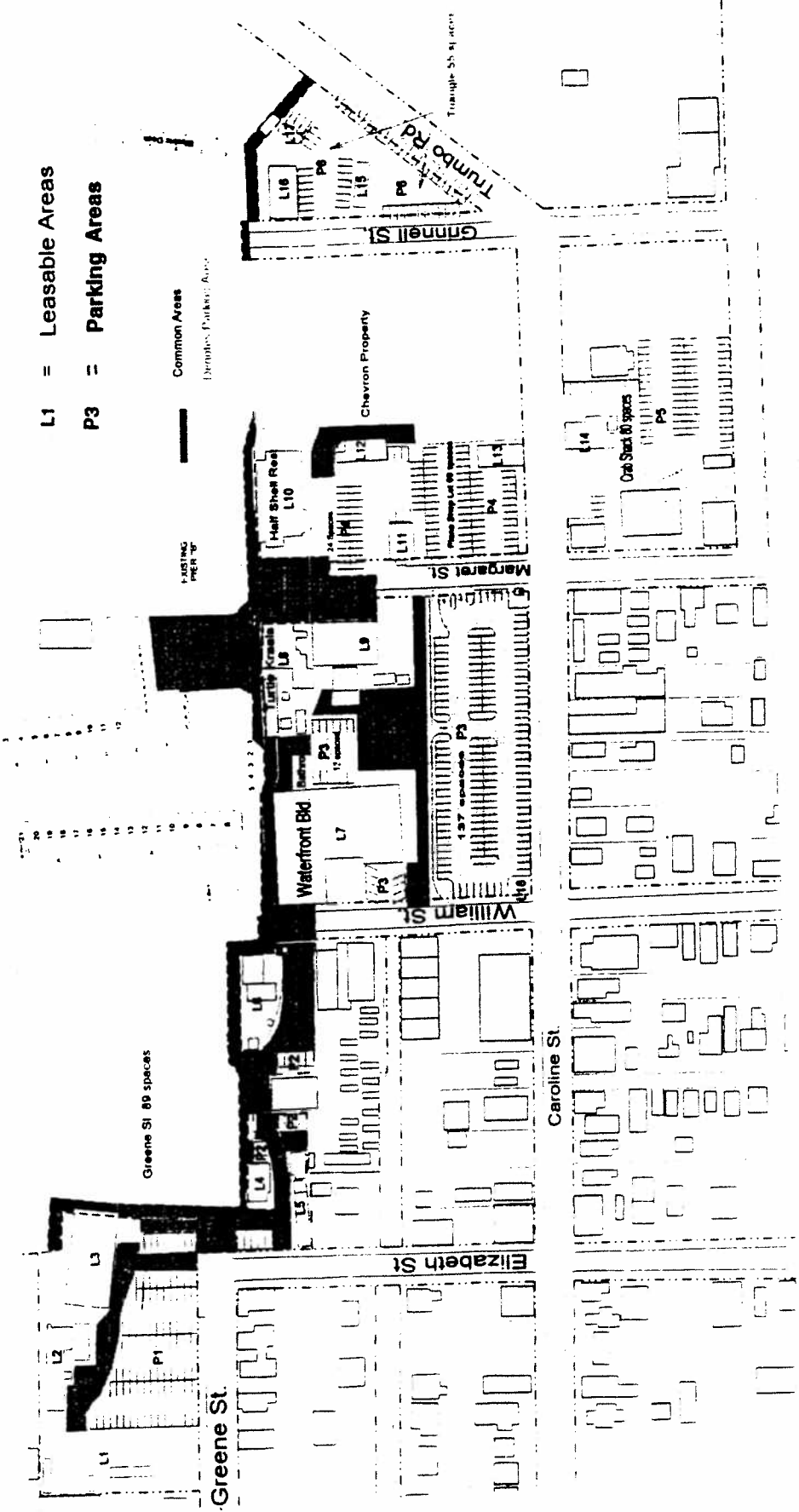
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**Lease Areas**

**Key West Bight Master Plan  
 Community Impact Assessment Statement**

## PARKING AREAS

The table on the following page indicates the demand for parking created by the Master Plan for both upland uses and the docks at the marina.

Unlike other developments and parcels in the Old Town section of Key West, the Bight has a significant amount of open area which can be used to satisfy parking demand. The availability of this vacant land has been balanced with conflicting goals for preserving the Bight character and ambiance by providing only surface parking and recognizing exemptions from parking standards provided by Section 35.09(c) of the City Code.

The Code States:

(c) (Exemption) The requirements set forth in subsection 35.09 (1)(b) shall not apply to existing buildings and other structures in the following described area of the City of Key West, Florida:

Bounded on the north by the Bay of Florida shoreline, on the east by the westerly boundary of White Street, on the south by the southerly boundary of Truman Avenue including all structures fronting on the southerly side of Truman Avenue and on the west by the properties known as Fort Taylor and Truman Annex PRD .

This waiver of off-street parking shall apply only so long as a change in use from residential to commercial or a change in residential use density does not occur to said existing buildings and other structures any portion of which is situated in that part of the above described area from Simonton Street to Whitehead Street (including all structures fronting on either side of Simonton Street or Whitehead Street.) The waiver shall apply to structures throughout the remainder of the area only so long as any change in use does not occur to said existing buildings and other structures. If such a change or changes in use occur, then the additional increase in parking requirements generated as a result of such change(s) in use shall be provided as set forth in subsection (1) (b) above.

Parking spaces will be provided in phases consistent with the phased construction of the Bights improvements and buildings.

As shown by the Parking Analysis, the demand created by new uses and intensification of uses is satisfied by a combination of spaces provided and the exemption provided by Code. The positive attributes of the exemption as applied to the Bight are numerous:

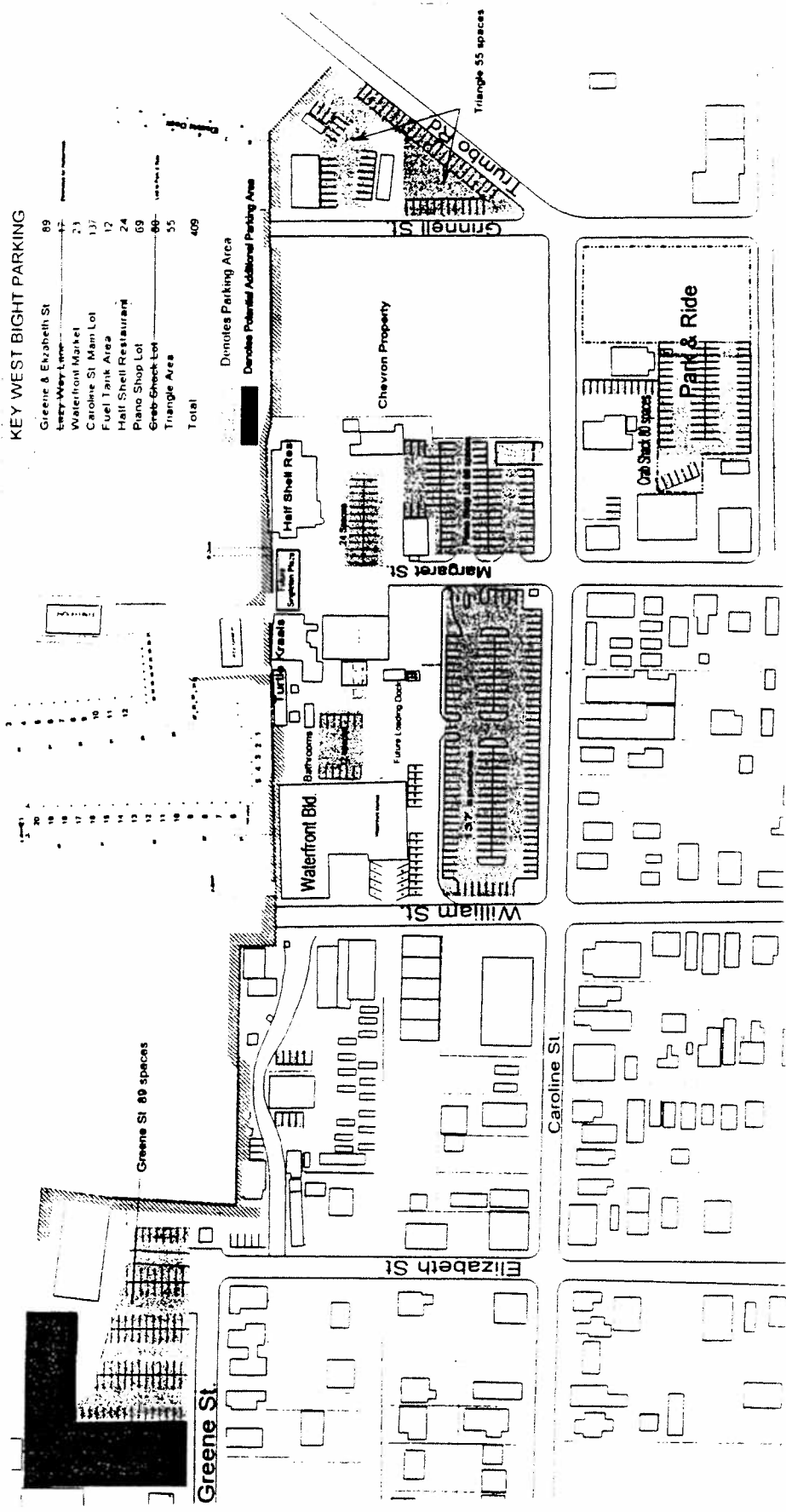
**Site Design/Urban Design** - If all parking demand were met by the provisions of parking on site, a parking structure would be required. Any site chosen for such a structure could have an immediate and negative impact on the existing low key small scale ambiance of the Bight if not carefully designed for minimum visual impact. The most feasible location for such a structure is the existing recently improved rear portions of parcel A on Greene Street with possible coordinated development on adjacent properties.

**Caroline Street Garage** - The immediate adjacency of the Caroline Street/Grinnell Street Park and Ride facility to the Bight will result in some of the parking demand being met by this 300 car garage. The exact amount of demand created by the Bight, which will be satisfied by the garage can only be determined after the garage is open and operating for a significant amount of time.

**Alternative Means of Access to Bight** - By limiting parking at the Bight alternative means of transport to the Bight will be encouraged. City transit, private transit, bicycles and pedestrians will all benefit, as these become the quickest means of travel to the Bight.

**Historic District** - Significant historic buildings occur on the periphery of some areas of the Bight. The imposition of an additional parking garage at the bight would be inconsistent with the scale, context and access to these buildings.

**Landscaping/Open Space** - Additional open space and landscape areas can be created by limiting the amount of area devoted to parking.



**Key West Bight Master Plan**  
**Community Impact Assessment Statement**

**Parking Areas**

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**TABLE 3**

**KEY WEST BIGHT MASTER PLAN  
PARKING ANALYSIS - UPLAND LAND USE**

Land Use Name	Existing Size Sq.Ft.	Proposed Size Sq.Ft.	Additional Intensity	Parking Factor	Maximum Parking Required	Parking Satisfied by Exemption	Parking for Addnl. Area
<b>Professional Office</b>							
• Jimmy Buffet Studio	1500	1500	0	1/300 S.F.	5	5	0
• Market First Floor	600	600	0	"	2	2	0
• Market Second Floor	1400	1400	0	"	5	5	0
• Market Third Floor	2400	2400	0	"	8	8	0
• Thompson Fish House	350	500	150	"	2	1	1
<b>SUBTOTALS</b>	<b>6250</b>	<b>6400</b>	<b>150</b>		<b>22</b>	<b>21</b>	<b>1</b>
<b>Grocery</b>							
• Waterfront Market	4500	4500	0	"	15	15	0
<b>SUBTOTALS</b>	<b>4500</b>	<b>4500</b>	<b>0</b>		<b>15</b>	<b>15</b>	<b>0</b>
<b>Retail Speciality</b>							
• Lazy Way	3140	3140	0	1/300 S.F.	11	11	0
• Local Color	1200	1200	0	"	4	4	0
• Fish Market	1724	1724	0	"	6	6	0

**TABLE 3**

**KEY WEST BIGHT MASTER PLAN  
PARKING ANALYSIS - UPLAND LAND USE**

Land Use Name	Existing Size	Proposed Size	Additional Intensity	Parking Factor	Maximum Parking Required	Parking Satisfied by Exemption	Parking for Addnl. Area
<b>Retail Speciality</b>							
• Trolly and Gift Shop	1200	1200	1200	"	4	4	0
• Discovery Tours	800	800	0	1/300 S.F.	3	3	0
• Bait Shop	1000	1000	0	"	4	4	0
• Lost Reef Advent	1550	1550	0	"	6	6	0
• Market Building	0	6000	6000	"	20	20	0
• Piano Shop	1700	1700	0	"	6	6	0
• Reef Relief	400	400	0	"	2	2	0
• Rum Runner	240	240	0	"	1	1	0
• Proposed							
- Margaret St.	0	1400	1400	"	5	0	5
- Land's End	0	1000	1000	"	4	0	4
- Greene St.	0	8700	8700	"	29	0	29
- Lazy Way	0	400	400	"	2	0	2

TABLE 3

KEY WEST BIGHT MASTER PLAN  
PARKING ANALYSIS - UPLAND LAND USE

Land Use Name	Existing Size	Proposed Size	Additional Intensity	Parking Factor	Maximum Parking Required	Parking Satisfied by Exemption	Parking for Addnl. Area
<b>Retail Speciality</b>							
• Locker Dive Shop	500	0	0	1/300 S.F.	0	0	0
<b>SUBTOTALS</b>	<b>12254</b>	<b>30454</b>	<b>18700</b>		<b>107</b>	<b>43</b>	<b>64</b>
<b>Marine Repairs/Service</b>							
• Ice Plant	2200	0	0	1/ EA. 2 Employees	3	3	0
• Seaport Bldg.	7200	0	0	"	5	5	0
• Triangle Bldg.	2600	2600	0	"	3	3	0
• Triangle Carpenter	970	0	0	"	1	1	0
• Proposed Bldg.	0	1625	1625	"	3	0	3
• Thompson Fish House	1750	1750	0	"	3	3	0
<b>SUBTOTALS</b>	<b>14720</b>	<b>5975</b>	<b>1625</b>		<b>18</b>	<b>15</b>	<b>3</b>

**TABLE 3**

**KEY WEST BIGHT MASTER PLAN  
PARKING ANALYSIS - UPLAND LAND USE**

Land Use Name	Existing Size	Proposed Size	Additional Intensity	Parking Factor	Maximum Parking Required	Parking Satisfied by Exemption	Parking for Addnl. Area
<b>Restaurant</b>							
• BO's Fish Wagon	1100	1100	0	1/45 S.F. A	18	18	0
• Half Shell Raw Bar	7488	8000	512	"	133	124	9
• Crab Shack	2243	2500	257	"	42	37	5
• Turtle Kraals	4278	6700	2422	"	112	71	41
• Proposed Seaport	0	3850	3850	"	65	0	65
• Seaport bldg. (adaptive reuse)	0	7200	7200	"	120	0	120
<b>SUBTOTALS</b>	<b>15109</b>	<b>29350</b>	<b>14241</b>		<b>490</b>	<b>250</b>	<b>240</b>
<b>Lounges/Bars</b>							
• Schooner Wharf	2016	2500	484	"	42	33	9
• PT's Addition	0	1200	1200	"	20	0	20
<b>SUBTOTALS</b>	<b>2016</b>	<b>3700</b>	<b>1484</b>		<b>62</b>	<b>33</b>	<b>29</b>



**TABLE 3**

**KEY WEST BIGHT MASTER PLAN  
PARKING ANALYSIS - UPLAND LAND USE**

Land Use Name	Existing Size	Proposed Size	Additional Intensity	Parking Factor	Maximum Parking Required	Parking Satisfied by Exemption	Parking for Adnl. Area
<b>Warehouse</b>							
• Waterfront Market	9785	5300	0	1/2 Employees	0	0	0
<b>SUBTOTAL</b>	<b>9785</b>	<b>5300</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTALS</b>	<b>65834</b>	<b>102034</b>	<b>36200</b>	<b>-</b>	<b>717</b>	<b>368</b>	<b>332</b>
Existing spaces including parking areas on parcel A							
Spaces proposed in Master Plan dated 02.10.94							
Spaces proposed in first phase Plan dated 01.05.96							
Additional space possible under new bldgs. @ 15575 S.F. @ 75% efficiency and 300 S.F. per parking spaces							
						<b>SUBTOTAL</b>	<b>380</b>
Surplus of parking over Upland Land Use Demand							<b>+10</b>

### TABLE 3

## KEY WEST BIGHT MASTER PLAN PARKING ANALYSIS

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#### NOTES:

- A. Restaurant Ratio - 1 space per 45. S.F. of gross dining area. Due to preliminary design assume 75% of stated area is gross dining area.
- B. Maximum parking assumes no exemptions for any use on the property, due to changes in orientation of all uses. This situation is not expected to occur, and is not contemplated in the Master Plan.
- C. Parking Ratio is 1 space for each 300 S.F. of gross area.
- D. The number of employees for these marine related businesses varies by season and demand for services. In each case where these facilities are to remain at Master Plan buildout, an assumption was made as to average number of employees. This assumption was based upon the data supplied by lessees at the Bight and professional judgement.
- E. The change of 6000 S.F. of Waterfront Market to retail creates no new demand.

**TABLE 3**

**KEY WEST BIGHT MASTER PLAN  
PARKING ANALYSIS - MARINA USAGE**

Existing Slips by Type	No.	%	Parking Demand Factor	Exempt		Total New Demand	Demand if Not Exempt	Comments
				Yes	No			
• Live aboard	24	16.9	1/Ea.	X		0	24	
• Recreation	80	56.3	1/Ea.4 boats on site	X		0	20	
• Commercial								
- 6 Passenger License	30	21.1	1/Ea.3 passengers	X		0	60	
- Other License (617 Passengers)	8	5.6	1/Ea.3 passengers	X		0	205	
<b>TOTALS</b>	<b>142</b>	<b>100.0</b>				<b>0</b>	<b>309</b>	

**TABLE 3**

**KEY WEST BIGHT MASTER PLAN  
PARKING ANALYSIS - MARINA USAGE**

Proposed Slips by Type	No.	%	Parking Demand Factor	Exempt		Total New Demand	Demand if Not Exempt	Comments
				Yes	No			
• Live aboard	10	7.3	1/Ea.	X		0	10	
• Recreation	90	66.1	1/Ea.4 boats on site	X		0	23.5	
• Commercial								
- 6 Passenger License	24	17.6	1/Ea.3 passengers	X		0	48	
- Other License (817-917 Passengers)	12	8.8	1/Ea.3 passengers	X		0	272-305	
<b>TOTALS</b>	<b>136</b>	<b>100.0</b>				<b>0</b>	<b>353-386</b>	<b>All spaces exempt or satisfied - see notes</b>

TABLE 3

KEY WEST BIGHT MASTER PLAN  
PARKING ANALYSIS - MARINA USAGE

NOTES:

1. The piers and docks at the Key West Bight presently serve a mixture of transient pleasure and commercial craft, livaboard craft and commercial charter vessels. The number of slips will decrease slightly from 142 to 136, in order to meet permitting requirements of the Department of Environmental Protection. The reduction in slips does not reflect another 10 to 15 boats moored unassociated with the docks in the region of T1 and T2 docks. The ability to accommodate larger boats is key to this slight decrease, despite the fact that new docks and piers are added to the mix. Though technically, the parking requirement exemption provided by Section 35.09 (1) (c) of City Code does not extend beyond the water areas north of the northern boundary, "bounded on the north by the Bay of Florida ....", the Bight is technically also not a part of the Bay of Florida, and the docks and piers could not operate without a connection to and reliance upon upland areas of the Bight. Therefore, the parking exemption applies to the total proposed 136 slips. In addition, historic and observed usage of the Bight slips by all classes of uses indicates a smaller demand than required by the City parking standards, due to accessibility of the Bight by mass transit, private mass transit, bicycles and pedestrians.
2. The number of commercial craft at the Key West Bight varies according to season and demand. According to Bight management, and City of Key West Licensing Division the number has recently been 25 or lower to the current (Jan/Feb 96) list of 42. For the purpose of this analysis, the 32 slips listed is an average for the year. However, in order to reflect the eight larger charter boats more or less permanently moored at the Bight, the total number of crafts was changed to 36 on average. The number of passengers listed is taken from the number of passengers listed on occupational licenses. The actual average number of passengers using these craft is less
3. The only additional possible new impact from the redevelopment of the Key West Bight Marina, would occur with the docking of new larger commercial boats such as ferries to serve destinations such as Naples or Miami. At present there are no contracts for the mooring of any additional large ferry or charter crafts. For this "worst case" analysis four (a) additional craft of 100 foot length were assumed to occupy the new T2 docks. The average realistic passenger loads for each boat would not exceed 50-75 passengers, for a total of 200-300 passengers added to the 617 assumed for the existing conditions. Two factors mitigate against an expected new significant parking demand. First, is the marina redevelopment plan requiring the removal of two piers which had 30 slips, and provided two 25 passenger craft, two passenger craft, and 26 recreational craft. These 62 passengers and recreational craft account for a parking space demand of 46 which should be subtracted from the demand associated from any new ferry craft.

**NOTES:**

Second, the demand for possible ferry parking spaces in the City of Key West at the Bight is minimal because of the operational characteristics of ferries. Assuming that the ports of embarkation are Miami, Naples or Tampa, and operations are similar to those of the ferry now coming to Key West from Naples, at maximum 10% of the ferry's total passenger capability embark from Key West, and thus generate a parking demand for their return trip. The actual parking demand created by these new ferries is at the point of embarkation - Miami, Naples or Tampa not in Key West.

Therefore, the total demand is calculated as:

TOTAL PARKING DEMAND BY NEW PASSENGERS 272-305  
LESS 90% (245-275) for demand satisfied at embarkation point  
REMAINING DEMAND 27-30 space  
LESS (62) spaces credit from paragraph 3 above

TOTAL PARKING DEMAND ASSOCIATED WITH ANY NEW FERRIES - 0

## EXISTING CONDITIONS

The photographs on the following pages illustrate the major entrances to the Bight and the parts of the ambiance which are to be preserved and enhanced by the Master Plan.



Waterfront Building



William Street Entrance

Key West Bight Master Plan

Site Photos

Community Impact Assessment Statement

*The Craig Company*  
K.W. Bight CIAS March 1996





Lazy Way



Seaport Building

Key West Bight Master Plan

Site Photos

Community Impact Assessment Statement

*The Craig Company*  
K.W. Bight CIAS March 1996



Greene Street Terminus



Margaret Street Entrance

Key West Bight Master Plan

Site Photos

Community Impact Assessment Statement

*The Craig Company*  
K.W. Bight CIAS March 1996



Grinnell Street and Triangle



Seaport Area

Key West Bight Master Plan

Site Photos

Community Impact Assessment Statement

*The Craig Company*  
K.W. Bight CIAS March 1996



Caroline Street Parking Lot & Waterfront Market



The Land's End Dock Area

Key West Bight Master Plan

Site Photos

Community Impact Assessment Statement

*The Craig Company*  
K.W. Bight CIAS March 1996

## PHASING

The Key West Bight Master Plan identifies three distinct phases for the entire project. The first two phases are well defined and are intended to upgrade existing facilities and provide the project amenities and infrastructure which will attract tenants who would build the additional buildings which make up the new leasable areas.

Presented below is the basic phasing as now known. It should be emphasized that the implementation of the third phase - the tenant construction of new space is entirely dependent upon the response of the private market to the availability of the lease spaces. Depending upon the market response, this could take place within the next ten years or sooner if the Bight provides competitive rental rates and a unique marketing niche not fulfilled by other private enterprise efforts in the City.

While the Master Plan establishes an outer "envelope" of development intensity, the market may demand that the spaces rented be larger or similar than those now anticipated and the mix of use adjusted within the general framework of the Master Plan.

The summary of phasing now known is illustrated below:

### PHASE (1) 1995-96

COMPONENT	PRESENT STATUS
A. Parking lot	Built
B. Harbor walks	Design/bidding
C. Plazas	Design/bidding
D. Dock repairs	Design/bidding
E. Bathrooms - public & marina	Design/bidding
F. Underground utilities (sewer, water, electric, phone & CATV)	Design/bidding
G. Reconstruction of historic buildings	Grant applications made/ Design proceeding
H. New pier A and extension pier C	Design/permitting
I. Renovations to waterfront market building	Design/permitting

**PHASE (2) 1997-2000**

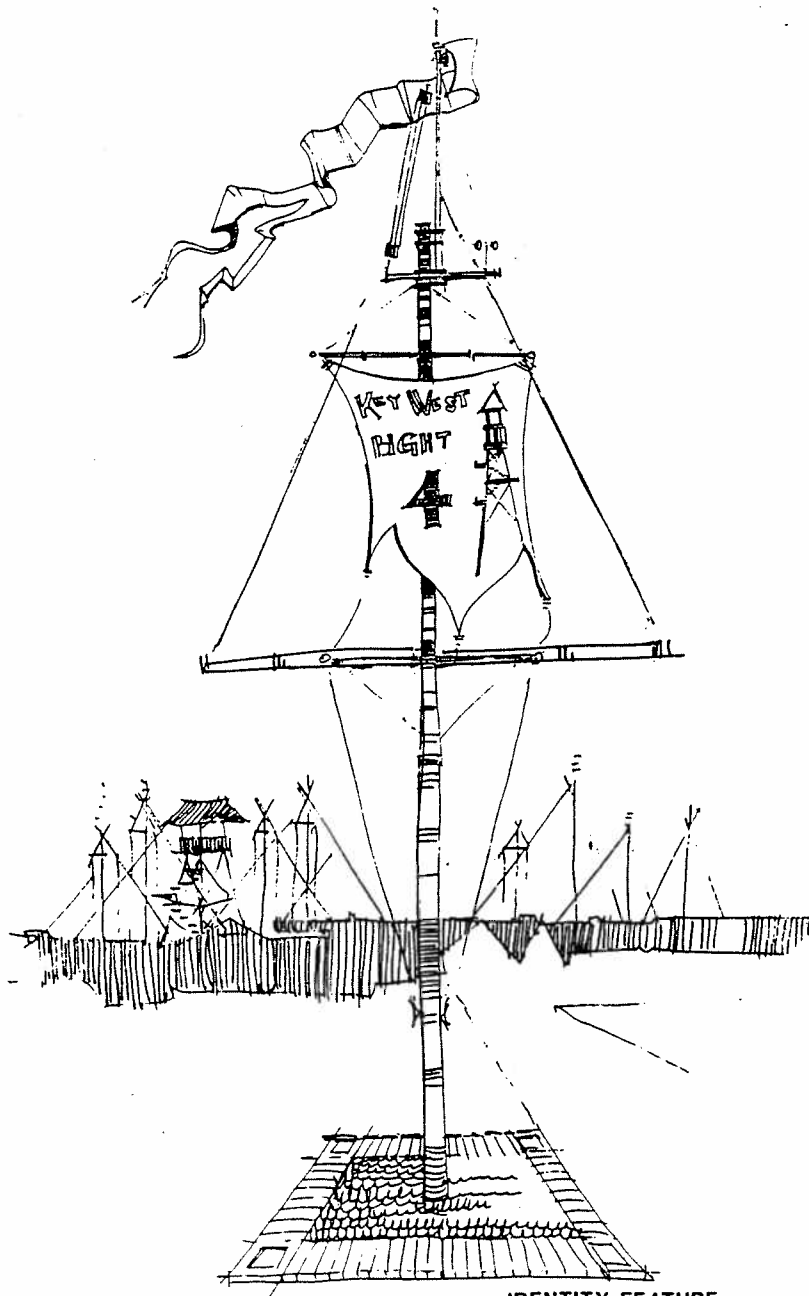
COMPONENT	PRESENT STATUS
New piers at triangle parcel and piers G, H1, H2 and H3	Partial design

**PHASE (3) open (1996-2006)**

COMPONENT	PRESENT STATUS
Lease areas renovated in ice plant, seaport building & waterfront building.	Open to market proposals for construction and lease
New buildings as described in Master Plan	Open to market proposals for construction and lease

On the following pages the following components of the Master Plan are illustrated:

- Master Plan Development Plan
- Phase (1) Master Plan
- Typical Scenes of Final Improvements
- Waterfront Market Renovations
- Public Restroom Renovations



IDENTITY FEATURE

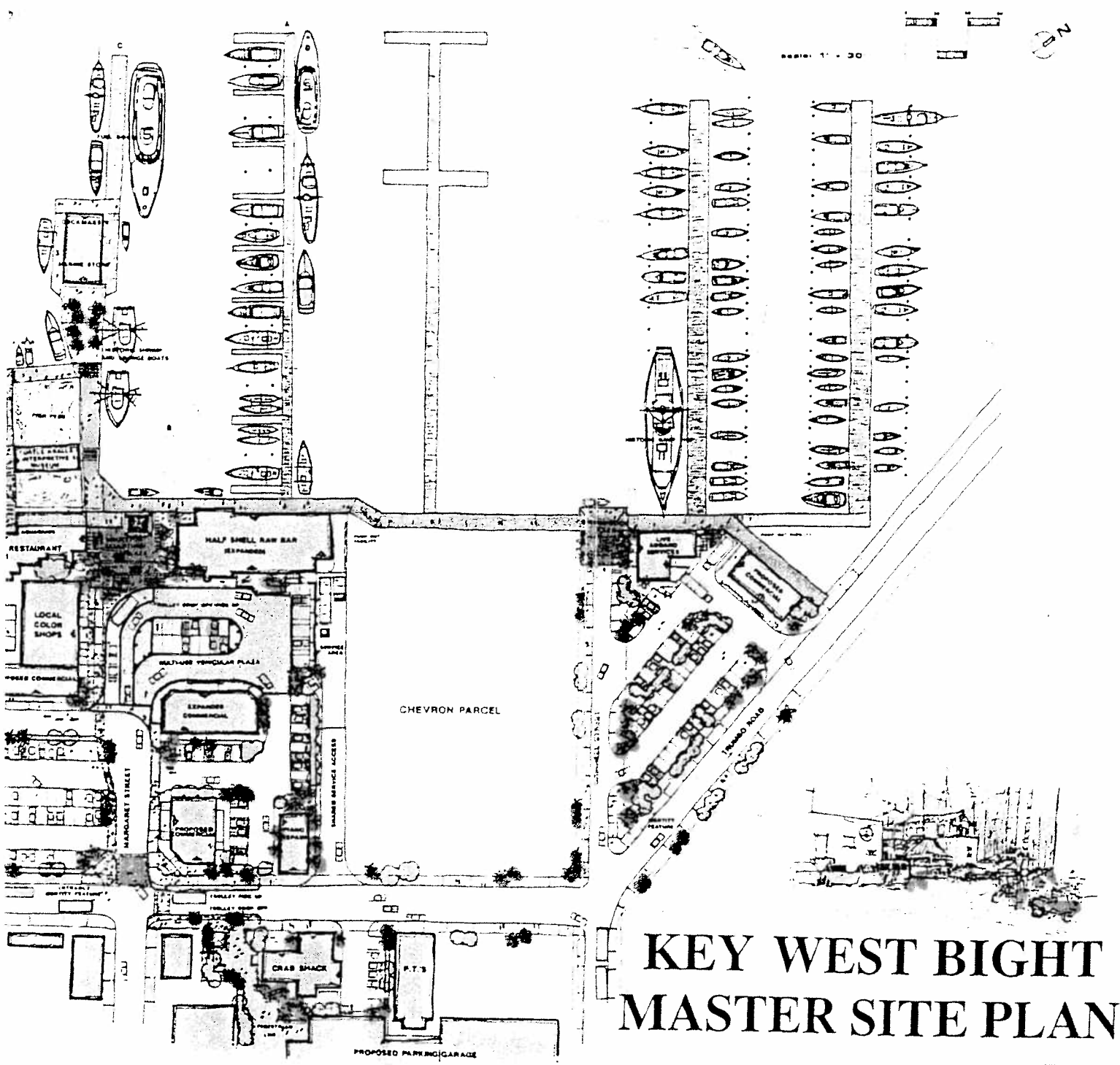
## Key West Bight Master Plan

Community Impact Assessment Statement

Urban Design Details

*The Craig  
Company*

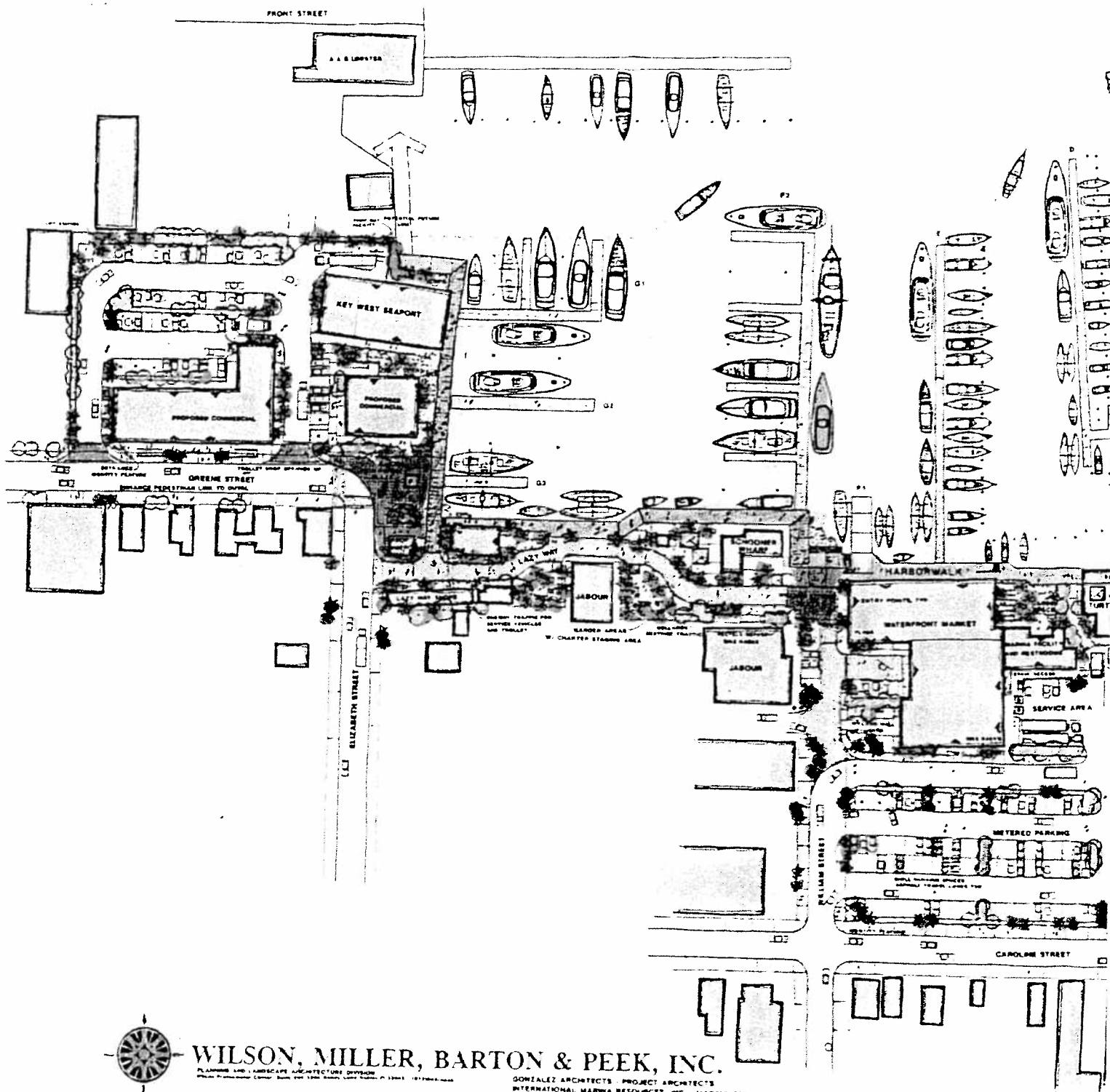
PO Box 372  
Key West, FL 33040  
305/294-1515



# KEY WEST BIGHT MASTER SITE PLAN

PROJ. 8423  
P.L. 100  
1-16-84

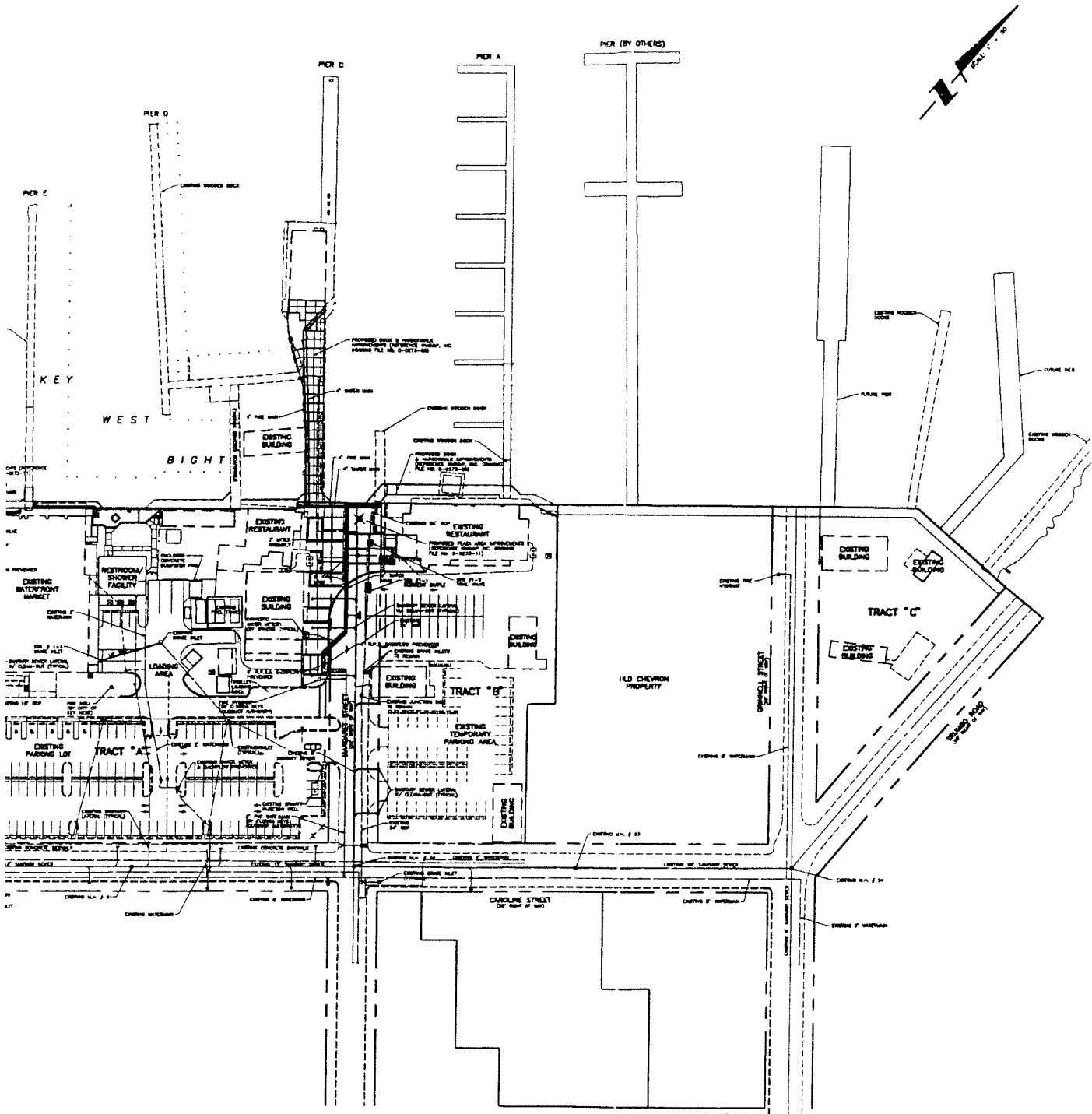




**WILSON, MILLER, BARTON & PEEK, INC.**

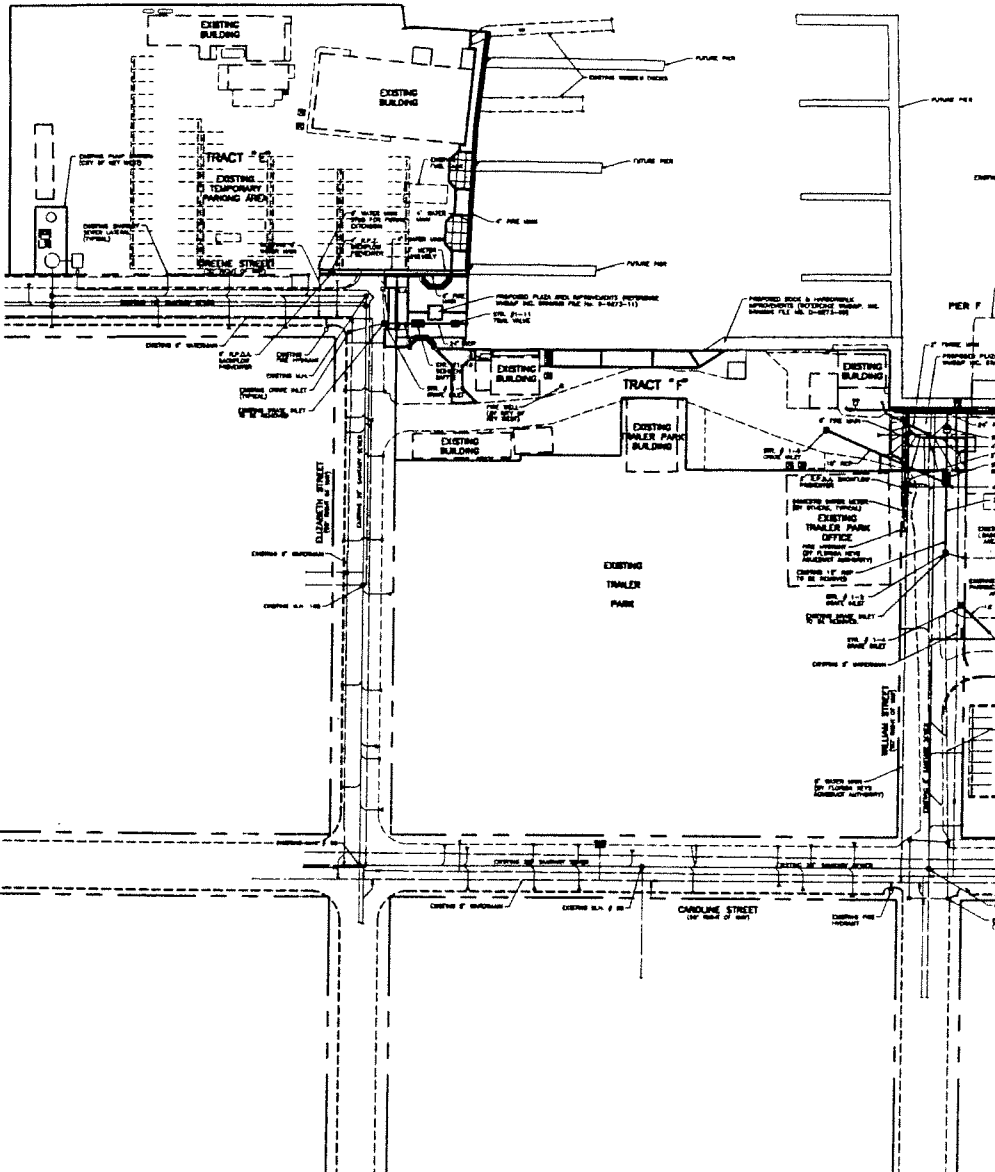
PLANNING AND LANDSCAPE ARCHITECTURE DIVISION  
 1000 PINEAPPLE CREEK ROAD, SUITE 100, MIAMI, FLORIDA 33134

GONZALEZ ARCHITECTS - PROJECT ARCHITECTS  
 INTERNATIONAL MARINA RESOURCES, INC. - MARINA CONSULTANT  
 WRIGHT LANGLEY - PROJECT HISTORIAN



## Phase (1) Improvement Plans

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# Key West Bight Master Plan

Community Impact Assessment Statement