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# SCHOONER WHARF BUILDING

## 202 WILLIAM STREET

### CITY OF KEY WEST, FLORIDA 33043

#### May 2012

#### OWNER:

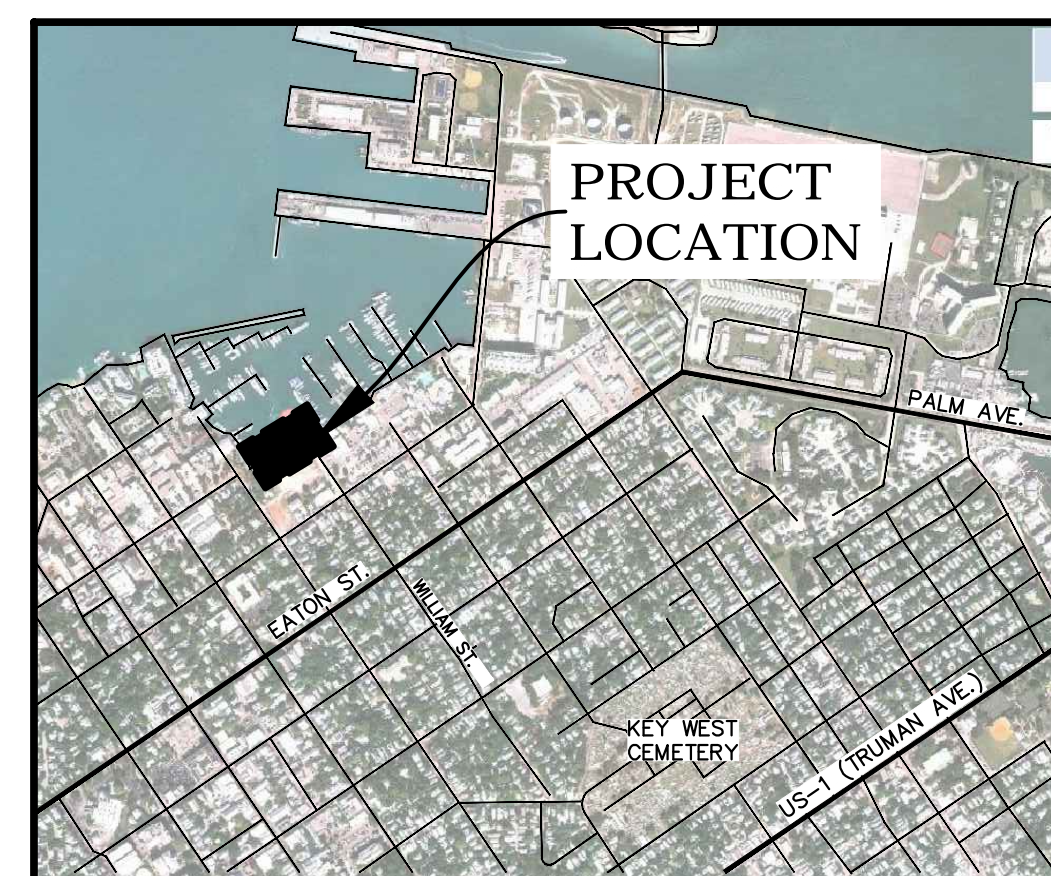
CITY OF KEY WEST  
201 WILLIAM STREET  
KEY WEST, FL 33040  
OWNER'S AUTHORIZED AGENT:  
MARILYN WILBARGER

#### MAYOR

CRAIG CATES

#### CITY COMMISSIONERS

JIMMY WEEKLEY - DISTRICT I  
MARK ROSSI - DISTRICT II  
BILLY WARDLOW - DISTRICT III  
TONY YANIZ - DISTRICT IV  
TERI JOHNSTON - DISTRICT V  
CLAYTON LOPEZ - DISTRICT VI



VICINITY MAP

CIVIL & LANDSCAPE

Prepared for the  
**City of Key West**  
Monroe County, Florida



ARCHITECTURAL

STRUCTURAL

#### INDEX TO DRAWINGS

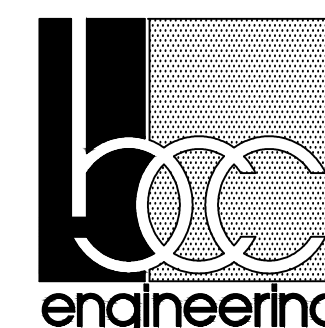
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CONSULTING ENGINEERS

4800 SW 74 Court  
Miami, Florida 33155  
Tel: 305.270.9935  
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NOT FOR CONSTRUCTION



PAVING NOTES

- UNDERGROUND UTILITIES SHALL BE COMPLETED OR SLEEVING PROVIDED BEFORE ANY PAVEMENT CONSTRUCTION BEGINS.
- ALL PAVEMENT SUBGRADE MATERIAL SHALL BE COMPACTED TO 98% MAXIMUM DENSITY AT OPTIMUM MOISTURE, AASHTO T-180, METHOD "D" AND SHALL CONFORM TO THE REQUIREMENTS OF F.D.O.T. SPECIFICATIONS, SECTION 120. THE TEST RESULTS SHALL BE ACCEPTED BY THE ENGINEER PRIOR TO PLACEMENT OF BASE MATERIAL.
- IF THE PLANS INDICATE A LIMEROCK BASE, THE CONSTRUCTION AND THE MATERIAL FOR THE SHELLROCK BASE SHALL CONFORM TO THE REQUIREMENTS OF F.D.O.T. SPECIFICATIONS, SECTION 230. THE SHELLROCK BASE SHALL BE COMPACTED TO 98% MAXIMUM DENSITY AT OPTIMUM MOISTURE, AASHTO T-180, METHOD "D". THE ENGINEER SHALL SPECIFY THE LOCATION AND NUMBER OF DENSITY TESTS REQUIRED. THE TEST RESULTS SHALL BE ACCEPTED BY THE ENGINEER PRIOR TO APPLICATION OF THE PRIME AND TACK COATS.
- THE PRIME AND TACK COAT CONSTRUCTION AND MATERIALS FOR THE PRIME AND TACK COATS SHALL CONFORM TO THE REQUIREMENTS OF F.D.O.T. STANDARD SPECIFICATIONS, SECTION 300. THE PRIME AND TACK COATS SHALL BE APPLIED PRIOR TO CONSTRUCTION OF THE ASPHALT SURFACE COURSE AND SHALL BE SANDED AND ROLLED IN ACCORDANCE WITH SECTION 300. APPLICATION RATES SHALL BE 0.15 GAL/SY FOR LIMEROCK BASE AND 0.25 GAL/SY FOR SHELLROCK BASE.
- ASPHALTIC CONCRETE SURFACE COURSE SHALL BE AS SHOWN ON THE PLANS. THE MATERIALS FOR THE ASPHALT CONCRETE SURFACE COURSE SHALL CONFORM TO THE REQUIREMENTS OF F.D.O.T. STANDARD SPECIFICATIONS, SECTION 331.
- THE MATERIAL TO BE USED AS A STABILIZER SHALL BE SOIL OF HIGH BEARING VALUE SUCH AS, SAND-CLAY, GROUND LIMESTONE, CRUSHED LIMEROCK, OYSTER SHELL, COQUINA SHELL, ROCK SCREENINGS, OR ANY OTHER MATERIAL WHICH IS SUITABLE FOR STABILIZATION. ORGANIC MATERIAL SHALL NOT BE USED AS STABILIZING MATERIAL.
- ALL GRADE SHOWN REFER TO FINISHED ASPHALT PAVEMENT UNLESS OTHERWISE NOTED.
- MATERIAL HAVING A PLASTICITY INDEX AT MORE THAN 10 OR A LIQUID LIMIT GREATER THAN 40 SHALL NOT BE USED. ALL MATERIAL USED FOR STABILIZING THE ROADBED SHALL PASS A 3-1/2 INCH RING.
- WHERE THE BEARING VALUE OF THE EXISTING SUBGRADE IS ADEQUATE WITHOUT ADDITION OF STABILIZING MATERIAL, THE SUBGRADE SHALL BE SCARIFIED AND DICED, HARROWED, BLADED, OR TILLED FOR REMOVAL OF BOULDERS, ROOTS, ETC. TO ASSURE UNIFORMITY AND THOROUGH MIXING OF MATERIAL TO THE FULL WIDTH AND DEPTH OF REQUIRED STABILIZATION. THE COMPACTED SUBGRADE SHALL CONFORM TO THE LINES, GRADES AND CROSS-SECTION SHOWN ON THE PLANS.
- THE SUBGRADE TO BE STABILIZED MAY BE PROCESSED IN ONE COURSE, UNLESS THE EQUIPMENT AND METHODS BEING USED DO NOT PROVIDE THE REQUIRED UNIFORMITY, PARTICLE SIZE LIMITATION, COMPACTION AND OTHER DESIGNED RESULTS IN WHICH CASE, THE ENGINEER WILL DIRECT OTHER DESIGNED RESULTS IN WHICH CASE, THE ENGINEER WILL DIRECT THAT THE PROCESSING BE DONE IN MORE THAN ONE COURSE.
- PRIOR TO THE BEGINNING OF STABILIZING OPERATIONS, THE AREA TO BE STABILIZED SHALL HAVE BEEN CONSTRUCTED TO AN ELEVATION SUCH THAT UPON COMPLETION OF STABILIZING OPERATIONS, THE COMPLETED STABILIZED SUBGRADE SHALL CONFORM TO THE LINES, GRADES AND CROSS-SECTION SHOWN IN THE PLANS, PRIOR TO THE SPREADING OF ANY ADDITIVE STABILIZING MATERIAL THE SURFACE OF THE ROADBED SHALL BE BROUGHT TO A PLACE APPROXIMATELY PARALLEL TO THE PLANE OF THE PROPOSED FINISHED SURFACE.
- THE STABILIZING MATERIAL SHALL BE APPLIED IN SUCH QUANTITY AS IS NECESSARY TO PRODUCE THE REQUIRED BEARING VALUE. IT SHALL BE INCORPORATED WITH THE SUBGRADE BY FLOWING, DICING, HARROWING, BLADING OR MIXING WITH ROTARY TILLERS UNTIL THE MIXED MATERIALS ARE OF A UNIFORM BEARING VALUE FOR THE FULL WIDTH AND DEPTH OF THE COURSE BEFORE COMPACTION, REGARDLESS OF THE CHARACTER OR BEARING VALUE. ALL MATERIALS IN THE STABILIZING COURSE THAT WILL NOT PASS A 3-1/2" RING SHALL BE REMOVED OR BROKEN DOWN TO A SIZE NOT LARGER THAN 3-1/2 INCHES
- COMPACTION SHALL BE ACCOMPLISHED BY ROLLING WITH ANY TYPE OF EQUIPMENT WHICH WILL PRODUCE THE REQUIRED DENSITY. COMPACTION SHALL CONTINUE UNTIL THE ENTIRE DEPTH TO BE STABILIZED HAS A DENSITY OF NOT LESS THAN 98 PERCENT OF THE MAXIMUM DENSITY IN ACCORDANCE WITH AASHTO T-180, FIELD DENSITY TESTS SHALL BE MADE AT INTERVALS NOT GREATER THAN 500 FEET IN EACH COURSE OR LAYER.
- THE LIMEROCK SHALL BE TRANSPORTED TO THE POINT WHERE IT IS TO BE USED OVER BASE PREVIOUSLY PLACED, IF PRACTICABLE, AND DUMPED ON THE END OF THE PROCEEDING SPREAD, HAULING OVER THE SUBGRADE AND DUMPING ON THE SUB GRADE WILL BE PERMITTED ONLY WHEN IN THE ENGINEER'S OPINION THESE OPERATIONS WILL NOT BE DETRIMENTAL TO THE BASE.
- THE LIMEROCK SHALL BE SPREAD UNIFORMLY, WITH EQUIPMENT ACCEPTABLE TO THE ENGINEER, ALL SEGREGATED OR OTHERWISE UNACCEPTABLE AREAS SHALL BE REMOVED AND REPLACED WITH PROPERLY GRADED ROCK, AFTER SPREADING IS COMPLETED, THE ENTIRE SURFACE SHALL BE SCARIFIED AND THEN SHAPED SO AS TO PRODUCE THE REQUIRED GRADE, THICKNESS AND CROSS-SECTION AFTER COMPACTION. LIFTS SHALL HAVE A MAXIMUM COMPACTED THICKNESS OF TWELVE INCHES.
- COMPACTION SHALL BE ACCOMPLISHED AT OPTIMUM MOISTURE, WHEN THE MATERIAL DOES NOT HAVE THE PROPER MOISTURE CONTENT TO INSURE THE REQUIRED DENSITY, WETTING OR DRYING WILL BE REQUIRED. ADDED WATER SHALL BE UNIFORMLY MIXED TO THE FULL DEPTH OF THE COURSE WHICH IS BEING COMPACTED.
- BEFORE ANY BITUMINOUS MATERIAL IS APPLIED, ALL LOOSE MATERIAL, DUST, DIRT, CAKED SLAY AN FOREIGN MATERIAL WHICH MIGHT PREVENT PROPER BOND WITH EXISTING SURFACE SHALL REMOVED FOR THE FULL WIDTH OF THE APPLICATION, PARTICULAR CARE SHALL BE TAKEN TO CLEAN THE OUTER EDGE OF THE STRIP TO BE TREATED IN ORDER TO ENSURE THAT THE PRIME WILL ADHERE, WHERE THE PRIME IS APPLIED ADJACENT TO CURB AND GUTTER OR VALLEY GUTTER, SUCH CONCRETE SURFACES ARE TO BE PROTECTED AND KEPT FREE OF BITUMINOUS MATERIAL.
- NO BITUMINOUS MATERIAL SHALL BE APPLIED WHEN THE TEMPERATURE OF THE AIR IS LESS THAN 40 DEGREES F IN THE SHADE AND FALLING, OR WHEN IN THE OPINION OF THE ENGINEER, THE WEATHER CONDITIONS OR THE CONDITION OF THE EXISTING SURFACE IS UNSUITABLE.
- THE SURFACE TO BE PRIMED SHALL BE CLEAN AND DRY FOR LIMEROCK BASES. THE GLAZED FINISH SHALL BE REMOVED BEFORE THE APPLICATION OF PRIME COAT.

ABBREVIATIONS

AC	ASPHALTIC CONCRETE	PVI	POINT OF VERTICAL INTERSECTION
BM	BENCHMARK	PVT	POINT OF VERTICAL TANGENT OR END OF VERTICAL TANGENT
CB	CATCH BASIN/INLET	PVC	POLYVINYL CHLORIDE PIPE
CONC	CONCRETE	e	PVI TO POINT ON VERTICAL CURVE
CMP	CORRUGATED METAL PIPE	RCP	REINFORCED CONCRETE PIPE
EOP	EDGE OF PAVEMENT	RDG	RIDGE
EL	ELEVATION	TE	RIM OF TOP ELEVATION OF CATC
(SCREENED)	EXISTING GRADE	SHLDR	SHOULDER
FFE	FINISHED FLOOR ELEVATION	TBM	TEMPORARY BENCHMARK
FG	FINISHED GRADE	BOS	BOTTOM OF SLOPE
FL	FLOWLINE	TOC	TOP OF CONCRETE
CG	GRADE CHANGE	TOS	TOP OF SLOPE
HDPE	HIGH DENSITY POLYETHYLENE PIPE	TC	TOP OF CURVE
IE	INVERT ELEVATION	TW	TOP OF WALL ELEVATION
JNT	JOINT		
MH	MANHOLE		
PVM	PAVEMENT		
PC	POINT OF HORIZONTAL CURVATURE OR BEGINNING OF CURVE		
PI	POINT OF HORIZONTAL INTERSECTION		
PT	POINT OF HORIZONTAL TANGENT OR END OF CURVE		
PL	PROPERTY LINE		

CURVE DATA:

R	RADIUS
Δ	DELTA
L	LENGTH
T	TANGENT

PRE-CONSTRUCTION NOTES

- THE CONTRACTOR SHALL OBTAIN A SUNSHINE STATE ONE CALL OF FLORIDA, INC. CERTIFICATION NUMBER AT LEAST TWO (2) BUSINESS DAYS PRIOR TO BEGINNING AN EXCAVATION, CALL 811.
- CONTRACTOR TO CONTACT LOCAL UTILITY COMPANIES FOR UNDERGROUND UTILITIES LOCATIONS PRIOR TO CONSTRUCTION.
- THE CONTRACTOR IS REQUIRED TO OBTAIN AND PAY FOR ALL APPLICABLE CONSTRUCTION PERMITS PRIOR TO START OF CONSTRUCTION.
- THE CONTRACTOR SHALL IDENTIFY, LOCATE AND PROTECT ALL REFERENCE MONUMENTS WITHIN THE WORK AREA, TEMPORARILY RELOCATE DURING CONSTRUCTION AND RESTORE TO ORIGINAL POSITION UPON COMPLETION. FOLLOW FLORIDA STATUTES FOR RECORD KEEPING AND NOTIFICATION.
- THE CONTRACTOR SHALL PREPARE A STORM WATER POLLUTION PREVENTION PLAN, FILE COPY OF PLAN AND IMPLEMENT PLAN DURING CONSTRUCTION.
- CONTRACTOR SHALL PROVIDE DEWATERING AS REQUIRED TO CONSTRUCT THE WORK. DEWATERING PERMIT SHALL BE SECURED BY THE CONTRACTOR PRIOR TO COMMENCING WORK.

EARTHWORK NOTES

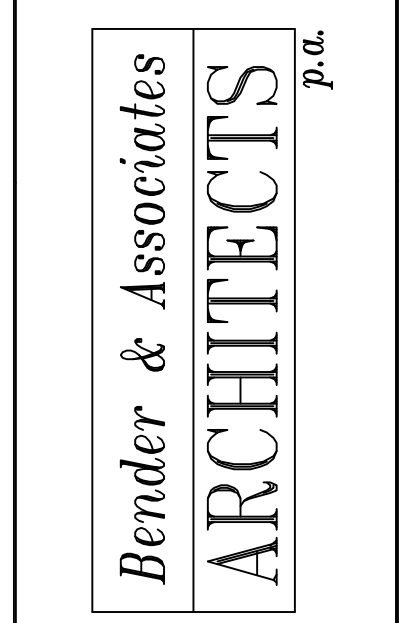
- WHERE MUCK, ROCK, CLAY, OR OTHER MATERIAL WITHIN THE LIMITS OF CONSTRUCTION IS UNSUITABLE IN ITS ORIGINAL POSITION THE CONTRACTOR SHALL EXCAVATE SUCH MATERIAL IN ITS ENTIRETY AND BACKFILL WITH SUITABLE MATERIAL WHICH SHALL BE COMPACTED IN PLACE TO CONFORM TO THE REQUIRED GRADES AND SECTIONS AS SHOWN ON THE PLANS.
- THE CONTRACTOR SHALL MAKE HIS OWN ESTIMATE ON THE VOLUME OF MATERIAL ACTUALLY REQUIRED TO OBTAIN THE CROSS SECTIONS OR GRADES AS SHOWN ON THE PLANS.
- THE CONTRACTOR SHALL REMOVE ALL MUCK, YIELDING MATERIAL ROOTS, VEGETATION AND OTHER DEGRADABLE MATERIAL IN ITS ENTIRETY, WITHIN THE PAVEMENT UNITS AND BELOW ALL STRUCTURES AND UTILITIES TO FULL EXCAVATED TRENCH WIDTH. SAID MATERIAL SHALL BE REPLACED WITH CLEAN ORGANIC FREE MATERIAL.
- WITH ROCKS SMALLER THAN THREE INCHES IN DIAMETER COMPACTED TO NOT LESS THAN 95% MAXIMUM DENSITY AT OPTIMUM MOISTURE, AASHTO T-180 METHOD "D" WITH MAXIMUM LIFTS OF TWELVE INCHES COMPACTED THICKNESS.
- TRENCH BACKFILL AND COMPACTION SHALL FOLLOW THE CONTRACT SPECIFICATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING APPROPRIATE SAFETY PRECAUTIONS DURING EXCAVATION AND TRENCHING OPERATIONS AS REQUIRED BY THE "TRENCH SAFETY ACT".
- THIS WORK SHALL INCLUDE THE EXCAVATION OF WHATEVER SUBSTANCES THAT SHALL BE ENCOUNTERED TO THE DEPTHS AS SHOWN ON THE PLANS. EXCAVATED MATERIALS NOT REQUIRED FOR FILL OR BACKFILL SHALL BE REMOVED FROM THE WORK SITE AS DIRECTED BY THE ENGINEER AND SHALL BE CONSIDERED TO BE A PART OF THE CONTRACT.
- WATER SHALL NOT BE PERMITTED TO ACCUMULATE IN THE EXCAVATED AREA. IT SHALL BE REMOVED BY PUMPING OR OTHER MEANS AS APPROVED BY THE ENGINEER. THE REMOVAL OF WATER SHALL BE CONSIDERED TO BE A PART OF THE CONTRACT.
- IF THE BOTTOM OF THE TRENCH IS ROCK, THE EXCAVATION SHALL BE CARRIED EIGHT INCHES BELOW THE INVERT OF THE PIPE AND BACKFILLED WITH THOROUGHLY COMPACTED SHARP SAND, GRAVEL, OR OTHER SUITABLE MATERIAL APPROVED BY THE ENGINEER.
- WHENEVER IT IS NECESSARY, IN THE INTEREST OF SAFETY, TO BRACE OR SHORE THE SIDES OF THE TRENCH, SUCH BRACING OR SHORING SHALL BE COMPLETED.
- THE CONTRACTOR SHALL FURNISH, PUT IN PLACE AND MAINTAIN SUCH SHEETING, BRACING, AS MAY BE REQUIRED TO SUPPORT THE SIDE OF THE EXCAVATION, AND TO PREVENT ANY MOVEMENT WHICH CAN IN ANY WAY DAMAGE THE WORK OR ENDANGER ADJACENT STRUCTURES.
- IF FIELD CONDITIONS, TYPE OF SHEETING OR CONSTRUCTION METHODS MAKE REMOVAL OF SHEETING IMPRACTICABLE, AT NO ADDITIONAL COST TO THE OWNER, THE CONTRACTOR MAY LEAVE ALL SHEETING IN PLACE. THE ENGINEER MAY REQUIRE SHEETING TO BE CUT OFF AT ANY SPECIFIED ELEVATION BUT IN NO CASE WILL ANY SHEETING BE LEFT CLOSER THAN TWO (2) FEET BELOW THE NATURAL SURFACE, NOR CUT OFF BELOW THE ELEVATION OF THE TOP OF THE PIPE.
- AFTER PIPES, STRUCTURES, AND OTHER APPURTENANCES HAVE BEEN INSTALLED, THE TRENCH OR OPENING SHALL BE BACKFILLED WITH MATERIAL IN CONFORMANCE WITH THE SPECIFICATION.
- IN AREAS WHERE PAVEMENTS ARE TO BE CONSTRUCTED OVER THE PIPE, THE REMAINDER OF THE TRENCH BELOW SUBGRADE SHALL BE PLACED IN TWELVE INCH LAYERS (COMPACTED THICKNESS) AND SHALL BE COMPACTED TO 95 PERCENT OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-99. CONTRACTOR WILL BE RESPONSIBLE FOR CORRECTING DAMAGE FROM SETTLEMENT IN THE BACKFILLED AREAS WHETHER UNDER THE PAVEMENT OR OTHERWISE.
- IN AREAS WHERE NO PAVEMENT IS TO BE CONSTRUCTED, THE BACKFILL ABOVE THE TWELVE INCH LINE ABOVE THE PIPE SHALL BE COMPACTED TO A FIRMNESS APPROXIMATELY EQUAL TO THAT OF THE SOIL ADJACENT TO THE PIPE TRENCH.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING REQUIRED SAFETY BARRIER AND PROTECTIVE STEEL PLATE COVERINGS FOR OPEN TRENCHES.

GENERAL CONSTRUCTION NOTES

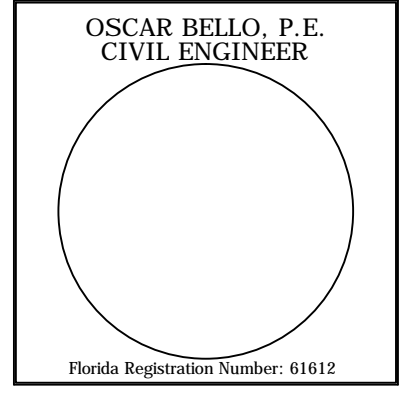
- ALL CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH THE MINIMUM STANDARDS APPLICABLE UNDER THE CITY OF KEY WEST & FKA.
- THE CONTRACTOR SHALL VERIFY LOCATION OF ALL UNDERGROUND UTILITIES 72 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONARY MEASURES TO PROTECT EXISTING UTILITIES WHETHER SHOWN OR NOT.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER 48 HOURS IN ADVANCE OF MAKING ANY CONNECTION TO AN ACTIVE PIPELINE OR UTILITY SYSTEM.
- ALL EXISTING UTILITIES SHALL BE MAINTAINED IN SERVICE DURING CONSTRUCTION UNLESS APPROVED OTHERWISE IN WRITING BY THE UTILITY OWNERS.
- ALL ELEVATIONS SHOWN ON THE CONSTRUCTION DRAWINGS ARE BASED ON NGVD 1929 DATUM. A COPY OF THE SITE-SPECIFIC SURVEY SHOWING PROJECT BENCHMARKS WILL BE PROVIDED UPON REQUEST.
- CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES 72 HOURS PRIOR TO CONSTRUCTION.
- ALL DEVIATIONS FROM PLANS ARE TO BE APPROVED BY ENGINEER IN WRITING PRIOR TO CONSTRUCTION AND FOR ALL INSPECTIONS AND TESTING.
- THE ENGINEER MUST BE GIVEN A MINIMUM 48 HOURS NOTICE FOR ALL INSPECTIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE AT ALL TIMES THROUGHOUT THE DURATION OF CONSTRUCTION FOR THE PROTECTION OF EXISTING AND NEWLY INSTALLED UTILITIES AND IMPROVEMENTS FROM DAMAGES, DISRUPTION OF SERVICE OR DESTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TAKING SUCH MEASURES AS NECESSARY TO PROTECT THE HEALTH, SAFETY AND WELFARE OF THOSE PERSONS HAVING ACCESS TO THE WORK SITE.
- EXISTING SECTION CORNERS AND OTHER LAND MARKERS OR MONUMENTS LOCATED WITHIN PROPOSED CONSTRUCTION ARE TO BE MAINTAINED BY THE CONTRACTOR AND/OR RESET AFTER CONSTRUCTION UNDER CERTIFICATION BY A FLORIDA REGISTERED SURVEYOR.
- THE EXISTING ELEVATIONS SHOWN HEREON ARE FOR THE PURPOSE OF INDICATING THE GROUND ELEVATION ONLY AT THE POSITION SHOWN AND IN NO WAY SHOULD INDICATE ELEVATION AT ANY OTHER POINT OTHER THAN THAT SHOWN.
- TOPOGRAPHIC INFORMATION SHOWN ON THE PLANS ARE TAKEN FROM SURVEY PREPARED BY R.E. REECE, P.A. DATED 8/25/05 PHONE: (305) 872-1348.



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KEY WEST, FLORIDA 33043



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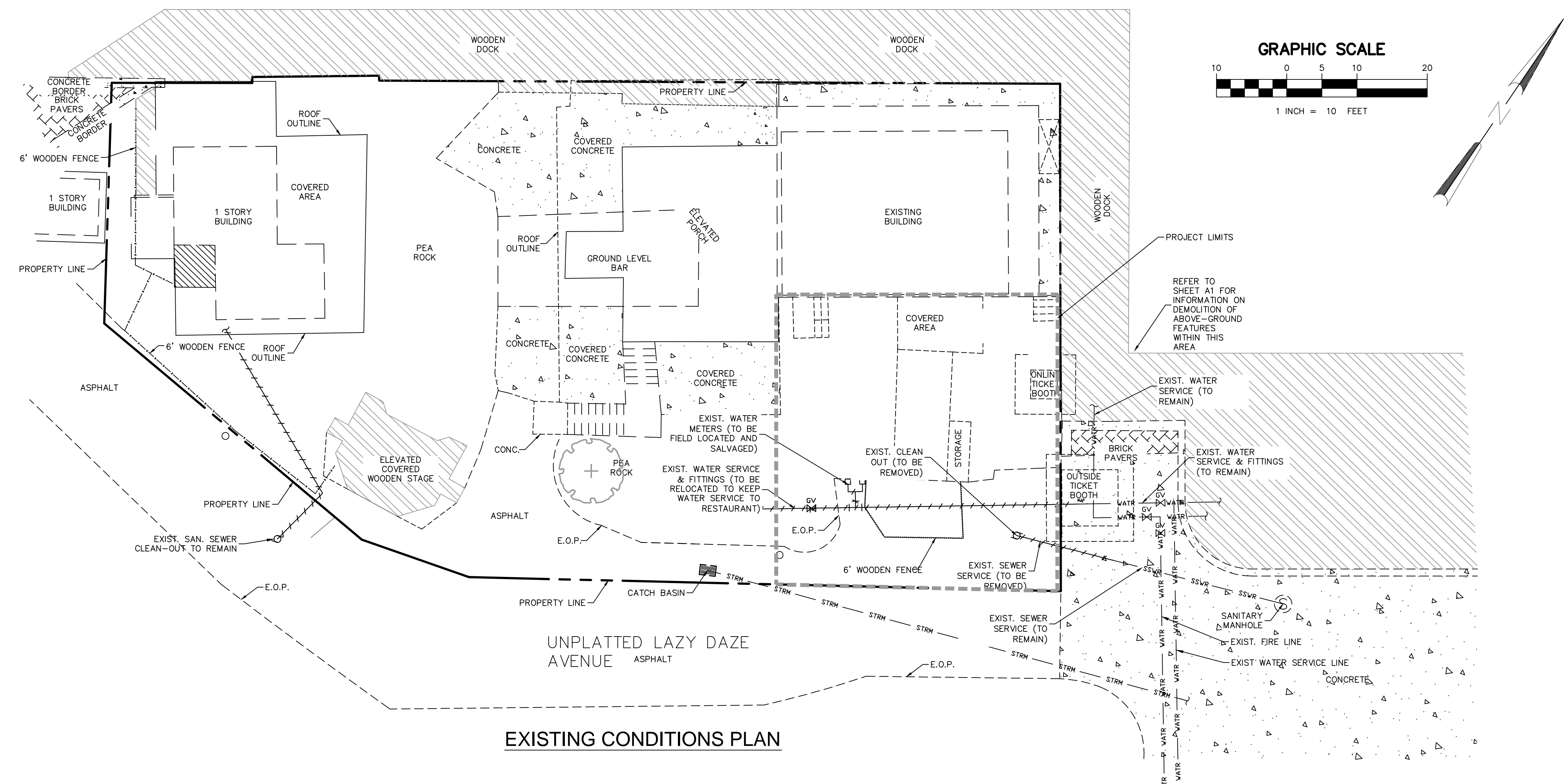


Project N° : 107.006

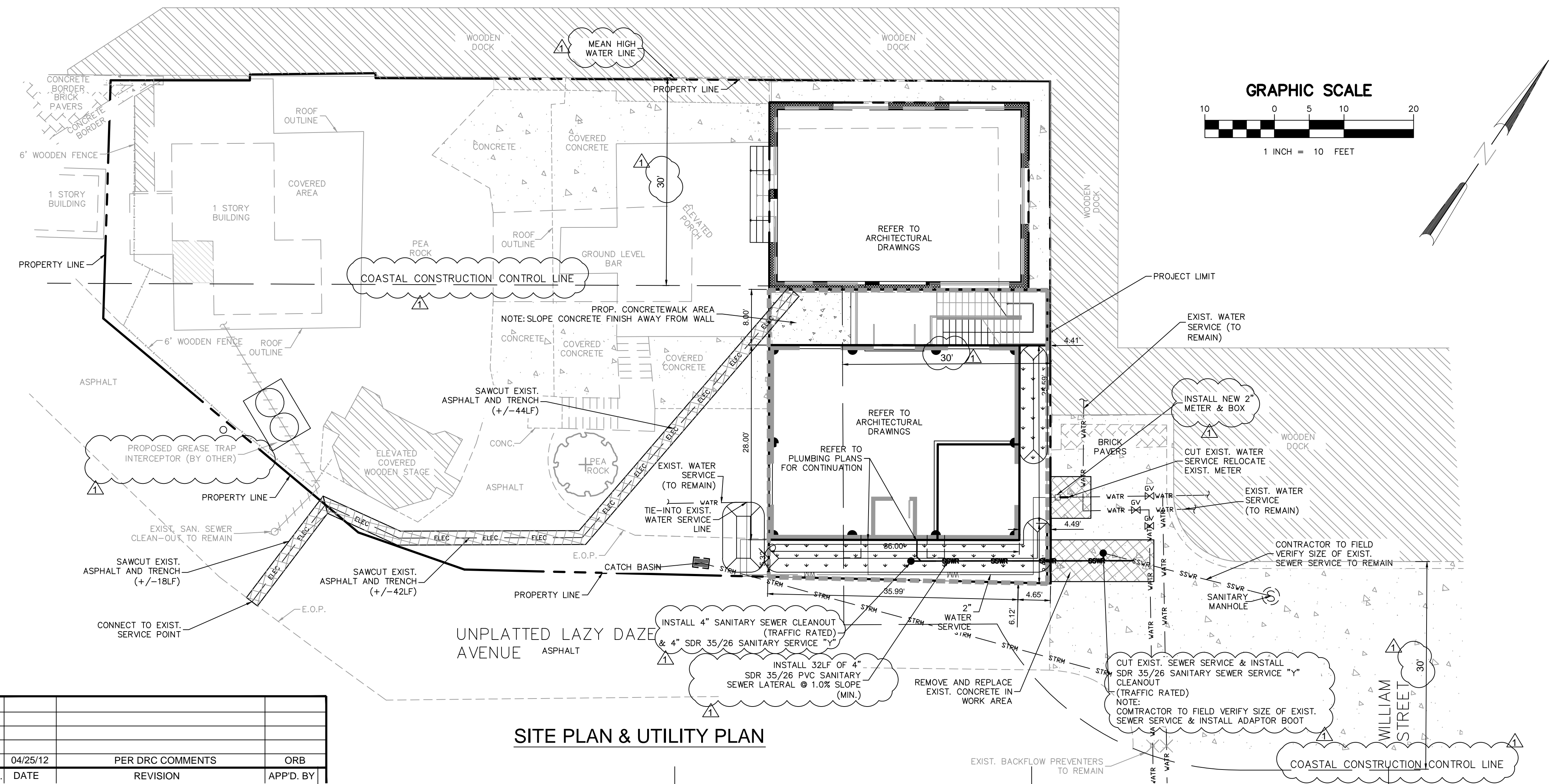


Date: 3/29/12





EXISTING CONDITIONS PLAN



SITE PLAN & UTILITY PLAN

**SITE DATA**

ADDRESS: 202 WILLIAMS STREET  
KEY WEST, FLORIDA 33040

PROPERTY INFO: SCHOONER WHARF BAR

OWNER AND CONTACT PERSON: CITY OF KEY WEST  
P.O. BOX 1409  
KEY WEST, FLORIDA 33041

EXISTING ZONING: HISTORIC RESIDENTIAL COMMERCIAL CORE (HRCC-1) DUVAL STREET GULFSIDE DISTRICT

USE: (100) COMMERCIAL

FLOOD ZONE: VE 10

ITEM	EXISTING	PROVIDED	REQUIRED	COMMENTS
PROJECT AREA	1671 SF	1671 SF		NO CHANGE
MIN. FRONT SETBACK	4.41 FT	4.41 FT	NONE	EXISTING TO REMAIN
MIN. REAR SETBACK	10 FT	10 FT	10 FT	EXISTING TO REMAIN
MIN. SIDE SETBACK	2.5 FT	2.5 FT	2.5 FT	EXISTING TO REMAIN
MAX. DENSITY	22 du/acre	NO CHANGE		EXISTING TO REMAIN
MAX. FLOOR AREA RATIO	1.0	1.0	1.0	COMPLIES
MAX. HEIGHT	+/-15 FT	27.83 FT	35 FT	COMPLIES
MAX. BUILDING COVERAGE	50%	50%	-	EXISTING TO REMAIN
IMPERVIOUS SURFACE RATIO	97	74	-	EXISTING TO REMAIN
PARKING	0	0	-	EXISTING TO REMAIN

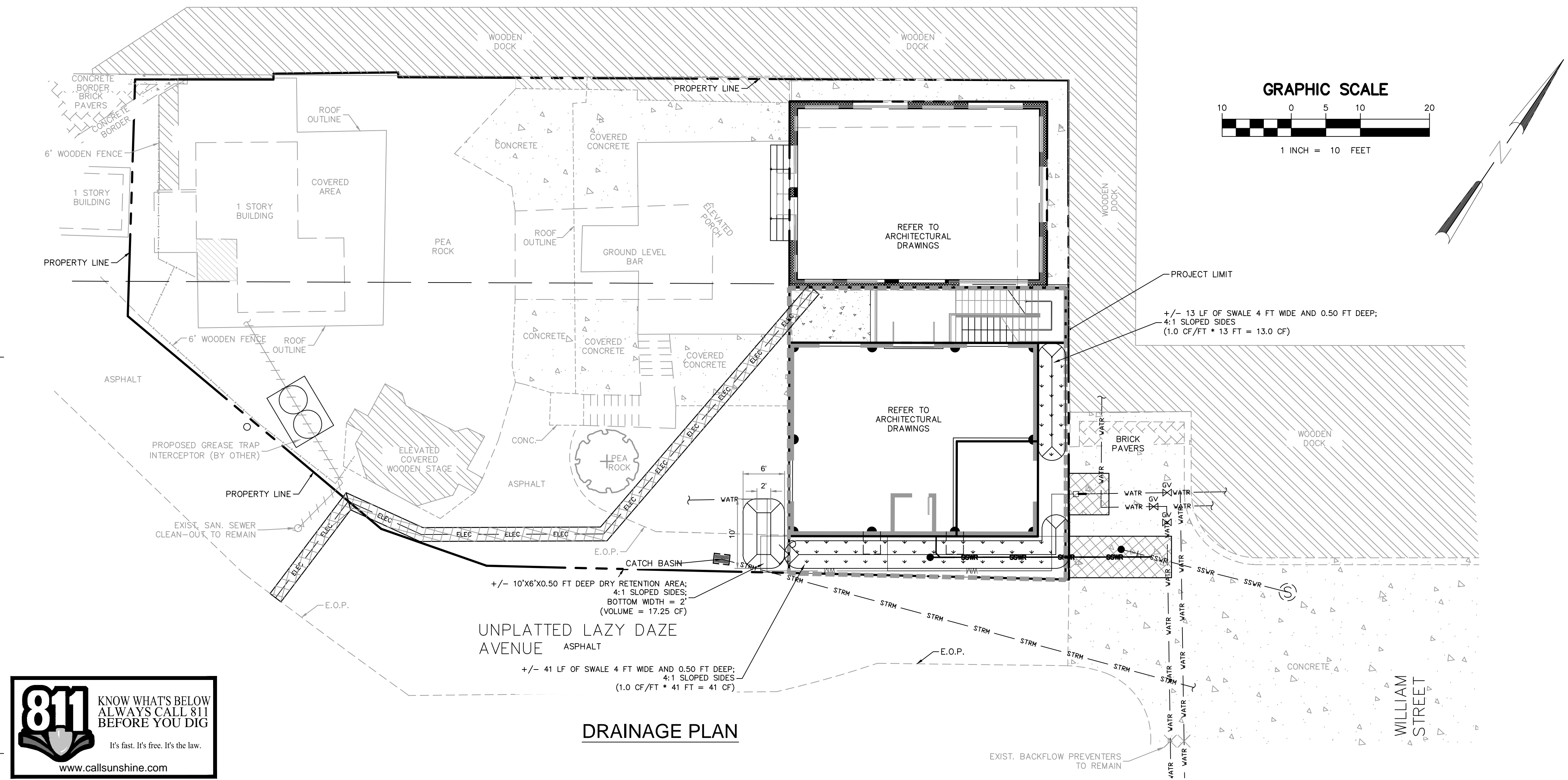
**LAND COVERAGE SUMMARY**

ITEM	PRE-DEVELOPMENT	POST-DEVELOPMENT
TOTAL AREA	1671 SF	1671 SF
IMPERVIOUS AREA	1628 SF	1238 SF
PERVIOUS AREA	44 SF	433 SF

NO.	DATE	REVISION	APPD. BY
5			
4			
3			
2			
1	04/25/12	PER DRC COMMENTS	ORB



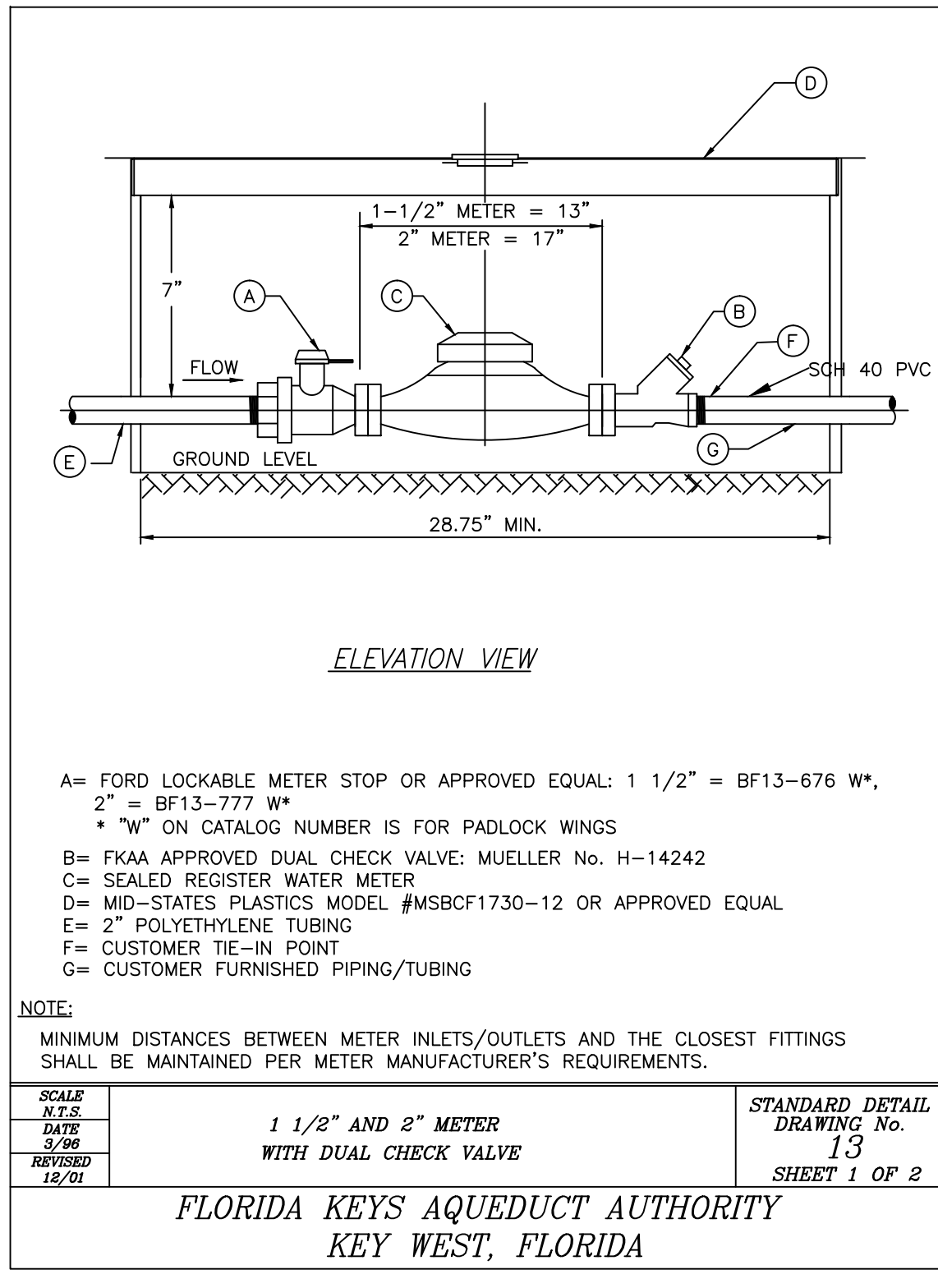
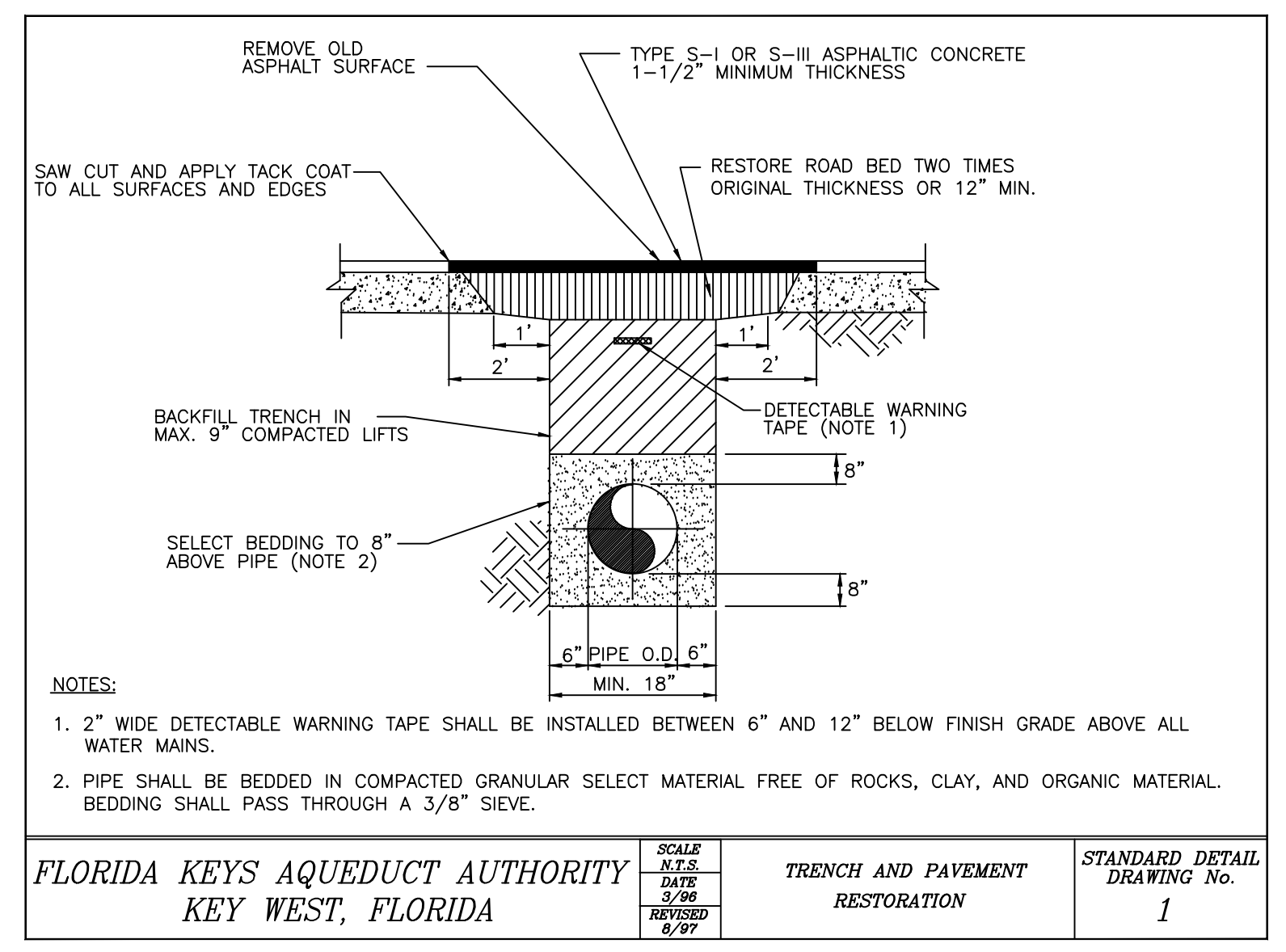
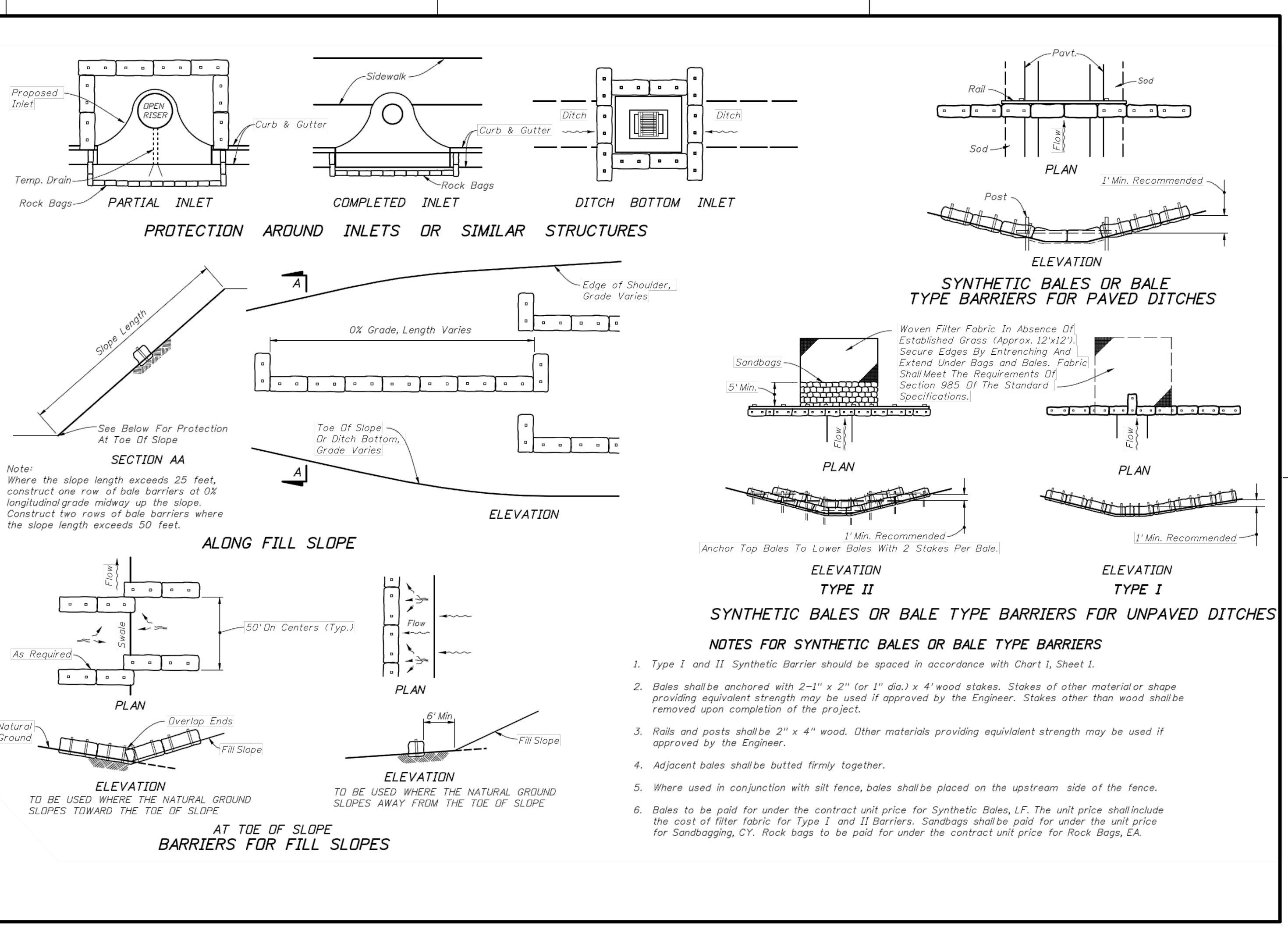
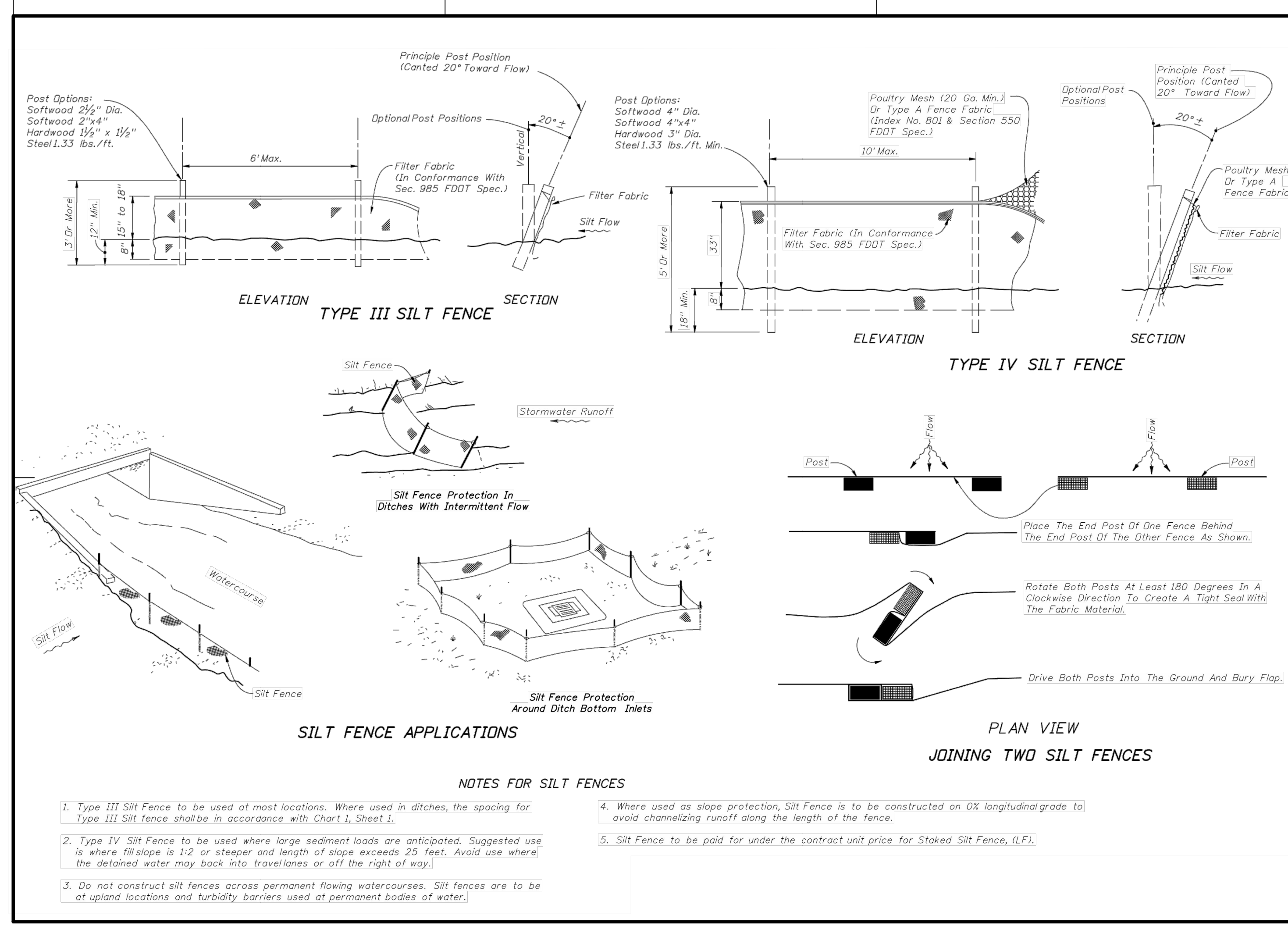
DRAINAGE CALCULATIONS			
<i>Water Quantity - Predevelopment</i>			
Project Area	0.038	ac	1,672 sf
Pervious Area	0.001	ac	44 sf
Impervious Area	0.037	ac	1,628 sf
% Impervious	97%		
Rainfall for 25yr/24hr event (P)	9	in	
Rainfall for 25yr/3day event (P)	12.231	in	
Depth to Water Table	2	ft	
Predeveloped Available Storage	1.880	in	
Soil Storage (S)	0.049	in	
$Q_{pre} = \frac{(P - 0.2S)^2}{(P + 0.8S)}$	12.172	in	
<i>Water Quantity - Postdevelopment</i>			
Project Area	0.038	ac	1,672 sf
Pervious Area	0.010	ac	433 sf
Impervious Area	0.028	ac	1,238 sf
% Impervious	74%		
Rainfall for 25yr/24hr event (P)	9	in	
Rainfall for 25yr/3day event (P)	12.23	in	
Depth to Water Table	2	ft	
Developed Available Storage	1.880	in	
Soil Storage (S)	0.488	in	
$Q_{post} = \frac{(P - 0.2S)^2}{(P + 0.8S)}$	11.665	in	
Runoff Volume from 25 year/ 3 day storm	0.448	ac-in	
<i>Postdevelopment - Predevelopment</i>			
$Q_{post} - Q_{pre}$	-0.508	in	
Volume = QA	0.000	ac-in	
<i>Water Quality</i>			
Drainage Basin Area	0.038	ac	
Surface Water	0.000	ac	
Roof Area	0.023	ac	
Pavement/Walkways	0.008	ac	
Pervious area	0.010	ac	
Site area for Water Quality (Total area - (water surface + roof area))	0.015	ac	
Impervious area for water Quality (Site area for water Quality - pervious area)	0.005	ac	
% Impervious	35%		
A) One inch of runoff from drainage basin	0.038	ac-in	
B) 2.5 inches times percent impervious	0.033	ac-in	
Pretreatment Required	0.038	>	0.033
50% reduction due to dry retention	0.019	ac-in	71.25 CF
Volume Provided	70.50	CF	



LEGEND	
	REMOVE & REPLACE CONCRETE/ASHPALT
	PROPOSED CONCRETE
	PROPOSED RETENTION AREA

- DRAINAGE NOTES:**
- ROOF DOWN SPOUTS DIRECTED TO DISCHARGE INTO DRY RETENTION/LANDSCAPE AREAS WITH SPLASH BLOCKS TO PREVENT EROSION
  - LANDSCAPING FOR DRY RETENTION AREAS SHALL COMPLY WITH CITY OF KEY WEST STANDARDS
  - THE LANDSCAPING AND DRY RETENTION AREAS SHALL NOT BE CONSTRUCTED TO CREATE STORMWATER FLOW TO ADJACENT PROPERTIES

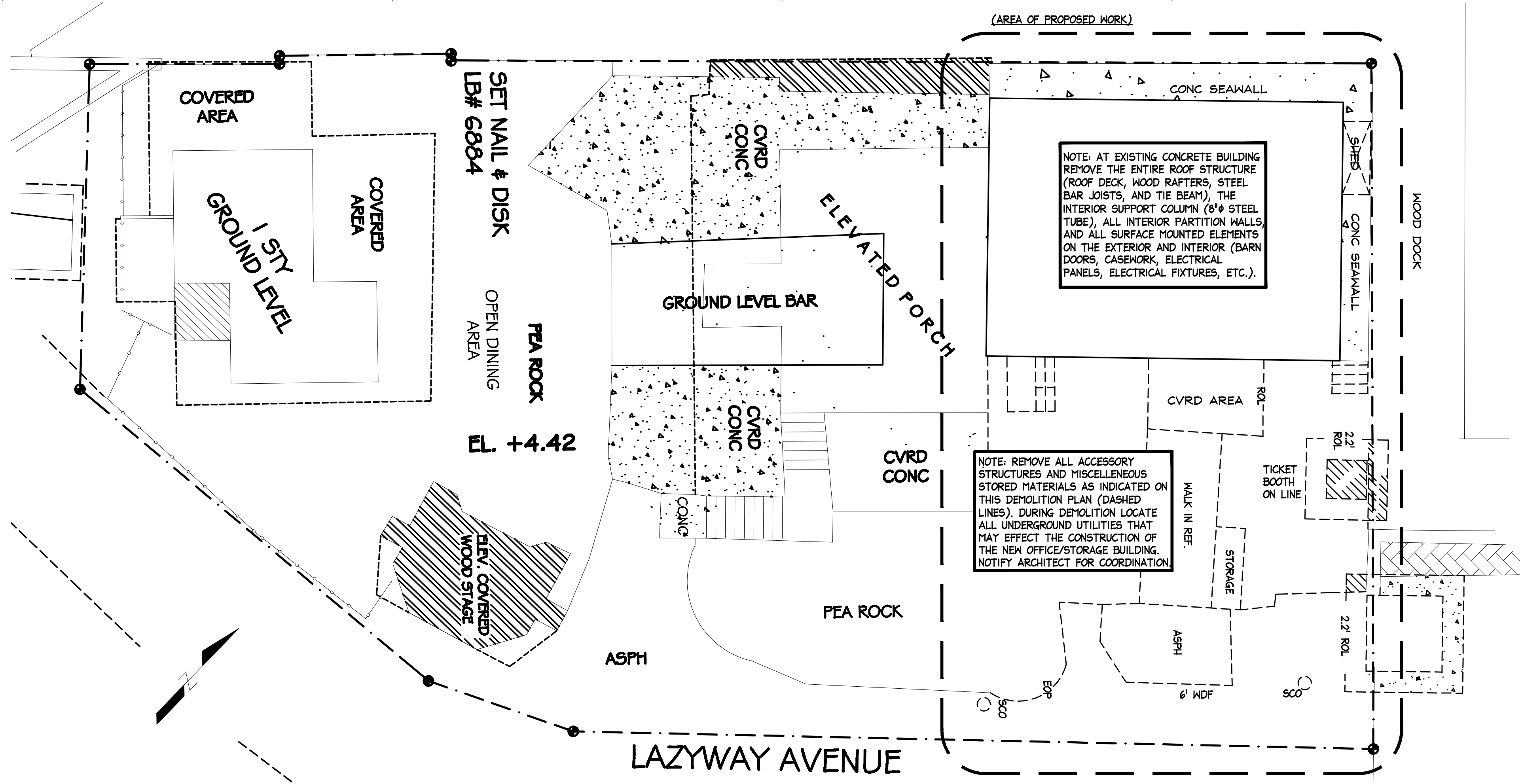






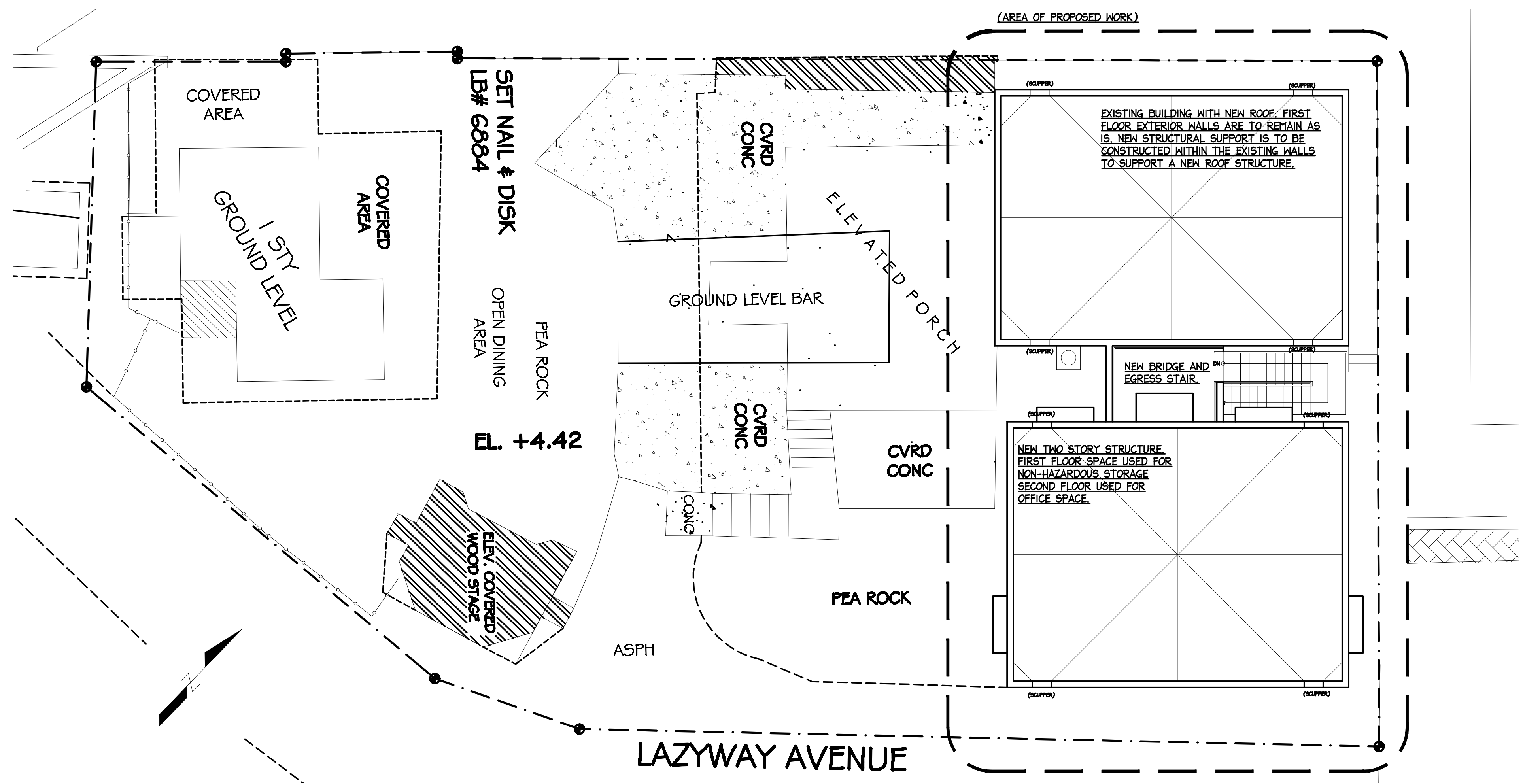






2 PROPOSED DEMOLITION PLAN  
A1

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



1 PROPOSED SITE PLAN  
A1

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

**SCHOONER WHARF BAR**  
KEY WEST, FLORIDA

410 Angela Street  
Key West, Florida 33040  
Telephone (305) 296-1347  
Facsimile (305) 296-2727  
Florida License AAC002022

*Bender & Associates*  
**ARCHITECTS**  
p.a.

Project No: 1109

Date: 03/26/12

**A1**

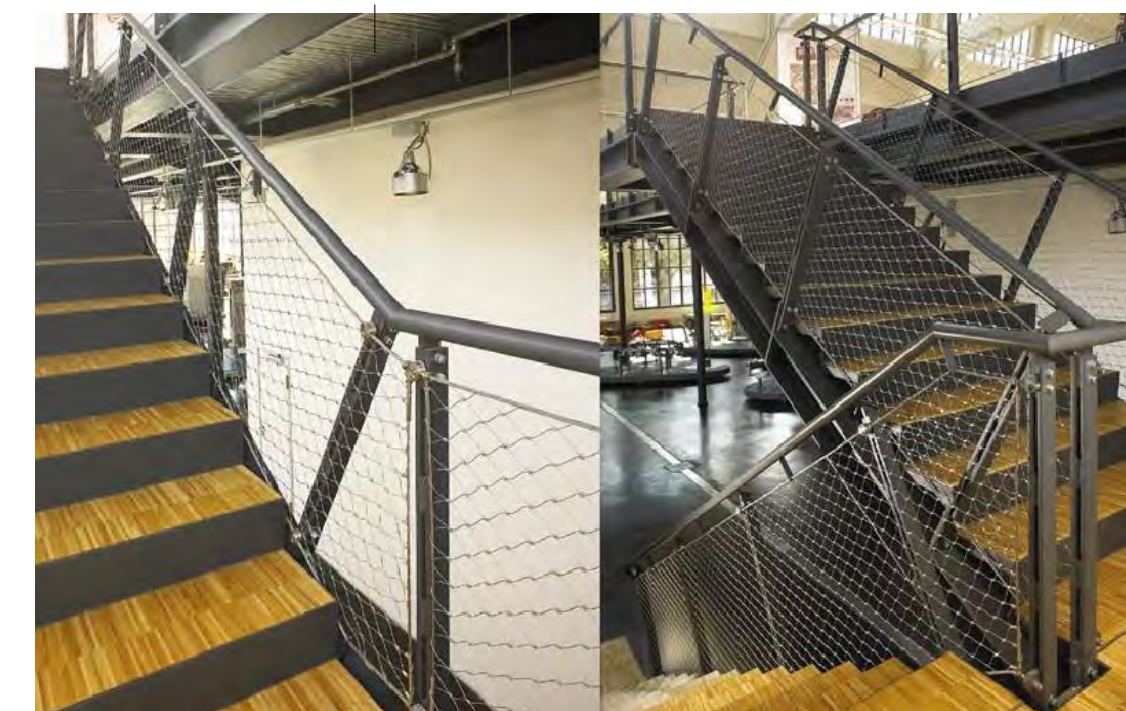




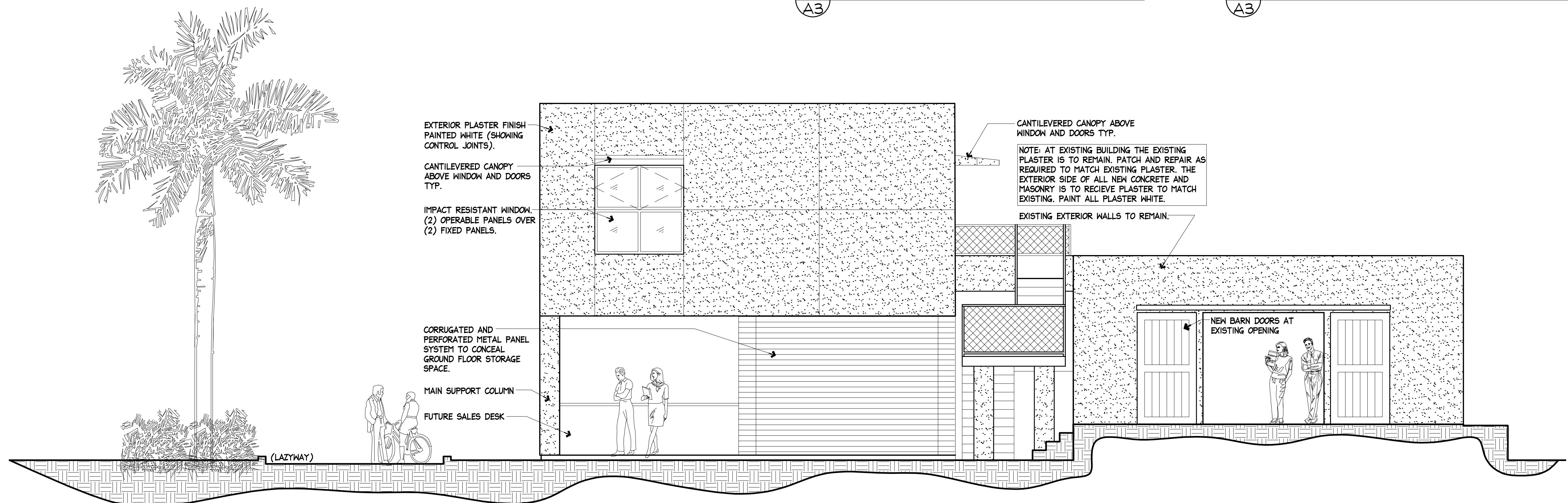




4 EXAMPLE OF METAL PANEL AT STORAGE AREA SCALE: NTS

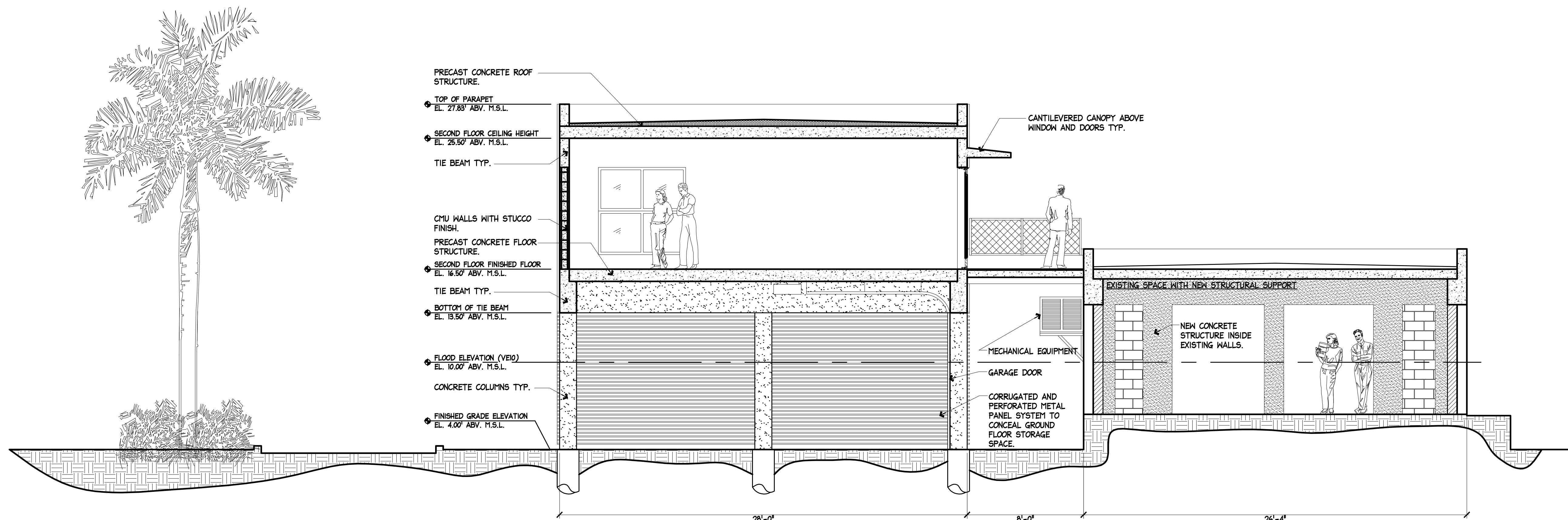


3 EXAMPLE OF RAILING MATERIAL SCALE: NTS



2 PROPOSED EAST ELEVATION

SCALE: 1/4"=1'-0"



1 PROPOSED LONGITUDINAL SECTION

SCALE: 1/4"=1'-0"

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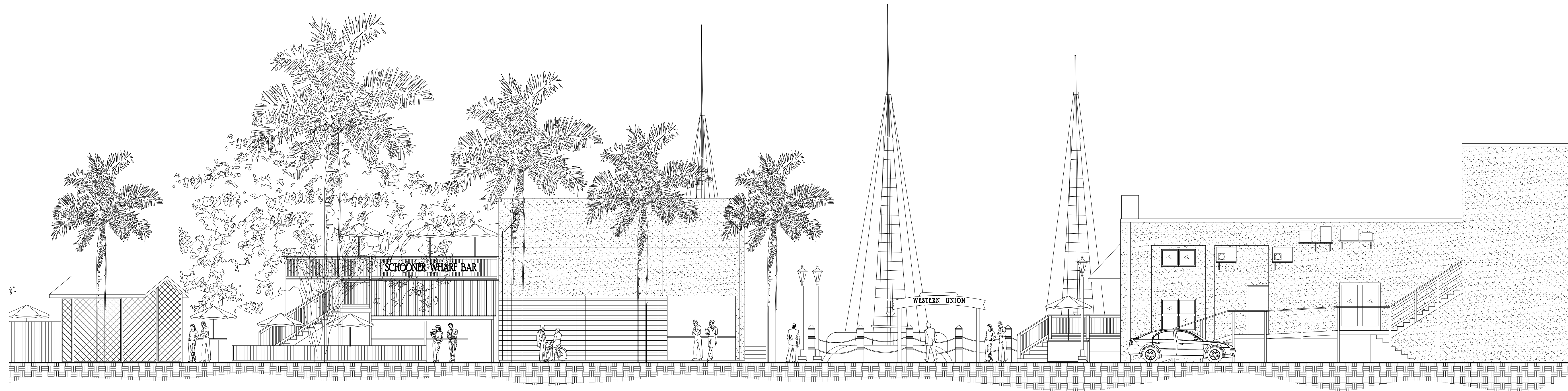
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A3





2 PROPOSED SOUTH ELEVATION (LOOKING FROM WILLIAM STREET)  
A4

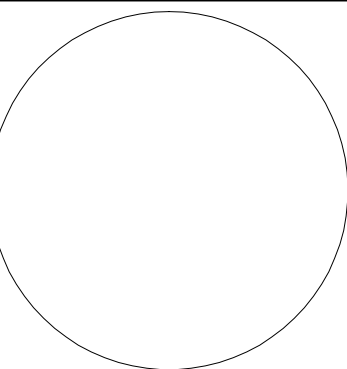
SCALE: 1/8"=1'-0"



1 PHOTOGRAPH OF SITE (FROM WILLIAM STREET)  
A4

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

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A4

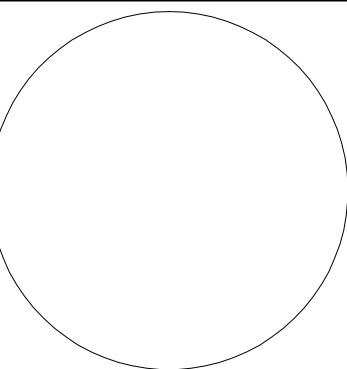




2 PROPOSED WEST ELEVATION (LOOKING FROM LAZYWAY)  
A5

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

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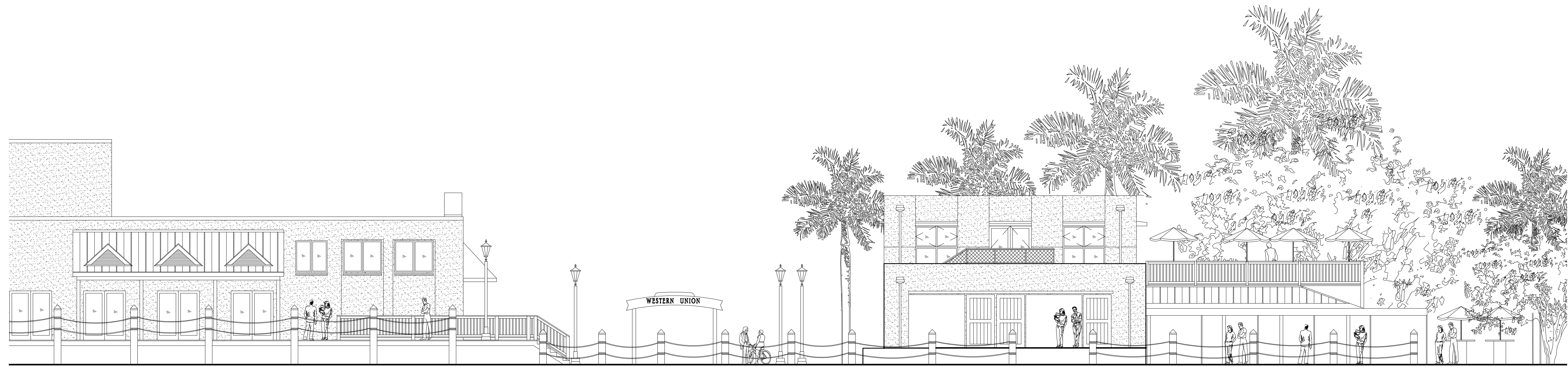
A5



1 PHOTOGRAPH OF SITE (LOOKING FROM LAZYWAY)  
A5

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





2 PROPOSED WEST ELEVATION (LOOKING FROM DOCK AREA)

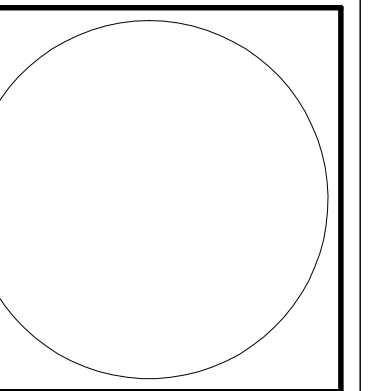
SCALE: 1/8"=1'-0"



1 PROPOSED NORTH ELEVATION (LOOKING FROM DOCK AREA)

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

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