

Size 3000 to 3500 SQ.FT. (lunch & dinner)

Personnel

- 1 Manager
- 3 Bartenders
- 3 Chefs
- 6 Cleaning Persons
- 6 Cooks
- 3 Assistant Managers
- 15 Waitpersons
- 6 Bus Persons

Total 43 Permanent

Add 5 part-time wait staff for peak season

The expansion at Turtle Kraals, PT's, Schooner Wharf, Half Shell Raw Bar and The Crab Shack were all assumed to be table areas only, and no new kitchen facilities. These additions total 4875 sq.ft. and at 15 sq.ft. per seat is equivalent to 325 new seats which would require the staffing equivalent of 2.2 new 150 seat restaurants. Again assuming only wait staff and service staff the additional personnel need would be 40 additional staff (6 chefs, 15 cooks, 33 wait staff, 13 bus persons). These numbers are included in the totals above.

The total square footage of new restaurant space to be added to the Bight is 14241 sq.ft. No specific designs, themes or individual restaurant sizes have been defined. Therefore, in order to predict the conservative estimate of new employees generated, this 14241 sq.ft. is equivalent to 4.0 new 150 seat restaurants.

Professional Office

The sole increase in this category of 150 SQ.FT. is programmed for the Harbor Masters Office, and will house the anticipated two new staff for the marina, accounted for in the discussion above for existing personnel.

Grocery

There is no programmed increase in the number of employees in this use category.

Retail Speciality

There is proposed 18,700 SQ.FT. of new speciality retail use. Again, the final detail as to type of shop, size per outlet, and type of goods sold is not known at this particular time. In order to arrive at a reasonable estimate of new employees, a prototypical retail establishment was assumed. This prototype was derived by taking the average size of the existing 10 shops at the Bight of 1225 SQ.FT. and by adjusting downward to a typical size of 1000 SQ.FT. Based upon the 6000 SQ.FT. of the Waterfront Market remodeling into six spaces. The prototype is further based upon typical rental spaces found on Duval Street retail areas, and other retail areas of the City.

Prototype Size 1000 SQ.FT. Personnel	Salary Level
• 1 Manager	\$25,000 - 35,000
• 1 Asst. Manger	\$18,000 - 22,000
• 5 Sales Associates	\$5.50 - 7.00 hour

Based on this prototype, the 18700 SQ.FT. retail areas would produce 18.7 or 19 retail spaces with the following employment and wage impacts:

Job Type	Number	Salary Level (wages)
• Manager	19	\$475,000 - 665,000
• Asst. Manager	19	\$342,000 - 418,000
• Sales Associates	38	\$434,720 - 553,280
Totals		\$1,251,700 - 1,636,300

Warehouse

The warehouse facility is dedicated to the Waterfront Market, which will not increase in size.

Marine Repairs/Service

The size of Marine Services and Repairs Facilities will significantly decrease with the number of new employees in the new 1625 SQ.FT. of space more than off set by the employees no longer on the site. Regardless of the fact, the six employees predicted in the parking analysis would be:

• 1 Manager @	\$ 40,000
• 2 Mechanics @	\$ 35,000
• 3 Mechanics/ Assistants @	\$ 25,000
<hr/>	
Totals	\$185,000

Charter Boats

Although the number of slips in the Marina will be reduced, it is predicted that 4 new larger commercial charter craft or passenger ferries can be accommodated. The two scenarios have two widely divergent employment effects. If the four boats are assumed to be passenger ferries, similar to those new visiting Key West with home ports elsewhere, the new jobs created will be negligible. The ferry staff would be based in home ports, and the City's marina staff would handle docking, and servicing the ships would be by outside contract.

On the other hand if the four new boats are larger charter craft, not already docked elsewhere, new jobs will be created consistent with the predictions stated below:

Although the size and crew requirements of charter craft can vary highly due to nature of the craft, modern craft are designed for operation with minimal crew. Assuming a typical ferry boat running seven days a week and based in Key West, would have the following crew component:

<u>Crew</u>	<u>Average Salary</u>
• 2 Captains/Mates	\$45000
• 8 Crew	\$25000

Thus the four new charter boat would generate the following salaries, separate from contractual local service and support - \$1,160,000

12. Housing

CIAS Requirement

Housing - If the project includes residential development, provide a breakdown of the proposed residential units by price or rental range and type of unit (such as single family, duplex, town house, mobile home)

(K.W. City Code Section 34.08(g)(1))

There is no residential component to the Key West Bight Master Plan. Although the City Comprehensive Plan designates the Key West Bight Area as a receiver site for Transferable Development Rights from environmentally sensitive sites within the City. No residential component was considered for the Bight because sale of rights was not eminent, and recent historic use of the Bight did not include a residential component.

CIAS Requirement

If lots are to be sold without dwelling units, indicate the number and percentage of such lots and the extent of improvements to be made prior to sale.

(K.W. City Code Section 34.08(g)(2))

No lots are being considered or presented for sale at this time

CIAS Requirement

Assess the potential of the proposed development to meet local or regional housing needs. In particular indicate any measures taken to provide low and moderate income housing.

(K.W. City Code Section (g)(3))

The project provides no low and moderate income housing. Any proposal to provide needed employee housing would require an amendment to the Master Plan, and reconsideration of parking and other infrastructure needs.

CIAS Requirement

Describe hurricane evacuation considerations which acknowledge the current evacuations and emergency operations plans, how project residents will be informed about these plans, and any developer responsibilities identified in such plans.

(K.W. City Code Section 34.08(g)(4))

The Monroe County Civil Defense Department is the lead agency for disaster preparedness in the Florida Keys. Hurricane shelter capacity in Key West is inadequate to handle permanent and seasonal residents; therefore, evacuation is the recommended response to a potential hurricane event.

Included is a letter of coordination with the Monroe County Civil Defense office requesting coordination and assistance in determining appropriate responsibilities and responses in the event of an emergency. The Key West Bight Master Plan proposes exclusively commercial development and does not generate any residential units which increase hurricane evacuation response times.

Secondary demand for housing resulting from the creation of job opportunities could be estimated at this time but with a probable wide range of accuracy due to the fact that the majority of the Bight's job creating features, are not yet designated, and clearly depend upon the vagaries of the market. With a development time frame of from two to ten years, the secondary effects of Bight development on hurricane evacuation times will be slight to non-existent.

13. Special Considerations

CIAS Requirement

Special Considerations - Describe the relationship of proposed development to City Land Use Plans, objective and policies. Also, indicate relationship to existing or proposed public facilities plans (such as wastewater treatment, transportation) and identify and conflicts.

(K.W. City Code Section 34.08 (h)(1))

The Future Land Use Element of Key West Comprehensive Plan states the objectives and policies for Future Land Use Development in Key West are to be considered along with the Future Land Use Map for future decisions relative to development in the City. The new Future Land Map identifies the Key West Bight as having two designations - with the exception of the small area along Lazy Way fronting the waters of the Bight, and to the south, the Jabour properties, which are designated HRCC-1, the remainder of the property is designated HRCC-2. Even though at the time the Comprehensive Plan was not complete, the Comprehensive Plan provides the general guidelines which guided the development of the Master Plan:

1. Preserving public waterfront access as well as waterfront views;
2. Improving pedestrian linkages with adjacent and nearby activity centers;
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;
4. Accommodating public improvements necessary to achieve redevelopment plan objectives;

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

With the exception of not providing a housing component, the Master Plan complies with the following specific direction of the Plan, as will the specific design components of the individual future buildings.

"With 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 use shall be located within one-hundred (100) feet of the mean high water and no transient residential use shall be allowed within any portion of the areas designated HRCC-2 on 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 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 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."

TABLE 9

**KEY WEST BIGHT CIAS
RELATIONSHIP AND CONSISTENCY TO CITY COMPREHENSIVE PLAN**

Policy	Consistent YES/NO	Comment
<p>Policy 1-1.1.4: 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 offices, limited commercial activities, and general retail sales and services.</p>	X	A basic premise of the Master Plan.
<p>Objective 1-1.3: Planning for Industrial Development 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.</p>	X	Marine related industry is a component of the plan
<p>Policy 1-3.2.6: Redevelopment Planning Activities. 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:</p>		
<ul style="list-style-type: none"> • Established Land Use Patterns • Land Use Compatibility • Establishing Commercial Activity Centers • Public Facilities • Housing Resources • Neighborhood Identity • Urban Design and Open Space Systems 		
<p>The areas identified as potential development and redevelopment areas include the:</p>		

TABLE 9

**KEY WEST BIGHT CIAS
RELATIONSHIP AND CONSISTENCY TO CITY COMPREHENSIVE PLAN**

Policy	Consistent YES/NO	Comment
<p>Land Abutting the Key West Bight and its Environs. This shall be managed to ensure the long term viability of this area as a strategically located, unique and accessible mixed use waterfront oriented resource that significantly contributes to the Old Town waterfront ambiance. The intent is to prevent "walling off" public access to waterfront activities. In addition, the intent shall be to maintain the widely accessible old market place environment and to prevent its displacement by new facilities which greatly restrict assess.</p>	X	<p>The Plan was developed consistent with each of these principles</p>
<p>Objective 1-3.3: Encourage Redevelopment and Renewal. Upon Plan adoption, the City shall amend the land development regulations and shall incorporate a regulatory framework for managing future redevelopment. Redevelopment planning activities shall direct highest priority to areas with local historical significance. In drafting the redevelopment program, the City shall coordinate public and private resources necessary to initiate needed improvements and/or redevelopment within these areas.</p>	X	<p>The Bight Board Charter responds to each of these policies</p>
<p>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.</p>	X	
<p>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.</p>	X	

TABLE 9

**KEY WEST BIGHT CIAS
RELATIONSHIP AND CONSISTENCY TO CITY COMPREHENSIVE PLAN**

Policy	Consistent YES/NO	Comment
<p>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.), of 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 merit consideration.</p>	X	<p>The redesign of Margaret and William Streets and Lazy Way to promote pedestrian access meets this requirement.</p>
<p>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.</p>	X	<p>Caroline Street parking is consistent. The City Comprehensive Traffic Study contains this direction.</p>
<p>Policy 1A-1.2.16: In fill Development. In fill 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.</p>	X	<p>The Master plan has received HARC approval.</p>
<p>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.</p>	X	<p>The Master Plan recognizes and supports the Caroline Street Park and Ride Facility.</p>

TABLE 9

**KEY WEST BIGHT CIAS
RELATIONSHIP AND CONSISTENCY TO CITY COMPREHENSIVE PLAN**

Policy	Consistent YES/NO	Comment
<p>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.</p>	X	<p>This approach is a key element of the Master Plan.</p>
<p>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.</p>	X	<p>Grant Application for Cannery and Thompson Fish House. Complete.</p>
<p>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) <u>Guidelines</u> and the Secretary of the Interiors <u>Standards for Rehabilitation</u>. Reference Policy 5-10.4 of the Coastal Management Element.</p>	X	<p>Phase 1 Plan has been approved by HARC.</p>
<p>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 storm water 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.</p>	X	<p>Transportation impacts of full development are acceptable.</p>

TABLE 9

**KEY WEST BIGHT CIAS
RELATIONSHIP AND CONSISTENCY TO CITY COMPREHENSIVE PLAN**

Policy	Consistent YES/NO	Comment
<p>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.</p>	X	<p>The primary focus of the Master Plan.</p>
<p>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.</p>	X	<p>The Master Plan uses support this policy</p>
<p>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.</p>	X	<p>New and remodeled buildings will meet this standard</p>
<p>Policy 2-1.13: Possible Changes in Level of Service Standard. The City will continue to explore the applicability and utility of designating Old Town as a Transportation Concurrence 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-automobiles, such as bicycling and walking, while discouraging the proliferation of urban sprawl and protecting natural resources.</p>	X	<p>Master Plan has the flexibility to respond to any new changes in traffic flow and direction.</p>
<p>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.</p>	X	<p>Same.</p>

TABLE 9
KEY WEST BIGHT CIAS
RELATIONSHIP AND CONSISTENCY TO CITY COMPREHENSIVE PLAN

Policy	Consistent YES/NO	Comment
<p>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:</p> <ul style="list-style-type: none"> • 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. 	X	
<p>Objective 5-1.2: Criteria for Prioritizing Shoreline Uses and Providing Public Access to Shoreline. Upon Plan adoption the City shall adopt amended 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.</p>	X	<p>The Master Plan is centered on providing a rejuvenation of the diverse waterfront character of the Bight. The Bight Master Plan contains both first and second priority uses.</p>
<p>Policy 5-1.2.2(1): Criteria for Prioritizing Shoreline Uses and Public Access. In reviewing applications for shoreline development first priority shall be directed to the following shoreline uses:</p>	X	
<p>(1) Non-structural shoreline protection uses such as native shoreline revegetation programs.</p>		

TABLE 9

**KEY WEST BIGHT CIAS
RELATIONSHIP AND CONSISTENCY TO CITY COMPREHENSIVE PLAN**

Policy	Consistent YES/NO	Comment
<p>(2) Approved water-dependent shoreline protection uses such as: pile supported accessway and duly permitted dock facilities and commercial marinas. All such facilities shall satisfy all provisions of the City's land development code 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.</p>	X	
<p>These facilities shall demonstrate during site plan review compliance with performance standards stipulated here in Policy 5-1.2.1(2) in order to prevent adverse impacts to natural features.</p>		
<p>Second priority shall be directed toward water-related uses such as:</p>		
<p>(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.</p>		
<p>Policy 5-1.2.2(2): Limit Impacts of Development and Redevelopment Upon Water and Quantity, Wildlife Habitat and Living Resources and Implement Policies for Shoreline Land Uses. Upon plan adoption the City of Key West shall 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.</p>		
	X	<p>Phase 1 improvements will correct drainage problems and improve water quality.</p>

TABLE 9

**KEY WEST BIGHT CIAS
RELATIONSHIP AND CONSISTENCY TO CITY COMPREHENSIVE PLAN**

Policy	Consistent YES/NO	Comment
<p>Objective 5-1.5: Avoid Population Concentrations in Coastal High Hazard Areas. Upon plan adoption the City shall direct population concentration away from coastal 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).</p>	X	No residential uses are proposed in the Bight Master Plan.
<p>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.</p>	X	The Bight Master Plan meets these requirements and a Hurricane Management Plan is in place.
<p>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.</p>	X	The Master Plan was drawn based on these standards, and the FAR is less than one (1).

TABLE 9

**KEY WEST BIGHT CIAS
RELATIONSHIP AND CONSISTENCY TO CITY COMPREHENSIVE PLAN**

Policy	Consistent YES/NO	Comment
<p>Within the HRCC-2 Key West Bight area, in order to curtail the likelihood of future property damage and/or human exposure the potential peril 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. 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 implement design schemes which shall be incorporated in the redevelopment plan. For instance land development regulations shall incorporate land use restrictions which mandate FAR within the Key West Bight shall be one (1). Areas closest to the waterfront would carry FAR's 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.</p>		

TABLE 9

**KEY WEST BIGHT CIAS
RELATIONSHIP AND CONSISTENCY TO CITY COMPREHENSIVE PLAN**

Policy	Consistent YES/NO	Comment
<p>Goal 5A-1: Port Facilities and Economic Development. The City of Key West shall stimulate the local economy by providing port of call facilities to meet existing and future demand.</p>	X	<p>The proposed Marina Improvements can accommodate ferries of many types should they wish to locate at Docks T1 and T2.</p>
<p>Policy 5A-1.1.1: Scheduled Port Improvements to Meet Service Demand. Table 5A-1.1.1 denotes planned capital improvements to the City of Key West Port, including estimated costs and funding sources to meet port and economic development needs. These improvements are scheduled in order to: meet projected service demands identified in the Data Inventory and Analysis; satisfy maintenance and safety needs; and to accommodate land acquisition, ferry dock facilities and parking facilities required to implement the Federal DOT multimodal transportation hurricane evacuation program.</p>	X	
<p>Objective 5A-2.1: Multimodal Transportation Hurricane Evacuation Program. The City of Key West shall participate in the Federal DOT multimodal transportation hurricane evacuation program. This program is designed to diversify available evacuation options and facilitate hurricane evacuation preparedness by making rapid speed ferries available for hurricane evacuation while developing necessary multimodal transportation linkages to implement the system.</p>	X	
<p>Policy 5A-2.1.1: Local Port Improvements Initiatives. The City of Key West shall file an application to use available Federal DOT Multimodal Transportation Hurricane Evacuation Program funds to acquire the Chevron fueling site and to develop a rapid speed ferry terminal, necessary related port facilities and a three story parking structure (reference Policy 5A-1.1.1: Scheduled Port Improvements to Meet Service Demand).</p>	X	

TABLE 9

**KEY WEST BIGHT CIAS
RELATIONSHIP AND CONSISTENCY TO CITY COMPREHENSIVE PLAN**

Policy	Consistent YES/NO	Comment
<p>Policy 9-1.1.6: Capital Improvement Project Evaluation Criteria. Proposed capital improvements projects shall be evaluated and ranked by the City Commission according to the following priority level guidelines:</p> <p>“Level 1”: Whether the project is financially feasible and:</p> <ul style="list-style-type: none"> • Protects public health and safety and natural resources of the area. • Fulfills the City’s legal commitment to provide facilities and services. • Preserves or achieve full use of existing facilities. • Maintains compliance with plans of state agencies or the South Florida Water Management District that provide public facilities within the City of Key West. <p>“Level 2”: Whether the project accomplishes the following:</p> <ul style="list-style-type: none"> • Increases efficiency of existing facilities. • Prevents or reduces future improvement costs. • Provides service to developed areas lacking full service or promotes in-fill development or redevelopment. 	<p>X</p>	<p>All improvements at the Bight meet the criteria of level 1.</p>

TABLE 9

**KEY WEST BIGHT CIAS
RELATIONSHIP AND CONSISTENCY TO CITY COMPREHENSIVE PLAN**

Policy	Consistent YES/NO	Comment
<p>Objective 9-1.2: Limitation on Public Investments in the Coastal High Hazard Area. Upon plan adoption of the Comprehensive Plan, 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 waste-water system improvements included in the capital improvements element, and water dependent structures such as beach accessway, 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.</p>	X	<p>The Bight Master Plan limits the intensity of development in the CHHA.</p>
<p>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 a part of a proposed city-wide drainage improvement plan for purposes of managing storm water 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.</p>	X	<p>Phase 1 infrastructure improvements have been permitted by all relevant agencies to meet the requirement of this policy.</p>

CIAS Requirement

Indicate any relationship of the project to special zoning districts such as airport noise and hazard zone, solid or liquid waste treatment or disposal areas.
(K.W. City Code Section 34.08 (h)(2))

The Key West Bight is not within any special zone, other than a portion of the Coastal High Hazard Zone Area, due to a portion being within a FEMA V (velocity) zone. The Master Plan recognizes these limitations and all structures and uses will meet the Comprehensive Plan Policies.

CIAS Requirement

If applicable, assess the impact of the proposed developments, upon other adjacent nearby municipalities or counties.
(K.W. City Code Section 34.08 (h)(3))

The proposed developments will not impact surrounding municipalities or counties negatively. Due to the fact that no residential units are proposed, there will be no impacts on Hurricane Evacuation Times. The recreation and Marina resource will provide residents of the Lower Keys portion of Monroe County an added resource.

CIAS Requirement

If the project fronts a shoreline, indicate measures to allow the public access to the shoreline (such as easements or right of way) and illustrate any structure that may impede movement along the shoreline below the mean high water line. Demonstrate measures being taken to mitigate any such impediment.
(K.W. City Code Section 34.08 (11)(5))

The Master Plan improvements have been specifically designed to provide and increase public access to the waterfront shoreline via the "Harbor walk" boardwalk, the pedestrian "Lazy Way" mall, the plaza improvements at Greene, William and Margaret Streets, and the Marina improvements including, bathrooms, and slip improvements.

CIAS Requirement

Indicate any special features that will be provided to accommodate bus ridership, i.e, bus stop, bus access lane, etc.
(K.W. City Code Section 34.08 (11)(5))

The Master Plan accommodates a portion of the Caroline Street Park and Ride Facility on its property and provides plazas designed to accommodate both City transit stops and private transit vehicles and facilities.

CIAS Requirement

Describe any special features that will be utilized to reduce energy consumption. Further, describe any measures that will be taken to utilize solar energy or other energy sources.

(K.W. City Code Section 34.08 (h)(6))

All new and remodeled structures will meet South Florida Energy Code Requirements. The Master Plan has been specifically tailored to emphasize open buildings and public spaces oriented to the water rather than inwardly focused air conditioned spaces.

CIAS Requirement

If the building is to be elevated, indicate by square footage the uses of the area between the bottom floor and the grade.

(K.W. City Code Section 34.08 (h)(7))

The improvements of Phase 1 do not include buildings which are elevated. New buildings in Phase 2 and later may be elevated to accommodate parking. No designs have yet been completed.

CIAS Requirement

Indicate the size and nature of private and public recreation facilities provided on the site.

(K.W. City Code Section 34.08 (h)(8))

With the exception of the Waterfront Market, Marine Repair and Professional Office, the entirety of the Bight is a commercial recreation activity - restaurants, bars, marina and pedestrian walk. The sizes are portrayed in the project description.

CIAS Requirement

Provide proof of coordination with applicable local, regional, state, and federal agencies (including Florida Department of Environmental Resources and Army Corps of Engineers) that will be involved in the project

(K.W. City Code Section 34.08 (h)(9))

Please see appendix -- for letters sent to and responses from agencies required by Section 34.08.

CIAS Requirement

Provide evidence that any necessary permit, lease or other permission from the Florida Departments of Environmental Regulation and natural Resources has been obtained for any activity that will impact wetland communities or submerged land.

(K.W. City Code Section 34.08 (h)(10))

The project will not impact any wetland vegetation communication. Permits or exemptions from permits from the Florida Department of Environmental Protection and Army Corps of Engineers has been obtained for the following Phase (1) improvements which could possibly affect the waters of the Bight. Copies of pertinent portions of the permit are contained in Appendix B.

Appendices

TINDALE

OLIVER *and Associates, Inc.*

March 1, 1996

Mr. Donald Craig, President
Craig Company
718 Caroline St.
Key West, FL 33040

**Re: Final Report for the Key West Bight Community Impact Assessment Statement
Traffic Element**

Dear Don:

Enclosed please find an original copy of the final report for the Community Impact Assessment Statement Traffic Element for the Key West Bight Master Plan. I have also enclosed a Wordperfect 6.1 disk containing the files used to generate the text for this report

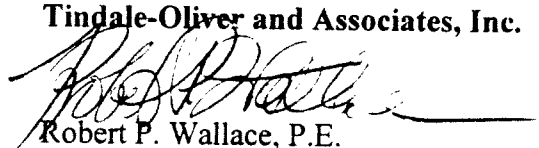
This report considers and incorporates, as appropriate, comments received from you and our subsequent verbal discussions concerning the additional restaurant square footage in the Key West Bight Master Plan.

This report generally indicates that roadways within the study area will operate at a satisfactory condition with the addition of the Key West Bight Master Plan. However, two intersections are projected to have level of service deficiencies by the year 2000. These intersections are Eaton and Margaret *and* Grinnell and Caroline. Potential solutions to mitigate the level of service deficiencies at these two intersections are presented in the enclosed study.

I have enjoyed working with you on this project and look forward to our continued involvement.

Sincerely,

Tindale-Oliver and Associates, Inc.



Robert P. Wallace, P.E.

Principal

RPW:hmt
Enclosure
keywest\bight\craig.rw

KEY

COMMUNITY IMPA

TRA

CR

TINDALE-OLI

TINDALE

OLIVER *and Associates, Inc.*

March 1, 1996

Mr. Donald Craig, President
Craig Company
718 Caroline St.
Key West, FL 33040

**Re: Final Report for the Key West Bight Community Impact Assessment Statement
Traffic Element**

Dear Don:

Enclosed please find an original copy of the final report for the Community Impact Assessment Statement Traffic Element for the Key West Bight Master Plan. I have also enclosed a Wordperfect 6.1 disk containing the files used to generate the text for this report

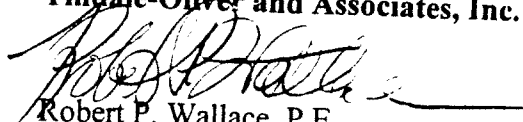
This report considers and incorporates, as appropriate, comments received from you and our subsequent verbal discussions concerning the additional restaurant square footage in the Key West Bight Master Plan.

This report generally indicates that roadways within the study area will operate at a satisfactory condition with the addition of the Key West Bight Master Plan. However, two intersections are projected to have level of service deficiencies by the year 2000. These intersections are Eaton and Margaret *and* Grinnell and Caroline. Potential solutions to mitigate the level of service deficiencies at these two intersections are presented in the enclosed study.

I have enjoyed working with you on this project and look forward to our continued involvement.

Sincerely,

Tindale-Oliver and Associates, Inc.


Robert P. Wallace, P.E.
Principal

RPW:hmt
Enclosure
keywest\bight\craig.rw

**KEY WEST BIGHT
COMMUNITY IMPACT ASSESSMENT STATEMENT
TRAFFIC ELEMENT**

**Prepared for:
CRAIG COMPANY**

**Prepared by:
TINDALE-OLIVER AND ASSOCIATES, INC.**

March 1996

**KEY WEST BIGHT
COMMUNITY IMPACT ASSESSMENT STATEMENT
TRAFFIC ELEMENT**

TABLE OF CONTENTS

	Page
INTRODUCTION AND SITE DESCRIPTION	1
DESCRIPTION OF STUDY NETWORK	4
TRIP GENERATION	7
Project Trip Generation	7
Background Project Trip Generation	11
TRIP DISTRIBUTION	13
TRAFFIC ASSIGNMENT	16
LEVEL OF SERVICE DEFINITION AND ANALYSIS PROCEDURES	16
LEVEL OF SERVICE ANALYSIS	16
CONCLUSIONS AND RECOMMENDATIONS	22

FIGURES

Figure 1, Site Location and Background Projects	2
Figure 2, Turning Movement and Machine Traffic Count Locations	6
Figure 3, 1995 Existing AADT and Peak Hour Traffic Volumes	8
Figure 4, Traffic Distribution to the Site	14
Figure 5, Traffic Distribution from the Site	15
Figure 6, PM Peak Hour Project Traffic (To, From and Total)	17
Figure 7, 1995 Intersection Level of Service	19
Figure 8, 2000 Intersection Level of Service	20

**KEY WEST BIGHT
COMMUNITY IMPACT ASSESSMENT STATEMENT
TRAFFIC ELEMENT**

TABLE OF CONTENTS

	Page
INTRODUCTION AND SITE DESCRIPTION	1
DESCRIPTION OF STUDY NETWORK	4
TRIP GENERATION	7
Project Trip Generation	7
Background Project Trip Generation	11
TRIP DISTRIBUTION	13
TRAFFIC ASSIGNMENT	16
LEVEL OF SERVICE DEFINITION AND ANALYSIS PROCEDURES	16
LEVEL OF SERVICE ANALYSIS	16
CONCLUSIONS AND RECOMMENDATIONS	22

FIGURES

Figure 1, Site Location and Background Projects	2
Figure 2, Turning Movement and Machine Traffic Count Locations	6
Figure 3, 1995 Existing AADT and Peak Hour Traffic Volumes	8
Figure 4, Traffic Distribution to the Site	14
Figure 5, Traffic Distribution from the Site	15
Figure 6, PM Peak Hour Project Traffic (To, From and Total)	17
Figure 7, 1995 Intersection Level of Service	19
Figure 8, 2000 Intersection Level of Service	20

**KEY WEST BIGHT
COMMUNITY IMPACT ASSESSMENT STATEMENT
TRAFFIC ELEMENT**

TABLE OF CONTENTS (continued)

TABLES

	Page
Table 1, Existing and Proposed Development Summary	3
Table 2, Existing and Proposed Trip Generation	9
Table 3, Background Development and Projected Traffic Generation	12

APPENDICES

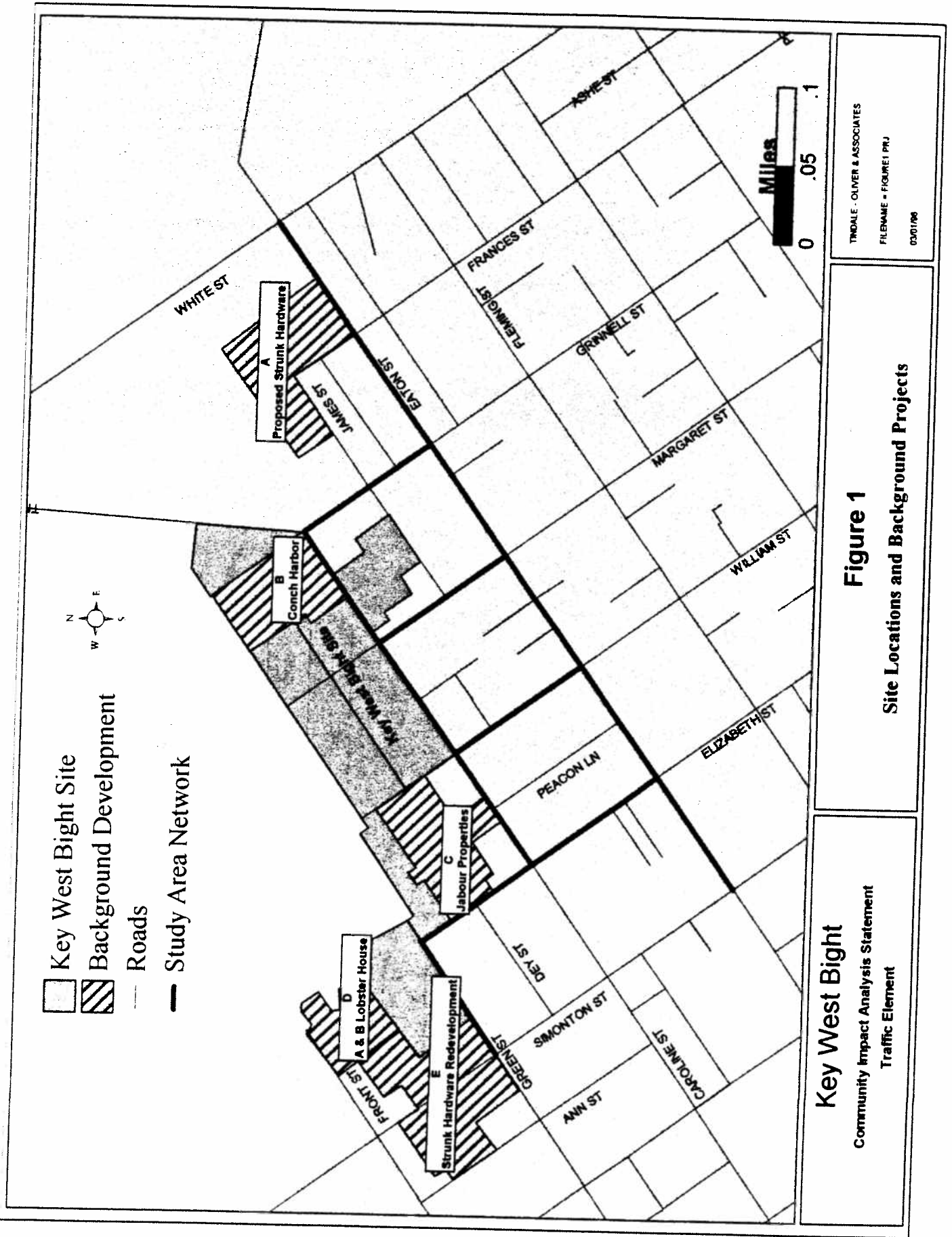
Appendix A - Turning Movement Counts	A-1
Appendix B - Traffic Count Summaries	B-1
Appendix C - Key West Bight Land Uses	C-1
Appendix D - Background Project Information	D-1
Appendix E - 1995 Highway Capacity Manual Level of Service Descriptions	E-1
Appendix F - 1995 Level of Service Analysis Worksheets	F-1
Appendix G - 2000 Level of Service Analysis Worksheets	G-1
Appendix H - Strunk Lumber Yard Turning Movement Counts	H-1

**KEY WEST BIGHT
COMMUNITY IMPACT ASSESSMENT STATEMENT
TRAFFIC ELEMENT**

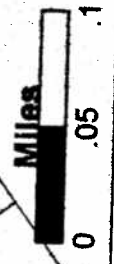
INTRODUCTION AND SITE DESCRIPTION

In February of 1994, the Key West Bight Master Plan report was completed. The Master Plan defined the location and type of proposed development and set forth a Plan for that development to occur. The City of Key West, in coordination with the Key West Bight Management Board, is now moving forward with a Community Impact Assessment Statement (CIAS) for the Master Plan. One of the required elements of the CIAS is a traffic study of the proposed developments' impacts on the road system. This report provides the transportation element for the Key West Bight CIAS.

The Key West Bight is a mixed use development located on the northwest corner of the main island of Key West, Florida. The site, illustrated in Figure 1, Site Location and Background Projects, is bounded by Trumbo Road on the east, Caroline and Green Streets on the south, Elizabeth Street on the west, and the Key West Bight on the north. The existing and proposed land uses for the Key West Bight are summarized in Table 1, Existing and Proposed Development Summary. The primary land uses indicated in Table 1 include restaurant, lounge, specialty retail, marine repair, professional office, grocery, warehouse, mobile home park and marina. Total existing square footage is 65,034. Within this mix of uses, the mobile home park accounts for 16 units and the marina includes 117 boat slips. A review of the proposed development indicates, that approximately 20,800 square feet of additional development is planned for the Key West Bight. While this total, as a whole, may not appear to be a significant change for a project of the size of the Key West Bight, closer review of the planned changes indicates that restaurant, lounge, and specialty retail land uses will be increased by approximately 33,900 square feet, while marine repair and warehouse land uses will be reduced by 13,200 square feet. Additionally, the proposed development includes nine more boat slips and elimination of the mobile home park. Thus, the impact of the trip generation of the proposed land uses will be greater than the existing land uses. It is the proposed traffic from the increase in development that will be analyzed in the CIAS traffic element.



- Key West Bight Site
- ▨ Background Development
- Roads
- Study Area Network



TINDALE, OLIVER & ASSOCIATES
 FILENAME = FIGURE1.PRJ
 02/01/06

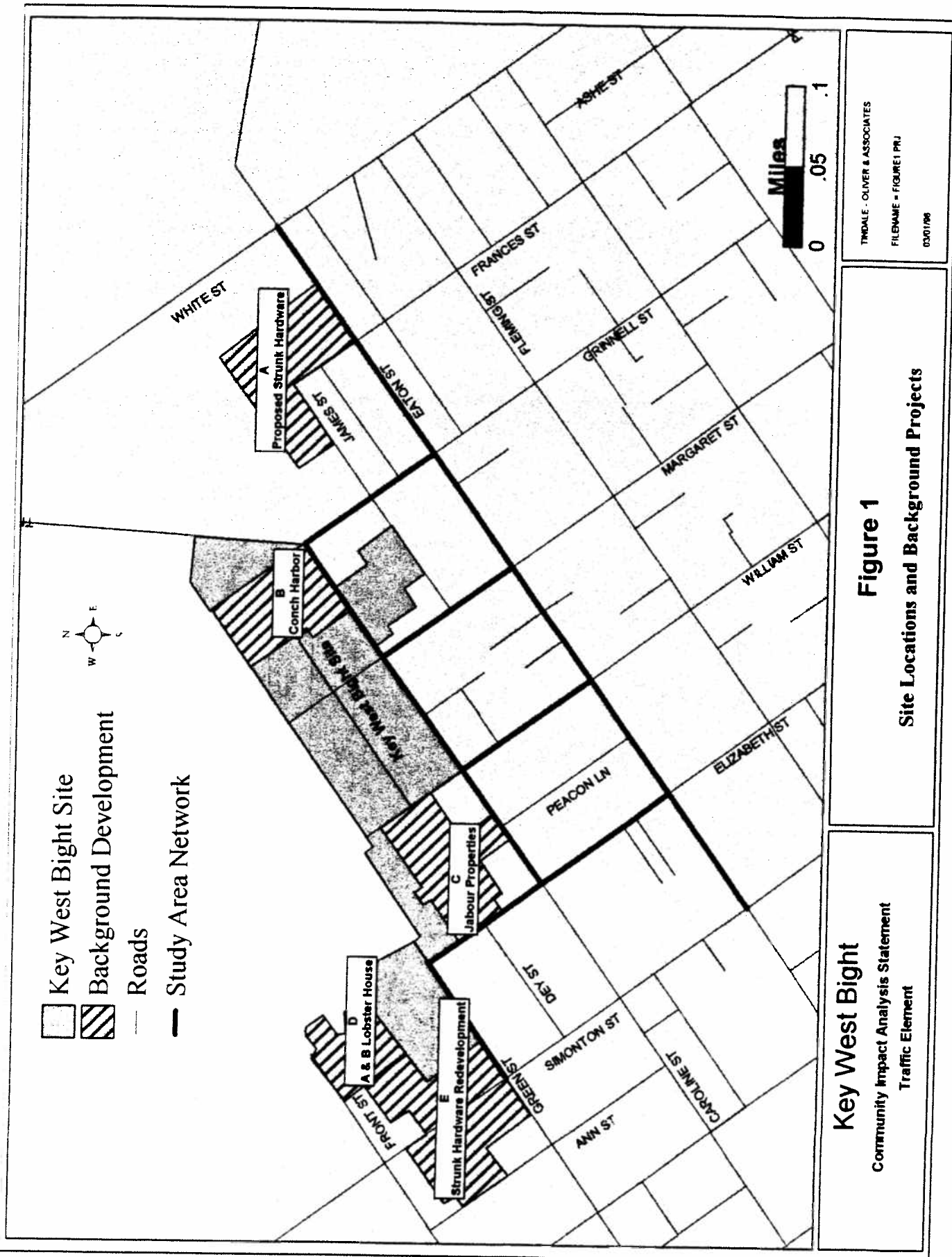
Figure 1
 Site Locations and Background Projects

Key West Bight
 Community Impact Analysis Statement
 Traffic Element

Table 1 - Existing and Proposed		
Land Use Category	Units	
Restaurant	Sq. Ft.	
Lounge	Sq. Ft.	
Specialty Retail	Sq. Ft.	
Marine Repair	Sq. Ft.	
Professional Office	Sq. Ft.	
Grocery	Sq. Ft.	
Warehouse	Sq. Ft.	
Mobile Home Park	Unit	
Boat Slips	Berth	
Total All Development	Sq. Ft.	

The methodology employed to accomplish the [redacted] Key West City Code Section 34.08(c)(4) and [redacted] and techniques. The methodology includes the [redacted]

- Development of project trip generation [redacted] Engineers ITE Trip Generation [redacted] internal capture, and bicycle trip [redacted]
- Review of potential background [redacted] to develop an estimate of background [redacted]
- Collection of machine and turning [redacted] patterns and roadway levels [redacted]
- Development of project traffic [redacted] machine traffic counts, and trip [redacted] island;
- Development of background [redacted] developments within the study [redacted]



TINDALE - OLIVER & ASSOCIATES
 FILENAME = FIGURE1 PRJ
 03/01/96

Figure 1
 Site Locations and Background Projects

Key West Bight
 Community Impact Analysis Statement
 Traffic Element

Table 1 - Existing and Proposed Development Summary			
Land Use Category	Units	Existing	Proposed
Restaurant	Sq. Ft.	14,309	28,550
Lounge	Sq. Ft.	2,016	3,700
Specialty Retail	Sq. Ft.	13,454	31,454
Marine Repair	Sq. Ft.	14,720	5,975
Professional Office	Sq. Ft.	6,250	6,400
Grocery	Sq. Ft.	4,500	4,500
Warehouse	Sq. Ft.	9,785	5,300
Mobile Home Park	Unit	16	0
Boat Slips	Berth	117	126
Total All Development	Sq. Ft.	65,034	84,679

The methodology employed to accomplish the traffic study meets the requirements of the City of Key West City Code Section 34.08(c)(4) and follows normally accepted traffic planning principles and techniques. The methodology includes the following steps:

- Development of project trip generation estimates using the Institute of Transportation Engineers ITE Trip Generation, Fifth Edition, with consideration of pass-by capture, internal capture, and bicycle travel;
- Review of potential background developments and associated trip generation rates to develop an estimate of background development growth through the year 2000;
- Collection of machine and turning movement traffic counts to develop existing travel patterns and roadway levels of service;
- Development of project traffic distribution based on the turning movement and machine traffic counts, and the location of major attractors and generators on the island;
- Development of background traffic growth rates based on future identified developments within the study area;

- Assignment of the project and background traffic during the P.M. peak hour based on the trip generation estimates and traffic distribution percentages;
- P.M. peak hour level of service analysis of the existing traffic, and the existing plus project plus background traffic; and
- A section discussing the LOS results and study recommendations, including any required improvements to mitigate LOS deficiencies.

Each of the above steps is discussed in the narrative that follows.

DESCRIPTION OF STUDY NETWORK

The Key West Bight is primarily accessible by roads to the west and south of the project. All roads in the vicinity of the project are bi-directional facilities with one lane in each direction of travel, and intermittent on street parking. Typically, roads are sufficient in width to allow for parking on one side or both sides of the roadway without significant encroachment into the travel lanes. None of the intersections within the study area have right or left turn lanes or bays. Hence, turning movements must be made from the thru travel lanes.

The roads in the Key West Bight study area network are illustrated in Figure 1. Caroline Street provides the southern border of the Key West Bight project and is an uninterrupted flow facility from Simonton Street to its eastern terminus at Grinnell Street. All on-street parking on the north side of Caroline Street is metered. The south side of the street is reserved as a loading zone only. Eaton Street is a minor arterial which provides access to areas outside of the Bight study area. Eaton Street via Palm Avenue provides access to North Roosevelt Boulevard which is the primary conveyor of traffic to and from the eastern portions of the island of Key West and from the Overseas Highway (US 1).

Margaret Street and William Street are the primary streets which provide access to the Key West Bight from Eaton Street. Both Margaret Street and William Street terminate northbound into the

project site at Caroline Street. The links of Margaret Street and William Street immediately south of the study site are controlled with stop signs at Caroline Street and at Eaton Street.

Grinnell Street and Elizabeth Street are also expected to carry north and south bound traffic to and from the site location. Grinnell Street is controlled by a traffic light at the intersection of Eaton Street. Elizabeth Street terminates at the site at Green Street, and is considered to be a secondary vehicular approach to the site. Green Street provides access to and from the site from the Duval Street and Simonton Street areas to the west. Green Street is not expected to carry a significant volume of motor vehicle traffic to or from the site, but will function as a major pedestrian access route to and from the site.

All intersections within the Key West Bight study area are controlled by stop signs, with the exception of the intersections of Eaton and Grinnell Street, and Eaton and White Street. White Street is located on the periphery of the Key West Bight study area. White Street provides an additional access route in lieu of Palm Avenue to Truman Avenue and ultimately to US 1.

In order to document the existing travel characteristics and volumes within the Key West Bight study area network, turning movement counts and 24-hour machine traffic counts were conducted. Figure 2, Turning Movement and Machine Traffic Count Locations, illustrates the locations of the counts made as part of the Key West Bight study. Turning movement counts were conducted on December 4 and 5, 1995, and were used to determine the existing travel behavior at seven intersections within the study area. Turning movement information was gathered at 15-minute intervals during two time periods. The first from 11:00 a.m. to 2:00 p.m. to record the mid-day peak behavior and the second from 4:00 p.m. to 6:00 p.m. to record the p.m. peak hour behavior. For the purposes of this analyses, the p.m. peak hour data was used because the highest traffic volumes on the major streets occurred during the p.m. peak hour at five of the seven intersections, including all of the intersections along Eaton Avenue. Appendix A, Turning Movement Counts, contains a graphic and tabular summary of each turning movement count location.

Concurrent with the turning movement data collection, 24-hour machine counts were made at 23 locations within the study area. Each machine traffic count is summarized in Appendix B, Traffic Count Summaries. Figure 3, 1995 Existing AADT and Peak Hour Traffic Volumes illustrates the seasonally adjusted 1995 average annual daily traffic and peak hour traffic volumes from the machine traffic counts. Turning movement count data and 24-hour machine count data will be used in the calculation of level of service for the existing conditions and for providing a baseline for establishing the future traffic growth within the area.

TRIP GENERATION

Project Trip Generation

Project trip generation analysis was accomplished using the ITE Trip Generation, 5th Edition. As previously stated, the Key West Bight project is a project of multiple land uses which includes restaurants, specialty retail, light industrial repair facilities, office, supermarket, warehouse, and boat slips at the marina. Appendix C, Key West Bight Land Uses, contains a graphic and tabular listing of the existing and proposed land uses within the Key West Bight. Table 2, Existing and Proposed Trip Generation, illustrates the land use categories, the existing and proposed development levels, PM peak-hour rates, directional splits, adjustments for internal capture, bicycles, and percent new trips, existing and proposed p.m. peak hour traffic, and finally, the adjusted p.m. peak hour traffic entering and exiting to and from the site.

Standard peak hour trip generation rates or formulas were used for all land uses with the exception of the marine repair land use, which was classified for the purposes of trip generation analysis as light industrial. A generation rate of .19 was used to calculate the peak hour trips for each boat slip. It must be noted that the boat slips or berths located at the Key West Bight marina will include recreational users, live aboards, and commercial users. Commercial users are expected to produce a higher trip generation rate, although it is expected that this will be offset by the lower generation rates produced by recreational users and live aboards. Thus, the ITE average peak hour generation rate was used to calculate the trip generation for all boat slips.

Table 2 - Existing and Proposed Trip Generation

Land Use	Existing Sq. Ft.	Proposed Sq. Ft.	PM Peak Rate	PM Peak Generation		Directional		Adjustment Factors			Adjusted Trip Ends		Existing PM Peak		Proposed PM Peak	
				Existing	Proposed	Entering	Exiting	Internal Capture	Percent Bikes	Percent New Trips	Existing	Proposed	Entering	Exiting	Entering	Exiting
Restaurant	14309	27350	31.79	455	869	0.54	0.46	0.05	0.12	0.73	272	520	147	125	281	239
Bars	2016	3700	15.49	31	57	0.68	0.32	0.05	0.12	0.73	19	34	13	6	23	11
Specialty Retail	13454	31454	4.93	66	155	0.57	0.43	0.05	0.12	0.48	25	59	14	11	33	25
Lt. Industrial	14720	5975	1.08	16	6	0.12	0.88	0.05	0.12	1	13	5	2	12	1	5
Office	6250	6400	0.27	24	25	0.17	0.83	0.05	0.12	0.92	18	19	3	15	3	16
Supermarket	4500	4500	10.34	47	47	0.51	0.49	0.05	0.12	0.38	14	14	7	7	7	7
Warehouse	9785	5300	0.74	7	4	0.35	0.65	0.05	0.12	1	6	3	2	4	1	2
Mobile Home Park (Units)	16	0	0.56	9	0	0.62	0.38	0.05	0.12	1	7	0	5	3	0	0
Boat Slips (Berths)	117	126	0.19	35	37	0.5	0.5	0.05	0.12	1	29	31	14	14	16	16
TOTAL				690	1201						404	685	207	197	365	320

Adjusted	Adjusted
Existing Entering Trips	Existing Total Trips
Proposed Entering Trips	Proposed Total Trips
New Entering Trips	Total New Trips
207	404
365	685
158	281

Existing p.m. peak hour generation is estimated at 690 vehicles (unadjusted), while the proposed p.m. peak generation is estimated at 1,239 vehicles (unadjusted). Unadjusted trip generation was adjusted with the following factors: internal capture, percent new trips, and percent bikes. Due to the multiple land uses at the Key West Bight project, an internal capture rate of 5% was used to accommodate internal capture. This rate is considered conservative; rates of typical multi-use developments studied by Tindale-Oliver and Associates range from 15% to 30%. Internal capture is defined as trips which begin and end within the site area; for example, an individual who shops at a specialty retail store located at the site may also go to a restaurant or bar facility located within the site.

Percent new trips factors were developed based on origin and destination surveys conducted throughout the state of Florida by Tindale-Oliver and Associates. The percent new trips factor recognizes that some of the trips going to a land use are not new trips, but actually captured from trips already on the roadway. Thus, the percent new trips factor represents the percent by which the total trip rate is multiplied by in order to estimate the additional new trips placed on the road by the proposed development. A different percent new trips rate is used for each type land use.

The 1990 U.S. Census estimated that over 20% of work related trips within the City of Key West were made by bicycle. Turning movement counts conducted in the Old Town area of the City of Key West also indicate 25% of all vehicles in the traffic stream are bicycles. Hence travel by bicycle must be considered when developing trip generation estimates within the City of Key West. For the Key West Bight project, it was estimated that 12% of all trips would be made by bike. While this rate is lower than the mode split indicated by the 1990 U.S. Census and local turning movement counts, it is more representative based on the tourism focus of the site. It was also noted that extensive bicycle parking now occurs at the site. This is further evidence of the importance of the bicycle mode of transportation to and from the site.

Using the above mentioned adjustment factors, existing p.m. peak hour trips are estimated at 404 and proposed trips at 708. Thus, 304 additional p.m. peak hour trips are estimated to result from the

redevelopment of the Key West Bight site. This total is further broken down by 171 additional trips entering the site and 134 additional trips exiting the site during the P.M. peak hour.

Background Trip Generation

Discussions with the Key West Planning Department indicates that there are five projects within the Key West Bight study area which are either approved or proposed and which should be considered as background projects. These sites are shown in their relationship to the Key West Bight site in Figure 1, Site Location and Background Projects. Table 3, Background Development Projected Traffic Generation, illustrates the existing and projected trip generation for each of the sites using project information provided by the City of Key West Planning Department. To provide a conservative trip generation estimate, no reduction in trips for internal capture was made to any of the five sites even though Site B (Conch Harbor) and Site C (Jabour Properties) will probably have some internal capture given the mixture of land uses. The expected trip generation of the five background projects was compared to a 2% annual compounded traffic growth rate for the study network roads for the year 2000. This was done by growing the existing 1995 traffic volumes by 2% per year through the year 2000 and comparing the resulting traffic growth to the background project traffic for each study network road. The background project traffic impact was less than the 2% annual compounded growth for the year 2000 on all roads except Caroline Street. This was expected since all the traffic to and from Site B and Site C must travel on Caroline Street. To account for the potential traffic impact resulting from buildout of Sites B and C on Caroline Street by the year 2000, a background growth rate of 4% was used on Caroline Street. The 2% and 4% growth factors were applied to the existing traffic volumes and used to estimate the growth caused by the background projects through the year 2000. This assumes that all the background projects are built by the year 2000. If this does not occur, the traffic growth will be less than the projections resulting from the 2% and 4% growth factors. Appendix D, Background Project Information, contains information used to develop the background project trip generation estimates in Table 3.

Table 3 - Background Development Projected Traffic Generation

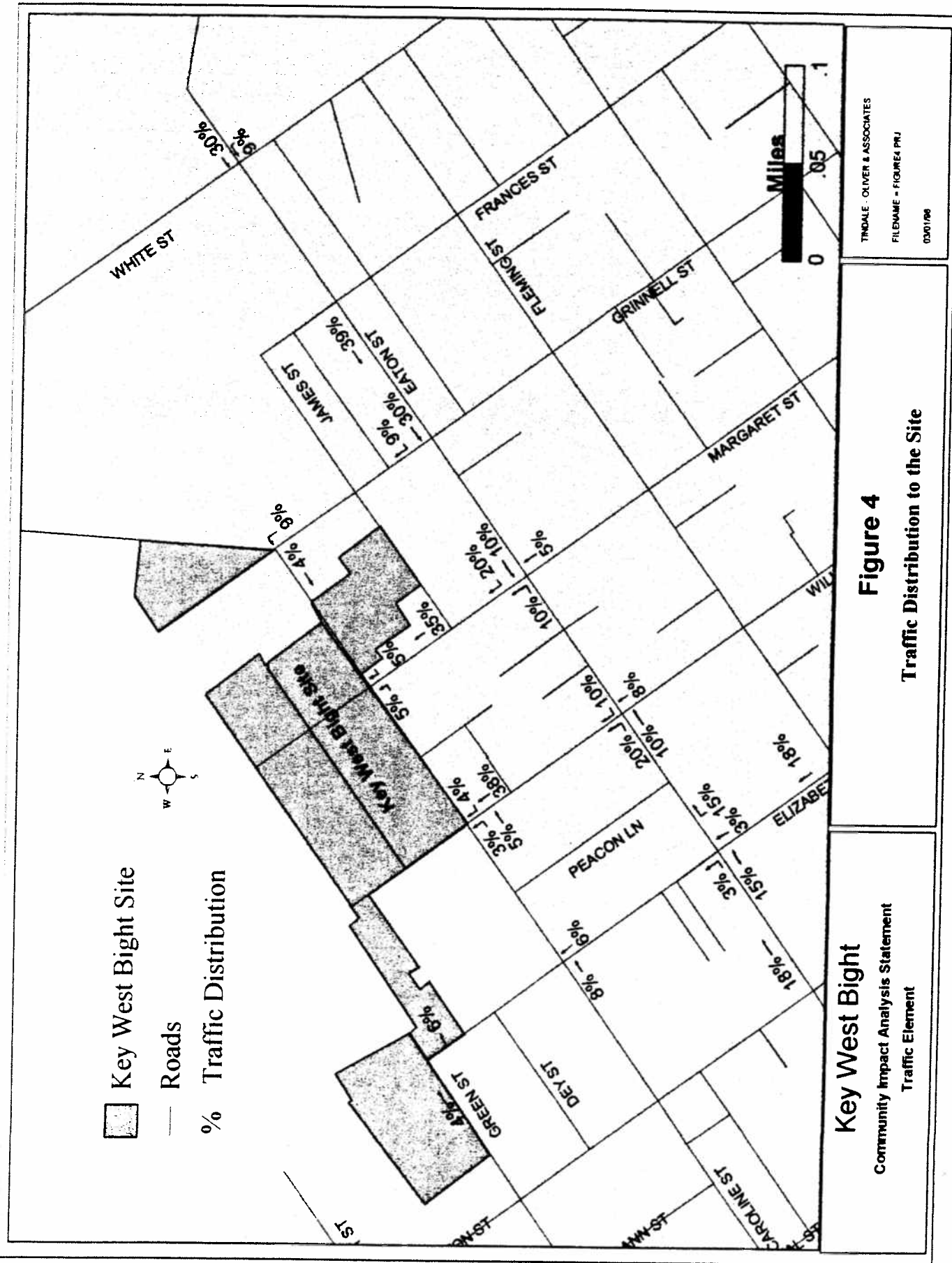
	Existing Sq. Ft.	Proposed Sq. Ft.	Directional Percentage		PM Peak Generation		Unadjusted New PM Trips	Adjustment Factors		New Trips	
			Entering	Exiting	Existing	Proposed		Percent New Trips	Percent Bikes	Entering	Exiting
Hardware	0	20000	0.5	0.5	0	97	0.48	0.12	18	18	
Warehouse	0	43000	0.35	0.65	0	32	1	0.12	10	18	
Total Site A									27	36	
Marina		21	0.5	0.5	0	4	1	0.12	2	2	
Casino Boat			0.95	0.05	0	39	1	0.12	33	2	
Restaurant			0.67	0.33	0	43	0.73	0.12	18	9	
Retail											
Office		13300	0.17	0.83	0	42	0.92	0.12	6	28	
Total Site B									58	40	
Recreational Vehicle	101	116	0.62	0.38	57	65	1	0.12	5	3	
Restaurants	0	7500	0.54	0.46	0	122	0.73	0.12	40	34	
Specialty Retail	0	5000	0.57	0.43	0	25	0.48	0.12	5	4	
Total Site C									50	41	
Specialty Retail	0	10000	0.57	0.43	0	49	0.48	0.12	10	8	
Total Site D									10	8	
Hardware	60000		0.5	0.5	292	0	0.48	0.12	1	1	
Specialty Retail		60000	0.57	0.43	0	296	0.48	0.12	1	1	
Total Site E									1	1	

TRIP DISTRIBUTION

The p.m. peak hour turning movement counts and the prevailing existing daily traffic on the streets within the Key West Bight study area were used to estimate the p.m. peak hour trip distribution to and from the site. In developing the p.m. peak hour distribution percentages, it was assumed that individuals visiting the Key West Bight site would often come from other activities in the Old Town area and the vicinity of Duval Street. It was also assumed that persons leaving the Key West Bight site would go to other night time activities along the Duval Street area. The following summarizes the projected p.m. peak hour trip distribution:

- 39% of trips entering the Bight site will approach from east of the study area.
- 31% of the vehicles entering the site will approach from points to the south of Eaton Street. This includes persons traveling to the site from Truman Avenue via the north/south streets which approach the site. This percentage also includes trips from the southern portions of the Old Town area.
- 30% of travel to the site will come from locations east of the site. This accommodates travel from the Old Town area and Duval Street.
- For travel away from the site, 34% of all vehicles exiting the site are expected to travel to points east of the site.
- 28% are expected to exit the site and travel south. Again, this percentage includes travel to either the eastern or western portion of the island.
- 38% of vehicles exiting the site will travel to the west of the site. This includes travel to attractions along Duval Street, Truman Annex, and Mallory Square.

Figure 4, Traffic Distribution to the Site, and Figure 5, Traffic Distribution from the Site, illustrate the projected percentages of traffic coming to and exiting from the site. These percentages were used to assign the Key West Bight traffic to the study network.



TRAFFIC ASSIGNMENT

The assignment of the p.m. peak hour project traffic for the Key West Bight project was developed by multiplying the entering traffic to the site by the traffic distribution percentage to the site (Figure 4) and, similarly, by multiplying the exiting traffic from the site by the traffic distribution percentages from the site (Figure 5). The resulting P.M. peak hour project traffic is illustrated in Figure 6, P.M. Peak Hour Traffic (To, From, and Total).

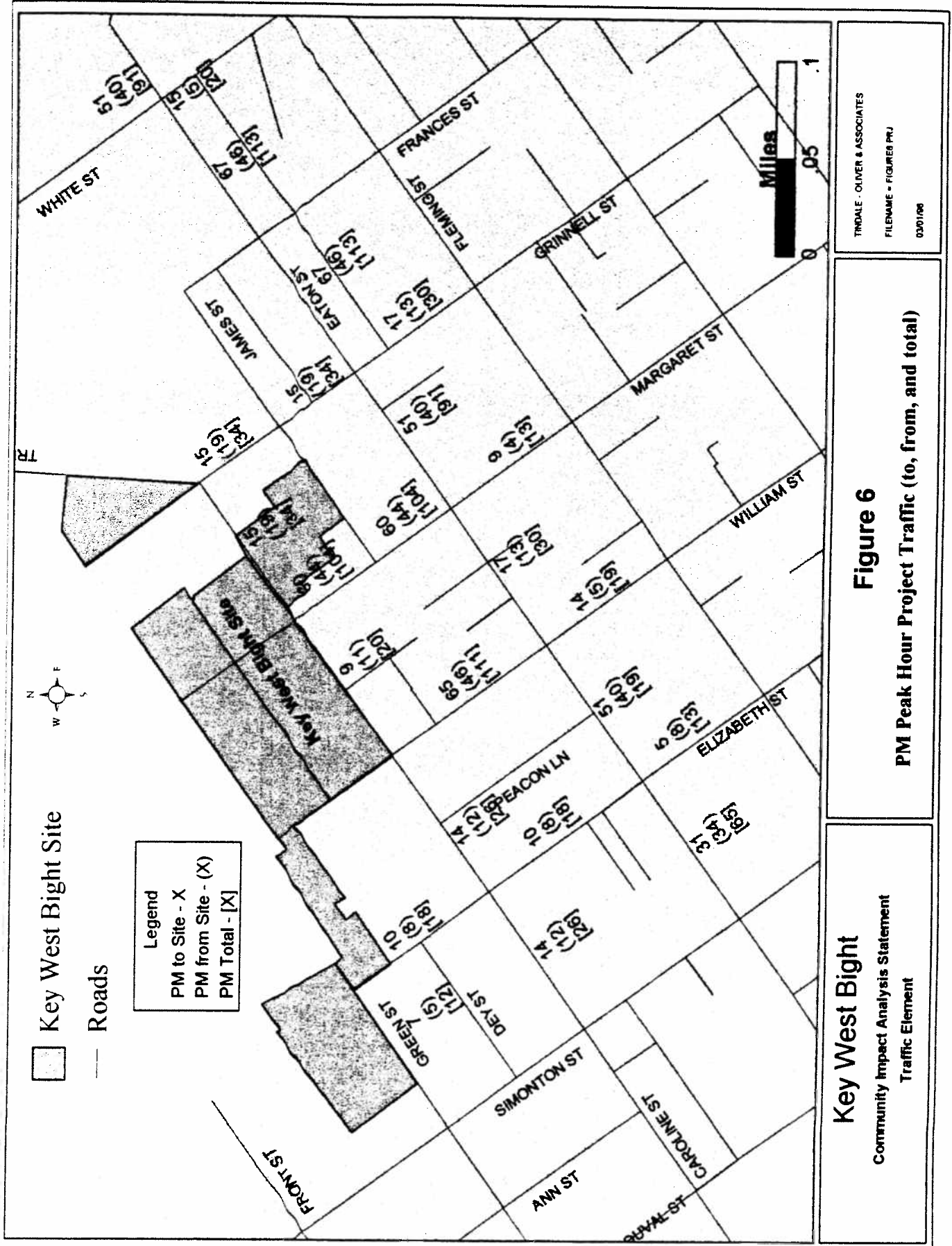
LEVEL OF SERVICE DEFINITION AND ANALYSIS PROCEDURES

Level of service can be defined by a letter grade from A to F. Level of service A represents the best operating condition, while level of service F represents the worst operation condition. The 1995 Highway Capacity Manual level of service descriptions for roadway and intersection level of service are contained in Appendix E, Highway Capacity Manual Level of Service Description. The reader is encouraged to review the level of service descriptions contained in Appendix E.

For the purposes of this analysis, Highway Capacity Manual software and associated procedures were used for intersection analysis. The link level of service analysis was accomplished using the Florida Department of Transportation ART-PLAN 2.0 level of service spreadsheet and associated procedures.

LEVEL OF SERVICE ANALYSIS

A 1995 existing conditions and 2000 projected conditions level of service analysis was completed based on the project traffic volume assignment illustrated in Figure 6. The 1995 traffic volumes were adjusted upward to year 2000 based on the background growth rates discussed in the Background Trip Generation Section (i.e. 2% per year on all streets excluding Caroline Street and 4% per year on Caroline Street). These volumes were then added to the project traffic to estimate the total 2000 traffic volumes.

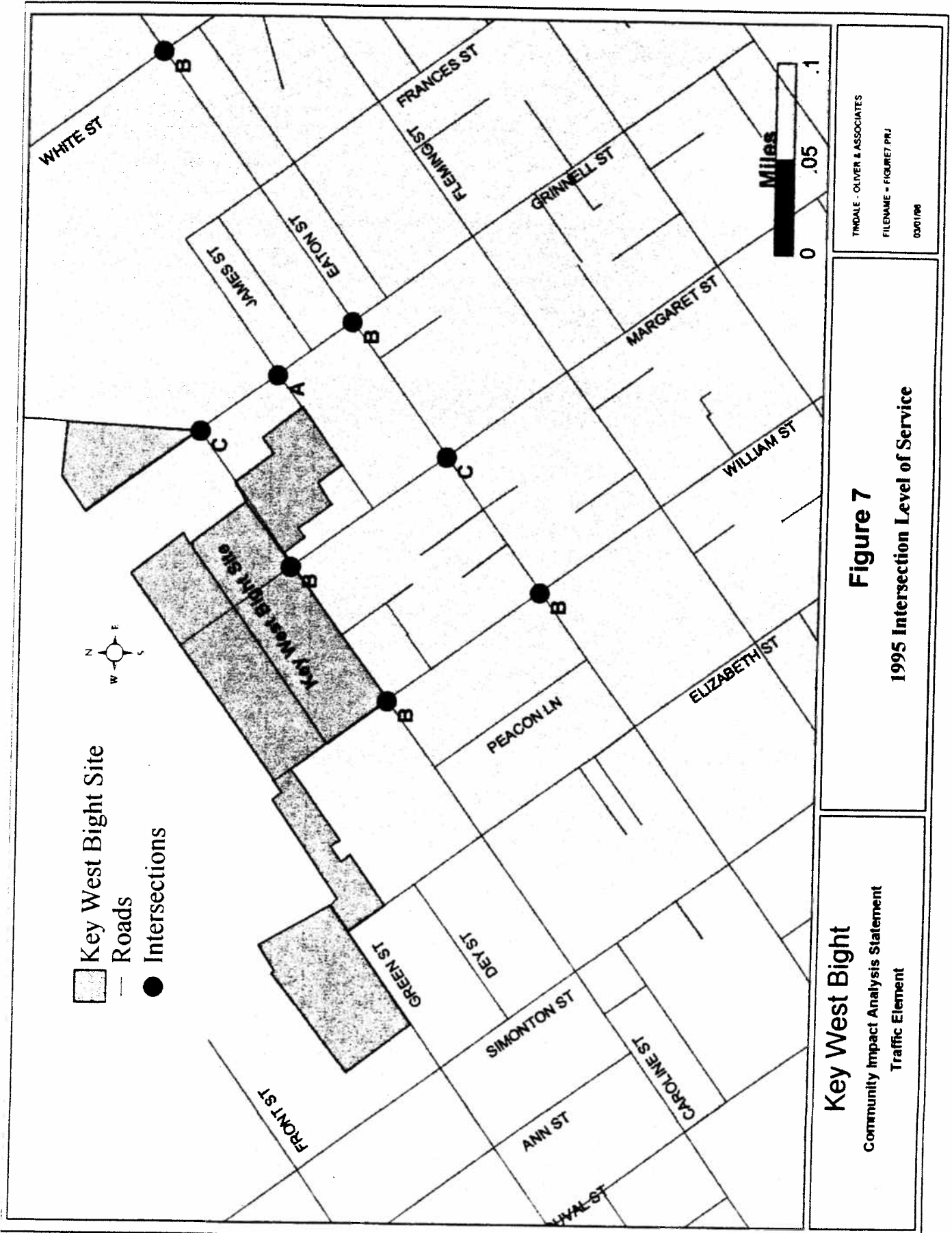


Intersection analyses were completed on all intersections where turning movement count data was collected. The resulting intersection level of service for 1995 is illustrated in Figure 7, 1995 Intersection Level of Service. This level of service analysis was conducted using 1995 Highway Capacity Manual procedures. Resulting worksheets are included in Appendix F, 1995 Level of Service Worksheets. The 1995 analysis indicates that all intersections within the study area are operating at Level of Service C or better.

In a similar manner, a level of service analysis was completed for the year 2000. Resulting worksheets for the 2000 analysis are included in Appendix G, 2000 Level of Service Worksheets. The projected 2000 level of service is illustrated in Figure 8, 2000 Intersection Level of Service. This analysis indicates that all intersections operate at level of service C or better with the exception of Margaret and Eaton, and Grinnell and Caroline, which are projected to operate at level of service F. The level of service F condition at Margaret and Eaton is due primarily to the increase in the southbound left-turns from Margaret onto Eaton. This movement increased from 26 peak hour trips in 1995 to a projected 59 peak-hour trips in the year 2000. The majority of these trips are due to traffic coming from the Key West Bight during the p.m. peak hour. The level of service F condition at Grinnell and Caroline is due to the increase in right turns from Caroline onto Grinnell during the p.m. peak hour. This movement was operating at level of service D in 1995 with 164 trips and goes to level of service F in 2000 with 181 projected p.m. peak hour trips.

Because of these level of service deficiencies, an additional analyses was completed. The Eaton and Margaret intersection was analyzed as a signalized intersection for the 2000 year analysis. This was done to determine if signalization improves the overall intersection level of service. The projected 2000 level of service with signalization of the intersection at Eaton Avenue and Margaret Street is level of service C, an improvement from the level of service F condition without the signal.

For the intersection of Grinnell and Caroline, a right turn lane was added on Caroline to determine if the overall intersection level of service could be improved. Implementation of a right turn lane should accommodate the heavy projected year 2000 right turn movement at this intersection. The resulting intersection level of service with the right turn lane on Caroline is projected to be level of Service C.



A year 2000 link level of service analysis of Eaton Avenue from Simonton Street to White Street was performed using the FDOT ART-PLAN 2.0. To perform this analysis, Eaton Avenue was divided into two links; link one was from Simonton Street to Grinnell Street, and link 2 was from Grinnell Street to White Street. The initial level of service analysis resulted in a level of service E condition in the peak hour/peak direction. This was primarily due to the failure in the level of service on the second link from Grinnell to White.

However, traffic counts on Eaton were made when Truman Avenue was closed from Margaret Street to Simonton Street. The effect of this detour was to add significant traffic to the Palm Avenue/Eaton Avenue corridor. In order to determine the potential effect of the closure of Truman Avenue, a cut line analysis (an analysis of traffic volumes across two adjacent facilities) was conducted on the volumes of Truman Avenue and Eaton Avenue just east of White Street. FDOT 1994 average annual daily traffic counts along Truman Avenue and Palm Avenue in this area were used to develop the percentages of traffic using Palm Avenue and Truman Avenue. These percentages are 44.6% for Palm Avenue and 55.4% for Truman Avenue. Next, using information from turning movement counts at White Street and Palm Avenue, and White Street and Truman Avenue, (completed as part of the Strunk Lumber Yard Community Impact Assessment Statement, included as Appendix h, Strunk Lumber Yard Turning Movement Counts) current ratios were found to be 67.1% on Palm Avenue, and 32.9% on Truman Avenue. Thus, during the Truman Avenue road closure, Eaton became the main route into the Old Town area. To adjust for this situation, the total turning movement count volume across the screen line was multiplied by the expected percentages for Palm Avenue and Truman Avenue. This number was then divided by the observed volume to develop an adjustment factor. The resulting adjustment factor for the volumes along Eaton Avenue is 74.4%.

This adjustment factor was applied to the 1995 existing traffic counts. The resulting adjusted 1995 traffic volumes were then increased to the year 2000 using the background growth rate previously discussed. The adjusted year 2000 traffic volume was developed by adding the volume resulting from the 1995 counts grown to the year 2000 to the project traffic. An ARTPLAN level of service analysis was performed using the revised projected 2000 volumes. The resulting peak hour/peak direction link level of service was C. The ARTPLAN worksheets are included in Appendix G.

CONCLUSIONS AND RECOMMENDATIONS

Overall, projected roadway level of service conditions within the study area for the year 2000 are generally good with Eaton projected to operate at level of service C. The intersection level of service analysis indicates that with projected 2000 traffic volumes, all intersections are projected to operate at LOS C or better, except for Eaton and Margaret, and Caroline and Grinnell. As stated earlier, the Eaton and Margaret intersection failure is due to the southbound left-turn movement from Margaret to Eaton. Installation of a traffic signal at this location would result in an intersection level of service C. While a traffic signal at this location may be warranted by the year 2000, it is recommended that the City not program funds for this improvement until a signal warrant analysis can be completed. Further, since the 1995 level of service is C, the warrant analysis should be done at a point in time when traffic conditions change or when a significant portion of the proposed development at the Key West Bight is completed.

The other level of service deficiency at Caroline and Margaret is due to the eastbound right turn movement from Caroline to Margaret. Construction of a right-turn lane on Caroline by the year 2000 results in a projected level of service C. The travel patterns within this study area will likely change when the new parking garage at Grinnell and Caroline is completed and operational. It is recommended that the City closely monitor traffic patterns after the garage is opened and when a significant portion of the proposed development of the Key West Bight is completed. If the need for a right-turn lane is still justified, then its construction should be planned.

keywest\bight\complete

APPENDIX A
TURNING MOVEMENT COUNTS

TINDALE-OLIVER & ASSOCIATES

1000 North Ashley Drive
Suite 316
TAMPA, FLORIDA 33602
(813) 224-8862

JOB Key West Right

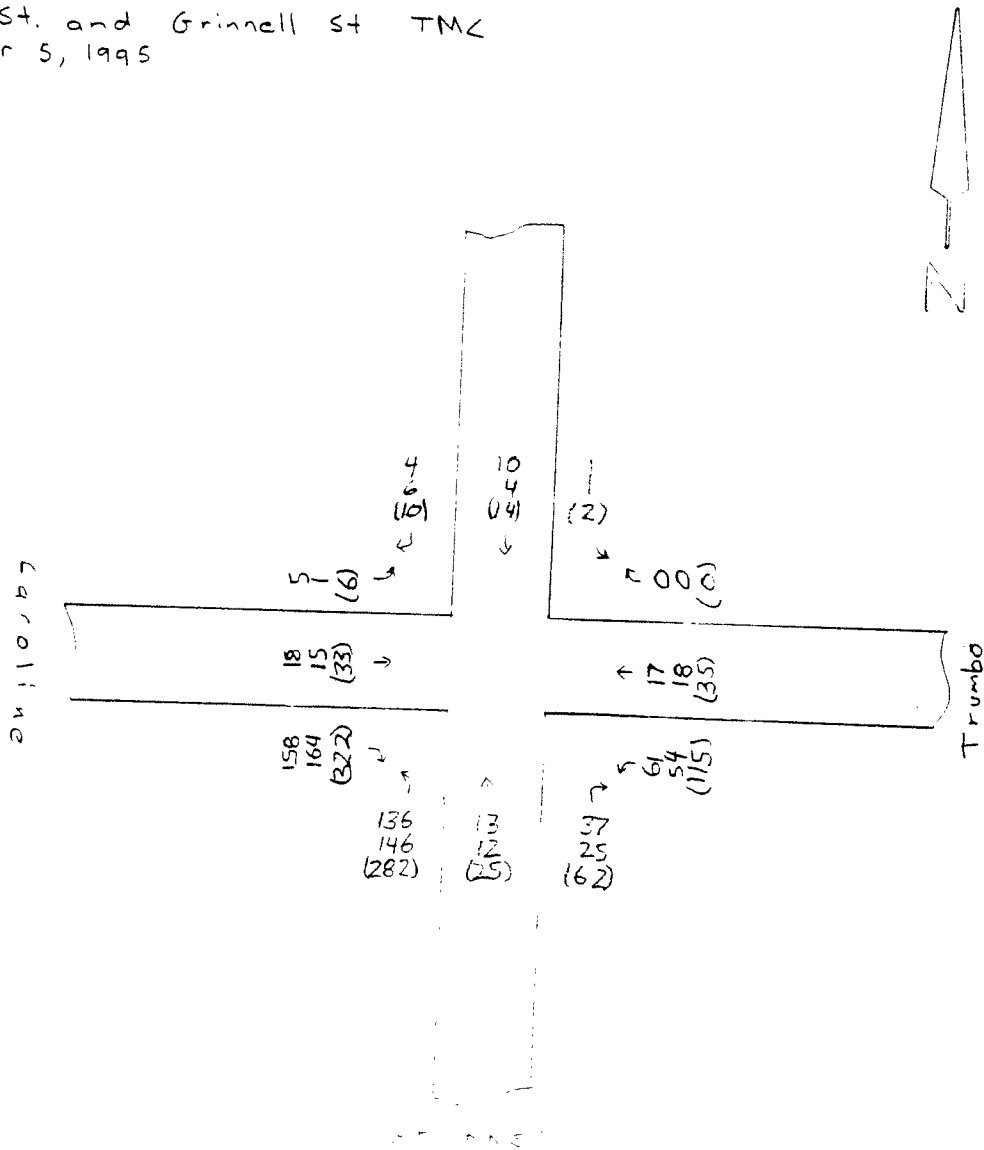
SHEET NO. _____ OF _____

CALCULATED BY Wm Roll DATE Jan 10, 1996

CHECKED BY _____ DATE _____

SCALE _____

Caroline St. and Grinnell St TMC
December 5, 1995



Tindale-Oliver and Associates, Inc.
Turning Movement Count Summary

Location: Caroline & Grinnell

Observer: Tindale - Oliver & Assoc.

Date of count: 12/05/95

Weather: Sunny

Total Motor Vehicles													
	nbt	nbt	nbrt	sblt	sbt	sbrt	ebit	ebt	ebrt	wblt	wbt	wbrt	Row Total
11:00 - 11:15	20	2	10	4	5	1	0	1	39	6	2	1	91
11:15 - 11:30	27	1	7	0	0	2	0	6	33	14	3	0	93
11:30 - 11:45	19	2	4	0	1	1	1	9	38	5	3	0	83
11:45 - 12:00	30	5	8	1	5	0	3	3	37	19	3	0	114
12:00 - 12:15	52	5	14	0	2	3	1	2	38	24	7	0	148
12:15 - 12:30	35	1	11	0	2	0	0	4	45	13	4	0	115
12:30 - 12:45	32	1	5	1	2	1	0	3	24	10	1	0	80
12:45 - 1:00	25	1	14	0	2	1	3	8	23	10	5	0	92
1:00 - 1:15	48	1	10	0	2	3	0	6	38	12	0	0	120
1:15 - 1:30	31	5	13	0	3	0	0	3	32	9	4	0	100
1:30 - 1:45	33	1	11	0	3	2	0	3	40	17	2	2	114
1:45 - 2:00	34	3	11	0	5	3	2	2	39	12	7	0	118
Pk Hr Vol	136	13	37	1	10	4	5	18	158	61	17	0	460

MID Pk Hr: 11:30 am - 12:30 pm

Pk Hr Facto: 0.78

A-2

	nblt	nbt	nbrt	sblt	sbt	sbrt	ebit	ebt	ebrt	wblt	wbt	wbrt	Row Total
4:00 - 4:15	41	2	9	1	1	3	0	2	51	32	6	0	148
4:15 - 4:30	28	0	2	0	1	1	0	6	33	9	3	0	83
4:30 - 4:45	35	7	6	0	1	1	1	5	34	6	7	0	103
4:45 - 5:00	42	3	8	0	1	1	0	2	46	7	2	0	112
5:00 - 5:15	46	4	1	0	1	1	0	11	35	19	0	0	118
5:15 - 5:30	37	5	5	0	0	0	2	3	40	7	1	0	100
5:30 - 5:45	34	1	2	0	4	1	0	2	36	5	5	0	90
5:45 - 6:00	37	0	6	0	1	1	0	6	30	12	3	0	96
Pk Hr Vol	146	12	25	1	4	6	1	15	164	54	18	0	446

P.M. Pk Hr: 4:00 - 5:00 pm

Pk Hr Facto: 0.75

TINDALE-OLIVER & ASSOCIATES

1000 North Ashley Drive
Suite 316
TAMPA, FLORIDA 33602
(813) 224-8862

JOB Key West Bight

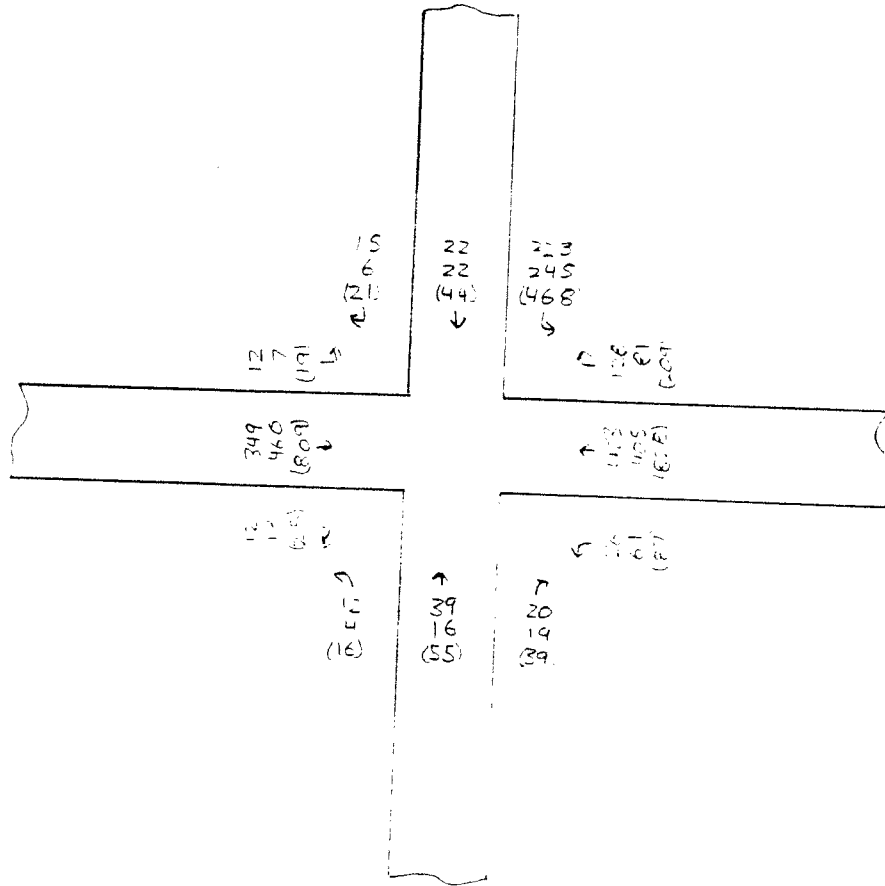
SHEET NO. _____ OF _____

CALCULATED BY Wm Roll DATE Jan 21, 96

CHECKED BY _____ DATE _____

SCALE _____

Eaton St. and Grinnell St
December 4, 1995



Tindale-Oliver and Associates, Inc.
Turning Movement Count Summary

Location: Eaton & Grinnell

Observer: Tindale - Oliver & Assoc.

Date of count: 12/04/95

Weather: Sunny

Total Motor Vehicles												
	nbt	nbt	nbrt	sblt	sbrt	ebft	ebrt	wblt	wbrt	Row Total	wbrt	Row Total
11:00 - 11:15	2	5	1	34	2	55	3	1	66	21	21	198
11:15 - 11:30	3	9	3	31	2	78	2	5	110	27	27	285
11:30 - 11:45	2	8	6	45	6	65	3	5	110	32	32	296
11:45 - 12:00	3	11	6	64	2	83	5	6	99	22	22	308
12:00 - 12:15	5	10	1	64	3	105	3	5	125	42	42	373
12:15 - 12:30	2	10	7	50	4	96	1	10	89	32	32	304
12:30 - 12:45	3	6	5	47	2	68	5	9	95	23	23	274
12:45 - 1:00	5	12	4	45	3	68	1	4	95	24	24	269
1:00 - 1:15	4	8	4	47	4	83	2	7	114	21	21	314
1:15 - 1:30	4	11	6	50	4	98	2	11	89	36	36	322
1:30 - 1:45	5	16	5	52	1	85	2	2	106	30	30	312
1:45 - 2:00	0	11	1	42	4	70	3	4	106	23	23	274
Pk Hr Vol	12	39	20	223	15	349	12	26	423	128	128	1281

MID Pk Hr: 11:30 am - 12:30 pm

Pk Hr Facto: 0.86

Total Motor Vehicles												
	nblt	nbt	nbrt	sblt	sbrt	ebft	ebrt	wblt	wbrt	Row Total	wbrt	Row Total
4:00 - 4:15	1	3	2	54	2	108	2	22	90	20	20	321
4:15 - 4:30	1	3	3	60	4	84	3	5	99	29	29	299
4:30 - 4:45	4	5	5	41	3	97	1	12	107	19	19	303
4:45 - 5:00	1	5	5	52	1	110	1	23	108	27	27	341
5:00 - 5:15	3	5	8	83	0	133	5	15	102	24	24	382
5:15 - 5:30	0	5	3	57	2	112	3	13	89	13	13	305
5:30 - 5:45	0	1	3	53	3	105	4	10	106	17	17	311
5:45 - 6:00	1	7	4	46	3	87	2	17	87	18	18	277
Pk Hr Vol	4	16	19	245	6	460	13	61	405	81	81	1339

P.M. Pk Hr: 4:45 - 5:45 pm

Pk Hr Facto: 0.88

TINDALE-OLIVER & ASSOCIATES

1000 North Ashley Drive
Suite 316
TAMPA, FLORIDA 33602
(813) 224-8862

JOB Key West Bight

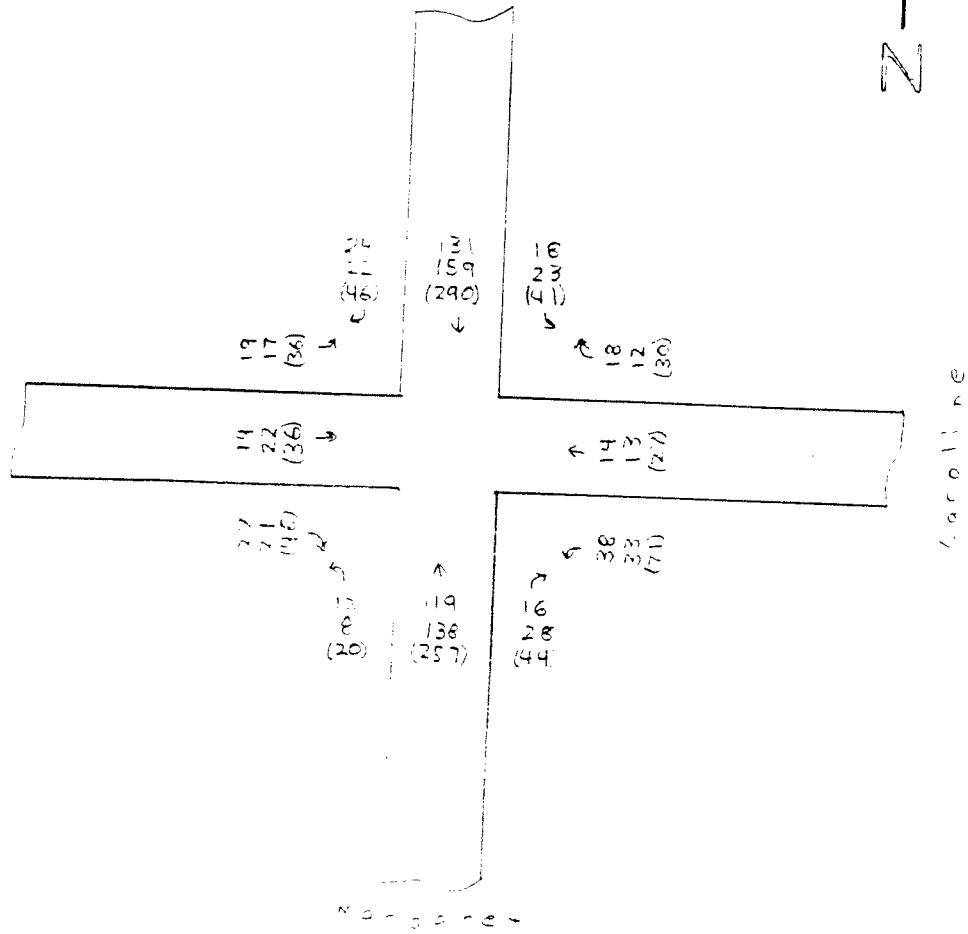
SHEET NO. _____ OF _____

CALCULATED BY Wm Roll DATE Jan 10, 1996

CHECKED BY _____ DATE _____

SCALE _____

Caroline St. and Margaret St
December , 1995



Tindale-Oliver and Associates, Inc.
Turning Movement Count Summary

Location: Caroline & Margaret

Observer: Tindale - Oliver & Assoc.

Date of count: 12/04/95

Weather: Sunny

Total Motor Vehicles												
	nbt	nbrt	sbflt	sbt	sbprt	ebflt	ebt	ebprt	wbflt	wbt	wbrt	Row Total
11:00 - 11:15	3	24	7	35	3	11	3	6	3	2	6	107
11:15 - 11:30	1	31	4	32	9	13	4	1	4	3	5	113
11:30 - 11:45	0	10	3	26	4	8	2	2	3	1	4	64
11:45 - 12:00	3	30	5	46	8	8	4	4	4	2	5	125
12:00 - 12:15	5	39	3	38	7	14	2	8	5	4	5	131
12:15 - 12:30	3	23	3	28	6	8	2	5	5	1	3	92
12:30 - 12:45	1	27	7	19	3	8	6	1	5	7	14	102
12:45 - 1:00	3	31	11	31	9	8	4	2	2	2	7	116
1:00 - 1:15	4	5	12	41	8	11	2	6	4	6	13	114
1:15 - 1:30	0	20	4	24	8	4	5	5	4	6	3	87
1:30 - 1:45	2	36	6	34	1	6	1	2	4	2	2	102
1:45 - 2:00	3	38	3	40	4	11	2	0	6	2	9	124
Pk Hr Vol :	12	119	18	131	24	38	14	18	19	14	27	450

MID Pk Hr : 11:45 am - 12:45 pm
Pk Hr Factor: 0.86

Total Motor Vehicles												
	nbt	nbrt	sbflt	sbt	sbprt	ebflt	ebt	ebprt	wbflt	wbt	wbrt	Row Total
4:00 - 4:15	3	35	11	42	7	3	5	1	8	8	5	133
4:15 - 4:30	2	21	5	41	7	10	8	6	4	11	5	128
4:30 - 4:45	2	40	7	35	5	6	1	2	4	3	3	115
4:45 - 5:00	3	35	5	34	5	4	1	3	5	4	6	110
5:00 - 5:15	1	42	6	49	5	13	3	1	4	4	7	143
5:15 - 5:30	2	26	7	30	2	6	4	3	8	5	6	108
5:30 - 5:45	1	27	8	34	2	2	3	1	4	4	4	98
5:45 - 6:00	4	26	9	26	3	2	0	1	8	9	7	102
Pk Hr Vol :	8	138	23	159	22	33	13	12	17	22	21	496

P.M. Pk Hr : 4:15 - 5:15 pm
Pk Hr Factor: 0.87

TINDALE-OLIVER & ASSOCIATES

1000 North Ashley Drive
Suite 316
TAMPA, FLORIDA 33602
(813) 224-8862

JOB Key West Bight

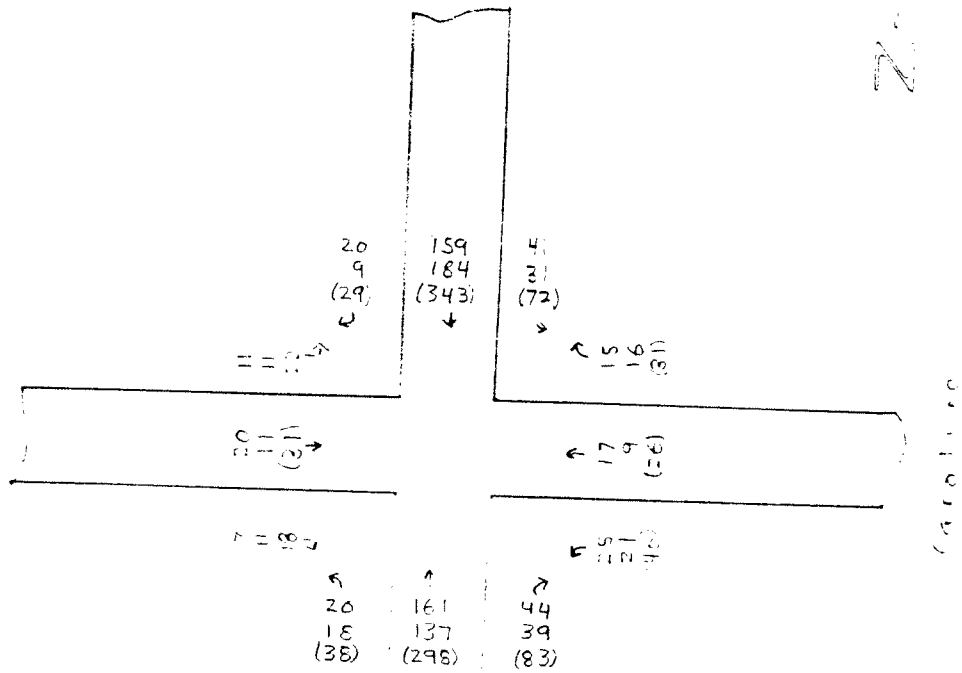
SHEET NO. _____ OF _____

CALCULATED BY Wm Roll DATE Jan 10, 1996

CHECKED BY _____ DATE _____

SCALE _____

Caroline St. and William St
December 4, 1995



Tindale-Oliver and Associates, Inc.
Turning Movement Count Summary

Location: Caroline & William

Observer: Tindale - Oliver & Assoc.

Date of count: 12/04/95

Weather: Sunny

Total Motor Vehicles													
	nblt	nbt	nbrt	sbft	sbt	sbrt	ebft	ebt	ebrt	wbft	wbt	wbrt	Row Total
11:00 - 11:15	3	38	15	13	44	4	3	8	3	8	5	4	148
11:15 - 11:30	2	25	2	10	40	3	5	5	2	13	1	2	110
11:30 - 11:45	3	35	4	5	28	2	5	7	1	6	3	6	106
11:45 - 12:00	5	37	14	9	35	3	4	4	2	6	4	4	126
12:00 - 12:15	4	58	16	7	46	7	3	3	1	8	2	4	159
12:15 - 12:30	5	37	5	11	40	5	3	8	2	3	2	4	125
12:30 - 12:45	6	29	9	14	38	5	1	5	3	8	9	3	130
12:45 - 1:00	3	19	4	5	35	5	3	0	3	12	4	5	98
1:00 - 1:15	5	39	15	10	65	2	5	6	3	9	9	8	176
1:15 - 1:30	2	34	8	6	23	0	1	1	1	4	3	0	88
1:30 - 1:45	2	48	9	10	41	3	2	0	2	4	3	9	132
1:45 - 2:00	2	30	8	5	43	1	2	3	1	3	3	0	103
Pk Hr Vol :	20	161	44	41	159	20	11	20	7	25	17	15	540

MID Pk Hr 11:45 am - 12:45 pm

Pk Hr Factor 0.77

	nblt	nbt	nbrt	sbft	sbt	sbrt	ebft	ebt	ebrt	wbft	wbt	wbrt	Row Total
4:00 - 4:15	2	25	9	10	33	0	3	6	3	3	6	4	104
4:15 - 4:30	2	38	4	9	40	2	2	5	1	4	1	6	114
4:30 - 4:45	4	38	11	8	36	1	1	1	0	3	1	2	106
4:45 - 5:00	4	26	8	7	46	4	1	5	2	7	3	7	120
5:00 - 5:15	1	36	12	8	53	3	5	3	3	5	4	3	136
5:15 - 5:30	9	37	8	8	49	1	4	2	5	6	1	4	134
5:30 - 5:45	1	27	8	6	43	3	3	2	1	6	2	4	106
5:45 - 6:00	4	31	4	2	39	1	3	0	1	2	1	3	91
Pk Hr Vol :	18	137	39	31	184	9	11	11	10	21	9	16	496

P.M. Pk Hr 4:30 - 5:30 pm

Pk Hr Factor 0.91

TINDALE-OLIVER & ASSOCIATES

1000 North Ashley Drive
Suite 316
TAMPA, FLORIDA 33602
(813) 224-8862

JOB Key West Right

SHEET NO. _____ OF _____

CALCULATED BY Wm Roli DATE Jan 10, 1996

CHECKED BY _____ DATE _____

SCALE _____

James St and Grinnell St TMC
December 5, 1995

