

II. MASTER PLAN

DESIGN NARRATIVE

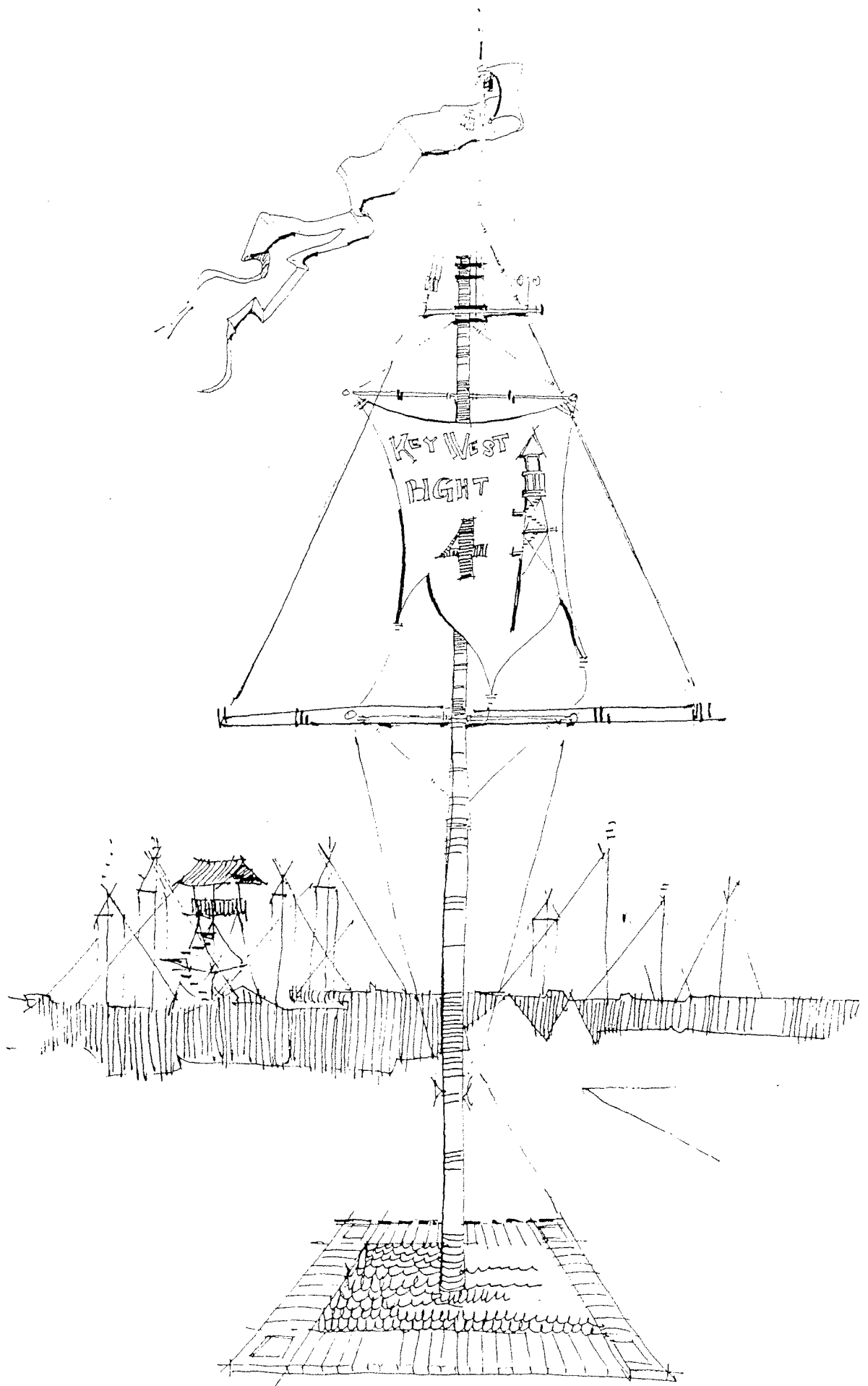
Key West Bight is comprised of a unique mix of land uses which have evolved over many years. The character and ambiance established in this working waterfront are difficult to recreate and should be protected and retained in the project design.

The people of Key West and the Wilson Miller team desire to maintain that "funky" character and enhance the historic quality of the Key West Bight through design of the Bight Master Plan. However, the plan reflects realistic funding potentials for public and private improvements which will generate revenues to support debt service and operations.

Shrimp, sponge and green turtle were once abundant and major maritime industries in Key West. The old Turtle Kraals, Cannery and Fish House still remain and the city has obtained a grant to design construction documents for the restoration of these historical structures. The Master Plan suggests that the cannery be restored as a small museum for display of information regarding the green turtle industry. Old working shrimp and sponge boats may be docked adjacent to the cannery as additional historical attractions. These historic elements should create a strong public attraction to The Bight area.

HARBORWALK

A major component in the overall plan for the Bight is the continuous connection of the waterfront along the Harborwalk. The Harborwalk connects adjacent properties to other significant points of interest and activity centers such as Front Street. The Harborwalk is to be a key element in successfully attracting pedestrians, increasing exposure and access to the waterfront and reinforcing the ambiance of the waterfront. The Harborwalk will be constructed both landside and waterside with assorted materials to create character and economic viability. Also the Harborwalk will generally be landside along parcels A and B (Seaport and Lazy Way) except at the Schooner Wharf Bar and William Street Plaza. It will be partially landside at the Market, cantilevered to achieve design width. It will be landside from the market through Turtle Kraals to Margaret Street plaza. The walks will shift to waterside past the Half Shell Raw Bar to the Chevron site. From that point on, it will be landside.



IDENTITY FEATURE

VILLAGES

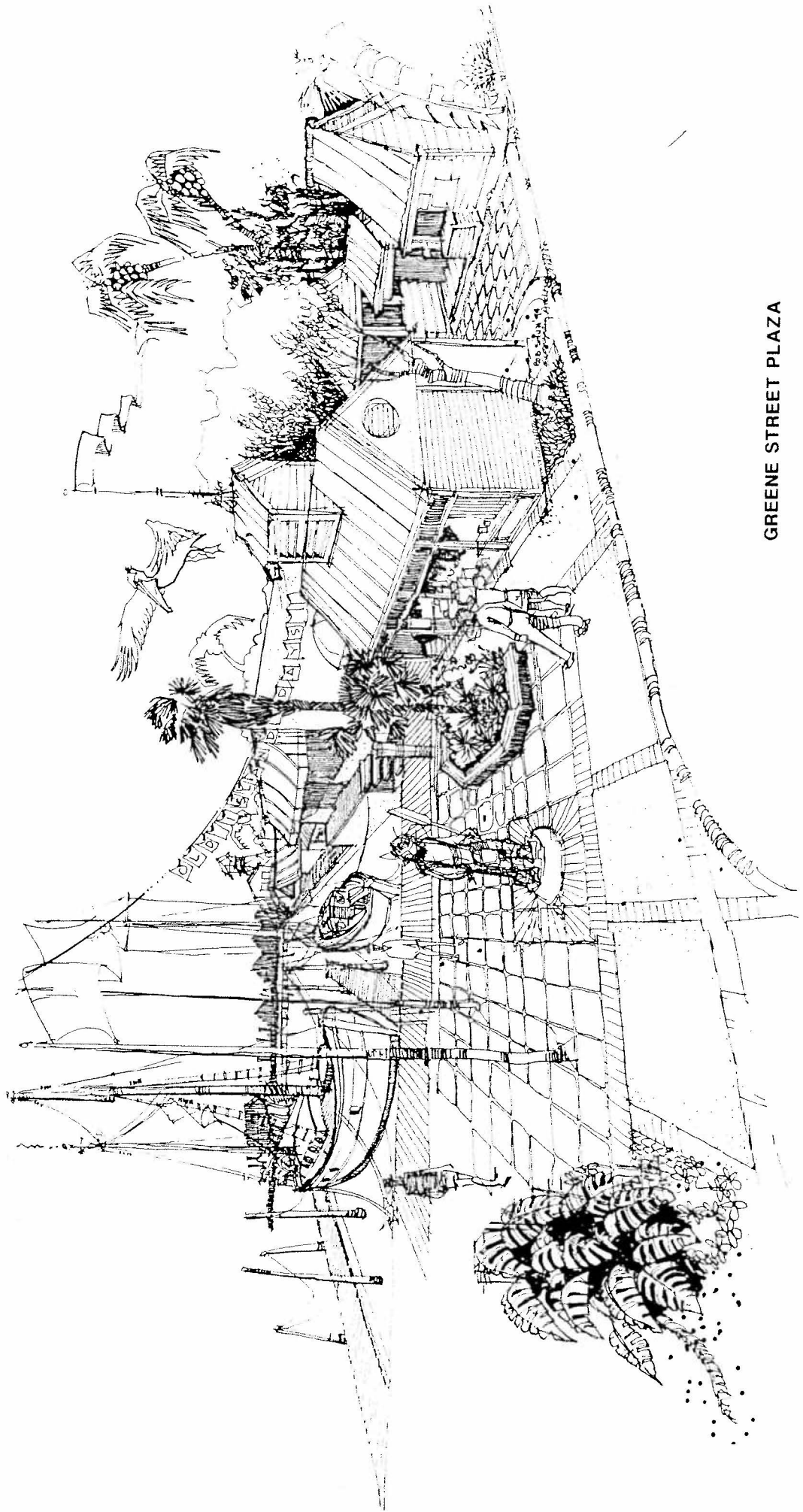
The property as it exists is divided into separate nodes or "villages" with limited continuity along the waterfront or streetside. One goal of the plan is to maintain these areas and enhance them through identification as focal points oriented to the water. The Harborwalk will provide the connection between the villages to create continuity. Plazas at Greene, William, Margaret and Grinnell Streets are designated as prominent public spaces with great views of the harbor, shops, restaurants, and historic structures and monuments. The plazas will contain enticements, such as monuments, kiosks describing the history of The Bight and merchants displaying their wares, to draw people to the waterfront to explore The Bight's past and present.

DISTRICT ENTRIES

Each street leading into Key West Bight is proposed to have a common entry feature emphasizing the arrival into the Key West Bight project. Greene Street and Margaret Street will be the principal entries with more significant entry statements.

Greene Street is an important pedestrian link to Duval Street; therefore, the Bight property along Greene Street and the plaza should be designed to attract pedestrians down to the waterfront from Duval Street. The use of specialty pavers, lighting, landscaping and signage or banners will provide an enhanced pedestrian attraction. This streetscape treatment should be continued from Duval Street all the way down to the Bight, creating a second major pedestrian axis. Businesses and homeowners along Greene Street should be encourage to upgrade their building facades and parking areas. The use of banners with the Bight nautical theme (see sketch) can help the streetscape scene and provide identify and a sense of entry for the Bight.

Margaret Street is the primary entrance into the historic district which contains the Turtle Kraals, Cannery and Fish House. The identifying feature and sense of entry will occur at the intersection of Caroline and Margaret Streets. A monument to "Booty" Singleton will be the focus of the Margaret Street plaza. The monument will be placed in the plaza at the junction of the Harborwalk and Margaret Street centerline to assure visibility as people enter the plaza from all directions.



GREENE STREET PLAZA

PLAN DESCRIPTION - LANDSIDE

The general direction of the waterfront runs south and north; therefore, the following review of the Master Plan begins at the southern most Parcel A (Key West Seaport), and progresses through The Bight to the northern most Parcel F (the "Triangle").

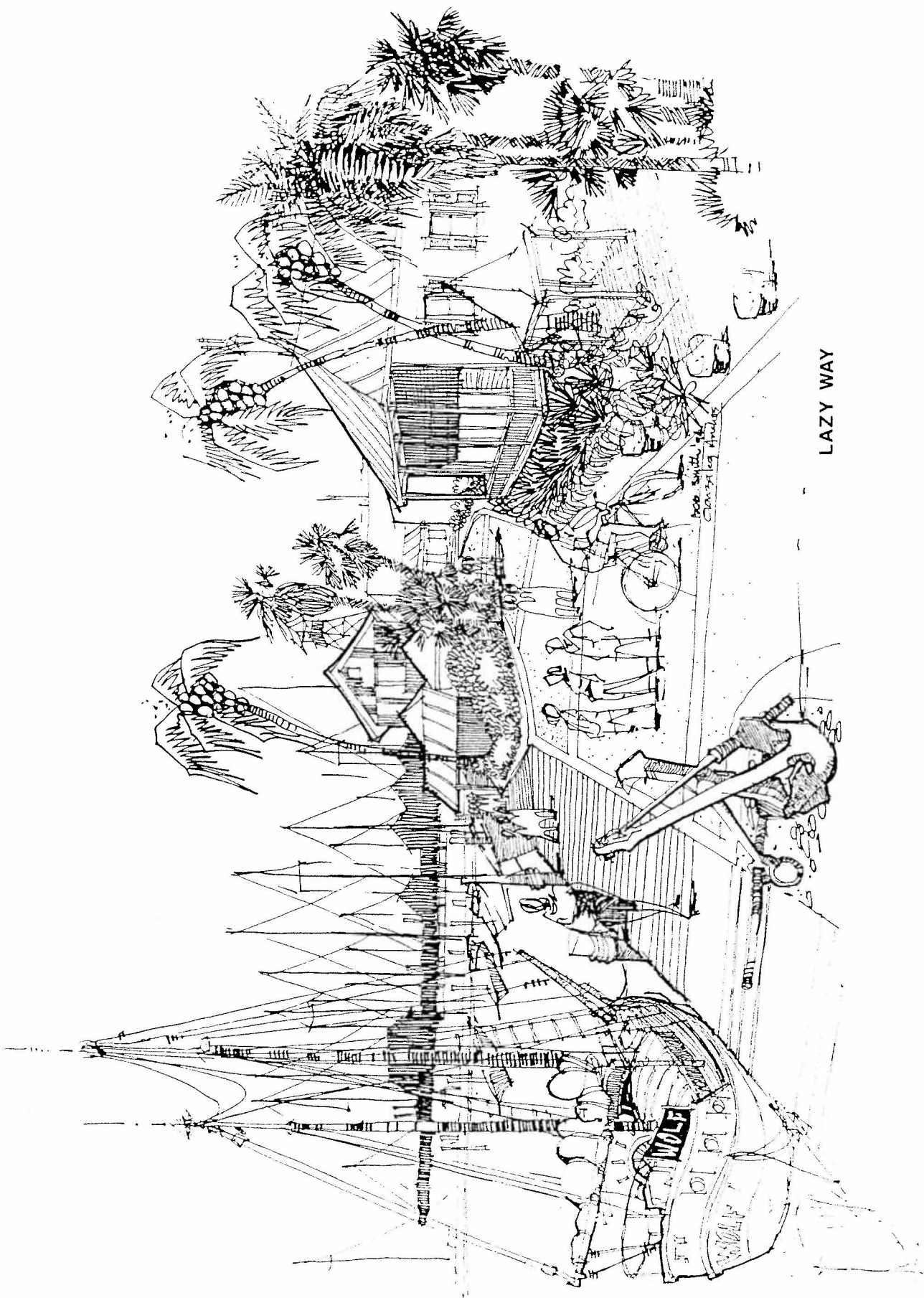
Parcel A

Parcel A (Seaport) may be divided into several land leases with public parking and the option to either retain the existing Seaport and Ice Plant buildings or replace them with new structures. The Seaport Building located directly on the waterfront has renovation potential. Design guidelines should be created to control access to and through the parcels, setbacks from waterfront and Greene Street, building character, planting and lighting. It is elemental that structures and landscape treatments front Greene Street to reflect the other side of the street and frame the view looking down to the plaza and waterfront from Duval Street. Retail activity on the street will help draw traffic.

Greene Street Plaza will provide the focus to draw people from Duval Street to the waterfront. Tall masted vessels, such as old schooners, will be docked at the plaza. The appeal of the high masts and flags flying, especially lit up at night, with open views to the water will stimulate interest and lure people toward the waterfront from Duval Street. The plaza will be paved with a decorative surface and include benches, decorative lighting, and limited planting on the edges. This plaza is the setting for two land lease sites.

Parcel B

Parcel B (Lazy Way) consists of several small retail shacks, a studio, bar and staging areas for the boats docked along Lazy Way. The plan includes an additional 1,000 square foot land lease located adjacent to Greene Street Plaza to form an edge to the plaza and create a needed revenue opportunity. Lazy Way remains an important link through the Bight for pedestrians, bicycles, trolleys and limited service vehicles. Garden areas incorporating seating for pedestrians and boat patrons will be tucked into open areas along the travelway. Special paving treatment defined by bollards and landscape will indicate where the limited vehicular traffic is allowed. The trolleys and limited service vehicles can circulate as one way traffic from William Street to



LAZY WAY

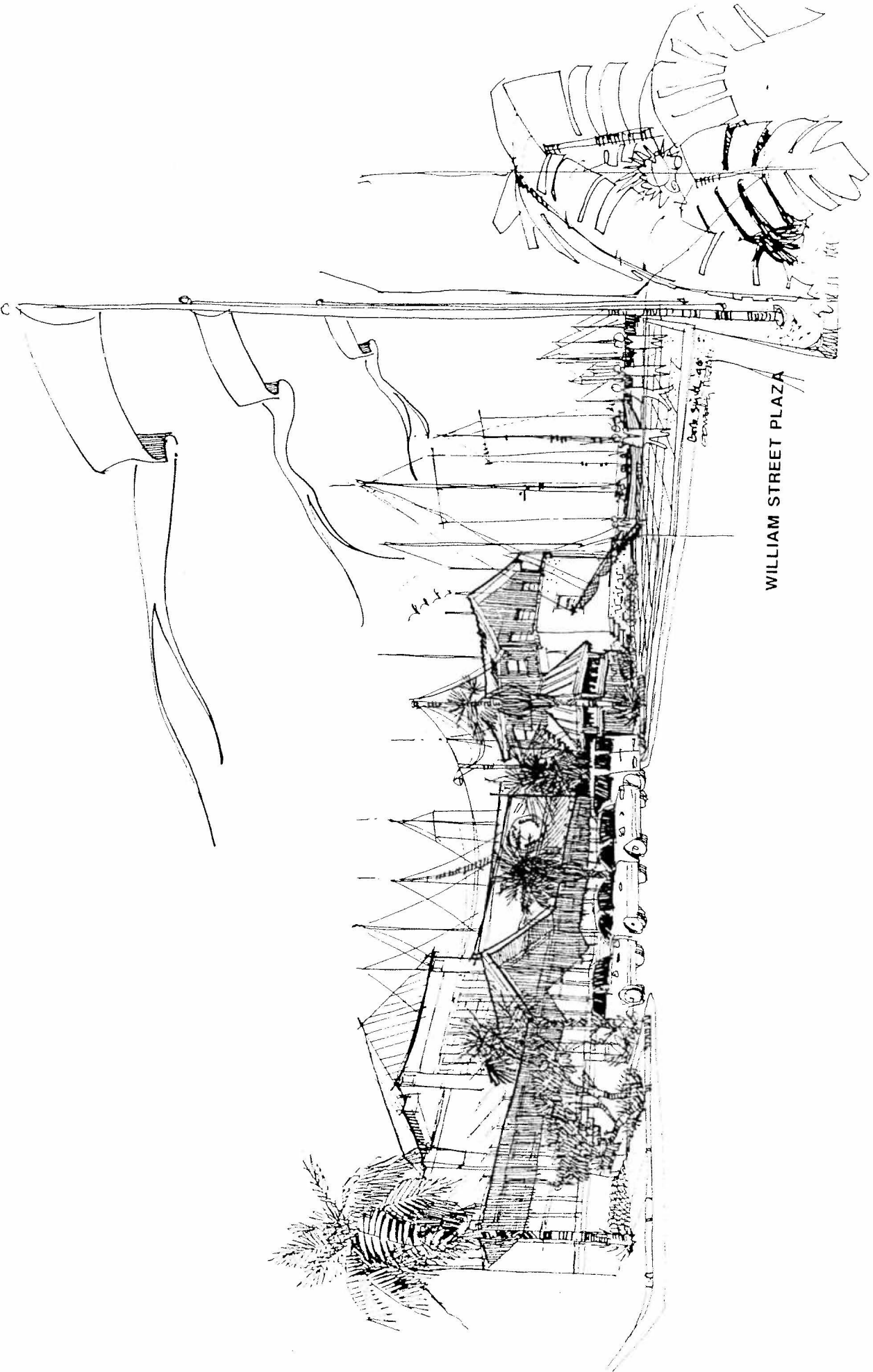
Elizabeth Street to minimize congestion with traffic using William Street to access the main parking lot. Alignment of the asphalt pavement will lead traffic into the parking area. Mountable curbs, change from asphalt to decorative paving, signage, landscape and structural elements will deter general traffic from entering the William Street plaza and Lazy Way. Only authorized service vehicles and the trolley should be allowed.

William Street Plaza is an active docking area with views to the open water. A widened section of Harborwalk, constructed waterside, will accommodate more people and activity. An attraction such as a schooner should be moored here, along with dinghy docking and water taxi service areas. This active docking area is conveniently located adjacent to the waterfront market for tourists and boat owners and enhances the interaction between landside and waterside activities.

Parcel C

Parcel C, the Waterfront Market building generates much activity in the Key West Bight. This building contains several businesses, including a popular and busy market. In order to maximize the use of the building space, the plan proposes to relocate the market toward the east end of the building with a new entrance facing Caroline Street. This provides convenient access from the parking area to the market. The waterfront portion will be reconfigured to accommodate several small retail spaces for more specialized water dependent and water related businesses. The market may retain access to the Harborwalk by maintaining the store deli/bakery which may be able to support the higher waterfront rent. This reconfiguration will increase utilization and revenue. There is second floor space available for renovation into offices for businesses, non-profit organizations, storage or possibly a cafe with views of the harbor. The existing shower facilities for marina tenants on the second floor can eventually be relocated to a new marina facility to be built on the north side of the Market building, freeing up more leasable space.

A central service area for truck deliveries, trash and recycle pick up will be relocated to the north side of the building where it will serve several businesses including the Turtle Kraals Restaurant. The goal is to eliminate the multiple service areas which are currently exposed and




WILLIAM STREET PLAZA

Don't think of
it as a plaza

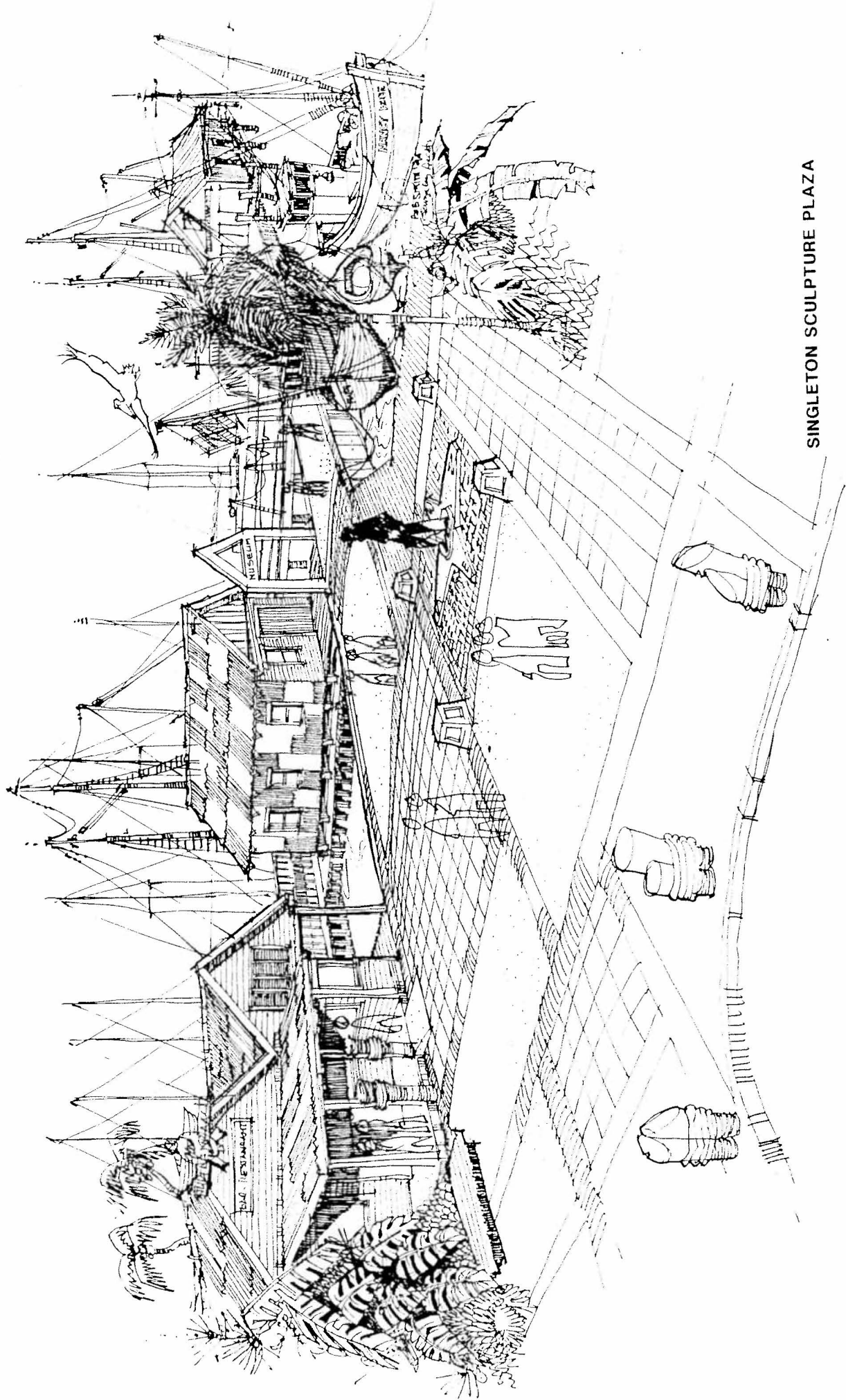
detract from the higher traffic areas. The new central service area is buffered from the waterfront by the proposed marina facility and from the parking lot and Caroline Street by wall and landscape elements.

The proposed **marina facility** will house showers, restrooms and a laundromat for the boaters. The dock master and/or property manager may be located in this building also for convenience to the boaters. The city may also provide a public restroom at this location. Alternate use of this building site as retail space is possible if shower and laundromat facilities remain in the Market building.

Two **park areas** are planned in Parcel C as relief from the hardscape and gathering places. A large mural of the undersea world was painted by Wyland on the southern wall of the Waterfront Market building. The Wyland Wall is a special element and adds to the Bight character; therefore, a small park will be placed in front of it with seating to offer rest and visual enjoyment of "the Wall." The other park is planned adjacent to the Harborwalk between the market building and The Kraals Restaurant. This location is ideal as it already contains some trees. It offers an inviting rest area and welcome green space along the waterfront.

 The plans for the **Turtle Kraals Restaurant** expansion include not only additional seating capacity and kitchen facilities, but a marinelife aquarium attraction at the intersection of the Harborwalk where it extends out to the cannery. This display will contribute to the interest already produced by the existing kraals and fascinating sealife that abounds in the pens. **The Harborwalk will pass through the seaward most portion of the Kraals building and chickee, retaining the cantilevered balcony which currently provides restaurant seating.**

Margaret Street is one of the significant arrival points into the Bight and waterfront area. The **Margaret Street plaza** will contain a memorial to Booty Singleton in honor of his development of the shrimping industry in Key West. This plaza anchors the historical waterfront dock area, comprised of the cannery, kraals, fish house and historical boat display. The plaza will be physically extended to incorporate a multi-use central parking area designed to accommodate a trolley drop off-pick up station, limited and handicap parking, and special events such as



SINGLETON SCULPTURE PLAZA

farmer's markets and entertainment as added attractions. The entire area will be distinguished by special paving, seating, lighting and accent planting at the edges. The main plaza will be constructed to accept large tent covering for special events.

The **Half Shell Raw Bar** has plans to expand its facility. The restaurant expansion includes additional indoor and outdoor dining area and modifications to the service area located at the north end of the building. Removal of the Discovery structure will allow better access for delivery trucks. The plan incorporates a common service area accessed from Caroline Street, along the north side of the Piano Shop, to the Half Shell Restaurant. The preferred service alley is located on a portion of the Chevron property which will be ultimately shared with Chevron property uses; however, a drive along the south side of the piano shop will provide equal access to Key West Bight property.

Parcel D

Two land lease parcels are designated within **Parcel D**. The larger land lease will encompass 2,500-3,000 square feet of building area along Caroline and Margaret Streets surrounded by parking. Another potential land lease of 3,600 square feet is designated where the Lost Reef Adventures Dive Shop currently exists. This parcel provides the option to either retain The Dive Shop or demolish it and construct a larger building with frontage directed toward the plaza and the waterfront. Design guidelines should be created to control the development of the parcels. An integral part of the design may include re-creation of the Old Fisherman's Cafe or other historical style structures at the corner of Margaret Street and Caroline Street.

Parcel E

Parcel E will retain The Crab Shack Restaurant. A large portion of the parcel will be dedicated to the proposed parking garage. Convenient access from the garage to the Bight is important; therefore, the plan provides for pedestrian access through the parcel on the south side of The Crab Shack. Trolley stops located on Caroline Street will transport people from the garage through the Bight and to other downtown locations.

Parcel F

The "**Triangle**" is designated for use by live-aboards. The plan shows proposed facilities to service them such as marine repairs, laundry and showers, convenience store, and parking. The proposed large parallel docks are designed to initially accommodate the live-aboards with an option for potential future use of a naval ship attraction and a ferry dock. Parking is a concern if those uses are implemented since they typically generate a large demand for parking. The triangle property will not accommodate enough parking support. Therefore, additional parking would be required elsewhere. The C.E.S. property may provide space for parking in the future.

PLAN DESCRIPTION - WATERSIDE

The design team prepared several alternate plans addressing the major marina issues. Those issues include:

- appropriate zoning and location of commercial and transient boats
- effective locations of attractions such as schooners and historical boats
- dinghy location
- number of fuel docks
- the need for larger slips to accommodate larger vessels
- location of dock master's facility
- the condition of existing utilities and services to slips
- how and where to generate more revenues.

After much review, the Final Master Plan integrates preferred features of each alternative.

The existing piers extending out from the **Triangle** parcel will be replaced with two large 20 foot wide parallel piers. The initial design will include installation of pilings to provide mediterranean moorings for live-aboard boat docking. In the future, the piers could support ferry boats and/or an historic naval vessel as an attraction. The piers are specifically designed to accommodate either option depending on which use becomes most appropriate and beneficial to the Key West Bight.

The Chevron parcel pier is under separate ownership and is currently operating with docking and fuel sales.

Pier A (behind Half Shell Raw Bar) will be redesigned and extended as a new long pier for larger boats, 40 feet or greater in size.

Pier B will be eliminated to allow for the maneuvering of boats into the finger docks of Pier A and along the north side of Pier C.

Pier C will be renovated to service the historical structures and increase dock width around the Fish House. A ± 150 foot extension will provide fuel facilities. Tanks will remain located behind the Local Color Shops, with new fuel lines extended out onto the new extension. The extended pier will allow separation of fueling operations from the public access and will accommodate up to 200 foot vessels. A central office will be located in the Fish House.

Pier D remains as it is with repairs to the structure and new utilities installed to the slips. This dock primarily services a variety of transient boats.

Pier E also remains as it is with repairs to the structure and new utilities. Large vessels will be moored along the south side of the pier while smaller boats will be docked mediterranean style on the north side.

Existing **Pier F** is constructed of concrete and harbors large commercial vessels including an historic schooner. An additional pier (**F2**) is planned with fingers open to the south side. This pier will service larger commercial and transient vessels.

The southernmost area of the waterfront has been designed with several new piers (**G1, G2, and G3**) to accommodate larger boats. Commercial boats can dock along the Harborwalk with transient boats out on Pier G1 for privacy. Schooners and tall masted ships surround Greene Street Plaza while catamarans dock along Lazy Way.

The proposed marina configuration is based upon existing conditions, projected market conditions (see marina analysis section) and input from the people of Key West. While the

physical design accommodates the recommendations made above, the location of specific vessel type and use areas will be dictated by the market and by The Bight management.

Design Narrative - Phase One Plan

Elements critical to the early success of the Key West Bight improvement plan have been identified on the Phase One Improvement Plan. Those elements that will generate immediate revenue have been targeted, as well as improvements that will enhance the ambiance and attract people to the Bight. Phase One improvements include additional piers; repair and upgrading of existing piers; parking and service facilities; renovation of the Waterfront Market Building, the Harborwalk and public plazas.

On the **waterside**, marina improvements and additions will increase dock space, enhance fuel operations and increase the quality of the existing piers. A new pier, Pier "A", to be located in front of the Half Shell Raw Bar, will provide fifteen (15) new 50' boat slips as well as over four hundred feet (400') of parallel docking. The creation of a 150' fuel dock extension from the existing Pier "C" will provide an effective and accessible fueling facility. The area around the existing building will be enlarged to provide better pedestrian access. Fueling operations will be restricted to the pier extension to prevent pedestrian conflicts. The fuel dock at the Key West Seaport can remain operational until the Bight Board decides otherwise. Existing Piers D, E, and F will be maintained in their existing configuration with additional boardwalk width being provided adjacent to the Turtle Kraals. Repairs will be made and facilities will be upgraded. Pump-out facilities are proposed at the Seaport and Raw Bar service facility areas.

On the **landside**, the major revenue enhancement will be provided by large organized parking areas. To reduce initial investment, Phase One parking improvements have been limited to the clearing and creation of graded shell parking areas with timbers as curb stops. Parking meters will also be installed.

A paved connector road between Margaret and William Streets will improve circulation and provide access to a common service area on the north side of the waterfront market. This shell service area will also serve the Kraals Restaurant and the retail area on the north. The proposed asphalt connector street will also provide the opportunity to create an entrance to the Waterfront

Market on the east side. The Bight Board may elect to give this street a name such as "Singleton Street."

The **Waterfront Market** is slated to receive renovation of the Market Building first floor space to include creating a space for potential retail located on the waterfront. (This does not include moving the market to the east end or adding new coolers.) This includes some minor repair work on the facade of the building. The service area will remain as is. Phase One work on the Waterfront Building will also include general renovation of the existing bath facilities on the second floor for the boaters. This does not include new fixtures. Other internal improvements and service facilities will be the responsibility of the tenant.

Major public use enhancements include the **Harborwalk** and Phase One of the plaza areas. The Harborwalk will be built to the northern end of the Half Shell Raw Bar. This pedestrian promenade will link the three "village" areas of the Bight: the Seaport area, the Waterfront Market and Land's End Village. The Harborwalk will be an immediate attraction for pedestrians. Improvements such as decorative lighting and banners can be planned for and added in future phases. The Boardwalk will also link public plazas in each of the village areas.

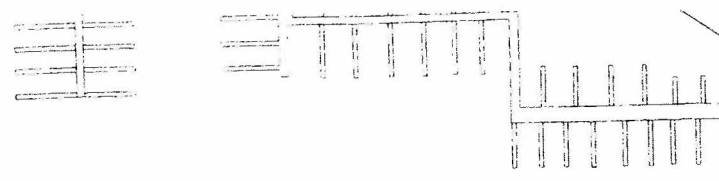
At the foot of **Greene Street**, a paved plaza will replace the lift station and provide seating areas with a view of the Bight. This plaza should include an identity feature for the Bight and be the entrance area for the Harborwalk. The Greene Street Plaza also provides an opportunity for a sculpture or memorial focal point. A monument to the Conch Republic has been suggested as an avenue to garner public support and participation.

The Harborwalk will then lead people along Lazy Way to a plaza at the foot of **William Street**. This plaza will be integrated with the Harborwalk and also serve as a potential entry point for the Waterfront Market. William Street Plaza will ultimately be integrated into the Lazy Way paving system. Bollards, signage and paving will limit vehicular access through this area.

Adjacent to the William Street Plaza, **Wyland Wall Park** is proposed. This small garden sitting area will create an appropriate setting for the Wyland Wall mural and provide shade and relief from the heat.

The plaza at the foot of **Margaret Street** will become a major focal point of the Bight. This plaza receives traffic from the water, the Harborwalk and from the entry on Margaret Street. The memorial to Booty Singleton will be located at the axis of these three circulation routes. The vehicular traffic that is anticipated is to be directed through a multi-use vehicular plaza by the use of paving patterns, bollards and signage. This paved space will allow a vehicular drop off space in the heart of the Bight. During special events, the plaza could be closed to vehicular traffic and provide a large public gathering space. It is anticipated that the food and beverage operations of Turtle Kraals and Half Shell Raw Bar will be expanded and reconfigured during Phase One. This will allow for a segregated service area at the north end of the Raw Bar. The intersection of Margaret Street and Caroline Street will receive an entrance identity feature and specialty paving to signal the entrance to the Bight.

Completion of Phase One construction is anticipated within approximately 18 months of beginning design as shown on the attached schedule.



THE GALLEON

FRONT STREET

A & B LOBSTER

PUMP OUT FACILITY

ICE PLANT

ICE STORAGE

FUEL DOCK

KEY WEST SEAPORT

CULTURE LIFT STATION
PUBLIC PARKING LOT W/ METERED PARKING
TEMPORARY GRADED SHELL W/ TIMBER CURB STOPS

BOARDWALK LANDSIDE

EXISTING PIERS

UPGRADE EXISTING PIERS E,D AND F

GREENE STREET

BOARDWALK PARTIALLY CANTILEVERED OVER WATER

STUDIO

HOOKER

JACUZZI

RENOVATE WATERFRONT MARKET BUILDING
ENHANCE FACADE & SHIFT MARKET BACK TO OPEN UP RETAIL SPACE ON WATERFRONT
(NOT INCLUDING MOVING COOLERS)

SHELL 51

ELIZABETH STREET

WILLIAM STREET

ENTRANCE TYP.
ASPHALT CONNECTOR ROAD
RENOVATE EXISTING FACILITY FOR BC

PUBLIC PARKING LOT W/ TEMPORARY GRADED SHELL

CAROL



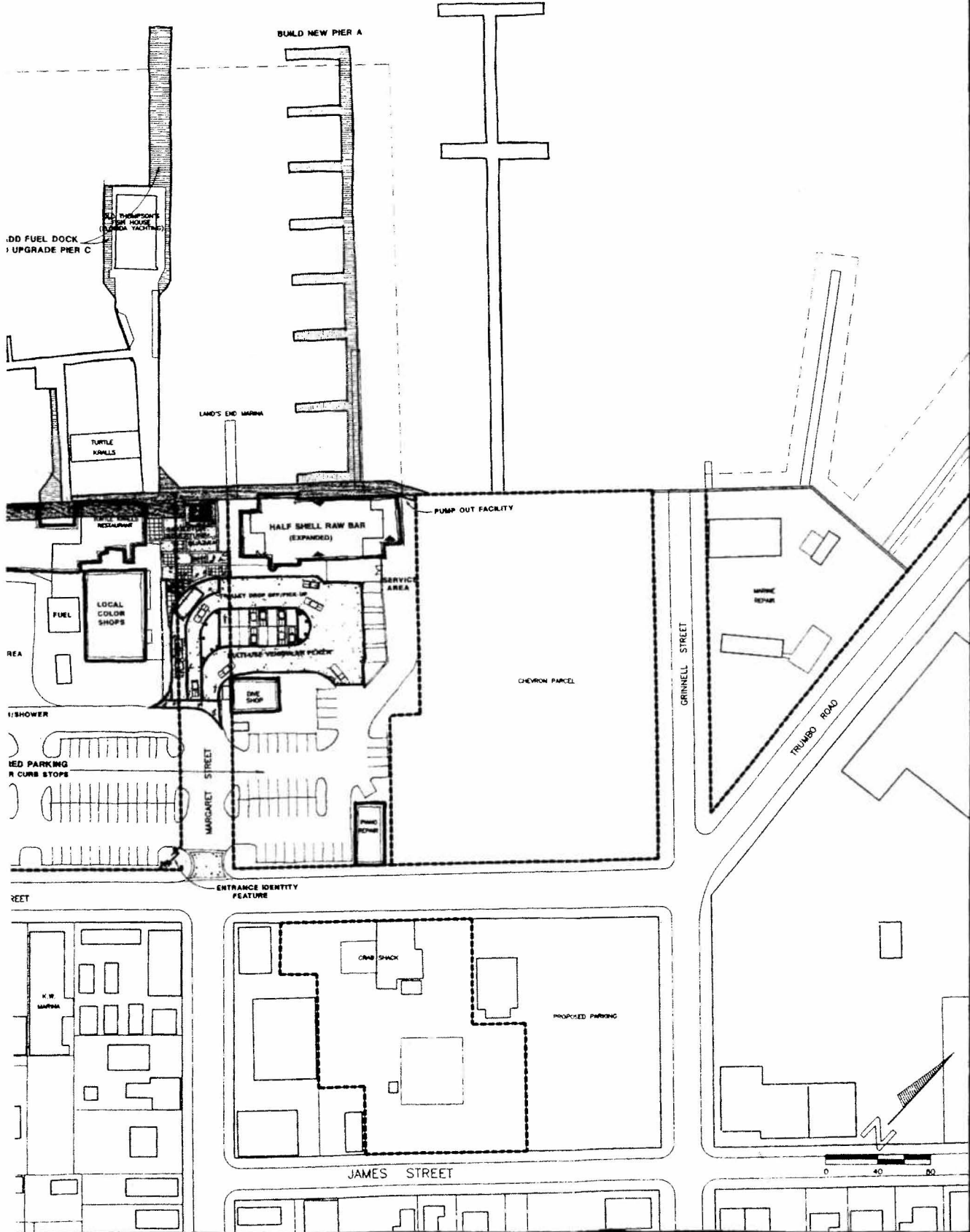
**WILSON
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• Landscape Architects
• Construction Managers

Corporate Headquarters

Major Professional Center, Suite 200
3200 Bay Lane at Airport Road
Naples, Florida 33942
(813)263-6406 Fax (813)643-5716



**KEY WEST BIGHT
PHASE ONE IMPROVEMENTS PLAN**

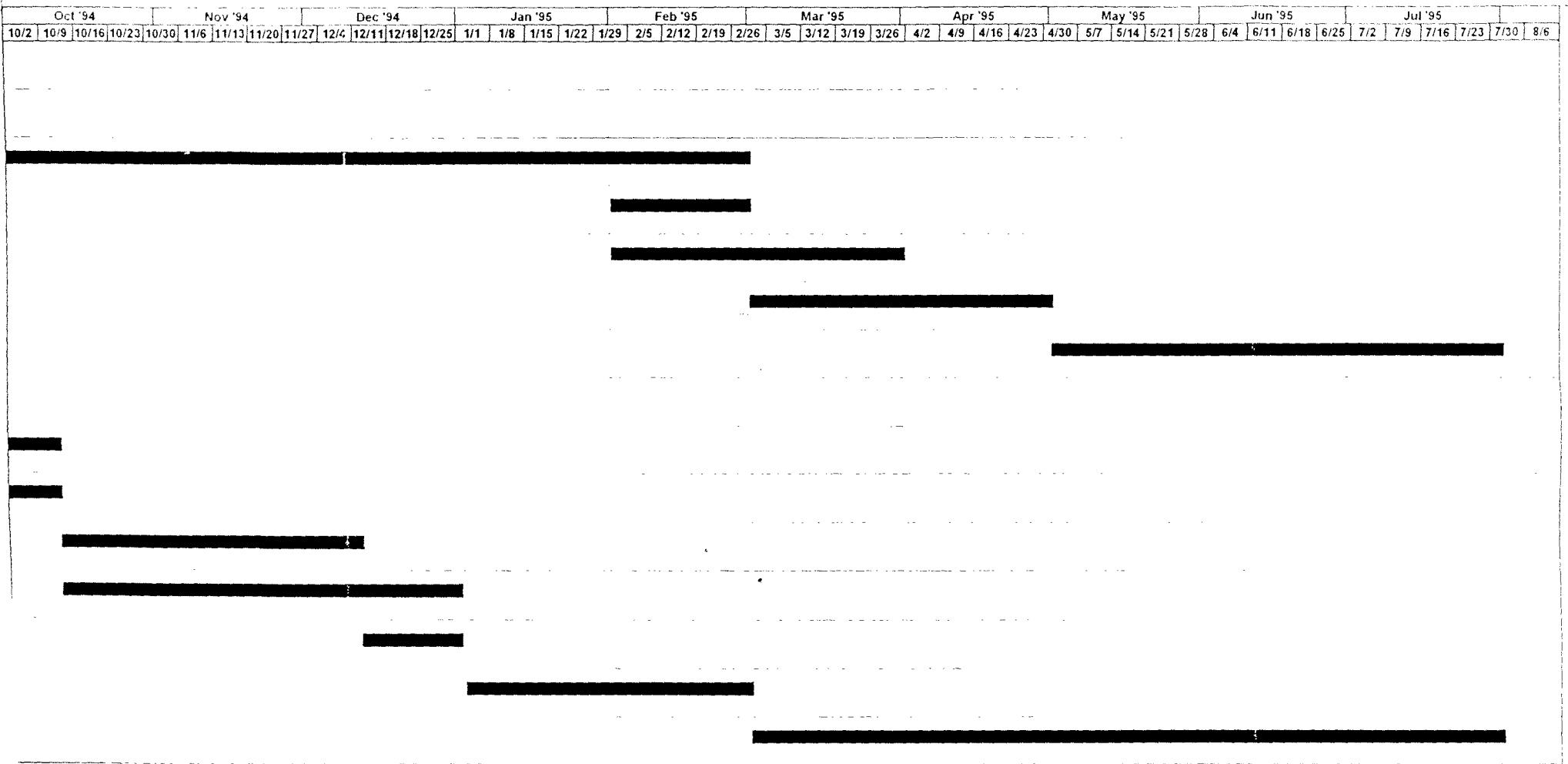
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KEY WEST BIGHT PROJECT SCHEDULE

ID	Name	Scheduled Start	Scheduled Finish	Mar '94			Apr '94			May '94			Jun '94			Jul '94			Aug '94			Sep '94											
				2/27	3/6	3/13	3/20	3/27	4/3	4/10	4/17	4/24	5/1	5/8	5/15	5/22	5/29	6/5	6/12	6/19	6/26	7/3	7/10	7/17	7/24	7/31	8/7	8/14	8/21	8/28	9/4	9/11	9/18
1	PRELIMINARY DIMENSIONS AND FINAL DESIGN FOR ENVIRONMENTAL PERMITS	3/1/94	4/1/94	██████████																													
2	ENVIRONMENTAL APPLICATIONS PREPARATION & SUBMITTAL	4/1/94	6/1/94						██████████																								
3	ENVIRONMENTAL APPLICATION FOLLOW UP	6/1/94	3/1/95													██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	
4	SURVEY SUBMERGE LAND LEASE	2/1/95	3/1/95																														
5	FINAL WATERFRONT (DOCKS) DESIGN & CONSTRUCTION DOCUMENTS	2/1/95	4/1/95																														
6	WATERFRONT (DOCKS) BIDDING	3/1/95	5/1/95																														
7	DOCK CONSTRUCTION INSPECTION (INCL. SURVEY STAKE-OUT)	6/1/95	8/1/95																														
8	PRELIMINARY SITE DEVELOPMENT PLAN (PSDP) PREPARATION	7/1/94	8/21/94																			██████████	██████████										
9	PSDP REVIEW AND APPROVAL (CITY OF KEY WEST)	8/22/94	10/12/94																											██████████	██████████		
10	FINAL SDP PREPARATION (CONSTRUCTION DRAWINGS)	8/22/94	10/12/94																												██████████	██████████	
11	FINAL SDP APPROVAL BY CITY & UTILITIES	10/12/94	12/12/94																														
12	SFWMD SURFACE WATER MANAGEMENT PERMIT SUBMITTAL & APPROVAL	10/12/94	1/1/95																														
13	FDEP GENERAL WATER & WASTE WATER PERMIT APPLICATION & APPROVAL	12/12/94	1/1/95																														
14	BIDDING/CONTRACT AWARD	1/2/95	3/1/95																														
15	SITework CONSTRUCTION	3/1/95	8/1/95																														

WMB&P

KEY WEST BIGHT PROJECT SCHEDULE



WMB&P

Conceptual Utilities Improvement and Stormwater Management Summary

Infrastructure

In preparation of the infrastructure master plan, the design team contacted several sources to collect existing information. These sources included the city of Key West Engineering Department (drainage), the Florida Keys Aqueduct (potable water), and Omi International (sanitary sewer). Information, collected by telephone, is shown on the master plan. The scope of this report addresses a conceptual water management plan and proposed upgrades to the central water and sanitary sewer systems.

A. Water Management

The project area does not have any type of existing surface water quality pretreatment water system in operation. All stormwater runoff is either collected by existing drainage structures and discharges without retention or sheetflows to local waterways.

Upon redevelopment of the Bight area, provisions will be made to accommodate the water quality requirements associated with stormwater management where possible. The design team met with South Florida Water Management District to obtain input into proposed water quality requirements.

The conceptual water management/drainage system provides the following features in its design:

- a). All stormwater runoff in vehicular traffic areas will be prevented from directly discharging into receiving waters.
- b). Pervious pavement will be used in place of impervious paving where practical.
- c). An exfiltration system will be incorporated into the drainage system to accommodate storm water quality pretreatment.

- d) Separate outfall structures will be provided for each of the four drainage areas, allowing the systems to be independent of the existing roadway drainage systems.
- e) Each outfall will be fitted with a tide valve, which will prevent intrusion into the water management system.

The project will require an Individual Surface Water Management Permit from the South Florida Water Management District.

B. Utilities (Potable Water and Sanitary Sewer)

Sanitary Sewer

Presently, most of the Key West Bight is serviced by a central gravity sewer system located within the City road right-of-ways. There are proposed buildings/facilities which could require extensions of the existing sewer mains to allow for service connections. The parcel located between Grinnell and Trumbo Streets is beyond the existing service area, therefore a sanitary sewer grinder pumping station is recommended. The master plan reflects a current City of Key West project to relocate the existing pump station from the intersection of Greene and Elizabeth Streets to a more remote parcel in the southwest corner of the Bight area.

The marine pump-out facility can be facilitated by portable pump-out units which can be moved to the boat requiring pump-out. The unit can then pump into a dock piped system which ultimately routes to the City sanitary sewer system. A combination of dock piped and permanent pump out facilities may be designed at the City's option.

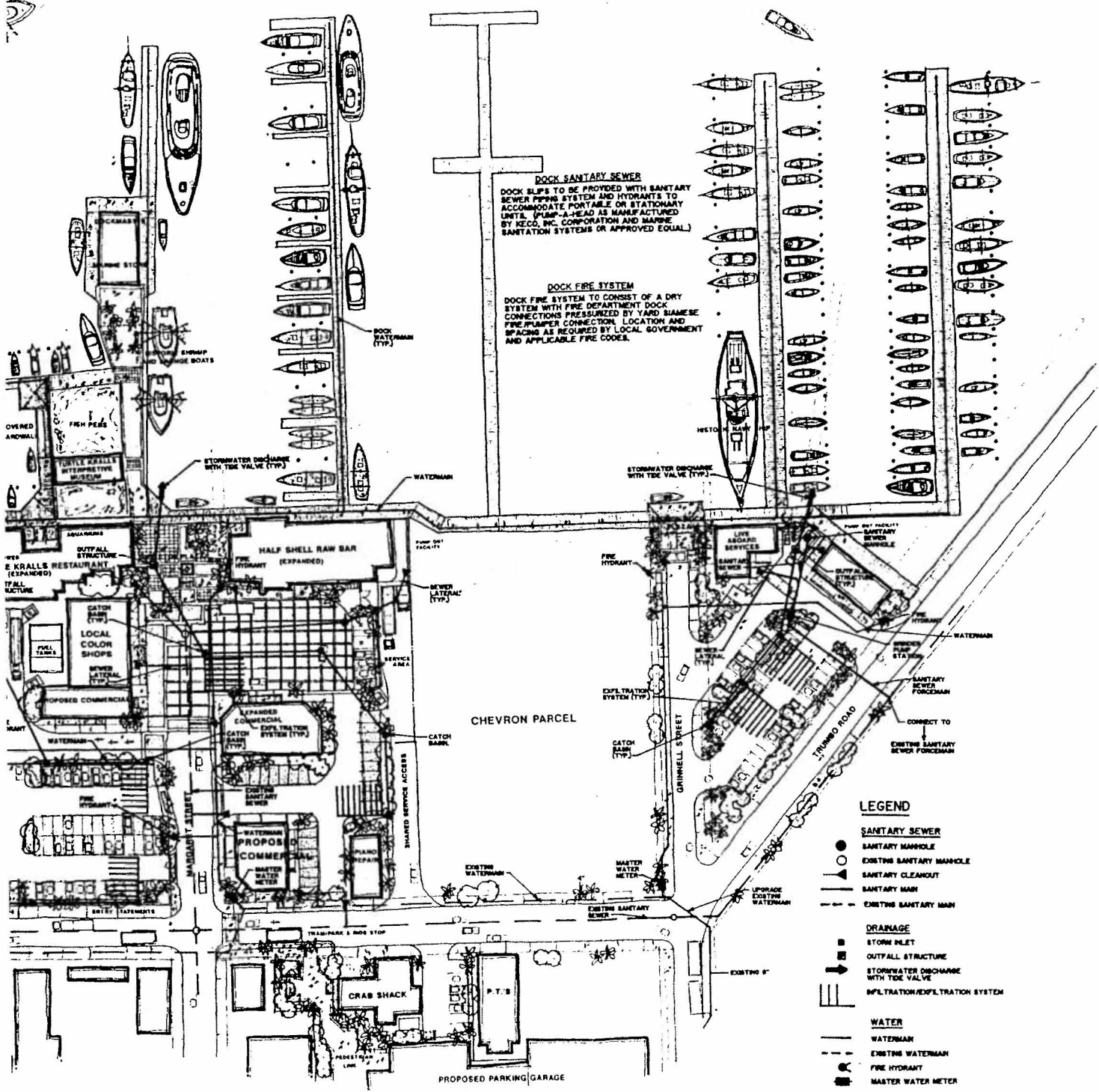
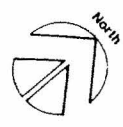
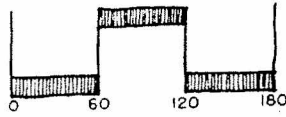
Potable Water

The master plan shows modifications to the existing City potable water system which are recommended to allow adequate fire flow for the renovated Bight area. Upgrading the existing 4" mains near the intersection of Grinnell and Caroline Streets, upgrading a portion of the existing 4" water main on Elizabeth Street, and looping an 8" water main

through the Bight area will help provide adequate fire and domestic flow for the project including dock spaces.

Fire protection for the dock spaces will be provided by a dry system consisting of a yard siamese/connection point with fire department connections spaced as required on each dock. Fire hydrants will be spaced as required near the siamese yard connections to allow fire department pumper truck access to pressurize the system.

SCALE: 1" = 60'

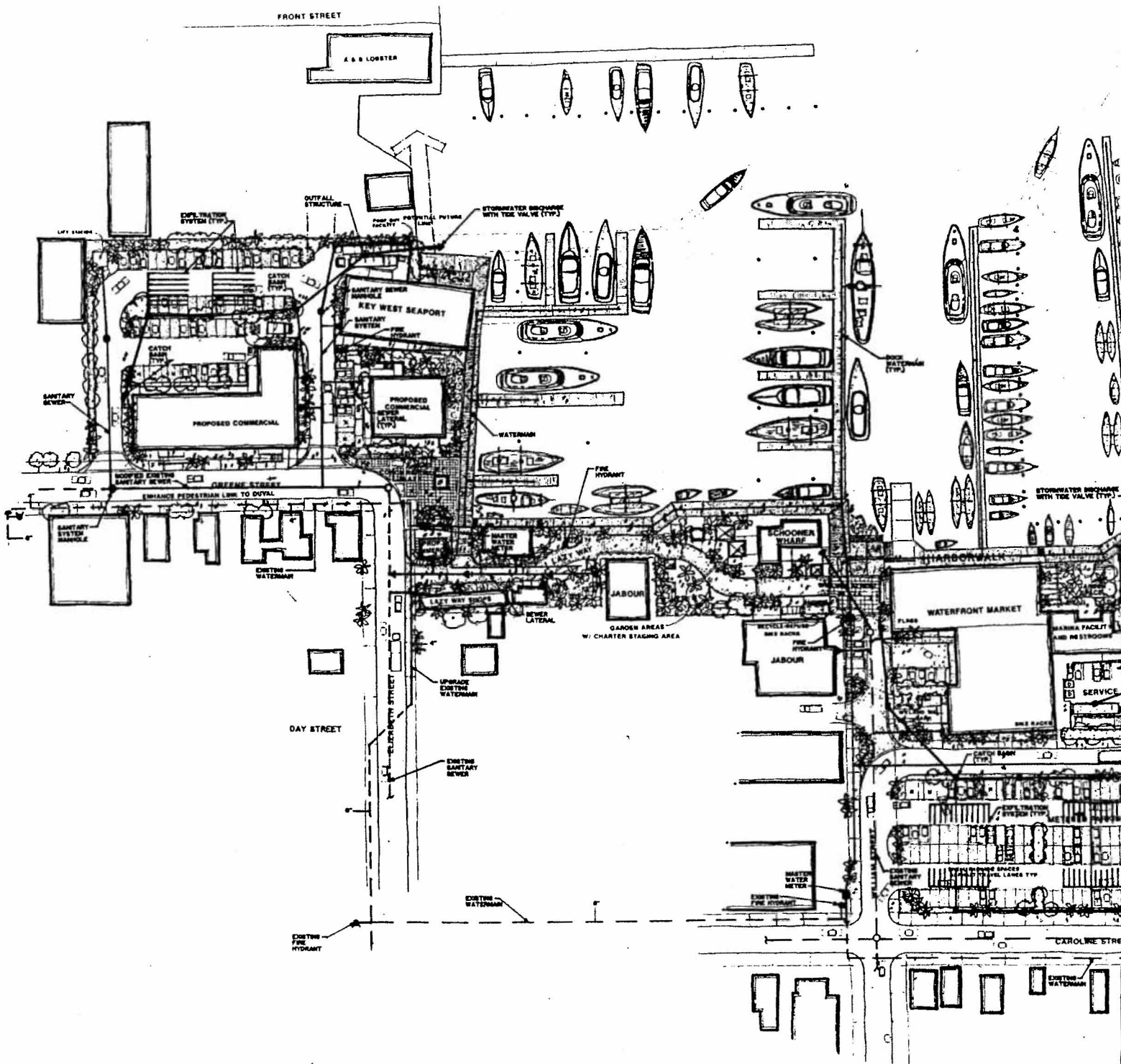


DOCK SANITARY SEWER
DOCK SLIPS TO BE PROVIDED WITH SANITARY SEWER PIPING SYSTEM AND HYDRANTS TO ACCOMMODATE PORTABLE OR STATIONARY UNITS. (PUMP-A-HEAD AS MANUFACTURED BY KECO, INC. CORPORATION AND MARINE SANITATION SYSTEMS OR APPROVED EQUAL)

DOCK FIRE SYSTEM
DOCK FIRE SYSTEM TO CONSIST OF A DRY SYSTEM WITH FIRE DEPARTMENT DOCK CONNECTIONS PRESSURIZED BY YARD. MARINE FIRE PUMPER CONNECTION LOCATION AND SPACING AS REQUIRED BY LOCAL GOVERNMENT AND APPLICABLE FIRE CODES.

- LEGEND**
- SANITARY SEWER**
 - SANITARY MANHOLE
 - EXISTING SANITARY MANHOLE
 - SANITARY CLEANOUT
 - SANITARY MAIN
 - EXISTING SANITARY MAIN
 - DRAINAGE**
 - STORM INLET
 - OUTFALL STRUCTURE
 - STORMWATER DISCHARGE WITH TIDE VALVE
 - INFILTRATION/EXFILTRATION SYSTEM
 - WATER**
 - WATERMAIN
 - EXISTING WATERMAIN
 - FIRE HYDRANT
 - MASTER WATER METER

N. MILLER, BARTON & PEEK, INC. <small>ENGINEERS • SURVEYORS • PLANNERS • ENVIRONMENTAL CONSULTANTS LANDSCAPE ARCHITECTS • CONSTRUCTION MANAGERS</small>	CLIENT:	CITY OF KEY WEST	DATE:	PROJECT:
	TITLE:	CONCEPTUAL UTILITIES AND DRAINAGE PLAN	HORIZONTAL SCALE: 1" = 60'	KEY WEST BIGHT
<small>Regional Center Lane At Airport Road, Suite 200 33942 (813) 649-4040 Fax (813) 643-5716</small>			VERTICAL SCALE:	
			1" = 10'	
			SEC. TYP. NO.	CROSS REFERENCE FILE NO.
			PLAN-10	WORK ORDER NO. PROJECT NO. SHEET NUMBER FILE NO. 16579 643 1 of 1 MDP-150



ACTIVITY	INITIALS	EMP. NO.	DATE	ACTIVITY	INITIALS	EMP. NO.	DATE
SENT TO				DESIGNED BY	DLC	905	
FIELD BOOK				DRAWN BY			
				CHECKED BY			
				CONTRACT ADMIN. BY			
				WNB&P APPROVED BY			

REV. NO.	REVISION	DATE	DRAWN BY	EMP. NO.	CHECKED BY	EMP. NO.
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**KEY WEST BIGHT
PRELIMINARY ASSESSMENT OF 65%/35% ALLOCATION**

PARCEL	LAND		STRUCTURES			
	PUBLIC (SF/\$)	PRIVATE (SF/\$)	PUBLIC (SF/\$)		PRIVATE (SF/\$)	
			EXISTING	PROPOSED	EXISTING	PROPOSED
A - 1.83 AC± Service Drive Esmt. Lift Station Esmt.	5,010/\$212,925 400/\$17,000					
A1/A2 - Land Lease		12,000/\$10,000				10,000/\$1,200,000
Land	33,660/\$1,430,550					
A3 - Land Lease		5,000/\$212,500				4,200/\$504,000
Land	7,455/\$316,838					
A4 - Land Lease		8,000/\$340,000			7,440/\$25,701	
Land	8,190/\$348,075					

PARCEL	LAND		STRUCTURES			
	PUBLIC (SF/\$)	PRIVATE (SF/\$)	PUBLIC (SF/\$)		PRIVATE (SF/\$)	
			EXISTING	PROPOSED	EXISTING	PROPOSED
B - .89 AC±						
Land	31,834/\$1,352,945	5,934/\$252,195				
Structures					5,934/\$41,056	
Land Lease		1,000/\$42,500				900/\$108,000
C - 3.28 AC±						
Land	104,865/\$4,456,763	35,012/\$1,488,010				
Structures			*4,267/\$23,111	2,615/\$523,000	32,662/\$190,949	2,350/\$282,000
Land Lease		3,000/\$127,500				2,800/\$336,000
DI - .83 AC±						
Land	23,612/\$1,003,510	8,543/\$363,078				
Structures					6,293/\$76,255	2,250/\$270,000
Land Lease		4,000/\$170,000				3,600/\$432,000

*Cannery and Fish House located on Pier C

PARCEL	LAND		STRUCTURES			
	PUBLIC (SF/\$)	PRIVATE (SF/\$)	PUBLIC (SF/\$)		PRIVATE (SF/\$)	
			EXISTING	PROPOSED	EXISTING	PROPOSED
D2 - .5 AC±						
Land	16,500/\$701,250	2,280/\$96,900				
Structures					1,800/\$15,125	
Land Lease		3,000/\$127,500				2,850/\$342,000
E - .88 AC±						
Land	35,729/\$1,000,412	2,604/\$72,912				
Structures					2,604/\$40,327	
F - .65 AC±						
Land	22,264/\$445,280	6,050/\$121,000				
Structures						6,050/\$907,500
Docks			\$200,000*	\$2,287,200***		
Harbor Walk				22,190/\$1,003,200 ***		
Seawall				\$10,000**		
TOTALS	289,519/\$11,285,548	96,423/\$3,924,095	4,267/\$223,111	24,805/\$3,823,400	56,733/\$389,413	35,000/\$4,381,500

* Estimated by the City of Key West

Total Public Land	289,519 SF - 75%	\$11,285,548 - 74%
Total Private Land	96,423 SF - 25%	\$ 3,924,095 - 26%
Total Land Appraisal	385,942 SF	\$15,209,643

Total Public Structures (Existing and Proposed)	29,072 SF	\$ 4,046,511 - 46%
Total Private Structures (Existing and Proposed)	91,733 SF	\$ 4,770,913 - 54%
Total Structure Appraisal	120,805 SF	\$ 8,817,424

Total Public Land and Structures		\$15,332,059 - 64%
Total Private Land and Structures		\$ 8,695,008 - 36%
		\$24,027,067

Notes:

1. Private Land consists of land leases and/or property under private structures.
2. Land Value for Parcels A-D are calculated @ \$42.50/SF.
3. Land Value for Parcel E is calculated @ \$28.00/SF.
4. Land Value for Parcel F is calculated @ \$20.00/SF.
5. Values for Land and Existing structures were generated from Ruden-Barnett Analysis.
6. Values for proposed structures are based on cost estimates for construction of the structures.
- ** 7. The cost for seawall repair was generated from Sea Systems Corporation's Report.
- *** 8. 20% contingencies were added to the value/cost of the docks and Harborwalk.



**WILSON
MILLER
BARTON
& PEEK
INC.**

Planning
& Landscape
Architecture
Division

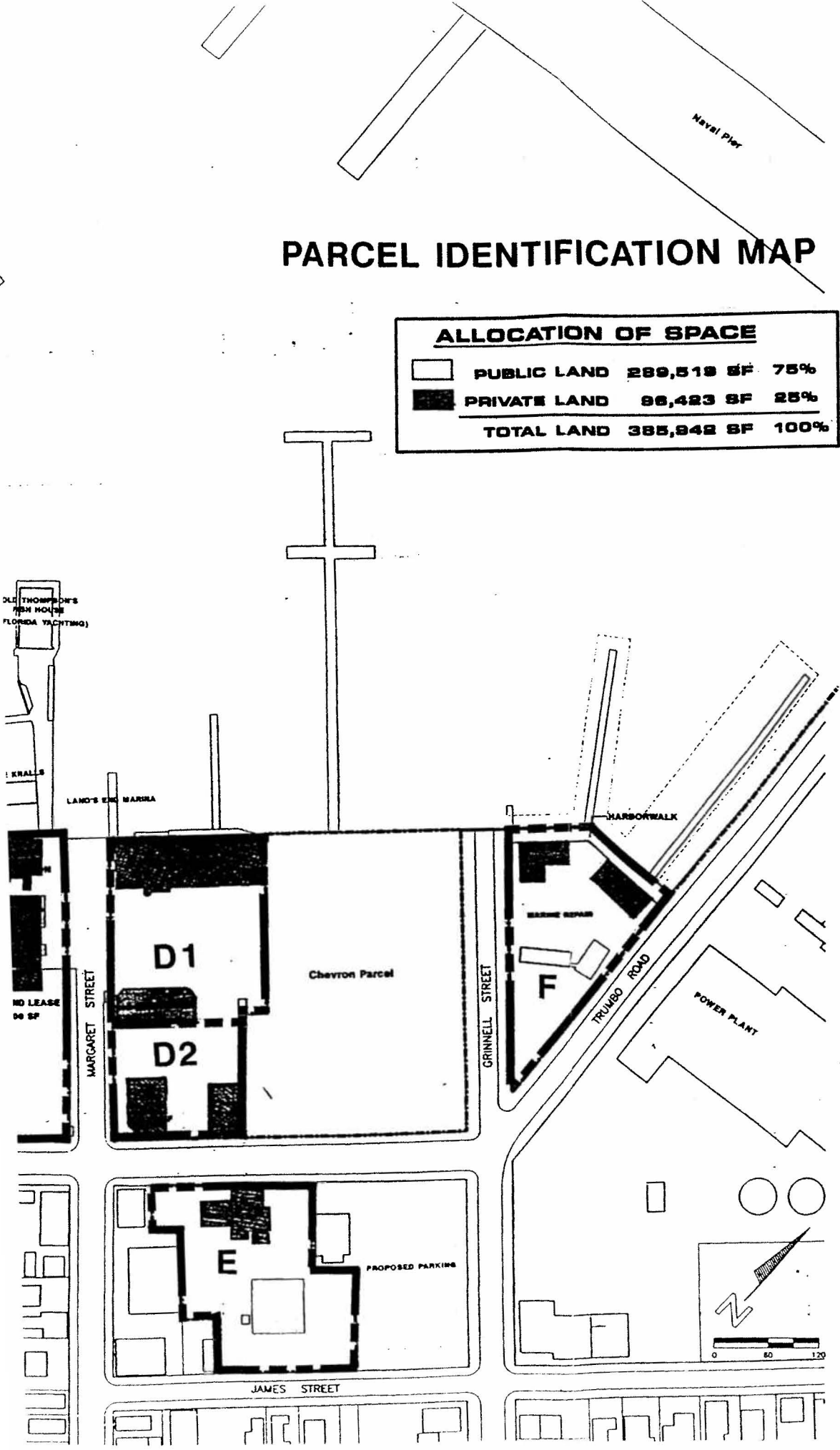
Engineers - Surveyors
Environmental Consultants
Planners
Landscape Architects
Construction Managers

Corporate Headquarters

Office Professional Center, Suite 200
3208 Bayway Lane at Airport Road
Naples, Florida 34103
(813)263-5400 Fax (813)263-5715

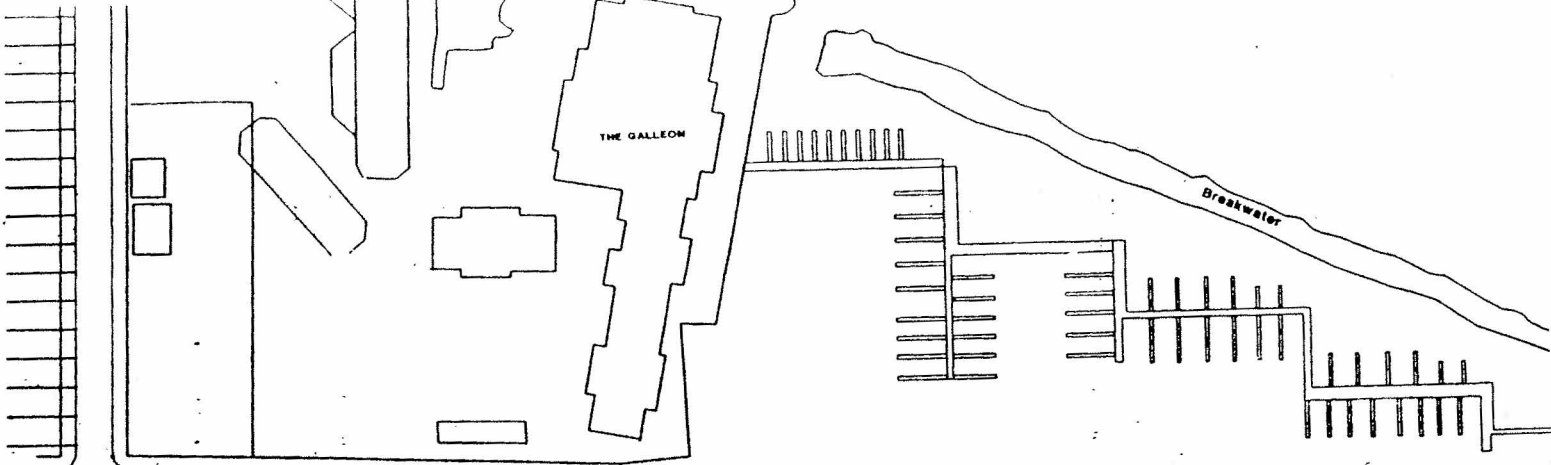
PARCEL IDENTIFICATION MAP

ALLOCATION OF SPACE			
	PUBLIC LAND	289,518 SF	75%
	PRIVATE LAND	86,423 SF	25%
TOTAL LAND		385,942 SF	100%



KEY WEST BIGHT
65/35% ALLOCATION (Public/Private Space)
prepared for: The City of Key West

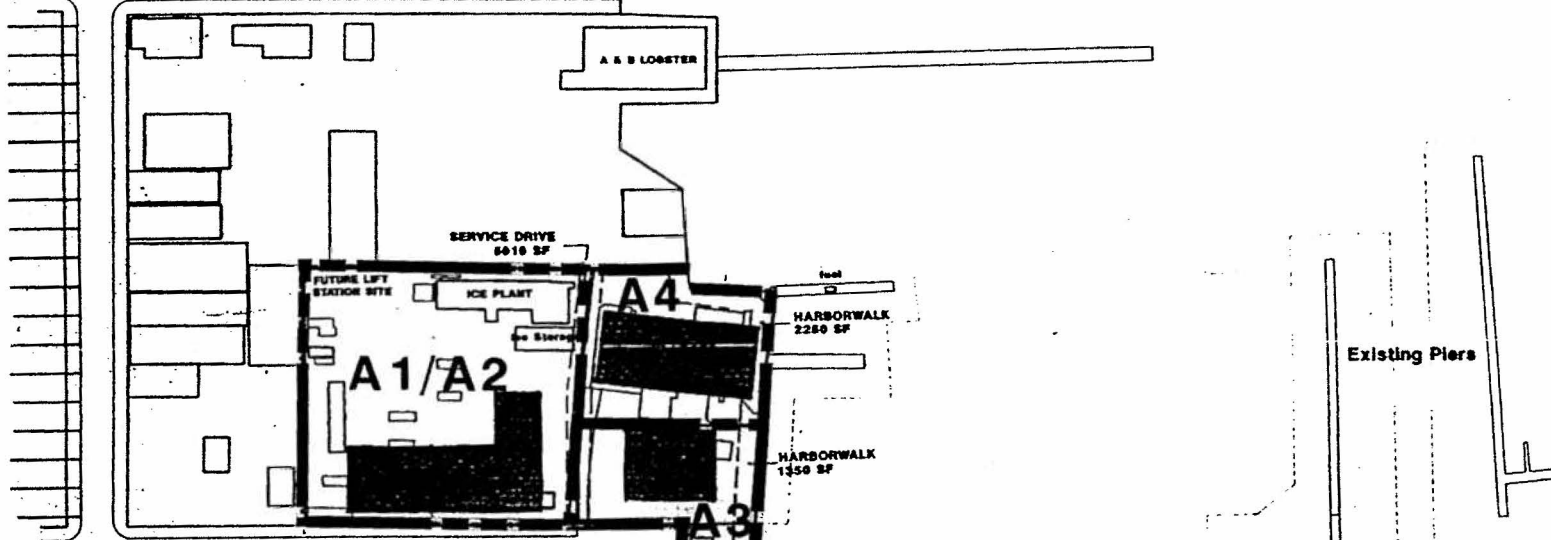
SEC	TWP	RGE
Designed by:		
Drawn by:		
Checked by:		
Approved by:		
Date: 14 FEB 84		
Scale: 1"=60'		
Project #: 0643		
w.m. & s.m.		



FRONT STREET

THE GALLEON

Breakwater



A & B LOBSTER

SERVICE DRIVE
6010 SF

FUTURE LIFT
STATION SITE

ICE PLANT

A1/A2

A4

HARBORWALK
2280 SF

HARBORWALK
1350 SF

A3

GREENE STREET



HISTORIC
COGAR FACTORY

ELIZABETH STREET

B LAND LEASE
3000 SF

HARBORWALK

LABOUR B

LABOUR

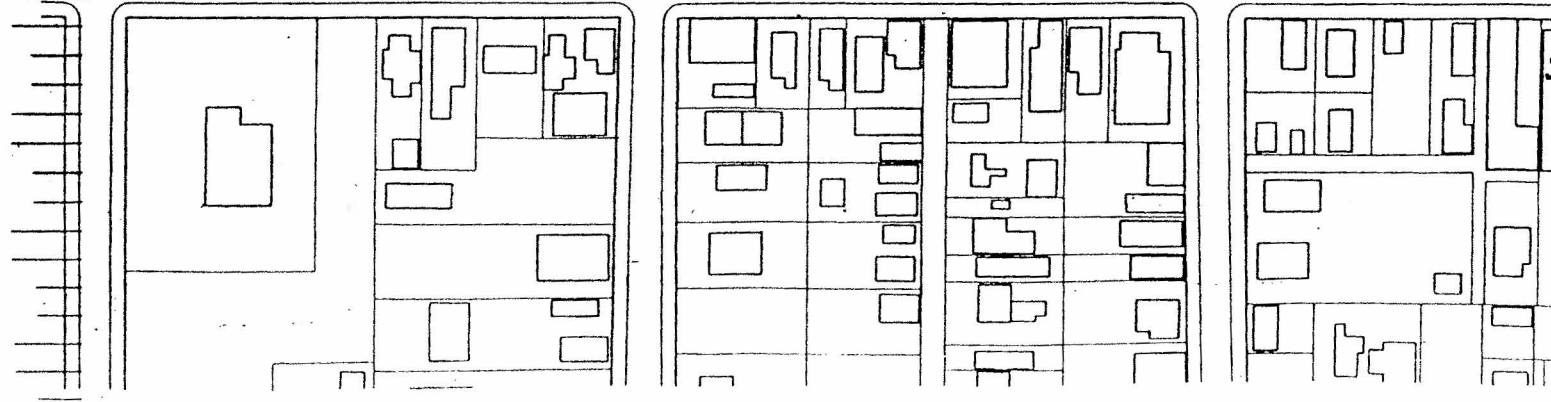
DRIGHT
DOCK #8

PAUL TRÖPP'S MARINA

C

PUBLIC PARKING LOT

WILLIAM STREET



SIMONTON STREET

CAROLINE STREET

K.W.
MARINA