

**CAROLINE STREET CORRIDOR
COMMUNITY REDEVELOPMENT PLAN**

**A SUB-AREA PLAN OF THE
BAHAMA VILLAGE AND CAROLINE STREET
CORRIDOR COMMUNITY REDEVELOPMENT AREA**

November, 1996



CAROLINE STREET CORRIDOR COMMUNITY REDEVELOPMENT PLAN

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 - c. 92-36 - Resolution finding necessity in accordance with Community Redevelopment Act of 1969
 - d. 92-60 - Resolution finding necessity in accordance with Community Redevelopment Act of 1969 (including draft of Phase 1 Report - Documentation of Existing Conditions)
 - e. 92-61 - Resolution of Key West Bight and Bahama Village Community Redevelopment recommending approval by the City Commission of a Redevelopment Plan for the Bahama Village sub-area
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 - g. 94-72 - Resolution amending Resolution 92-36, renaming The Key West Bight and Bahama Village Redevelopment Area to Caroline Street Corridor and Bahama Village Community Redevelopment Area
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 - i. 95-324 - Resolution approving preliminary Development Agreement between the City of Key West and Conch Harbor, Inc.
 - j. 96-343 - Resolution of Caroline Street Corridor and Bahama Village Community Redevelopment Agency approving agreement (attached) between the A & B Lobster House and the Community Redevelopment Agency to create an entrance feature between properties
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I. SUMMARY OF THE COMMUNITY REDEVELOPMENT PLAN

A. The Need for and Purpose of the Community Redevelopment Plan

1. Introduction

This document has been prepared in accordance with Florida Statutes, Chapter 163, Part III, under the direction of the Key West Community Redevelopment Agency. The preparation of the Community Redevelopment Plan was preceded by a Finding of Necessity, adopted by City Commission Resolution No. 92-60, in accordance with Florida Statute 163.355; and by Ordinance No. 92-7, which established a Community Redevelopment Agency in accordance with Florida Statute 163.356. The Community Redevelopment Area which was designated on February 14, 1992, is described graphically in Figure 1. Figure 2 illustrates the more precise boundary of the Caroline Street Corridor sub-area of the Community Redevelopment Area. A legal description of the boundaries is included in the Appendix of this report. For a description of the boundaries of the Bahama Village sub-area of the Community Redevelopment Area see Bahama Village Redevelopment Plan, City of Key West, Florida, July, 1995.

2. Redevelopment powers and requirements

The Community Redevelopment Act of 1969, F.S. 163, Part III as amended, in recognition of the need to prevent and eliminate conditions of slum and blight, confers upon counties and municipalities the authority and powers necessary to carry out redevelopment activity. While many of the powers necessary to carry out redevelopment activities are assigned to the Community Redevelopment Agency, certain other powers are retained by the governing body, the Key West City Commission. These powers are summarized and paraphrased as follows:

The power to determine an area to contain, "slum or blighted conditions" as defined by statute and to designate such an area as appropriate for community redevelopment.

The power to grant final approval to community redevelopment plans and modifications thereof.

The power to approve the acquisition, demolition, removal or disposal of property and the power to assume the responsibility to bear loss.

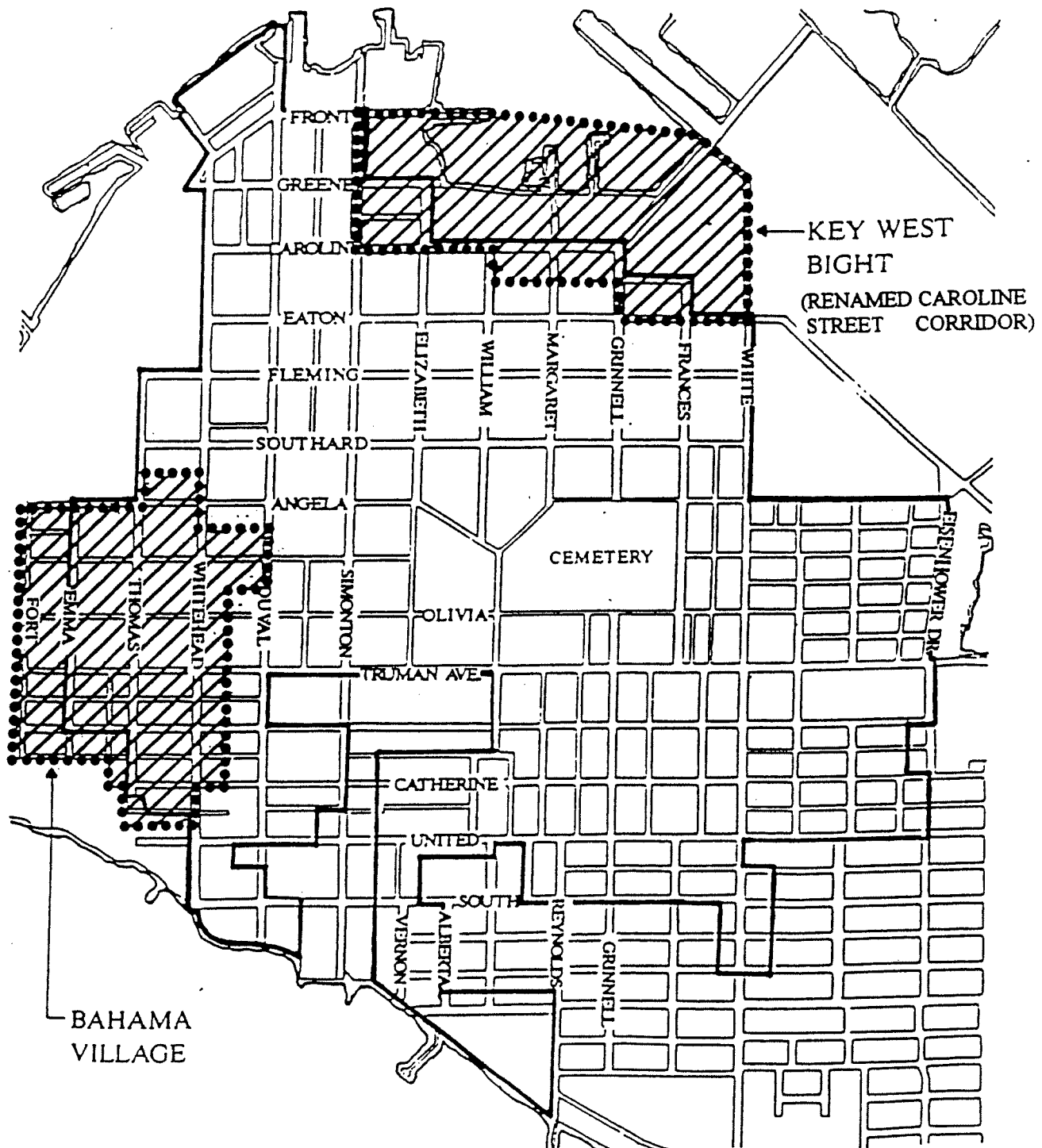


Figure 1

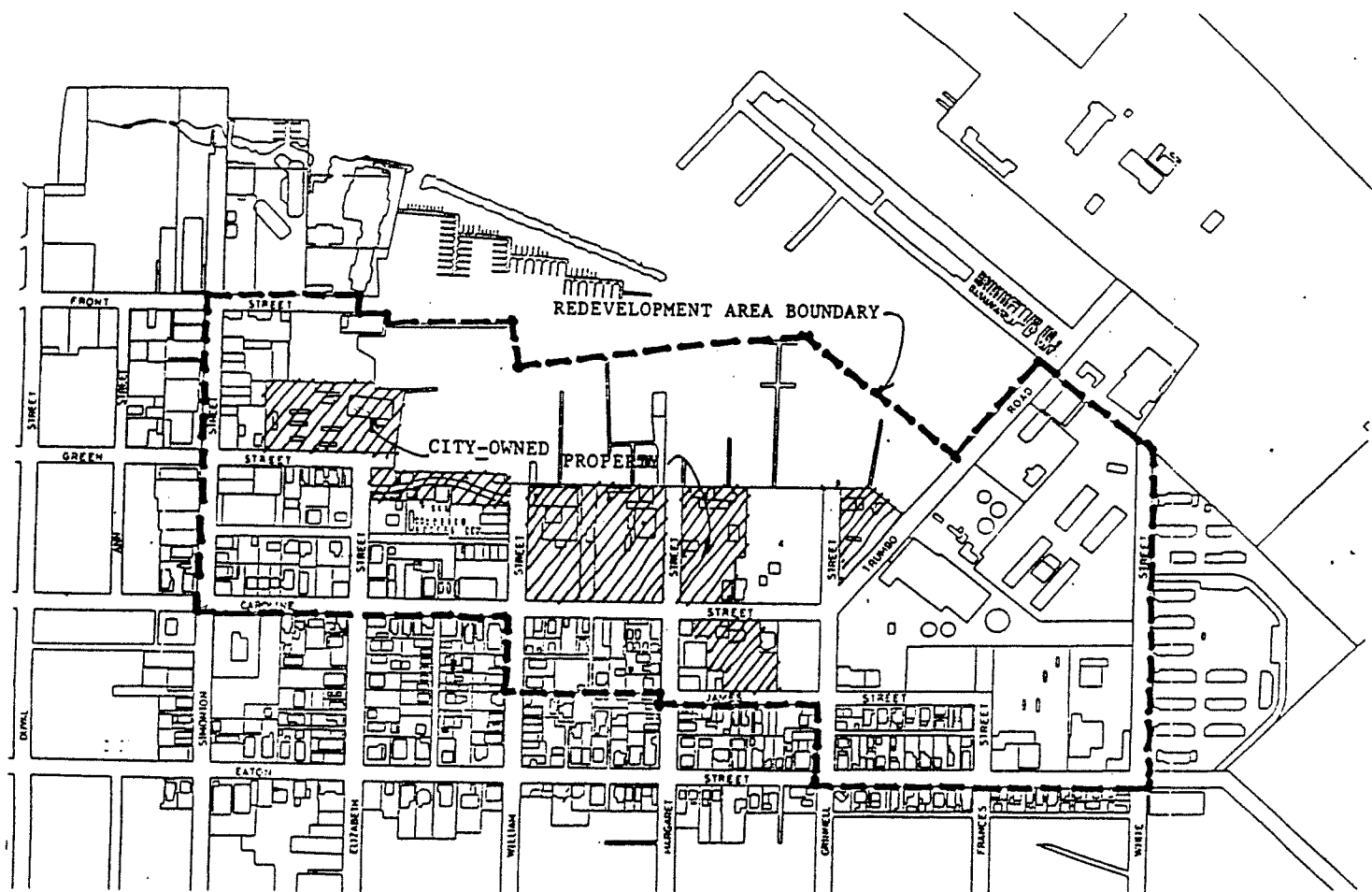


Figure 2

Other powers made available to community redevelopment agencies and/or governing bodies include, but are not limited to the following:

The power to acquire by eminent domain property deemed necessary for community redevelopment.

The power to construct improvements necessary to carry out community redevelopment objectives.

The power to dispose of property acquired in the community redevelopment area at its fair value for uses in accordance with the plan.

The power to carry out programs of repair and rehabilitation.

The power to plan for and assist in the relocation of persons and businesses displaced from a community redevelopment area.

The power to establish a redevelopment trust fund to receive tax increment revenues to fund redevelopment activities.

The power to issue redevelopment revenue bonds for the purpose of financing redevelopment activities.

All of the above-referenced powers and others provided by Chapter 163, Part III, F.S., may be required to carry out the intent of this Community Redevelopment Plan, and future modifications thereof.

3. The Need for the Redevelopment Plan

In 1990 and 1991 the City of Key West initiated planning studies for two sections of Old Town: the Key West Bight area (later re-named the Caroline Street Corridor area) and the Bahama Village neighborhood. Planning the Key West Bight area was necessary to assist the city in revising outdated industrial and warehouse land use patterns and zoning districts, and to put in place a plan that would ensure continued public access to the historic waterfront.

Planning for Bahama Village was initiated in response to neighborhood concerns regarding historic preservation, and the need for commercial revitalization and stabilization of the residential parts of the neighborhood.

The purpose of both planning studies was to first determine whether the planning study areas met the State of Florida criteria for designation as a Community Redevelopment Area. Subsequent to this determination a Community Redevelopment Plan was prepared for each study area. The following report describes the Community Redevelopment Plan for Caroline Street Corridor. The "Finding of Necessity" which is the statutory requirement for designation of a Community Redevelopment Area is included in the Appendix of this report. The Plan for Bahama Village is incorporated in a separate, companion, document adopted by the Key West City Commission by Resolution 96-250, on July 3, 1996.

4. Community Redevelopment Plan Objectives

The Inventory and Analysis phase of work, conducted at the outset of the planning process included undertaking interviews with City Commission members, merchants and property owners within the Key West Bight Study Area. Based on these interviews and an analysis of the existing conditions of the area, a series of objectives for the Plan were identified. These objectives reflect the concerns of those directly involved with the Bight, and the opportunities and constraints for future development of the area, as identified in the Inventory and Analysis.

Objectives of the Community Redevelopment Plan

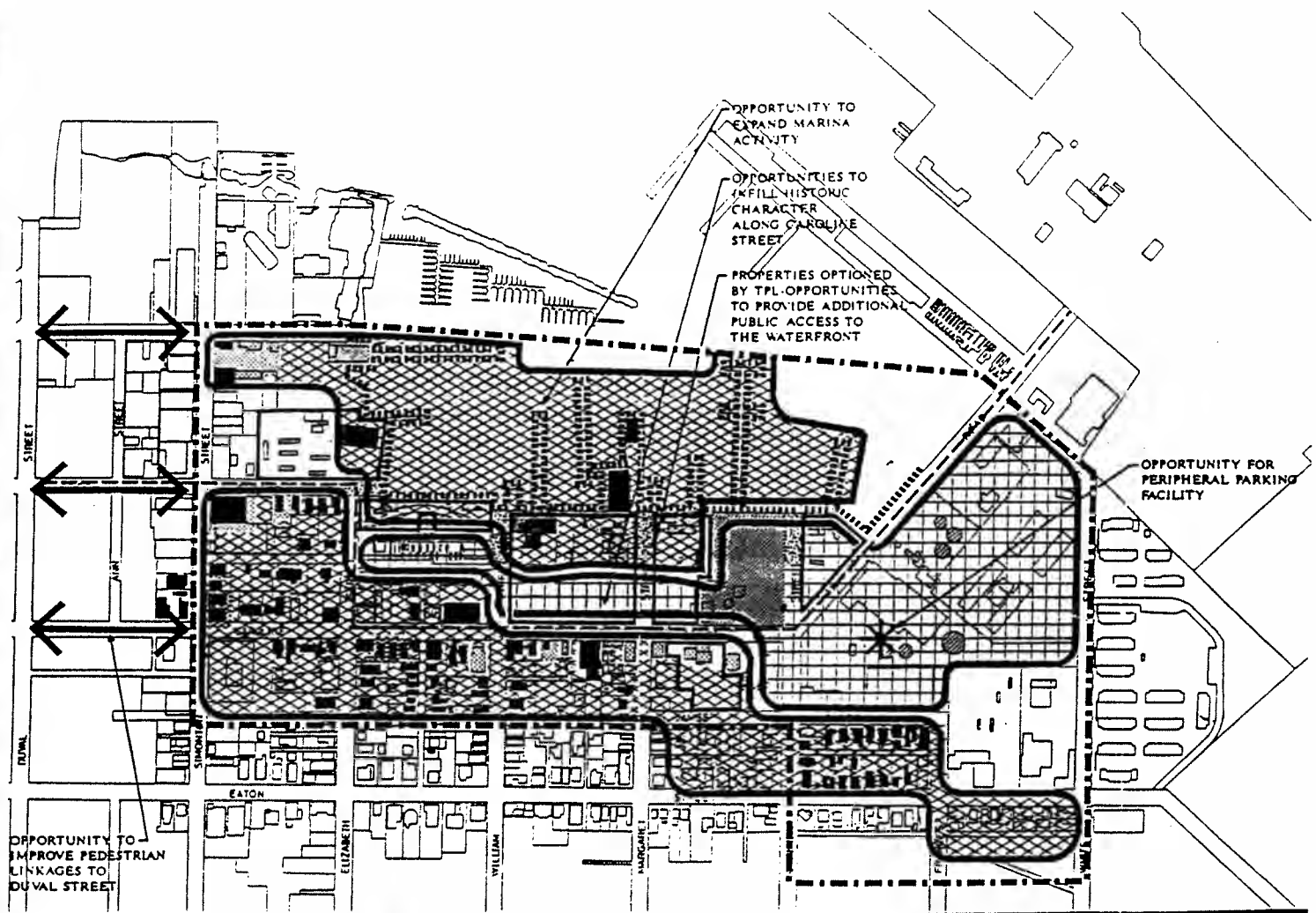
1. The plan should seek to increase the amount of public open space along the waterfront.
2. The plan should improve the continuity of public access along the water's edge, without precluding the development of water-dependent uses determined to be desirable.
3. The plan should seek to maintain the "Old Key West" character that presently exists in portions of the study area.
4. The plan should, to the extent possible, seek to improve traffic circulation and reduce congestion in Old Town.
5. The plan should seek to increase marina facilities in the boat basin to the extent permitted by environmental regulations.
6. The Plan should seek to retain those existing structures and activities within the study area which contribute to the "Old Key West" character.

5. Study Area Assets, Opportunities and Constraints

Figure 3 illustrates the study areas assets, opportunities and constraints for future development, preservation and revitalization. In addition to specific uses and buildings with historic architectural character, this Figure indicates the study area is comprised of two major categories of land use/character. The first category includes those areas that contribute to the "Key West Bight" character. This category includes those blocks that fall within the Old Town National Register Historic District, as well as the majority of the waterfront uses and marina areas located west of the CES property. bisecting this category/area is a zone of properties or portions of properties that do not contribute to the character of the Bight, included are the gravel parking lots along Caroline Street along with the former Chevron and City Electric Service (CES) properties. This portion of the study presents a less desirable image, which is partially industrial in character, particularly on and around the old CES power plant building.

At the time this illustration was prepared, several opportunities were identified for consideration in the Community Redevelopment Plan. Among these were the following:

1. The opportunity to expand public waterfront access through public acquisition of the Singleton waterfront properties. The purchase of these properties was subsequently accomplished with the assistance of the Trust for Public Land.
2. The opportunity to expand marina activities and slip spaces. Several previous design studies undertaken for the marina indicated the opportunity to increase the number of slips provided through more efficient layout of piers.
3. The opportunity to improve pedestrian linkages to Duval Street. If pedestrian walkways and signage were improved on Front Street and Green Street, Key West Bight and the Caroline Street Corridor Community Redevelopment Area could become better integrated with and connected to the Duval Street retail corridor.
4. The CES plant is no longer in operation, having been replaced by a new facility outside Old Town. Since the property is currently in public ownership this site provides an opportunity for development of an additional peripheral parking facility to serve the Old Town area in addition to other public, semi-public or private uses appropriate for the property.



SUMMARY: ASSETS, OPPORTUNITIES & CONSTRAINTS

Legend

- WATER DEPENDENT USES
- MARINE RELATED COMMERCIAL
- WATER RELATED TOURIST COMMERCIAL

- HISTORIC CHARACTER
- OTHER COMMERCIAL
- GUEST HOUSES

- FUEL FACILITIES
- AREAS THAT CONTRIBUTE TO KEY WEST BIGHT CHARACTER
- AREAS THAT DO NOT CONTRIBUTE TO KEY WEST BIGHT CHARACTER

- EXISTING PUBLIC WATERFRONT OWNERSHIP
- PROPERTY PURCHASE OPTION

Figure 3

These opportunities have been addressed and, where possible, incorporated in the Key West Bight Master Plan and The Caroline Street Corridor Community Redevelopment Plan.

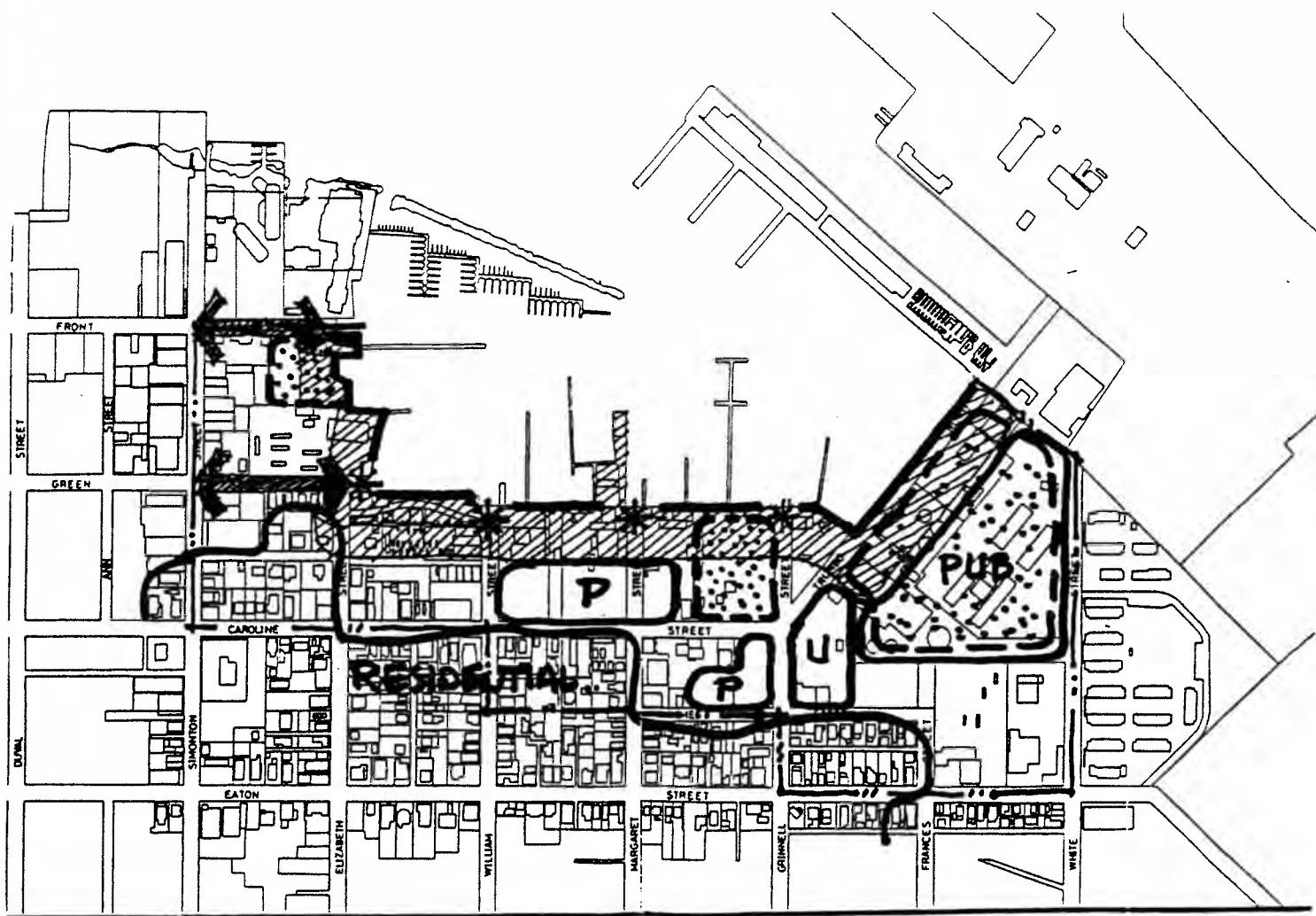
B. The Concept Plan for Caroline Street Corridor

1. Land Use/Urban Design concepts

The major focus of the Land Use Plan for Caroline Street Corridor is the waterfront. The plan identifies a 100 foot deep, continuous zone along the waterfront within which land uses must be water dependent and/or water related (Figure 4). Outside this waterfront district, the Plan accommodates a variety of uses. Included are residential, mixed use areas which may include both residential and/or commercial uses, warehouse uses, utility functions, public parking and public use areas. In addition the plan identifies several parcels as being significant development or redevelopment opportunities, included among these are the A & B Lobster House property at the western corner of the Study area, the old Chevron Property located at Grinnell and Caroline Streets, and the CES property located east of Trumbo Road. The waterfront zones of these sites are identified for development of marine - dependent and marine - related uses, while the rear of the property may be developed for parking to serve the waterfront uses. The CES property is a special opportunity for redevelopment as a public use. Because of the uncertainty of when this property may be available for redevelopment, a specific future use is not proposed. Candidate uses may include affordable and market rate housing, public parking facilities to serve the Bight and Duval Street areas, and other civic functions such as a museum, conference center, etc. Because of the concentration of retail commercial activities along Duval Street and in the western portion of the Community Redevelopment Area, commercial uses are not proposed for the CES property.

The major urban design concept incorporated in the Plan is the proposed development of a continuous "harbor walk" that will extend from Front Street at the western end of the study area all the way to the Navy Pier at the northern end of Trumbo Road. Ideally the entire length of the walk would be along the waters edge.

However, it is recognized that functional requirements of water - dependent uses may require that the walkway be routed around those locations. In such instances, the walkway should connect with the other sections that are immediately adjacent to the water, providing a continuous pedestrian path from one end of the study area to the other.



MAJOR COMMUNITY REDEVELOPMENT AREA CONCEPTS

Legend					
	COMMUNITY REDEVELOPMENT AREA BOUNDARY		WATER DEPENDENT/WATER RELATED USES		UTILITY
	HARBOR WALK / STREET END PUBLIC SPACES		DEVELOPMENT/REDEVELOPMENT OPPORTUNITY SITES		PUBLIC PARKING FACILITIES
	IMPROVED PEDESTRIAN LINKAGE TO DUNN ST.		PUBLIC USE		

Figure 4

Related to the harbor walk are proposed improvements to the public street - ends which terminate at the waters edge. William, Margaret, Grinnell, Front, and Green Streets all extend right to the edge of the seawall. All of these are proposed to be developed as open "plazas" which will accommodate vehicular access, while maintaining the continuity of the harbor walk. It is important that these spaces be retained as open view corridors to the water, and not obstructed by structures. To accomplish this goal at Green Street will require the relocation of the existing sanitary sewer pump station which presently blocks the view of the water at that location.

The Green Street and Front Street corridors are especially important in the Redevelopment Plan since they provide pedestrian linkages from the Bight area to the Duval Street retail shopping district. The Plan proposes that these pedestrian linkages be enhanced through signage and streetscape improvements to better tie the Redevelopment Area to the Duval Street corridor.

2. Key West Bight Management District

In the time elapsed between the initial drafting of this Plan and this final version for adoption, the City purchased the 8.8 acre Singleton holdings (see Figure 2) and established the Key West Bight Management District Board to oversee the detailed planning, design and development of those properties. The Board retained the firm of Wilson, Miller, Barton & Peek, Inc. to prepare a Master Plan for the 8.8 acres, the adjoining street ends and related marina activities.

That plan, as presented in the Key West Bight Master Plan Report, February, 1994, is in full accord with the objectives of this Community Redevelopment Plan, and, along with its associated Community Impact Assessment Statement and various project-specific site plans is incorporated into this plan by reference. Copies may be viewed at the offices of the City Planning Department. The Master Site Plan concept drawing is included here as Figure 5, (shown for general information related to scope of work).

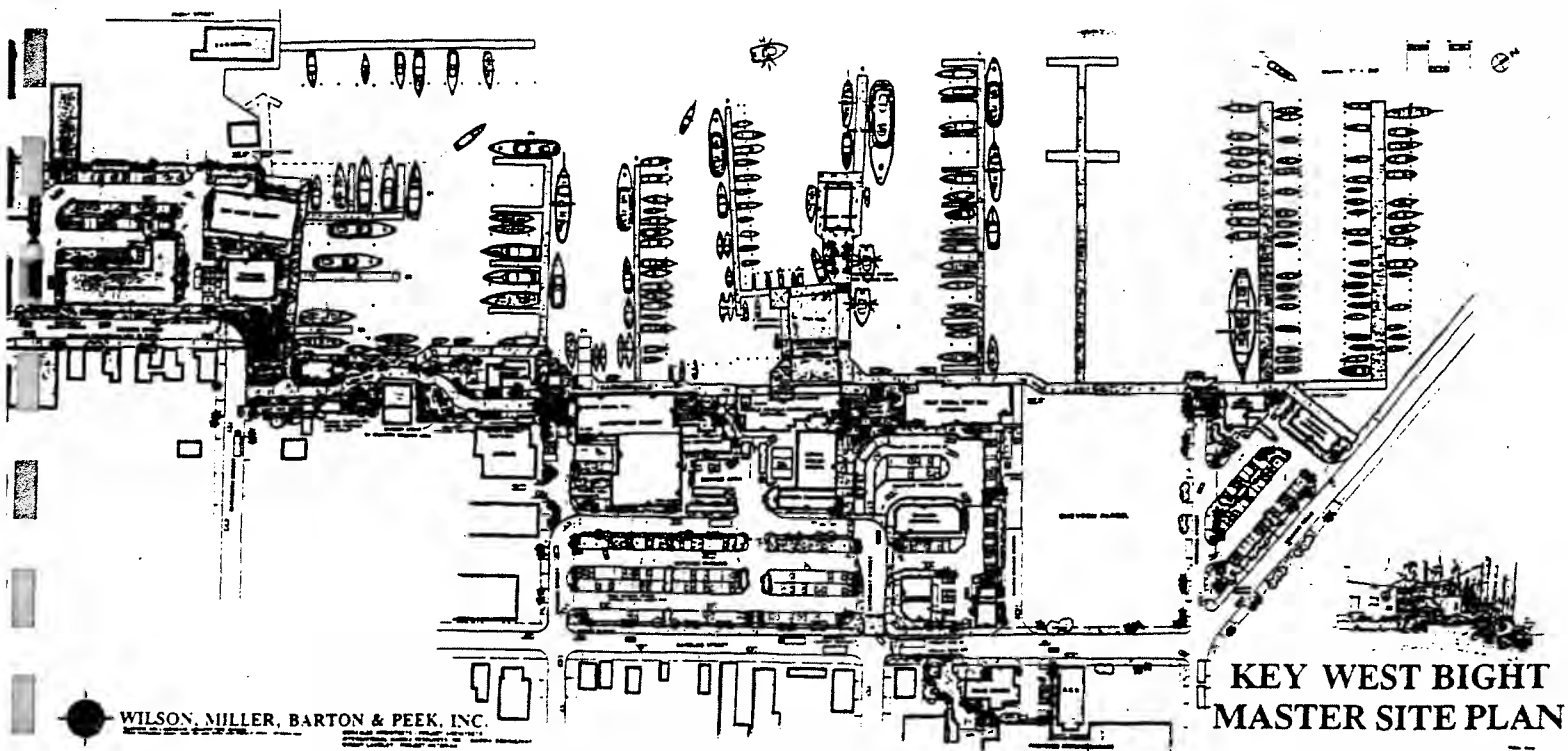


Figure 5

II. THE COMMUNITY REDEVELOPMENT PLAN

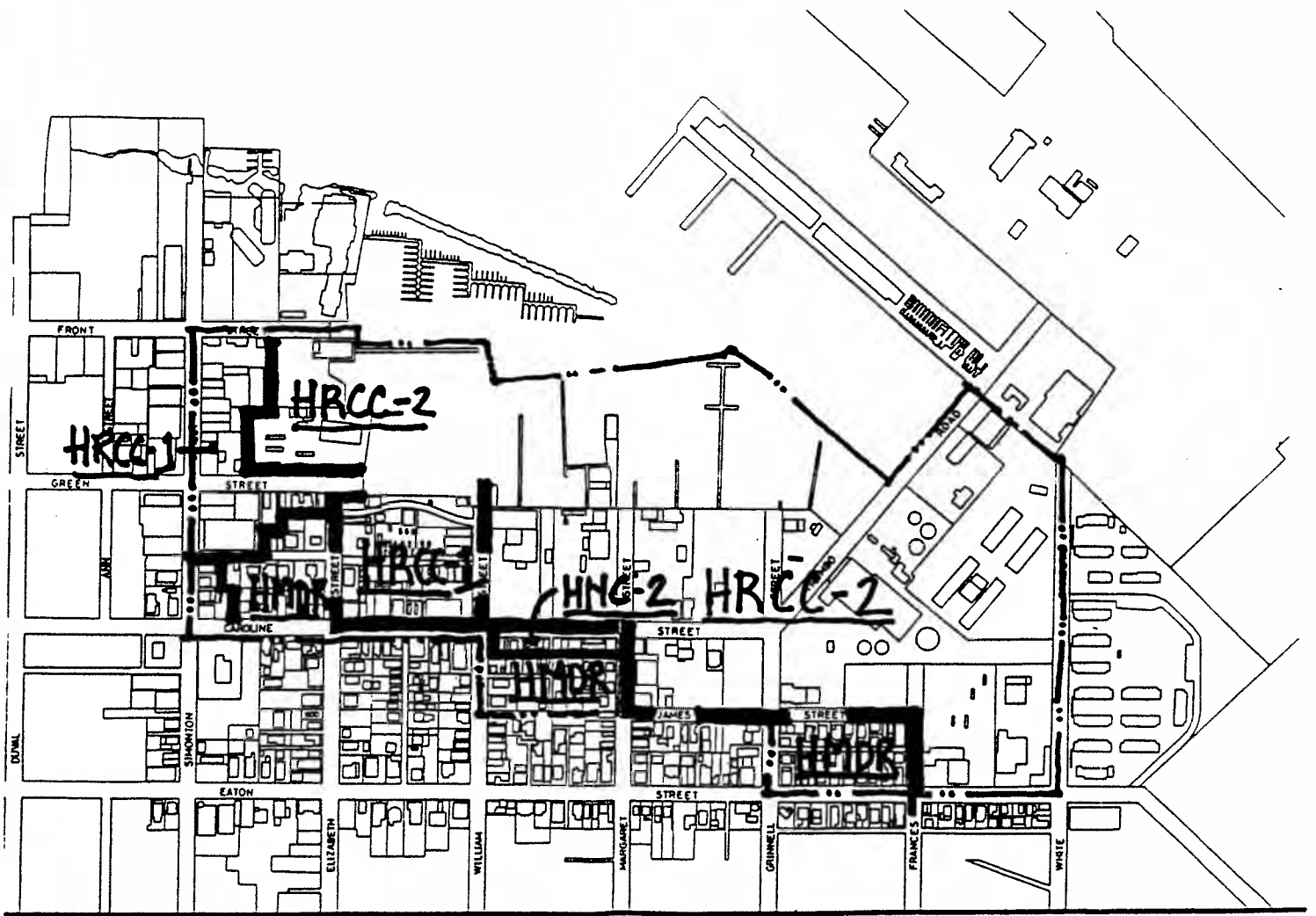
A. Land Use Plan Element

The Land Use Plan for the Caroline Street Corridor Community Redevelopment Area (Figure 6) incorporates the general land use categories specified for the area in the Comprehensive Plan. These include the Historic Residential Commercial Core District (HRCC-1, HRCC-2) and the Historic Medium Density Residential District (HMDR).

The HRCC District is a mixed-use district within which commercial and residential uses are permitted. The maximum density of residential uses permitted is 22 units per acres. The maximum overall intensity of development including all uses shall not exceed a floor area ratio (FAR) of 1. The HRCC District is divided into two sub-districts. The HRCC-1 district is centered about Duval Street, and includes the western portions of the redevelopment area. This sub-district includes provisions that permit specific light manufacturing and warehouse uses (such as Strunk Lumber Yard) to remain. In addition to the land use provisions contained in the Comprehensive Plan, it is proposed that the HRCC-1 district within the boundary of the Community Redevelopment Area, also include provisions for use of lands within 100 feet of the Mean High Water (MHW) line that are included within the requirements of the HRCC-2. These requirements are described in the following discussion.

The HRCC-2 sub-district land use category is a mixed use area similar to HRCC-1. However, because of its location along the waters edge of the Bight, additional provisions have been added to curtail the likelihood of future property damage resulting from storm tides. Consequently the density of the HRCC-2 district shall not exceed .5 FAR, and the maximum residential density is 12 units per acre under the Transfer of Development Program (TDR). Residential uses are not permitted within 100 feet of the waterfront. The HRCC-2 replaces the former M-1 Light Industrial Land Use category in the Community Redevelopment Area.

The Comprehensive Plan and the Redevelopment Plan support the intent to address development of affordable housing in the area. The Comprehensive Plan provides a mechanism to increase residential densities in the HRCC-2 zone to the 12 units per acre provided 40% of the housing to be developed is affordable. In addition densities may be increased to 20 units per acre if 100% of the units developed are affordable. In addition the Redevelopment Plan will incorporate appropriate recommendations of the Affordable Housing Task Force as may relate to special density bonuses or other considerations for affordable housing in the redevelopment area. Candidate sites on which a significant amount of affordable housing could be developed include the CES property, property owned by the School Board, and privately owned large parcels at the intersection of White



FUTURE LAND USE

- Legend
- ADOPTED C.R.D. DISTRICT BOUNDARY
 - LAND USE DESIGNATION BOUNDARY

Figure 6

or any other sites on which affordable housing may be proposed.

There are three blocks within the Redevelopment Area that fall within the Historic Medium Density Residential District (HMDR) defined in the Comprehensive Plan. These are blocks not directly adjacent to the waterfront, and which are contiguous with the predominantly residential areas southeast of the Redevelopment Area. The Comprehensive Plan states that the HMDR district shall be developed for permanent residents, including single family, duplex and multi-family structures.

In addition to these land use provisions it is proposed that additional provisions be placed on the CES property (not including the CES administrative offices or parking lot). Additional provisions proposed are that the portion of the property in excess of 100 feet from the MHW line be allowed to be developed to a maximum FAR of 1., provided that the property is developed for housing and/or civic functions. Civic functions may include peak demand parking, cultural facilities, conference facilities, or other functions determined to meet needs for community or cultural facilities. Commercial development, if proposed, should be limited to the .5 maximum FAR overall as required in the Comprehensive Plan. The intent of this recommendation is to encourage development of housing (including affordable housing) and to discourage development of additional retail commercial uses in this portion of the Bight area.

B. Traffic Circulation, Parking and Transportation Elements

The basic street pattern that exists in the Redevelopment Area is the historic grid pattern of Old Town and is not proposed to be altered in the Redevelopment Plan.

Improvement and expansion of parking facilities in the Redevelopment Area is an important element of the Plan. Expanded parking facilities will serve the businesses within the Redevelopment Area, and also provide "remote" parking opportunities to serve other downtown businesses.

The plan incorporates the improvements to parking lots proposed on the Singleton properties. Approximately 150 - 200 spaces will be provided in the phase I improvements, along Caroline Street between William and Grinnell Streets. It also incorporates a proposed 300 space parking structure that has been planned to be located at the corner of James and Grinnell Streets. The garage will occupy a portion of one of the former Singleton parcels and a portion of the existing CES parking lot.

The plan incorporates the development of transit service linking the Bight area with Duval Street and other key tourist destinations in Old Town. Specifically, the parking structure proposed on Grinnell Street is designed to incorporate a trolley-type vehicular pick-up and

drop-off point. In addition the phase I improvements for the former Singleton properties incorporates a drop-off/pick-up for trolley-type vehicles at the foot of Margaret Street.

C. Pedestrian Circulation Element

The major improvement proposed for pedestrian circulation in the Bight area is the construction of the harborwalk along the water's edge. Ideally this walkway should be continuous along the water, extending from Front Street at the end of the Community Redevelopment Area to the end of Trumbo Road at the eastern end. As described in the urban design concept, it is recognized that on certain properties the harborwalk may have to be located away from the water's edge so as not to conflict with marine dependent uses. However, the continuity of the walkway should be maintained around those locations.

D. Infrastructure Development Element

The Key West Bight Area is currently served by public water and sewer utilities. As indicated in the plan for Phase I improvements to the former Singleton properties, extension and up-grading of some existing water and sewer lines will be required to support the proposed improvements to those properties. Other improvements to water and sewer service may also be required as additional renovation and/or development occurs in the area.

Based on reports of localized flooding, it is probable that storm water drainage improvements will be required in the Redevelopment Area to correct these pre-existing deficiencies. In addition, property renovations and new construction will likely be required to provide storm drainage control as currently required by the City and the South Florida Water Management District.

E. Development concepts for Selected Properties

As of the date of this Plan, several key properties in the redevelopment area are being considered for redevelopment or are candidates for redevelopment because of use obsolescence, under utilization or other owner initiatives. As with all properties within the area, permitted uses and developmental requirements for these properties are as stipulated in the City's Comprehensive Plan and Land Development Regulations as may be lawfully interpreted and/or modified by appropriate development agreement. This section of the Plan discusses additional criteria and objectives related to potential redevelopment of these properties which would further the objectives of the Plan. These properties are identified on Figure 5.

1. A & B Lobster House Property

This property is critically located for achieving pedestrian continuity along the waterfront. Also, pedestrian linkages through this property would tend to activate the eastern end of Front Street, which currently is less than inviting to pedestrians because of its "dead end" aspects.

Creating pedestrian linkages through this property could simultaneously enhance the property, Front Street and the waterfront activities at the Bight. To this end the Key West Bight Management District Board has negotiated an agreement with the property owners to allow pedestrian cross-access. (See Appendix 2.j.)

2. Conch Harbor Property (Former Chevron Property)

Final development plans are still under consideration by the owners of this property. The present partial/interim uses consist of parking and marina activities. The primary concern of this redevelopment plan is the continuity of the waterfront walkway across the property. This has been secured by agreement with the City. (See Appendix 2.i.)

3. City Electric System Property

As of this writing, a portion of this property (old steam generating plant and some adjacent land area) are available for redevelopment and the subject of an RFP.

As discussed in Section I of this Plan, it is recommended that non-retail uses be considered for this property, with particular emphasis on public/semi-public uses and affordable housing.

F. Implementation Program

1. Public Improvement Concepts

Public improvements proposed within the Redevelopment Area are intended to improve public access to the waterfront, improve pedestrian access to and through the area, improve public infrastructure as required to correct deficiencies, and improve and increase public parking facilities.

Some of the improvements proposed, such as the harbor walk, and improvement of parking facilities are being initiated through the Key West Bight Management District Board, on the former Singleton properties.

The Redevelopment Plan supports those improvements, and incorporates them as part of the overall program of Capital Improvements proposed for the Bight area. Since the improvements on the Singleton properties are financed through bond issue proceeds, it is not anticipated, at this time, that Community Redevelopment Trust Fund assets will need to be used for those specific improvements. Consequently the Redevelopment Trust Fund revenues are proposed to be used to extend those improvements initiated on the former Singleton properties, to other portions of the Redevelopment Area.

2. Potential Capital Improvement Projects

The following are potential capital improvement projects that have been identified within the Redevelopment Area:

Phase I Improvements to the former Singleton Properties

1. LANDSIDE INFRASTRUCTURE

A.	Water	\$ 94,000
B.	Sewer	\$ 47,000
C.	Drainage	\$ 50,000
D.	Paving	\$117,000
E.	Demolition/Removal	\$ 40,000
F.	Utilities	<u>\$200,000</u>
	(electrical, telephone, CATV, etc.)	

Sub-Total \$548,000

2. PLAZAS

A.	Paving and Site Amenities	\$ 347,000
B.	Landscape	<u>\$ 17,000</u>

Sub-Total \$364,000

3. LANDSIDE AMENITIES

A.	Landscape (parking area)	\$ 29,000
B.	Lighting	\$ 15,000
C.	Signage	<u>\$ 4,000</u>

Sub-Total \$ 48,000

4.	HARBORWALK	
	A. Seawall Repair	\$ 25,000
	B. Boardwalk (10' wide over water)	\$ 219,000
	C. Lighting	\$ 45,000
	D. Landside Walkways (10' wide)	<u>\$ 82,000</u>
	Sub-Total	\$ 371,000

5. **OTHER PROJECTS**

A. **Streetscape Improvements**

1. Sidewalk improvements at Grinnell Street (550 L.F.), Margaret Street (550 L.F.) and Williams Street (550 L.F.). A budget estimate of \$85,000 is considered appropriate for preliminary planning purposes of these improvements exclusive of demolition and disposal of existing sidewalk material and not including storm drainage or utility improvements.
2. New sidewalk at Trumbo road (800 L.F.). A budget estimate of \$40,000 is considered appropriate for preliminary planning purposed of there improvements, exclusive of demolition and disposal of existing sidewalk material, and not including storm drainage or utility improvements.
3. General area-wide sidewalk improvements. A budget amount of \$50,000 may be appropriate to set aside for other miscellaneous sidewalk improvements within the Redevelopment Area, that are not covered in other project funding.

B. **Storm Drainage and Other Utility Improvements**

It is anticipated that storm drainage improvements will be required in various locations within the Redevelopment Area. At this time the extent of these improvements is not known. As new development and renovation occurs in the area improvements can be more specifically identified and incorporated as part of the Redevelopment Plan. as

appropriate. Improvements to other utility systems will be accommodated in similar fashion.

3. Potential Sources of Redevelopment Funding

Improvements proposed in phase I development of the former Singleton properties are planned to be funded by the bonds which were issued to fund the purchase of the property. Other improvements described for the Redevelopment Area can be funded through tax increment proceeds, or bonds that may be issued based on the tax increment revenues. In addition the City should seek to utilize other sources of funds to cover costs of storm drainage and other utility system improvements so as to retain tax increment funds for enhancements to the public spaces in the Redevelopment Area.

It is proposed that the City also consider the use of tax increment funds (or bonds) to assist in making improvements to the former Singleton properties, if necessary.

4. Regulatory Program

Upon adoption of the Community Redevelopment Plan, the City should initiate the process of modifying the Land Development Regulations to incorporate land use recommendations of the Community Redevelopment Plan.

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FINDING OF NECESSITY

Downtown Key West

The data on which this finding is based was compiled in July, 1991

City of Key West

Casella & Associates

Clearwater, Florida

Wallace Roberts & Todd

Coral Gables, Florida

Dennis A. Beebe

Key West, Florida

December 1991

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EXECUTIVE SUMMARY

Establishment of a redevelopment district in Key West, and exercise of redevelopment powers would require an official finding of the necessity for redevelopment. A finding of necessity for redevelopment in Key West Bight and Bahama Village would be based on conditions that relate to standard redevelopment practice, such as building condition, site conditions, usage, ownership, and age.

After examination of the study area, application of appropriate criteria, and fine-tuning of boundaries, both Key West Bight and Bahama Village were found to possess a combination of conditions that indicate a need for redevelopment. Among these conditions were:

- *Building Condition.* A substantial number of deteriorating structures were found to exist, and are dispersed over a substantial part of the study area.
- *Site deterioration and deficiencies.* Site deterioration and deficiencies were found in the form of broken pavements and sidewalks, lack of paving and sidewalks, deteriorated fixtures such as fences, and abandoned foundations.
- *Unsanitary Conditions.* Unsanitary conditions included accumulations of trash, debris, discarded appliances and machinery, and junk cars and trucks found in yards and open lots.
- *Obsolete land uses.* Obsolete land uses included public utilities which have outlived their usefulness, and industrial facilities in locations that are no longer appropriate for that use according to the comprehensive plan.
- *Diversity of Ownership.* Excessive diversity of ownership was found in blocks that had five or more different owners. Such diversity makes it difficult to assemble land for redevelopment.
- *Age of Structures.* Excessive age of structures was identified in blocks where the average age of buildings was 40 years or more.

FINDING OF NECESSITY

Based on the facts presented in this report, the city's governing body may make an official finding that a redevelopment area is necessary, and declare that a redevelopment area exists. Following that declaration, the city may create a community redevelopment agency (CRA), prepare a redevelopment plan, and exercise redevelopment powers. After adoption of a redevelopment plan, the city may create a redevelopment trust fund to receive contributions representing the growth in city and county tax revenues within the redevelopment area. The tax roll in use at the time when the redevelopment trust fund is created will become the tax "base year" for calculating the future tax investment.

METHODOLOGY

The initial study area was defined by the City Planning department to include a 13 block area known as Key West Bight, and a 34 block area known as Bahama Village. The boundaries of the initial study area are illustrated in Appendix 1.¹ The study area was examined by the consultant during June and July of 1991.

The consultant examined buildings from the exterior, and when encountering a deteriorated building, completed a building condition work sheet for that building. Work sheets were set up so that buildings could be classified as having minor deterioration, major deterioration, or dilapidation. The format of the work sheets is illustrated in Appendix 2. While in the field, the consultant also examined the study area for other conditions, including: deterioration of site or other improvements, unsanitary or unsafe conditions, and obsolescence.

The data was then reviewed for concentrations of building deterioration. In this review, the consultant calculated the overall rate of building deterioration, and mapped the distribution of blocks showing building deterioration.

The consultant then examined property ownership maps to evaluate diversity of ownership, and examined the city's comprehensive plan for any other indications of a need for redevelopment. A print-out was obtained from the city's computer database, which provided information on age of structures in Key West Bight.²

Raw data was entered into a computer spreadsheet and aggregated into block data. Block data included the number of buildings, number and percent of deteriorated buildings, number of ownership parcels, number of obsolete uses, average age of buildings, and whether site deterioration or site deficiencies, and unsanitary conditions were also present.

Each block was then evaluated for whether it did or did not meet the following criteria:

1. Building deterioration of 20% or more.
2. Presence of site deterioration or deficiency.
3. Presence of unsanitary conditions.

¹ The final boundaries of the proposed redevelopment area are smaller than the initial study area.

² Age of structures data was not necessary for Bahama Village due to the higher deterioration rate that was found during field observations.

FINDING OF NECESSITY

4. Presence of an obsolete land use.
5. Five or more ownership parcels.
6. Average age of structures of 40 years or more. (Key West Bight).

A series of maps was then prepared, each showing the distribution of one of the six criteria. These maps could be over-laid to show the degree of blight in the study area.

A test was administered in which the consultant, using the logical functions of the spreadsheet, examined the data for each block, and determined whether it met blight criteria of (a) building or site deterioration, or (b) at least three out of the other four criteria. A map of blocks meeting blight criteria was prepared.

Final boundaries were adjusted to achieve a reasonable overall boundary. Sites on the edge of the district that serve needs for affordable public housing and public open space were included, due to the rational relationship of affordable housing and open space to redevelopment. Marina facilities in Key West Bight were included in the district, if the block to which they were physically connected met blight criteria. Otherwise, blocks on the edge of the district that did not meet blight criteria were eliminated from the proposed district.

Final boundaries are shown in Figure 1 - Proposed Redevelopment Area.

FINDING OF NECESSITY

BUILDING CONDITION

An exterior condition survey was conducted by the consultant during June and July 1991. Buildings were classified in four categories:

- (1) sound condition,
- (2) showing minor deterioration,
- (3) showing major deterioration,
- (4) dilapidated.

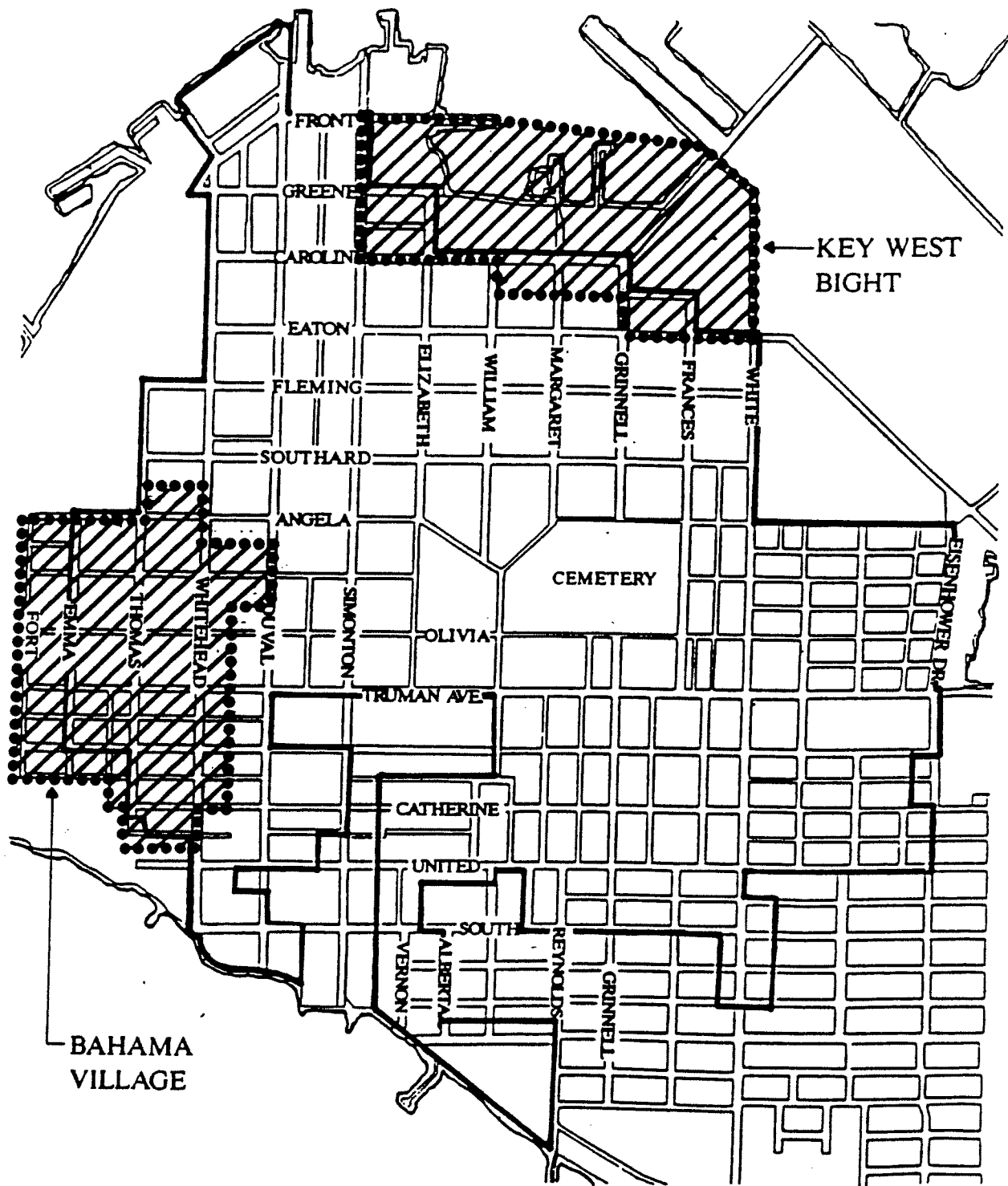
Deterioration rates were 22% in Key West Bight, and 44% in Bahama Village. The overall rate of building deterioration in Key West Bight and Bahama Village combined was 40%.

TABLE 1
BUILDING CONDITION
Key West Downtown Study Area - July 1991

	NO. OF BLDGS.	DETERIORATING			PERCENT DETERIO- RATING
		MINOR	MAJOR	DILAPIDA- TED	
KEY WEST BIGHT	113	14	9	2	22%
BAHAMA VIL- LAGE	536	141	67	26	44%
TOTAL	649	155	76	28	40%

Source: Casella & Associates

The dispersal of deteriorating buildings is shown in Figure 2: Building Deterioration by Percentage in Blocks.



FINDING OF NECESSITY: DOWNTOWN KEY WEST *INVENTORY AND ANALYSIS*

FIGURE 1
PROPOSED REDEVELOPMENT AREA

FINDING OF NECESSITY

SITE CONDITIONS

Site deterioration and deficiencies were found in the form of broken pavements and sidewalks, lack of paving and sidewalks, deteriorated fixtures such as fences, and abandoned foundations.

In Key West Bight, site deterioration and deficiencies were found in seven blocks which covered a major portion of the area. In Bahama Village, site deterioration and deficiencies were found in three blocks.

The dispersal of these conditions is shown in Figure 3: Site Deterioration or Deficiency by Block.

UNSANITARY CONDITIONS

Unsanitary conditions included accumulations of trash, debris, discarded appliances and machinery, and junk cars and trucks found in yards and open lots.

In Key West Bight, unsanitary conditions were found in four blocks. In Bahama Village, unsanitary conditions were found in eight blocks.

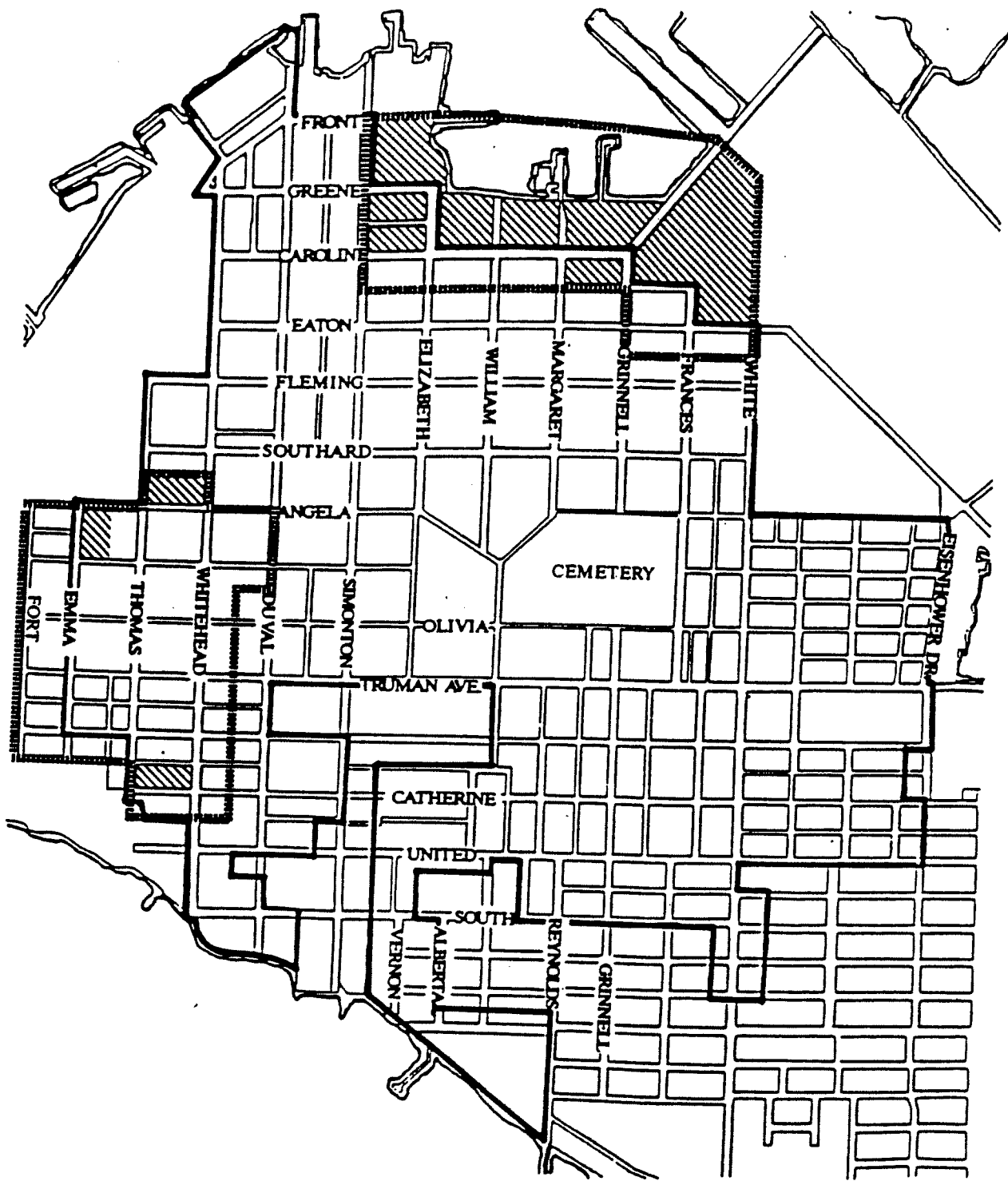
The dispersal of these conditions is shown in Figure 4: Unsanitary Conditions by Block.

OBSOLETE LAND USES

Obsolete land uses were identified in buildings that have outlived their usefulness, and in buildings whose use is no longer appropriate according to the comprehensive plan. The city electric facilities in Key West Bight are an example of buildings that have outlived their usefulness. Industrial and storage facilities in locations that designated in the comprehensive plan as "Historic Residential Commercial Core" are an example where the use is no longer appropriate to the comprehensive plan.

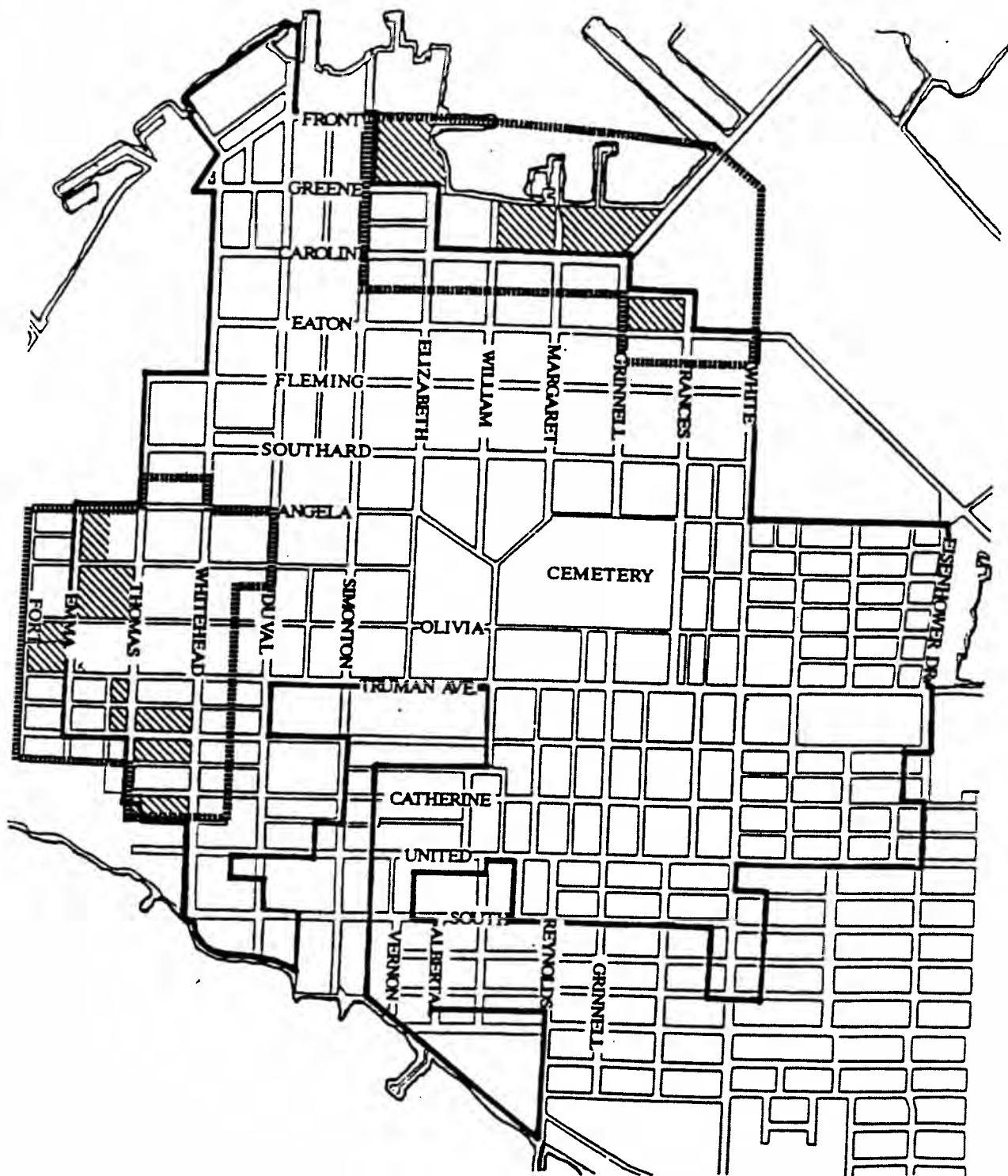
Using a standard of at least one obsolete land use, three blocks in Key West Bight and one block in Bahama Village were classified as exhibiting an obsolete land use.

The dispersal of obsolescence is shown in Figure 5: Obsolete Land Uses by Block.



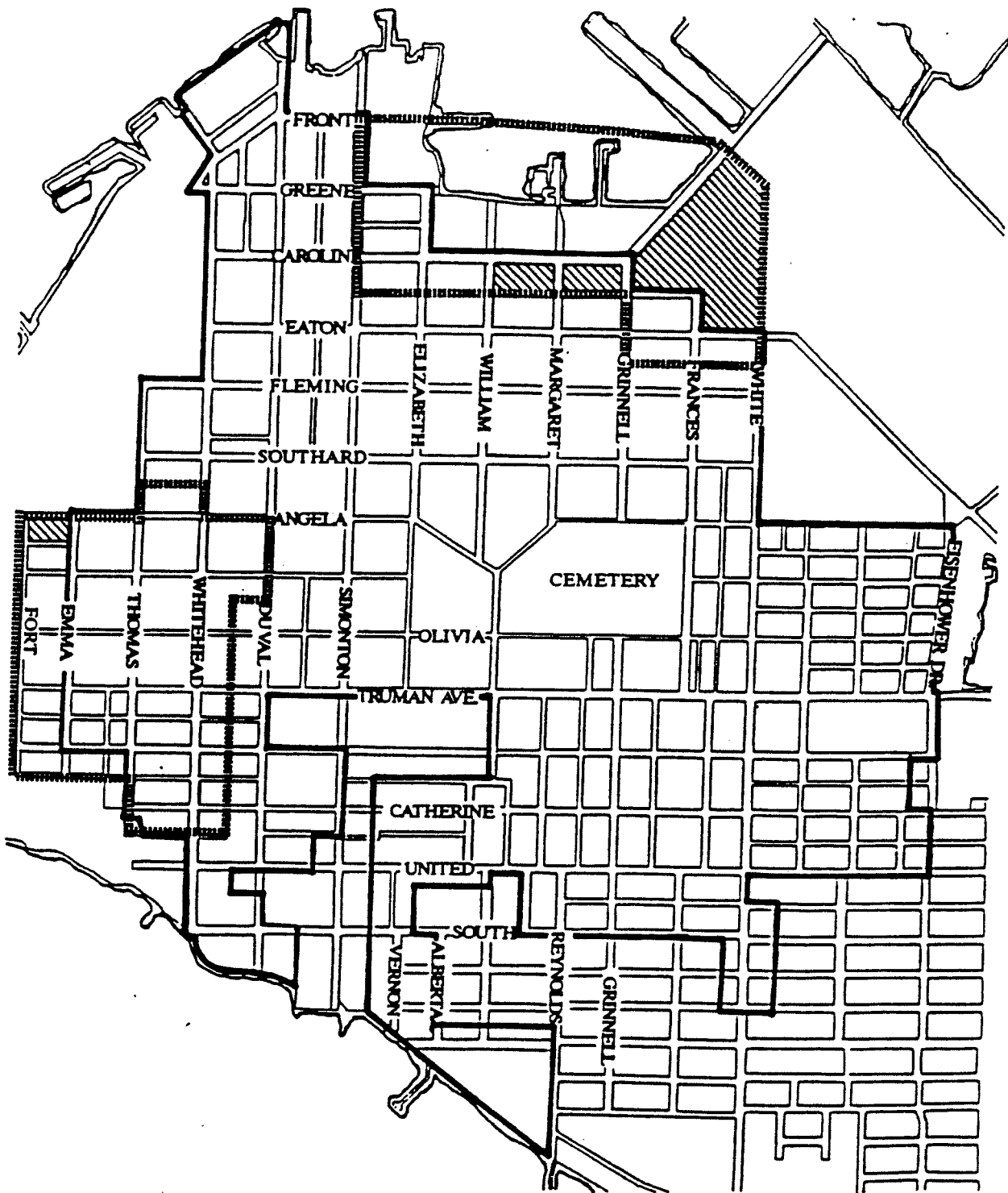
FINDING OF NECESSITY: DOWNTOWN KEY WEST **INVENTORY AND ANALYSIS**

FIGURE 3
SITE DETERIORATION OR DEFICIENCY BY BLOCK



FINDING OF NECESSITY: DOWNTOWN KEY WEST *INVENTORY AND ANALYSIS*

FIGURE 4
UNSANITARY CONDITIONS BY BLOCK



FINDING OF NECESSITY: DOWNTOWN KEY WEST *INVENTORY AND ANALYSIS*

FIGURE 5
OBSOLETE LAND USES BY BLOCK

FINDING OF NECESSITY

DIVERSITY OF OWNERSHIP

Excessive diversity of ownership is recognized as a condition which inhibits the assembly of land for development, and makes the use of redevelopment powers necessary in order to facilitate reinvestment. The Florida Redevelopment Act refers to "diversity of ownership ... which prevent(s) the free alienability of land within the deteriorated or hazardous area."

The standard used in this study was that any block having five or more ownership parcels was considered to display excessive diversity of ownership. Using that standard, eight blocks in Key West Bight had excessive diversity, and thirty blocks in Bahama Village had excessive diversity.

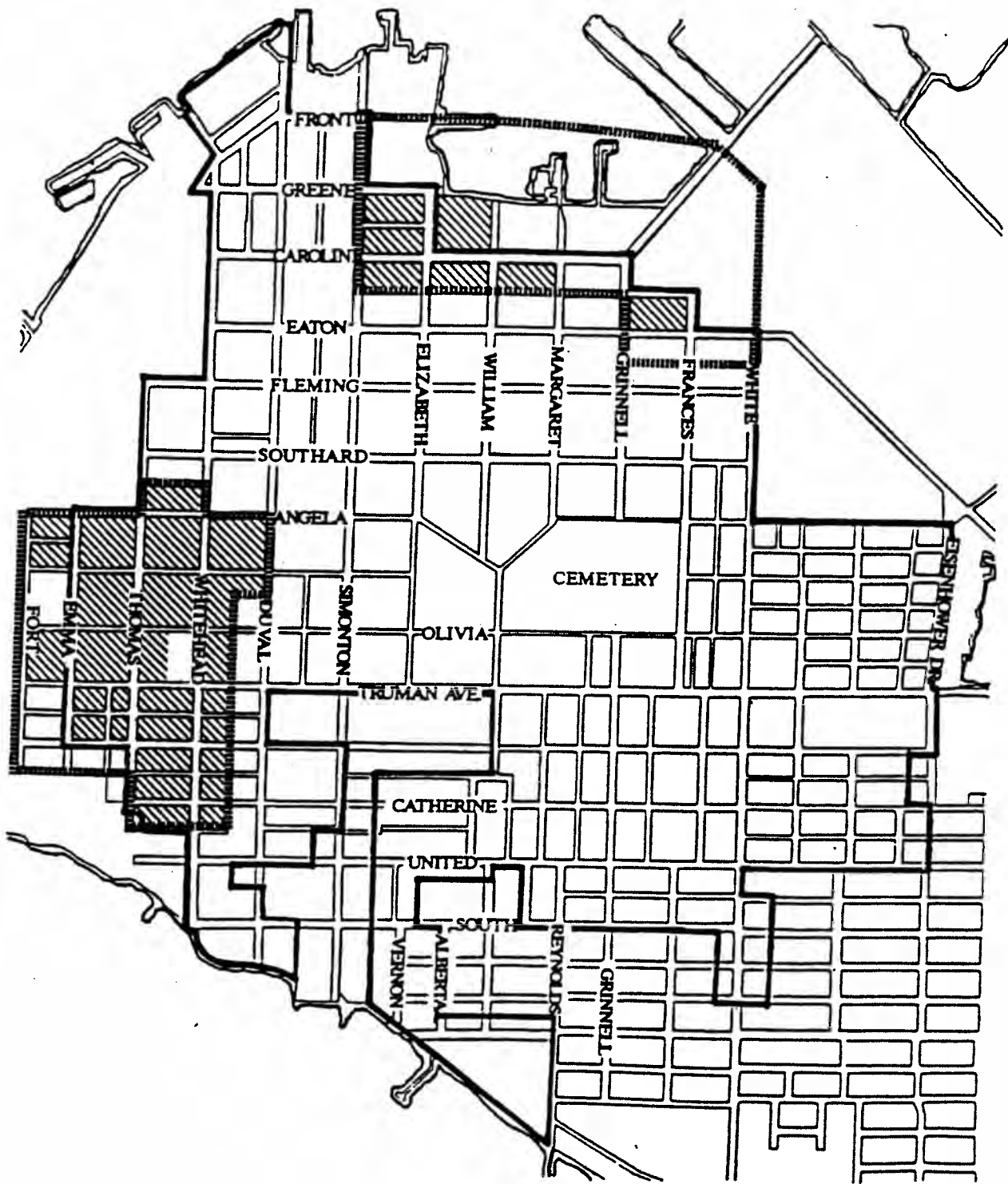
The dispersal of ownership diversity is shown in Figure 6: Excessive Diversity of Ownership by Block.

AGE OF STRUCTURES

Blocks where the average age of buildings was 40 years or more, were identified as having aged structures.

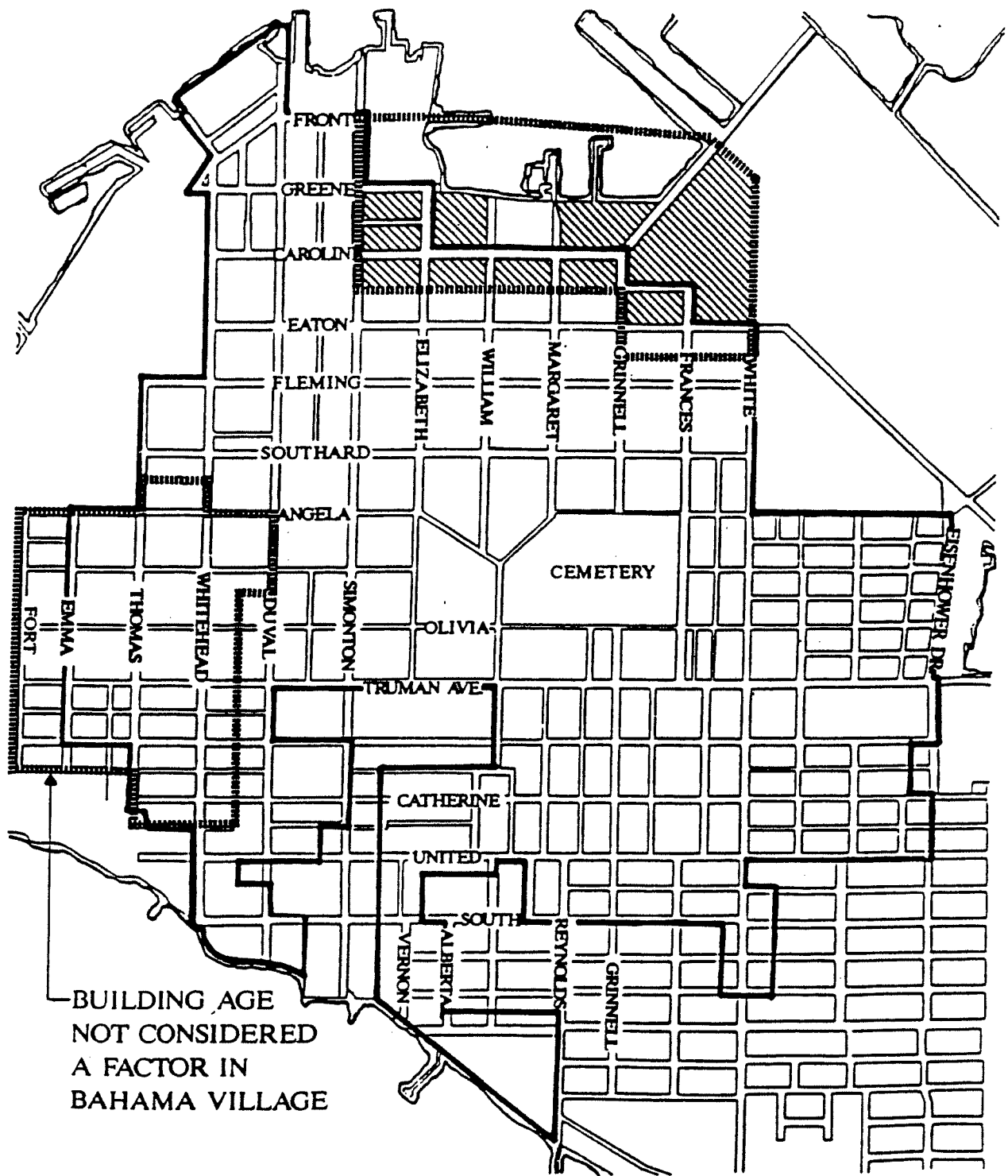
In Key West Bight, nine blocks met the criteria of average building age of 40 years or more. Those blocks are shown in Figure 7: Average Age of Structures by Block.

(Only Key West Bight is shown as building age was not needed for Bahama Village).



FINDING OF NECESSITY: DOWNTOWN KEY WEST INVENTORY AND ANALYSIS

FIGURE 6
EXCESSIVE DIVERSITY OF OWNERSHIP BY BLOCK



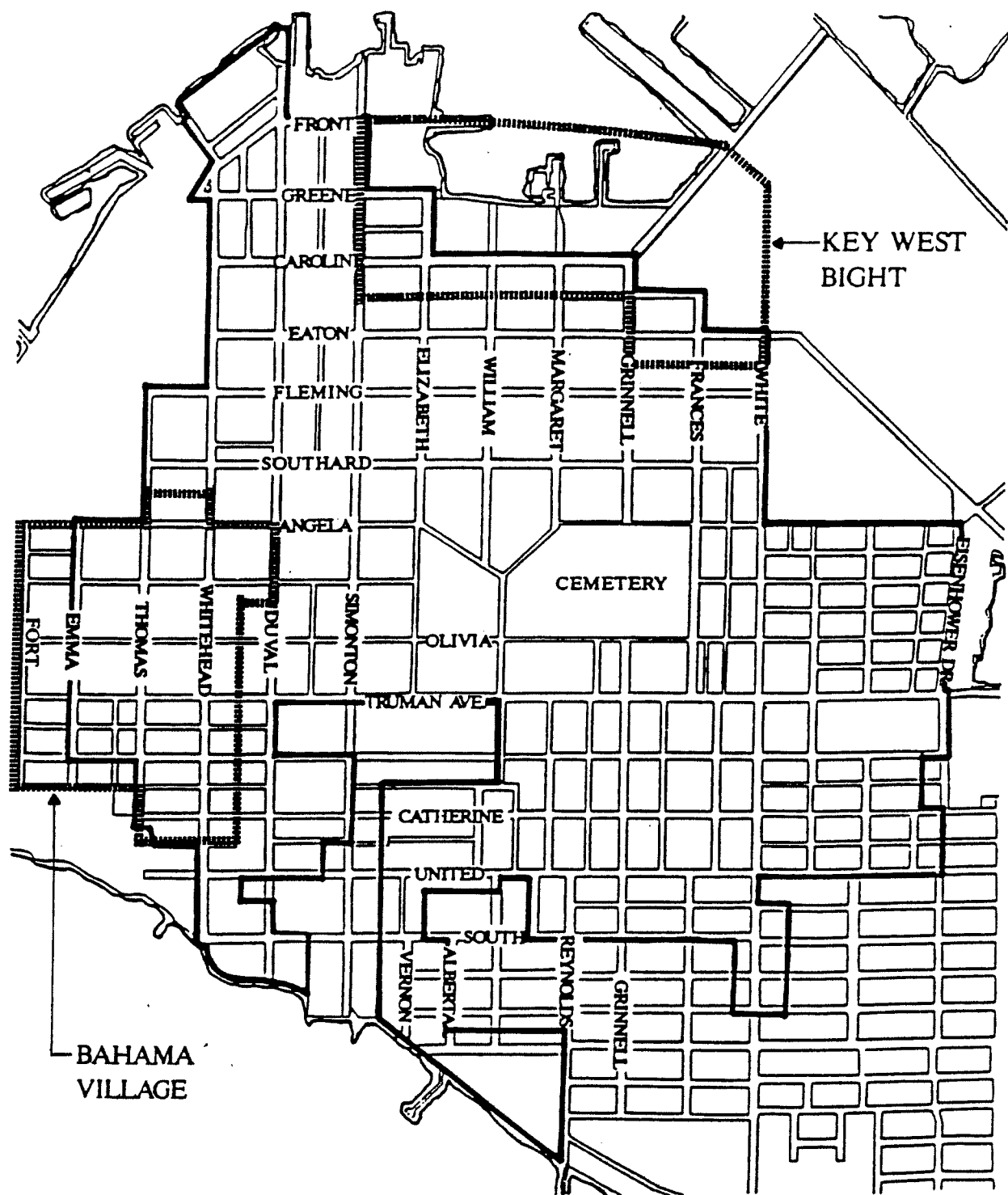
FINDING OF NECESSITY: DOWNTOWN KEY WEST INVENTORY AND ANALYSIS

FIGURE 7
 AVERAGE AGE OF STRUCTURES BY BLOCK

CONCLUSION

The necessity for redevelopment in downtown Key West is related to building deterioration, site deterioration, unsanitary conditions, obsolete land uses, excessive diversity of ownership, and age of structures. Both portions of the downtown area, Key West Bight and Bahama Village, were subjected to a test in which each block was classified as meeting or not meeting blight criteria. To meet blight criteria, a block had to have either (a) building deterioration or site deterioration, or (b) at least three of the following four: unsanitary conditions, obsolete land uses, excessive diversity of ownership, and excessive age of structures. Figure 8: *Blocks Meeting Blight Criteria*, shows which blocks met the criteria.

- In Bahama Village it was necessary to "fine-tune" the boundary as follows:
- (1) Two blocks in Bahama Village (block 51 and block 52 on the key map) were excluded from the proposed redevelopment area because they showed no deterioration, and are located on the outer edges of the district (near Duval Street). As a result of eliminating these two blocks, the deterioration rate in Bahama Village rose from 43% to 44%.
 - (2) Three blocks in Bahama Village located between Petronia Street and Truman Avenue were *included* in the proposed redevelopment area because they had varying rates of deterioration (17%, 18%, and 11%), and are either surrounded by blocks meeting blight criteria, or are located at the Petronia Street entrance to the district, and face blocks meeting blight criteria on at least two sides.
 - (3) Several public housing sites in Bahama Village and the site of Nelson English Park were *included* within the boundary of the proposed redevelopment area because they are serving a need for housing affordable to low-income persons or a need for open space in the redevelopment area. Expenditure of redevelopment funds for affordable housing and open space would generally be reasonable.



FINDING OF NECESSITY: DOWNTOWN KEY WEST

INVENTORY AND ANALYSIS

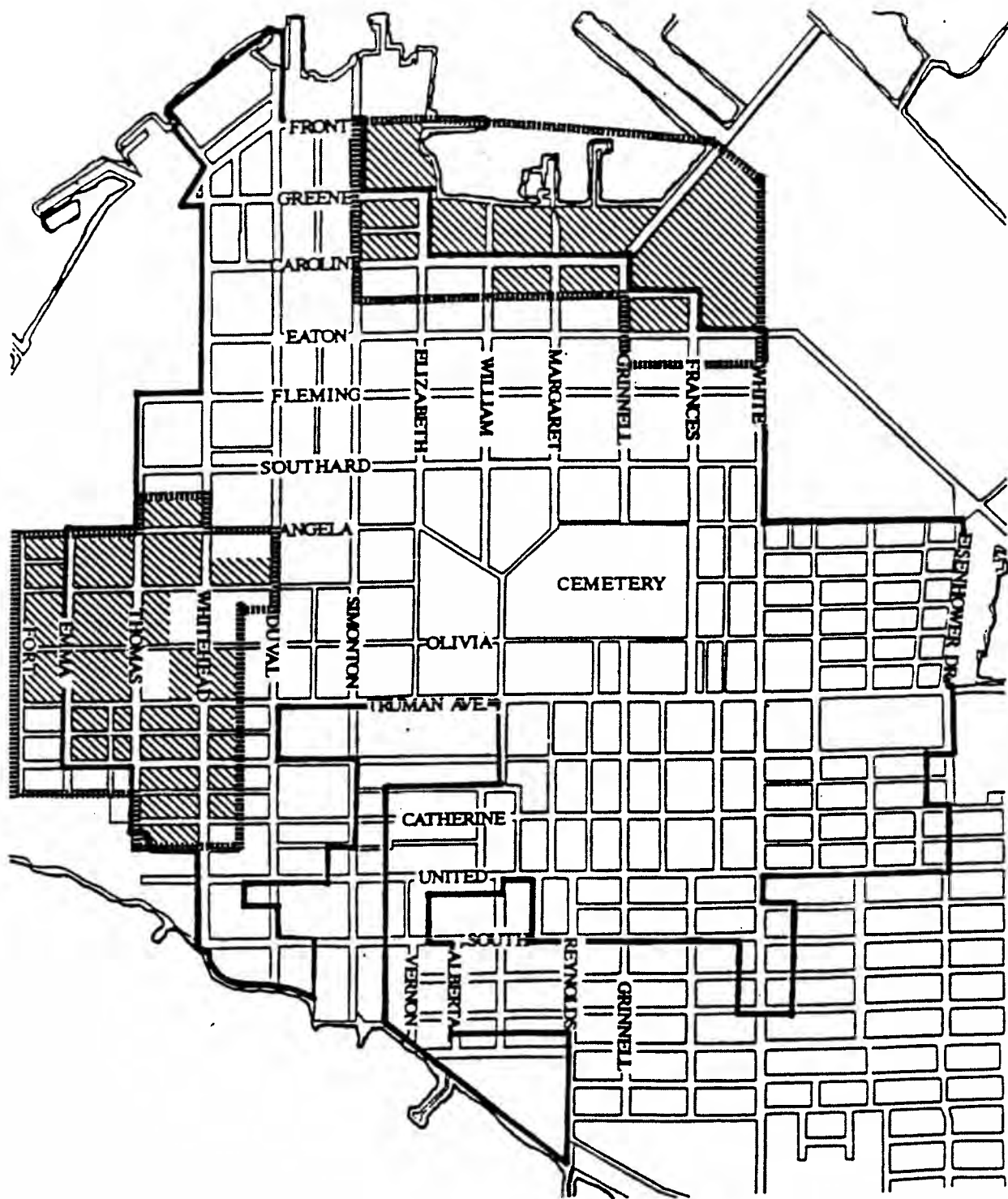
APPENDIX I

INITIAL STUDY AREA

FINDING OF NECESSITY

In Key West Bight it was necessary to draw a line across the bay bottom connecting Front Street across the harbor to White Street. The configuration of the line across the harbor is subject to further adjustment in the legal description to be rationally related to riparian rights.

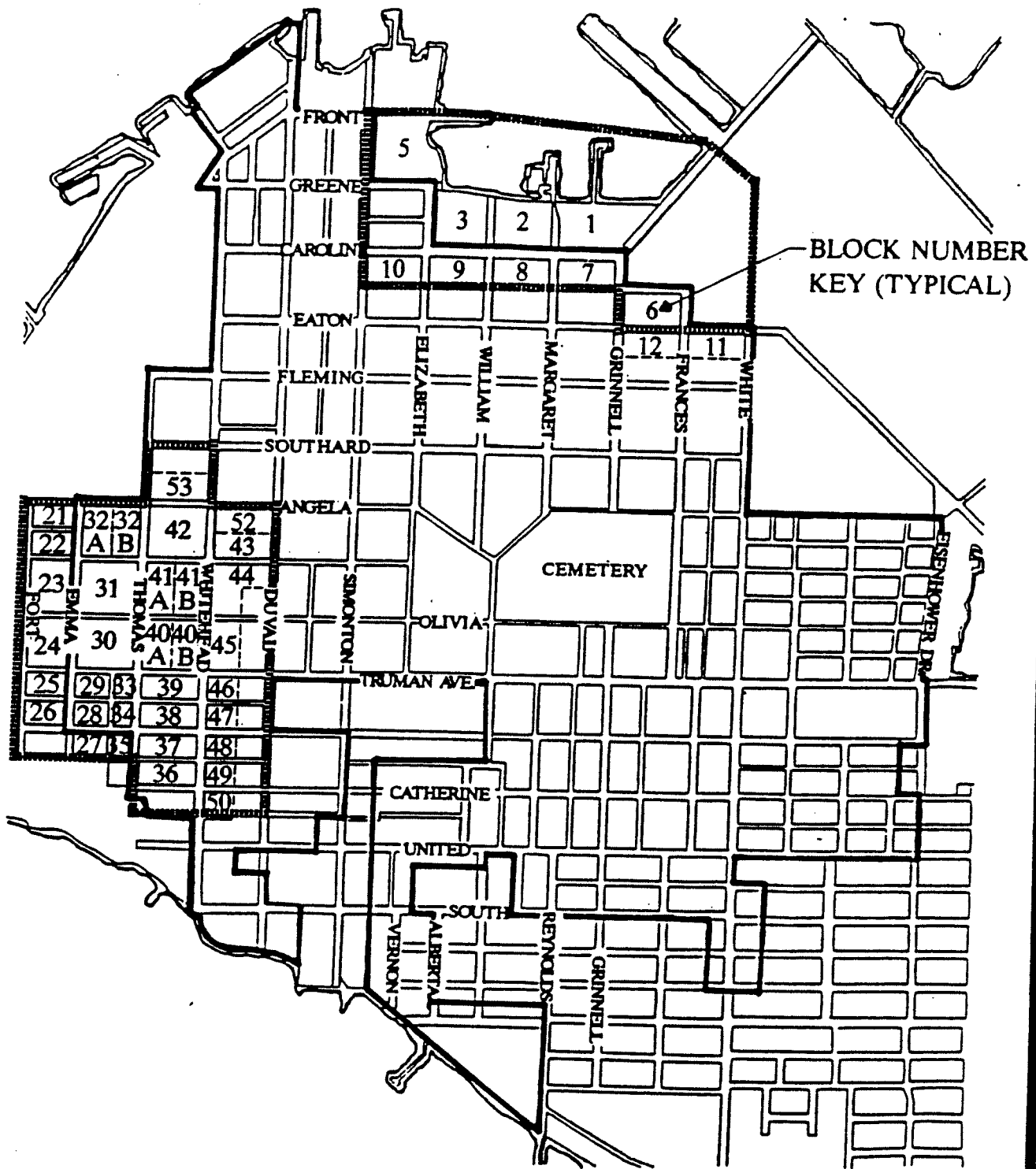
The boundary of the redevelopment area is shown in Figure 1: *Proposed Redevelopment Area*.



FINDING OF NECESSITY: DOWNTOWN KEY WEST

INVENTORY AND ANALYSIS

FIGURE 8
BLOCKS MEETING BLIGHT CRITERIA



FINDING OF NECESSITY: DOWNTOWN KEY WEST INVENTORY AND ANALYSIS

APPENDIX 2 KEY MAP

Appendix 3

Conditions Survey/Summary by Block

KEY WEST CONDUCTIONS SURVEY JULY 1991

Block	No. of Bldgs	Bldg Deterioration Minor Major Dilap- idated	Percent Deteriorated	No. of Owner Parcels	No. Obsolete Uses	% Obs	Avg Bldg Age In Years
CE	14	1	14%	3	1	7%	50
1	5	1	20%	2		0%	50
2	6	1	17%	1		0%	21
3	14	3	21%	8		0%	46
4	22	1	36%	22		0%	59
5	13	2	15%	4		0%	20
6	24	1	17%	23		0%	60
7	6	1	17%	4	1	17%	42
8	9	1	33%	18	1	11%	49
9	11	2	18%	25		0%	59
10	7	1	14%	9		0%	50
11	16	1	6%	15		0%	
12	11	1	9%	9		0%	
SUBTOTAL	158	16	19%	143	3	2%	
EX 9-12	113	14	22%	85	3	3%	44

KEY WEST KEY WEST

CONDITIONS SURVEY

JULY 1991

Block

Other conditions

BIGHT

CE Obsolescence: Electric plant closing. Site was M-1, but will be MRCC-2.

Site deterioration: broken street pavement on Grinnell St.

1 Unsanitary: Trash and debris.

Site deterioration: broken sidewalk on Caroline St., broken pavement on Grinnell St. No sidewalk: Grinnell St., Margaret St.

2 Unsanitary: Debris on rear lot. Site deterioration: missing or broken pavement on parking lots.

No sidewalks: Margaret Street, William Street.

3 Site deterioration: broken sidewalk on Caroline St.

No sidewalk: interior alley. Site deterioration: broken driveway on interior alley.

Site deterioration: broken sidewalk on Elizabeth Street.

5 Unsanitary: Debris around ice house and trailers.

Faulty lot layout: Trailers next to ice house.

Site deterioration: around deteriorating trailers.

6 Unsanitary: Trash and debris.

7 Obsolescence: Industrial land use as zoning changes from M-1 to MRCC-2.

Site deterioration: broken sidewalks on Caroline St., James St., Grinnell St. Broken street pavement: Grinnell St.

8 Obsolescence: Building used for storage at 824 Caroline, zoned HP-3.

9

10

11

12

SUBTOTAL

EX 11,12

KEY WEST	CONDITIONS SUMMARY					JULY 1991			
	BLOCK	BUILDING DETERIORATION (over 20%)	SITE DETERIORATION /DEFICIENCY	UNSANITARY CONDITIONS	AVERAGE AGE OF STRUCTURES (40 years +)	OBSOLETE LAND USE	DIVERSITY OF OWNERSHIP	NUMBER OF CONDITIONS IN BLOCK	DETERIORATION OR AT LEAST THREE OTHERS
	CE	0	1		1	1	0	3	YES
	1	1	1	1	1	0	0	4	YES
	2	0	1	1	0	0	0	2	YES
	3	1	1		1	0	1	4	YES
	4	1	1		1	0	1	4	YES
	5	0	1	1	0	0	0	2	YES
	6	0		1	1	0	1	3	YES
	7	0	1		1	1	0	3	YES
	8	1			1	1	1	4	YES
	9	0			1	0	1	2	NO
	10	0			1	0	1	2	NO
	11	0				0	1	1	NO
	12	0				0	1	1	NO
	SUBTOTAL	4	7	4	9	3	8		
	EX 9-12	4	7	4	7	3	4		

KEY WEST		CONDITIONS SURVEY				JULY 1991			
Block	No. of Bldgs	Bldg Minor	Deterioration Major	Dilap- idated	Percent Deter- iorated	No. of Owner Parcels	No. Obsolete Uses	% Obs	Avg bldg Age in years
:: BAHAMA VILLAGE									
21	8		4	2	75%	6	4	50%	
22	19	4	3	1	42%	7		0%	
23	5			1	20%	2		0%	
24	19	4	3	1	42%	12		0%	
25	6	0			0%	1		0%	
26	6	0			0%	1		0%	
27	3	0			0%	1		0%	
28	8	4	1		63%	6		0%	
29	12	5	1	2	67%	11		0%	
30	46	13	12	2	59%	32		0%	
31	41	14	5	5	59%	29		0%	
32A	18	8	2	2	67%	17		0%	
32B	23	11		1	52%	19		0%	
33	11	3	4	2	82%	8		0%	
34	6	3			50%	6		0%	
35	2	0			0%	1		0%	
36	24	6	7	3	67%	19		0%	
37	23	11	5	3	83%	20		0%	
38	22	8	6	1	68%	22		0%	
39	24	5	2		29%	22		0%	
40A	19	1	1		11%	16		0%	
40B	11	3			27%	3		0%	
41A	19	6	1		37%	18		0%	
41B	17	3			18%	15		0%	
42	22	3	2		23%	13		0%	
43	17	4			24%	14		0%	
44	23	4			17%	25		0%	

Block

Other conditions

::

BAHAMA VIL

21 Obsolete sub-station bldgs. at end of block.

22

23 New govt housing.

24 Unsanitary - junk cars and debris.

25

Govt housing.

26

Govt housing.

27

Govt housing.

28

29

30

31

Unsanitary conditions.

32A

Unsanitary conditions - debris. Site deterioration - old foundation.

32B

33

Unsanitary conditions.

34

Unsanitary conditions - Trash, debris, overgrown empty lots at 227 Virginia St.

35

Govt housing.

36

Broken down fencing on empty lot (Amelia St.).

37

Unsanitary conditions - Debris in empty lots and yards, washers, dryers, and abandoned trucks.

38

Unsanitary conditions - Lots of bottles and debris around old historic church.

39

40A

Includes the Lighthouse.

40B

41A

Includes two public housing buildings.

41B

Includes six public housing buildings.

42

43

44

KEY WEST	CONDITIONS SUMMARY					JULY 1991			
	BUILDING DETERIORATION (over 20%)	SITE DETERIORATION /DEFICIENCY	UNSANITARY CONDITIONS	AVERAGE AGE OF STRUCTURES (40 years +)	OBsolete LAND USE	DIVERSITY OF OWNERSHIP	NUMBER OF CONDITIONS IN BLOCK	DETERIORATION OR AT LEAST THREE OTHERS	
:: BAHAMA VIL	21	1				1	3	YES	
	22	1				1	2	YES	
	23	1					1	YES	
	24	1				1	3	YES	
	25	0		1			0	NO	
	26	0					0	NO	
	27	0					0	NO	
	28	1				1	2	YES	
	29	1				1	2	YES	
	30	1				1	2	YES	
	31	1				1	3	YES	
	32A	1	1		1		1	4	YES
	32B	1			1		1	2	YES
	33	1			1		1	3	YES
	34	1			1		1	3	YES
	35	0					1	0	NO
	36	1	1				1	3	YES
	37	1			1		1	3	YES
	38	1			1		1	3	YES
	39	1					1	2	YES
	40A	0					1	1	NO
	40B	1						1	YES
	41A	1					1	2	YES
	41B	0					1	1	NO
	42	1					1	2	YES
	43	1					1	2	YES
	44	0					1	1	NO

KEY WEST	KEY WEST	CONDITIONS SURVEY	JULY 1991
Block			
	Other conditions		
45	Includes Hemingway House.		
46			
47			
48			
49			
50	Unsanitary conditions.		
51			
52			
53	Very deteriorated pavement on Dickens Lane.		
SUBTOTAL			
SUBTOTAL			
EX 51, 52			

KEY WEST

CONDITIONS SURVEY

JULY 1991

Block	No. of Bldgs	Bldg Deterioration		Percent Deteriorated	No. of Owner Parcels	No. Obsolete Uses	Avg bldg Age in years	
		Minor	Major	Dilapidated				
45	13	3		23%	11		0%	
46	10	5		50%	13		0%	
47	10	2	2	40%	17		0%	
48	9	3		33%	14		0%	
49	15	2	1	20%	20		0%	
50	8	2		25%	8		0%	
51	8	0		0%	9		0%	
52	5	0		0%	7		0%	
53	17	1	5	35%	12		0%	
SUBTOTAL	549	141	67	43%	457	4	1%	
SUBTOTAL								
EX 51, 52	536	141	67	44%	441	4	1%	

JULY 1991

Block	BUILDING DETERIORATION (over 20%)	SITE DETERIORATION /DEFICIENCY	UNSANITARY CONDITIONS	AVERAGE AGE OF STRUCTURES (40 years +)	OBSOLETE LAND USE	DIVERSITY OF OWNERSHIP	NUMBER OF CONDITIONS IN BLOCK	DETERIORATION OR AT LEAST THREE OTHERS
45	1					1	2	YES
46	1					1	2	YES
47	1					1	2	YES
48	1					1	2	YES
49	1					1	2	YES
50	1		1			1	2	YES
51	0					1	3	YES
52	0					1	1	NO
53	1	1				1	1	NO
SUBTOTAL						1	3	YES
SUBTOTAL								
EX 51, 52	27	3	8	0	1	28		

AN ORDINANCE CREATING THE KEY WEST BIGHT AND BAHAMA VILLAGE COMMUNITY REDEVELOPMENT AGENCY; PROVIDING FOR ITS POWERS, DUTIES, AND RESPONSIBILITIES; DESIGNATING MEMBERSHIP OF SAID AGENCY; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF INCONSISTENT SECTIONS; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Key West, Florida has previously adopted Resolution No. 92-36,92-60, making findings that the Key West Bight and Bahama Village areas constitute blighted areas as defined in Florida Statutes Section 163.340(8) and that the rehabilitation, conservation, or redevelopment, or a combination thereof, of such areas is necessary in the interest of the public health, safety, morals or welfare of the residents of the City of Key West, and declaring that a redevelopment area exists consisting of both the Key West Bight and Bahama Village areas; and

WHEREAS, it is desirable to implement said findings by creation of a community redevelopment agency and to provide for its powers, duties, and responsibilities, and to designate membership of said agency;

NOW, THEREFORE, BE IT ENACTED by the City Commission of the City of Key West as follows:

Section 1. The City Commission hereby finds and determines that there is a need for a community redevelopment agency as defined in Florida Statutes Section 163.356 in order to function in the City of Key West to carry out the community redevelopment purposes of Florida Statutes Chapter 163, Part III.

Section 2. There is hereby created, in accordance with the provisions of Florida Statutes Chapter 163, Part III, a public body corporate and politic to be known as the "Key West Bight and Bahama Village Community Redevelopment Agency" (hereinafter referred to as "the Agency").

Section 3. The Agency shall have all the powers, duties and responsibilities imposed upon or granted to a community redevelopment agency by Florida Statutes Chapter 163, Part III.

Section 4. The City Commission of the City of Key West, Florida, in accordance with Florida Statutes Section 163.357, hereby declares itself to be the Agency, and designates Dennis

J. Wardlow to be the Chairperson of the Agency and James F. Weekley to be the Vice Chairperson. The remaining officers of the Agency shall be designated by the Agency in conformity with the by-laws of the Agency to be adopted at its organizational meeting. The City Commission shall appropriate to the Agency such amounts as it deems necessary for the administrative expenses and overhead of the Agency.

Section 5. All Ordinances or parts of Ordinances of said City in conflict with the provisions of this Ordinance are hereby superseded to the extent of such conflict.

Section 6. If any section, provision, clause, phrase, or application of this Ordinance is held invalid or unconstitutional for any reason by any court of competent jurisdiction, the remaining provisions of this Ordinance shall be deemed severable therefrom and shall be construed as reasonable and necessary to achieve the lawful purposes of this Ordinance.

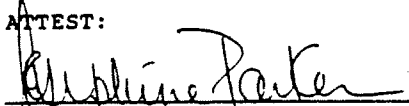
Section 7. This Ordinance shall go into effect immediately upon its passage and adoption and authentication by the signatures of the presiding officer and the Clerk of the Commission.

Read and passed on first reading at a regular meeting held this 21 day of January, 1992.

Read and passed on final reading at a regular meeting held this 14th day of February, 1992.


DENNIS J. WARDLOW, MAYOR

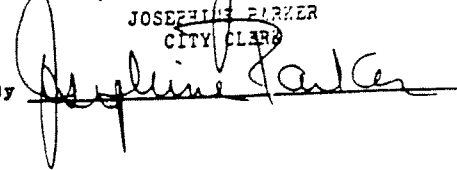
ATTEST:


JOSEPHINE PARKER, CITY CLERK

STATE OF FLORIDA)
COUNTY OF MONROE)
CITY OF KEY WEST)

This copy is a true copy of the original on file in this office. Witness by hand and official seal this 3rd day of June, 1993.

JOSEPHINE PARKER
CITY CLERK

By 

ORDINANCE NO. 92-8

AN ORDINANCE ESTABLISHING A REDEVELOPMENT TRUST FUND UNDER FLORIDA STATUTES SECTION 163.3561 SUCH FUND TO BE USED BY THE COMMUNITY REDEVELOPMENT AGENCY TO FINANCE ANY COMMUNITY DEVELOPMENT PURSUANT TO AN APPROVED COMMUNITY REDEVELOPMENT PLAN; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Key West has approved a Comprehensive Plan in accordance with Florida Statutes Chapters 163 and 380 through Ordinance 91-32, dated October 8, 1991; and

WHEREAS, said plan specifically designates and describes Bahama Village and Key West Bight as potential development/redevelopment areas under Policy 1-3.2.6; and

WHEREAS, the City has actively pursued the qualification of these areas under Florida Statutes Chapter 163 and officially approved same as a Community Redevelopment Area under City Resolution No. 92-36/92-60; and

WHEREAS, Florida Statutes Chapter 163 in coordination with the Comprehensive Plan provides for the establishment of a Redevelopment Trust Fund to be used by the Community Development Agency to finance community development pursuant to an approved Community Redevelopment Plan; and

WHEREAS, the City's Comprehensive Plan is subject to the approval of the Department of Community Affairs, State of Florida;

NOW THEREFORE, BE IT ENACTED by the City Commission of the City of Key West, Florida, as follows:

Section 1. A Redevelopment Trust Fund is hereby established for use within the City's approved Community Redevelopment Area to assist in the financing or refinancing of community redevelopment under an approved community redevelopment plan.

Section 2. A Community Redevelopment Agency shall not receive or spend any increment revenues unless and until the City of Key West has amended this ordinance to provide for the funding of the Redevelopment Trust Fund for the duration of the community redevelopment plan.

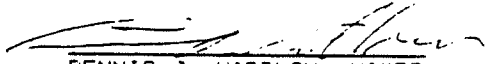
Section 3. The policy and procedures of the Redevelopment

Ordinance in accordance with Florida Statutes Section 163.397 upon City compliance with Florida Statutes Chapter 163 and approval by the State of Florida of the City's Comprehensive Plan.

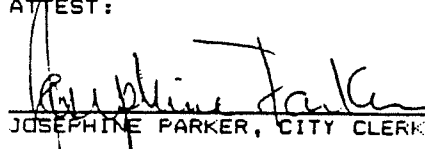
Section 4. This Ordinance shall go into effect immediately upon its passage and adoption and authentication by the signatures of the presiding officer and the Clerk of the Commission.

Read and passed on first reading at a regular meeting held this 21st day of January, 1992.

Read and passed on final reading at a regular meeting held this 14th day of February, 1992.


DENNIS J. WARDLOW, MAYOR

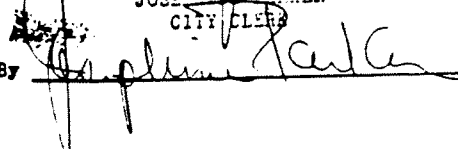
ATTEST:


JOSEPHINE PARKER, CITY CLERK

STATE OF FLORIDA)
COUNTY OF MONROE)
CITY OF KEY WEST)

This copy is a true copy of the original on file in this office. Witness my hand and official seal this 21st day of June, 1992.

JOSEPHINE PARKER
CITY CLERK

By 

A RESOLUTION FINDING NECESSITY IN ACCORDANCE WITH THE COMMUNITY REDEVELOPMENT ACT OF 1969 FOR THE CREATION OF A COMMUNITY REDEVELOPMENT AGENCY TO UNDERTAKE REHABILITATION, CONSERVATION, AND REDEVELOPMENT OF KEY WEST BIGHT AND BAHAMA VILLAGE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Key West meets the criteria contained in Florida Statutes Chapter 163, Part III, the Community Redevelopment Act of 1969, to designate areas for redevelopment; and

WHEREAS, pursuant to said Act the City of Key West retained a planning consultant to document existing conditions in the Key West Bight and Bahama Village sections of Old Town Key West in order to determine whether these areas meet the criteria for designation as a Community redevelopment Area; and

WHEREAS, the consultant, using accepted methodology, documented the existing conditions, and determined in a Report to the City that "after examination of the study area, application of appropriate criteria, and fine-tuning boundaries, both Key West Bight and Bahama Village were found to possess a combination of conditions that indicate a need for redevelopment," namely building conditions, site deterioration and deficiencies, unsanitary conditions, obsolete land uses, diversity of ownership, and age of structures; and

WHEREAS, it is desirable to make a finding of necessity and declare the existence of a Community Redevelopment Area in order that the Key West Bight-Bahama Village areas obtain the advantages of such status, including establishment of a redevelopment trust fund, property acquisition, tax increment financing and issuance of revenue bonds;

NOW, THEREFORE, BE IT RESOLVED by the City Commission of the City of Key West, Florida as follows:

Section 1. The City of Key West, Florida hereby makes the following findings:

1. The Key West Bight and Bahama Village areas, as delineated in the Phase 1 Report, Documentation of Existing Conditions, prepared for the City of Key West by Wallace Roberts & Todd, constitute blighted areas as defined in Florida Statutes Section 163.340(8). Specifically, a combination of conditions exist indicating a need for redevelopment, as follows:

- Building condition. A substantial number of deteriorating structures were found to exist, and are dispersed over a substantial part of the study area.
- Site deterioration and deficiencies. Site deterioration and deficiencies were found in the form of broken pavements and sidewalks, lack of paving and sidewalks, deteriorated fixtures such as fences, and abandoned foundations.
- Unsanitary Conditions. Unsanitary conditions included accumulations of trash, debris, discarded appliances and machinery, and junk cars and trucks found in yards and open lots.
- Obsolete land uses. Obsolete land uses including public utilities which have outlived their usefulness, and industrial facilities in locations that are no longer appropriate for that use according to the comprehensive plan.
- Diversity of Ownership. Excessive diversity of ownership was found in blocks that had five or more different owners. Such diversity makes it difficult to assemble land of redevelopment.
- Age of Structures. Excessive age of structures was identified in blocks where the average ages of buildings was 40 years or more.

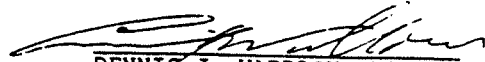
2. The rehabilitation, conservation, or redevelopment, or a combination thereof, of such areas is necessary in the interest of the public health, safety, morals or welfare of the residents of the City of Key West, and shall so be described in the Redevelopment Plan in accordance with the City's Comprehensive Land Use Plan.

Section 2. The City of Key West, Florida hereby declares that a redevelopment area exists, the boundaries of which shall be as set forth in the Phase 1 Report, Documentation of Existing Conditions, a copy of which is attached hereto and incorporated herein by reference, and which shall include both the Key West Bight and the Bahama Village areas. The City shall create a Community Redevelopment Agency in order to obtain the benefits provided for in Florida Statutes Chapter 163, Part III, including tax increment financing for redevelopment purposes in the form of a Redevelopment Trust Fund in accordance with Florida Statutes

Section 163.387.

Section 3. This Resolution shall go into effect immediately upon its passage and adoption and authentication by the signatures of the presiding officer and the Clerk of the Commission.

Passed and adopted by the City Commission at a meeting held this 21st day of January, 1992.


DENNIS J. WARDLOW, MAYOR

ATTEST:


JOSEPHINE PARKER, CITY CLERK

RESOLUTION NO. 92-60

A RESOLUTION FINDING NECESSITY IN ACCORDANCE WITH THE COMMUNITY REDEVELOPMENT ACT OF 1969 FOR THE CREATION OF A COMMUNITY REDEVELOPMENT AGENCY TO UNDERTAKE REHABILITATION, CONSERVATION, AND REDEVELOPMENT OF KEY WEST BIGHT AND BAHAMA VILLAGE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Key West meets the criteria contained in Florida Statutes Chapter 163, part III, the Community Redevelopment Act of 1969, to designate areas for redevelopment; and

WHEREAS, pursuant to said Act the City of Key West retained a planning consultant to document existing conditions in the Key West Bight and Bahama Village sections of Old Town Key West in order to determine whether these areas meet the criteria for designation as a Community Redevelopment Area; and

WHEREAS, the consultant, using accepted methodology, documented the existing conditions, and determined in a Report to the City that "after examination of the study area, application of appropriate criteria, and finetuning boundaries, both Key West Bight and Bahama Village were found to possess a combination of conditions that indicate a need for redevelopment," namely building conditions, site deterioration and deficiencies, unsanitary conditions, obsolete land uses, diversity of ownership, and age of structures; and

WHEREAS, it is desirable to make a finding of necessity and declare to existence of a redevelopment area in order that the Key West Bight-Bahama Village area obtain the advantages of such status, including establishment of a redevelopment trust fund, property acquisition, and issuance of revenue bonds;

NOW, THEREFORE, BE IT RESOLVED by the City Commission of the City of Key West, Florida as follows:

Section 1. The City of Key West, Florida hereby makes the following findings:

1. The Key West Bight and Bahama Village areas, as delineated in the Phase 1 Report, Documentation of Existing Conditions, prepared for the City of Key West by Wallace Roberts &

Todd, constitute blighted areas as defined in Florida Statutes Section 163.340(8). Specifically, a combination of conditions exist indicating a need for redevelopment, as follows:

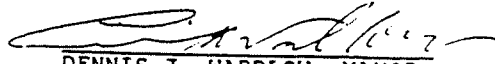
- Building condition. A substantial number of deteriorating structures were found to exist, and are dispersed over a substantial part of the study area.
- Site deterioration and deficiencies. Site deterioration and deficiencies were found in the form of broken pavements and sidewalks, lack of paving and sidewalks, deteriorated fixtures such as fences, and abandoned foundations.
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- Diversity of Ownership. Excessive diversity of ownership was found in blocks that had five or more different owners. Such diversity makes it difficult to assemble land for redevelopment.
- Age of Structures. Excessive age of structures was identified in blocks where the average ages of buildings was 40 years or more.

2. The rehabilitation, conservation, or redevelopment, or a combination thereof, of such areas is necessary in the interest of the public health, safety, morals or welfare of the residents of the City of Key West.

Section 2. The City of Key West, Florida hereby declares that a redevelopment area exists, the boundaries of which shall be as set forth in the Finding of Necessity, downtown Key West, December 1991, a copy of which is attached hereto and incorporated herein by reference, and which shall include both the Key West Bight and the Bahama Village areas.

Section 3. This Resolution shall go into effect immediately upon its passage and adoption and authentication by the signatures of the presiding officer and the Clerk of the Commission.

Passed and adopted by the City Commission at a meeting held this 14th day of February, 1992.


DENNIS J. WARDLOW, MAYOR

ATTEST:


JOSEPHINE PARKER, CITY CLERK

A Planning Study for
Key West Bight and
Bahama Village

Phase 1 Report
Documentation of Existing Conditions

DRAFT

Key West, Florida

A Planning Study for
Key West Bight and
Bahama Village

Phase 1 Report
Documentation of Existing Conditions

Prepared by:

Wallace Roberts & Todd
Casella & Associates
Dennis A. Beebe Architect, P.A.
The Craig Company

Status of Key West material research,

verify Camp Plan statements. pp 11, 12

Key West, Florida

p. 4
7

Figure 5 - (f17)

Figure 8

A Planning Study for Key West Bight and Bahama Village, Key West Florida

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- 1.0 Introduction**
 - 1.1 Purpose of the Study**
 - 1.2 Purpose of this Report**
 - 1.3 Next Steps**
- 2.0 Executive Summary**
 - 2.1 Finding of Necessity: Key West Bight/Bahama Village**
 - 2.2 Key West Bight: Assets, Opportunities and Constraints**
- 3.0 Existing Conditions Documentation: Key West Bight**
 - 3.1 Urban Design Framework**
 - 3.2 Circulation**
 - 3.3 Land Ownership and Assembly Patterns**
 - 3.4 Utilities**
 - 3.5 Regulatory Framework**
 - 3.6 Environmental Framework**
 - 3.7 Development Trends**
 - 3.8 Comprehensive Plan Recommendations for Key West Bight**
- 4.0 Summary of Existing Conditions and Trends**
 - 4.1 Summary of Assets, Opportunities and Constraints**
 - 4.2 Summary of Interviews**
 - 4.3 Key Planning Issues and Options**
 - 4.4 Preliminary Statement of Redevelopment Goals**
- 5.0 Appendix**
 - 5.1 Finding of Necessity: Key West Bight/Bahama Village**

1.0 Introduction

The City of Key West has retained the firm of Wallace Roberts & Todd and sub-consultants to prepare a planning study for downtown Key West. The purpose of this study is twofold:

- a. To determine whether the Key West Bight and Bahama Village sections of Old Town meet the criteria for designation as a Community Redevelopment Area in accordance with Chapter 163 of Florida Statutes.
- b. To prepare a Redevelopment Plan for the Key West Bight area in accordance with the requirements of Chapter 163 of Florida Statutes.

Although this planning study will establish the basis for preparing a Community Redevelopment Plan for the Bahama Village area, the actual preparation of the Bahama Village Plan will be undertaken by the planning staff of the City of Key West.

The following progress report presents the findings of the first phase of work in the overall study. This work included the preparation of the Finding of Necessity for the Key West Bight and Bahama Village areas, the first step required by Florida Statutes Chapter 163, as well as more detailed documentation of existing conditions in the Key West Bight area.

The next step in the planning process will include the identification of plan alternatives, and preparation of the Community Redevelopment Plan for the Key West Bight area. These steps are anticipated to be completed by the end of 1991.

2.0 Executive Summary

The following report describes the results of the documentation of existing conditions in Key West Bight and Bahama Village. Two major conclusions are addressed in the Report:

- The Finding of Necessity, which is required in order to designate a Community Redevelopment Area in accordance with Florida Statutes.
- A description of the issues to be addressed in the Redevelopment Plan for the Key West Bight area.

2.1 Finding of Necessity

As described in detail in the appendix of this report, the Finding of Necessity demonstrates that "After examination of the study area, application of appropriate criteria, and fine - tuning boundaries, both Key West Bight and Bahama Village were found to possess a combination of conditions that indicate a need for redevelopment." Conditions supporting this conclusion include: Building conditions, site deterioration and deficiencies, unsanitary conditions, obsolete land uses, diversity of ownership and age of structures.

Based on this analysis, City Council may now make an official "finding" that a redevelopment area is necessary and declare that a redevelopment area exists. The adoption of the Finding and the designation and description of the Redevelopment Area is the first official step in the redevelopment process.

2.2 Key West Bight Issues and Goals

The following report concludes with a description of several major issues to be addressed in the Redevelopment Plan for Key West Bight. Included among these are:

- A. What degree of change in existing activities and structures is appropriate and desirable? What are appropriate future uses?
- B. What type of public waterfront open space should be incorporated in the Redevelopment Plan? How big should it be, where should it be located and what should its function be?
- C. What is the appropriate design character for new construction?
- D. How will public actions and improvements be funded?

Based on the documentation of existing conditions, considerations of the above mentioned issues and interviews conducted during this phase of the planning study, the following preliminary goals for the Key West Bight Redevelopment Plan have been identified. These are:

1. The redevelopment plan should seek to increase the amount of public waterfront open space in the Key West Bight study area.
2. The plan should seek to improve the continuity of public access along the waterfront, to the extent feasible, without precluding the development of water-dependent uses determined to be desirable.
3. The plan should seek to maintain the "Old Key West" character that presently exists in portions of the study area.
4. The plan should attempt to improve traffic circulation and reduce congestion in Old Town. Techniques to investigate to achieve this include the use of satellite parking and provision of mixed use development to allow joint use of parking facilities in the study area.
5. The plan should seek to increase the marina uses in the boat basin to the extent that environmental regulations will permit. Emphasis should be given to providing marina uses which could contribute to the "Old Key West" character desired to be maintained in the study area.
6. The plan should seek to retain those existing structures and activities within the study area which contribute to the "Old Key West " character of the area.

3.0 Existing Conditions Documentation: Key West Bight

The following sections describe the existing conditions in the Key West Bight area. This description is based on existing information received from the City and from a field reconnaissance of the study area undertaken by the consultant team. The study area shown on the illustrations of the data was jointly determined by the City and the consultant team at the outset of the inventory documentation.

3.1 Urban Design Framework

Key West Bight is a unique area within the City of Key West. With a variety of uses including marinas, tour boats, waterfront restaurants, marine-related commercial and residential, the area has a unique quality that many people consider the last example of the "Old Key West" quality. (Figure 1) Historic structures, and buildings considered to be architectural resources are a significant factor in the character of the area. The turtle kraals and adjacent fish house structure are considered to be potential candidates for national register historic designation. Both date from the period 1910 - 1920 and were part of the commercial fish and turtle operations that were active in the Bight area in the early 20th century.

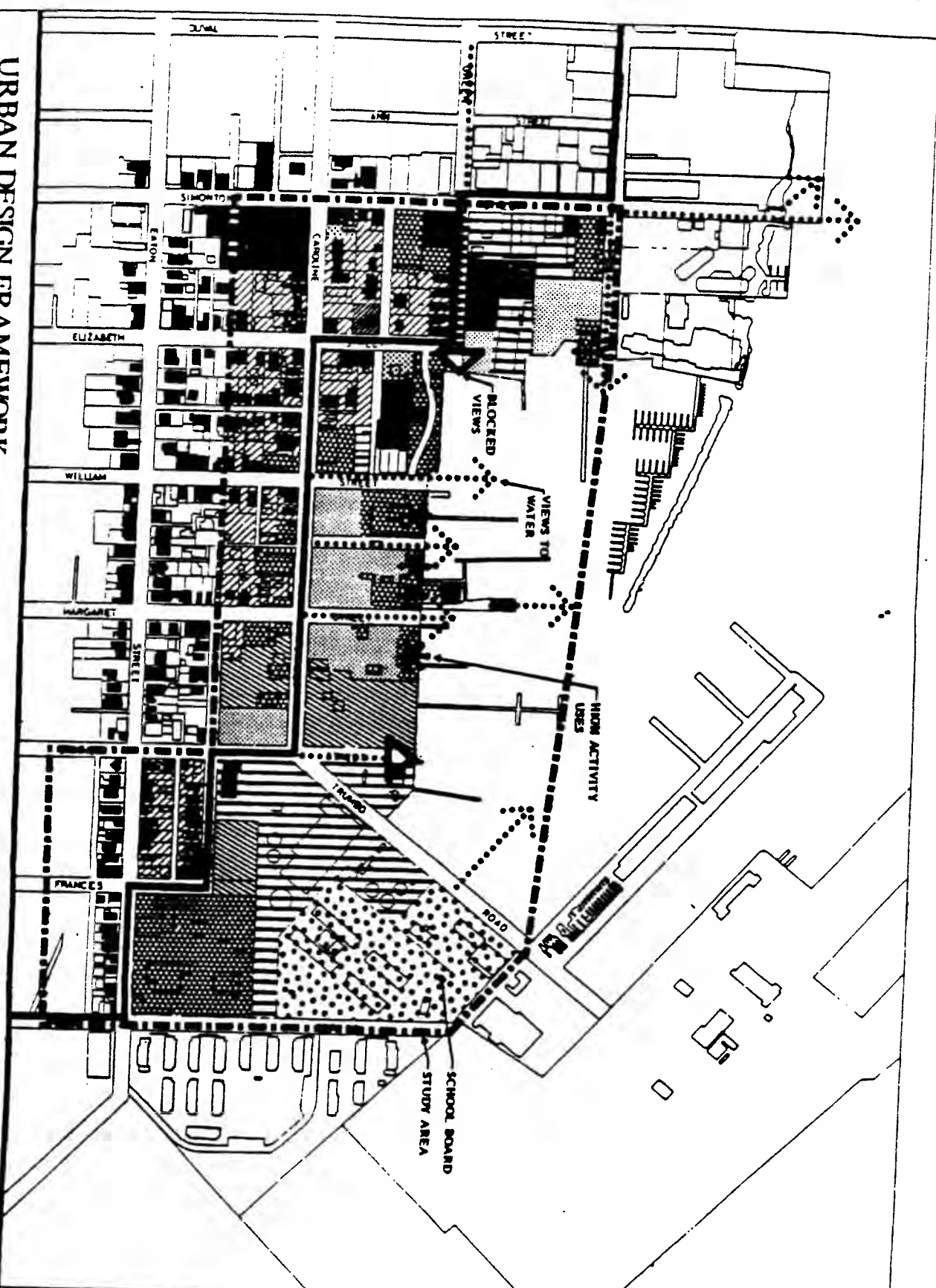
Also of interest from a historic perspective is the pier located at the Trumbo Road entrance to the Naval Station. Although presently used by the Navy, this pier was originally the terminus of Henry Flagler's railroad which was extended to Key West in 1912. At that time the pier became an important sea terminal for both passenger and freight coming from and going to Havana.

Immediately adjacent to the Bight is the Key West Historic District, listed on the national register of historic places. In general this district includes all properties in the study area one block back from the waterfront. Notably none of the waterfront properties between Front Street and the City Electric plant are included within the Historic District. The District is noted for its collection of wood frame, gingerbread - decorated homes dating from the period 1822 - 1920.

From the perspective of visual character and quality, the area has several interesting features. First is the number of public rights-of-way which extend to the waters' edge. Front, Green, William, Margaret and Grinnell Streets all extend to the waters' edge providing varying degrees of views out toward the water. The Green Street view corridor toward the water is presently blocked by the existing sewage treatment pump station building, and the Grinnell Street corridor is partially blocked by the old fuel pump near the waters' edge.

URBAN DESIGN FRAMEWORK

- Legend**
- INDUSTRIAL/HEAVY COMMERCIAL
 - RETAIL/COMMERCIAL
 - GUEST HOUSE
 - PUBLIC/CIVIC
 - RESIDENTIAL
 - HISTORIC/ARCHITECTURAL RESERVES
 - VACANT LAND
 - HISTORIC DISTRICT



KEY WEST BIGHT

City of Key West

A Planning Study for
a Bahama Village
Key West Bight

Staff: Robert A. Todd
and Associates
1988

RECEIVED
CITY OF KEY WEST
PLANNING DEPARTMENT

FIGURE 1

Other notable visual features of the area include the CES power generating plant, which because of its large size and appearance, lends an industrial character to the eastern end of the study area. In addition, the large areas of surface parking and vacant Standard Oil property on Carolina Street are a noticeable "break" in the more continuous pattern of buildings found on the blocks in the study area.

A variety of activities in the Bight area provide an interesting mix of marine-related businesses, tourist-related activities and residential uses. Marine-related activities include the marina-based tour boats, the waterfront market at the foot of William Street and several marine supply businesses along Carolina Street. Tourist-related activities include several waterfront bars and restaurants as well as small restaurant/cafes located on Caroline Street. Residential uses include single-family houses and guest houses in the historic district and a mobile home/campground located between Elizabeth and William Street. Institutional uses comprise a relatively small amount of the total land use in the study area. Included are the School Board property on Trumbo Road and the old post office on Caroline Street which is presently occupied by court facilities. >

Federal offices.

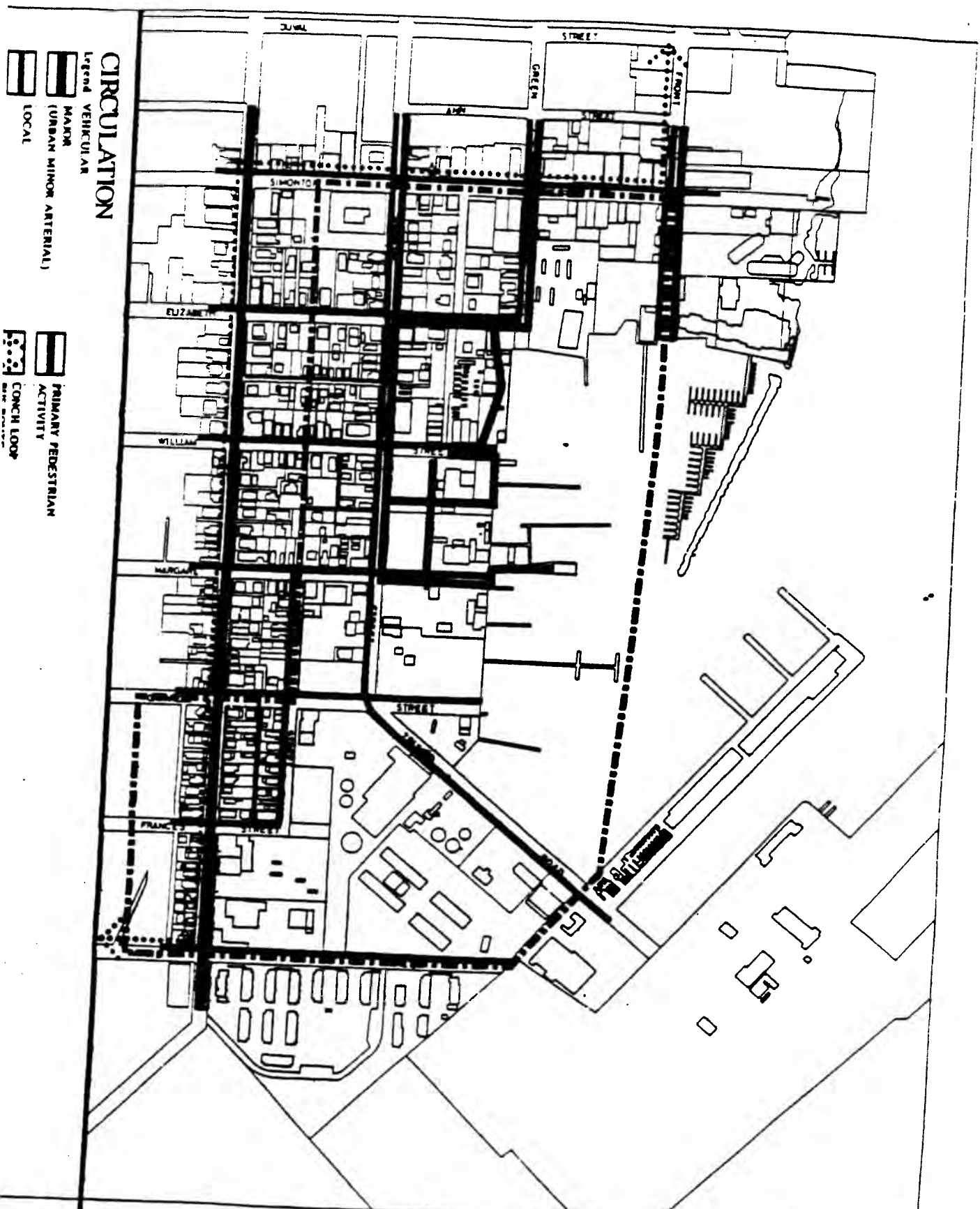
at Caroline Street

3.2 Circulation

The existing patterns of automobile circulation in the study area have been in place for many years. The basic pattern of streets in the area is a continuation of the grid street system that exists throughout Old Town. (Figure 2)

The majority of streets in the study area serve primarily local traffic. Eaton Street however connects the northern end of Old Town with Roosevelt Boulevard via Palm Avenue and the bridge across Garrison Bight. Eaton Street has been identified in the Key West Traffic Circulation Study as a "County Urban Minor Arterial". Traffic counts recorded by the Florida Department of Transportation in 1987 and reported in the City of Key West Comprehensive Plan dated July 1990 show a daily traffic count of 7,148 on Eaton Street east of Duval, and 16,828 on Palm Avenue west of US Rte. 1. This drop-off in traffic from Palm Avenue to Eaton is further indicated by the "Existing Level of Service Analysis" reported in the Comprehensive Plan. This analysis indicates a level of service of F for Palm Avenue between US Rte. 1 and White Street based on a daily traffic count of 16,828 and a design capacity of 15,300 (at LOS D). Eaton Street between White and Whitehead Streets is shown to have a level of service A based on a daily traffic count of 5,388 and a design capacity of 15,300.

Pedestrian circulation within the study area occurs in patterns that are less clear than those of automobile movement. Although there may at times be considerable pedestrian movement between parking lots and waterfront restaurants, there is no clearly defined route or routes along which this movement occurs. In addition many



- CIRCULATION**
- Legend VEHICULAR
- MAIN (URBAN MINOR ARTERIAL)
 - LOCAL
- Legend PEDESTRIAN
- PRIMARY PEDESTRIAN ACTIVITY
 - CONCH LOOP

KEY WEST BIGHT

City of Key West

A Planning Study for
Bahama Village
Key West Bight

Author: Robert A. Todd
Date: 1974
Scale: 1" = 100'

FIGURE 2

sidewalks in the study area are in poor physical condition and do not therefore encourage pedestrian movement. Although not specifically designated or designed as special pedestrian routes, Front, Green and Caroline Streets provide pedestrian linkages between the Bight area and the Duval Street retail shopping district which is two blocks west of the waterfront at the foot of Front Street.

3.3 Land Ownership and Assembly Patterns

The existing pattern of land ownership within the study area is an important factor to be considered when addressing possible future patterns of land uses and development.

The pattern of ownership in the Bight area is significant (Figure 3) in that much of the waterfront lands are held by a relatively small number of owners. Basically four owners or groups presently own waterfront property. The largest of these in terms of length of waterfront is the Singleton Trust Properties. With the exception of the Standard Oil property on Grinnell Street, the public street ends at the waterfront, and the A & B Lobster House, the Singleton Properties cover the entire water frontage in the study area.

Back from the waterfront the CES property and the School District property on Trumbo Road are the two largest parcels in single ownership. Other blocks in the study area include a number of property owners, but no large single-owners.

Related to the pattern of property ownership in the study area is the issue of riparian rights and ownership of bay bottom lands. Based on information provided by the City of Key West, portions of the submerged lands along the Singleton Trust Property are leased by the State to the "Key west Bight Marina". This lease provides a five year time period expiring in 1994 and a prescription of permitted uses that may occur on the leased areas. Although other activities occur over submerged lands, the agreements by which these activities are conducted have not been analyzed at this time.

Of significant impact to the Redevelopment Plan is the recent land purchase option secured by the Trust for Public Land (TPL) for the Singleton Trust Properties. The mission of TPL in this type of circumstance is to acquire an interest in lands of "environmental, recreational, historic or cultural significance" until the land can be "sold to public agencies or non-profit conservation groups for permanent protection as parks, community gardens, recreation areas and open space". In total, the lands included in the option comprise approximately 8.8 acres.

A detailed map of a city block showing ownership and assembly patterns. The map features a grid of streets including CUMBER STREET, SIMON TOWN, EATON, ELIZABETH, WILLIAM, MARGARET, FRANCES, and several unnamed streets. Various areas are shaded with different patterns (dots, diagonal lines, cross-hatch) to represent different ownership or assembly types. A dashed line indicates a boundary, and labels point to specific areas: "TRUST FOR PUBLIC LANDS PURCHASE OPTION" and "SUBSIDIZED LAND LEASE AREAS". A north arrow is located in the bottom left corner.

॥ ॥ ॥

FIGURE 3

At the present time TPL, having secured the purchase option, is planning to retain consultants to prepare a study to determine the feasibility of the City issuing tax exempt revenue anticipation bonds to finance a portion of the property's acquisition cost. This study is anticipated to begin in October 1991 and is expected to be completed before the end of the year. The outcome of this study will determine in-part how these properties will be treated in the Redevelopment Plan.]

3.4 Utilities

Utility information for the study area has been received from a variety of sources including the City Electric Company and the U.S. Navy. In general, like most urban areas, the Key West Bight area is underlain by numerous utility lines including electric, sanitary sewer, water and telephone lines (Figure 4). In addition to these normal utility lines the Bight also includes an underground fuel line running from the U.S. Naval Station at Trumbo Point to Sunset Island (formerly known as Tank Island). Although these lines have not been used for some time, the Navy has indicated it plans to begin using them again. No date has been specified by the Navy for when this will occur. In addition to the Navy's underground fuel line there also exists the old marine fuel facility on the Standard Oil property and dock. ?

Based on information provided in the Comprehensive Plan, there does not appear to be a complete inventory of stormwater drainage facilities in the City. A preliminary study prepared by engineers working on the Comprehensive Plan indicates that a number of different systems provide storm drainage within the city. In addition the Comprehensive Plan data identifies two storm drainage outfalls in the Bight, one located at the foot of Grinnell Street and one at the foot of Green Street.

3.5 Regulatory Framework

The present zoning of land within the study area is shown on Figure 5. Properties fall within one of the following four zoning districts:

- A. HP-2: Commercial Historic Preservation District
- B. HP-3: Light Commercial Historic Presentation District
- C. M-1: Light Industrial and Warehousing District
- D. PD: Planned Development District

In general, the HP-2 district is a commercial-oriented district, while the HP-3 is a residential-oriented district. Both are intended to "protect and enhance" the character of the historic areas of the City. In addition to the different list of permitted uses, these two districts are distinguished by small differences in permissible building heights, lot

UTILITIES

STREET

GREEN

ELIZABETH

WILLIAM

STREET

A Planning Study for Bahama Village A Key West Sight

Referee Roberts A Todd

11-11-11
 11-11-11
 11-11-11

UTILITIES

ELECTRA LINE

SANITARY SEWER

**UNDERGROUND
FUEL PIPE**

WATER LINE

SOURCES

•CITY ELECTRIC

KEY WEST BIGHT

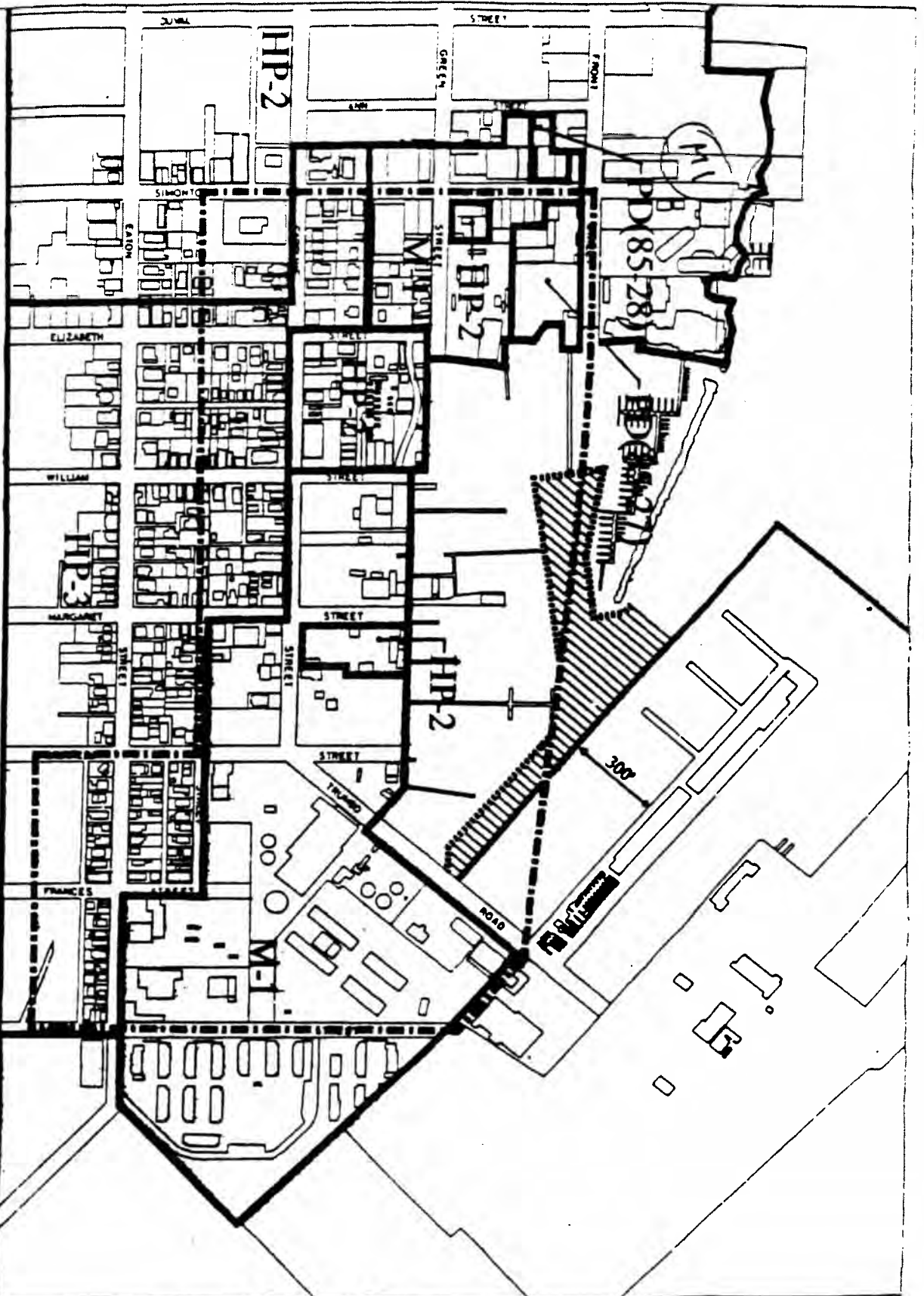
City of Key West

A Planning Study for
Bahama Village
Key West Right

by
Robert Roberts & Todd
in association with
the City of Key West

DATE
1984
REVISION

FIGURE 5



REGULATORY FRAMEWORK

Legend

- EXISTING ZONING DISTRICTS
- NAVY EXCLUSION ZONE
- CHANNEL/ROW
- HP-2 COMMERCIAL HISTORIC PRESERVATION DISTRICT
- HP-3 LIGHT COMMERCIAL HISTORIC PRESERVATION DISTRICT
- M-1 LIGHT INDUSTRIAL AND WAREHOUSING DISTRICT
- PD PLANNED DEVELOPMENT DISTRICT

coverage, etc. The HP-2 district has a maximum height of 35 feet with an additional five feet permitted when the roof is pitched. The HP-3 district has a maximum height of 30 feet. Permitted residential densities are also different for the two districts. Maximum density for two-family and multi-family in the HP-3 district is 16 units per acre and 22 units per acre in the HP-2 district.

The M-1 district is intended to "apply to an area located in close proximity to transportation facilities and which can serve manufacturing, warehousing, distribution, wholesaling, and other industrial functions of the City and region". Principle permitted uses include warehousing, service and repair, light manufacturing, automotive and marine sales and repair and freight handling facilities. Retail sales are permitted as an accessory use as is residential provided it is occupied by the owners or employees of the principal use. Maximum height permitted for structures is 35 feet.

The Planned Development district permits mixed use developments "designed according to comprehensive plans". Developments are limited to a maximum average residential density of 16 units per acre. In addition, the floor area ratio shall not exceed 1.0 in a PD development.

Off-street parking and loading requirements for the above described districts are specified in the off-street parking and loading regulations of the zoning ordinance. Under these regulations off-street parking must be provided for all new construction and whenever an existing building is "enlarged or increased in capacity." Parking requirements for major types of uses are as follows:

- | | |
|----------------------------|--|
| A. Commercial and Offices: | 1 space per 300 gross square feet of area |
| B. Restaurants: | 1 space per 3 seats |
| C. Transient Lodging: | 1 space per sleeping unit plus 1 space for owner/manager. |
| D. Marinas: | 1 space for each live-aboard boat, 1 space per 4 pleasure boats stored on-site and 1 space per 3 passenger capacity of commercial boats. |
| E. Residential: | 1 space per dwelling unit. |

Uses for which a parking requirement is not listed are subject to parking ratios to be determined by the City. Existing structures in the Key West Bight area are specifically exempted from off-street parking requirements (along with other portions of Old Town). The regulation also permits provision of up to 35% of required parking (lots with 5 spaces or more) in compact spaces measuring 7.5 feet x 15 feet.

In addition to zoning of upland properties, marina uses are subject to locational limitations resulting from the existing channel right-of-way and a 300 feet exclusion zone adjacent to the Navy pier. Both of these restrictions are shown in Figure 5.

KEY WEST BIGHT

City of Key West

A Planning Study for
Bahama Village
Key West District

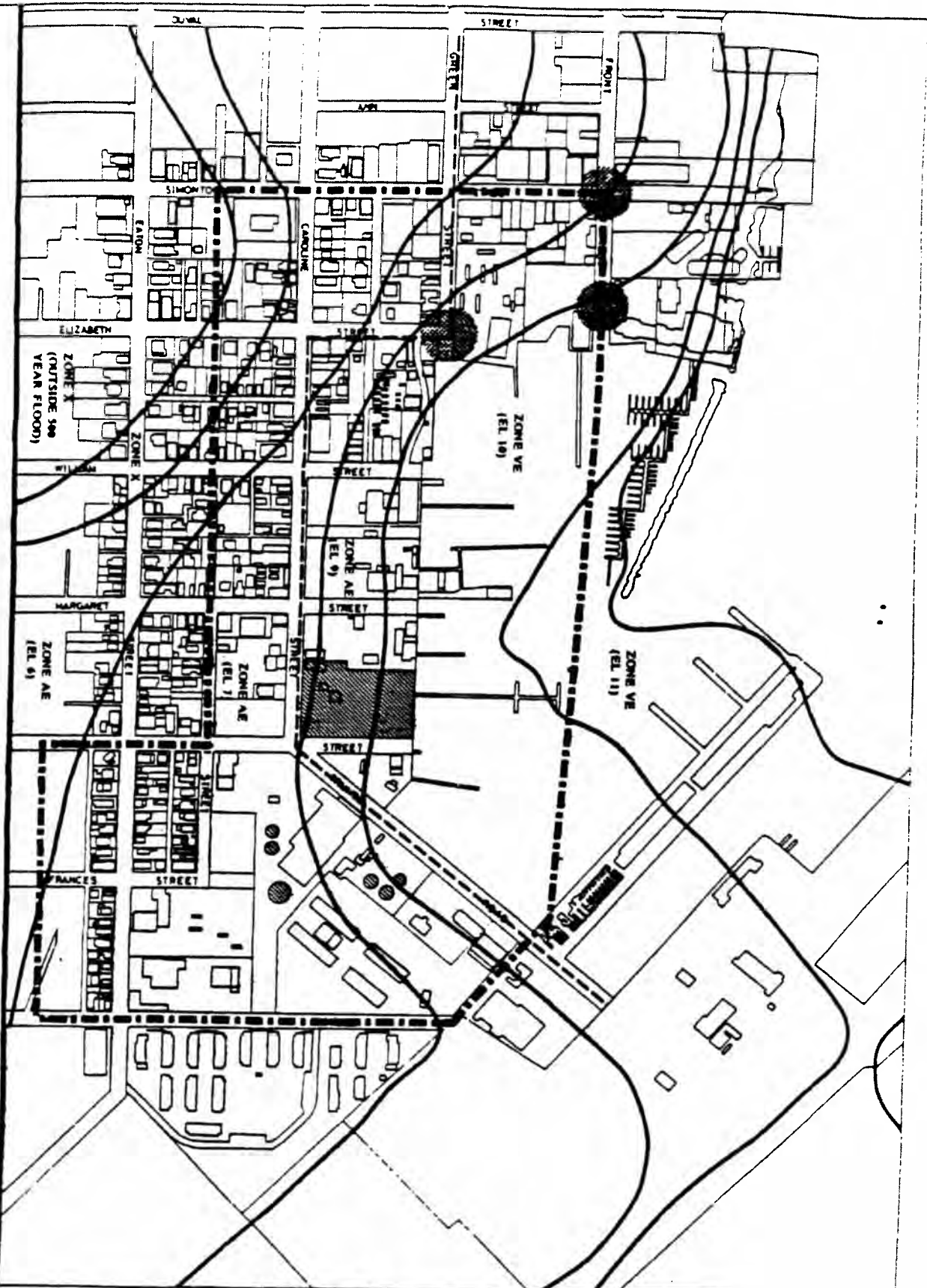
Author: Robert A. Todd
Editor: Robert A. Todd
Designer: Robert A. Todd

1988
1989
1990
1991

FIGURE 76

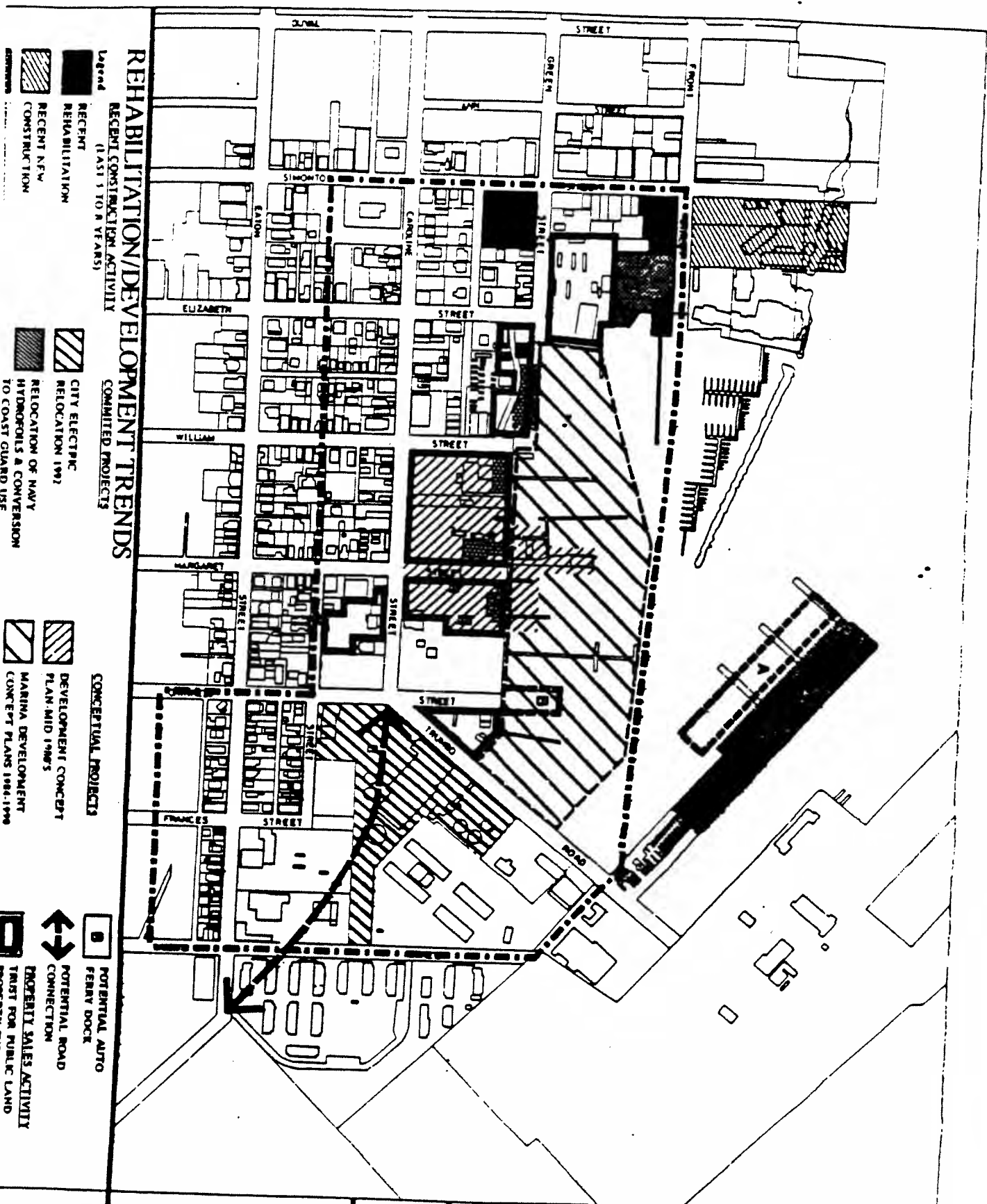
ENVIRONMENTAL FACTORS

- Legend
-  FLOOD HAZARD AREAS
 -  EXISTING/FORMER FUEL STORAGE FACILITIES
 -  LOCALIZED FLOODING AREAS



SOURCE:
FEMA
CITY OF KEY WEST
WAT





- REHABILITATION/DEVELOPMENT TRENDS**
- RECENT CONSTRUCTION ACTIVITY (LAST 5 TO 8 YEARS)**
- RECENT REHABILITATION
 - RECENT NEW CONSTRUCTION
- COMMITTED PROJECTS**
- CITY ELECTRIC RELOCATION 1992
 - RELOCATION OF NAVY HYDROGOLDS & CONVERSION TO COAST GUARD USE
- CONCEPTUAL PROJECTS**
- DEVELOPMENT CONCEPT PLAN MID 1980'S
 - MARINA DEVELOPMENT CONCEPT PLANS 1984-1990
- POTENTIAL AUTO FERRY DOCK**
- POTENTIAL ROAD CONNECTION**
- PROPERTY SALES ACTIVITY TRUST FOR PUBLIC LAND**

KEY WEST BIGHT

City of Key West

A Planning Study for
Bahama Village
Key West Bight

Author: Roberts & Todd

RECEIVED
JAN 22 1992

FIGURE 87

3.6 Environmental Factors

Several important environmental factors will affect future development within the study area. Foremost among these are the flood hazard areas. As shown in Figure 6 virtually all of the study area, with the exception of the extreme southeastern corner are within the 100 year flood hazard area. The 100 year flood hazard area is subdivided into five zones in the study area. Three of these are AE zones which are areas for which flood hazard elevations have been determined. Flood elevations in these zones range between (el 6) and (el 9) National Geodetic Vertical Datum 1929 (NGVD).

Existing grades in these areas are approximately 3.5 feet, NGVD. Areas immediately adjacent to the shoreline fall in either the VE (el 10) or VE (el 11) zones. These areas are defined as areas of "coastal flood with velocity hazard (wave actions); base flood elevations determined."

In the 100 year flood hazard areas the finished floor area of habitable spaces in new construction must be above the designated flood elevation to qualify for flood insurance. Within the VE zones, finished floor elevations of habitable spaces must be above the designated elevations, and the ground level for such structures must employ break-away construction (except for columns, etc. necessary for structural support) to protect the structure from the added effects of wave action that are projected to occur in these areas.

Another factor related to the flood hazard areas is localized flooding. Based on knowledge of local conditions there are street intersections within the study area that have been identified as locations where some flooding may occur as the result of heavy rainfalls.

A third environmental factor to be considered in future development plans is the potential for hazardous materials. Given the previous uses of properties in the Bight area for industrial, warehousing, fish processing and other similar uses, the probability of on-site hazardous materials cannot be overlooked. At this time no evidence of hazardous material on sites within the study area has been presented. However, as shown in Figure 6, there are several existing or former fuel storage facilities in the study area which should be considered in future on-site investigations for hazardous materials.

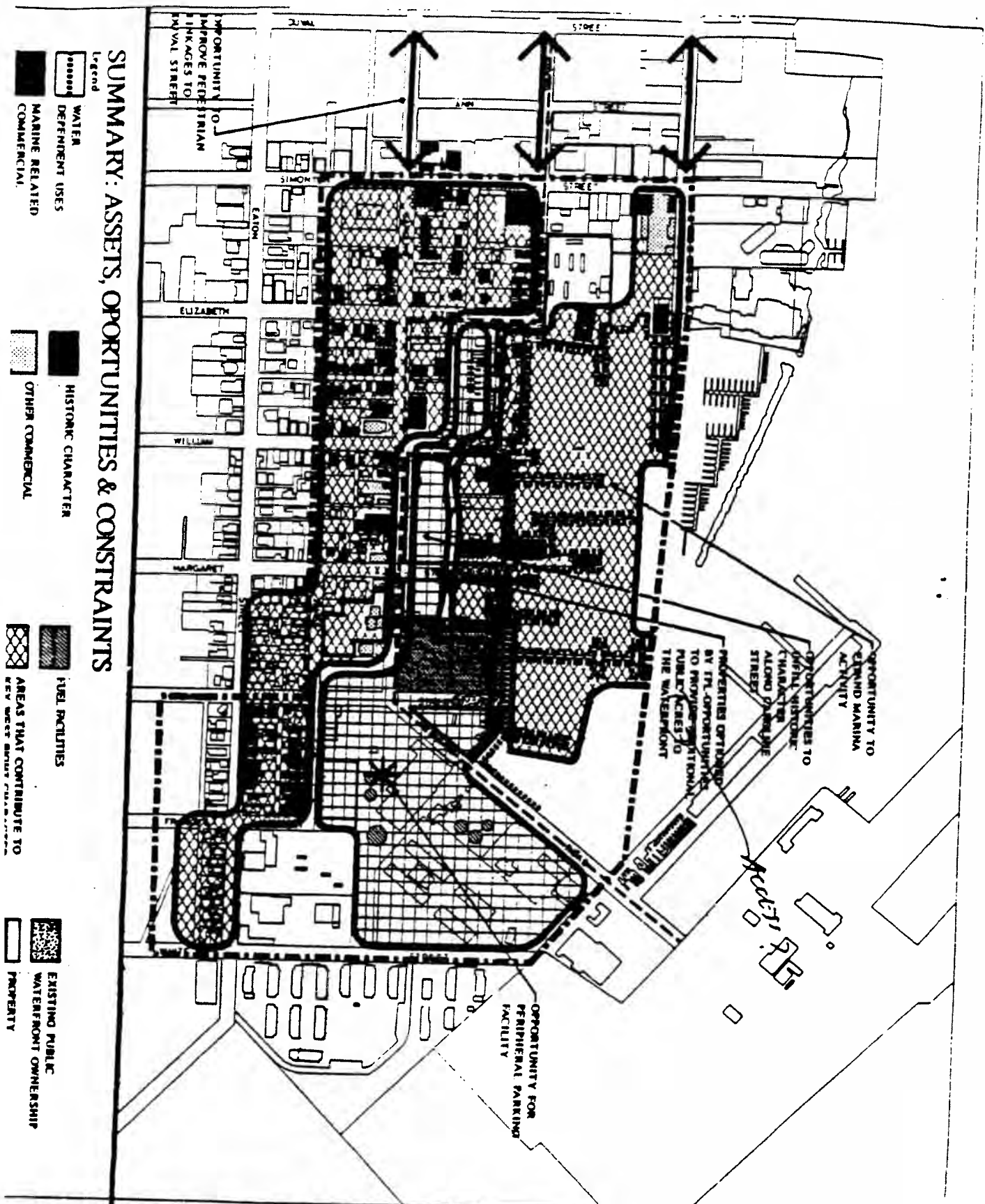
City of New York

A Planning Study for Bahama Village A Key West Night

Estimate Roberts & Todd
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 Tel: 206/462-1111
 Fax: 206/462-1112
 E-mail: info@roberts-todd.com
 Website: www.roberts-todd.com

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FIGURE 8



3.7 Rehabilitation/Development Trends

The rehabilitation and development activity that has occurred in the study area over the past five to eight years is shown on Figure 7. The purpose in reviewing this information is to understand the location and degree of private market interest in development in the study area. Although not illustrated on Figure 7, the departure of the shrimp boat fleet from the Bight area was a substantial change that occurred during the late 1970's and early 1980's. Although no quantifiable evidence has been reviewed regarding why the boats left the Bight, several factors have been mentioned as contributing to their departure. Among those was the decline in the shrimp fishery and the increasing costs of dockage in the Bight area.

In the last five to eight years, the area has not experienced a dramatic change. The largest single development project to have occurred is the construction of the new Hyatt Hotel located on Front Street, adjacent to the study area. New activities have been introduced to the area however, including the waterfront market and restaurants between William and Grinnell Street.

Also shown on Figure 7 are the various "conceptual projects" that have been talked about or studied in recent years. The purpose in documenting these is to understand the range of ideas that have been considered for future use of the Bight area. Among the various concept previously mentioned are the expansion of marina activities, the use of the Grinnell Street end as a ferry dock (auto and passenger), and the possible use of the south side of the Navy pier for a cruise ship berth. Also mentioned have been the possibility of linking Palm Avenue with Caroline Street to improve traffic circulation into and out of Old Town. None of these concepts has received formal approval at this time.

Perhaps of most significance to the Redevelopment Plan are the planned decommissioning of the City Electric Plant in 1992 when the new power plant is completed. The future use of this large property will be a significant issue to be resolved in the Redevelopment Plan.

Also significant is the property purchase option acquired by the Trust for Public Land (TPL) for the Singleton waterfront properties.

3.8 Comprehensive Plan Recommendations for Key West Bight

The following section describes the major land use and traffic circulation recommendations of the Comprehensive Plan that will affect the Redevelopment Plan for Key West Bight.

Land Use

The Comprehensive Plan Land Use Element designates majority of the Key West Bight area as HRCC-2 (Historic Residential Commercial core). The (2) designation is distinguishes this area from the Duval street portion of the HRCC district. The HRCC category is intended to "provide a management framework for preserving the nature, character and historic quality of the Old Town commercial core, including related residential development". The (2) designation has been given to the Bight area because it "requires significantly greater land use controls in order to preserve and protect this unique area". The Comprehensive Plan refers to the Redevelopment Plan resulting from the present study, as providing the basis for establishing those controls.

Additional land use policies related to Key West Bight described in the Comprehensive Plan include:

- A. The city will establish land development regulations that assign floor area ratios of less than one in "uplands closest to the mean high water (MHW) line of coastal waters"
- B. Land Development Regulations (LDR's) should include provision for open space retention within areas having direct waterfront exposure, "in order to preserve waterfront views and/or to ensure access by the consuming public."
- C. LDR's should incorporate "land use restrictions which mandate pedestrian activities within areas closest to the waterfront."
- D. "The transitional edges of the Key West Bight area most distant from the waters edge may accommodate higher FAR's than areas closest to the average FAR within Key West Bight should be one (1). However, areas closest to the waterfront would carry FAR's significantly less than one (1) in order to accommodate abundant open space for pedestrians, waterfront views and other open spaces which reinforce the ambiance of the "last vestiges of the Old Key West maritime culture".

57
CWR

Traffic Circulation and Parking

The projections of future traffic volumes shown in the Comprehensive Plan indicate that traffic on Palm Avenue, a portion of Eaton, and Caroline Street will exceed the capacity of these roadways. The Comprehensive Plan describes three strategies to address this problem. The first is to increase roadway widths, providing additional

capacity. However the plan does not suggest the need for this type of action on any of the streets in the study area. The second action is to reduce or remove on-street parking to increase the traffic capacity of a road. This strategy is proposed on the entire length of Eaton Street through the study area. The third strategy described is to provide additional off-street parking outside of congested areas. This tactic will reduce the number of vehicles searching for parking and thereby improve traffic capacity. The plan suggests consideration of three sites outside of Old Town for "satellite" parking facilities as well as the CES site when that facility is decommissioned.

Overall, the Future Traffic Circulation System proposed in the Comprehensive Plan retains the same functional classification of roadways as presently exist within the study area.

Non-Vehicular Circulation

The Comprehensive Plan proposed that Eaton Street be developed as a class 3 bicycle facility. This type of facility is "A roadway or sidewalk which is signed as a bikeway and shared with motor vehicles or pedestrian traffic. However, no reserved lanes are provided."

4.0 Summary of Existing Conditions and Trends: Key West Bight

4.1 Assets, Opportunities and Constraints

Figure 8 presents a composite summary of those existing assets, opportunities and constraints existing in the Key West Bight study area. Based on the inventory of existing land uses and activities, areas that are considered to contribute to the character of Key West Bight have been identified. Included in these areas are the water - dependent marina uses, marina - related commercial (boat repair, supply etc.) water - related tourist commercial activities (Half Shell Raw Bar, Turtle Kraals etc.), structures with historic architectural character and guest houses. All of these uses and activities are considered to contribute to the "Old Key West" character that is considered to be the strongest physical asset in the Key West Bight study area.

Also identified on Figure 8 are uses that are not considered to contribute to the "Old Key West" character of the Bight. Included among these are the now - vacant standard Oil property, the large surface parking areas along Caroline Street, the CES and School Board properties and the mobile home park between William and Elizabeth Streets. As shown on Figure 8, these uses occupy a "corridor" extending through the study area parallel to the waterfront.

Since these areas do not contribute to the character of the Bight, they may also be considered as opportunities for change in the future. Also considered an opportunity are the properties included in the Trust for Public Lands purchase option. If these properties ultimately come under city ownership through this purchase, the city would be in a position to control the future uses or the majority of waterfront land in the study area.

The marina area is also considered an opportunity. Expansion of the marina could provide additional activities in the study area, as well as provide additional revenue. Potential additional activities mentioned for the marina include:

- addition of more "character" sailing, fishing or other types of vessels so as to create a "maritime museum" setting.
- re-establishment of a shrimp fishing "fleet"
- creation of a dock facility for an auto ferry that might provide transportation to Mexico, the west coast of Florida, or in the future, Cuba.
- additional rental dockage space for larger vessels. This is made possible by the existing depth of water in the marina basin.

Other opportunities are related to pedestrian and automobile circulation. In terms of auto circulation, re-use of the CES site for a "peripheral" parking facility serving downtown is an opportunity previously identified in the Comprehensive Plan. This facility could be linked to the waterfront and Downtown Streets with improved pedestrian walkways and a tram - type shuttle service. Related to this is the opportunity to improve the pedestrian linkages between the activities in Key West Bight and the Duval Street retail district.

Constraints that may affect future development of these opportunities may include:

- Environmental and legal constraints to further marina expansion.
- Environmental constraints to re-use of sites found to be contaminated with hazardous material.
- Environmental constraints resulting from flood hazard area construction requirements.
- Financial constraints related to the city's purchase of the Singleton Trust properties.
- Development phasing constraints that may result from factors such as the de-commissioning of the CES plant and the acquisition of the Singleton Trust properties.

4.2 Interview Summary

At the beginning of the planning process a series of interviews were conducted by members of the planning team. Individuals interviewed included public officials, property owners and people knowledgeable about the present and past uses within the study area. Many of the major comments, concepts and concerns expressed in these interviews have been reflected in the preceding sections of this report. Comments from the interviews are also reflected in the following discussion of issues.

4.3 Key Planning Issues and Options

The preceding documentation of existing conditions in Key West Bight provides the basis for identifying issues and options to be addressed in the Redevelopment Plan. The following are major issues for further consideration during the planning process, along with a discussion of potential options for addressing them.

Issues:

1. What degree of change in existing activities and structures is appropriate and desirable?

As previously stated in this report certain activities and structures in the study area are considered to contribute to the "Old Key West" character that is one of the area's greatest assets.

An issue to be considered is the degree to which these activities and structures are to be considered as "givens", meaning it would be desirable to keep them as they presently exist. If these present "contributing" activities and structures are not considered to be given, a greater degree of change may be considered.

2. What type of public waterfront open space should be incorporated in the Redevelopment Plan? How big should it be, where should it be located and what should its function be?

Clearly expressed by most people interviewed at the outset of the planning process was the desire to prevent Key West Bight from becoming another large private development(s) that would preclude public access to the waterfront. Also expressed was the desire to increase public waterfront open space and access.

There may be several options as to how this desire could be implemented, which will depend upon the degree of change in present uses that would be considered acceptable. At present the only vacant unused waterfront property is the standard Oil Property. If totally converted to public open space this would provide a park of approximately 1.7 acres. The provision of open space in addition to this will require some degree of change in the existing activities. For example, while it would be possible to improve public access along the waterfront where it already exists, it would require significant change to expand this type of access along properties such as the Turtle Kraals restaurant or the Half Shell Raw Bar.

The function(s) of the additional public open space that might be provided is also an important question. Options range from passive open space, to a space designed and programmed for specific events. Both of these options will have cost implications for maintenance and operation of the open space.

3. What is the appropriate design character for new construction?

Several design issues will need to be specifically addressed in the Redevelopment Plan. Included are:

- A. Location and manner in which parking is provided.
- B. Density, scale, height and architectural character desired for new construction.

Based on comments received in the interview process the consensus of opinion appears to be that to the extent possible all new development that might occur should retain the "Old Key West" scale, density and architectural character that presently exists in the Bight.

4. How will public actions and improvements be funded?

The major advantage of creating a community redevelopment area is that it provides a mechanism to dedicate future tax revenues for use in improving the redevelopment area. One factor affecting the use of these funds is the rate at which they accumulate. Generally the optimum circumstance is for a significant development to occur shortly after designation of the redevelopment area. In redevelopment areas where this does not occur, it may take longer to accumulate a tax increase sufficiently large to fund major expenditures for large property acquisition or major construction.

Therefore the phasing or timing of future redevelopment must be addressed in the final Redevelopment Plan.

As addressed in previous sections of this report, the sequence of future development will depend to a large extent on the outcome of the TPL land purchase process and the actual time for decommissioning of the CES plant.

4.4 Preliminary Statement of Redevelopment Goals

Based on the preceding discussion of issues and options a preliminary list of goals for the Redevelopment Plan for Key West Bight has been prepared. These are presented for review, discussion and modification as appropriate in the next stage of the planning process.

Preliminary Goals

1. The redevelopment plan should seek to increase the amount of public waterfront open space in the Key West Bight study area.
2. The plan should seek to improve the continuity of public access along the waterfront, to the extent feasible, without precluding the development of water-dependent uses determined to be desirable.
3. The plan should seek to maintain the 'Old Key West' character that presently exists in portions of the study area.
4. The plan should attempt to improve traffic circulation and reduce congestion in Old Town. Techniques to investigate to achieve this include the use of satellite parking and provision of mixed use development to allow joint use of parking facilities in the study area.
5. The plan should seek to increase the marina uses in the boat basin to the extent that environmental regulations will permit. Emphasis should be given to providing marina uses which could contribute to the "Old Key West" character desired to be maintained in the study area.
6. The plan should seek to retain those existing structure and activities within the study area which contribute to the "Old Key West" character of the area.

A RESOLUTION OF THE KEY WEST BIGHT AND BAHAMA
VILLAGE COMMUNITY REDEVELOPMENT AGENCY
RECOMMENDING APPROVAL BY THE KEY WEST CITY
COMMISSION OF A REDEVELOPMENT PLAN FOR THE
BAHAMA VILLAGE REDEVELOPMENT SUB-AREA;
PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Key West has made a finding of necessity in accordance with the Community Redevelopment Act of 1969 for the creation of a Community Redevelopment Agency to undertake rehabilitation, conservation, and redevelopment of Key West Bight and Bahama Village; and

WHEREAS, the Key West City Commission has adopted Ordinance No. 92-7, creating the Key West Bight and Bahama Village Community Redevelopment Agency, and has further adopted Ordinance No. 92-8, establishing a Redevelopment Trust Fund for financing of community development pursuant to an approved Community Redevelopment Plan; and

WHEREAS, the City has been formulating a redevelopment plan for Bahama Village through a number of public meetings with the Citizens Advisory Task Force, Key West Neighborhood Improvement Association, Inc. (a community development corporation), the Key West Main Street Program Board, and members of the general public; and

WHEREAS, the Key West Planning Board, as local planning agency for the City of Key West, has considered a proposed redevelopment plan for the Bahama Village sub-area, and has submitted its written recommendations with respect to the conformity of the proposed redevelopment plan with the City of Key West's comprehensive plan for the development of the City as a whole, and has recommended approval of said redevelopment plan; and

WHEREAS, the Key West Bight and Bahama Village Community Redevelopment Agency has considered the proposed redevelopment plan, and finds it to be in conformity with the City's comprehensive plan and otherwise deserving of approval;

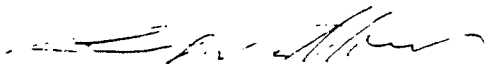
NOW, THEREFORE, BE IT RESOLVED by the Key West Bight and Bahama Village Community Redevelopment Agency as follows:

Section 1. The Key West Bight and Bahama Village Community Redevelopment Agency hereby submits the attached community redevelopment plan for the Bahama Village sub-area, along with its

recommendation for approval, to the Key West City Commission in order that the Commission may hold a public hearing and make findings pursuant to Florida Statutes Section 163.360(5).

Section 2. This Resolution shall go into effect immediately upon its passage and adoption and authentication by the signatures of the presiding officer and the Clerk of the Key West Bight and Bahama Village Community Redevelopment Agency.

Passed and adopted by the Key West Bight and Bahama Village Community Redevelopment Agency this 14th day of February, 1992.


CHAIRMAN, KEY WEST BIGHT AND
BAHAMA VILLAGE REDEVELOPMENT
AGENCY

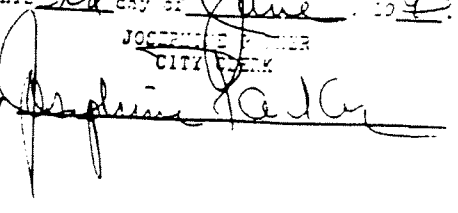
ATTEST:


CLERK OF THE AGENCY

STATE OF FLORIDA)
COUNTY OF MONROE)
CITY OF KEY WEST)

THIS COPY IS A TRUE COPY OF THE
ORIGINAL ON FILE IN THE OFFICE OF
THE CITY CLERK OF THE CITY OF KEY WEST
this 3rd day of June, 1993.

JOSEPHINE P. PETER
CITY CLERK

By 

A RESOLUTION MAKING FINDINGS; APPROVING THE REDEVELOPMENT PLAN FOR THE BAHAMA VILLAGE SUB-AREA OF THE KEY WEST BIGHT AND BAHAMA VILLAGE REDEVELOPMENT AREA; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Key West Planning Board and the Key West Bight and Bahama Village Redevelopment Agency have considered the proposed redevelopment plan for the Bahama Village sub-area, and have found said plan to be in conformity with the City's comprehensive plan and have recommended approval of said plan to the City Commission; and

WHEREAS, the City Commission has conducted a public hearing on the proposed redevelopment plan after proper public notice, pursuant to Florida Statutes Section 163.360(5);

NOW, THEREFORE, BE IT RESOLVED by the City Commission of the City of Key West as follows:

Section 1. The City Commission hereby makes the following findings:

1. A feasible method exists for the location of families who will be displaced from the community redevelopment area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families under the City's Anti-Displacement and Relocation Policy;
2. The community redevelopment plan conforms to the general plan of the municipality as a whole;
3. The community redevelopment plan gives due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the site covered by the plans;
4. The community redevelopment plan will afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the community redevelopment area by private enterprise;
5. Any residential uses included in the plan are in compliance with the City's comprehensive plan and local, state, and federal requirements for decent, safe, and sanitary housing, in

meeting homeownership and rental affordable housing criteria;

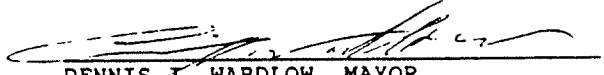
6. Any nonresidential uses included in the plan are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives; and

7. Acquisition of certain areas may require the exercise of governmental action, as provided in Florida Statutes Chapter 163, Part III, because of the following conditions: defective or unusual conditions of title or diversity of ownership which prevent the free alienability of land; tax delinquency; improper subdivisions; outmoded street patterns; deterioration of site; economic disuse; unsuitable topography or faulty lot layouts; lack of correlation of the area with other areas of the municipality by streets and modern traffic requirements; or any combination of such factors or other conditions which retard development of the area.

Section 2. The Redevelopment Plan for the Bahama Village sub-area of the Key West Bight and Bahama Village Redevelopment Area, attached hereto and incorporated herein by reference, is hereby approved.

Section 3. This Resolution shall go into effect immediately upon its passage and adoption and authentication by the signatures of the presiding officer and the Clerk of the Commission.

Passed and adopted by the City Commission at a meeting held this 14th day of February, 1992.


DENNIS J. WARDLOW, MAYOR

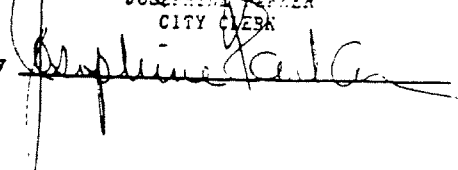
ATTEST:


JOSEPHINE PARKER, CITY CLERK

STATE OF FLORIDA)
COUNTY OF MONROE)
CITY OF KEY WEST)

This copy is a true copy of the original on file in this office.
Witness my hand and official seal this 14th day of February, 1992.

JOSEPHINE PARKER
CITY CLERK

By 

RESOLUTION NO. 94-72

A RESOLUTION AMENDING RESOLUTION
NUMBER 92-36 RENAMING THE KEY WEST
BIGHT AND BAHAMA VILLAGE
REDEVELOPMENT AREA TO CAROLINE
STREET CORRIDOR AND BAHAMA VILLAGE
COMMUNITY REDEVELOPMENT AREA;
PROVIDING AN EFFECTIVE DATE.

WHEREAS, by Resolution Number 92-36 made certain findings of necessity in accordance with the Community Redevelopment Act of 1969 for the creation of a community redevelopment agency to undertake rehabilitation, conservation and redevelopment in the Key West Bight and Bahama village area; and

WHEREAS, the City's subsequent purchase of 8.8 acres of property at Key West Bight and the creation and appointment of a special governing body for Key West Bight has created confusion in the identity of the Redevelopment area located at and around Key West Bight; and

WHEREAS, the Key West Bight Redevelopment area is traversed by Caroline Street as the main thoroughfare, with the redevelopment boundaries extending to both the south, north, and east of Caroline Street;

NOW, THEREFORE, BE IT RESOLVED by the City Commission of the City of Key West, Florida as follows:

Section 1. Resolution Number 92-36 is hereby amended to redesignate the Community Redevelopment Area as the Caroline Street

Corridor and Bahama Village Community Redevelopment Area.

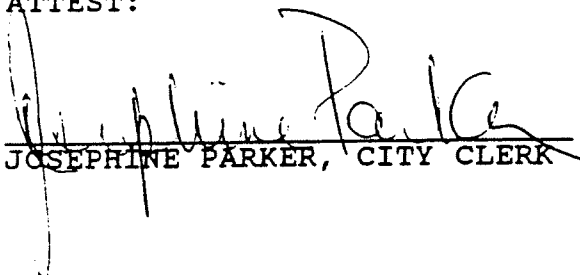
Section 2. This Resolution shall go into effect immediately upon its passage and adoption and authentication by the signatures of the presiding officer and the Clerk of the Commission.

Passed and adopted by the City Commission at a meeting held this 15th day of February, 1994.

Authenticated by the presiding officer and Clerk of the Commission on February 18, 1994.

DENNIS J. WARDLOW, MAYOR

ATTEST:


JOSEPHINE PARKER, CITY CLERK

3

RESOLUTION 95-104

A RESOLUTION APPROVING THE PREPARATION AND NOTIFICATION OF AN AMENDMENT TO ORDINANCE 92-8 THAT SHALL ESTABLISH THE 1995 TAX YEAR AS THE BASE YEAR FOR THE BAHAMA VILLAGE COMMUNITY REDEVELOPMENT AREA TRUST FUND IN ACCORDANCE WITH F.S. SECTION 163.356; PROVIDING AN EFFECTIVE DATE

WHEREAS, the City of Key West per Ordinance 92-8 has established a Redevelopment Trust Fund under Florida Statue Chapter 163 to finance any community development pursuant to an approved community redevelopment plan; and

WHEREAS, the Bahama Village Redevelopment Area is eligible for funding under the Commercial Revitalization category of the Community Development Block Grant Program; and

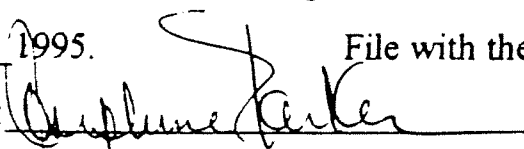
WHEREAS, the Bahama Village Redevelopment Area Plan has been previously approved.

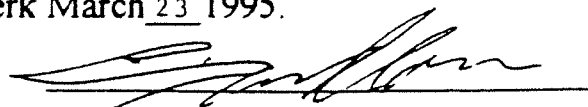
THEREFORE BE IT RESOLVED by the City Commission of the City of Key West, Florida that staff is directed to prepare the necessary amendment to City Ordinance 92-8 to establish the 1995 tax year as the base year for the Bahama Village Community Redevelopment Area in accordance with Florida Statue Chapter 163 and to prepare the necessary notifications.

This resolution shall go into effect immediately upon its passage and adoption by the signatures of the presiding officer and Clerk of the Commission. Passed and adopted by the City at a regular meeting held on the 21st day of March 1995.

Authenticated by the Presiding Officer and the Clerk of the Commission on March 22 1995. File with the Clerk March 23 1995.

ATTEST:


JOSEPHINE PARKER, CITY CLERK


DENNIS J. WARDLOW, MAYOR

RESOLUTION NO. 95-324

A RESOLUTION OF THE CITY COMMISSION OF THE
CITY OF KEY WEST, FLORIDA APPROVING THE
ATTACHED PRELIMINARY DEVELOPMENT AGREEMENT
BETWEEN THE CITY OF KEY WEST AND KEY WEST
CONCH HARBOR, INC.; PROVIDING AN EFFECTIVE
DATE

NOW THEREFORE BE IT RESOLVED by the City Commission of
the City of Key West, Florida :

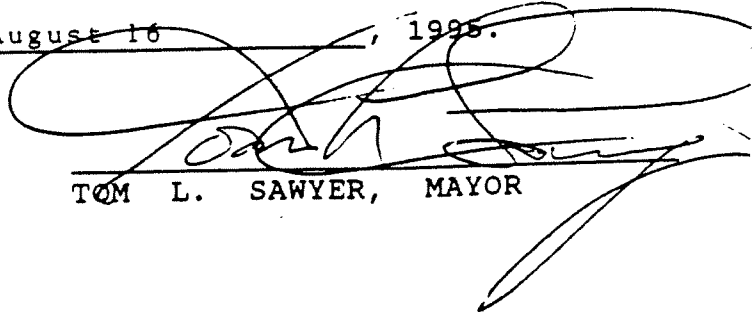
Section 1: That the attached Preliminary Development
Agreement between the City of Key West and Key West Conch Harbor,
Inc. is hereby approved, together with nonmaterial changes, if
any, as may be negotiated by the City Manager and approved by the
City Attorney.

Section 2: This Resolution shall go into effect immediately
upon its passage and adoption and authentication by the
signatures of the presiding officer and the Clerk of the
Commission.

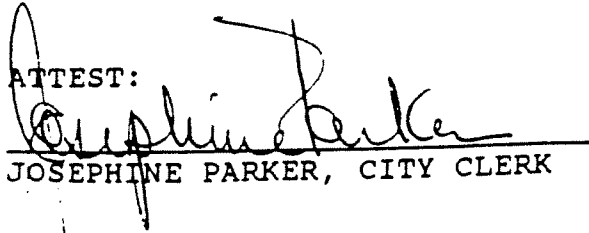
Passed and adopted by the City Commission at a meeting held
this 15th day of August, 1995.

Authenticated by the presiding officer and Clerk of the
Commission on 16th day of August, 1995.

Filed with the Clerk on August 16, 1995.


TOM L. SAWYER, MAYOR

ATTEST:


JOSEPHINE PARKER, CITY CLERK

PRELIMINARY DEVELOPMENT AGREEMENT

This Preliminary Development Agreement is entered into between the City of Key West, 525 Angela Street, a political subdivision of the State of Florida ("City") and Key West Conch Harbor, Inc., a Florida corporation, ("Developer") whose address is P.O. Box 448, Key West, Florida 33041.

WHEREAS, Developer is the owner of a parcel of property located at 909 Caroline Street, also referred to as Real Estate Parcel No. 297, Records of Monroe County Property Appraiser (hereinafter referred to as "Property" as further described below), a portion of which property, for nearly fifty (50) years, had an operating fueling station for vessels; and

WHEREAS, the Property is part of the Key West Bight community redevelopment area, a portion of the City of Key West selected for community redevelopment (CRA) by the City Commission pursuant to Chapter 163, Part III, Florida Statutes (1991 and Supp. 1992); and

WHEREAS, the City and Developer agree that the Developer is entitled to the same development criteria and requirements the City has used for the City's uses for its adjacent property; and

WHEREAS, Developer is currently operating a dock ("Dock") and fueling station ("Fueling Station") on a portion of the Property, as illustrated by a site plan which is attached hereto and incorporated herein by this reference as Exhibit "A", using mobile tanks for fueling of vessels from the Dock; and

WHEREAS, the rehabilitation and reconstruction of the Fueling Station was originally part of the site plan (Exhibit "A") received by the City on March 2, 1994; and

WHEREAS, Developer has, since March 2, 1994, secured the environmental permits necessary for the rehabilitation and reconstruction of the Fueling Station; and

WHEREAS, the Fueling Station is part of a proposed future project to be constructed on the property known as Key West Conch Harbor ("Project"); and

WHEREAS, the Developer has created a new site plan for the project which Developer acknowledges will require a Community Impact Assessment Statement ("CIAS") review, unless comparable review process is provided by the CRA pursuant to Chapter 163 Florida Statutes; and

WHEREAS, the City and the Developer desire to have the Fueling Station rehabilitated and reconstructed as soon as possible because the planned and permitted permanent storage tanks

are equipped with containment walls and are safer to the public and the environment than the presently permitted and operating mobile tank Fueling Station; and

WHEREAS, the site plan for the Fueling Station, with the exception of a greater setback from the water's edge of the Property, are identical to the plans for the same which were incorporated in the site plan (Exhibit "A") submitted to the City in the 1994; and

WHEREAS, the Developer has agreed to include and address the impacts of the Fueling Station during the CIAS or other comparable CRA review process;

NOW THEREFORE, in consideration of the mutual promises and undertakings provided herein and other consideration, the sufficiency of which is acknowledged by the parties hereto, it is hereby agreed as follows:

1. The above recitals are true and correct and are incorporated herein as if set forth in their entirety.
2. The City, in consideration of the reciprocal easements and obligations created herein, agrees that the Developer may proceed to apply for a building permit for the Fueling Station, before a CIAS or other comparable redevelopment review (CRA) is completed for the Project, subject to all other government approvals needed for the construction of the same.
3. The parties agree to grant each other non-exclusive easements for public pedestrian and vehicular and non-vehicular access over the west side of the developers property and east side of the City's property and the water's side of Key West Bight Property as described in Exhibit "B" which is attached hereto and incorporated herein by reference. The minimum size of the reciprocal public easement along the water will be twelve feet (12') except at such locations where existing permanent physical constraints do not allow the full twelve foot (12') minimum width.
4. Developer agrees to cooperate with the City and participate in the creation of a Community Redevelopment Plan for the Key West Bight, so that the Developer's Project can become and can be maintained as an integral part of the CRA. The Developer agrees to comply with height restrictions, building design guidelines, landscaping provisions and other additional structure related requirements which may be placed upon the property within the Key West Bight Community Redevelopment area.
5. Developer agrees to include the Fueling Station in any application for CIAS or other comparable redevelopment review (CRA), and to address the impacts of the same, as if construction/rehabilitation had not occurred.
6. Developer agrees that it will not claim vested rights or assert equitable estoppel, arising from this Agreement or expenditures or actions taken in reliance on this Agreement to

continue with the proposed Project beyond the preliminary agreement. This Agreement shall not entitle the Developer to a final approval of the total proposed Project or to particular conditions of approval. This agreement does, however, provide the developer with the same existing or future development criteria and requirements the City uses for its property which is a portion of the community redevelopment area adjacent to the Developer's Property.

7. This Agreement incorporates and includes all prior negotiations, correspondence, conversations, agreements or understandings applicable to the matters contained herein and the parties agree that there are no commitments, agreements or understandings concerning the subject matter of this Agreement that are not contained in or incorporated into this document. Accordingly, it is agreed that no deviation from the terms hereof shall be predicated upon any representations or agreements, whether oral or written.

8. If any part of this Agreement is contrary to, prohibited by, or deemed invalid under any applicable law, or regulation, such provisions shall be inapplicable and deemed omitted to the extent so contrary, prohibited or invalid; however, the remainder hereof shall not be invalidated thereby and shall be given full force and effect.

9. The parties hereto agree that any and all suits or actions at law shall initially be brought in Monroe County, Florida and no other jurisdiction. This Agreement shall be construed and interpreted under the laws of the State of Florida.

10. This Agreement shall be binding upon the parties hereto, their successors in interest, heirs, assigns and personal representatives. Any individual or business entity purchasing the Developer's property or any portion thereof shall take subject to the terms and provisions of this Agreement.

11. All notices, demands, requests, or replies provided for or permitted by this Agreement shall be in writing and may be delivered by any one of the following methods: (a) by personal delivery; (b) by deposit with the United States Postal Service as certified or registered mail, return receipt requested, postage prepaid, to the address stated below; (c) by prepaid telegram; or (d) by deposit with an overnight express delivery service. Notice by telegram or overnight express delivery service shall be deemed effective on (1) business day after transmission to the telegraph company or deposit with the express delivery service.

For the purposes of notice, demand, request or replies, the address of the City shall be:

Theodore Strader
Planning Director
P.O. Box 1409
Key West, Florida 33041-1409

with a copy to:

Office of the City Attorney
604 Simonton Street
Key West, Florida

The address of Developer shall be:

Key West Conch Harbor
c/o Fred Skomp
P.O. Box 448
Key West, Florida 33040

with a copy to:

David Paul Horan
608 Whitehead Street
Key West, Florida 33040

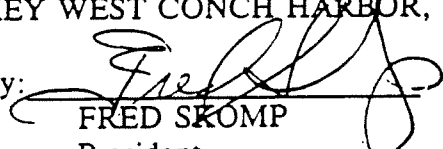
12. The effective date of this Agreement shall be the date of the Agreement is approved by the Key West City Commission.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals on the day and year first above written.

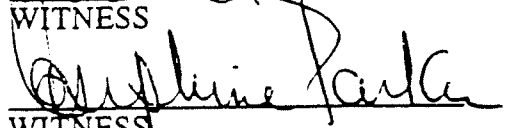
Signed, sealed and delivered
in the presence of:

KEY WEST CONCH HARBOR, INC.

By:


FRED SKOMP
President

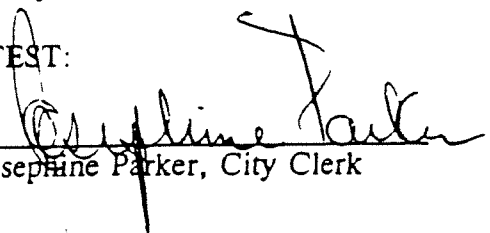

WITNESS


WITNESS

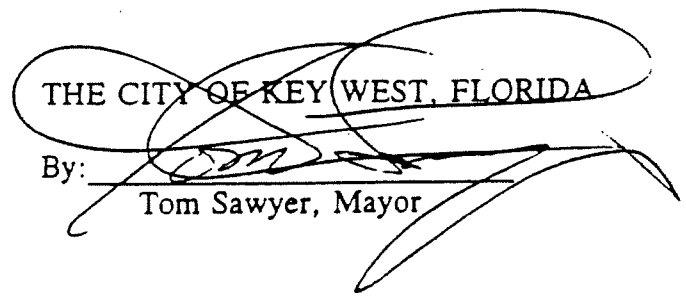
On August 15th, 1995 the City Commission of Key West approved this Preliminary Development Agreement.

ATTEST:

By:


Josephine Parker, City Clerk

By:


Tom Sawyer, Mayor

KEY WEST DIAM

KEY WEST DIAM
 1. SITE PLAN FOR THIS SITE IS BASED ON THE 1985 AERIAL PHOTOGRAPH
 BY THE U.S. ARMY CORPS OF ENGINEERS
 204 SHOWN STREET
 KEY WEST, FL 33540
 FLOOD ELEVATION: VEL. 5-10'

ARCHITECTURAL
 PLANNING
 PRESERVATION

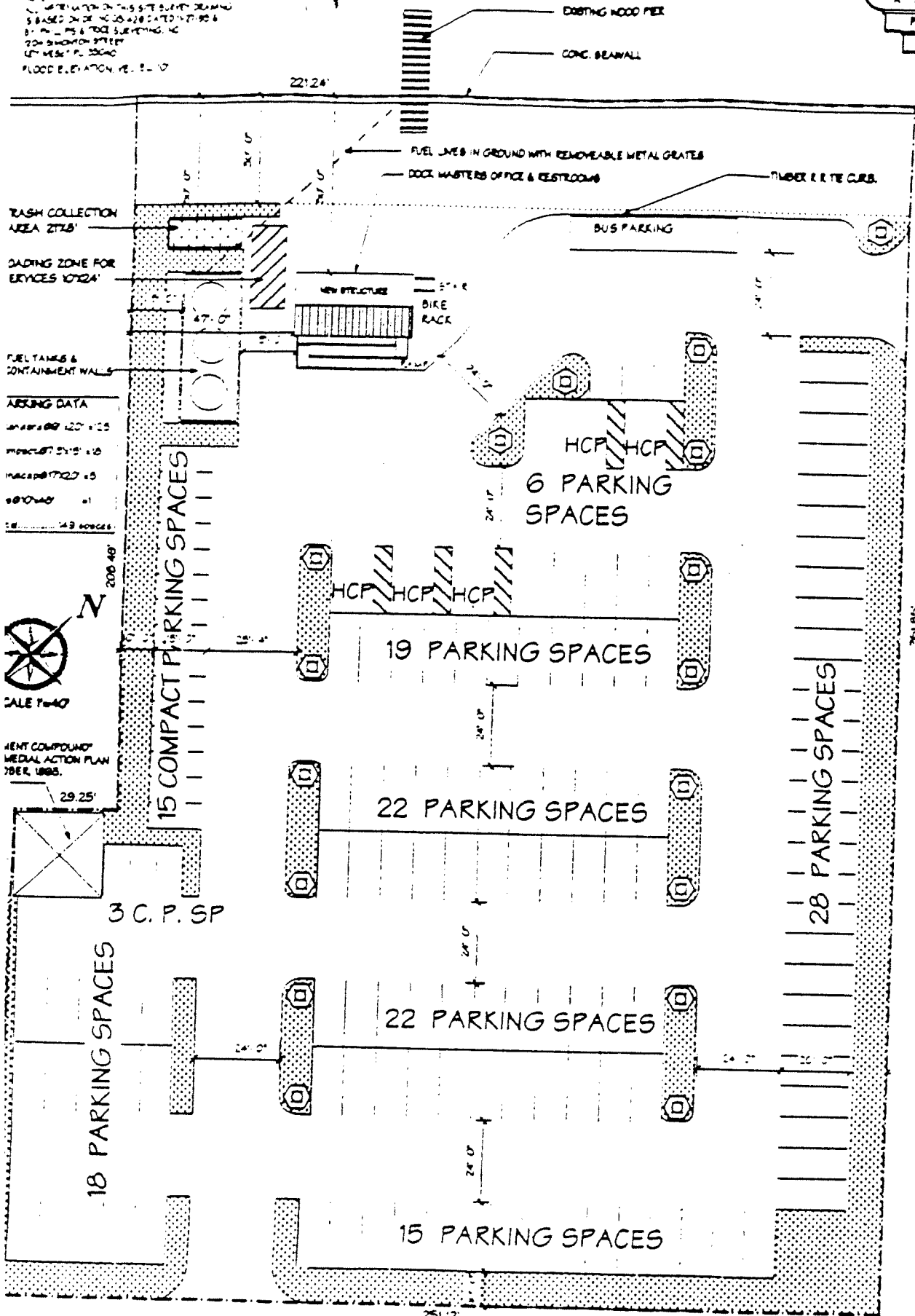
DENNIS A. BEEB

ARCHITECT, P.A.

1818 WHITEHEAD
 KEY WEST, FLORIDA
 U.S.A. 33540
 PHONE 305 274 88

KEY WEST CONCH HARBO

SITE PLAN

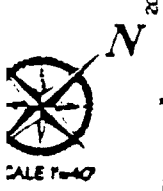


RASH COLLECTION
 AREA 27'x8'

SHADING ZONE FOR
 SERVICES 10'x24'

FUEL TANKS &
 CONTAINMENT WALLS

LOADING DATA
 10'x12'x12'x12'x12'
 10'x12'x12'x12'x12'
 10'x12'x12'x12'x12'
 10'x12'x12'x12'x12'



AGENT COMPOUND
 MEDICAL ACTION PLAN
 70ER, 1985.

CAROLINE STREET

GRINNELL STREET

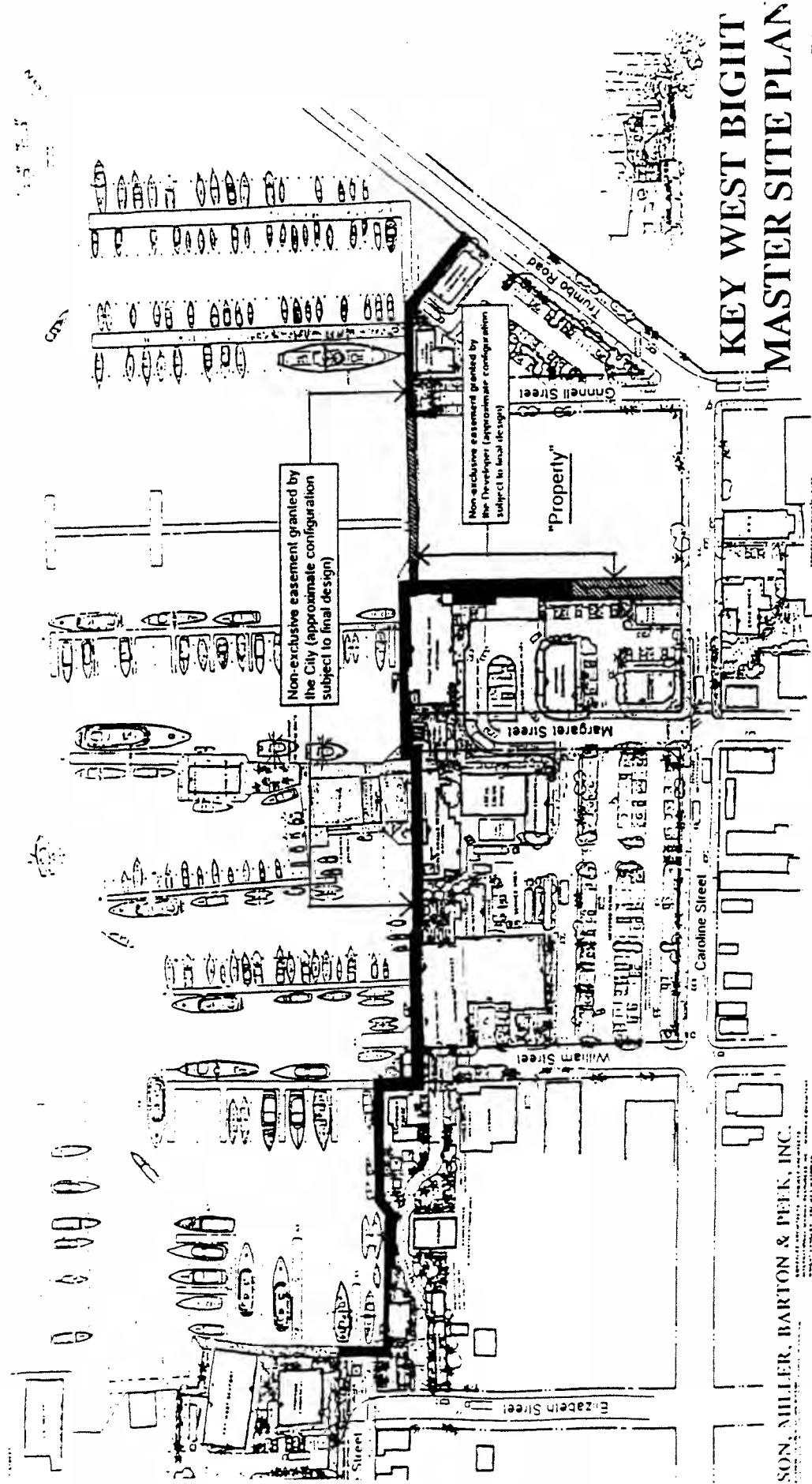
EXHIBIT "A"

LEGEND

NEW SITE LIGHTING

NOTE: ALL NEW LIGHTING SHALL BE
 INSTALLED IN ACCORDANCE WITH THE
 LATEST IESNA RECOMMENDATIONS

SCALE 1"=40'
 DRAWN: EAM
 CHECK: DAA
 JOB NO: 10000
 DATE: 01/01/88



KEY WEST BIGHT MASTER SITE PLAN

SON MILLER, BARTON & PECK, INC.

Exhibit "B"
in the Preliminary Development Agreement between
Key West Conch Harbor, Inc., and the City of Key West,
Florida

PRINTED
11/11/11
11/11/11

RESOLUTION NO. 96-343

A RESOLUTION OF THE CAROLINE STREET CORRIDOR
AND THE BAHAMA VILLAGE COMMUNITY
REDEVELOPMENT AGENCY APPROVING THE ATTACHED
AGREEMENT BETWEEN A&B LOBSTER HOUSE AND THE
COMMUNITY REDEVELOPMENT AGENCY TO CREATE AN
ENTRANCE FEATURE BETWEEN PROPERTIES;
PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, The Key West Bight Management District Board has
recommended approval of the attached agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE CAROLINE STREET
CORRIDOR AND BAHAMA VILLAGE COMMUNITY REDEVELOPMENT AGENCY, AS
FOLLOWS:

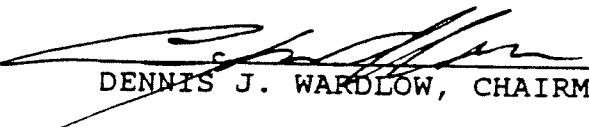
Section 1: That the attached agreement between A&B Lobster
House and the Community Redevelopment Agency is hereby approved.

Section 2: That this Resolution shall go into effect
immediately upon its passage and adoption and authentication by
the signature of the presiding officer and the Clerk of the
Commission.

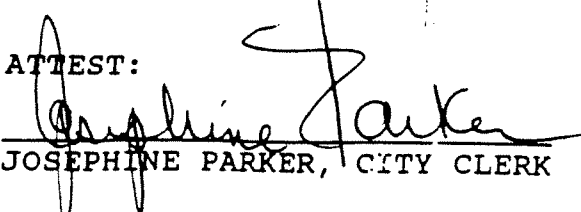
Passed and adopted by the Caroline Street Corridor and the
Bahama Village Community Redevelopment Agency at a meeting held
this 17th day of September, 1996.

Authenticated by the presiding officer and Clerk of the
Commission on September 17th, 1996.

Filed with the Clerk September 18th, 1996.


DENNIS J. WARDLOW, CHAIRMAN

ATTEST:


JOSEPHINE PARKER, CITY CLERK



700 FRONT ST. - P.O. BOX 108 KEY WEST, FL 33040

July 16, 1996

Robert L. Tracy, Chairman
Key West Bight Management District Board
c/o Nassau House Bed & Breakfast
1016 Fleming Street
Key West, Florida 33040

Re: Letter of Agreement
Pedestrian Entrance Feature

Dear Mr. Tracy:

This letter shall serve as an agreement between the City of Key West ("City") and A&B Lobster House ("A&B") concerning the removal of a chain-link fence and the construction of a formal entrance for the pedestrian walkway (boardwalk) around the bight between Front and Greene Street. The terms of the agreement are as follows:

1. This agreement shall become effective immediately upon execution of the parties and shall continue in effect for a period of three (3) years or until cancelled in writing by A&B or the City. Such cancellation shall be effective thirty (30) days from receipt of cancellation by the City or A&B. Upon the written agreement of the parties, the term may be extended for an additional period of years.

2. The parties agree that on City property, the City shall install a formal pedestrian entrance designed by the City and at the sole expense of the City, in order to create a pedestrian walkway (boardwalk) between the Key West Bight Green Street parcel and A&B's Front Street property. The City shall be responsible to maintain this entrance feature. ~~Additionally, the City, at it's sole expense, agrees to construct/continue the pedestrian walkway (boardwalk) on the A&B property and remove the portion of the existing chain link fence now located on A&B's property which would interfere with the pedestrian walkway (boardwalk). A&B agrees to grant a license to the City to enter onto A&B property for the limited purpose of effecting such removal and construction of the pedestrian walkway (boardwalk).~~

✓ INITIAL
UNIC
DELETE

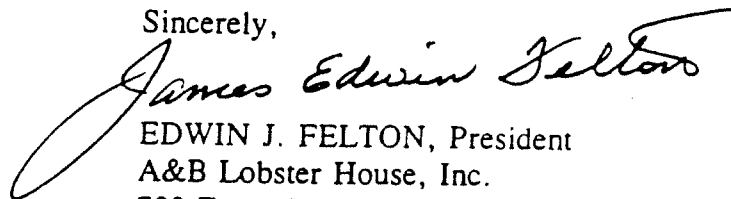
3. Nothing in this agreement is intended to shift liability to the City or to A&B for injuries to persons or damage to personal property that occur on their respective properties.

Robert L. Tracy, Chairman
Key West Bight Management District Board
July 16, 1996
Page 2

4. This agreement may be terminated by either party upon thirty (30) days written notice. Upon termination, the City, at it's option, may elect to remove the entrance feature. Upon termination, the City shall have the responsibility to restore a barrier at A&B's boundary. A&B shall have the unqualified right to reinstall a fence across the A&B boundary of the pedestrian walkway (boardwalk).

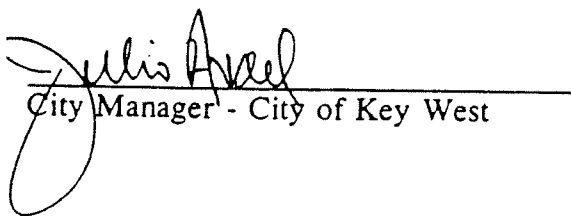
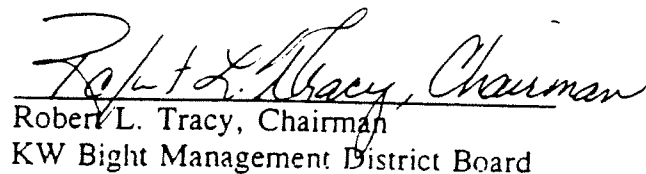
5. The City agrees that A&B will not be penalized for any loss of parking spaces due to erection of the boardwalk/pedestrian walkway on A&B's property.

Sincerely,



EDWIN J. FELTON, President
A&B Lobster House, Inc.
700 Front Street
Key West, Florida 33040

Accepted and Approved this
_____ day of July, 1996.


City Manager - City of Key West
Robert L. Tracy, Chairman
KW Bight Management District Board

Memorandum

To: Julio Avel, City Manager

CC:

From: Mark Summers *MS*

Date: August 22, 1996

Subject: A & B Lobster

Attached is an agreement between the A&B Lobster House and the City of Key West / Key West Bight for your signature. The agreement is to create a pedestrian link between the Key West Bight Properties and Front Street thru the A&B Lobster House.

This agreement is cancellable by either party by either party upon 30 days notice.

The Key West Bight Management District Board approved this agreement and the chairman signed it at the August 21, 1996 meeting.

Memorandum

To: Mayor & Commissioners of the City of Key West
CC:
From: Mark Summers *MS*
Date: August 31, 1996
Subject: A&B Lobster House

- Ray Capas (KWBMDB member) and I have been working with Jimmy and Ed Felton since last fall to establish an agreement so that a "link" between our two properties could be established. This is what the master plan envisioned for the future.
- The Feltons have agreed to a trial arrangement for a 3 yr. period which may be cancelled by either party upon 30 day written notice.
- This will allow pedestrians only to cross from Front St. to the Key West Bight and likewise to exit the Bight properties to Front St. It should be a mutually beneficial arrangement that puts us one step closer to the idea of having a walking path along the waterfront from Truman Annex to the Trumbo Rd.
- The KWBMDB approved this agreement on August 21, 1996.

FRONT STREET

A & B LOBSTER

Joint Entrance
Feature

PUMP OUT FACILITY
POTENTIAL FUTURE LINK

KEY WEST SEAPORT
Existing

PROPOSED
COMMERCIAL

PROPOSED COMMERCIAL

TROLLEY DROP OFF/PICK UP

GREENE STREET

ENHANCE PEDESTRIAN LINK TO DUVAL

CONCH PLAZA

Elizabeth

PROP
COMMERCIAL

LAZY WAY SHOPS

ONEWAY
SERV

CSC CRA Legal Description

Beginning

In the City of Key West, County of Monroe and State of Florida, commencing at the intersection of the SW'ly right-of-way line of Simonton Street with the SE'ly right-of-way line of Caroline Street;

Leg 1

thence NW'ly along the SW'ly right-of-way line of Simonton Street to a point of intersection with the NW'ly right-of-way line of Front Street;

Leg 2

thence NE'ly along the NW'ly right-of-way line of Front Street to the point of intersection with the line marking the NE'ly terminus of the Front Street right-of-way;

Leg 3

thence SE'ly 50' along the line of terminus of the Front Street right-of-way to a point of intersection with the SE'ly right-of-way line of Front Street;

Leg 4

thence NE'ly along a line extending the SE'ly right-of-way line to a point of intersection with a line marking the NE'ly face of the waterfront bulkhead of the A & B Lobster House property, also known as Real Estate Parcel No. 21;

Leg 5

thence SE'ly along said waterfront bulkhead to a point of intersection with a line marking the NW'ly edge of a 15' x 300' dock extending NE'ly into Key West Bight;

Leg 6

thence NE'ly along the NW'ly edge of said dock to a point of intersection with a line marking a 25' southerly setback from a line demarcating the Key West Bight channel and turning basin;

Leg 7

thence SE'ly along said setback line for a distance of 142 feet, more or less;

Leg 8

thence NE'ly along said setback line for a distance of 818 feet, more or less;

Leg 9

thence Easterly along said setback line for a distance of 622 feet, more or less, to a point of intersection with the Westerly right-of-way line of Trumbo Road;

Leg 10

thence Northerly along the Westerly right-of-way line of Trumbo Road to a point of intersection with the Southerly boundary line of the U.S. Naval Air Station Annex Trumbo Point;

Leg 11

thence Easterly along said boundary line to a point of intersection with the NE'ly right-of way line of White Street;

Leg 12

thence SE'ly along the NE'ly right-of way line of White Street to a point of intersection with the SE'ly right-of-way line of Eaton Street;

Leg 13

thence SW'ly along the SE'ly right-of-way line of Eaton Street to a point of intersection with the SW'ly right-of-way line of Grinnell street;

Leg 14

thence NW'ly along the SW'ly right-of-way line of Grinnell Street to a point of intersection with the SE'ly right-of-way line of James Street;

Leg 15

thence SW'ly along the SE'ly right-of-way line of James Street to a point of intersection with SW'ly right-of-way line of Margaret Street;

Leg 16

thence NW'ly along the SW'ly right-of-way line of Margaret Street for a distance of 29 feet, more or less, to a point of intersection with the SE'ly property line of Real Estate Parcel No. 309;

Leg 17

thence SW'ly along a line parallel to Caroline Street and generally coinciding with the SE'ly property lines of Real Estate Parcels No. 309, 311, 314 and 319 extended to a point of intersection with the SW'ly right-of-way line of William Street;

Leg 18

thence NW'ly along the SW'ly right-of-way line of William Street to a point of intersection with the SE'ly right-of-way line of Caroline Street;

Leg 19

thence SW'ly along the SE'ly right-of-way line of Caroline Street to the point of beginning at the point of intersection with the SW'ly right-of-way line of Simonton Street.

Taxing Authority Addresses for notification regarding Caroline Street Corridor Summary

**Monroe County
Board of County Commissioners
500 Whitehead Street
Key West, FL 33040**

**Monroe County School Board
P.O. Box 1788
Key West, FL 33041-1788**

**Lower Florida Keys Hospital
5900 Junior College Road
Key West, FL 33040**

**Monroe County Mosquito Control District
5224 Junior College Road
Key West, FL 33040**

**South Florida Water Management
3301 Gun Club Road
or P. O. Box 24680
West Palm Beach, FL 33416-4680**

REAL ESTATE PARCEL NUMBERS
FOR REDEVELOPMENT AREA

