Second Revised Evaluation and Appraisal Report of the Key West Comprehensive Plan

March 1, 2005

Key West Planning Department

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1. Introduction

(A) Purpose of the Evaluation and Appraisal Report (EAR):

Florida Statute (F.S. 163.3191) requires the City of Key West to complete an Evaluation and Appraisal Report (EAR) of the City's Comprehensive Plan and specifies the certain analysis necessary to be included. The EAR is intended to serve as a summary audit of the actions the City has undertaken and identify changes the City may need to make. The report is based on the City's analysis of major issues to further the community's goals consistent with statewide minimum standards. However, as FS 163.3191(1)(c) says, the report is not intended to require a comprehensive rewrite of the elements within the local plan, unless a local government decides to do so.

The Department of Community Affairs (DCA) provided a matrix to assist in the analysis of the Comprehensive Plan. The proposed matrix has been used and every objective is listed and evaluated per the major issues identified by the DCA in order to determine whether the Comprehensive Plan will need to be amended. (Matrix attached as part of EAR.)

It should be noted that Monroe County and the DCA have been involved in conducting a study of the carrying capacity of the Florida Keys. The City of Key West has been extensively involved with this study and *will be* a part of the solutions. At this time, the study has not identified or recommended any amendments to the City's Comprehensive Plan. Nevertheless, it is the intent of the City to proceed with and consider any such amendments even if they are not identified in the matrix or listed in the in the following discussions on major issues.

(B) Major Issues:

As a result of scoping meetings with Department Directors, the Planning Board, various state agencies, City Summits, and the Chamber of Commerce, the Planning Department has identified that the major issues facing the City are:

- Quality of the Near Shore Marine Ecosystems
- Affordable Housing
- Hurricane Safety
- Coordinated Transportation
- The Key West Port
- Capital Improvements Planning and Concurrency Management
- Historic Preservation
- A Secure Local Economy

(C) Area of Critical State Concern:

Key West has been designated an Area of Critical State Concern (FAC 28-36). This legislation specifies Principles for Guiding Development addressing the following topics:

- Protection of marine resources
- Near shore water quality
- Scenic resources
- Tropical vegetation
- Cost-effectiveness of major public infrastructure
- Environmental resources
- Public health, safety and welfare

(D) Status of Key West Comprehensive Plan and Amendments:

A summary history of the Comprehensive Plan and Land Development Regulations is contained in Table 1D.1 The Comprehensive Plan has been modified since it was initially prepared in 1990 and forwarded to the DCA for approval. The DCA rejected the Plan and it was not until the fall of 1993 and after negotiations with the DCA, that the Comprehensive Plan went into effect in January 1994. A significant amendment was then made in the fall of 1995 to extend extraterritorial powers 600 feet into the tidal waters around the City. The purpose of that amendment was to allow regulations of offshore businesses. Also in 1995, several small-scale amendments were made to the Future Land Use Map.

In February 1998, the City adopted Land Development Regulations based on the Comprehensive Plan. Since then the regulations have been amended several times to clarify the ability for non-conformities to build back if destroyed and allow the transfer of transient units and licenses. There also have been additional amendments to clarify several ambiguities and inconsistencies in the regulations.

Table 1D.1 Highlights in the History
Of the Key West Comprehensive Plan and
Land Development Regulations

Date	Action
1990	Proposed Comprehensive Plan forwarded to the Department of Community Affairs
	Department of Community Affairs (DCA) provided Objections Recommendations and Comment
	City Adopted Comprehensive Plan
	DCA declared Plan noncompliant
June 25, 1993	Stipulated Settlement Agreement to Amend Comprehensive Plan
Aug. 10, 1993	Comprehensive Plan adopted by Resolution 93-36. Note, the Plan cover states July 1993

Aug. 1, 1995	Amendment to Comprehensive Plan
Sept. 21, 1995	Amend district for Caroline St., Intersection of Caroline St. and Simonton St., United Street area
July 1996	Bahama Village Redevelopment Plan and Strategic Action Memorandum adopted (Res 96-249)
Sept. 5, 1996	Rescind amendment to Comprehensive Plan for Intersection Caroline St. and Simonton St.
Sept. 1997	Adopt the Land Development Regulations (Ordinances 97-10 & 20)
Nov. 1997	DCA adopts LDRs but rejects 8 provisions
May 1998	Tree Protection ordinance (Ord. 99-08)
May 1998	City adopts changes to 7 rejected provisions(Ordinance 98-14). The only remaining dispute applies to the build back of non-conformities.
June 1998	Affordable Housing (Ordinance 98-18) (amended)
Nov 1999	City Charter revised by public referendum
Dec. 1999	Transient unit and license transfer LDR ordinance (Ord. 99-26)
Jan. 2000	Corrective ordinance to LDRs (Ord. 00-04)
June 2000	Build back LDR ordinance (Ord. 00-10)
Sept. 1999 to July 2000	Amendment to Comprehensive Plan and Land Development Regulations for the surplus Navy property (Ordinances 99-17 &18 and 00-14 & 15)
Sept. 2001	Adult entertainment (Ord. 01-13)
Jan. 2002	Variance standards revised (Ord. 02-01)
Feb. 2002	Revised transient unit and license transfer ordinance (Ord. 02-05)
Feb. 2002	Revised Affordable Housing (Ord. 02-08)
Dec. 2003	Rezoned the "Steam Plant Property" to HRCC and added specific regulations in the Land Development Regulations to HRCC zone

2. Population Growth and Changes in Land Area

(A) Population Growth:

The number of people on the island can fluctuate very widely throughout the year and even from day to day. In the winter months the population is at its largest due to the influx of seasonal residents and tourists. The fall months may have fewer people except that events such as Fantasy Fest can draw a very large number of people for just a few days. Population change is also not directly tied to new construction because occupancy of dwelling units can shift between permanent residents, seasonal residents, and short-term tourists.

Stating the population of Key West is not an easy task and it is very important to know how the number will be used. For instance the permanent population is relevant to determine the number of classrooms needed but is not sufficient for determining how many ambulances must be on call. For the purposes of the ambulances, it is important to count everybody on the island including residents, tourists, workers, cruise ship passengers and anyone else who may be on the island.

The population is made up of several components, each of which has different demands for services and different impacts. The major components of the population are:

- Permanent resident population
- Seasonal resident population
- Tourist/event overnight population
- Day tourist population and
- Residents of the other Keys who commute daily to work or shop

Permanent Population: The permanent population is the population relevant for establishing local needs such as voting districts, state and federal representation, and schools. This is also the base population for services such as water, garbage, hospitals, fire fighters and police.

The permanent population of Key West as reported in the year 2000 census is 25,478 or only 646 more than the 24,832 reported in the 1990 census. This 2000 population is 641 fewer residents than the 26,119 projected for the year 2000 in the current Comprehensive Plan Background Data. This small amount of population growth illustrates that new construction is a poor indicator of new permanent population because during the 1990's approximately 2,600 new residential units were built.

The potential for new residential dwelling units is limited by the existing Rate of Growth policies contained in the Comprehensive Plan. There are currently approximately 300 more units able to be built. Some of these could be built as apartments of 600 sq. ft. or less and treated as 0.55 and thus a total of 487.56 full size and small apartments could be built.

In conclusion, approximately 704 more full-size units will be able to be built on Key West. If all the affordable units and half of the market rate units became permanent residents then the potential increase in permanent population would be approximately 1,500.

Seasonal Residential Population: The population of seasonal residents is a large number of people that stay in Key West for many months, generally in the winter months, but are not permanent residents. Frequently these people will own houses or condominiums in Key West and have a very strong connection to the community. Seasonal residents add to the base demand of permanent population for everyday services. These requirements of the seasonal population begin to create seasonal variation in demand for services.

Unfortunately, there are no good sources of data for estimating this population. The recent 2000 census indicated that there were 916 seasonal units. This would represent a population of approximately 2,000 people in the

Winter Season. Additionally, this population can change by the conversion of houses to or from permanent residents.

Overnight Tourist/ Event Population: The tourist population includes people visiting for short periods of time and includes the occupants of hotels, guesthouses, vacation rental houses, and houseguests. This is constantly changing with the seasons, weather, world economy and with special events conducted by the City. The tourist population adds to the base demand for services but due to its fluctuating population, contributes to enlarge peaks in the demand for services. The tourist population also creates a demand for commercial services that could not exist if there were only the permanent and seasonal populations. A positive aspect of this is the wide variety of restaurants and art galleries. The negative side is the number of shops deemed less desirable by the local community and include the T-shirt shops displaying texts considered objectionable.

This population is not expected to increase appreciably because there is a prohibition on new transient accommodations. Factors that could change this population will tend to cancel each other out. Transient units may gradually increase in size as they are redeveloped and this could increase the number of tourists. However, there may be a reduction of accommodations as illegal units and vacation rental houses are removed.

Day Tourists: When providing services such as ambulances, police, taxis, sidewalks, water, and street cleaning, it is important to include the visitors to Key West who stay for just a few hours. Such day tourists include tourists who drive in from up the Keys, and passengers of cruise ships and ferries.

The population of day tourists may increase if the number of tourist accommodations in the Upper Keys increases. However, the County has curtailed the development of new hotels and the vacation rental of houses is also being controlled. Ferryboats may increase with the development of the Key West Ferry Terminal at Flagler Station, new service at existing marinas and the Truman Waterfront.

Cruise ship passengers are a large segment of day visitors and can vary widely. Some days there may be no ships and other days there may be 4 visiting (three at the docks and 1 anchored out). Thus there is a potential of approximately 6,000 cruise ship passengers at a single time. A daily average is approximately 2,000 passengers.

Residents of Other Keys Who Daily Work and Shop in Key West: Every day residents from the upper Keys come into the City to work and shop. Just like day tourists, these people will require services such as emergency

response and basic necessities such as water and road capacity. There is no actual census of this population. However, a good indicator is the amount of traffic coming across the Cow Key Channel Bridge each workday.

During the morning rush hour, Cow Key Channel Bridge is essentially operating at capacity. The generally accepted flow rate for a four-lane section is 1,800 vehicles per hour entering Key West. If we were to assume all the daytime workers were condensed into a two-hour period, were one person per car, and all the cars coming into Key West, then an estimate of 3,600 workers would result. Obviously, this is a very rough estimate, but does give an indication of the worker population from outside Key West.

In order to further add the shopper population, a rough estimate of this number of shoppers at any one time might be approximately equivalent to the worker population. This yields an estimate that during the day, there are approximately 7,200 people working or shopping in Key West who live in the Keys outside of Key West.

Maritime Population: All the above populations exist on the water as well on land. This population is not presently documented and is not large. However, as the opportunity arises for people to cruise to and from Cuba and beyond, the short term visiting population could cause the maritime population to become significant.

Military and Coast Guard Population: The military and Coast Guard population of Key West has varied widely during the 170 year presence in Key West. It is very difficult to predict with any certainty how this population will change because the population is dependent on the status of international affairs. However, the existing missions of the Coast Guard and training at the Boca Chica Naval Air Facility are not expected to change.

Total Population: The population of Key West is a widely fluctuating number due to the different sub-populations that exist in Key West. Table 2A.1 indicates the Planning Department's estimated ranges of the components of the population. As indicated the total number of people on the island is estimated to range between a 32,000 and 58,000. However, at exceptional times such as the Fantasy Fest parade, there could be even more people on the island.

Table 2A.1
Estimated Ranges of Key West Population

	Low	Moderate	High
Residents	20,000	25,500	30,000
Seasonal	0	2,000	3,000
Overnight tourist / event	5,000	7,500	10,000
Day Tourist	2,000	6,000	15,000
Commuters & shoppers	5,000	7,200	10,000
Maritime, Military and Coast Guard (Include in above)			
Total	**32,000**	**48,200**	**58,000**

Potential for Additional Dwelling Units: The construction of new dwelling units is controlled by the rate of growth ordinance (ROGO) (officially called the Building Permit Allocation Ordinance) and policies in the Key West Comprehensive Plan. This limit is based on the ability to evacuate the Keys and comparable limitations exist in Monroe County south of Ocean Reef and in the entire Keys' municipalities.

Table 2A.2 below is a tally of units built since 1990, pending projects as of April 2004, and units currently available for new residential units. As indicated, there are no units available for transient units and there are a total of 94 more full-size apartments that may be built. The ROGO allows for apartments of 600 sq. ft. or less to be counted as 0.55 equivalent units. If this equivalent factor is applied as much as possible, then a total of 418 units could be built.

Table 2A.2
Past and Future Growth in Affordable & Market Rate Units
1990 to April of 2004

	Houses & Large Apts	Apts of one bedroom & 600 sq. ft. or less	Transient Units [1]	Vested Projects [2]	TOTAL
Built	216	203	888	1604	2911
Obligated/ Pending [3]	304	78	0	50	432
Available to be built [4]	94	418	0	0	512
TOTAL	614	699	888	1654	**3855**

[1] Rooms in hotels, motels, and guesthouses.
[2] These may be houses, hotels, apartments or any other type of unit.
[3] Under construction, permitted, vested project, or applying for permits
[4] The remaining number of new units able to be built. However, it is possible that some existing units may be removed and new units be built somewhere else in the City.

Potential of Population Growth: As indicated above, the potential for growth in residential units is limited by the City's rate of growth ordinance and may be the equivalent of 512 full-size dwelling units. Of these approximately 300 are reserved for affordable housing and would most likely be permanent residents. At 2.1 residents per unit, this would represent 630 people. The remaining 212 market rate units would be more likely to be seasonal homes and would add seasonal population. If there were 2.1 people per unit, then these units would add approximately 445 people.

How existing units are used could have a very big impact on the composition of the population and a corresponding impact on the environment and public services. For instance, housing currently used by residents could be converted to use by seasonal residents, tourists or the other way around. This would not result in a major change in the net number of people. Changes in the total number of people on the island would most likely occur due to increases in the population of the Lower Keys contributing employees and shoppers. Additionally, major highway improvements, yacht capacity expansions, and cruise ship visits and size could add more day tourists.

(B) Changes in Land Area:

Since the adoption of the Key West Comprehensive Plan in 1993, there have been no annexations or de-annexations of land to the City Of Key West. Therefore, the land area of Key West has stayed the same.

3. Vacant and Developable Land

There is very little vacant, developable land available in Key West although there are significant underdeveloped parcels. The vacant land that does exist falls into four major categories. These are large upland sites (over an acre), small upland sites (generally less than one acre), property in the Salt Ponds, and land owned by the Military.

(A) Large Upland Sites:

The large upland sites over an acre and remaining to be developed are:

- Roosevelt Gardens, located on the old Fairgrounds property on North Roosevelt Blvd, is near completion with many units already occupied. The 96 units on the property were developed by the Key West Housing Authority.
- Marquesa Court subdivision at 3422 Northside Drive, located behind the Key West Citizen, received variances and preliminary plat approval to create nine (9) single-family lots and a wetland conservation area in 2003. Each lot will have the potential of an accessory apartment.

- Trinity subdivision on Northside Drive received approval for a final plat of four (4) single-family homes, each with the potential to add an accessory apartment.
- The two properties on the south side of Flagler Avenue (2700 and 2800 Block) and immediately east of Salt Run Canal. The 2700 block has received approval for 10 elderly assisted care units and a community center. The 2800 block may have a maximum number of 14 single-family homes.
- Vacant areas within the Poinciana Housing on Duck Avenue.
- School Board property along Trumbo Road at Key West Bight.
- City Electric Steam Plant on Trumbo Road. This property has received approval for 38 affordable housing apartments and 19 luxury units in the steam plant building.
- Stadium Mobile Home property on Kennedy Drive. This property is zoned residentially and is approximately 3.5 acres and has the potential of approximately 55 units.
- Land behind Home Depot. This property is zoned commercially. However, there is currently a proposal to build 10 single-family homes.
- Pier B in Truman Annex was allowed to have a restaurant by the Development of Regional Impact that has expired.
- Vacant property behind the Treasure Salvors Museum. A conditional use and development plan have been approved to allow the transfer of transient units from the Weather Station to this property.

(B) Small Upland Sites:

Small upland sites of less than an acre are primarily vacant lots in residential areas and small vacant commercial properties. There are approximately two hundred and cumulatively would contribute very little development.

(C) Federal Property:

The military and Coast Guard own large portions of Key West. Most of this land is developed. However, there are large, vacant areas on Fleming Key, Sigsbee Key and at the Sea Plane Basin. The City is not aware of any proposals to develop this property, has no control over how it is developed, and is not aware of any plans to declare the land surplus.

(D) Former Federal Property:

The City acquired approximately 35 acres of land, referred to as Truman Waterfront, from the U. S. Navy on November 22, 2003. The City is in the process of developing and implementing the concept plan the citizens of Key West developed during the Base Reuse (BRAC) process. Although definite plans have not been developed, two methods are being analyzed: a City-driven approach or public/private partnership. According to the Capital Projects Fund in the 2003-2004 annual budget, the cost of the infrastructure,

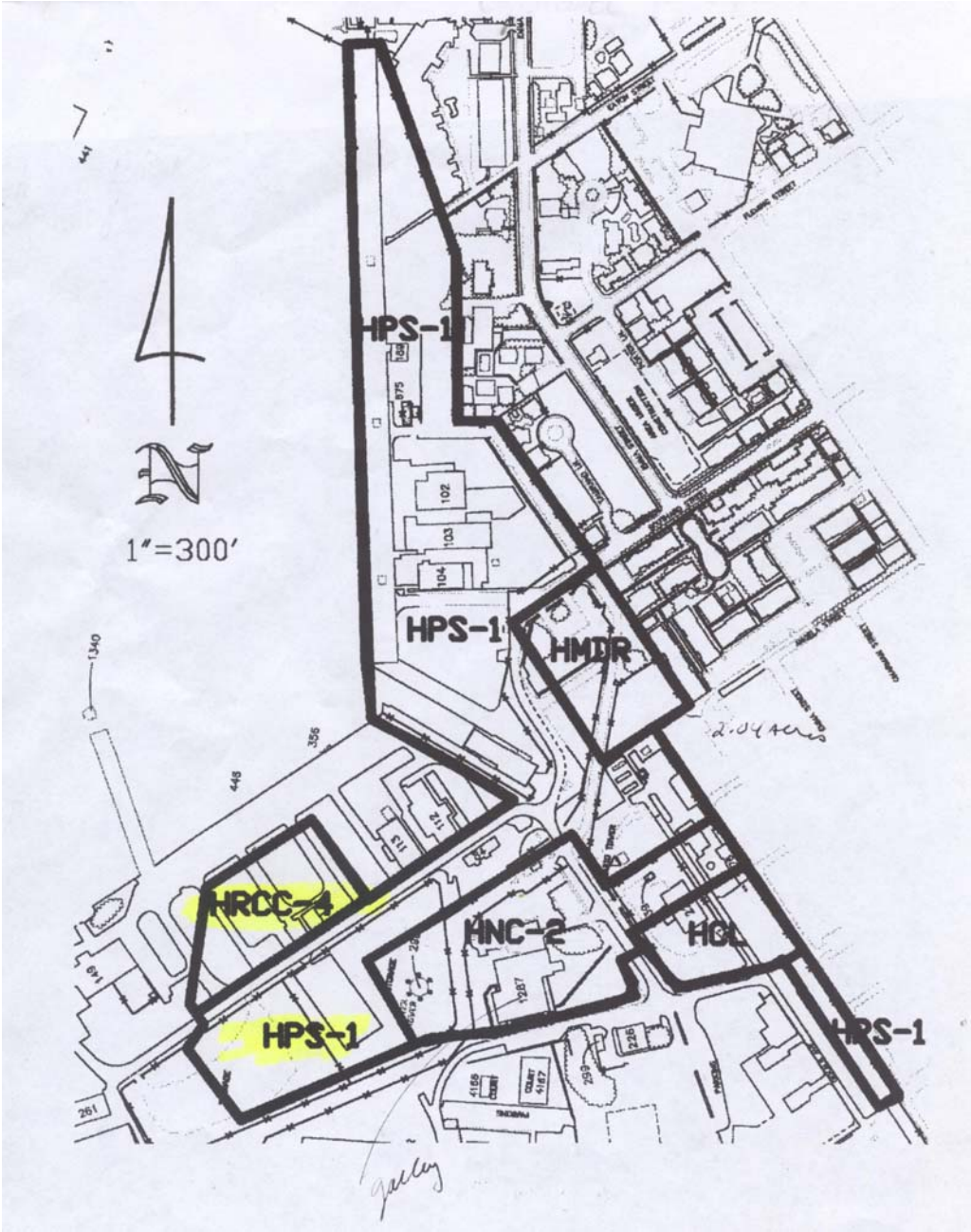
parks and marina development will be in the $20,000,000 range. The plan calls for 38 percent commercial (tax and revenue generating) use and 62 percent park development, non-tax or revenue use.
The City has taken interim steps to secure and maintain the property including securing of buildings, demolition of unsafe buildings, installation of fencing, clearing of over-grown brush, and the installation of office trailers on the property. An allocation in the Capital Projects Fund supports this activity. The City has also taken interim steps to maintain and secure the property.
According to the finance department, an allocation of the Capital Projects Fund maintains this activity.

In addition the Outer Mole will continue to be available for cruise ship docking although the Navy is intending to retain ownership.

A master plan has been developed - and is in the process of being updated - that leaves most of the property as park. Zones in the Truman Waterfront area are:

- HNC-2 (Historic Neighborhood Commercial District) extends from Petronia Street and is restricted to small offices, neighborhood shops, limited seating restaurants with limited square footage and low traffic volumes.
- HRCC-4 (Truman Waterfront District) was created to implement comprehensive plan policies for the area designated on the FLUM and specifically includes marine related and dependent activities and encourages preservation of nature, character and quality of the historic district.
- HPS-1 (Historic Public and Semipublic Services District) intended to implement policies for the recreational area, environmental education center, the Seminole Battery and the area to be made a part of Fort Taylor.
- HCL (Historic Limited Commercial District) is to provide a management framework for the "market place" adjacent to Bahama Village to the south of Petronia Street.
- HMDR (Historic Medium Density Residential District) preserves the residential character and historic quality of the medium density residential areas in Old Town.

(See Truman Waterfront zoning map on following page.)



Map 3D.1
Zoning Map of Base Re-Use Acquisition Properties, Truman Waterfront
Adopted into Key West Comprehensive Plan September 8, 1999, amended
July 6, 2000.

(E) Underdeveloped Property:

Underdeveloped property represents the largest potential for development on Key West. The largest reservoir of this property is along North Roosevelt. The property is zoned General Commercial (CG). Any property with a floor area less than that allowed may be able to add more floor area or may be able to use the unused proportion to add 16 dwelling units per acre.

Additionally small apartments of less than 600 square feet may also be added to existing single-family homes in the Single Family (SF) zoning district.

(F) Conclusion:

In conclusion, there is little vacant developable land in civilian control. There is significant opportunity to redevelop existing land and to add to already developed land. However, the potential for growth will be a function of the number of ROGO units available. Non-residential growth will be a function of the expansion of customers.

4. Financial Feasibility of Comprehensive Plan and Needed Infrastructure

The infrastructure required by the Comprehensive Plan is financially feasible for the City. Major local funding sources include the Infrastructure Fund (approximately $1,200,000 per year), the Internal Improvement Fund (approximately $3,700,000 per year), Sewer Fund ($11,800,000), Salt Ponds Fund ($270,000 per year).

The community has approved issuing a $20,000,000 bond for a storm water utility and the City Commission is scheduled to consider a storm water utility fee to fund the Bond and storm water utility improvement. However, the total cost of storm water improvements is estimated to be approximately $38,000,000. The additional $18,000,000 will require grants or other sources of funds.

Additional funds for port improvements are anticipated to derive from cruise ship revenues.

In the City's fiscal year budget for 2003-2004 the Capital Projects Fund, which is a funding mechanism for major projects that are expected to take more than one year to complete, has the following objectives:

1. City Hall Renovations – Continue to build the project fund pending the determination of:
    - Whether renovation or new construction will be the most cost effective alternative;

- Total project costs based on the selected alternative;
- A funding mechanism (loan or bonds) for the above.

City offices are currently located in city hall, city hall annex, and scattered rented offices. Citizens in need of services are forced at times to proceed to multiple locations to accomplish a single task. The entire city hall complex is in need of repair or replacement. Chunks of cement have fallen from city hall (built in 1962) and city parking garage (built in 1970). City hall annex was constructed in 1975 and needs repair. An architect evaluated these structures in light of the needed repairs with the objective of relocating separated offices into coherent functional customer service units with three possible options:

- Replace all structures in a sequential process;
- Replace some and repair other structures in a sequential process;
- Repair all of the structures.

The renovations to city hall will be a multi-year project that seeks to renovate current City offices and get the building to meet code standards, or demolish the current building and build a new city hall. This renovation/construction of a new building will allow city attorney's office, planning offices and computer training to be relocated from leased units, which would result in a savings of approximately $85,000 per year. The Capital Projects Fund report shows this project at a preliminary $16,000,000 total to be supported by long-term debt funded from the one-cent sales surtax. In the meanwhile, immediate repairs and preparatory activity are being funded by an allocation in the Capital Projects Fund. The report says the city hall project will compete with the Navy Upland Property Development project and a possible Community Services building project for limited one-cent sales surtaxes.

2. Navy Upland Property Development - Continue to build the project fund pending the determination of:

- The extent of upland development for the newly acquired Navy property at the Truman Annex to be established in an overall development plan.
- The total cost for the above.
- A funding mechanism (City funded, private developer funded or a combination thereof) for the above.
- Note – This fund may be used in the interim for:
  - (a) Dredging of the Mallory channel in conjunction with the Navy Key West Channel dredging project.
  - (b) Immediate Upland Property improvements.
  - (c) Urgent Port Operations projects.

3. South Roosevelt Seawall Reconstruction – Fund the non-FEMA supported completion of the project as necessary.

4. Operating Reserve – Maintain an operating reserve for contingencies.

Sources of Funds

Table 4.1
Projected Prior Year Balances and Revenues

	Amount
Prior Year Carryforwards	$3,485,085
Federal Emergency Management Agency Grant	$230,000
Interest	$43,439
Infrastructure Fund Transfers	$1,499,248
Total	$5,257,772

Prior year carry-forwards reflect a policy of attempting to fund major projects without relying upon debt by building reserves. However, the City Hall Renovations and the Upland Property projects will be of such a magnitude that some form of debt or private development will be required.

Uses of Funds

Table 4.2
Projected Project Uses

	Amount
City Commission (City Hall) $13.5m	$2,924,882
Streets (South Roosevelt Seawall)	$300,000
Parks (Truman Waterfront)	$1,999,451
Reserve Contingency	$33,439
Total	$5,257,772

Projects

The City Hall Renovation is a multi year project to renovate current City offices and bring the structure to code or demolish the current facility and build a new one. It has been made possible by the relocation of the Police Department to the new Police Building. The renovation/new building will allow the relocation of the City Attorney, City Planner and Training from leased to City owned facilities. The resultant lease savings will be approximately $85,000 per year. In addition, the collateral location of similar departments will improve public (customer) service and internal operating efficiency. The total cost of renovation was not determined at budget preparation. The

allocation will be used for completion of the preliminary engineering and architectural plans and initial temporary renovations. The Capital Plan (next chapter) contains future allocations. Total project funding requirements will be determined upon receipt of final plans and is expected to require intermediate term financing in FY 03-04 or subsequent years.

The Navy Upland Property allocation will be used for the initiation of immediate infrastructure projects or urgent Port Operations projects while awaiting the completion of final engineering and architectural plans. The Capital Plan (next chapter) contains future allocations, the extent of which will be determined upon receipt of final plans and the securing of grant funding, or long term financing under a City development alternative. Another option is private development.

An allocation of $300,000 contingent upon an additional FEMA grant may be used for additional work on the South Roosevelt Seawall reconstruction project. A total of $33,439 will be held in reserve for contingencies.

Table 4.3
Approved Revenue and Expense Budgets

CAPITAL PROJECTS FUND
BUDGET YEAR 2003-2004
REVENUES

DESCRIPTION	ACTUAL FY 99-00	ACTUAL FY 00-01	ACTUAL FY 01-02	BUDGET FY 02-03	BUDGET FY 03-04
FEDERAL GRANTS (S. Roosevelt)	$0	$0	$3,270,103	$0	$230,000
OTHER STATE GRANTS	1,239,464	327,867	1,084,285	0	0
INTEREST	249,415	319,398	126,540	28,087	43,439
OTHER MISCELLANEOUS	37,100	0	0	0	0
INFRASTRUCTURE FUND	1,850,000	1,500,000	0	3,402,390	1,499,248
PRIOR YEAR BALANCES	0	0	0	1,492,701	3,485,085
REVENUES	**$3,375,979**	**$2,147,265**	**$4,480,928**	**$4,923,178**	**$5,257,772**
EXPENDITURES	**$2,258,282**	**$860,398**	**$7,951,217**	**$4,923,178**	**$5,257,772**
REVENUES LESS EXPENDITURES	**$1,117,698**	**$1,286,867**	**($3,470,289)**	**$0**	**$0**

Table 4.4
Capital Projects Fund Budget Year 2003-2004 Expense Summary

CAPITAL PROJECTS FUND BUDGET YEAR 2003-2004 EXPENSE SUMMARY

DEPARTMENT	ACTUAL FY 99-00	ACTUAL FY 00-01	ACTUAL FY 01-02	BUDGET FY 02-03	BUDGET FY 03-04
CITY COMMISSION	$0	$0	9,065	$2,000,000	$2,924,882
GENERAL GOVERNMENT	2,258,657	860,398	3,084,301	520,788	33,439
STREETS	0	0	4,857,852	0	300,000
STORMSEWERS	(375)	0	0	0	0
PARKS AND RECREATION	0	0	0	2,402,390	1,999,451
EXPENDITURES	**$2,258,282**	**$860,398**	**$7,951,217**	**$4,923,178**	**$5,257,772**
CATEGORY					
PERSONNEL SERVICES	$78,516	$0	$72,767	$0	$0
OPERATING EXPENSES	131,214	(0)	189,587	0	0
CAPITAL OUTLAY	2,048,552	686,602	7,540,444	4,543,390	5,224,333
TRANSFERS AND RESERVES	0	173,796	148,419	379,788	33,439
EXPENDITURES	**$2,258,282**	**$860,398**	**$7,951,217**	**$4,923,178**	**$5,257,772**

The City will submit a capital improvement plan, amend the capital improvements element to list the projects along with projected funding sources, and an annual review of said plan according to State statute 163.3187 or 163.3189.

5. Location of Existing Development in Relation to the Location of Development as Anticipated in the Original Comprehensive Plan

The location of existing development has occurred in the locations anticipated in the original plan and at the rate anticipated. The reason for this is that Key West is an island and it is not possible to develop anywhere else. However, there has been a significant shift of the working population from living within Key West to living farther up the Keys. The driving force for this has been the conversion of housing into transient rentals and seasonal residences, the lower cost of land in the other Keys and the suburban lifestyle available.

6. Relevant Changes to the State Comprehensive Plan, Florida Comprehensive Planning Act and Rules, South Florida Regional Policy Plan

(A) Florida Comprehensive Planning Act, State Comprehensive Plan, and Rules:

A list of the changes to the Florida Comprehensive Planning Act since 1986 are attached to this report in Section III Evaluation of Changes to Florida Statutes and Necessary Changes to the Key West Comprehensive Plan. Each change has been evaluated to determine if an amendment to the Key West Comprehensive Plan is necessary. These changes are further discussed during the discussion of major issues.

Two major legislative initiatives have regarded water facility planning and cooperation with the school board. In Key West, the water-facility planning requirement is not applicable to the City of Key West because the Florida Keys Aqueduct Authority, a state agency, has complete control and responsibility for water facility planning.

Furthermore, on January 9, 2003 the Superintendent of the Monroe County School Board stated that there were no plans for additional schools in the City of Key West because the school population is not going to increase and the School Board will continue to coordinate the co-location of facilities. Subsequently, the DCA stated on January 15, 2003 that the City's Comprehensive Plan meets the statutory requirements regarding public schools.

(B) Area of Critical State Concern (FAC 28-36):

There have been no changes to the designation of the City Of Key West as an Area of Critical State Concern.

The Florida Keys Carrying Capacity model developed by the DCA and the Army Corps of Engineers has been completed. The major conclusion of this study was that there should be no more impacts on Keys terrestrial habitat. This conclusion will have little impact on growth in Key West due to small amount of terrestrial habitat remaining. However, the conclusion will be important on landscaping regulations and for habitat restoration. For instance, rather than remove fill in the Salt Ponds, it may be better to redevelop this habitat into a terrestrial habitat.

(C) South Florida Regional Policy Plan:

There have been no changes to the South Florida Regional Policy Plan for south Florida since August 1995 that warrant changes to the Key West Comprehensive Plan.

(7) Summary of Public Participation

The City of Key West has held public workshops that have contributed to this evaluation of the Comprehensive Plan. These include the summit of March 30, 2001, the September 4, 2001 summit on Affordable Housing, and the summits of December 12, 2001 and February 13, 2002 to establish priorities of the City. The Planning Department staff also attended a daylong workshop sponsored by the Chamber of Commerce to discuss the goals of the community. Similarly, the planning staff has participated in numerous public meetings sponsored by the DCA to bring groups from throughout the Keys to discuss affordable housing. Community groups and private citizens have been provided draft copies of the EAR and there have been many informal discussions.

The Planning Board had workshops on August 16 and September 20, 2001. The Planning Board also had public hearings on January 17, February 21, March 21, April 21, and May 21, 2002.

The Planning Board had a public hearing on the Second Revised EAR at a regularly scheduled Planning Board meeting on January 20, 2005. The City Commission had a public hearing on the Second Revised EAR at a regularly scheduled City Commission meeting on March 1, 2005.

(8) Coordination with Public Schools

The existing schools are properly located and designated "Public Service" (PS) on the Future Land Use Map. As indicated in his letter of January 9, 2003, the Superintendent of the Monroe County School Board does not anticipate a need to site new schools in Key West. Subsequently, the DCA on January 15, 2003, acknowledged that the City Of Key West Comprehensive Plan met the requirements regarding public schools and Section 163.3177(6)(a). Therefore, it is unnecessary to coordinate changes of the Future Land Use Map and associated residential development with the School Board. However, the City and School Board will continue to share population projections. Similarly, the City and School Board will discuss major modifications to existing schools and school property. This desire to cooperate was formalized by an interlocal agreement adopted by the City of Key West (Resolution 03-277).

The changes in population further verify little need to make significant additions to the schools, as indicated in Table 8.1. There has been a slight increase in total population and school age children. However, when an adjustment is made to look at the age of children appropriate to planning schools (ages 0 to 14), there is a significant drop in population.

Table 8.1
School Age Population

Age Group	1990 Pop.	2000 Pop.	Change	% Change
Total Monroe County	78,024	79,589	1,565	2.0
Total Key West	24,832	25,478	646	2.6
Key West Children (0 to 19)	5,340	4,540	-800	-15.0
Key West School Age (6 to 19)	3,194	3,336	142	4.4
Key West School Planning Age (0 to 14)	4246	3448	-798	-18.8

(9) Major Issues of Key West

(A) Vision and Mission of the City of Key West and the Comprehensive Plan:

Issue Description: There are many goals, objectives and policies (163 pages) in the current Comprehensive Plan. However, there is no clear vision of where the community wishes to go or what the Comprehensive Plan is attempting to achieve.

Description of Current Conditions: The City of Key West has adopted the vision, mission and core value statements to guide the employees and overall daily activities.

The Vision of the City states:

> "Key West, a tropical paradise, envisions itself to be a role model city, known for the respect of our diverse people and our environment. We will strive to be a user-friendly city, establishing an atmosphere of trust and confidence by providing quality, professional services. We are a city that cares."

The Mission of the City states:

> "Our mission is to maximize services to our customers, in the most cost effective way. We will accomplish this through teamwork, high employee morale, sufficient

> staffing and quality training, establishing a partnership with the community and safeguarding the health, safety and welfare of our customers."

The Core Values of the City states:

> "Safety is our primary consideration in all our actions. Act with integrity for the sake of the reputation of your organization and yourself. We will recognize everyone as a customer and treat him or her with consideration and respect. We will be accountable for our actions. We will accomplish our mission and vision through teamwork."

Additionally, the City of Key West has adopted a city philosophy of "We are all one human family."

Assessment of Plan Objectives and Successes and Shortcomings of the Plan Elements: Although the Plan contains many goals and measurable objectives and policies consistent with the planning requirements of the State Legislation, there is no overall theme or guiding vision, sense of mission or philosophy.

Actions and Corrective Measures: The Comprehensive Plan should include the Mission and Vision statements and Core Values adopted by the City of Key West and articulate the City's philosophy.

Additionally, the City should consider adopting a theme for the Comprehensive Plan: "Preserving community character in harmony with the environment."

Finally, the Comprehensive Plan should not attempt to be a highly detailed blue print for the future of the community. Instead, the Comprehensive Plan should be a description of how the community wants to be five to twenty years into the future. This description should use measurable indicators by which to evaluate progress. Some indicators may be very traditional such as the cost of living, water quality or number of cars on the road. Other indicators may be less traditional for comprehensive plans but be better indicators of the quality of life. Such indicators may be the number of children engaged in after school activities or how many people have a grocery store within a five-minute walk.

In order to proceed with such indicators, the City will need to maintain adequate statistics of the community. This will require additional staff time to collect the data on the indicators necessary to indicate changes in the quality of life. The Planning Department produced a Statistical Abstract of the City of Key West for 2003 and 2004. The 2004 Abstract is available for use by the

public and City staff. The Abstract offers information and statistics on population, geography, economics, housing, utilities, transportation, environment, crime and a history of the island. It also offers color maps of Existing Land-uses, Future Land Use Map (FLUM) and the bodies of water, wetlands, habitat, vegetative communities and harbors on the island.

(B) Quality of Near Shore Marine Ecosystems:

Issue Description: This issue involves the entire marine ecosystem existing in and around Key West. This encompasses water quality impacted by storm water and sanitary sewers. Boating, boat anchoring, discharge from boats, boat and ship handling, litter, marina facilities, and maintenance of waterways and basins may also adversely affect the ecosystem.

Description of Current Conditions: The City has nearly completed the sewer improvements required in the current Comprehensive Plan. This has included upgrading the sewer plant, installing deep well injection, rebuilding the collection system and upgrading sewer lateral connections on private property. As indicated in Table 9B.1 the initial lateral testing is complete. However, lateral testing will be an ongoing effort to prevent leaks from developing. The result of this sewer work (Table 9B.2) is that there has been a large reduction in sewerage being processed at the sewage treatment plant. Additionally, as indicated in Figure 9B.3 there has been an overall improvement of near shore water quality as evidenced by testing for fecal coliform bacteria present in the near shore waters of Key West. This monitoring process includes regular sampling from 26 collection points.

A storm water utility has been_established and a consultant is conducting a rate analysis to identify appropriate storm water utility fees. New developments and redeveloped properties are also being required to comply with storm water management standards. An area on the south side of the island is being designated a marine park, a mooring field has been established, the waters surrounding Key West have been designated a "no discharge" zone and the current budget includes provision for 3 marine police officers. In addition, the Salt Ponds is an ecological area with projects funded to remove invasive exotic plans.

Table 9B.1
Key West Sewage Treatment Plant Background Statistics

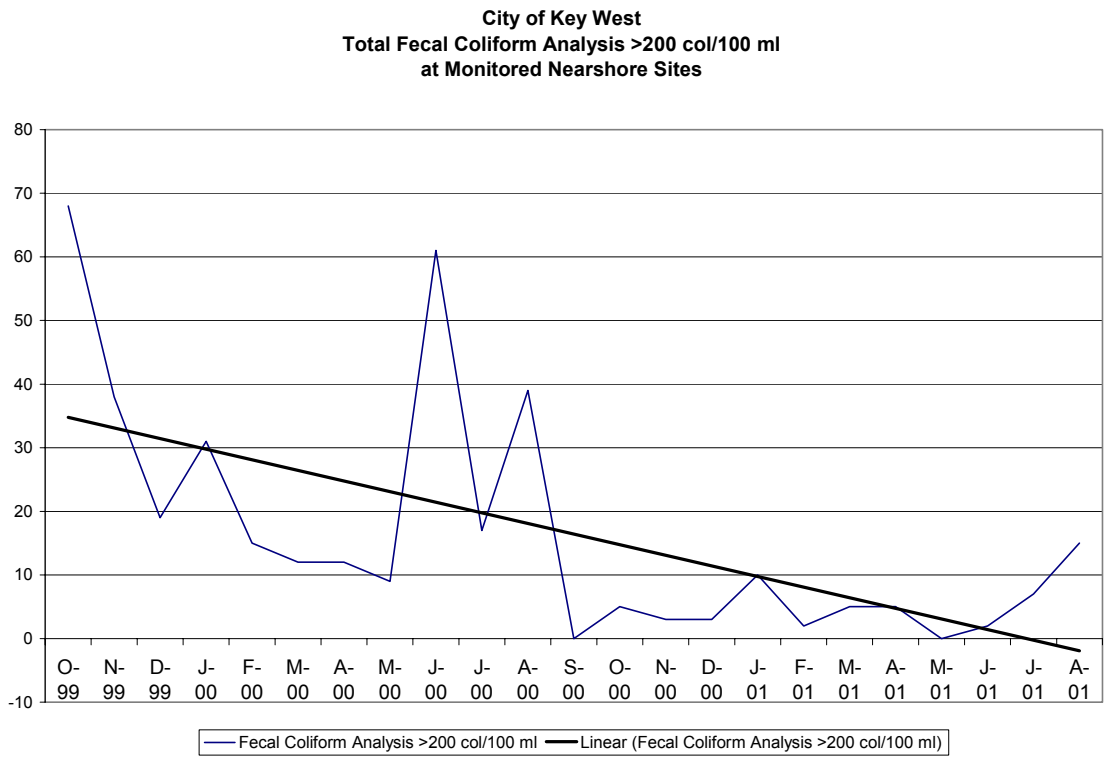
Number of Customers	~15,000
Maximum daily operating capacity (in gallons)	10,000,000
Average Daily Flow (in gallons)	
FY 1989-1999	8,000,000
FY 2000-2001	4,800,000[5]

*

Table 9B.2
Status of Lateral Testing Program (04/08/02)

Tested	10,418
Passed	7,179
Failed	3,239
Fixed	2,971
Unresolved	372

Table 9B.3



[5] The reduction is the result of repairs to the pipes in the collection system eliminating leaks into the system.

The following is a list of projects the City has completed to enhance the near shore ecosystem:

- Smathers Beach re-nourished and re-vegetated with native plants.
- Requiring removal of floating structures in the seaplane basin.
- Relocation of Houseboat Row from state submerged waters and hooked up to sewage treatment at the city's marina in Garrison Bight.
- 80 mooring locations established as a means to minimize impact of vessels and their anchors in the seaplane basin.
- Established the Conservation zoning district extending 600 feet seaward of the mean high tide line.
- Creation of a Marine Park on a portion of the south side of the island.
- Acquisition of the Berg and Kitso properties (mangrove and beach-berm habitats).
- Coordinated with other agencies and non-profit organizations to remove all invasive exotic vegetation from the Salt Ponds.
- Improved diesel fuel tanks at the Department of Transportation for spill control and monitoring consistent with HRS guidelines.
- Accelerated the design and construction retrofit of the wastewater treatment plant to meet advanced wastewater treatment standards (AWT). The City accelerated the $67.3 million, 7-year sewer capital program into a 3-year program. Key West has replaced 241,595 feet, or 46 miles, of mainline sewer pipe; 147,158 feet, or 27 miles, of service laterals; 13,329, or 2.5 miles, of sewer force main pipe; and 2,145, or 0.4 miles of storm sewers. The pipe replacement projects were complete March 31, 2001. This completion date was four years ahead of schedule.
- The City established a Private Property Lateral Testing Program in March 2003 for over $1 million per year. As leaks are identified on private property, property owners are required to repair or replace the leaky laterals. The City provided $1.8 million for these repairs. City staff has tested 14,266 private property laterals as of April 25, 2003. 8,462 private property laterals have failed. 8,201 property owners have replaced their leaky lines at an estimated cost of $17 million dollars.
- In 2001 Key West established a storm water utility and began to retrofit existing outfalls and collection systems. Over 15 injection wells have been installed and seven storm water sediment traps installed on existing outfalls. A utility has also been established and a storm water management plan. In 1999 the City established a near shore water quality-testing program at all public beaches. Also private renovations have been completed at many sites, including but not limited to Radisson, Courtyard Marriott on N. Roosevelt, Choice Plaza shopping center (the old Smart and Final), and South Beach Motel.
- The Housing Authority of the City of Key West received certification of completion of construction of domestic wastewater collection systems

for the Robert Gabriel Apartments A, B, C; Senior Plaza Apartments; Fort Village; George Allen Apartments; and Key Plaza site B.

- Key West has been declared a no-discharge zone for boats and the Key West Police Department and Ports Department have developed a marina and live-aboard education and enforcement program to eliminate illegal dumping of wastewater.
- Salt Run and Linda Avenue canals have been cleaned of debris and flow reestablished. Flow has been restored at White Street Pier and the Rest Beach beach-berm restored with native vegetation.

Assessment of Plan Objectives and Successes and Shortcomings of the Plan Elements: The Comprehensive Plan addresses nearshore marine ecosystems primarily in the Coastal Management Element, Conservation, Recreation and Open Space Element, Port Facilities Element, and Land Use Element of the Comprehensive Plan. This has resulted in some confusion as to a single comprehensive strategy for the marine ecosystem and has mixed policies related to the ecosystem with policies oriented to hurricane evacuation and hurricane mitigation strategies. Additionally, the very precise nature of the policies does not provide the flexibility to facilitate restoration projects or habitat enhancement projects that are precisely and specifically listed.

Actions and Corrective Measures: The City should continue with improved sewage treatment and monitoring leaks in the sewer system. Storm water efforts to create a storm water utility should continue. Storm water management of private property should be upgraded by a combination of assistance, incentives, and regulations. The City of Key West should also continue the efforts to prevent boat sewage and other contaminants from entering the surrounding waters.

The City is continuing the provision of mooring buoys as a means to reduce anchor damage and enhance the marine habitat. It is continuing to enforce the No-Discharge zone for boats. The benthic habitats along altered shorelines, within the marinas and the canals can be improved. This would include but not be limited to testing for contaminants in the sediments and removing them, removing litter, and mechanical alterations of the habitat in artificial water bodies and shorelines such as installing artificial reef type habitats, aeration, and adjusting canal depths and banks to conditions that mimic natural streams. The Comprehensive Plan should also continue the designation of the marine habitats around the community as a conservation area/marine park to control activities that disrupt and disturb marine life.

Completing the acquisition of properties within the Salt Ponds will also reduce threats to the marine habitats surrounding Key West. Concurrently, it will be important to establish a management plan and entity that respects the

environmental sensitivity and neighboring residential uses. The plan should include consideration of converting fill into upland and fresh water habitats in order to restore the habitat diversity within the Key West ecoshed.

(C) Affordable Housing:

Issue Description: Housing has become very expensive in Key West such that even full time employed people in skilled jobs find it difficult to find housing they can afford. This situation has made it difficult for institutions such as the School Board, hospitals, and Police Department to hire and retain employees.

Major factors contributing to the lack of affordable housing include:

- Expansions in the tourist economy (new hotels, restaurants, retail businesses) requiring more employees.
- Loss of military personnel and their families who filled local jobs but were provided housing by the military. Replacement employees do not have Navy housing and thus rely on the civilian sector to provide housing.
- Increased demand by people throughout the world for second homes in Key West resulting in a bidding up of housing prices.
- Limitations on the ability to add more units due to the general build-out of Key West. There is very little remaining land and neighborhoods resist intrusion and conversion in a manner consistent with the community character.
- Limits to growth based on hurricane evacuation, as established by the Comprehensive Plan and contained in the City's rate of growth ordinance (ROGO).
- High construction costs.

Description of Current Conditions: There have been several trends affecting the cost of housing. These major trends include:

Conversion of buildings with several units into guesthouses: This process has had the result of reducing the supply of rental units. For instance, in the four years from 1991 to 1994, as indicated in Table 9C.1 there was a reduction of 124 dwelling units as these units converted into transient units. While no data exists whether these units were rental or not, it is presumed that most of the units were rental units. In addition, there may have been conversions that did not get approval. Much of this occurred in land designated HP-3 on the old zoning map where guesthouses were allowed as special exceptions. This is no longer allowed.

This loss of potential employee housing combined with an increase in the demand for services and employees associated with the increase in transient accommodations furthered the imbalance of housing in Key West.

Table 9C.1 Permits Issued per
Building Permit Allocation Ordinance

YEAR	RESIDENTIAL UNITS	ACCESSORY UNITS	TRANSIENT UNITS
1990	124	0	74
1991	-13	0	146
1992	-63	0	147
1993	-36	0	312
1994	-12	8	105
1995	12	1	27
1996	8	2	78
1997	76	7	-1
1998-Mid-year	7	0	-2
TOTAL	**120**	**18**	**886**

Conversion of single-family houses and units in multi-family buildings and gated communities to short term rentals: This process has decreased the housing stock and may have affected owner occupied units more than rental. However, the ramification on affordable housing may be more of a secondary nature due more to a reduction in the supply of rather than the conversion of an affordable unit. The City's new ordinance will probably reverse the decline in actual housing supply. However, units may not revert back to year round housing but convert only to seasonal rentals or second homes. It is also difficult at this time to determine if the ordinance will overly favor the secondary creation of affordable rental or owner units. Additionally, it may be many months before the City's ordinance goes into effect due to the prospect of legal challenges.

Conversion of single-family units to short-term rental in the Lower Keys: The Lower Keys do house many people employed in Key West. Thus, the Lower Keys housing market impacts Key West. The County's ordinance limiting short-term rental of houses has gone into effect. This probably will increase the supply of year round housing and the reduction of transient units may reduce the number of service employees that require affordable lower cost housing. However, as in Key West, it is difficult to anticipate the actual impact on the availability of affordable housing. For instance, many units may go into monthly and seasonal rentals, or be retained as second homes.

Loss of illegal units in the Lower Keys (below flood level enclosures): The Federal Emergency Management Agency (FEMA) is pressuring for the removal of illegal habitable space below the flood level. This could result in the loss of several thousand rental apartments in the Lower, Middle, and Upper Keys.
It should be noted that those units that existed at the time of the 1990 census might well be included in the baseline data for the Rate of Growth Ordinance (ROGO). Therefore, the construction of replacement units elsewhere in the County or City may not have to go through the normal ROGO process.

Additional advantages would be the conversion of substandard housing units and improved sewage treatment as placing the second unit on a modern system eliminates double loaded septic tanks. Therefore the City should pursue this option.

Construction of Transient Units: In the nine years from 1990 to 1998, 886 new transient units were permitted pursuant to the Rate of Growth Ordinance (ROGO) (See attached Annual Building Permit Allocation Ordinance Ledger). This has tended to create jobs for young, single workers in the service sector at the ratio of one job per one unit. Such workers are mostly seeking rental housing. However, the creation of new transient units is now curtailed due to the Comprehensive Plan Policy 1.3.12.3, which limits the percent of new units that may be transient.

Construction of New Housing: Since 1990, approximately 30 percent of the units built have been affordable as required by the Comprehensive Plan (policy 3-1.1.3). Many of these units were vested projects. Of these some have been rental units (i.e. Mariner's Cove) and others have been for ownership (i.e. Northside Drive Apartments). Unfortunately, this has only served to partially balance the addition of market rate units and has not been sufficient to overcome the loss of housing to short term rental units or to make a serious improvement in the deficit of housing.

Growth in businesses adding workers to serve the increase in day tourists: As the day tourist population increases (an increase in cruise ship passengers, visitors from up the Keys), their demand for goods and services increases as well. The commercial demand extends to traditional tourist retail expenditures such as jewelry, clothing, restaurant meals, and attractions. The demand for services extends also to public and semi public services such as police, emergency response, litter control, water, and sewage. The consequence of this increased demand for services is that more jobs are created and there is a very small pool of employees to draw from. Consequently, more workers are drawn into the community although the housing market is limited. Unfortunately, there is no data to establish how many new jobs are created by a visiting day tourist.

Housing Commitments: As indicated in the following Table 9C.2, there are 1,479 affordable housing units with 44 more in the planning stage, but not yet approved. The City purchased the Poinciana Housing from the Navy and is currently leasing approximately 156 existing units as 60 percent low income and 40 percent moderate-income households.

Table 9C.2 City of Key West
Affordable Housing Commitments [6]
Built, Under Construction or Approved.
As of April 20, 2004

Street	Street #	Project	# of Units
Amelia	215	Housing Authority – for elderly	28
Amelia	800	John Hillman & Reva Spawn	1
College Rd	5555	Sunset Marina	4
College Rd	6450	Key West Golf Club (Key West Resorts/Fairways) [7]	40
Duck Ave	3333	West Isle Club Apartments (Duck Ave. Apartments) [8]	192
Duck Ave	3200 block	Poinciana Housing	156
Dunlop	1626	Key West Housing Authority	2
Dupont Lane	525		1
Duval	618 rear	Old Town Development	1
Duval	1200	Valadares	2
Duval	615.5	Artman	1
Duval	900-904	[9]	5
Emma	920 –Apts A-J	Housing Authority	10
First St.	1225 & 1227	Jesus & Karen Romo	1
Flagler Ave	1630	Mike Jolly	1
Flagler Ave	3075	Flagler Court (Sun Tzu Associates Inc.) [10]	26
Flagler Ave.	2700	Catholic Charities – for elderly	10
Fleming	811	Ronal and Nancy Larsen	1
Fort	915 – Apts A-J	Housing Authority	10
Greene	604 # 200	KW Hand Print Fabrics	1
Grinnell	1010		1
Howe	1031	Bahama Conch Community Land Trust	1
N Roosevelt	2814	Overseas Market Key West Grill	3
N Roosevelt	2601	Fairgrounds Site: Roosevelt Gardens	96
N Roosevelt	3029	Key Cove revised [11]	16
N Roosevelt	3332	Peacock Plaza	10
N Roosevelt	3840	Key West Welcome Center	16
Northside Dr	3330	Mariner's Cove Apartments	78
Northside Dr	3401 (3360-3399)	Sun Tzu Associates Inc. [12]	16
S Roosevelt	3900	OceanWalk [13]	296
S Roosevelt	3930	Las Salinas [14]	216
S Roosevelt	3990	Saltpond Condominium [15]	90
Seaside Dr (3800 South Roosevelt)	3625	SeaSide Condominium (110 potential claimed)	29
Samaritan Ln.	719	719 Samaritan Lane	2
Simonton St	120	Simonton Row	4

[6] These units are dedicated to affordable in excess of 25 years unless otherwise noted.
[7] Affordable commitment is 5 years.
[8] Affordable commitment is 20 from certificate of occupancy (approximately 1987).
[9] Affordable commitment is 13 years. End date is approximately 2005.
[10] Affordable commitment is for life.
[11] Affordable commitment is perpetual.
[12] Affordable commitment is for project life.
[13] Affordable commitment set by court settlement.
[14] Affordable commitment set by court settlement.
[15] Affordable commitment is 10 years from the initial sale of the individual unit.

Street	Street #	Project	# of Units
Simonton St.	201	201 Simonton St.	2
Simonton St.	829 #2		1
Simonton	1215	Old Town Dental	7
South Street	507 D		1
Southard St.	508	Key Lime Square	7
Staples Ave.	1802	Historic Tours of America	3
Staples Ave.	1805	RE # 47070 [16]	2
Third St.	1227	Heck (down stairs unit)	1
Truman	105 – Apts. A-J	Housing Authority	10
Truman	115 – Apts A-H	Housing Authority	9
Truman	500 # 10	Old Town Trolley	1
Trumbo		Steam Plan	39
Virginia St.	200	Sr Citizens Housing (Key Plaza site), Housing Authority	28
Virginia St.	227	Bahama Conch Community Land Trust	1
TOTAL			1479
In the pipeline			
Bahama St.	418		3
Duval St.	715		6
Duval St.	903		7
Southard	420		9
S Roosevelt Blvd	3591		19
TOTAL			**1523**

Accomplishments: In addition to the trends listed above, the City Commission has taken the following actions to improve the ability to provide affordable housing:

- The City has amended the Transfer of Units Ordinance to allow transient units to transfer to efficiency/small apartments without the need for an additional ROGO unit.
- Established an agreement with the DCA for the possibility to obtain more ROGO units based on a reassessment of the hurricane evacuation of elderly housing.
- A dedicated pool of approximately ROGO credits for affordable housing:
  1. Unused vested units from Buttonwood Court and the Fairways project.
  2. 186 units by agreement with the DCA.
  3. City Commission has allocated approximately 35 ROGO units from the Berg property only for affordable housing.
- The City has signed an agreement with a private developer for 30 of 60 vested units to be reserved for affordable housing. Ten of these units will be given to the City.
- The City has signed an agreement allowing senior citizen housing to require less than a full ROGO unit provided there will be special hurricane evacuation plan for the occupants.

[16] Affordable commitment for 9 years.

- $2,500,000 Bond issued by the City to allow acquisition and restoration of affordable housing in Bahama Village.
- Acquired the Fairgrounds property. 96 units are under construction by the Key West Housing Authority and are partially occupied.
- Accessory apartments routinely added to single-family homes.
- Added approximately 90 affordable units at Salt Ponds Condominiums.
- Flagler Avenue and Northside Drive are affordable housing developments.
- Passed an Affordable Housing Ordinance requiring a third of all residential units to be affordable and standardizing rent limit and facilitate apartments above commercial building. Twenty- nine such units are under construction at Seaside Condominium and 16 units were built at Key Cove.
- Amending the Affordable Housing Ordinance to:
    1. Redefine eligibility criteria to include people who work multiple jobs and thus earn too much to otherwise qualify.
    2. Increase the rents and payments allowed for housing.
    3. Facilitate efficiency/small apartments.
    4. To facilitate infill with affordable residential units. Approximately 75 units have been constructed, approved or are under review.

Table 9C.3 indicates the number of affordable ROGO units available in Key West. A total of 300.37 full units are available, but the number increases to 487.56 if the units are constructed as small apartments. The table does not reflect the number of units that replace units removed from other properties.

Table 9C.3
Available Affordable ROGO Units in Key West [17]
April 20, 2004

Type of Units	Total Available Full units	Max. Affordable Units if Built as Small Apartments when possible
Multifamily Reserved for Housing Authority (Res 96-243 & 00-409) **	161.9	294.36
Multifamily reserved for Bahama Conch Community Land Trust	6	10.91
Accessory Units **	2	3.6
Berg Reserved for CG and CL zoning districts **	3.35	6.09
Berg Unrestricted **	1.32	2.4
Res. 01-175: 126 units equiv credits may not be used as small apartments. [18]	70	70
Res. 01-175: 60 units equiv credits **	25.8	45.9
Res. 01-150 Dionysus Affordable: City Of Key West **	10	18
Dionysus sold to Old Town Key West Dev. **	20	36.3
TOTAL	**300.37**	**487.56**

[17] This table reflects new units to be built in Key West. It does not include construction of units that replace units that are removed from other properties. Units associated with projects under development review are considered to not be available.
[18] Prohibited from allocating the 0.55 equivalency for small apartments

** These units may be used for apartments of 600 sq. ft. or less and counted as 0.55 equivalent units.

Assessment of Plan Objectives and Successes and Shortcomings of the Plan: Although the City has accomplished many of the specific tasks called for in the Comprehensive Plan, the City has not been successful in alleviating the need for affordable housing.

- Public private partnerships have been very few.
- Affordable Housing Ordinance and Rate of Growth Ordinance have been adopted. However, these have not achieved housing. A third of housing units created have been affordable. But, this did not address the loss to transient uses and gentrification. Trust fund has been established but only approximately $60,000 has been identified.
- Commercial uses have not been made to provide affordable housing or pay a fee. At best, this would have reduced the worsening of the situation but it would not have solved the previous lack of affordable housing. It also would not have alleviated the problems caused by conversion of affordable housing.
- The overall cost of housing has increased due to many causes such as limited supply and increased demand as Key West continues to be an attractive community with an excellent police force, beautiful historic district, strong sense of community and overall desirability.
- Accessory apartments have been implemented.
- The 30 percent set aside of housing for affordable housing (policy 3-1.1.3) has been insufficient. This insufficiency is due to the fact that people must make more than the median household income for Monroe County to be able to pay the market value of housing. For instance, a dwelling for a family of 5 will cost approximately $300,000. The income necessary to purchase such a house (at 30 percent of income dedicated to housing) would be $86,000 or approximately 1.45 of median household income for a family of five. Thus, it is insufficient to set aside only 30 percent of new housing units when significantly more than the 50 percent of the population (median) cannot afford market prices.

Actions and Corrective Measures: The City will need to preserve existing housing available to moderate and low income housing and avoid people losing the housing they have such as the conversion of mobile home parks converting to more expensive housing or small houses being converted into expensive second homes. However, the City should not abandon the concept of people wanting to upgrade their homes to structures more resistant to hurricanes or more comfortable to live in.

The City of Key West hosted a Summit at the Casa Marina Resort on March 30, 2001 to gain a community consensus on ideas to help the City address its

affordable housing crisis. Over 80 individuals, representing a wide range of interests, were able to attend. This Summit was convened at the directive of the DCA, which asked that each municipality in the Keys provide input from its residents that would be most beneficial to building, preserving, reclaiming, and funding affordable housing stock. Participants also discussed ideas that could reduce demand for this critical need. The conclusions of this summit are the basis for the following list of actions for achieving affordable housing. Most of these actions will not require amendments to the Comprehensive Plan. However, the City may find it easier to completely rewrite the Housing Element rather than initiate a series of amendments.

1) Preserve Housing Stock:
   - A) Continue to prohibit conversions of residential units to transient rentals & guesthouses and increase code enforcement by one full-time position.
   - B) Restrict variance requests that would enable the conversion of existing affordable housing to the second home market.
   - C) Continue the support of the Bahama Village Bond Issue for the use by the Bahama Conch Community Land Trust in Bahama Village.
   - D) Establish community land trust to operate city wide to buy units prior to gentrification. This may require an amendment to the Comprehensive Plan.
   - E) Acquire elderly affordable housing properties. This may require an amendment to the Comprehensive Plan.
   - F) Inventory vacant, boarded up houses.
   - G) Assist homeowners to fix existing housing and work with groups such as Habitat for Humanity.
2) Reclaim Existing Market Rate and Transient Units:
   - A) Work with architects and contractors to document housing units that have been eliminated by converting to other uses or reducing the number of units on site. Reallocate at least half of these units to affordable housing.
   - B) With an additional Code Enforcement employee, review the licenses of all hotels, motels and guesthouses to assure that only licensed units are being transiently rented.
   - C) Enforce agreements with private developments to provide affordable housing.
   - D) Use different mechanisms for assuring affordability. This may require an amendment to the Comprehensive Plan.
   - E) Allow transient units to convert to small apartments without need for additional ROGO units.
3) Control Demand for Housing Stock:

A) Temporarily limit commercial expansion creating low to moderate-income jobs until goals are met.
B) Buy existing hotels or guesthouses and convert to affordable housing when feasible.
C) Continue to prohibit the creation of additional transient units.

4) Cost of Living:
A) Research the ability to adjust Federal and State programs such as food stamps and day care in order to restore service to Key West.
B) Enhance low cost forms of transportation such as bike lanes & parking, scooter parking, bus shelters, increase bus frequency, taxicab-loading zones.
C) Promote increased wages commensurate with the cost of construction and the increases in property values.
D) Promote new industries with higher wages.
E) Discuss with City Commission the prospects of a living wage ordinance.
F) Continue to promote non-profit events that raise money for quality of life issues (health care, literacy, college scholarships, day care, mentoring & recreation).

5) Funding Sources:
A) The State adjusts programs to unique conditions in Key West and the Keys Area of Critical State Concern.
B) The State authorizes an additional Documentary Stamp Tax, Occupational License etc. in order to raise affordable housing funds.
C) The State authorizes allocation of Tourist Development Tax dollars to affordable housing oriented to service workers.
D) Amend the Comprehensive Plan to augment the requirement to link provision of housing with new commercial development or provision of funds and with a broad-based annual fee on all commercial properties.
E) Link provision of housing with high end residential. However, given the limited ability to build more houses, this funding source may be very limited.
F) Research new financing programs provided by Federal and State governments including adjustment of Federal and State criteria.
G) Reduce fees associated with building affordable housing including the possibility of reducing or subsidizing recording fees, hook up fees, permits and other fees charged by the City.

6) Build More Units:

A) Redefine Affordable Housing. This may require an amendment to the Comprehensive Plan:

(1) Adopt a broader series of definitions of affordable housing in order to accommodate nearly everyone working in the local economy. This has been done.

(2) Tailor specific programs to specific groups such as elderly, young service workers, new couples, and young families.

B) Refine the existing ordinance allowing the transfer and conversion of transient units to residential. Allow transient units to convert to small residential units without a need for additional ROGO units. This has been done.

C) As more units are made available, dedicate at least 90 percent to affordable housing and allocate to private and institutional builders. This is being done.

D) Adopt an efficiency/small apartment ordinance based on the authorization in the comprehensive plan for SRO's. This will also help to lower the cost of affordable housing. This has been substantially accomplished:

(1) Treat as 0.5 for purposes of density and ROGO.

(2) Allow in any district in the same manner as multifamily.

(3) Allow a parking exemption if developed at commercial sites with parking or in the Historic District.

E) Seek more affordable housing ROGO Units by addressing hurricane evacuation:

(1) Develop an evacuation plan for future senior citizen housing such that each unit may be treated much less than a full ROGO unit. This will allow a reevaluation of the number of full ROGO units reserved for Senior Citizen Housing by the Housing Authority.

(2) Amend the Comprehensive Plan and Land Development Regulations to encourage force 5 hurricane refuges as an alternative to hurricane evacuation for people necessary for the recovery after a hurricane.

(3) Examine all the assumptions in the Miller Report.

F) Lease vacant, military housing units to the City to allow subleasing to short term and seasonal workers. This may require an amendment to the Comprehensive Plan.

G) Develop a program for transferring ROGO units for projects within Lower Keys, which are developed by the Key West Housing Authority or are the subject of an agreement between the City and the County.

In addition to the above recommendations, the City should explore the following actions:

- Establish a program to advance and qualify potential occupants of affordable housing.
- Establish a program to monitor affordable housing to assure compliance with the requirements.

(D) Hurricane Safety:

Issue Description: Evacuation is the primary tool for preparing for major storms in the current Comprehensive Plan. There are no shelters for a force 3 hurricane. In order to assure sufficient time to evacuate, the State and Key's governments have limited growth. Due to the lack of shelters, evacuees may be at risk if evacuation is delayed, impeded or the hurricane takes an unanticipated turn. Under consideration is a plan for expanding the evacuation capacity of the 18-mile stretch. A new evacuation model has been developed and ferry service has expanded. In addition, the community has learned many lessons from Hurricane Georges, including the importance of advance logistical planning and mitigation.

Description of Current Conditions: The National Weather Service is building a new forecast office at United and White Streets across from Glynn Archer School. This facility is planned to be operational 24 hours a day, seven days a week and during all storms. A safe room capable of withstanding a force 5 hurricane will be incorporated into the building.

Assessment of Plan Objectives and Successes and Shortcomings of Plan Elements: The policies relevant to hurricane safety are found within the Land Use, Housing, Traffic Circulation, Coastal Management and Port Elements of the Comprehensive Plan. The primary theme contained in these policies is to coordinate evacuation with the other Key's communities and to limit growth to avoid exceeding the capacity to evacuate. This has been accomplished. For instance, the City has been involved in discussions of the Miller Evacuation Study (prepared by the DCA and FDOT) with other Key's Jurisdictions. This has led to operational cooperation with the FDOT, County and Sheriff's office. However, the Comprehensive Plan tends to be overly specific at the expense of operational flexibility. For instance, Policy 2-1.7.1 mandates specific ways to manage an evacuation. These procedures have not been necessary. At the same time, the issues of curfew and limited entry are not considered in the Comprehensive Plan. Nevertheless, the City has complied with the policy of maintaining a hurricane management plan by the Fire or Police Departments annually coordinating the City's hurricane management plan.

The Plan also addresses the need for housing to be located out of the Coastal High Hazard Zone and to be built above the projected flood level. This also has been accomplished.

Other accomplishments include the completion of a new emergency operations center (EOC) in the new police building, a long range disaster mitigation plan, completion of mitigation projects and completion of a ferry terminal from which ferry boats may augment evacuation.

Corrective Actions: The Comprehensive Plan should further stress the need to:

- Continue to limit growth based on hurricane evacuation, as required by ROGO.
- Participate with the State of Florida and other communities in the County to test the evacuation procedures and recommendations of the Miller Report. This should also evaluate equivalency factors.
- Allow operational flexibility while still requiring a regularly maintained Hurricane Management Plan and Resource Guide.
- Facilitate evacuation by reducing the time citizens need in order to "batten down the hatches." For instance, quickly operated hurricane shutters on all buildings would make it easier to evacuate.
- Strengthen public buildings to avoid hurricane damage.
- Strengthen private buildings with critical services such as food, hardware, medical services, pharmacies, broadcast stations, communication towers, and fuel.
- Provide public and critical service buildings with the ability to quickly hook up to generators.
- Provide open space around the harbor to serve as a recovery staging area if any bridges are inoperable.
- Have redundant communication systems to the mainland.
- Establish refuges throughout the Keys in case evacuation fails.

The Comprehensive Plan should recognize the costs and dangers of evacuation. There will be many evacuations under the threat of a storm that will turn out not to have been necessary. This will be expensive. The economy will suffer due to the closed tourist accommodations. Additionally, sending approximately 50,000 people on the road to drive over one hundred and fifty miles could well result in accidents. The Comprehensive Plan should also address the issue that evacuation out of the Keys without a clear safe refuge on the mainland continues to place citizens at risk. History has shown that South Florida highways and communities are not the safest places to be during a hurricane.

Thus, the Comprehensive Plan should continue with the theme of evacuating people to places of refuge. The question to be asked is, should these places of refuge be 150 miles away or should and can they be closer to home?

(E) Coordinated Transportation:

Issue Description: The State Statutes previously required separate Comprehensive Plan elements for traffic and transit. However, the statutes were revised to require a combined approach addressing all modes of travel.

Description of Current Conditions: Traffic congestion and lack of parking are frequent sources of aggravation to many residents and visitors. As indicated in Table 9E.1, the volume of traffic has increased in most areas with an average increase of 6.87 percent in the 10 years between 1990 and 2000. This exceeds the five percent that was authorized for road segments operating below a "C" level of service. A closer review of the traffic counts for each location and each year indicates that that there is not a highly pronounced trend.

Table 9E.1 Changes in Traffic Volumes
1990 to 2000

FDOT TRAFFIC COUNT STATION	1990	2000	% CHANGE
ATLANTIC BLVE, 200' E WHITE ST	5,000	5,100	2.00%
EATON ST, 200' W FLEMING ST (DUVAL ST)	5,100	5,900	15.69%
DUVAL ST, 200' N SR5/US-1/TRUMAN	10,000	8,000	-20.00%
WHITE ST. 200 NW SR 5/US-1.TRUMAN *	7,200	7,200	0.00%
WHITE ST. 200 SE SR 5/US-1.TRUMAN	10,300	12,000	16.50%
KENNEDY DR, 200' S SR 5/US-1/ROOSEVELT BLVD	10,000	8,500	-15.00%
BYRD RD, 200 N SR 5/US-1/ROOSEVELT BLVD	7,900	5,600	-29.11%
COUNTRY CLUB DRIVE 200' NSR 5/US/1/OVERSEAS	6,500	6,700	3.08%
SR A1A/S ROOSEVELT BLVD, 200' SRS 5/US-1	16,000	18,100	13.13%
FLAGLER AV, 200' E FIRST ST	15,900	19,000	19.50%
CR 5A/FIRST ST, 200' S SR 5/US-1	7,000	7,300	4.29%
CR 5A/PALM AV, 200' N SR 5/US-1	18,100	15,500	-14.36%
SR 5/US-1, 400'W SR A1A	28,100	31,500	12.10%
US-1, 200' E COW KEY BRIDGE	34,000	35,472	4.33%
US-1/TRUMAN AV, 200' W FIRST ST	20,000	20,500	2.50%
SR 5/US-1/TRUMAN AV, 200' W WHITE ST *	15,500	16,000	3.23%
SR 5/US-1/TRUMAN AV, 200' E DUVAL ST	10,700	9,200	-14.02%
SR 5/US-1/TRUMAN AV, 200' W DUVAL ST	4,800	5,400	12.50%
SR 5/US-/WHITEHEAD ST, 100' S OLIVIA ST	8,100	10,100	24.69%
FLAGLER AV, 200' W ST A1A/S ROOSEVELT BLVD	7,100	10,800	52.11%
FLAGLER AV, 200' E WHITE ST	7,900	10,400	31.65%
FIRST ST, 100' S SEIDENBERG AV	5,000	5,600	12.00%
SR A1A/S ROOSEVELT BLVD, 300' S FLAGLER AV	9,200	9,600	4.35%
SR A1A/S ROOSEVELT BLVD, 400' E BERTHA ST	9,200	11,800	28.26%
SR 5/US-1/N ROOSEVELT BLVD, 200' W SIGSBEE RD	33,700	34,500	2.37%
(*1999 DATA USED DUE TO 2000 TYPO IN DATA)			
AVERAGE CHANGE			**6.87%**

There are many factors affecting the change in traffic volumes. These are:

- Increased population of people living and visiting Key West and the Lower Keys.
- The loss of housing in downtown Key West and movement of affordable, workforce housing into the Salt Ponds and Lower Keys.
- A commercial moratorium in the Lower Keys that prevents commercial growth that serves the population growth in the Lower Keys.
- Relative cost of gasoline and general prosperity that contributes to an increase or decrease in automobile vacations or the purchase of second and third cars by families.

The ability to solve the traffic congestion and lack of parking problems by expanding the road system is very limited. This inability results from several factors:

- The layout of the historic district prevents wholesale rebuilding of roads and the creation of major parking lots.
- Environmental concerns will limit the size of widening North and South Roosevelt Boulevards.
- Adjacent property owners resist expanding roads or creating one-way patterns.
- Adjacent residential areas resist expanding roads.
- Environmental issues of expanding roads that involve wetlands.

The inability to expand the road system, along with limitations on parking, improvements to the bus system, the proximity of trip origins and destinations and the flat, small size aspect of the island has led to greater diversity of transportation modes than most other communities. Thus in addition to private automobiles, many people use bicycles, scooters, city transit, taxis, and private paratransit (such as the Bone Island Shuttle and the cruise ship trolley service). People also walk and Key West also has issued licenses for approximately 150 electric rental cars.

Parking in Key West is difficult. The City has addressed this issue by building a garage and several parking lots. Additionally, curbside parking has been increased by delineating parking spaces. Additionally, as indicated in table 9E.2 there are private commercial parking lots. Nevertheless, parking continues to be an issue to many people. Contributing factors are probably the movement of affordable, work force housing out of the downtown, the increase in the number of units in Key West, and the increased affluence allowing more families to own several cars.

Table 9E.2 Parking Lots in Key West

Location		Comments*
112	ANN	Private
418	BAHAMA	Private
523	BAHAMA	Private
CAROLINE & GRINNELL		Public – City Park&Ride
411	CAROLINE	Commercial
951	CAROLINE	Commercial
101	DUVAL	Public/Commercial
119	DUVAL	Private
430	DUVAL	Commercial/La Concha
801	DUVAL	Public/Commercial Not Licensed
422	FRONT	Commercial/Cayo Hueso
422	FRONT	Commercial/Hogs Breath
601	FRONT	Commercial
700	FRONT	Commercial
615	GREENE	Commercial/ Conch Republic Seafood
619	GREENE	Public - City Lot
100	GRINNELL	Public - City Lot
KEY WEST BIGHT		Public - City Lot
101	SIMONTON	Private
126	SIMONTON	Public
604	SIMONTON	Public – City Hall Lot
WALL ST (Mallory Square)		Public - City Lot
WALL ST (Hilton Garage)		Commercial
400	WHITEHEAD	Commercial
424	WHITEHEAD	Commercial
513	WHITEHEAD	Commercial
804	*WHITEHEAD*	Commercial/ Bahama Village area

*
Private: Lots with no advertisement, pay stations or otherwise appear to allow public use

Public: Lots with advertisement, pay stations or otherwise allows public use

Accomplishments: The City has made progress in many ways to improve personal mobility. These improvements have addressed bicycles and pedestrians, large vehicles, parking, transit, paratransit and taxis, and amendments to the Land Development Regulations.

Bicycles and Pedestrians: The City has, and continues to make, Key West a bicycle and pedestrian friendly community. A bicycle pedestrian committee meets regularly and the city has hired a bicycle pedestrian coordinator. The city has installed many bicycle racks through the commercial area in the Historic District. Additionally, new sidewalks are gradually being added throughout the City and existing sidewalks are being made handicapped

accessible. Bicycle routes have been delineated on White, Southard and Fleming Streets. A new bicycle path has been installed on Atlantic Boulevard and Bertha Street from Atlantic to South Roosevelt Boulevard. Sidewalks/bicycle lanes along Palm Avenue were completed in 2002. A pedestrian/bicycle bridge was installed over the Salt Run Canal connecting Staples Avenue. This removed the unsafe situation of bicycles being diverted to Flagler Avenue. New and redeveloped commercial development is being required to install bicycle racks and improve sidewalks. Perhaps the most popular improvement for visitors has been the connections added to the harbor walk. It is now possible to walk from the Ferry Terminal along the Key West Bight, and Front Street to Duval Street and then along the waterfront of the Ocean Key House to Mallory Square. A walker may then continue over a new bridge that connects to Pier B.

Large Vehicles: The City has initiated regulations on large vehicles. These include a prohibition on large tour buses and times of operation for large truck deliveries. Loading zones have also been installed throughout the historic business district.

Parking: The City has completed the Park and Ride structure. The City has also improved the efficiency of roadside parking by painting the spaces and allowing the small, formerly unusable curbside to be delineated for motorcycles and mopeds. A residential parking program has been developed to reduce the loss of parking opportunities to residents. However, it should be noted that any resident of the county qualifies for these parking spaces. Finally, the number of parking meters has increased. This tends to promote a more rapid turnover of parking spaces.

Transit: The City's Department of Transportation has prepared a 5-year Transit Development Plan (TDP). The fleet of buses has been replaced and bicycle racks have been placed on buses. For the future, the department has begun the process to expand the bus service to at least the Lower Keys. This includes the receipt of an additional $2.0 million grant to supply additional buses so as to increase/enhance public transportation on Key West and Stock Island, and possibly, the Lower Keys and Marathon (pending city/county support).

Taxi and Private Para transit: There are ten taxi companies operating sixty-four taxis. Approximately ten taxi stands have been created. A paratransit, shuttle bus operates between hotels, the beach, and the Historic District.

Land Development Regulations amended: The City requires traffic impact fees of all new development; projects are not allowed if they will reduce level of service. Additionally, new development is required to install bicycle racks and

often improve sidewalks adjacent and into their property. Finally, the City has adopted an ordinance that facilitates the provision of work force housing on commercial property.

Coordinated Transportation: Recently the City staff has initiated regular meetings of the various city departments that manage some element of transportation. This group established the following vision and mission statements:

Vision: "A transportation and land use system providing all people with an efficient and pleasurable choice for arriving at their destinations."

Mission: "To meet the vision by providing a variety of affordable modes of travel, all the while protecting the historic and residential character and ambience of Key West."

Assessment of Plan Objectives and Successes and Shortcomings of the Plan: The primary shortcoming of the Comprehensive Plan is a focus on traffic although there is a policy to consider designating Old Town as a Transportation Concurrency Management Area (TCMA). This reflected the prescription for Comprehensive Plan specified by the Florida Statutes in effect when the plan was written. Consequently, there is a Traffic Element with a brief mention of bicycle and pedestrians and does not mention the City's transit system except for the grant for the park and ride facility. Furthermore, there is very little discussion of taxis, trucks, tour vehicles, scooters and the wide diversity of vehicles regularly traveling in Key West.

The designation of Old Town as a Transportation Concurrency Management Area would have been "a means of ensuring an adequate level of mobility that is sensitive to the City's historic character. If pursued, the TCMA will promote the use of public transit and other non-automobile modes, such as bicycles and walking, while discouraging the proliferation of urban sprawl and protecting natural resources". Although the City did not formally designate Old Town as a TCMA, the City has taken the appropriate steps of a TCMA. For instance, the parking garage was built at Grinnell Street, bicycle racks have been installed, a parking waiver zone has been established, sidewalks have been improved and made more accessible, bicycle routes have been designated, and an affordable housing ordinance has been adopted to facilitate housing on the second floor of commercial buildings.

The Comprehensive Plan policy for extending a bridge between Stock Island and Flagler Avenue has been abandoned. However, the City has followed the policy to improve traffic signal timing on North Roosevelt.

Actions and Corrective Measures: The Comprehensive Plan should incorporate the above vision and mission statements and recognize the importance of coordinating all aspects of transportation including parking policy and mixed land use.

The Comprehensive Plan should be revised to reflect the relationship between land use and transportation. For instance, there should be acceptance of the concept to shorten the distances between trip origins and destinations and not merely look at national statistics on trip generation. An example is the standard reference manual by the Institute of Transportation Engineers that implies that a convenience store generates over 100 trips per 1,000 square feet of floor area. However, the reality in Key West is that small, corner groceries attract virtually no automobiles and cater to customers walking from the surrounding neighborhood. Additionally, a properly located convenience store may actually reduce trip lengths. Such a policy to mix land uses will require a complete reconsideration of zoning policies that try to separate uses, often by several miles. This reconsideration of policy will need to be applied to the Lower Keys as well as Key West.

The Plan should attempt to expand the opportunities to choose among a variety of modes of travel and reduce the degree to which the community must rely on automobiles.

If automobile commuters into the city are to be reduced, a transit system will need to be extended up the Keys and a commitment made to run the system for at least 10 years. Such a commitment is necessary to convince people that it is unnecessary to purchase a new second or third car. Similarly, the city should continue to a have transit connection to ferries and planes. This builds on the fact that the passengers are already committed to a transit vehicle (plane or ferry) for much of a trip and it will be less difficult to convince them to extend the use of a transit vehicle such as a bus or shuttle.

Additional ideas include the creation of maps of parking areas and installing one-way traffic flows to slightly increase speeds and allow for bicycle lanes.

Finally, the City should consider a Comprehensive Plan Amendment to designate at least the Historic District and possibly the entire City area as a Multi-modal Transportation District. Such a designation should emphasize many modes of travel, improving the City's transit within the City, extending the transit system into the Lower Keys, development of short-cuts for pedestrians and bicyclists and furthering the development of a land use pattern that reduces automobile trip generation and trip length.

(See Section IV. Traffic Volumes 1984 to 2003 for Locations in Key West and the list of tables, maps and figures of traffic volumes.)

(F) Key West Port:

Issue Description:

The City is required to keep an updated Port Master Plan as part of the Comprehensive Plan. The Plan is for general guidance for port development, so it should be adaptable enough to respond to market changes and unforeseen future opportunities. The initial Plan was adopted in 1993 and portions were amended as part of the BRAC process in 1999. The Plan has three sections: one of supporting data and analysis, and two parts that are adopted (a five-year Capital Improvement Plan and Goals, Objectives and Polices).

Since the Comprehensive Plan was adopted, there have been expansions in the cruise ship industry, the Key West Ferry Terminal has created more ferry traffic, new port security has been installed since September 11, 2001, the size of the Coast Guard in Key West has increased, and a research fleet for the National Marine Sanctuary has been established. Traffic in the Key West Ferry Terminal included 42,000 passengers from October 2003 to October 2004. Approximately 50,000 are expected in FY 04-05.

Additionally the City acquired 33+ acres of the 50 acres of the Truman Waterfront from the Navy. The Navy retained the Outer Mole and more Navy ships will be visiting. (See Section 3 (D) Former Federal Property for discussion on Truman Waterfront.) The City has initiated a quality of life study examining the effects of the cruise ship industry. The Port of Key West may also be called upon to respond to changes in the relationship between the United States and Cuba.

The waterfront of Key West is important as a means of hurricane evacuation and hurricane recovery (when bridges are incapacitated). The port also presents an opportunity for tourists to come to the city without having to travel on an increasingly congested highway to the mainland.

Description of Current Conditions: The City is in the process of rewriting the Port Master Plan. This effort will make recommendations as to funding the improvements to the property acquired from the Navy at the Truman Waterfront and incorporate the new area of the port.

Assessment of Plan Objectives and Successes and Shortcomings of the Plan: The existing plan has not been updated since the changes made to lands transferred to the City from the Navy.

Actions and Corrective Measures: Once the City updates the Port Master Plan the major components of the plan should be adopted into the Key West Comprehensive Plan. However, in order to allow flexibility and the ability to take advantage of unanticipated opportunities, the operational and specific details should not be incorporated into the Comprehensive Plan. The City's Future Land Use Map needs to incorporate the new area of Truman Waterfront and be consistent with the Port Master Plan map.

The City should also explore the potential of adding the Key West Port to the Strategic Intermodal System of the State of Florida. Key West is located on the Florida Straits, a major shipping lane. This makes Key West an important port of refuge. Additionally, the Navy is restoring the main channel depth and a large Coast Guard base is located in Key West.

(G) Capital Improvements Planning and Concurrency Management:

Issue Description: The Comprehensive Plan is required to have a Capital Improvements Plan Element. The Capital Improvements Plan can be amended by ordinance; new projects need an amendment to the Comprehensive Plan.

The City must also continue to be concerned with changes in the levels of service and capacity of major infrastructure such as potable water, sewage handling, storm water management and traffic.

Description of Current Conditions: The City chooses capital projects and schedules them during the annual budget process. The City is required by state statute to have a Five-year Capital Improvement Schedule, which will outline the City's commitment of resources for capital improvements that are needed to realize the goals, objectives and policies of the Comprehensive Plan. The City will submit a Capital Improvement plan within twelve months of adoption of the EAR and maintain it on a regular basis.

The capacity of the community's infrastructure to absorb more development is limited and the City monitors the impact of development projects. The Florida Keys Aqueduct Authority (FKAA) manages potable water. The water is withdrawn from a well field in Florida City and is delivered to Key West via a pipeline. The water requires very little treatment and the amount withdrawn is subject to approval by the South Florida Water Management District. In 2001, the FKAA exceeded the limits of the permit and an application to increase the withdrawal amount was not approved. Thus the increased consumption of potable water by new and existing development must be monitored.

The City plans to work with FKAA on future water supply and capacity planning and assist in promoting conservation. Nevertheless, the FKAA, a state agency, is responsible for water supply planning pursuant to Florida Statute.

The City's sewer plant is built to handle 10,000,000 gallons per day. The existing flows are approximately 7,500,000 gallons per day. The sewer collection system has been rebuilt and has the capacity to handle the projected growth, although small system upgrades may be necessary for individual development projects.

The City has a storm water system developed at a time when proper management was to run the water off the island as quickly as possible in order to avoid floods. Nevertheless, several areas experience flooding during heavy rains. The major flood prone locations are along Atlantic Boulevard and Bertha Street, Caroline Street, Flagler Avenue and the north end of Duval Street. A storm water utility has been funded and implemented to remedy this.

The biggest problem with the storm water management system is the lack of adequate treatment of the water before it enters the near shore environment. The City is beginning to more aggressively address this issue. In a referendum, the community approved going forward with a $20,000,000 bond issue and the creation of a storm water utility. Additionally, all new developments and major redevelopments are required to bring their property into compliance with the city standards for storm water management. Examples of major improvements in the last three years that converted sites with virtually no storm water management to upgrades to current standards include the Radisson Motel, the Courtyard Marriott on North Roosevelt, the South Beach Motel, the Almond Inn on Truman Avenue, and the Gordon Food Service (the old Smart & Final) store on North Roosevelt.

The existing roads in Key West are frequently congested and there is very little roadway expansion possible. Major contributors to the increase in congestion have been the development of 390 houses at the golf course, approximately 1,000 vested units at the Ocean Walk area of the Salt Ponds, the displacement of the working community from Key West to less expensive housing up the Keys, and the development of more housing in the Lower Keys.

Assessment of Plan Objectives and Successes and Shortcomings of the Plan Elements: The list of capital projects contained in the Comprehensive Plan has not been kept up to date. The adopted five-year schedule of improvements has not been amended to include the years since FY 1997-98. Additionally, the City Commission has moved forward with capital

projects that are not listed in the Comprehensive Plan or are slightly altered from the specific project listed.

The impact of new projects on the public infrastructure is evaluated prior to permits being granted. However, this approach tends to focus attention of staff on the small increments of change due to new development rather than on the demands of existing development.

Actions and Corrective Measures: The City should maintain a capital improvements budget consistent with the Capital Improvements Plan contained in the Comprehensive Plan. The City will amend the Capital Improvements Element to list the projects along with projected funding sources. The Capital Improvements Plan should be categorical for smaller projects and equipment and only list projects over a large amount such as $100,000. Major additions to the Plan should require a Comprehensive Plan Amendment however precise adjustments in scheduling and project modifications should not require a Comprehensive Plan Amendment but should be reflected in the Capital Improvements Budget. It is very important that details such as a project's exact design, location, cost and size not be contained in the Comprehensive Plan. Otherwise the City could be challenged that small changes in a project require a Comprehensive Plan Amendment.

The City should continue to review new development and infrastructure enhancements such that there are no adverse impacts on infrastructure capacity. Additionally, the plan should be updated to include the major projects identified during the planning for transportation and the near shore marine ecosystem.

The City should also continue to focus on the demands of the existing development. This will be more effective in preserving limited water resources, reducing congestion, and improving water quality. As discussed under the issue of Transportation, the City should also, with a Comprehensive Plan Amendment if necessary, designate this area as a Multi-modal Transportation District.

(H) Historic Preservation:

Issue Description: The City has one of the largest Historic Districts in the country.

Description of Current Conditions: In 1997 an updated list of structures contributing to the Historic District was completed. New Guidelines were adopted in May 2002. A map of the cemetery is being completed.

A volunteer, appointed Board, the Historic Architecture and Review Commission and staff review approximately 2,000 applications a year. The projects under review have recently begun to be listed in the newspaper. The City staff assigned to administering the historic guidelines is contained in the Building Department and consists of a contract historic planner, a fulltime administrative assistant and the occasional use of a special projects coordinator. A survey of historic structures is completed.

Assessment of Plan Objectives and Successes and Shortcomings of the Plan Elements: No major changes are identified. However, in 1998, the City adopted an updated Bahama Village Redevelopment Plan. Implementation of this plan will require changes in the Comprehensive Plan.

Actions and Corrective Measures: No major amendments to the Comprehensive Plan are apparent. However, the small HARC staff places the City at great risk if any staff turn over occurs. The recommendations of the Bahama Village Redevelopment Plan should be considered.

(I) Economy:

Issue Description: The economy of Key West is currently based heavily on tourism. There is widespread interest to identify alternative industries and how to diversify the economy such that it will be better able to withstand the changing world economy and attitudes of the domestic and world tourist.

Description of Current Conditions: The economy of Key West has gone through major changes throughout history. Cigar manufacturing was prominent in the late 19th and early 20th centuries and contributed to Key West having one of the busiest ports in North America. Other major economic engines were connected to the sea. These endeavors involved salvaging wrecks, fisheries (including but not limited to sponges, shrimp, fin fish, turtles, and lobster), and the Navy.

The importance of the surrounding waters contributes to the success of tourism as the current major industry.

The tourist economy in Key West is large and diverse with the following major categories:

- Cultural tourism such as museums, art galleries, and playhouses.
- Gay / lesbian destination.
- Local history.
- Nightlife based on the many bars and restaurants.
- Fishing, & diving and boating.
- Special events such as the Literary Seminar, Hemingway Days, Fantasy Fest, and offshore Power Boat Races.
- Cruise ship passengers.

- Yachting visitors.

A major problem associated with the tourist economy has been the preponderance of low and moderate-income employees that find it difficult to compete in the housing market. This has been compounded by the lightly regulated expansion of short-term accommodations. Additionally the diffusion of guesthouses and vacation rentals into residential neighborhoods has contributed to disturbing the quality of life of permanent and seasonal residents.

Other Economic Industries: Other major components of the local economy are:

- Retired and Seasonal Residents. Retired residents and seasonal residents from outside the City receive incomes from outside the local economy and yet spend those incomes in the local economy.

- Civilian government employees in county, state, and federal. Key West is the County Seat with employees in the offices and courts located at Jackson Square, the Harvey Government Center at the Historic Truman School, the Gato Building, the county jail, Stock Island Offices and the public works facility at Key West International Airport.

  Other local, state and federal agencies employ people in jobs serving the Keys. Such agencies are involved with the social services, the federal court, fisheries, marine sanctuary, post office, immigration and customs, the weather service and the Florida Keys Aqueduct Authority, Keys Energy Services, Monroe County School Board, Mosquito Control District, Lower Keys Medical Center and Florida Keys Community College.

- Federal Uniformed Services such as the Navy and the Coast Guard. The United States military has been in Key West since the 1820s although the extent of involvement has varied greatly. In the 1990s the presence of the Navy has diminished to the extent that much of the base in the City has been vacated and is in the process of still being vacated. Conversely, the presence of the Coast Guard has grown. Perhaps the only conclusion one can draw from this history is that the military presence will change but will never disappear entirely.
- Shopping and professional services for rest of the Keys. Key West is the major business district of the Lower Keys region. For instance, after Key West, the next major grocery store is not found until Big Pine Key. This aspect of being the business center may have become more pronounced over the last five years due to the moratorium of new commercial development in the rest of the Keys.

Changes in the Economy: Changes in the economy are difficult to predict. However several contributing factors include the development of the East Coast Greenway and Overseas Heritage Trail and the establishment of US-1 from Key Largo to Key West as a Scenic Highway.
On June 2, 2001 the Key West bike path from Sonny McCoy Indigenous Park along Atlantic Boulevard, Bertha Street, South Roosevelt Boulevard, and US-1 was designated a segment of the East Coast Greenway. This Greenway will extend all the way to Calais, Maine and the extensive publicity associated with it will highlight Key West as a destination. Additionally, the Florida Division of State Parks is implementing the Plan for the Overseas Heritage Trail from Key Largo to Key West. These projects will create additional reasons to come to the Keys and Key West and to stay longer.

The economy of Key West will also be changed as travel to Cuba changes. This can occur in a spontaneous event as occurred with the Mariel Boat Lift or the lesser refugee crisis in 1994. The travel to Cuba could also occur in a more calm, deliberative manner and allow people to travel more freely from the United States. This type of travel could lead to many more yachts visiting Key West. This in turn would add to increased demand for marina services, boat repair and outfitting.

Currently, the City has hired a firm to conduct a study of the impact of cruise ships on the quality of life. Additionally, a committee has been established to create a resident/visitor comprehensive plan.

Assessment of Plan Objectives and Successes and Shortcomings of the Plan: The Comprehensive Plan does not have an element pertaining to the economy.

Actions and Corrective Measures: As identified in a recent City summit of community leaders, the City should proceed with development of a business plan. This may then lead to amendments to the Comprehensive Plan. Participants should include but not be limited to the tourist industry, Chamber of Commerce, neighborhood groups, and employees. Such a plan will build on the contributions of the quality of life study being conducted and the Resident/Visitor Planning Committee.

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Refer to the full text of the EAR for in depth discussion of proposed amendments.

KEY WEST COMPREHENSIVE PLAN MATRIX FOR EVALUATING OBJECTIVES RELATED TO MAJOR ISSUES IDENTIFIED BY THE FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS

	OBJECTIVE	Concurrency & Financial Feasibility Water Quality Affordable Housing Hurricane Evacuation	IS THE OBJECTIVE QUANTIFIABLE AND MEASURABLE? YES? NO?	OBJECTIVE ACHIEVED? YES? NO?	CONDITIONS THAT PROHIBIT or ADVANCE ACHIEVEMENT OF OBJECTIVE: unforeseen circumstances, problems, new data, or opportunities. (Cite Studies, Statistics, Data and Analysis)	COMP PLAN AMENDMENT PLANNED? IF SO, INCLUDE SCHEDULE OF PROPOSED AMENDMENTS (Include Dates) YES? NO?	RECOMMENDATIONS FOR AMENDMENTS, ACTIONS OR CORRECTIVE MEASURES Indicate proposed transmittal date and adoption date after DCA review.	Schedule (Phase) 1 = 0 to 6 months 2 = 6 to 12 months 3 = 12 to 18 months
	1. LAND USE ELEMENT							
1	Obj. 1-1.1 Plan & Design for Residential Quality	Concurrency	Yes	Yes	NA	No		
2	Policy 1-1.1.3 Promote orderly transition in residential densities. Highest densities in mixed use of old town. Densities shall be allocated in a manner compatible with available public service.	Concurrency & Affordable Housing	Yes	Yes	NA	No		
3	Obj. 1-1.2 Allocating Commercial Development	Concurrency	Yes	Yes	NA	No		
4	Policy 1-1.2.1 General Considerations for locating Commercial Development	Concurrency	Yes	Yes	NA	No		
5	Policy 1.2.3 General Pattern of Commercial Land Use	Concurrency	Yes	Yes	NA	No		
6	Policy 1-1.2.4 Designate Various Types of Mixed Use Commercial Nodes to Accommodate Diverse Commercial Uses.	Concurrency	Yes	Yes	NA	No		
7	Obj. 1-1.3 Planning for Industrial Development and Economic Base	NA	NA	NA	NA	No		
8	Objective 1-1.4 Accommodate Institutional Facilities and Public Services.	Concurrency	Yes	Yes	NA	No		
9	Policy 1-1.4.1 Coordinate Public and Private Investments in Land Improvements	Concurrency	Yes	Yes	NA	No		
10	Policy 1-1.4.3: Provision of On-Site and Off-Site Improvements	Concurrency	Yes	Yes	NA	No		
11	Obj. 1-1.5 Promote Community Appearance, Natural Amenities and Design Principles	NA	NA	NA	NA	NA		
12	Obj. 1-1.6 Integrate Former Military Sites	NA	Yes	Yes	In 1999, the Comprehensive Plan was amended based on a proposed transfer of over 50 acres at the Truman Waterfront from the Navy to the City. Subsequently the City only received 30 + acres. Consequently, the Comprehensive Plan should be amended to reflect this difference in amount and configuration.	Yes	The City is in the process of rewriting the Port Master Plan, which will make recommendations as to funding improvements to the property acquired at Truman Waterfront.	2
13	Obj. 1-1.7 Truman Waterfront Phasing and Infrastructure						See above.	2
14	Obj. 1-2.1 Allocating New Town Residential Development	Affordable Housing	See comment below					3

	OBJECTIVE	Concurrency & Financial Feasibility Water Quality Affordable Housing Hurricane Evacuation	IS THE OBJECTIVE QUANTIFIABLE AND MEASURABLE? YES? NO?	OBJECTIVE ACHIEVED? YES? NO?	CONDITIONS THAT PROHIBIT or ADVANCE ACHIEVEMENT OF OBJECTIVE: unforeseen circumstances, problems, new data, or opportunities. (Cite Studies, Statistics, Data and Analysis)	COMP PLAN AMENDMENT PLANNED? IF SO, INCLUDE SCHEDULE OF PROPOSED AMENDMENTS (Include Dates) YES? NO?	RECOMMENDATIONS FOR AMENDMENTS, ACTIONS OR CORRECTIVE MEASURES Indicate proposed transmittal date and adoption date after DCA review.	Schedule (Phase) 1 = 0 to 6 months 2 = 6 to 12 months 3 = 12 to 18 months
15	Policy 1-2.1.1 Density Defined	Affordable Housing	No		Inconsistencies within the *Future Land Use Map Legend and Density and Intensity of Development* Experiences of housing indicate that small affordable apartments should be treated differently.	Yes	1. Correct the formulas and clarify that floor area does not apply to small residential developments and that sites of less than ½ half acre may have all the allocated non-residential floor area and all of the allowed residential density; 2. TDR provisions may no longer be necessary since wetlands are being acquired;	2
16	Policy 1-2.1.3 Single Family residential Development	Affordable Housing	Yes	Partially	SRO ordinance was not adopted and SROs should be allowed in other districts.	Yes	1. Allow developer of new primary resident to build accessory apartment at the same time. 2. Eliminate the 300 sq. ft. minimum requirement and rectify inconsistent maximum size. 3. Clarify that SROs apply to other zoning districts.	2
17	Obj. 1-2.2 Allocating New Town commercial Mixed Use Development	NA				No		
18	Obj. 1-2.3 Managing Old Town Redevelopment and Preservation of Historic Resources	NA				No		
19	Obj. 1-2.4 Managing Conservation Resources	NA				No		
20	Obj. 1-2.5 Managing Airport Lands	NA				No		
21	Obj. 1-2.6 Allocating Land for Public Services (PS) and (HPS)	NA				No		
22	Obj. 1-2.7 Annexation Study	NA				No		
23	Obj. 1-3.1 Concurrency Management	Concurrency	Yes	Partially. Stormwater sewer concurrency have been met. Traffic concurrency, potable water concurrency could be improved.	Certain segments of U.S. 1 do not meet adopted level of service C standards. The historic nature of the City and the environmental impacts related to widening a road over sea grass beds and surface water limit the ability of the City to widen roads.	Yes	1. The City will be designated a multi-modal transportation district. 2. The City will coordinate with FKAA and other local governments to establish a share of potable water.	1
24	Obj. 1-3.2 Manage and Coordinate Future Land Use Decisions						See policy 1-3.2.6 below per implementing redevelopment activities.	3
25	Policy 1-3.2.6: Redevelopment Planning Activities	Affordable Housing	Yes	Yes	Bahama Village Redevelopment Plan has been adopted.	Yes	Update the Comprehensive Plan per redevelopment plan.	2
26	Obj. 1-3.3 Encourage Redevelopment and Renewal	NA				No		
27	Obj. 1-3.4 Prevent Land Use Inconsistent with City's Character and Coordinate Coastal Area Population Densities with Hurricane Evacuation Plans	Hurricane Evacuation	Yes	Yes	NA	No		
28	Obj. 1-3.5 Protection of Archaeological and Historic Resources	NA				No		
29	Obj. 1-3.6 Protection of Natural Resources	NA				No		
30	Policy 1-3.6.4 Managing Stormwater Run-off	Water Quality	Yes	Yes	NA	No		

	OBJECTIVE	Concurrency & Financial Feasibility Water Quality Affordable Housing Hurricane Evacuation	IS THE OBJECTIVE QUANTIFIABLE AND MEASURABLE? YES? NO?	OBJECTIVE ACHIEVED? YES? NO?	CONDITIONS THAT PROHIBIT or ADVANCE ACHIEVEMENT OF OBJECTIVE: unforeseen circumstances, problems, new data, or opportunities. (Cite Studies, Statistics, Data and Analysis)	COMP PLAN AMENDMENT PLANNED? IF SO, INCLUDE SCHEDULE OF PROPOSED AMENDMENTS (Include Dates) YES? NO?	RECOMMENDATIONS FOR AMENDMENTS, ACTIONS OR CORRECTIVE MEASURES Indicate proposed transmittal date and adoption date after DCA review.	Schedule (Phase) 1 = 0 to 6 months 2 = 6 to 12 months 3 = 12 to 18 months
31	Obj. 1-3.7 Prevent Proliferation of Urban Sprawl and Develop efficient Systems for Coordinating the Timing and Staging of Public and Private Development	Concurrency	Yes	Yes	NA	No	Sprawl is not an issue for the island.	
32	Obj. 1-3.8 Consider Application of Innovative Land and Water Resources Management and Energy Conservation Concepts	NA				No		
33	Obj. 1-3.9 Intergovernmental Coordination	NA				No		
34	Obj. 1-3.10 Continuing Land Use Programs	Concurrency	Yes	Partially. The parcel by parcel survey has not been completed.	This objective includes policy to complete a survey of all building. Is unrealistic. However, the city is building a GIS system/coordinated with the Property Appraiser	Yes	Amend policy 1-3.10.2 to have an operable GIS system.	1
35	Obj. 1-3.11 Continuing Evaluation of Land Use Element Effectiveness	NA				No		
36	Obj. 1-3.12 Managing Building Permit Allocation	Hurricane Evacuation & Affordable Housing	Yes	Yes	Miller Report	Yes	1. Update to address the remaining units allocated or recaptured from existing development. 2. Recognize different varieties of dwellings, such as homeless shelters and elderly housing, and provide a means to establish an equivalency factor. 3. Reevaluate policy to reduce clearance time from 30 to 24 hours and include analysis of refuges.	2
	1A. HISTORIC PRESERVATION ELEMENT							
37	Obj. 1A-1.1 Preserve Historic Resources	NA						
38	Obj. 1A-1.2 Designated Historic Districts and Landmarks	Concurrency	Yes	Yes	None	Yes	The City will be designated a Multi-modal Transportation District.	1
39	Policy 1A-1.2.9 Vehicular and Non-Vehicular Traffic Conflicts.	Concurrency	Yes	Yes	None	Yes	The City will be designated a Multi-modal Transportation District.	1
40	Policy 1A-1.2.15 Traffic Flow Considerations	Concurrency	Yes	Yes	Reference to "Special transportation area" shall be modified and called a Multi-modal transportation district.	Yes	The City will be designated a Multi-modal Transportation District.	1
41	Policy 1A-1.2.17 Park and Ride Facilities	Concurrency	No	Ongoing	None	Yes	The City will be designated a Multi-modal Transportation District.	1
43	Policy 1A-1.3.4 Concurrency Management and Capital Improvements	Concurrency	Yes	No	Insufficient staff to conduct studies necessary to achieve TCMA	Yes	Revise policy to coordinate with Multi-model and require injection wells for stormwater management. Open space and parking will be regulated through LDRs.	2

	OBJECTIVE	Concurrency & Financial Feasibility Water Quality Affordable Housing Hurricane Evacuation	IS THE OBJECTIVE QUANTIFIABLE AND MEASURABLE? YES? NO?	OBJECTIVE ACHIEVED? YES? NO?	CONDITIONS THAT PROHIBIT or ADVANCE ACHIEVEMENT OF OBJECTIVE: unforeseen circumstances, problems, new data, or opportunities. (Cite Studies, Statistics, Data and Analysis)	COMP PLAN AMENDMENT PLANNED? IF SO, INCLUDE SCHEDULE OF PROPOSED AMENDMENTS (Include Dates) YES? NO?	RECOMMENDATIONS FOR AMENDMENTS, ACTIONS OR CORRECTIVE MEASURES Indicate proposed transmittal date and adoption date after DCA review.	Schedule (Phase) 1 = 0 to 6 months 2 = 6 to 12 months 3 = 12 to 18 months
44	Policy 1A-1.3.10 Special Assistance for Subsidized Housing residents	Affordable Housing	Yes	No	Insufficient staff to provide extensive substantial technical assistance.	No	This policy is unclear as to the amount of technical assistance to provide. However, it should be retained and remain flexible as opportunities develop.	
45	Obj. 1A-1.4 Consider Archaeological Potential Discoveries in Pre-Development	NA						
46	Obj. 1A-1.5 Historic Preservation in Coastal High-Hazard Area	NA						
47	Obj. 1A-1.6 Achieve Tourism and Commercial Activities Sensitive to Historic District Character	NA						
48	Obj. 1A-2.1 Education and Awareness Program Initiatives	NA						
49	Ob. 1A-3.1 Increase Accesibility Without Endangering Preservation	NA						
50	Obj. 1A-4.1 Coordinating Activities for Historic Preservation	NA						
51	Obj. 1A-5.1 Protect Preservation of Housing	Affordable Housing	Yes	Partially.	The ability to eliminate substandard housing without displacing residents is dependent upon funding and sufficient funding.	No	No. this policy should remain in order to support grant applications.	
	2. TRAFFIC CIRCULATION ELEMENT							
52	Obj. 2-1.1 Safe, Convenient, and Efficient Transportation System	Concurrency	Yes	Partially	Insufficient staff to provide reports and studies required.	Yes	Designate City as Multi-modal Transportation District	1
53	Obj. 2-1.2 Right-of-way Acquisition	Concurrency	Yes	Yes	None	No	NA	
54	Obj. 2-1.3 Future Roadway Improvements	Concurrency	Yes	No	Additional information needed to make area Multi-modal.	Yes	The City will be designated a Multi-modal Transportation District.	1
55	Obj. 2-1.4 Facilities for Bicycles	Concurrency	Yes	Yes	None	No	NA	
56	Obj. 2-1.5 Coordinating Traffic Circulation Planning	Concurrency	Yes	Yes	Road widening constraints.	Yes	The City will be designated a Multi-modal Transportation District.	1
57	Obj. 2-1.6 Managing Traffic Circulation and Land Use	Concurrency	Yes	Yes	None	No	The City will be designated a Multi-modal Transportation District.	1
58	Obj. 2-1.7 Traffic Circulation and Hurricane Evacuation	Hurricane Evacuation & Concurrency	Yes	No	Proposed road expansions were found incompatible with community character. Proposed bridge from Flagler Av to Stock Is was found too costly and with environmental impacts. Polices on hurricane evacuation do not allow for operational flexibility. The draft Miller Model indicates	Yes	1. Remove requirements of how to conduct an evacuation and operational roadway expansions. This should be left to experts conducting the evacuation;. 2. Consistent with Objective 1-3.12, reconsider an objective to reduce clearance time from 30 to 24 hours and/or expand refuge capabilities. 3. Include objective to develop hurricane refuges whenever possible in the event an evacuation breaks down.	2

	OBJECTIVE	Concurrency & Financial Feasibility Water Quality Affordable Housing Hurricane Evacuation	IS THE OBJECTIVE QUANTIFIABLE AND MEASURABLE? YES? NO?	OBJECTIVE ACHIEVED? YES? NO?	CONDITIONS THAT PROHIBIT or ADVANCE ACHIEVEMENT OF OBJECTIVE: unforeseen circumstances, problems, new data, or opportunities. (Cite Studies, Statistics, Data and Analysis)	COMP PLAN AMENDMENT PLANNED? IF SO, INCLUDE SCHEDULE OF PROPOSED AMENDMENTS (Include Dates) YES? NO?	RECOMMENDATIONS FOR AMENDMENTS, ACTIONS OR CORRECTIVE MEASURES Indicate proposed transmittal date and adoption date after DCA review.	Schedule (Phase) 1 = 0 to 6 months 2 = 6 to 12 months 3 = 12 to 18 months
					a 24-hour evacuation time has been exceeded.		4. Coordinate with County on hurricane evacuation operation. 5. Make City Multi-modal.	
59	Obj. 2-1.8 Countywide Transportation Follow-up Study	Concurrency	Yes	Yes	None	No	NA	
	3. HOUSING ELEMENT							
60	Obj. 3-1.1 Provide Affordable Quality Housing	Affordable Housing	Yes	No	The cost of existing housing has increased greater than anticipated.	Yes	1. Increase the proportion of new housing that must be affordable. 2. Public/Private Partnership should be extended to nongovernmental organizations such as Habitat for Humanity and Bahama Conch Community Land Trust. 3. Establish a policy to consider a holistic view of the cost of living and not just the cost of housing. 4. Remove the requirement for affordable housing to be developed whenever new commercial is developed unless a broad based funding source is available from existing commercial development or the community at large. 5. Revise eligibility requirements to guidelines. 6. Acquire elderly affordable housing easements. 7. Allow density requirements to be relaxed in order to make it more affordable to construct affordable housing.	2
61	Obj. 3-1.2 Maintain Housing Stock Free of Substandard Units	Affordable Housing	Yes	No. However, city has ongoing building and code enforcement	The elimination of substandard housing will, unfortunately, always be an ongoing program.	No		
62	Obj. 3-1.3 Manufacture Housing	Affordable Housing	Yes	Yes	None	No		
63	Obj. 3-1.4 Provide Opportunities for Group Homes, Housing for the Elderly and Foster Care Facilities	Affordable Housing	Yes	Yes. However, additional assisted care and elderly housing is needed within the community.	None	Yes	Include a policy to accommodate homeless people by shelters or similar means. The existing policies for elderly housing are to remain.	2
65	Obj. 3-1.6 Relocation Housing	Affordable Housing	Yes	Yes. As needed.	None	No		
66	Obj. 3-1.7 Conserve Neighborhood Quality and Existing Housing Stock	Affordable Housing	Yes	Yes	None	No		
67	Obj. 3-1.8 Continuing Evaluation of Housing Element Effectiveness	Affordable Housing	Yes	Yes	None	No		
	4. PUBLIC FACILITIES ELEMENT							
68	Obj. 4-1.1 Ensure that Infrastructure Improvements Needs Shall be met and that Available Public Facilities	Concurrency	Yes	Yes	NA	No		

	OBJECTIVE	Concurrency & Financial Feasibility Water Quality Affordable Housing Hurricane Evacuation	IS THE OBJECTIVE QUANTIFIABLE AND MEASURABLE? YES? NO?	OBJECTIVE ACHIEVED? YES? NO?	CONDITIONS THAT PROHIBIT or ADVANCE ACHIEVEMENT OF OBJECTIVE: unforeseen circumstances, problems, new data, or opportunities. (Cite Studies, Statistics, Data and Analysis)	COMP PLAN AMENDMENT PLANNED? IF SO, INCLUDE SCHEDULE OF PROPOSED AMENDMENTS (Include Dates) YES? NO?	RECOMMENDATIONS FOR AMENDMENTS, ACTIONS OR CORRECTIVE MEASURES Indicate proposed transmittal date and adoption date after DCA review.	Schedule (Phase) 1 = 0 to 6 months 2 = 6 to 12 months 3 = 12 to 18 months
	Maximize Use of Existing Public Facilities, and Prevent Urban Sprawl							
69	Obj. 4-1.2 Maintaining a Schedule of Public Facility Capital Improvement Needs to Ensure that City Infrastructure Responsibilities are Met	Concurrency	Yes	No	Insufficient staff to maintain and update a 5-year CIP.	No. There is a statutory requirement to do a CIP. A modification for strategic planning will be initiated	An amendment will be developed to establish annual strategic planning and community surveys to establish progress in achieving community goals. This will be incorporated in the CIP and form the basis for Comprehensive Plan amendments.	1
70	Obj. 4-1.3 Procedures and Standards for On-site Wastewater Treatment	Water Quality	Yes	Yes	NA	No	Except for remote locations (mostly on Stock Island) all onsite systems have been eliminated. The sewage treatment plant treats to AWT quality and the collection system completely rebuilt. Lateral connections on private property are being routinely tested and required by code enforcement to be repaired.	
71	Obj. 4-2.1a Reconcile Existing Wastewater System Deficiencies	Water Quality & Concurrency	Yes	Yes	NA	Yes	Due to satisfactory implementation, this objective is obsolete. An update will be needed to support current lateral testing programs.	
72	Obj. 4-2.1b Reconcile Existing and Projected Future Solid Waste Deficiencies and Coordinate Related Issues Necessary to meet Existing and Future Needs	Concurrency	Yes	Yes	NA	Yes	Update. The waste to energy plant is being closed and the City Commission has decided on a program of transferring solid waste to the mainland. Therefore a major amendment to solid waste handling is required.	3
73	Obj. 4-2.1c Reconcile Existing Potable Water Deficiencies	Concurrency	Yes	Yes	NA	Yes	Update. The FKAA has encountered limitations on withdrawal permits. However, due to ROGO, growth in units is not as much an issue as changing per capita consumption. The Plan should reflect and compliment future FKAA programs and the City's allocation of the total permit withdrawal.	3
74	Obj. 4-2.1d Plan and Coordinate Surface Water Management Services to Meet Existing and Future Surface Water Management Needs, Including Preparation of an Engineered Stormwater Management Plan and Ensure Plan Implementation	Water Quality & Concurrency	Yes	Yes	NA	Yes	Update. The City has created a stormwater utility, adopted a fee structure and is proceeding with retrofitting the existing infrastructure. A stormwater management plan has been prepared. The Plan must be updated to be consistent with this plan and be reflected in the capital improvements program.	3
75	Obj. 4-2.2 Meeting Projected Public Facility Demands to 1995	Concurrency	Yes	Yes	NA	Yes	Update and reflect in capital improvements plan.	3
76	Obj. 4-2.3 Meeting Projected Demands for the Yr 1996 through Yr 2010	Concurrency	Yes	Yes	NA	Yes	Update and reflect in capital improvements plan.	3
77	Obj. 4-3.1 Protect Natural Drainage Features	Water Quality	Yes	Ongoing	NA	Yes	Revise underlying policies and reflect current conditions and stormwater planning.	3
78	Obj. 4-4.1 Coordinate Issues Surrounding Aquifer Recharge	NA						
79	Obj. 4-4.2 Conserving Potable Water Resources	NA						
	5. COASTAL MANAGEMENT							

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	ELEMENT							
80	Obj. 5.1.1 Protect Coastal Resources, Wetlands, Estuarine Salt Pond Environmental Quality, Living Marine Resources, and Wildlife Habitats	NA						
81	Obj. 5-1.2 Criteria for Prioritizing Shoreline Uses and Providing Public Access to Shoreline	NA						
82	Obj. 5-1.3 Land Use Controls and Construction Standards for Protecting the Natural Shoreline and the Very Limited Beach/Dune System	NA						
83	Obj. 5-1.5 Avoid Population Concentration in Coastal High-Hazard Areas	Hurricane Evacuation	Yes	Yes	NA	No	Transfer of units ordinance allows transient units to be transferred out and no units to be transferred into the V zone.	
84	Obj. 5-1.6 Hurricane Evacuation	Hurricane Evacuation					See following implementation policies.	
85	Policy 5-1.6.1 Hurricane Evacuation Logistical Support	Hurricane Evacuation	Yes	Ongoing	NA	Yes	The City will cooperate with the proposal of the Dept. of Community Affairs and Florida Division of Emergency Management to conduct a test of the evacuation procedures with the Florida Department of Transportation and local governments.	3
86	Policy 5-1.6.2 Future Coordination with the County in Emergency Preparedness	Hurricane Evacuation	Yes	Yes and Ongoing	NA	No	Equivalency factors for various sized units should be reevaluated in consultation with other Keys communities. Consideration should be given to unit sizes. The degree of automobile ownership/usage and the occupancy of various types of units.	3
87	Policy 5-1.6.3 Transportation Policies for Inclusion in Peacetime Emergency Plan	Hurricane Evacuation	Yes	No	Little public support for street expansions.	Yes	1. Remove operational requirements and allow officers in the field determine actual evacuation procedures. 2. Coordinate roadway expansions with holistic transportation improvements.	3.
89	Obj. 5-1.7 Hazard Mitigation and Coastal High-Hazard Areas	Hurricane Evacuation	Yes	Yes	NA	No		
90	Obj. 5-1.8 Post-Disaster Redevelopment	Hurricane Evacuation	Yes	No	NA	Yes	Should be revised within 18 months to reflect operational flexibility when conducting a recovery.	3
91	Obj. 5-1.9 Access to Public Beach and Shoreline	NA						
92	Obj. 5-1.10 Protect Historic Resources	NA						
93	Obj. 5-1.11 Public Facility Level of Service Standards in Coastal Area	Concurrency	Yes	Yes	NA	No		
94	Obj. 5-1.12 Intergovernmental Coordination Within the Coastal Area	NA						
95	Obj. 5-1.13 Continuing Evaluation Coastal Management Element Effectiveness	NA						
	5A. PORT FACILITIES GOALS, OBJECTIVES, AND POLICIES (PORT MASTER PLAN)	See following specific objectives and policies of this element.			Pending Quality of Life Study regarding cruise ship berth at the Outer Mole.	Yes	The entire Port Master Plan will need significant revisions based on recent events. The major being: 1. The City has acquired 30 + acres at the Truman Waterfront. This is less than the	3

	OBJECTIVE	Concurrency & Financial Feasibility Water Quality Affordable Housing Hurricane Evacuation	IS THE OBJECTIVE QUANTIFIABLE AND MEASURABLE? YES? NO?	OBJECTIVE ACHIEVED? YES? NO?	CONDITIONS THAT PROHIBIT or ADVANCE ACHIEVEMENT OF OBJECTIVE: unforeseen circumstances, problems, new data, or opportunities. (Cite Studies, Statistics, Data and Analysis)	COMP PLAN AMENDMENT PLANNED? IF SO, INCLUDE SCHEDULE OF PROPOSED AMENDMENTS (Include Dates) YES? NO?	RECOMMENDATIONS FOR AMENDMENTS, ACTIONS OR CORRECTIVE MEASURES Indicate proposed transmittal date and adoption date after DCA review.	Schedule (Phase) 1 = 0 to 6 months 2 = 6 to 12 months 3 = 12 to 18 months
							original proposal that was the basis of the FS 288 amendment for the property. 2. The City has signed a lease with the US Navy to allow use of the Outer Mole for docking cruise ships. 3. Pier B has been improved. 4. The Navy is proceeding with dredging the harbor to accommodate Navy ships. 5. The City should pursue being designated as part of the State Strategic Intermodal System.	
96	Obj. 5A-1.1 Maintain Port Contribution to Local Economy	NA						
97	Obj. 5A- 2.1 Mulitmodal Transportation Hurricane Evacuation Program	Hurricane Evacuation	Yes	Yes	Need to establish Key West's importance as an inter-modal hub.	Yes	The Chevron site has been acquired and developed into a ferry terminal. The policy must reflect this update and that Key West must coordinate all evacuation with Monroe County.	3
98	Obj. 5A-3.1 Port Development/ Expansion Consistency	NA						
99	Obj. 5A 4.1 Coordinating fiscal Management	NA	Yes			No		
100	Obj. 5A-5.1 Traffic Circulation Coordination	Concurrency	Yes	Yes	NA	No		
	6. CONSERVATION ELEMENT							
101	Obj. 6-1.1 Protect Air Quality	NA						
102	Obj. 6.1.2 Water Quality and Quantity	Water Quality	Yes	Yes / Ongoing	Nearshore water testing and testing of sewer laterals.	Yes	The major projects of this objective have been accomplished. Stormwater management rules are adopted and administered such that redevelopment requires compliance, a stormwater utility has been established, deep well injection of AWT waste water have been built, the collection system has been rebuilt and there is regular testing of nearshore waters. The Comprehensive Plan should be amended to support these ongoing measures and the next major improvements.	3
103	Obj. 6-1.3 Maintenance of Floodplain	NA						
104	Obj. 6-1.4 Protect and Preserve Wetlands	Water Quality	Yes	Yes / Ongoing.	None	No	Note: Regulations very strongly limit development in wetlands. Additionally, the City is completing acquisition of the remaining wetland parcels.	
105	Obj. 6-1.5 Combat Soil Erosion	Water Quality	Yes	Yes	NA	No		
106	Obj. 6-1.6 Preventing Potential Adverse Impacts of Future Mining of Minerals and Mineral Excavation Activities	NA						
107	Obj. 6-1.7 Protect Native Vegetation and Marine Habitats	NA						
108	Obj. 6-1.8 Protecting Fisheries, Wildlife and Wildlife Habitats	NA						
109	Obj. 6-1.9 Protect Conservation Land	NA						

	OBJECTIVE	Concurrency & Financial Feasibility Water Quality Affordable Housing Hurricane Evacuation	IS THE OBJECTIVE QUANTIFIABLE AND MEASURABLE? YES? NO?	OBJECTIVE ACHIEVED? YES? NO?	CONDITIONS THAT PROHIBIT or ADVANCE ACHIEVEMENT OF OBJECTIVE: unforeseen circumstances, problems, new data, or opportunities. (Cite Studies, Statistics, Data and Analysis)	COMP PLAN AMENDMENT PLANNED? IF SO, INCLUDE SCHEDULE OF PROPOSED AMENDMENTS (Include Dates) YES? NO?	RECOMMENDATIONS FOR AMENDMENTS, ACTIONS OR CORRECTIVE MEASURES Indicate proposed transmittal date and adoption date after DCA review.	Schedule (Phase) 1 = 0 to 6 months 2 = 6 to 12 months 3 = 12 to 18 months
	Resources							
110	Obj. 6-1.10 Hazardous Waste Management	NA						
111	Obj. 6-1.11 Intergovernmental coordination for Managing Conservation Activities	NA						
112	Obj. 6-1.12 Continuing Evaluation of the conservation Element Effectiveness	NA						
	7. RECREATION AND OPEN SPACE ELEMENT					Yes	The City has acquired 30 + acres at the Truman Waterfront. This is less than the 50 + acres originally contemplated. Therefore revisions to this element are necessary. A planning consultant has been selected to prepare a master plan.	3
	8. INTERGOVERNMENTAL COORDINATION ELEMENT							
113	Obj. 8.1.1 Intergovernmental Coordination and Coordination of Comprehensive Plan with Monroe County, the Region and the State.	All the above	Yes	Yes / Ongoing	None	No	Precise amendments will become apparent as coordination occurs.	3
114	Obj. 8-1.2 Conflict Resolution	NA						
115	Obj. 8-1.3 Infrastructure Systems and Level of Service Standards	Concurrency	Yes	~~Yes.~~ No	NA	No		
116	Obj. 8-1.4 Multi-Jurisdictional Environmental Issues	Water Quality	Yes	Yes	NA	No		
117	Obj. 8-1.5 Data Base Management and Coordination	Concurrency	Yes	Partially.	Lack of staff to maintain database as prescribed.	Yes	Allow flexibility in data base management to demonstrate compliance with concurrency.	3
	9. CAPITAL IMPROVEMENTS ELEMENT							
118	Obj. 9-1.1 Provision of Capital Improvements	NA						
119	Obj. 9-1.2 Limitation on Public Investments in the Coastal High Hazard Area	NA						
120	Obj. 9-1.3 Future Development to Bear costs of Their Respective Infrastructure Impacts	Concurrency	Yes	Yes / Ongoing	NA	No		
121	Obj. 9-1.4 Fiscal Resource Management	Water Quality	Yes	Yes	NA	~~No.~~ Yes	Revise underlying policy 9-1.4.5, as it is no longer applicable.	3
122	Obj. 9-1.5 Concurrency Management	Concurrency	Yes	Yes	NA	Yes	Update. Land Development Regulations have been adopted as specified.	3
123	Obj. 9-1.6 Requiring Development Orders/Permits Compliant with Concurrency Management/ LOS Standards/ Capital Improvement Schedule	Concurrency	Yes	Yes/Ongoing	NA	Yes	Current system is working. However, the adoption of an exemption (de minimus) for very small projects or redevelopment credits may be warranted.	3
124	Obj. 9-2 Implementing Capital Improvements	NA				Yes	The list of improvements is obsolete. The future list of improvements should be created but integrated with the budget and strategic	1

	OBJECTIVE	Concurrency & Financial Feasibility Water Quality Affordable Housing Hurricane Evacuation	IS THE OBJECTIVE QUANTIFIABLE AND MEASURABLE? YES? NO?	OBJECTIVE ACHIEVED? YES? NO?	CONDITIONS THAT PROHIBIT or ADVANCE ACHIEVEMENT OF OBJECTIVE: unforeseen circumstances, problems, new data, or opportunities. (Cite Studies, Statistics, Data and Analysis)	COMP PLAN AMENDMENT PLANNED? IF SO, INCLUDE SCHEDULE OF PROPOSED AMENDMENTS (Include Dates) YES? NO?	RECOMMENDATIONS FOR AMENDMENTS, ACTIONS OR CORRECTIVE MEASURES Indicate proposed transmittal date and adoption date after DCA review.	Schedule (Phase) 1 = 0 to 6 months 2 = 6 to 12 months 3 = 12 to 18 months
							planning process.	

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III. Evaluation of Changes to the Florida Statutes and Necessary Changes To the Key West Comprehensive Plan

1.	1986	.....	FSM	01-02
2.	1987	.....	FSM	02
3.	1988	.....	FSM	02
4.	1989	.....	FSM	02
5.	1990	.....	FSM	02
6.	1991	.....	FSM	03
7.	1992	.....	FSM	03-05
8.	1993	.....	FSM	05-11
9.	1994	.....	FSM	11
10	1995	.....	FSM	11-13
11.	1996	.....	FSM	13-14
12.	1997	.....	FSM	14
13.	1998	.....	FSM	14-15
14.	1999	.....	FSM	15-16
15.	2000	.....	FSM	16-17
16.	2001	.....	FSM	17
17.	2002	.....	FSM	17-20

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
1. 1986: [Ch. 86-191, SS.7 - 12, & 18 - 31, Laws of Florida]					
1	The requirement that plans include **soil surveys** which indicate the suitability of soils for septic tanks moved from the Capital Improvements Element to the General Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element, by striking Subparagraph 163.3177(3)(a) 4., and adding the last sentence of Paragraph 163.3177(6)(c).	163.3177(6)(c)	N/A	Soil & topography are included (Map 1-2). Approximately 99% of Key West has central sewer.	
2	A Future Land Use Element must have "goals, policies, and **measurable objectives**," rather than "measurable goals, objectives, and policies."	163.3177(6)(a)			Future Land Use Element. Several GOPs that are not measurable need revision– see matrix for list to be amended. Phase 1.
3	Eliminated the 12-month delay for consistency with the comprehensive regional policy plans.	163.3177(9)(c)	N/A		
4	**Approved 9J-5**, F.A.C. Defined "**consistency**," "**compatible with**," and "**furthers**."	163.3177(10)	N/A		
5	Required each local government to review and address all State Comprehensive Plan provisions relevant to that jurisdiction.		N/A		
6	Support data shall not be subject to the compliance review process, but that **goals and policies** must be clearly **based on appropriate data**. The Department of Community Affairs authorized to reject data if not collected in a professionally accepted manner, but forbidden to require a particular professionally accepted methodology. 9J-5 does not require original data collection.		N/A		
7	Recognized that local governments are charged with setting **level-of-service** standards.		N/A		
8	**Public facilities and services** needed to support development shall be available **concurrent** with the impacts of development.		N/A		
9	Established the "shield" against rule challenges to 9J-5 until July 1, 1987.		N/A		

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
10	Required the comprehensive master plan for each **deepwater port** to be submitted to the appropriate local government at least 6 months before the due date of the local plan; defined "appropriate local government", and provided for sanctions for deepwater ports which are not part of a local government and which fail to submit their comprehensive master plan.	163.3178(2)(k)	N/A		Port Element. The Key West Port Master Plan must be updated. The Comprehensive Plan must then be amended to be consistent. Phase 3.
11	Substantially reworded Section 163.3184, "**Process for adoption** of comprehensive plan or amendment thereto," to basic format in place today.	163.3184	N/A		
	Extended **development of regional impact exemption** from twice-a-year plan amendments to Florida Quality Developments.	163.3187(1)(b)	N/A		
	Exempted **small-scale amendments** from the twice-a-year limitation.	163.3187(1)(c)	N/A		
	Required the local planning agency's **evaluation and appraisal report** to be transmitted to DCA, and required the governing body of the local government to adopt, or adopt with changes, the local planning agency's report within 90 days after receipt. Authorized transmittal of the EAR plan amendments, rather than the entire plan as amended, to DCA.	163.3191(1) and (4)	N/A		
	Delayed implementation of **concurrency** until 1 year after due date for submittal of the comp plan.	163.3202(2)(g)	N/A		
	Initial adoption of the **Florida Local Government Development Agreement Act**.		N/A		
2. 1987: [Ch. 87-224, SS. 24, 25 & 26, Laws of Florida (Revisor's bill), and Ch. 87-338, Laws of Florida					
	Extended date for DCA to adopt schedule for submittal of local plans from October 1, 1986 to October 1, 1987, and extended the latest date for submission by non-coastal counties from July 1, 1990 to July 1, 1991.		N/A		
3. 1988: None					
4. 1989: None					
5. 1990: None					

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
6. 1991: [Ch. 91-45, SS. 31 and 32, Laws of Florida] Nothing substantive.					
7. 1992: [Ch. 92-129, Laws of Florida, and Ch. 92-279, S. 77, Laws of Florida					
	Clarified that the **procedures for approval** of the original plans also applied to **plan amendments**.		N/A		
	Provided that the local planning agency should prepare plan amendments.	163.3174 163.3164(13) 163.3221(10)	N/A		
	Added, "**spoil disposal sites** for maintenance dredging located in the intracoastal waterways, except for spoil disposal sites owned or used by ports" to the definition of "public facilities."	163.3164(24)			Port Element. The FLUM shall be amended to show sites on Fleming Key. Needs to be consistent with Port Master Plan. Phase 3
	Added requirement that **independent special districts** submit a public facilities report to the appropriate local government.	163.3177(6)(h)2.	N/A		
	Extended **"shield" against challenges** to the portion of rule 9J-5 that was adopted before October 1, 1986, from July 1 1987 to April 1, 1993.	163.3177(10)(k)	N/A		
	Recognized the need for **innovative planning and development strategies** to address the anticipated continued urbanization of the coast and other environmentally sensitive areas. Stated that plans should allow **land use efficiencies** within existing urban areas, and should also allow for the conversion of rural lands to other uses. Provided that plans and land development regulations ("LDRs") should **maximize the use of existing facilities and services through redevelopment**, **urban infill**, and other strategies for urban revitalization.	163.3177(11)	N/A N/A	Obj. 1-3.7	Housing and Proposed Transportation Elements. Proposed amendments to Affordable Housing & transportation will promote this policy. Phase 1 and 2. See matrix # 57.
	Amended definition of "**affected person**" to clarify that the affected person's comments, recommendations, or objections have to be submitted to the local government after the transmittal hearing for the plan amendment and before the adoption of the amendment.	163.3184(1)(a)	N/A		

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
	Required the local government to include such materials as DCA specifies by rule with each plan amendment transmittal.	163.3184(3)	N/A		
	Gave the local government **120 days**, rather than 60 days, **after** receipt of the **objections, recommendations, and comments to adopt or adopt with changes the plan or amendment**; and gives the local government 10 days, rather than 5 days, after adoption to transmit the adopted plan or amendment to DCA. Also requires that a copy of the adopted plan or amendment be transmitted to the regional planning council.	163.3184(7)	N/A		
	Provided that the Secretary of DCA, as well as a "**senior administrator** other than the Secretary" **can issue a notice of intent ("NOI")**.	163.3184(8)(b)	N/A		
	Required that the **Division of Administrative Hearings hearing** must be held "in the county of and convenient to" the affected local jurisdiction.	163.3184(9)(b) and (10)(a)	N/A		
	Provided that **new issues** cannot be raised concerning plan compliance more than 21 days after publication of the NOI.	163.3184(10)(a)	N/A		
	Added a **procedure for Compliance Agreements**.	163.3184(16)	N/A		
	Changed the requirements for **small scale amendments**: • Increased the geographic size from 5 to 10 acres of residential land use at a density of 10, rather than 5, units per acre; and for other land use, an increase form 3 to 10 acres. Also increased the annual total from 30 to 60 acres.	163.3187(1)(c)	N/A		
	• Allowed local governments to use a newspaper ad of less than a quarter page in size.		N/A		
	• Authorized DCA to adopt rules establishing an alternative process for public notice for small-scale amendments.		N/A		
	• Provided that small-scale amendments require only an adoption hearing.		N/A		

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
	• Requiring each county to establish a process for identifying and prioritizing **coastal properties for state acquisition.**				
	Created a new section for **Concurrency** which: • Provides that concurrency on a statewide basis only to roads, sewers, solid waste, drainage, potable water, parks and recreation, and mass transit, and that local governments can extend concurrency to public schools if it first conducts a study to determine how the requirement would be met.	163.3180	N/A	Plan continues in concurrency standards & has adopted an Interlocal Agreement with School Board.	Proposed Transportation Element: See summary statement for transportation & water facility. Phase 1

	• Set timing standards for concurrency of:
	  o For sewer, solid waste, drainage and potable water facilities, in place no later than the issuance of the certificate of occupancy.
	  o For parks and recreation facilities, no later than 1 year after issuance of certificate of occupancy.
	• For transportation facilities, in place or under actual construction no later than 3 years after issuance of a certificate of occupancy.
				Plan continues in concurrency standards & has adopted an Interlocal Agreement with School Board.	Proposed Transportation Element. See summary statement for transportation & water facility. Phase 1

	• Allowing exemptions from transportation concurrency for urban infill, urban redevelopment and downtown revitalization.				Proposed Transportation Element. See transportation summary statement. Phase 1.
	• Allowing a **de minimus transportation impact** of not more than 0.1% of the maximum volume of the adopted level of service as an exemption from concurrency.				Proposed Transportation Element. See transportation summary statement. Phase 1.
	• Authorizing the designation of **transportation management areas.**				Proposed Transportation Element. See transportation summary statement. Phase 1.

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
	Provided that a **plan amendment required by a compliance agreement** may be approved without regard to the twice-a-year limitation on plan amendments.	163.3187(1)(e)	N/A		
	Stated that nothing in the statute prevented a local government from requiring a person requesting an amendment to pay the **cost of publication of notice**.	163.3187(5)	N/A		
	Created **an alternative process for amendment** of adopted comprehensive plans	163.3189	N/A		
	Provided that the **first EAR report** is due 6 years after the adoption of the comp plan, and subsequent EAR reports are due every 5 years thereafter.	163.3191(5)	N/A		
	Amended the **Development Agreement** Act by providing: • Development agreements are not effective unless the comp plan or plan amendments related to the agreement are found in compliance.	163.3235	N/A		
	• Development agreements are not effective until properly recorded and until 30 days after received by DCA.	163.3239	N/A		
8. 1993: [Ch. 93-206, Laws of Florida (aka the ELMS bill) and Ch. 93-285, S. 12, Laws of Florida]					
	Amended the **intent** section to include that constitutionally protected **property rights** must be respected.	163.3161(9)	N/A		
	Added **definitions** for "**coastal area,**" "**downtown revitalization,**" "**Urban redevelopment,**" "**urban infill,**" "**projects that promote public transportation,**" and "**existing urban service area**."	163.3164			Need to adopt updated definition of "coastal area" in Appendix A. Phase 1
	Amended the scope of the act to provide for the articulation of state, regional, and local **visions** of the future physical appearance and qualities of a community.	163.3167(11)			Propose preamble to include the City's mission & vision statements, City philosophy & comprehensive theme will achieve this.
	Amended the requirements for the **housing element** by: • Having the element apply to the jurisdiction, rather than the area.	163.3177(6)(f)		Pol. 3.1.1.3	Housing Element. See summary statement of Affordable Housing and proposed amendments for details. Phase 2.

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
	• Including very-low income housing in the types of housing to be considered.			Obj. 3.1.1	
	• Provided guidance that the creation or preservation of affordable housing should minimize the need for additional local services and avoid the concentration of affordable housing units only in specific areas.			Obj. 3.1.1	
	• Required DCA to prepare an **affordable housing needs assessment** for all local jurisdictions, which will be used by each local government in preparing the EAR report and amendments, unless DCA allows the local government to prepare its own needs assessment.		N/A		
	Amended the **intergovernmental coordination element** ("ICE") by: Requiring each ICE to include: • A process to determine if development proposals will have significant impacts on state or regional facilities.	163.3177(6)(h)		Obj. 8-1.1	
	• A process for mitigating extrajurisdictional impacts in the jurisdiction in which they occur.			Obj. 8-1.1	
	• A dispute resolution process.			Obj. 8	
	• A process for modification of DRI development orders without loss of recognized development rights.			Obj. 8	
	• Procedures to identify and implement joint planning areas.			Obj. 8	
	• Recognition of Campus master plans.			Obj. 8	
	• Requiring each county, all municipalities within that county, the school board, and other service providers to enter into formal agreements, and include in their plans, joint processes for collaborative planning and decision-making.			Obj. 8	

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
	Requiring DCA to: • Adopt rules to establish minimum criteria for ICE.		N/A		
	• Prepare a model ICE.		N/A		
	• Establish a schedule for phased completion and transmittal of ICE plan amendments.		N/A		
	Providing that **LDRs to implement the ICE** must be adopted no later than December 31, 1997.		N/A		
	Requiring a **transportation element** for urbanized areas.	163.3177(6)(h)	N/A KW is not an "urbanized area."		Proposed Transportation Element: See Summary Statement regarding transportation & proposed amendments. Phase 1.
	Adding **an optional hazard mitigation/post disaster redevelopment element** for local governments that are not required to have a coastal management element.	163.3177(7)	N/A		
	Requiring DCA to consider **land use compatibility** issues in the **vicinity of airports**.	163.3177(10)(l)	N/A		Future Land Use Element. Policy to identify areas around KW International Airport on the zoning map in order to alert potential property owners of impacts. Phase 3.
	Amended the **Coastal Management** by: • Defining "**high hazard coastal areas**" as category I evacuation zones, and stated that mitigation and redevelopment policies are at the discretion of the local government.	Section 163.3178		Definition in Appendix A, Page 5-14 and Map, pp. 1-4.	
	• Affirming the state's commitment to **deepwater ports**, and required the Section 186.509 dispute resolution process to reconcile inconsistencies between port master plans and local comp plans.		NA		
	• Encouraging local governments to adopt countywide **marina siting plans**				
	• Requiring coastal local governments to identify **spoil disposal sites** in the future land use and port elements.				Port and Future Land Use Elements. Spoil disposal sites will be shown on the FLUM & Port. Phase 3

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
	• Allows **development that does not meet concurrency** if the local government has failed to implement the Capital Improvements Element, and the developer makes a binding commitment to pay the fair share of the cost of the needed facility.				Proposed Transportation element. See transportation summary statement. Phase 1
	• Requiring local governments to adopt the **level-of-service** standard established by the Department of Transportation for facilities on the **Florida Intrastate Highway System**.				Proposed Transportation element. See transportation summary statement. Phase 1
	• Authorizing local governments to adopt **long-range transportation concurrency management systems** with planning periods of up to 10 years where significant backlogs exist.				Proposed Transportation element. See transportation summary statement. Phase 1
	• Allowing **urban redevelopment** to create 110% of the **actual transportation impact** caused by existing development before complying with concurrency.				Proposed Transportation element. See transportation summary statement. Phase 1
	Provided a procedure to ensure **public participation** in the approval of a publicly financed capitol improvement.	163.3181(3)	N/A		
	Amended the **procedure for the adoption of plans and plan amendments** as follows: • Proposed plans or amendments, and materials, must be transmitted to the regional planning councils, the water management districts, the Department of Environmental Protection, and the Department of Transportation as specified in DCA's rules.	163.3184	N/A		
	• **DCA reviews amendments** only upon the request of the regional planning council, an affected person, or the local government, or those, which it wishes to review.		N/A		

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
	• The **regional planning council's review** of plan amendments is limited to effects on regional facilities or resources identified in the strategic regional policy plan and extra jurisdictional impacts.		N/A		
	• DCA may not require a local government to **duplicate or exceed a permitting program** of a state, federal, or regional agency.		N/A		
	Provided that local governments cannot amend their comp plans after the date established for submittal of the EAR report unless the report has been submitted.	163.3187(5)	N/A		
	Changed the **Alternative Process** for the amendment of adopted comp plans to the Exclusive Process.	163.3189(1)	N/A		
	Provided that **plan amendments** do not become **effective** until DCA or the Administration Commission issues a final order determining that the amendment is in compliance.	163.3189(2)(a)	N/A		
	* Provides that the **sanctions** assessed by the Administration Commission do not occur unless the local government elects to make the amendment effective despite the determination of noncompliance.	163.3189(2)(b)	N/A		
	Authorizing the local government to demand formal or informal **mediation**, or expeditious resolution of the amendment proceeding.	163.3189(3)	N/A		
	Amended the **EARs** section to require additional statements of: • The effect of changes to the state comprehensive plan, ch. 163, part II, 9J-5 and the strategic regional policy plan.	163.3191	N/A	The EAR is fulfilling these requirements.	
	• The identification of any actions that need to be taken to address the planning issues identified in the report.				
	• Proposed or anticipated amendments.				
	• A description of the public participation process.				

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
	• Encourage local governments to use the EAR to develop a local vision.				
	• Allows DCA to grant a 6-month extension for the adoption of plan amendments required by the EAR.				
	• Requires plan amendments to be consistent with the report.				
	• Allows municipalities of less than 2,500 to submit the EAR no later than 12 years after initial plan, and every 10 years thereafter.				
	• Authorized DCA to review EAR for sufficiency, but not for compliance. DCA authorized to delegate review to the regional planning council.				
	• Administration Commission is authorized to impose sanctions for failure to timely implement the EAR.				
	• DCA authorized to enter into agreement with municipalities of less than 5,000 and counties of less than 50,000 to focus planning efforts on selected issues when updating the plans.				
9. 1994 [Ch. 94-273, S. 4, Laws of Florida]					
	* A plan amendment for the location of a **state correctional facility** can be made at any time, and does not count toward the **twice-a-year limitation**.	163.3187(1)(f)	N/A		
10. 1995 [Ch. 95-181, ss. 4-5; Ch. 95-257, ss. 2-3; Ch. 95-310, ss. 7-12; Ch. 95-322, ss. 1-7; Ch. 95-341, ss. 9, 10, and 12, Laws of Florida]					
	Required opportunities for **mediation or alternative dispute resolution** where a property owner's request for a comprehensive plan amendment is denied by a local government (Subsection 163.3181(4)) and prior to a hearing where a plan or plan amendment was determined by the Department of Community Affairs ("DCA") to be not in compliance.	163.3184(10)(c)	N/A		

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
	Added a definition for "**transportation corridor management**" (Subsection 163.3164(30)) and allowed the designation of transportation corridors in the required traffic circulation and transportation elements and the adoption of transportation-corridor-management ordinances.	163.3177(6)	N/A		Proposed Transportation element. See transportation summary statement. Phase 1
	Amended the definition of "public notice" and certain **public notice and public hearing** requirements to conform to the public notice and hearing requirements for counties and municipalities in Sections 125.66 and 166.041, respectively.	163.3164(18), 163.3171(3), 163.3174(1) and (4), and 163.3181(3)(a), 163.3184(15)(a)-(c), 163.3187(1)(c)	N/A		
	Prohibited any **initiative or referendum process** in regard to any development order or comprehensive plan or map amendment that affects five or fewer parcels of land.	163.3167(12)	N/A		
	Reduced to 30 days the time for DCA to **review comp plan amendments** resulting from a **compliance agreement**.	163.3184(8)(a)	N/A		
	Amended the requirements for the **advertisement** of DCA's **notice of intent**.	163.3184(8)(b)	N/A		
	Required the administrative law judge to **realign the parties** in a Division of Administrative Hearings ("DOAH") proceeding where a local government adopts a plan amendment pursuant to a compliance agreement.	163.3184(16)(f)	N/A		
	Added clarifying language relative to those **small-scale plan amendments** that are exempt from the **twice-per-year limitation** and **prohibited DCA review** of those small-scale amendments that meet the statutory criteria in Paragraph 163.3187(1)(c).	163.3187(1)(c) and (3)(a)-(c)	N/A		
	Required DCA to consider an increase in the annual total acreage threshold for **small-scale amendments**. (later repealed by s. 16, Ch. 2000-158, Laws of Florida)	163.3177(7)	N/A		
	Required local planning agencies to provide opportunities for **involvement by district school boards and community college boards**.	163.31749(1)		City/School Board Interlocal Agreement.	

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
	Required that the future land use element clearly identify those **land use categories** where **public schools** are allowed.	163.3177(6)(a)		Policy 1-2.6.1 clearly states that public schools are allowed in the Public Service and Historic Public Service Districts. Additionally, Educational Facilities are allowed in additional districts.	Future Land Use Element. A table shall be added to list all districts where public schools are allowed. Phase 3.
	Established certain criteria for local governments wanting to extend **concurrency to public schools**. (later amended by s. 5, Ch. 98-176, Laws of Florida)	163.3180(1)(b)	N/A		
11. 1996: [Ch. 96-205, s. 1; Ch. 96-320, ss. 10-11; 96-416, ss. 1-6, 15, Laws of Florida]					
64	Substantially amended the criteria for **small-scale amendments** that are exempt from the **twice-per-year limitation**.	163.3187(1)(c)	N/A		
65	Revised the objectives in the coastal management element to include the **maintenance of ports**.	163.3177(6)(g)9.			Port Element. Add Objective to Port Element. Phase 3
66	Provide that certain **port related expansion projects** are not DRIs under certain conditions.	163.3178(2), (3) and (5)	N/A		
67	Allowed a county to designate areas on the future land use plan for possible **future municipal incorporation**.	163.3177(6)(a)	N/A		
68	Required the ICE to include consideration of the plans of **school boards** and other units of local government providing services but not having regulatory authority over the use of land.	163.3177(6)(h)		Obj. 8-1.1	
69	Revised the **processes and procedures** to be included in the ICE.	163.3177(6)(h)			Intergovernmental Element. Need amendment to be consistent with Statutory Requirement. Phase 3.
70	Required that within 1 year after adopting their **ICE** each county and all municipalities and school boards therein establish by interlocal agreement the **joint processes** consistent with their ICE.	163.3177(6)(h)2.		Obj. 8-1.1	
71	Required local governments who utilize **school concurrency** to satisfy intergovernmental coordination requirements of 163.3177(6)(h)1.	163.3180(1)(b)2.	N/A		
72	Permitted a county to adopt a **municipal overlay** amendment to address future possible municipal incorporation of a specific geographic area.	163.3217	N/A		

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
73	Authorized DCA to conduct a **sustainable communities demonstration project**.	163.3244	N/A		
12. 1997: [Ch. 97-253, ss. 1-4, Laws of Florida]					
74	Amended the definition of **de minimis impact** as it pertains to concurrency requirements.	163.3180(6)			
75	Established that no plan or plan amendment in an **area of critical state concern** is effective until found in compliance by a final order.	163.3184(14)	N/A		
76	Amended the criteria for the annual effect of **Duval County small-scale amendments** to a maximum of 120 acres.	163.3187(1)(c)1.a.11 1.	N/A		
77	Prohibited amendments in **areas of critical state concern** from becoming effective if not in compliance.	163.3189(2)(b)	N/A		
13. 1998: [Ch. 98-75, s. 14; Ch. 146, ss. 2-5; Ch. 98-176, ss. 2-6 and 12-15; Ch. 98-258, ss. 4-5]					
78	Exempted **brownfield area** amendments from the **twice-a-year limitation**.	163.3187(1)(g)	N/A		
79	Required that the **capital improvements element** set forth standards for **the management of debt**.	163.3177(3)(a)4.		Obj. 9-1.4	Capital Improvements Element. Phase 2.
80	Required inclusion of at least **two planning periods** – at least 5 years and at least 10 years.	163.3177(5)(a)			All Elements. Adopt 2015 & 2025 as planning periods in Future Land Use in proposed preamble and the Future Land Use Map. Revised projections will be required. Phase 1, 2 and 3 as appropriate.
81	Allowed **multiple individual plan amendments** to be considered together as one amendment cycle.	163.3184(3)(d)	N/A		
82	Defined **optional sector plan** and created section 163.3245 allowing local governments to address DRI issues within certain identified geographic areas.	163.3164(31) and 163.3245	N/A		
83	Established the requirements for a **public school facilities element**.	163.3177(12)		City/School Bd. Interlocal Agreement.	
84	Established the minimum requirements for imposing **school concurrency**.	163.3180(12), (now Section (13))		City/School Bd. Interlocal Agreement.	
85	Required DCA adopt **minimum criteria** for the compliance determination of a **public school facilities element** imposing school concurrency.	163.3180(13), (now Section14))		City/School Bd. Interlocal Agreement.	

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
86	Required that **evaluation and appraisal reports** address coordination of the comp plan with existing public schools and the school district's 5-year work program.	163.3191(2)(i)	N/A	City/School Bd. Interlocal Agreement.	
87	Amended the definition of "**in compliance**" to includes consistency with Sections 163.3180 and 163.3245.	163.3184(1)(b)	N/A		
88	Required DCA to **maintain a file with all documents received or generated** by DCA relating to plan amendments and identify; limited DCA's review of proposed plan amendments to written comments, and required DCA to identify and list all written communications received within 30 days after transmittal of a proposed plan amendment.	163.3184(2), (4), and (6)	N/A		
89	Allowed a **local government to amend its plan** for a period of up to one year after the initial determination of sufficiency of an adopted EAR even if the EAR is insufficient.	163.3187(6)(b)	N/A		
90	Substantially reworded Section 163.3191, F.S., related to **evaluation and appraisal reports**.	163.3191	N/A		
91	Changed the **population requirements** for municipalities and counties which are required to submit otherwise optional elements.	163.3177(6)(i)	N/A		
14. 1999: Ch. 99-251, ss. 65-6, and 90; Ch. 99-378, ss. 1, 3-5, and 8-9, Laws of Florida]					
92	Required that **ports** and local governments in the coastal area, which has **spoil disposal responsibilities**, identify dredge disposal sites in the comp plan.	163.3178(7)			Port and Future Land Use Elements. Spoil disposal sites will be added to FLUM. Phase 3
93	Exempted from the **twice-per-year limitation** certain port related amendments for **port transportation facilities** and projects eligible for funding by the Florida Seaport Transportation and Economic Development Council.	163.3187(1)(h)	N/A		
94	Required **rural counties** to base their future land use plans and the amount of land designated **industrial** on data regarding the need for job creation, capital investment, and economic development and the need to strengthen and diversity local economies.	163.3177(6)(a)	N/A		

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
95	Added the Growth Policy Act to Ch. 163, Part II to promote **urban infill and redevelopment**.	163.2511,163.25,14,163.2517,163.2520,163.2523,163.2526			See Affordable Housing & Proposed Transportation elements. See transportation summary statement. Phase 1
96	Required that all comp plans comply with the **school siting requirements** by October 1, 1999.	163.3177(6)(a)		City/ School Board Interlocal Agreement.	
97	Made **transportation facilities** subject to concurrency.	163.3180(1)(a)			Proposed Transportation element. See transportation summary statement. Phase 1
98	Required use of **professionally accepted techniques** for measuring level of service for cars, trucks, transit, bikes and pedestrians.	163.3180(1)(b)			Proposed Transportation element. See transportation summary statement. Phase 1
99	Excludes **public transit facilities** from **concurrency** requirements.	163.3180(4)(b)	N/A		
100	Allowed **multi-use DRIs** to satisfy the **transportation concurrency** requirements when authorized by a local comprehensive plan under limited circumstances.	163.3180(12)	N/A		
101	Allowed **multi-modal transportation districts** in areas where priorities for the pedestrian environment are assigned by the plan.	163.3180(15)			Proposed Transportation element. See transportation summary statement. Phase 1
102	Exempted amendments for **urban infill and redevelopment areas**, **public school concurrency** from the **twice-per-year limitation**.	163.31879(1)(h) and (i)			
103	Defined **brownfield designation** and added the assurance that a developer may proceed with development upon receipt of a brownfield designation.	163.3220(2)	N/A		
15. 2000: Ch. 2000-158, ss. 15-17, Ch. 2000-284, s. 1, Ch. 2000-317, s. 18, Laws of Florida]					
104	Repealed Section 163.3184(11)(c), F.S. that required funds from sanction for non-compliant plans go into the Growth Management Trust Fund.		N/A		
105	Repealed Section 163.3187(7), F.S. that required consideration of an increase in the annual total acreage threshold for small scale plan amendments and a report by DCA.		N/A		

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
106	Repealed Sections 163.3191(13) and (15), F.S.				
107	Allowed **small-scale amendments** in **areas of critical state concern** to be exempt from the twice-per-year limitation only if they are for affordable housing.	163.3187(1)(c)1.e	N/A		
108	Added exemption of sales from local option surtax imposed under Section 212.054, F.S., as examples of **incentives** for new development within **urban infill and redevelopment areas**.	163.2517(3)(j)2			
16. 2001: [Ch. 2001-279, s. 64]					
109	Created the **rural land stewardship area** program.	163.3177(11)(d)	N/A		
17. 2002: (Ch. 2002-296, SS. 1 - 11, Laws of Florida)					
110	Required that all agencies that review comprehensive plan amendments and rezoning include a **nonvoting representative of the district school board**.	163.3174		City/School Board Interlocal agreement.	
111	Required coordination of local comprehensive plan with the regional water supply plan.	163.3177(4)(a)	*		
112	Plan amendments for school-siting maps are exempt from s. 163.3187(1)'s limitation on frequency.	163.3177(6)(a)	*		
113	Required that by adoption of the EAR, the sanitary sewer, solid waste, drainage, potable water and natural groundwater aquifer recharge element consider the regional water supply plan and include a 10-year work plan to build the identified water supply facilities.	163.3177(6)(c)	*		
114	Required consideration of the regional water supply plan in the preparation of the conservation element.	163.3177(6)(d)	*		
115	Required that the intergovernmental coordination element (ICE) include relationships, principles and guidelines to be used in coordinating comp plan with regional water supply plans.	163.3177(6)(h)	* City of KW is exempt from water facilities planning. However Obj. 6-1.2 promoted conservation		

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
			and coordination with FKAA & SFWMD.		
116	Required the local governments adopting a public educational facilities element execute an inter-local agreement with the district school board, the county, and non-exempting municipalities.	163.3177(6)(h)4		City/School Board Interlocal agreement.	
117	Required that counties larger than 100,000 population and their municipalities submit an inter-local service delivery agreements (existing and proposed, deficits or duplication in the provisions of service) report to DCA by January 1, 2004. Each local government is required to update its ICE based on the findings of the report. DCA will meet with affected parties to discuss and id strategies to remedy any deficiencies or duplications.	163.3177(6)(h)6,7 and 8	N/A		
118	Required local governments and special districts to provide recommendations for statutory changes for annexation to the Legislature by February 1, 2003.	163.3177(6)(h)9	N/A		
119	Added a new section 163.31776 that allows a county, to adopt an optional public educational facilities element in cooperation with the applicable school board.	163.31776		City/School Board Interlocal agreement.	
120	Added a new section 163.31777 that requires local governments and school boards to enter into an inter-local agreement that addresses school siting, enrollment forecasting, school capacity, infrastructure and safety needs of schools, schools as emergency shelters, and sharing of facilities.	163.31777		City/School Board Interlocal agreement.	
121	Added a provision that the concurrency requirement for transportation facilities may be waived by plan amendment for urban infill and redevelopment areas.	163.3180(4)(c)			Proposed Transportation element. See transportation summary statement. Phase 1
122	Expanded the definition of "affected persons" to include property owners who own land abutting a change to a future land use map.	163.3184(1)(a)	N/A		
123	Expanded the definition of "in compliance" to include consistency with Section 163.31776 (public	163.3184(1)(b)	N/A		

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
	educational facilities element).				
124	Streamlined the timing of comprehensive plan amendment review.	163.3184(3, (4), (6), (7) and (8)			
125	Required that local governments provide a sign-in form at the transmittal hearing and at the adoption hearing for persons to provide their names and addresses.	163.3184(15)(c)	N/A		
126	Exempted amendments related to providing transportation improvements to enhance life safety on "controlled access major arterial highways" from the limitation on the frequency of plan amendments contained in s.163.3187(1).	163.3187(1)(k)		City/School Board Interlocal agreement.	
127	Required EARs to include (1) consideration of the appropriate regional water supply plan, and (2) an evaluation of whether past reductions in land use densities in coastal high hazard areas have impaired property rights of current residents where redevelopment occurs.	163-3191(2)(1)	N/A		
128	Allowed local governments to establish a special master process to assist the local governments with challenges to local development orders for consistency with the comprehensive plan.	163.3215	N/A		
129	Created the Local Government Comprehensive Planning Certification Program to allow less state and regional oversight of comprehensive plan process if the local government meets certain criteria.	163.3246	N/A		

Changes to Chapter 163, F.S. 1986-2003		163, F.S. Citations	Not Applicable	Addressed (Where/How)	Amendment Needed By Element & Schedule
130	Added a provision to Section 380.06(24), Statutory Exemptions, that exempts from the requirements for developments of regional impact, any water port or marina development if the relevant local government has adopted a "boating facility siting plan or policy" (which includes certain specified criteria) as part of the coastal management element or future land use element of its comprehensive plan. The adoption of the boating facility siting plan or policy is exempt from the limitation on the frequency of plan amendments contained in s.163.3187(1).	163.3187(1)	N/A		
131	Prohibited a local government, under certain conditions, from denying an application for development approval for a requested land use for certain proposed solid waste management facilities.	163.3194(6)	N/A		

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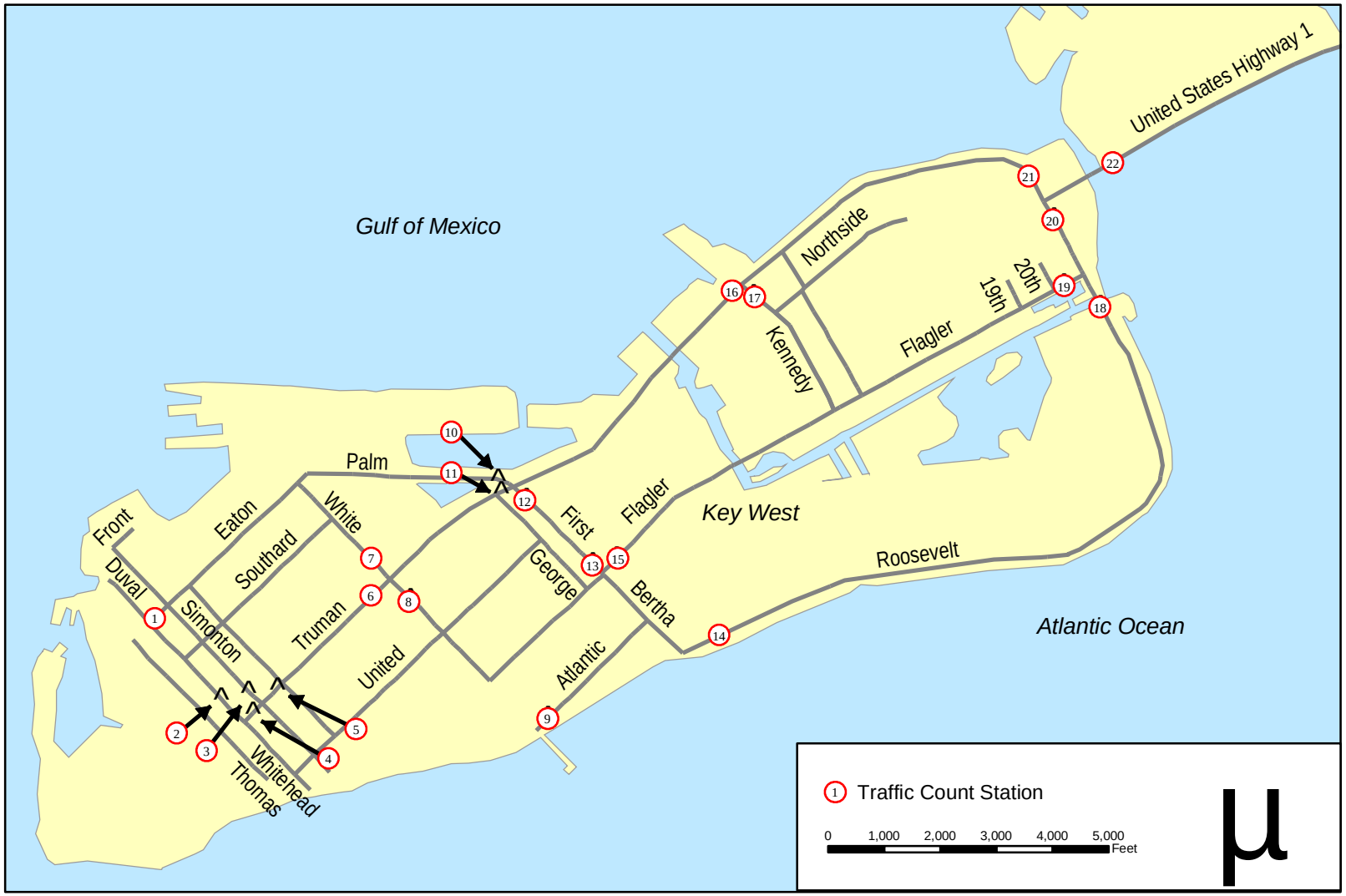
3. Key West Average Annual Daily Traffic Graphs (1984-2003) Location 7-12 ..... T 03
4. Key West Average Annual Daily Traffic Graphs (1984-2003) Location 13-18 ..... T 04
5. Key West Average Annual Daily Traffic Graphs (1984-2003) Location 19– 22 And Key West Aggregate AADT ..... T 05

1. Key West Average Annual Daily Traffic Count Stations

See spreadsheet for traffic counts



Key West Planning Department
July 15, 2004

Source: Florida Traffic Information 2003

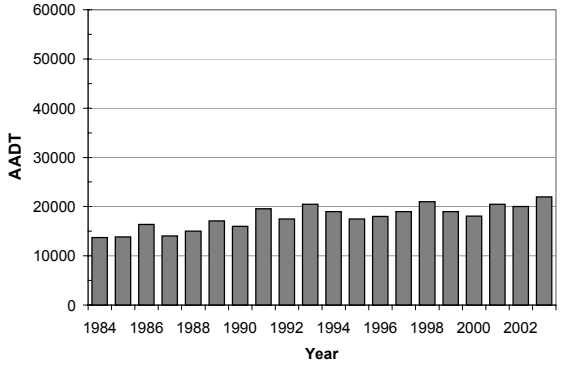
2. Key West Average Annual Daily Traffic Graphs (1984-2003)

Prepared by City of Key West Planning Department

Source: Florida Traffic Information 2003

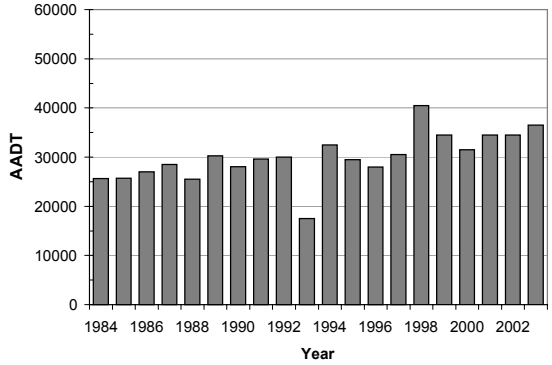
Location 1

Eaton St 200' West of Duval St (0020)



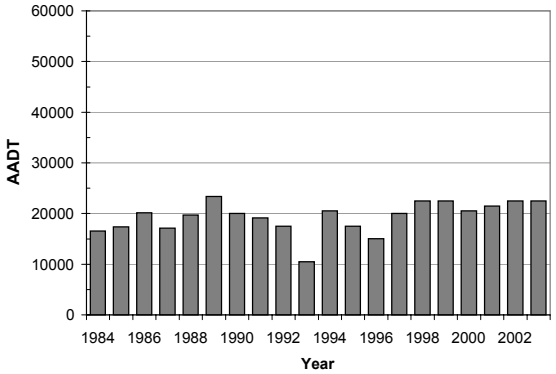
Location 2

Whitehead St 100' South of Olivia St (5013)



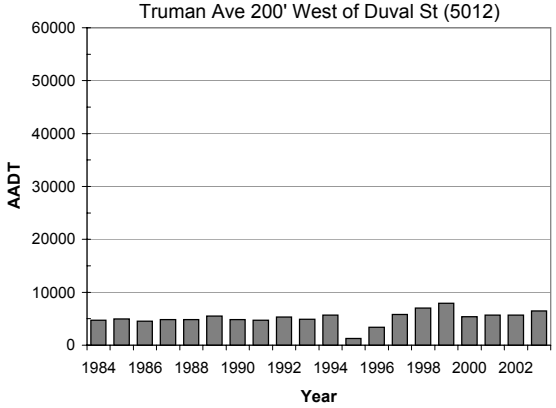
Location 3

Duval St 200' North of Truman Ave (0023)



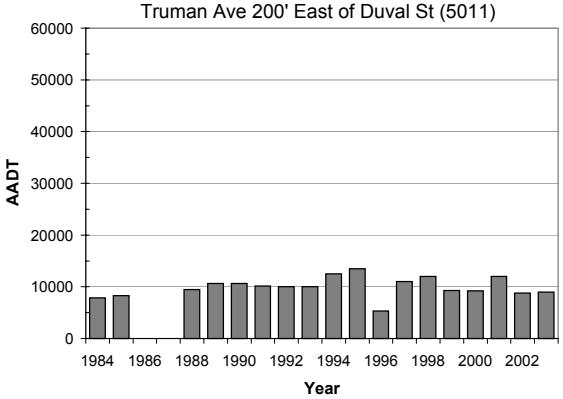
Location 4

Truman Ave 200' West of Duval St (5012)



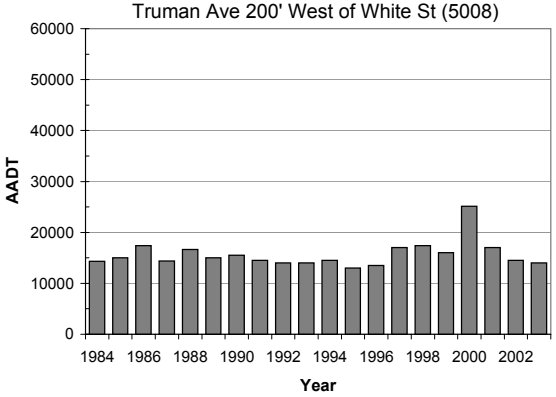
Location 5

Truman Ave 200' East of Duval St (5011)



Location 6

Truman Ave 200' West of White St (5008)



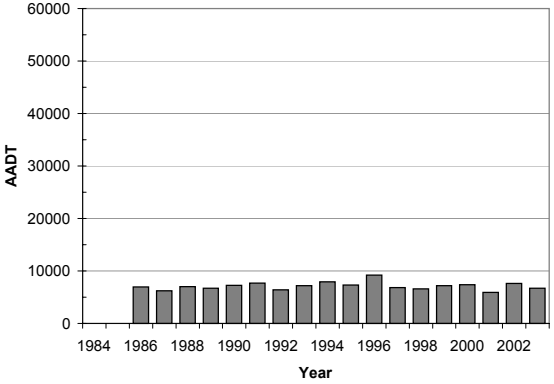
3. Key West Average Annual Daily Traffic Graphs (1984-2003)

Prepared by City of Key West Planning Department

Source: Florida Traffic Information 2003

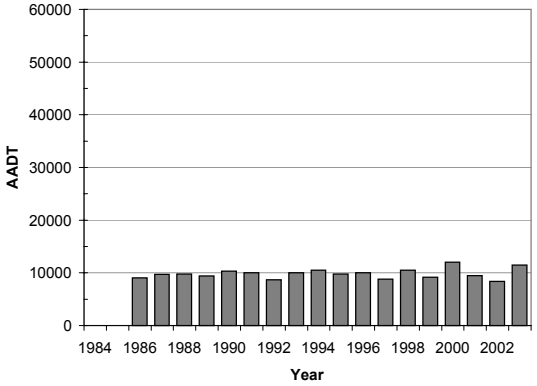
Location 7

White St 200' North of Truman (0025)



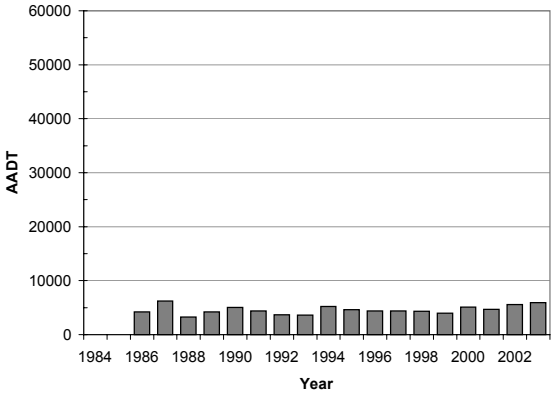
Location 8

White St 200' South of Truman (0026)



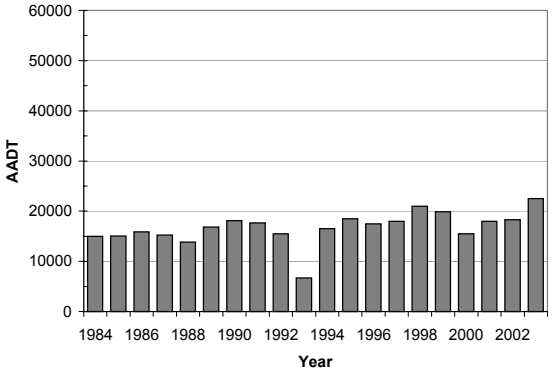
Location 9

Atlantic Blvd 200' East of White St (0004)



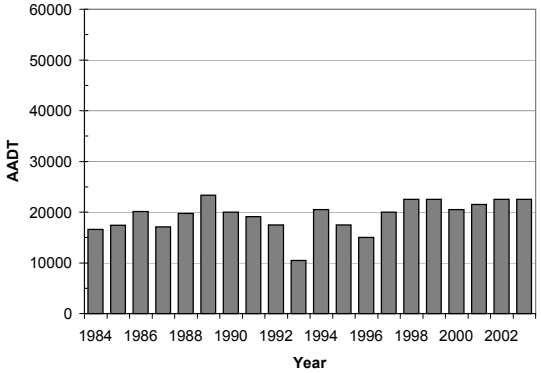
Location 10

Palm Ave 200' North of N Roosevelt (0103)



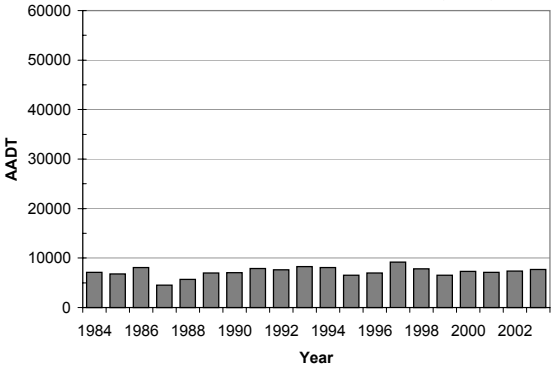
Location 11

Truman Ave 200' West of First St (5004)



Location 12

First St 200' South of N Roosevelt (0073)



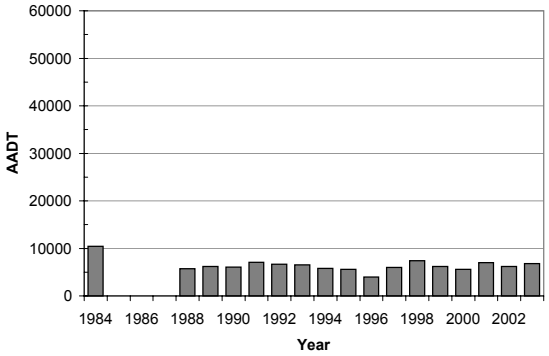
4. Key West Average Annual Daily Traffic Graphs (1984-2003)

Prepared by City of Key West Planning Department

Source: Florida Traffic Information 2003

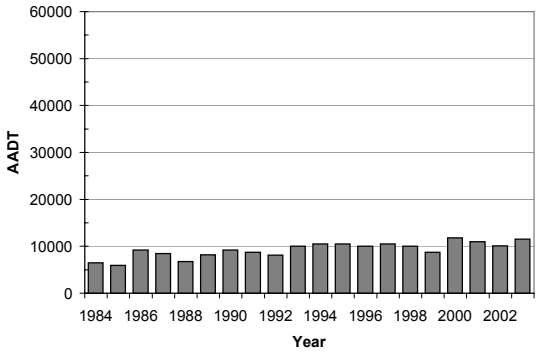
Location 13

First St 100' South of Seidenberg (5026)



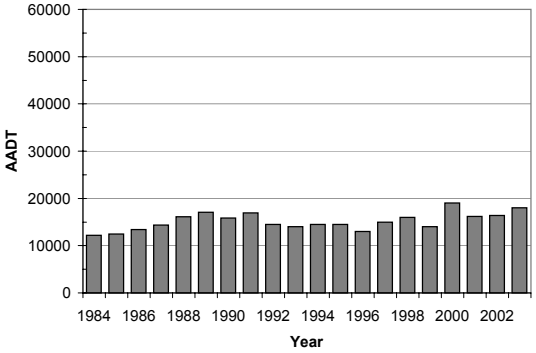
Location 14

S Roosevelt Blvd 400' East of Bertha St (5028)



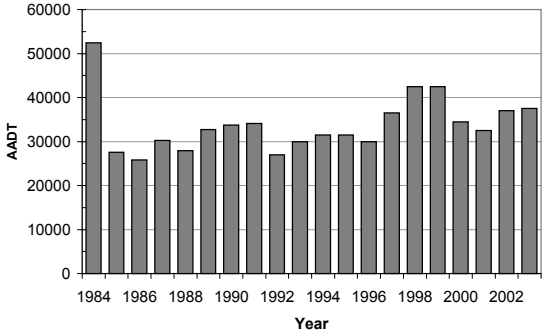
Location 15

Flagler Ave 200' East of First St (0071)



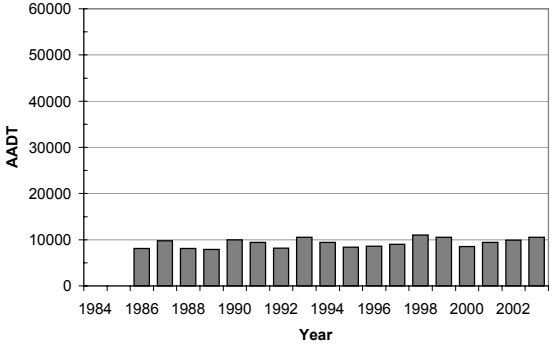
Location 16

N Roosevelt Blvd 200' West of Kennedy (5034)



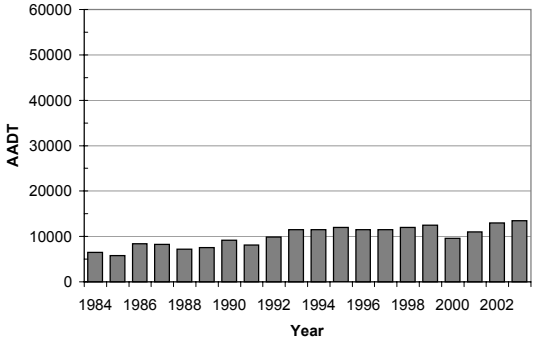
Location 17

Kennedy Blvd 200' South of S Roosevelt (0028)



Location 18

S Roosevelt Blvd 300' South of Flagler (5027)



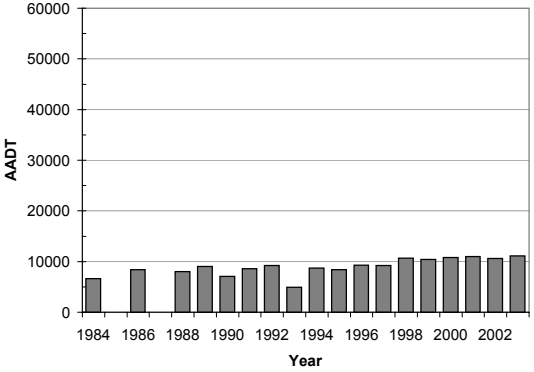
5. Key West Average Annual Daily Traffic Graphs (1984-2003)

Prepared by City of Key West Planning Department

Source: Florida Traffic Information 2003

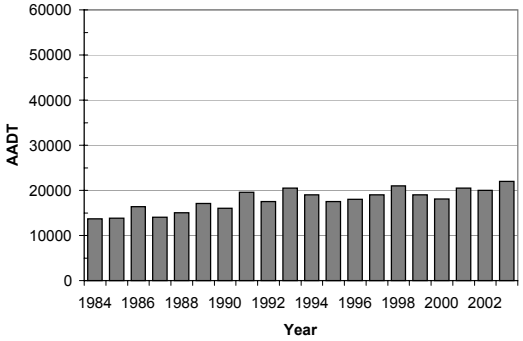
Location 19

Flagler Ave 200' West of S Roosevelt (5017)



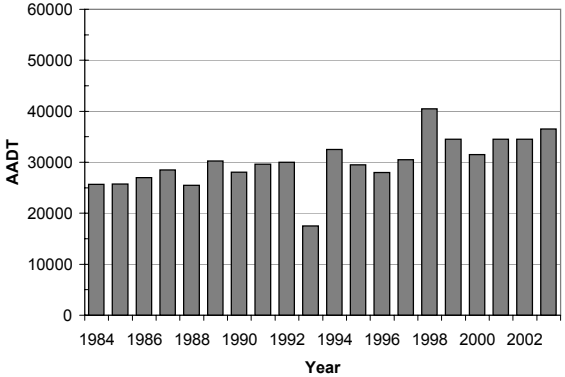
Location 20

South Roosevelt 200' South of US 1 (0049)



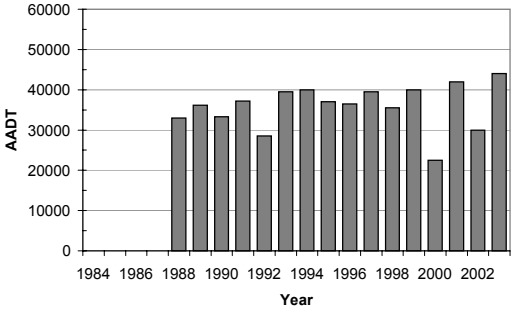
Location 21

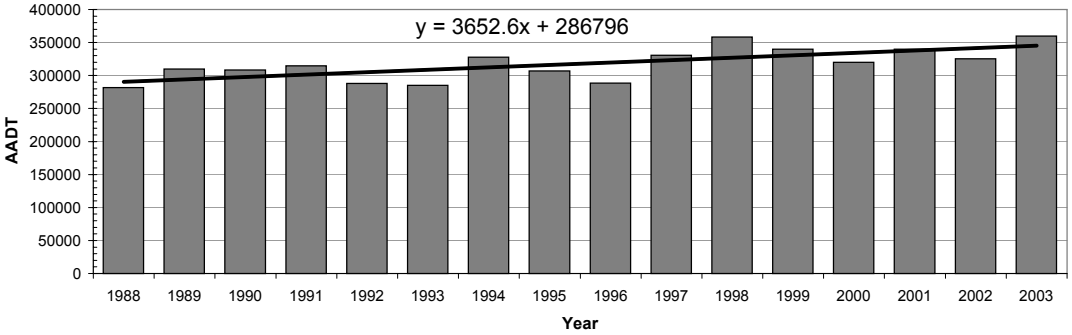
US 1 400' West of Roosevelt (0105)



Location 22

US 1 200' East of Cow Key Bridge (0201)



Key West Aggregate AADT

All Count Stations