

Bahama Village Redevelopment Plan 1998 Update



The Craig Company Team

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Executive Summary

The 1998 Bahama Village Redevelopment Plan Update (The 1998 Plan) recognizes and integrates other ongoing planning efforts by the City of Key West, the Community Redevelopment Agency (CRA), and private individuals to provide a coherent set of short-term and long-term implementation strategies to protect and stabilize the Bahama Village area of the City of Key West.



Entry into Bahama Village – Petronia Street at Duval Street

In 1995 when the first update of the 1991 original plan was completed, the City's new Comprehensive Plan had been adopted the previous year, the revisions to the Land Development Regulations (LDR's) had not yet been finalized and approved, and the Base Realignment and Closure Program required by the Base Realignment and Closure Commission (BRACC) had not yet commenced. Since then, the Comprehensive Plan, the LDR's, and the BRACC program are all underway

or adopted.

Significant redevelopment activities have taken place in the community, and various programs of the 1995 plan have been either implemented or realigned in light of the ongoing planning efforts mentioned above. The 1998 Plan recognizes the diverse character of the Bahama Village area and the change that has occurred in the past seven years since the CRA's inception and application to Bahama Village. While change will continue to occur, the 1998 Plan emphasizes the stabilization of existing residential and traditional commercial structures and the unique community values that created them.

The 1998 Plan was created by the City; its planning consultant, the Craig Company Team; and the citizens of Bahama Village and Key West in a cooperative planning effort. The planning effort utilized two workshops to identify development and preservation issues and to review and change the 1998 Plan as developed by the consultants. Interviews with citizens, business leaders, individual shop owners, City staff and consultants completing other assignments for the city aided in the refinement of the programs and concepts of the plan.

A primary goal is to recognize that implementation efforts for certain categories of improvements must be immediate and practical. Monies are now available in the City's Tax-increment Fund for Bahama Village, which can be leveraged to begin the highest-priority projects in 1998/1999.

Building on the excellent work and commitment of the City and existing nonprofit groups within Bahama Village, the 1998 Plan recommends a number of changes in the urban design framework and land-use character of Bahama Village while maintaining those elements that have been traditionally part of Bahama Village. The 1998 Plan also recognizes the need to provide economic development and job creation activities for the residents of Bahama Village to enable long-term residents to remain in Bahama Village.

Major components of the 1998 Plan are:

DISTRICT BOUNDARY

When the Base Realignment and Closure Plan results in the transfer of significant portions of the Truman Waterfront to the City of Key West, the 1998 Plan recommends a change in the boundary of the redevelopment area to include some of these lands to increase the potential for tax-increment funding. It is recommended that the boundary change occur in two increments: Phase I will include a very small portion near Southard Street where the Base Reuse Plan recommends affordable housing. Phase II would include the remainder of the Base Reuse Plan area recommended for Historic Neighborhood and Commercial (HNC.) zoning and would occur only on transferal to the City and on separate vote by the City Commission.

WATERFRONT ACCESS

The change in the City's boundaries to include the former Navy base creates a means to provide a waterfront access for Bahama Village. The 1998 Plan incorporates this feature of the City's adopted BRACC Plan to identify areas where economic-development schemes may be created to provide additional jobs for Bahama Village residents and increase the tax-increment funding through the development of new commercial and residential areas.

ACCESS TO BAHAMA VILLAGE

Implementation of the BRACC acquisitions by the City provides an opportunity to direct more citizens and tourists from the surrounding areas into Bahama Village. Increased access will support the existing and planned commercial redevelopment of key areas and provide recognition of Bahama Village as a key neighborhood and historical asset of the City. The 1998 Plan recommends one-way-street pairs to allow visitors of Whitehead Street and Duval Street to enter Bahama Village via Petronia Street and exit via Angela Street. Truman Avenue will become a secondary access point to Bahama Village, Fort Zachary Taylor, and the beaches beyond; however, Southard Street will remain an access to and from these public areas as well as the new BRACC Truman Waterfront areas.

STREETSCAPE

To strengthen the primary entrance to Bahama Village, the 1998 Plan recommends that Petronia Street be redesigned slightly to promote a more coherent and, in parts, uniform appearance and continuity. Between Whitehead Street and Duval Street, the 1998 Plan proposes new planning areas at each end and at three small areas to increase the sidewalk width to accommodate street-side service from existing and new businesses in the existing buildings.

As envisioned by the community and planners, this portion of Petronia Street could be closed to automobile traffic on special occasions and on certain weekend days and evenings to promote a "festival" atmosphere. The 1998 Plan recognizes an opportunity for a community-based organization such as the Bahama Conch Community Land Trust (BCCLT) to manage the street during these periods, perhaps in the same manner as Sunset Celebration is managed by the Cultural Preservation Society, with an emphasis on providing a marketing venue for businesses and individuals in Bahama Village.

For the remainder of Petronia Street to the west now terminating at Fort Street, the 1998 Plan identifies a coherent, consistent streetscape/program emphasizing significant additions to sidewalks at corners and mid-block to allow for existing businesses to create outdoor gathering spots and space for visitor orientation. New landscaping will soften the hard edge of the street and provide shade. Parking will be provided along the street in addition to the one travel lane.

LAND DEVELOPMENT REGULATIONS

Changes to the City's Land Development Regulations are necessary to implement some key features of the 1998 Plan. The changes recommended will:

1. Allow existing "community character" commercial uses to remain within the Historic Medium Density Residential District (HMDR) and Historic High Density Residential (HHDR) District as presumed conditional uses. Examples are "Fuzzy's" on Virginia Street, the existing licensed guesthouses throughout the district, the Hemingway House, and commercial uses on Whitehead Street.
2. Create an expanded definition of home occupation within the HMDR and HHDR districts to allow the sale of home crafts and home foodstuffs in home, subject to a conditional use review.
3. Create a new Historic Neighborhood Commercial District, subcategory 4, to provide sufficient but limited incentives in floor area ratios along the Petronia Street Corridor.
4. Rezone portions of Bahama Village to allow the extension of Historic Neighborhood Commercial zoning to Fort Street and into the Truman Waterfront BRACC properties. Development Projects

Four major development projects are identified in the 1998 Plan. These do not include housing-oriented projects developed elsewhere in the 1998 Plan.

1. The existing Band Building is a remnant of the old Douglass School. This project was earlier identified, and the City has begun the design process for the reuse of the building. It is recommended in the 1998 Plan that this process continue and be amended to create a job-training facility that does not have a component that may create noise or require extensive space.
2. The second project is the now-closed City Electric Service (CES) Building on the northern boundary of Bahama Village at Angela Street and Fort Street immediately adjacent to the proposed BRACC acquisition area. This building is in need of repair and stabilization but is large enough to accommodate a center for job-training skills and historical interpretation of its original purpose concurrently. The interior of all of the buildings could be substantially stabilized while leaving the very large electrical generators in place as exhibits, thus avoiding the cost of their removal. On the first floor and in mezzanine space, this building could accommodate job-training functions that are oriented toward those skills needed in the transportation industry, construction skills, and trades. The building could also provide an area for the storage of materials needed to undertake these job-training programs. In addition, this area may be available for an entrepreneurial effort that could include the storage of transit vehicles. Its proximity to the BRACC area marina section on the Truman Annex could also provide sufficient area for some skills training related to marine industries.
3. The third project area has previously been identified by the community in the BRACC process. It consists of an area characterized as the Bahama Village Marketplace, which is immediately adjacent to the CES Building and runs south along Fort Street and DeKalb Avenue. Within this area, proposed mixed-use residential commercial development is slated to provide an orientation to the remainder of the Truman Annex BRACC acquisition and to continue the street pattern once established by Bahama Village many years ago. This Bahama Village Marketplace will provide a location for significant, new, commercial development oriented to Bahama Village but serving tourists in the general area and those going to the attractions in the Truman Waterfront area.
4. The fourth project is development of a food institute in the large mess hall that the Navy is releasing. It has been considered for the preparation of meals for offsite service and for a local café or restaurant. It is recommended that these concepts be expanded to create a culinary and hospitality institute that would provide job training for local residents as well as support the proposed food-service activities. Due to the size and location of this facility, small meeting rooms could function as a "mini-convention center" in addition to the planned institute.

HOUSING

The 1998 Plan contains two major components for housing within the Bahama Village area. Both recognize that the number of new housing units to be provided within Bahama

Village, either within the existing boundary or the expanded boundary encompassing the BRACC properties, will be limited by the number of units available through the Rate-of-growth Ordinance (ROGO) process. At present and for the foreseeable future, ROGO units will be limited to affordable housing with some very small number available beginning in 1999 for scattered, single-family housing throughout the City, which may also be available in Bahama Village.

The existing public or assisted housing located in Bahama Village is intended for preservation and replacement at the appropriate time. At present, the Monroe County Housing Authority (Housing Authority) and the City of Key West Community Development Office, acting in concert, are replacing Key Plaza Housing with new senior housing. Future acquisitions of the remainder of Key Plaza Housing for new replacement housing for those presently occupying the units will be an ongoing program.

The 1998 Plan identifies the location of housing in concentrated, single-family style and identifies scattered site housing as an objective throughout the community. In this regard, the BCCLT is promoted as the entity to assist the City and the Housing Authority in providing such affordable housing. Also key to the component of the 1998 Plan is an evaluation of the feasibility of the US Department of Housing and Urban Development (HUD) program or a program based on the Housing Opportunities for People Everywhere (HOPE) VI Model as a means to allow for the gradual but deliberate elimination of public housing and its replacement with assisted housing in the private market.

The Truman Waterfront portion of the BRACC Plan and the 1998 Plan recommend that a portion of BRACC properties be used as a reservoir of units for those whose homes are removed with the eventual demolition of Key Plaza Apartments.

The renovation of units owned by the Monroe County Housing Authority is anticipated in the next 5 years. The 1998 Plan supports the use several funding sources available from the Federal Government to accomplish two key goals:

1. Redesigning the exterior of units, yard spaces, and automobile/pedestrian access to remove the institutional appearance and achieve a more traditional character more similar to surrounding scattered site housing.
2. Gradually transferring public housing to private ownership using federal HOPE VI funding. HOPE VI and similar funding mechanisms maintain subsidies to owners or renters to assure affordability by users.

FUNDING

The 1998 Plan contemplates several methods of financing the projects within Bahama Village. These include tax-increment financing, which are funds just beginning to become available based on the 1996 tax base. This level of funding may be increased significantly with the acquisition of some of the BRACC areas into Bahama Village. The 1998 Plan proposes the establishment of a real-estate-transfer tax citywide and its application within

the Bahama Village area on a prototypical basis. The establishment of a real-estate-transfer taxing authority will require special legislation in the State Legislature. Other methods of funding for the projects proposed for Bahama Village include allocation of the portion of the cruise ship revenues to Bahama Village projects, bond indebtedness, waiver of impact fees, targeted ad valorem tax relief for certified historical properties, and application for and use of various federal and state grant funds.

SCHEDULE

The 1998 Plan recommends the implementation of its proposals in a three-phase program. The first consists of those immediate changes to regulations and construction of those facilities or projects that will have an impact on the community to provide additional visibility for its existing commercial areas, which will provide jobs for existing residents. Priority-one projects – those that can be accomplished within a year – include changes to LDR's to facilitate economic development opportunities and implementation of the Petronia Street mall and marketplace.

Suggested for year one is the establishment of a CRA advisory committee for Bahama Village that will provide the management framework for the marketplace on Petronia Street and review of conditional-use and variance applications in the Bahama Village area.

Phase-two and three priorities will be dependent on the availability of funds and, ultimately, the acquisition of BRACC area sites by the City and the integration of those sites into the 1998 Plan. Some projects, however, will be carried out by utilizing infrastructure funds already programmed by the City.

History of the Redevelopment Plan

FORMATION OF THE CRA AND THE 1991 BAHAMA VILLAGE REDEVELOPMENT GOALS AND OBJECTIVES ACCOMPLISHED

In 1991, the City of Key West commissioned a Community Redevelopment Act analysis of two areas of the City: Bahama Village and the Caroline Street Corridor adjacent to the Key West Bight. As a result of adopting the Finding of Necessity for these areas, the City created its CRA and determined that Bahama Village, with the boundaries shown in 1991, was a redevelopment area according to the requirements of state statutes involving redevelopment areas. The redevelopment area served as the basis for obtaining grant funds to redevelop not only existing homes that were dilapidated, but also for the use of funds for redevelopment of store fronts and commercial areas in need of repair or substantial improvement.

The determination of the redevelopment area paved the way for city improvements to Petronia Street and improvements to other streets within the area where drainage, sidewalk, and street repairs were required. During this period, several mechanisms were used to provide citizen participation in the redevelopment process. Reliance was placed on the existing neighborhood-improvement association, the local NAACP chapter, and the Main Street Program, which was supported by city staff and funding for a period of years.

The creation of the CRA with two distinct subareas – Bahama Village and the Key West Bight/Caroline Street Corridor - was intentional. The subdistrict approach recognized that the residential and commercial potential of Bahama Village within its CRA boundaries was nearly fully realized, and additional, significant tax increment to be created was minimal. The theory behind the dual subdistrict was that the potential for the tax increment increasing within the Caroline Street Corridor was much larger than in Bahama Village. The intent was to recognize the potential, promote the increase of commercial development within the Caroline Street Corridor consistent with the Comprehensive Plan, and share the tax increment with Bahama Village, which was in greater need of repair for commercial and residential structures.

While the theory may have been sound in practice, the transfer of tax-increment funding to the Bahama Village area was not entirely successful, partially due to the fact that a large area of the Caroline Street Corridor was acquired by the City when it acquired the Singleton properties on the Key West Bight. These key properties then were not available to create tax-increment funds, which could resolve many development issues in the Bahama Village area.

The successes of the 1991 initiation of the CRA and Bahama Village Neighborhood Preservation Plan were significant. They included:

1. Identification of the redevelopment area sufficient to meet state statute requirements so that grant funds could be applied for and used within the redevelopment area to improve existing residential and commercial properties in need of repair or major improvement.
2. Identification of a method of citizen participation in the redevelopment process so improvements could be made to the neighborhood consistent with the wishes of the residents.
3. Identification within city planning documents that would serve as a significant input into the Comprehensive Plan process identifying a neighborhood rich in history and containing homes for many of the service and other industries in the city.
4. Implementation of certain city improvements for drainage, street improvements, and utilities.

Certain goals and objectives of the 1991 Plan were not accomplished. This was due to a number of factors, not the least of which was the lack of experience with CRA's by the City and the lack of significant staff resources to apply to the redevelopment schemes. The specific failures of the original plan were:



Emma Street mixed use

1. Lack of a specific program or programs to halt the gentrification of the Bahama Village area and to retain citizens in their homes in the face of increasing taxes, property prices, and competition for scarce land resources by those from outside the community.
2. Lack of specific funding mechanisms for significant public improvement in the area for identified projects.
3. Lack of transfer of available tax-increment funds to Bahama Village due to the delay of the base year from 1991 to 1995.
4. Lack of significant staff resources applied to community redevelopment areas separate from other planning functions.
5. Lack of identification of a means for nongovernmental organization to acquire and hold residential properties for the use of Bahama Village residents.
6. Lack of a specific urban design and streetscape theme for improvement of Bahama Village character and architecture.

THE 1995 PLAN – GOALS AND OBJECTIVES ACCOMPLISHED

In 1995, an update to the 1991 Bahama Village Neighborhood Preservation Plan was prepared by consulting architects Thaddeus Cohen and Sienna Leon. The purpose of the revision was to provide a redevelopment plan in accordance with Chapter 163, Part III, F.S. This was accomplished by updating the background data, developing a list of public and private projects, incorporating public and private input, and generally building on the 1991 Plan.

The 1995 Bahama Village Redevelopment Plan includes the following neighborhood goals:

1. Maintain Bahama Village as a residential community for the existing residents
2. Improve the quality of life for Bahama Village residents
3. Improve economic well-being of the existing residents
4. Preserve and build on the unique physical features of the Bahama Village community and thus insure the survival of the diversity of community features including views; landmarks; open spaces; residential character; and commercial space with land uses that promote the health, safety, and welfare of the community.

At a November 1995 workshop, an action plan, including Strategic Action Memorandum Number 1, was incorporated into the Bahama Village Redevelopment Plan.



Memorandum Number 1 provides the basis for accomplishing the immediate objectives expressed by the community and the CRA. It is intended to create the legal authority for certain steps in the planning and implementation process that might otherwise require separate CRA action or that might be construed as requiring amendment of the Comprehensive Plan.

Memorandum Number 1 allows small-scale-commercial and light-industrial uses in HMDR and Historic Residential Office (HRO) districts, addresses area-wide circulation and parking, provides a system for parking waivers and deferred impact fees, allows certain density increases granted by the Board of Adjustment, and addresses the creation of an advisory group for Bahama Village and staffing for the CRA.

Successes of the 1995 Plan are more tangible in nature than those of the 1991 Plan. Accomplishments include:

The creation of the BCCLT provides a mechanism to acquire and hold property to the benefit of Bahama Village residents. The BCCLT is the first community land trust to be developed in the State of Florida and the first to operate successfully in a minority community. It also serves to focus and coordinate efforts which further the goals of the 1998 Plan. The BCCLT currently is involved in developing two local cultural/historical museums, a business incubator and job-skills program and an oral-history video of the Bahama Village community.

In 1997, a Commercial Revitalization Grant C accomplished the revitalization of 35 commercial properties along the Petronia Street, Thomas Street, and Whitehead Street corridors. This also created 40 new job opportunities. Also completed under the grant was the development of 30 public parking spaces and sidewalk and lighting improvements along the Louisa and Catherine Street Corridor. These improvements connect the Southernmost Point with the Martin Luther King Community Center and recreation area and provide safer pedestrian access into the community.

Housing in the area has been recently acquired by the BCCLT with funds from the Monroe County Land Authority and by the Housing Authority through federally-funded programs.

Rehabilitation of the Band Room at Douglass School to include a job/skills training center has been budgeted and funded, and the City is proceeding with the design development phase.

The Community Development Agency has been fully staffed and is located with the City of Key West Planning Department.

At least three new area commercial and mixed-use developments have been granted deferred impact fees under the provisions of Strategic Action Memo #1.

Both Buquebus, a regional ferry service now under construction at the Key West Bight, and Bahama Village Market at Whitehead and Petronia Streets nearing completion have made commitments to make newly-created employment opportunities available to Bahama Village residents. Employment opportunities have also been created by the private redevelopment schemes assisted by the City through impact-fee and parking waivers.



A staffed City of Key West Police substation has been established in the community on Emma Street.

A table review of the status of the 1995 Plan is presented in Table 1 on the following page.

The following goals of the 1995 Plan are yet to be accomplished:

1. A planning and advisory council has not been formed to assist in the process.
2. A vehicular, bicycle, and pedestrian traffic-circulation plan has not been developed.
3. Urban designs linking the area with other parts of the community, especially the Duval Street Corridor, and the Truman Waterfront has not been developed
4. An overall parking strategy for the area has not been developed.
5. The boundary of the historic district has not been expanded to include the area bounded by Fort, Emma, Petronia, and Angela Streets.

Table 1 – Status of Proposed Projects

NO.	PROJECT	AGENCY	DESCRIPTION	STATUS
1. TRANSPORTATION/ ROADWAY PROJECTS				
A.1	NEW TRAFFIC CIRCULATION	City	Install street signs, adjust traffic signals to create an alternating system of one-way streets.	Incomplete
A.2	ANGELA STREET, EXTENSION	City	Extend Angela Street to Fort Street.	Incomplete
A.3	ANGELA STREET LANDSCAPE, PARKING, AND SIDEWALK	City	Add landscape islands to define parking areas, and add sidewalk.	Incomplete
A.4	PETRONIA ST. LIGHTING	City	Install additional lighting	Accomplished /Recommended for elimination or change
A.5	OLIVIA STREET, LANDSCAPE & PARKING	City	Add landscape islands to define parking areas and add sidewalk.	Incomplete /Recommended for elimination or change
A.6	TRUMAN AVE, LANDSCAPE & PARKING	City	Between Whitehead and Fort Streets, add landscape islands to define parking areas, and add sidewalk.	Incomplete /Recommended for elimination or change
A.7	JULIA STREET LANDSCAPE, PARKING, AND SIDEWALK	City	Add landscape islands to define parking areas, and add sidewalk.	Recommended for elimination or change
A.8	VIRGINIA STREET, LANDSCAPE & PARKING	City	Add landscape islands to define parking areas and add sidewalk.	Recommended for elimination or change
A.9	AMELIA STREET	City	Add landscape islands to define parking areas and add sidewalk.	Recommended for elimination or change
A.10	LOUISA STREET	City	Improve paving and sidewalks.	Incomplete
A.11	FORT STREET EXTENSION	City	Extend to Angela Street.	Incomplete
A.12	FORT STREET SIDEWALKS	City	Remove discontinuities on the SW'y side and on the other side, add new sidewalks to connect to existing sidewalks.	Incomplete /Recommended for elimination or change
A.13	FORT STREET WIDENING	City	Widen the street to allow street-side parking and landscaping of shade trees to create new and enhance existing parking areas.	Incomplete /Recommended for elimination or change
A.14	CONNECTION TO FORT TAYLOR ACCESS		If the City is successful in acquiring the Navy land when it is surplus, Fort Street should then be extended to the access road to Fort Zachary Taylor State Park.	Incomplete /Recommended for elimination or change
A.15	NEW ACCESS TO FORT TAYLOR		Extend access from Fort Street between Olivia and Petronia Streets.	Accomplished
A.16	EMMA STREET LANDSCAPE & PARKING	City	Add landscape islands to define parking areas and add sidewalk.	Incomplete /Recommended for elimination or change
A.17	CHAPMAN LANE LIGHTING	CES	Improve lighting.	Accomplished
A.18	CHAPMAN LANE	City	Install sidewalk, resurface and correct drainage.	Accomplished
A.19	HOWE STREET	CES	Improve lighting.	Accomplished
A.20	TRANSIT	City/PATA	The PATA Board hold annual meetings in the community.	Incomplete
A.21	BUS SHELTERS	City/PATA	Install covered bus shelters.	Incomplete /Recommended for elimination or change
A.22	PARKING CONTROL	City	Develop and implement a plan to avoid parking conflicts.	Recommended for elimination or change

NO.	PROJECT	AGENCY	DESCRIPTION	STATUS
B. AMENDMENTS TO LANDDEVELOPMENT REGULATIONS				
B.1	ALLOW NONRESIDENTIAL USES THROUGHOUT THE HMDR DISTRICT	City/Planning Dept.	<p>Rezoned to HMDR-1. Criteria for permitted uses: Use or accumulation of permitted uses will not be adverse to the predominant residential character such as barber shops, beauty salons, grocery stores of less than 2,000 sq ft, general stores of less than 5,000 sq ft, laundromats, professional offices of less than 500 sq ft</p> <p>Location Criteria to assure adequate separation. Historic pattern was to have commercial at street corners and thus new commercial could be no further than 51 ft from a street corner and no more than one business per property</p> <p>Mix with residential uses (50% of bld be residential).</p> <p>Allow accessory attached or detached units within the HMDR district. Limits would be: 1. No more than 25% off total floor area 2. No more than 500 sq ft floor area 3. Principle property must be single-family home 4. No more than one per property</p> <p>Change to HCT and modify HNC-3</p>	Incomplete /Recommended for elimination or change
B.2	ACCESSORY UNITS	City/Planning Dept.	<p>Change to HNC-3</p>	Incomplete /Recommended for elimination or change
B.3	PETRONIA & EMMA STREET ZONING	City/Planning Dept.	Change to HNC-3	Recommended for elimination or change
B.4	REZONE CES BLDG (AREA BOUNDED BY ANGELA STREET, PETRONIA STREET, 100' WEST OF EMMA STREET, AND FORT STREET	City/Planning Dept.	Extend to the district boundary to include the blocks bounded by Angela, Emma, Petronia, and Fort Streets.	Accomplished
B.5	EXTEND THE HISTORIC DISTRICT	City/Planning Dept.	Rewrite land development regulations to tailor the standards to the historic patterns unique to this community. Revisions would apply to setbacks, densities, permitted uses, and other standards that do not match the historical pattern in the community.	Incomplete /Recommended for elimination or change
B.6	REVISE STANDARDS	City/Planning Dept.	Revise land development regulations to the reconstruction of structures that contribute to the historic district. Applicable revisions would include but not be limited to density, permitted uses, setbacks, and heights.	Incomplete /Recommended for elimination or change
B.7	REVISE STANDARDS APPLICABLE TO NONCONFORMING STRUCTURES DEEMED CONTRIBUTING STRUCTURES	City/Planning Dept.		
C. PHYSICAL REDEVELOPMENT				
C.1	SELECTIVE DEMOLITION, CLEARANCE, REPLACEMENT, MAJOR RENOVATION	City/Code Enforcement & private	Area bounded by Angela St., Emma St., Petronia St., and Fort St. Extensive cooperation with the property owners would be needed. This could be offered with programs to assist in the cost of repairs.	Incomplete /Recommended for elimination or change
C.2	CES DIESEL BUILDING	CES/private	Redevelop for adaptive commercial uses by seeking	Incomplete /Recommended for elimination or change
C.3	CODE ENFORCEMENT	City/Code Enforcement	In a cooperative and informative effort, work with property owners and renters to identify building conditions that are not in conformance with the Building Code. Cooperation with property owners will be imperative but this program should not be seen as rewarding recent illegal activity.	Incomplete /Recommended for elimination or change

NO.	PROJECT	AGENCY	DESCRIPTION	STATUS
D. PUBLIC INFRASTRUCTURE				
D.1	SEWER LIFT STATION A	City	Improve appearance and air quality	Accomplished
D.2	STORM & SANITARY SEWERS	City	Increase services and correct deficiencies.	Incomplete
D.3	FIRE WELLS & HYDRANTS	City/Fire Dept.	Continue to install fire wells and hydrants at regular intervals throughout the neighborhood and advise residents of possible reductions in insurance premiums.	Incomplete
E. RECREATIONAL PROGRAMS AND CULTURAL ENHANCEMENT				
E.1	ACQUIRE SEMINOLE MORTAR BATTERY	City/US Navy	The City shall undertake a cooperative effort with the Federal Government to transfer this historic site to the City and initiate preservation and enhancement activities.	Incomplete
E.2	IMPROVE SEMINOLE MORTAR BATTERY PARK	City	Create a passive park.	Incomplete
E.3	DETERMINE RECREATION NEEDS	City/Neighborhood	Survey residents. This could take any of several formats: mailed surveys, door-to-door surveys, a survey booth at recreational facilities, or survey forms published in local publications or handed out by neighborhood groups.	Incomplete
E.4	SINAGE FOR HISTORIC LANDMARKS	City/Main Street Program	Cornish Memorial AME Church, the St. Stephens AME Zion Church, Bethel AME Church, the St. James Missionary Baptist Church, the Newman United Methodist Church, and other facilities need to be identified.	Incomplete
E.5	HISTORICAL SOCIETY	City/Neighborhood	Establish a neighborhood historical society to identify historic landmarks in cooperation with Historic Florida Keys Preservation Board and Historic Architectural Review Commission.	Incomplete
E.6	LOCAL BLACK HISTORY MUSEUM	City	Douglass School Band Room building. Renovate and adapt for museum for art and history.	Accomplished
E.7	ACCESS TO FORT TAYLOR	City/State	Develop a fee structure that facilitates regular access by the youth the entire city.	Incomplete
F. PUBLIC SAFETY				
F.1	DEVELOP LAW ENFORCEMENT PROGRAM INVOLVING RETIRED OFFICERS AND RESIDENTS	City/Police Dept./Neighborhood	The expertise of the retired officers could help the residents to understand the best ways to work with the Police Department.	Incomplete
F.2	MAINTAIN COMMUNITY-BASED POLICING PRACTICES	City/Police Dept.	Reinforce present crime-watch activities.	Accomplished
F.4	RE-ESTABLISH COMMUNITY RELATIONS DEPARTMENT	City/Police Dept.	Workshops/seminars on human relations and sensitivity training. Police-sponsored local youth sports teams.	Accomplished
F.5	POLICE SUBSTATION	City/Police Dept.	Maintain a police substation at the Frederick Douglass Community Center in order to implement the community policing task force.	Accomplished
F.6	FOOT PATROLS	City/Police Dept.	Increase level of police protection through the use of foot and bike patrols.	Accomplished

NO.	PROJECT	AGENCY	DESCRIPTION	STATUS
G.1	G. FINANCING & INSTITUTIONAL ESTABLISH CITY COMMISSION AS REDEVELOPMENT AGENCY BOARD	City	F.S. 163.357 allows the City Commission to declare, by resolution, itself to be the redevelopment agency	Accomplished
G.2	NEIGHBORHOOD ADVISORY BOARD	City	This would be a board appointed by the redevelopment authority to provide a forum for regular public participation.	Incomplete /Recommended for elimination or change
G.3	OBTAIN HOPE AND HOME PROGRAM HOUSING TRUST FUNDS	City Housing Authority	Participate in competitive financing by HUD.	Incomplete /Recommended for elimination or change
G.4	OBTAIN DCBG FUNDS	City	City continue to apply for these funds.	Incomplete /Recommended for elimination or change
G.5	TAX ABATEMENTS		Improvements to historic structures may receive special property tax benefits. This program should be made available to many participants due to the many historic structures. This would require the City and County to pass local ordinances.	Incomplete
G.6	LOCAL BANK FUNDING CONSORTIUM	Private	Private bands develop loan programs specific to this neighborhood. These should acknowledge and individual's long-term residence in the community.	Incomplete /Recommended for elimination or change
G.7	AFFORDABLE HOUSING TASK FORCE	City	Establish a representative task force to work with the City Planning Department and CDO.	Incomplete
G.8	MAYOR'S REVOLVING LOAN FUND	City	Continue Mayor's Revolving Loan Fund.	Accomplished
G.9	COMMUNITY LAND TRUST	Private/ Neighbor- hood	Establish a Community Land Trust. First, initiate liaison with the Institute for Community Economics for technical assistance and participation in a revolving loan fund.	Accomplished
G.10	MAIN STREET PROGRAM	City/Busi- ness com- munity	Continue this program and provide support for operation.	Incomplete /Recommended for elimination or change
G.11	PROMOTE EVENTS IN THE COMMUNITY	City/Busi- ness/Tourist Development Council	Promote community, street-side events such as First Saturday and the Goombay Festival that attract tourists.	Incomplete /Recommended for elimination or change

RELATED PLANNING EFFORTS

Since the 1995 Plan was adopted, the City has undertaken significant planning efforts that have and will materially affect the direction and effectiveness of the implementation programs of the 1998 Plan.

The Comprehensive Plan

The current Comprehensive Plan, dated July 1993 and prepared by Les Solin and Associates, Inc., sets the groundwork for the 1998 Plan. *Policy 1-3.2.6; Redevelopment Planning Activities* of the Future Land Use Element identifies Bahama Village as one of two potential areas for designation as a redevelopment area, and it requires that the Land Development Regulations provide a regulatory framework that assists in resolving the following issues:

1. Displacement of residents and or businesses
2. Retention and/or enhancement of access to the shoreline
3. Prevention of open space loss
4. Avoidance of net loss of permanent housing resources
5. Encouragement of diversity of land-use types and intensities in Old Town
6. Maintenance and enhancement of infrastructure levels of service consistent with the goals, objectives, and policies of the Comprehensive Plan
7. Improvement of traffic and pedestrian

The Land Use Regulations (LDR's)

New LDR's implementing the goals, objectives and policies of the 1993 Comprehensive Plan became effective in February 1998; however, the Department of Community Affairs rejected 8 provisions that were included in implementing City Ordinance 97-10. The Department of Community Affairs (DCA) was particularly concerned with provisions that allow buildback to nonconforming densities and the lack of an affordable-housing ordinance.

Other provisions of the regulations accepted by DCA provide the ability to rebuild the historic structures and single-family homes in the redevelopment area; however, the recently-approved affordable-housing ordinance adopted by the City has yet to receive approval by DCA.

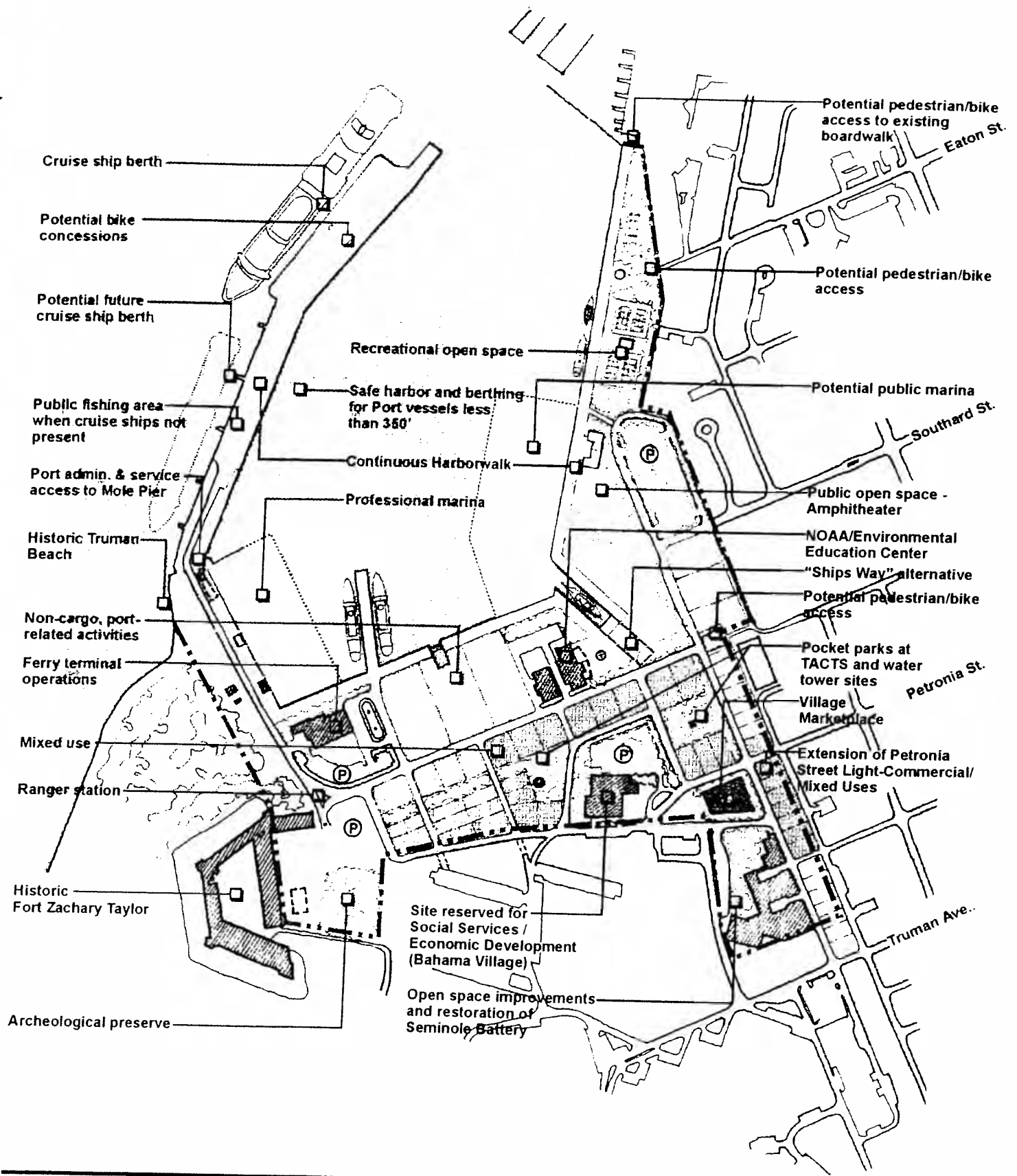
The BRACC – Base Reuse Plan

In 1995, the Naval Air Station Key West (NAS) was designated for realignment by the Federal Base Realignment Act of 1990. On May 2, 1996, certain land and facilities at NAS were declared surplus by the Department of the Navy. These properties will become available for use by nonfederal public agencies for public-benefit purposes (e.g. aviation, health, education, recreation, etc.) by eligible nonprofit groups (health and education) and by homeless-provider groups pursuant to the Base Closure Community Redevelopment Assistance Act of 1994. The Naval Properties Local Redevelopment Authority (LRA) was established by the City Of Key West for planning, acquiring, and redeveloping surplus properties at NAS.

The base site known as the Truman Waterfront site is adjacent to the Bahama Village Redevelopment Area. It contains 44.9 acres of land that includes two general areas known as the Mole Pier (Waterfront Area), and Truman Annex. The 7.6-acre Mole Pier portion includes the pier (including breakwater, berthing, wharf, paved roads, and utility infrastructure) and two buildings totaling 1,697 square feet.

The 37.3-acre Truman Annex portion of the property consists of ten storage buildings (approximately 74,867 square feet) and nine other structures (approximately 50,000 square feet), including a bomb shelter, dining facilities, a fire station, a port-operations building, and Naval Exchange (NEX) Branch.

In 1997, the City retained the services of a consultant, Bermello and Ajamil, Inc., planners, to complete a reuse plan for all the BRACC properties, including those adjacent to Bahama Village. The plan adopted by the City was based on extensive citizen comment and discussion in multiple workshops. A copy of the final land-use plan is found in Figure 2.



Legend

- SITE BOUNDARY
- (P) PARKING

**Figure VI.1
Concept Plan
TRUMAN WATERFRONT
KEY WEST FINAL BASE REUSE PLAN**



Guiding principles in the Truman Waterfront Reuse Plan are:

1. Recreation and open space areas linked through multimodal green ways and view corridor;
2. Uninterrupted public access to the waterfront through a wide promenade along the full length of the harbor;
3. Affordable housing, neighborhood retail, and social-service uses as an extension of the neighborhood fabric of Bahama Village;
4. Educational and historical activity nodes;
5. Expanded use of portions of the Truman Waterfront property for port activities and multiple ingress/egress points into the Truman Waterfront property.

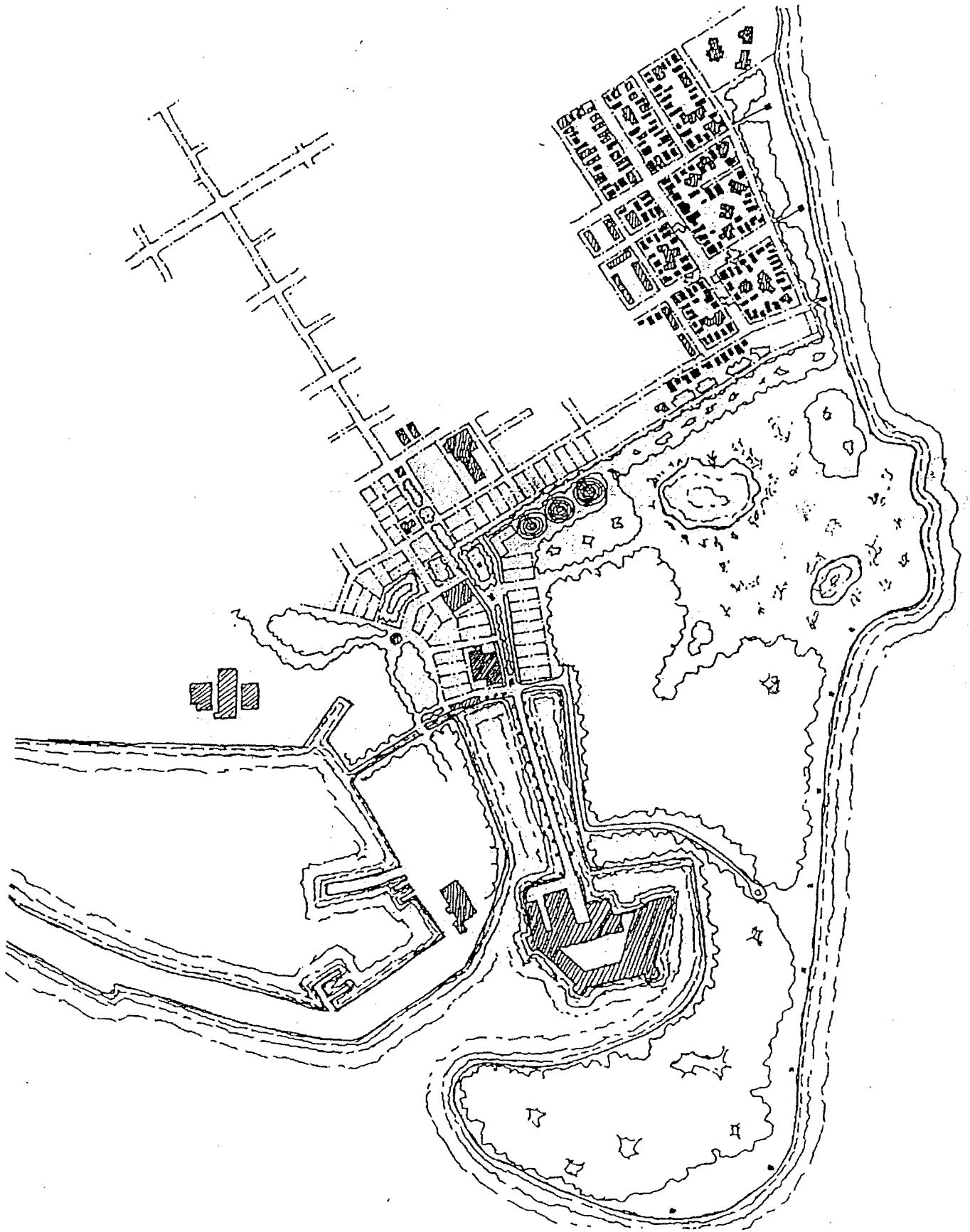
According to the current schedule of consultant Bermello Ajamil and Partners, Inc., a draft of the proposed amendments to the Comprehensive Plan and Land Development Regulations will be completed in mid-July 1998; and, hearings before the City Commission to transmit the changes to DCA and to adopt the changes are scheduled for September 1, 1998, and January 19, 1999, respectively.

The purpose of these changes is to speed the transfer of the properties to the City by providing assurance to the Navy and the State of Florida that coherent policies and regulations will guide the development of these areas, consistent with other parts of the City's Comprehensive Plan. Early adoption of Base Reuse Plan portions of the Comprehensive Plan will ensure that the 1998 Plan may proceed with its projects and programs that relate to the waterfront consistent with the program schedule.

Due to the variety of uses proposed for the Truman Waterfront site, it is likely that several types of conveyances will be utilized. Of the part of the site proposed for expansion of the CRA boundary, the Seminole Battery may be acquired at no cost to the City as a public benefit transfer, while the City will attempt to acquire the Bahama Village Marketplace through an economic development conveyance. If this method is unsuccessful, it may be necessary to acquire the land through a negotiated sales contract transfer.



The area of the waterfront designated in the Base Reuse Plan, for affordable housing may be acquired for that purpose under provisions of the BRACC for publicly-assisted housing.



From May 9 - 10, 1997, the Center for Marine Conservation, with assistance from The BCCLT and funding from the John D. and Catherine T. MacArthur Foundation, sponsored a community-design charrette for the Bahama Village neighborhood of Key West. The charrette was intended to add to previous planning efforts, particularly The Bahama Village Redevelopment Plan, with a particular emphasis on combining neighborhood residents' concerns with local and regional environmental and sustainable-development issues. The principle site land use plan is reproduced as Figure 2.

To focus community attention on visible locations and maximize available resources, the charrette team recommended concentrating implementation efforts on the following model projects:

Marketplace & Port Redevelopment

The Community Marketplace should be developed on the portion of the Truman Annex adjacent to Fort Street; this corridor should be an extension of Petronia Street. The market street and square would be aligned on a view corridor of Fort Taylor. The development pattern should mirror existing village patterns - a mixture of building types and varying densities - respecting the streetscape and each other. Visitors, including cruise-ship passengers, would be led through a lively market focused on local craft food and entertainment. The fill around the fort would be removed, reclaiming the original harbor around the fort.

Greenway/Open Space Connections

A greenway should be developed along Fort Street at the western edge of the neighborhood. The northern portion would connect with bicycle and pedestrian routes already identified by the City and lead along the Marketplace to the Seminole Battery. The greenway would serve as a buffer between the existing residential development and potentially more intense base redevelopment.

Housing
Housing strategies include a coordinated effort to maintain and restore the existing housing stock. Renovation work should be combined with vocational-skills training. Construction skills could be taught through an organized program, through a nonprofit like the BCCLT or in conjunction with an apprentice program with existing contractors.

Displacement of homeowners should be addressed in several ways, including low-interest loans, holding assessments constant for specific periods, developing and restoring housing using the land-trust model, and establishing a homebuyers-assistance program to encourage owner-occupied units. Additional new housing should be built as part of the base redevelopment, especially around the Community Marketplace. The housing project between Emma and Fort Streets should be purchased and redeveloped with some provision for seniors.

Skill Center/Business Incubator

The existing Band Room at the former Douglass Elementary School should be redeveloped as a skills- and business-training center. Opportunities could focus

on construction skills, recycled and salvaged materials, eco-businesses focused on sustainable development, energy and waste conservation, energy-conserving retrofits, landscape design and maintenance, environmental-restoration skills, and restoration and repair of cisterns. Other business opportunities should focus on tourism, including historic tours via alternate modes of transportation as well as bicycle repair and renting.

Seminole Battery

The Seminole Battery along Fort Street should be restored as a historic site and central starting point for tours of Bahama Village and Fort Zachary Taylor. A natural amphitheater could be created between the two structures for community events and activities.

Natural Systems Restoration

A system of waterways and small "hydric" parks could be created along the greenway. Although manmade, this system could mimic the natural system by slowing and detaining runoff and allowing additional cleansing and filtering of excess nutrients prior to final discharge.

Streetscapes & Traffic

Making traffic move more slowly is desirable in the neighborhood. Tourist should be encouraged to meander through the area. Higher-activity zones should be restored at intersections. Sidewalks should be "bulbed" out at intersections to allow more sidewalk activity and safer crossing by pedestrians. Native trees and vegetation should be added where possible along streets for shade and heat reduction. New buildings should front the street with parking behind.

Gateway Entrances

Existing gateway symbols and structures should be reinforced to attract people into the uniquely-recognizable area.

Evaluation and Appraisal Report of the Comprehensive Plan

An Evaluation and Appraisal Report (EAR) is being prepared by consultant Robert Swarthout. The February 1998 deadline for submittal to the Department of Community Affairs has lapsed without penalty. A partial draft was reviewed by the City of Key West Planning Board in May 1998. The Board recommended additional modifications and suggestions to be incorporated prior to making a final recommendation to the City Commission for adoption. Changes to the Comprehensive Plan and LDR's that occur as a result of the update to the BVCRP and the BRACC Plan will require continuing coordination with the EAR consultant.

Changes to the Comprehensive Plan and Land Development Regulations that occur as a result of the update to the BVRP, as well as the BRACC Plan, will require continuing coordination with the EAR consultant.

A meeting with consultants working on the EAR, the BRACC Plan, and the 1998 Plan was held on June 19, 1998, in the Key West Planning Department. The purpose of the meeting was to identify and discuss issues that require coordination between

the various work efforts. Particular issues of concern that were identified included wastewater, stormwater, transportation, port, and housing needs. Consultants agreed to continue to coordinate and share information so that all required elements of each plan could be made consistent.

Existing Implementation Efforts

THE BAHAMA CONCH COMMUNITY LAND TRUST

The BCCLT is a nonprofit organization empowered to assist Bahama Village residents in accomplishing physical and economic benefits of community value. The BCCLT provides a mechanism to acquire and hold property to the benefit of Bahama Village residents and in cooperation with the County Land Authority is currently pursuing the acquisition of three properties in Bahama Village on behalf of the BCCLT. The BCCLT also serves to focus and coordinate efforts that further the goals of the 1995 Plan. The BCCLT is currently involved in developing two local cultural/historical museums, a business-incubator/job-skills program, and an oral-history video of the Bahama Village Community. The museums, which are projects of the BCCLT, are illustrated on the 1998 Plan "Urban Design Framework".

PRIVATE REDEVELOPMENT SCHEMES

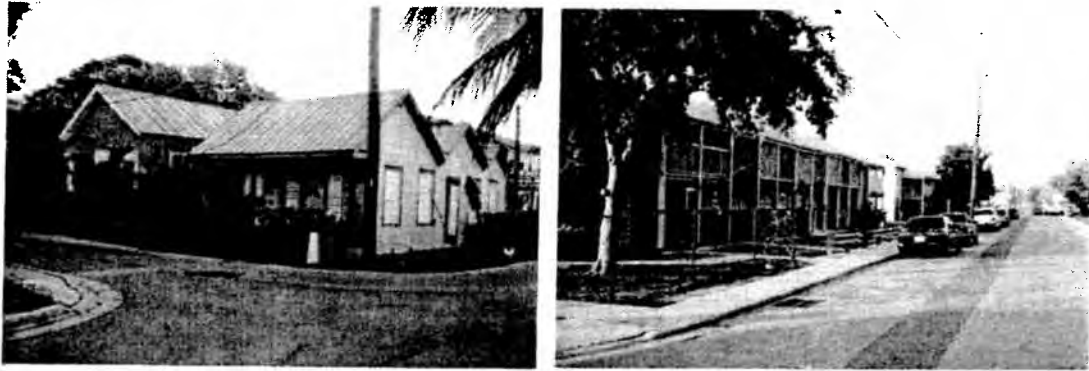
Revitalization of the Petronia Street Corridor, especially in the 300 block, is occurring. Recent redevelopment in the area includes: The Blue Heaven Bakery and The Pirate Shop, 309 Petronia Street; Yo Mama's House of Ribs, 411 Petronia Street; Potato World, 316 Petronia Street; Raven's Enchanted Oracle, 315 Petronia Street; Lewis Gallery, 803 Whitehead Street; The Conch Shop, 308 Petronia Street; Johnson's Cafe, 801 Thomas Street; Hamish and Jeanne's Antiques, 227 Petronia Street; Bahama Village Market, 804 Whitehead Street; Bahama Village Market Restaurant, 321 Petronia Street; Occasions Gallery, 322 Petronia Street; Caribe Soul, 320 Petronia Street; Michael Barnes and Associates, 801 Whitehead Street; Fargo mixed use development, 201-207 Petronia Street; and Jenni's on Petronia, 413 Petronia Street. Another approved development, a restaurant to be located at 223 Petronia Street, has been delayed by a civil lawsuit between the City and the owner.

KEY WEST HOUSING AUTHORITY AND COMMUNITY DEVELOPMENT AGENCY

The Key West Housing Authority (KWH) was established in 1938 to provide low- and moderate-income housing in the City of Key West. Since then, KWH has evolved into a multifaceted organization that responds in various ways to housing and community-development needs within the City. KWH serves as a conduit for grants and other funding mechanisms to implement programs serving community development and redevelopment. KWH currently manages 221 units at seven different sites within Bahama Village. KWH



was recently awarded \$1,819,720.00 through a HOME Loan application to the Florida Housing Finance Agency. These funds will be used for the purchase and rehabilitation of the 28 Key Plaza apartments located on Amelia Street and known as Phase A. This phase will provide 28 new units of low-income, elderly housing.



Goals of the 1998 Plan

The goals of the 1998 Plan can be categorized into three broad thematic areas. They are:

IMPLEMENTATION AND RESOLUTION OF PREVIOUS PLANNING EFFORTS

This theme includes the following goals:

1. Integrate goals, objectives, and policies of the Comprehensive Plan into the 1998 Plan that were not available in 1995.
2. Integrate and recognize those elements of the LDR's recently adopted in 1997 that were not part of the 1995 plan.
3. Amend the capital-improvements section of the 1995 plan to recognize the five-year capital-improvement-plan section of the Comprehensive Plan as amended by the two-year capital-improvement plan of the City.
4. Resolve any conflicting goals, objectives, and policies of the Bahama Village design charette, the BRACC Base Reuse Plan and the Florida Atlantic University design charettes.
5. Recognize and integrate those portions of the adopted BRACC plan that are significant and integral to the Bahama Village area, including amendment of the boundary of the redevelopment area and recognition and integration of the land-use designations and transportation-network improvements.
6. Recognize and integrate the recommendations of the EAR Comprehensive Plan evaluation and appraisal report, which would affect the Bahama Village area.
7. Recognize and implement the recommendation of the City's Part 288 Comprehensive Plan/LDR's Study for the BRACC area.

SHORT-TERM IMPLEMENTATION

Short-term implementation has the following goals:

1. Identify, fund, and empower an advisory organization for Bahama Village that would provide advice and recommendations to the Planning Board and City Commission regarding any improvement, land-use change, development proposal, or housing scheme within the redevelopment area.
2. Identify a specific two-year, capital-improvement plan for the portion of the tax-increment funds available to Bahama Village.
3. Consider application of the tax-increment funds created in the Caroline Street Corridor to the Bahama Village area, as suggested by the original 1991 plan. Identify specific changes to the LDR's that would encourage accessory affordable housing structures on lots large enough to accommodate them within the Bahama Village area.
4. Identify specific changes to the LDR's and the ROGO allocation resolution/ordinance to allocate a portion of all new affordable housing units to the Bahama Village redevelopment area.

5. Identify specific short-range, fiscal-improvement projects that could increase the visibility of Bahama Village attractions and commercial ventures.
6. Implement the directives of the 1995 Strategic Action Memorandum #1 into the LDR's.

LONG-TERM IMPLEMENTATION AND STABILITY

The long-term physical stability of the Bahama Village will be dependent on achieving the following goals:

1. Acquisition of significant portions of the Truman Waterfront area by the City of Key West for integration into the Bahama Village redevelopment area.
2. Implementation of specific public works improvements to key streets improvements so that seamless integration with future BRACC acquisitions may be possible.
3. Creation of a partnership with CES to utilize the now disused Angela Street CES Building and surrounding area in a manner for a rehabilitation and adaptive reuse project that provides:
 - a. Preservation of the historic buildings and machinery.
 - b. Creation of a job training center for those trades and skills that cannot be accommodated in the Band Building.
4. Utilize the structures and grounds for cultural and recreational activities.
5. Support the BCCLT and any other viable group that has significant resources and management skills to acquire and maintain current housing stock and make it available for residents of Bahama Village.
6. Recognize Bahama Village's unique historical character and its importance to Key West, and allocate appropriate city funds to the support of programs that maintain the social and recreational fabric of the community.

The Redevelopment Plan

PLAN OVERVIEW

The 1998 Plan of the Bahama Village Redevelopment Plan provides those components required by state law, with each component addressed individually. In the section of this report following the description of the 1998 Plan is a table that provides cross references to statutory provisions and the pages of this plan.

The focus of the 1998 Plan is on further extensive implementation of the original plan's goals and formulation of strategies to position Bahama Village to fully utilize the opportunities presented by the Navy BRACC Plan.

LAND USE CLASSIFICATION AND ZONING

The proposed Future Land Use Map within the Bahama Village Redevelopment Area contains 7 different land use/zoning districts. The majority of the area is designated HMDR. HMDR is designed to accommodate residential development for permanent residents, including single-family, duplex, and multifamily structures at a maximum density of 16 units per acre. Accessory uses, including home-occupation uses and customary, community facilities, are also permitted in the area. The area is not intended for transient-rental uses.

The area of Bahama Village northeast of Petronia Street and east of Thomas Street is designated as Historic Residential/Office (HRO). HRO is intended to accommodate business and professional offices not exceeding a floor area ratio of one. Residential uses, including single-family, duplex and multifamily structures, are allowed at a density not to exceed 16 units per acre. The district does not permit transient lodging, and nonresidential development is limited to uses that generate less than 50 vehicular trips per day per 1,000 square feet of gross, leaseable, floor area.

Strategic Action Memo No.1, which was incorporated into the 1995 Plan, additionally allows small-scale commercial and light-industrial uses in HMDR and HRO districts and allows certain density increases granted by the Board of Adjustment that further the goals and objectives of the 1995 Plan.

Petronia Street adjacent to Duval Street is designated Historic Commercial Core. HRCC-3 is intended to accommodate the historic residential commercial residential mixed-use core. The district allows a maximum density of 22 units per acre and a maximum floor-area ratio of one. This district is the Duval Street Oceanside Corridor. This area serves as a center for arts and crafts, gifts, designer goods, restaurants, and tourist accommodations. This area is characterized by larger front yards and structures with front facades that are less commercial in character.

The part of Petronia Street not fronting Duval Street is designated Historic Neighborhood Commercial-3 (HNC). The HNC district is intended to accommodate both residential and neighborhood commercial uses and is typically located along major thoroughfares leading to the central, commercial core of the City. Typical commercial uses include personal services, specialty shops, and retail sales and services at a floor-area ratio that does not exceed one. Single-family, duplex and multifamily structures are permitted at a density not to exceed 16 units per acre. Tourist accommodations are also allowed as long as no depletion of existing, permanent, residential housing occurs.

The HNC-3 district additionally limits development to activities that generate no more than 50 vehicular trips per day per 1,000 square feet of gross, leasable, floor area. This restriction effectively prevents any type of restaurant, even a "quality sit-down" restaurant, unless specific traffic studies can demonstrate that because of unique Key West characteristics, i.e., high bicycle and pedestrian usage, the trip rate is less.

The Martin Luther King Community Center and Nelson English Park, the Douglass Square Community Center, and the headquarters of the NAACP are zoned Historic Public Service (HPS). The Martin Luther King Community Center and Nelson English Park, the Douglass Square Community Center, and the headquarters of the NAACP are zoned Historic Public Service (HPS). The HPS district is intended to accommodate existing public and semipublic services. Lands designated HPS shall contain sufficient open space and buffering to minimize potential adverse impacts to adjacent properties. The maximum floor-area ratio for all uses in HPS except recreation and open space uses in shall be 0.8. The maximum floor-area ratio for recreation and open space uses shall be 0.2.

The existing housing clusters managed by the KWHHA are designated Historic High Density Residential (HHDR). HHDR is recommended for historic, permanent, residential development, including single family, duplex and multifamily structures at a density not to exceed 22 units per acre. It does not allow new transient accommodations, offices, or commercial uses. The purpose of recommending the HHDR zoning is to provide protection for the existing housing so that it will remain conforming to the maximum extent possible.





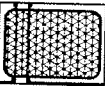
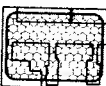
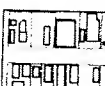

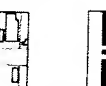



Bahama Village Redevelopment Plan

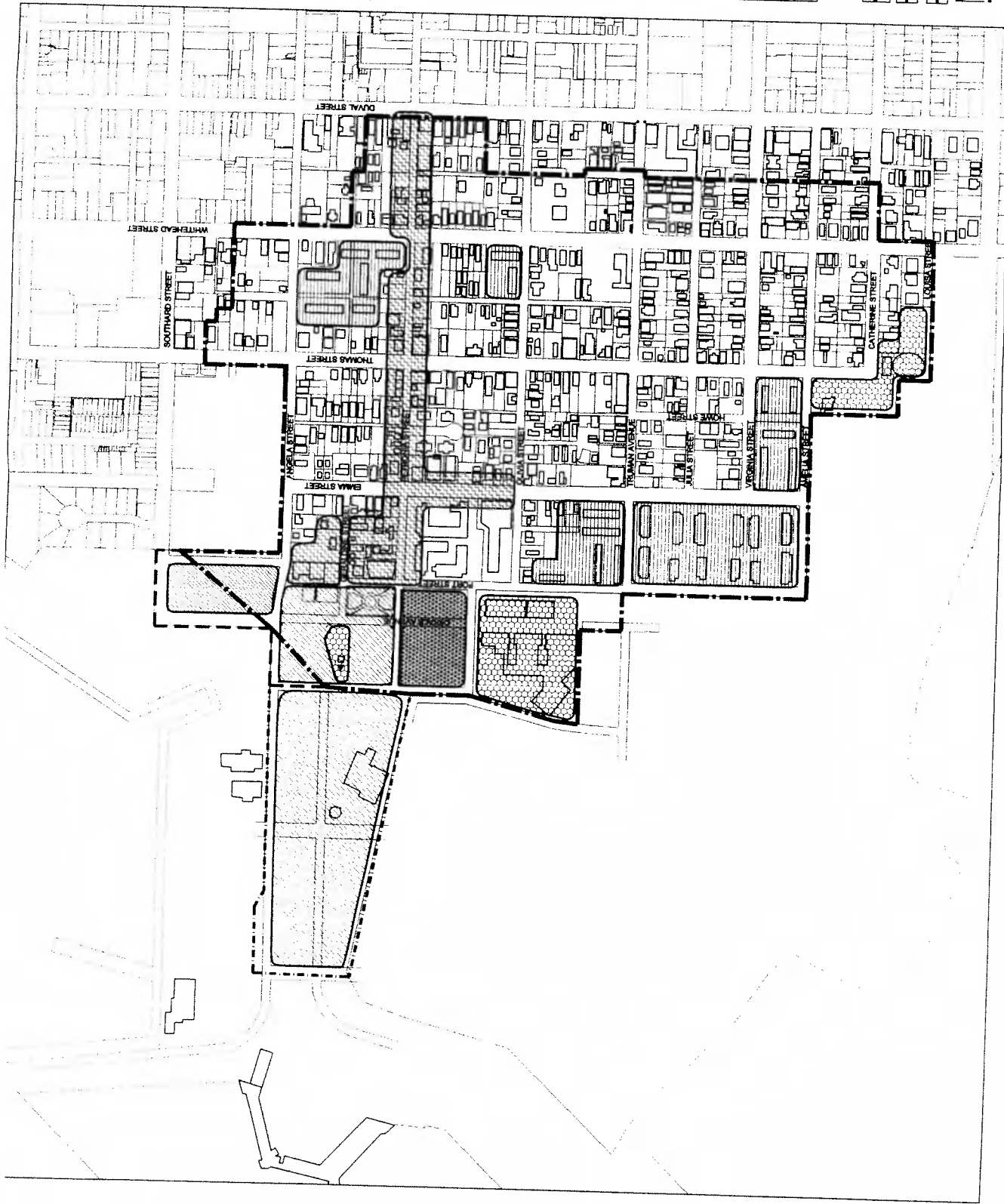
City of Key West, Florida

The Craig Company Team
 The Craig Company
 Landers-Albino Planners, Inc.
 Trudie-Oliver
 Sandra Wilbers
 Saffine Stuart
 Urbanomics
 Conflict Resolution Consortium

Land Use Framework

Revised 8/10/98

-  Single Family Town House Residential
-  New Mixed Use Commercial / Residential
-  Rehab and Infill Mixed Use Commercial / Residential
-  Affordable Housing-Redevelopment of Existing Public Housing Sites
-  Bahama Village Market
-  Recreation / Open Space
-  Single Family Neighborhood Preservation
-  Scattered Site Affordable Housing
-  Neighborhood Commercial Preservation
-  Existing CRA Boundary
-  Phase 1 Expansion of CRA Boundary
-  Phase 2 Expansion of CRA Boundary



The land-use classification and zoning proposed for the redevelopment of the Bahama Village area is largely that expressed in the current Comprehensive Plan and its land-use designations for the area, with some notable exceptions. Notable exceptions are the following, which should be evaluated and implemented in program year 1:

1. Amend the Comprehensive Plan to recognize the street network as recommended by the 1998 Plan, with the short-term changes to the street directions and street-improvement programs. Also, recognition should be given to the possible future connection of Bahama Village streets to any Navy properties not yet exsessed.
2. Change the Comprehensive Plan to recognize the long-term redevelopment scheme with reference to access to the BRACC properties, and the two-phased approach to expansion of the redevelopment-area boundary.
3. Amend the Comprehensive Plan to allow the temporary closure of Petronia Street from Whitehead Street to Duval Street for pedestrian-mall and commercial/festival activities.
4. Amend the policies of the Comprehensive Plan regarding the development of commercial uses within the historic commercial core, including the area between Whitehead Street and Duval Street on Petronia Street to allow for off-premises sales of goods created by Bahama Village residents.
5. Amend the capital-improvement element of the Comprehensive Plan to recognize the proposed improvements along Petronia Street and Emma Street as well as provided for streetscape advanced programming of public expenditures of tax increment funds (TIF) within the CRA/BRACC area.
6. Amend the Comprehensive Plan to suggest a cooperative arrangement between CES and the CRA for creating a request for proposals to reuse the old CES buildings on Angela Street consistent with the goals of the Redevelopment Plan and the emphasis on job creation and training and historic preservation as a long-term use of the buildings.

The LDR's should be amended in the following ways to support the 1998 Plan:

1. Amend the LDR's consistent with implementing the changes in the Comprehensive Plan mentioned above.
2. Amend the LDR's to provide for the support of existing "community character" commercial uses outside of the areas zoned for historic neighborhood commercial or commercial core as described in the principles above.
3. Amend the zoning map to recognize the historical neighborhood commercial and commercial zoning over areas of the Truman Waterfront BRACC properties to be integrated into the Bahama Village area.
4. Extend the historical commercial tourist zoning along Petronia Street to the corner of Emma Street and Petronia Street.
5. Amend the LDR's to recognize the location and mixed density of the proposed affordable housing along the Truman Waterfront BRACC properties.

6. Amend the LDR's to provide for accessory units within Bahama Village to the extent allowed in the City's existing single-family (SF) district and consistent with the ROGO allocations.
7. Amend the LDR's and ROGO ordinance and resolution to provide for a fixed percentage of affordable housing units within the Bahama Village area.
8. Amend the LDR's to allow for the on-street commercial use of Petronia Street between Duval Street and Whitehead Street during specific times on an ad hoc basis.
9. Amend the LDR's to require that any of the following proposals be reviewed with the Bahama Village Advisory Board prior to recommendation to the Planning Board and City Commission, with the following as special exceptions:
 - a. All variances.
 - b. All minor conditional use.
 - c. All major conditional use.
 - d. All change of zoning and change of Comprehensive Plan.
10. Provide within the LDR's for the HMDR district provide for a new classification of "home occupation" that will allow the direct retail sale of goods and food products to the public. The intent is to allow for the sale of homemade goods on the premises of manufacture. Standards that should be reflected in the LDR's:
 - a. Sale of goods only made or prepared on the premises.
 - b. Valid occupational license with particular license with a limited number of licenses available.
 - c. Approval by means of a minor conditional use with notice to all landowners within 300 feet of proposed use.
 - d. One off-street parking/loading space required.
 - e. No primary sales facilities or buildings outside of the primary residence.

TRANSPORTATION

The 1998 Plan recommends transportation-system modifications that are consistent with the existing street grid. Two primary objectives are key to the transportation plan:

1. Extend the traditional grid into the BRACC properties
2. Enhance circulation options for pedestrians, bicyclists, and transit.

Street Layout

The street modifications and circulation patterns provided in this plan are driven by three major considerations:

The historical, physical definition of the community

Bahama Village has been defined on three sides by the fenced property owned by the Navy for many years (the northern fenced boundary was retained with the redevelopment of the Shipyard housing project in Truman Annex). As a result, there are no true through streets passing across the community between adjoining parts of the City.

The historic pattern of the community's streets

The rights of way of the east-west streets in Bahama Village tend to be quite narrow (30 feet), while the north-south ones are rather wide (60 feet or more). With the exception of Whitehead Street, which is one of the city's major streets, the north-south streets do not link Bahama Village to adjacent areas. It is the narrower east-west streets that connect the community to the broader community to the east.

The location and configuration of the BRACC property and its limited street network






The BRACC lands only abut Bahama Village along a small portion of the community's western boundary. Because of the configuration of the parcel that is being released and because of the mass of the historic Seminole Battery, only Angela and Petronia Streets have the potential to provide direct access from Bahama Village into the BRACC property. While a major road nearly aligns with an extension of Angela Street, the road pattern in the BRACC area is not consistent with that in Bahama Village. The TACS tower and water tower that are being retained by the Navy preclude an extension of Geraldine Street into the BRACC properties.




*Bahama Village
Redevelopment Plan*
City of Key West, Florida

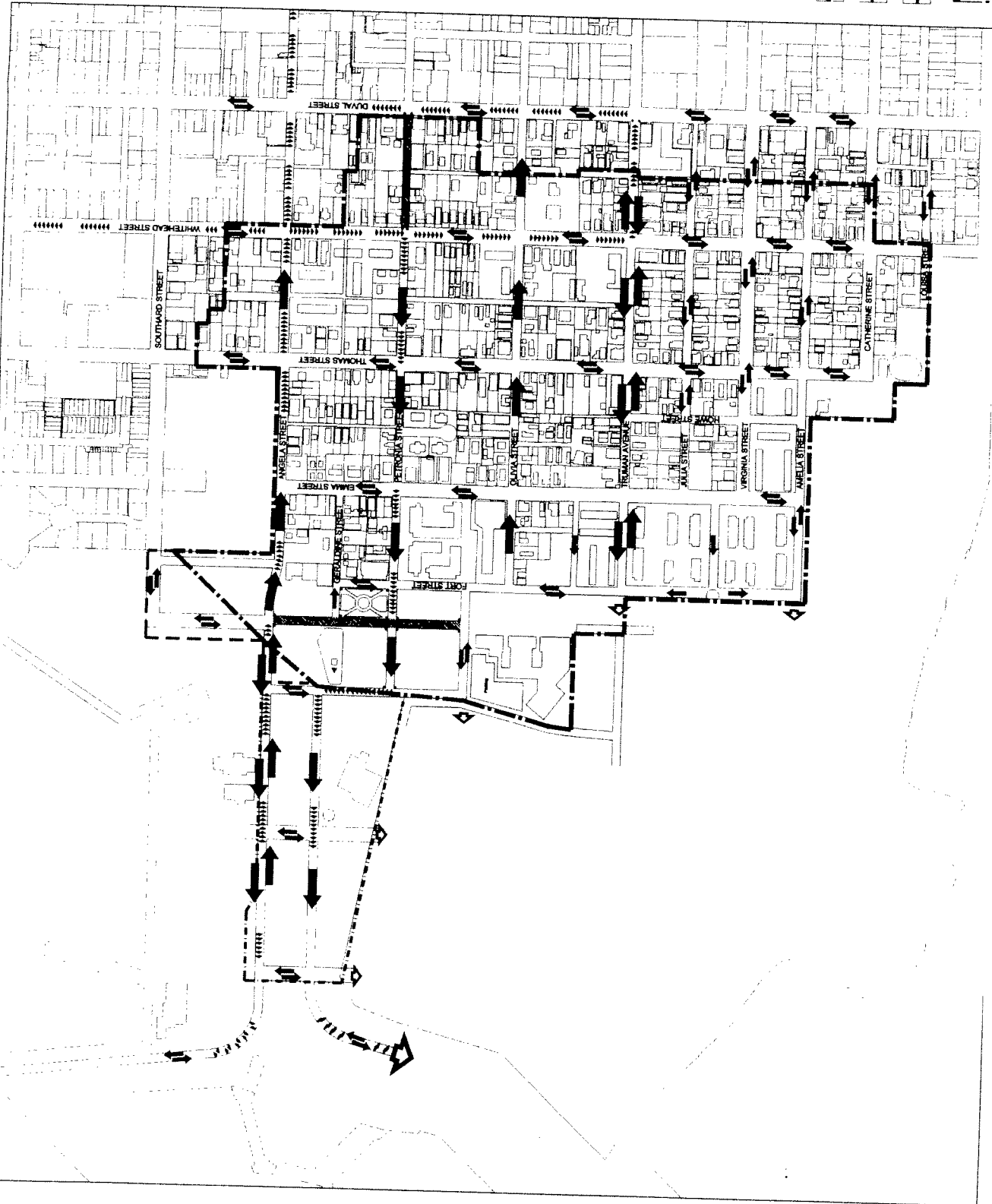
The Craig Company
Landers-Adkins Planners, Inc.
Sandra Walker
Suffine Stuart
Urbanomics
Conflict Resolution Consortium

**Transportation
Framework**

Revised 8/10/98

-  Market Street
-  Petronia Street Access Limited for Special Events
-  Transit Route
-  One-Way Street
-  Two-Way Street

-  Existing CRA Boundary
-  Phase 1 Expansion of CRA Boundary
-  Phase 2 Expansion of CRA Boundary



North-south Corridors

In response to these factors, emphasis has been placed on Angela, Petronia, and Olivia Streets to serve as the primary streets through which the street network of Key West and Bahama Village can be extended into the BRACC properties. In addition, it is anticipated that Southard Street (outside of Bahama Village) will continue to provide access into the BRACC properties.

Angela Street

Angela Street is shown as being extended westward from its present terminus with a slight jog to the north so that it continues into the BRACC lands along the existing roadway that defines the waterfront area. Angela Street is recommended to become one-way eastbound from DeKalb Avenue when BRACC lands are turned over to the City and access to the west is improved. Angela Street west of DeKalb would remain a two-way street in order to accommodate traffic from Southard Street to BRACC properties and Fort Zachary Taylor park and beach. As with the adopted Base Reuse Plan, Angela Street will be provided with a dedicated bike path and striping to promote it as a bicycle route to and from Bahama Village and Mole areas. The street would have one lane along the northern side of the pavement area and a parking lane along the southern side. This configuration places the traffic lane adjacent to the Truman Annex fence and the parking adjacent to the development on the south side of the street. The use of sidewalk "bubbles" will define the parking spaces.

Olivia Street

Olivia Street provides a complementary eastbound, one-way street from Fort Street eastward into the City. It will have a single traffic lane on the southern side and a parking lane on the northern side. This configuration uses the parking lane to buffer the Douglass Community Center and allows the use of sidewalk bubbles to expand the pedestrian space adjacent to the Center.

Petronia Street

Petronia Street is conceived as a very special pedestrian-dominated street that is intended to maximize support of the strengthened community commercial activities that will make Petronia Street the commercial heart of Bahama Village. The right-of-way and street is extended westward in a new right-of-way into the BRACC property from its present terminus at Fort Street approximately 325 feet to a new north-south street. Petronia Street will be one-way westbound from Duval Street to this new street. It will have a single vehicular lane on the southern side and a parking/service lane on the southern side. This concept will enable Petronia Street to attract pedestrian activity from Whitehead and Duval Street while introducing the arriving cruise ship passenger into the area via the various transit conveyances. During major festivals or other community events, the entire street can be closed to vehicles and used exclusively for vendor stalls and pedestrian circulation.

Southard Street

Southard Street presently provides the only public access into the BRACC lands with such public access having been historically limited to visitors to Fort Zachary Taylor and the established area. With the opening of the Outer Mole to cruise ships, private transportation vehicles recently began providing service for passengers by using Southard Street. Southard Street is a private street within the Truman Annex development over which the Navy holds an access easement. The City of Key West is attempting to obtain transfer or assignment of the easement as a part of the BRACC process. Because of its width (greater than Angela, Petronia, and Olivia Streets) and capacity, this easement should be obtained, and Southard Street should be utilized for two-way access into the BRACC area; however, all public and private transportation supporting the cruise ships should be directed along Petronia Street and Angela Street as described above.

Truman Avenue

Truman Avenue, because of its alignment with the US 1 segment of the street, will continue to play a secondary traffic role by providing a linkage into Fort Street. The 1998 Plan recommends that Truman Avenue transition from a two-way street at Thomas Street. The two-way section of Truman Avenue to Thomas Street would serve to allow a straight-through exit for Bahama Village in order to force all exiting trips through a turning movement. The two-way section from Whitehead Street to Thomas Street would also allow easier access from the Lighthouse Museum and continue the present queing pattern from the funeral home at Whitehead Street. The narrow right-of-way width and on-street parking that begins just past Thomas Street merits the one-way street at that location. If the BRACC properties at the terminus of Fort Street become available, the one-way street configuration will allow a reasonable level of service.

The north-south streets, with the exception of Whitehead Street, should continue to provide internal circulation for the community as well as supplying key parking spaces.

East-west Corridors

Emma Street

Emma Street has the greatest pavement width (approximately 50' from Angela Street to Olivia Street) of any street in Bahama Village while having a very low traffic loading. These conditions present the opportunity for Emma Street to remain a two-way street and to provide parking as well as additional pedestrian space to support adjacent uses. In the Angela Street to Olivia Street section, angle parking on the east side, which is defined by sidewalk enlargements at key locations, will enhance both aspects. These landscape sidewalk improvements should also be located to provide pedestrian space at the entrances to the Douglass Community Center, the American Legion Post 168, the Douglass Square meeting room, and other public and semipublic uses along the street. The use of these

streetscape elements will help define and reinforce the pedestrian character of this area.

Thomas Street

Thomas Street, while narrower than Emma Street, comfortably provides two-way traffic and parking on both sides of the street. This pattern should continue with the addition of sidewalk enlargements and landscaping at selected corners to enhance the pedestrian access.

Fort Street

Fort Street, with the removal of the Navy fence, will take on an enhanced role in providing access to the park at Seminole Battery and the other activities on the BRACC properties. Fort Street will also help distribute traffic to the east-west streets in the community, particularly providing a linkage with Truman Avenue.

Whitehead Street

Whitehead Street will continue to function as a major traffic artery and tourist pedestrianway. The street has recently been rebuilt by the Florida Department of Transportation from the beginning of Truman Avenue to Fleming Street, i.e. the segment that is classified as US 1. The location of the Hemmingway House and the Lighthouse within the Bahama Village community serves to draw considerable tourist traffic to this eastern edge of the community. This traffic has helped stimulate current redevelopment activities at the corner of Whitehead Street and Petronia Street.

The street network south of Truman Avenue will continue to serve the predominantly residential character of the area. The only potential changes in the street pattern would be any associated with the redevelopment of the public-housing projects as discussed elsewhere.

Public Transit

Public transit access to Bahama Village is now limited. The 1998 Plan recommends that access be increased along the major Petronia Street Corridor and that with the transferal of the BRACC properties, city transit can serve the area for users in times when private transit is not available.

Private Transit

Private transit in Key West consists of the Conch Train and Old Town Trolley tour services, taxis, and a variety of pedicabs. With the acquisition of the Outer Mole for cruise-ship dockage, the Old Town Trolley has provided a dedicated transportation service for conveying ship passengers to and from the tourist areas of the City. The proposed street pattern directs this and other public services through Petronia Street loops to provide an introduction to the community for these visitors.

On the next page is a representation of the proposed bicycle, pedestrian, and transit network and its connecting points to the same facilities in other parts of the City.

Bicycle and Pedestrian Access:

Improvements in pedestrian circulation in the community are supported by the traffic modifications described above. Added space for pedestrians will be obtained through the designation of primary pedestrianways, some of which will be exclusive, and the use of the sidewalk "bubbles" along these pedestrianways and in other locations.

Pedestrian

1. The primary pedestrian-dominant streets include:
2. Petronia Street is planned as the primary pedestrian entryway to the community with the dual function of supporting public and private transit and limited slow-moving automobiles.
3. DeKalb Avenue, an existing north-south road in the BRACC properties, is proposed as an exclusive pedestrianway that will link the waterfront public space through the community market to the Seminole Battery Park. This exclusive pedestrian character will extend from Angela Street southward to the north edge of Seminole Battery Park. Access for deliveries at discreet times will be provided. This street will incorporate the greenway connection to the open space at the Mole.
4. Emma Street, from Angela Street to Olivia Street, provides both enhanced parking and a pedestrian character in the utilization of angle parking on the east side, the bubbles that define parking and create space at key building entrances, and the use of the streetscape elements as defined herein.
5. An unnamed street running east/west from the Navy TACS tower is proposed as an extension of the one-way Petronia Street, offset to the north. Its greenway orientation mirrors the Base Reuse Plan and connects the Bahama Village Market to a greenway plaza where it turns to Fort Zachary Taylor.

Pedestrian comfort will be improved throughout the balance of the community through a continual program of street and sidewalk improvements. Such improvements should be scheduled with the underground utility improvements in the neighborhood, anticipated over the next 5 years.

The design of Petronia Street, DeKalb Avenue, and Emma Street is intended to provide space to accommodate festival activities such as the Goombay Festival at discrete times throughout the year. Petronia Street will continue as the primary site, building on the tradition started with Goombay. As this and other festivals grow in popularity and as the commercial uses along Petronia Street expand and the Community Marketplace is developed, the extent of Petronia Street and Emma Street that would be committed to festival activities would expand. When combined with the Fort-DeKalb Plaza and Seminole Battery Park, these streets provide considerable flexibility to handle festivals of varying size and to accommodate growth.

Bicycles:

The established street system of Bahama Village, as well as much of Key West, minimizes the ability to create exclusive bicycle facilities; however, the circulation plan and streetscape improvements are intended to promote and facilitate the use of bicycles through the following elements:

1. One-way Streets - The use of one-way flow on the east-west streets reduces the potential conflicts with automotive flow.
2. Petronia Pedestrianway - The design of Petronia Street greatly reduces automotive traffic conflicts.
3. Bicycle Racks - The sidewalk enlargements will provide space for additional bicycle racks thereby producing additional incentives for bicycle usage.

The 1998 Plan incorporates the city-wide bicycle/pedestrian plan and relies on the plans discrete connection to other bikeways in the city.

URBAN DESIGN AND STREETScape

Urban Design

The urban design structure for Bahama Village builds on and strengthens the existing structure of the community and the opportunities presented by the acquisition of the BRACC properties. The urban design structure contains the following key elements:

1. Strengthening of the Petronia Street Corridor as the commercial and activity spine of the community.
2. Extension of the street grid and scale into the BRACC properties.
3. Creation of a community marketplace on the BRACC properties at the west end of Petronia Street.
4. Creation of additional recreation and open space around the Seminole Battery and linkage of that open space with the Inner Mole waterfront park in the BRACC properties.
5. Maintenance and enhancement of the scale and quality of the predominantly residential character of the overall community.
6. Definition of community boundaries and gateways through the use of distinct signage and markers.





















Bahama Village Redevelopment Plan

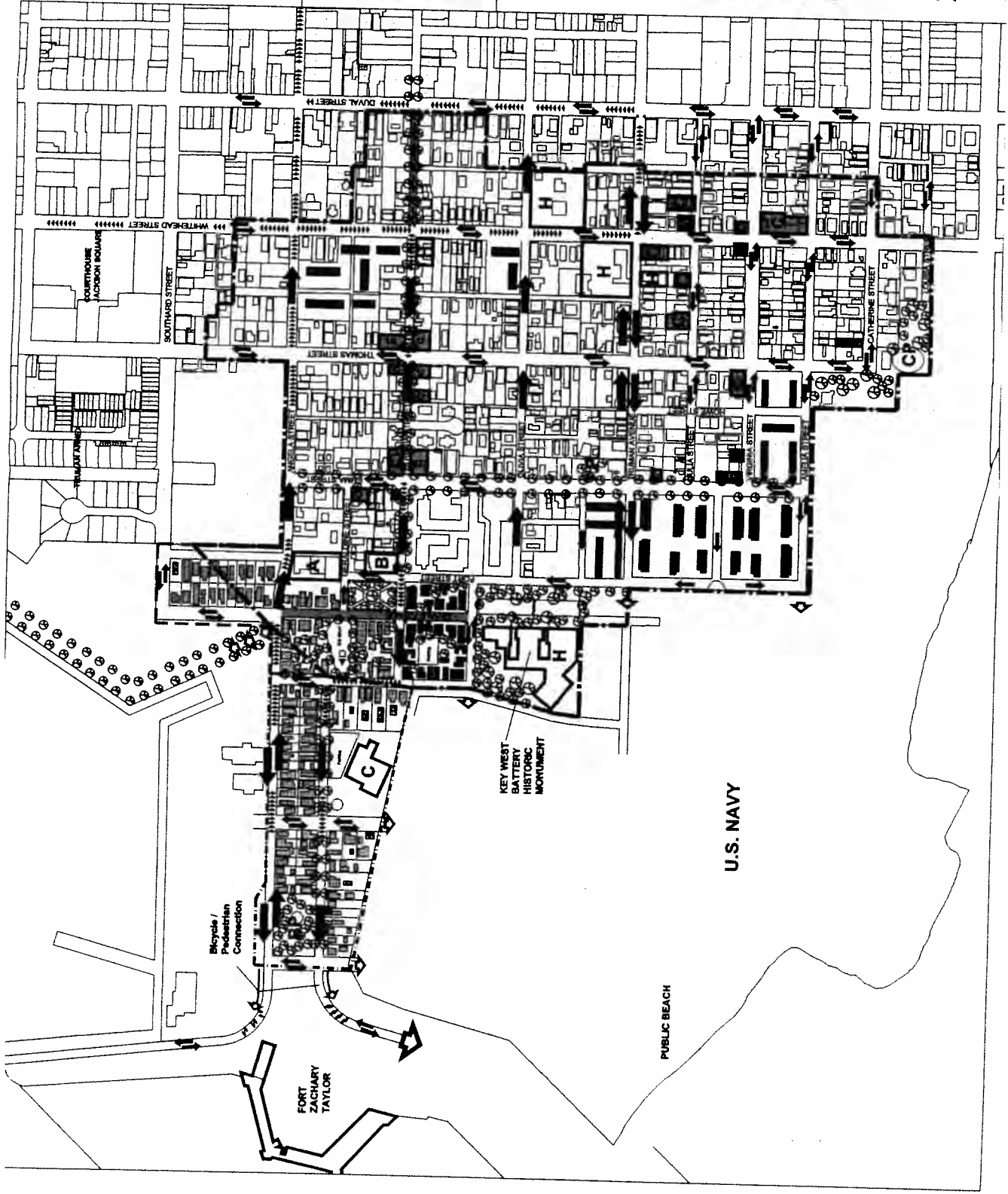
City of Key West, Florida
 The Craig Company Team
 The Craig Company
 Landers-Alfano Planners, Inc.
 Trindale-Offner
 Sandra Walkers
 Saffine Stuart
 Urbanomics
 Conflict Resolution Consortium

Urban Design Framework

Revised 8/10/98

CONCEPTUAL LAYOUT

-  Single Family Town House Residential
-  New Mixed Use Commercial / Residential
-  Bahama Village Market
-  Market Square
-  Rehab and Infill Mixed Use Commercial / Residential
-  Affordable Housing-Redevelopment of Existing Public Housing Sites
-  Historic Public / Private Use
-  Special Projects
 - A. CES Site
 - B. Band Room Training Center
 - C. Restaurant / Food Institute
-  CP Community Park
-  BP Bike / Pedestrian Park
-  Neighborhood Commercial Preservation
-  Village Pedestrian Street
-  Petronia Street Special Events
-  Streetscape Project
-  Transit Route
-  One-Way Street
-  Two-Way Street
-  Existing CRA Boundary
-  Phase 1 Expansion of CRA Boundary
-  Phase 2 Expansion of CRA Boundary



Streetscape Concepts

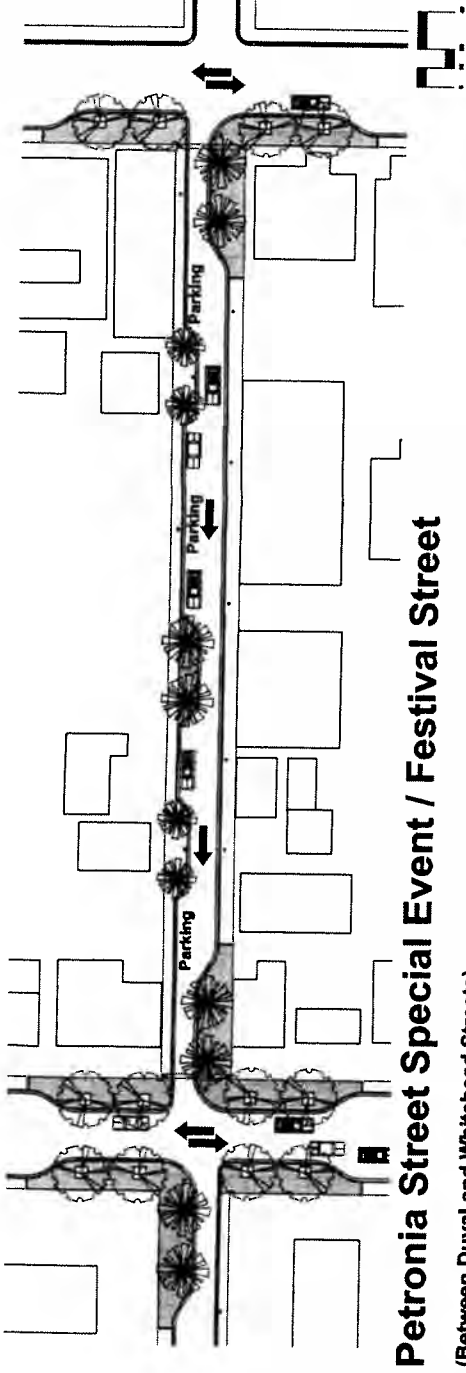
Revised 8/10/98

Petronia Street Special Events Street

Access limited to pedestrians on Saturdays and
Sundays at special times.

Sidewalk cafe seating allowed.

Sidewalk used for outdoor displays during event



Petronia Street Special Event / Festival Street

(Between Duval and Whitehead Streets)

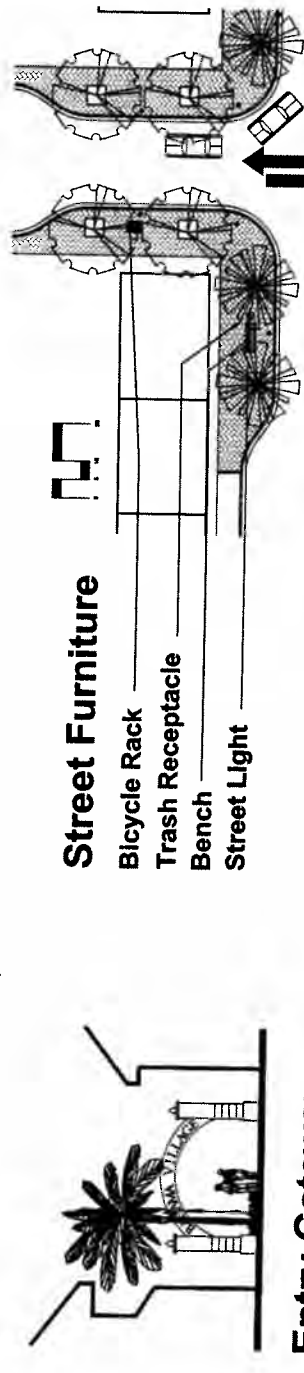
Street Furniture

Bicycle Rack

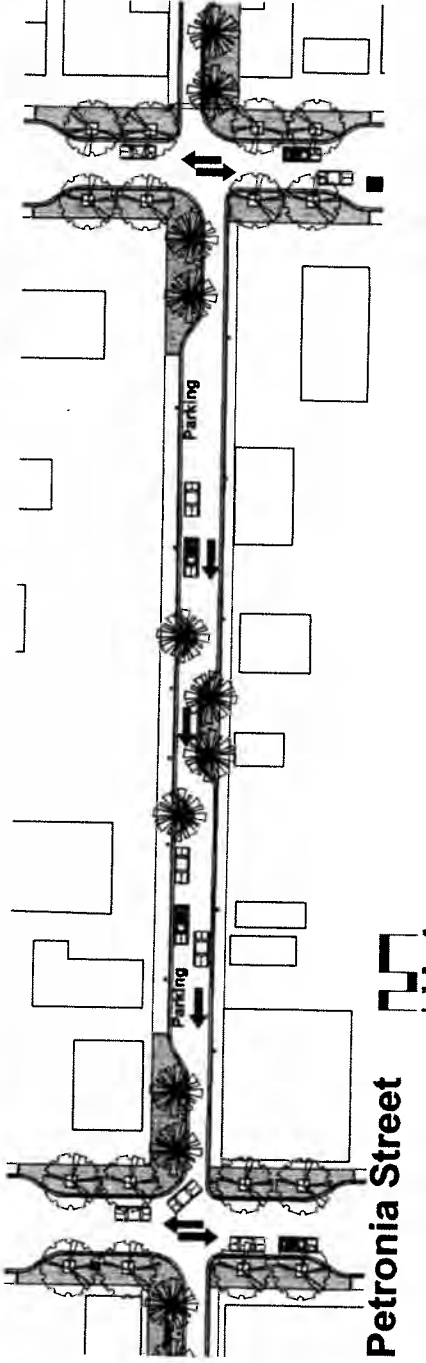
Trash Receptacle

Bench

Street Light



Entry Gateway



Petronia Street

(Whitehead Street West)

Streetscape

The streetscape approach in the 1998 Plan builds on existing streetscape elements and the sidewalk "bubble" concept contained in the original plan. The bubbles will occur at the corners of major streets and in some cases at mid-block. The primary locations of the bubbles are discussed in the transportation section that follows. They serve a variety of functions:

1. Providing additional pedestrian space.
2. Reducing the width of the vehicular space traversed by the pedestrian.
3. Defining parking areas from traffic lanes.
4. Providing space for street trees and other plant materials.
5. Providing areas for clusters of street furniture – benches, trashcans, lights, bicycle racks, etc.
6. Special signage.
7. Slowing or calming of traffic to speeds that promote increased pedestrian uses of the sidewalks.

Specific streetscape elements include:

1. Pedestrian lighting standards – continue to utilize the antique fixture that has been used along the east end of Petronia Street.
2. Benches – continue to utilize the bench that has been used along the east end of Petronia Street.
3. Bicycle racks – select a style and size that is consistent with the lights and benches, fits in the "enlargement" area, and is bolted to the pavement for flexibility of location.
4. Trash receptacles – select new types that are more consistent with lighting style.
5. Street trees – continue to use a mix of palms and native or well-adapted flowering trees consistent with the informal landscape character of Key West and Bahama Village.
6. Pavement – the brick and concrete pavement of the east end of Petronia Street should be utilized on the Petronia Street streetway, the DeKalb Avenue pedestrianway and the Emma Street sidewalk enlargements to further establish their pedestrian character.
7. Boundary or gateway markers – the posts at the corner of Petronia and Duval Streets provide a good statement that one is entering a distinct area. With appropriate enhancements (light fixtures, banners, a Bahama Village logo, etc.) these posts could be repeated at key locations as indicated in the 1998 Plan.
8. Street signs – a very distinctive means of identifying the community is the use of street signs that have a distinct color and small logo. As examples: the signs in each neighborhood in Charleston, SC, are of a distinct color and have a small flower; and Fernandina Beach, FL, has brown signs with "National Historic District" and the city seal in the central area.

HOUSING

The retention and creation of affordable-housing opportunities in Bahama Village is a primary objective of this plan. Given the economic pressures of the Key West housing and real-estate-market, it will be essential to utilize various forms of subsidization over the long term.

With over 200 public-housing units in the community and with the other programs that it has available, the KWAH will be a major actor in the housing strategy for Bahama Village. The KWAH has access to a variety of federal programs that can be utilized to improve its housing stock; however, the sole reliance cannot be placed on the authority. Experience in other redevelopment areas has shown that public/private partnerships and private, nonprofit organizations are necessary to provide housing units acceptable to the neighborhoods needing housing most. The recent formation of the BCCLT and the existence of the Neighborhood Improvement Association (NIA) provide two community-based organizations that should have major roles in the housing programs.

The Douglass Square project provides a good model for a management approach through which a private developer can use various programs to package a mixed-rate development.

The data on the following pages illustrates the population characteristics and income information that define part of the housing problem in Bahama Village:

1. A growth trend line, which has been stable or slightly declining for the past 5-8 years and is expected to remain basically flat through the plan period (2010), based largely on the fact of few ROGO units and a higher percentage of older residents than the remainder of the city.
2. Fewer persons in the childbearing ages of 18 to 44 than the rest of the city and more in the older age categories 55-75.
3. A declining and negative household growth trend since 1980
4. A city-wide decline in the married family couple and increase in nonfamily households
5. City-wide, a significant increase in income for the ranges \$50,000 and up, indicating a highly competitive sector for the limited housing stock.
6. Large growth in the service sector jobs related directly to tourism.
7. The highest cost of living for any county in the state with a population less than 100,000.

In addition, review of the data gathered for the 1995 Plan indicates that the following remains largely true three years later:

1. Household income – approximately 55 percent to 60 percent residents have incomes less than \$25,000 compared to 35 percent to 41 percent for the rest of the city.

2. The 1996 reported median household income was \$34,290. In Bahama Village, only 25.6 percent of the population made this amount or more, while in the remainder of the city, this figure is 39.2 percent.
3. Building conditions within Bahama Village have improved since the last survey to determine need (finding of necessity July 1991 – 44 percent) but remains significantly above 20 percent.

Table 2 – Population Growth Trends by Major Subsector for the City of Key West 1980 - 1995

POPULATION GROWTH TRENDS BY MAJOR SUBSECTOR FOR THE CITY OF KEY WEST 1980-1995				
	Old Town (Excluding Bahama Village)	Central District (New Town)	Bahama Village	Total Key West
1980	11,507	10,452	2,333	24,292
1990	11,721	11,166	1,945	24,832
1995	11,786	11,621	1,945	25,352
Annual Avg. Change				
1980-1990	0.24%	0.66%	(1.8%)	0.22%
1990-1995	0.11%	0.80%	-	0.41%

Source: US Bureau of the Census; City of Key West, KPMG Peat Marwick, LLP

Table 3 – Population Projections by Major Subsector for the City of Key West 1995 - 2010

POPULATION PROJECTIONS BY MAJOR SUBSECTOR FOR THE CITY OF KEY WEST 1995-2010				
	Old Town (Excluding Bahama Village)	Central District (New Town)	Bahama Village	Total Key West
1995	11,786	1,945	1,945	25,352
2000				
Low	11,564	1,831	1,831	25,000
Medium	11,850	1,945	1,945	25,700
High	12,100	2,060	2,060	26,200
2005				
Low	11,543	1,707	1,707	24,850
Medium	11,893	1,945	1,945	25,900
High	12,300	2,060	2,160	27,000
2010				
Low	11,400	1,600	1,600	24,500
Medium	12,100	1,945	1,945	26,300
High	12,600	2,250	2,250	27,600

Source: University of Florida, BEBR; City of Key West; KPMG

Table 4 – Age Characteristics of the Population, City of Key West 1980 - 2000

AGE CHARACTERISTICS OF THE POPULATION CITY OF KEY WEST 1980-2000				
	1980	1990	1995	2000
<5	6.0%	7.0%	8.0%	5.0%
5 - 17	15.0%	13.0%	13.0%	12.0%
18 - 24	15.0%	9.0%	8.0%	8.0%
25 - 44	32.0%	41.0%	40.0%	40.0%
45 - 54	10.0%	10.0%	11.0%	12.0%
55 - 64	11.0%	8.0%	7.0%	9.0%
65 - 74	7.0%	7.0%	7.0%	8.0%
75+	4.0%	5.0%	6.0%	6.0%
Total	100.0%	100%	100.0%	100.0%
Median Age	31.0	33.7	36.6	38.1

Source: US Bureau of the Census; University of Florida BEBR

Table 5 – Age Characteristics of the Population, Comparisons for Bahama Village 1990

AGE CHARACTERISTICS OF THE POPULATION COMPARISONS FOR BAHAMA VILLAGE 1990		
	Bahama Village	Remainder of Key West
<5	5.9%	7.3%
5 - 17	13.9%	12.6%
18 - 24	7.9%	10.1%
25 - 44	37.1%	41.6%
45 - 54	10.7%	9.4%
55 - 64	10.0%	7.4%
65 - 74	8.6%	6.8%
75+	5.8%	4.7%
Total ⁽¹⁾	100.0%	100.0%

⁽¹⁾ May not add due to rounding
Source: US Bureau of the Census; City of Key West, KPMG Peat Marwick, LLP

Table 6 – Household Growth Trends by Major Subsector, City of Key West 1980 - 1995

HOUSEHOLD GROWTH TRENDS BY MAJOR SUBSECTOR CITY OF KEY WEST 1980-1995				
	Old Town (Excluding Bahama Village)	Central District (New Town)	Bahama Village	Total Key West
1980	4,755	3,744	700	9,199
1990	5,530	4,234	650	10,424
1995	5,735	4,865	610	11,205
Annual Average Change				
1980-1990	1.5%	1.2%	(0.7%)	1.3%
1990-1995	0.73%	2.8%	(1.3%)	1.5%

Source: CACI Marketing Systems; US Bureau of the Census

Table 7 – Profile of Households by Household Type, City of Key West 1980 - 1990

PROFILE OF HOUSEHOLDS BY HOUSEHOLD TYPE CITY OF KEY WEST 1980-1990					
	1980 Census		1990 Census		Annual Change
	Number	Percent	Number	Percent	
Married-couple Family	4,643	50.5	4,519	43.4	-0.3%
Other Family (No Spouse)	1,133	12.3	1,186	11.4	0.5%
Male Householder	291	3.2	349	3.3	1.8%
Female Householder	842	9.2	837	8.0	-0.1%
Nonfamily Householder	3,424	37.2	4,719	45.3	3.3%
Single Person	2,574	28.0	3,165	30.4	2.1%
Other	850	9.2	1,554	14.9	6.2%

Source: US Bureau of the Census

Table 8 – Household Income, City of Key West

HOUSEHOLD INCOME CITY OF KEY WEST				
Income Range	1989	1995	Total Change	Percent Change
Less than \$15,000	2,246	1,945	(301)	(13%)
\$15,000 to \$25,000	2,241	2,086	(155)	(7%)
\$25,000 to \$35,000	1,970	1,796	(174)	(9%)
\$35,000 to \$50,000	1,854	2,009	155	8%
\$50,000 to \$75,000	1,352	1,799	447	33%
\$75,000 to \$100,000	363	559	196	54%
\$100,00 to \$150,000	233	440	207	89%
\$150,000 and over	166	571	405	244%
Totals	10,425	11,205	780	7%

Source: Equifax National Decision Systems

Table 9 – Service Sector Employment Growth Trends for Monroe County /City of Key West

SERVICE SECTOR EMPLOYMENT GROWTH TRENDS FOR MONROE COUNTY/CITY OF KEY WEST 1990-1995				
Component	1990	1995	Average Annual Change	Average Annual Percent Change
Hotels	2,114	2,071	(9)	(0.4%)
Personal Services	84	91	1	1.7%
Business Services	202	240	8	3.8%
Auto Repair & Parking	68	92	5	7.2%
Misc. Repair Services	39	49	2	5.7%
Motion Pictures	53	51	0	(0.5%)
Amusement & Recreation	268	388	24	9.0%
Health Services	687	787	20	2.9%
Legal Services	95	88	(1)	(1.5%)
Educational Services	56	81	5	8.8%
Social Services	85	131	9	11.0%
Museum, Art, Zoo	23	52	6	24.5%
Membership Organizations	214	255	8	3.9%
Engineer, Acctg., Mgmt.	161	254	18	11.5%
Private Households	28	39	2	7.7%
Misc. Services	NA	4	1	NA
Totals	4,176	4,674	100	2.4%

Source: CACI Marketing Systems; US Bureau of the Census

The overall strategy for affordable housing should include the following four elements:

1. Housing Infill - There are scattered, vacant sites and sites with dilapidated structures that can be acquired for the development of new housing. The BCCLT has commenced such a program.
2. New Affordable Housing - The acquisition of the BRACC lands presents opportunities for the development of new housing. The BRACC redevelopment plan provided such sites. This plan provides sites for housing in both a freestanding and a mixed-use context. KWAH has already requested sites from the City through the BRACC process.
3. Public Housing Reinvestment - While the 200-plus KWAH units in Bahama Village provide an invaluable housing resource, the facilities suffer from a variety of problems: age and deterioration; some are apartment-style units that do not foster concern for personal space; and site pattern and building style are not consistent with Bahama Village character. Additionally, the traditional operating program does not provide opportunities for varying levels of income or the potential of ownership. These units need to undergo a systematic redevelopment and/or rehabilitation that program that addresses these and other issues.
4. Bahama Village Affordable Housing Plan - These preceding three components need to be integrated into a comprehensive neighborhood plan, the details of which are beyond the scope of this CRA planning effort. The following is an outline of key characteristics of such a plan:

Emphases and objectives

1. Maintain and expand on the existing stock of affordable housing.
2. Maintenance and expansion of affordable housing stock will require preservation of existing and addition of new subsidy techniques
3. Serve existing residents of Bahama Village as first priority – within equal-opportunity guidelines

Plan elements

1. KWAH Projects/Sites
2. BRACC Lands for the development of new stock
3. Scattered sites and opportunities
4. BCCLT – three sites/nine units as starter
5. Rehabilitation of existing stock

Actors

1. KWAH
2. BCCLT
3. NIA
4. Private Developers
5. Banks through Community Reinvestment Act responsibilities/programs
6. City – ROGO and ROGO exempt allocations
7. State Housing Finance Authority

8. Habitat for Humanity
9. Individual property owners

Programs

1. KWHHA needs to be major player in focusing multiple resources and actors - Develop a HOPE VI or other HUD package for redevelopment and new construction.
2. Development of new units on BRACC lands and on scattered sites with mix of subsidies and market rate.
3. Demolition of oldest apartment-style units to provide land for single-family and townhouse units with mix of subsidies and market rate.
4. Upgrade existing townhouse-type units for conversion to mixed-subsidy and market-rate program and to improve design vis-a-vis Bahama Village style.
5. Seek developer(s) as catalyst.
6. Perhaps have a developer workshop – Douglass Square developer, National Housing Corporation, etc.
7. Emphasis on Joint Ventures and leveraging – for example:
8. BCCLT and NIA joint venture with Habitat to apply Habitat model on scattered sites – emulate/support Habitat homeownership training and support model
9. Douglass Square model of multiple funding and sponsorship by private developer, BCCLT, NIA, etc.



The 1998 Plan should be prepared in balance of 1998 and early 1999 using a HOPE VI model to be in a strategic position:

1. For next year's Federal NOFA for HOPE VI and other housing programs (probably spring of 1999)
2. For next year's Community Development Block Grant Program (CDBG) funding cycle
3. To obtain ROGO's from the City
4. To obtain DCA - FHFA support, involvement
5. To get Comprehensive Plan and LDR's modifications in place
6. To support additional Monroe County Land Trust grants

RECREATION AND OPEN SPACE

Bahama Village is already the site of a variety of indoor and outdoor recreational facilities. The Douglass Square Gym houses community services offices and a gymnasium. Nelson English Park and Willie Ward Park flank the Dr. Martin Luther King Community Center and the Community Pool (the City's only public pool). These parks have been upgraded recently and provide a good mixture of passive and active recreational facilities for a wide range of age groups. The public-housing sites contain small play yards that serve a quasi-public function for the community.

The Master Plan for the BRACC properties uses the expansive waterfront of the Inner Mole for a variety of community-wide recreational facilities and the potential extension of the harborwalk that will extend northward through Truman Annex to Mallory Square.

This plan proposes the following additions to and improvements of the recreational facilities in Bahama Village:

Seminole Battery Park

The City is working with the National Park Service (NPS) to obtain control of the Battery as a historic monument. Because of its structural character and steeply sloped earthwork, the battery itself will probably be fenced and accessed by guided tours only. The level land between Fort Street and the Battery should be developed as a public open space that will provide passive recreational facilities, provide parking for access to the Battery and retain an historic view of the Battery. The level area at the northwest corner of the Battery will also provide space for passive recreation and parking.

DeKalb Avenue Pedestrianway:

This facility is intended to serve a recreational function in providing a linkage between the waterfront park and Seminole Battery Park.

Fort-DeKalb Plaza

The Bahama Village Marketplace is planned around a plaza/park in the small block defined by Fort, Petronia, and Geraldine Streets and the DeKalb Avenue pedestrianway.

Public Housing Recreational Sites

The redevelopment of the existing public housing sites as presented herein should result in the provision of small, localized recreational facilities – tot-lots, sitting areas, etc. These facilities would be articulated as a part of the housing plan defined herein.

DEVELOPMENT PROJECTS

In addition to the infrastructure and housing projects defined above, the planning process has identified three commercial development projects that should be pursued in the immediate future:

CES Building

The disused electrical generation at the west end of Geraldine Street and Angela Street has historical and spatial characteristics that make it very attractive for reuse as some employment-development and/or commercial facility. Unfortunately, the buildings appear to have some structural problems and contain very large generator units that would be expensive to remove. The site contains some open land and abuts the BRACC properties. The first step in moving toward a program for this property should be an initial building-feasibility analysis that would assess its structural integrity and general cost for stabilizing it, the potential usable space that can be realistically created, and the potential for either removing the generators or making them safe as part of an historical exhibit. Such a study would be an important part of assembling a developer request for proposals.

Bahama Village Marketplace

The Community Charrette initiated and the BRACC Master Plan built on the concept of a community marketplace on the BRACC properties. This plan has been further articulated at concept into an area along the West Side of the DeKalb Avenue Pedestrianway. The DeKalb Plaza is intended to serve as the focal point for the marketplace. The buildings are intended to be placed on the sidewalk and to be articulated in the Key West/Bahama Village vernacular. Parking and service access are provided on the interior of the block. The site abuts the CES property and allows for an integration of activities on that site into the marketplace. The Navy is retaining the TACS communications tower and a supporting site, which creates an unfortunate intrusion into the marketplace. The 1998 Plan attempts to buffer this site by flanking it with parking and service courts. Screen walls and streetscape treatments should be used to further buffer it along the streets.

Food Institute/Community Conference Center



The large mess hall that the Navy is releasing has been considered by at least two community groups, one of which was the Florida Keys Outreach Coalition, for the preparation of meals for off-site service and for a local café or restaurant. It is recommended that these concepts be expanded on to create a culinary and hospitality institute that would provide job training

for local residents as well as support the proposed food service activities. Such a training program would generate strong synergy between the proposed food services activities and the jobs that are available in the Key West tourist industry.

The program for such an institute should be developed by the agencies that wish to operate the food services and an educational institution such as the local community college. The local community groups, BCCLT and NIA, could participate in a variety of trainee-recruitment and job-placement roles. The CRA could serve as a catalyst to develop this expanded concept.

In addition to the food institute and restaurant, this structure is large enough to also accommodate a small conference/ meeting room use that could take advantage of the building's central location and the restaurant to appeal to small conferences traveling to the community. Present meeting facilities, especially in areas adjacent to the waterfront are small and not easily available to a broad segment of the community. This multi-use approach should make this portion of the HNC-zoned Base Reuse Plan area more easily integrated into any economic development package conveyance.

THE MANAGEMENT AND INSTITUTIONAL FRAMEWORK PLAN

In January 1992, the Key West City Commission enacted Ordinance 92-7, which created the Key West Bight and Bahama Village Community Redevelopment Agency consistent with the Community Redevelopment Act of 1969. The CRA has the authority to carry out the redevelopment activities within the Bahama Village Redevelopment Area.

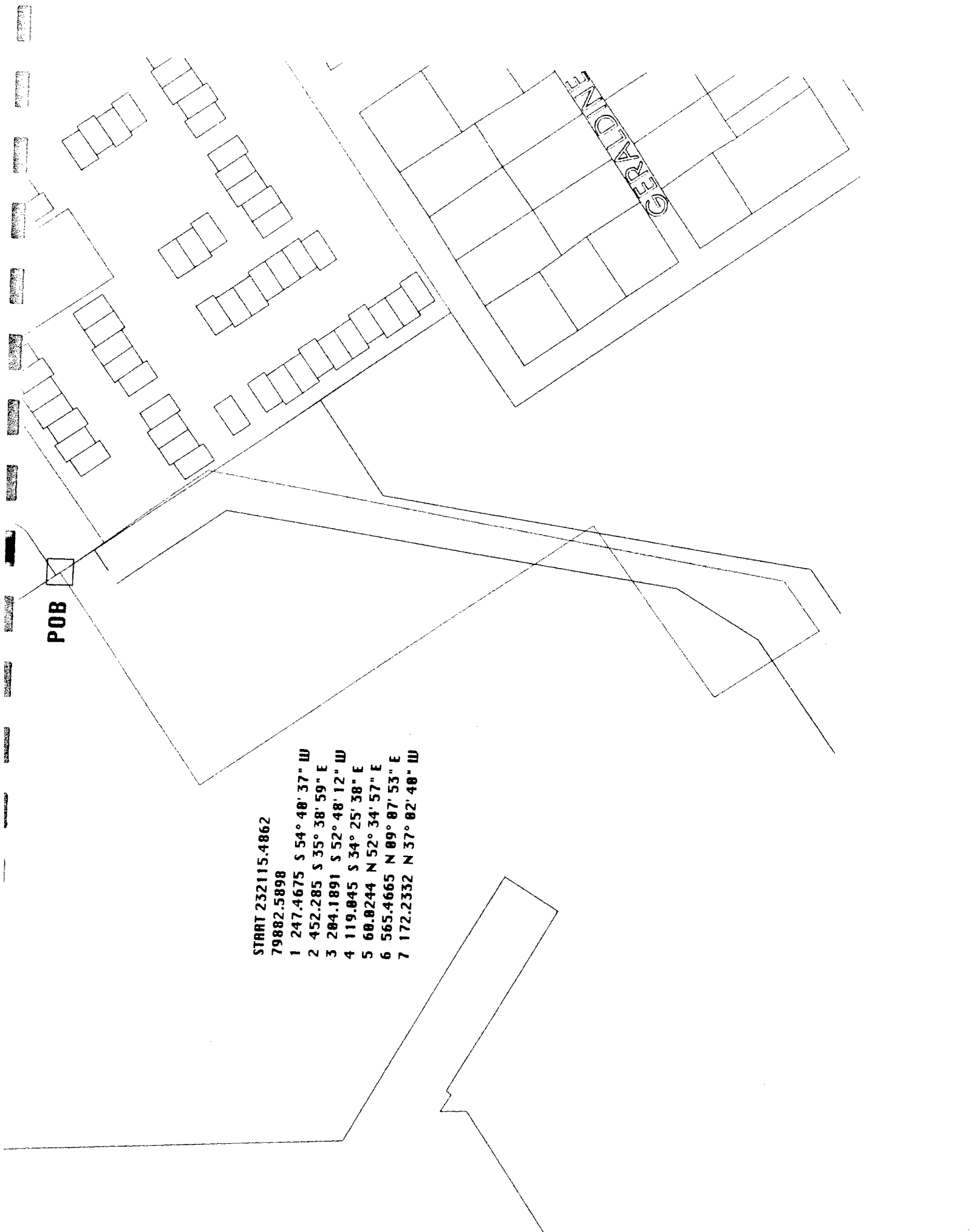
City Resolution 94-72, passed on February 15, 1994, renamed the Key West Bight and Bahama Village Redevelopment Area as the Caroline Street Corridor and Bahama Village Community Redevelopment Area.

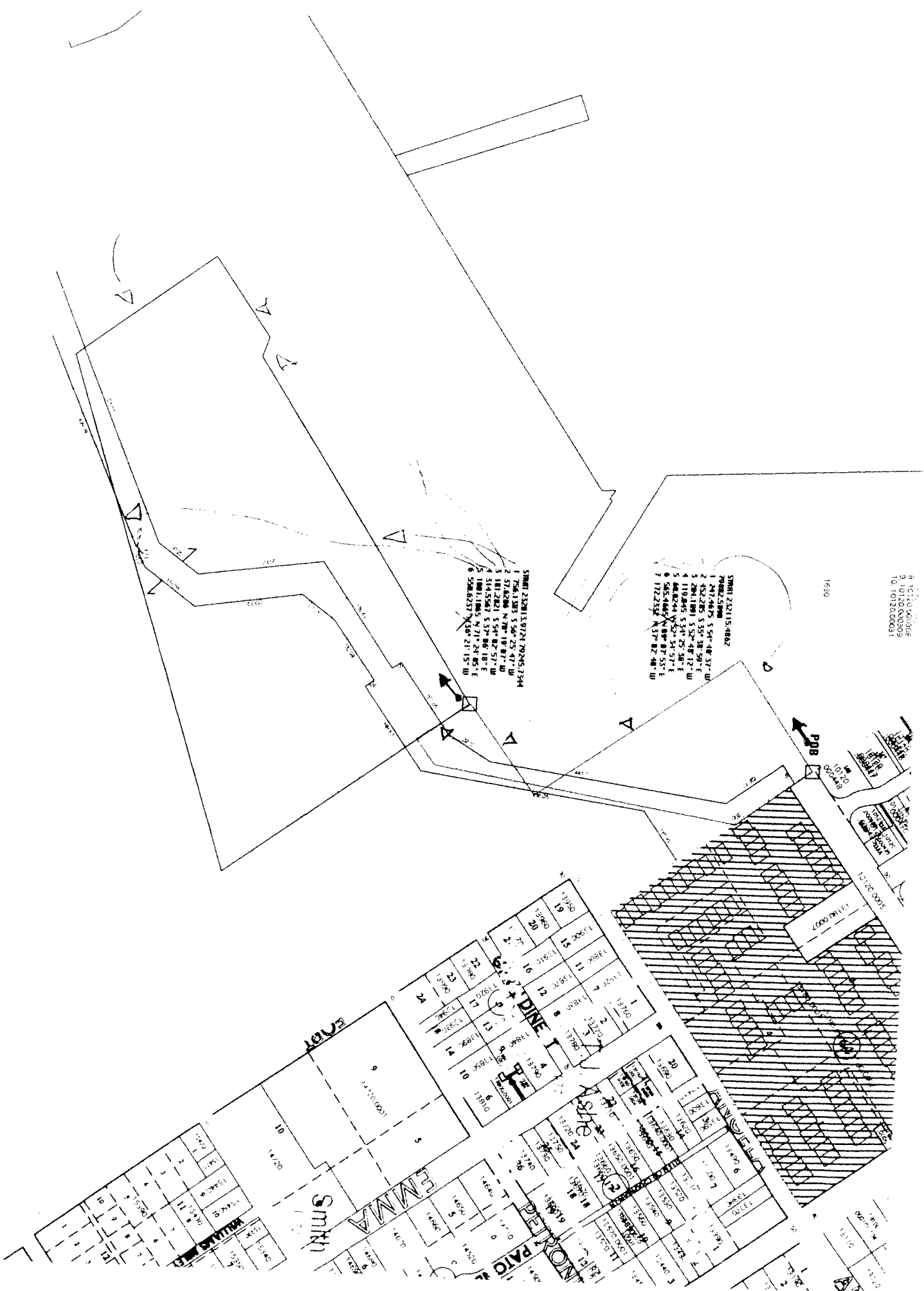
City Ordinance 92-8, passed on February 14, 1992, established a Redevelopment Trust Fund for the Caroline Street Corridor and Bahama Village Community Redevelopment Area, and established 1995 as the base year for tax purposes. Increased property-tax revenues after the base year accrue to the Trust Fund and are divided proportionately between the two areas.

POB

GERALDINE

START 232115.4862
79882.5898
1 247.4675 S 54° 40' 37" W
2 452.285 S 35° 38' 59" E
3 284.1891 S 52° 48' 12" W
4 119.045 S 34° 25' 38" E
5 60.0244 N 52° 34' 57" E
6 565.4665 N 09° 07' 53" E
7 172.2332 N 37° 02' 40" W

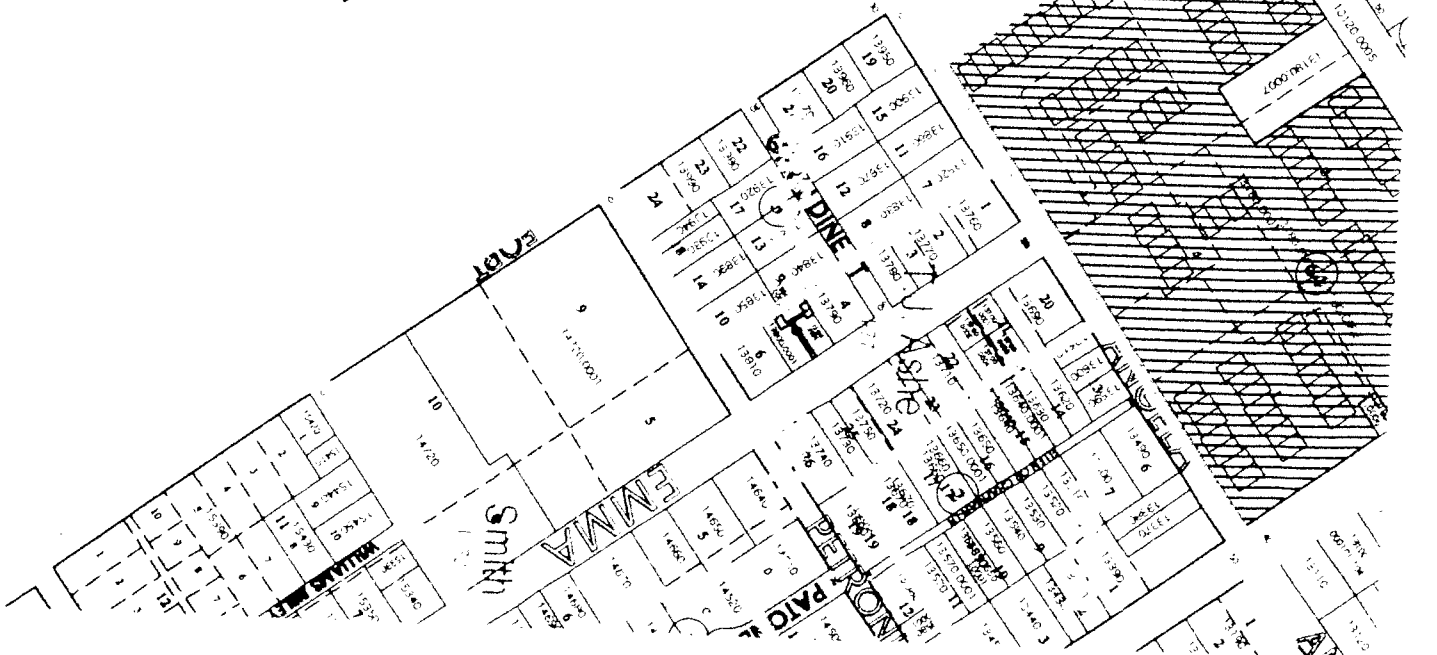




8 10120 000106
 9 10120 000209
 10 10120 00031

SMITH 232115-4802
 79802-5888
 1 247°46'25" S 54°48'37" W
 2 432°27'05" S 53°38'50" E
 3 294°18'01" S 52°48'12" W
 4 110°44'5" S 34°25'38" E
 5 462°24" S 27°54'57" E
 6 385°48'05" N 88°07'53" E
 7 172°23'52" N 57°02'48" W

SMITH 232013-0124 792837344
 1 756°13'03" S 64°13'17" W
 2 37°42'06" N 70°15'07" W
 3 181°22'21" S 54°02'57" W
 4 514°5'56" S 37°06'18" E
 5 108°11'06" S 71°24'05" E
 6 598°23'7" S 4°21'15" W



Changes in Bahama Village CRA boundary and schedule

Strategic Action Plan Memorandum Number 1 amended the boundary of the Bahama Village Redevelopment Area to conform to the boundary proposed in the 1995 Bahama Village Redevelopment Plan.

The 1998 Plan recommends that the CRA boundary be amended in two phases to be consistent with the Base Reuse Plan and to provide a more reasonable approach to both conveyance parcels and to expansion boundaries consistent with infrastructure requirements and funding available from City or Federal sources.

Phase 1

Follows the 1995 boundary with the exception of the northernmost boundary adjacent to the extension of Southard Street. Here, the 1998 Plan recommends realigning the western boundary in a straight northerly fashion and then eastward along Southard Street where it terminates at the Truman Annex PRD/DRI boundary. This change will allow the proposed affordable housing cluster to occur totally within the CRA boundary. This phase would include all areas of the Bahama Village Market. The 1998 Plan recommends implementation of the boundary upon plan adoption.

Phase 2

This phase would bring the remainder of the Base Reuse Plan's HNC-zoned area into the CRA. This boundary change is recommended to be conterminous with the City's acquisition of this area and consistent with the City's allocation of financial resources for infrastructure improvements. The timing is entirely dependent on the City's acquisition of this parcel but, realistically, is within the next 2 to 5 years.

<p>9. Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the CRA, the county, or the municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.</p>	<p>F.S. 163.362(9)</p>	<p>Financing Section</p>
<p>10. Provide a time certain for completing all redevelopment financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which 1998 Plan is approved, adopted, or amended pursuant to s. 163-361(l).</p>	<p>F.S. 163.362(10)</p>	<p>Financing Section</p>
<p>11. Subsections (1), (3), (4), and (8), as amended by s. 10, Chapter 84-356, Laws of Florida, and subsections (9) and (10) do not apply to any governing body of a county or municipality or to a CRA if such governing body has approved and adopted a community redevelopment plan pursuant to s. 163.360 before Chapter 84-356 became a law; nor do they apply to any governing body of a county or municipality or to a CRA if such governing body or agency has adopted an ordinance or resolution authorizing the issuance of any bonds, notes, or other forms of indebtedness to which is pledged increment revenues pursuant only to a community redevelopment plan as approved and adopted before Chapter 84-356 became a law.</p>	<p>Not applicable</p>	

LEGAL DESCRIPTION

0	In the City of Key West, County of Monroe and State of Florida, commencing at the intersection of the SW'ly right-of-way of Fort Street with the SW'ly right-of-way of Amelia Street;	
1	thence NW'ly along the SW'ly right-of-way of Fort Street for a distance of 593 feet 1 inch to a point of intersection with the line of the southwestward extension of the SE'ly right-of-way line of Truman Avenue;	Include Fort Street but exclude the Navy housing.
2	thence at right angles proceed SW'ly along a SW'ly extension of the SE'ly right-of-way of Truman Avenue for a distance of 90 feet more or less to a point of intersection with the NE'ly right-of-way of an unnamed street;	Exclude the Navy housing and the parking for the Navy Chapel.
3	thence at right angles and parallel to Fort Street and proceed NW'ly along said right-of-way of said unnamed street for a distance of 155 feet to a point;	Include the Seminole Mortar Battery and vacant land.
4	thence at right angles and parallel to the SW'ly extension of SE'ly right-of-way of Truman Avenue and proceed SW'ly for a distance of 330 feet more or less to a point of intersection with the NE'ly right-of-way of an unnamed street;	Exclude the Navy Chapel.
5	thence continue NW'ly along said right-of-way for to the point of intersection with the SW'ly right-of-way of access easement to access road to Fort Zachary Taylor State Park;	Include Seminole Mortar Battery and associated vacant property.
6	thence NE'ly along said SW'ly right-of-way of the Fort Zachary Taylor State Park access road to the NW corner of Shipyard Condominiums;	Exclude Shipyard Condominiums.
7	thence SW'ly along the NW'ly property line of said Shipyard Condominium to the NW'ly right-of-way of Angela Street;	Include Angela Street.
8	thence NE'ly along the NW'ly right-of-way line to the intersection of said right-of-way line with the SW'ly right-of-way line of Thomas Street;	Include Thomas Street.
9	thence NW'ly along the SW'ly right-of-way line of Thomas Street for a distance of 358.38 feet to a point;	Include Thomas Street and exclude the commercial properties fronting on Southard Street.
10	thence at right angles and NE'ly for a distance of 100.25 feet;	Include Mary Massingill House and exclude lounge.

11	thence at right angles and SE'ly for a distance of 31.63 feet;	Exclude Southard Street commercial properties.
12	thence at right angles and NE'ly for a distance of 50.25 feet;	Include Mobley property.
13	thence at right angles and SE'ly for a distance of 107.63 feet;	Exclude Bojo property and Southard Street commercial property.
14	thence at right angles and NE'ly for a distance of 351.25 feet to the NE'ly right-of-way line of Whitehead Street;	Include Whitehead Street.
15	thence SW'ly along the NE'ly right-of-way line of said Whitehead Street to a point of intersection with the NE'ly right-of-way line of Samaritan Lane;	Include Samaritan Lane.
16	thence NE'ly along the NE'ly right-of-way line of said Samaritan Lane for a distance of 197.75 feet to a point;	Exclude commercial properties fronting on Southard Street.
17	thence at right angles and SE'ly for a distance of 5.0 feet;	
18	thence at right angles and NE'ly to a point of intersection with the SW'ly right-of-way line of Duval Street;	Exclude commercial properties fronting on Southard and Duval Streets.
19	thence SE'ly at right angles and along the SW'ly right-of-way line of said Duval Street for a distance of 408 feet and 8 inches to a point;	Include the gateway of Petronia Street.
20	thence at right angles and SW'ly to a point of intersection with the NE'ly right-of-way line of Shavers Lane (also known as Fletcher's Alley);	Include Shavers Lane.
21	thence at right angles and SE'ly along the NE'ly right-of-way line of said Shavers Lane to the point of intersection with the SE'ly right-of-way line of Olivia Street;	Include Olivia Street.
22	thence SW'ly and at right angles for a distance of 7.75 feet to a point;	Include Hemmingway House.
23	thence at right angles and SE'ly to a point of intersection with the NW'ly terminus of Chapman Street;	Include Chapman Street.
24	thence at right angles and NE'ly along the NW'ly terminus of Chapman Street to the NE'ly right-of-way of said Chapman Street;	Include Chapman Street.
25	thence at right angles and SE'ly along NE'ly right-of-way line of said Chapman Street to the SE'ly right-of-way of Truman Avenue;	Include Truman Avenue.
26	thence at right angles and SW'ly along the SE'ly right-of-way of said Truman Avenue a distance of 25 feet and 1 inch to a point;	Adhere to Findings of Necessity.
27	thence at right angles and SE'ly to a point of intersection	Include Catherine

Due to the variety of uses proposed for the Truman Waterfront site, it is likely that several types of conveyances will be utilized to obtain the property. The Seminole Battery may be acquired at no cost to the City as a public-benefit transfer for public parks and historic preservation. The City can attempt to acquire the remainder of Phase 1 through an economic-development conveyance. If such an acquisition is not possible, the transfer may likely require a negotiated sales contract. An application for Phase 1 is scheduled for submission for consideration during 1999. Scheduling of action on the remainder of phase 1 is yet to be determined.

The Bahama Village Redevelopment and Planning Advisory Council

Strategic Action Plan Memorandum Number 1 identifies the need to institute a community-based advisory group to funnel planning and implementation ideas from the community-at-large to the CRA. This advisory council is anticipated to function as a local "sounding board" and first review venue for all applications for conditional uses, home occupation approvals, and variances.

The focal point of these reviews, which will be advisory to the Planning Board and Board of Adjustment, will be the adopted 1998 Plan and the Base Reuse Plan. It is the intent that any interested person may participate on an equal basis and contribute to the recommendations and other actions of the group, provided there is a consensus of the members present.

PRIORITIES

The Craig Company Team reviewed the list of programs and projects contained in the 1995 Plan to determine how effectively the plan has been implemented since that time. The analysis of each item on the 1995 list consisted of determining whether physical development items had been accomplished, planned, or rejected for whatever reason. Other items on the list would merit change.

All items were reviewed in the light of the adopted Base Reuse Plan, the newly adopted Land Development Regulations, the results of the Bahama Village charette, the results of the two 1998 Plan public workshops, and interviews with citizens and local officials. The results of this analysis as presented on the multipage evaluation chart on the next page were then used to determine the priority list for the 1998 Plan, which appears in Table 9.

Table 10 – Program Project Priority List

Priority Code:

- 1 = Year 1
- 2 = Years 2 – 3
- 3 = Years 4 – 5

Program Priority List		Priority
A. Transportation/Infrastructure		
1. Angela Street extension and one-way	3	
2. Petronia Street streetscape and market street	1	
3. Emma Street streetscape	2	
4. Fort-DeKalb streetscape.....	3	
5. BRACC street extension/pattern - Petronia/Geraldine/Angela Streets.....	3	
6. Truman -- one-way west from Whitehead Street	2	
7. Olivia – one-way east from Fort Street.....	1	
8. Bicycle/pedestrian element	1	
9. Parking – off-street, BRACC lease.....	2	
10. BRAC infrastructure improvements – coordination.....	1, 2	
11. Neighborhood street design & lighting program.....	1	
12. Transportation management program (cruise ship and City transit)	1	
13. Traffic circulation –street signage and street marking for one-way/two-way traffic	1	
14. Alternate transit opportunity program	2	
15. Storm & sanitary sewer upgrade	1, 2	
16. Fire wells and hydrant installation.....	2	
17. Review viability of relocating CES substation on Angela.....	2	
B. Comprehensive Plan/Land Development Regulations		
1. Provide for build-back at existing densities and floor-area ratio	1	
2. Allow for limited commercial uses in HMDR district as home occupation	1	
3. Extend HNC Zoning to Fort Street, include CES Building	1	
4. Change Petronia Street HNC-3 Zoning to HCT.....	1	
5. Make public/assisted housing conforming by zoning to HHDR.....	1	
6. Create HNC-3 for part of Whitehead Street.....	1	
7. Amend LDR's to protect existing "community commercial uses", eliminate nonconforming status in HMDR.....	1	
8. Amend regulations to require a resident of Bahama Village to be on HARC Board	1	
9. Implement accessory apartment use specifically within the HMDR District....	1	

Program Project Priority List

	Priority
C. Housing and Community Development	
1. Affordable housing	
a. Support BCCLT projects with appropriate funding.....	1
b. Master strategy (HOPE VI, etc.).....	1, 2
2. Marketplace RFP.....	2
3. CES Building RFP	2
4. Band Room – training center: completion of design & reconstruction	1
5. “Old Mess Hall” culinary RFP	2
6. Demolish BRACC buildings	2
7. Defensible space design/adaptation for public/assisted housing	1
8. Neighborhood nursery/landscape plan project	2
9. Code Enforcement/neighborhood appearance program.....	1
10. Complete Bahama Village/Black History Museum projects	1
D. Recreation/Cultural	
1. Seminole Battery Redevelopment, Park, and parking.....	2
2. Linear link to waterfront	2
3. Improve Fort Taylor access.....	2
4. Recreation Department – Bahama Village outreach program enhancement	1
5. Signage for historic landmarks (Battery, CES, museums, lighthouse, etc.)	1
E. Public Safety	
1. Community policing program continuation	1
2. Housing Authority/patrolman housing implementation	1
3. Coordinate defensible space design for housing and signage with police department.....	1
4. Continue police foot and bike patrols	1
F. Institutional/Management	
1. Amend CRA plan and boundary	1
2. Advisory board/neighborhood planning commission – with representative membership.....	1
3. Festival/market demonstration program	
a. Petronia Street @ Whitehead	1
b. Bahama Village Market.....	1
4. Bahama Village community development office – CRA, NIA, BCCLT, mainstreet	
a. location where advisory board meetings occur	1, 2
b. public information/displays, etc.	1, 2
c. economic development opportunities	1, 2
d. historical society.....	1, 2
5. Residential parking program	1
6. Tax abatement for historic structures and “community commercial”	

structures..... 1

Program Project Priority List

Priority

7. Local bank funding consortium program continuation..... 1

G. Image/Marketing

1. Bahama Village logo contest..... 1

2. Historical walking tours program RFP 1

3. Bahama Village marketing seminars program 1

H. Financing

1. Rehabilitation finance package..... 1, 2

2. Tourist Development Council 1,

3. Real Estate Transfer Tax toward affordable housing 1, 2,

4. TIF 1, 2, 3

5. HOPE VI, CDBG..... 1, 2, 3

6. Cruise-ship increment 1

7. Mayor's Revolving Loan Fund 1, 2, 3

8. Impact fee waivers/deferrals 1, 2, 3

9. Small business administration 1, 2

10. ISTE A

a. Petronia Street..... 1, 2

b. Bahama Village Market 2, 3

STATUTORY REQUIREMENTS

The State of Florida statutory requirements for CRA plans (Chapter 163 F. S.) enumerate specific elements that must be contained in a plan report. In preparing this report, it was decided that the selected format was clearer than the order provided in the statute. A cross-reference of those specific elements with the format of this report and items that have not been covered elsewhere are provided in the following table.

Florida Statutes 163.362 guides the preparation and contents of all community redevelopment plans. While the statute provides feasibility in the issues of greatest importance to the issues of greatest importance to the local community, there are certain requirements and elements that must appear in each plan. The table below identifies the statutory reference to the required section and the location of that element within this plan. This table is necessary to allow several maps to portray several sets of data:

Table 11 – Statutory References

Contents of Community Redevelopment Plan	Cross References	Location
1. Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the 1998 Plan.	F.S. 163.362(1)	Appendices
2. Show by diagram and in general terms:		
a. The approximate amount of open space to be provided and the street layout.	F.S. 163.362(2)(a)	Urban Design Framework Plan Parks/Open Element
b. Limitations on the type, size, height, number, and proposed use of buildings.	F.S.163362(2)(b)	Land-use Element Table 2
c. The approximate number of dwelling units.	F.S. 163.362(2)(c)	Housing Element
d. Such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements of any nature.	F.S. 163.362(2)(d)	Urban Design Framework – Transportation Framework

<p>3. If the redevelopment area contains low- or moderate-income housing, contain a neighborhood-impact element that describes in detail the impact of the redevelopment on the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population, and other matters affecting the physical and social quality of the neighborhood.</p>	<p>F.S. 163.362(3)</p>	<p>Community Impact Assessment Statement (CIAS)</p>
<p>4. Identify specifically any publicly-funded capital projects to be undertaken within the community redevelopment area.</p>	<p>F.S. 163.362 (4, 9, & 10)</p>	<p>Financing Element, CIAS</p>
<p>5. Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan.</p>	<p>F.S. 163.362(5)</p>	<p>Management & Institutional Framework</p>
<p>6. Provide for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this part.</p>	<p>F.S. 163.362(6)</p>	<p>Management & Institutional Framework</p>
<p>7. Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community-redevelopment area.</p>	<p>F.S. 163.362(7)</p>	<p>Housing Element</p>
<p>8. Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the 1998 Plan or if the 1998 Plan is intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly, or if the 1998 Plan is not intended to remedy such shortage, the reasons therefor.</p>	<p>F.S. 163.362(8)</p>	<p>Housing Element</p>

	with the SE'ly right-of-way line to Catherine Street;	Street.
28	thence SW'ly along the SE'ly right-of-way line of said Catherine Street to the point of intersection with the NE'ly right-of-way line of said Whitehead Street;	Include Whitehead Street.
29	thence at right angles and SE'ly along the NE'ly right-of-way line of said Whitehead Street to the point of intersection with the SE'ly right-of-way line of Louisa Street;	Include Louisa Street.
30	thence Sw'ly at right angles and along the SE'ly right-of-way line of said Louisa Street for a distance of 452 feet to a point;	Include swimming pool.
31	thence at right angles and NW'ly for a distance of 110.17 feet inches to a point;	Include park.
32	thence SW'ly and at right angles for a distance of 160.4 feet, more or less, to a point of intersection with the line of the southeastward extension of the SW'ly right-of-way line of Howe Street;	Exclude Navy housing.
33	thence NW'ly along the SW'ly right-of-way line of said Howe Street to the point of intersection with the SE'ly right-of-way line of Amelia Street;	Include Amelia Street.
34	thence SW'ly along the SE'ly right-of-way line of said Amelia Street to the point of beginning at the point of intersection with the SW'ly right-of-way line of Fort Street.	

Financing

This section of the Redevelopment Plan identifies the potential sources of funds and types of financing needed to carry out various redevelopment programs and projects recommended in the Bahama Village Community Redevelopment Area (BVCRA).

REDEVELOPMENT ACTIVITIES AND COSTS

Redevelopment programs and projects proposed in the BVCRA generally fit under five headings: Affordable Housing, Commercial Development, Streetscape Improvements, Infrastructure and Public Facilities, and Capacity Building. Each of these is described below.

Affordable Housing

Affordable-housing activities include (a) new construction on BRACC lands (80 to 100 new units), (b) redevelopment of existing public housing sites (140 to 160 new units), and (c) new infill and rehabilitated units in locations throughout the area (40 to 60 new units). This activity also includes acquisition of BRACC lands and scattered lots and demolition of existing public and dilapidated housing. Total housing units: approximately 300.

Commercial Development

Economic-development activities include (a) the Bahama Village Market (up to 80,000 square feet), (b) renovation of the CES Building (10,000 square feet), and (c) renovation of the US Navy Mess Hall as a culinary arts, food preparation training facility, and conference center (16,500 square feet). This activity also includes acquisition of BRACC facilities, site work, and parking. Total development is approximately 66,500 – 88,500 square feet.

Streetscape Improvements

These include improvements to sections of Petronia Street and streets in and around the proposed Bahama Village market. Types of improvements include new curbs, drainage structures, sidewalks, signs, streetlights, bike racks, and landscaping.

Infrastructure and Public Facilities

This program area includes improvements of roads, water and sewer facilities, and storm-water management systems where needed throughout Bahama Village. The CRA has approximately 4.3 miles of existing and proposed roadways. Estimated costs are based on constructing, replacing, repairing, and upgrading these facilities covering approximately one third of the area (1.4 miles or 7,500 feet). Development of parks and recreation facilities is also included in this category.

Capacity Building

Capacity building covers a wide variety of activities, including (a) job skills and business management training, (b) small business counseling and financial assistance,

(c) tenant and homeownership counseling, and (d) operation of and financial support for facilities and programs that provide these services. Included in this category are operations of the Culinary Center and "Band Room."

Redevelopment Costs

These redevelopment activities in the BVCRA will cost an estimated \$47 million, spread over 10 to 15 years as follows:

Program Area	Approximate Cost (\$1 million)
Affordable Housing	25.0
Commercial Development	12.0
Streetscape Improvements	1.5
Infrastructure and Public	6.5
Public Facilities	2.0
Capacity Building	2.0
Total	47.0

More than half the estimated \$25 million cost of affordable housing is related to redevelopment of existing public-housing sites through the Federal HOPE VI Program, the feasibility of which requires further study to identify all the participating agencies and groups to formulate an action plan with specific timeframes for grant funding.

An objective of this program is to replace outmoded tax-exempt public housing with up-to-date affordable housing, which is both taxable and provides a more positive housing environment. If this is not a viable course of action for the existing public housing sites in the BVCRA, then total redevelopment costs would be in the \$34 million range. In any case, a redevelopment plan with a \$34 to \$7 million price tag is a significant funding challenge facing the City and Community Redevelopment Agency.

SOURCES OF FINANCIAL ASSISTANCE

More than 20 potential funding sources and types of financing applicable to the above redevelopment activities are summarized in Table 6. Seven of these are "local" in that they originate from the City of Key West, Monroe County, and other local public entities. Another 11 originate from the State of Florida and federal sources. Key local sources of financial assistance are profiled below.

Tax-increment Financing (TIF)

Tax-increment financing, as authorized by Chapter 163, Florida Statutes, enables a local jurisdiction to spend some of the ad valorem tax revenues generated in a designated redevelopment area on activities that directly benefit that area. The City of Key West has designated two such areas – Bahama Village and the Caroline Street

Corridor – as redevelopment areas, and in 1997 began to reserve a portion of ad valorem revenues generated in these areas for their improvement.

For the BVCRA, incremental revenues generated in 1997 were a modest \$71,866. This is based on a combined City/County government millage rate of 9.4952 applied to the difference (increment) in the 1997 taxable value of real property and the 1996 base year taxable value. All future increases in taxable value of real property over the 1996 base year will generate increasing annual amounts of tax-increment revenues for use in the BVCRA. These revenues can be used in a variety of ways – for land acquisition, public improvements, development financing, and program administration.

Ten-year projections of tax-increment revenues for the BVCRA from 1998 through 2007 are shown in Table 7. Projections are made for the current tax base, which has increased by a 13.25-percent-per-year average from 1994 to 1997 and for new development proposed in this Redevelopment Plan.

Current tax-base projections are based on a more conservative 9.0-percent-growth rate from 1998 to 2002 and a lower 6.0-percent growth thereafter. These projections reflect a combination of appreciation of existing real estate and small-scale new development and property improvements that continue to occur in Bahama Village. These ongoing trends would result in a projected growth of annual tax-increment revenues to \$575,400 in year 2007. In addition, new development proposed in this plan, if implemented, would generate another \$248,300 in annual tax-increment revenues in year 2007 for an over total of \$823,77 in that year.

The estimated taxable value of housing and commercial-development proposals reflected in the 1998 Plan is \$30 million, which has been spread over 10 years beginning in year 2000. Cumulative tax-increment revenues in year 2007 are projected to reach \$4.7 million. After 20 years, this cumulative total may well be over \$12 million.

Communities having this increment-revenue source routinely issue improvement bonds based on cash flow. Underwriters often will limit bond issues to around 50 percent of projected cash flow in case projections fall short. On this basis, a bond issue of \$5 to \$6 million may be feasible based on a 20-year projection of tax-increment revenues. This would allow for financing bulk redevelopment activities “today” rather than on a “pay-as-you-go” basis from annual future cash flows.

Tax-increment financing has a very strong upside potential for the BVCRA and can be used to help fund land acquisition, housing assistance, economic development projects, streetscape and Infrastructure improvements, and various training and business assistance activities. The danger of presenting optimistic TIF projections, however, is that other local sources will be withdrawn from consideration, when all possible sources should be investigated and pursued diligently.

Cruise-ship Revenues

City revenues from the cruise industry have risen dramatically in recent years, with strong prospects for continuing. Revenues from dockage and passenger disembarkation fees have increased from \$800,000 in FY94-95 to a budgeted \$2.8 million in FY97-98. Actual FY97-98 revenues may be more in the order of \$3.8 million. Estimated FY98-99 revenues may be up around \$4.0 million, with the majority contributed by ships docking at the Outer Mole near Bahama Village. Cruise-ship capacity from FY91-92 to FY98-99 is shown below.

Fiscal Year	Number of Arrivals	Number of Passengers
1991-92	N/A	139,685
1992-93	N/A	255,577
1993-94	438	439,033
1994-95	368	398,370
1995-96	333	393,345
1996-97	417	564,370
1997-98 (est.)	426	625,700
1998-99 (est.)	518	841,400

Source: Port of Key West

This relatively new and growing revenue source has enabled the City to hold the line and even reduce ad valorem taxes, but it represents a significant influx of new money that can also be used to help finance redevelopment of the cruise port's "front door" – Bahama Village.

The concept of "linkage fees" on new commercial development to help fund affordable housing has not been adopted as an ordinance in the City. The final outcome of the City's Affordable Housing Ordinance will be determined in the coming months resulting from negotiations with the Florida Department of Community Affairs.

Some portion of cruise ship revenues, however, represent an ideal possible substitute linkage fee for a type of commercial activity that impacts the low-wage retail and services industries whose workers most need affordable housing. For this reason, the 1998 Plan recommends that cruise-ship revenues be approached in a similar manner to tax-increment financing – namely, that the City Commission consider an allocation of some portion of the revenue stream be allocated for affordable housing and other community-redevelopment activities.

The availability of the cruise ship funds is not guaranteed as trends in the cruise ship industry may change as tourism to Cuba becomes a reality in coming years. Also, the cruise ship revenues are very high on the priority for two other items requiring funding – ad valorem tax reduction and improvements at the Outer and Inner Mole

and surrounding areas needed to serve cruise ships and implement the Base Reuse Plan.

The second consideration is particularly important as sources of funds for these improvements cannot be tied to specific commercial development immediately on the Mole areas as there is none. As the size and quality of the infrastructure existing in the Mole areas and the remainder of the Truman Annex BRACC properties is limited and in need of repair, this funding item is critical.

Tourist Tax Revenues

Monroe County has a three-percent tax ("bed tax") on transient accommodations in the Keys. This tax funds tourist advertising and promotion, special events, and development and operation of tourist-oriented facilities and services. An additional one-percent "tourist impact tax" provides revenues for the County General Fund and helps fund programs of the County Land Authority. An estimated 55 percent of countywide tourist tax revenues is generated in the City of Key West.

The three-percent tax generated \$8.2 million in revenues for FY97 according to the Annual Report of the Monroe County Tourist Development Council (TDC). One percent of this three-percent tax are allocated geographically in the Keys for capital projects, special events, and other purposes. The Key West share is approximately 55 percent or nearly \$1.5 million for FY97. Of the amount of funding available at the beginning of the year, unexpended funds total \$570,000 for FY96 and \$790,000 for FY '97.

Use of some of these unexpended funds, as well as other tourist tax revenues, should be sought for (a) open space and pedestrian facilities in Bahama Village, (b) providing funding support for the proposed Bahama Village restaurant, and Culinary/Conference Center, (c) job training programs that can be related to the tourist industry, and (d) funding operation and maintenance of local attractions and museums in the CRA.

The allocation of these funds to the CRA could be based on a formula that takes into consideration the following:

1. The number of tourist related attractions in the CRA
2. The number of tourist recommendations in the CRA
3. The number of CRA residents whose employment
4. The number of tourists who pass through the CRA to other parts of the City and its tourist facilities

Incentives

Financial incentives include relief from local fees and taxes. Those that will help promote redevelopment include (a) reduction or waiver of development impact fees, (b) exemption from local taxation of the value of improvements to old and historic

properties, and (c) partial tax abatement for employment-related commercial investments that create employment opportunities in the BVCRA.

Impact-fee waivers are already being granted in the area, but the other incentives require adoption by ordinance. Items (b) and (c) would require local ordinances and perhaps additional clarifying state legislation for final implementation.

Items (b) and (c) would require local ordinances and perhaps additional clarifying state legislation for final implementation.

FUNDING FOR AFFORDABLE HOUSING PROGRAMS

A number of existing and potential sources can be used to fund affordable housing activities from land acquisition to subsidizing developers, tenants, and homeowners

Local Sources

Existing local sources include the Mayor's Revolving Loan Fund and the County Land Authority. The former is a \$500,000 fund from which low-interest loans are made to homeowners and community nonprofits for repairing existing units. Funds are administered by the KWHA.

The County Land Authority is a special countywide agency that helps fund affordable housing, recreation, and environmental-protection activities throughout the Keys. The Agency is funded largely by a special countywide Tourist Impact Tax and has current assets of some \$17 million. This asset base is growing by approximately \$2 million per year and represents a substantial source of revenues for funding the land-acquisition component for an affordable-housing delivery program. Other potential and promising local sources include TIF revenues, cruise-ship fee revenues, and revenues from a City real-estate-transfer tax.

Affordable Housing Trust Fund

The City is considering adoption of an affordable housing ordinance that would establish an "affordable housing trust fund." Revenues from a new real-estate-transfer tax, cruise ship fees, and the tax-increment mechanism all can contribute to this fund. Allocations from the County Land Authority have also been pursued.

The City recently allocated more than 2 million of its allocation of County Land Authority funds to purchase part of the "old fairgrounds" property on North Roosevelt Boulevard for affordable-housing use.

The objective is to create and maintain a sizeable fund balance to allow the City to significantly impact local affordable housing needs, including property acquisition, new construction, rehabilitation, and assistance to renters and owners. Trust fund revenues can also be used to match or leverage state and federal grants and loans as well as to offset impact-fee waivers and other incentive costs and to leverage private investment.



State and Federal Sources

State affordable housing programs are administered by the Florida Housing Finance Corporation (FHFC). The KWHHA is the local conduit or coordinator for some state funding programs, including the State Housing Initiatives Partnership (SHIP) program.

The KWHHA receives an annual allocation of approximately \$550,000 of SHIP funds, the majority of which are currently spent on "cesspool" replacement for qualifying low-income households, which is a Keys-wide problem. Funds are also used for home-buyer down-payment assistance and repairs to homeownership units. Some SHIP funds and Mayor's Loan Fund monies will be used to leverage a Community Development Block Grant to repair several homeownership units in Key West.

KWHHA is also applying for federal HOME funds to replace 28 existing HUD Section 8 units in Bahama Village with a like number of senior rental units. KWHHA has also applied to the FHFC for a \$500,000 predevelopment loan to start 44 units of rental and ownership housing in Bahama Village to be followed by an application for HOME funds to implement the project. The FHFC is the conduit for these federal HOME funds.

Other state sources of financing for affordable housing include Low Income Housing Tax Credits (LIHTC), State Apartment Incentive Loans (SAIL), and backing of low interest mortgage loans available to first-time home buyers through private lenders. LIHTC and SAIL programs provide direct assistance to developers of rental housing for very low and low-income tenants.

The principal federal HUD funding source for redevelopment activities, including affordable housing, is the Community Development Block Grant (CDBG) program. Unfortunately, Key West is not an "entitlement" city and cannot receive annual allocations of CDBG funds. Instead, the City, through the KWHHA, must apply

repeatedly for CDBG funds in a highly competitive environment. As a result, these funds cannot be counted on as an ongoing source; however, an authority representative indicated that Bahama Village has received around \$9 million of HUD funds for housing and infrastructure improvements in the past ten years, which indicates a significant level of success.

HOPE VI

HOPE VI is a comparatively new federal HUD program that is designed to replace existing older public housing with new lower-density mixed-income private housing, and in so doing serve as a catalyst for neighborhood revitalization and resident self sufficiency. Annual funding levels are around \$500 million nationally, and a number of Florida Communities have submitted applications, several of which have received awards of funds, amounts of which can be substantial. HOPE VI monies can be used for a variety of activities, including demolition of existing public housing units, resident relocation, new housing construction, resident self-sufficiency programs, and community facilities.

Other funding sources, including low-income housing tax credits, commitments of local resources, and evidence of local development and management capability are essential ingredients of successful applications and implementation programs.

Bahama Village has over 200 units of public housing on Emma and Whitehead Streets that have been a viable source of local affordable housing for years. At the same time, land and buildings are tax exempt, are out of character with the area, and carry the stigma of public housing. HOPE VI would provide the opportunity to upgrade and privatize housing put property on the tax rolls, promote resident self sufficiency, and redevelop the neighborhood in a manner more in character with the architecture and culture of Bahama Village and Key West. Pursuit of HOPE VI funds is strongly encouraged.

A key element to success in competition for HOPE VI is the participation of a local community-based organization capable of managing the grant funds serving as a conduit for eligible persons and other entrepreneurial management functions. In Bahama Village, the BCCLT is an ideal candidate for this role. Its position as one of only two community land trusts in the state places it in a position of great competitive advantage, which should be recognized by the City.

FUNDING OF COMMERCIAL DEVELOPMENT

Bahama Village Market

This is the largest commercial facility proposed, with up to 40,000 to 60,000 square feet gross floor, more or less. It can be developed and operated by a nonprofit community development corporation (CDC), private developer, or combination. A

package of financial incentives will be needed to move the project forward, including land at well below market rate, waiver of impact fees, tax deferral, and commitments from the City to provide and improve access and utilities to the site. Direct funding sources that, in effect, subsidize development costs are limited, but developer risk can be minimized by incentives that reduce costs of land, permitting, infrastructure, and operations. Parking facilities and transit services can be provided or subsidized by the City.

CES Building

Renovation of this 10,000-square-foot building as a museum, crafts, and/or training center could be financed as a special community project by CES and then leased or sold to a private operator or leased to individual tenants. A private developer is unlikely to take on the challenge of starting from scratch without at least being able to acquire the property for a nominal amount or with a low-cost, deferred-payment loan together with other incentives as indicated for the Bahama Village Market.

Culinary Center/Conference Center

Renovation and reuse of the 16,500-square-foot US Navy mess hall facility as a Bahamian restaurant food-preparation training center and conference facility to support the local tourist industry can be financed by a combination of local sources. It can be developed and operated as part of the local community-college system, with acquisition, development, and some operating funds provided from a combination of TIF revenues, cruise-ship fee revenues, and tourist-tax revenues. Operating costs will also be offset by individual tuition fees, user fees paid by resorts, hotels, and restaurants that use the facility for staff training, and from income generated by catering services and conference center usage fees.

Small-business Development

Financial assistance for new and expanding small businesses is available from the US Small Business Administration (SBA) through its 7(A) and 504 Loan Programs. Under the 504 Program, SBA assistance is in the form of a below-market second mortgage loan covering up to 40 percent of total project cost.

SBA 504 loans can be used for real-property acquisition, new construction, renovation and expansion of existing buildings, and purchases of capital equipment. SBA 7(A) loan guarantees can also be used for working capital and inventory purchases. The type of program best suited to an individual business will vary, but these loans can apply to a wide variety of businesses, including restaurants, attraction and transit operators, and crafts manufacturing.

Local tax-increment revenues and other sources available to the City and Redevelopment Agency could be used to help secure and collateralize first- and second-mortgage loans in the form of a deferred-payment third mortgage, which could convert to a grant, where new taxes generated by the business activity equaled or exceeded the amount loaned. The lender would qualify the borrower.

FUNDING OF STREETSCAPE IMPROVEMENTS

Four principal funding sources for streetscape improvements are identified in Table 6.

1. Tax-increment revenues
2. Cruise ship revenues
3. CDBG funds
4. Intermodal Surface Transportation Efficiency Act (ISTEA) funds

ISTEA is administered in Florida by the Department of Transportation. Funds may be used for landscaping and related aesthetic improvements and for facilities that promote alternative modes of transportation, including sidewalk improvements and bike racks.

FUNDING OF INFRASTRUCTURE AND PUBLIC FACILITIES.

Infrastructure and public facilities cover a wide range of activities, from roads to parks and therefore cause a number of funding sources to come into play, most of which are local. Basic infrastructure – roads, drainage, water supply, and sewage disposal – can be financed by a variety of sources, primarily the City's General Fund, Capital Improvement Program for public works, and Infrastructure Surtax revenues. For example, the City has scheduled \$3.8 million for sewer system rehabilitation from FY97-FY99 in District "A", which includes Bahama Village. Federal CDBG and HOPE VI funds can also be used for road, drainage, water, and sewer improvements.

Another potential funding source for road improvements port-related roads in the Bahama Village area is the Florida Ports Council, which provides funding for port-related improvements, including road access, through its Florida Seaport Transportation and Economic Development (FSTED) program. The City of Key West has already received 50/50 matching funding for improvements in the Bight area and is applying for \$8.2 million of matching funds over five years for improvements in the Truman Annex area beginning in FY99-2000. Current funding is providing some \$700,000 for improvements to Palm Avenue, Grinnell Street, and Caroline Street in the Bight area. An estimated \$2 million of the new \$8.2 million grant application would be used for road improvements leading to the Outer Mole.

The Redevelopment Plan includes provision for recreation facilities and open spaces, which are candidates for funding by tourist-tax revenues and the County Land Authority.

FUNDING FOR CAPACITY BUILDING

Capacity building is an essential part of Bahama Village redevelopment. Activities include job training, financial counseling to homebuyers, business planning and management training for small-business owners; and operation and maintenance of training and community service facilities such as the "band room", CES building, and Culinary Center. Principal funding sources for these activities are:

1. Tax-increment revenues
2. Cruise-ship fee revenues

3. Affordable-housing trust fund (proposed)
4. CDBG funds
5. HOPE VI funds

All applicable funding sources should be layered whenever possible to have maximum impact on all redevelopment needs and activities and to minimize reliance of any individual source.

Table 12 - Tax-increment Revenue Projections for New Development in the BVCRA and BRACC Areas (\$ Millions)

Year	Existing CRA ¹			BRACC - Phase I ²			BRACC - Phase 2 ³			Total Area		
	Ann. Val. (\$ mil.)	Cum. Val. (\$ mil.)	Tax Incr. (\$mil.)	Ann. Val. (\$ mil.)	Cum. Val. (\$ mil.)	Tax Incr. Revs. (\$)	Ann. Val. (\$ mil.)	Cum. Val. (\$ mil.)	Tax Incr. Revs. (\$)	Ann. Val. (\$ mil.)	Cum. Val. (\$ mil.)	Tax Incr. Revs. (\$)
1998												
1999												
2000	1.35	1.35	12,178	1.44	1.44	12,989	1.28	1.28	11,546	4.07	4.07	36,713
2001	1.38	2.73	24,626	1.48	2.92	26,340	1.31	2.59	23,363	4.17	8.24	74,329
2002	1.42	4.15	37,435	1.51	4.43	39,961	1.35	3.94	35,540	4.28	12.52	112,936
2003	1.45	5.60	50,514	1.55	5.98	53,942	1.38	5.32	47,988	4.38	16.90	152,444
2004	1.49	7.09	63,955	1.59	7.57	68,285	1.41	6.73	60,708	4.49	21.39	192,948
2005	1.53	8.62	77,757	1.63	9.20	82,988	1.45	8.18	73,787	4.61	26.00	234,532
2006	1.57	10.19	91,918	1.67	10.87	98,052	1.49	9.67	87,228	4.73	30.73	277,198
2007	1.60	11.79	106,351	1.71	12.58	113,478	1.52	11.19	100,938	4.83	35.56	320,767
Cummul.			464,734			496,478			441,098			1,401,867

¹ Based on 150 new housing units and 10,000 square feet of new commercial development only; taxable value spread over 10 years beginning in year 2000.
² Based on 75 new housing units and 67,000 square feet of new commercial development; taxable value spread over 10 years beginning in year 2000.
³ Based on 100 new housing units and 38,500 square feet of new taxable commercial development; taxable value spread over 10 years beginning in year 2000.

Note: These tax-increment-revenue projections should be added to those for the current BVCRA tax base (Table 11 of report).

Table 13 – Summary of Potential Funding Sources

Source/Type	Affordable Housing	Economic Development	Streetscape Improvements	Infrastructure and Public Facilities	Capacity Building
<u>Local</u>					
Tax-increment Revenues	X	X	X	X	X
Cruise Ship Fees	X		X		X
Tourist-tax Revenues		X		X (Rec)	
Real-estate-transfer Tax	X				
Infrastructure Surtax		X		X	
Incentives	X				
Mayor's Loan Fund	X				
General Fund/CIP					
Florida Keys Aqueduct Authority				X	
CES				X	
County Land Authority		X		X	
<u>State/Federal</u>				X (Rec)	
CDBG	X		X	X	X
SBA 7(A) Loan Guarantees		X			
SBA 504 Loans		X			
HOME	X				
HOPE VI	X				
SHIP	X			X	X
SAIL	X				
LIHTC	X				
Mortgage Bonds	X				
ISTEA	X				
Florida Ports Council			X	X	

Table 14 - Preliminary Estimates of Development Cost and Taxable Value Factors for the BVCRA and BRACC Areas

Item	Existing CRA	BRACC Phase I	BRACC Phase 2	Total Area
New Housing				
Number of Units	150	75	100	325
Development Cost including Land (\$ mil.)	12.75	6.75	9.00	28.50
Taxable Value including Land (\$ mil.)	12.00	6.00	8.00	26.00
New Commercial Projects				
Building Floor Area	10,000 ³	67,000	55,000 ⁴	132,000
Development Cost including Land (\$ mil.)	1.25	7.04	5.28	13.57
Taxable Value including Land (\$ mil.)	1.50	8.38	4.81	14.69
Public Improvements				
Infrastructure Cost (\$ mil.)	2.97	1.95	1.58	6.50
Streetscape Costs (\$ mil.)	0.75	0.50	0.25	1.50

¹ Replacement of existing public housing units; continued infill in existing CRA factored into general TIF tax/base revenue estimates.

² Homestead exemption taken for all units @ \$25,000/unit.

³ CES building

⁴ Includes 16,000 square feet existing mess hall to be redeveloped into a culinary/conference center, assumed not taxable

⁵ Includes roads/utilities @ \$500/ft and public open spaces.

Table 15 - Tax-increment Revenue Projections

Year	Current Tax Base ¹			Proposed Development ²				Total Tax-increment Revenue (\$)
	Total (\$ million)	Increase Over Base Year (\$ million)	Tax Increment Revenues (\$) ³	Annual Value (\$ million)	Cumulative Value (\$ million)	Tax Increment Revenue (\$) ³		
1998	59.4	12.9	122,900	--	--	--	122,900	
1999	64.8	18.3	173,800	--	--	--	173,800	
2000	70.6	24.1	228,800	3.00	3.00	28,500	257,300	
2001	77.0	30.5	289,600	3.08	6.08	57,700	347,300	
2002	83.9	37.4	355,100	3.15	9.23	87,600	442,700	
2003	88.1	41.6	395,000	3.23	12.46	118,300	513,300	
2004	92.5	46.0	436,800	3.31	15.71	149,200	586,000	
2005	97.1	50.6	480,500	3.39	19.10	181,400	661,900	
2006	102.0	55.5	527,000	3.48	22.58	214,400	741,400	
2007	107.1	60.6	575,400	3.57	26.15	248,300	823,700	
Cumulative Revenues	N/A	N/A	3,584,900	N/A	N/A	1,085,400	4,670,300	

¹ Includes existing development and improvements as would be made under normal trends other than "proposed development;" 9.0 annual percentage rate of increase for 1998 -2002; 6.0 percent thereafter.

² Housing and commercial developments identified in this report totaling approximately \$30 million of taxable value spread over 10 years in equal increments; 2.5 percent annual appreciate rate.

³ Based on current combined city and county millage rate of 9.4952.

Community Impact Assessment Statement

OVERVIEW

The Community Impact Assessment Statement for the 1998 Plan must not only assess the effects of new programs, projects, and regulations within the existing and proposed boundaries, but also those impacts from outside sources that could affect the viability of the CRA and its planned update. To the extent that such impacts are known, they have been assessed here. The 1998 Plan specifically incorporated those applicable portions of the City's Comprehensive Plan, the Bahama Village Design Charette, the Land Development Regulations, and the adopted Truman Annex Base Reuse Plan. Of these planning documents, the Base Reuse Plan is the one with the greatest potential for impacts on Bahama Village.

Due to the interactive, community/citizen-workshop approach to creating the Base Reuse Plan and the active participation of Bahama Village residents and groups the Base Reuse Plan reinforces many of the concepts and programs of Bahama Village and the CRA. For example, the Base Reuse Plan supports the following key concepts of the BVCRA development and housing needs of Bahama Village:

1. Creation of job and job-training opportunities within the BRACC lands.
2. Provide opportunities for affordable-housing construction.
3. Provide access to the waterfront for Bahama Village residents.
4. Provide various commercial venues for Bahama Village based businesses and residents.
5. Provide opportunities for nonautomobile access to the waterfront, Bahama Village, and other parts of the City.
6. Propose a street and development pattern that is reflective of the historic land-development patterns established in Bahama Village.
7. Provide greenway open-space connections from Bahama Village to open-space areas of the Truman Annex BRACC properties.

The 1998 Plan supports these Base Reuse Plan concepts and components for the BVCRA, with certain small refinements that further bring the two plans into synchronization. For instance, the 1998 Plan recommends the following:

1. Provide a parking area adjacent to the Key West Battery to minimize parking impacts on surrounding neighborhoods and provide a parking area for nearby businesses on Petronia Street.
2. Identify Petronia Street as the major commercial-corridor entrance into Bahama Village and the BRACC lands beyond, especially the Bahama Village Market area.
3. Provide a series of one-way streets to provide multiple points of entry and exit from Bahama Village and the BRACC Truman Annex Mole Areas so that the automobile traffic passing through Bahama Village can be accommodated with acceptable impacts on the community.

Wastewater.

Two extensive City wastewater collection system replacement projects will affect the redevelopment plan and residents in Bahama Village - the Duval Street project presently underway with completion expected in December 1998; and the District A project, which should commence in mid-July 1998 with completion expected in 12 months.

A number of streets in and immediately adjacent to Bahama Village will be excavated to replace piping, with subsequent repaving. This work will have initial negative impacts on traffic circulation in the area but will also provides opportunities for implementing some of the proposed improvements to the roadway system, including surfacing and directional changes.

Substantially-improved, wastewater-collection facilities will result from the work, including major reductions in groundwater infiltration and rerouting of wastewater directly to the treatment plant. This will result in increased wastewater capacity in the Bahama Village area; however, the project budgets do not include funding for roadway surface restoration, which must be addressed.

The extension of the CRA area into the BRACC area and the development envisioned by both the Base Reuse Plan and 1998 Plan will require the construction of extension new sewer and water systems. The Base Reuse Plan has estimated that water and sewer throughout that area, including areas beyond the CRA area, will total at least 3 million dollars.

In relationship to that area identified in the Base Reuse Plan as both Phase I and Phase II, the estimates of cost are contained in the economic analysis of the 1998 Plan. They were based on the application of a cost of \$500 per lineal foot for road surface, water, sewer, and drainage to complete the necessary infrastructure to serve both Phase I and Phase II. The results of the economic impact section of the 1998 Plan indicate that the improvements will have to be paid for by a combination of TIF funds, grant funds, and funds allocated by the City from other sources, including ad valorem tax.

Potable Water

The Florida Keys Aqueduct Authority (FKAA) plans only one capital-improvement project in Bahama Village - replacement of the water line into the Fort Street Apartments with a new, larger one; however, FKAA is ready to respond if the Navy requests installation of a new, 12-inch water main down Truman Avenue into the Base, which would require considerable street work, causing interruption to traffic flow in the immediate area, but also potentially providing opportunities for improvements to the BRACC property.

Electricity

The improvement of electrical service to the Base Reuse Plan areas will be born by City Electric System and charged back to customers in the overall rates for that area and as development occurs. The electricity improvements will most likely occur in two phases with minimal service to certain areas provided prior to the start of major development and the extension of service to development as it occurs.

The execution of the Bahama Village plan with regard to Angela Street will require the movement of some electric transformer equipment to accommodate the roads or the improvement of Angela Street and to provide for the reuse of the city electric plant so that had to both Angela Street and Geraldine St.

Solid Waste

The City of Key West is currently served via a franchise agreement with provide waste collection, which is then incinerated at the City-owned Southernmost Waste to Energy facility (SWTE) on Stock Island. From there, the ash is transported to Broward County.

The solid waste generated by the infill within the existing CRA boundary outside of the BRACC properties will be quite small as the area is nearly built out and can be easily accommodated by the existing franchisee without any upgrade of facility. With the acquisition of the BRACC properties and their inclusion in the CRA, there will be no immediate impact on solid waste with the exception of those buildings to be demolished having to have a construction waste moved through another part of the waste-disposal system. There is sufficient capacity to deal with this issue.

As these lands develop at the intensities envisioned by the Base Reuse Plan and the 1998 Plan, additional trucks and personnel will be required. This will be subject to specific negotiation with the franchisee.

Transportation

The analysis of transportation impacts of the 1998 Plan are diverse. The 1998 Plan assumes that the Base Reuse Plan will become a reality and that the improvements to the transportation made possible by the Base Reuse Plan will, together with the implementation of the 1998 Plan, provide several new avenues for access to the Base Reuse Plan area and Bahama Village.

The Base Reuse Plan's Table 6.1 provides trip-generation estimates for the final Base Reuse Plan. The areas of the 1998 Plan that are within the Base Reuse Plan area are illustrated in that table with reference to trip generation. The 1998 Plan does not allocate more development to the Base Reuse Plan area or to Bahama Village than was envisioned by the Base Reuse plan, and, therefore, no additional traffic impact is foreseen.

The distribution of the trips generated by the Base Reuse Plan area/CRA Phase I and II expansion will be accommodated on the existing streets of Bahama Village and the use of Southard Street, Angela Street, and Olivia Street, and Truman Avenue as major access points will distribute that traffic widely over Bahama Village streets. The north-south streets will continue to remain internal circulation for Bahama Village and provide additional access to the major east-west routes into Bahama Village, the Base Reuse Plan area, and the remainder of the city.

The traffic impact of the infill housing within the original CRA of Bahama Village is limited to an estimated 25 units. These 25 units will be widely scattered throughout Bahama Village and will create an estimated 250 daily trips over a long period of time, which is estimated to be between 2 and 10 years. The existing street network is capable of handling that amount of traffic.

The impact from the redevelopment of office social services economic development and other marketplace improvements is documented in the Base Reuse Plan and is not negatively affected or increased by the 1998 Plan. The two projects that are social services and economic development type in Bahama Village are the reuse of the CES Building and the Douglass School Band Room. In total, these are estimated to be not more than 15,000 square feet in size. If the generation rate of the Base Reuse Plan analysis is also used for these buildings, the external daily trips are estimated as being the following:

1. ADT – 211
2. Pedestrian/bicycle portion – 85
3. Net external daily trips – 126

Using the same criteria, the estimated external p.m. trips are equivalent to 10 percent of the external daily trips. They are:

1. PM – 21
2. Pedestrian component – 9
3. Net – 12 external pm trips

The traffic impact of the commercial infill along Petronia Street is indeterminate at this time due to the lack of information regarding the type of commercial facility that could occur and when it could occur. At present, the street network is sufficiently under capacity and at acceptable levels of service where this infill could be easily accepted.

HOUSING - SEE HOUSING SECTION OF THIS PLAN

NATURAL ENVIRONMENT/ENVIRONMENTAL CLEANUP

Natural Environment

The natural environment in Bahama Village is entirely altered by residential and commercial development; however, numerous landscape trees provide shade and habitat for birds and gives areas of the community a lush character.

The 1998 Plan together with the Base Reuse Plan promote extensive new vegetation to be placed along major street corridors, in areas of new pocket parks adjacent to some existing facilities within the existing Bahama Village area, and in the Base Reuse Plan area. These new greenways and parks will provide new venues for drainage solutions that will create new green areas for urban animal species such as birds and other small animals.

Water Quality

All new development within Bahama Village as it exists now and within the Phase I and Phase II areas must comply with the City's Comprehensive Plan and LDR's as well as the SFWMD regulations when that threshold of development is reached. The projected new landscape areas will also serve as drainage retention and improvement areas so that all requirements of the Comprehensive Plan are met.

Environmental Cleanup

There are very few land uses within the existing Bahama Village boundaries that would be likely to generate hazardous wastes or require cleanup. Only the abandoned CES generating plant is listed in federal and state databases. CES reports that the site has been assessed, cleanup of contamination from leaking underground storage tanks (LUST's) has been certified as complete by the Florida Department of Environmental Protection, and abatement of lead-paint contamination has been estimated to cost \$400,000.

Several sites have been identified as requiring environmental testing and possible remediation on the BRACC property proposed by this plan to be incorporated within the Bahama Village boundaries. Groundwater and soil studies have been proposed for the following sites:

- Seminole Battery - location of former underground fuel-storage tanks under asphalt just southwest of the Battery and racks formerly used for greasing equipment northwest of the Battery.
- Equipment Repair Shop - the building located near Dekalb Avenue between Petronia and Angela Streets and a former hazardous waste storage area to the southeast of that building.
- Mess Hall - location of a former motor pool lubrication area to the northeast of the building.

The Navy must identify all property not of concern environmentally before it can be conveyed to the City; therefore, these studies should be completed, along with any required cleanup, before Bahama Village redevelopment projects commence in this area.

HISTORIC AND ARCHAEOLOGICAL RESOURCES

The historic resources of the existing Bahama Village area are well known and documented in the 1991 Plan and 1995 Plan. Significant changes to those historic resources have not occurred with the exception that historic houses and businesses have been upgraded according to approvals provided by the historic and restoration commission of the City of Key West. There are few historic resources within the Phase I and Phase II expansion areas into the Base Reuse Plan area. Those are well documented in the final Base Reuse Plan and none of the proposals of the 1998 Plan will negatively impact those resources.

As to archaeological resources, those have been documented by the Base Reuse Plan and the previous CRA plans. They have been found to be nonexistent in these locations.

The historic Key West Battery is slated for restoration and reuse as a historic monument in both the Base Reuse Plan and the 1998 Plan.

ECONOMIC RESOURCES

The Base Reuse Plan documented the economic impacts to be forthcoming from the redevelopment of the Truman Annex mole area, including the areas identified as Phase I and Phase II expansions of the Bahama Village CRA. The 1998 Plan does not negatively affect or change any of those projections. The economic analysis section of this report identifies the expected economic impact and revenue generation associated with the 1998 Plan. Please refer to that portion of the 1998 Plan for description of its forthcoming impacts.

SPECIAL CONSIDERATIONS

Comprehensive Plan

The 1998 Plan encompasses and reflects policies of the Comprehensive Plan that support the Bahama Village CRA. Specific sections of the 1998 Plan make recommendations for amending the Comprehensive Plan and LDR's to better implement the goals and objectives of the Bahama Village CRA.

Special Zoning Districts

There are no special zoning districts that apply to the existing Bahama Village CRA area or the Phase I and Phase II area, including airport district or flood district other than those that are shown on the special flood-zone maps. Special flood-zone maps identify much of the CRA area as within minimal to moderate flood zones.

Adjacent Municipalities and County

There are no adjacent municipalities to the Bahama Village area. There are no expected effects on the county resulting from the implementation of 1998 Plan as it is a neighborhood of the City of Key West and not a proposal for a new town or city.

Shoreline Access

The 1998 Plan, as discussed in the Goals and Objectives section and Overview section, will provide, along with the Base Reuse Plan when fully implemented, additional shoreline access for the residents of Bahama Village.

Transit Access

The specific parts of the Urban Design Framework and the Transportation Framework provide for increased use of transit by those coming to Bahama Village, passing through it, and Bahama Village residents themselves. The specific requirements for implementing the 1998 Plan are contained in the Project Priorities List.

Energy Consumption Reduction

The 1998 Plan recommends increased usage of transit facilities that will, in turn over time, result in energy reduction practices of importance to the local regional economy.

Public Recreation

The site plan and Urban Design Framework plan indicate the location of the significant open space and public-recreation areas within Phase I and Phase II expansion areas. The implementation of the Base Reuse Plan in concert with the 1998 Plan will increase the amount and quality of public recreation areas for the citizens of Bahama Village.

Coordination

Copies of the 1998 Plan have been sent to the agencies of the City and those state and county agencies having an interest in the redevelopment area.

CITY SERVICES

Solid Waste

The City has excess solid-waste-treatment capacity, which can serve additional growth that could result from the proposed plan.

Appendices

PROJECT LIST FOR 1995 BAHAMA VILLAGE REDEVELOPMENT PLAN

NO.	PROJECT	AGENCY	DESCRIPTION	PURPOSE	YEAR TO BEGIN	CAPITAL COST
I. TRANSPORTATION/ROADWAY PROJECTS						
A.1	NEW TRAFFIC CIRCULATION	City	Install street signs, adjust traffic signals to create an alternating system of one-way streets.	Deter outside traffic from entering the residential streets and allow subsequent projects to create more efficient use of the streets for resident parking, traffic flow, and pedestrians. Neighborhood meetings should be held to discuss specific street improvements.	2	\$20,000
A.2	ANGELA STREET, EXTENSION	City	Extend Angela Street to Fort Street.	Facilitate circulation. Coordinate with reuse of CES property and surplus of Navy property.	2	\$100,000
A.3	ANGELA STREET, LANDSCAPE, PARKING, AND SIDEWALK	City	Add landscape islands to define parking areas, and add sidewalk.	Enhance pedestrian safety and provide transition from the residential scale of the homes on the south side of the street to the void of the parking to the north. The development of a streetscape on Angela Street will further define the northern edge of the neighborhood.	3	\$200,000
A.4	PETRONIA ST. LIGHTING	City	Install additional lighting	Encourage redevelopment of adjacent properties.	2	\$20,000
A.5	OLIVIA STREET, LANDSCAPE & PARKING	City	Add landscape islands to define parking areas and add sidewalk.	Create more efficient use of the streets for resident parking, traffic flow, and pedestrians.	4	\$300,000
A.6	TRUMAN AVE, LANDSCAPE & PARKING	City	Between Whitehead and Fort Streets, add landscape islands to define parking areas, and add sidewalk.	Create more efficient use of the streets for resident parking, traffic flow, and pedestrians.	3	\$300,000
A.7	JULIA STREET LANDSCAPE, PARKING, AND SIDEWALK	City	Add landscape islands to define parking areas, and add sidewalk.	Create more efficient use of the streets for resident parking, traffic flow, and pedestrians.	4	\$250,000
A.8	VIRGINIA STREET, LANDSCAPE & PARKING	City	Add landscape islands to define parking areas and add sidewalk.	Create more efficient use of the streets for resident parking, traffic flow, and pedestrians.	5	\$250,000
A.9	AMELIA STREET	City	Add landscape islands to define parking areas and add sidewalk.	Create more efficient use of the streets for resident parking, traffic flow, and pedestrians.	4	\$250,000
A.10	LOUISA STREET	City	Improve paving and sidewalks.	Enhance quality and safety.	5	\$100,000
A.11	FORT STREET EXTENSION	City	Extend to Angela Street.	Improve traffic circulation by linking adjacent areas. This will enhance movement of people and emergency vehicles.	2	\$100,000
A.12	FORT STREET SIDEWALKS	City	Remove discontinuities on the SW'ly side and on the other side, add new sidewalks to connect to existing sidewalks.	Facilitate pedestrian movement and safety.	2	\$50,000
A.13	FORT STREET WIDENING	City	Widen the street to allow street-side parking and landscaping of shade trees to create new and enhance existing parking areas.	Improve pedestrian mobility and general quality of life.	5	\$400,000
A.14	CONNECTION TO FORT TAYLOR ACCESS		If the City is successful in acquiring the Navy land when it is surplus, Fort Street should then be extended to the access road to Fort Zachary Taylor State Park.	Enhance access with the Shipyard Condominium, improve emergency access to both neighborhoods, and the isolated aspect of the area and the CES building.	3	\$50,000
A.15	NEW ACCESS TO FORT TAYLOR		Extend access from Fort Street between Olivia and Petronia Streets.	This will greatly reduce the distance to the park for residents of Bahama Village.	6	\$100,000

A.16	EMMA STREET LANDSCAPE & PARKING	City	Add landscape islands to define parking areas and add sidewalk.	Create more efficient use of the streets for resident parking, traffic flow, and pedestrians.	3	\$400,000	
A.17	CHAPMAN LANE LIGHTING	CES	Improve lighting.	Improve security	1	\$10,000	
A.18	CHAPMAN LANE	City	Install sidewalk, resurface and correct drainage.	Correct existing drainage problem and enhance character.	1	\$20,000	
A.19	HOWE STREET	CES	Improve lighting.	Improve security.	1	\$10,000	
A.20	TRANSIT	City/PATA	The PATA Board hold annual meetings in the community.	To enhance the comfort of the transit system for people going to places of employment and shopping in the major shopping centers on North Roosevelt Blvd.	Ongoing	No cost	
A.21	BUS SHELTERS	City/PATA	Install covered bus shelters.		Coordinate with street improvements	\$5,000	
A.22	PARKING CONTROL	City	Develop and implement a plan to avoid parking conflicts.	To reduce traffic in residential areas and improve the quality of life for residents.		No capital cost	
B. AMENDMENTS TO LAND DEVELOPMENT REGULATIONS							
B.1	ALLOW NONRESIDENTIAL USES THROUGHOUT THE HMDR DISTRICT	City/Planning Dept.	<p>Rezone to HMDR-1. Criteria for permitted uses:</p> <p>5. Use or accumulation of permitted uses will not be adverse to the predominant residential character such as barber shops, beauty salons, grocery stores of less than 2,000 sq ft, general stores of less than 5,000 sq ft, laundromats, professional offices of less than 500 sq ft</p> <p>6. Location Criteria to assure adequate separation. Historic pattern was to have commercial at street corners and thus new commercial could be no further than 51 ft from a street corner and no more than one business per property</p> <p>7. Mix with residential uses (50% would be residential).</p> <p>8. Allow accessory attached or detached units within the HMDR district. Limits would be:</p> <p>9. No more than 25% off total floor area</p> <p>10. No more than 500 sq ft floor area</p> <p>11. Principle property must be single-family home</p> <p>11. Not more than one per property</p> <p>Change to HCT and modify HNC-3</p>	Provide economic opportunity for small businesses and reflect the historic land use pattern as reflected on the Sanborn Maps.	1	No capital cost	
B.2	ACCESSORY UNITS	City/Planning Dept.		Increase housing affordability and opportunity and financial benefit to homeowners.	1	No capital cost	
B.3	PETRONIA & EMMA STREET ZONING	City/Planning Dept.	Change to HNC-3	Accommodate efforts to maximize commercial activity on Petronia Street and link Petronis Street with a common zoning designation.	1	No capital cost	
B.4	REZONE CES BLDG (AREA BOUNDED BY ANGELA STREET, PETRONIA STREET 100' WEST OF EMMA STREET, AND FORT STREET	City/Planning Dept.	Change to HNC-3	Encourage through incentives the use of innovative land-planning and development techniques to create more desirable and attractive development on this parcel.	1	No capital cost	
B.5	EXTEND THE HISTORIC DISTRICT	City/Planning Dept.	Extend to the district boundary to include the blocks bounded by Angela, Emma, Petronia, and Fort Streets.	Recognize the historic structures in this area.	2	No capital cost	

B.6	REVISE STANDARDS	City/Planning Dept	Rewrite land development regulations to tailor the standards to the historic patterns unique to this community. Revisions would apply to setbacks, densities, permitted uses, and other standards that do not match the historical pattern in the community.	Reduce extent of nonconforming uses and thus enhance historic preservation. The security of building back will enhance financial opportunities and insurance obligations. This would also reduce the expense of renovation expenses required to conform to the regulations.	1	No capital cost
B.7	REVISE STANDARDS APPLICABLE TO NONCONFORMING STRUCTURES DEEMED CONTRIBUTING STRUCTURES	City/Planning Dept.	Revise land development regulations to the reconstruction of structures that contribute to the historic district. Applicable revisions would include but not be limited to density, permitted uses, setbacks, and heights.	Avoid the possibility that the zoning could actually, over time, change the historical pattern of development.	1	No capital cost
C. PHYSICAL REDEVELOPMENT						
C.1	SELECTIVE DEMOLITION, CLEARANCE, REPLACEMENT, MAJOR RENOVATION	City/Code Enforcement & private	Area bounded by Angela St., Emma St., Petronia St., and Fort St. Extensive cooperation with the property owners would be needed. This could be offered with programs to assist in the cost of repairs.	Remove substandard and incompatible structure types and inconsistent land uses to create an area for increased housing or commercial enterprises.	2	\$50,000
C.2	CES DIESEL BUILDING	CES/private	Redevelop for adaptive commercial uses by seeking	To convert an unused building into a productive property.	2	No capital cost
C.3	CODE ENFORCEMENT	City/Code Enforcement	In a cooperative and informative effort, work with property owners and renters to identify building conditions that are not in conformance with the Building Code. Cooperation with property owners will be imperative but this program should not be seen as rewarding recent illegal activity.	Identify deleterious condition for owner-occupied units & upgrade the condition of the existing renter-occupied housing stock. Assist in establishing priority buildings for redevelopment and renovation.	Ongoing	No capital cost
D. PUBLIC INFRASTRUCTURE						
D.1	SEWER LIFT STATION A	City	Improve appearance and air quality	Reduce impact on the neighborhood	1	\$5,000
D.2	STORM & SANITARY SEWERS	City	Increase services and correct deficiencies.	Improve the capacity of storm and sanitary systems within the neighborhood.	Coordinate with road projects	
D.3	FIRE WELLS & HYDRANTS	City/Fire Dept.	Continue to install fire wells and hydrants at regular intervals throughout the neighborhood and advise residents of possible reductions in insurance premiums.	Enhance safety and fire protection by increasing water flow and augmenting fire hydrants and reduce insurance costs to the residents.	Coordinate with road projects	
E. RECREATIONAL PROGRAMS AND CULTURAL ENHANCEMENT						
E.1	ACQUIRE SEMINOLE MORTAR BATTERY	City/US Navy	The City shall undertake a cooperative effort with the Federal Government to transfer this historic site to the City and initiate preservation and enhancement activities.	Increase recreation opportunities, reduce the "containment" of the community, and increase economic opportunities for the adjacent properties.	1	Not available
E.2	IMPROVE SEMINOLE MORTAR BATTERY PARK	City	Create a passive park.		3	\$100,000
E.3	DETERMINE RECREATION NEEDS	City/Neighborhood	Survey residents. This could take any of several formats: mailed surveys, door-to-door surveys, a survey booth at recreational facilities, or survey forms published in local publications or handed out by neighborhood groups.	To identify the priorities of the community for facilities and recreation activities. This could help identify a program for the Seminole Mortar Battery Park.	1	\$10,000
E.4	SINAGE FOR HIORIC LANDMARKS	City/Main Street Program	Cornish Memorial AME Church, the St. Stephens AME Zion Church, Bethel AME Church, the St. James Missionary Baptist Church, the Newman United Methodist Church, and other	Foster community pride and enhance commercial opportunities in the neighborhood and become part of published literature for tours of the City.	1	\$10,000

E.5	HISTORICAL SOCIETY	City/Neighborhood	facilities need to be identified. Establish a neighborhood historical society to identify historic landmarks in cooperation with Historic Florida Keys Preservation Board and Historic Architectural Review Commission.	To record community history before it is lost, and make this history available to the public.	Ongoing	No capital cost
E.6	LOCAL BLACK HISTORY MUSEUM	City	Douglass School Band Room building. Renovate and adapt for museum for art and history.	Promote community's heritage and serve as the archive for the cultural and historical information about the black community.	2-3	Not available
E.7	ACCESS TO FORT TAYLOR	City/State	Develop a fee structure that facilitates regular access by the youth the entire city.	Increase recreation opportunities.	1	No capital cost
F. PUBLIC SAFETY						
F.1	DEVELOP LAW ENFORCEMENT PROGRAM INVOLVING RETIRED OFFICERS AND RESIDENTS	City/Police Dept./Neighborhood	The expertise of the retired officers could help the residents to understand the best ways to work with the Police Department.	Increase public safety.	Ongoing	No capital cost
F.2	MAINTAIN COMMUNITY-BASED POLICING PRACTICES	City/Police Dept.	Reinforce present crime-watch activities.	Increase public safety by improving communication with the community.	Ongoing	No capital cost
F.4	RE-ESTABLISH COMMUNITY RELATIONS DEPARTMENT	City/Police Dept.	Workshops/seminars on human relations and sensitivity training. Police-sponsored local youth sports teams.	Improve cooperation and communication between the police and the community.	Ongoing	No capital cost
F.5	POLICE SUBSTATION	City/Police Dept.	Maintain a police substation at the Frederick Douglass Community Center in order to implement the community policing task force.	Improve cooperation and communication between the police and the community.	Ongoing	No capital cost
F.6	FOOT PATROLS	City/Police Dept.	Increase level of police protection through the use of foot and bike patrols.	Improve cooperation and communication between the police and the community.	Ongoing	No capital cost
G. FINANCING & INSTITUTIONAL						
G.1	ESTABLISH CITY COMMISSION AS REDEVELOPMENT AGENCY	City	F.S. 163.357 allows the City Commission to declare, by resolution, itself to be the redevelopment agency	To establish and retain the powers of a redevelopment agency to implement projects and programs.	1	No capital cost
G.2	NEIGHBORHOOD ADVISORY BOARD	City	This would be a board appointed by the redevelopment authority to provide a forum for regular public participation.	To facilitate public participation and advise the redevelopment authority.	1	No capital cost
G.3	OBTAIN HOPE AND HOME PROGRAM HOUSING TRUST FUNDS	KWHA	Participate in competitive financing by HUD.	To assist residents with the costs of repairs and home improvements.	Ongoing	No capital cost
G.4	OBTAIN DCBG FUNDS	City	City continue to apply for these funds.	Obtain funds to pay for facilities in the area.		

G.5	TAX ABATEMENTS			Improvements to historic structures may receive special property tax benefits. This program should be made available to many participants due to the many historic structures. This would require the City and County to pass local ordinances.	Reduce the adverse tax results when a property is improved.	Ongoing	No capital cost
G.6	LOCAL BANK FUNDING CONSORTIUM	Private		Private bands develop loan programs specific to this neighborhood. These should acknowledge and individual's long-term residence in the community.	Open traditional financial mechanisms to long-term residents.	1	No capital cost
G.7	AFFORDABLE HOUSING TASK FORCE	City		Establish a representative task force to work with the City Planning Department and CDO.	Administer the use of housing trust dollars and review regulation and its impact on affordable housing issues.	Ongoing	No capital cost
G.8	MAYOR'S REVOLVING LOAN FUND	City		Continue Mayor's Revolving Loan Fund.	Allow local community groups to seek funding for small improvement funding cycle.	Ongoing	No capital cost
G.9	COMMUNITY LAND TRUST	Private/Neighborhood		Establish a Community Land Trust. First, initiate liaison with the Institute for Community Economics for technical assistance and participation in a revolving loan fund.	Provide institutional framework for the citizens in the community to effect private change.	1	No capital cost
G.10	MAIN STREET PROGRAM	City/Business community		Continue this program and provide support for operation.	Continue to assist in the improvements throughout the community.	Ongoing	No capital cost
G.11	PROMOTE EVENTS IN THE COMMUNITY	City/Business/Tourist Development Council		Promote community, street-side events such as First Saturday and the Goombay Festival that attract tourists.	Provide opportunities for individuals to develop business experience by allowing micro-enterprise opportunities and provide opportunities for local fund raising.	Ongoing	No capital cost

CITY OF KEY WEST
COMMUNITY REDEVELOPMENT AGENCY
MEMORANDUM

DATE: May 20, 1996
TO: Bahama Village Community Redevelopment Plan (BV-CRP)
File
FROM: Community Redevelopment Agency (CRA)
RE: Strategic Action Memorandum No. 1

A. INTRODUCTION

On November 14, 1995, the City of Key West Community Redevelopment Agency conducted a workshop on the draft Bahama Village Redevelopment Plan, dated July, 1995, as prepared by Thaddeus Cohen Architect and Sienna Leon Architect. At that workshop, it was generally agreed that the draft plan was conceptually very good, and that it did, in fact, have broad support within the Bahama Village community.

Concern was expressed, however, that the Plan lacked definitive implementation directives which could guide staff in, and provide a legally sufficient basis for the next steps toward realization. Further, there were elements of the Plan which did not have broad support and which were considered not appropriate for implementation at this time.

In order to move forward with the adoption of the Plan, it was agreed at the workshop that an "Action Plan" should be prepared and incorporated into the Plan. The Action Plan was to focus on the initial objectives, policies and procedures necessary to implement those parts of the Plan which were considered most important to the community.

As staff considered the drafting of an Action Plan, we realized that the planning process is ongoing and that new ideas will be coming forth throughout the life of the Plan. Consequently, it was decided that it may be more workable to prepare what we are calling a "Strategic Action Memorandum." The intent is that new memoranda can be prepared and adopted as new ideas and implementation procedures arise. In each case, the new memorandum will be incorporated into the approved plan.

Thus, this Strategic Action Memorandum No. 1 provides the basis for accomplishing the immediate objectives expressed by the community and the CRA. It is oriented toward creating the legal authority for certain steps in the planning and implementation process which might otherwise require separate CRA action or which might be construed as requiring amendment of the City of Key West Comprehensive Plan.

B. ADVISORY GROUP

It is desirable to institute a community-based advisory group to funnel planning and implementation ideas from the community-at-large to the CRA. In calling for such a body, it is the intent that any interested person may participate on an equal basis and contribute to the recommendations and other actions of the group, provided that there is a consensus of the members present.

Such a group shall be established as follows:

- 1) An initial meeting shall be called at a convenient time, and shall be advertised in the local newspaper and by other appropriate means;
- 2) Attendees at the initial meeting shall select a Chairperson and Secretary;
- 3) Attendees at the initial meeting shall determine and agree upon the group's mission and meeting schedule;
- 4) Subsequent meetings shall not require general public notice; and,
- 5) New attendees at subsequent meetings shall have equal standing in any voting.

Basic objectives and responsibilities of the group are:

- 1) To provide an open forum for discussion of community issues;
- 2) To ensure that all viewpoints are heard and considered; and,
- 3) To carry forward to the CRA all recommendations which represent the consensus of the group.

C. LAND USE

Until such time as the Future Land Use Map of The City of Key West Comprehensive Plan is amended, permitted land uses within the BV-CRP area shall conform to the Future Land Use Map, then in effect, as modified by the following provisions:

C.1. Conditional Commercial Uses

Within the BV-CRP area, small-scale commercial and light industrial uses may be permitted within the HMDR and HRO districts, with the following provisions:

C.1.a. The development approval process shall be in conformance with the Conditional Use approval procedures specified in the City of Key West Land Development Regulations (LDR's). In addition to this process, applications for such Conditional Use shall be subject to the recommendation of the CRA, which shall review and act upon such Conditional Use requests at regularly- scheduled CRA meetings; and,

C.1.b. Any property for which there is proposed a commercial or light industrial use shall not reduce the number of permanent residential living units currently lawfully operating on that property; and,

C.2. Permitted Density

Any property owner desiring to increase the density of residential living units permitted on their property shall have the right to apply to the Board of Adjustment (BOA) for a density variance. In considering such request, the BOA shall make the following findings:

C.2.a. Granting the variance will not increase the total number of living units on the property beyond the number which previously existed lawfully on the property but which may have been removed or abandoned;

C.2.b. Granting of the variance is consistent with the City's affordable housing objectives;

C.2.c. Granting of the variance will not unreasonably impact the community, in terms of overcrowding or traffic and parking; and,

C.2.d. Granting of the variance is consistent with the intent of the BV-CRP.

D. BOUNDARY AMENDMENTS

The boundary of the Bahama Village Redevelopment Area is hereby amended to conform to the boundary proposed in the Bahama Village Redevelopment Plan, July, 1995, and further described by the Legal Description provided in Section IV, C.1., of that document, and attached here to as Exhibit A.

E. Parking

Parking policy and requirements for new and expanded uses within the BV-CRP area shall be the same as for the City as a whole, with the following special provisions:

- 1) Property owners may seek variances to parking requirements, and may be granted such variances without being subject to any associated fees;
- 2) The CRA, with the cooperation of the City, shall pursue a program of providing adequate parking to serve the area, including the acquisition of property for public parking; and,

- 3) The CRA shall prepare and implement a program to encourage pedestrian activity into the area from adjacent districts, particularly the Duval Street and Whitehead Street corridors. This program shall include signage and pedestrian amenities.

F. CIRCULATION

While the BV-CRP suggests modifications to the street system by creating a pattern of one-way pairs on the existing east-west streets, these changes are not considered desirable at this time. The CRA will continue to review such options and coordinate future recommendations with circulation and planning objections in the adjacent districts.

G. IMPACT FEES

Understanding that payment of the City's impact fees for sewer, solid waste and traffic may be burdensome for small businesses, the CRA shall prepare and implement a program which would allow an owner to participate in a payment plan over time. It is anticipated that such a program would involve a non-profit lending source, such as the CRA itself, in order that the full amount may be deposited into the appropriate account at the time it is due.

H. DESIGN GUIDELINES

The CRA shall prepare special design guidelines for the area in order to encourage and enhance an image reflecting its indigenous heritage. Such guidelines shall be prepared in cooperation with the City of Key West Planning Department and the Historic Architectural Review Commission, and shall thereafter be administered by them by means of their routine approval process.

L. SPECIAL PROJECTS

The CRA, from time to time, may wish to encourage private development projects which are deemed consistent with the goals and objectives of the BV-CRP. It is understood that these projects will likely take time to formulate and implement, however, it is the intent of the CRA to identify such projects as quickly as possible in order to begin the detailed planning process. Priority candidates for such projects are:

- 1) Renovation and redevelopment of the CES Diesel Building;
- 2) Renovation and redevelopment of the Douglass School Band Room; and,
- 3) Commercial revitalization of the Petronia Street corridor.

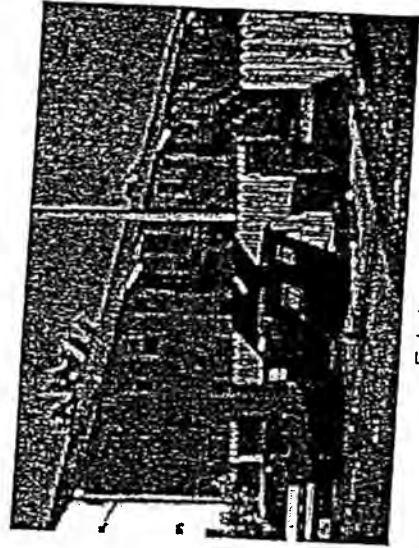
I. STAFFING

As recommended in the Bahama Village Redevelopment Plan, the CRA shall coordinate with the City to fund and establish a permanent professional staff to carry out the continuing planning and implementation work necessary to realize the objectives of the plan. The essential duties of this staff would be to:

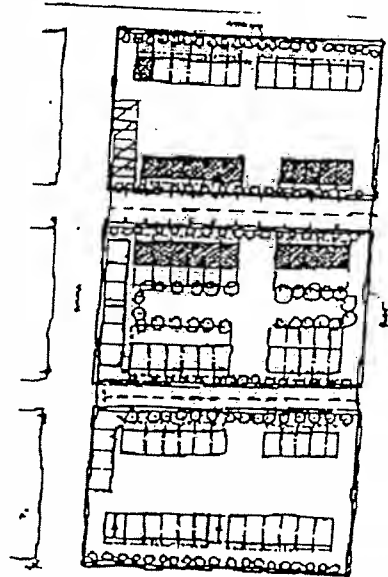
- 1) Coordinate the establishment and management of a Tax Increment Trust Fund for the Bahama Village and Caroline Street Corridor Community Redevelopment Areas;
- 2) Manage the process of plan amendments and coordination with other City planning efforts, including the Comprehensive Plan;
- 3) Carry out and/or assist in the continuing planning and urban design work for special projects and public improvements within the Community Redevelopment Areas; and,
- 4) Assist property owners and development interests in understanding the plan and carrying out projects consistent with the objectives of the CRA.

Purchase the privately-owned housing project between Emma and Fort Streets; this is currently out of scale and incompatible with the rest of the neighborhood. It should be renovated as part rental, part first-time homebuyer, to give young families an entry point into homeownership, and help provide stability to those blocks. One or two buildings might be set aside for seniors.

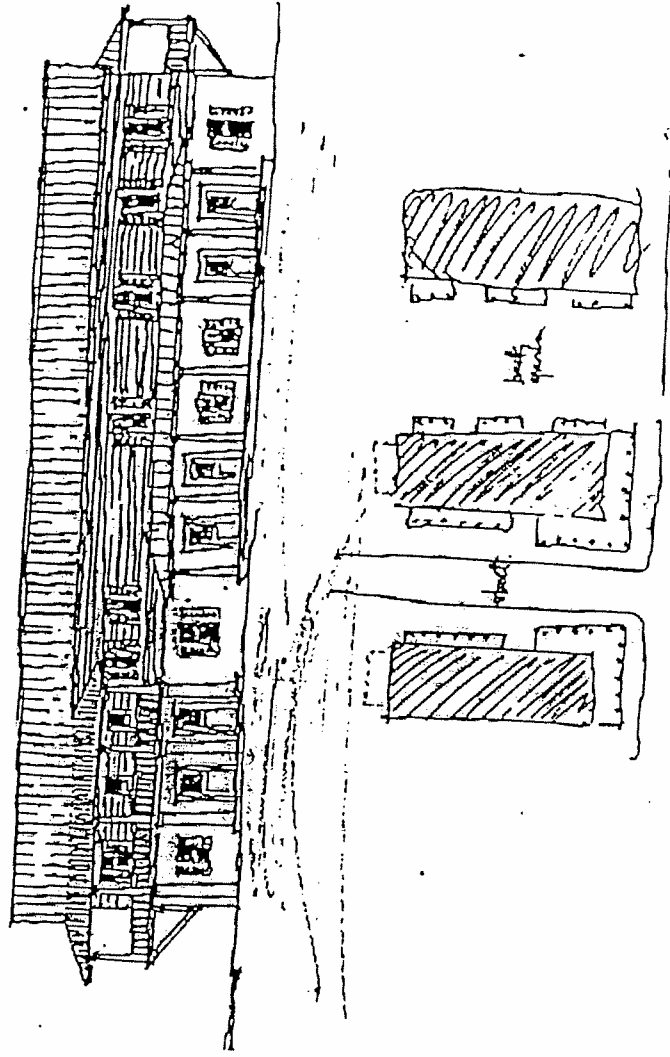
The site plan should be modified to match the surrounding street grid, providing private front and back yards for the units and parking in front, rather than in outlying lots. Exterior facades should be dressed up with porches and siding/trim treatments in keeping with the historic vernacular, and varying from building to building, to lose the 'project' look.



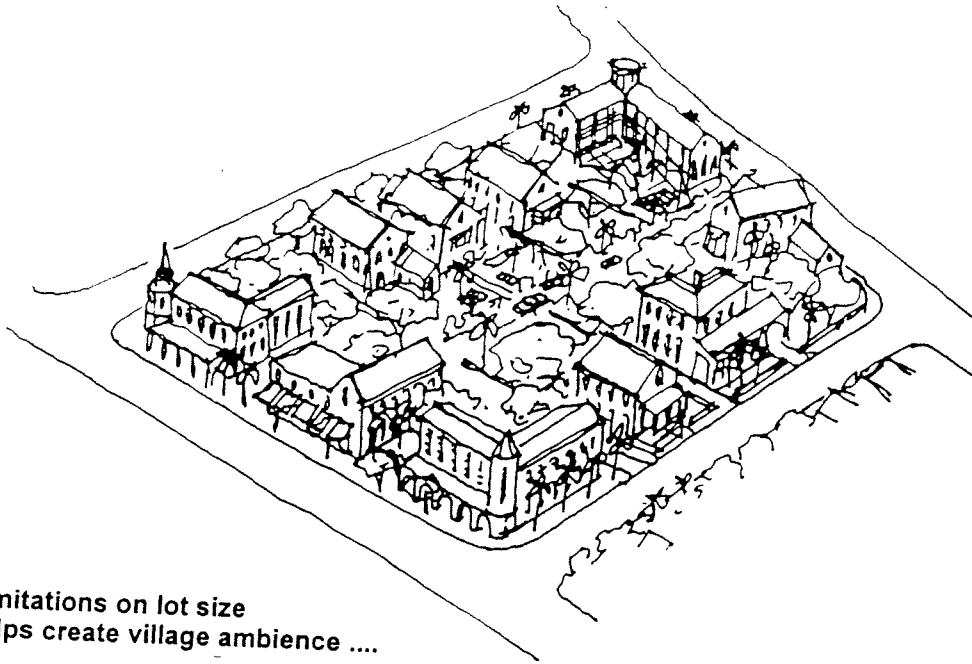
Existing privately owned rental housing between Emma and Fort streets.



Site plan for reclaiming street network and clearing front and back yards.



Ideas for building improvements to fit into the surrounding neighborhood architecture.



Limitations on lot size
helps create village ambience

.... whereas allowing substantial
assemblages can result in pleasant
un-village-like growth pattern.

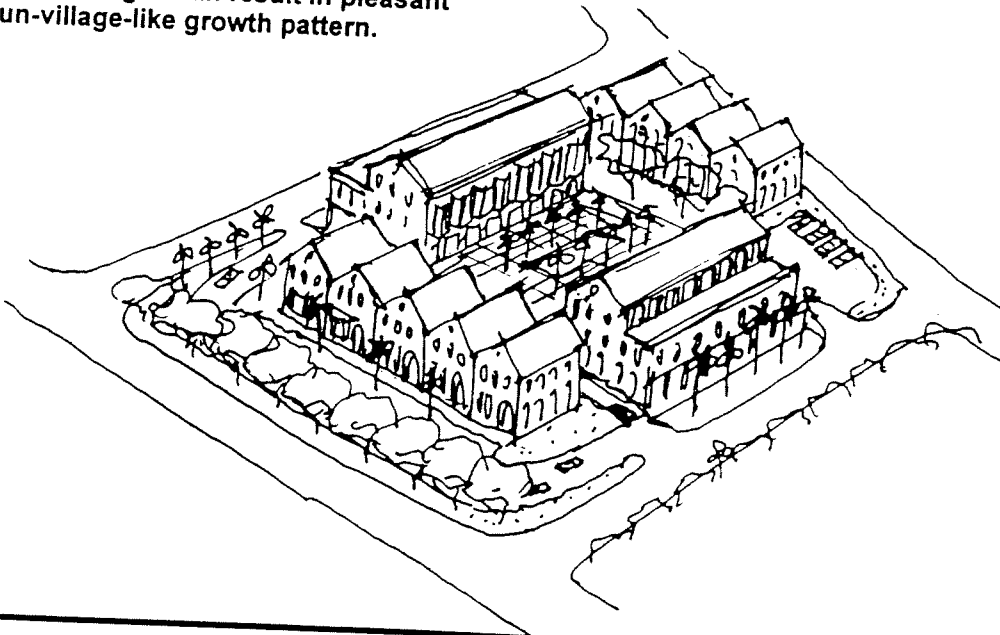


Figure III.5
Parcel Sizes
TRUMAN WATERFRONT
KEY WEST FINAL BASE REUSE PLAN

PROJECT SITES AND KEY ISSUES

1. northwest gateway

key issues:

- building as gateway
- maintain urban fabric
- create threshold, not barrier
- avoid isolating neighborhood from activity on Duval tourist strip
- respect for historic context
- vertical zoning in harmony with existing development
- create spaces with zones, hierarchy
- maximize opportunities at corner turns

2. the band room

key issues:

- building as monument, building typology
- scale, don't overpower residential neighbors
- site density
- corner
- real uses that create jobs
- levels of privacy/publicness
- paces and relationships

residential infill at Truman and Thomas Streets

- relationship of new construction to historic structures,
- edges, adjacencies, connections
- site density
- hierarchy of entry points
- building typology

mixed-use at Emma and Truman Streets

key issues:

- corner treatment
- access, types and relationships
- residential vs commercial
- private vs public
- building typology
- site density

fence and framework details

key issues:

- establishing urban pattern of edge to street
- reinforce patterns retained from Caribbean
- edges in shading and cooling building

map of mixed-use edge along Petronia

key issues:

- predict historic pattern of blocks;
- public edges with privacy gradient to interior lots
- encourage continuation of mixture of uses
- street as stage during festival events

Key West is the southern most island in a chain at the tip of Florida, 90 miles from Cuba and 2x4 miles from Bahama Village (shown at left) is in the southeast portion of the city and consists of 26 square blocks

9. 9 seminole battery

key issues:

- historic landmark
- restoration, reuse,
- linkage to community,
- linkage to water front activity
- edges vs boundaries
- potential users and levels of publicness, local vs regional, international
- circulation/paths: pedestrian vs vehicular

9, 10, 11 fort village apartments

key issues:

- edges, nodes, paths
- integrate to community
- clarity of relationship between front and back
- potential for connecting to water (Atlantic coast) through base
- landscape: hardscape vs softscape
- types of units and density
- building typologies
- space/massing hierarchy

12, 13, 14 southwest gateway

key issues:

- interaction between residents and visitors
- integrate site into neighborhood four cycle destination point/ a place
- relationship of edge to historic site
- physical link to community
- vehicular circulation density, hierarchy
- continuity of urban fabric
- building typologies/ proportion/ scale/ hierarchy
- uses and zoning
- public vs private
- pedestrian vs vehicular

© 1997

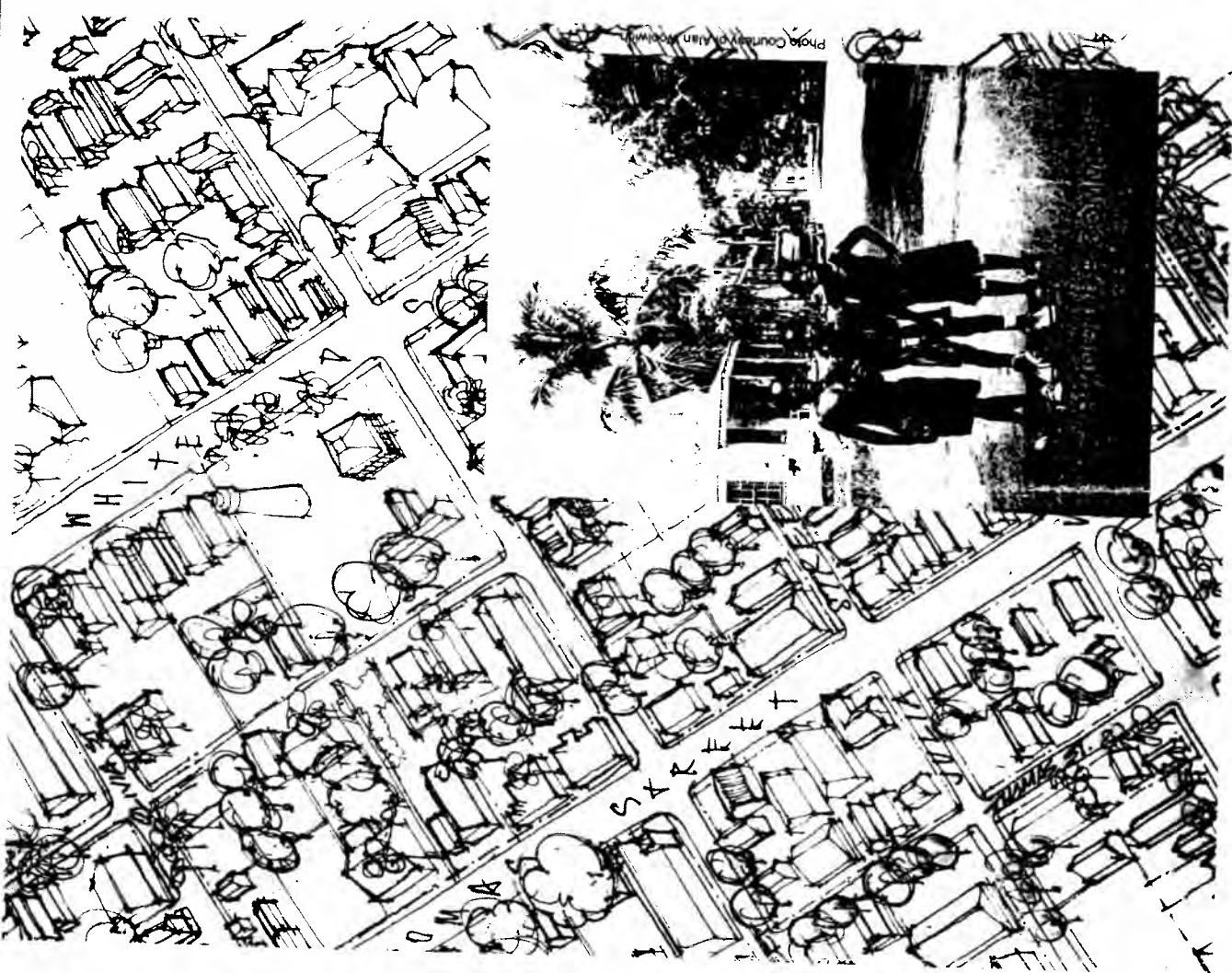
Professors LaVerne Wells-Bowe and Carmina Sánchez del Valle
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Florida A&M University
1932 M. L. K. Boulevard
Tallahassee, FL 32301

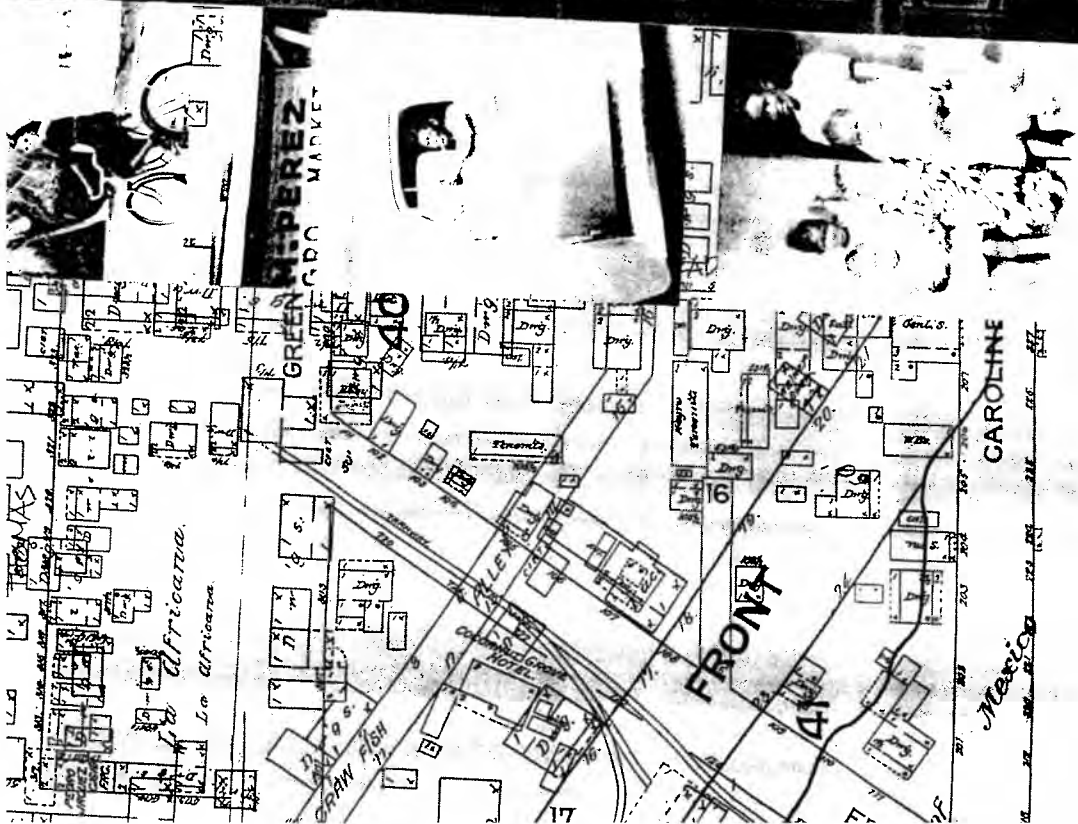
Designer: **Mayra Cruz**, 4th year architecture student

Photos by LaVerne Wells-Bowe unless otherwise noted

This poster was made possible by generous grants and support from the Trust for Public Land, the FAMU Foundation, Rodner Wright, Dean of the School of Architecture, Cara Armstrong, Preservation Planner, City of Key West and an Anonymous Donor. Special thanks to Professor Erik Valle, an invited guest critic for this studio project, to Mr. Calvin Barnes who shared with the class intimate insights into his Key West, also, to Bahama Conch Community Land Trust of Key West for their cooperation and

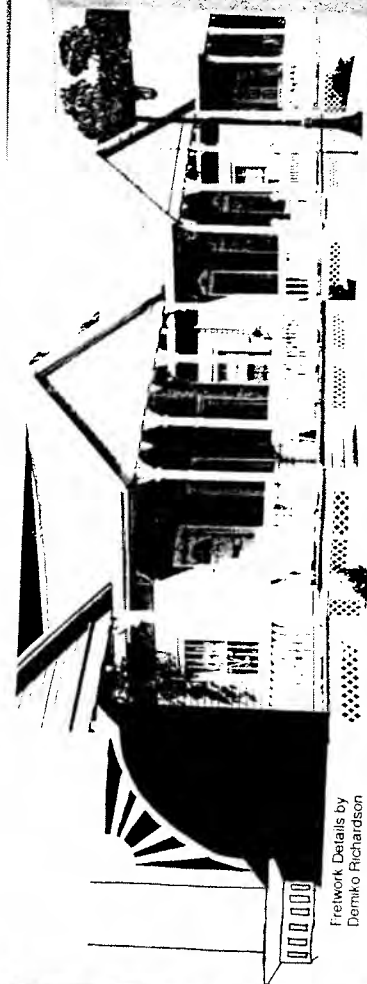


KEY WEST ROAD



Photos Courtesy of Norma Jean Sawyer

These images reflect the community spirit, the cultural history and architectural importance of Bahama Village in Key West, Florida. It is a unique enclave, yet an endangered community in need of a sustainable future. Those distinctive characteristics which give the community its "remembered" past are assets which have begun to erode. Fortunately, collaborative efforts have begun to appreciate, revitalize and development are now underway. This poster represents one such endeavor.



Framework Details by Demiko Richardson

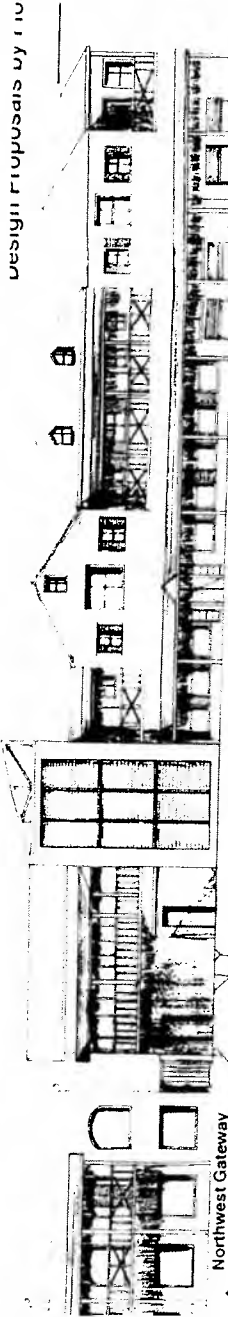
The form of these cigar workers housing (circa 1890) are Conch Shotgun, a house type influenced by Caribbean settlers. Their deep reveals provide shading and a porch space that respond to both climatic comfort and cultural lifeways. Framework and other details recall Caribbean patterns of embellishment.



This Conch Shotgun is a typical form found in Bahama Village. Its proportions and symmetrically placed louvered openings with pediments above recall Bahamian houses of the Caribbean.

Bahama Village's settlement patterns are still very apparent. Its streets and buildings reflect a diverse group of indigenous residents from the Caribbean. The industries that lured them here for work, as well as the ones they brought with them that prospered, are also evident in the built environment. As railroad builders, shrimpers, conch divers, cigar manufacturers and skilled building craftsmen, they added to the notoriety Key West once enjoyed as the most prosperous city in the country. Today's Key West is a significant center of preserved historic structures. Bahama Village is a vital part of its legacy and is in need of restoration assistance.

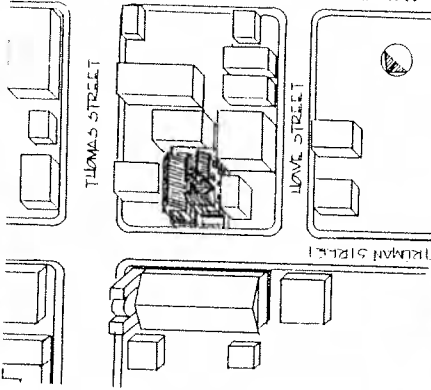




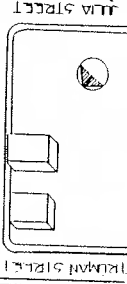
Northwest Gateway
Petronia Street Elevation

Alysia Bailey

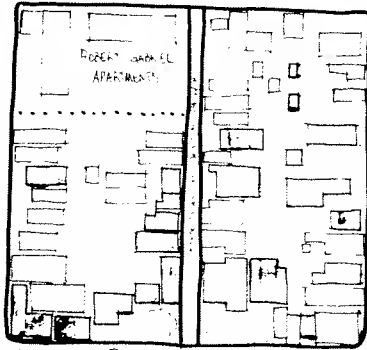
PETRONIA STREET ELEVATION



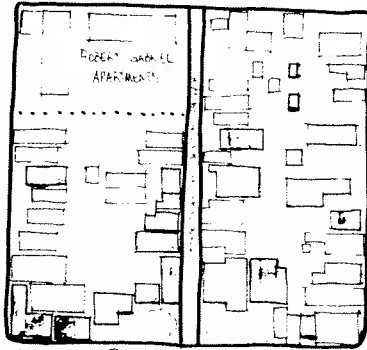
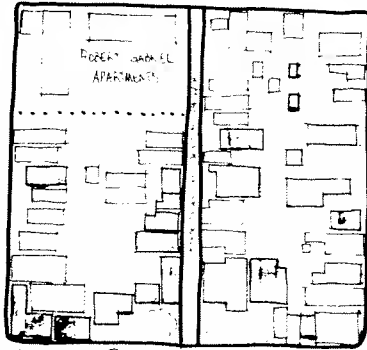
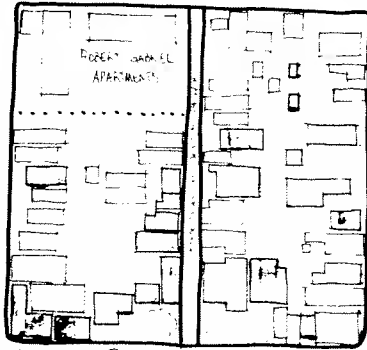
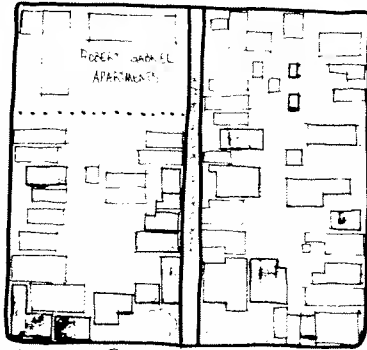
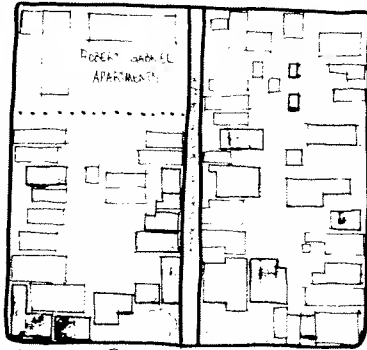
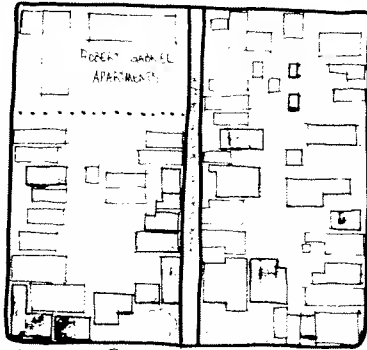
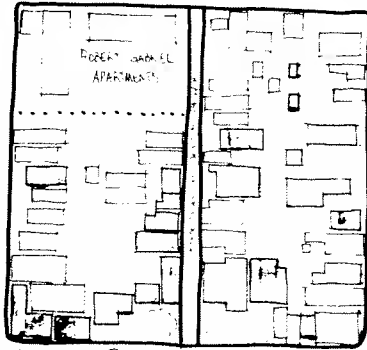
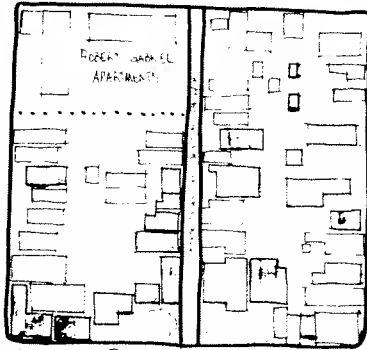
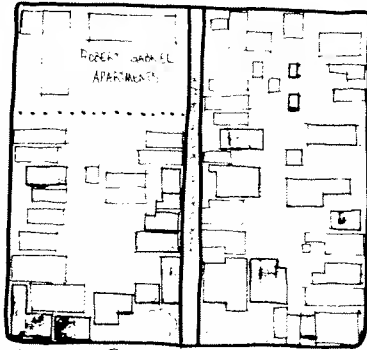
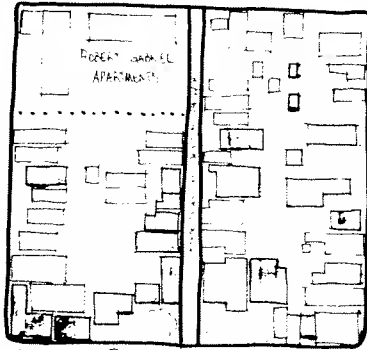
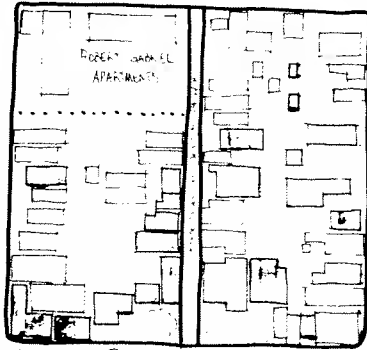
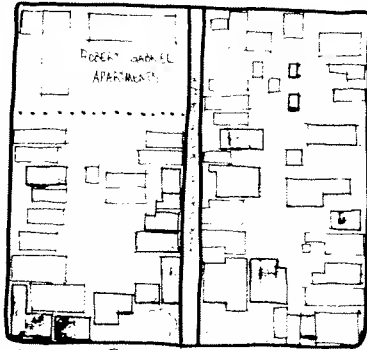
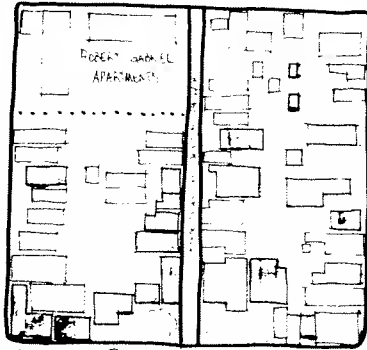
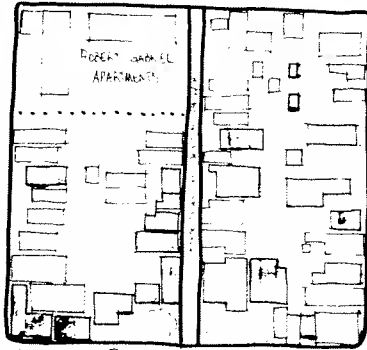
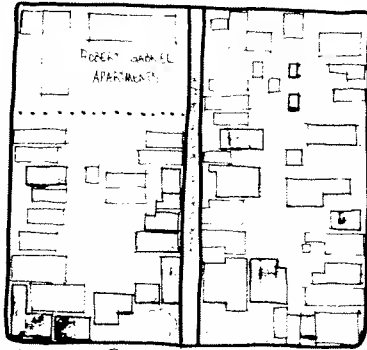
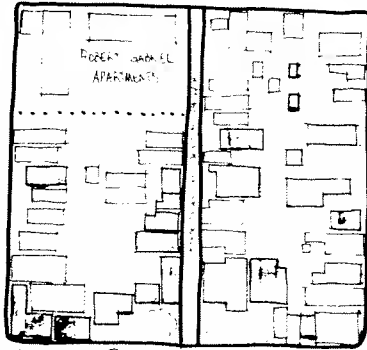
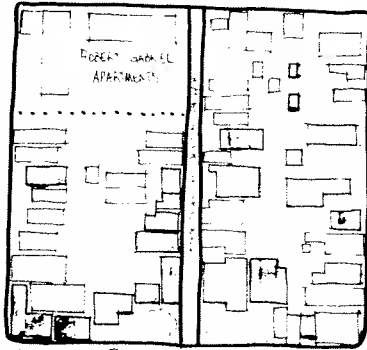
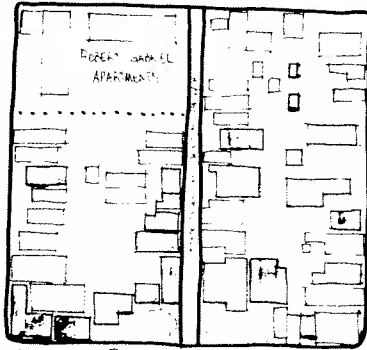
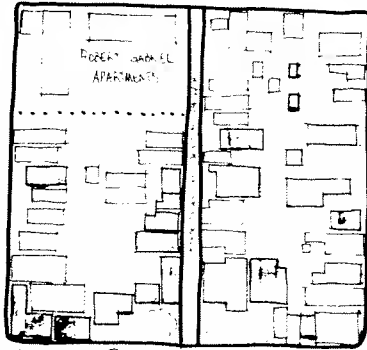
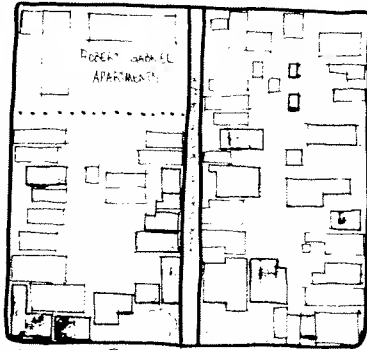
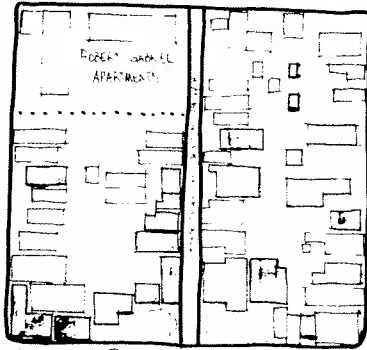
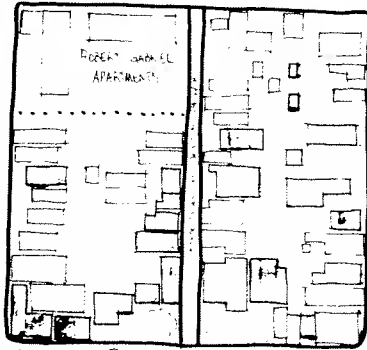
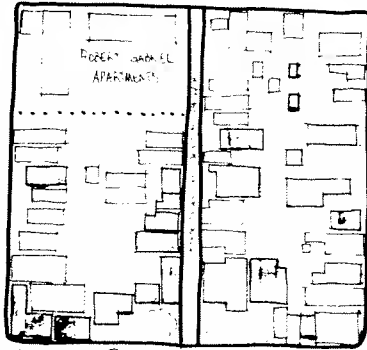
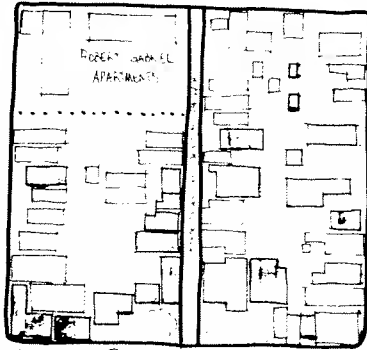
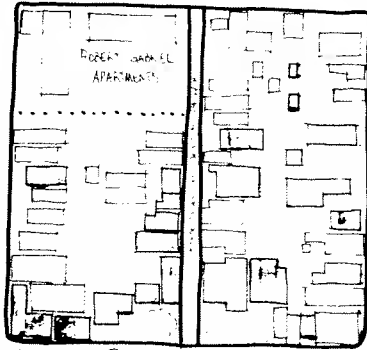
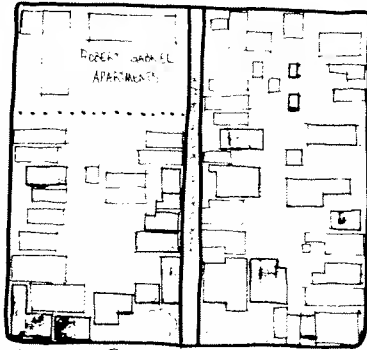
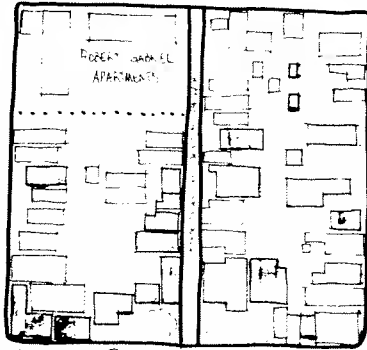
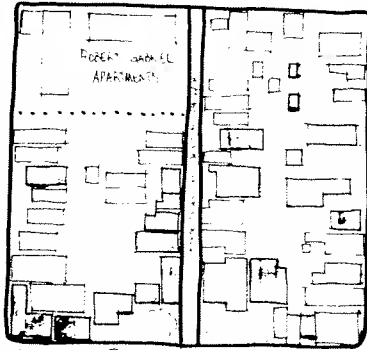
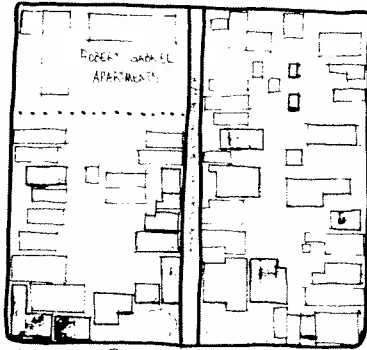
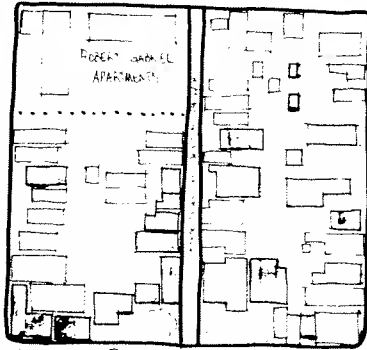
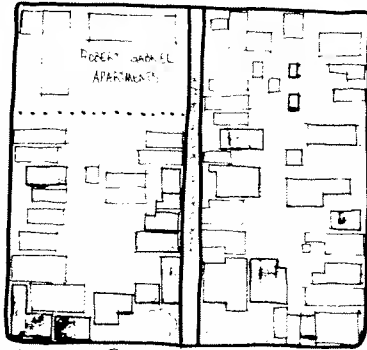
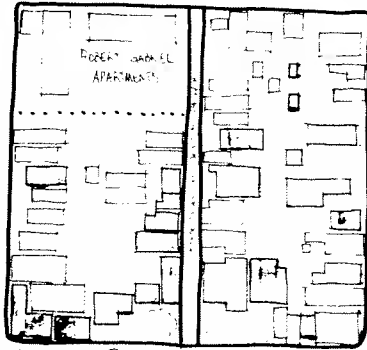
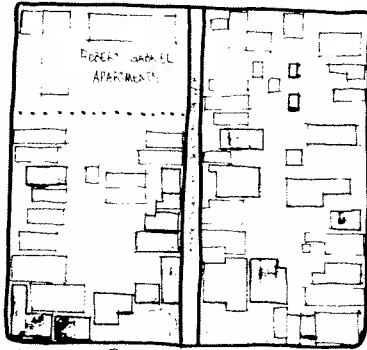
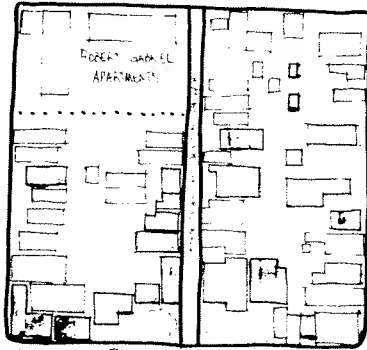
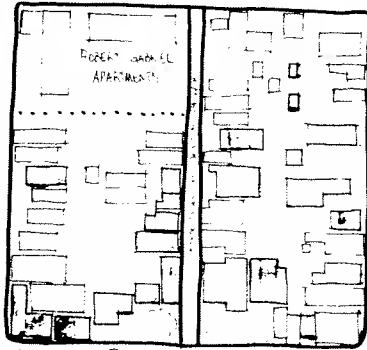
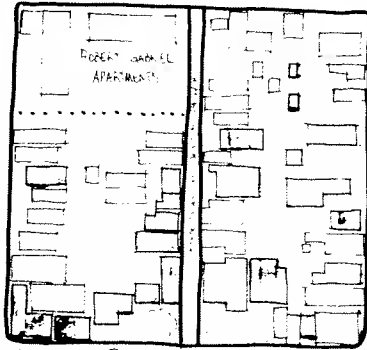
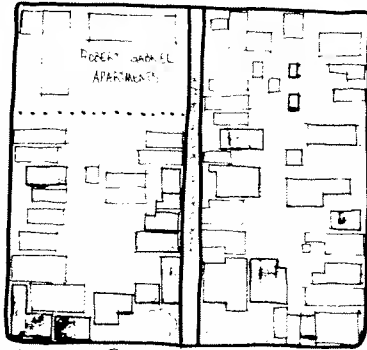
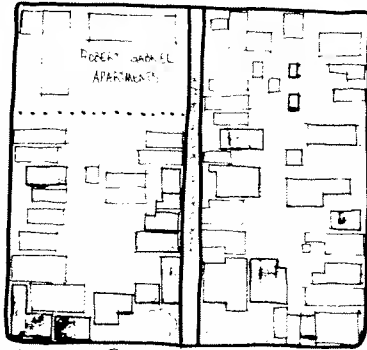
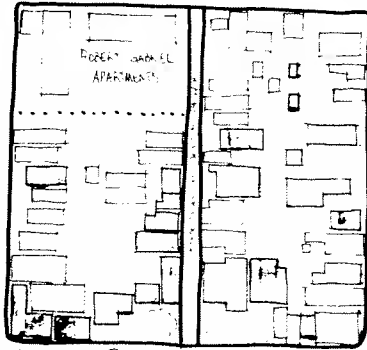
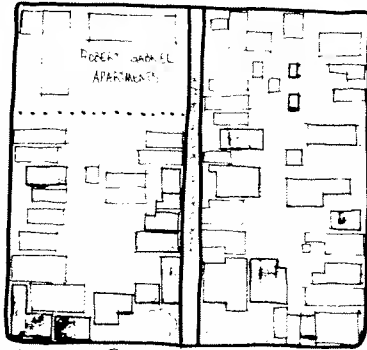
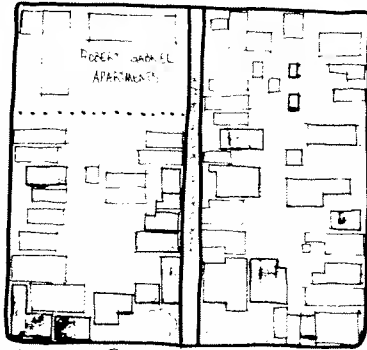
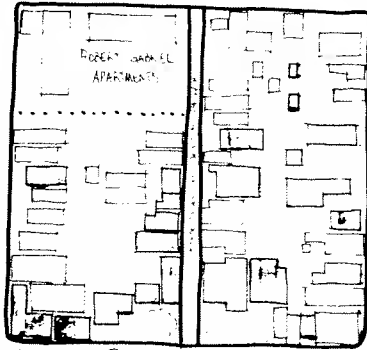
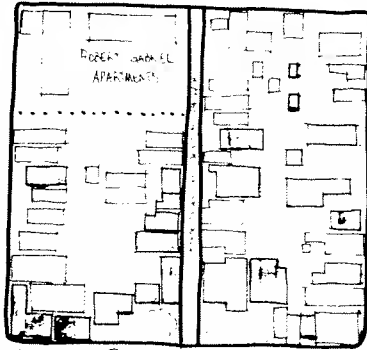
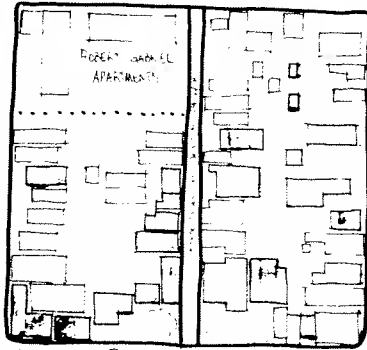
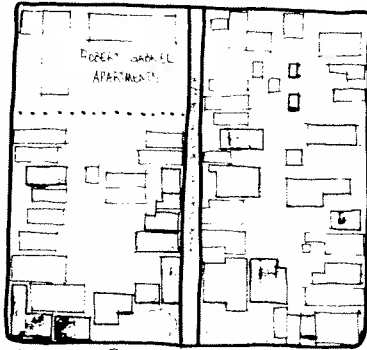
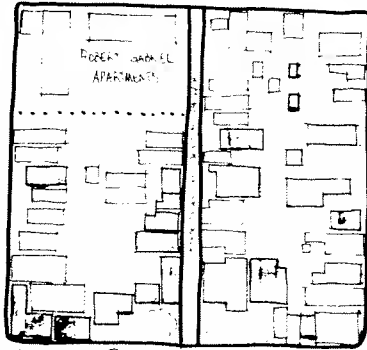
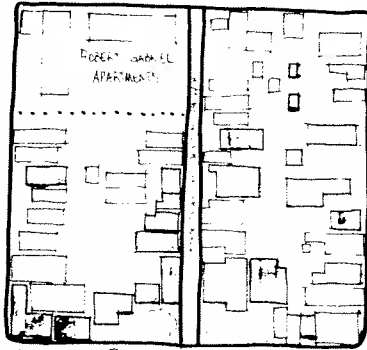
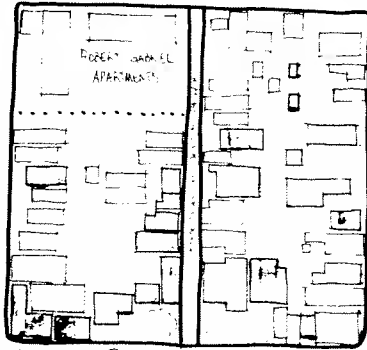
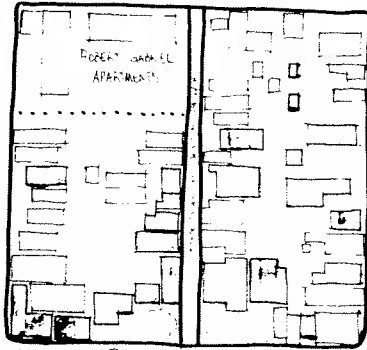
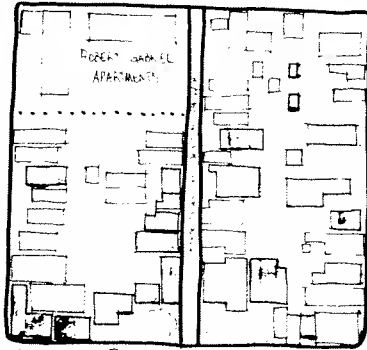
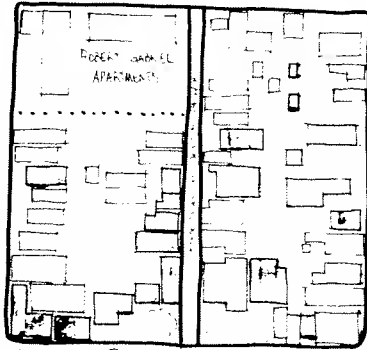
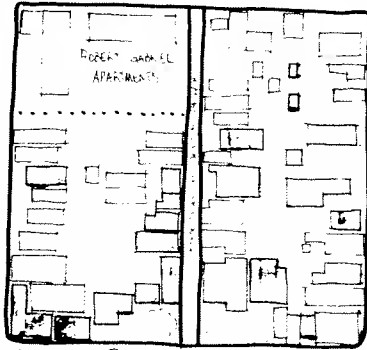
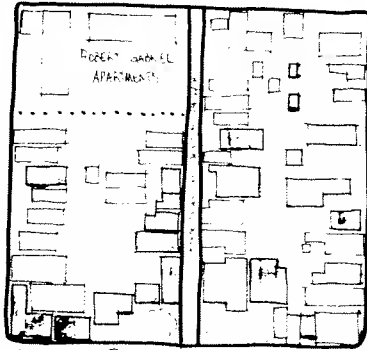
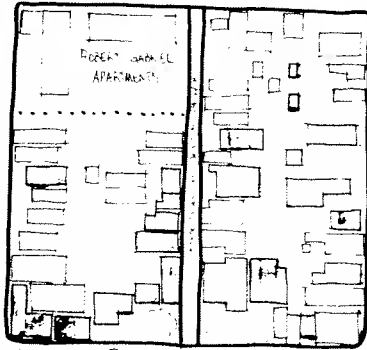
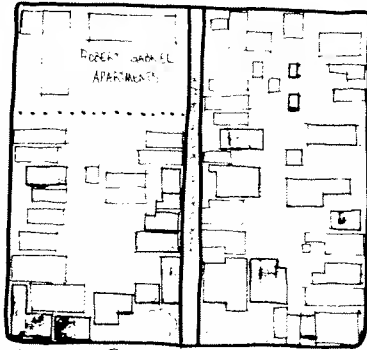
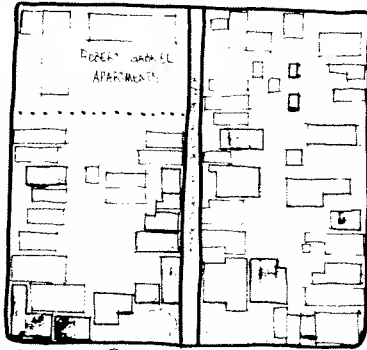
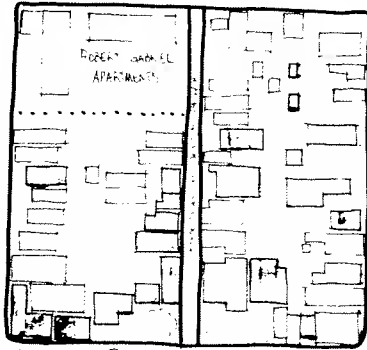
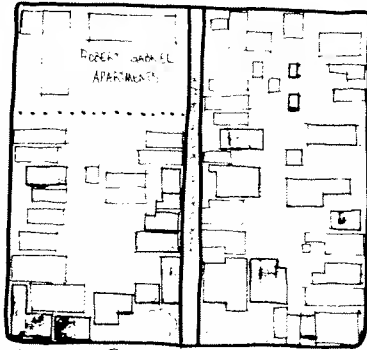
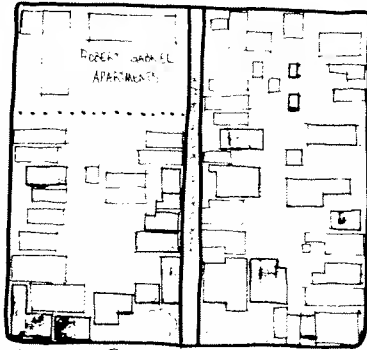
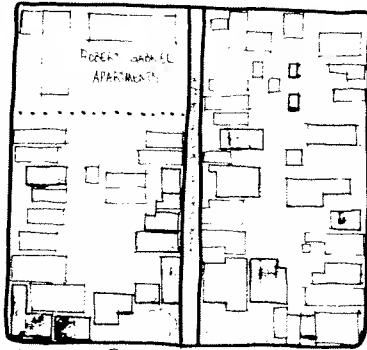
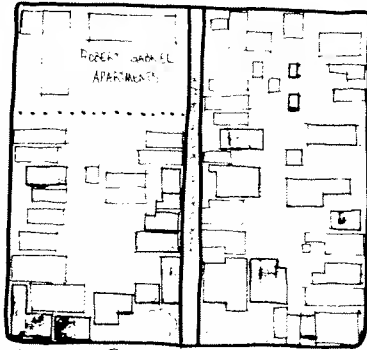
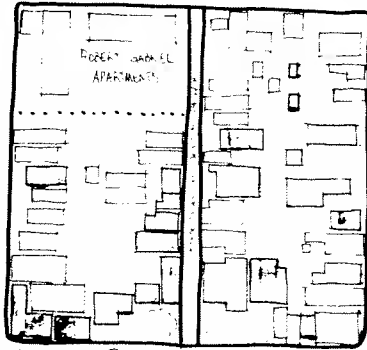
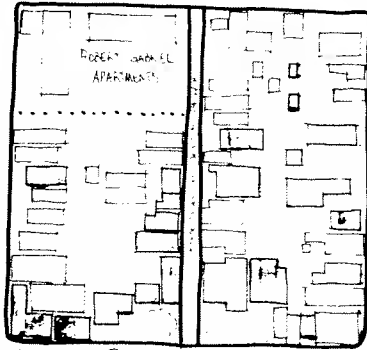
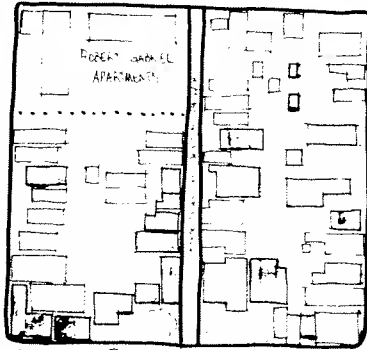
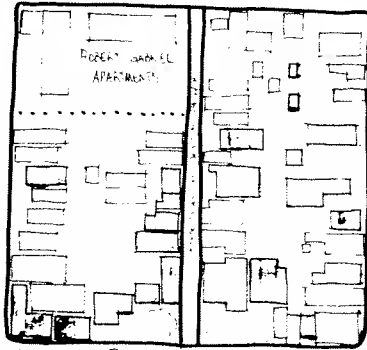
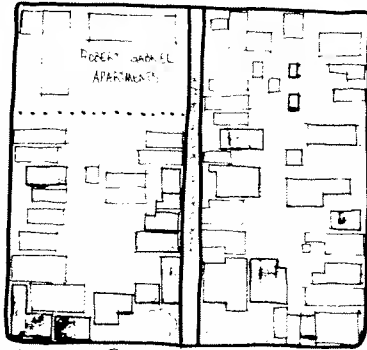
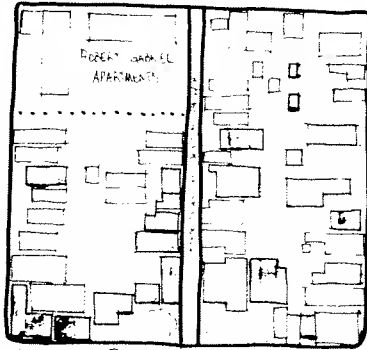
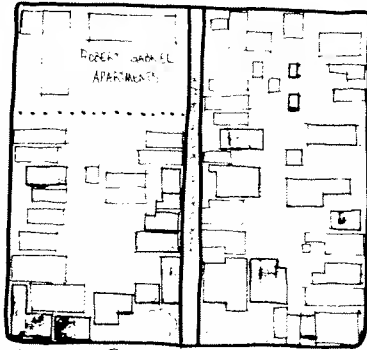
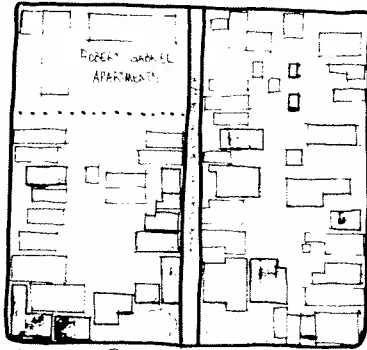
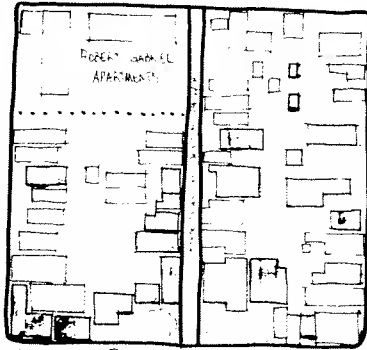
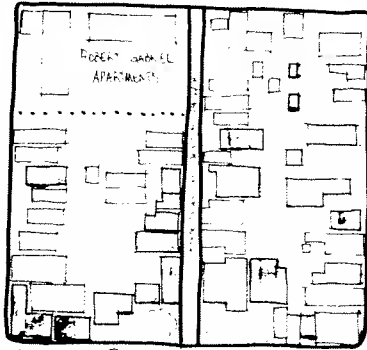
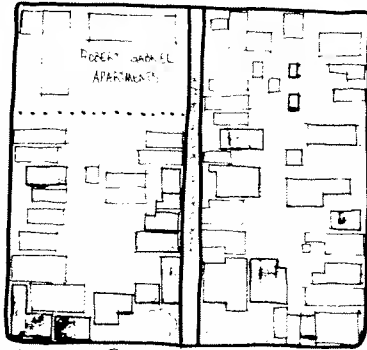
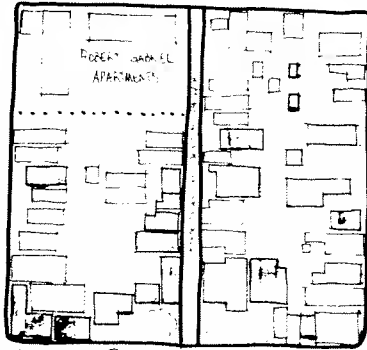
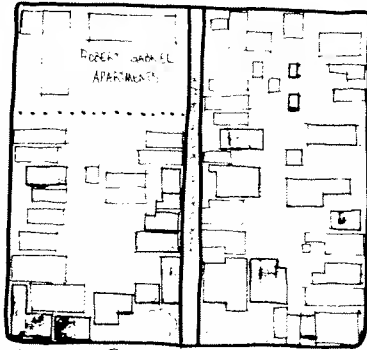
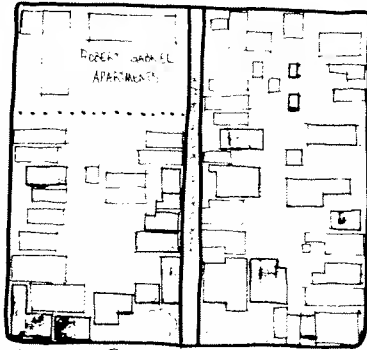
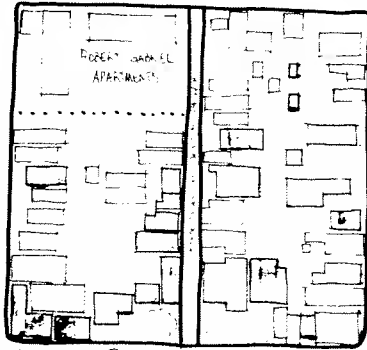
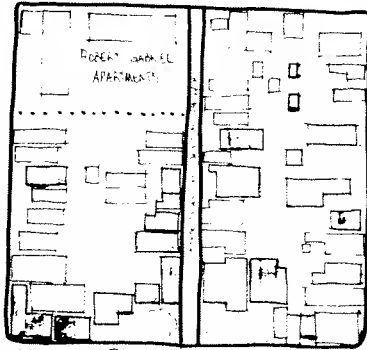
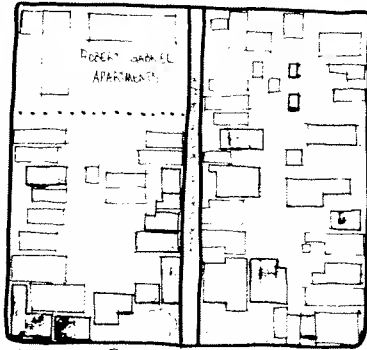
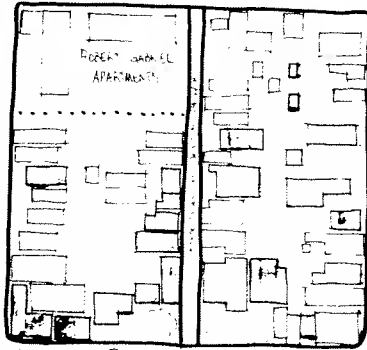
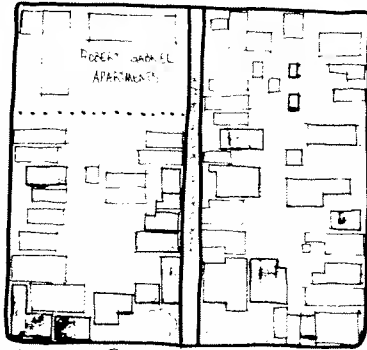
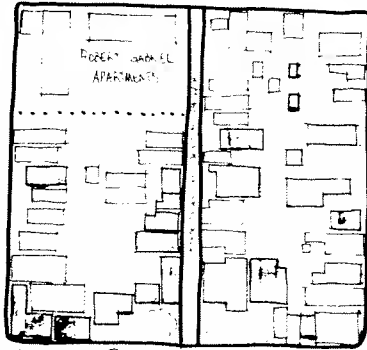
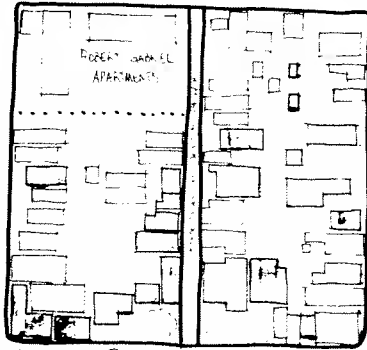
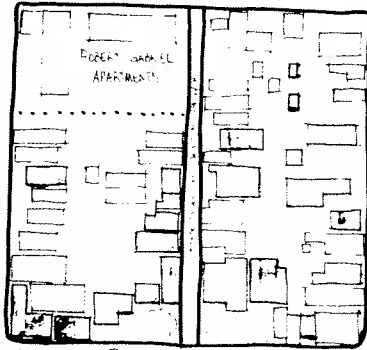
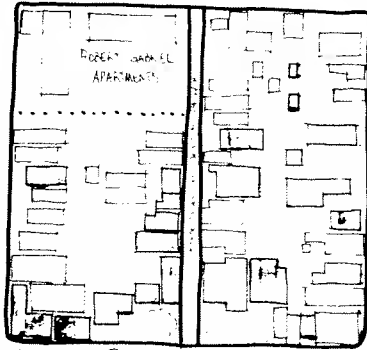
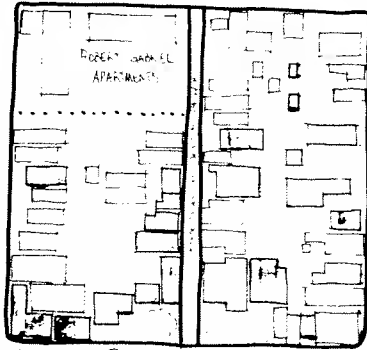
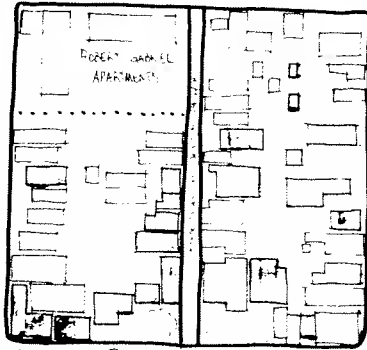
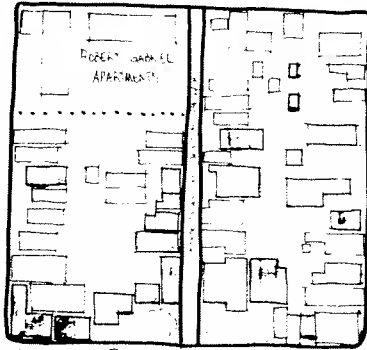
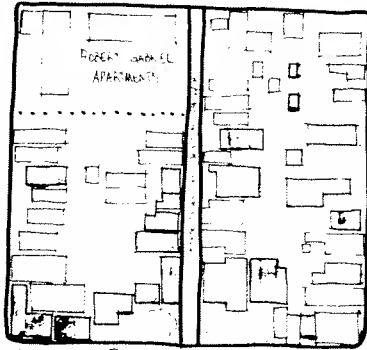
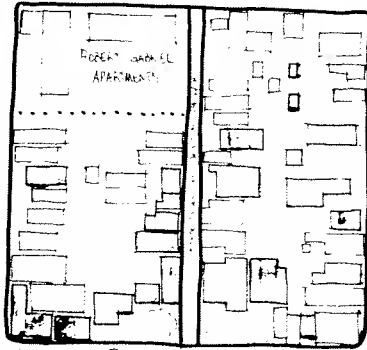
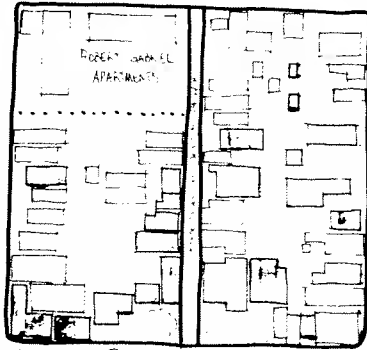
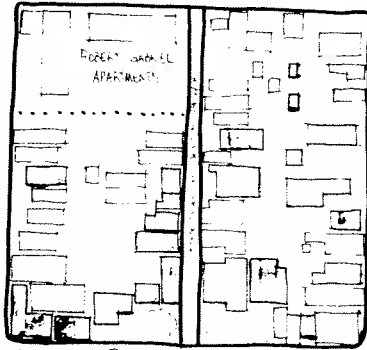
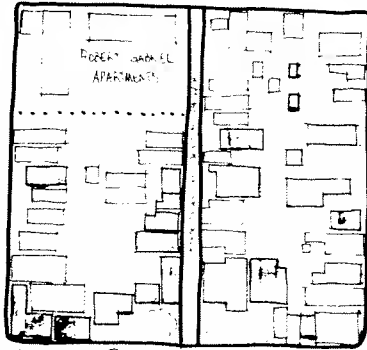
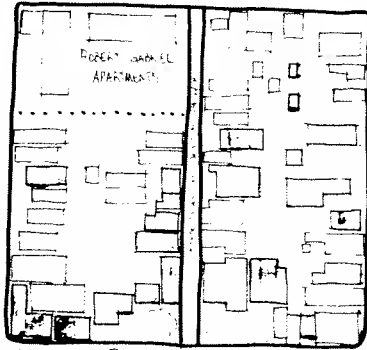
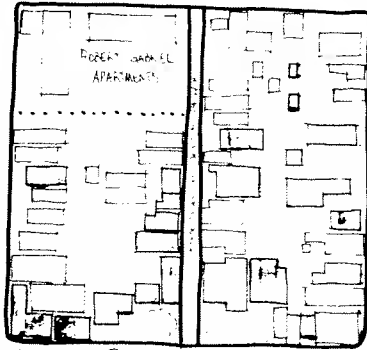
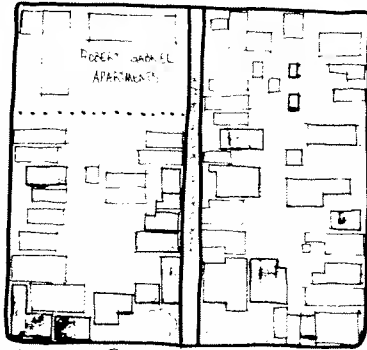
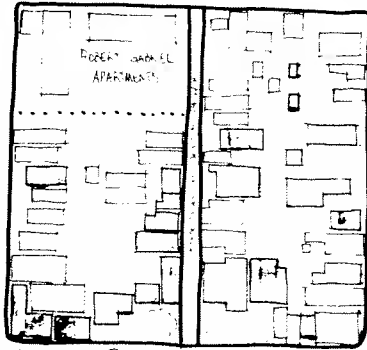
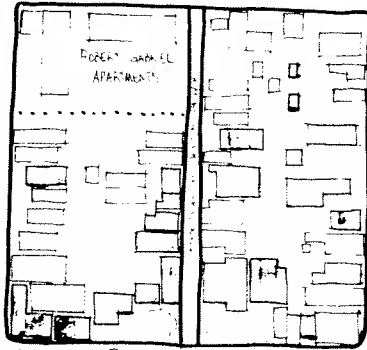
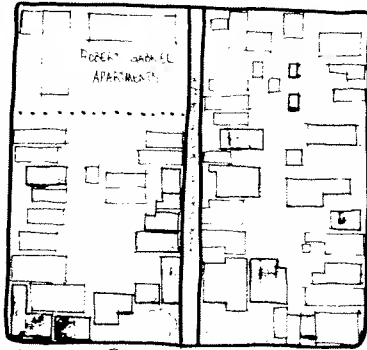
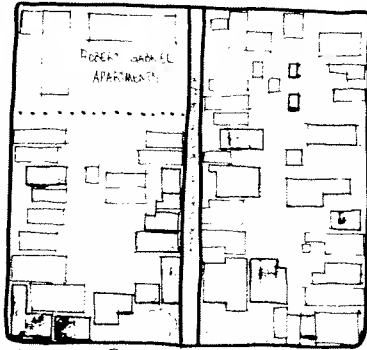
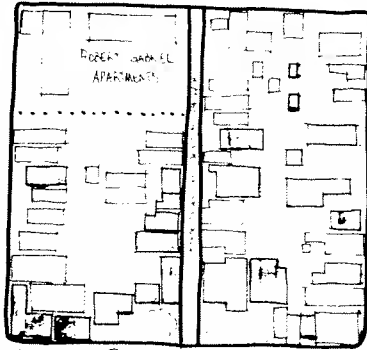
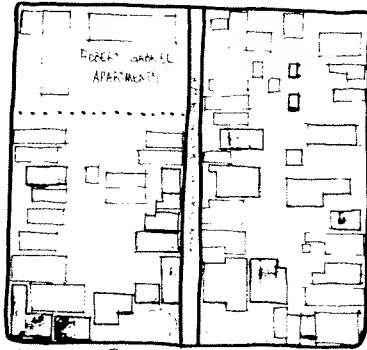
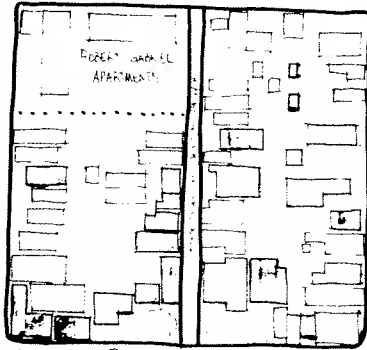
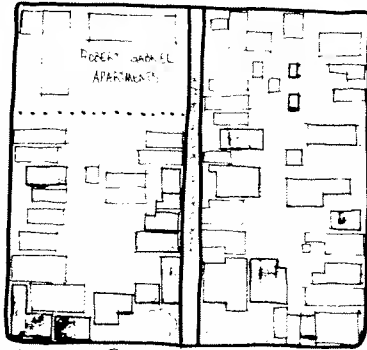
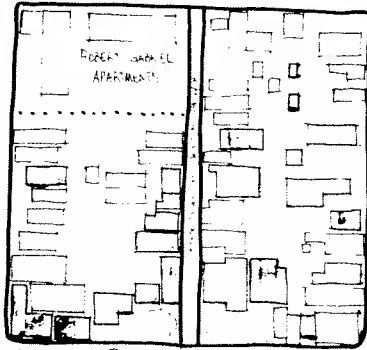
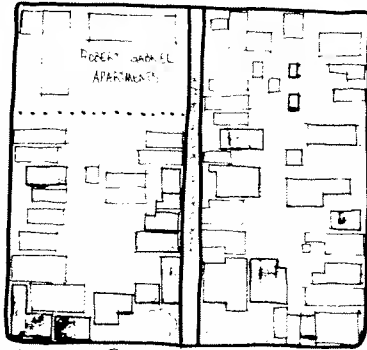
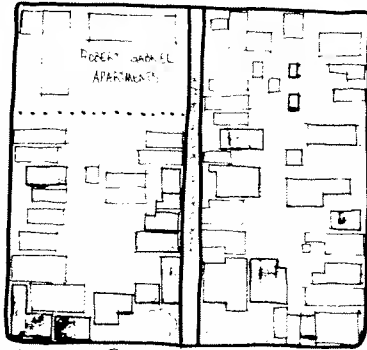
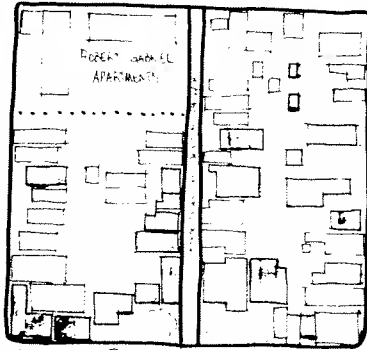
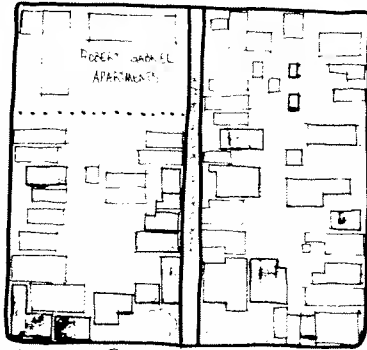
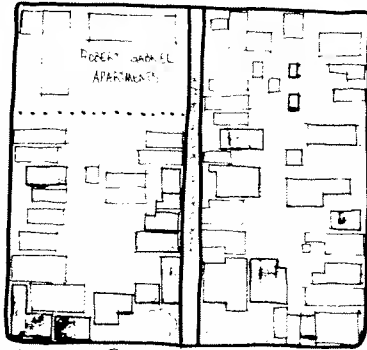
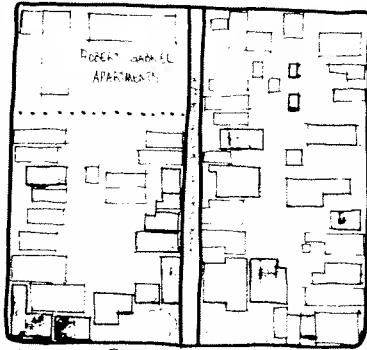
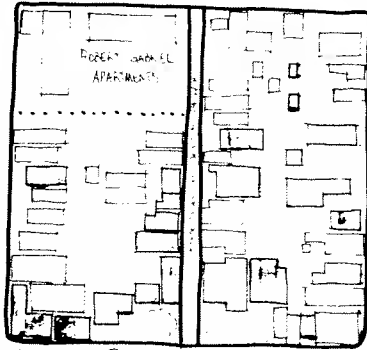
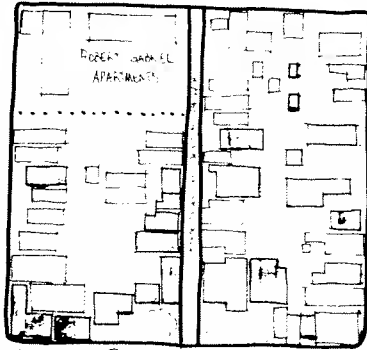
THOMAS STREET

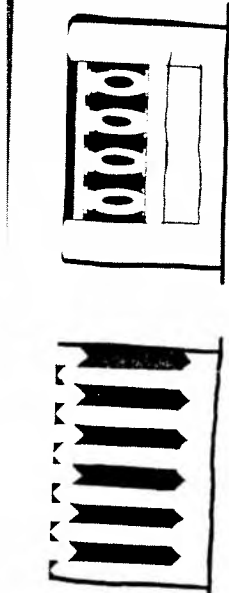


WHITEHEAD STREET

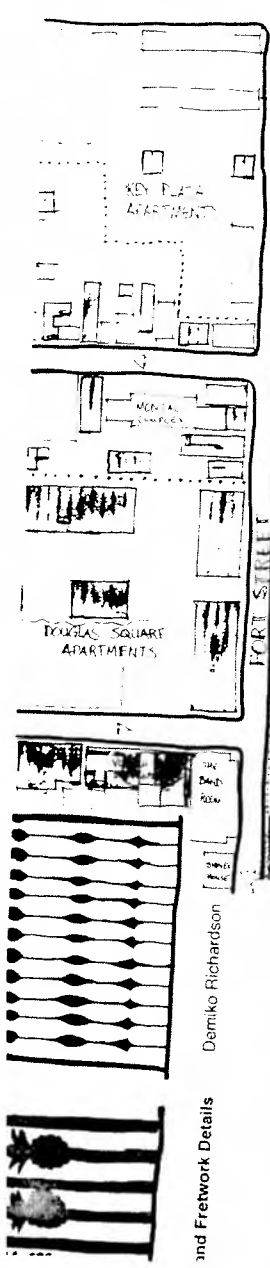


PETRONIA STREET





5



and Fretwork Details Demiko Richardson

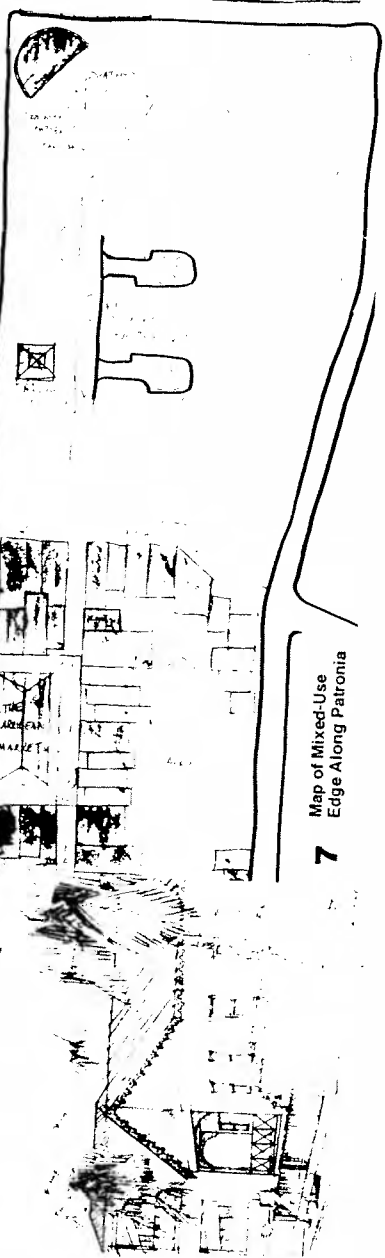


Siminole Battery

Enessilee McClain

Joanna Flores and Leon Peirre

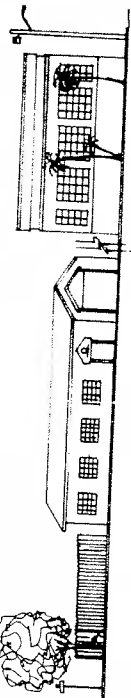
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7 Map of Mixed-Use Edge Along Patronia

9 Section of Battery

Richard Stevenson



Fort Village Apts.



Richard Stevenson

12 Southwest Gateway Market Place

e Apts.



Leon Pierre

Bahama Village Redevelopment Plan

Workshop 2

Public Input Comments from Boards

Urban Design

1. Urban Design
Have the recs of this workshop reflect what people want. If the picture shows mixed use, then it is assumed. Tom Runyan.
2. Show the design concepts resulting from the BRAC process.
3. 1 block mall (part time) good idea but difficult to relate Petronia use as major thoroughfare – delete?
4. Use street furniture not carts to make Petronia attractive storefronts should be the attraction
5. Take Mr. Sweeting's concern about street construction projects one step further. Will the Utility Coordination Association be involved so that year later the new street isn't dug up again by FKAA, CES, BellSouth, or some other utility? We've seen Duval Street dug up over and over due to just such a lack of planning, and it would be financially disastrous to repeat this in Bahama Village.
6. Concerning affordable housing: Let's keep the new housing in the same footprint (size, style, etc.) just like Bahama Village currently is. Why can't individuals buy a piece of property and build their own houses the way they want as long as it's within guidelines?
7. Town House
Done by developer or can individuals build
8. Town House Residential not in sink architecturally with tradition BV housing
9. Town House needs to be affordable
10. Move retail on potential and desired onsite renovation to public housing sites. Show examples of possible site revision concepts.

Petronia Street Pedestrianway

1. Streetscape landscaping – Do not include many palm trees. Use traditional Key West native and exotic trees that provide colored flowers and much shade for cooling homes, streets, businesses, and walkers and bikers, street vendors, etc.
2. Streetscape - Links to City - Make strong recommendation to City to improve and cover ROW, encroachments along Petronia Street right-of-way, outside of the boundaries of the redevelopment area. This will help and encourage pedestrian and bike flow from Old Town residential and transient areas into the Village.
3. Streetscape - Consider removing Bahama Village sign (label). Keep gateway posts. Paint many colors, provide flags of the Caribbean. Follow gateway concepts of the Bahama Village charrette. Include welcome symbols, pineapples, rooster, etc.

Transportation Framework

1. Bring the tourist tram down Petronia (between Duval & Whitehead) show connections to Simonton St. parking lot.
2. Open up Petronia to traffic to allow true entrance to Bahama Village

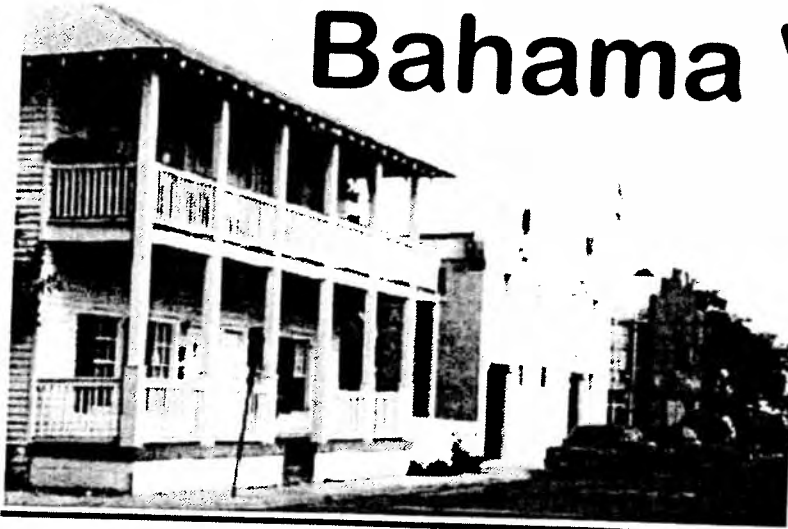
3. Do not impede auto traffic into BV on part time basis or any basis because of existing business

Zoning Framework

1. Remove both small HCT areas (spot zoning)
2. Remove small HHDR area (spot zoning)
3. Remove north HNC-3 area not supported by neighborhood.
4. Do not recommend extension of reuse area into Village planning area.
5. Revise HCT FLUM to allow commercial use without allowing high density transient use. Create LDR that does the same.
6. Petronia Street zoning – Why increase or give HCT designation that will negatively impact the adjacent neighborhoods especially when there is no parking.
7. Zoning – Having HMDR with conditional use allowances for corners in Bahama Village to have home cottage/commercial zoning. Some done by administrative action.
8. by Tom Runyan – Zoning: HCT needs to be restrictive
No transient(s)
#1) No parking
#2) City out of units to issue
9. Keep HCT north _____ ? _____ HNC-3
11. Zoning
Residential zone
Amend LDR's
Improve accessory unit potential as infill development for affordable housing. Study potential to allow small sq footage units to count as part of the 1.0 ESFV in BPAS, or count as .55 of ESFV. Establish a modest unit cap that will not impact Monroe County Hurricane Evacuation Model.
12. Zoning – Create zoning (regs) LDR that will permit/or 2 bedrooms to be rented as a limited intensity bed and breakfast. Only by conditional use. Must get transient licenses from City system. Cannot eliminate Housing. Owner occupied. Provides room and traditional meals.
13. Zoning Changes – HNC-3 to HCT and HMDR to HNC-3 will greatly expand large commercial activity, hurt small businesses, and destroy integrity of neighborhood.
14. Explain proposed CRA boundary. Why is this so designated. Can it be adjusted in the plan over time?
15. Expand CRA boundary to include some waterfront lands.
16. Replicate traditional grid pattern of Key West and Bahama Village in CRA redevelopment boundary area. Show potential and alternate development patterns.

Bahama Village Study

A Newsletter Reporting the Progress of the
Bahama Village Redevelopment Plan Update



Produced for the
Key West Local Redevelopment Authority
by the Craig Company Team
600 White Street, Key West, FL 33040
For more information call (305) 294-1515

ISSUE 1

MARCH 1998

Join Your Neighbors — Plan Your Community

The City of Key West has begun the process of updating the Bahama Village Redevelopment Plan. This plan will give the City Commission, various regulatory boards, and citizens a guide for the preservation and enhancement of Bahama Village.

The City Commission selected the Craig Company Team to complete the plan. This team consists of local planners Donald Craig, Sullins Stuart, and Sandra Walters. Also on the team are experts in redevelopment, economics, and traffic impact from the firms of Landers-Atkins, Urbanomics, and Tindale-Oliver. The team will complete the plan by October of this year.

The recently completed Navy Base Reuse Plan identified development opportunities that may benefit Bahama Village. The community earlier in 1997 Village citizens visible futures for hood. The City Craig Company plete the plan of these two ef- charrettes held helped Bahama focus on pos- their neighbor- has urged the Team to com- using the results forts and to identify ways to improve the existing redevelopment plan.

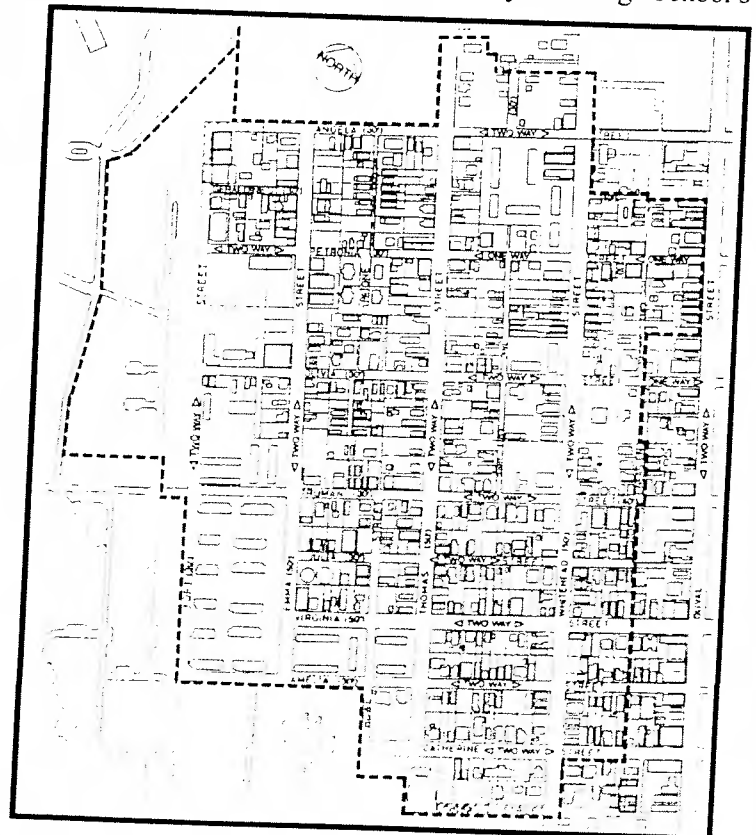
The Craig Company Team has scheduled three workshops so that citizens of Bahama Village and the City can guide the redevelopment plan. The first of these workshops is on March 14 at the American Legion Hall at 803 Emma Street from 9:30 AM until 4:00 PM.

Wear Your Walking Shoes to First Workshop

In the morning, consultants will provide an overview of how the entire planning process will happen. Then they will ask participants from the public to begin their efforts. The first task will be for citizens to take a tour of Bahama Village in groups to identify areas in need of special attention, such as new street improvements, utility improvements, and housing rehabilitation and preservation. Opportunities will also be identified for commercial growth associated with the base reuse areas and along existing, commercially zoned streets.

A member of the Craig Company Team will accompany each group of citizens on this walking tour. Team members will ask group participants to write down their comments and ideas in the form of a "map." Citizens will draw the boundaries of their conception of Bahama Village on this map. They will also point out specific problem buildings and streets and describe how Bahama Village operates. In this way, the participants will be able to compare their daily routines and expectations to the proposals, policies and programs recommended by the plan. Volunteers from Key West High School's

FIRST WORKSHOP
Saturday, March 14
9:30 AM - 4 PM
(lunch provided)
American Legion Hall
803 Emma Street



The map above shows the boundaries of the Bahama Village Redevelopment Area. The Truman Waterfront parcel of the Navy Reuse Plan borders on the northwest.

Interact Club will also join the groups as part of their community involvement program.

After the walking tour, workshop participants will return to the American Legion Hall, and Johnson's Cafe will provide lunch. Following lunch, each group will compile and summarize information from the maps created in the morning. Then participants will present to the Team how they think the information can help create alternative redevelopment plans that will address all the problems and opportunities identified.

Following the workshop, the Consultant Team will develop alternative scenarios, incorporating all information provided by workshop participants, along with technical planning data regarding roadways, public facilities, zoning overlays, etc. This process will be summarized in plan alternative maps, which will provide the focus of review and discussion for the next workshop.

Project Schedule

Additional workshops are on the following dates:

- April 18 — Review Alternatives
- May 16 or 30 — Review and Refine the Final Plan

There will be enough time for one other workshop, if required, to get as much agreement on the plan as possible. During the workshop schedule, the alternatives and the Final Plan will be previewed with the Planning Board and City Commission.

Following the workshops, the team will give the Final Plan to the City Commission for adoption in July and August.

Bahama Village Study

The Craig Company Team
600 White Street, Key West, FL 33040

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State Your Opinion

Not everyone who receives this newsletter will be able to attend the workshop because of other commitments or responsibilities, but your input is still needed. Write to us at the address at the top of this newsletter, drop off a note, or use the area provided below to write down your thoughts on how to improve Bahama Village. Tell us what you think the problems are and what you think are good solutions for those problems.

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ISSUE 2 JUNE 1998

Community to Review Plan Update at Workshop

The process of updating the Bahama Village Redevelopment Plan is well underway, and a workshop will be held Saturday, June 13, from 9:30 AM to 1:30 PM, for the community to review and comment on the proposed plan.

LAST WORKSHOP
Saturday, June 13
9:30 AM - 1:30 PM
American Legion Hall
803 Emma Street

The Planning Process
Earlier this year, the City of Key West retained the Craig Company Team to update the City's redevelopment plan for Bahama Village, which has been in place since 1991 and updated in 1995. To start the process of this new update, the Team held a community workshop on March 14 at the American Legion Hall on Emma Street.

A group of about 25 people spent the day working with the planning group on several exercises which helped identify issues and priorities. Everyone was asked to draw freehand maps of the village, on which they identified particular areas of concern. A walk through the village by the participants was especially fruitful in seeing firsthand features of the community where problems or possibilities existed, and filling in details on the maps. On returning from the walking tour, the group developed and prioritized lists of strengths and weaknesses of the village, and mechanisms by which the community could be improved.

In addition to the workshop, meetings were held with several groups in the community with particular interests, including the Bahama Conch Community Land Trust and business owners within Bahama Village. A consistent message was heard - let's get past planning to actual implementation strategies that have a real chance of happening and can make a difference.

Many government officials and agencies were interviewed regarding issues affecting the village, including the City Housing Authority, Public Works, and Engineering departments; Florida Keys Aqueduct Authority; and City Electric System. The recently completed Navy Reuse Plan for the adjacent Truman Waterfront BRACC property was reviewed, along with the City's comprehensive plan and land development requirement

June 1998 Bahama Village Study Newsletter Page 4

(Continued from Page 1)

- expansion of the redevelopment area boundary to include new property, which could result in an increased tax base and subsequent tax increment funding increases for Bahama Village,
- directing more citizens and tourists from surrounding areas into Bahama Village to support existing and planned commercial development of key areas, and
- providing recognition of Bahama Village as a key neighborhood and historic asset of the City.

- Changes to the streetscape and use of Petronia Street will change its primary use to that of a transit and pedestrian street, with significant spaces adjacent to the street right-of-way to serve as gathering places and provide for on-street commercial activities, creating job opportunities and a colorful attraction from adjacent streets.

Three non-housing projects are identified which can facilitate economic development of Bahama Village--the existing Douglass School band building, which is presently being renovated by the City; the now-closed City Electric Service (CES) building on Angela Street, immediately adjacent to the BRACC property; and the Bahama Village Market-place, identified by the public during the development of the Navy Reuse Plan.

Housing is a critical issue in Bahama Village, but expansion is limited by the Rate of Growth Ordinance (ROGO) process. The plan identifies several housing components, including promotion of the Bahama Conch Community Land Trust as the entity to assist the City and Housing Authority in providing concentrated single-family and scattered site housing throughout the community. Also, the Federal Hope 6 funding model may provide a means to allow for gradual but deliberate elimination of public housing and its replacement with assisted housing in the private market.

A large range of methods for financing projects within Bahama Village are identified, including tax increment financing, a prototype Citywide real estate transfer tax and its ap-

Opportunities for Public Comment

The best opportunity to get involved with the plan update is at the upcoming public workshop on Saturday, June 13, from 9:30 AM to 1:30 PM, at the American Legion Hall, 803 Emma Street in Bahama Village. Also, comments can be sent to the Craig Company Team, 600 White Street, Suite 5, Key West, FL 33040, or can be called in to (305) 294-1515.

Planned public hearing dates are:
City Planning Board July 16
City Commission September 1 or 15

lication within the Bahama Village area, waiver of impact fees, targeted ad valorem tax relief for certified historical properties, and application for and use of various Federal and State grant funds.

Implementation Schedule

The plan calls for a three-phase implementation program. Phase 1, to be accomplished in one year, consists of immediate changes to regulations and construction of those facilities or projects which will have an immediate impact on the community, provide additional visibility for commercial areas, and provide jobs for existing residents, including--

- changes to the land development regulations to facilitate economic development opportunities and implementation of the Petronia Street mall; and
- establishment of a Community Redevelopment Agency (CRA) advisory committee for Bahama Village that would provide a management framework for the Petronia Street mall.

Phase 2, and 3 priorities will be dependent on availability of funds, and ultimate acquisition of the BRACC area sites by the City, and integration of these sites into the Bahama Village plan.



Don Craig points out a feature of residential property in Bahama Village to group on walking tour during first public workshop on redevelopment plan update.

lations, to coordinate these separate documents and processes. All this information was compiled and an urban design framework for Bahama Village developed to accomplish the identified priorities (please see pages 2-3 of this newsletter).

Priorities and Plan Components

- The following is a summary of the draft plan update. The following priorities for the Bahama Village redevelopment plan update were established:
- Stabilize structures and community values encouraged by the Plan.
 - Design implementation efforts for certain categories of improvements to be immediate and practical.
 - Provide economic development and job creation opportunities for the residents of Bahama Village to stabilize the economy and allow long-term residents to remain.
 - Major components of the plan are as follows:

- Incorporation of the Truman Waterfront BRACC property into the City provides the opportunity for--
- waterfront access by Bahama Village residents.

(Continued on page 4)

1998 PLAN WORKSHOP 2 – SUGGESTED CHANGES FROM PARTICIPANTS

Changes		
Y	Y	Change name from Bahama Village Redevelopment Plan to Bahama Village Revitalization and Preservation Plan. (as subhead)
Comments on Zoning		
F	A	
N		Expand CRA boundary to include some waterfront lands – not in scope
Y	Y	Why HCT – negative effect on neighborhoods – create new zoning category that accommodates some uses & excludes others – HNC4 - no transient rentals - less FAR than HCT - limited restaurant size - conditional use
Y	Y	Policy added to Comprehensive Plan protecting existing community resources in zoning categories, especially HMDR – reserve existing commercial intensity
?	Y	Revise HHDR/HMDR to accommodate some commercial as part of redevelopment – flesh out concept
Y	Y	Remove HNC-3 designation on Whitehead St. - Concern – this plan should not increase property taxes and drive out residents
Urban Design Framework – Changes		
Y	Y	New affordable housing area in BRACC property be represented more like existing in Bahama Village
?	Y	Recommend Bahama Village residents have equal opportunity for development of BRACC area – to be fleshed out
Y	Y	Draw all areas in BRACC land more generically like rest of Bahama Village
?		Provide some alternate design concepts – next step after this update – Harrison will supply sample sketch of housing area redevelopment
Streetscapes – Changes		
		Questions raised about pedestrian mall - maybe limit Phase I to streetscape changes
Y	Y	Reservations about carts – no carts except special events
Transportation - Changes		
Y	Y	Transit down Petronia (including between Duval Street & Whitehead St.
		Traffic along entire Petronia St.
Y	Y	One-way begin at Thomas St. on Truman Ave.

1998 PLAN WORKSHOP 2 – PUBLIC INPUT COMMENTS SUMMARY

Urban Design

1. Urban Design
Have the recs of this workshop reflect what people want. If the picture shows mixed use, then it is assumed. Tom Runyan.
2. Show the design concepts resulting from the BRAC process.
3. 1 block mall (part time) good idea but difficult to relate Petronia use as major thoroughfare – delete?
4. Use street furniture not carts to make Petronia attractive storefronts should be the attraction
5. Take Mr. Sweeting's concern about street construction projects one step further. Will the Utility Coordination Association be involved so that year later the new street isn't dug up again by FCAA, CES, BellSouth, or some other utility? We've seen Duval Street dug up over and over due to just such a lack of planning, and it would be financially disastrous to repeat this in Bahama Village.
6. Concerning affordable housing: Let's keep the new housing in the same footprint (size, style, etc.) just like Bahama Village currently is. Why can't individuals buy a piece of property and build their own houses the way they want as long as it's within guidelines?
7. Town House
Done by developer or can individuals build
8. Town House Residential not in sink architecturally with tradition BV housing
12. Town House needs to be affordable
13. Move retail on potential and desired onsite renovation to public housing sites. Show examples of possible site revision concepts.

Petronia Street Pedestrianway

1. Streetscape landscaping – Do not include many palm trees. Use traditional Key West native and exotic trees that provide colored flowers and much shade for cooling homes, streets, businesses, and walkers and bikers, street vendors, etc.
2. Streetscape - Links to City - Make strong recommendation to City to improve and cover ROW, encroachments along Petronia Street right-of-way, outside of the boundaries of the redevelopment area. This will help and encourage pedestrian and bike flow from Old Town residential and transient areas into the Village.
3. Streetscape - Consider removing Bahama Village sign (label). Keep gateway posts. Paint many colors, provide flags of the Caribbean. Follow gateway concepts of the Bahama Village charrette. Include welcome symbols, pineapples, rooster, etc.

Transportation Framework

1. Bring the tourist tram down Petronia (between Duval & Whitehead) show connections to Simonton St. parking lot.
2. Open up Petronia to traffic to allow true entrance to Bahama Village
3. Do not impede auto traffic into BV on part time basis or any basis because of existing business

Zoning Framework

1. Remove both small HCT areas (spot zoning)
2. Remove small HHDR area (spot zoning)
3. Remove north HNC-3 area not supported by neighborhood.
4. Do not recommend extension of reuse area into Village planning area.
5. Revise HCT FLUM to allow commercial use without allowing high density transient use. Create LDR that does the same.
6. Petronia Street zoning – Why increase or give HCT designation that will negatively impact the adjacent neighborhoods especially when there is no parking.
7. Zoning – Having HMDR with conditional use allowances for corners in Bahama Village to have home cottage/commercial zoning. Some done by administrative action.
8. by Tom Runyan – Zoning: HCT needs to be restrictive
 - No transient(s)
 - #1) No parking
 - #2) City out of units to issue
9. Keep HCT north _____ ? _____ HNC-3
10. Zoning
 - Residential zone
 - Amend LDR's
 - Improve accessory unit potential as infill development for affordable housing. Study potential to allow small sq footage units to count as part of the 1.0 ESFV in BPAS, or count as .55 of ESFV. Establish a modest unit cap that will not impact Monroe County Hurricane Evacuation Model.
11. Zoning – Create zoning (regs) LDR that will permit/or 2 bedrooms to be rented as a limited intensity bed and breakfast. Only by conditional use. Must get transient licenses from City system. Cannot eliminate Housing. Owner occupied. Provides room and traditional meals.
12. Zoning Changes – HNC-3 to HCT and HMDR to HNC-3 will greatly expand large commercial activity, hurt small businesses, and destroy integrity of neighborhood.
13. Explain proposed CRA boundary. Why is this so designated. Can it be adjusted in the plan over time?
14. Expand CRA boundary to include some waterfront lands.
15. Replicate traditional grid pattern of Key West and Bahama Village in CRA redevelopment boundary area. Show potential and alternate development patterns.