

City of Key West

2012 Updates to the data and analysis for EAR-Based Comprehensive Plan Amendments

The City completed its first Evaluation and Appraisal Report (EAR) in 2005, and due to the State mandated schedule was required to update the 2005 EAR the following year. There is very little difference between the two reports or the resulting recommendations. It is now the City's desire to implement the recommendations from the two EAR documents, however due to the years that have passed, the supporting data and analysis needs to be updated in order to be meaningful and to provide the most accurate amendments to the Comprehensive Plan.

The Planning Department identified several areas that needed updating, and these are as follows:

- **Affordable Housing Needs Analysis**
- **Population Estimates**
- **Hurricane Evacuation Analysis**
- **Land Use Analysis**
- **Level of Service Analysis**

The following provides some background from the 2005 and 2007 EARs and the updated analysis in the areas identified above.

Chapter 1. Affordable Housing Needs Analysis

The 2005 EAR listed “Affordable Housing” as one of the issues to be addressed during the updates to the Comprehensive Plan. Some of the contributing factors to the need for affordable housing included lower wage tourism based jobs; loss of military families that lived in housing subsidized by the government; increased demand for second homes; government limitations on growth; the loss of housing due to conversion to guesthouses; and the lack of available vacant land. In the 1990s the construction of transient units was permitted pursuant to the City Rate of Growth Ordinance (ROGO) and as a result almost 900 transient units were built. However, that is no longer the case due to Comprehensive Plan policy 1.3.12.3, which limits the percent of new units that may be transient.

Since 1990, the City has implemented an affordable housing policy that requires 30 percent of units built to be affordable. At the time of the 2005 EAR, it was noted that this has been a successful City policy, however at that time there was still a lack of affordable units. As of April 2004 data, the City’s affordable housing commitments totaled almost 1,500 units, with an additional 50 units in the pipeline. In 2005 the City adopted a workforce housing ordinance which requires that 30 percent of new market rate housing units be affordable to members of the workforce who earn at or less than 80 percent of the median. The affordability of units permitted under these policies is maintained through deed restrictions. It is estimated that there are 1,111 affordable units that have been provided as a result. The current policy is that the affordability period for these units remain in place for perpetuity; however some of the earlier units had an affordability periods that have or will expire. It is estimated that 233 affordability periods will expire during the planning period.

In addition to requiring private developers to provide a percentage of affordable units, the City has historically taken a proactive approach in providing affordable units. The City has worked within the limits of the ROGO policies and, while being mindful of evacuation planning, has signed agreements with the State and with private developers to allow more affordable units. Additionally, the City has issued bonds and provided other sources of funding to purchase and rehabilitate housing, and has directly built affordable units. On the legislative side, the City has implemented policies to allow accessory apartments to single family homes, to facilitate infill of affordable units, and to facilitate apartments above commercial developments.

The City has sought community involvement to address the issue. The City in ?? held a special summit meeting of residents to gain insight on ways to address the issue. From that meeting, there were approximately 40 suggested actions that would address the problem from many different angles. Many creative suggestions were made, including ideas on how to preserve the housing stock, ways to seek out additional funding sources and suggestions to build new units or subsidize rents. In 2009 Florida International University’s Metropolitan Center conducted a Housing Needs Assessment for Monroe County that included information specific to the City of Key West. In order to provide an updated housing needs assessment, the information contained in the 2005 EAR and 2009 Housing Needs Assessment was updated using the most recently available information from the 2010 Census, the University of Florida’s Shimberg Center for Affordable Housing, and other relevant data sources.

The provision of decent, safe, sanitary and affordable housing to all residents continues to be one of the most daunting challenges that the City of Key West faces. The City’s scarcity of land for new development, growth in the second home market, high quality of life and desirability, and unique and historic housing stock all contribute to property and housing values that are among the highest in the State. The City’s economy is largely based on tourism and service industries, which generally pay lower wages than many other industries. These dynamics result in a pronounced affordability gap that continues to challenge the City even in the current economic downturn.

A summary of the estimates of the City’s existing housing stock is provided on Table 1-1 below. As can be seen there is a small discrepancy between the figures from the Affordable Housing Needs Assessment (AHNA), the Census, and a May 2010 estimate prepared by City staff. For the purpose of this report the 2010 Census figure will be used since it is the most recent, and because it is closer to the City estimate than the AHNA or the U.S. Census 2009 American FactFinder data. Use of the City’s estimate is constrained by the lack of information about occupancy or tenure.

Table 1-1. City of Key West’s 2010 Housing Stock by Type and Tenure

	Total Units	Occupied	Owner Units	Renter Units
09 AHNA	13,307	11,017	5,024	5,993
2010 Census	14,107	10,929	4,520	6,409
2009 US Census Bureau American FactFinder	13,274	8,925	4,175	4,757
May 2010 estimate	14,452 permanent plus 440 mobile homes			

The median single family home sales price in the City of Key West in 2010 was \$382,450. This value is higher than the 2001 median value of \$305,000, but significantly lower than the median value of \$776,000 in 2005. The median condominium sales price in 2010 was \$318,000, higher than the 2001 sales price of \$222,000 but lower than the peak of \$575,000 in 2005. The decrease in sales prices between 2005 and 2010 is reflective of the economic downturn. The 2010 median gross rent for a rental unit in the City is \$1,359.¹

“Housing cost burden”, defined as the percent of a household’s income that is used to pay for housing costs, is frequently used as a measure for determining whether or not housing is affordable. According to federal housing program guidelines and the Shimberg Center, housing costs should not exceed 30

¹ University of Florida Shimberg Center for Affordable Housing, Housing Needs Summary, Florida Housing Data Clearinghouse, 2011

percent of a household's income in order to be considered affordable. Federal guidelines define an extremely low income household as a household whose income is at or below 30 percent of the median household income for the area, a very low income household as a household whose income is at or below 50 percent of the median household income for the area, a low income household as a household whose income is between 50 and 80 percent of the median for the area, and a moderate income household as a household whose income is between 80 and 120 percent of the median for the area.

The median household income in the City in 2010 was \$52,004², while the average annual wages earned by a worker in the City are approximately \$37,844³. In order to be affordable, an owner-occupied home should not cost more than three times a household's annual income. In order to be affordable to a household at the median level, a home should therefore cost no more than \$156,012. In order to be affordable to the average wage-earner in the City, a home should cost no more than \$113,532. (Note that this does not account for combined household incomes.) In order to be affordable to a household earning at or less than 80% of the median for the area, a home should cost no more than \$124,891. The 2010 median sales price of \$382,450 for a single family home indicates an affordability gap of \$226,438 for households earning at or below the median household income, while the median sales price of \$318,000 for a condominium unit indicates a lower but still significant affordability gap of \$161,988.

The 2010 median gross monthly rent in the City was \$1,359. In order to be affordable to a household at the median income level, monthly rent should be no more than \$1,300.10. In order to be affordable to the average wage-earner in the City, monthly rent should be no more than \$946. In order to be affordable to a household earning at or below 80% of the median, monthly rent should be less than \$1,040. Approximately 50% of the City's rental units are affordable to residents at the median income level, while approximately 37% are affordable to average wage-earners and households at 80% of the median.⁴

Table 1-2 below identifies and projects the number of households in the City by income level for the period between 2000 and 2030.⁵ The projections contained in this Table, provided by the Shimberg Center, are not consistent with the noted trend toward a slight population decrease in the City. Generally, however, they do provide a proximate count of households by income type for 2010. This Table indicates that 12 percent of the City's housing stock should be affordable to households earning less than 30 percent of the median, 11 percent should be affordable to households earning between 30 and 50 percent of the median, 18% should be affordable to households earning between 50 and 80 percent of the median, 24% should be affordable to households earning between 80 and 120 percent of the median, and 34 % should be affordable to households earning over 120 percent of the median.

Table 1-2. Projected Households by Income 2000 - 2030

² 2005-2009 American Community Survey, US Census Bureau

³ Quarterly Census of Employment and Wages, Quarter 2 Year 2011, Florida Department of Economic Opportunity Labor Market Statistics Center

⁴ 2005-2009 American Community Survey, US Census Bureau

⁵ University of Florida Shimberg Center for Affordable Housing, Housing Needs Summary, Florida Housing Data Clearinghouse, 2011

	2000	2010	2015	2020	2025	2030
0-30%	1,295	1,295 (12%)	1,378	1,469	1,543	1,605
30 – 50%	1,200	1,203 (11%)	1,297	1,399	1,487	1,559
50 - 80%	1,995	1,857 (18%)	1,873	1,892	1,906	1,913
80 – 120%	2,724	2,518 (24%)	2,516	2,515	2,507	2,497
120%+	3,744	3,620 (34%)	3,665	3,715	3,735	3,750
Total	10,958	10,493	10,729	10,990	11,178	11,324

Table 1-3 below documents the number of cost burdened households in the City by tenure for 2010.⁶ As can be seen, 35 percent of homeowner households and 42 percent of renter households in the City are paying more than 30 percent of their income for housing. Table 1-4 documents cost burdened households by income type. As expected, the level and severity of cost burden increases as income levels decrease.

Table 1-3. Cost Burdened Households by Tenure, 2009

% of income paid for housing	0-30%	30-50%	%50 plus	
Owners	3,325 (65%)	909 (18%)	844 (17%)	5,078
Renters	3,065 (58%)	1,159 (22%)	1,050 (20%)	5,274

Table 1-4. Cost Burdened Households by Income Group, 2009

% of income paid for housing	0-30%	30-50%	%50 plus	
0-30% median income	357 (28%)	160 (13%)	754 (59%)	1,271
30 – 50% median income	357 (30%)	355 (30%)	464 (39%)	1,176
50 – 80% median income	855 (46%)	611 (33%)	373 (20%)	1,839
80% + median income	4,821 (79%)	942 (15%)	303 (4%)	6,066

Table 1-5 below indicates the deficit or surplus of affordable housing units by income category in the City for 2010.⁷ This information provides perhaps the best indication of unmet affordable housing

⁶ University of Florida Shimberg Center for Affordable Housing, Housing Needs Summary, Florida Housing Data Clearinghouse, 2011

⁷ University of Florida Shimberg Center for Affordable Housing, Affordable Housing Needs Assessment, 2011

need. As can be seen, there is a deficit of housing units affordable for all income types, with the exception of rental units for households at 120 percent of the median.

Table 1-5. Cost Burdened Households by Income Group, 2009

	30% of median	50% of median	80% of median	120% of median	200% of median
Owners	-500	-851	-1,571	-2,225	-2,101
Renters	-349	-796	-214	+270	-288

The City of Key West has taken a proactive approach to addressing the affordable housing needs of its residents. There are currently a total of 508 federally, State and locally assisted units and 581 public housing units in the City. In order to encourage the provision of private sector affordable and workforce housing, single family units are allowed and encouraged to have accessory units that provide a more affordable housing option for the City’s workforce and residents. In 2005 the City adopted a workforce housing ordinance which requires that 30 percent of new market rate housing units be affordable to members of the workforce who earn at or less than 80 percent of the median. If applied to the approximately 169 units available to be permitted under the Building Permit Allocation System, this would provide for about 51 new affordable units. In addition, Peary Court, a military housing complex, is transitioning to private sector housing, providing an additional 157 market rate housing units. Application of the workforce housing requirement would provide an additional 47 affordable or workforce housing units. Unfortunately, these 98 units will have only a small impact on the affordability deficit.

Chapter 2. Population Estimates

Population projections are an important component of local comprehensive plans. They provide the statistical framework for future development and redevelopment, and for projecting the ability to provide key infrastructure and services at adopted levels of service. The population of Key West, a built-out community with natural and policy constraints that limit future development potential, is projected to decrease slightly during the short, mid and long range planning periods, as documented in the following analysis. It is important to note that the projections are not predictions of the future. Projections are simply an extrapolation of past trends coupled with knowledge of the residential capacity of the area. They assume that past trends provide some indication of the likely range of futures for the community. They assume that there will be no major disasters, such as hurricanes, floods, or prolonged droughts. They assume that government and other agencies will continue to maintain and expand urban infrastructure and services as needed. The planning process calls for ongoing monitoring of urban change and the projections may be amended as future conditions warrant.

In the 2005 EAR, the discussion on the population of Key West gives a detailed breakdown of the different types of population due to the unique character of the city. The discussion begins with this sentence “Stating the population of Key West is not an easy task and it is very important to know how the number will be used”. This is still true today. The 2005 report breaks down the population into five components:

1. Permanent resident
2. Seasonal resident
3. Tourist/event overnight
4. Day tourist
5. Commuter from other Keys

These different population groups all have different reasons for being on the island, and are there during different times of the year. For this reason, the population fluctuates greatly. In 2005, it was estimated that the population would range between 32,000 and 58,000 on any given day.

The potential for the population to increase is limited by the Rate of Growth Ordinance (ROGO) policies. This number is limited based on the ability to evacuate the Florida Keys in the event of a hurricane. In 2005, there were approximately 300 new units in the ROGO “bank”. Some of the units could be built as small apartments of 600 square feet or less and would be counted as .55% of a unit. In 2005 it was expected that the majority of the new units would be occupied by seasonal residents. Day populations were also expected to increase due to the potential for more commuters and cruise ship passengers.

In the 2007 EAR, the US Census data was updated, and it was found that the permanent population of the island had decreased by 6 percent to 23,935. It was noted that the decrease was most likely due to the economy, the lack of affordable housing and to the effects of Hurricane Wilma

Information from the Florida Office of Demographic and Economic Research, the 2010 Census, and local conditions provides a basis for updating the City’s current and projected population. In 2012, the Florida Legislature adopted HB 7081, which specifies that “absent physical limitations on population growth, population projections for each municipality, and the unincorporated area with a county, must, at a minimum be reflective of each area’s proportional share of the total county population and the total county population growth”. Key West clearly has physical limitations on population growth, but these limitations are shared with the rest of the County. For this reason, the proportional share methodology is an acceptable methodology for projecting population change in Key West. The Florida Office of Demographic and Economic Research’s published population projections for Monroe County are detailed in Table 2-1 below. In 2010, 33.7 percent of Monroe County’s population resided in Key West, a proportionate share expected to remain stable through the planning period.

**Table 2-1. Population Projections
City of Key West, Florida 2010**

	2000	2010	2015	2020	2025	2030
Key West	25,478	24,649	24,348	23,997	23,660	23,350
Monroe County	79,589	73,090	72,248	71,210	70,209	69,289

The City’s 2010 population is therefore estimated to be 24,649, and is projected to decrease slightly during the five, ten, 15 and 20 year planning periods. Another indicator of potential population growth is future development potential. Since 1993 the City has regulated growth in accordance with adopted Rate of Growth policies and limitations on the number of new building permits that can be approved. The purpose of these policies is to reduce the City’s hurricane evacuation clearance times from 35 hours in 1990 to 24 hours in 2010. According to the Statewide Regional Evacuation Study⁹, the 2010 out of County clearance time for Key West is 13 hours and the in-County clearance time is 13.5 hours, so these policies have achieved their purpose.

There are currently 100 units available to be permitted under the City’s Building Permit Allocation System (BPAS)¹⁰. Under this system, 35% must be allocated for single family at a 1:1 ratio, but small (<600 s.f.) apartments and accessory units can be allocated at a 1:.55 ratio. A maximum number of 153 new units therefore could be permitted in accordance with BPAS. The average household size in the City, as per the 2000 Census, is 2.15, but residents of accessory units can be assumed to have a smaller household size. For the purposes of this analysis, the average household size for accessory units is assumed to be 1.5. It is therefore estimated that maximum build-out could increase the City’s permanent population by 295.

⁹ Statewide Regional Evacuation Study Program. Volume 4-11, South Florida Region Evacuation Transportation Analysis. South Florida Regional Planning Council

¹⁰ City of Key West Building Permit Allocation System Annual Report, 2010/2011

The permanent residential population is important for calculating the need for such services as parks and schools. The City of Key West is a popular and world-renowned tourist destination, however, and seasonal and short term visitors also impact the need for certain services, as well as emergency management and evacuation planning. The 2010 Census identifies 1,935 seasonal units that are occupied by “part-time” residents, often for protracted periods of time. It is estimated that these units can accommodate approximately 4,160 “seasonal” residents. It should also be noted that these units could transition to permanent units during the planning period, with a concomitant impact on the permanent population.

Short-term transient units, including motel/hotel rooms, guesthouses, bed and breakfasts, and short-term residential units, also impact the number of people in Key West at any time. There are 6,066 transient units in the City, broken down as follows: 3,943 hotel/motel rooms; 1,226 rooms in guesthouses or bed and breakfasts; and 897 short-term residential units. In 2010, City staff conducted a transient survey in order to find out more about this group. This survey indicates that the average travel party size associated with a motel/hotel room is 2.4, while a guesthouse/bed & breakfast is 2.15, and a short-term residential unit is 3.66. It is therefore estimated that full occupancy of these units could increase the City’s temporary population by approximately 15,382. On an average day, the Monroe County Tourism Development Council estimates that there are 14,241 overnight visitors on Key West, with a highest daily average of 16,881.

In addition to overnight visitors, Key West is also a popular destination for “day-trippers”, visitors who travel to Key West by cruise ship, ferry or automobile but who spend the night elsewhere. A substantial number of these guests (approximately 68%) arrive via cruise ships. The Monroe County Tourism Development Council reports that there were approximately 1,029,026 “day trip” visitors in 2008. There is a maximum potential of approximately 6,000 cruise ship passengers at a single time, with a daily average of approximately 2,399 and a highest daily average of 3,123. It is estimated that an average of 2,734 day trip visitors are in Key West at any time, with a highest daily average of 3,123.

Key West’s population also includes residents who live on boats anchored in City waters. In 2009 the City reported that there were 1,066 transient boat dockage agreements in the City. City staff estimates that there are currently 105 live-aboards in City waters at Garrison Bight and Key West Bight. As with accessory units or small apartments, it is assumed that the average size of households residing in live-aboards will be smaller than the City’s average household size of 2.15. For the purposes of this analysis, the average household size for live-aboards is assumed to be 1.5. It is therefore the permanent maritime population is approximately 158. The temporary population of Key West is also impacted by commuters who work in Key West but reside elsewhere in Monroe County. It is estimated that between 3,836 and 3,977 Monroe County residents commute to work in the City. Estimates are based on traffic counts, employment numbers, and license studies conducted by City staff. A number of Monroe County residents also travel to Key West to shop. As noted in the EAR, a rough estimate of the number of shoppers at any given time can be approximated by doubling the number of commuters. It is therefore estimated that there are approximately 7,994 commuters and shoppers in Key West at any given day.

The total number of people on Key West on an average day, including permanent residents, seasonal residents, the maritime population, overnight tourists, day-trippers, cruise ship visitors, commuters, and shoppers, is estimated to be 56,335. This number would likely spike significantly during special events such as Fantasy Fest or New Year's Eve.

Chapter 3. Hurricane Evacuation Analysis

Hurricane evacuation planning is one of the most important aspects of the Comprehensive Planning within all Florida Keys communities, and most especially for Key West as the population in the City has the longest distance to travel to reach the mainland. As such, it is a complicated, ever evolving process and it was included in the 2005 EAR as an issue of importance to the residents. Not only does hurricane evacuation planning touch on many aspects of community development, it is a regional issue and involves much intergovernmental coordination. A natural disaster evacuation plan is one of the planning and administration elements requiring regulation in the City's Principles for Guiding Development, Rule 28-36.003(2)(a)7, Florida Administrative Code,

In the 2005 EAR it was noted that five of the elements of the Comprehensive Plan have policies related to hurricane safety. Many of these policies advocate regional coordination of evacuations and setting limits on growth.

In 2005 it was suggested that the Comprehensive Plan policies continue to further these ideologies, while providing some very specific measures that could be taken to prepare for and recover from hurricanes. Additionally, the report recommended that the Comprehensive Plan should be modified to address the issue that evacuation out of the Keys without a clear safe refuge on the mainland continues to place citizens at risk. The City should consider more options for providing refuge closer to home, rather than using all planning efforts on evacuation scenario modeling.

The 2006 South Florida Regional Hurricane Evacuation Traffic Study, prepared by the South Florida Regional Planning Council, provides a summary and analysis of evacuation of Key West and Monroe County population via U.S. 1 and Card Sound Road. This analysis includes an estimate of the clearance times required to evacuate the County using these two roadways. The study identifies evacuation zones, critical roadway segments, and clearance times based on development patterns, functional population, and behavioral analysis.

Based on a Category 4-5 hurricane, the analysis indicates that an early, phased evacuation of tourist and mobile home residents would result in evacuation clearance times for the Monroe County population of less than 24-hours. It was assumed in the analysis that the evacuation of tourists would begin approximately 48 hours in advance, followed by a 36-hour advance evacuation of mobile home residents, and a 30-hour advance evacuation of permanent residents.

With updated data available from coastal flooding models, the 2010 U.S. Census, updated traffic modeling and current City building permit/certificate of occupancy information, the Regional Planning Councils have begun to revise the 2006 Statewide Regional Evacuation Model to depict evacuation clearance times for the population of the Keys.

The first two of three Evacuation Clearance Time Working Group meetings were held in January and February of this year. The final meeting is scheduled for the end of March. The intent of the Working Group is for the region to come to an agreement on the Building Permit Allocation projections for the

next ten years which will be based on hurricane evacuation clearance times that are modeled on jointly agreed upon assumptions and variables. The Working Group consists of representatives from Monroe County, the municipalities within the County, the Florida Division of Emergency Management and the State Land Planning agency (DEO).

The variables being considered during this modeling effort consist of the evacuation participation rate and unit occupancy rates. The participation rate is measured as a percentage of the population that will take place in the evacuation. The model will emphasize a system that would provide the potential for anyone who wants to participate to be able to evacuate. Human behavioral surveys show that in a Category 3 storm, 70% participate in an evacuation, 80% in a Category 4 storm, and 90% in a Category 5 storm. Occupancy rates are measured for all site built structures and are based on the 2010 census for seasonal population.

The assumptions being considered during this modeling effort consist of the following: a 12 hour response curve; population of Monroe County (including the municipalities within the County); evacuation termination at Florida City; a Level C/Category 3 storm event; roadway capacity as established by Florida Department of Transportation (FDOT); and a 48 hour phased evacuation. The 12 hour response curve is used due to the fact that behavioral studies indicate that there is an evacuation preparation time needed before people will leave their homes. The population for Monroe County will be determined by 2010 Census population figures. The evacuation termination point has been determined to be to Florida City, and therefore the traffic modeling for anywhere north of this point is assumed not to be considered in this model. This is based on Florida Administrative Code 28-18, 28-19 and 28-20. The evacuation models don't consider evacuation scenarios for storm events lower than a Category 3. Roadway capacity considers the traffic flow on US-1 related to the number of vehicles that can be accommodated during a phased evacuation. This is determined by traffic flow rate analysis prepared by FDOT. Finally, the assumption is that the evacuation procedures will be instituted through a phased evacuation, in which different populations will evacuate at different times. The transient population will evacuate first, followed by permanent residents evacuating. The military and mobile home residents are included in the transient population for evacuation modeling purposes. As a result of the conditions of the State mandated Hurricane Evacuation Modeling Workshops, and the completion of amendments to the Comprehensive Plan, the City will be allocated 91 new BPAS allocations annually, beginning in 2012.

Chapter 4. Land Use Analysis

The City of Key West occupies a 7.4 square mile area encompassing the island of Key West, the portion of Stock Island north of U.S. 1, Sigsbee Park (north, originally known as Dredgers Key), Fleming Key (north), and Sunset Key (west). Both Fleming Key and Sigsbee Park are part of Naval Air Station Key West. The City is the southernmost City in the continental US, and is the County seat of Monroe County. Land access is provided by US 1, air access is provided by the Key West International Airport, and sea access by the Port of Key West. The City's natural boundaries restrict the expansion of its boundaries. Unincorporated Monroe County to the north is the only adjacent local government. The City has not expanded in size through annexations since ____.

The City of Key West is substantially developed, with limited opportunities for new development. In the 2005 EAR the vacant land was described as falling into four categories: large upland sites (over an acre), small upland sites (less than an acre), land owned by the military and land formerly owned by the military. The large upland sites consisted of approximately 11 identified sites, with approximately half of these sites already having obtained some degree of development approval. Since the date of the EAR, eight of these sites have developed. The three remaining sites are: the 2800 block of Flagler Avenue, which could accommodate up to 14 single family homes; the 3.5 acre Stadium Mobile Home property on Kennedy Drive which can accommodate up to 55 units, and; Pier B in Truman Annex which can accommodate a restaurant. In 2005, there were approximately 200 small upland sites, primarily vacant lots in residential areas. It is estimated that there are approximate __ small vacant upland sites today. The vacant property owned by the Federal government is a significant land area within the City, however the regulation of its use is not within the jurisdiction of the City, and therefore not affected by the Comprehensive Plan. The most significant vacant area within the City is the 30 acre Truman Waterfront area acquired from the U.S. Navy. The City coordinates its land use with the military as per statutory requirements. The Future Land Use Map represents the City's vision for its development and redevelopment during the short-, mid-, and long-range planning periods. The Future Land Use Map and designations serve as the foundation for the more detailed Land Development Regulations and special area plans adopted by the City. These regulations and plans must be consistent with and further the implementation of the Future Land Use Element and its goals, objectives and policies, as well as be consistent with the state adopted Principles for Guiding Development in Key West. The City's Future Land Use Map is shown on Figure 1, and detailed by permitted use, density and intensity, and acreage on Table 4-1 below. Development and redevelopment in the City has occurred in conformance with the Future Land Use Plan Map. There have been __ amendments to the Future Land Use Plan Map since its adoption.

Table 4-1. Existing Future Land Uses in Key West

<u>Land Use</u>	<u>Area</u>	
	<u>Acres</u>	<u>Density/intensity</u>
Residential		
Low Density Residential Coastal	2.95	1 unit per acre
Single Family Residential	599.49	8 units per acre
Medium Density Residential Coastal		8 units per acre
Medium Density Residential	69.72	16 units per acre
High Density Residential	35	22 units per acre
Commercial Development		
Limited Commercial	24.75	.8 FAR, 16 units per acre
General Commercial	272.01	.8 FAR, 16 units per acre
Salt Pond Tourist Commercial	23.93	.8 FAR, 16 units per acre
Mixed-Use New Town Development		
Residential/Office	15.14	.8 FAR, 16 units per acre
Planned Redevelopment and Development	36.46	.8, 16 units per acre
Old Town Historic Preservation		
Historic Residential/Office	17.55	1.0 FAR, 16 units per acres
High Density Residential/Commercial Core	110.15	1.0 FAR, 22 units per acre
Medium Density Residential	151.81	1.0 FAR, 16 units per acre

Planned Redevelopment and Development	75.85	1.0 FAR, 16 – 22 units per acre
Neighborhood Commercial	98.69	1.0 FAR, 16 units per acre
Tourist Commercial	27	1.0 FAR, 16 units per acre
Public Service, including Recreation & Open Space	153.23	1.0 FAR
High Density Residential	80.35	1.0 FAR, 22 units per acre
Institutional		
Public Services, incl. Recreation, Schools, Public and Semi-Public Land	544.62	.8 FAR
Military	1,087.90	n/a
Airport	102.60	.3 FAR
Conservation		
Outstanding Waters of the State	246.99	n/a
Freshwater Wetlands	14.12	n/a
Tidal Wetlands of the State	156.48	n/a
Mangrove	104	n/a
Upland Hammock	26.65	n/a
Right-of-Way	423.01	423.01

Table 4-1 indicates acreage by Future Land Use District in the City. The City's ultimate development capacity (absent the limitations placed by the Building Permit Allocation System and Rate of Growth Ordinance) can be calculated based on the acreage and maximum permitted residential density in each of the districts. A total of 23,219 units could be permitted in the City if all Future Land Use Districts are built out to the maximum residential density allowed in the Comprehensive Plan. There are currently 14,107 units in the City. Based on the average household size of 2.15 persons per unit, if the City were built out to the maximum residential capacity permitted in the Comprehensive Plan, a population of approximately 49,921

could be accommodated. In actuality, the City projects that its population will decrease slightly in the planning period from 24,649 in 2010 to 22,991 in 2030. The Comprehensive Plan is therefore providing an adequate supply of residential lands to meet existing and current demand. Maintaining an adequate supply of non-residential lands to support the City's planning program is an important consideration. The City currently has 933.69 acres in commercial, office or mixed use categories. Based on the 2010 population of 24,649, the City is currently providing 37.82 acres of commercial lands per 1,000 residents. This is indicative of the City's compact mixed-use development pattern and function as a full service community with a diversity of residential and non-residential uses. The Future Land Use Map therefore provides adequate commercial lands to meet the City's needs through the planning period.

The City currently does not distinguish between Comprehensive Plan Future Land Use categories and zoning districts. While this situation facilitates consistency between the Comprehensive Plan and Land Development Regulations, it limits the City's ability to exert the more precise controls over land use that are gained by implementing specific development standards through detailed zoning districts. The City is proposing reducing the number of Future Land Use Districts to ten, while maintaining the maximum permitted densities and intensities and underlying zoning districts. Table 4-2 below lists the compares the existing and proposed Future Land Use Districts.

Proposed FLUM District	Existing FLUM Districts	Density/Intensity Combined acreage
Low Density Residential	Low Density Residential Coastal Single Family	Maximum 8 units per acre 602.44 acres (4,820 units)
Medium Density Residential	Medium Density Residential Coastal Medium Density Residential Planned Redevelopment and Development	Maximum 16 units per acre, .8 FAR 106.18 acres (1,699 units)
High Density Residential	High Density Residential Residential/Office	Maximum 35 units per acre, .8 FAR 50.14 acres (1,755 units)
Historic Commercial	Historic	22 units per acre, 1.0

	Residential/Office Historic Residential Commercial Core Historic Neighborhood Commercial Historic Commercial Tourist	FAR 263.65 acres (5,800 units)
Commercial	Salt Pond Tourist Commercial General Commercial Limited Commercial	16 units per acre, .8 FAR 320.69 acres (5,131 units)
Military	Military	1087.90 acres
Public Service	Public Service Airport	.8 FAR 647.22 acres
Conservation	Freshwater Wetlands Outstanding Waters of the State Tidal Wetlands of the State Upland Hammock Mangrove	574.89 acres
Historic Residential	Historic High Density Residential Historic Medium Density Residential Historic Planned Redevelopment and Development	22 units, 1.0 FAR 297.75 (655 units)
Historic Public & Semi- Public	Historic Public Services	1.0 FAR 153.23 acres

The maximum number of units that could be permitted in accordance with the Comprehensive Plan if these changes were enacted would be 24,680, an increase of 1,461 units from what is currently allowed. Based on the average household size of 2.15 persons per unit, if the City were built out to the maximum residential capacity that could be permitted if these changes are adopted, a population of approximately 53,062 could be accommodated. The City would have 1,038.41 acres in commercial, office or mixed use categories if these changes are enacted, an increase of 104.72 acres. It should be emphasized that factors such as the Building Permit Allocations System, land development regulations, and site constraints will ultimately limit development capacity far below the maximum densities and intensities allowed on the Future Land Use Map and in the Comprehensive Plan.

The City of Key West has a number of unique characteristics that require special consideration and focus in the Comprehensive Plan. A total of 1,087.90 acres, approximately 24 percent of the incorporated area, are in military use at the Key West Naval Air Station and other facilities. The City coordinates its land use and planning efforts with the military in accordance with Florida Statutes.

In June of 2011, the Florida Legislature approved HB 7207, which included statutory requirements for local governments to address compatibility of development with military installations in the Future Land Use element of the Comprehensive Plan, as well as to address the exchange of information between local governments and military installations. In order to comply with the new legislation, updates to the City of Key West Comprehensive Plan Data, Inventory, and Analysis (1993) are also necessary to provide the following information:

- An updated depiction of the current military presence within the City;
- Updated land acreages for military lands located adjacent or proximate to the corporate City limits;
- Demonstration of the economic impact that the military presence has in the City of Key West;
- The 2007 Air Installations Compatible use Zones (AICUZ) Study prepared for Naval Air Station Key West; and
- Encroachment Challenges Synopsis provided by representatives from Naval Air Station Key West.

The military presence in Key West dates back to 1822, and has become an important asset within the community, furthering national security priorities as well as bolstering the local economy. Currently, the military installations located adjacent to or proximate to incorporated Key West support operational and readiness requirements for the Department of Defense, Department of Homeland Security, National Guard, federal agencies, and allied forces. These installations are located on the following properties:

Navy Property Listing	
Installation Name	Acres

Demolition Key	24
Fleming Key Annex	322.93
Key West Cemetery Maine Memorial	0.12
Navy Branch Health Clinic	15.23
Sigsbee Park Annex	351.91
Truman Annex	232.54
Trumbo Point Annex	137.43
Peary Court	23.5
Total:	1107.66

According to statistics provided by the Key West Chamber of Commerce, the largest employer within Monroe County, based on a survey of public and private employers, is the U.S. Armed Services (inclusive of civilian support and contractors). According to the Key West Chamber of Commerce Monroe County Major Employers Summary, dated March of 2010, military installations employ approximately 2,882 personnel. Further, the Chamber of Commerce also estimates that family members, personnel present for temporary training, as well as retired military members recreating in the City generate approximately 2,139 more people. Based on these numbers, U.S. military facilities adjacent or proximate to the City of Key West attract approximately 5,021 people, based on a number of variables.

In 2007, the Department of the Navy prepared an AICUZ study for Naval Air Station Key West, providing updated aircraft noise contours and accident potential zones, as well as analyzing aircraft noise and safety. The AICUZ study was prepared as a measure for Monroe County and the City of Key West to incorporate AICUZ recommendations into their respective Comprehensive Plans in order to provide mechanisms for encroachment protection. Additionally, Naval Air Station Key West provided to the City an Encroachment Challenges Synopsis, outlining different types of encroachment sources.

The City's long and colorful history and excellent collection of historic and architecturally-significant buildings and homes make historic preservation a cornerstone of its planning program. The Key West Historic District, one of the largest historic districts in the State of Florida, is the physical manifestation of the City's 189 year existence. The 190-block district contains approximately 3,200 buildings and homes noted for their consistency of general features and diversity of details. The district is the largest and most important collection of wooden buildings in the nation, and provides the City with an ambiance and quality of life that is the foundation of the tourist industry and a key component of the economic base.

As in most older cities, redevelopment is an important challenge and consideration in the City of Key West. The City has established a Community Redevelopment Agency to address slum and blighted conditions and spearhead redevelopment programs in the 127-acre Community Redevelopment Area. The City's Community Redevelopment Area is comprised of two subareas: Bahama Village and the Caroline Street corridor. Bahama Village, located west of Duval Street, is primarily residential with interspersed neighborhood commercial uses. The area also contains some of the City's most important civic structures, including churches and community gathering places. The Caroline Street subarea is located along Key West Bight, the historic seaport district, and is characterized by water-dependent and water-related commercial uses, lower intensity commercial uses, and transient and residential uses. Both areas demonstrate localized slum and blight conditions and deteriorated infrastructure, as well as vibrant commercial and residential areas and redevelopment successes.

Chapter 5. Level of Service Analysis

5.1 Sanitary Sewer

Level of Service Standard (Adopted 20 years ago – since that time LOS have evolved, may be best to adopt a more reasonable standard)

Residential Uses: 100 gallons per capita per day for permanent residents and 90 gallons per capita per day for seasonal residents

Non-Residential Uses: 660 gallons per acre per day

Analysis

Permanent population – 24,832 – 2,483,200 gallons per day

Seasonal population - 4,160 – 374,400 gallons per day

Non-residential uses – 7,806,431 s.f. building area, 179.21 acres – 118,278 gallons per day

Total daily capacity required – 3,004,870 gallons per day

Actual daily use - 4.5 million gallons per day

The City contracts operation of the Richard A. Heyman Environmental Pollution Control Facility, its wastewater treatment plant (Plant), and the associated collection system to Operations Management International, Inc. The Plant currently has the capacity to treat 10 million gallons per day, exceeding the capacity required to achieve the Level of Service Standard by approximately seven million gallons per day. Actual daily flow is 4.5 million gallons per day, a reduction from eight (8) million gallons per day due to \$67 million in capital improvements in the past short term planning period, including \$56 million for collection system rehabilitation.

As documented above, the City is meeting its Level of Service Standard for Wastewater. The City projects a slight population decrease during short and long range planning periods, so the current capacity should remain adequate. Ongoing capital improvements, and continuing conservation efforts, will continue to maintain and improve service delivery.

5.2 Potable Water

Existing Level of Service Standard

Residential Uses: 93 gallons per capita per day

Non-Residential Uses: 650 gallons per acre per day

Analysis

Residential – 24,649 residents - 2,292,357 gallons per day

Non-residential uses – 7,806,431 s.f. building area, 179.21 acres – 116,487 gallons per day

Total capacity required – 2,408,844 gallons per day

Average daily use – 6,310,000 gallons per day

Potable water to the City of Key West is provided by the Florida Keys Aqueduct Authority (FKAA). The FKAA has the capacity to provide 23 million gallons per day as a result of: South Florida Water Management District’s issuance of Water Use Permit #13-0005 which allocates 17 million gallons per day in the dry season and 17.79 million gallons per day which can be withdrawn from the Biscayne Aquifer, and; six million gallons per day provided by a reverse osmosis treatment plant in Florida City. As documented above, the City is meeting its Level of Service Standard for Potable Water. The City projects a slight population decrease during short and long range planning periods, so the current capacity should remain adequate. Ongoing capital improvements will be necessary to maintain and improve standards and service delivery.

5.3 Solid Waste

Level of Service Standard

1994-2010 Level of Service (lb/capita/day)

	<u>Total Waste Generation</u>	<u>Facility Capacity</u>
Residential	2.66	2.05
Non-Residential	6.37	4.90

Analysis

Residential – 24,649 permanent residents - 65,566 lbs per day

Non-residential – estimate 34,269 non-permanent residents – 218,294 lbs per day

Total capacity required – 283,860 lbs per day

Average daily use – 295,128 lbs per day

The City contracts with Waste Management of Florida, Inc. to collect, transfer and dispose of solid waste and residential recyclables. Commercial recyclables and other non-franchised collection services such as construction and demolition debris and yard waste are available on the open market to all licensed haulers. The City owns and operates a solid waste transfer station on Rockland Key that received 45,402.10 tons of solid waste for disposal and 3,607 tons

of recyclables in 2009/10. Waste Management disposes of the solid waste collected in Monroe County, including the City of Key West, at its Central Sanitary Landfill in Broward County. In 2009 Waste Management Inc. reported a reserve capacity of 17 years at this facility. There is therefore an estimated reserve capacity of 14 years as of the date of this report.

As documented above, the City is meeting its Level of Service Standard for solid waste. The City projects a slight population decrease during short and long range planning periods, so the current capacity should remain adequate. Ongoing capital improvements will be necessary to maintain and improve standards and service delivery.

5.4 Stormwater Drainage

Level of Service Standard

The Drainage level of service standard below is applicable to all types of development. Where two or more standards impact a specific development, the most restrictive standard applies:

- a. Post development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with a 24 hour duration.
- b. Stormwater treatment and disposal facilities shall be designed to meet the design and performance standards established in Chapter 17-25, Section 25.025, FAC, with treatment of the runoff from the first one inch of rainfall on-site to meet the water quality standards required by Chapter 17-302, Section 17-302.500, FAC. Stormwater facilities which directly discharge into "Outstanding Florida Waters" (OFW) shall provide an additional treatment pursuant to Section 17-25.025 (9), FAC.
- c. Stormwater facilities must be designed so as to not degrade the receiving water body below the minimum conditions necessary to assure the suitability of water for the designated use of its classification as established in Chapter 17-302, FAC."

Analysis

The City is meeting its Level of Service standards for Stormwater Drainage. Under the Concurrency Management System, new developments are required to make or provide for improvements necessary to maintain or exceed these standards. This also implements the requirement in the Principles for Guiding Development 28-36.003(1)(a)3 that "Development shall not be approved which is inconsistent with or exceeds the services specified in the (Capital Improvement) Plan."

The City's Stormwater Utility is responsible for the planning, operation, construction and maintenance of the City's stormwater drainage systems. The missions of the Utility are: reducing flooding and standing water; and reducing the pollutant load discharge into Outstanding Florida Waters. The management of stormwater implements and is consistent with the Principles for Guiding Development Development objective, Rule 28-36.003(1)(c) "minimize the adverse impacts of development of the quality of water in and around the City of Key West and throughout the Florida Keys." Additionally, it is consistent and implements objective Rule 28-36.003(1)(b) "Protection of tidal mangroves and associated shoreline and marine resources and wildlife."

The Utility operates under a Generic Permit for Discharge of Stormwater from Phase II Municipal Separate Storm Sewer Systems. This Permit contains a plan indicating how the City will comply with the National Pollutant Discharge Elimination System. The City has taken action to implement the plan, and will continue to implement projects, programs and improvements to provide stormwater drainage and reduce pollutant discharge.

5.6 Transportation

Level of Service Standard

The City’s Level Of Service (LOS) Standard for roadways is calculated using a speed based methodology. The following LOS measurement standards represent roadway operating conditions, and the driver’s perception of these conditions:

- LOS A - free flow traffic operations at average travel speeds;
- LOS B - stable flow with other users in traffic stream;
- LOS C – uncongested with other users causing significant interactions;
- LOS D – congested stable flow with major delays;
- LOS E – very congested with traffic at or near capacity, and;
- LOS F – extremely congested with breakdown flows.

The City’s adopted Level of Service Standard for roadways is documented on Table 5-1 below:

Roadway Facilities	Segment	Min LOS Standard Peak Hour
State Urban Principal Arterials		C (1)
U.S. 1	N. Roosevelt Blvd.	C (1)
	Truman Ave	Physically Constrained (1)
	Whitehead St.	Physically Constrained (1)
County Urban Minor Arterials		D
County Urban Collectors		D
City Urban Collectors		D

(1) Due to physical constraints that would make U.S. 1 improvements cost prohibitive, the segments from Eisenhower Drive to Whitehead Street and from Truman Avenue to Fleming Street, are designated as “constrained.” These segments have an existing operating condition below the LOS C standard. Constrained facilities level of service shall be C plus five (5) percent.

Analysis

A. Functional Classifications

State Maintained Roads

U.S. 1 and South Roosevelt Blvd./S.R.A1A are the only state roads in the City. U.S. 1 originates in Key West on Whitehead Street at the corner of Fleming Street. S.R. A1A begins at the intersection of Bertha Street and Roosevelt Blvd., extending eastward past the Key West Airport before terminating at the

intersection with U.S. 1 at the east end of the island. The functional classification for U.S. 1 and S.R. A1A is Urban Principal Arterial.

County Maintained Roads

The Monroe County Engineering Department oversees the design and construction of Monroe County’s roads, public rights of way, bridges, sidewalks, and bike paths. The City maintains The following are the County maintained roads within Key West:

Duval Street -	Truman Ave to Eaton St
Flagler Avenue -	White St to S. Roosevelt Blvd
Whitehead Street -	Fleming St to Eaton St
Eaton Street -	Whitehead St to Palm Ave
First Street -	Flagler Ave to N. Roosevelt Blvd
Bertha Street -	Flagler Ave to S. Roosevelt Blvd

The functional classification for all County roads except Fifth Street is County Minor Arterial. Fifth Street is classified as a County Urban Collector.

City Maintained Roads

The City of Key West maintains the remainder of the roadways which fall into one of two functional classifications, City Urban Collector or Local Roads.

B.Existing Conditions

The City’s 2011 Carrying Capacity Study for Transportation¹¹ measured roadways levels of service based on average speed thresholds documented in the 2000 Highway Capacity Manual (HCM)¹². Table 5-2 identifies the existing Levels of Service for the City’s roadways.

Road	Classification	LOS Required	Existing LOS(1)
Fleming St.	Local	D	D
Southard St.	Local	D	D
Duval St.	Minor Arterial	D	F
Whitehead St.	Principal Arterial	D	D
Simonton Street	Collector	D	D
South Street	Local	D	C
United St.	Collector	D	C
White St.	Collector	D	C
Palm Ave.	Minor Arterial	D	E
Eaton St.	Minor Arterial	D	D
Flagler Ave.	Collector	D	C
Truman Ave.	Principal Arterial	C	F
US-1	Principal Arterial	C+5%	E

¹¹ City of Key West Carrying Capacity Traffic Study, Calvin Giordano & Associates, December 2011

¹² Highway Capacity Manual Fourth Edition, National Research Council, Transportation Research Board, 2000

(1) Highest measurement – segments may be operating at better levels during certain times.

As can be seen on Table 5-2, a number of the City's roads are not meeting the Level of Service standard. These roadways and failing conditions are listed below¹³:

- Duval Street is operating at LOS E and LOS F during the mid-day peak hour for the northbound and southbound directions, respectively. Duval Street is also failing in both directions during the PM peak hour.
- Palm Avenue (segment between Bertha Street and N. Roosevelt) is operating at LOS E during the PM peak hour in the southbound direction.
- Truman Avenue is operating at LOS D during the mid-day peak hour in the westbound direction. Truman Avenue is also operating at LOS D and LOS F during the PM peak hour for the eastbound and westbound directions, respectively.
- US-1/N. Roosevelt Boulevard is operating at LOS D during the AM peak hour in the westbound direction and during the PM peak hour in both directions.
- US-1/ N. Roosevelt is also operating at LOS E in the westbound direction during the mid-day peak hour.

Due to the built-out nature of the City, it is not feasible to recommend adding lanes to relieve congested roadways. Furthermore the island is a compact, relatively dense community with flat topography, where most trips consist of short distances and parking is expensive and scarce. This scenario lends itself to encouraging many modes of transportation that are an alternative to a car. Many people are already using bikes, scooters, electric cars, city transit, taxis and private shuttles in addition to walking.

The 2005 EAR states that significant progress has been made to accommodate bicycles, city transit, taxi stands, and instituting a traffic impact fee to new development. The existing plan contains policy 2-1.1.3 which recommends designating of the Old Town as a Transportation Concurrency Management Area, which would further promote public transit and other non-automobile modes. In order to demonstrate its commitment to multi-modal transportation accessibility, the City is adoption Level of Service standards for bicycles and pedestrianism. The City's standards are based on those outlined in the 1994 article "Bicycle and Pedestrian Levels of Service Performance Measures and Standards for Congestion Management Systems" by Linda B. Dixon (Appendix A).

In addition to approximately 80 miles of roadways, the City of Key West's transportation system is comprised of many other transportation facilities, systems and modes. The City's Department of Transportation provides transit services throughout the lower Keys. The City's transit system consists of six routes and a fleet of 17 accessible 24- or 32-passenger buses. Traffic counts at intersections conducted for the Traffic Carrying Capacity Study found that 8% of the total vehicles counted were bicycles. The City has a number of bicycle lanes or shared use paths. Other popular transportation

¹³ City of Key West Carrying Capacity Traffic Study, Calvin Giordano & Associates, December 2011

modes include pedi-cabs, scooters, electric cars, and trolleys. The City is also well-suited for pedestrianism, with approximately 40 miles of sidewalks on most major streets.

It is important to estimate the total number of vehicles in the City for a number of reasons, including evacuation planning and identifying parking needs. The City's 2010 Transit Development Plan¹⁴ states that 18.9 percent of the City's households do not have a car, 47 percent have one car, 28.9 percent have two cars, and 5.1 percent have three or more cars. The 2010 Census indicates that there are 8,925 households in the City, and there are 1.28 automobiles per households. It is therefore estimated that City residents have approximately 11,424 automobiles.

In 2010 the City conducted a transient survey in order to collect key data, including transportation data, regarding visitors. This survey indicated that 66 percent of motel guests, 60 percent of guesthouse/bed and breakfast guests, and 81 percent of residential short-term guests arrive by automobile. In addition the Tourist Development Council estimates that there are 2,634 day trippers (excluding cruise ship passengers) on an average day. Based on these percentages, it is estimated that there will be approximately 6,699 visitor automobiles in the City on an average day. There are 1,935 seasonal residential units in the City. If the residential short-term automobile rate is applied to these units, it is estimated that seasonal residents could have approximately 1,567 automobiles in the City at any given time. In addition, it is estimated that 7,994 persons drive to the City to work or shop each day. It is therefore estimated that there are approximately 29,619 automobiles in Key West on an average day.

C. Future Conditions

All future development within the City is limited by the BPAS ordinance which allocates units for new development as part of tying new growth to hurricane evacuation times. Because of the very few remaining units in the system, most development in Key West is redevelopment of existing units or development that was vested prior to the BPAS allocation system. The City will allow new allocations for affordable housing, however due to the inability to project the demand volumes for affordable housing for planning purposes, it is assumed that the City will experience a minimal housing unit impact with respect to traffic volumes during this planning horizon.

The City projects a slight population decrease during short and long range planning periods, so the current roadway capacity should remain adequate, with the exception of the four roadway segments identified above. Due to the built-out nature of the City, it is not feasible to recommend adding lanes to relieve congested roadways. Therefore it is recommended that a Transportation Concurrency Management Area be adopted in the Old Town area.

¹⁴ Key West, Florida Transit Development Plan, 2009-2010, City of Key West Transportation Department

5.7 Parks and Recreation

Level of Service Standard

The City has adopted an acreage standard and a facilities standard for recreation and open space. These standards are as follows:

TABLE 5-3
LEVEL OF SERVICE STANDARDS FOR RECREATION SITES

Park Facility	Location	1,000 Population	Population Served	Desirable Park Area (Ac)	Facilities
Neighborhood Park	Neighborhood areas, adjacent to elementary school when feasible	2.5 acres	up to 5,000	Minimum of 2.5 acres	Plan apparatus areas, recreation building, sports fields, paved multi-purpose courts, senior citizens area, picnic area, open or free play area, and landscaping.
Community Park	Serves residents of a group of neighborhoods, adjacent to Jr. or Sr. High school when feasible	2.5 acres	up to 25,000	Minimum of 10 acres	All the facilities found in a neighborhood park plus facilities to service the entire family. Pools, softball/baseball fields, tennis courts, play areas, picnic area, passive and active recreation areas, multi-purpose courts, and recreation building.

TABLE 5-4

RECREATION STANDARDS FOR FACILITIES

FACILITIES	STANDARD
Tennis Courts	1 Court per 7,500 pop.
Racquetball/Handball Courts	1 Court per 10,000 pop.
Basketball Courts	1 Court per 5,000 pop.
Softball/Baseball Diamond	1 Diamond per 4,500 pop.
Swimming Pool	1 Pool per 45,000 pop.
Golf Course	1 18-hole per 50,000 pop.
Boat Ramps	1 Ramp per 9,500 pop.
Football/Soccer Fields	1 Field per 11,000 pop.
Bocce Courts	1 Court per 9,500 pop.

Analysis

The City of Key West’s 2010 permanent residential population is 24,648. In order to meet the acreage Level of Service Standard, 123.24 acres of parks need to be provided. The City of Key West presently has approximately 282 acres in parks and 158 acres at the municipal golf course, totaling 440 acres of recreational lands. The City is therefore meeting its acreage Level of Service Standard for recreation and open space.

In order to meet the facilities standard, three football/soccer fields, one 18-hole golf course, four tennis courts, three racquetball courts, five basketball courts, six softball/baseball fields, one pool, three boat ramps, and three bocce courts should be provided. As can be seen in the description of the City’s park facilities provided below, the City is meeting or exceeding these standards, with the exception of two football fields and three racquetball courts. City residents do have access to non-city owned but publicly accessible facilities, including football fields at school facilities.