



BIG PINE KEY/US 1 CORRIDOR AREA ENHANCEMENT PLAN

**COUNTY OF MONROE
GROWTH MANAGEMENT DIVISION
PLANNING AND ENVIRONMENTAL RESOURCES DEPARTMENT**

Revised: July 10, 2003

theHOKPlanningGroup
NEW URBAN STUDIO



This document is based on the principles of New Urbanism, as stated in the “Charter for the New Urbanism”, which elevates the status of the public realm, seeks to establish responsible development and strives to build a better environment for the community of Big Pine Key.

HOK Planning Group, New Urban Studio

HOK PLANNING GROUP TEAM:

SEKEN ANTONIO
DAVID CARRICO
MAURICIO CASTRO
COLIN GREENE
RICK HALL
STEVE SCHUKRAFT

**COUNTY OF MONROE
GROWTH MANAGEMENT DIVISION
PLANNING AND ENVIRONMENTAL RESOURCES
DEPARTMENT:**

K. MARLENE CONAWAY, DIRECTOR
ROBERT WILL - PROJECT MANAGER

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Big Pine Key/US 1 Corridor Area Enhancement Plan

Overview of the Community of Big Pine Key

Named for its extensive pine forests, Big Pine Key is one of the many islands that comprise the Florida Keys. It located between Mile Marker (MM) 33 and 29.5 and is generally recognized as the gateway to the Lower Keys. Big Pine Key is a diverse and vibrant community, comprising a diverse mix of restaurants, shops, offices, community facilities, conservation areas and residences. Including residents from No Name Key, the local population comprises some 5,000 persons, and increases to over 8,000 in the winter season.

US 1 runs from east to west through the lower portion of the island. It is the sole thoroughfare that links Big Pine Key to the mainland to the north (via the eastern end) and the rest of the Lower Keys to the south (via the southern end). In addition, most of the more intense land uses (e.g. commercial and office) line the roadway, which also serves as the local "Main Street" for 'downtown' Big Pine Key. The corridor is therefore subject to a mix of heavy through traffic and its associated uses as well as local businesses and circulation.

Over fifty percent of the land area of Big Pine Key is in public ownership. These include areas designated as conservation areas and wildlife reserves, such as the National Key Deer Refuge, the National Great White Heron Refuge and Coupon Bight State Aquatic Preserve. While several tracts along the US 1 Corridor have been designated as conservation lands, designated parks and other spaces for public and civic use are infrequent, not clearly defined nor developed.

Habitat conservation measures have limited the scope for road improvements on US 1. Unfortunately, without these service level capacity improvements, additional development along the corridor becomes unsustainable. This moratorium has resulted in disincentives not only for new development but also for redevelopment or enhancement of existing properties along US 1.

The Big Pine Key/US 1 Corridor Area Enhancement Plan - Vision Plan and Design Guidelines

The Big Pine Key/US 1 Corridor Area Enhancement Plan (the Study) examines opportunities for establishing a consistent look and feel for the section of US 1 within Big Pine Key, enhancing its sense of place, resolving traffic issues (including through traffic, local vehicular traffic, bicycle movement) and advancing the pedestrian realm. The Study seeks to develop methods for creating a distinctive image for the corridor. This includes examining means for improving the service levels and circulation efficiencies of US 1, thereby creating incentives for redevelopment/new development and opportunities for providing a physical focus for the Big Pine Key community along this corridor. These opportunities are consolidated into a unified strategy, embodied in the Big Pine Key/US 1 Corridor Area Enhancement Vision Plan. The Vision Plan is a single illustrative color plan identifying the boundaries, significant landscape elements, improvements to rights-of-way, parking, proposed development interventions, schematic building locations and development envelopes and uses.

This Plan is accompanied by Design Guidelines encompassing Urban, Architecture and Landscape/Streetscape. These three elements have the most direct effect on the public realm at the human scale. The simple codification of these elements will help establish the Big Pine Key/US 1 corridor as a unique and identifiable place and provide direction for future development/redevelopment toward a safe, human environment of variety, activity and opportunity.

The Guidelines offer an easy-to-use, concise and effective set of guidelines that describe the desired future form of the US 1 corridor. To that end, the standards are divided into sections or zones of character and development intensity, managed by a single Regulating Plan.

The Principles and the Process

The Big Pine Key/US 1 Corridor Area Enhancement Vision Plan is based on the following tenets:

1. The promotion of Diverse Development;
2. The provision of a well-defined Thoroughfare Network that promotes the equitable treatment of pedestrians and vehicles;
3. The creation of Neighborhoods that have clear and active centers that provide opportunities for commerce, culture and governance;
4. The elevation of the Public Realm; and
5. The clear delineation of the Street as reinforced by the built environment.

Guided by the above principles, the following development issues were examined:

- Community development that is diverse, compact, walkable and safe;
- The neighborhood unit as the basic increment of development, with neighborhood size determined by the pedestrian shed;
- The integration of various uses within the neighborhood and increased flexibility for some additional development, whilst maintaining Big Pine Key's unique, rural/suburban quality;
- Coordination of the Vision Plan with FDOT proposals, including the Scenic Byway Program; Overseas Heritage Trail; Bike Path and Landscape improvements; gateways, signage and overall image; and
- The protection of landscape areas that are ecologically and culturally significant.

The Big Pine Key/US 1 Corridor Area Enhancement Plan Charrette - on January 16 and 17, 2003 - was held at the US Fish and Wildlife Conference Room, Winn-Dixie Plaza, a few yards north of the intersection of US 1/Overseas Highway and Key Deer Boulevard. Though conducted only over two days, the charrette was organized with the following typical activities:

- Listening Sessions: Public workshops, stakeholder work sessions, and drop-in sessions for building a shared understanding of challenges, opportunities, expectations and ideas;
- Design Workshops: Throughout the charrette, planners and designers quickly generated design and development alternatives, immediately responding to the ideas and information gained through the listening sessions.
- Review Sessions: Drop-in sessions and public presentations provided opportunities for the community to review and respond to ideas and proposals.

The openness of the charrette allowed input and feedback from parties that have a stake in the plan, intimate knowledge of the place and its people, and the ability to support implementation. The active engagement of community members and leaders, public officials, property owners and local merchants was intrinsic to the Process and the Plan's success.

The location in the neighborhood allowed easy access during the drop-in sessions, workshops and presentations. Over the course of the two days, residents, property owners, merchants and County consultants stopped in to share ideas and concerns, check on the Team's progress and provide real-time feedback on design and proposals.

The proposals contained herein will be included in the Livable CommuniKeys Plan for Big Pine and No Name Keys.

The Monroe County Planning Department and the HOK Planning Group invite you to the

US #1 Corridor Design Charrette

January 16th and 17th
Held in the US Fish and Wildlife Conference Room
in the Winn-Dixie Plaza

A design charrette is an intensive workshop in which design professionals, planners, landscape architects, and transportation experts work together with community members to create a vision and plan for the community. A charrette is a short and intensive process focused on producing a product which reflects the input of everyone involved. The charrette will focus on the US 1 Corridor area on Big Pine. The following is a schedule of the topics to be covered during the workshop, although issues may be discussed at anytime during the charrette:

Thursday, January 16th:
 9 to 10 am - Kick-off meeting
 11 am to 12 pm - Transportation/Infrastructure
 1 to 2 pm - Environmental Issues
 3 to 4 pm - Landscape and beautification
 5 to 7 pm - Preliminary public presentation/additional input period

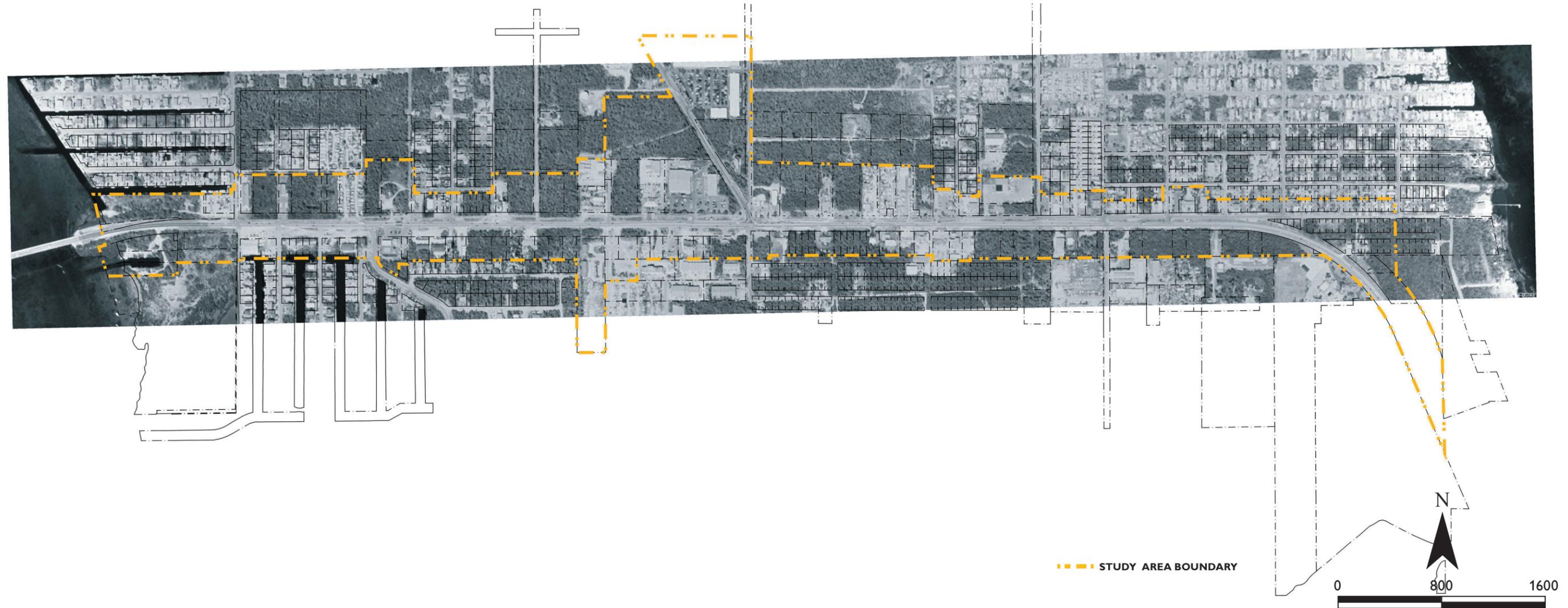
Friday, January 17th:
 1 to 2 pm - Design review/additional input period
 7 pm - Public presentation/open discussion period
 (held at the Big Pine Neighborhood School)

FOR MORE INFORMATION CONTACT:
 Robert Will
 The Monroe County Planning Department
 2388 Overseas Highway
 Marathon, FL 33050
 Phone: 305-289-2500
 Email: will.robert@monroecounty-fl.com

All workshops will be held at the US Fish and Wildlife Conference Center in the Winn-Dixie Plaza on Big Pine, with the exception of the final presentation on Friday to be held at the Big Pine Neighborhood School.



Big Pine Key/US 1 Corridor Area Enhancement Plan



The Study Area

The Study Area for the Big Pine Key/US 1 Corridor Area Enhancement Plan is defined as follows:

The eastern edge is bound by the eastern approach on US 1/Overseas Highway emerging from the Key Deer habitat and overpass, including the vacant lots to the immediate north-east of the US 1 right of way. The north-eastern corner is bounded by half a block north of Avenue A and mid-block between 3rd and 4th streets;

The Study Area extends from east to west along US 1. Along this section, the Study Area and is extends to the north and south of the US 1 right of way by half a block, i.e. one lot, with the following exceptions:

- At the intersection of US 1 and Key Deer boulevard, the Study Area extends north to include the Big Pine Key shopping Center;
- The Study Area extends south to include the entire site occupied by the Flea Market (two lots deep); and

- The Study Area is bounded to the west by the island's edge on North Pine Channel. The Study Area includes the conservation lands on either side of the US 1 right of way.

Big Pine Key/US 1 Corridor Area Enhancement Plan



Original Big Pine Inn
The Big Pine Key Inn was a familiar landmark until it was destroyed by a fire in 1978; this picture was taken around 1933. The design of the building is done with clean lines, with primarily wood construction, wide overhangs and columned porches - a Florida/tropical version of the Cracker style that is found in the Lower Keys.



Remodelled Big Pine Inn
While some permanent settling occurred in the middle 1800s (the majority was in the Middle and Upper Keys), interest in the Keys intensified only after World War II. The Big Pine Inn was repurchased and remodeled in the late 1940s/early 1950s, but much of the elements of the original structure were retained. This attests to the robustness and longevity of the original architectural character, which current and new development may aspire to.



Big Pine Post Office, ca. 1926
As with the Big Pine Inn, the architectural style of the Big Pine Post Office incorporates a gable roof, clapboard siding, wide overhangs over a columned porch. Many of the original structures on Big Pine Key were of a low scale and modest proportions. They were mostly single storey structures, and seldom exceeded two. This is also true of present development.



Big Pine Prison Farm, ca. 1957
The prison camp was formerly located on West Summerland key and relocated to Big Pine Key in 1950, to the area formerly occupied by the railroad foreman's section house. Key Deer Boulevard can clearly be seen at the top of the photograph. Even with this large compound, the overall character of the area remains rural, being surrounded by natural vegetation.



Big Pine Prison Wardens House, ca. 1957
Even as Big Pine Key entered the 1960s, the architectural style was still in the Keys Cracker style. This house was notable for its double hipped roofs and dormer windows, and the distinctive wrap-around porch. The Prison Farm section house was later torn down - Jerry Wilkinson would later lament the lack of interest in renovation and conservation of cultural resources.



Maggie Atwell House
The older historic structures on Big Pine Key that did survive demolition were purchased in 1999 and moved to Key West. These included the Florida East Coast Railroad Depot and the Maggie Atwell house. Increased efforts are required to ensure the conservation and integrity, not just of individual historic buildings, but of the larger overall development fabric and scale of Big Pine Key.



Key West Streetscape
It is not intended to replicate the developments on Key West on Big Pine Key; the latter has developed in a different direction from former, which has a more urban character. Nonetheless, some aspects of the Key West fabric may provide cues for guiding the future of the Big Pine Key corridor. This photo shows how vehicles, bicycles and pedestrians are given equal status in the public realm. Buildings establish the street edge and character via well-defined setbacks, pedestrian-scaled architectural details and a mix of uses.



Key West Streetscape
This photo illustrates how, even with development built close to, or along, the street edge, it is still possible to achieve a rural streetscape character. Where gaps in development occur along the street edge, well-defined planting masses can extend and maintain that edge.



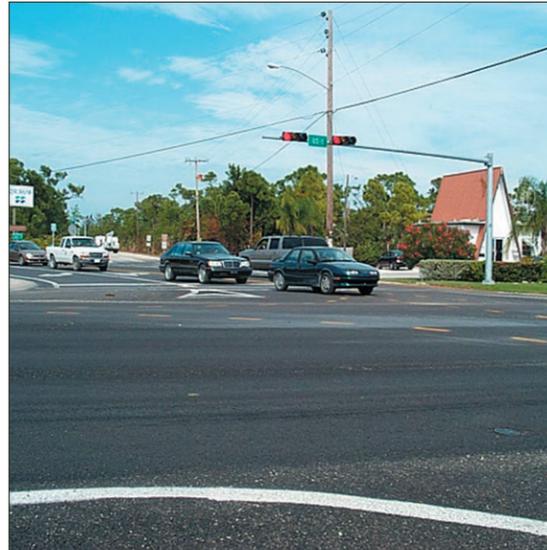
Bridge Foreman's House, Pigeon Key
Built in 1916, this house was a standard home plan utilized by the Florida East Coast Railroad throughout Miami and the Keys. Its character is consistent with the original structures on Big Pine Key with its pitched roof, gable/dormer windows, and columned porch with wide awnings.



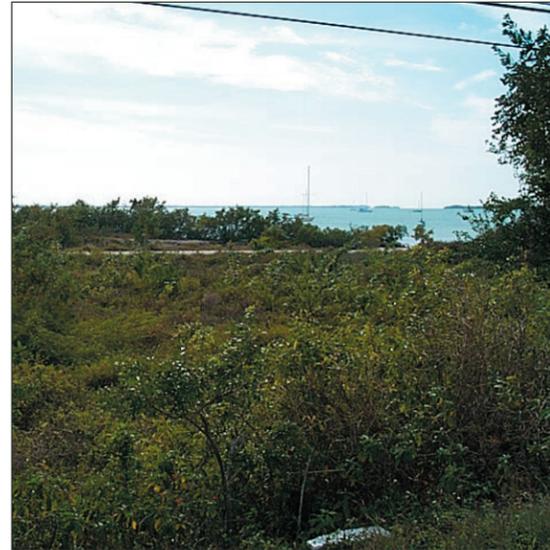
Bridge Tender's House, Pigeon Key
The Tender's House is another original structure on Pigeon Key, dating back to 1912. The paint color is "Flagler Yellow", the official color of the Florida East Coast Railroad. The railed porches (front and rear) are a distinctive feature of the structure.

Historic Photos and Big Pine Key Historical Data Credits: Jerry Wilkinson

Big Pine Key/US 1 Corridor Area Enhancement Plan



US 1/Key Deer Boulevard/Wilder Road/Chapman Street
The sole traffic signal on US 1 in Big Pine Key is located at the center of the corridor. The intersection is framed by several large establishments, including Eckerd, Scotty's, Century 21, and Mariner Bank. A shopping center and some institutional uses are located to the north. The center also houses some government uses, including the Key Deer Visitor's Center and the Public Library. Provisions for pedestrians are lacking; nonetheless, this area already functions as an informal core for Big Pine Key.



US 1 at Cahill Pines and Palms/North Pine Channel
The western end of the US 1 corridor is flanked on either side by large tracts of conservation lands. The tract to the south is the site for a local swimming hole and was also recently cleared on exotic flora. There are dramatic views to North Pine Channel from both tracts as well as on the approach to the viaduct along US 1. The County recently obtained funding for landscape improvements to these tracts.



US 1 at approach from Key Deer Habitat/Spanish Harbor
The approach on US 1 from the Spanish Harbor Channel runs through Key Deer habitat areas. The approach has been elevated to permit deer crossing beneath the highway. US 1 veers sharply to the west as it enters the Big Pine Key corridor. Opportunities are available for using currently vacant land at the northern end of this approach to create a feature that would terminate this vista as well as herald the entry into the main development corridor.



Lower Keys Chamber of Commerce Visitors Center
The Visitors Center is located almost immediately after the entry into the main development corridor from the approach from the east. It unfortunately is located on the south side of US 1, and is not as visible nor easily accessible for visitors who are normally south/west-bound en route to Key West. Civic and community uses such as the Visitor Center are more suited to a central location along the corridor.



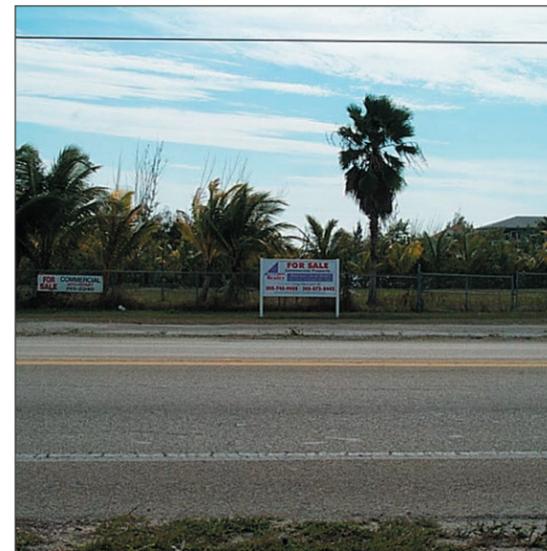
Palmetto Avenue looking East
US 1 has a 180-foot R.O.W. at this portion of the corridor, though a large portion is taken up by parking for uses fronting the highway. This R.O.W. offers some spatial flexibility for traffic, parking and landscaping improvements. A concrete bicycle path is provided along the majority of the northern edge of US 1. The path, however, is unshaded and at times is illegally used by through traffic bypassing US 1. Same grade, north-south vehicular crossings between US 1 and the side streets/commercial parking lots also present safety issues to bicyclists.



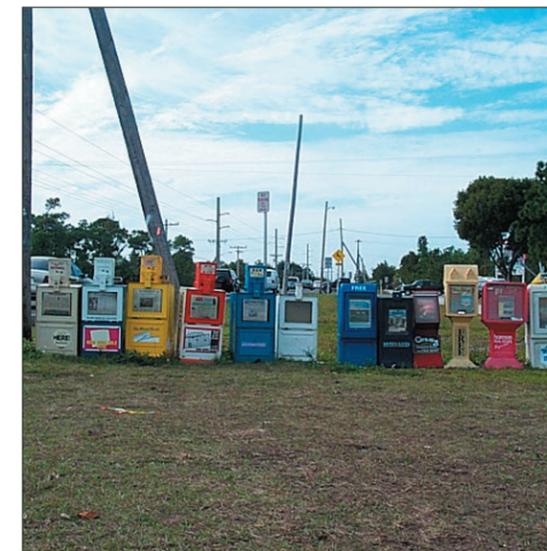
Near US 1 and Sams Road
There are several establishments along the Big Pine Key/US 1 Corridor that, apart from serving local residents, possibly also cater to the larger Lower Keys area and through traffic bound for Key West. Unfortunately, some of these establishments are built with generic design and architectural treatments that are not fully in the context of Big Pine Key and detract from the desired image and character of the corridor.



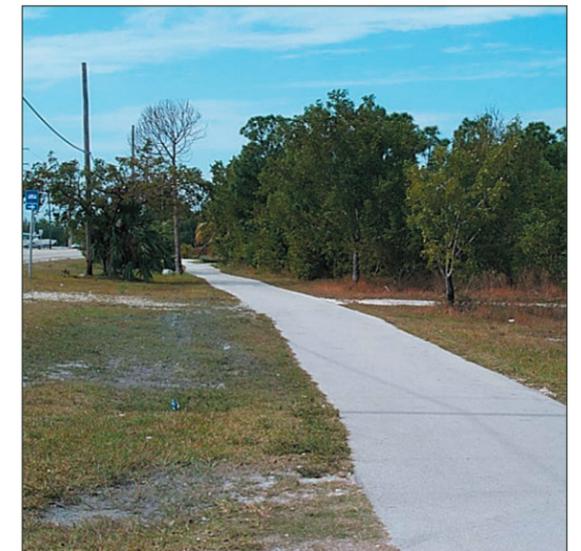
Near US 1 and 1st Street
Of the many commercial establishments along the corridor, some more than others reflect the built forms originally prevalent on Big Pine Key. Consistency and overall improvements to the streetscape could be achieved by a clear set of guidelines describing setbacks, building placement, architectural treatments and landscaping.



US 1 and Lobstertail Road - East Cahill
There are a few vacant lots (non-conservation areas) on either side of the US 1 corridor. With improvements to service levels on US 1, these tracts provide the first opportunities for infill development and restructuring the corridor streetscape.



US 1 near Key Deer Boulevard Looking East
Visual clutter is prevalent along US 1. These newspaper/periodical dispensers are a sample of the uncoordinated landscape/hardscape elements throughout the corridor. Moreover, they are not easily accessible, with residents having to drive their cars up onto the green buffer to get their paper.



Northern Edge of US 1 near its intersection with Horvath Road
Several tracts along US 1 have been designated as conservation areas. This photo shows a hammock in the vicinity of Western edge of the corridor. The dense massing itself forms an edge to US 1 and is typical of the vegetation in the area.

Big Pine Key/US 1 Corridor Area Enhancement Plan



Civic or community buildings are strong contributors to an area's sense of place. These civic places become focal gathering places for the community. The Big Pine Key Post Office is a busy and highly utilized facility; nonetheless, it could benefit from a more prominent and centralized location that is accessible on foot as well as by car.



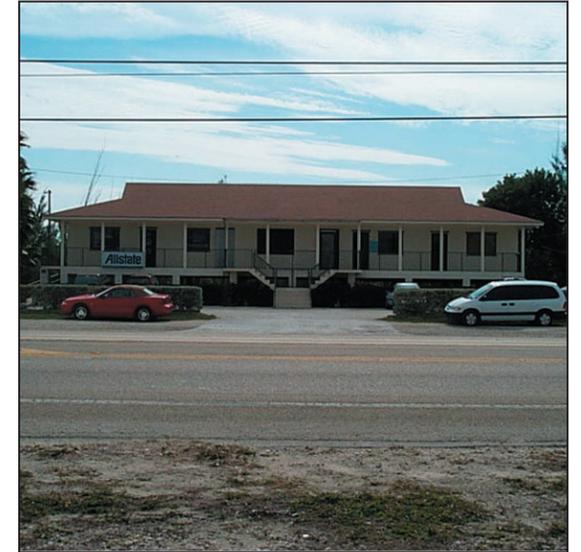
Commercial uses will be maintained along the corridor. Retail use is especially promoted and unique local shops are encouraged. The gable roof, wooden siding, porch, balcony and railings are authentic to the architecture of the island.



While not exactly in the traditional vernacular of Big Pine Key, the simplicity of this building is nonetheless a good example for development along the corridor. The low building fronted by retail, gable roof and uniformly proportioned signs create a harmonious façade to US 1.



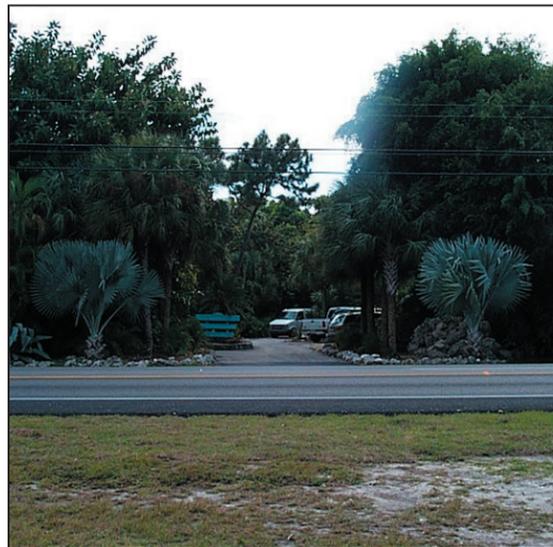
Canopies, awnings and porches are pedestrian friendly elements that are well-suited to commercial developments and should be emulated along the corridor. In addition, minimal parking is provided in the front of the building, with the majority of the spaces provided either to the side or at the rear.



The roofline, modulation and proportion of doors, windows and columns, and overall absence of excessive stylistic elements recall the traditional architecture on Big Pine Key, e.g. the old Big Pine Post Office.



Unique, "destination" shops contribute to the special character of the area. The architecture of this building is compatible with the Big Pine Key vernacular, and the signage is sensitively executed. While the current parking configuration (to the side of the building, not the van parked on the lawn) is acceptable, the building could have been improved with the shops actually facing US 1.



Even where the actual buildings are set back at a considerable distance from the highway, a semblance of a street edge is nonetheless created by the vegetative massing. However, it will be critical to delineate and differentiate private open space/green from public.



The western section of the corridor offers several vantage points for dramatic views to North Pine Channel. The rural landscape is intrinsic to the character of Big Pine Key and should be incorporated into the corridor proposals.



A parallel road along US 1 may help alleviate the traffic issues on the highway by segregating local vehicles from through traffic. Proposals will need to examine measures to mitigate the parallel roads being used by through traffic (as short cut/bypass routes) as well.



The Visitors Center's function is to promote the image of Big Pine Key and the Lower Keys. It is a use that potentially could be incorporated into a central civic facility for the island and itself contribute to this identity.

Big Pine Key/US 1 Corridor Area Enhancement Plan



Pedestrian use is currently discouraged along the corridor. The dominance of vehicular movement against the lack of provisions for pedestrians and their safety is prevalent. A sense of security and comfort is essential for the success of the public realm.



Vehicles dominate the frontage of many establishments along the corridor, creating hazards to cyclists and pedestrians. This is detrimental to a friendly neighborhood environment.



Vehicles illegally parked on the on the green buffer between the parallel road and US 1 are unsightly and damage the buffer. Parking is better provided to the side or behind developments which in turn should line the corridor.



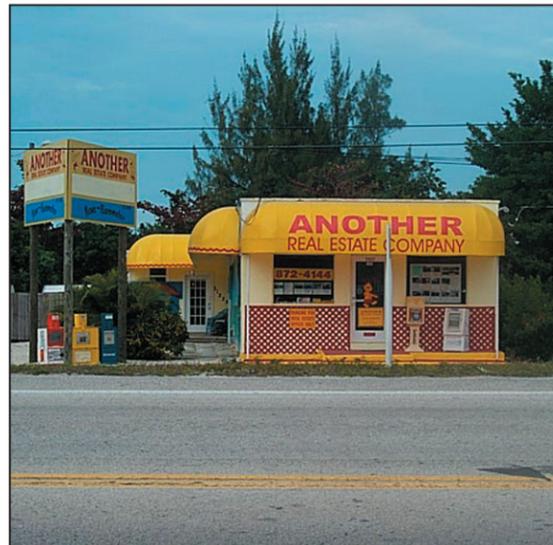
This building is set back too far from the corridor and the yard in front is too bare, obviously used solely for parking. These conditions do not contribute to the creation of a strong streetscape, but rather subtract from it.



Setting buildings too far back from the corridor creates indistinct spaces and do not contribute to a well-defined public realm. The plan and guidelines shall describe the appropriate building disposition for various uses and locations along the US 1 corridor.



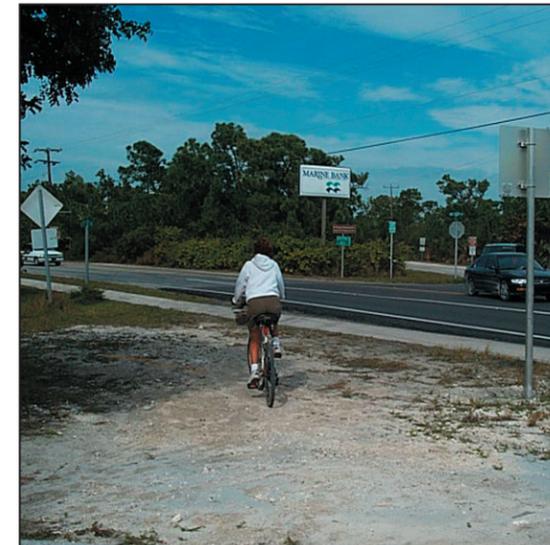
Generic, strip mall architecture is the enemy of places desiring to have a unique image and character. In recent years, more and more large, national retailers are realizing the value of tailoring the planning and design of their establishments to the local context.



Local businesses are encouraged along the corridor. However, their appearance should conform to aesthetic criteria that contribute a harmonious image for Big Pine Key.



Uncoordinated, generic signage and street furniture contribute to the visual clutter along the corridor and detracts from the desired image of Big Pine Key. The guidelines shall include measures for coordinating various streetscape elements.



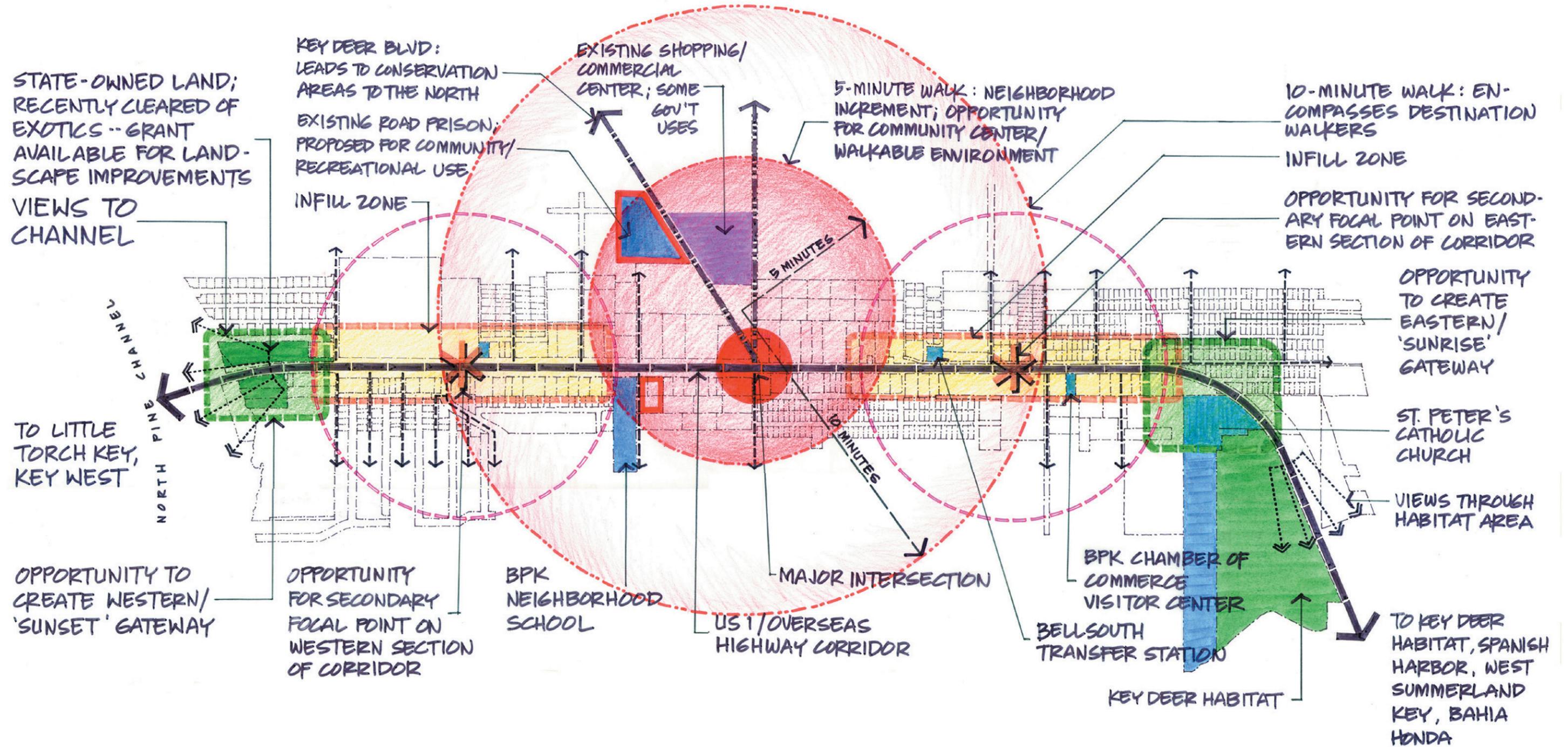
Parks, plazas, open spaces and other public areas are essential to the public realm and provide places for the community to gather and recreate. The underutilized green space at this intersection has the potential to be reshaped into an area of higher civic prominence, use and community significance.



The eastern and western sections of the Big Pine Key/US 1 corridor are currently mostly scrubland and do not create a sense of arrival and/or departure. With improved landscaping and pedestrian access, these tracts have the potential to be more prominent gateways into Big Pine Key, as well as special destinations for the community.

THE VISION PLAN

Big Pine Key/US 1 Corridor Area Enhancement Plan



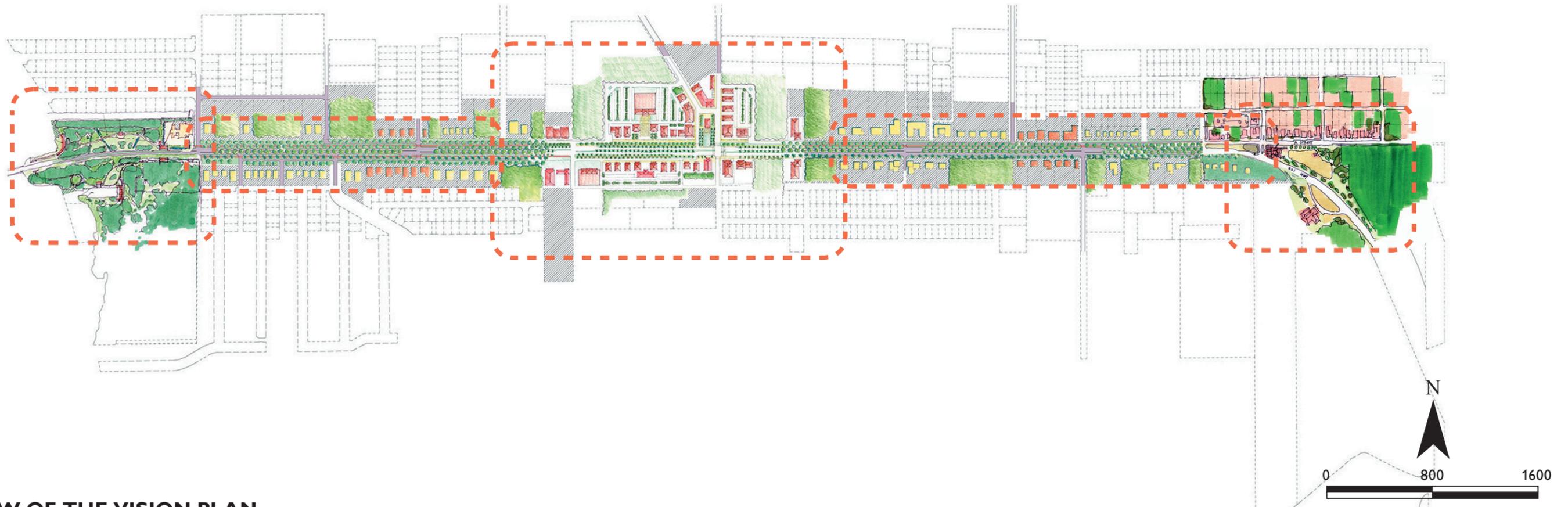
OPPORTUNITIES AND CONSTRAINTS

Due to the status of US 1 as a major thoroughfare and Big Pine Key's location as the northernmost of the Lower Keys, the corridor is rife with various opportunities for improved traffic management, revitalization, image building and revitalization.

The opportunities for gateways/portals and places of public interest exist at either end and at the center of the corridor. The tracts of land at the eastern and western sections of the US 1 corridor may be enhanced to define ingress and egress to/from the corridor

area. Meanwhile the center of the corridor may be enhanced as a new physical, civic center of the corridor and community. Portions along the corridor between these areas of special character provide opportunities for reinforcing the general development edges along US 1.

Big Pine Key/US 1 Corridor Area Enhancement Plan



OVERVIEW OF THE VISION PLAN

The East Park

The East Park acts as a strong character gateway to meet the influx of Big Pine Key and Key West-bound traffic head-on and to help the transition from the long seven-mile bridge approach. The character of the East park emphasizes long view corridors and soft, native planting to match the long approach sequence.

4th Street to West of Chambers Street

The area between 4th Street and west of Chambers Street includes St. Peter's Catholic Church, a funeral home, cremation facility and cemetery; a couple of gas stations; a Bellsouth substation, a soft drink plant; the Big Pine Motel and the Lower Keys Chamber of Commerce Visitors Center. The right of way is 100 feet wide at this portion.

The redevelopment of properties to the proposed standards is desired for the long term. However, given the issues associated with re-provisioning those of the more "challenging" uses along this portion of US 1 (e.g. industrial, utility, crematorium and cemetery), it is anticipated that not all buildings may be redeveloped within the set planning horizon. As such, general, infill development is appropriate for this section of the corridor.

The Village Center

The area at the intersection of US 1, Key Deer Boulevard, Wilder Road and Chapman Street is the physical center of the corridor. No Name Key and the northern portions of Big Pine Key are largely accessed via this intersection. It is also currently the informal center of activity, with several major retail, commercial and community uses within a quarter mile.

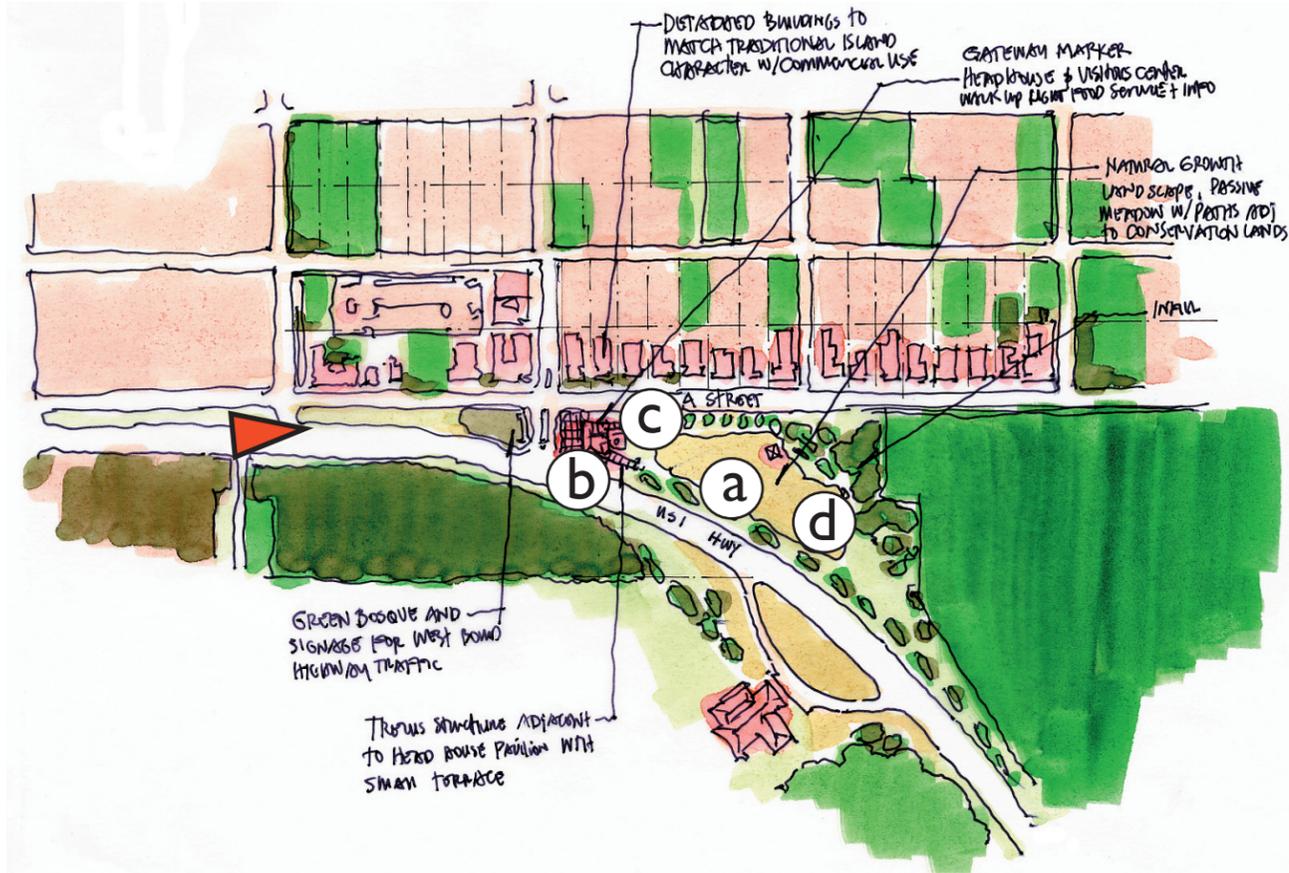
Loma Lane to Ships Way/West Cahill

The area between Loma Lane and Ships Way/West Cahill has a more uniform character of commercial and retail development, including several unique, local shops. The right of way is 180 feet wide at this section. This allows enough room for proposed a parallel reverse flow side street arrangement to facilitate local eastbound traffic accessing these establishments from the western section of the corridor. As with the 4th Street-Chambers Street section, general, infill development is deemed appropriate for this section of the corridor. Some areas of wetland/hammocks are located close to the western end. These help the transition from this section to the western gateway/open space area.

The West Park

The West Park is a more activity based, resident-oriented public amenity. The park acts to buffer eastbound traffic on US 1 and help form a gateway to the unique Big Pine Key culture, it is also ideally located for water based activities and famous Key sunsets. The character of the West Park is more loose and naturalized and incorporates walking and biking trails with facilities for sunset viewing.

Big Pine Key/US 1 Corridor Area Enhancement Plan



Vision Plan Special Areas: The East Park

Development of significant natural areas on US 1, intended to enhance the role of the Corridor on Big Pine Key, was explored in this study. The commonly held ideal of a more natural or 'green' corridor condition is supported with community parks anchoring the East and West ends of the island. These enhancements epitomize the nature and character of the island and give transition from the highway traffic of US 1 to the more measured pace of Big Pine Key.

Developing and refining an East Park gives the community an opportunity to present a strong character gateway. Facing the flow of west-bound traffic to Big Pine Key and through traffic to Key West; the park's frontage along US 1 can help visitors transition from Seven Mile Bridge and Spanish Harbor as they approach the main corridor area.

Components of the East Park, such as pavilions or shade structures can integrate the historic commercial and residential character of the island while keeping a small overall footprint. The park and enhanced corridor in general will also be a partner to the vital key deer areas and Conservation lands; appropriate positioning of park features will be important over time. The utilization of naturally occurring native plant species is also desirable in refining the character of the corridor. This is in consistent with the important native plants movement in many areas of the Florida Keys and South Florida.

Two options are presented for the East Park and are described in detail below.

Option 1

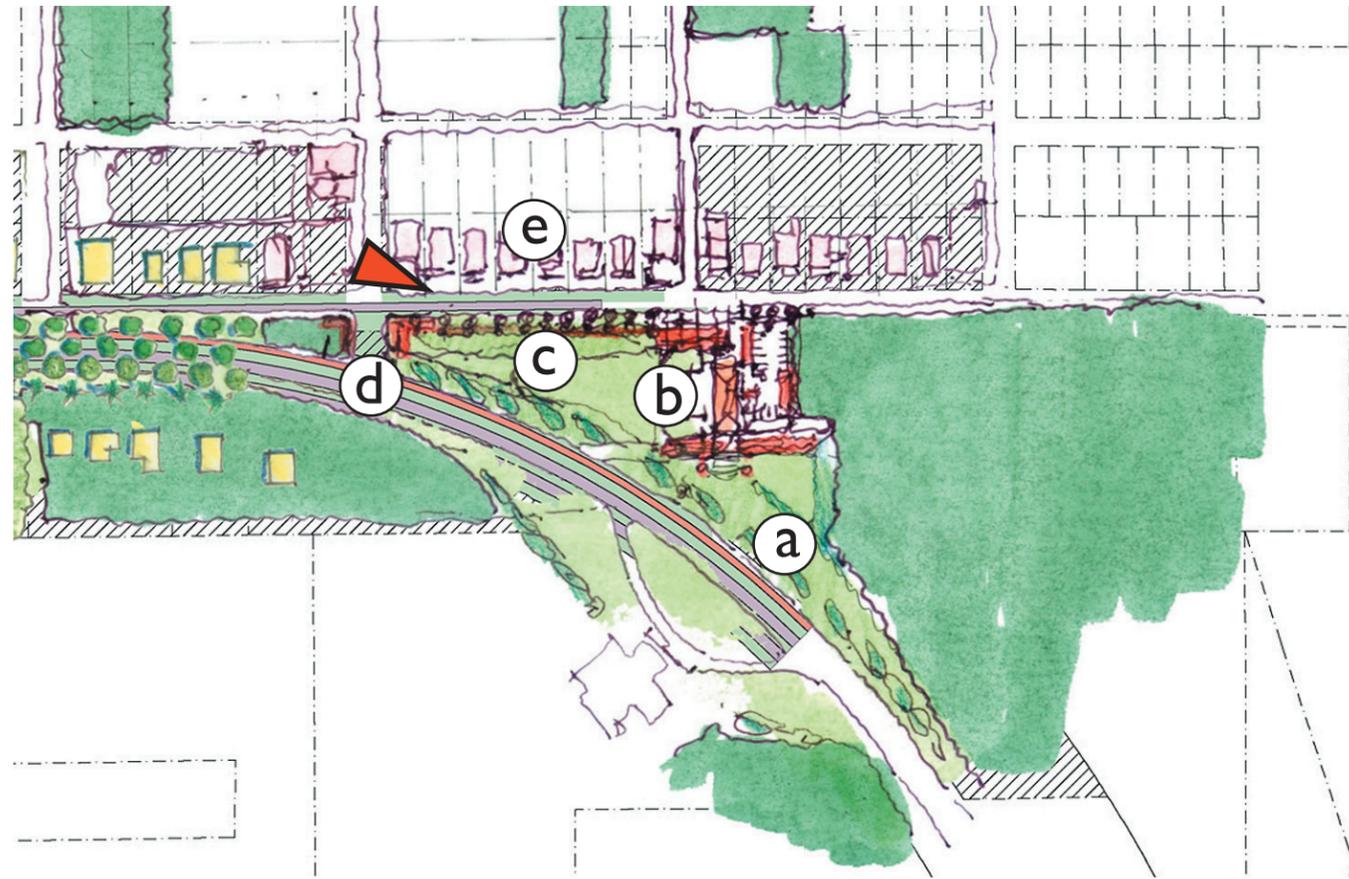
The environs of the proposed East Park lie within one of the key deer corridor areas extending through Sands subdivision. The boundaries of the key deer corridor area are defined in the Habitat Conservation Plan (HCP) and development is discouraged within

the deer corridor. The East Park is therefore envisioned as predominantly having a natural and passive quality. Nonetheless, it remains critical to maintain a gateway feature at the eastern portion and bookend the corridor, especially since this the "more important" of the two gateways, given that most visitors to Big Pine Key come from the north.

To this aim, it is proposed that a small portion of the westernmost tip of the park (where A Street meets US 1), be permitted for the development of an appropriate landmark/gateway feature. The majority of the park to the East is proposed to be given to open space, as suggested by the HCP. Details are as follows:

- a. The character of the East Park emphasizes long view corridors and soft, native planting to match the long approach sequence as US 1 bends toward the center corridor.
- b. A pavilion is proposed at the western point of the park, where A Street meets US 1. It is suggested that this structure be built in the Big Pine Key / Pigeon Key vernacular. The structure serves as a visual "pivot", terminating and redirecting views from both the southeastern approach and the western approach.
- c. Bracketed trellises form a physical 'gateway' for the East Park and connect the main corridor area, via a short trellis, with the pavilion and larger nature park and bordering the Key Deer habitat area to the East.
- d. The majority of the East Park is envisaged as a green area for passive recreation, in keeping with the Habitat Conservation Plan. The plantings are envisioned to include many of the native plant species on Big Pine Key.

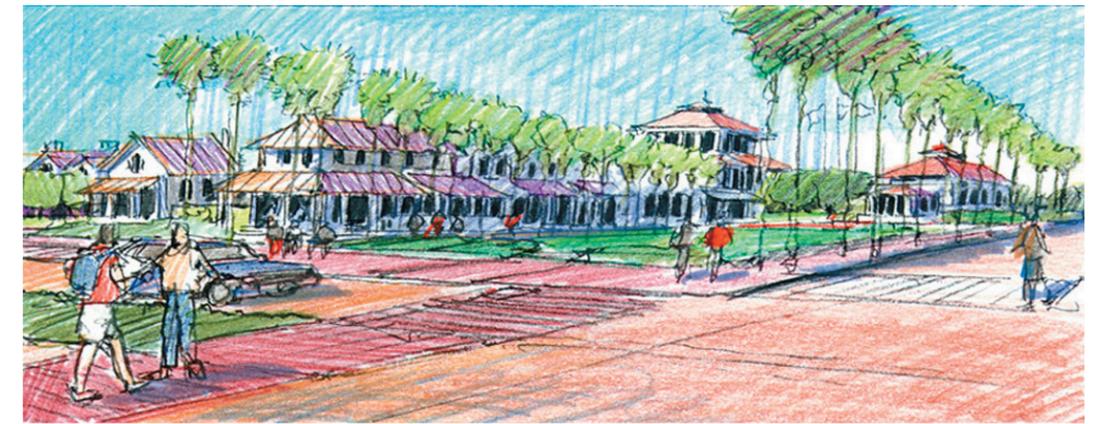
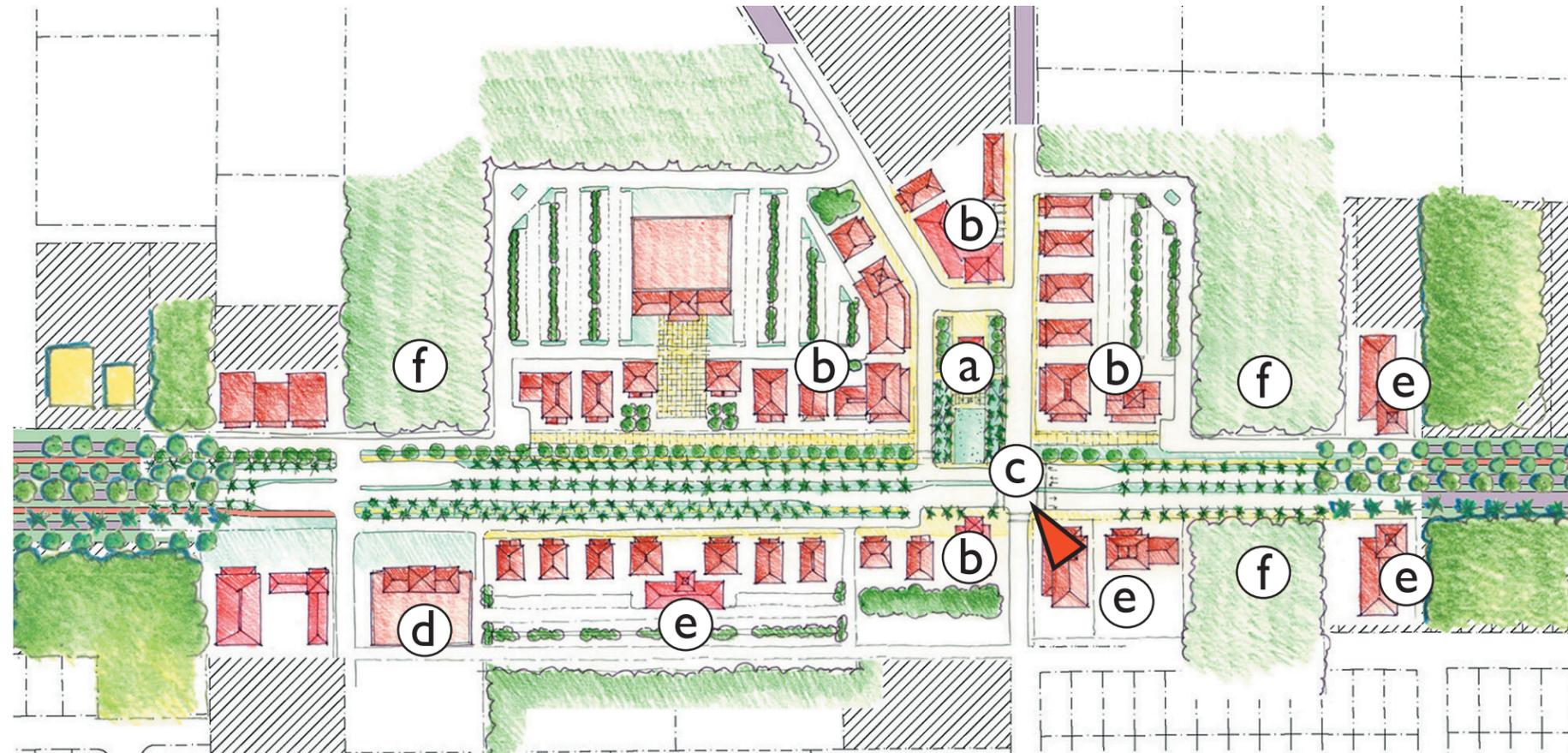
Big Pine Key/US 1 Corridor Area Enhancement Plan

Option 2

The East Park would be the location for a more prominent community “welcome feature” setting the tone for an enhanced corridor and future revitalized village center.

- a. As with Option 1, soft planting is proposed along the approach on US 1 towards the main corridor.
- b. An appropriate structure is proposed at the head of the approach from the east, built in the Big Pine Key / Pigeon Key vernacular. The structure forms the visual terminus at the eastern end of the corridor as viewed from the West. The southern frontage also forms the terminated vista as viewed from the East.
- c. A long planted trellis would run parallel to a row of palms from the structure towards the main axis of the corridor. The Big Pine Key bike trail and pedestrian path would extend alongside the trellis and terminate within the Park.
- d. As with Option 1, bracketed trellises cap the eastern end of the US 1 Corridor, forming a gateway and marking the point the highway turns from the eastern approach into the actual corridor. This sheltering feature connects the main corridor area, via the linear trellis, with the larger park area off US 1 to the east.
- e. There are opportunities for the properties facing the East Park to be redeveloped and enhanced, employing the proposed Big Pine Key architectural vernacular. The low-impact, traditional character complements the park and supports the envisioned character of the corridor.

Big Pine Key/US 1 Corridor Area Enhancement Plan



Vision Plan Special Areas: The Village Center

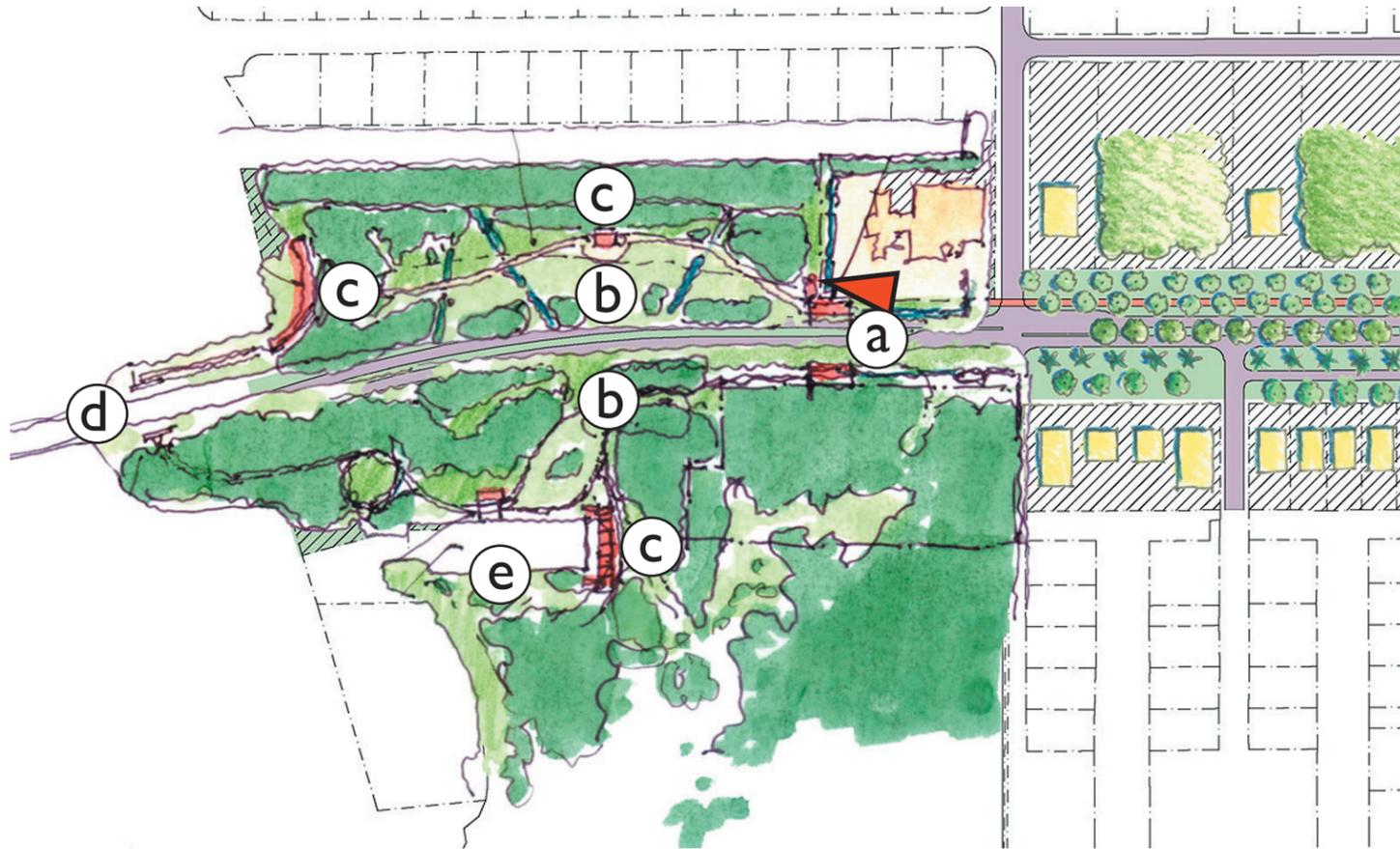
The area at the intersection of US 1, Key Deer Boulevard, Wilder Road and Chapman Street is the physical center of the corridor. No Name Key and the northern portions of Big Pine Key, including several residential communities and various nature/conservation reserves are largely accessed via this intersection. It is also currently the informal center of activity for the Big Pine Key Community, with several major retail, commercial and community uses within a quarter mile radius. The Big Pine Key Shopping Center is to the immediate north of the intersection, while the Flea Market and the Big Pine Neighborhood School are at the western edge. The Vision Plan shows how this position as the center may be strengthened as part of the overall image for Big Pine Key.

will still be possible to accommodate a large format retail establishment within the Village Center. The building is proposed to be located towards the rear of the north-western corner of the Center. Parking is similarly proposed in the rear areas, between the retail pad and the developments fronting the plaza and away from the main corridor traffic. A community/civic building may occupy the site to the immediate south of the proposed plaza. This effectively bookends the intersection along its north-south alignment with civic uses.

- a. Reconfiguration of the intersection, showing a new plaza and 4-way intersection at the traffic signal. The new arrangement resolves currently difficult circulation patterns at the intersection. Meanwhile, the plaza forms the center of a new Village Center with a landmark feature such as a small public building or formal statue as its focal point. The civic building may house the Post Office, the relocated Chamber of Commerce Visitor Center, or a combination of these and other community facilities.
- b. Redevelopment of the commercial sites on the north-western corner of US 1 and Key Deer Boulevard (including Eckerd and Scotty's), the office site north of the intersection (Marine Bank), the commercial and office sites on the north-eastern corner of US 1 and Wilder Road (including Century 21) and the site on the south-west corner of US 1 and Chapman Street. At each of the corners facing the plaza/intersection, building forms are proposed to help define the public space. Program for these buildings may include repositioning of current uses on these sites (the bank, for example, may be relocated to the same location at the head of the plaza/intersection). It is proposed that these buildings have ground floors devoted to retail use, while upper stories are assigned to office or live-work use. It becomes vital that these buildings comprise 2 or 3 stories and respond to the intent of creating a development focus for Big Pine Key along the corridor. It

- c. Safe pedestrian passage and visual aids. Providing clearly defined areas where pedestrians can cross is one of the main objectives of the Vision Plan. Special paving, and clearly marked crosswalks are all part of a design strategy that must be coordinated with vehicular flow concerns.
- d. Improvements to the Flea Market. The Flea Market is a cultural landmark on Big Pine Key. The present site, however, comprises several vacant lots. There is opportunity for a building to front the lot and anchor this corner site. This will extend the development edge along the corridor and serve as a permanent marquee for the market.
- e. Additional/Long-term infill development opportunities. In order to reinforce the desired character and scale of the fabric of this portion of the corridor, several sites are suggested as small-scale development opportunities.
- f. Existing Wetland/Hammocks/Conservation Areas. Minimal intervention is anticipated for these areas. The existing vegetative massing, supplemented by proposed landscaping along the US 1 right of way, is envisioned to extend the proposed development edge along the corridor.

Big Pine Key/US 1 Corridor Area Enhancement Plan



Vision Plan Special Areas: The West Park

Similar to the proposed East Park, the West Park forms a gateway on the corridor. In this instance, however, it is largely an 'exit gateway' for traffic leaving Big Pine Key and heading further south to the rest of the Lower Keys. As such, it is also vital that a lasting final impression of Big Pine Key is left with departing visitors. As with East Park and the overall landscape enhancements along the corridor, naturally occurring native plant species are to be utilized.

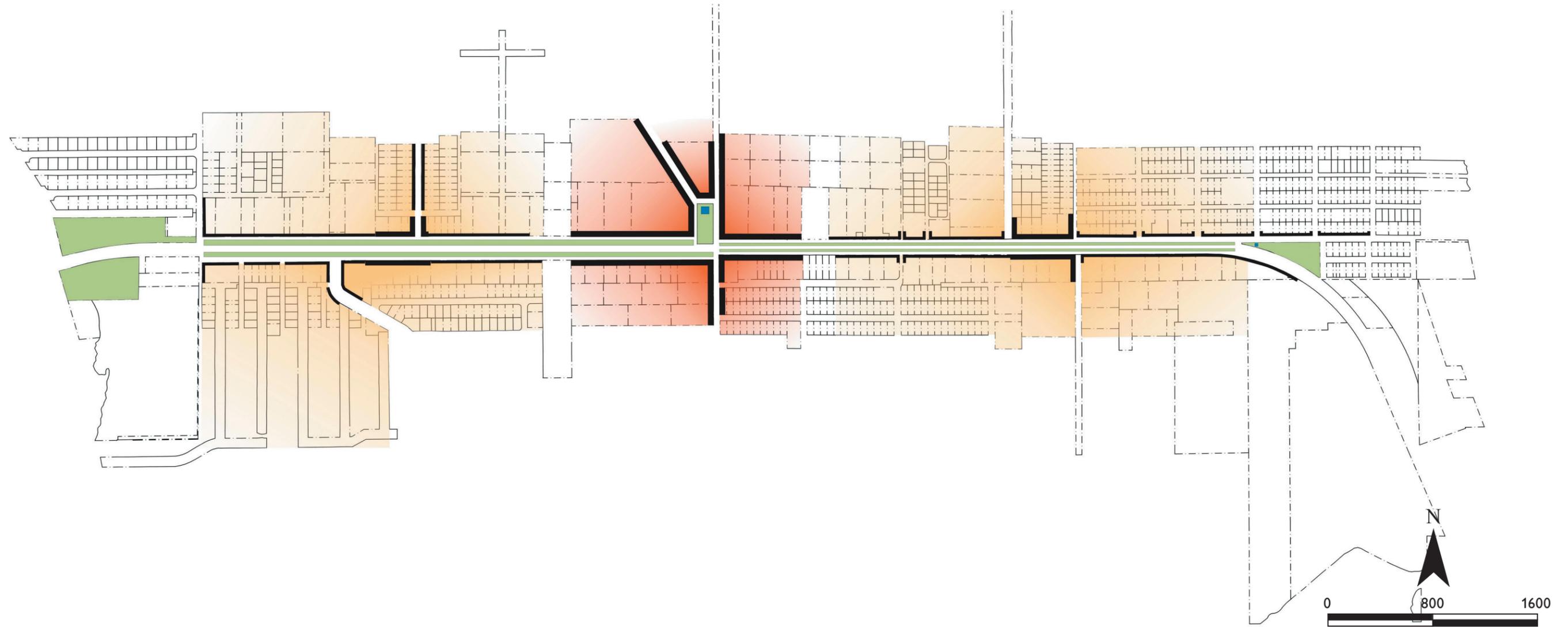
The West Park is a more activity-based, resident-oriented public amenity. Apart from serving as a buffer to eastbound traffic on US 1 and forming a gateway on this end of the corridor, the West Park is also ideally located for water based activities and famous Key sunsets.

- a. A double bracket trellis forms a gateway to the West Park. This mirrors the bracket trellises at the East Park; together, these park features anchor both ends of the US 1 through Big Pine Key, create finite visual boundaries and "bookend" the corridor with a unified image.
- b. The character of the West Park is loose and naturalized with hedgerows and tree rows which help to screen undesirable views of the highway traffic as well as screen and absorb vehicular noise.
- c. The park would be the western terminus for the enhanced Big Pine Key walking and biking trails with a development of shelters and public pavilions. A special arrangement is provided at the water's edge along North Pine Channel for viewing sunsets.

- d. The northern and southern portions of the West Park are connected via an extension of the enhanced biking and hiking trails through an underpass beneath US 1. This is located at the western tip of the park, past the proposed 'sunset viewing pavilion' and below where US 1 begins to rise in a viaduct to cross North Pine Channel.
- e. The West Park also includes a local secret: the Old Swimming Hole, which is located within a natural hammock area on the southern edge of US 1. It is an area that is not readily noticeable from the highway. Under these proposals, access to this feature from the areas north of the highway is envisioned to be via the underpass described above and may be integrated with the enhanced biking and walking trails on both sides of the highway. There would be special emphasis on new rest and shade pavilions appropriately positioned at the old swimming hole and along the trails as a gateway to the park.

PLAN DIAGRAMS

Big Pine Key/US 1 Corridor Area Enhancement Plan

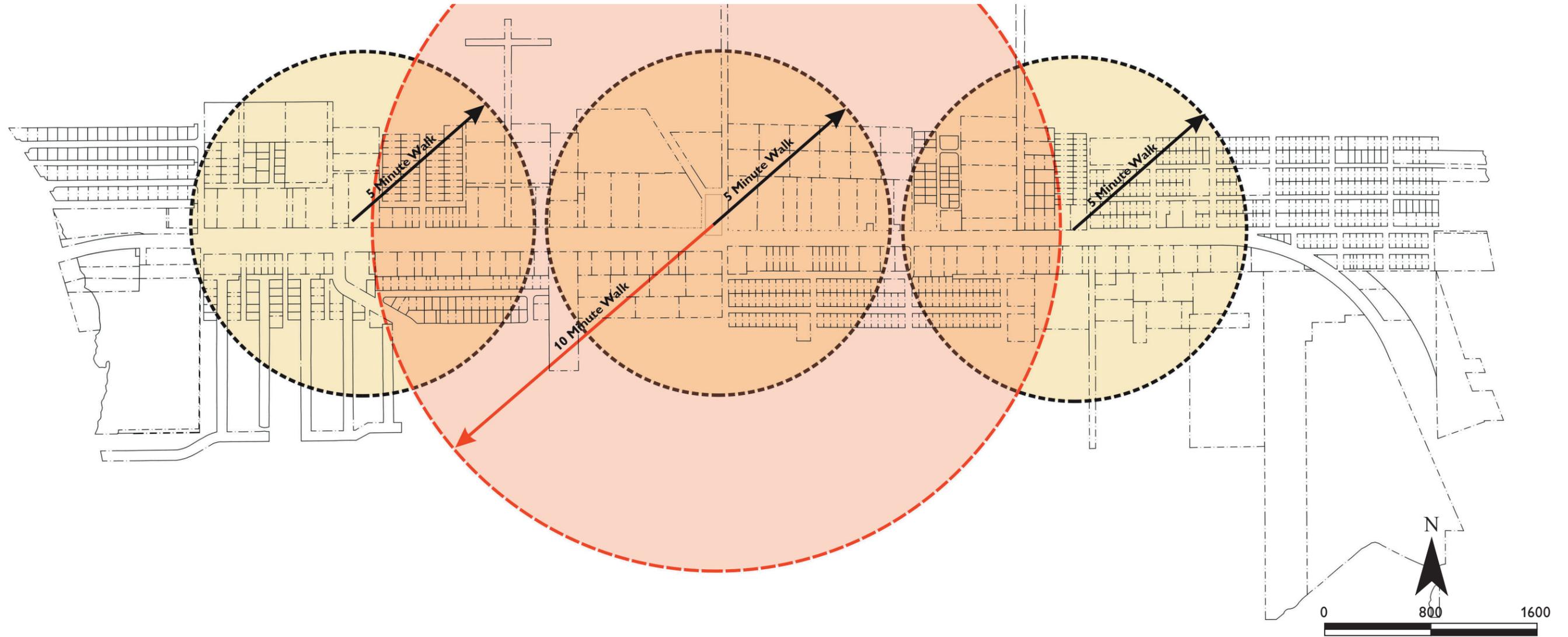


Neighborhood Structure

The Big Pine Key/US 1 Corridor Area Vision Plan includes an area of intense mixed-use (“Center”) and areas with an overall, homogenous development fabric (“General”). The center of the Vision Plan is where civic buildings are sited, as devices of orientation and community image. There is a necessity to place uses and building types appropriately within the Transect Zones; the neighborhood structure diagram is an illustration of the character of the neighborhood. This diagram also reflects the areas that should be given the most focus in terms of increased density, activity and variety.

The Big Pine Key/US 1 Corridor Area’s center is located at its physical center, the intersection of US 1, Key Deer Boulevard, Wilder Road and Chapman Street. The general zones extend from the center toward the eastern and western boundaries of the corridor.

Big Pine Key/US 1 Corridor Area Enhancement Plan

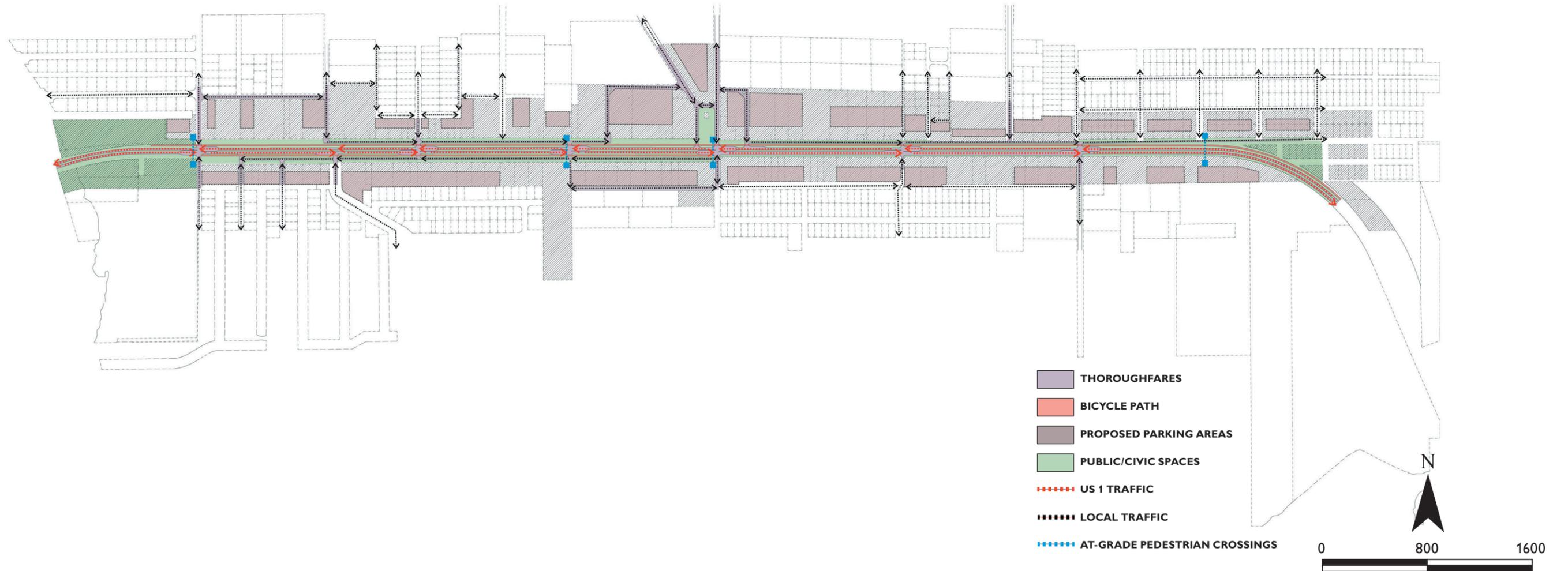


Five Minute Walk/Pedestrian Shed

The Vision Plan has been prepared in part on the basis of the Pedestrian Shed - an area covered by a circle that has a radius of 1350 feet or a quarter mile (the area covered by this pedestrian shed is often referred to as a "neighborhood"). This is the distance that can be covered by a five-minute walk at a moderate pace; it is regarded as the maximum distance a person will willingly walk before opting to drive. It should be noted that this five-minute walk must be enjoyable in order for people to choose walking over driving. In the best examples of traditional development, the pedestrian shed accommodates most of the needs of daily activities, reducing dependence on areas outside the neighborhood for most residents. The pedestrian shed can be expanded to a half-mile radius with the provision of alternative modes of circulation, such as cycling.

The diagram shows that the corridor can effectively be divided into three sheds or neighborhoods. The center of the main five- and ten-minute pedestrian sheds is located at the intersection of US 1 and Key Deer Boulevard. The proposed Village Center is located entirely within the pedestrian shed. The secondary pedestrian sheds are centered at the eastern and western General zones.

Big Pine Key/US 1 Corridor Area Enhancement Plan

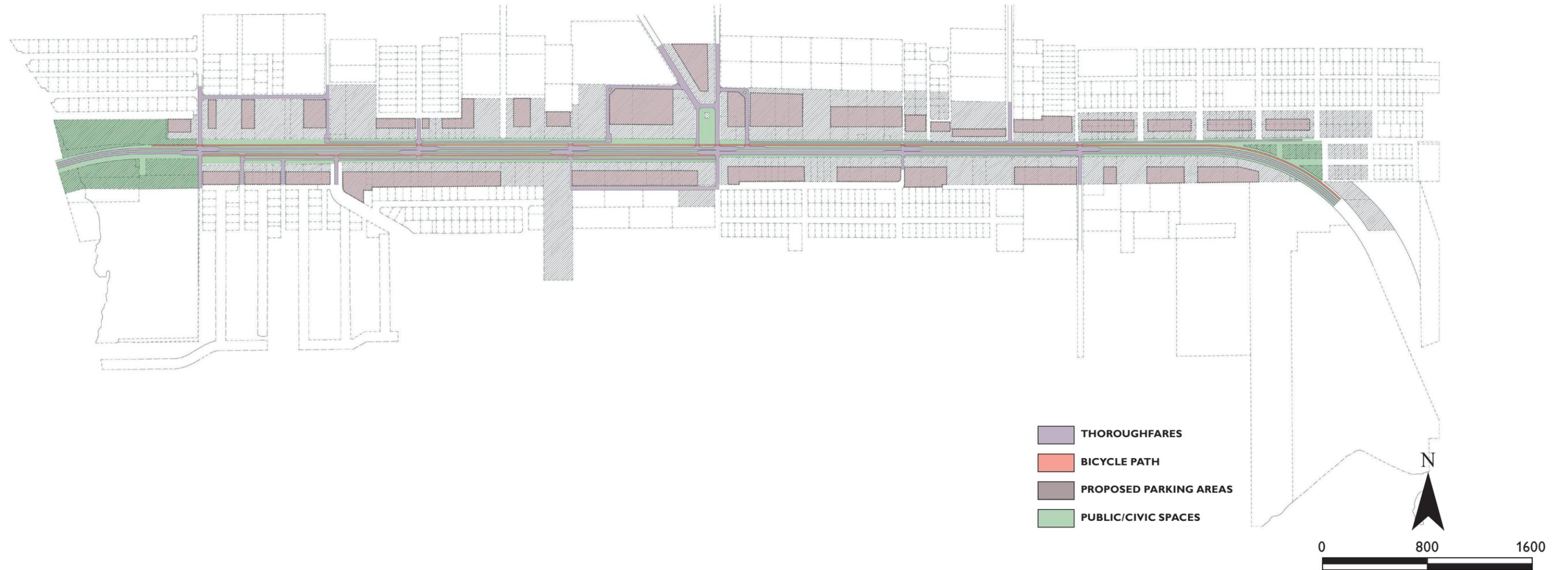


Circulation and Parking

At least four modes of circulation are distributed throughout the Big Pine Key/US 1 Corridor Area. These comprise through traffic on US 1, local vehicular movement, bicycle circulation and pedestrian movement. Interfaces between through traffic and the latter three modes present the greatest challenges to an efficient and safe circulation network. Local circulation is proposed to be segregated from through traffic via the introduction of reverse flow lanes running parallel to US 1; this is described at greater length in the Traffic and Transportation section of this document. Elevated bike and pedestrian trails are integrated with enhanced landscaping to serve as a buffer between US 1 and the local reverse flow road. The bicycle and pedestrian pathways themselves extend to the eastern and western edges of the corridor, terminating at the two gateway parks. North-south bicycle and pedestrian crossings are provided at the Village Center and at the West Park.

Curbside parking is provided along the reverse flow streets, fronting the commercial uses lining the corridor. In addition, parking is also proposed to be provided behind the establishments along US 1; in this manner, a more continuous commercial frontage may be brought as close to the street edge as possible.

Big Pine Key/US 1 Corridor Area Enhancement Plan

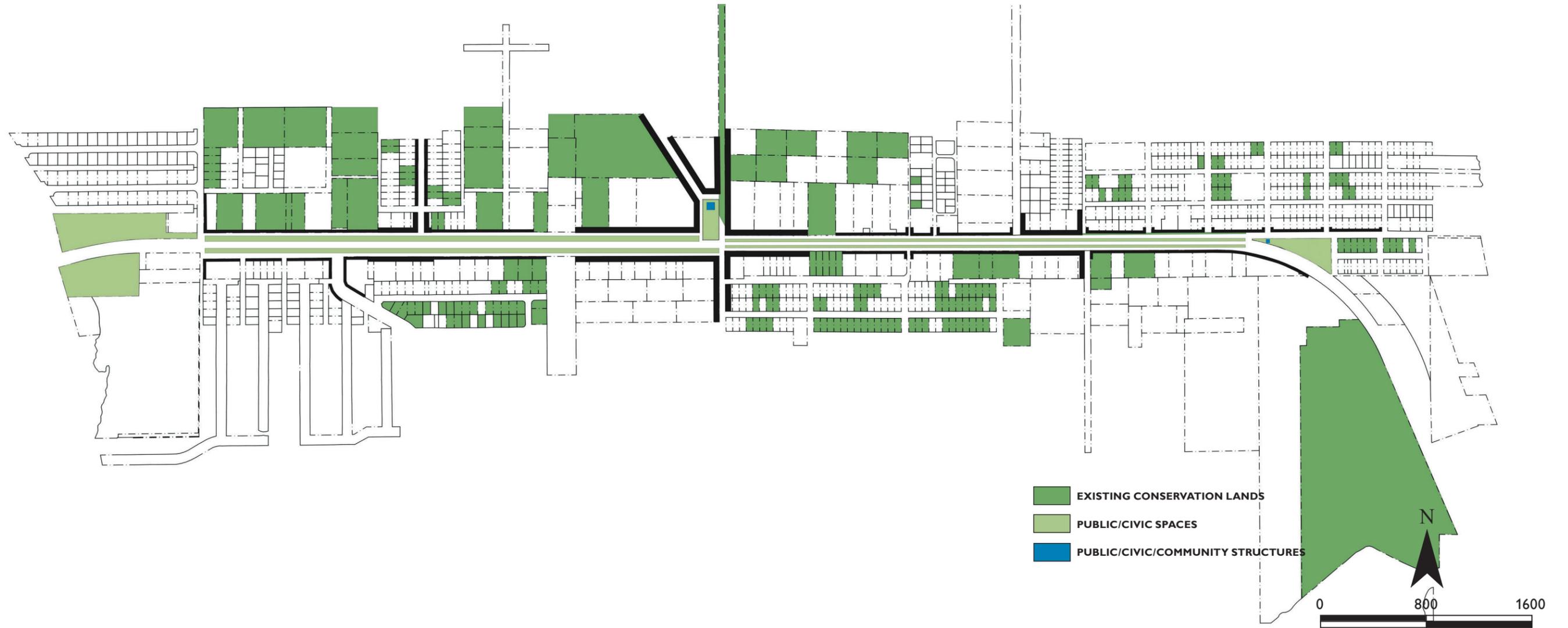


Thoroughfare Network

The thoroughfare network is hierarchical, ranging from the main US 1 roadway, to the local parallel access roads, to local distributor roads branching off from the corridor. The street hierarchy corresponds with elements and properties that characterize the nature of traffic moving on each thoroughfare type. These elements include, but are not limited to, right-of way, sidewalk width, parking provision, plantings, etc.. This system will insure, for instance, that a street intended to be lined with shops provides relatively slower-moving traffic away from the through traffic, wide sidewalks, trees that shade but do not block signage, parking, etc..

Each thoroughfare is designed to be used by the appropriate mode of transportation and with the understanding that thoroughfares are apart of the public realm. As such, the streets, even the main US 1 corridor, must be both functional and beautiful.

Big Pine Key/US 1 Corridor Area Enhancement Plan



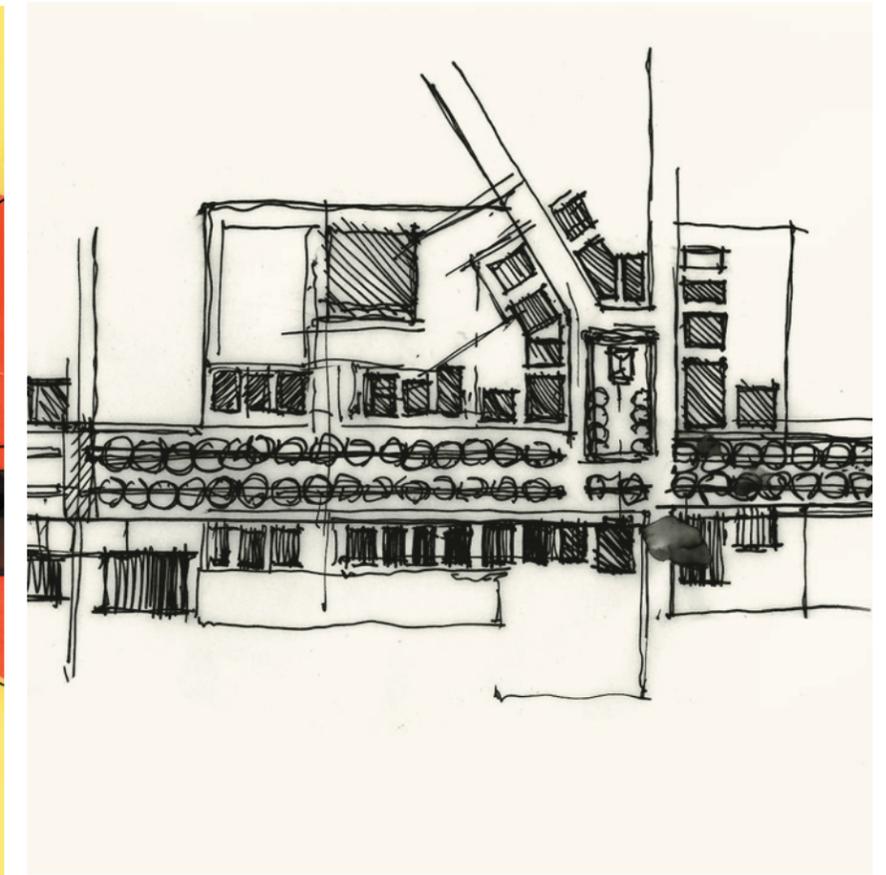
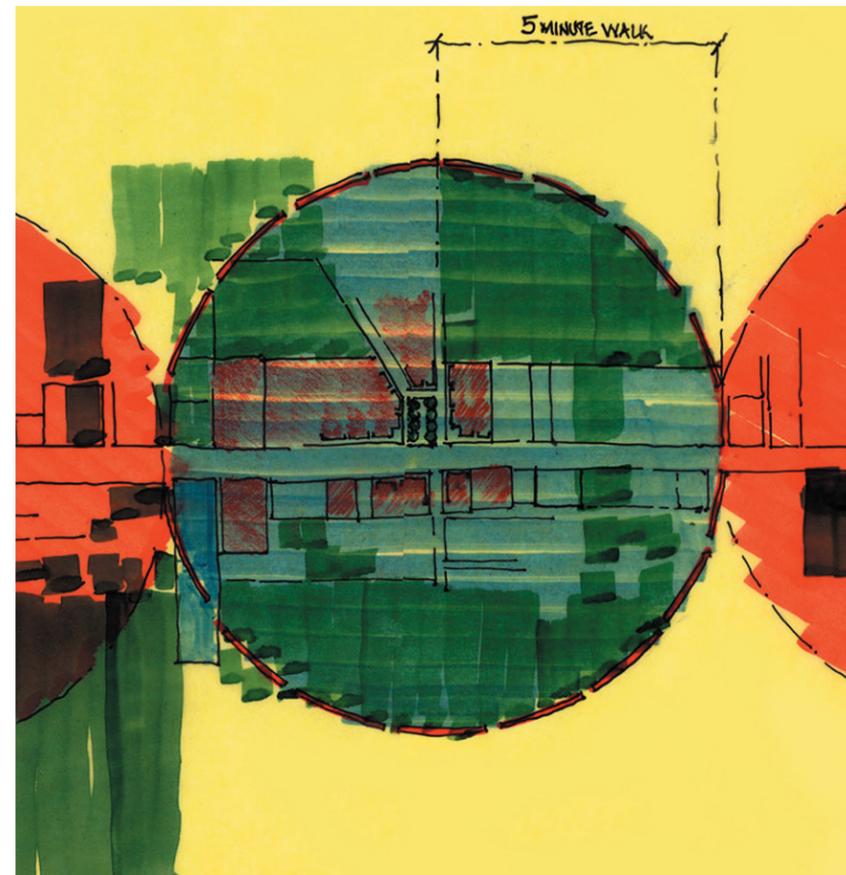
Public and Civic Buildings and Spaces

Public and civic buildings and spaces are the areas/structures in the Vision Plan that can be accessed by the general community and can house a number of amenities or community facilities. Public spaces provided along the corridor comprise the Village Center plaza, the East Park and the West Park. These spaces are punctuated by civic buildings and structures that serve as landmarks and vista terminations along the corridor. The public and civic buildings and spaces play an integral role in the layout, character and image of the corridor.

The framework of public and civic spaces and structures assists in the organization and scale of the corridor into identifiable segments, each with its own community image or character. The parks at either end of the Study Area anchor the corridor, integrate it with the larger context of the Big Pine Key open space network and opens the corridor to excellent vistas to the east and west. The public space and buildings at the center of the US 1 becomes the physical, functional, and visual center for the community.

TRAFFIC AND TRANSPORTATION

Big Pine Key/US 1 Corridor Area Enhancement Plan



THE VILLAGE CENTER

Observation

Pedestrians in the corridor feel uncomfortable both crossing US 1 and moving to and from the surrounding streets. One key reason for this discomfort is the high speed of US 1 traffic. Traffic is delayed by the traffic signals; sometimes for half a mile. When the red signal turns green, drivers are tempted to rush to reach the next island, at higher than the posted speed.

In addition, commercial activity along US 1 is highly auto oriented and strung out, east/west, along most of the island. Often it is too far to comfortably walk from one destination to another.

Discussion

To address problems of excessive traffic speed, excessive volume, and limited walkability, a key long range goal (even 10 years, given the rate of growth policies) of the Big Pine Key/US 1 Corridor Area Enhancement Plan should be to concentrate commercial activities within a Village Center. This center would produce more walking trips among residents who live within one-quarter mile of the square as well as promoting more walking trips among those customers who drive to the commercial district and park on the periphery.

Recommendations

1. Adopt a Big Pine Key/US 1 Corridor Area Enhancement Plan that encourages development of a Village Center.
2. Amend the Monroe County Land Development Code to allow Village Center development as recommended in the Big Pine Key/US 1 Corridor Area Enhancement Plan.

PARALLEL ONE-LANE REVERSE FLOW SIDE STREETS

Observation

It is difficult for vehicles to make left turns onto US 1. This is due to high traffic volumes, traffic speed higher than what is posted, and the lack of gaps in oncoming traffic which would permit left turns.

Discussion

One potential solution to the left-turn challenge is the establishment of a right-turn circulation system. To implement this system, the existing 200 feet of right-of-way to the west of Key Deer Boulevard and east of Ships Way would be divided into three components, as follows:

1. A three-lane roadway - the two outer lanes would flow in opposite directions, and the middle lane would function as either a painted median or a turn lane;
2. A 30' landscaped median - north of the three-lane section; and
3. A one-lane, one-way section to the north of the median. The one-lane roadway would flow to the east and contain parking.

The right turn circulation system would work in the manner described following.

At each intersection of US 1 and a cross street, there will be several optional movements:

- A vehicle traveling on US 1 may need to turn around and go back in the opposite direction. Here, the driver would look for a side street, then, make a right-turn onto the side street and then to the one-lane one-way road. No stop signs would be encountered;
- A vehicle traveling in either direction on US 1 and desiring to make a left-turn onto a cross street would enter the turn lane (in the center of the three-lane section) and make the turn at the median opening;
- A vehicle approaching the right turn circulation system from a cross street will come to a stop sign. To make a left turn, the driver could either turn left onto US 1 or turn left into the one-way traffic lane. To make a right-turn, the driver would turn right onto the US 1 three-lane section; and
- A vehicle traveling in the one-way traffic side street would come to a stop sign at each intersection. These vehicles could then continue along their path, turn left onto the cross street and access US 1 by turning right around the median, or turn left onto the three lane section.

This system would greatly decrease the need for vehicles to make left turns onto US 1, by allowing them to travel in an opposite direction to the nearest travel lane. Local destinations can be easily reached, with the return trip accommodated by right turns onto US 1. The addition of the one-lane reverse flow section will remove the need for vehicles to merge with two lanes of fast moving traffic.

Figure 1 illustrates the type of design that should be avoided. The side streets shown here are mainly used for parking and access for a limited number of businesses. The side streets are not connected to the crossroads - in fact they are purposely blocked off. Therefore, they provide only limited help in abating congestion on the main road.

As illustrated in Figure 2, cars are forced to merge into US 1 traffic since the side streets are terminated at each intersection.



Figure 1- Side road used for business access and parking, Marathon



Figure 2 - Side road design forces merge into US 1, Marathon



Figure 3 - Example of side street treatment, Islamorada



Figure 4 - Typical side street parking, Islamorada

As seen in Figure 3, the system used in Islamorada is a good example of side-street design. The wide median separates the high-speed traffic from slower local traffic. The side streets are through-streets at intersections, which allow them to be a viable alternative to the high-speed section. To simplify intersection operations, we recommend these side street sections have one way operation. Figure 4 shows a typical Islamorada side street parking arrangement.

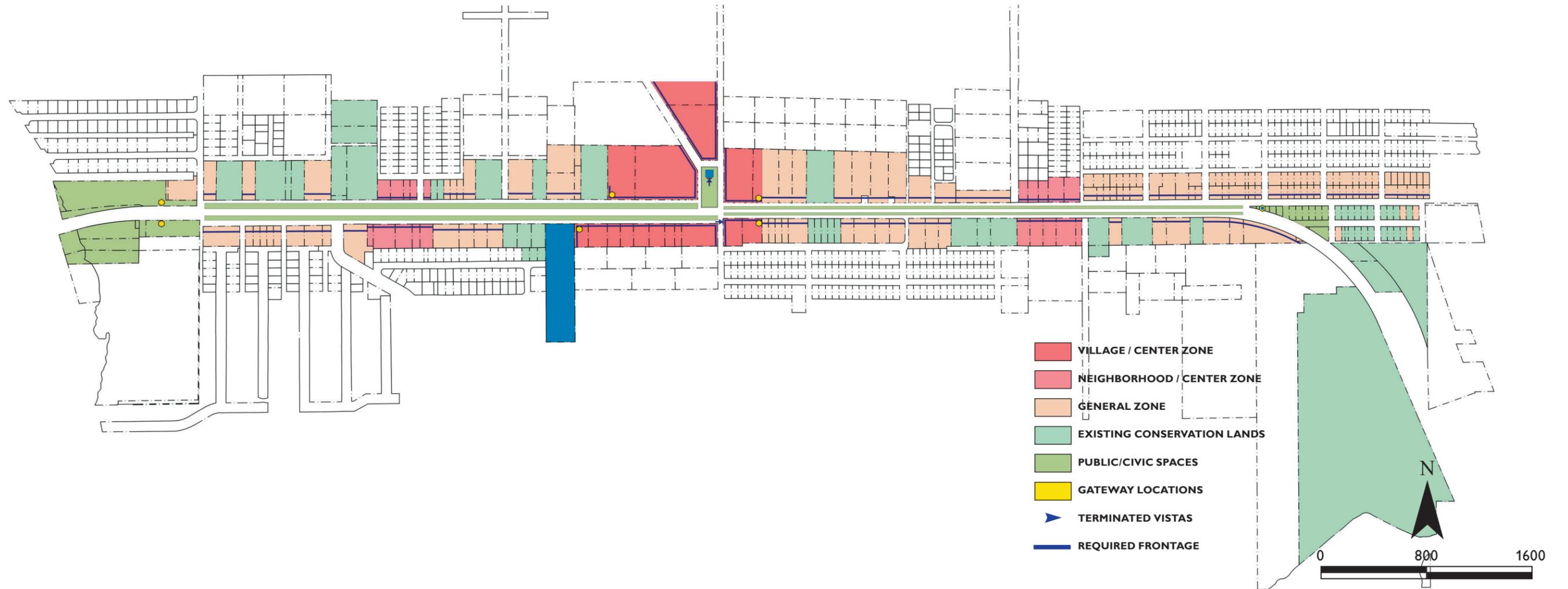
Recommendations

The Big Pine Key/US 1 Corridor Area Enhancement Plan proposes to redesign the existing 200 feet of right-of-way to the west of Key Deer Boulevard and east of the wetland area near Ships Way to include the following components:

1. Three-lane roadway. Outer lanes should flow in opposite directions while the middle lane functions as a turn lane.
2. A median to the north of the three-lane section. There should be a break in the median at the intersection of each cross street.
3. A one-lane, one-way section to the north of each median. Travel in these lanes will be in an opposite direction to the nearest travel lane. With stop signs on the one-way streets at the intersection of each cross street.

THE REGULATING PLAN AND DESIGN GUIDELINES

Big Pine Key/US 1 Corridor Area Enhancement Plan



THE REGULATING PLAN

The Big Pine Key/US 1 Corridor Area presents a dual nature: it is the sole vehicular corridor to the Lower Keys, yet also functions as the ‘Main Street’ for the Big Pine Key community. The corridor and its environs have developed with widely varied and active uses serving both local needs and through movement, the latter in large part due to its proximity to Key West. The Corridor Area is lined primarily with commercial and office uses. Other uses along the highway and adjacent areas include industrial, institutional, conservation and residential developments.

The Big Pine Key/US 1 Corridor Area Enhancement Plan Design Guidelines intend to deliver aesthetic standards for future development within and along the Public Realm of the Big Pine Key/US 1 Corridor Area. These Design Guidelines are related not to land use, but to degrees and character of development - the scale of buildings, amount of pedestrian activity and the nature of the Public Realm. Current zoning or land use categories do not typically deal with qualitative issues such as building materials or the proper selection of public furniture such as light fixtures and paving. These Design Guidelines are a means to deliver the appropriate elements of development character along the corridor.

The Big Pine Key/US 1 Corridor Area Enhancement Regulating Plan divides the Big Pine Key/US 1 Corridor Area into two zones: CENTER and GENERAL.

The CENTER Zone is the area containing the most intense level of activity, determined by the most opportunities for pedestrian activity

and interaction, and the widest range/mix of uses. Geographically, the Village CENTER Zone is located at the intersection of US 1 and Key Deer Boulevard, Wilder Road and Chapman Street. Secondary, Neighborhood CENTER Zones are located in the middle of the GENERAL zones flanking the Village Center. The Village CENTER Zone on the corridor already contains many of the larger commercial uses. Developments within the CENTER Zone are envisioned to offer a wide array of uses, with buildings having commercial spaces on the ground floor. Development is relatively taller and denser in the CENTER Zone, and with the wide range of uses available, pedestrian activity is expected to intensify. From the CENTER Zones, development extends outwards, until the intensity, building scale and activity gradually diminish.

The GENERAL Zone is characterized by a mix of uses with a slightly more narrow range than the CENTER Zone. Buildings are typically lower, and are envisioned to consist mostly of single- to two-storey buildings. Some existing developments within the GENERAL Zone already offer ground floor retail or commercial space. Office use may be accommodated in the upper floor. Pedestrian activity is present but to a lesser degree than in the CENTER Zone. Existing conservation areas are also located primarily within this zone.

Each subsequent section of these Design Guidelines (Urban, Architectural and Landscape) is arranged according to the Zones illustrated and defined in the Regulating Plan. The use of this Regulating Plan makes it possible to accommodate all the elements of development, from landscaping to building elements, in a manner that ensures the highest quality environment.

Big Pine Key/US 1 Corridor Area Enhancement Plan

CENTER ZONE

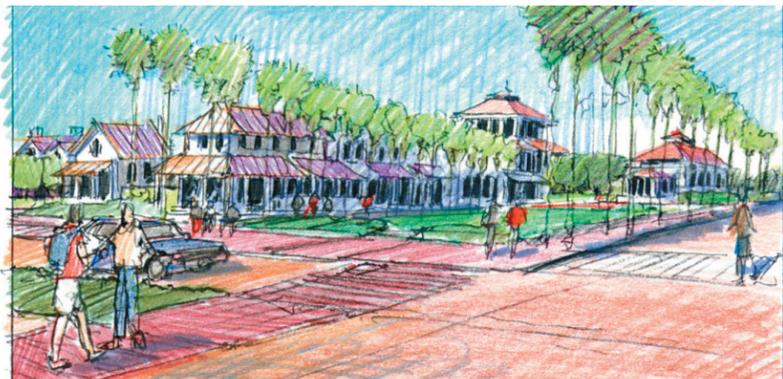
INTENT

The **CENTER Zone** represents the category within the US 1 corridor marked by the highest use and intensity for Big Pine Key. The single most important factor in determining the bounds of the CENTER Zone is the intersection of Key Deer Boulevard and US 1 and the existing developed commercial areas. The odd geometries of the intersection combined with the need of a clear central space provide the opportunity to create a Public Space that will house civic, public and commercial uses, increasing the opportunities for successful retail endeavors and community pride. There is also the opportunity to define the Neighborhood Centers east and west of the Village Center; that will be covered by the same urban conditions. While the CENTER Zone may differ from the GENERAL Zone in overall building height, use and intensity, the Architectural and Landscape Guidelines will not be affected greatly. The focus of the Guidelines is the definition of the Public Realm and the proper building placement for future development or redevelopment of existing parcels.

Current Conditions: The US 1 Corridor serves as the placement of several buildings/structures as it passes through Big Pine Key. These building structures have different envelopes and frontage that present a varied condition. Development at the intersection of US 1 and Key Deer Boulevard comprises buildings with a "suburban" placement, dominated by parking and single use (mostly retail) and lacking in architectural identity. These do not truly represent the character of the Lower Keys development and architecture. The synergy of the intersection also represents an opportunity to define a Public Space by combining the correct building disposition and building types.

Proposed Zone Features: The Center Zone is discernible by its moderately intense development or redevelopment - with single standing buildings, fronting both US 1, Key Deer Boulevard, as well as, the proposed Public Space with retail and/or commercial use on the ground level. The retail space is evidenced by restaurants, storefronts and offices of a village center focus. Building encroachments are limited to balconies, arcades and other architectural elements associated with activity in the public realm. Parking is relegated to the rear of the lots. Parking in front of lots is not encouraged.

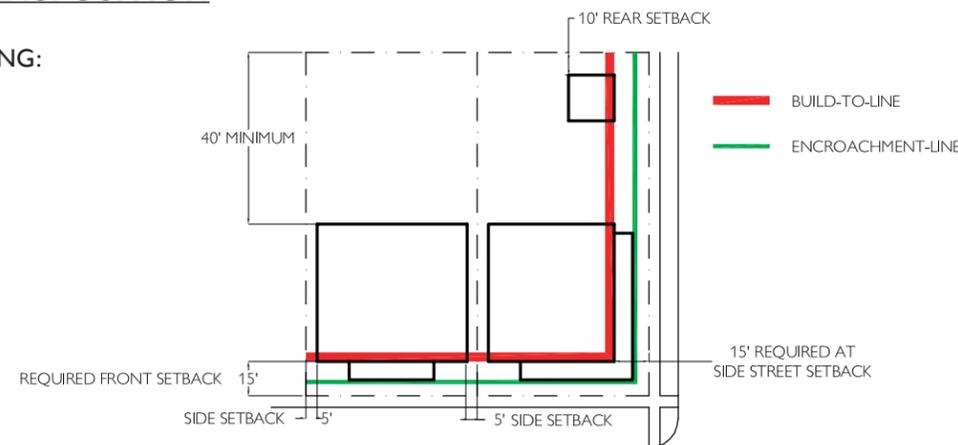
Building Types: As development or redevelopment trends in the CENTER Zone continue, the building types will include smaller but denser buildings with commercial uses on the lowest floors. The use of single detached buildings or sideyard buildings is appropriate as they correspond to the vernacular building types found in the Florida Keys. By outlining building disposition and requirements, the Urban Guidelines describe a model for new developments to follow while excluding the inappropriate use and placement of suburban models that have proven to disturb the atmosphere particular to Big Pine Key.



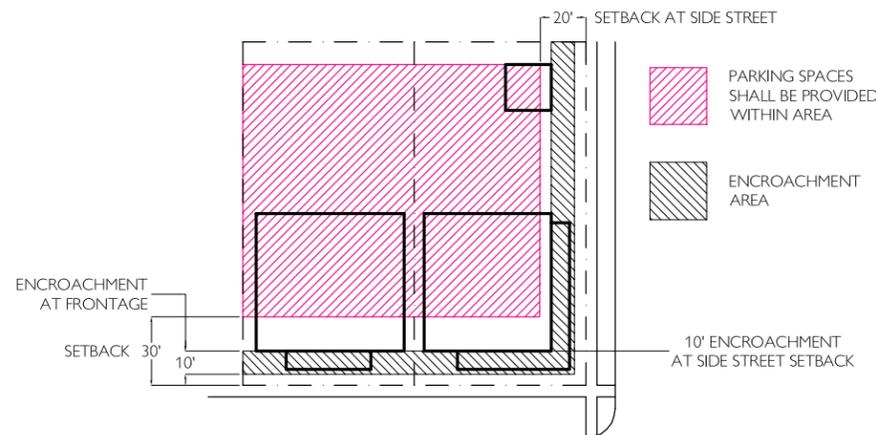
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SITE DISPOSITION

BUILDING:



PARKING:



REQUIREMENTS

BUILDING:

- Front Setback: 15 ft.
- Side Setback: 5 ft.
- Rear Setback: 40 ft min.
- Side Street Setback: 15 ft max.
- Building Frontage: 80 % min. of facade on build to line
- Height: 3 stories max.

Note:

1. Building's Base Height is recommended to be approximately 12 to 16 feet at the ground floor for commercial spaces; and approximately 12 feet for mezzanine/second/third floor levels.

ENCROACHMENTS:

- Front: 10 ft. max.
- Side Street: 10 ft. max.
- Frontage: 90 % of the building facade.

PARKING AREAS:

- Front Setback: 30 ft. min.
- Side Street Setback: 20 ft. min.
- Back Setback: 0 feet- not required

PARKING SPACES:

- Required: As per current zoning within lot
- On Street Parking: Encouraged

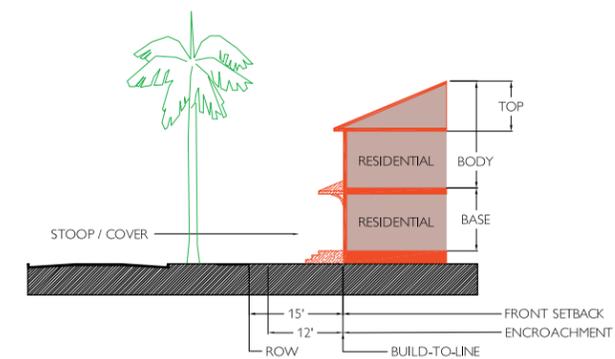
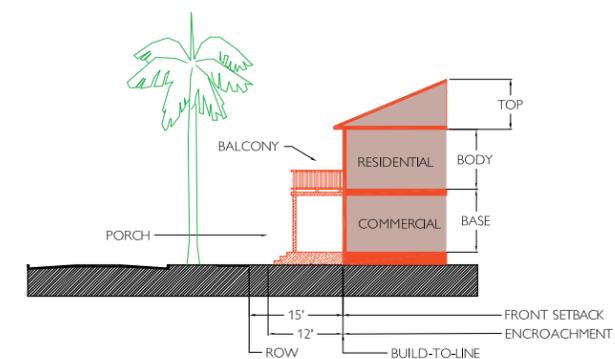
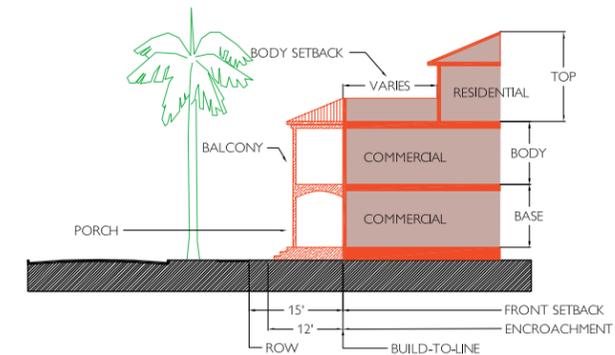
Note:

2. These guidelines recommend that on-street parking along the perimeter of blocks should count towards the provisions of total parking requirements for recommended uses below.

RECOMMENDED USES:

- Commercial; Retail; Residential

STREET FRONTAGE



Permitted Encroachments: arcades, colonnades, open porches, canopies, awnings, balconies, bay windows and stoops.

Encroachment Frontage: width of the permitted encroachment in relationship with the overall facade width.

Encroachment Setback: measured from the build-to-line towards the ROW (right-of-way) or property line.

Building Base: The base of the building clearly defines the realm of the Public Space, providing with the necessary spatial enclosure. The base of the building is also the device that effectively engages the pedestrian defining the character and quality of a street or public space. It also houses the uses with the most intensity and varies depending on the overall building height.

Building Body: the building body is the majority of the building, mainly defined by its structural composition. It houses the main use and engages all fronts.

Building Top: the building top, could either encompass the last floor of a building and roof, or be the area above the eave or before the parapet line. The building top is determined by the height of the building and is not subject to elements of style.

DEFINITIONS

- Build-to-line:** the line in which a facade of the main building or structure must be placed.
- Encroachment:** A building element that is attached to a building volume and is permitted to exist within a yard, front setback or side street setback. Typical building elements for encroachment include balconies, porches, arcades and other architectural elements that are intended to bring the public realm closer to the building.
- Side Street Setback:** the distance between the side lot line and the elevation of the building, on corner lots only.
- Building Frontage:** the minimum distance that a building must cover in relationship with the width of the lot.
- Building Lot Coverage:** the maximum area of a lot that may be occupied by a structure.

Big Pine Key/US 1 Corridor Area Enhancement Plan

GENERAL ZONE

INTENT

The **GENERAL Zone** represents the category marked by the median intensity development on the US 1 corridor in Big Pine Key. Other traits of the GENERAL Zone include residential oriented building types such as sideyard houses and single standing buildings. Commercial functions including office appear with more frequency in the GENERAL Zone. The Urban Guidelines under the GENERAL Zone promote street life with buildings set close to sidewalks, parking provided in the rear of lots and spaces between buildings regulated by frontage requirements.

Current Conditions: The GENERAL Zone is made up of the areas located east and west of the Village Center (the intersection of US 1 and Key Deer Boulevard) and the areas east and west of the proposed neighborhood centers. Currently there is a myriad of building types with a variety of conditions and use. Some of the existing structures are surrounded or fronted by disorganized parking in the form of strip mall-type development or single use buildings. The vernacular architecture of the Lower Keys is better represented in some current buildings; nonetheless, cohesion and order is needed.

Proposed Zone Features: The GENERAL Zone is discernible by moderately intensive development - with residential opportunities accommodated by sideyard and single standing buildings. Commercial and retail space is evidenced by restaurants, storefronts and offices of a more regional focus. Building encroachments are limited to balconies, arcades and other architectural elements associated with activity in the public realm. Parking is relegated to the rear of lots, but in some cases may occur alongside buildings. Parking in the front yards of lots is not encouraged.

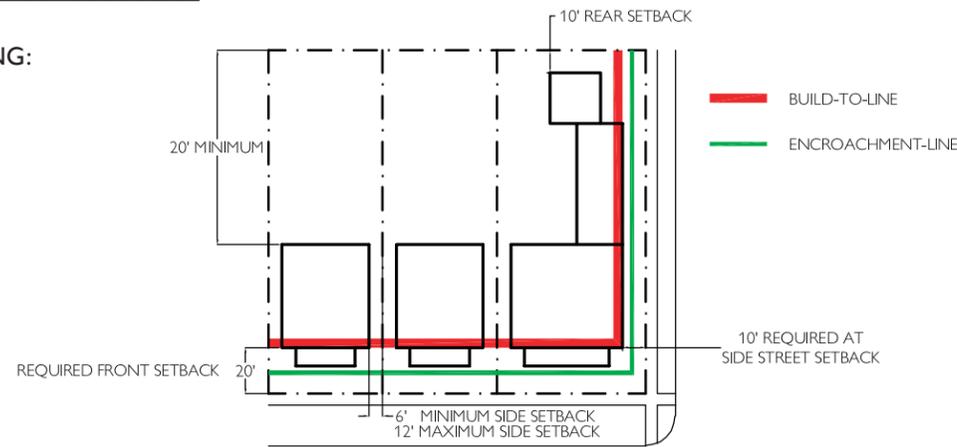
Building Types: As development or redevelopment trends in the GENERAL Zone continue, the building types will include smaller but denser buildings with commercial uses on the lowest floors. The use of single detach buildings or sideyard buildings is appropriate as they correspond to the vernacular building types found along the Florida Keys. The Urban Guidelines by the use of building disposition and requirements describe a model for new developments to follow while excluding the inappropriate use and placement of suburban models that have proven to disturb the atmosphere particular to Big Pine Key.



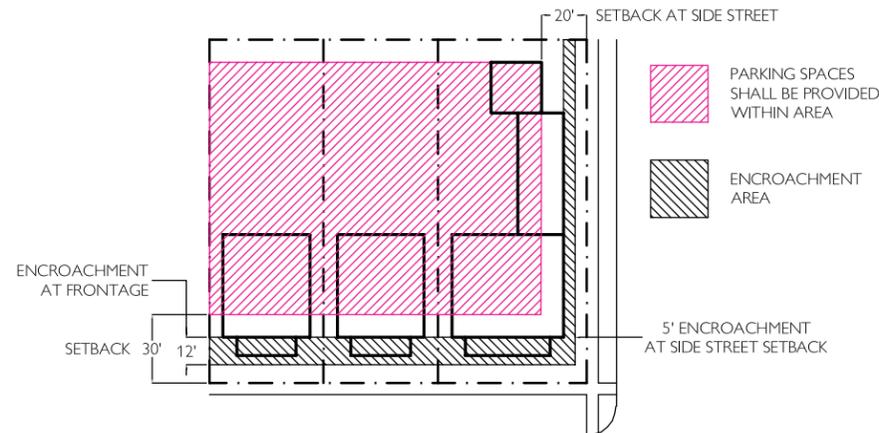
© 2003 HELLMUTH, OBATA + KASSABAUM, INC. theHOKPlanningGroup newUrbanStudio

SITE DISPOSITION

BUILDING:



PARKING:



REQUIREMENTS

BUILDING:

- Front Setback: 20 ft.
- Side Setback: 12 ft.
- Rear Setback: 20 ft min.
- Side Street Setback: 10 ft max.
- Building Frontage: 70 % min. of facade on build to line
- Height: 2 stories max.

Note:

1. Building's Base Height is recommended to be approximately 12 to 16 feet at the ground floor for commercial spaces; and approximately 12 feet for mezzanine/second/third floor levels.

ENCROACHMENTS:

- Front: 10 ft. max.
- Side Street: 10 ft. max.
- Frontage: 70 % of the building facade.

PARKING AREAS:

- Front Setback: 30 ft. min.
- Side Street Setback: 20 ft. min.
- Back Setback: 0 feet- not required

PARKING SPACES:

- Required: As per current zoning within lot
- On Street Parking: Encouraged

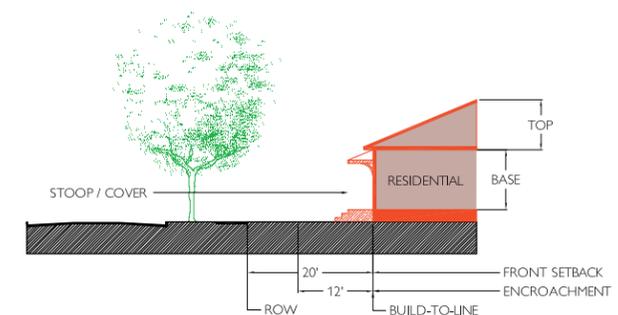
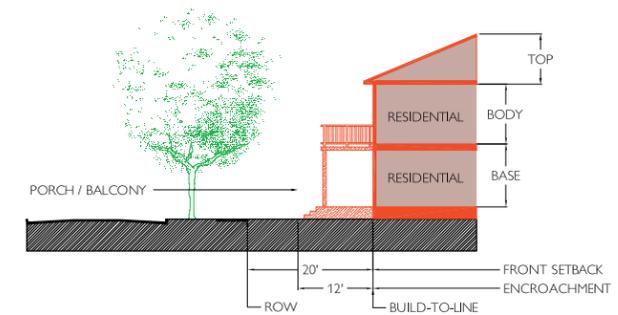
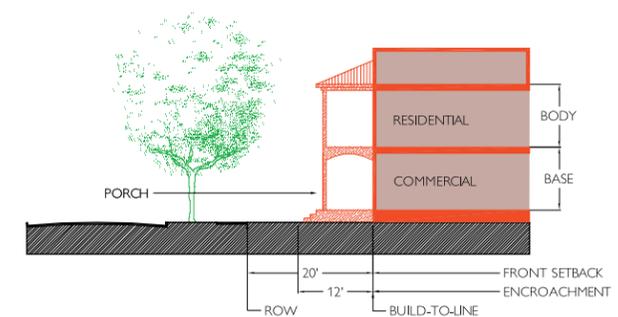
Note:

2. These guidelines recommend that on-street parking along the perimeter of blocks should count towards the provisions of total parking requirements for recommended uses below.

RECOMMENDED USES:

- Commercial; Residential

STREET FRONTAGE



Permitted Encroachments: arcades, colonnades, open porches, canopies, awnings, balconies, bay windows and stoops.

Encroachment Frontage: width of the permitted encroachment in relationship with the overall facade width.

Encroachment Setback: measured from the build-to-line towards the ROW (right-of-way) or property line.

Building Base: The base of the building clearly defines the realm of the Public Space, providing with the necessary spatial enclosure. The base of the building is also the device that effectively engages the pedestrian defining the character and quality of a street or public space. It also houses the uses with the most intensity and varies depending on the overall building height.

Building Body: the building body is the majority of the building, mainly defined by its structural composition. It houses the main use and engages all fronts.

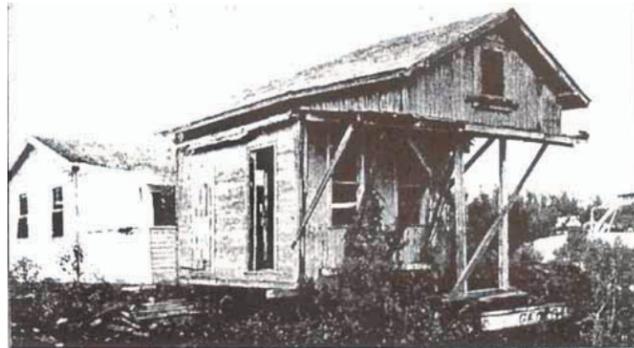
Building Top: the building top, could either encompass the last floor of a building and roof, or be the area above the eave or before the parapet line. The building top is determined by the height of the building and is not subject to elements of style.

DEFINITIONS

- Build-to-line:** the line in which a facade of the main building or structure must be placed.
- Encroachment:** A building element that is attached to a building volume and is permitted to exist within a yard, front setback or side street setback. Typical building elements for encroachment include balconies, porches, arcades and other architectural elements that are intended to bring the public realm closer to the building.
- Side Street Setback:** the distance between the side lot line and the elevation of the building, on corner lots only.
- Building Frontage:** the minimum distance that a building must cover in relationship with the width of the lot.
- Building Lot Coverage:** the maximum area of a lot that may be occupied by a structure.

Big Pine Key/US 1 Corridor Area Enhancement Plan

HISTORICAL BIG PINE KEY REFERENCES



LOWER KEYS VERNACULAR



PIGEON KEY VERNACULAR



PROPOSED BUILDING TYPES

Free Standing Houses and Shops

Free Standing Houses always have a front yard, two side yards and a rear yard. Free Standing Houses are single units that are generally limited to residential use. Nonetheless, based on the vernacular architecture found in the Florida Keys, a Free Standing House can actually become a Live/Work unit. The lower levels could house commercial or retail activities while the upper levels house residential units. A Free Standing House may share its lot with an Accessory Building, placed alongside the House or at the rear of the lot near to the rear lot line. When located alongside the House, the Accessory Building shall be set back a minimum of 15 feet further than the House, to prevent parking in the front yard. Accessory Buildings are generally used for storage (as a garage) and may have livable space above. Sizes of Free Standing Houses are dictated by setback requirements contained in Urban Guidelines.

Sideyard House

Sideyard Houses always have a front yard, one side yard and a rear yard. Side Yard Houses are intended to respond to climatic conditions of sun exposure and breezes while providing a consistent frontage (comprising the primary building and a connected low wall). Sideyard Houses are single units that are generally limited to residential use. However, based on the vernacular architecture found in the Florida Keys, a Side Yard House can become a Live/Work unit where the lower levels could house commercial or retail activities with the upper levels housing residential uses. A Sideyard House may share its lot with an Accessory Building, placed adjacent to the rear lot line. Accessory Buildings are generally used for storage (as a garage), residential uses (as an "in-law" or rental apartment), or both. It may also include commercial uses at a small scale (as a home office or workshop). Sizes of Side Yard Houses are dictated by setback requirements contained in Urban Guidelines: Requirements. Accessory Buildings are limited to a footprint equivalent to the least amount of area occupied by two parked cars (in order to limit lot coverage) or 500 square feet.

INTENT

The **Architectural Guidelines** for the Big Pine Key/US 1 Corridor Area are intended to direct new construction toward the highest quality pedestrian experience. The Architectural Guidelines are not intended to dictate architectural style, nor are they intended to restrict expression or variety in architecture. Rather these guidelines describe those elements that have the greatest impact on the Public Realm in order to ensure that the impact is positive.

The Architectural Guidelines are concerned only with those elements that directly affect the Public Realm, by being directly adjacent to it (as at the lower floors of buildings) or can be viewed from within it (as roofs or upper story walls).

The Architecture Guidelines are to be applied to the extent of the corridor; changes between the Urban Zones as they relate to architecture of the corridor is non-existent. Within the Architecture Guidelines are descriptions of the most important elements that make up the building aesthetic. Roofs, openings (windows and doors), walls and other building elements are briefly and simply described. As long as new building designs meet the descriptions contained in the Guidelines, they shall be considered to contribute to the character of the Public Realm. Through the consistent administration of the Guidelines and adherence to them, the Big Pine Key/US 1 Corridor Area will achieve a comfortable, human-scaled environment.

Variations can be granted (at the discretion of the reviewing body) for architectural merit.

Disclaimer: These Architectural Guidelines are aesthetic in nature. There shall be no conflict with the South Florida Building Code, Monroe County Building Code, other Big Pine Key Regulations and/or the Florida Code. These Guidelines shall not supersede the South Florida Building Code, Monroe County Building Code, Big Pine Key Regulations and any Building Codes that may be applicable through out the Big Pine Key/US 1 Corridor Area and/or the Florida Code.

Big Pine Key/US 1 Corridor Area Enhancement Plan

I. ROOFS

A. Shapes of Roofs in the CENTER and GENERAL Zones.

1. Roofs shall be flat, hipped symmetrical or take the form of a simple triangular gable or shed.

B. Flat Roofs in the CENTER Zone.

1. Flat roofs shall be required to have a parapet above the roof facing any front-age. The parapet wall shall be a minimum of 12 inches tall (measured above the roof).
2. If the flat roof is accessible from an interior room and it should be surrounded by a continuous parapet no less than 3'6" high from the deck floor.
3. Any equipment placed on a flat roof is required to be screened by parapet walls or other devices, rendering the equipment invisible from street level.

C. Flat Roofs in the GENERAL Zone

1. Flat roofs should be accessible from an interior room and it should be surrounded by a continuous parapet no less than 3'6" high from the deck floor.

D. Hipped Roofs in the CENTER and GENERAL Zones.

1. Hipped roofs of principal buildings shall have a pitch between 6:12 and 8:12.
2. Overlapping gables are permitted when a smaller gable sits in front of a larger gable, only if the smaller gable is associated with a porch or a balcony.
3. Ancillary roofs attached to the walls of the principal building may be sheds with an angle no less than 3:12
4. Eaves shall be continuous with a minimum of 2 ft. overhang. Rafters shall be exposed and all roofs shall be trimmed at minimum with gable and eave boards all around.
5. Gutters shall be used at discretion. Half round gutters shall be used at exposed eaves. Downspouts shall discharge underground.

E. Other Roof Elements in the CENTER and GENERAL Zones.

1. Dormers should be habitable and placed a minimum of 3 ft. from the side building wall.
2. Skylights are prohibited.
3. Roof penetrations of a mechanical nature (vents, pipes, ducts, etc.) shall not be visible from the street.
4. Towers are allowed on all buildings but encouraged on buildings terminating views. Towers shall not extend 15 ft. above the roof ridge line, and shall not have a floor area exceeding 200 sq-ft.

II. OPENINGS

A. Opening Proportions in the CENTER and GENERAL Zones.

1. All window and door openings shall be square or vertical in proportion, and any other divisions of openings shall happen as a system of squares or vertically proportioned rectangles. Grouped or "ganged" windows shall be treated as a single opening, unless they are separated by a minimum 4 inch divider.
2. All doors and windows require at a minimum, a lintel, face frame and drip mold.

3. Windows and doors may meet at building corners, or shall be a minimum of 24 inches from the building corner.
4. Windows should be single, double or triple hang on operable casements. Sliding windows and door are prohibited.
5. Shading devices over doors and windows are permitted to be cantilevered and made of any architectural grade material, but shall be fully functional rather than simply decorative.
6. Storm Windows and Screens shall cover the entire window area.
7. Upper storey openings should be centered above lower storey openings. Openings at gable ends should be centered.
8. All porch openings (or "voids") shall be vertical in proportion.

III. WALLS

A. The Design of Building Walls in the CENTER and GENERAL Zones.

1. Walls may be finished in stucco, wood, vinyl or hardiplank.
2. All elevations of buildings that can be seen from public spaces shall be designed as "fronts".
3. Buildings occupying lots with two frontages (corner lots) shall treat both building walls as "fronts".
4. Buildings identified on the Regulating Plan as Terminated Vistas shall treat the vista termination with exceptional design attention, appropriate to its contribution to the Public Space.
5. Blank walls and blind facades are prohibited.
6. Walls shall not show more than two materials above the undercroft. Materials shall change along a horizontal line, with the heavier material below the lighter.
7. Posts shall not be less than 6" x 6".
8. Clapboard and Siding should be painted with a minimum of 6" exposed.
9. Stucco shall be cement with smooth sand finish.

IV. ELEMENTS

A. Signage in the CENTER Zone.

1. Signage of commercial and retail establishments shall be made of wood, synthetic wood or metal.
2. Signage of commercial and retail establishments should be no larger than 2 feet in height by any length (for horizontal signs) and 2 feet in width by any height (for vertical signs).
3. Signage of commercial and retail establishments may be any length (for vertical signs) or any height (for vertical signs), not to exceed the width or the height of the building to which they are attached.
4. "Blade" signs (signs which are affixed to a building, perpendicular to the façade and intended for pedestrian viewing) shall extend no further than 3 feet from the building wall, whether horizontally or vertically oriented.
5. Signs shall be located at a minimum of 8 feet from the top of sidewalk, extending no further than 3 feet from the face of the building
5. The maximum number of signs for commercial and retail establishments shall be limited to two per establishment.
6. On masonry buildings, signs may be painted directly on the wall.
7. Lettering and iconography may be made of wood, synthetic wood or metal.
8. Lettering may be applied or painted directly onto storefront glass.

B. Signage in the GENERAL Zone.

1. Signage is only allowed in commercial establishments and shall be made of wood, synthetic wood or metal.
2. All other requirements for the CENTER zone apply.

C. Lighting of Signage in the CENTER Zone.

1. Signs may be illuminated in one of the three following ways:
 - i. Externally, with fixtures affixed to the building or the sign, and shall wash the sign in color-corrected light;
 - ii. Internally, within individual characters or icons that shall have a colored, translucent lens; or;
 - iii. Back-lit, with the light fixtures hidden completely behind individual characters and/or icons.

D. Lighting of Signage in the GENERAL Zone.

1. Signs may be illuminated in the following ways:
 - i. Externally, with fixtures affixed to the building or the sign, and shall wash the sign in color-corrected light.

E. Awnings in the CENTER and GENERAL Zones.

1. Awnings shall not be used above the "Base".
2. Awnings of commercial and retail (CENTER zone only) establishments shall be made of canvas or solution-dyed acrylic fabric.
3. Internal structure of awnings shall be metal.
4. Awnings and canopies of commercial establishments shall be permitted to encroach over the sidewalk. Awnings shall overhang facades at least 6 feet, so as to provide shade and shelter to pedestrians.
5. Awnings shall be triangular in section. Awnings may have side panels, but shall not have a panel enclosing the underside of the awning.
6. Awnings should be within reach from the sidewalk at the vertical flap.
7. Awnings may have lettering on the vertical flap only.
8. Awnings shall not be internally illuminated.

F. Canopies in the CENTER Zone.

1. Canopies shall not be used above the "Base".
2. Canopies shall extend horizontally from the building and shall be supported by wires, cables or brackets.
3. Canopies of commercial and retail establishments shall be made of wood, metal or glass.
4. Canopy support shall be provided by metal rods, metal wire or cables, or metal brackets.
5. Lettering may be applied to the edges of canopies, or may be placed on the top of the canopy at the front edge.

G. Canopies in the GENERAL Zone.

1. Canopies shall not be used in the GENERAL Zone.

INTENT

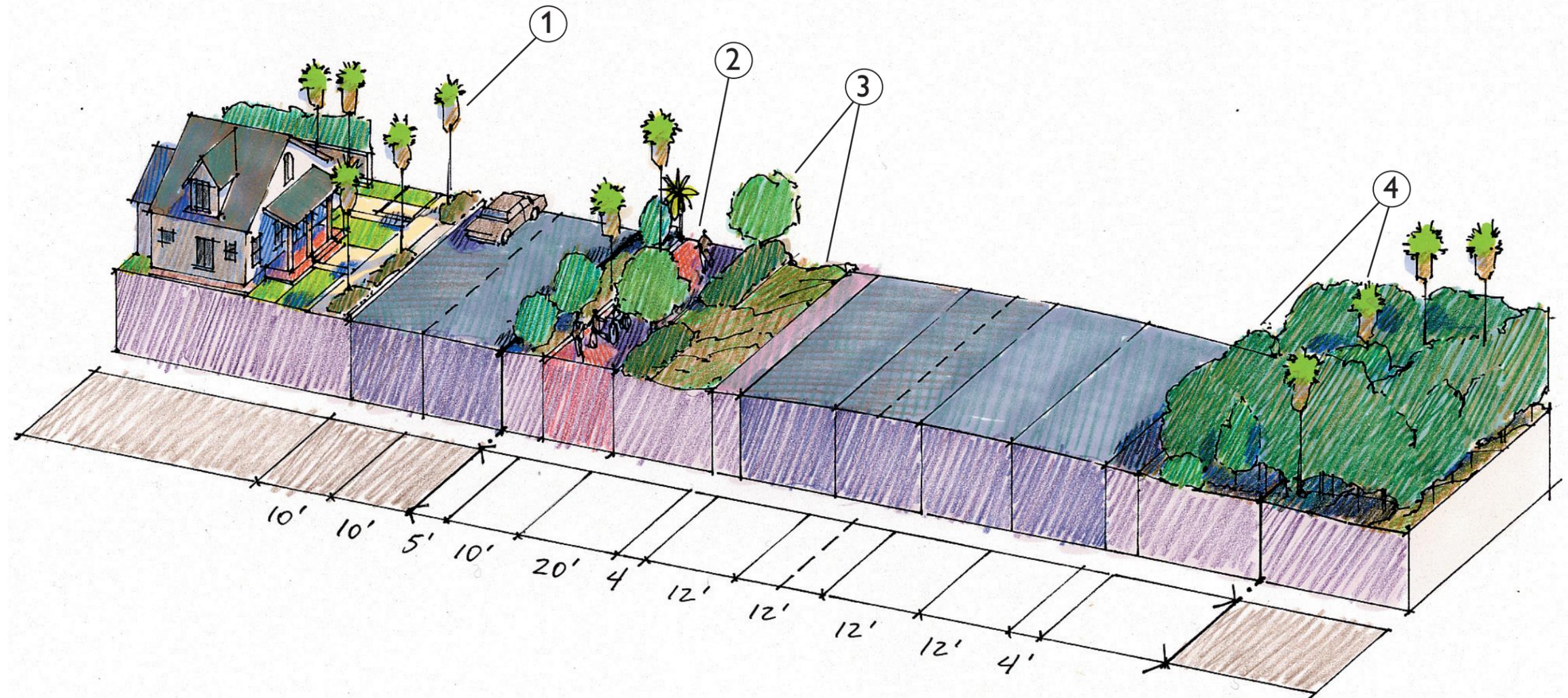
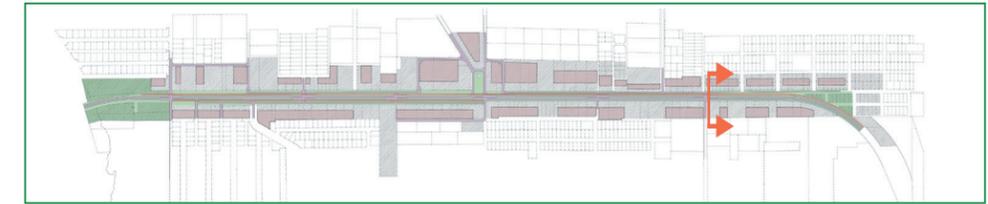
East of Coconut Farm

Using the existing right of way for US 1 east of Key Deer Boulevard (100 feet), the proposed landscape measures seek to enhance the bicycle and pedestrian path, while complementing the intent of the Urban Guidelines for the Center and General Zones. The landscape proposals have also been developed with the understanding of the requirements for the Key Deer preservation program and potential crossing conflicts.

PLANTING

- ① Formally spaced native palms to line the community access road North of US1 for its entire length, matching the character of the village center palm planting.
- ② The BPK bike and walking path here is located on the North side of US1 only; incorporate native shade trees along the pathway and occasional comfort stations comprised of a small shade structure and information kiosk.
- ③ Establish a long planting edge on the North side of US1 for a long visual lead to new entry signage. Native shrubs and ground covers aligned in hedgerows in a larger grassy meadow lead to a sign area at the bend of US1 at the East end of East Park.
- ④ Clean up median edge along any Conservation Land properties and replant with native understory and groundcovers up to a median mow strip of hardy grass.

Utilize native planting materials throughout the US 1 corridor See APPENDIX A.



SECTION EAST OF COCONUT FARM

INTENT

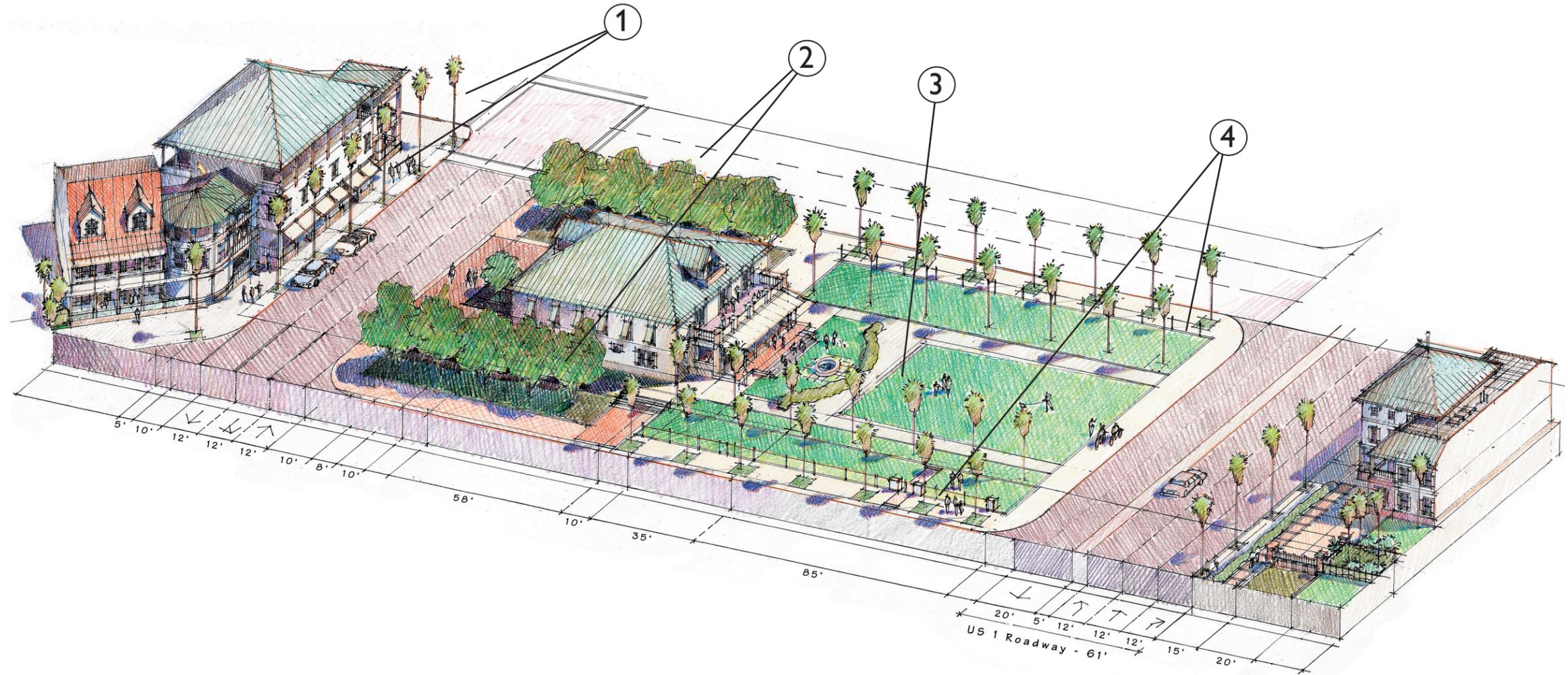
Big Pine Key Village Center

The Big Pine Key Village Center presents an opportunity to highlight the beauty of the indigenous vegetation on the island while defining the nature of the Public/Civic space as an active square with passive areas. The square provides the location for a Civic Building bounded by soft and hard surfaces marking the entry from the corridor and terminating the southern view along Key Deer Boulevard/ Wilder Road. Fronting US 1, the Square is subdivided in 4 defined lawn areas focusing on the main elevation of the Civic Building complementing the view with a fountain and garden. Street frontage on the square is enhanced by placing trees on tree grates maximizing the pedestrian circulation.

PLANTING

- ① The palms in the village center area are distinctly different from the palms along the corridor or bike path, representing commercial activity and circulation patterns.
- ② Large bosques of native canopy shade trees are located at the North side of the square and include understory of groundcover and shrubs flanking a community building.
- ③ The BPK village center should have the most formal layout inside the US1 corridor, represented with a formal lawn and distinctive native palms arranged around a central square and the adjacent streets.
- ④ The square facing US1 has a low fence in keeping with Big Pine Key character and formal walkways contrasting with the loose meadow nature of the central lawn.

Utilize native planting materials throughout the US 1 corridor See APPENDIX A.



SECTION AT BIG PINE KEY VILLAGE CENTER

INTENT

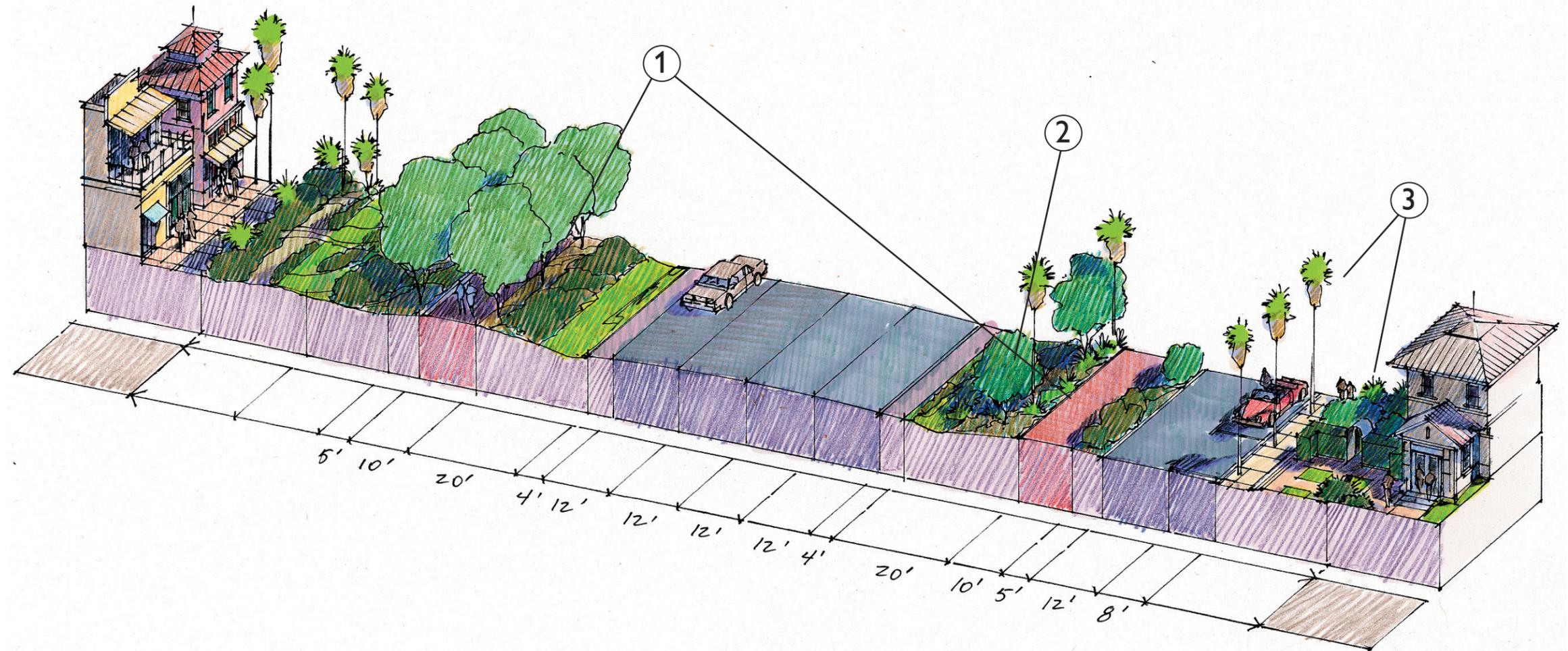
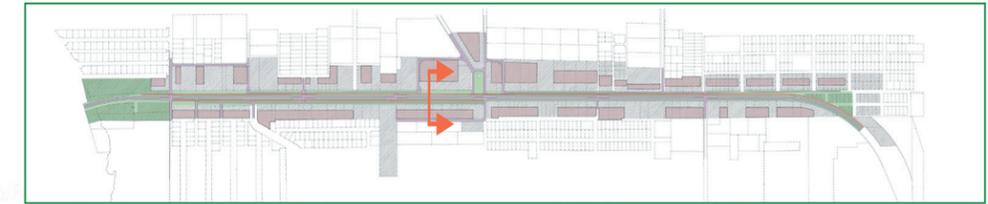
West of Key Deer Boulevard

The circulation patterns proposed for the Big Pine Key/ US 1 Corridor Area, combined with the asymmetry of the boulevard section, suggest that the landscaping for pedestrian mall north of US 1 be a combination of paving patterns and vegetation.

PLANTING

- ① The BPK bike and walking path is located on both sides of US1, incorporate native shade trees along pathway and occasional comfort stations comprised of a small shade structure and information kiosk at major street intersections.
- ② Use lower groundcover and understory planting at medians where views to commercial development are necessary. Median planting edge character is loose and casual, matching overall planting scheme of US1 corridor.
- ③ Incorporate semi-formal planting layout for commercial businesses fronting US1, use palms and accent trees from Village Center planting scheme, and introduce color with flowering vines and annuals in elevated trellis structures at shop front locations and parking lot screening.

Utilize native planting materials throughout the US 1 corridor See APPENDIX A.



SECTION WEST OF KEY DEER BOULEVARD

INTENT

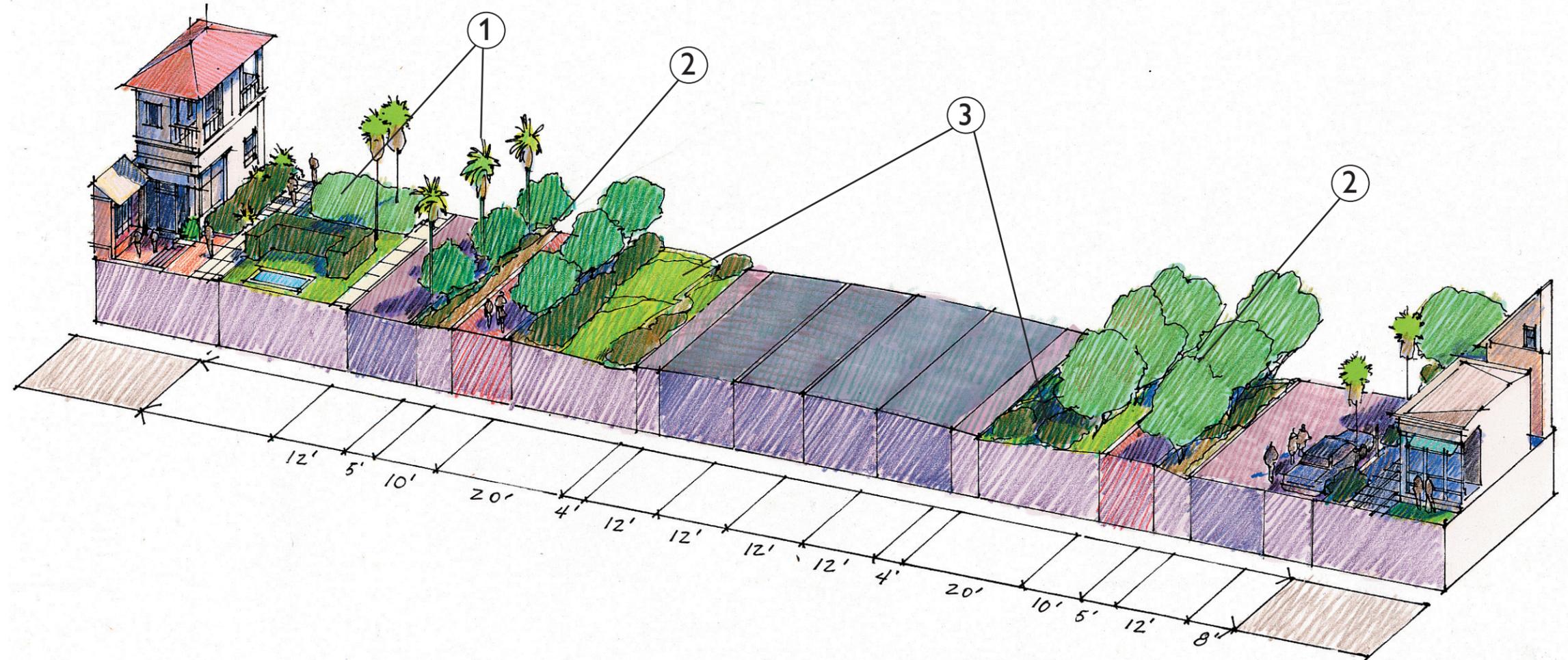
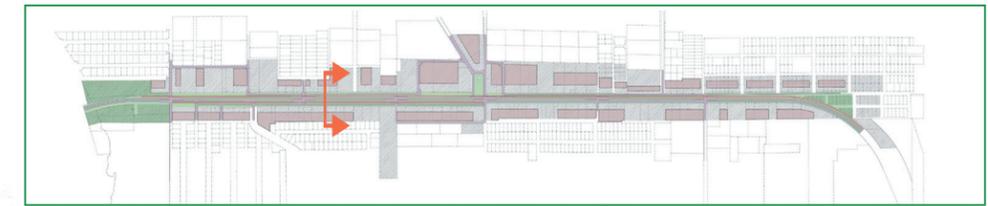
Typical Big Pine Key/US 1 Parkway Section

The "typical" section for the US 1 Parkway includes paired bike/pedestrian paths and a symmetrical US 1 roadbed. "Reverse Flow" streets are placed toward the edges, providing thoroughfares for local, slow-moving traffic - which supports retailers and diffuses the conflicts between local and pass-through movements. An opportunity for community gardens showcasing native plants provides a softer edge for the commercial sections and a pleasant streetscape at the northern and southern edges of the Corridor.

PLANTING

- ① At community access roads, incorporate regularly spaced palms, sidewalks with low impact lighting and small accent gardens for commercial blocks where space allows.
- ② In this typical US1 corridor section, there are two biking / walking paths on the North and South sides of the highway with new canopy shade trees on their entire length.
- ③ The character of the median planting is loose and open with views established to US1 fronting businesses. The planting scheme is more naturalized than the village center with soft edges and a non-formal structure of native understory material.

Utilize native planting materials throughout the US 1 corridor See APPENDIX A.



TYPICAL US 1 PARKWAY SECTION

INTENT

East of Ships Way

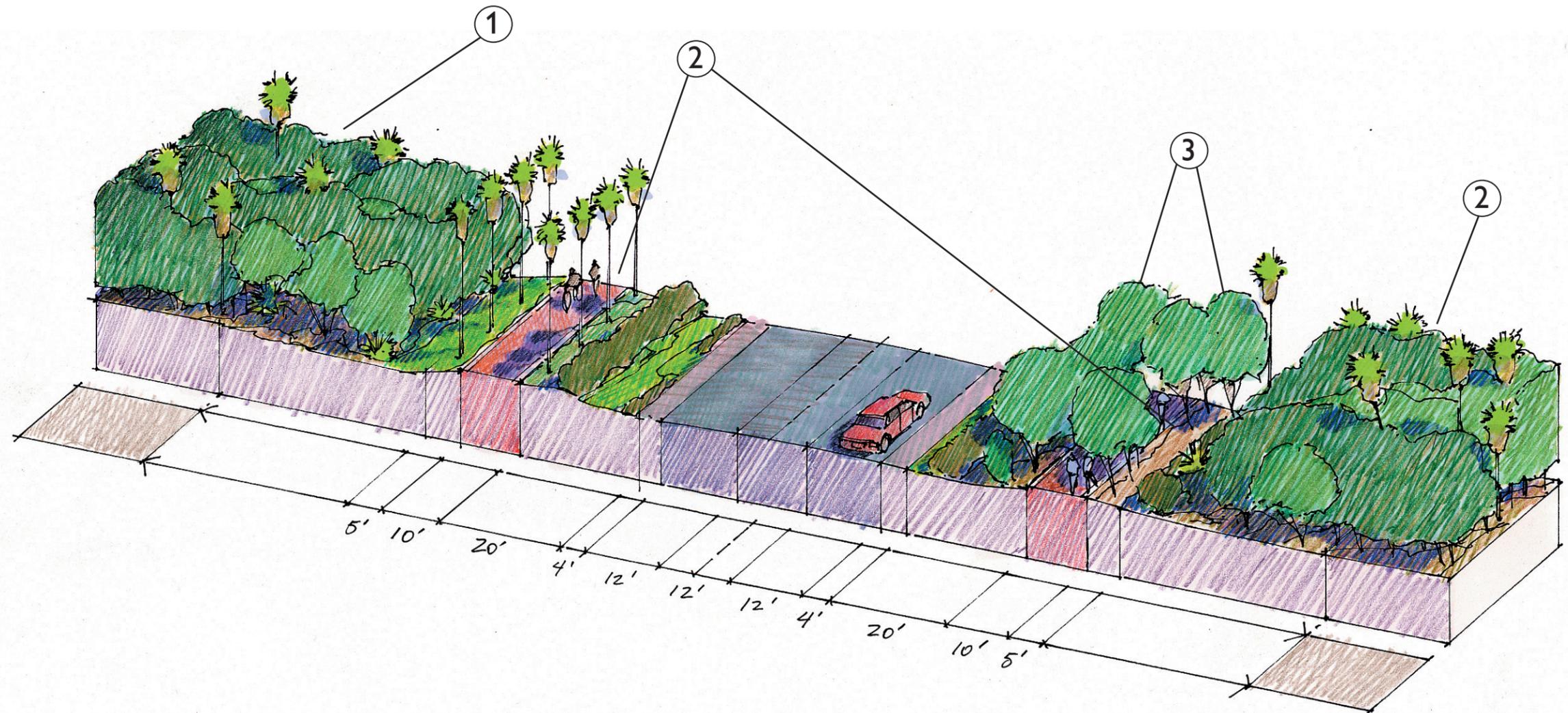
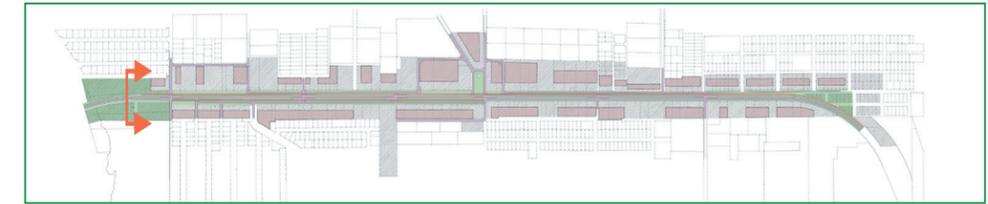
The proposed West Park north and south of the Big Pine Key/US 1 Corridor Area serves as a gateway from the west into the unique environment of Big Pine Key. Parallel bicycle paths and distinct indigenous vegetation flank the corridor and foreshadow what lies beyond the gateway along the length of the corridor.

PLANTING

This section of the corridor represents a typical Conservation Lands area interaction with the public and US1 traffic.

- ① Planting character is loose and casually laid out, forming a gate way to Big Pine Key and establishing the planting style for the entire corridor. Utilize native plant materials for the entire corridor and gateway area development emphasizing protection from US1 bridge traffic, enhancing views to water; providing interest, flowering color and shade to pathways and community park. Clean up median edge along any Conservation Land properties and replant with native understory and groundcovers up to a median mow strip of hardy grass.
- ② Pathways to North and South of US1 terminate at West Park and old swimming hole area with new community park development.
- ③ Establish native shade canopy trees along biking/walking paths with more dense shrub and understory planting leading up to the West Park area to protect the public area from bridge traffic noise and views.

Utilize native planting materials throughout the US 1 corridor See APPENDIX A.



SECTION EAST OF SHIPS WAY

IMPLEMENTATION STRATEGY

Big Pine Key/US 1 Corridor Area Enhancement Plan

The following is offered as an implementation guide for the Enhancement Plan. Projects that are at the top of the list are funded or do not require land acquisition in order to move forward. Other projects are very important or serve to establish the future character, but may require heavy coordination and require bigger expenditures, suggesting they happen later.

1a & 1b The Gateways

The western and eastern ends of the study area provide opportunities to present the new image of the Corridor better than any other single location. Done properly, the Gateways can set the stage for the character of the Corridor. Improvements to the West Park (1a) are funded and the ground is prepared, having recently been cleared of exotics. Improvements to the East Park may require additional land acquisition, especially at the north, but is not far behind the West Park in its ability to show not only progress, but a finished project in the shortest period of time.

Completing these projects would accomplish 2 things: First, the establishment of a large-scale character-giving project physically illustrates the County's commitment to the entire plan and serves to give a clear and unique identity to Big Pine Key, literally setting the stage for the ensuing improvements. Secondly, the fact that the project is funded and the site is prepared (in the case of the West Park), or nearly so (in the case of the East Park) make the Gateway Improvements an excellent choice for a first effort.

2 General Streetscape Improvements

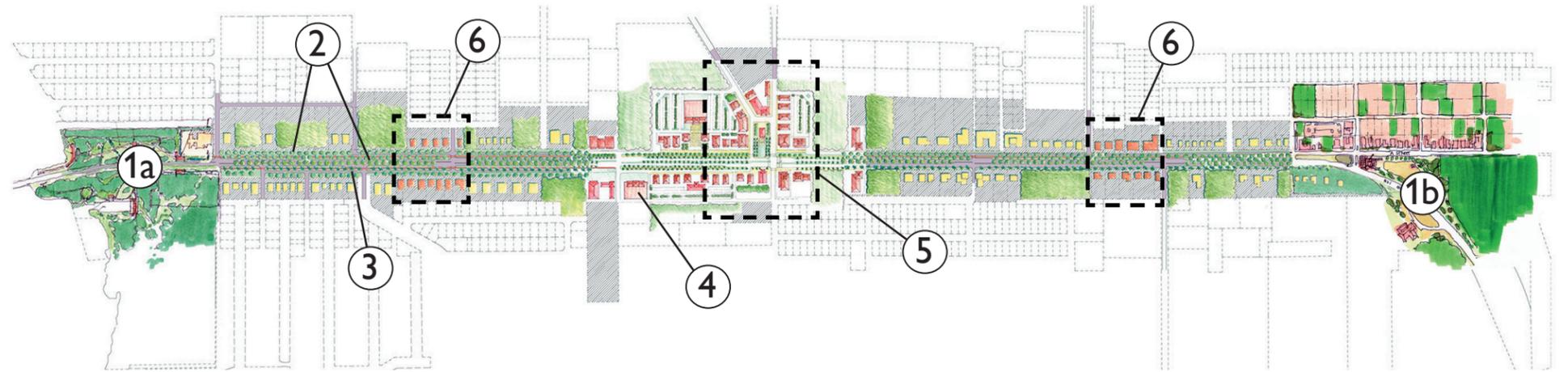
While the Corridor study area is almost 2 miles long, General Streetscape Improvements can occur in two parts - the adoption of specific guidelines and the implementation of those specific guidelines.

The adoption of specific streetscape standards, including signage, furnishings, sidewalk materials and construction techniques are important to have in place prior to the street(s) being affected. We recommend that as part of the implementation of key projects - such as the gateways - the streetscape of that particular location be improved simultaneously.

3 The "Reverse Flow Roads" and the Bike Path

Each of these improvements can serve as a great physical design opportunity and act as a catalyst to encourage private investment toward enhancing the corridor's image. From a physical standpoint, the reverse flow roads help diffuse conflicts of local and non-local traffic along US 1 by providing specific rights-of-way for "internal" circulation. As these thoroughfares are detailed, with plantings and furnishings, an attractive streetscape will provide stimulation for property owners to tend to visual improvements of private buildings and lots, a phenomenon that happens often as a direct result of the public improvements.

The inclusion of a bicycle path provides for the inclusion of a secondary form of transportation, increasing the ability to get from one end of the Corridor to the other with fewer automobile-bicycle conflicts (as the bike path is separated horizontally and vertically from the roadway). The bicycle path is also given direct access to many of the Corridor's destinations, rather than being proposed as a recreation-only thoroughfare. When implemented, the bicycle path can honestly provide an additional mode of transportation that is safe and convenient to use.



Both these improvements are planned to occur within the public right-of-way, without needing to expand the width of US1. Therefore, the timing of the project is not impeded by the necessity to acquire additional lands. However, as any improvement to US1 requires not only the attention and coordination of multiple agencies but specific funding, neither is viewed as a candidate for the first phase of implementation. However, each can be implemented incrementally. One working section of the bike path, for instance, can provide the opportunity to measure costs and impacts against the benefits in order to move forward.

4 Flea Market

Improvements to the Flea Market can assist in redefining the character of the Corridor in both form and function. First, the Flea market has been a cultural icon for Big Pine Key for years. Its continued existence will be important to the stability of the Key's heritage. Therefore improvements to the Flea market should be targeted at ensuring its long-term existence, not toward affecting significant changes to its character. The improvements are twofold - to increase the property size and permit more space for better operations; and to provide a simple structure that can offer permanent vendors protection from the elements and provide a permanent "marquee" on US1. The building itself provides additional frontage on the road and could act as a first step in the development of the Village Center project(s).

This project is viewed as a likely development scenario because the necessary ground is available to expand the operations of the Flea Market and because the improvements are capable of resulting in civic pride.

5 Village Center

The single largest project proposed in the Enhancement Plan is that of the creation of a specific Village Center. The benefits are described in depth in the report, but cannot be overstated. A commitment to a plan that includes the Village Center as its focus is a plan that speaks to both quantity issues such as traffic and transportation matters, and quality issues such as the real, tangible design and delivery of a real place, inspiring all those who pass through it and use it.

The Village Center is a big project - requiring coordination of different agencies, landowners, and jurisdictions, demands that several transportation and traffic issues are to be solved during any infrastructure changes, impacts the largest number of people including residents and tourists, all while assuming that prior to its construction, the moratorium is lifted. The expense of a Village Center is arguably high, when compared with other gestures presented here. Despite its hard costs, we have recommended that this project occur fifth *only* because of the complex process needed to implement it and the direct costs associated with its design and construction. No other project, can provide as much of a positive impact on the Corridor and on Big Pine Key, serving to bring a new image to the area.

6 Continuing Rehabilitation, Infill and New Development

Rehabilitation, infill development, and other new development must come after the acceptance and adoption of the Design Guidelines as a way to control the form of these improvements. Only after the Guidelines are in place can the built environment be sure to reflect the vision of the Enhancement Plan.

New development should occur naturally - appropriate to market demand, physical location and impact assessment. Therefore, we have chosen specific development to occur "last" as it will follow public investments, follow economic trends and evolve over time.

In addition, development will happen almost entirely through private resources. Therefore requiring no public funding and almost no public input, except for the usual review and approvals process.

APPENDICES

High West Indian Hammock

Amyris elemifera
Ardisia escallonioides
Ateramnus lucidus
Bumelia salicifolia (Sideroxylon)
Bursera simaruba
Calyptanthes pallens
Canella winterana
Chiococca parvifolia
Chrysophyllum oliviforme
Citharexylum fruticosum
Coccoloba diversifolia
Cupania galbra
Drypetes diversifolia
Eugenia axilaris
Eugenia foetida
Exostema caribaeum
Exothea paniculata
Ficus cirtifolia
Guapira discolor
Hypelate trifoliata
Krugiodendron ferreum
Simarouba glauca
Lysiloma bahamensis
Thrinax radiata

Torchwood
 Marlberry
 Crabwood
 Bustic
 Gumbo Limbo
 Spicewood
 Wild Cinnamon
 Snowberry
 Satin Leaf
 Fiddlewood
 Pigeon Plum
 Cupania
 Milkbark
 White Stopper
 Spanish Stopper
 Princewood
 Inkwood
 Shortleaf Fig
 Loblolly
 White Ironwood
 Black Ironwood
 Paradise Tree
 Lysiloma
 Thatch

Cactus Hammock

Acacia choriophylla
Acanthocephalus tetragonus
Agave decipiens
Bourreia ovata
Bumelia celestrina (Sideroxylon)
Bursera
Byrsonima lucida
Casasia clusifolia
Capparis flexuosa
Citharexylum fruticosum
Coccoloba diversifolia
Cocothrinax argentata
Colubrina arborens
Cordia sebestena
Crossopetalum rhacoma
Drypetes diversifolia
Erithalis fruticosa
Eugenia foetida
Ficus aurea
Gossypium hirsutum
Guapira discolor
Guettarda scabra
Hippomane mancinella
Harrisia simpsonii
Jacquinia keyensis
Krugiodendron ferreum
Laciacus divaricata
Manikara bahamensis
Metopium toxiferum
Opuntia corallicola
Opuntia stricta
Opuntia triacantha
Pilosocereus robinii
Piscidia piscipula
Schopefia chrysophylloides
Thrinax morrisii

Cinnecord
 Cactus
 Native Agave
 Bahama Strongbark
 Saffron Plum

 Locustberry
 7 Year Apple
 Limber Caper
 Fiddlewood
 Pigeon Plum
 Silver Palm
 Snakebark
 Gieger Tree

 Milkbark
 Blacktorch
 Spanish Stopper
 Strangler Fig
 Wild Cotton
 Loblolly
 Rough Velvetseed
 Mancheneel
 Prickly Apple
 Joewood
 Black Ironwood
 Wild Bamboo
 Wild Dilly
 Poisonwood
 Semaphore
 Prickley
 Jumping
 Tree Cactus
 Dogwood
 Graytwig
 Brittle Thatch

Buttonwood Forest and Transitions

Annona glabra
Borrchia arborescens
Bumelia cestrina
Capparis cynophallophora
Coccoloba uvifera
Conocarpus erectus
Eugenia foetida
Randia aculeata
Sabal palmetto
Serenoa repens
Suriana maritima
Valessia antillana
Ximenia americana

Pond Apple
 Sea Ox-Eye

 Jamaica Caper
 Seagrape
 Buttonwood
 Spanish Stopper
 Randia
 Sabal
 Saw Palmetto
 Bay Cedar
 Pearl Berry
 Hog Plum

List provided by Robert W. Ehrig, Big Pine Key

