

**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 3 - Example of side street treatment, Islamorada



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



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.

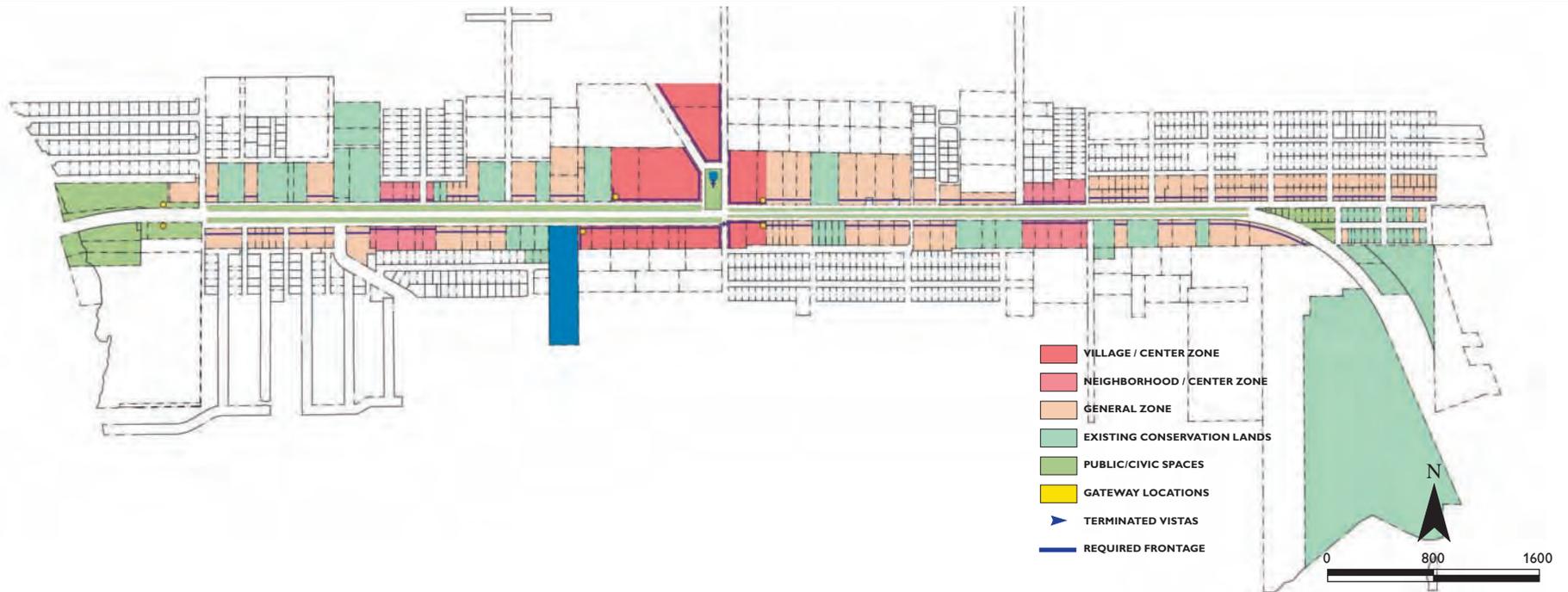
**Recommendations**

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.

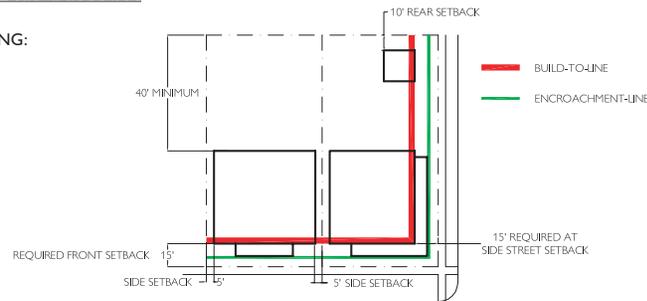
**Building Types:** As development or redevelopment trends in the **CENTER Zone** continue, the building types will include smaller but denser buildings with commercial uses on the lowest floors. The use of single detached buildings or sideyard buildings is appropriate as they correspond to the vernacular 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.



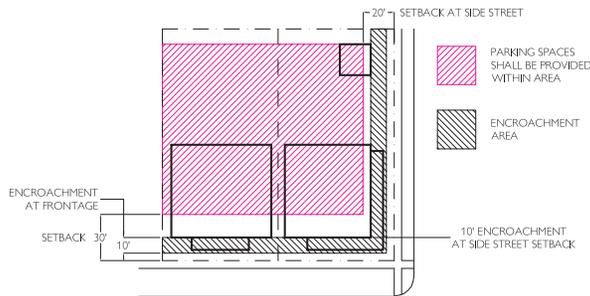
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SITE DISPOSITION

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:

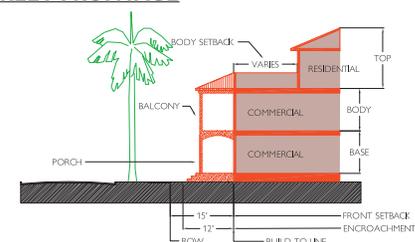
Required: As per current zoning within lot  
On Street Parking: Encouraged

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.

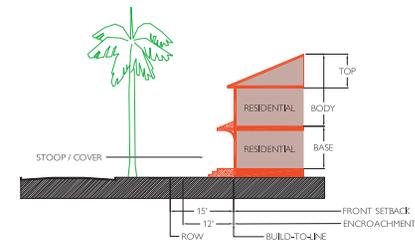
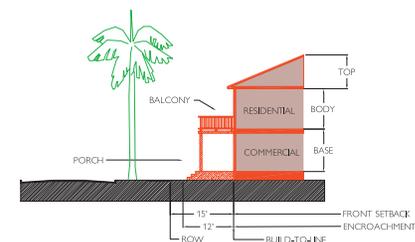
**Encroachment Frontage:** width of the permitted encroachment in relationship with the overall facade width.

**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.

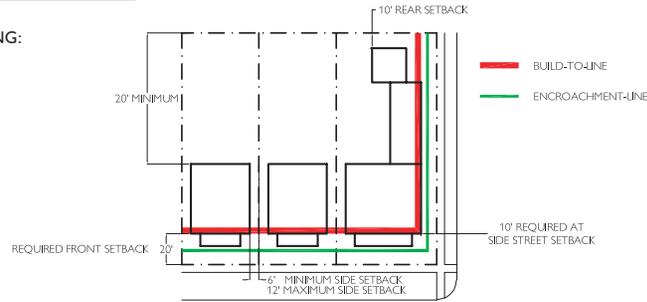
**Building Types:** As development or redevelopment trends in the GENERAL Zone continue, the building types will include smaller but denser buildings with commercial uses on the lowest floors. The use of single detach buildings or sideyard buildings is appropriate as they correspond to the vernacular 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.



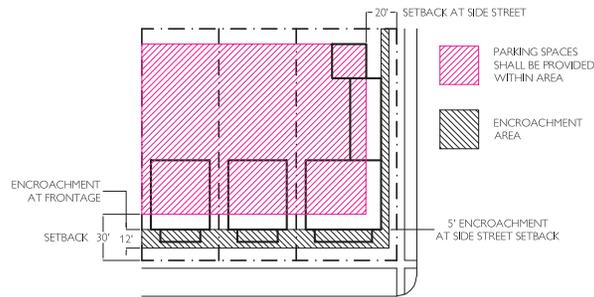
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SITE DISPOSITION

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:

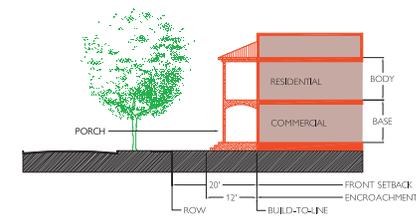
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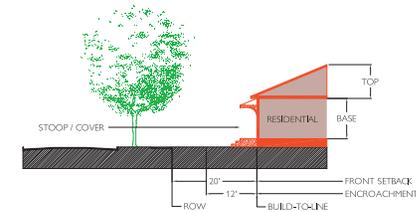
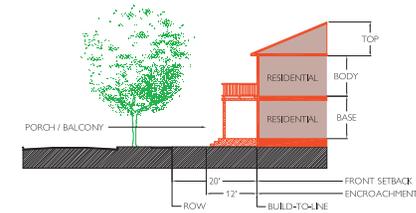
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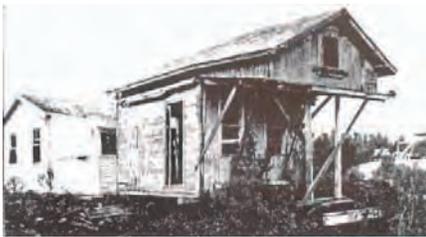


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Big Pine Key/US 1 Corridor Area Enhancement Plan

**HISTORICAL BIG PINE KEY REFERENCES**



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**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.

Variances 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 frontage. 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**

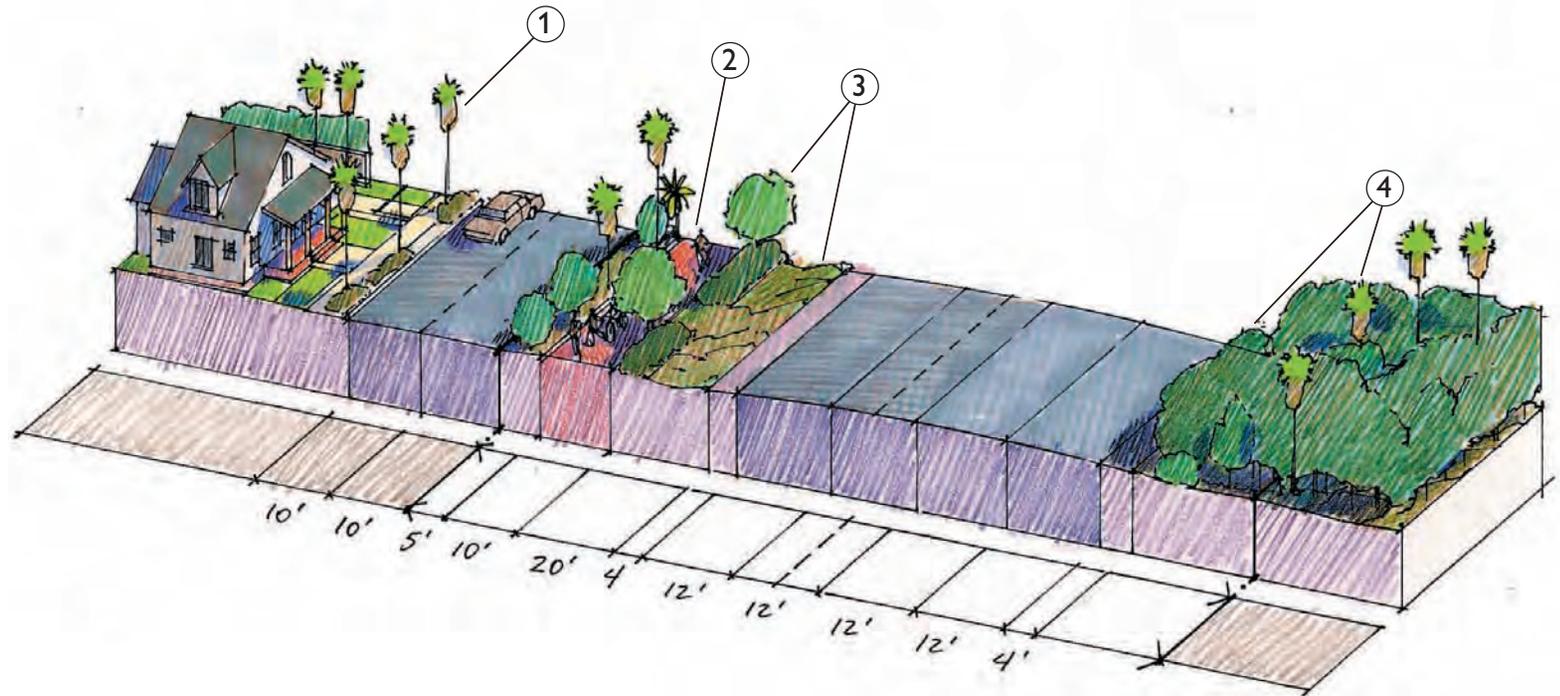
**East of Coconut Farm**

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**

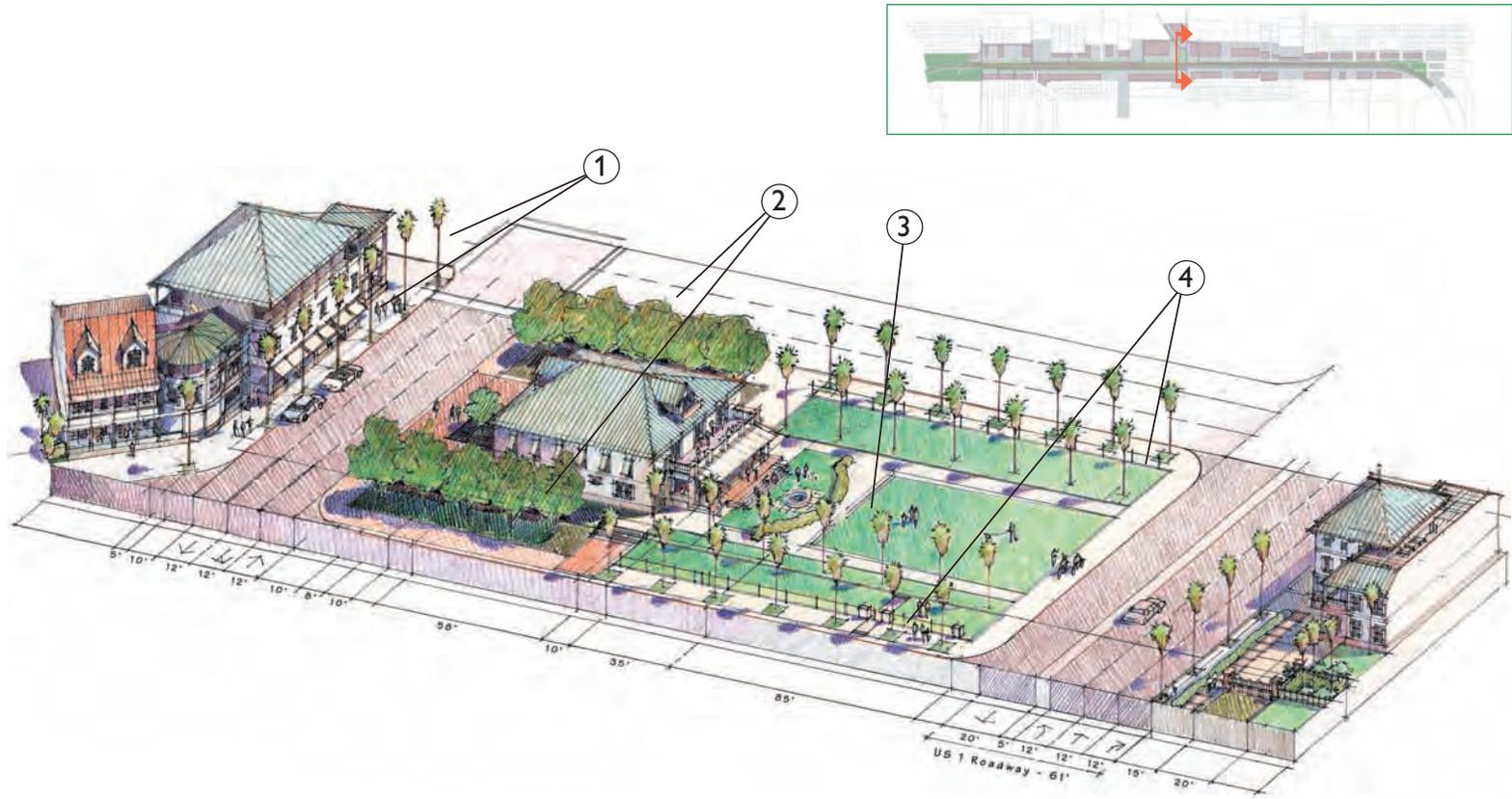
**Big Pine Key Village Center**

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**

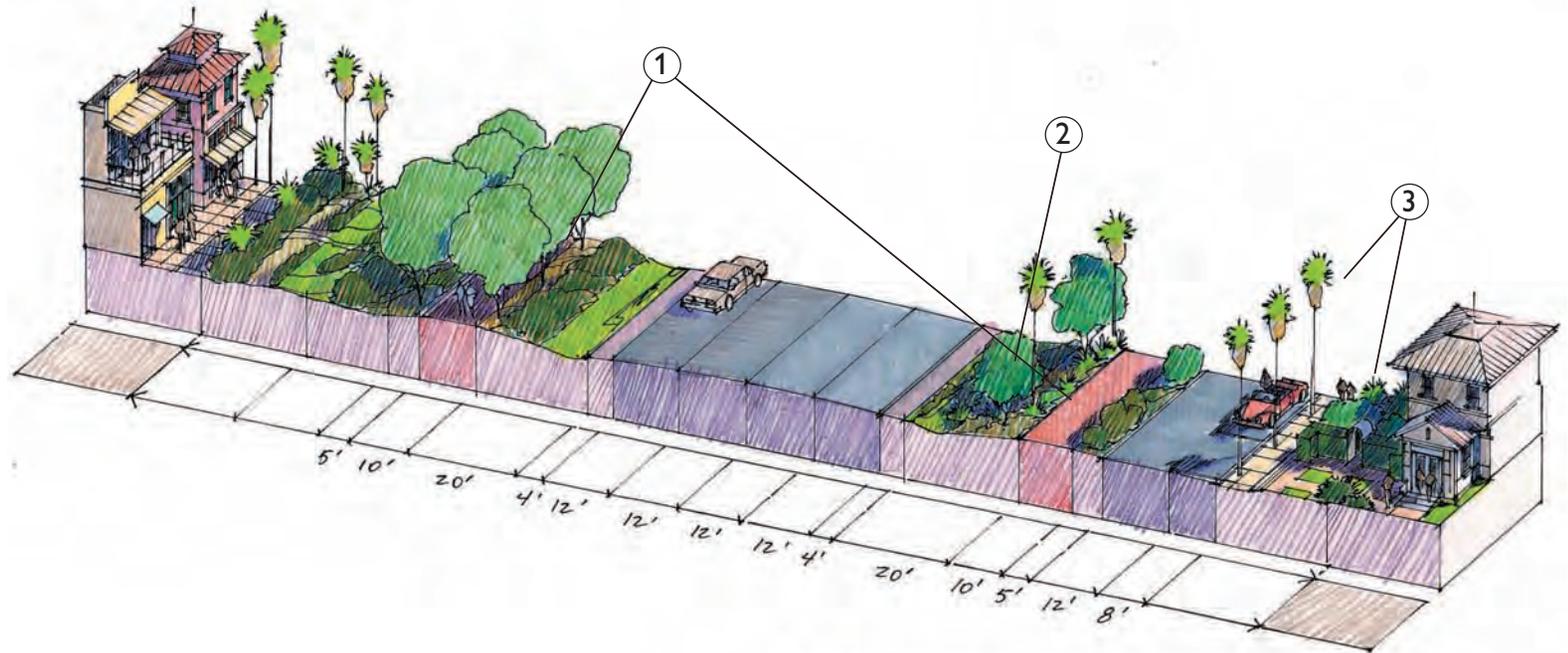
**West of Key Deer Boulevard**

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**

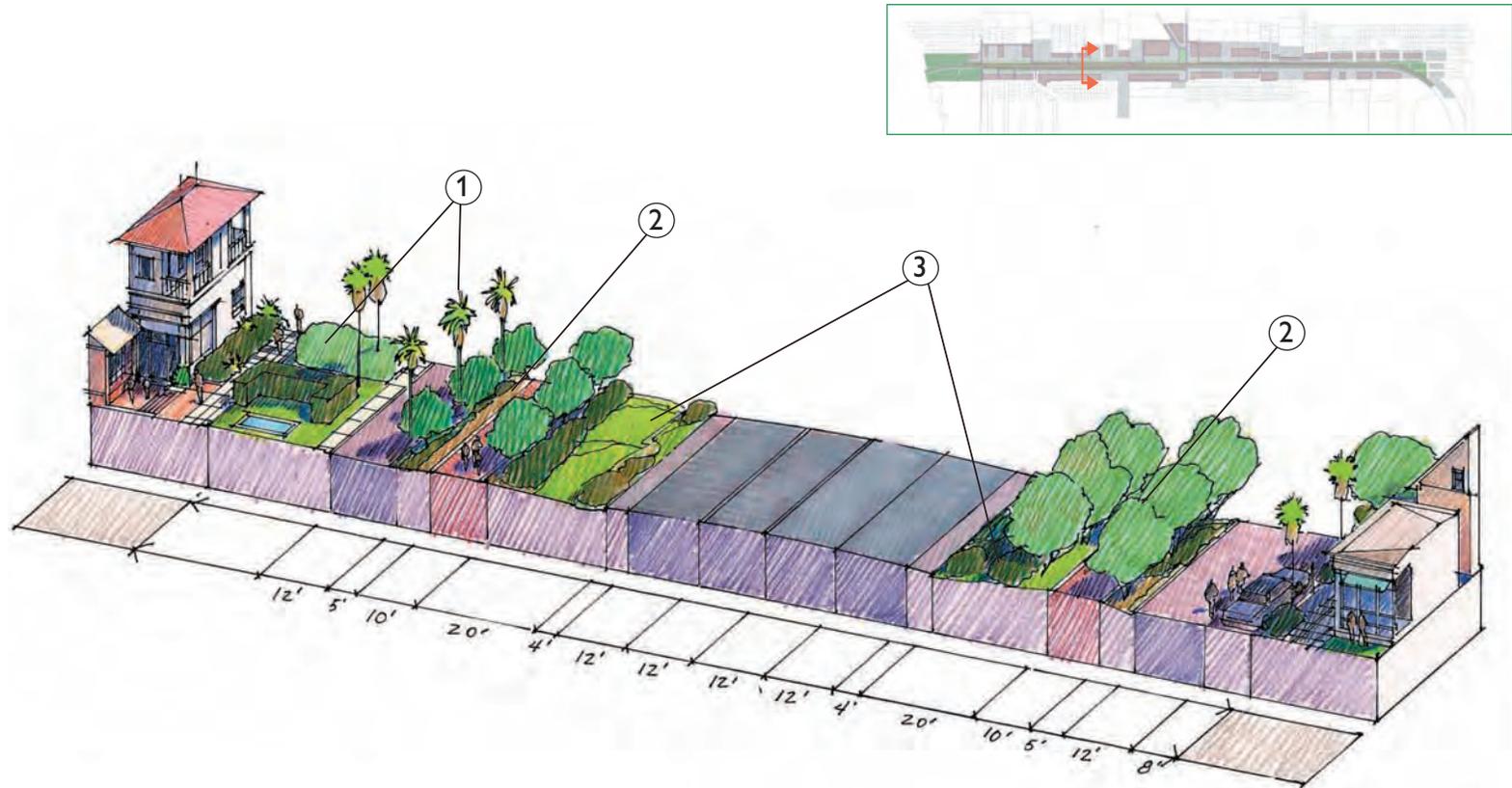
**Typical Big Pine Key/US 1 Parkway Section**

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**

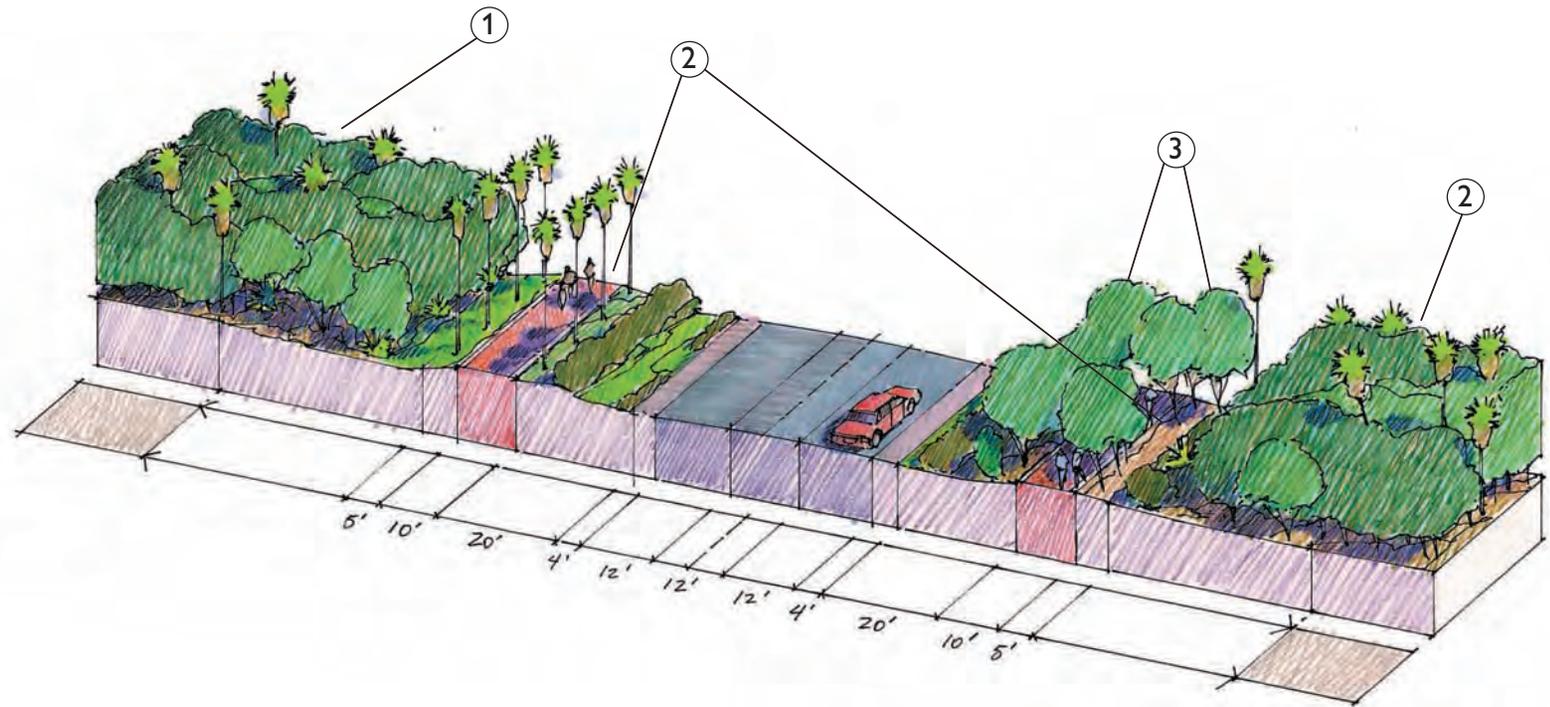
The proposed West Park north and south of the Big Pine Key/US 1 Corridor Area serves as a gateway from the west into the unique environment of Big Pine Key. Parallel bicycle paths and distinct indigenous vegetation flank the corridor and foreshadow what lies beyond the gateway along the length of the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

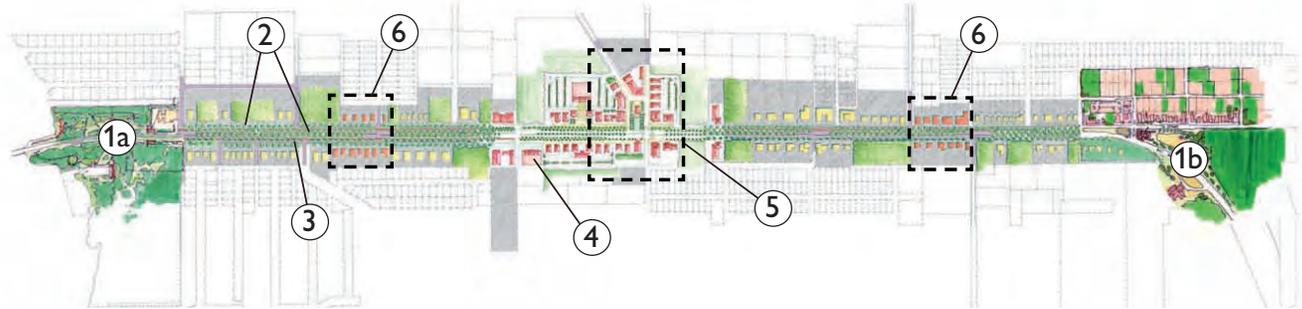
The western and eastern ends of the study area provide opportunities to present the new image of the Corridor better than any other single location. Done properly, the Gateways can set the stage for the character of the Corridor. Improvements to the West Park (1a) are funded and the ground is prepared, 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, land-owners, 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 escalloniodes*  
*Ateramnus lucidus*  
*Bumelia salicifolia (Sideroxylon)*  
*Bursera simaruba*  
*Calypttranthes 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  
 Marlberrry  
 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 flexuossa*  
*Citharexylum fruticosum*  
*Coccoloba diversifolia*  
*Coccoloba argentata*  
*Colubrina arborescens*  
*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

