Tavernier Creek to Mile Marker 97 U.S. Highway 1 Corridor Development Standards and Guidelines

August 17, 2005
Monroe County, Florida

HDR

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Acknowledgements

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TABLE OF CONTENTS

1. Introduction

The Tavernier Creek to Mile Marker 97 U.S. Highway 1 Corridor Development Standards and Guidelines prescribe the basic rules for development on properties fronting US Highway 1 between Tavernier Creek and Mile Marker 97. These rules were developed in keeping with the recommendations of the Livable CommuniKeys Plan (LCP). These guidelines function as an overlay and should be used to direct development and redevelopment within the Corridor.

The intent of the standards and guidelines is to provide guidance to regulate the appearance of development and redevelopment in the US 1 Corridor, in order to help maintain and increase a unique cultural identity of Tavernier in relation to other locations along the US 1 Highway.

The guidelines also address the issue of assisting the Tavernier community to develop, strengthen, reinforce and more fully express a desired sense of physical identity. At present, there are few clues to let visitors know when they have arrived in Tavernier, other than the obvious ones: passing over the Tavernier Creek bridge from the south, or seeing the signs announcing the community limits.

The architecture of the corridor is an amalgam of building styles and sizes, colors and materials, covering nearly three-quarters of a century. Other than the tropical and sub-tropical landscaping and foliage, it is often difficult to discern where one is; the roadside character seems equally appropriate to Lawrence KS or Tucson AZ as to the Florida Keys.

At present, the most obvious sign that one has arrived at the "center" of the community is that the road treatment shifts from a rural section to a more urban section complete with concrete curbs and gutters, landscaped medians and sidewalks on both sides of the highway. It is hoped that the application of the guidelines contained in this document can help reinforce the desired community character, particularly in the "downtown," by controlling simple yet critical architectural issues such as building placement, building configuration, and the use of materials, elements and color.

Figure 1 Partial Aerial View of the US 1 Corridor in Tavernier

Ultimately, it is hoped that the materials in this document will help guide architects, contractors, developers and property owners looking to develop and redevelop sites and structures within Tavernier so that, over time, a byproduct of their efforts will be a more coherent and cohesive sense of place for the community as a whole.

Figure 2. Project Area (Overlay District)

2. Background

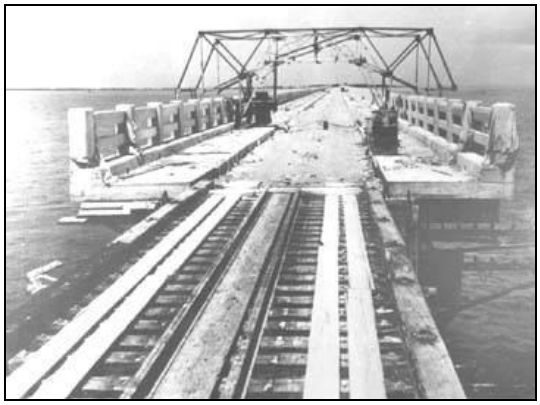

Figure 3 Bridge Construction c. 1937
From the Collection of Jerry Wilkinson

Tavernier began as a farming community late in the 19th Century, and later, with the introduction of Henry Flagler's railroad connecting Key West to the mainland, it became a fishing village and a railroad town. Although the advance of the Overseas Highway (now US Highway 1) was partially due to the hurricane of 1935 that destroyed the railroad, the highway's origin dates back to land boom of 1921. Tavernier was mostly developed by the Key Largo Development Company in 1925. By 1928, the railroad was on what are today the southbound lanes of US Highway 1, and the Overseas Highway was on today's northbound lanes. The hurricane of Labor Day 1935 not only wiped out the railroad, it took the lives of over 420 people, many of whom were WW I veterans working on the bridges and roads of the Overseas Highway. By 1937, as Tavernier continued its unhurried development, Flagler's railroad right-of-way was bought and the reconstruction of a roadway to connect Key West with the mainland resumed.

In February of 1939 the nation was made aware of the Overseas Highway when President F. D. Roosevelt drove through Tavernier en route to Key West and the Caribbean. During WW II Commissioner Harry Harris moved the bar he owned from the ocean side to the bay side knowing the highway would be expanded to four lanes, thus favoring his and others new locations by allowing for parking. The highway was expanded to four lanes in the late 1950s and early 1960s, making necessary the relocation of one building (today Schwartz's offices) and the condemnation of a handful of minor buildings north of the Tavernier Hotel. Between 1978 and 1983 most of the bridges along the highway were replaced, including the bridge over Tavernier Creek.

The wide right-of-way section that characterizes Tavernier today is the product of having parallel alignments for the railroad and the highway, and later on, the desire of community leaders to maintain a divided four lane highway.

Interest in planning the form and appearance of US Highway 1 from Tavernier Creek to Mile Marker 97 gained momentum with the implementation of the Livable CommuniKeys Plan (LCP), which was developed as an extension of the county's comprehensive growth management and local community participation. The LCP recommended that guidelines for the commercial district be drafted, and these guidelines respond to the goals presented in the LCP:

Goal One*: direct future growth to lands that are most suitable for development, prevent sprawl into less developed areas and encourage preservation of environmentally sensitive lands.*

***Goal Two**: preserve and protect the qualities of neighborhoods between Tavernier Creek Bridge and Mile Marker 97 – its small town unique character, lush natural environment and water orientation.*

***Goal Three**: define, maintain and enhance the community character from MM91 to MM93.5, and*

***Goal Four**: protect and enhance historic, cultural and archeological resources within Tavernier to maintain the integrity of the community's unique character.*

These guidelines were developed with the participation and input collected during a four-day workshop (February 22 through 25, 2005). This workshop was set up in order to help the consultant team understand the aspirations of the Tavernier community and revisit the goals and vision stated in the LCP.

An issue is the identity of the Overseas Highway versus the fast-paced US Highway 1; both are one and the same, but the name Overseas Highway has lost prominence. Also, a central issue is the relation between the town, the community and the highway and how it relates to the place that the community knows as "downtown."

3. Current Conditions

The US Highway 1 Corridor from Tavernier Creek to Mile Marker 97 is a regional highway comprising three distinct conditions: exurban - places where the natural environment is dominant and there is little if any development; suburban - places where some development occurs but without an organizing urban structure to them; urban - the place where the greatest concentration of development occurs, also known as the "downtown."

The corridor is categorized by measuring two dimensions: the corridor's length and its cross section. These two dimensions are analyzed using the concept of the Transect. Applicable to any location, the Transect (Figure 4) is an idealized geographical slice in which sectors vary in the amount of development and natural space running from the most densely developed sectors – the urban core, to the undeveloped sectors – the natural zone. An overlap of characteristics occurs where one sector transitions to the next. The Transect is used here to analyze and prescribe the guidelines central to this document. The Transect does not eliminate the standards set by the county's land development regulations or zoning law; instead, it helps organize the regulations according to the sector of the Transect to which they belong.

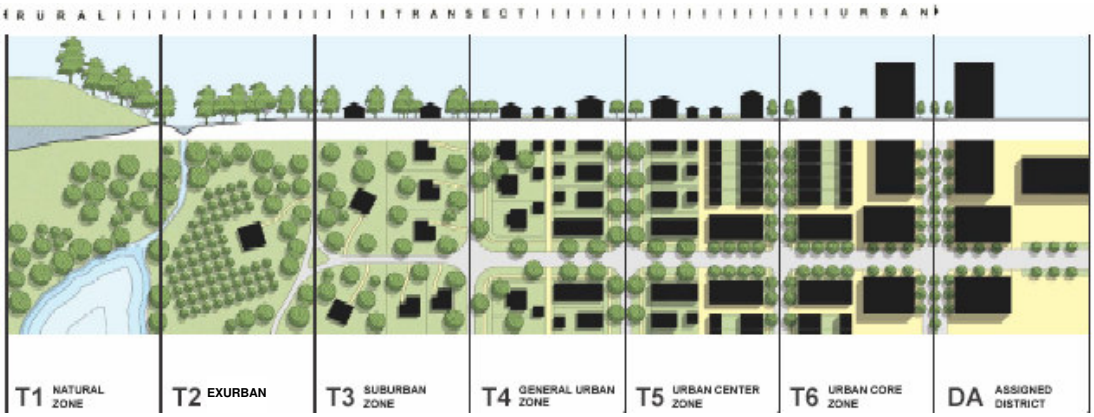

Figure 4 The Transect
Courtesy of Duany Plater-Zyberk & Co.

Three Transect sectors (zones) occur in Tavernier: general urban zone (T4), suburban zone (T3) and exurban zone (T2). Figure 5 illustrates the locations of each zone in Tavernier.

The General Urban zone occurs in downtown Tavernier from the Tavernier Creek to approximately Mile Marker 92. It is the area where most of the retail and commercial mixed-use development are found, it is also the area that the community identifies as its center.

The Suburban zone occurs in five locations along the corridor: from Mile Marker 92 to Mile Marker 93; on the Bay Side north of Camelot Dr.; from Dove Creek States, through Mile Marker 95, to the Ocean side to Saint Heights; on Mile Marker 96 on the Ocean side

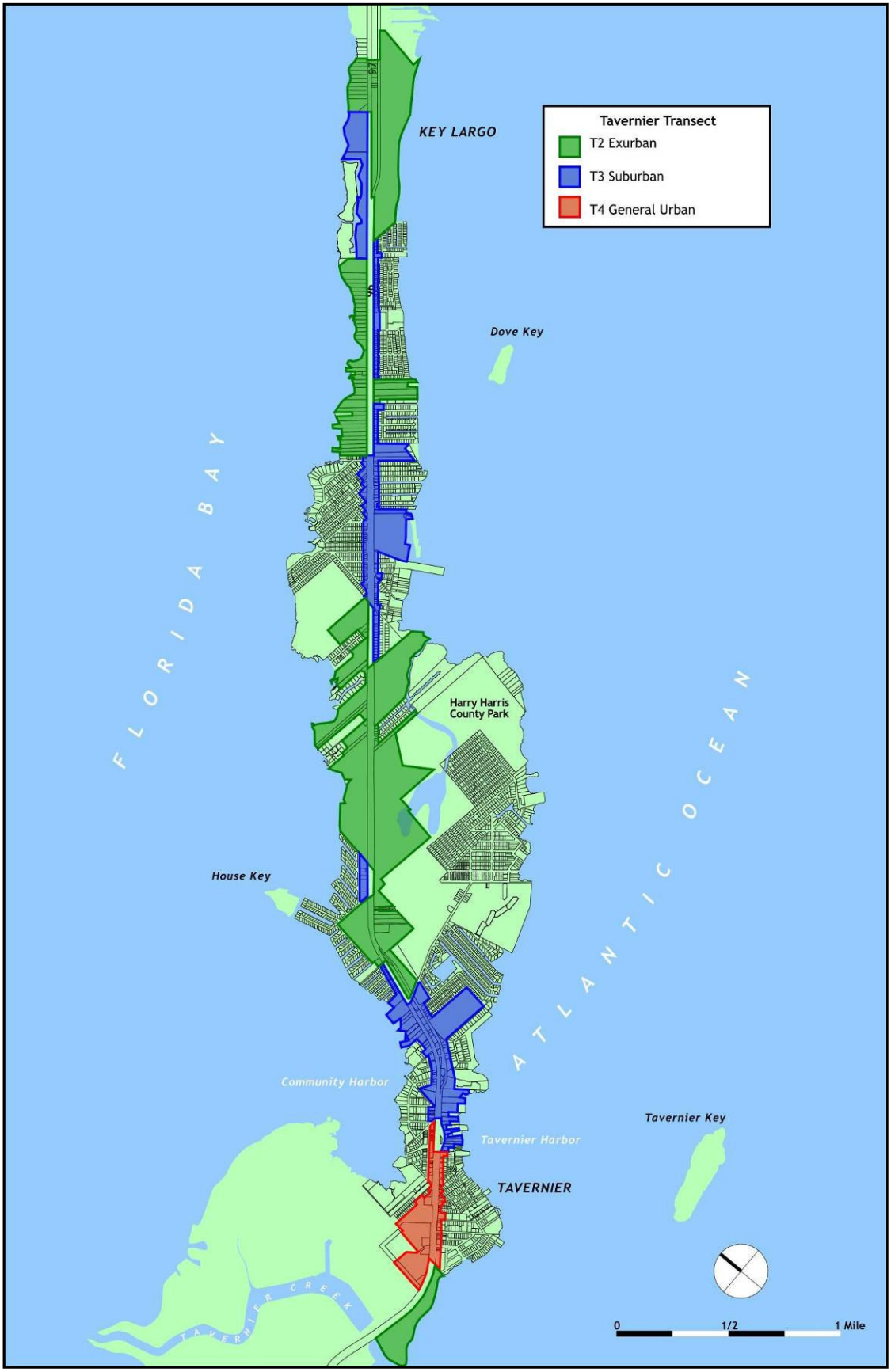

Figure 5 Tavernier Transect Designations

from Lime Grove Estates to Wynken Blynken & Nod Estates; and On the Bay side between Mile Markers 96 and 97. The Suburban zone is characterized by intermittent occurrences of open space, residential development of diverse densities, and industrial and general commercial uses following a pattern similar to that found in the mainland suburbs.

The exurban zone is the sparsest and accounts for the areas not included above; some areas are actual conservation zones where no development may occur, but in other areas varied uses may exist.

The vision for the corridor allows the individual zones to maintain their distinctive characteristics, yet, this document encourages a unified image of the corridor as a whole, where landscape and the built environment share common elements.

Like many highway-oriented communities, Tavernier has to deal with a duality. On the one hand, it needs to recognize the demands for the highway to accommodate and serve the needs of high-speed through traffic. On the other hand, the town also needs to turn inwards to define a true community center with destinations, design standards and an overall character that helps provide a sense of identity and place for the community itself. The LCP recommended that the segment between Mile Marker 91 and Burton Drive be a community center. Its node is at the Mariner's Hospital and the Winn-Dixie general area.

The Tavernier historic district on the Ocean side of the highway was mostly developed in the 1920s and is now protected as an architectural and historic resource. The Tavernier Creek to Mile Marker 97 U.S. Highway 1 Corridor Development Guidelines were developed in conjunction with an overlay for the historic district, called the Tavernier Historic Preservation Guidelines.

Other than the historic district there is no consistent theme to the architecture that populates the corridor. However, in the development of new architecture there is the expressed intention to use materials and architectural forms that are seen as appropriate to the Keys, such as metal roofs, stucco or wood siding, arcades and porches (Figure 6).

Figure 6 Contemporary Tavernier Architecture

4. Guidelines for Development

The Tavernier Creek to Mile Marker 97 U.S. Highway 1 Corridor Development Guidelines are the rules for development on the parcels fronting US Highway 1, outside of the public right-of-way. They are adopted by the County Commission as an overlay to the existing zoning, and administered by the Monroe County Planning Department as stipulated in the Monroe County Land Development Regulations (LDR).

The guidelines are divided into three regulating Zones according to the level of development in the corridor (General Urban, Suburban and Exurban), and three regulating standards of construction: site development, building configuration, and building elements and materials (Table 1).

Site Development	Building Configuration	Building Elements
Frontages Parking	Width Depth Façade Proportions Roof Shape Porches and Arcades	Roofs Exterior Walls Doors Windows Railings Shutters Dormers Signs

Table 1 Regulating Standards of Construction

Site Development

Frontages

The intent of the guidelines for building frontages is to promote consistent façade planes and landscaped buffers for the zones of the Transect found along the corridor.

> *General Urban* – There are three unique conditions where the public frontage has to be slightly different because of the conditions created by different development patterns. Areas 2 and 3 in Figure 7 maintain most of the original platting or lot subdivision and have shallow lots, whereas Area 1 is composed of large parcels.

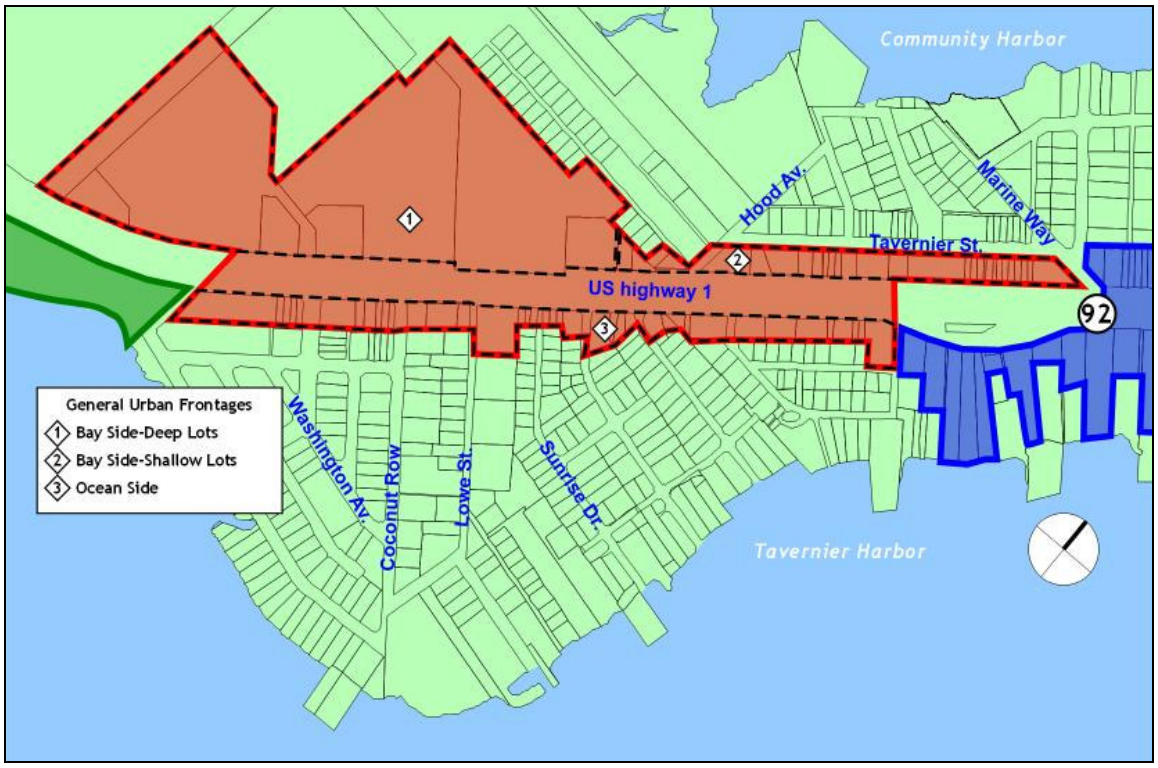

Figure 7 General Urban Frontages

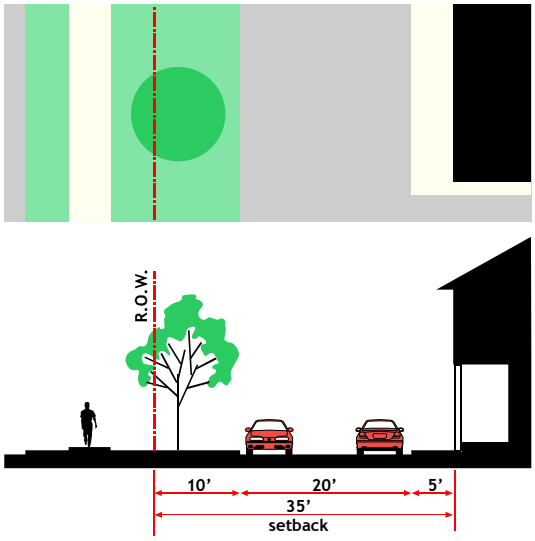

Figure 8 Urban Frontages—Bay Side

Bay Side-Deep Lots: This frontage has raised curbs drained by inlets, and narrow sidewalks separated from the vehicular lanes by a wide planting strip. The planting consists of a single tree species planted at regular intervals. There is a strip devoted to automobiles for a driveway, parking, or a Porte Cochere. The main entrances to buildings face the public frontage. A narrow strip separates the vehicular realm from the building. When the lot depth is greater than 150 feet, it is recommended that the minimum setback be 35 feet, of which the 10 feet adjacent to the right-of-way will be a landscaped buffer (Figure 8). Driveways will be specified with curb-and-gutter details similar to the existing urban curb. The planning director may authorize a roof overhang of not more than three (3) feet into the front yard setback.

Bay Side-Shallow Lots: This frontage has raised curbs drained by inlets, and narrow sidewalks separated from the vehicular lane by a wide planting strip. The planting consists of a single tree species placed at regular intervals. There is no parking or driveways between the building and the right-of-way other than the driveways to access parking areas in the rear or to the side of buildings. The main entrances to buildings face the public frontage. When the lot is less than 150 feet deep, the minimum front yard setback shall be 15 feet (Figure 9). The planning director may authorize a roof overhang of not more than three (3) feet into the front yard setback.

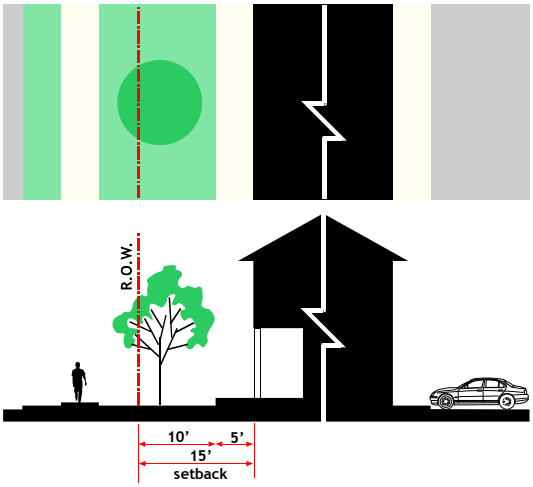

Figure 9 Urban Frontages—Bay Side

Ocean Side: This frontage has raised curbs drained by inlets, and narrow sidewalks separated from the vehicular lane by a narrow planting strip. The planting consists of a single tree species placed at regular intervals. There is no parking or driveways between the building and the right-of-way other than the driveways to access parking areas in the rear or to the side of buildings. The main entrances to buildings face the public frontage. The minimum front yard setback shall be 15 feet (Figure 10). The planning director may authorize a roof overhang of not more than three (3) feet into the front yard setback.

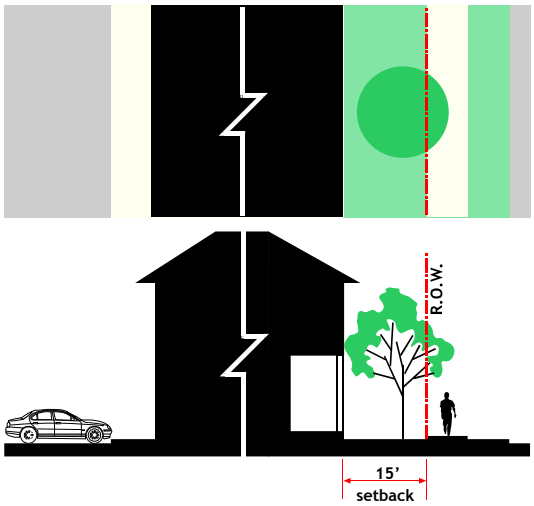

Figure 10 Urban Frontages—Ocean Side

Suburban – This frontage has open swales drained by percolation, without parking, and a bicycle path or sidewalk along one or both sides. The landscaping consists of multiple species arrayed in naturalistic clusters. The recommended front yard setback is 25 feet (Figure 11).

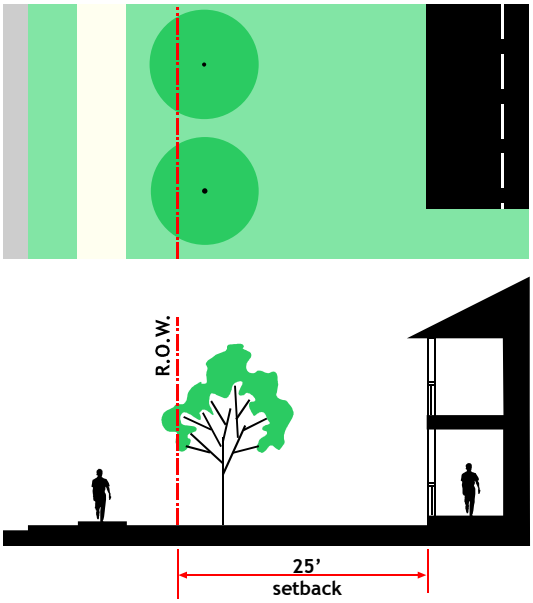

Figure 11 Suburban Frontages

Exurban – This frontage has open swales drained by percolation, without parking, and a bicycle path or sidewalk along one or both sides. The landscaping consists of the existing natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by a recommended minimum front yard setback of 50 feet (Figure 12).

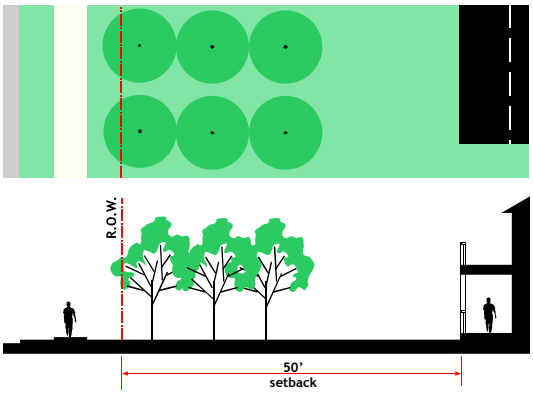

Figure 12 Exurban Frontages

Parking

The intent is to adequately provide off-street parking and to maximize the efficiency of parking in the downtown area.

General Urban – On-street parking available along the each site's frontage can be counted as part of the parking requirement for the uses found on that site. The required parking may be within a 5-minute walk (¼ mile) from the lot, subject to a signed parking agreement between the parties. Parking lots need to be buffered at the front or when viewed from the fronting street. Residential parking requirements in this zone are lowered to 1.5 spaces per dwelling unit. Hotel parking requirements in this zone are lowered to 0.75 spaces per room. Retail parking requirements are lowered to 3.0 spaces per 1,000 square feet of gross floor area. Shared parking is calculated as follows: the sum of required parking spaces for

	Retail	Office	Hotel	Residential
Retail	1.2			
Office	1.3	1.7		
Hotel	1.2	1.4	1.1	

Table 2 Shared Parking

any two uses is divided by the ratios in Table 2 to obtain the shared parking required.

Suburban – Overlay does not affect the underlying zoning.

Exurban – Overlay does not affect the underlying zoning.

Building Configuration

Width

The intent is to break down the apparent mass of buildings wider than 50 feet by creating façade insets at intervals appropriate to the mass of the building.

General Urban and Suburban – The maximum continuous façade of any building fronting onto US Highway 1 cannot be greater than 50 feet. A building wider than 50 feet will be architecturally defined as a series of smaller units, with insets between primary façades. The inset façade shall not be setback less than 6 feet. The inset façade should not be wider than 1/3 of a primary façade segment or 17 feet. The arcade of a building may continue across this setback to provide architectural and pedestrian continuity at the ground level (Figure 13).

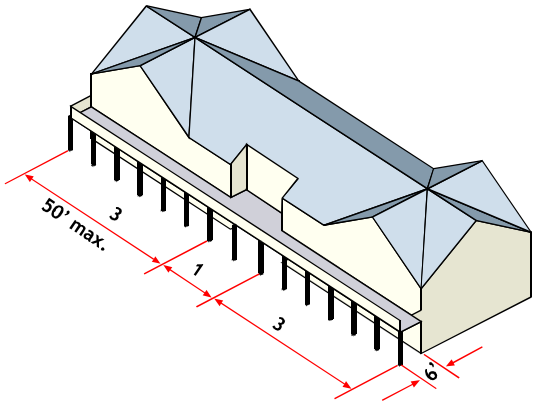

Figure 13 Articulating Long Façades

Exurban – No guideline applies because the setbacks would obscure the building from the highway. However, it is recommended that large footprint buildings follow the guideline above.

Depth

The intent is to break down the apparent mass of buildings deeper than 50 feet by creating façade insets at intervals appropriate to the mass of the building. This guideline applies particularly to buildings whose main entrance or whose primary parking area fronts a side façade.

General Urban and Suburban – Buildings deeper than 50 feet should show architectural insets defined as a series of smaller units. The minimum façade inset setback should be 3 feet (Figure 14).

Exurban – No guideline applies. However, it is recommended that large footprint buildings follow the guideline above.

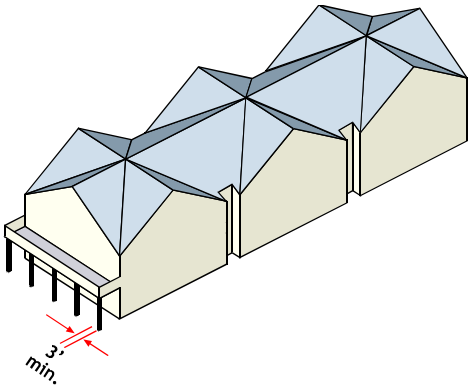

Figure 14 Articulating Long Depths

Roof Shape

The intent is to create a unifying architectural character in the corridor.

General Urban – Sloped roofs are encouraged; however, commercial buildings may have flat roofs terminated with parapets that extend no less than 2 feet and no more than 4 feet from the edge of the roof (figure 15). Roof-top mechanical equipment should not be visible from the sidewalk on the opposite side of any fronting street directly across from the subject building.

Figure 15 Parapet

Suburban and Exurban – All buildings in residential zones should have sloped roofs. Sloped roofs can be hipped or gabled and may carry dormers that are structurally integrated.

Porches and Arcades

The intent is to encourage the use of porches and arcades in the General Urban zone to enhance the pedestrian realm.

General Urban - All buildings fronting US Highway 1 must have a treatment such as arcades or porches. At a minimum, the building must have awnings extending no less than 6 feet from the main façade of the building (Figures 16 and 17). Arcades and porches start at the setback line, and the clear interior dimension is not narrower than 6 feet or wider than 12 feet.

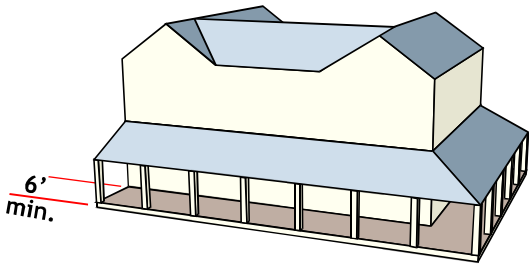

Figure 16 Wrap-around Porches

The area must be used for circulation only, and will not count toward the NROGO. The proportions of the bays in arcades and porches should be predominantly vertical; the height should be at least 10% greater than the width. The minimum width for a bay is 8 feet.

Figure 17 Arcade

Suburban and Exurban – No guidelines apply, however, the use of arcades and porches is encouraged for commercial buildings.

Building Elements and Materials

Although there is no single dominant vernacular architecture within Tavernier, over time an architectural theme has developed and includes metal roofs, clapboard siding, and clear glazing fenestration.

Roofing

The intent is to use materials characteristic of Tavernier architecture.

General Urban - Roof materials such as standing seam metal (Figure 18), stamped metal and V-crimp metal are recommended. Flat roofs must be raked at the minimum slope necessary to shed water and must include parapets as described earlier. Composition tile is not recommended

Figure 18 Standing Seam Metal Roofing

Suburban and Exurban – Materials include standing seam metal, stamped metal, V-crimp metal, and composition tile for residential buildings. Commercial buildings may have flat roofs.

Exterior Walls

The intent is to have a unified palette of materials characteristic of Tavernier.

General Urban, Suburban and Exurban – Materials include clapboard siding and novelty or drop siding. Masonry exterior finishes, such as stucco and textured stucco as well as exposed and painted brick, are recommended for commercial structures. Materials resembling wood siding may be acceptable if the building technique is properly applied. Fish scale siding is acceptable (Figure 19). The use of board and batten siding should be allowable only for residential use in the Suburban and Exurban zones.

Figure 19 Fish Scale Siding

Doors

The intent is to have doors that are compatible with Tavernier architecture.

General Urban and Suburban – All commercial buildings should have panel or flush doors with clear glass insets (Figure 20. Doors should be hinged; pivot or sliding doors are not acceptable.

Exurban – No guideline applies, however, it is recommended that the guideline above be observed.

Figure 20 Commercial Door

Windows

The intent is to have windows that are compatible with Tavernier architecture.

General Urban and Suburban – Window types should include bay, casement, single hung, and double hung. Single-pane and awning windows are permissible if the window has imbedded mullions. The minimum vertical proportion of a window should be 1.5 times its width (Figure 21). Windows may be grouped in bands of two or more when separated by a visible wider mullion. The use of a window lintel (or cap) is optional; however, all windows should have sills. The glazing in all windows should be clear and non-reflective; stained glass may be used for accents.

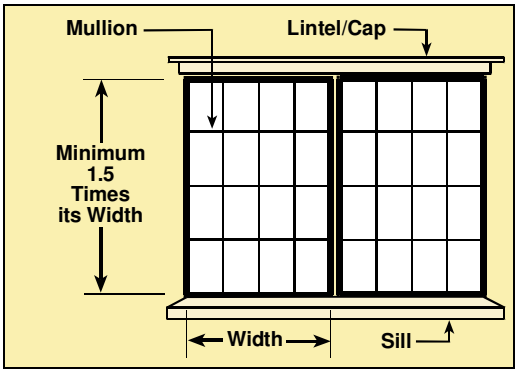

Figure 21 Window Proportions

Exurban – No guideline applies, however, it is recommended that the guideline above be observed.

Railings

The intent is to have architectural elements that are compatible with the type of architecture encouraged.

General Urban and Suburban – The use of railings is recommended for exterior porches, and not recommended for arcades unless required by the building code. All railings must meet the requirements of the applicable building code. Railings should consist of square or rectangular section stiles. Railings with flat-board carved motifs may be acceptable (Figure 22). Aluminum, plastic and wrought iron railings are not recommended.

Figure 22 Carved Railing

Exurban – No guideline applies, however, it is recommended that the guideline above be observed.

Shutters

The intent is to allow the use of shutters that are compatible with the architecture of Tavernier.

General Urban, Suburban and Exurban – Shutters should be operable and should cover the entire surface of the window when closed. Removable hurricane shutters are allowed if they are used only during storm events and their railing or application is not conspicuous. Two types of shutters are encouraged: bahama and hinged shutters (Figure 23).

Figure 23 Bahama and Hinged Shutters

Dormers

The intent is to allow the use of dormers that are an integral part of the building.

General Urban and Suburban – Dormers are allowable; however, applied dormers that are not structurally and spatially integral to the building are not allowable. Dormers may be used as vents for the buildings mechanical system. Dormers can also be used to expand the head room in the interior of a building (Figure 24).

Figure 24 Spatially and Structurally Integrated Dormer

Exurban – No guideline applies, however, it is recommended that the guideline above be observed.

Signs

The intent is to have signs that are appropriate in scale and graphics to the character of the corridor.

General Urban, Suburban and Exurban –guidelines apply to two types of signage:

1. Applied signs that are attached directly to a building; these are generally referred to as building signs (Figure 25).

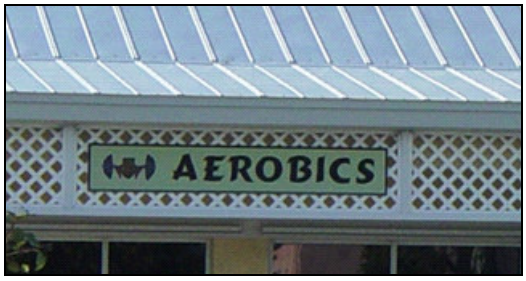

Figure 25 Applied Sign

2. Projecting signs that are perpendicular to a building façade, to be seen as pedestrians pass by; these are often referred to as blade signs (Figure 26).

These two forms of signs are controlled in order to help create an effective overall environment and remain sympathetic to the design of the subject building. Signs should be externally illuminated, not translucent or internally illuminated. Signs must be designed concurrently and coherently with the façade or shop front with which they are associated, sharing overall composition, material and color.

Figure 26 Blade Sign

Signs built to be seen from the automobile can be wall sign, canopy sign, vertical blade sign, and window sign. Wall signs and vertical blade signs must be affixed to the primary façade of the building, immediately above the designated commercial use. Canopy signs must be affixed to the canopy or awning immediately in front of the commercial use. Window signs must be within the windows of the designated use. Neon lighting can be used for window signs.

When more than one commercial use is contained within a building, all of the commercial uses must use the same type of auto-oriented signage. Exceptions to this requirement must be negotiated on a case-by-case basis with the Director of Planning.

Each use along US Highway 1 that has a distinct street number must portray that number adjacent to the appropriate entryway and should be wall-mounted or window-mounted.

Signs built to be seen primarily by pedestrians can be wall sign, horizontal blade sign, and window sign. Wall Signs must be affixed to the wall of the structure, in front of the designated commercial use. Blade signs must hang overhead within

arcades or porches, in front of the designated commercial use. Blade signs can also be supported by horizontal brackets that project from the wall of the structure. Window signs must be within the windows of the designated commercial use. Neon lights can be used for window signs.

Signs that are attached to a building identifying the building, as opposed to its uses or tenants can be wall or vertical blade signs.

5. Building Types

The intent is to guide the development of new construction so that buildings continue to define a character for Tavernier and that the massing, scale and materials of new structures are compatible with this character. These are the recommended types for new construction in the corridor. The listed building types are not the universe of buildings that can be developed in the corridor; they are merely applied examples of the guidelines and standards in this document. Figure 27 does not accurately reflect all county regulations and is illustrative of building concept only.

Large Commercial Building

The intent is to create a building prototype that would fit in the General Urban zone deep lots or in the suburban zone.

This building type is characterized by the aggregation of smaller buildings; where possible, these should be arranged as to create positive accessible open space (Figure 27). The building may be clad with siding or finished with stucco. The primary façade is lined with arcades and balconies; windows are covered with operable Bahama shutters, and roofs are standing seam metal.

Figure 27 Large Commercial Building Type

Multifamily Residential

The architecture of the building should consist of the materials recommended in these guidelines and it should be compatible with architectural and urban character of Tavernier. Access to individual units should be obvious from the street level (Figure 28).

Figure 28 Multi Family Building

The width of a multifamily building should not be greater than 50 feet. A building wider than 50 feet should be architecturally defined as a series of smaller and repetitive units, with insets between primary façades. The inset façade should not be setback less than 6 feet. The inset façade should not be wider than 1/3 of a primary façade section (Figure 29).

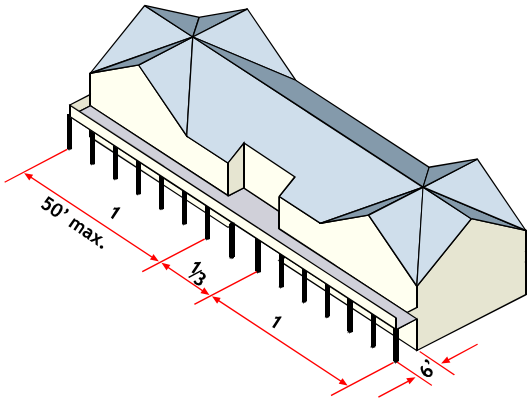

Figure 29 Articulating Long Façades

The depth of a multifamily building when deeper than 50 feet, it should show architectural insets defined as a series of smaller repetitive units. The minimum façade inset setback should be 3 feet (Figure 30).

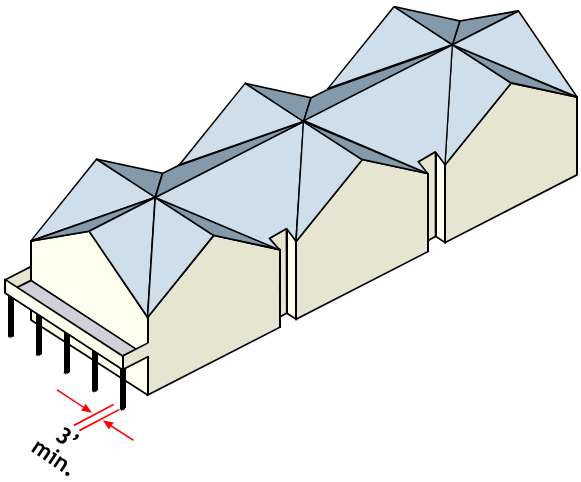

Figure 30 Articulating Long Depths

Appendix 1

Community Participation

The following is a summary of the existing conditions, architectural character of the Tavernier Historic District and the findings from a four-day community-based design exercise held at the Lion's Club in Key Largo between February 22 and 25, 2005. In addition, the consultant team held a telephone conference and met with Historic Florida Keys Foundation (HFKF) historic preservationist, George Born. Between 22 and 25 February 2005, the HDR Team hosted a planning workshop to gauge the community's interest and understanding of its historic resource. On a separate session, the HDR Team met with members of the Monroe County Historic Preservation Commission (and others not in the HPC) to gather their expert view and aspirations for the historic district.

a. Image Preference Survey (IPS)

Methodology

The IPS was developed utilizing commercial and residential images taken from the Tavernier Historic District and the US 1 corridor. The goal was to provide the attendees with a comprehensive "snapshot" of individual historic buildings and architectural elements. The end result would be an analysis of the goals and objectives for the design guidelines.

Summary

The IPS was conducted Tuesday, February 22, 2005 during the first meeting and again Thursday, February 24. The attendees were asked to rate the images, which were grouped into categories and subcategories. The attendees rated the images based on a scale of -5, -3, -1, 0, 1, 3 or 5, with -5 being the least preferred and 5 the most preferred. The survey was divided into two parts. Part 1 concentrated on the US 1 commercial corridor and Part 2 examined the residential historic district. Each section contained an average of 50 images.

Results of the Survey

Part 1 US 1 Commercial Corridor

1. Placement – the attendees preferred buildings located in the mid-lot range; not too close to the road but not too far back.
2. Scale – the attendees preferred smaller one-story buildings.
3. Materials – wood was the material of choice for the attendees.
4. Roofs – hip roofs with dormers were the roof type preferred by the attendees.
5. Opening (Doors and Windows) – classic vertical rectangular doors and openings are preferred.
6. Ground Plane – the attendees preferred that there should be some landscaping located adjacent to where the building hits the ground. Lattice work is preferable as a material linking buildings to the ground.
7. Color- muted colors and white were the color preferences for buildings.
8. Brackets and railings – there wasn't a general consensus for brackets and railings, however concrete railings were not preferred.

9. Shutters – the attendees rated the shutters that were non-functional and fixed to the wall as the worst type of shutters. The other shutters were all seen as desirable.
10. Signs – color and creativity are preferred elements when noting signs. The interior lit signs were the least favorable.

Part 2 Residential Historic District

1. Placement – the attendees preferred the residences to be located in the mid-lot range.
2. Scale – the scale preference of the attendees leaned towards smaller structures.
3. Materials – the attendees preferred wood to stucco. A combination of the materials received mixed views.
4. Roofs – every roof shown received favorable ratings. Hip roofs are the typical roof form found in the historic district.
5. Openings (Doors and Windows) – the attendees preferred openings based on vertical windows and wood doors with either a single pane of glass or multiple panes of glass.
6. Ground Plane – landscaped ground plane adjacent to the building was preferred by the attendees.
7. Color – muted colors and white were preferred.
8. Brackets and Railings – attendees prefer wood brackets and railings to metal ones. Also within the context of the building style attendees preferred buildings with brackets and railings as opposed to those without.
9. Shutters – all traditional shutters were seen as appropriate except aluminum clam shell shutters.

b. Design Workshops

The residents of Tavernier were invited to attend a four-day series of design activities conducted by Monroe County and HDR, Inc. The purpose of the activities was to solicit input and gather comments regarding the development of design guidelines for the US 1 commercial corridor and the residential historic district. The activities included two-hour long workshops consisting of presentations that incorporated the existing conditions, built environment analysis and guidelines for development on the US1 commercial corridor and within the residential historic district. The workshops also included an image preference survey and question / answer session among the residents.

The workshops yielded a set of new options for development along the US 1 corridor and the residential historic district. The options were displayed as architectural renderings. The renderings derived from the existing architectural heritage of Tavernier and the results of the image preference survey. The renderings included residential, commercial, and mixed-use types.

The activities culminated with a report on the image preference survey results, meetings with stakeholders and a summary of the four-day visioning workshop. The consensus of

the residents was to create a consistent image of Tavernier through the implementation of design guidelines. In addition, the attendees agreed that enhancement of the commercial design standards for development would benefit the overall economy of Tavernier.

Workshop Notes

- Some attendees felt that the zero setbacks –having building constructed immediately along their property lines -- were not desirable for the commercial corridor.
- The general consensus from the attendees was that the design guidelines should be more restrictive.
- One attendee was in favor of no restrictions at all.
- The T2, T3, T4 districts are seen as a good way to mix the guidelines.
- The notion of the "greenbelt" for Tavernier was brought up in regards to the districts.
- The attendees mentioned that landscape requirements should be incorporated into the guidelines.
- The sentiment that the "new buildings should match the old buildings" was agreed upon by the attendees.
- There was a suggestion that Monroe County provide financial incentives to the property owners to improve the appearance.

Appendix 2
Land Development Regulations Text Amendments

The following code language is contained within the existing Monroe County Land Development Regulations. Text amendments are identified (underlined text) where appropriate to codify these guidelines.

9.5-260.2 Tavernier Creek to Mile Marker 97 U. S. Highway 1 Corridor Overlay.

(a) Purpose: The purpose of the Tavernier Creek to Mile Marker 97 U. S. Highway 1 Corridor Overlay is to implement the policies of the comprehensive plan and Tavernier Creek to Mile Marker 97 Livable CommuniKeys Master Plan by protection of existing resources and enhancement of future development.

(b) Application: The Tavernier Creek to Mile Marker 97 U.S. Highway 1 Corridor Development Standards and Guidelines are hereby adopted by reference and declared a part of this chapter. Within the overlay district, uses permitted as of right and uses requiring a minor or major conditional use permit shall be evaluated based upon the Tavernier Creek to Mile Marker 97 Corridor Development Standards and Guidelines.

(c) The Tavernier Creek to Mile Marker 97 U.S. Highway 1 Corridor Development Standards and Guidelines may be amended by resolution of the Board of County Commissioners upon recommendation of the Planning Commission and the Director of Planning.

Appendix 3
Glossary

Art Deco	Architectural style characterized by bold outlines and streamlined shapes. Stucco is the predominant exterior wall material.
Bahama Shutter	Type of storm shutter made of horizontal elements, when open it allows visibility while shading the window, when closed it provides good storm protection.
Base height	Building base height is the height to which the first habitable floor is built.
Board-and-Batten	Type of siding where vertical boards are overlapped by narrow wooden strips.
Certificate of Appropriateness	A Certificate of Appropriateness (COA) is a document approving work on local landmarks or properties in historic districts based on consistency with applicable design guidelines or standards.
Chimney	A vertical element that project through and above the roof used as an exhaust for air, smoke or fumes.
Commercial Vernacular	Commercial vernacular architecture is buildings that are used for selling products or services, but are not of the "pure architecture," such as department stores designed by famous architects
Composite Tile	A manufacture tile made of more than one material to improve durability and installation.
Comprehensive Plan	The guiding policy document for all land use and development regulations in Monroe County, and for regional services throughout the County including transportation, sewers, parks and open space.
Contributing Structure	A historic building that is part of the register of historic buildings.
Coral Stone	It is a fossilized stone that contains remnants of marine life.
Depth	The depth of a building is the distance between its front and back walls.
Dormer	A gabled extension built out from a sloping roof to accommodate a vertical window
Driveway	The extension of a street into a private property to access parking.

Exurban	Used in this document as a substitute to the term rural which is not used because in land use law it triggers development and services restrictions.
Fence	An accessory structure intended for use as a barrier to property ingress or egress or for decorative use.
Frame Modern	A wooden frame building that has for base a reinforced concrete structure.
Frame Vernacular	A wooden frame building that uses traditional wood frame technology.
General Urban	Used in this document to indicate the denser and more developed areas along the corridor. The predominant uses are retail and office with some residential mix.
Gabled Roof	The end of a building as distinguished from the front or rear side. The triangular end of an exterior wall from the level of the eaves to the ridge of a double-sloped roof.
Guidelines	Set of rules and suggestions to guide development
Height	The height of a building is the distance between the ground and its highest point, and it can be measured to a parapet or ridge.
Hipped Roof	The inclined external angle formed by the intersection of two sloping roof planes. Runs from the ridge to the eaves.
Land Development Regulations	Are the policies and regulations on land use, development and construction.
Livable CommuniKeys Plan	It is Monroe's County Master Plan for the county and its parts.
Lot coverage	The percentage of the lot area covered by the ground floor of principal and accessory buildings.
Masonry Vernacular	It is a masonry building where the masonry has been applied in a traditional way.
New Construction	In the guidelines, new construction refers to new buildings developed within the Tavernier Historic District
Non-Contributing Structure	In the guidelines, the term refers to existing buildings within the historic district that are not recorded as historic.
Novelty Siding	Type of milled siding that is thin above and thicker below with a concave bevel.

Overlay	The superimposition of a district that changes the rules for development from the underlying zoning.
Porch	An exterior space attached to the building, generally under a separate roof shape.
Rafter	A sloping roof member that supports the roof covering which extends from the ridge or the hip of the roof to the eaves.
Setbacks	The minimum distances that structures must be held back from property lines.
Suburban	Characterized by low density residential, this zone is more vegetated than the general urban zone. In this zone blocks tend to be larger.
Transect	Is a geographical cross-section of the region used to reveal a sequence of environments. The purpose of transect planning is to identify the main qualities of immersive environment to then find the balance between them.
Width	The width of a building is the distance between the edges along its front and it can be measured to an exterior wall or to the edge of a porch.

Appendix 4
Standards and Guidelines Reference

	General Urban	Suburban	Exurban
Site Development			
Setbacks	✓	✓	✓
Parking	✓	×	×
Fences	✓	✓	✓
Driveways	✓	×	×
Building Configuration			
Height	×	✓	✓
Width	✓	✓	×
Depth	✓	✓	×
Roof Shape	✓	✓	✓
Porches and Arcades	✓	×	×
Building Elements			
Roofs	✓	✓	✓
Exterior Walls	✓	✓	✓
Doors	✓	✓	✓
Windows	✓	✓	✓
Railings	✓	✓	×
Shutters	✓	✓	✓
Dormers	✓	✓	×
Signs	✓	✓	✓