

## AMENDMENTS TO THE KEY WEST COMPREHENSIVE PLAN

The following section provides specific amendments considered necessary to ensure integration of the base reuse sites into the adopted Comprehensive Plan. Suggested changes from the existing adopted plan are shown in underline/cross-out format. These new goals, objectives and policies are meant to apply to properties within the Base Reuse boundaries only.

**OBJECTIVE 1-1.5: PROMOTE COMMUNITY APPEARANCE, NATURAL AMENITIES AND URBAN DESIGN PRINCIPLES.** Upon plan adoption the amended land development regulations shall ensure that improvements which potentially impact the appearance of gateway corridors such as U.S. 1, as well as major activity centers such as Old Town, the City's shoreline, public parks and other public grounds and institutions shall be managed and enhanced through application of the site plan review process.

**OBJECTIVE 1-1.6: INTEGRATE FORMER MILITARY SITES.** Ensure that the integration of former military land provides for long-term, sustained, economic growth consistent with the community's vision for the City of Key West, as follows:

1. Provide meaningful integration of the sites into the community fabric;
2. Help diversify the economy;
3. Encourage balanced growth in the area's economy, including commercial and service sector job growth;
4. Provide employment opportunities for the region's unemployed and underemployed persons;
5. Strengthen the local tax base;
6. Help existing business and industries expand;
7. Help small businesses develop;
8. Provide affordable housing for Key West residents;
9. Provide public recreation and access opportunities, especially on the waterfront;
10. Provide opportunities for port, harbor and marina improvements;
11. Facilitate improvements and provide physical and economic links to Bahama Village;
12. Ensure environmental sensitivity;
13. Provide opportunities for social services and special needs facilities;

Organizing principles specific to each former military use site are provided in the following policies.

**Policy 1-1.6.1: Truman Waterfront Organizing Elements.** All new development and redevelopment within the Truman Waterfront Parcel shall be consistent with the following key organizing elements:

1. Recreation and open space linked through landscaped multimodal green ways and view corridors with multiple access points connecting the large park and recreational area on the northwestern portion of the site with the public waterfront area, the Bahama Village marketplace and the Seminole Battery.
2. Uninterrupted public access to the waterfront through a wide promenade along the full length of the harbor.
3. Landscaped and hardscaped areas which are well-lit and designed to provide a safe area

for use by a diverse mix of recreational users including pedestrians, bicyclists and in-line skaters.

4. Affordable housing, neighborhood retail and social service uses which function as an extension of the neighborhood fabric of Bahama Village.
5. Educational and historical activity nodes.
6. Expanded use of the portions of the Truman Waterfront property for port activities.
7. Multiple ingress/egress points into the Truman Waterfront property.

**Policy 1-1.6.2: Poinciana Housing Organizing Elements.** All new development and redevelopment within the Poinciana Housing Parcel shall be consistent with the following key organizing elements:

1. Reuse of existing structures which creates an affordable neighborhood which is well-integrated into the surrounding community.
2. Architectural elements of all new development and redevelopment especially porches, second floor terraces and roofing, which are compatible with the existing character of the surrounding neighborhood.
3. Space between the building pods used to create an open space/park system which includes a recreational curvilinear bike and pedestrian path which transverses the site and lush landscaping.
4. A wide paved loop running the perimeter of the site and connected to the internal path; as envisioned this pedestrian/bicycle network serves as a major neighborhood amenity, providing opportunities in appropriate areas for such activities as jogging, vita-course exercising, bicycling and in-line skating, and as access to existing and future mass-transit within the city.
5. A third entrance should connect the development with Duck Avenue westward of 18th Street.

**Policy 1-1.6.3: Peary Court Organizing Element.** All new development and redevelopment within the Peary Court Cemetery shall be consistent with the following key organizing element:

1. Maintain property as a cemetery and historic open space.

**OBJECTIVE 1-1.7: TRUMAN WATERFRONT PHASING AND INFRASTRUCTURE.** Ensure that the Truman Waterfront Site is served by adequate infrastructure through appropriate phasing, study and facility improvement.

**Policy 1-1.7.1: Truman Waterfront Phasing.** Reuse of the Truman Waterfront site shall be phased as follows:

1. Phase I, consisting of: existing uses, including the cruise ship berth on Outer Mole Pier and

the fire station in Building 149; rehabilitation of existing buildings and facilities necessary to keep them in good repair; and, reuse of existing structures when such reuse does not result in an increase in impacts over those generated by the former military use.

2. Phase II, consisting of new recreational development on the site.
3. Phase III, consisting of new development on the site.

**Policy 1-1.7.2: Truman Waterfront Infrastructure.** Phase II and Phase III development on the Truman Waterfront Parcel shall not occur until the following actions have occurred:

1. The City of Key West has conducted the transportation studies identified in Policies 2-1.1.10 and 2-1.1.11, and adopted appropriate measures to implement the policies in the Comprehensive Plan; and,
2. The City of Key West has completed a stormwater masterplan for the site (either separately or as part of a larger planning and engineering study) which identifies site areas which do not meet current stormwater treatment standards and proposes methods to bring these areas up to standard; and,
3. Improvements recommended in the stormwater plan are completed for those areas where new development is proposed and the remaining improvements are scheduled in the city's five year capital plan.

**Policy 1-2.1.4: Medium Density Residential Development (MDR) including Coastal Medium Density Residential (MDR/C).** Areas delineated on the Future Land Use Map for medium density residential development (MDR) and coastal medium density residential (MDR/C) shall be developed, redeveloped and/or maintained as stable medium density residential neighborhoods. Medium density residential development shall be a maximum sixteen (16) units per acre in those cases where the property is outside the coastal high hazard area. Coastal medium density residential density shall be assigned a maximum of eight (8) units per acre. The coastal medium density residential designation shall be considered an overlay designation which shall be assigned to all properties, or portions thereof, which are designated for medium density residential development and are located within the coastal high hazard area. The purpose is to reinforce state policies mandating that concentrations of populations be directed away from coastal high hazard areas in order to protect against loss of life, especially along the south AIA - Atlantic Boulevard corridor.

The medium density designation is intended to provide sufficient land area for developments of medium density residential development adequately supported by public services and facilities and compatible with existing and anticipated future land uses. The medium density policy designation includes a mixture of single and multiple family structure types. Supportive community facilities and accessory land uses may be located within areas designated MDR. This designation is not intended to accommodate transient lodging and guest homes, commercial uses or freestanding office buildings. However, accessory uses, including approved home occupations, conducted within the residential structures are permitted so long as all such accessory uses are customarily incidental to and subordinate to the residential use. Other customary accessory uses and community facilities may also be located in areas designated MDR.

Review of specific densities of developments shall be directed toward preserving stability of established residential areas. Sites for medium density residential developments should be located so that they provide a smooth transition between lower density residential areas and areas developed and/or designated for other more intense uses. Generally, medium density areas should be located between the perimeter of low density residential areas and areas of high density residential concentrations or other less restrictive uses. The Poinciana Housing Parcel has been assigned a new sub-designation, MDR-1. This new category allows the current and proposed residential and social service special needs uses contemplated in the Base Reuse Plan. The density is 8 units per acre which recognizes the existing density of 6.3 units per acre and is consistent with the permitted density of 8 units per acre in the SF District surrounding the parcel. In addition to single family, two family and multi family structures, group homes with less than 6 residents and special needs social service facilities are permitted as of right. Social services and special needs housing shall be defined as short term housing (of generally less than six months) which provides a continuum of care services to a capacity of not more than 36 homeless persons with special needs.

**Policy 1-2.1.5: High Density Residential Development (HDR).** Areas delineated on the Future Land Use Map for high density residential development (HDR) shall be developed, redeveloped and/or maintained as stable high density residential neighborhoods. HDR development shall be a maximum twenty-two (22) units per acre. Ocean Walk, a large residential complex located northeast of the airport, was mandated by the Court and is the only property outside of Old Town which is designated HDR.

The high density designation shall only be approved for land accommodating HDR development adequately supported by public services and facilities and compatible with existing and anticipated future land uses. Supportive community facilities and accessory land uses may be located within areas designated HDR. This designation is not intended to accommodate transient lodging and guest homes, commercial uses or freestanding office buildings. However, accessory uses, including approved home occupations, conducted within the residential structures are permitted so long as all such accessory uses are customarily incidental to and subordinate to the residential use.

Other customary accessory uses and community facilities may also be located in areas designated HDR.

**Policy 1-2.3.2: Historic Medium Density Residential (HMDR).** The historic medium density (HMDR) residential designation on the Future Land Use Map is designed to accommodate historic Old Town residential development for permanent residents, including single family, duplex and multiple family residential structures. The historic medium density residential designation is intended to provide a management framework for preserving the residential character and historic quality of the medium density residential areas within Old Town.

The allowable maximum density of residential development in HMDR designated areas is sixteen (16) units per acre. In addition, accessory uses, including approved home occupations conducted within the residential structure, and customary community facilities can be located in the HMDR designated areas. This area is not intended for transient residential uses, including guest homes, motels or hotels. Similarly, the area shall not accommodate commercial office, retail or other commercial uses developed after the effective date of this ordinance. Existing office or commercial uses shall be permitted to continue to exist as lawful nonconforming uses if such uses continue to comply with conditions invoked when the respective uses were approved. Land development regulations shall provide performance criteria which include quantitative and qualitative measures

for preserving the quality of the man-made and natural environment and further the goals, objectives and policies of the Comprehensive Plan.

In the event the city owns the portion of the Truman Waterfront Parcel designated HMDR, the site will be developed 100 percent for affordable housing. If the site is privately owned, one-third of the dwelling units will be affordable.

**Policy 1-2.3.3: Historic Residential Commercial Core (HRCC).** The historic residential commercial core (HRCC) designation on the Future Land Use Map is designed to accommodate the historic Old Town residential commercial core mixed use center. The HRCC designation is intended to provide a management framework for preserving the nature, character and historic quality of the Old Town commercial core, including related residential development.

Except as otherwise specified herein, the allowed maximum density of residential development in the HRCC designated areas is twenty-two (22) units per acre. The maximum intensity of commercial core development shall not exceed a floor area ration (FAR) of one (1) considering total floor area allocated to all uses. Land development regulations shall provide performance criteria which include quantitative and qualitative measures for preserving the quality of the man-made and natural environment and further the goals, objectives and policies of the Comprehensive Plan.

The HRCC designated area has been assigned four (4) land use sub-categories in order to identify distinct legislative purposes consistent with the function, form and development constraints associated with the respective sub-areas.

First, the HRCC-1 Duval Street Gulfside tourist commercial core provides an intensely vibrant tourist commercial entertainment center characterized by specialty shops, sidewalk-oriented restaurants, lounges and bars with inviting live entertainment; and transient residential accommodations. The core of the commercial entertainment center spans generally from the Pier House south to Petronia Street as specifically referenced in the Future Land Use Map (FLUM). This segment of Duval Street is the most intense activity center in the historic commercial core.

The following light manufacturing and warehousing uses are located within the eastern portion of the HRCC-1 designation:

- Strunk Lumber Yard
- Key West Aloe Processing Plan
- Key West Hand Print Fabric shop

These light manufacturing and warehouse uses include real estate parcel numbers 24, 29, 36, 99 and 116, as delineated in the Monroe County Property Appraiser City of Key West Property Location Map dated January, 1991. In addition to uses generally allowed throughout the HRCC-1 area, the following light industrial and warehouse uses may locate exclusively within these areas (i.e., real estate parcels 24, 29, 36, 99 and 116) upon satisfying comprehensive performance criteria, including but not limited to nuisance abatement standards, screening and buffering, concurrency management, open space and all such activities must be under roof with no open yard storage:

- Warehousing and wholesaling within enclosed buildings;

- Service and repair establishments (excluding vehicle and heavy machinery service and repair), business services, printing shops and similar uses;
- Light manufacturing (excluding metal processing or fabrication) including light processing, assembly and distribution functions, electronics, research and development and similar uses;
- Building materials supply and storage, and contractor's storage;
- Vocational trade schools;
- Enclosed parking facilities; and
- Accessory uses.

The Key West Bight area has been designated HRCC-2 on the FLUM. As stated in the land use analysis within the Data Inventory and Analysis, the Key West Bight area and the surrounding environs will be designated as a redevelopment area and a redevelopment plan has been commissioned and funded. The specific improvement areas shall be identified in the redevelopment plan. The redevelopment plan shall provide a formal basis for;

1. Preserving public waterfront access as well as waterfront views;
2. Improving pedestrian linkages with adjacent and nearby activity centers;
3. Protecting and enhancing opportunities for water-dependent and water-related land use activities, while preventing undue concentrations of population within the coastal high hazard area;
4. Accommodating public improvements necessary to achieve redevelopment plan objectives; and
5. Implementing urban design schemes which attract pedestrians, increase waterfront exposure, reinforce the ambiance of the waterfront, and regulate against structures which wall-off or otherwise inhibit access to waterfront views, strategic open spaces or pedestrian linkages.

Based on the above cited objectives, the redevelopment plan shall provide a basis for additional land development and redevelopment restrictions which shall be applied to portions of the HRCC-2 designated area in order to achieve public purposes identified in public policy 1-2.3.4. The redevelopment plan shall also serve as a basis for such regulations.

Within the HRCC-2 Key West Bight area, in order to curtail the likelihood of future property damage and/or human exposure to the potential peril of storm driven tides, wind and waves, the land development regulations shall include performance criteria which restrict building mass and building intensity at strategic locations vulnerable to storm surge. Only water dependent uses shall be located within the first thirty (30) feet landward of the mean high water (MHW) or the bulkhead. Similarly, only water related uses shall be located between the thirty (30) feet setback and the one-hundred (100) feet setback from the MHW or the bulkhead. Within this one hundred (100) feet setback area from the MHW, the height of buildings shall be restricted to one inhabitable floor/story

above base flood elevation and a minimum open space ratio of .50 shall be adopted and enforced within this 100 feet setback area. The open space restriction shall not apply to a ferry terminal if the Chevron property within the Key West Bight area is selected for the City ferry terminal. The Redevelopment Plan shall provide design criteria which shall protect waterfront views, mandate pedestrian access improvements, and ensure preservation of open space. No permanent residential use shall be located within one-hundred (100) feet of the mean high water and no transient residential uses shall be allowed within any portion of the areas designated HRCC-2 on the Future Land Use Map (FLUM). The maximum floor area ratio with the HRCC-2 area shall be 0.50. Density of areas designated HRCC-2 on the FLUM shall carry a base density of eight (8) units per gross acre. These HRCC-2 designated areas may develop to a density of twelve (12) units per acre under the "transfer of development" (TDR) program assuming that the owner/developer certifies by affidavit as described below that a minimum of forty (40) percent of the residential units to affordable housing as described below. Areas designated HRCC-2 on the FLUM may be increased to twenty (20) units per acre if all units within the development are certified by affidavit of the owner/developer as affordable residential units. All increases in density above the base density of eight (8) units per acre shall be only by "transfer of development rights." An affordable housing affidavit shall guarantee that the affordable units shall be inhabited in perpetuity by residents whose income levels are consistent with income thresholds to be established in the City's affordable housing ordinance. This threshold shall be consistent with the limits established in section 420.9071 (20), FS, for moderate income persons. The HRCC-2, area is the only designated receiving area for transfers of density. If the City desires to consider designating additional lands as "receiving areas," such designations will require a plan amendment.

The third component of the HRCC area in the Duval Street Oceanside corridor from Petronia Street south to United Street, an area designated HRCC-3 on the FLUM. Located toward the oceanside end of Duval Street, this corridor serves as a center for arts, crafts, gifts, designer goods, restaurants and tourist accommodations. Structures within this corridor generally have retained a front facade which is much less commercialized relative to the entertainment center on the Gulfside of Duval Street. The front facades generally have much smaller storefront windows and frequently incorporate a residential vernacular characterized by wood frame windows, equipped with mullions, and wood clapboard siding. This area shall be regulated by more restrictive performance standards than those applicable to the HRCC area north of Petronia Street. The criteria shall require larger open space ratios, design standards which preserve and reinforce the physical characteristics of the area, and land use restrictions which exclude sidewalk bars and lounges which may produce excessive noise incompatible with surrounding activities.

The fourth component of the HRCC designation, HRCC-4, is assigned to the area within the Truman Waterfront Parcel of the Key West Base Reuse Plan. This district represents areas historically used by the military for marine-related services and port-related activities. Appropriate uses in the HRCC-4 District include the following uses so long as they are water-dependent or water-related: light manufacturing, light industrial and warehousing, service and repair, terminal operations, port operations, cruise ship berthing, marinas, parks and recreation, and bicycle rentals. Permanent residential units can be allowed as a conditional use so long as those units are less than 750 square feet or 25 percent of the other use on-site, whichever is less. Cruise ship home porting and car ferries will be prohibited.

**Policy 1-2.3.5: Historic Neighborhood Commercial (HNC).** The HNC designation is intended to accommodate both residential and neighborhood commercial uses typically located along major thoroughfares which lead into or are adjacent to the central core commercial area of the City of Key West. Residential activities within this designated area include single family and duplex structures as well as multiple-family structures. Commercial uses generally permitted in the area include:

- Professional offices;
- Banking and financial institutions;
- Personal service shops;
- Specialty Shops
- Retail sales and services, excluding automotive sales and services as well as drive-in or drive-through restaurants, theaters or other drive-in facilities which potentially generate similar traffic flow problems;
- Transient living accommodations and guest cottages; (excepting HNC-2 areas); and
- Other similar uses which shall be identified in the land development regulations.

The HNC designated areas may also accommodate customary accessory uses and community facilities. The land development regulations shall include criteria for managing issues surrounding land use compatibility; historic preservation; access to public facilities with available capacity; urban design amenities; and related issues which must be managed to ensure effective implementation of the Comprehensive Plan goals, objectives and policies.

These predominantly neighborhood-scale commercial uses are generally concentrated along portions of three corridors as delineated on the Future Land Use Map (FLUM). These areas generally include:

- Simonton Street: from Caroline Street south to United Street.
- Truman Avenue: from Simonton Street northeast to White Street.
- White Street: from Truman Avenue south to United Street.

In order to manage the impacts of future development on transportation and public facilities, the City shall limit the intensity of development within areas designated "Historic Neighborhood Commercial" (HNC) on the Future Land Use Map by establishing the following thresholds within areas designed HNC-1, HNC-2 and HNC-3, respectively.

1. Within areas designated HNC-1, excepting sites abutting Simonton Street and Truman Avenue, land use activities shall generate no more than one-hundred trips per one-thousand (1000) square feet of gross leasable floor area per day.
2. Within areas designated HNC-2 or HNC-3, land use activities shall generate no more than fifty (50) trips per one-thousand (1000) square feet of gross leasable floor area per day.
3. Within the HNC-2 transient accommodations shall be prohibited.

HNC-1. The neighborhood commercial development which is located along major segments of Simonton Street, Truman Avenue, and White Street (i.e., that segment of White Street south of Truman to United Street) generally includes larger scale commercial uses oriented toward the motoring public. These areas are designated "HNC-1" on the FLUM. Within areas designated HNC-1, excepting sites abutting Simonton Street and Truman Avenue land use activities shall

generate no more than one-hundred trips per one-thousand (1000) square feet of gross leasable area per day.

In addition, several nodes of neighborhood commercial activities are located within predominantly residential neighborhood northeast of Simonton Street in Old Town. These neighborhood commercial nodes are generally located at strategic intersections along the following streets:

- Eaton Street
- Fleming Street
- Southard Street

as noted on the FLUM. In addition, several neighborhood commercial uses are located along segments of White Street, including the segment from Fleming Street south to Southard Street and from Newton Street to Pine Street.

Additional concentrations or neighborhood commercial uses are located southeast of Simonton Street in Old Town at strategic intersections along the following streets:

- Catherine Street
- Louisa Street
- United Street
- South Street

The latter concentration is generally bounded by Louisa Street, Vernon Avenue, South Street, and an irregular border in the vicinity of William Street. The area is anchored by the Southern Bell property.

HNC-2. The neighborhood commercial development located at the strategic intersections within larger residential neighborhoods and on appropriate areas of the Truman Waterfront Parcel of the Key West Base Reuse Plan - as identified herein have been designated "HNC-2" on the FLUM. These "HNC-2" areas shall be restricted to small offices, neighborhood shops, restaurants with very limited seating or other commercial uses similar in character to traditional neighborhood commercial services which have very limited square footage and generate low volumes of traffic. Within the HNC-2 areas transient accommodations shall be prohibited. Land use activities with HNC-2 areas shall be restricted to uses which generate no more than fifty (50) trips per one-thousand (1000) square feet of gross leasable floor area per day. In the future, in-fill within these strategically located neighborhood commercial centers within stable residential areas shall be strictly governed by performance criteria which ensures continued land use compatibility and stability of adjacent residential areas. These areas are currently comprised of both residential and commercial activities and shall continue to be allowed to develop as mixed use neighborhood centers. Qualitative and quantitative performance criteria shall be used to prevent encroachment by incompatible commercial uses characterized by excessive scale and intensity.

HNC-3. The HNC-3 designation shall also include the Bahama Village neighborhood commercial core along Petronia Street, approximately 200 feet west of Duval Street and extends westward to the rear property lines of lots abutting the west side of Emma Street. The Bahama Village neighborhood commercial core is linked to the Duval Street commercial core. This Village area is a City target for redevelopment and revitalization. The City initiated redevelopment program is intended to mobilize public and private initiatives in support of a village commercial center with

rehabilitated housing resources. Future improvements strategies shall place a high priority on maintaining and/or revitalizing existing housing structures while preventing displacement of residents. Concurrency management policies shall ensure that redevelopment activities provide necessary infrastructure, including traffic improvements required to comply with improvement and level of service mandates. As in HNC-2 areas, within HNC-3 areas land use activities shall not generate more than fifty (50) trips per one thousand (1000) square feet of gross leasable floor area per day.

Within HNC areas redevelopment or conversion of permanent housing structures to transient residential (excepting HNC-2 areas which do not allow transient uses), office, or other allowable commercial uses shall be permitted only if no on-site reduction in housing units for permanent residents occurs.

The allowable maximum residential density shall be sixteen (16) units per acre. The maximum intensity for nonresidential activities shall not exceed a floor area ratio of 1.00 considering floor area allocated to all uses. The HNC designation provides reasonable and equitable residential and neighborhood commercial land use options for properties located within this corridor. Performance standards shall be included in the land development regulations which restrict the allowable neighborhood commercial uses to very limited square footage in order to maintain land use compatibility with residential uses in the vicinity. In addition, the performance standards shall require minimum open space ratios, restrict the floor area based on traffic generating characteristics, and incorporate other qualitative and quantitative standards which protect residential properties.

**Policy 1-2.3.8: Historic Limited Commercial Development (HCL).** The limited commercial (HCL) areas are designated on the Future Land Use Map for purposes of accommodating limited commercial land use as shall upon plan adoption be defined in the land development regulations. This designation is not intended to accommodate transient residential land use activities. Single family, duplex and multiple family residential activities may be accommodated only if approved as special exceptions pursuant to conditions and procedures including affordable housing program strategies to be included in the amended land development regulations. The allowable maximum residential density shall be a maximum sixteen (16) units per acre. The maximum intensity of limited commercial development shall not exceed a floor area ratio of eight-tenths (.8) considering floor area allocated to all uses. In order to manage the impacts of future development on transportation and public facilities, the City shall limit the intensity of development within areas designated "Limited Commercial" (HCL) on the Future Land Use Map to activities generating no more than one hundred (100) average daily trips per one-thousand (1000) square feet. Sites within this designation are intended to accommodate shops with limited inventory of goods which comply with the Comprehensive Plan and the land development regulations.

Limited commercial activities shall include shops catering primarily to the following markets: Neighborhood residential markets within the immediate vicinity as opposed to City-wide or regional markets; specialized markets with customized market demands; or tourist oriented markets in the immediate vicinity.

Commercial development within the limited commercial district shall generally be restricted to the following uses: neighborhood convenience stores; small limited item shops and stores restricted to retail sales of convenience items and services including barber shops, beauty care, drug stores and pharmacies, optical stores, photography studios, and other personal services; small scale drug

stores, laundry and dry cleaning pick-up stations; specialty shops; enclosed commercial amusements; customary accessory uses, and requisite community facilities.

The HCL designation is not intended for transient uses, including motels or hotels. Areas designated for residential and limited commercial development are not intended to accommodate large-scale retail sales and trade activities generally serving a city-wide or regional market. In accordance with considerations identified in the 1998 Bahama Village Plan, no fast-food restaurants, nor any commercial use which is affiliated with a regional, state or national concern, or which advertises by common theme of architecture, signage, or operations be allowed. Such stores usually differ from limited commercial shops since the former generally require a larger floor area, carry a relatively larger inventory and require a substantially greater off-street parking area. Uses which are not intended to be accommodated within the limited commercial area include the following: large scale discount stores or supermarkets; department stores; wholesale and warehousing activities; sales, service or repair of motor vehicles, machine equipment or accessory parts, including tire and battery shops; automotive service centers; fast food establishments primarily serving in disposable containers and/or providing drive-in facilities; and other similar services to be expressly defined in the land development regulations.

**OBJECTIVE 1-2.6: ALLOCATING LAND FOR PUBLIC SERVICES (PS) AND (HPS).** The Future Land Use Map shall allocate land resources for public service institutional facilities and services in New Town (PS) and in historic Old Town (HPS) as specified in the policies stipulated below. The sites shall be compatible with adjacent land uses to the greatest practical extent. The sites shall also fulfill the unique site location requirements included in respective functional plans and shall be responsive to the needs identified in related demographic and supportive needs analysis.

**Policy 1-2.6.1: Public Service and Semi-Public Land Use Designation (PS) and (HPS).** The public and semi-public service institutional land use designation is intended to accommodate existing public and semi-public services including: governmental administration buildings; public schools and not-for-profit educational institutions; hospital facilities and supportive health care units; arts and cultural or civic facilities; public and private parks and recreation areas; utilities; extensive open areas comprising major committed public and semi-public open spaces; and other similar activities as shall be identified in the land development regulation. Lands designated for public services shall contain sufficient acreage and open space and be properly screened and buffered in order to minimize potential adverse impacts on adjacent uses. The maximum intensity of institutional activity on lands designated PS, measure in terms of floor area ratio (FAR), shall not exceed eight-tenths (.8), including floor area allocated to all uses. The maximum FAR for recreation and open space shall be two-tenths (.2).

The maximum FAR for the HPS area shall be 1.0, excepting large scale regional public facilities, which require a community impact statement. The latter projects may have a higher FAR if approved by the City Commission. However, prior to approving an FAR in excess of 1.0, the City Commission must render a finding that the proposed public facility requires a higher FAR in order to accommodate a regional service necessary to the general health, safety and welfare of the city and/or county. Furthermore, the finding must indicate that the regional facility as proposed shall comply with all other qualitative and quantitative criteria of the Comprehensive Plan and land development regulations, including, but not limited to the adopted concurrency management policies.

Areas of the Truman Waterfront have been designated HPS-1. This designation is intended to limit

development in those areas to the existing and proposed uses identified in the Military Base Reuse Plan. These uses include a harborwalk, open space, play fields and public recreation facilities.

The Peary Court Cemetery has been designated HPS-2. This designation is intended to restrict development of the parcel to it's historic use as a cemetery and open space. Any proposed uses shall be reviewed for consistency with the Historic Preservation Plan contained in the Archeological and Historical Investigations for Proposed U.S. Navy Peary Court Housing Project, 1991.

The City shall monitor the need for increased land area for institutional uses and shall ensure that the institutional land use designation on the Future Land Use Map is expanded to accommodate the development of public and semi-public facilities such as governmental administration buildings; fire, police and rescue services; health care delivery services; educational institutions and other essential public services.

Land uses such as place of worship, cultural or civic centers, and other similar public or private not-for-profit uses may be included within this land use designation or within any other land use designations appearing on the Future Land Use Map if the respective use satisfies the substantive and procedural conditions of the amended land development regulations.

**OBJECTIVE 1-3.3: ENCOURAGE REDEVELOPMENT AND RENEWAL.** Upon plan adoption, the City shall amend the land development regulations and shall incorporate a regulatory framework for managing future redevelopment. Redevelopment planning activities shall direct highest priority to areas with local historical significance. In drafting the redevelopment program, the City shall coordinate public and private resources necessary to initiate needed improvements and/or redevelopment within these areas.

**Policy 1-3.3.1: Regulatory Enforcement Activities.** Regulations enforcement activities shall be continued as an integral part of the City's regulation programs. The regulations enforcement program shall preserve and protect structurally sound land improvements and land uses consistent with the Comprehensive Plan.

**Policy 1-3.3.2: Public and Private Sector Partnerships.** The City shall coordinate redevelopment issues with the private sector in promoting mobilization of public and private resources necessary to effectively carry out redevelopment efforts.

**OBJECTIVE 1A-1.1: PRESERVE HISTORIC RESOURCES.** The City's Historic Preservation Planner and Historic Architectural Review commission (HARC) shall continue to: identify, document on the Florida Master Site File, and evaluate historic, architectural and archaeological resources in the City; place historic and maritime resources on the local and National Register; issue awards of recognition; and prepare HARC annual reports, as specified in the following policies.

**Policy 1A-1.1.12: Military Base Reuse Plans.** Upon adoption of a Military Base Reuse Plan by the City of Key West, the Historic Planner shall review the Plan to determine appropriate actions required to protect and preserve identified historic resources within the base site. This review should be conducted in conjunction with the State Historic Preservation Officer and HARC. Appropriate actions include those contained in Policy 1A-1.1.2 and Policy 1A-1.1.3 herein. At a minimum, actions on the Peary Court Cemetery site should be consistent with the Historic Preservation Plan for that site.

**Policy 1A-1.2.18: HARC Review of Military Base Reuse Plans.** Upon adoption of a Military Base Reuse Plan by the City of Key West, the Historic Planner shall review the Plan to assess historic resources. Based on this analysis, the Planner shall propose appropriate changes to the boundary of the Key West Historic District necessary to protect historic resources contained in the Plan. HARC guidelines and procedures shall be updated to include review of historic resources identified in the Base Reuse Plan. All proposed development for the Truman Waterfront shall be reviewed by HARC consistent with the review processes used for other historically designated zoning districts.

**Policy 1-3.12.5: Building Permit Allocation System.** The designation of Future Land Use Classifications which allow residential densities within the Truman Waterfront Parcel does not in itself provide any allocation of units through the Building Permit Allocation System for that area. In order to facilitate redevelopment of the Truman Waterfront Parcel, equivalent single-family unit values and associated development rights may be transferred from any where within the city to land use classifications within the Truman Waterfront Parcel which allow residential development. This is not a transfer of density; rather, it pertains to the transfer of units which are allocated or vested in accordance with the Building Permit Allocation Ordinance. Any density associated with the unit host site will remain on that site; however, once the unit is transferred, the density on the host site cannot be developed until units are allocated through the Building Permit Allocation Ordinance. The City Manager or his designee shall maintain records of the transfer of units under this provision.

**OBJECTIVE 2-1.1: SAFE, CONVENIENT, AND EFFICIENT TRANSPORTATION SYSTEM.** Establish a safe, convenient, and efficient motorized and non-motorized transportation system in the City through development and implementation of level of service (LOS) standards and identified transportation improvements, as shown in the Future Traffic Circulation Map (Map II-8) and Schedule of Improvements (Table II-1), to meet said levels of service standards.

**Policy 2-1.1.10: Comprehensive Traffic Circulation Study.** Within the next two years the City of Key West will conduct a comprehensive traffic circulation study that considers current traffic volumes, recent and planned development projects, street circulation, parking, public transportation, ports, aviation facilities, level of service and potential needed improvements and changes in traffic circulation. This study should result in a comprehensive listing of needed transportation improvements and an identification of short term and long term implementation and financing strategies. Special efforts will be made to maximize the utilization of mass transit systems and other alternative modes. Needed improvements and financing strategies to address, among others, the impacts from the Chapter 288 Military Base Reuse Plan will also be incorporated in the Capital Improvement Element of the City's comprehensive plan by June 30, 2001 as applicable.

**Policy 2-1.1.11: Concurrency Management Study.** Within the next two years the City of Key West will conduct a study to evaluate concurrency management options that may include reducing level of service standards, concurrency exception areas, and other options as appropriate. The recommendations of this study will be used to update the City of Key West's concurrency management system.

**Policy 3-1.1.3. Additions to LDRs.** Based on the Comprehensive Plan analysis of "growth management," the city shall repeal the growth management ordinance and adopt as part of the land development regulation: 1.) An affordable housing ordinance; and 2) a rate of growth ordinance. . . .

**Affordable Housing Dwelling Unit Eligibility Requirements.** The following criteria shall be

required for dwelling units to qualify as affordable housing to the extent lawful; however, a waiver mechanism shall be provided in the land development regulations.

1. The dwelling unit shall have a sale price (including escrow requirements) less than or equal to three (3) times the median household income in Key West, or have rental rates, including sewer and solid waste charges, which are less than or equal to thirty (30) percent of median household income in Key West.
2. The dwelling unit shall be occupied by a household which meets all the "Applicant Eligibility Requirements for Affordable Housing" as herein stated.
3. The landlord of rental units shall perform routine maintenance and keep the units in standard condition.
4. The parcel and development shall meet all requirements of the City of Key West Land Development Regulations for the district in which the parcel is located.
5. Sites for affordable housing shall be approved if such sites have access to the following facilities, services, and/or activity centers:
  - a. Services by potable water and central wastewater systems;
  - b. Accessible to employment centers, including shopping centers which accommodate stores offering household goods and services needed on a frequent and recurring basis;
  - c. Located on a paved street accessible to a major street (i.e., included in the City's major thoroughfare plan);
  - d. Accessible to public parks, recreation areas, and/or open space systems; and
  - e. Located on sites having adequate surface water management and solid waste collection and disposal.

Fees in lieu of construction of affordable housing shall be paid by developers if sites having required affordable housing do not have access to the facilities, services and/or activity centers listed above.

If possible, affordable housing sites should be accessible to social service centers which offer such services as counseling and day care.

6. Demonstration of continuing affordability shall be by deed restriction or any other method that effectively runs with the land.
7. The City will give priority to fill affordable housing vacancies which are accessible to the elderly or disabled non-elderly as well as priority to veterans.
8. The City will direct priority to occupancy of larger sized affordable housing units by families with more than four members.

**Affordable Housing Applicant Eligibility Requirements.** The following eligibility criteria shall be required for households qualifying for affordable housing units to the extent lawful; however, a waiver mechanism shall be provided in the land development regulations.

1. The household shall derive at least seventy percent (70%) of its household income from gainful employment in the City of Key West.
2. The total income of eligible households shall not exceed 70% of the median income for the City of Key West.
3. Eligibility is based on proof of legal residence in Key West for at least 12 months.
4. Single persons eligible for affordable housing shall be 18 years or older.
5. Priority shall be given to applicants whose head of household is elderly, disabled non-elderly, or a veteran.
6. Priority shall be given to larger families for larger sized affordable housing units.
7. The applicant shall execute a sworn affidavit stating the applicant's intention to occupy the dwelling unit.

Affordable Housing and Affordable Housing Applicant Eligibility Requirements for the Base Reuse sites shall be defined through the Housing Authority of the City of Key West's Affordability Policy, adopted July 1998. Amendments to said policy shall be incorporated into the Comprehensive Plan definition so long as they are first affirmatively approved by both the City of Key West and the Department of Community Affairs.

Said policy may be updated from time to time and shall be incorporated into the Comprehensive Plan definition, so long as they are first affirmatively approved by both the City of Key West and the Department of Community Affairs.

**Relocation.** Low and moderate income families who meet the...

**Policy 3-1.7.6: Special Housing Studies.** In order to maintain housing policies responsive to changing conditions, problems, and issues, the city shall undertake special housing studies as needed in order to develop specific local strategies for resolving unanticipated housing problems and issues. The city shall conduct an analysis to identify funding options for affordable housing. Include a cost/benefit analysis of alternative management options, particularly as they relate to maintaining housing affordability in perpetuity.

**GOAL 5B:** Integrate the City of Key West's deep water port facilities at the Truman Waterfront Parcel into the community and maximize their benefit to the city through consideration of quality of life as well as economic issues in all decisions about operation or expansion of existing facilities, or siting of new facilities within the Truman Waterfront Parcel.

**OBJECTIVE 5B-1.A EXISTING PORT FACILITIES AT THE TRUMAN WATERFRONT PARCEL.** The operation of the Key West Port shall be consistent with all elements of the

Comprehensive Plan. Only one cruise ship berth will be allowed at the Truman Waterfront Parcel. Expansion of other port facilities, including ferry facilities, at the Truman Waterfront Parcel must meet the objectives and policies in 5B-1.B.

**Policy 5B-1.A.1.: Definition of City Port Facilities.** The Truman Waterfront (including Mole Pier) shall be defined as one of the city's deep water port facilities.

**Policy 5B-1.A.2.: Port Protection from Incompatible Land Uses.** The Key West port at the Truman Waterfront Parcel shall be protected from the encroachment of incompatible land uses through the implementation of the Comprehensive Plan Future Land Use Map and application of the Plan's implementing Land Development Regulations.

**Policy 5B-1.A.3.: Operational Guidelines.** Within 180 days of conveyance of Mole Pier to the City of Key West, the Port Director will implement operational guidelines to ease impacts which may be created by cruise ships berthing at North Mole Pier. The Port Advisory Board shall conduct a public review of the proposed operational guidelines prior to their implementation.

**Policy 5B-1.A.4.: Applicable State Coordination, State and Federal Permits.** Upon becoming the property owner of the Truman Waterfront Port, the City of Key West shall apply for necessary submerged land leases and necessary related permits from the State of Florida in order to address the Outer Mole Pier cruise ship berth. The city will request the U.S. Navy to cooperate with the city for joint applications prior to the transfer of the property to the city. The City shall obtain all necessary submerged land leases from the State of Florida within one year of becoming the property owner. The one year limitation will be tolled if issues identified in the study process set out in Policy 5B-4.4 become issues in the submerged land lease process, if issues raised by the Department of Environmental Regulation during the submerged land lease process require studies that cannot reasonably be completed within one year, or if the submerged land lease is challenged in judicial or administrative proceedings. The City shall proceed with diligence to obtain any other permits that it is responsible for obtaining from the State of Florida or the United States.

**Policy 5B-1.A.5.: Quality of Life Study.** Within two years of becoming the property owner, the City will complete a comprehensive study of the impacts of the cruise ship berth at the Outer Mole on quality of life, environmentally sensitive resources, public amenities (including public access and recreation), waterfront access and transportation/traffic. The study shall make specific recommendations on how to eliminate, mitigate or minimize adverse impacts. The study shall be submitted for public review and comment to a joint session of the Key West Planning Board and the Key West Port Advisory Board. They shall make a joint recommendation to the City Commission. The cruise ship berth at the Outer Mole may remain in operation in order to allow the City to study such impacts, under the following conditions until the completion and implementation of the study.

During the pendency of the Quality of Life Study, the Outer Mole Pier shall have a limit on the number of cruise ships of 230 cruise ships between October 1, 1999, and September 30, 2000; 240 cruise ships between October 1, 2000, and September 30, 2001; 250 cruise ships between October 1, 2001, and September 30, 2002; 260 cruise ships between October 1, 2002, and September 30, 2003

The study shall analyze the need and desirability for limits, requirements and restrictions

concerning the amount (in terms of port calls and passengers), location, timing, standards, mitigation measures and other actions necessary to ensure that the use of the Outer Mole Pier as a destination for cruise ships maintains the City's unique quality of life, does not exceed the capacity of the City's infrastructure, protects the environment and is in the best long term socio-economic interests of the City's residents.

Within one year of receipt of the study, or as otherwise recommended in the study, the City will react positively to the data, analysis and recommendations of the study through any necessary plan amendments, land development regulations and/or other actions.

The study shall be completed within two years from the date of conveyance.

The study shall be based upon the best available data and analysis and shall specifically identify, analyze and assess the following impacts, if any, of existing and increased cruise ship activity, including that of future, larger ships:

1. The economic impact (both positive and negative) on existing businesses and attractions in the City.
2. The City's costs of construction, maintenance and operation of all relevant public facilities, services and amenities which are reasonably attributable to the cruise ship industry.
3. The impact on the marine environment, including an assessment of impacts on sediment and water quality, the resuspension of sediments, turbidity, seagrass beds and all living marine resources.
4. Any adverse economic impacts resulting from any environmental degradation found to exist, to businesses dependant upon the resources identified in subsection 3.
5. The impacts on the need for affordable housing units, and how any increased demand can be met.
6. The impact to the character of and quality of life in the city.

The study shall assess the feasibility and advisability of certain management strategies, including, but not limited to:

1. Limitations on port calls and "black out" days so that cruise ships would not land in Key West when tourist activities are already pronounced, such as, but not limited to, Fantasy Fest and New Years Eve. Impacts such as pedestrian and vehicular traffic amounts and patterns, among other things, shall be considered in this analysis.
2. Practices such as increasing the minimum length of stay of cruise ships, increasing passenger spending, passenger management, increasing tariffs (including docking and disembarkation fees), berthing of small cruise ships, or other appropriate measures to maintain and increase revenues while reducing impacts of cruise ships.

3. The use of best management practices regarding dockside cleaning.
4. An assessment of the impacts of cruise ship activities upon public amenities, including recreational facilities and public waterfront access.
5. An assessment of the impacts of cruise ship activities upon infrastructure including transportation, water, sewer and solid waste facilities.
6. Specific strategies to eliminate, where possible, and minimize and mitigate adverse impacts.

The study shall be performed by an entity selected in accordance with the competitive procurement process set forth in Sections 1.266 and 1.267 of the City of Key West Code of Ordinances, subject to the following additional requirements:

- A. All entities wishing to participate in the competitive procurement process shall respond to a Request for Proposals (RFP) developed pursuant to subsections B and C of this Policy.
- B. The RFP shall be disseminated on a national basis and shall include, but is not limited to, its posting on the Internet with the Natural Resource Economics News Group maintained by the University of Kentucky and the News Group maintained by the Association of Regional Economists and the advertisement of the RFP in the Journal of the Association of Environmental and Natural Resource Economics.
- C. No entity responding to the RFP which proposes to perform the study contemplated by Policy 5B-1.A.5 shall be eligible for selection by the City if such entity currently or within the past two years represented or was employed by commercial cruise ship interests. The entity selected shall also agree not to represent or be employed by commercial cruise ship interests until the study is finalized and presented to the City. The entity selected shall have expertise in the disciplines necessary to perform the analysis required to implement Policy 5B-1.A.5.

The City shall contract with a university in a collaborative effort to develop the scope of services required for the Quality of Life Study set forth in Policy 5B-1.A.5. After completion of the Quality of Life Study, the same university which participated in the development of the scope of services shall review the Quality of Life Study to determine that the study was performed in conformance with the scope of work.

**OBJECTIVE 5B-1.B: EXPANSION OF PORT FACILITIES AT THE TRUMAN WATERFRONT PARCEL, MINIMIZING POTENTIAL ADVERSE LAND USE AND ENVIRONMENTAL IMPACTS.** Any expansion or siting of new port facilities at the Truman Waterfront Parcel, if approved, shall be consistent with all elements of the Comprehensive Plan in a manner which

first avoids to the greatest extent possible and when avoidance is not practicable, then minimizes and mitigates the potential adverse environmental impacts as well as conflicts between the port and areas around the port. Expansion of port facilities, including ferry facilities, at the Truman Waterfront Parcel must meet the following objectives and policies.

**Policy 5B-1.B.1: Expansion or Siting of New Port Facilities.** Any expansion or siting of existing or new port facilities at the Truman Waterfront Parcel shall take place only after a finding by the City Commission, pursuant to the review process set forth in Policy 5B-1.B.2, that such facilities and their impacts will on balance contribute rather than detract from the quality of life for residents of Key West and protection of marine resources.

**Policy 5B-1.B.2: Port Development/Expansion Consistency.** In addition to The Development Plan Review Procedures as set forth for a major development in the Land Development Regulations the procedures set forth below shall be used for preparation and review of applications for expansion of existing port facilities at the Truman Waterfront Parcel or siting of new facilities at the Truman Waterfront Parcel.

The information required to be included in the development plan as well as the following additional information shall be included in port related development plan applications:

1. How will the project positively or negatively impact the areas targeted for redevelopment in the community, the community as a whole, and residents on a per capita basis?
2. What specific positive or negative impacts to the quality of life in the community will result from this project? Specific areas of concern include: Increased demand for housing, particularly affordable housing; jobs and job training programs; economic diversity; environmentally sensitive resources; public amenities including recreation and waterfront access; and, transportation and traffic.

The application including this information, together with the record of the public workshop(s) described under Policy 5B-1.B.3, shall form the basis for the finding of the City Commission that the proposal does or does not on balance, contribute to rather than detract from the quality of life for the residents of Key West and protection of natural resources.

**Policy 5B-1.B.3.: Public Review Process for Port Expansion or Siting of New Facilities at the Truman Waterfront Parcel.** In order to ensure adequate public discussion of port expansion activities during the development review process, a workshop to encourage public discussion of issues will be held after the development plan submittal to city staff and before the Planning Board makes a recommendation regarding the plan. This process is meant to supplement the existing development approval process as outlined in the Land Development Regulations.

1. A development plan shall be submitted to the Planning Director outlining proposed expansion plans and the impacts associated with the plan per the development plan submittal requirements of the land development regulations, including the information in Policy 5B-1.B.2.
2. A joint workshop will be held between the Planning Board and the Port Advisory Board for the purposes of encouraging public discussion about the proposed

expansion. The workshop will be chaired by the Planning Board Chairperson, according to the following guidelines.

- a. The meeting will be held in a workshop format designed to encourage public discussion and interaction. The applicant will be encouraged to provide responses to questions and explain aspects of the application during the workshop. Board members will also be encouraged to enter the discussion or provide information. A hearing format is discouraged.
- b. A neutral facilitation process can be used at the discretion of the Planning Director.
- c. At the end of the workshop, the following findings will be made by the members present from both boards: is additional information necessary for the Planning Board and City Commission to consider the plan? And, is additional public workshop discussion needed to clarify the plan? The findings should not include recommendations for or against the project at this time. If additional discussion is needed, further workshops can be scheduled. Additional information can be provided either at future workshops, if they are scheduled, or as an amendment to the development plan.
- d. The public workshop will be advertised in the local newspaper a minimum of seven days in advance of the meeting.

**Policy 5B-1.B.4.: Prohibited Activities at the Truman Waterfront Parcel, Definition of Port Expansion at the Truman Waterfront Parcel, Procedure for Approval of Port Expansion.**

1. The following port activities shall not be permitted at the Truman Waterfront Parcel:
  - a. Cruise ship home porting.
  - b. Car ferries.
2. The following activities at the Truman Waterfront Parcel shall constitute port expansion:
  - a. Any increase in cruise ship berthing capacity (other than the one existing cruise ship berth on the Outer Mole Pier, which shall be appropriately permitted by the State of Florida).
  - b. Development of new port facilities designed to accommodate ferry service, or use of the existing cruise ship berth at Outer Mole Pier to provide ferry service.
  - c. Development of new port facilities that require either new maritime related infrastructure or channel dredging.

3. No port expansion shall be permitted except through the major development review process set out in the City of Key West Land Development Regulations, as modified by Policy 5B-1.B.3.

**Policy 5B-1.B.5.: Port Protection from Incompatible Land Uses.** The Key West port at the Truman Waterfront Parcel shall be protected from encroachment of incompatible land uses through the implementation of the Comprehensive Plan Future Land Use Map and application of the Plan's implementing Land Development Regulations

**OBJECTIVE 5B-2: PORT FACILITIES AND ECONOMIC DEVELOPMENT AT THE TRUMAN WATERFRONT PARCEL.** The City of Key West shall stimulate the local economy by providing port-of-call facilities to meet existing and future demand and facilitate activation and redevelopment of adjacent base reuse areas, so long as port expansion at the Truman Waterfront Parcel meets the criteria and process described in Objective 5B-1 and the objective's implementing policies.

**Policy 5B-2.1: Maintain and Expand Port Contribution to Local Economy at the Truman Waterfront Parcel.** The Key West Port shall generate significant economic benefits so long as port expansion at the Truman Waterfront Parcel meets the criteria and process described in Objective 5B-1 and the objective's implementing policies.

**Policy 5B-2.2: Scheduled Port Improvements at the Truman Waterfront Parcel to Meet Service Demand.** The city shall schedule all port improvements for the Truman Waterfront Parcel in the annually updated Capital Improvement Plan of the City of Key West Comprehensive Plan, which shall be adopted by the City Commission. Improvements which relate to port expansion activities shall only be included in the schedule if the expansion activity has been approved per the criteria and process described in Objective 5B-1 and the objective's implementing policies (see Table 5B-1).

**OBJECTIVE 5B-3: PORT FACILITY IMPROVEMENTS AND HURRICANE EVACUATION AT THE TRUMAN WATERFRONT PARCEL.** Consistent with the hurricane evacuation planning action as identified in the Coastal Management Element, the City of Key West shall identify opportunities for facilitating hurricane evacuation using high-speed ferries and other appropriate vessels at the Truman Waterfront Parcel.

**Policy 5B-3.1: Multimodal Transportation Hurricane Evacuation.** When negotiating new high-speed ferry operation contracts at the Truman Waterfront Parcel in Key West, identify parameters under which ferries can be used for hurricane evacuation.

Insert

table

**OBJECTIVE 5B-4: INTERGOVERNMENTAL COORDINATION.** Operation and expansion of the Truman Waterfront Parcel at the Key West Port shall be coordinated with all appropriate Federal and state agencies and other entities having jurisdiction over impacted resources including, but not limited to, the U.S. Army Corps of Engineers, the U.S. Navy, the U.S. Coast Guard, the State and Federal Departments of Transportation, the State Department of Community Affairs, Florida Department of Environmental Protection, the South Florida Water Management District, the South Florida Regional Planning Council, the Metropolitan Planning Organization, the Monroe County Office of Emergency Preparedness, and the resource planning and management plan prepared pursuant to CH 380, F.S.

**Policy 5B-4.1: COORDINATING FISCAL MANAGEMENT of the Truman Waterfront Parcel.** The port improvements for the Truman Waterfront Parcel, as well as related parking and road improvements for the Truman Waterfront Parcel shall be coordinated with appropriate public entities to ensure consistent fiscal programming among public agencies active in port facility development and related infrastructure. These agencies shall include but not limited to: the U.S. Corps of Engineers, the State and Federal Departments of Transportation, the Monroe County Emergency Preparedness Committee, and other appropriate entities.

**Policy 5B-4.2: Port Advisory Board Initiatives at the Truman Waterfront Parcel.** The executive director of the City of Key West Port Authority Board shall submit respective port expansion projects at the Truman Waterfront Parcel cited in the port master plan to the appropriate funding agencies for approval and inclusion in their respective budgets.

**Policy 5B-4.3: City Commission Initiatives at the Truman Waterfront Parcel.** The City Commission shall meet with its legislative and congressional delegations to enlist the delegations' support for port improvements cited in the port master plan and in the capital improvements program.

**Policy 5B-4.4: Federal Harbor Study.** By year end 1999, the city shall request that the United States Army Corps of Engineers study environmental impacts associated with use of the federal harbor project and remedy any identified impacts through the USACE's operation and maintenance responsibilities for the Key West Federal Harbor Project. The city shall support the USACE's efforts to study environmental issues associated with the project, and implement suggested best management practices into port operation protocols. The City Commission shall review any capital items recommended in the plan as part of annual updates to the adopted Capital Improvement Plan.

**OBJECTIVE 5B-5.1: TRAFFIC CIRCULATION COORDINATION.** The surface transportation access to ports shall be consistent with the Comprehensive Plan Traffic Circulation Element.

**Policy 5B-5.2: Integration of Port with Intermodal Transportation.** The City shall ensure that access routes to ports are properly integrated with other modes of surface or water transportation.

**Policy 5B-5.3: Coordinate Port Improvements with Needed Road and Parking Improvements at the Truman Waterfront Parcel.** The Port shall continue to coordinate port improvements at the Truman Waterfront Parcel with needed roadway and parking improvements which have been identified and included in the annually updated Capital Improvement Plan of the City of Key West Comprehensive Plan

## DEFINITIONS

**The following are definitions for key words and phrases within the proposed amendments to the Comprehensive Plan and Land Development Regulations.**

**BRAC** - Federal Base Realignment and Closure Commission pursuant to the Defense Closure and Realignment Act of 1990, Public Law 101-510, as amended.

**Continuum of Care** - A comprehensive homeless assistance system that includes: a system of outreach and assessment (to determine the needs and conditions of the homeless); emergency shelters and transitional housing with appropriate supportive services; housing with, or without supportive services that has no established limitation on the amount of time in residence; and any other activity that clearly meets an identified need of the homeless and fills a gap in services.

**Emergency Housing** - generally refers to housing used to alleviate an immediate housing crisis, where the individual or family resides for 30 days or less.

**Emergency Shelter** - means any facility with sleeping accommodations, the primary purpose of which is to provide temporary shelter for the homeless in general, or for specific populations of the homeless e.g. persons with alcohol and other substance abuse problems and/or mental illness.

**Homeless** - An individual or family which has a primary nighttime residence that is: (1) a supervised publicly or privately operated shelter designed to provide temporary living accommodations (including welfare hotels, congregate shelters, and transitional housing for persons with mental illness); (2) an institution that provides a temporary residence for individuals intended to be institutionalized; or (3) a public or private place not designed for, or ordinarily used as, regular sleeping accommodations for human beings. The term does not include any individual imprisoned or otherwise detained.

**Homeless Assistance Conveyance** - That method of conveying Military property at no cost, to Local Redevelopment Authorities (LRA's) or homeless providers, in order to address the needs of homeless individuals as identified in a Continuum of Care Program.

**Homeless Persons With Special Needs** - A homeless person that has special physical, mental, or other social needs such as: (but not limited to) persons with alcohol and/or drug addiction, mental illness, single women with children, abused individuals, etc.

**Housing Unit** - An occupied or vacant house, apartment, or a single room occupied by one individual, known as single-room occupancy (SRO), that is intended as separate living quarters.

**Permanent Housing** - Affordable and/or assisted housing that is expected to be available to low/moderate income and/or homeless persons, for an indefinite period of time.

**Port Expansion at the Truman Waterfront Parcel** - An increase in berthing capacity (other than the one existing cruise ship berth on the Outer Mole Pier which shall be appropriately permitted by the State of Florida) within the City of Key West's deep water port which requires new maritime-related infrastructure and/or channel deepening, including ferry facilities. The replacement or repair of existing infrastructure, so long as that activity is in the same location and does not increase capacity, as well as maintenance dredging shall not be considered expansion.

**Rental Housing** - Affordable and/or assisted rental housing that is expected to be available to low/moderate income and/or homeless persons at rents that do not exceed the established Fair Market Rent (FMR) as determined by the U.S. Department of Housing and Urban Development (HUD).

**Sheltered** - Families and persons whose primary nighttime residence is a supervised publicly or privately operated shelter, including emergency shelters, transitional housing for the homeless, domestic violence shelters, residential shelters for runaway and homeless youth, and any hotel/motel/apartment voucher arrangements made because the person is homeless. The term does not include persons living doubled-up or in overcrowded or substandard conventional housing.

**Short-Term Housing** - Generally refers to housing that accommodates the immediate needs of individual (up to six (6) months), and provides both housing and supportive services to homeless persons to facilitate movement to transitional or permanent housing.

**Social Services Special Needs Housing** - Short-term housing units which provides continuum of care services to a capacity of not more than 36 homeless persons with special needs.

**Supportive Housing** - Housing which includes housing units and group quarters, that have a supportive environment and include a planned supportive service component.

**Supportive Services** - Services that include (but are not limited to): case management, housing counseling, job training and placement, primary health care, mental health services, alcohol/drug abuse treatment, emergency food, domestic violence and family services, child care, veterans services, etc.

**Transitional Housing** - Generally refers to housing that accommodates the needs of individuals coming out of emergency shelter situations or short-term housing, and transitioning into permanent housing. Transitional housing provides both housing and supportive services to homeless persons to facilitate movement to independent living within 24 months.

**Truman Waterfront Port** - One of the City's deepwater port facilities.

**Unsheltered** - Families and individuals whose primary nighttime residence is a public or private place that is not designed for, or ordinarily used as, a regular sleeping accommodation for human beings.