

TRUMAN WATERFRONT PARK

Key West, Florida

DEVELOPMENT PLAN APPLICATION

January 14, 2013



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DEVELOPMENT APPLICATION

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DEVELOPMENT APPLICATION

This application is for a Major Development Plan approval for the Truman Waterfront Park in Key West, Florida. The request is for the construction of a new public park on a 28.21 acre parcel on the former site of the Key West Naval Base. In order to clearly respond to all of the City's requirements for Development Plan applications, this document follows the format of the City's, Code of Ordinances as it relates to the submission for a Major Development Plan Application. This format follows the order of items to be addressed as described in Chapter 108-Planning and Development, Article II-Development Plan, Division 7

The City's Development Application Form, Authorization Form and Verification Form are attached in Appendix A. The property record information for the site is attached in Appendix A.

EXISTING CONDITIONS:

The existing development on the site is depicted on the survey plans, Sheets SS-00 through SS-09 prepared by Island Surveying in Appendix C, including:

- Size of site
- Buildings, structures and parking
- FEMA flood zone
- Topography
- Easements
- Utility locations
- Existing vegetation
- Existing storm water
- Adjacent land uses, buildings and driveways (Figure #1)



FIGURE #1 - Adjacent Land Uses

DEVELOPMENT APPLICATION

II PROPOSED DEVELOPMENT

The proposed development is depicted on the plans prepared by licensed engineers, landscape architects and architects, (Appendix C) including:

- Buildings
- Setbacks
- Parking
- Driveway dimensions
- Lighting plans
- Project statistics
- Building elevations
- Drainage plans
- Landscape plans

NOTE:

Signage, location of garbage and recycling and utility locations will be developed in the design development phase of the project. The amphitheater building plans and elevations will also be developed in the design development phase.

III SOLUTION STATEMENT

The redevelopment of the Truman Waterfront into a world-class urban park offers both residents and visitors the opportunity to experience the historical origin of Key West, its waterfront. The redevelopment of this large undeveloped prime real estate site will provide a needed amenity for residents and visitors. It will open to public use an area which for years has been under utilized and an untapped resource for the City. With the construction and anticipated success of this project will come people and traffic, impacting the adjacent neighborhood of Truman Annex, Bahama Village, the State Park and Naval Base. Through workshops, meetings and public presentations, every effort has been made to minimize potential negative impacts and create a project that responds to the surrounding communities and will blend seamlessly into the unique urban fabric of Key West.

Traffic and Parking

Due to the site's limited roadway connections and adjacent narrow street conditions, the potential increase in vehicular traffic is a major issue to the residential neighbors of this project. In order to minimize this impact, the plan creates a project that is accessible by all means of transportation thus reducing the need for users to rely on the automobile. To accomplish this, the plan proposes four designated stops for mass transit; an extensive path system for safe pedestrian access including a waterfront promenade extending the entire length of the site; designated 8 feet and 4 feet wide bike lanes throughout the park; and over 260 secured bicycle parking spaces.

This multi modal approach to accessing the park has resulted in a plan where there are fewer parking spaces than normally found in a project of this scale thus discouraging private automobile access to park activities. A total of 234 public parking spaces is provided on the site plan for park users. Every aspect of the park design encourages pedestrian and bicycle access into and through the park. A proposed plan to cross Admiral's Cut with a direct pedestrian and bicycle connection to Duval Street and Malory Square from the north end of the site will also encourage non vehicular access into the park. (See Appendix C, Illustrative Plan and Overall Site Plan)

Lighting and Noise

The impacts of night lighting were also carefully considered in the design of the Truman Waterfront Park. In an effort to reduce lighting impacts on adjacent properties, the light fixtures selected are specifically designed

DEVELOPMENT APPLICATION

to reduce spill over light and have shielded light sources which will not be visible from neighboring residential development. The taller and more intense recreation field lighting is located far from the neighboring residential development along the east property line, adjacent to the Naval Base. In addition, the amphitheater orientation was designed to minimize its impact on surrounding residential areas to the east for both lighting and sound. The stage area faces north-west away from the community with lighting facing south-east away from the eastern property line. In addition, a large man made berm coupled with the existing NOAA facilities will reduce negative impacts the proposed amphitheater may have on the adjacent residential areas. (Appendix C, Lighting Plans, EE-00 through EE-12)

Potable Water Consumption

The three new proposed buildings, renovation of Building 103 and the proposed landscaping throughout the park will utilize where possible, green building practices to conserve resources. The landscaping will be designed to reduce potable water consumption through the use of low water use plants and selection of native plant materials. Irrigation techniques will also be employed to help to reduce the need for potable water. (Appendix C, Landscape Plans, LL-00 through LL-12)

DIVISION 7 REQUIRED INFORMATION

Sec. 108-226. – Scope

Per Sections 108-227 through 108-229.

The Truman Waterfront Park site represents one of the last large undeveloped land parcels on the waterfront of Key West. This 28.12 acre parcel, formerly serving as part of the United States Naval Base, offers the City of Key West the opportunity to develop a world class open space close to the heart of the historic City and several residential communities. (Figure 2, Illustrative Master Plan)

With an adjacent 46 acre marine basin and over 2,300 linear feet of bulkhead, the site is a resource for open space recreational activities that will attract both residents and tourists to the City's waterfront.

The Master Plan developed for this site represents a program and physical structure resulting from years of working with the community to develop a plan that truly meets the needs of Key West residents. Through a series of public workshops, meetings with key stakeholders and a lengthy design process, the park master plan has received support from a wide range of groups and organizations throughout Key West.



FIGURE #2 - Illustrative Master Plan

DEVELOPMENT APPLICATION



FIGURE #3 - Southard Gateway Entry Area



FIGURE #4 - Building 103 and North Parking

The primary entry to the park will be the existing roadway entry at Southard Street. The proposed redesign for this area will welcome users to the park with a grand traffic circle surrounding a circular water feature and large public art sculpture. The design of this art work has yet to be selected but when installed, will serve as the terminus to Southard Street while at the same time create a dramatic visual gateway into the park. Although additional vehicular access points are included on the plan, it is anticipated that much of the vehicular and pedestrian traffic entering the park will continue to enter through this gateway. (Figure #3)

Upon entering the traffic circle, visitors will have the option to either turn north to the Building 103 parking area or south to other park activities, the State park and beach or the naval base. West of the traffic circle, the grand lawn extends from the entry drive to the bulkhead and a new dock mooring the relocated USCGC Ingham. In the center of this area will be a circular interactive water feature surrounded by large expanses of open lawn and walkways lined with shade trees, palms, lighting and benches. This area is the heart of the park and offers opportunities for a wide range of uses and activities. Although no formal sports fields are located here, the unobstructed open spaces allow for a wide range of outdoor recreational activities. The waterfront promenade widens to almost 65 feet west of the grand lawn area where there will be numerous opportunities for waterfront activities and public events.

To the north of the entry area is the existing Navy generator building, Building 103 which will be renovated for restaurants, cafes, public restrooms and other commercial uses. (Figure #4) Although the program has not been fully developed for the interior of the building, the exterior will be restored and alternative uses for the interior explored. (Appendix C, Architectural Sheets A3-01 through A3-03) The adaptive reuse of Building 103 will provide uses which complement the adjacent park activities while providing an opportunity for revenue sources for the City to offset the maintenance costs of the park. North of Building 103, a new parking area has been designed to accommodate 65 public parking spaces and 3 handicap spaces.

DEVELOPMENT APPLICATION

In an effort to reduce the impact of large asphalt parking areas within the park, the parking lots have been designed with a mixture of surface materials interspersed with numerous landscape islands and extensive tree canopy. Pervious pavers within the parking area will help reduce water runoff and the tree canopy will help reduce the heat reflection from the paved areas. The north parking area adjacent to Building 103 will allow convenient access to the waterfront promenade and provide parking for both future uses in Building 103 and park activities to the north. The drop off cul-de-sac north of Building 103 will provide convenient promenade access for special events and a valet area for a future restaurant operations.

The park extends northward from the Building 103 parking area in a gradually narrowing stretch between the Truman Annex and the waterfront bulkhead. (Figure #5 above) This portion of the park has been designated



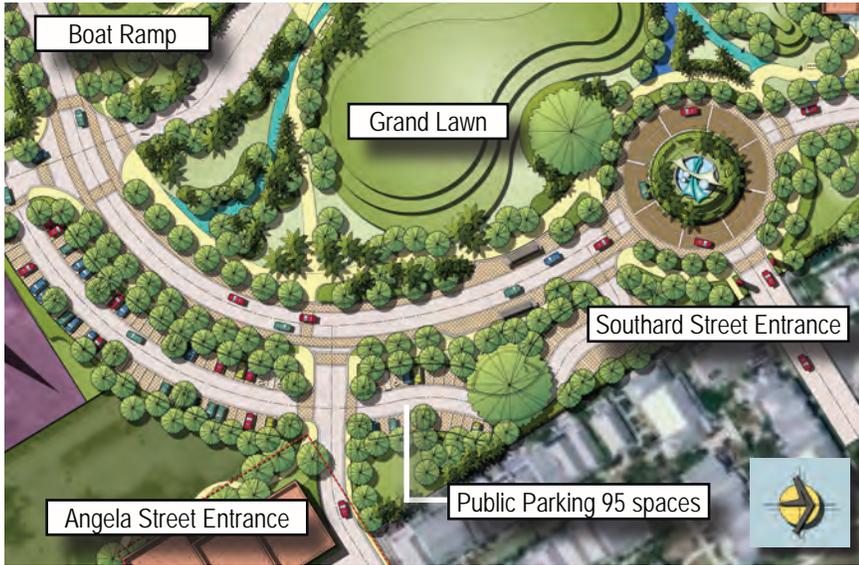
FIGURE #5 - Commissioner Merili McCoy Public Gardens

as the Commissioner Merili McCoy Public Gardens and will include open recreation spaces, shaded walking paths lined with exercise stations and the waterfront promenade with a proposed connection to Duval Street via the Admiral's Cut pedestrian and bicycle bridge. The naming of the park honors the work by commissioner McCoy who founded the Key West Tree Commission in 1971. As one of the more passive and "Green" areas of the new park, this area will provide a peaceful setting for residents and visitors to escape and enjoy the open park and waterfront location.

As an emergency only access for the Navy, the 30 foot wide Eaton Street Right of Way entering the park from the east will be limited to Navy vehicular access with no public pedestrian or vehicular access to or from the park at this point. The Eaton Street gates will only be utilized for emergency situations. Although the extended right-of-way for Eaton Street will provide access to the bulkhead for emergency Navy vehicles, the 30' wide pathway will be hidden from view with the use of stabilized sod and carefully placed landscaping.

Heading South from the main traffic circle at the Southard Street Gateway, park users will be provided two public parking areas on the east of the entry drive bisected by a new Angela Street entrance into the park. (Figure #6) The two parking areas totalling 95 spaces including 4 handicap spaces will provide convenient access to various activity areas such as the grand lawn area, the interactive water feature and the multi use recreational field to the west. Pedestrian access from the parking to the western activity areas will cross the main entry drive with cross walks defined with specialty pavers.

DEVELOPMENT APPLICATION



The primary park drive consists of two 12' asphalt lanes for vehicular traffic, two 8' wide bike lanes and a total of four transit stops on either side of the roadway beyond the bike lanes. (Figure #7) The wide 8' bike lanes are designed to accommodate parallel parking during special events in the park. In addition, the multi use recreational field will be designed to facilitate vehicular parking during high capacity events. The existing boat ramp will remain but will be restricted to use by the City, Navy and selected charter activities. As the ramp will not be available to the public, bollards placed at the entry to the ramp will control access.

FIGURE #6 - Entry Drive and East Parking

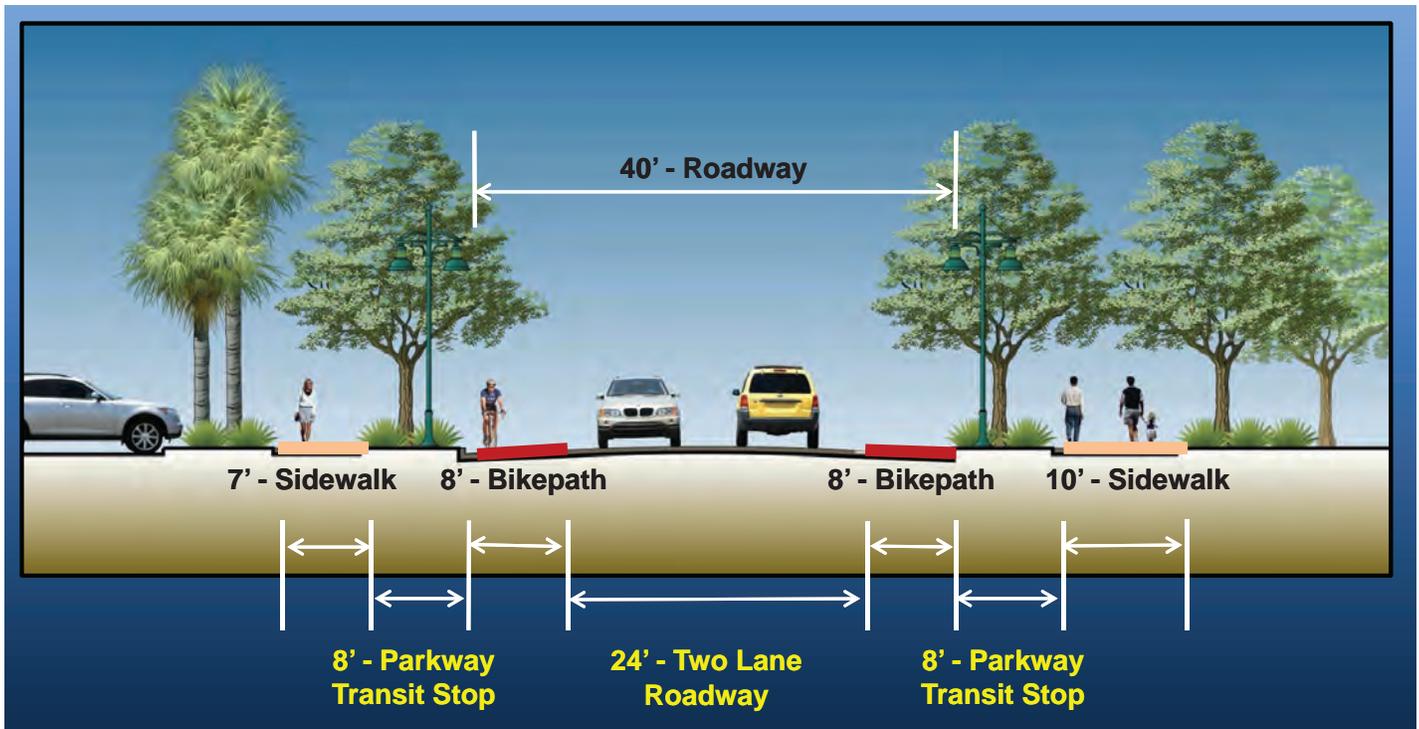


FIGURE #7 - Park Drive - Typical Cross Section

Opposite the boat ramp entry, a two lane roadway will provide access to the Naval Base and a future new connection to Bahama Village through the future development site. (See Appendix C, Overall Site Plan) Directly west of the Naval Base entry will be a multi use recreational field and community center. The recreation field will be lit for night time use and allow for a wide range of recreational activities. The field has been sized to accommodate sporting activities such as football and soccer. (Figure #8)

Located to the west of the field is the new 24,300 sf Community Center. (Appendix C, Architectural Plans A1-01 through A1-04) The Design Team met with the various potential users of this facility and working with the City,

DEVELOPMENT APPLICATION

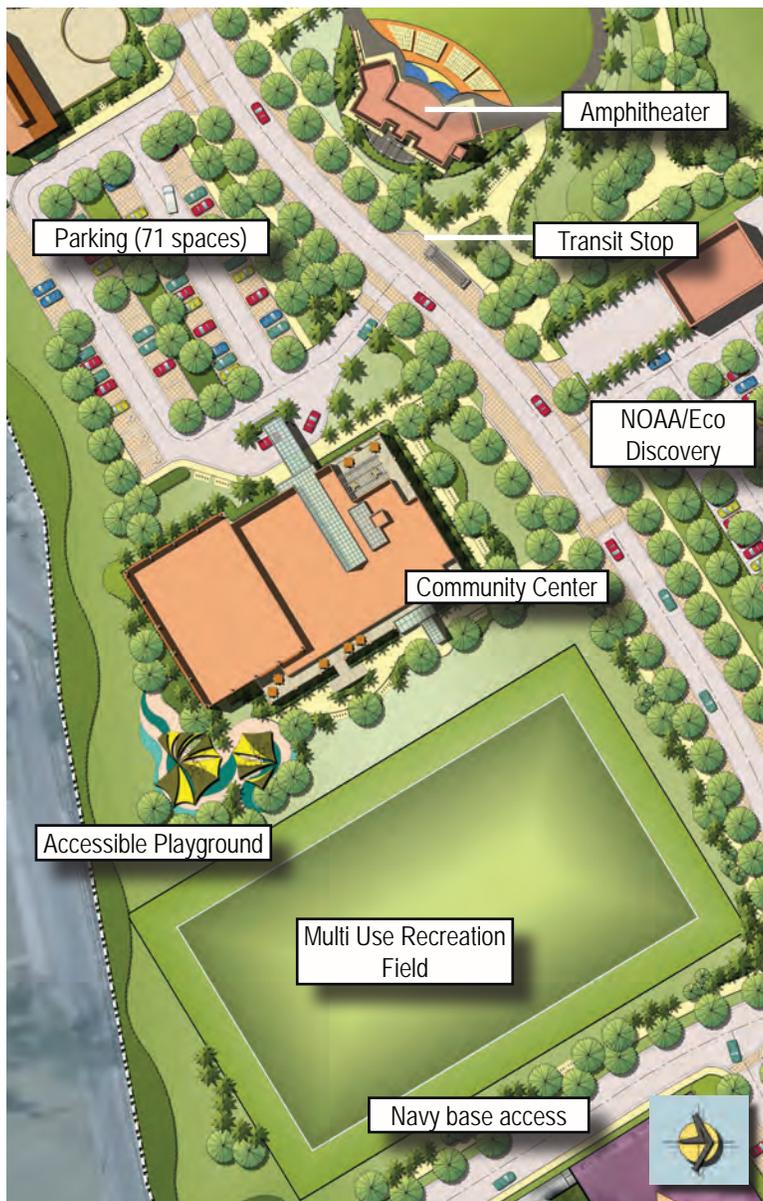


FIGURE #8 - Community Center / Multi Use Recreation Field / West Parking

architectural style will compliment other park buildings but due to its special use, will be a signature structure in the park. The adjacent lawn area north of the stage and fixed seating, is designed to accommodate a wide range of seating opportunities from formal arrangements of movable chairs to the informal placement of blankets and lawn chairs. This allows the facility to be utilized for formal gatherings such as weddings and stage performances to more informal gatherings for musical concerts and movies. With the stage orientation facing north west, stage sounds will be directed to the pier area and have minimal impact on adjacent uses. The location of the existing NOAA and Eco Discovery Center buildings will also help buffer both sounds and light from the adjacent residential areas. The design of the amphitheater includes a large curving landscaped mound or hill that extends from the eastern side of the amphitheater up to a height of over 11 feet on the western side of the facility. This landscape feature will not only provide a natural sloped seating area to view the stage but also an excellent opportunity to view the famous Key West Sunsets from the top of the hill.

developed a program for the building which meets the needs of local community groups and the City's Recreation Department. With the provision of public meeting spaces, indoor recreation areas and a cafe, the facility will offer several opportunities for revenue sources for the City.

South of the building and adjacent to the recreation field, a large accessible playground is provided. The playground will be designed to allow handicap access for all children and provide a safe play area adjacent to the community center.

The main entry to the community center will be from the parking area to the west of the building. This lot will accommodate 68 parking spaces and 3 handicap spaces. The parking will also serve the Key West Police Department horse stables to the west and the amphitheater to the north.

Directly north of the Community Center, the existing NOAA and Eco Discovery Center will remain with new pedestrian access provided through easements on all sides of the facility. This access will allow for the extension of the waterfront promenade around the boat ramp westward to the amphitheater area. The NOAA facility has both staff and visitor parking which will remain.

The Truman amphitheater, located on the western most edge of the park will be designed to accommodate a wide range of community events. (Figure #9) This facility will provide up to 250 fixed seats, a stage, a 3,800 s.f. structure for restrooms and change rooms and an open lawn area of over 15,000 s.f. The building's

DEVELOPMENT APPLICATION

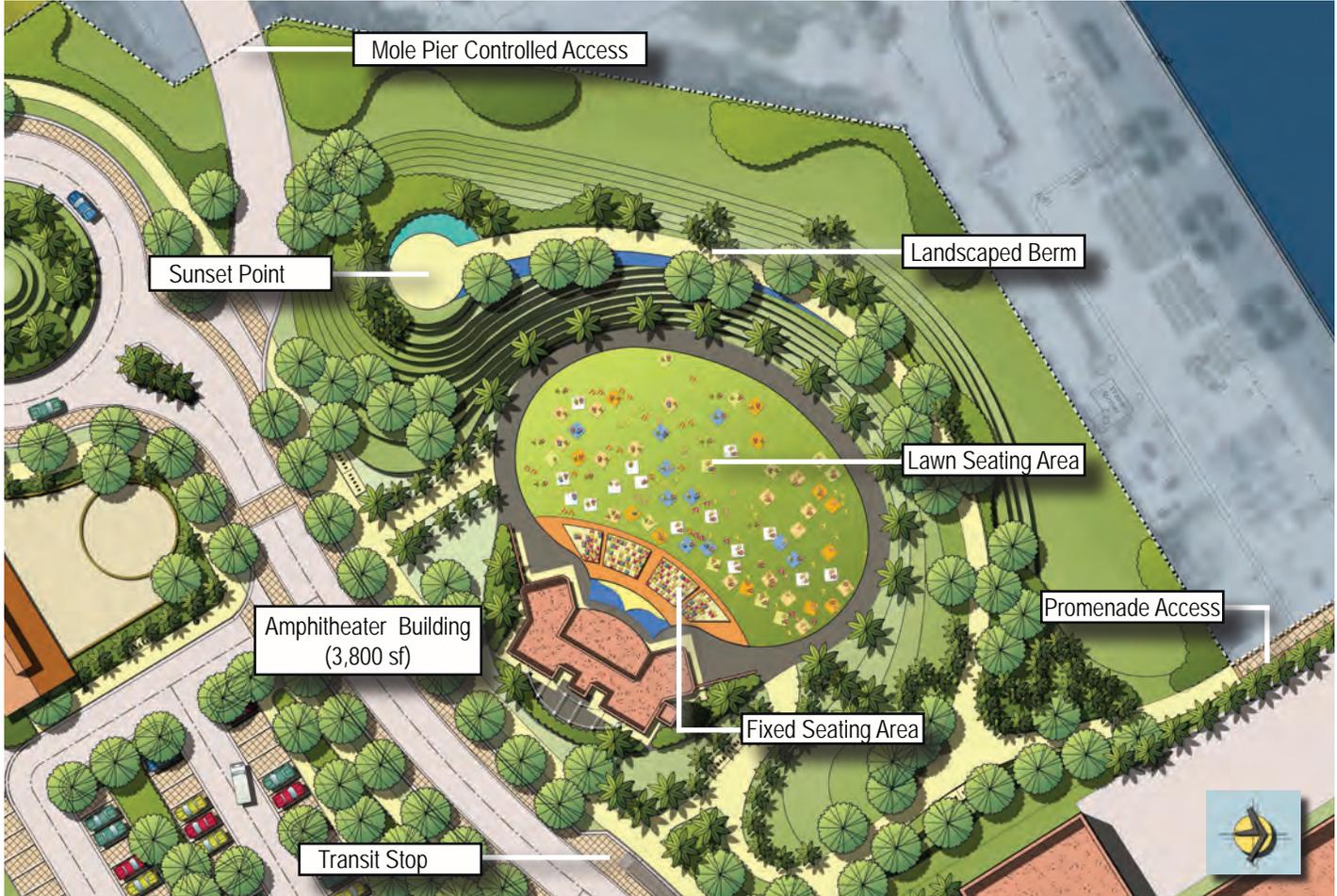


FIGURE #9 - Truman Amphitheater

At the western terminus of the park drive, a large landscaped cul-de-sac is indicated on the site plan. Although a connection to Fort Zachary Taylor State Park from the western side of this area is planned in the future, the loop roadway design allows vehicles to safely turn around at the end of the park drive until that time. When the roadway connection to the State park is completed, the loop will remain and provide park users the ability to leave the Truman park without having to enter the Fort Zachary Taylor Park.

At the entry to the Cul-de-sac, there is an access roadway leading north to the Mole Pier. This roadway access will be controlled at the Navy property with a security gate. Transit vehicles carrying passengers to and from the cruise ships will also utilize this roadway to the pier.

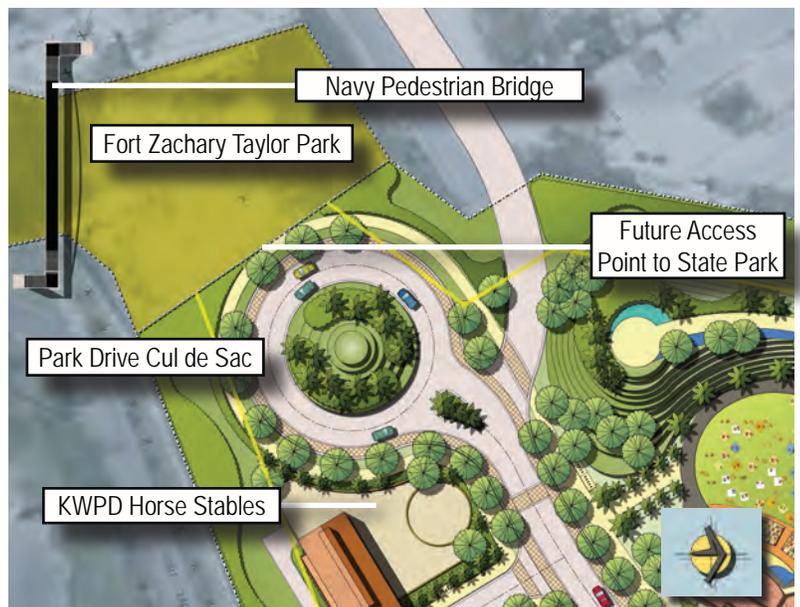


FIGURE #10 - Terminus Cul-de-sac / Mole Pier Entry

DEVELOPMENT APPLICATION

Sec. 108-227. – Title block

- See sets of plans in Appendix C for information required on drawing title blocks

Sec. 108-228. – Identification of key persons

- 1 Owner: City of Key West
- 2 Owner's Authorized Agent: Bermello Ajamil & Partners, Inc.
- 3 Engineer: Perez Engineering & Development, Inc.
- Architect: MBI K2M Architects, Inc. & Bermello Ajamil & Partners Inc.
- 4 Surveyor: Island Survey, Inc.
- 5 Landscape Architect: Bermello Ajamil & Partners, Inc.
- 6 NA
- 7 Legal and Equitable Owners: City of Key West
- 8 Authorization form See Appendix A

Sec. 108-229. – Project description

- The project description has been placed on the sheet titled SP-00 (Appendix C)
- Below is the existing zoning map overlaid on the proposed site plan.

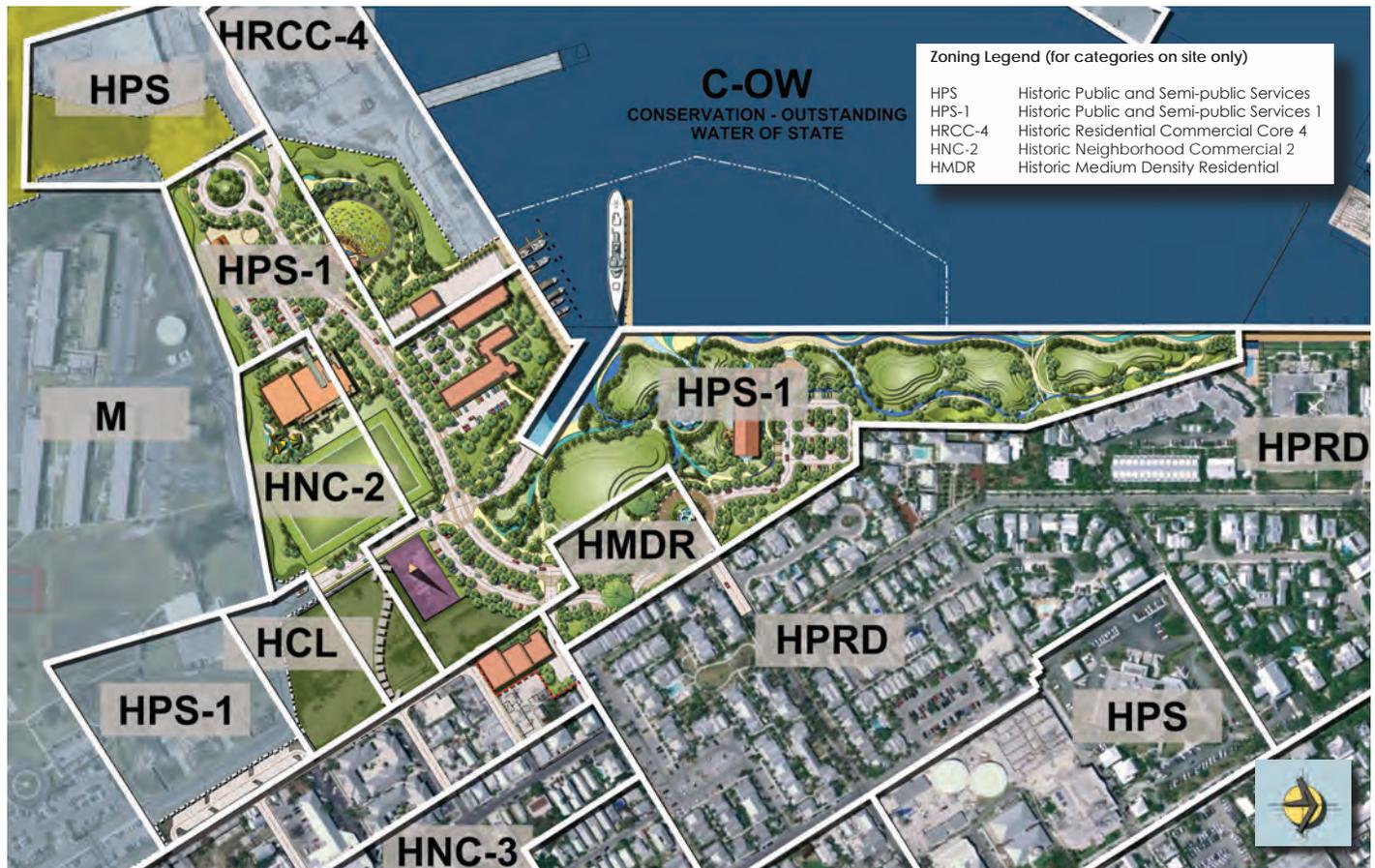


FIGURE # 11 -Existing zoning over site plan

DEVELOPMENT APPLICATION

Sec. 108-230. – Other project information

- The project will be phased over a period of time based on funding. City of Key West to determine priority list and phasing sequence.
- There are no target dates for phases.
- There has been no set time for completion of this project.
- The proposed illustrative development plan for the site is on Sheet IP-00, See Appendix C
- The project is the conversion of a 28.21 acre site to a public park. The program includes the following elements:

Program Element	Size
Community Center	24,305 s.f.
Horse Stable Facility	2,525 s.f.
Amphitheater	3,800 s.f.
Fixed Seating	250 seats maximum
Building 103 Adaptive Reuse	13,841 sf
On site paved parking	234 automobiles

Two way, two lane paved roadways throughout the park
Bike paths (8' wide, 4' wide and integrated with walkways)

Pedestrian walkways and promenade along bulkhead

- The proposed buildings will comply with all flood and FEMA-related requirements.
- There are no environmentally sensitive areas within the property boundaries. When a pedestrian bridge is constructed over Admiral's Cut, (beyond the property limits of the park) all environmental regulations and permits will be met.

Sec. 108-231. – Residential developments

- NA - There is no residential development within this project

Sec. 108-232. – Intergovernmental coordination

- Intergovernmental Coordination will occur through the Development Review Process of the City of Key West.
- There are no wetlands within the project boundaries and no submerged lands will be impacted.
- All intergovernmental coordination issues will be addressed and resolved during the Development Review Process.

DEVELOPMENT APPLICATION

Sec. 108-233. – Concurrency facilities and other utilities or services
 Refer to chapter 94 [Concurrency Management]

General Note:

Since there has been no phasing developed for this project, the following projections are for the entire development at build out and not by phase.

Potable Water

Table #1, Potable Water Consumption Calculations indicates the anticipated water consumption based on the City of Key West Zoning Code's gallons per day consumption for the site and buildings in the property. The proposed project will not exceed the allowed potable water consumption for the site. According to the calculations, the proposed Truman Waterfront Park will consume 7% (1,029 gal/day) of the allowed overall building consumption based on the allowed FAR for the different sectors of the site.

Potable Water Consumption Calculations												
Zoning Category	Project Site Area in Acres	Allowed F.A.R.	Allowed Building Area (In Acres)	Actual Building Area (In Acres)	Actual Unbuilt Site Area	Site Area Total Allowed Water Consumption Gal/Day	Site Area Actual Water Consumption (Unbuilt Site Area)X 650 Gal/Day)	Site Area Water Consumption Deficiency () in Gal/Day	Building Maximum Allowed FAR Water Consumption per Acre in Gal/Day	Building Actual Water Consumption per Acre in Gal/Day	Building Water Consumption Deficiency () in Gal/Day	Maximum Allowed Water Consumption ¹ Amount per Acre in Gal/Day
HPS	0.80	1.00	0.80	0.00	0.80	520.00	520.00	0.00	520.00	0.00	520.00	650.00
HPS-1	19.90	0.80	15.92	0.46	19.44	12,935.00	12,634.05	300.95	10,348.00	300.95	10,047.05	650.00
HRCC	2.27	0.50	1.14	0.00	2.27	1,475.50	1,475.50	0.00	737.75	0.00	737.75	650.00
HNC-2	3.72	1	3.72	0.56	3.16	2,418.00	2,054.00	364.00	2,418.00	364.00	2,054.00	650.00
HMDR	2.25	1	2.25	0.56	1.69	1,462.50	1,098.50	364.00	1,462.50	364.00	1,098.50	650.00
Total Allowed Water Consumption Gal/Day						18,811.00			15,486.25			
Total Anticipated Building Water Consumption Gal./Day						Site =	17,782.05		Building =	1,028.95		
Surplus (+) or Deficit (-) of Total Consumption Per Day as Allowed by Comprehensive Plan						For Site =		1,028.95	For Building =		14,457.30	
Total Allowed Project Water Consumption is 34,297.25 Gal/Day												
Total Anticipated Project Water Consumption is 18,811 Gal./Day												

¹ As per City of Key West Zoning Code

Table #1 - Potable Water Consumption Calculations

The overall park site consumption is 4% under the allowed site potable water consumption. Water conservation measures will be implemented in the landscape design to reduce the amount of irrigation need. This will be accomplished through the use of drought tolerant native species. The Florida Keys Aqueduct Authority (FKAA) has capacity to serve the proposed Truman Waterfront Park project. The Floridian Aquifer is one of the FKAA's sources of water. Water withdrawal from the aquifer is regulated by the South Florida Water Management District (SFWMD). The SFWMD regulates this withdrawal through the issuance of a Consumptive Use Permits (CUP).

The 2011 Monroe County Public Facilities Capacity Assessment Report provides a summary description of water consumption in Monroe County including the volumes and capacity of the system. The information presented here is taken directly from this document. The document forms the basis of this analysis and conclusions.

The present CUP Water Use Permit No. 13-00005-W was issued on March 13, 2008, and is valid for a twenty year period ending March 13, 2028. From the Biscayne Aquifer, as per the CUP, the available water withdrawal allowed is an annual allocation of 8,751 Million Gallons (MG) or 23.98 MGD and a maximum monthly allocation of 809 MG.

DEVELOPMENT APPLICATION

Annual Water Withdrawals 2000 to 2010				
Year	Annual Withdrawal (MG)	% Change	WUP Limit (MG)	WUP +/- Annual Allocation (MG)
2000	6,228	10.60%	5,778	-450
2001	5,627	-9.70%	5,778	151
2002	6,191	10.03%	7,274	1,083
2003	6,288	1.57%	7,274	986
2004	6,461	2.74%	7,274	813
2005	6,471	0.16%	7,274	803
2006	6,310	-2.49%	7,274	964
2007	5,846	-7.35%	7,274	1,428
2008	5,960	1.95%	8,751	2,791
2009	5,966	0.09%	8,751	2,785
2010	5,917	-0.82%	8,751	2,834

Source: Florida Keys Aqueduct Authority, 2011

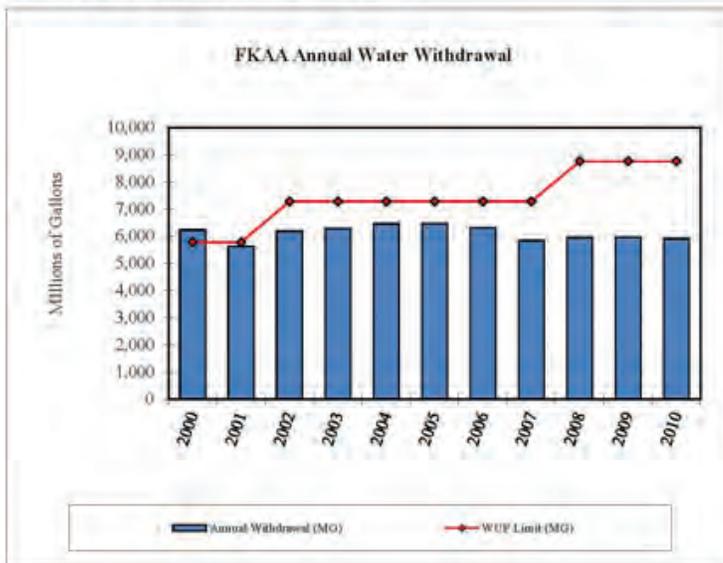


TABLE #2 - Annual Water Withdrawals

A limited annual withdrawal from the Biscayne Aquifer of 6,492 MG or 17.79 MGD and 17.0 MGD during the dry season (Dec. 1 to April 30) is allowed so as not to exceed the yield capacity of the aquifer. To supplement the aquifer the FCAA has two Reverse Osmosis desalination plants. The plants are located in Marathon and in Stock Island. Both plants can provide up to an additional 6 MGD.

Table #2 indicates the actual water withdrawal allowed and the actual FCAA water withdrawal. The proposed Truman Waterfront Park has an estimated maximum potable water consumption of 18,800 gal./day. This is a very limited water demand and is almost 50% less than that allocated by the Zoning Code for a site of this area and allowed intensity of use.

The 2011 Monroe County Public Facilities Capacity Assessment Report concludes with the following statement:

“In summary, with the construction of the new water supply wells and RO water treatment, the new reclaimed systems, and the ability to operate the 3.0 MGD RO desalination plants during emergency situations, there is an adequate supply of water to meet current and future demands, based on current conditions and projections. FCAA will continue to monitor and track conditions and events that could negatively impact the existing

water supply. Any such impacts will be evaluated to determine future changes necessary to continue servicing Monroe County with adequate supply”.

The present allocation of 23 MGD provides ample water supply to support the development of the Truman Waterfront Park.

Wastewater Management

The sewage effluent generated by the project is calculated at 660 gallons per day per acre according to the City of Key West Zoning Code. The 28.8 acres of the project site area will conceptually generate a total of 19,008 gal/day of sewer effluent. This conceptual calculation is somewhat higher than the actual total site potable water consumption which was calculated at 18,811 gallons per day (Table #1 - Potable Water Consumption Calculations). It is assumed that a substantial amount of this actual potable water consumption will be used for site irrigation and thus will not discharge into the City of Key West sewage collection system.

Actual building sewage effluent generated, taken as a direct result of potable water consumption for building use and as outlined in Table #1 - Potable Water Consumption Calculations, is a total 1,029 gallons per day.

DEVELOPMENT APPLICATION

Key West's Richard A. Heyman Environmental Protection Facility wastewater treatment facility and sanitary sewer collection system have been operated and maintained by Operations Management International, Inc. (OMI) since plant startup in 1989.

Currently, average flows are approximately 4.5 MGD, a reduction from an average 8 MGD three years ago. This reduction in flow was a direct result of the \$56 million collection system rehabilitation that began in 1999. Seawater and rainfall inflow that previously entered the system and had to be unnecessarily pumped to the plant no longer occurs. The City has spent more than \$67 million over the past 3 years on sewer capital improvements that included rehabilitation of the collection system, construction of two Class I Deep Injection Wells, and upgrading the facility to an Advanced Wastewater Treatment (AWT) facility. Given the use of only 48% of the plant's capacity, the facility is currently under utilized and the additional park generated effluent can be easily handled by the surplus capacity.

Water quality

The project will not negatively impact water quality or water resources. Site storm water drainage will be designed to provide sufficient on-site retention and other measures to meet regulatory agency requirements. (See Appendix C - Drainage Plans)

Storm Water management

See Drainage Plan sheets CC-00 through CC-10 in APPENDIX C

Solid Waste

Park/Open Space

There are no standard criteria for the amount of solid waste generation of an open space park use. Solid wastes generated in a park are of two kinds: vegetated material that is a function of yard and plant maintenance; solid waste generated from human activity on a daily basis as well as on special event days.

Organic yard waste generated can be composted either on site or off-site as may be deemed appropriate by the City of Key West. Composting of organic yard waste can reduce the volume of waste generated through park open space maintenance.

The City of Key West has a level of service for solid waste of 6.37 lbs./capita/day. The U.S. National Park Service has established general criteria for evaluation solid waste generated in a park. The literature indicates that the use of average pounds per visitor estimate is the least reliable method; and that the most reliable is the reliance on weight tickets from disposal, more so if done by park employees.

The National Park Service in its Solid Waste Reference Guide Tool Kit identifies a series of parks, albeit large scale parks, and their "average pound per visitor" amount. These amounts range from a low of .6 lbs./visitor to 2.7 lbs./visitor. Given the different use condition of the Truman Waterfront Park, an average pound per visitor in the low range seems the most appropriate. We believe that a total of .6 lbs./visitor is an adequate amount for calculations.

No established criteria exist for the calculation of park visitors per day. These figures are usually the result of park continuous counts taken during actual park operations. Given the location of the park, a visitor count of approximately 1,000 day visitors can be expected. During major event days special provisions will be made for handling solid waste generated on site. An amount of 600 lbs/day.

DEVELOPMENT APPLICATION

Community Center

The Community Center can be expected, at full operation, to serve approximately 1,056 person/day. Assuming a 2 hour stay on average this implies 2000 hours of daily use. Calculating the Full Time Employee (FTE) at 8 hours-day this amounts to 250 persons/day. At the 6.37 lbs/capita/day this represents a total of 1,600 lbs. /day of solid waste generation.

Building 103

The Historic Building 103 is proposed to become a restaurant and beverage facility to serve park visitor needs. A total of 600 persons per day are expected to use the facility. Assuming that an average stay will be approximately 2 hours this represent 1,200 hours/day. The FTE load for the visitors to the building represent 150 FTE and assuming a staff of 40 persons total this translates to 190 FTE. At the 6.37 lbs/capita/day this represents a total of approximately 1,200 lbs. /day of solid waste generation.

The total anticipated daily solid waste generation for the park and its facilities is indicated in Table #3 - Solid Waste Generation Calculations.

Building	FTE Occupant Load	Lbs/Day	Total Lbs.
Park Visitors	1,000.00	0.60	600.00
Community Center	250.00	6.37	1,592.50
Horse Stables	8.00	6.37	50.96
Historic Building 103	190.00	6.37	1,210.30
Total			2,853.76

TABLE #3 - Solid Waste Generation Calculations

Roadways: Park Access and Internal Circulation

The primary access to the park will be via Southard Street. A secondary access roadway will be provided via Angela Street. In the future, a third ingress/egress access roadway will be provided via Petronia Street. Moreover, a Navy emergency access is envisioned via Eaton Street. All ingress/egress access points will consist of two lanes, two-way streets in the immediate proximity the Truman Waterfront Park.

The main internal circulation roadway consists of a 24-foot, two-lane, two-way roadway with 8-foot bicycle lanes on each side of the roadway for a total pavement width of 40 feet. The 8-foot bicycle lanes can be used as on-street parking during special events at the amphitheater or during boat races at the marina. The graphics on the following page show the main access roadways and the internal vehicular circulation within the park.

On-Site Parking

As depicted in the master plan contained in Appendix C, three surface parking lots will be provided within the park. A 68 space public parking lot is planned immediately north of Building 103, 95 parking spaces will also be provided near the Angela Street entrance, and 71 parking stalls will be constructed near the amphitheater (on the south side of the main circulation roadway). Hence, the total number of vehicular spaces provided on site includes 234 parking stalls. (Figure #12).

DEVELOPMENT APPLICATION



FIGURE #12 - Site Vehicular Circulation and Parking

Additionally, the existing parking lot adjacent to the NOAA facility will remain and will be designated as employee parking. The new City of Key West surface parking lot planned for the west side of Fort Street near Olivia Street is also available for future users of the Truman Waterfront Park. Similarly, during special events at the Amphitheater, the future parking garage planned for the west side of Thomas Street between Southard Street and Fleming Street is also available for future users of the park.

Public Transportation

The Truman Waterfront Park has been designed to allow public transportation to access the park via an open internal circulation roadway with excess pavement width on both sides of the roadway (total roadway width is 40 feet). Four transit stops are planned within the park. The four transit stops are located immediately south of the main entrance (south side of the entry roundabout), and between the amphitheater and the proposed community center on both sides of the roadway.

Pedestrian and Bicycle Features

The park is planned with pedestrian promenades, walking and exercise paths, 7 and 10 foot wide sidewalks along the main internal circulation roadway, and pedestrian access paths along Southard Street, Angela Street, Geraldine Street and Fort Street. Eight foot bicycle lanes will be provided along the main circulation roadway.



DEVELOPMENT APPLICATION

The typical section along the main internal circulation roadway was illustrated previously in Figure #7, Park Drive - Typical Cross Section

TRIP GENERATION

For purposes of this traffic statement, the trip generation for the park was determined for two scenarios, as described below:

Scenario One (Average Conditions)

As indicated previously, up to 234 surface parking spaces will be provided within the park. According to the Urban Land Institute (ULI), up to 40% of the total parking spaces will be occupied or unoccupied during the highest vehicular demand hour. Hence, up to 94 vehicles per hour will either enter or exit the park during the highest demand hour, for average conditions (no special events). The 94 directional vehicular trips generated by the Truman Waterfront Park project are in addition to the traffic currently being generated by the US Navy Base, the NOAA facility, and Fort Zachary Taylor Park.

Scenario Two (Special Events)

By using the 8-foot bicycle lanes provided along the main internal circulation roadway, and the multi-use recreational field for additional on-site parking capacity, the maximum number of vehicles that can park within the site is approximately 414 (including the 234 surface parking spaces). Therefore, the maximum directional vehicular trips generated by the Truman Waterfront Park project during special events include 414 trips. These 414 vehicular trips are in addition to the traffic currently being generated by the US Navy Base, the NOAA facility, and Fort Zachary Taylor Park.

(Note: A more comprehensive trip generation analysis will be conducted for the comprehensive traffic study once the 2013 traffic counts are collected)

Traffic Evaluation

For purposes of this traffic statement, the traffic evaluation followed the following steps:

1. Used existing traffic counts recorded in 2005, as documented in the Traffic Impact Study for Truman Waterfront prepared by ATEC (report dated January 2006). Even though the traffic counts were recorded in 2005, these traffic counts are still applicable based on historical traffic data published by the Florida Department of Transportation (FDOT) for three nearby traffic count stations (one on Duval Street, another on Whitehead Street, and a third on Truman Avenue). The subject FDOT historical traffic counts are contained in Appendix D.
2. Adjusted the 2005 traffic counts to peak season conditions using FDOT's seasonal adjustment factors. According to the subject adjustment factors (refer to Attachment A), the traffic counts recorded in 2005 were increased by 12% in order to reflect peak season conditions for Key West.

It is important to mention that the adjusted 2005 traffic counts account for the trips currently being generated by the existing US Navy Base, the NOAA facility, and Zachary Taylor Park.

DEVELOPMENT APPLICATION

3. Assigned the new trips associated with the Truman Waterfront Park project as follows:

- For Average Conditions: Assigned 80% of the new trips to Southard Street and 20% to Angela Street
- For Special Events: Assigned 50% of the project trips to Southard Street, 25% to Angela Street, and 25% to the future Petronia Street access roadway

Table #4 and Table #5 below document the results of the roadway analysis. As indicated in Tables 4 and 5, the existing street system providing access to and from the future Truman Waterfront Park has ample roadway capacity to absorb the new project trips generated by the subject park project, during normal and special event conditions.

Roadway Link Evaluation - Average Conditions						
Access Roadway	Existing Traffic (1)	Adjusted Traffic	New Park Trips (94) %	Trips	Total Traffic	Roadway Capacity (2)
Southard Street	137	153	80%	75	228	410
Angela Street	23	26	20%	19	45	410
Petronia Street	17	19	0%	0	19	410

SOURCE: FDOT, ATEC, Traf Tech Engineering, Inc.

TABLE #4 Roadway Link Evaluation - Average Conditions

Roadway Link Evaluation - Special Events						
Access Roadway	Existing Traffic (1)	Adjusted Traffic	New Park Trips (414) %	Trips	Total Traffic	Roadway Capacity (2)
Southard Street	137	153	50%	207	360	410
Angela Street	23	26	25%	104	130	410
Petronia Street	17	19	25%	104	123	410

SOURCE: FDOT, ATEC, Traf Tech Engineering, Inc.

(1) Refer to Appendix E - Traffic Impact Study for Truman Waterfront by ATEC

(2) Refer to Appendix F - 2009 FDOT Quality/Level of Service Handbook

TABLE #5 - Roadway Link Evaluation - Special Events

Traffic Conclusions

- During average conditions, up to 94 vehicles per hour will either enter or exit the park during the highest demand hour. During special events at the amphitheater or during boat races, up to 414 vehicles per hour will enter/exit the park during the highest demand hour. However, the existing street system providing access to and from the future Truman Waterfront Park has ample roadway capacity to absorb the new project trips generated by the subject park project, during normal and special event conditions.

DEVELOPMENT APPLICATION

Recreation

- This is a City Park and there is no residential development within this project and therefore no recreational concurrency requirement.

Sec. 108-234. – Appearance, design and compatibility

- The proposed Truman Waterfront Park design and future construction meets all the criteria identified in Chapter 102 Articles III, IV and V and Section 108-956. All historical resources will be preserved. The site has only one historic building on site, Building 103 which will be restored and rehabilitated for adaptive reuse. The existing seawall will be preserved as well as specific marine related features such as the existing boat ramp. There are no identified archaeological sites within the property.
- Potable water supply will be provided to all facilities within the site through the city's potable water supply system as provided by the Florida Keys Aqueduct Authority (FKAA). Waste water will be discharged to the City's waste water system. Conservation of water supply will be done through careful landscape design that will adhere to strict water conservation efforts; all proposed new uses will provide for water efficient fixtures in the supply of potable water to users.

Sec. 108-235. – Site location and character of use

- The site is located on the south west end of the island of Key West, to the west of the main historic area of the City of Key West. The site defines the east frontage of the water basin that was formerly a portion of the existing US Naval Base.
- Vicinity Map – A vicinity map is included in the application package (Appendix C). The site is bordered by residential uses on the west: the Truman Annex and the Bahama Village Neighborhood; the Key West Naval Base on the south and the Fort Zachary Taylor National Park on the south/west.
- On the west side, the US Navy retains the Mole Pier under its control. The pier is used for US Navy vessels and allowed to be used for cruise ship berthing as well.

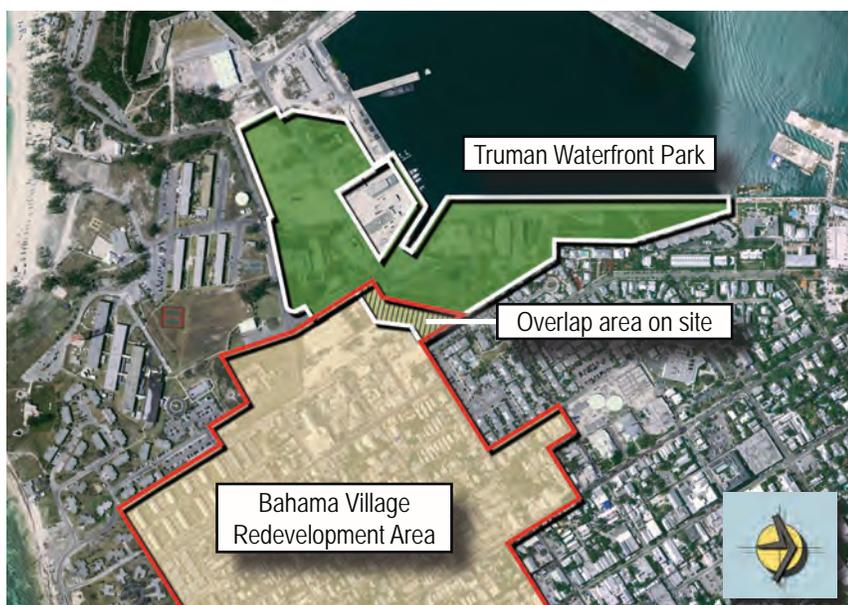


FIGURE #13 - Bahama Village Redevelopment Area

- The boundaries of the Bahama Village Community Redevelopment Area which comprises the Bahama Village Neighborhood are indicated in Figure #13. Parts of the Bahama Village Redevelopment Area overlap the south east section of the site. Predominant uses in both the Truman Annex and the Bahama Village neighborhoods are residential.
- Land Use Compatibility – The proposed Truman Waterfront Park and the uses to be included in the park are totally compatible with, and complementary to the predominantly residential land uses in the vicinity of the project.

DEVELOPMENT APPLICATION

- Large sections of the Truman Waterfront Park are zoned Historic Public and Semi-public Services (HPS-1). A small section on the east side of the site immediately adjacent to the Truman Annex is zoned Historic Medium Density Residential (HMDR). Please note that no residential is proposed or contemplated for the site. A southern portion of the site in the location of the Community Center and Recreation field are designated HNC-2 and a portion of the area where the amphitheater is located is HRCC-4. (Figure #11 - Existing Zoning over Site Plan)
- Adjacent zoning designations include Historic Medium Density Residential (HMDR) for large section of Bahama Village; Historic Planned Redevelopment District (HPRD) for the area of Truman Annex and large parts of the Downtown Core and Historic Neighborhood Commercial (HNC) for certain small sectors immediately adjacent to the east and south of the site.
- The area to the west of the site and comprising the Mole Pier and a large section of the south waterfront frontage of the basin is zoned Historic Residential Commercial Core (HRCC). The US Naval Base and State Park properties are zoned Military (M).
- The redevelopment of the Truman Waterfront Park for community recreation use will complement the surrounding residential and commercial zoning designations and land use.
- Historic and Archaeological Resource Protection - The proposed Truman Waterfront Park design is partially within the city's historic district. The park design has not been formally presented to the city's historic architectural review commission (HARCC). The project will be presented for review through the required permitting process.
- Present historical resources on the site include Building 108 that will be restored and provided with an adaptive reuse that will be complementary to The Truman Waterfront Park.
- Subdivision of Land - No subdivision of land is contemplated for the project.

Sec. 108-236. – Appearance of site and structures

Refer to: sections 108-278 through 108-288 [Site Plan (Article III)]

- The proposed site development plan is compatible with the surrounding community and adjacent uses. The plan proposes improved connectivity with the community through an increase of vehicular access points, well landscaped and shaded parking areas, additional sidewalks through and to the site, additional bike paths and transit stops throughout the site.
- Three new structures and the adaptive reuse of one existing structure (Building 103) are proposed for the site. The new structures, a community center, Key West Police Department horse stables and an amphitheater will be designed to be sympathetic with the architectural character and style of key west but each will reflect the unique character of its intended internal uses and operations. The adaptive reuse of Building 103 will respect the historic exterior character of the building but will be updated internally to meet the needs of potential new uses. Where possible, the internal historic structure of the building will be highlighted in the new design. All buildings will meet the height regulations of the existing zoning and any other site restrictions. Each building is landscaped with materials and a design which respond to the character and uses of that specific building.

Sec. 108-278 - Appearance of site and structures

- See Section 108-236 above

DEVELOPMENT APPLICATION

Sec. 108-279 - Location and screening of mechanical equipment, utility hardware and waste storage areas

- All mechanical equipment areas for the buildings will be screened from view by landscaping as required by the Land Development Regulations.
- Waste and recycling storage areas will be located throughout the park for collection by the City's sanitation department.

Sec. 108-280 - Front end loaded refuse container location requirements

- NA

Sec. 108-281 - Roll off container compactor location requirements

- NA

Sec. 108-282 - Utility Lines

- Existing overhead utility lines within the site will be removed and replaced with underground utilities to service the new facilities. All service to the existing NOAA and Eco Discovery Center will remain.

Sec. 108-283 - Commercial and manufacturing activities conducted in enclosed buildings

- All commercial activities will take place within enclosed buildings except for the operations of the amphitheater which will take place in the amphitheater area.

Sec. 108-284 - Exterior Lighting

- A complete set of exterior lighting plans is attached in APPENDIX C and indicates the location and type of lighting for parking lots, roadways, sidewalks and the recreation field. Light fixtures have been selected which minimize spill over lighting to reduce impacts on adjacent properties and light sources shielded from adjacent uses.

Sec. 108-285 - Signs

- A complete signage plan will be developed in the design development stages of this project compatible with Section 108-285 of the code and submitted to the Planning Department for approval. The signage will be harmonious with the urban design theme of the project and aesthetically pleasing.

Sec. 108-286 - Pedestrian Sidewalks

- The site plan attached in APPENDIX C illustrates an extensive system of sidewalks proposed throughout the park. The walkways link the internal activities of the park and connect all buildings to adjacent parking areas and recreational facilities. Additional walkways are also indicated connecting the site to the adjacent community. All pedestrian crossings of the internal roadway system will be marked specialty paving utilized to define the cross walks.

Sec. 108-287 - Loading Docks

- Any loading docks that are required will be designed to meet the intent of this section.

DEVELOPMENT APPLICATION

Sec. 108-288 - Storage Areas

- There are no outdoor storage areas proposed in this project.

Sec. 108-237. – Site plan

- See attached Illustrative Master Plan and Site Plan (Sheets IP-00 and SP-00 in Appendix C).

Sec. 108-238. – Architectural drawings

- See attached Architectural Drawings (Sheets A1-01 through A3-03 in Appendix C).

Sec. 108-239. – Site amenities

- The site is presently under utilized and not designed as a formal park and recreation area. The proposed plan will include the installation of site amenities such as signage, seating, landscape, etc. These are indicated in the landscape drawings that form part of this application.

Sec. 108-240. – Site survey

- See attached Survey by Island Surveying, a registered Surveyor in Appendix C.

Sec. 108-241. – Soil survey

- There has been no soil survey conducted on this site at this time. A geotechnical study for specific areas of the site will be carried out during the construction documents phase of the project to ascertain adequate foundation designs for the proposed structures as well as drainage and surface water management requirements.

Sec. 108-242. – Environmentally sensitive areas

- The site is a waterfront site located within the FEMA Flood Map FIRM Panel 1516 OF 1585. The site falls on a Special Flood Hazard Area subject to inundation by the 1% (100 year) annual chance flood. The site has two flood zone classifications AE – 7 AE – 8, and Zone X, as indicated in the National Flood Insurance Program Map
- The site has no environmentally sensitive areas, no wetlands, nor upland wildlife habitats. The present shoreline will not be altered. The shoreline that was constructed as part of the U.S. Naval base is a concrete bulkhead. The bulkhead will be preserved and will be the water's edge of the new Truman Waterfront Park.
- Public Access to Waterfront - One of the most pressing concerns of project design is providing public access to the waterfront. The proposed project will provide a continuous pedestrian promenade along the waterfront. The promenade will contain amenities such as seating, lighting, shade trees, palms and public art. The waterfront promenade will be an average width of 30 feet. A proposed future pedestrian/bicycle bridge will link the Park's waterfront promenade to the waterfront promenade of the Central Core of the City of Key West to the north.

DEVELOPMENT APPLICATION

Sec. 108-243. – Land clearing, excavation and fill, tree protection, landscaping and irrigation plan

- A drainage and surface water plan prepared by a State of Florida registered engineer, Perez Engineering and Development, Inc., is provided as part of the permit application package. The drainage and surface water management plan will meet the City of Key West required performance criteria as identified in Chapter 110 of the City of Key West Code of Ordinances. During the process of construction provisions will be made for the adequate management of on-site surface run-off; erosion control; movement and stockpiling of soil materials; and other actions as may be necessary for the adequate and environmentally conscious construction of the project. There will be adequate management of any other site development impacts that may arise from the construction process.
- As a previous naval base, the site contains limited tree cover. The Truman Waterfront Park design includes an existing tree disposition plan that responds to existing trees identified and the proposed site design. Where feasible and applicable, on-site trees will be preserved or relocated to other areas of the site as may be required by the new park design. The method to be utilized in the preservation and relocation of trees will be presented as part of the construction documents and for City of Key West permit approval. A tree removal permit will be obtained as required by the City of Key West.
- Landscaping Plan - A landscape plan has been prepared. See attached landscape plans in Appendix C. The working drawings for the landscape plans will include specifications for landscaping for all areas of the project and will comply with the performance criteria included in Article VI of Chapter 108 of the City of Key West Code of Ordinances

Landscape maintenance program

- The purpose of the following landscape maintenance plan is to provide guidance to staff that will allow the Truman Waterfront Park plantings to thrive in a safe and vigorous manner while fulfilling their intended purpose and conserving natural resources.
- All pruning shall be completed in full compliance with Key West, Code of Ordinances Chapter 110, Article VI Division 5 and ANSI A300 Part 1. Fertilization shall be completed per ANSI A300 Part 2.
- To limit the proliferation and/or spread of disease, infections, or insects, all maintenance implements shall be completely sanitized and sterilized between operations between each palm, canopy tree, or ornamental tree.

Weekly maintenance

Watering – All grass, groundcover, and shrubs should receive a minimum of one inch (1") of water weekly. For the first year, palms shall receive, on a weekly basis, a thorough soaking to the depth of the root ball. Canopy and ornamental trees shall receive, on a weekly basis, a thorough soaking to the depth of their root ball for not less than a year for each inch of trunk caliper at the time of planting.

Drainage – Undue compaction around plants shall be avoided. If standing or ponding water is observed in landscape areas, aside from storm water retention/detention areas, corrective measures should be taken to establish positive drainage.

Turf Grass - All grassed areas are to be mowed and trimmed with sufficient frequency to maintain a deep, healthy root system while providing a neat and clean appearance to the urban landscape.

Weeding and Herbicide - All planting areas shall be maintained as weed free, enlisting an Integrated Pest Management method. Extreme care shall be taken when chemical herbicides are used to

DEVELOPMENT APPLICATION

avoid overspray onto plants.

Pest and Disease - Removal of dead, dying, or damaged branches and diseased or insect infested plant parts is an effective way to limit the spread of decay, disease, and insects to other portions of the plant or to neighboring plants.

Monthly Maintenance

Staking and Guying – Staking and guying shall be inspected to insure they are serving their intended purpose. If deficiencies in staking or guying are observed, corrective measures should be taken immediately. Staking and guying materials shall be removed from palms one year after installation. Staking and guying on canopy and ornamental trees shall be maintained for a minimum of one year for each inch of caliper at the time of planting. Staking and guying on canopy and ornamental trees shall be adjusted to accommodate growth of said tree and to avoid girdling, strangling or scaring. Under no circumstance shall guying and staking be removed from any plant (canopy tree, ornamental tree, or palm) during the Atlantic Hurricane Season (June 1 through November 30).

Palms – Remove dead and brown fronds and mature fruit. Healthy fruit and fronds, or fractions thereof, may be removed when they present safety concerns. Fronds and fruit are to be maintained to prevent potential roadway and pedestrian hazards.

Quarterly maintenance

Pruning Formal Hedges – The desired appearance of a formal hedge is a hard outline of foliage from the top of the hedge to the ground. So that uniform airflow and sunlight reaches all parts of the plant, trimming should be performed so that the base of the hedge is wider than the top. Formal hedges shall be maintained to dimensions as defined in the Key West Code of Ordinances. Mechanical or manual methods are acceptable. All cuts shall be clean and perpendicular to stems and branches. Ripping or tearing is not permitted. Remove all dead, diseased, or injured branches. Formal hedges should be clipped while the new growth is green and succulent. Flowering formal hedges should be sheared after they have bloomed since more frequent shearing reduces number of blooms. If the blooms are of secondary importance, pruning may be conducted at any time.

Fertilizer – Provide a slow release specialized palm fertilizer with micro nutrients and appropriate water. Application rates shall be per manufacture instructions and ANSI A300 Part 2.

Semi annual maintenance

Pruning Informal Shrubs, Groundcover, and Plant Massing – Informal hedges consist of closely planted shrubs and groundcovers which are allowed to develop into their natural shape. Pruning should consist of thinning and cutting back terminal shoots to a bud or node just enough to maintain desired height and width. Mechanical pruning or trimming into various geometric shapes is not permitted; cut each branch separately to different lengths with hand pruners. Remove all dead, diseased, or injured branches prior commencing with any other pruning operations. Remove branches that cross or touch each other and those which look out of place. Pruning shall be carried out in keeping with the health and natural growth of the plant. A thinner canopy edge will allow more light penetration and help keep interior leaves on the plant alive and healthy. Where appropriate, clear visibility for motorists and vertical clearance for pedestrian, bicyclist, and truck traffic shall be maintained.

Mulching – Three inches (3") of organic mulch shall be maintained at all times around all trees, palms, shrubs and ground cover. Avoid mulch mounded up on the trunks of trees, palms, and the base of shrubs to encourage air movement in these areas which aids in lowering disease susceptibility. Mulch depths in excess of 3" are prohibited. Mulch shall be organic shredded or chipped wood

DEVELOPMENT APPLICATION

derived from invasive Florida species such as Floramulch. Cypress mulch is not permitted nor is colored red mulch or other similar colored type mulch.

Annual maintenance

Pruning Trees – Tree pruning shall be carried out with the health and natural growth of plant materials in mind. Trees should not be pruned without a clearly defined objective such as reducing the risk of failure by improving structure and removing dead branches; raising or reducing the crown to provide clearance; thinning the crown to increase air and light penetration and maintaining Florida No. 1 characteristics and growth habits. Removing the correct stems and branches to accomplish the specified objectives is as important as making the correct pruning cuts. To minimize reduction of next year's flowers, prune spring-flowering plants in late spring before the flower buds set for the next season. To promote health, vigor, and rapid closure of pruning wounds, trees should be pruned just before or immediately following the spring growth flush. Where appropriate, clear visibility for motorists and vertical clearance for pedestrian, bicyclist, and truck traffic shall be maintained.

- Irrigation Plan - An irrigation plan will be prepared as part of the construction drawings submittal. The irrigation plan will meet all requirements of the City of Key West Code of Ordinances Section 108-515.

Sec. 108-244. – On-site and off-site parking and vehicular, bicycle, and pedestrian circulation

- The site plan indicates the proposed parking areas for the project. The unique location of the Truman Waterfront Park, within easy pedestrian and bicycle access from most areas of the City of Key West, and in particular the Historic Commercial-Oriented areas of the Downtown, will result in a reduction of the vehicle access needs of potential future park users. The proposed roadway, pedestrian and bicycle system and the waterfront promenade and its linkage to the Downtown waterfront and the City will provide for easy access by all modes of transportation and in particular by walking and cycling.

Automobile and Bicycle Parking Calculations									
	Zoning	Area (SF)		Minimum Spaces Required for Motorized Vehicles	Number of Spaces Required	Number of Spaces Provided	Bicycles as % of Motor Vehicles	Number of Spaces Required	Number of Spaces Provided
Community Center	HNC-2 and HPS-1	Building	24,304	1 space per 150 SF of floor area	162	66	35%	57	110
Stables	HPS-1	Building	2,525	1 space per 600 SF of gross floor space	5	5	10%	1	10
Historic Building 103	HPS-1	Building	13,841	1 space per 45 SF of serving and/or consumption area	154	68	25%	39	50
Amphitheatre	HPS-1 and HRCC-4	Assembly Area	16,368	1 space per 150 SF of total area	134	0	20%	27	24
		Building	3,800						
TOTALS	n/a	n/a	60,838	n/a	455	139	n/a	124	194
Overall Motor Vehicle Spaces Required									455
Overall Motor Vehicle Spaces Provided									234
Overall Bicycle Spaces Required									124
Overall Bicycle Spaces Provided									240

TABLE #6 - Automobile and Bicycle Parking Calculations

DEVELOPMENT APPLICATION

- The development plan accommodates the parking demand identified for the uses proposed. There are no national or local standards for required parking for city parks. The proposed parking supply has been developed from assumed person use loads for certain park functions and previous professional experience of the consultant team.
- Vehicle parking for park uses have been calculated as 234 code sized parking spaces which includes a total of 10 handicap accessible spaces.
- Specific buildings within the site such as the proposed Building 103 Adaptive Re-use and the Community Center have specific parking demands identified by code. See Table #6 below for parking demands by building.
- See Site Plan in Appendix C for materials for walkways and parking areas.

Sec. 108-245. – Housing

- This is a City Park and no housing is proposed as part of this Development Plan.

Sec. 108-246. – Economic resources

- The project proposes the construction of a City of Key West owned and operated park on the land premises. Existing buildings on site include former Navy Buildings: Building 103 and the Community Center. The adaptive reuse of Building 103 is proposed as a park amenities support structure. No ad valorem tax yield is anticipated from the proposed project as it will be a public recreation facility owned by the City of Key West. The limited commercial component of the only building with future commercial use within the site may be leased to a private operator.
- The restoration and adaptive reuse of Building 103 as an eating establishment in support of park operations will generate sales tax income for the City and the State of Florida. The approximate amount of this revenue stream is not feasible to calculate at this time given the preliminary nature of the building use concept. Once this use concept is more defined a potential income stream and the accompanying sales tax revenue and lease hold income may be more apparent.
- The majority of the expenditures in the construction of the project will transact within the City of Key West. The direct construction expenditures will create other induced expenses in the community. These expenses will generate both direct and indirect employment in the City of Key West as a result of the process of construction.
- Additionally, during future park operations, direct employment and indirect employment will be generated through required park maintenance and security employment; as well as through the operation of proposed support facilities within the park.

Sec. 108-247. – Special considerations

- The Truman Waterfront Park concept, design and construction comply with the goals, objectives and policies of the City of Key West Comprehensive Plan.
- The Truman Waterfront Park project has been designed in response to the City of Key West Comprehensive Plan Policy 1-1.6.1: Truman Waterfront Organizing Elements. This policy states that all new development and redevelopment within the Truman Waterfront Parcel shall be consistent with a number of organizing elements among which are that recreation and open spaces be linked through multimodal greenways and view corridors with multiple access points connecting large park and

DEVELOPMENT APPLICATION

recreational areas as illustrated in the Master Plan drawings and previously described in the project narrative; that public access be provided to the waterfront through a wide promenade along the full length of the harbor, and that this access be uninterrupted; and that landscape and hardscape areas be well-lit and designed to provide safe areas for use by a diverse mix of recreational users including pedestrians, bicyclist and in-line skaters;

- The project is clearly identified in the City's Comprehensive Plan Policy 1-2.6.1 (Public Service and Semi-Public Land Use Designation (PS) and HPS). Said policy states that: "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".
- As per Policy 1-2.6.1, the maximum allowed FAR for the HPS area shall be 1.0. The total building area of the structures proposed for the Truman Waterfront Park is 44,470 s.f. The FAR of the proposed structures on the Truman Waterfront Park is a total of .036 which is within that allowed by the City of Key West Comprehensive Plan Policy 1-2.6.1.
- The project will not impact the unincorporated portion of the county. The project is located adjacent to the Fort Zachary Taylor State Park, the U.S. Naval Base, and the Mole Pier area under U.S. Navy jurisdiction.
- The site plan (Appendix C) indicates the location of four dedicated bus stops to encourage bus ridership to the site.
- As a City park this development is all public recreation. (Site Plan in Appendix C)

Sec. 108-248. – Construction management plan and inspection schedule

- At this time there is no phasing plan developed for the project and City of Key West must establish a priority sequence based on available funding. The applicant would like to commence construction in mid-2013.