

Keri O'Brien

From: Arlo Haskell <arlohaskell@gmail.com>
Sent: Wednesday, September 11, 2024 5:19 PM
To: Mayor E-Mail; District I; District II; District III; District IV; District V; District VI
Cc: Keri O'Brien
Subject: [EXTERNAL] support Agenda item #23 / ACL Mallory T-Pier

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City Clerk: please add this letter to the agenda

Dear Mayor Henriquez and Key West City Commissioners:

We are writing in support of City Manager Stoughton's recommendation to approve a 3-year agreement with American Cruise Lines for use of the Mallory T-Pier (Agenda Item #23).

As Assistant City Manager McAlearney explains in the related memo, revenue to the City from this agreement is projected at more than \$500,000 per year. Moreover, the agreement guarantees \$200,000 annually, as specified in Mr. Stoughton's Fee Letter (Addendum B). This will benefit the City even if unforeseen events limit actual vessel dockings at the T-Pier.

Unlike larger cruise ships, the vessels operated by American Cruise Line have no adverse impacts on local water quality or other benthic or environmental conditions. By all accounts, ACL are good tenants and good partners with our community.

Since 2020, we have closely followed several issues related to the T-Pier. These include Resolution 22-073, better-known as the One-ship Policy, which regulates vessels at Mallory through a 499-person-capacity limit; the Consent Agreement with Ocean Key House, which has reduced the waterfront area available for the City's use at Mallory to a maximum length of 514 feet; the City's submerged lands lease with the State of Florida, which acknowledges the 514-foot maximum length; and the grant-funded redesign of the T-Pier, which reflects the restrictions stipulated in the above-named agreements.

Many in our community are unaware of the fact that the waterfront area which historically was available for the City's use at Mallory has been reduced to a maximum length of 514 feet. For example, Caribe Nautical's letter opposing the ACL agreement expresses Caribe's desire to repeal the One-ship policy and "revive our cruise ship industry," apparently in the erroneous belief that larger vessels may still operate here.

However, as Mr. McAlearney has explained in his memo, ships longer than 514 feet are now prohibited from docking at the T-Pier for reasons having nothing to do with the One-ship policy: "Should Resolution 22-073 ever be overturned, the 514 foot limit excludes most passenger vessels that carry more than 500 passengers plus crew."

In our view, the proposed agreement is a good deal for the City and provides a maritime use of the Mallory T-Pier that is supported and welcomed by the broader community. The opposition to this deal

appears based upon personal financial interests and an incomplete understanding of the facts. We urge you to follow Staff's recommendation and approve this item.

Thank you for your time and your service to the people of Key West.

Respectfully,

Arlo Haskell

on behalf of

Committee for Safer, Cleaner Ships

Evan Haskell, President

Capt. Will Benson, Vice President

Arlo Haskell, Treasurer

David Dunn, Secretary