



THE CITY OF KEY WEST

P.O. BOX 1409  
KEY WEST, FLORIDA 33041-1409  
[www.keywestcity.com](http://www.keywestcity.com)

City Manager's Office  
(305) 293-6439

July 6, 2016

Commanding Officer  
Naval Air Station Key West  
PO Box 9001  
Key West, Florida 33040-9001

RE: Outer Mole Pier Entry via Eaton Street  
City of Key West Truman Waterfront Park Project

Dear Captain Baker:

As stated in Item 11 in a letter from Naval Air Station Key West (NASKW) to the City of Key West (City) dated June 6, 2013, a "permanent road connecting Southard Street to Eaton Street is required" for direct access from Eaton Street to the Naval Port Operations entry control point. To accommodate this requirement, the City subsequently submitted to NASKW a revised Truman Waterfront Park Master Plan (see attached) depicting a designated connector road between the western end of Eaton Street and the proposed Building 103 parking lot. NASKW concurred with this plan in a letter dated July 17, 2014. The City subsequently finalized construction drawings in August 2015 indicating the connector and a scalloped edge along the quay as a landscape architectural treatment.

However, on June 20, 2016, the Truman Waterfront Advisory Board (TWAB) voted to request the Naval Properties Local Redevelopment Authority (LRA) approve leaving a significant portion of the East Quay north of Building 103 full width to better accommodate City events such as the Taste of Key West. To address the loss of green space by not scalloping the quay edge, TWAB recommended removing the Eaton Street Connector and provide NASKW direct access to East Quay via the Eaton Street right-of-way. As stated in a January 31, 2014 letter from the City to NASKW, the original waterfront development plan included a clear 30 foot wide area within the Eaton Street right-of-way, stabilized to support large, oversized and emergency vehicles. A minimum 20 foot wide, paved surface area would be maintained along the quay to the boat ramp. This direct access route is shown on the attached figure. The route and indicated turning radii will accept 14 foot by 60 foot mobile home type rigs and an extended cab tractor pulling a 17 foot wide load on a standard tractor trailer wide load type configuration (per Item 5 of the June 6, 2013 letter to the City). When required by the Navy, the entire access from the property line to the quay and the quay surface can be vacated and made available for movement of large loads.

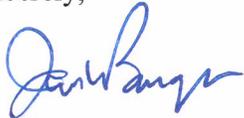
*Key to the Caribbean – Average yearly temperature 77° F.*

Outer Mole Pier Entry via Eaton Street  
July 6, 2016  
Page 2

Prior to presenting a resolution to the LRA for consideration, the City is requesting NASKW's concurrence with the proposed access to the Naval Port Operations entry control point via the Eaton Street right-of-way and the East Quay.

Please contact City Manager Jim Scholl or the undersigned at (305) 809-3962 with questions or comments on this request.

Sincerely,



James W. Bouquet, P.E.  
Project Manager/Director of Engineering

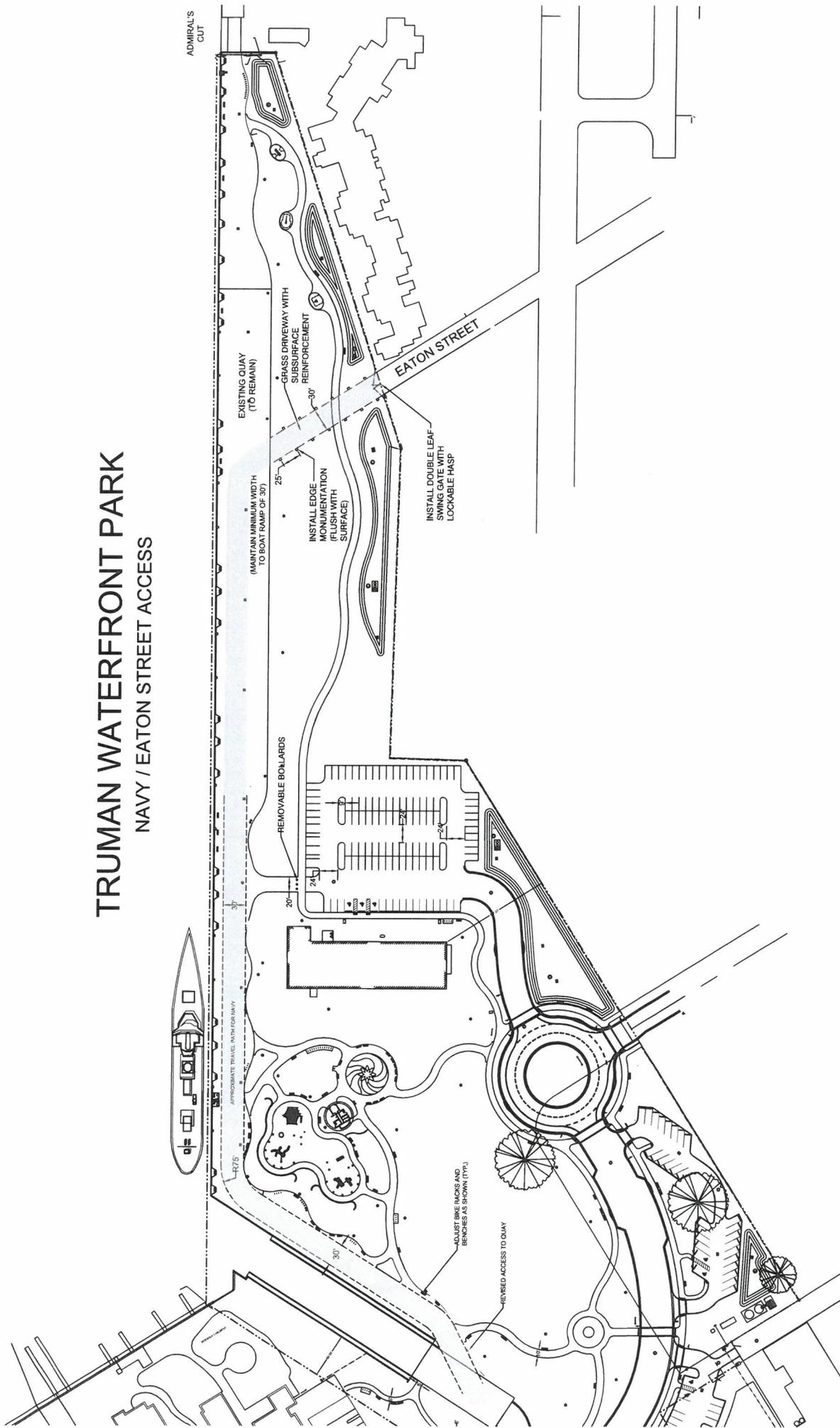
Cc: Ashley Monnier, NASKW Community Liaison  
Brian Crystal, NASKW Public Works Officer  
James Scholl, City Manager

Attachments:

June 6, 2013 Letter from NASKW to City  
Truman Waterfront Park Approved Master Plan  
July 17, 2014 Letter from NASKW to City  
June 20, 2016 TWAB Meeting Minutes  
January 31, 2014 Letter from City to NASKW  
Eaton Street - Quay Direct Access Figure

# TRUMAN WATERFRONT PARK

## NAVY / EATON STREET ACCESS





DEPARTMENT OF THE NAVY

NAVAL AIR STATION  
PO BOX 9001  
KEY WEST FL 33040-9001

11000  
PR712/408  
06 Jun 13

Mayor Craig Cates  
City of Key West  
3126 Flagler Avenue  
Key West, FL 33040

SUBJECT: TRUMAN WATERFRONT MASTER PLAN PRELIMINARY 90-DAY  
REVIEW SUBMITTAL

This letter is prepared in response to the City's preliminary Truman Waterfront Park transmittal package, dated March 4, 2013.

The City of Key West transmitted the master plan package to Naval Air Station Key West for Navy review in advance of the official development plan review, required per the December 3, 2002 Truman Waterfront Property Quitclaim Deed.

Our goal is to resolve any conflicts with the development plan package prior to the Naval Properties Local Redevelopment Authority (LRA) development plan review. The summary of Navy issues and concerns with the plan are forwarded as enclosure (1). This plan was also reviewed by Commander, Navy Region Southeast and Naval Facilities Engineering Command Southeast.

If you have any questions or require additional information, please contact my Planning and Project Development, Head Division Planner, Mr. Richard Ruzich at COMM: (305) 293-2785 or via e-mail: [richard.r.ruzich@navy.mil](mailto:richard.r.ruzich@navy.mil).

Sincerely,

A handwritten signature in black ink, appearing to read "P. A. Lefere".

P. A. LEFERE  
Captain, U.S. Navy  
Commanding Officer

Enclosure: 1. Preliminary Truman Waterfront Master Plan  
Comments

Copy to: Bogdan Vitas, City Manager  
Donald Craig, City Planner

## Preliminary Truman Waterfront Master Plan Comments

Based upon review of the City's March 4, 2013 Truman Waterfront Master Plan, Preliminary 90-day Review submittal, Naval Air Station Key West's 20 comments are as follows. For the purposes of this review, Naval Air Station Key West will refer to the site plans in the transmittal package as the "development plan."

1. The upland portion of the park needs to be separated from Truman Harbor for purposes of the development plan review. Per the letter dated February 7, 2013 from Commanding Officer of Naval Air Station Key West, only federal activities will be allowed within the harbor. Accordingly, no plans should include structures or City operations seaward of the City property.
2. The Fort Street parking lot shall be fully incorporated into the formal development plan and comply with the deed requirements.
3. Special events using Navy property will continue to be considered by NASKW on a case-by-case basis. All aspects of the development plan using Navy property for operations should be deleted.
4. Entry Control Point (ECP) procedures to the Mole Pier entrance during cruise ship operations, including, but not limited to, pedestrian, trolley, bus, chandler support, and train staging, etc, must be closely coordinated with the US Navy to ensure that there is no impact to the military mission. ECP structures to control cruise ship operations are not permitted on Navy property.
5. Navy vehicles, personnel, trailered vehicles, etc., must have unfettered access (particularly during special events) from Southard Street to the Mole Pier. The turning radius of the proposed roundabouts must accept vehicles including 14 ft. by 60 ft. mobile home type rigs, as well as an extended cab tractor pulling a 17 ft. wide load on a standard tractor trailer wide load type configuration on all streets connecting the Navy's Port Operations facilities to Eaton Street, Southard Street, Angela Street, and Petronia Street.
6. Proper coordination of vehicle specifications and frequency of use needs to be addressed and demonstrated through City analysis.
7. Adequate boat ramp access for large vessels and trailers needs to be addressed.
8. State park access and traffic congestion is an ongoing issue and needs to be addressed.
9. An impact analysis needs to be conducted to understand the cumulative traffic congestion and impacts from Fort Zachary Taylor State Park traffic generation, and that anticipated with the proposed Truman Waterfront Park complex.
10. The future street connector shown at the Southard Street ECP south of the TCTS tower is unacceptable. This was to be temporary with the permanent connector on the north side of the tower if a permanent connector is required.

11. A permanent road connecting Southard Street to Eaton Street is required.
12. A standard operating agreement between the Navy and the City needs to be established to delineate coordination and planning solutions to move military vehicles and equipment through the park complex during urgent or special events.
13. Easements need to be consolidated, updated, and reconfigured.
14. Compliance with Anti-Terrorism Force Protection (ATFP) standoffs and security requirements is required. Obstructions in the vicinity of the ECP must be minimized, to ensure clear line-of-sight for effective use of deadly force.
15. Pedestrian boardwalk access on the edge of the East Quay shall not impact military operations and/or exercises. City sponsored events shall not that have been approved by the U.S. Navy shall not present significant safety, health, or military operations.
16. All park lighting must be evaluated for negative impacts on routine port operations, military operations, and national security. Once the concept plan has been finalized, the City of Key West and NAS Key West will conduct an informal lighting study to determine for potential impacts to the military mission.
17. The City's development plan should include provisions for a joint Navy/City ECP, with the ECP's associated parking, located on the west side of the 1.6 acre parcel transferred under BRAC to the state park.
18. The proposed perpendicular pier is unacceptable. The vessel can remain at the East Quay to serve existing purpose only and stay as long as it meets United States Coast Guard standards. No additional non-government vessels will be berthed in this area.
19. The Navy understands that per the Truman Waterfront Property Quitclaim Deed of December 3, 2002, Page 7 Paragraph 9, the Navy reserves the right for the final review based on the final development plan once submitted by the City of Key West Naval Properties Local Redevelopment Agency.
20. Please indicate on the site plan, as well as the development plan, the Code of Federal Regulations citation restricting access to any person and/or any vessel, other than Government-owned vessels, to the Truman Harbor. (CFR 334.610)



This site is subject to the Code of Federal Regulations Citation CFR 334.610, restricting access to any person and/or any vessel other than Government-owned vessels to the Truman Harbor.

# Truman Waterfront Park

THE CITY OF KEY WEST  
DATE: 4-10-2014



DEPARTMENT OF THE NAVY

NAVAL AIR STATION  
PO BOX 9001  
KEY WEST FL 33040-9001

11000  
Ser PR712/320  
July 17, 2014

The Honorable Craig Cates  
Mayor of the City of Key West  
3126 Flagler Avenue  
Key West, FL 33040

Dear Mayor Cates:

Naval Air Station (NAS) Key West has reviewed the City of Key West Naval Properties Local Redevelopment Authority (LRA) Master Plan package for the Truman Waterfront Park, and concurs with the conceptual development plan. As the City moves into the design phase, the potential use of deadly force at our entry control points warrants special consideration in the design to minimize impacts of the associated hazards.

The 2002 Quitclaim Deed requires modification to realign easements, reset security standoffs, and release environmental land use controls for sites that have been remediated. NAS Key West has forwarded the City's submittal package to the Base Realignment and Closure (BRAC) Program Management Office (PMO) to initiate required actions to facilitate deed amendments. NAS Key West looks forward to working with the City on the realignment of easements and we will forward the City's proposed easement descriptions to the BRAC PMO office once approved by NAS Key West.

If you have any questions or require more information, please contact my Business Manager, Mr. Ronald Demes at (305) 293-2488 or via e-mail: ron.demes@navy.mil.

Sincerely,

A handwritten signature in black ink, appearing to read "S. P. McAlearney", is written over a printed name.

S. P. MCALEARNEY  
Captain, U.S. Navy  
Commanding Officer

Copy to: Key West City Manager  
Key West Community Development Services Director  
BRAC Program Management Office SE (AMBR)  
NAVFAC SE (OPDB)



# City of Key West, FL

Old City Hall  
510 Greene Street  
Key West FL 33040

## Action Minutes - Final

### Truman Waterfront Advisory Board

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Monday, June 20, 2016

6:00 PM

Old City Hall

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**ADA Assistance:** It is the policy of the City of Key West to comply with all requirements of the Americans with Disabilities Act (ADA). Please call the TTY number 1-800-955-8771 or for voice 1-800-955-8770 or the ADA Coordinator at 305-809-3731 at least five business days in advance for sign language interpreters, assistive listening devices, or materials in accessible format.

#### Call Meeting To Order

6:00 P.M.

#### Roll Call

**Absent** 1 - Mr. Gilleran

**Present** 6 - Mr. Arnold Jr., Ms. Mellies, Mr. Sullivan, Mr. Volpian, Vice Chair Tallmadge, and Chairman Cintron

#### Pledge of Allegiance to the Flag

#### Approval of Agenda

#### Approval of Minutes

1 May 23, 2016 (Regular)

**Attachments:** [Minutes](#)

A motion was made by Mr. Richard Arnold, Jr., seconded by Mrs. Colleen Mellies, that the Minutes be Approved. The motion passed by an unanimous vote.

#### Action Items

2 Truman Waterfront Name and Logo

A motion was made by Mr. Tallmadge, seconded by Mr. Sullivan, that the Action Item be Passed to ask that the Park name be changed via contest. The motion carried by the following vote:

**Absent:** 1 - Mr. Gilleran

**Yes:** 6 - Mr. Arnold Jr., Mrs. Mellies, Mr. Sullivan, Mr. Volpian, Mr. Tallmadge, and Chairman Cintron

**3** Quay Wall / Walk Configuration

**Attachments:** [Mr. Volpian's Report](#)  
[Supporting Documents Item 3](#)

A motion was made by Mr. Volpian, seconded by Mr. Arnold, Jr., that the Action Item be Passed as amended eliminating the sidewalk scalloping in the NTP3 area of the plans and the road as discussed. The motion carried by the following vote:

**Absent:** 1 - Mr. Gilleran

**Yes:** 6 - Mr. Arnold Jr., Mrs. Mellies, Mr. Sullivan, Mr. Volpian, Mr. Tallmadge, and Chairman Cintron

**4** Recommendations for the Police Athletic League (PAL) Building

Withdrawn

**Discussion Items**

**5** 6.6 Acres Adjacent to Truman Waterfront - Postponed to Next Meeting

Postponed to future meeting to be determined.

**6** Ampitheatre Presentation

**Attachments:** [TWAB Ampitheather](#)

Received and Filed

**Reports**

**Public Comment**

**Board Comments**

**Adjournment**

7:03 P.M



## THE CITY OF KEY WEST

Post Office Box 1409 Key West, FL 33041-1409 (305) 809-3700

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VIA POSTAL MAIL AND ELECTRONIC MAIL  
January 31, 2014

Mr. Steven McAlearney  
Captain, US Navy  
Commanding Officer  
Department of the Navy  
P.O Box 9001  
Key West, FL 33040-9001

Re: Coordination Update for the Truman Waterfront Master Plan and Response to Navy Comments Preliminary 90-Day review Submittal Response.

Captain McAlearney:

This letter is prepared in response to the Navy's written comments regarding the proposed Truman Waterfront Park Master Plan received by the City on June 3, 2013 attached herein as Exhibit 1. The Navy's comments are based upon the development plan, consisting of site plans dated February 22, 2013 and supporting materials, submitted to the Navy on March 4, 2013.

Since the Navy's comments was received from the Navy, the City has amended the Comprehensive Plan and the Land Development Regulations to support the development of the Park, limiting the uses allowed within the HRCC-4 and the HPS-1 zoning districts, in perpetuity, to a public regional park and common accessory uses. As part of the amendment process these changes were transmitted to Naval Station Key West for review and no comments were received. The Comprehensive Plan modifications became final at the state level on January 27, 2014, and the LDR amendment will become final on March 24, 2014, we do not anticipate any challenges to the legislation.

As a result of the adoption of the legislative amendments the City is now preparing to take the Truman Waterfront Park Master Plan through the remainder of the Planning approval process. We expect that the City Commission will consider the Plan on May 6, 2014. Please see the attached schedule for more detailed information regarding the approval process (Exhibit 2). We will continue to coordinate these dates with the local NAS Key West Planning Office. Please note that as previously anticipated a development agreement will no longer be pursued, the phased development plan shall be considered by the City Commission and will allow an extended timeframe for completion.

Based on the preliminary review comments received from the Navy, the development plan has been revised, as referenced below and shown in the attached materials. The revised application is attached as

Exhibit 3 and the site plan dated January is attached as Exhibit 4. The final development plan package which reflects revisions occasioned by the Navy's comments will be available on the City's website, [www.keywestcity.com](http://www.keywestcity.com), the first of March prior to the Planning Board and City Commission meetings. Once the City Commission and the Naval Properties Redevelopment Agency have approved the development plan a complete package will be submitted to NAS Key West for final review in compliance with the Deed requirements.

In response to the Navy comments the proposed changes to the development plan are the following:

1. *The upland portion of the park needs to be separated from Truman Harbor for purposes of the development plan review. Per the letter dated February 7, 2013 from Commanding Officer of Naval Air Station Key West, only federal activities will be allowed within the harbor. Accordingly, no plans should include structures or City operations seaward of the City property.*

City Response: All references to public use of the Truman Harbor have been removed from the development plan with the exception of the USCSC Ingham. As allowed by the 2002 Quit claim Deed (Truman Harbor Development Zone Plan) and confirmed in Navy comment # 18 (below) the USCGC Ingham is proposed to stay docked adjacent to the East Quay Wall within the City's approximately 800 feet of seawall (Exhibit 3, Figures on pages 2, 4, 11, 19, and 23; Exhibit 4; and Exhibit 5).

2. *The Fort Street parking lot shall be fully incorporated into the formal development plan and comply with the deed requirements.*

City Response: The Fort Street Parking lot is fully incorporated into the development plan. Approvals and construction of the parking lot are proceeding separately (Exhibit 4).

3. *Special events using Navy property will continue to be considered by NASKW on a case-by-case basis. All aspects of the development plan using Navy property for operations should be deleted.*

City Response: The Power Boat Parking Plan has been removed from the development plan. When necessary the City will request from the Navy the use of their property on a case by case basis.

4. *Entry Control Point (ECP) procedures to the Mole Pier entrance during cruise ship operations, including, but not limited to, pedestrian, trolley, bus, chandler support, and train staging, etc., must be closely coordinated with the US Navy to ensure that there is no impact to the military mission. ECP structures to control cruise ship operations are not permitted on Navy property.*

City Response: The City will continue to coordinate with the Navy during cruise ship operations, including, but not limited to, pedestrian, trolley, bus, chandler support, and train staging, etc., to ensure that there is no impact to the military mission. No structures to control cruise ship operations are proposed on Navy property. Trolleys and busses staging for cruise ship passenger pick up will be accommodated on the flexible bike path areas on City property shown on the development plans. It is the City's intention to continue discussions with the Navy regarding the option of a joint use ECP structure (Exhibit 3, p. 8; and Exhibit 4).

5. *Navy vehicles, personnel, trailered vehicles, etc., must have unfettered access (particularly during special events) from Southard Street to the Mole Pier. The turning radius of the proposed roundabouts must*

*accept vehicles including 14 ft. by 60 ft. mobile home type rigs, as well as an extended cab tractor pulling a 17ft. wide load on a standard tractor trailer wide load type configuration on all streets connecting the Navy's Port Operations facilities to Eaton Street, Southard Street, Angela Street, and Petronia Street.*

City Response: As demonstrated on the attached Auto Turning Radius Plan the turning radius of the proposed roundabouts, with two lanes of traffic and 24 feet in width accommodates vehicles including a tractor trailer pulling a trailer up to 76 feet in length and 10 feet in width on all roadways, intersections and roundabouts connecting the Navy's Port Operations facilities to the Eaton Street access point and to Southard Street. As Navy vehicles may be carrying loads up to 17 feet wide, the City will take measures to restrict the placement of any vertical structures along the roadway that would interfere with the transportation of loads up to this width. This includes restricting the placement of lights, signs and vegetation in affected areas. The roadways within the park are at least 24 feet wide and will generally accommodate a vehicle trailering a 17 foot width as requested. **Moreover, the width of the main road providing access to the Mole Pier and boat ramp was increased to a useable area of 40 feet as per the Navy's request. When required by the Navy, the entire right-of-way will be vacated and made available for large loads.** Although access for large type rigs and standard tractor trailer wide load types may be possible from Angela and Petronia streets into the Park there are currently no plans to specifically accommodate these types of vehicles. The Auto Turning Radius Plan shall be incorporated into the site plan package for adoption (Exhibit 6).

- 6. Proper coordination of vehicle specifications and frequency of use needs to be addressed and demonstrated through City analysis.*

City Response: The City has conducted a Traffic Impact Analysis that is incorporated into the development plan. The analysis takes into consideration potential traffic generated from the Truman Waterfront Park, the State Park and the Us Navy Base for average conditions and for special events. The analysis found that the proposed parking and roadways are adequate to accommodate the potential traffic from all three uses. Please see the Trip Generation on page 20 of the development application and the Traffic Analysis for a more detailed analysis of the findings. The State's new entrance point is being designed to accommodate two lanes of traffic and a pedestrian/bike lane. Traffic generating from the State Park uses will be accommodated on the State Park property in response to relocation of the entrance point (Exhibit 3 p. 20, Trip Generation; and Exhibit 7).

- 7. Adequate boat ramp access for large vessels and trailers needs to be addressed.*

City Response: In response to Navy concerns, the boat ramp access way radius has been increased to facilitate access from the seawall turning west towards the Mole Pier and to accommodate larger vessels and trailers. The Auto Turning Radius Plan shall be incorporated into the site plan package for adoption (Exhibit 3, p. 8 application and Appendix C. Overall Site Plan; and Exhibit 6).

- 8. State park access and traffic congestion is an ongoing issue and needs to be addressed.*

City Response: The City has worked with the State to address the relocation of the State Park entrance that will result from the Truman Waterfront Park Master Plan proposal. The development plan provides for future connectivity to the State Park with a two way road and a bicycle/pedestrian lane. As a result, the State's new entrance point is being designed to accommodate two lanes of traffic and a pedestrian/bike lane. The facilities constructed on the State Park property will respond to the traffic

demands generated from the State Park uses as a result of the relocation of the entrance point (Exhibit 3, p. 10, Figure #11).

9. *An impact analysis needs to be conducted to understand the cumulative traffic congestion and impacts from Fort Zachary Taylor State Park traffic generation, and that anticipated with the proposed Truman Waterfront Park complex.*

City Response: The City has conducted a Traffic Impact Analysis that is incorporated into the development plan. The analysis takes into consideration potential traffic generated from the Truman Waterfront Park, the State Park and the US Naval Base for average conditions and for special events. The analysis found that the proposed parking and roadways are adequate to accommodate the potential traffic from all three uses. Please see the Trip Generation on page 20 of the development application and the Traffic Analysis for a more detailed analysis of the findings. The State's new entrance point is being designed to accommodate two lanes of traffic and a pedestrian/bike lane. Traffic generating from the State Park uses will be accommodated on the State Park property in response to relocation of the entrance point (Exhibit 3, p. 20, Trip Generation; and Exhibit 7).

10. *The future street connector shown at the Southard Street ECP south of the TCTS tower is unacceptable. This was to be temporary with the permanent connector on the north side of the tower if a permanent connector is required.*

City Response: The future street connector for an access way from Petronia and Fort Streets has been relocated to the East side of the TCTS tower connecting directly to the Parking lot at the southeastern end of the site (Exhibit 3, p.19 Figure #13. Site Vehicular Circulation and Parking).

11. *A permanent road connecting Southard Street to Eaton Street is required.*

City Response: Pursuant to the 2002 Quit Claim Deed the development plan accommodates an emergency access road, at the Eaton Street right-of-way intersect to the bulkhead (waterfront promenade), with a clear area of 30', stabilized to support large, oversized and emergency vehicles. A minimum 20' wide, paved surface area is also provided along the East Quay Wall bulkhead (waterfront promenade) from the Eaton Street right-of-way access point to the boat ramp for vehicular access that connects to the Naval Port Operations Facilities and Mole Pier. The portion of Eaton Street from Thomas Street west to the Truman Waterfront Park area is not owned or controlled by the City and access would have to be negotiated with the property owners (Exhibit 3, p. 7, Division 7, Required Information; p.19 Figure #13. Site Vehicular Circulation and Parking; and p. 32, Navy Deed Restrictions, Perpetual Access at Eaton Street).

12. *A standard operating agreement between the Navy and the City needs to be established to delineate coordination and planning solutions to move military vehicles and equipment through the park complex during urgent or special events.*

City Response: A standard operating agreement to define coordination and planning solutions to move military vehicles and equipment through the park complex during urgent or special events shall be concluded before completion of phase 1 construction (road realignment plan) of the Park. This can be assured as a condition of the Major Development Plan approval through a Memorandum of Agreement.

13. *Easements need to be consolidated, updated, and reconfigured.*

City Response: The easements will be reviewed and updated through coordination with the Navy as part of the Phase 1 construction documents within 180 days of development plan adoption. This approach will ensure the accuracy of the associated surveys and thus the easement documentation.

14. *Compliance with Anti-Terrorism Force Protection (ATFP) standoffs and security requirements is required. Obstructions in the vicinity of the ECP must be minimized, to ensure clear line-of-sight for effective use of deadly force.*

City Response: The City shall comply with ATFP standoffs as required by the 2002 Quit Claim Deed and any proposed structures in the vicinity of the ECP will be coordinated with the Navy to ensure clear line of site. This can be assured as a condition of the Major Development Plan approval. The revised plan already accommodates minimum standoff areas of 50 feet, wherein no structures occur, and only minimum vary low level landscaping is programmed.

15. *Pedestrian boardwalk access on the edge of the East Quay shall not impact military operations and/or exercises. City sponsored events that have been approved by the U.S. Navy shall not present significant safety, health, or military operations.*

City Response: In the event that City and Navy have coordinated the use of City property for special events, the coordination efforts will be done to ensure that military operations are not impacted. This can be assured as a condition of the Major Development Plan approval.

16. *All park lighting must be evaluated for negative impacts on routine port operations, military operations, and national security. Once the concept plan has been finalized, the City of Key West and NAS Key West will conduct an informal lighting study to determine for potential impacts to the military mission.*

City Response: Once the lighting plan plan has been finalized, the City will conduct an informal lighting study with NAS Key West to determine potential impacts to the military mission. This can be assured as a condition of the Major Development Plan approval. Additionally, the City will coordinate the potential impacts of the proposed lighting on the Navigation Range Markers with the Navy Port operations and local Harbor Pilots. The proposed lighting plans will meet Dark Sky standards that require fixtures to focus light on the ground and not spill off the site (Exhibit 3, p. 11, and p. 25).

17. *The City's development plan should include provisions for a joint Navy/City ECP, with the ECP's associated parking, located on the west side of the 1.6 acre parcel transferred under BRAC to the state park.*

City Response: The proposed development plan does not encumber properties not under ownership by the City. Please coordinate with the State regarding their intended use of the property in question. The City fully supports these efforts to coordinate a joint use ECP. This response assumes that the Navy's comment refers to State owned property.

18. *The proposed perpendicular pier is unacceptable. The vessel can remain at the East Quay to serve existing purpose only and stay as long as it meets United States Coast Guard standards. No additional non-government vessels will be berthed in this area.*

City Response: The plan to relocate the USCGC Ingham on a perpendicular pier has been revised so that there is no proposed development seaward of the City owned upland property. The USCGC Ingham will be relocated northward from its existing location along the bulkhead for a permanent mooring. The USCGC Ingham will meet all United States Coast Guard Standards. There will be no uses of or access to the harbor other than those authorized by the Federal Government (Exhibit 3, p. 33, p.19 Figure #13; Exhibit 4).

19. *The Navy understands that per the Truman Waterfront Property Quitclaim Deed of December 3, 2002, Page 7 Paragraph 9, the Navy reserves the right for the final review based on the final development plan once submitted by the City of Key West Naval Properties Local Redevelopment Agency.*

City Response: The LRA will transmit the development plan for final Navy review after plan adoption subject to the 2002 Quit Claim Deed. (Exhibit 3, p. 12).

20. *Please indicate on the site plan, as well as the development plan, the Code of Federal Regulations citation restricting access to any person and/or any vessel, other than Government-owned vessels, to the Truman Harbor (CFR 334.610).*

City Response: The development plans have been amended to include the Code of Federal Regulations citation CFR 334.61 0, restricting access to the Truman Harbor to any person and/or any vessel, other than Government-owned (Exhibit 3, p. 33; and Exhibit 4).

Respectfully,

Donald Leland Craig, AICP  
Director of Community Development Services

cc: Mayor Craig Cates, City of Key West  
Bogdan Vitas Jr, City Manager, City of Key West  
Doug Bradshaw, Director Ports and Marina Services  
Ron Deems, Executive Director/Business Manager, NAS KW  
Ashley Monnier, Installation Community Planning Liaison Officer, NAS KW  
Richard Ruzich, Senior Planner, NAS KW  
Michael Vieux, Special Projects Manager, City of Key West  
James Bouquet, City Engineer, City of Key West  
John Maehl, State Park Manager

Attachments:

- Exhibit 1 - Truman Waterfront Development Plan , Preliminary Review Response Letter , Received from Naval Commanding Officer Captain Lefere , June 3, 2013
- Exhibit 2 - Truman Waterfront Park Submittal and Approval Schedule, January 21, 2104
- Exhibit 3 - Revised Development Plan Application, July 10, 2013
- Exhibit 4 - Illustrative Site Plan Dated February, 2014
- Exhibit 5 - Truman Harbor Development Zone Plan, 2002 Quit Claim Deed Excerpt
- Exhibit 6 - Auto Turning Radii Plan, July 25, 2013
- Exhibit 7 - Traffic Impact Analysis