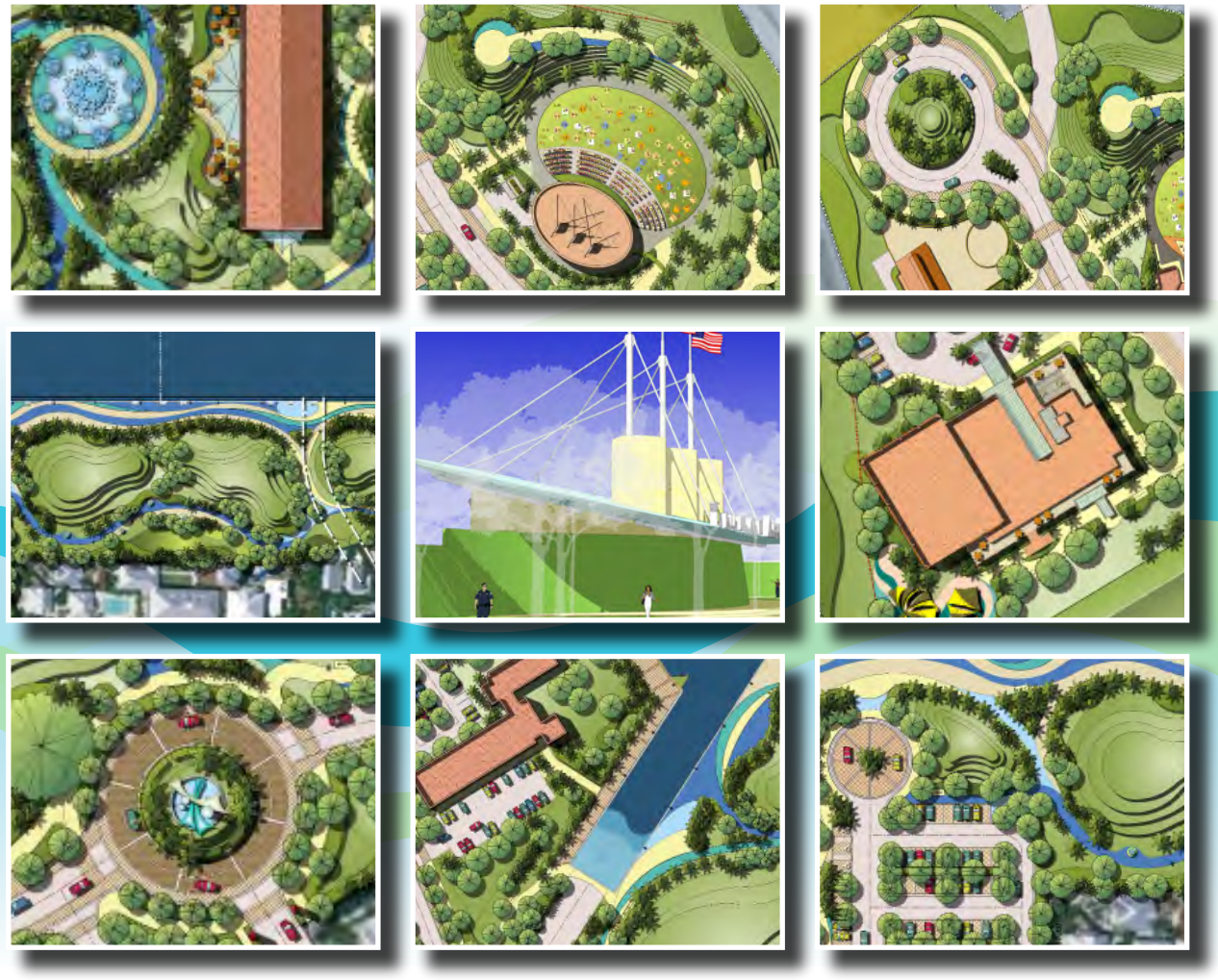

TRUMAN WATERFRONT PARK

Key West, Florida

DEVELOPMENT PLAN APPLICATION

March 3, 2014

Bermello Ajamil & Partners, Inc.

Design Team Professionals

(Team Lead)

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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 public park on a 28.21 acre parcel on the former site of the Key West Naval Base. In order to clearly respond to 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 also attached in Appendix A.

I EXISTING CONDITIONS:

The existing development on the site is depicted on the survey plans, Sheets SS-00 through SS-10 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, (Figure #1)

FIGURE #1 - Adjacent Land Uses

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 and utility locations will be developed in the design development phase of the project.

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 origins of Key West, its waterfront. The redevelopment of this large undeveloped prime real estate site will provide a much 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 success of this project, it is anticipated that the adjacent neighborhoods of the Truman Annex and Bahama Village, the Fort Zachary Taylor Park and the Naval Base will be impacted. 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 blends seamlessly into the unique urban fabric of Key West.

Traffic and Parking
An ongoing concern of the adjacent residential community is the potential increase in vehicular traffic through their neighborhoods. To reduce this potential conflict, the master plan was designed to increase access points to and from the park while encouraging users to utilize alternative modes of transportation. In addition to the existing primary vehicular entry at Southard Street, a second two way entry/exit to the park at Angela Street will be opened on the north side of the existing Keys Energy Services Buildings. This second entrance will assist in distributing traffic to and from other areas of the City and relieve pressure on the Southard Street entry. In addition, numerous design features of the plan will encourage park users to utilize other means of access. Some of these features are: four designated stops for mass transit within the park; an extensive path system for safe pedestrian access including a waterfront promenade extending the entire length of the site; designated 8 and 4 foot wide bike lanes throughout the park; over 276 bicycle parking spaces; and 36 scooter designated parking spaces.

This multi modal approach to accessing the park is anticipated to significantly reduce the need for the use of private automobiles. Every aspect of the park design encourages pedestrian and bicycle access into and through the park. A proposal to bridge Admiral's Cut with a direct pedestrian and bicycle connection to the Westin Marina and access to Duval Street from the north end of the site will also encourage non vehicular access into the park. (See Appendix C, Illustrative Plan IP-00 and Overall Site Plan SP-00).

To accommodate park users which depend on private automobile access, the plan provides a total of 225 public parking spaces. The plan also provides a total of 91 additional on-street parking spaces which can be utilized during special events at the amphitheater or community center. This increase in parking is accomplished by closing the 8 foot wide bicycle lanes on the north and south side of Presidential Boulevard and allowing on

street parking in these areas during special events only.

Lighting and Noise

The impacts of night lighting were 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 to reduce spill over light and shield the light sources from neighboring residential development. All lighting within the park will be consistent with Dark Skies Lighting standards including the multi purpose field lighting. 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 specifically designed to minimize the impact of sound and light on surrounding residential areas to the east. 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 massing of the existing NOAA facilities will reduce the impacts the proposed amphitheater may have on the adjacent residential areas. All lighting will be coordinated with the Navy Marine Services to prevent confusion with existing Range Lights at the pier. (Appendix C, Lighting Plans, EE-00 through EE-12).

Potable Water Consumption

The three new proposed buildings within the park, renovation of Building 103 and the proposed landscaping throughout the park will utilize 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 the selection of native plant species. (Appendix C, Landscape Plans, LL-00 through LL-12). Innovative irrigation techniques will also be employed to help reduce the need for potable water. Efforts to harvest water from the roof of the proposed community center will be explored to provide reusable rain water for laundry, toilet flushing and irrigation. Other measures to conserve water, include the design of the interactive water feature to use primarily recycled water for its operation. Potable water will only be required to replenish water loss from evaporation in the fountain.

FIGURE #2 - Illustrative Master Plan

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 center of the City and several residential communities. (See Figure #2).

Adjacent to the waterfront and with over 1,500 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.

Working with the local community and organizations to develop a plan that truly meets the needs of Key West residents, the Master Plan program and design reflects the needs and desires of the Key West community. Through a series of public workshops, meetings with key stakeholders and a lengthy design process, the park master plan has received valuable input from a wide range of local groups and organizations. The organizations which the Design Team met with or received presentations through the design process include:

- Boys and Girls Club of Key West
- Police Athletic League (PAL)
- Super Boat International
- Pedestrian Action Committee
- Oceanside Hospitality Group
- American Youth Soccer Organization
- TAMPOA
- Key West Police Department & Mounted Police
- Turtle Hospital
- City of Key West Fire Department
- City of Key West Public Works Department
- City of Key West Community Services Department

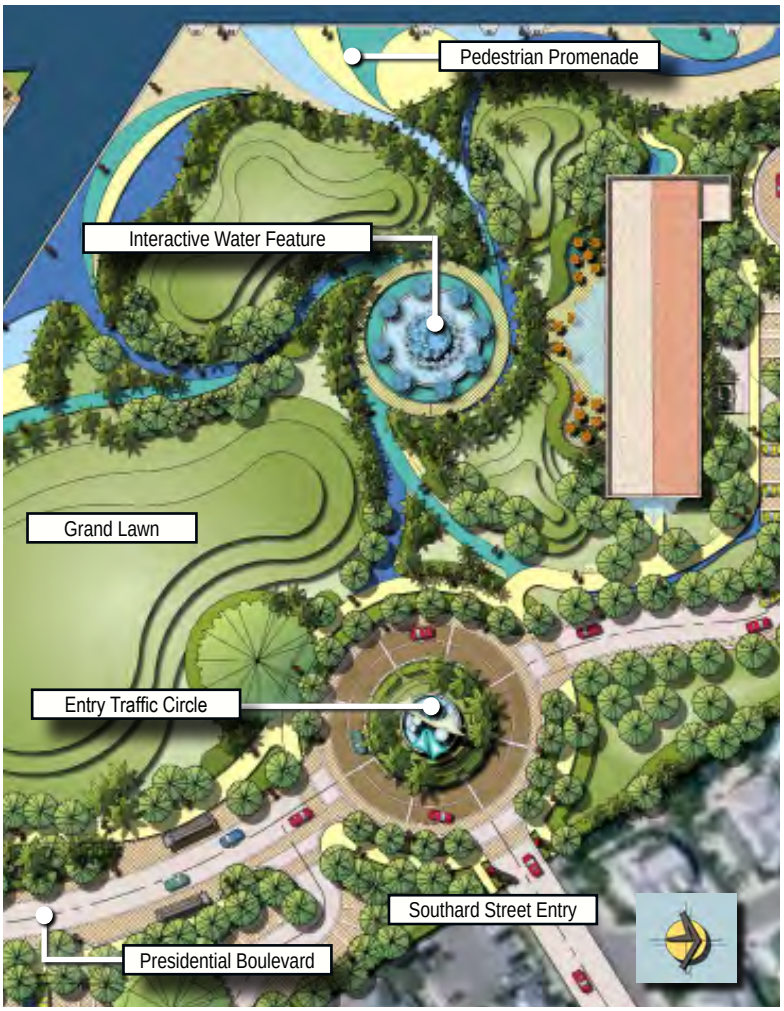

FIGURE #3 - Southard Street Gateway Area

The primary entry to the park will remain 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 installation 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 through access at Angela Street, it is anticipated that much of the vehicular and pedestrian traffic entering the park will continue to enter through this gateway. (See Figure #3).

Upon entering the traffic circle, visitors will have the option to either turn north to Building 103 and its parking area or south onto Presidential Boulevard to access other park activities, Fort Zachary Taylor Park or the naval base. West of the traffic circle, the "grand lawn" extends from the entry drive to the bulkhead. 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 newly designed waterfront promenade widens to almost 65 feet west of the grand lawn where there will be numerous opportunities for waterfront activities and public events. Although private boats will not be permitted to moor along the promenade bulkhead, park users will able to enjoy the open water views and the mole pier to the west.

FIGURE #4 - Building 103 and North Parking

To the north of the park's primary entry is the existing Navy generator building, Building 103 which will be renovated for a restaurant, public restrooms and a museum. (Figure #4) The exterior of the building will be restored and updated to respect the historical character of the building. (Appendix C, Architectural Sheets A3-01 through A3-03) The adaptive reuse of this structure will support new uses which complement the adjacent park activities while providing revenue sources for the City to offset future maintenance costs of the park. North of Building 103, a new parking area has been designed to accommodate 66 public parking spaces, including 3 handicap spaces and 5 fuel efficient vehicle parking spaces close to the primary entrance. The parking area also includes 12 scooter spaces close to the pedestrian promenade along the waterfront. A loading area along the north facade of the building has been incorporated into the design which will facilitate servicing a future building uses such as a restaurant and museum.

As with other parking areas within the park, to reduce the visual impact of large asphalt areas, the lot has been designed with parking spaces surfaced in concrete pavers and asphalt only utilized for the drive aisles. All parking areas include numerous landscape islands within the parking area which will support an extensive tree canopy to shelter vehicles throughout the parking. The use of pervious pavers will help reduce water runoff and the extensive tree canopy will help reduce the heat reflection from the paved surfaces. This 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 adjacent to Building 103 will provide vehicular access to the promenade for special events and a drop off area for the proposed restaurant operations within the building.

The park extends northward from the Building 103 parking area in a gradually narrowing stretch of land between the Truman Annex and the waterfront bulkhead. (Figure #5). This section of the park has been designated as the Commissioner Merili McCoy Public Gardens and will include open recreation spaces, shaded walking paths lined with exercise stations and the waterfront promenade. There is a proposed connection to the Westin Marina via an Admiral's Cut pedestrian and bicycle bridge at the northern most end of the park boundary. This potential connection is important in order to provide complete pedestrian and bicycle access to the park from the community.

FIGURE #5 - Commissioner Merili McCoy Public Gardens

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 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 City of Key West Fire Department and the Navy, the 30 foot wide Eaton Street right of way entering the park will be restricted from public pedestrian and vehicular access. Although the extended right of way will provide access to the bulkhead for large emergency vehicles, the 30' wide access through the park will be hidden from view with the use of stabilized sod and carefully placed landscaping within the park.

Turning left and heading South from the entry circle at the Southard Street entry, park users will be provided two public parking areas on the east side of Presidential Boulevard bisected by a new, two way Angela Street entrance into the park. (Figure #6) The two linear parking areas totalling 92 spaces including 4 handicap spaces, 5 fuel efficient vehicle parking spaces and 12 scooter spaces will provide convenient access to various park activities such as the grand lawn area, the interactive water feature and the multi use recreational field to the west. Raised pedestrian cross walks over Presidential Boulevard will allow safe pedestrian access from the parking lots to the park activity areas to the west and north.

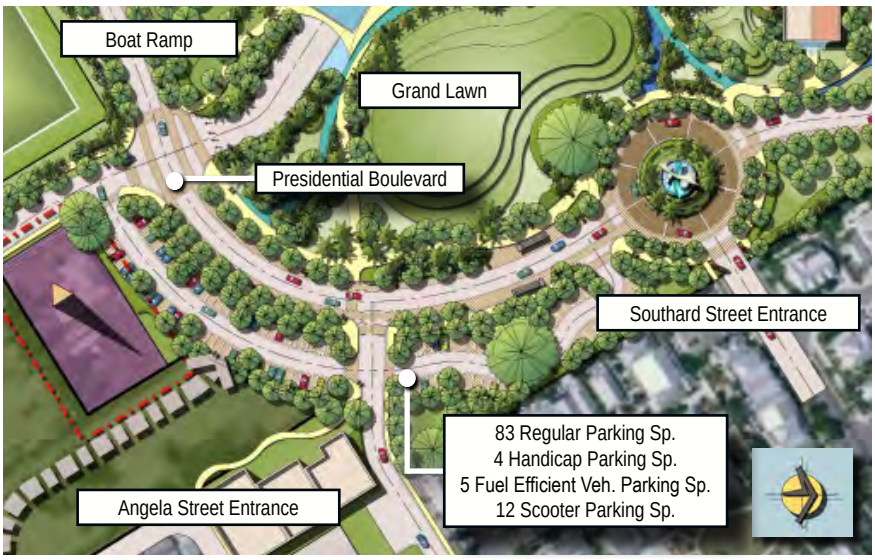

FIGURE #6 - Presidential Boulevard and East Parking

Serving as the primary vehicular corridor though the park, Presidential Boulevard consists of two 12' wide asphalt lanes for vehicular traffic, two 8' wide concrete paver bike lanes and a total of four transit stops on either side of the

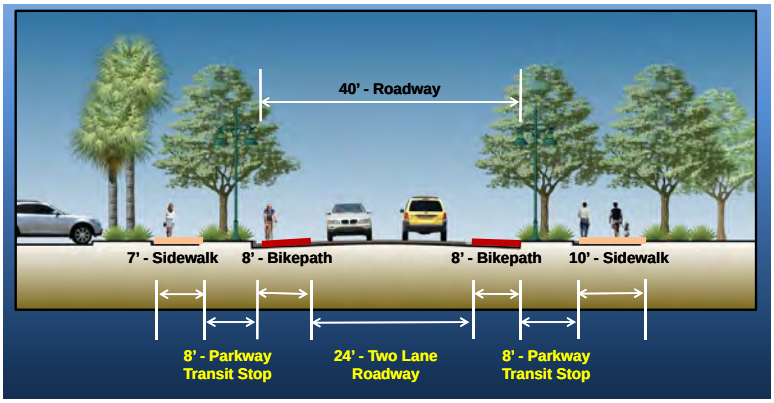

FIGURE #7 - Presidential Boulevard - Typical Cross Section

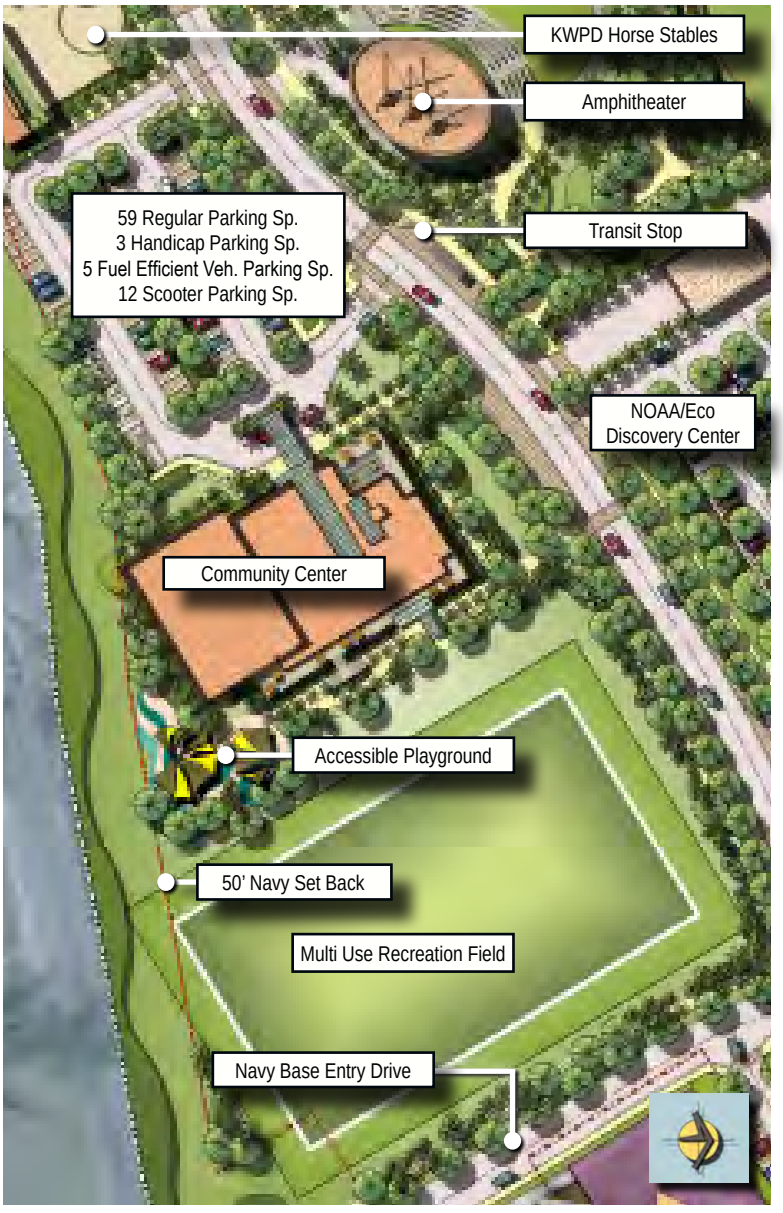

FIGURE #8 - Community Center / Multi Use Recreation Field / West Parking

roadway beyond the bike lanes. (Figure #7) The generous 8' wide bike lanes are designed to accommodate parallel parking during special events in the park and provides for an additional 91 short term parking spaces. As indicated in the section, the Boulevard will be landscaped with large shade trees and lined with pedestrian sidewalks along both sides for the entire length of the roadway.

The existing boat ramp will remain but will be restricted to use by the City and Navy. As the ramp will not be available to the public, removable bollards placed at the entry to the ramp will control access. Opposite the boat ramp entry, a two lane roadway will provide access to the Naval Base. (See Appendix C, Overall Site Plan). Directly west of the Navy Base entry will be a multi use recreation field and community center. The 310' long x 180' wide recreation field will be lit for night time use and allow for a wide range of recreational activities. The field size has been sized to accommodate sporting activities such as high school football and soccer. (Figure #8)

Located to the west of the field is the new 32,625 sf Community Center. (Appendix C, Architectural Plans A1-01 through A1-04) The Design Team met with numerous potential users of this facility and working with the City, developed a program for the building which meets the needs of local community groups and the City's Community Services 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 67 parking spaces including 3 handicap spaces, 5 fuel efficient vehicle spaces and 12 scooter 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 south of the boat ramp westward to the amphitheater area. The NOAA facility has both staff and visitor parking which will remain.

FIGURE #9 - Truman Amphitheater

The proposed Truman amphitheater, located on the western most edge of the park will be designed to accommodate a wide range of community events and activities (Figure #9). The facility will provide up to 250 fixed seats, a 3,800 s.f. structure including a stage, restrooms and change rooms and an open lawn area of over 15,000 s.f. The building's 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 flexible seating arrangement will allow the facility to be utilized for formal gatherings such as weddings and stage performances to more informal gatherings for musical concerts and movies (See Appendix C, Amphitheater Renderings Sheets A4-01 through A4-03).

With the performance stage orientation facing north west, stage sounds will be directed to the Mole Pier and should have minimal impact on the adjacent residential community. The location of the existing NOAA and Eco Discovery Center buildings will also help shield sound and light spill-over into the adjacent residential areas. The

design of the amphitheater includes a sweeping curved landscaped berm or hill that extends from the eastern side of the amphitheater up to a height of over eleven 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 screens the adjacent Navy storage areas along the bulkhead and provides an excellent opportunity to view the famous Key West Sunsets from the top of the hill. The design of the amphitheater was developed respecting the required 50' setback from the Navy property along the northern and western edges of the area. To compliment this land form on the north side of the amphitheater, a long curving three dimensional "Green Wall" was created that encloses the seating area and stage on the south side securing the seating area from the street side of the space.

Parking for amphitheater events will be shared with the community center on the south side of Presidential Boulevard. Two raised pedestrian crosswalks connect this area to the north side of the boulevard to provide safe pedestrian access. During large events, the designated bike lanes along both sides of the boulevard will be closed and an additional 91 parallel parking spaces provided for the amphitheater parking.

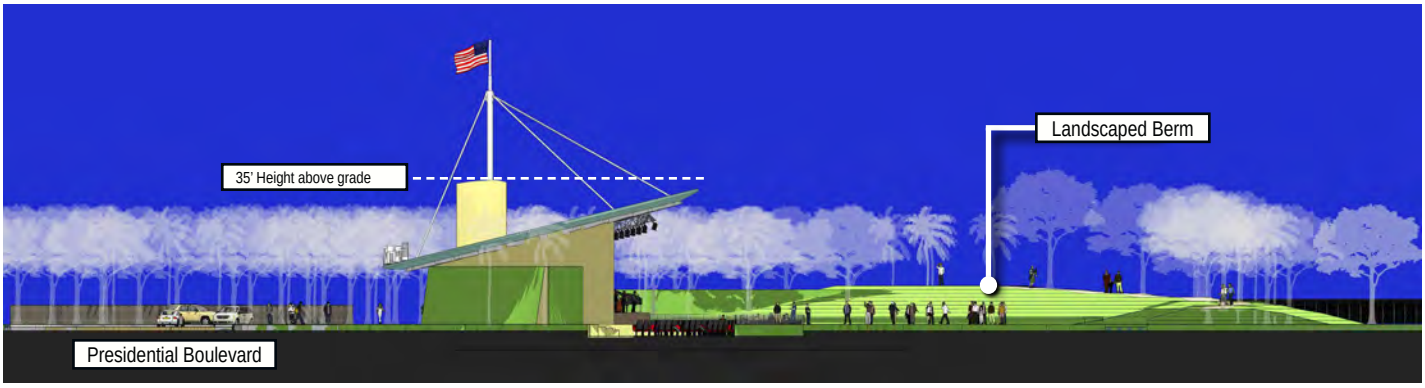

FIGURE #10 - East Elevation - Truman Amphitheater

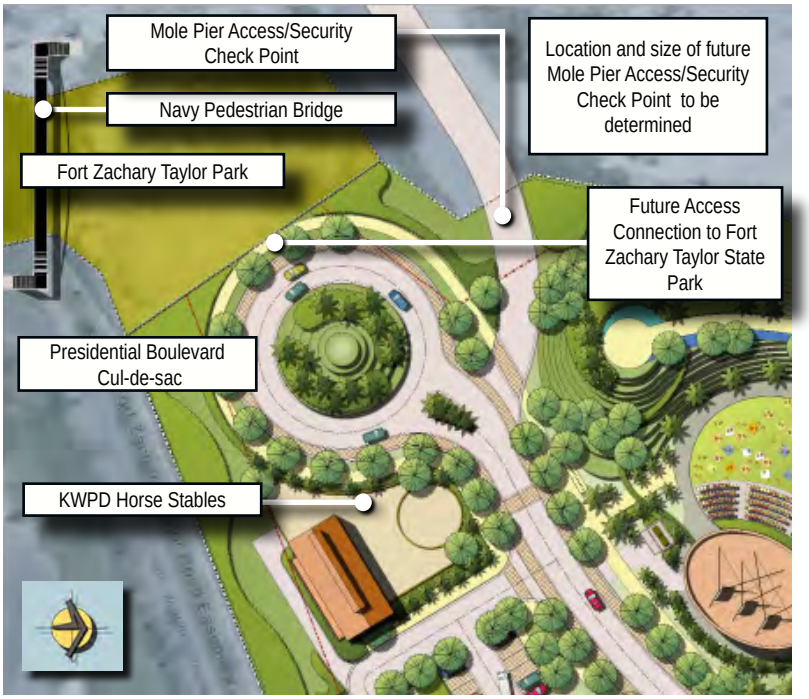

FIGURE #11 - Terminus Cul-de-Sac / Mole Pier Entry

At the western end of Presidential Boulevard, a large landscaped cul-de-sac serves as a visual terminus to the park's primary boulevard. Although a connection to Fort Zachary Taylor Park from the western edge of this area is planned in the future, the loop roadway design allows vehicles to safely turn around until the new park entry is constructed. When the roadway to the State Park is completed by the State, the loop will remain and provide park users the ability to circulate in the park without having to enter the Fort Zachary Taylor Park. The plan provides both pedestrian walkways and bike lanes extending around the cul-de-sac with the opportunity to eventually extend into the State Park as well (Figure #11).

To the east of the cul-de-sac, there is an access roadway leading north to the Mole Pier. This access will be controlled by the Navy with a security gate and check point. Transit vehicles carrying passengers to and from the cruise ships will also be permitted to continue to utilize this roadway to the pier.

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:	Bermello Ajamil & Partners Inc.
• 4	Surveyor:	Island Surveying, 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)

FIGURE # 12 - Existing Zoning overlaid on Illustrative Master Plan

- Figure #12, illustrates the existing zoning areas overlaid on the illustrative master plan.

Sec. 108-230. – Other project information

- The project construction will be phase over 5-7 years based on funding availability. The City of Key West will determine the priority list and phasing sequences. See the associated Development Agreement for the phased construction schedule.

- 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 previously owned by the Navy to a City park and recreation area. The program includes the following elements:

Program Element	Size
Community Center	32,625 s.f.
KWPD Horse Stable	2,528 s.f.
Amphitheater	3,800 s.f.
Amphitheater Fixed Seating	250 seats maximum
Building 103 Adaptive Reuse (Restaurant, Museum & Public Restrooms)	13,748 sf
Parking spaces	225 automobiles (+91 flexible spaces to be used during special events)
Scooter Parking	36 spaces
Bicycle Parking	276 spaces
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.

- The only environmentally sensitive areas within the property boundaries are the nesting locations on top of the existing buildings. Every effort will be made to protect these nesting locations prior to construction and the demolition of the existing buildings.

- 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. Coordination with FDEP in conjunction with the land use controls listed in the Deed are ongoing and coordination with SFWMD will occur as the storm water management plan is developed in more detail.

- 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.
- Coordination efforts will be ongoing with the Navy
- Coordination efforts will continue with the State Park

Sec. 108-233. – Concurrency facilities and other utilities or services

Refer to chapter 94 [Concurrency Management]

General Note:
The following projections are for the entire development at build out.

Potable Water

Table #1, indicates the anticipated water consumption based on the City of Key West Zoning Code's gallons per day consumption for the site and buildings on 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 AreaTotal 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 needed. This will be accomplished through the use of drought tolerant native species, a drip irrigation system with rainwater sensors and designed to meet ARCSA Standards. The use of rainwater from the community center roof for irrigation needs will also be explored.

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).

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				

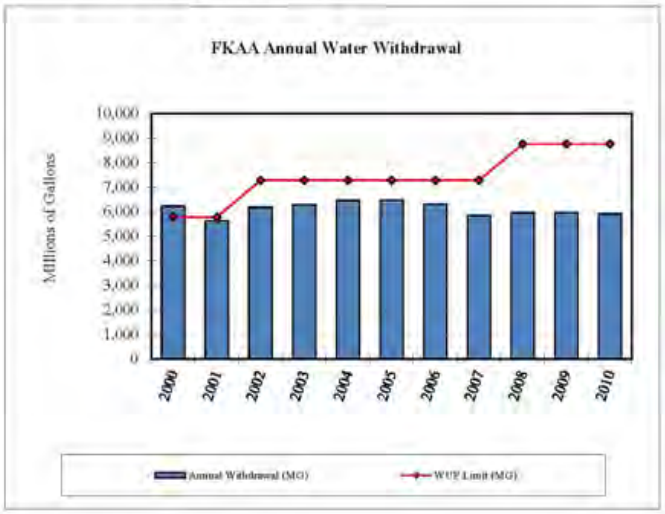

TABLE #2 - Annual Water Withdrawals

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 for the County is an annual allocation of 8,751 Million Gallons (MG) or 23.98 MGD and a maximum monthly allocation of 809 MG.

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 FKAA 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 for Monroe County and the actual FKAA 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. FKAA 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.

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 Drainage Plan sheets CC-00 through CC-10 in Appendix C)

Storm Water management

The approach to the conceptual storm water management system for the site included reviewing the current master plan, determining the pervious and impervious areas based on the current master plan, quantifying pre and post development storm water discharge, and presenting a conceptual strategy for collecting, transmitting, detaining and discharging of storm water according to state and local municipal water quantity and water quality standards.

The existing property consists of two (2) buildings, roadways, sidewalks, and a partial supporting utility infrastructure. The existing storm water management system consists of numerous catch basins that are connected to outfalls which discharge into the harbor. Water Quality treatment is currently only accomplished by percolation and settling in small retention areas / swales. The Truman Waterfront property topography ranges from 6.35 Feet. to 8.21 Feet N.G.V.D 1929.

The Waters that surround the City of Key West and the Florida Keys have been designated as an Outstanding Florida Water Body (62-302.700 F.A.C). SFWMD ERP Manual requires an additional 0.5 inches of pretreatment volume for storm water discharged directly to Outstanding Florida Waters.

Water Quality Retention Volume = 1.5 inches X 28.21 ac. = 42.32 ac.- in

The storm water management for the Truman Waterfront will consist of retention areas to provide the required water quality retention volume. The storm water quantity will be accomplished by the installation of Class V gravity storm water injection wells. There appear to be connections to

the existing storm system in the East Quay area that are believed to serve adjacent properties (TAMPOA). The upstream conditions and contributing basin areas of these systems will need to be verified and accounted for during the design phase for the future improvements.

The storm water retention areas are designed as 1 or 2 feet deep with 4:1 side slopes. The routing of the storm water is designed to be collected and routed to the retention areas via storm sewer collection systems. The runoff will stage up in the retention area and percolate into the ground. Each retention area will have either an elevated inlet or a baffle box with a gravity injection well or the area will be interconnected with an adjacent retention area served by an injection well. The inlets will allow excess runoff beyond the required water quality retention level to be routed to a nearby baffle box and injection well.

The gravity injection wells will be designed as 24" diameter, 60 foot cased, and 120 feet deep. The injection wells will be connected to a triple chamber baffle box. The baffle box will have screens, turbulence deflectors, skimmer, hydrocarbon boom, and screen over the well casing.

During the design phase (Construction Documents), an Interconnected Channel and Pond Routing (ICPR) Model will be created in order to accurately calculate the storm water routing and stage elevations within the entire system. ICPR is a one-dimensional, unsteady-flow, coupled hydrologic and hydraulic model. The Model has the capability to model the surface water runoff, infiltration into retention ponds, hydraulic routing of the storm water flow in the pipes, and discharge into a discharge structure/well. The model is accepted by SFWMD for permitting purposes.

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 according to the City of Key West Code of Ordinances Section 94.71 Solid Waste. The U.S. National Park Service has established general criteria for the evaluation of solid waste generated in a park. The literature indicates that the use of an 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 visitors per day 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 can be expected to be generated by the number of visitors anticipated.

Community Center

Occupant Load Calculations for the Community Center indicate a maximum user capacity as per the 2010 Florida Building Code of 509 persons (See Table #3). The Community Center can be expected, at full operation, assuming a total occupant capacity and a twice a day rotation for this total capacity, to serve approximately 1,018 person/day. City of Key West Code of Ordinances Section 94.71 Solid Waste indicates a solid waste generation for non-residential use of 6.37 lbs/ capita/day. In order to calculate the per capita per day amount we assume a 2 hour stay in the Community facility per person and on average. This implies 2,036 hours of total daily use as per the

Community Center Occupant Load Calculations*			
Use Function	**Area in Square Feet**	**Square Feet/Person**	**Total Occupant Load**
Business Area	20,369	100	204
Accesory Area	1,350	300	5
Restaurant	850	15	57
Meeting Rooms	2,328	15	155
Exercise Rooms	5,078	102	50
Kitchen	950	200	5
Locker Rooms	1,700	50	34
Total Occupant Load Capacity			509

***As per 2010 Florida Building Code**

TABLE #3 - Community Center Occupant Load Calcualtions

occupant load established . In order to calculate the total lbs./capita/day we convert this use to a Full Time Employee Count (FTE). Calculating the Full Time Employee (FTE) at 8 hours-day this amounts to 127 persons/day. At the 6.37 lbs/capita/day this represents a total of 809 lbs/day of solid waste generation.

Building 103

Building 103 is proposed to become a restaurant and museum 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

Building 103 Occupant Load Calculations*			
Use Function	**Area in Square Feet**	**Square Feet/Person**	**Total Occupant Load**
Restaurant	5,184	15	260
Business Area	7,464	100	75
Kitchen	1,100	200	6
Total Occupant Load Capacity			340

***As per 2010 Florida Building Code**

TABLE #4 - Building 103 Occupant Load Calcualtions

approximately 2 hours this represents 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. (See Table #4).

Horse Stables

The horse stables occupant load has been established at 26 persons. This takes the Business Areas that are 2,528 SF and as per the 2010 Florida Building Code divides by 100 gross square feet per person and arrives at an occupant load of 26 persons. We have taken this load as the FTE load for this facility. This gives a total of 165.62 lbs/capita/day of solid waste generation.

Summary of Solid Waste Calculations

The total anticipated daily solid waste generation for the park and its facilities is indicated in Table 5 Solid Waste Generation Calculations. This table reflects the individual calculations for occupant load carried out for each of the uses proposed for the Truman Presidential Park. A total of 2, 121 lbs/day are anticipated to be generated by the Park during its normal daily operations. This translates to one ton per day for a total of 365 tons per year.

Building	FTE Occupant Load	Lbs/Day	Total Lbs.
Park Visitors	1,000.00	0.60	600.00
Community Center	127.00	6.37	808.99
Horse Stables	26.00	6.37	165.62
Building 103	180.00	6.37	1,146.60
Total			2,121.21

TABLE #5 - Solid Waste Generation Calculations

The City's Comprehensive Plan identifies that the City's contract with the landfill operator shall provide a reserve capacity of 50,000 tons per year or 299.40 cubic yard of land fill at the Berman Road Landfill in Okeechobee County. The 365 tons per year generated by the proposed Truman Presidential Park can be accommodated in the City's present solid waste disposal stream.

Roadways: Park Access and Internal Circulation

The primary access to the park will be via Southard Street. A secondary two way access roadway will be provided via Angela Street. Moreover, a combined Navy and Fire Department emergency access is envisioned via Eaton Street. All ingress/egress access points will consist of two lane, two-way streets in the immediate proximity of the Truman Waterfront Park as per emergency management request.

The main internal circulation roadway (Presidential Boulevard) 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. (Figure #7) The eight foot wide bicycle lanes can be utilized as on-street parking during

FIGURE #13 - Site Vehicular Circulation and Parking

special events at the amphitheater or during boat races at the marina. Figure #13 illustrates the proposed internal vehicular circulation and parking areas within the park.

On-Site Parking

As depicted in the master plan contained in Appendix C, three public parking lots will be provided within the park. A 66 space public parking lot is planned immediately north of Building 103, 92 parking spaces will be provided near the Angela Street entrance, and 67 parking spaces will be constructed near the community center (on the south side of Presidential Boulevard). During special events at either the community center or the amphitheater, the two eight foot wide bike lanes along Presidential Boulevard will be closed and an additional 91 parallel parking spaces created. Hence, the total number of vehicular spaces provided on site includes 316 parking spaces. (Figure #13).

Additionally, the existing visitor and employee parking areas adjacent to the NOAA/Eco Discovery Center will remain. The new City of Key West surface parking lot planned for the west side of Fort Street near Olivia Street is available for local residential parking.

Public Transportation

The Truman Waterfront Park has been designed to facilitate multimodal transportation access 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 located within the park located immediately south of the main entrance (south side of the entry roundabout), and on both sides of Presidential Boulevard between the proposed amphitheater and the community center.

Pedestrian and Bicycle Features

Pedestrian access is planned throughout the park with pedestrian promenades, walking and exercise paths, seven and ten foot wide sidewalks along Presidential Boulevard, and pedestrian access paths along Southard, Angela, Geraldine and Fort Streets. To assist in calming vehicular traffic and providing safe access for pedestrians, crosswalks located along Presidential Boulevard are set on raised paver platforms. This serves to better define the crosswalks for motorists and forces vehicles to slow down at several points along Presidential Boulevard.

Bicycle access is provided not only on the widened pedestrian walkways throughout the park but also on dedicated eight foot wide bicycle lanes along both sides of Presidential Boulevard south of the entry circle and four foot wide lanes north of the entry circle. The typical section of Presidential Boulevard is illustrated in Figure #7. The use of concrete pavers in the dedicated bike lanes helps to reduce the visual width of the roadway and will also reduce vehicular traffic speed. The site has secured bicycle parking throughout the park with a total of 276 spaces overall.

TRIP GENERATION

For purposes of this traffic statement, the trip generation for the park was determined for two scenarios, as described below. Attached to this report is a traffic impact analysis provided by a certified traffic engineer.

Scenario One (Average Conditions)

As indicated previously, up to 225 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 90 vehicles per hour will either enter or exit the park during the highest demand hour, for average conditions (no special events). The 90 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 for additional on-site parking capacity, the maximum number of vehicles than can park within the site is approximately 316 (including the 225 surface parking spaces). Therefore, the maximum directional vehicular trips generated by the Truman Waterfront Park project during special events include 314 trips. These 316 vehicular trips are in addition to the traffic currently being generated by the US Navy Base, the NOAA facility, and Fort Zachary Taylor Park.

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 (See Appendix D), 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 Fort Zachary Taylor Park.

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 #6 and Table #7 below document the results of the roadway analysis. As indicated in the Tables, 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 90)		Total Traffic	Roadway Capacity (2)
			%	Trips		
Southard Street	137	153	80%	72	225	410
Angela Street	23	26	20%	18	44	410
Petronia Street	17	19	0%	0	19	410

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

TABLE #6 - Roadway Link Evaluation - Average Conditions

Roadway Link Evaluation - Special Events

Access Roadway	Existing Traffic (1)	Adjusted Traffic	New Park Trips (316)		Total Traffic	Roadway Capacity (2)
			%	Trips		
Southard Street	137	153	50%	158	311	410
Angela Street	23	26	25%	79	105	410
Petronia Street	17	19	25%	79	98	410

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

TABLE #7 - Roadway Link Evaluation - Special Events

Traffic Conclusions

- During average conditions, up to 90 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 316 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.

Note: Although it is not common to use parking spaces for trip generation purposes, due to the unique nature of the proposed land uses, and the high multimodal (trolleys, bikes, scooters, walking, etc.) options available within the City of Key West, the trips associated with the project were determined based on the maximum automobile accumulation capacity within the project, as shown in the master plan.

Recreation

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

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

- The proposed Truman Waterfront Park design and future construction shall meet all the criteria identified in Chapter 102 Articles III, IV and V and Section 108-956. The project will be reviewed for compatibility with Section 102 by HARC in a series of public meetings that will begin in January, 2014. All historical resources will be preserved. There is only one building to remain on the site, Building 103 which will be restored and rehabilitated for adaptive reuse. There are no identified archaeological sites within the property. The parking and design requirements have been previously addressed in this report.

- 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. This is also addressed under potable water, Section 108-233 in this report.

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. Although pedestrian access to the pier is restricted by the Navy, passenger trolleys carry tourists to the cruise ships through the site.

- The boundaries of the Bahama Village Community Redevelopment Area are indicated in Figure

FIGURE #14 - Bahama Village Redevelopment Area

#14. A portion of the Bahama Village Redevelopment Area overlap the south east section of the site. Planned development within the Redevelopment Area boundaries includes portions of the southeastern parking lot and open space areas. Approximately 1.65 acres of the redevelopment area are being used for park purposes. 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.

- 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 uses are 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 zoned HRCC-4 (Figure #11).

- 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 areas 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 by providing active and passive recreational and open spaces for the residents of the community.

- Historic and Archaeological Resource Protection - The proposed Truman Waterfront Park design is located within the City's historic district. The park design will begin HARC review in January, 2014, after the Planning Board review and several meetings are anticipated for the review and approval process.

- 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 existing exterior character of the building but will be updated internally to meet the needs of potential new uses. Where possible, the internal 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 responds to the character and uses of that specific building.

Sec. 108-278 - Appearance of site and structures

- See Section 108-236 above

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, as indicated on the Site Plan.

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

- The Master Plan indicates the locations for front end loaded dumpsters at Building 103, the community center and the amphitheater. Each location accommodates two dumpsters for refuse collection. Each dumpster area will be screened with a minimum six foot tall, solid wall/fence and landscaping.

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 open 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 designed to meet Dark Sky lighting requirements.

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. A loading dock has been designed for the south side of the amphitheater facility, see Master Plan. A loading area has also been indicated on the north side of Building 103 to service the proposed museum and restaurant uses.

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 (See Appendix C, Sheets IP-00 and SP-00).

Sec. 108-238. – Architectural drawings

- See attached Architectural Drawings (See Appendix C, Sheets A1-01 through A4-03).

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 seating, bike racks, landscaping, 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. (Sheets SS-00 through SS-10).

Sec. 108-241. – Soil survey

- Although no soils surveys have been conducted by the park design Team, studies have been conducted to monitor the remediation efforts of the Navy of previously contaminated soils on the site. Working with FDEP, the Navy has addressed on site soil contamination issues and has improved the soil conditions to an "Industrial level" use across the site. The City, Navy and FDEP are now working to determine what additional measures may be needed to permit the proposed recreational uses to occur on the site.

- A new 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 two existing buildings on the site, Building 103 and Building 1287 are supporting active nesting colonies of Least Terns and Roseate Terns. The Roseate Terns are listed as Federally Threatened and the Least Terns are listed as State Threatened. The intent is to protect the nesting habitats located on the roofs of both structures for as along as possible and if possible, incorporate design components in the new Community Center and the renovation of Building 103 to preserve the nesting habitats. There is a possibility that environmental grants may be available for the construction of new facilities and the preservation of the nesting areas.

- The site has no other environmentally sensitive areas, no wetlands, nor upland wildlife habitats. The present seawall will not be altered. The seawall 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 park design will provide a continuous pedestrian promenade along the waterfront from Admiral's Cut to the west side of the NOAA facility. The promenade will contain amenities such as seating, lighting, shade trees, palms and public art. The waterfront promenade will be an average width of 40 feet wide and extends more than 2,500 feet along the bulkhead. A proposed future pedestrian/bicycle bridge at Admiral's Cut will link the Park's waterfront promenade to the waterfront promenade of the Westin Marina leading to the City's central business area to the north.

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

- Drainage and surface water plans prepared by a State of Florida registered engineer, Perez Engineering and Development, Inc., are provided as part of the permit application package. (See Appendix C, Sheets CC-00 through CC-10). The drainage and surface water management plan will meet the City of Key West's 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. (See Appendix C, sheets LT-00 through LT-11).

- Landscaping Plan - A landscape plan has been prepared. (See Appendix C, sheets LL-00 through LL-12). 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. An irrigation plan will be developed once the landscape plans are confirmed and plant material locations and species finalized. Approvals for the landscape master plan, irrigation plans and the tree disposition plans will be obtained from the City of Key West Tree Commission.

Landscape maintenance program

- The following landscape maintenance plan is an outline program to describe the efforts required by the City staff to maintain the park and allow the Truman Waterfront Park plantings to thrive in a safe and vigorous manner while fulfilling their intended purpose and conserving natural resources. Once the final landscape plans are prepared and plant material locations and species confirmed, a more detailed long term maintenance program will be developed.

- 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 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 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 - A complete site 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 park users. The proposed roadway, pedestrian and bicycle system and the waterfront promenade and its linkage to the Downtown waterfront and the City via Admiral's Cut will provide for easy access by all modes of transportation and in particular by walking and cycling.

- Although there are no national or local standards for required parking for city parks, the development plan accommodates the parking demand identified for the uses proposed within the park. Utilizing the city's standard parking requirements for the proposed uses in the park, a total of 366 parking spaces are required. Due to the site's configuration and limited land area, the plan indicates 316 parking spaces, a total of only 50 less than required by Code. With 276 bicycle parking spaces indicated on the plan, over 200 more than required, the deficit parking spaces are being substituted by the additional bicycle parking spaces based on the allowed 4 to 1 substitution ratio. This will provide ample parking on site for park users and encourage pedestrian and bicycle access to the park.

- Included within the 316 parking spaces indicated on the site plan, there are 10 handicap accessible spaces and 15 low emission vehicle designated parking spaces. With the effort to LEED certify both the Community Center and the renovation of Building 103, the number of low emission vehicle parking spaces may increase without affecting the overall parking yield.

- Specific buildings within the site such as the proposed Building 103 Adaptive Re-use, the Community Center, Horse Stables and Amphitheater have specific parking demands identified by code. See Table #8 for parking and bicycle demands by building.

Truman Waterfront Park Automobile and Bicycle Parking Calculations									
Description	**Area (SF)**		**Type of Use**	**Parking Space Requirement Ratio**	**Number of Parking Spaces Required**	**Number of Parking Spaces Provided**	**Bicycles Spaces as % of Required Vehicular Parking Spaces**	**Number of Bicycle Spaces Required**	**Number of Bicycle Spaces Provided**
Community Center	Assembly Area	10,821	Community Center	1 space per 150 SF Floor Area in Main Assembly Hall	72	72	35%	25	90
Stables	Building Total	2,525	Public Administration Offices	1 space for each 300 SF building floor area	8	8	25%	2	6
Building 103	Serving Area	4,700	Restaurant	1 space for each 45 SF building floor area	104	106	25%	26	84
	Assembly Area	4,350	Museum	1 space for each 150 SF building floor area	29		10%	3	
Amphitheater*	Open Lawn, (assembly area)	15,259	Place of Assembly	1 space for each 150 SF of assembly area	102	130	10%	10	96
	Fixed Seating	250	Auditorium Seating	1 space for each 5 seats	50		10%	5	
TOTALS		**37,905**			**366**	**316**		**72**	**276**
				Additional Vehicular Parking Spaces Needed		50			
				Total Bicycle Parking Spaces in Excess of Required Spaces 276-72		204			
				Excess Bicycle Parking Divided by 4, Yields Vehicular Substitute Spaces		51			
				Total Parking Spaces Provided + Bicycle Space Credits		**367**			

*Amphitheater and Event parking will be provided on street in bike lanes during events.

TABLE #8 - Automobile and Bicycle Parking Calculations

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 Building #1287, both formerly owned and operated by the Navy. The adaptive reuse of Building 103 is proposed as a park amenities support structure and Building 1287 will be demolished and replaced with a new community center. (See Appendix C, sheets A1-01 through A3-03). 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 restaurant operations proposed for Building 103 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 on 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.

- Comprehensive Plan Policy 1-1.1.8. The HRCC-4 zoning sub-district comprises a portion of the Truman Waterfront Parcel of the Key West Base Reuse Plan to be used as a regional public park. Appropriate uses in the HRCC-4 sub-district include parks and recreational facilities and uses accessory to or typical of parks of regional scale.

- The Truman Waterfront Park project has been designed in response to the City of Key West Comprehensive Plan Policy 1-1.6.4: 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 parks and 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 1-1.1.10 (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 52,701 s.f. The FAR of the proposed structures on the Truman Waterfront Park is a total of .04 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, Sheet SP-00) indicates the location of four dedicated transit stops to encourage bus ridership to and from the site.

- As a City park, this development is all public recreation. (Site Appendix C, Sheet IP-00).

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

- Consistent with City of Key West Commission approval dated October 17, 2012, the Truman Waterfront Master Plan incorporates multiple project phases to facilitate development based on currently available and anticipated future project funding. The anticipated time frame for completion of the Park is 5-7 years, with Phase 1 expected to be substantially complete by March of 2017; although, because this project is dependent on available funding, this Major Development Plan request is for a ten year horizon. The following project phases are proposed:

  Phase I – Site infrastructure (roadway, utilities, parking), passive recreational areas, new multi use athletic field, construction of a new Multi-Purpose Center on the site of the proposed Community Center gym, demolition of the Police Athletic League (PAL) building. Relocations will include the stable, the Fort Zackary Taylor State Park entrance and the PAL program.

  Phase II – Demolition/Renovation of Building 103

  Phase III – Amphitheater

  Phase IV – Remaining portions of the Community Center

Additional Items:

Navy Deed Restrictions:

- Throughout the park design process, every effort has been made to meet the requirements of the Navy's Deed restrictions on the Truman Waterfront site. Many of these restrictions are graphically indicated on the Site Plan on Sheet SP-00 in Appendix C. The following lists the various restrictions and how the park design has addressed them:

  Minimum 50' setback from property line abutting the Government property:

  With the exception of roadways, walkways and low level vegetation there are no improvements within this area as described in the Deed.

  Minimum 20' setback around the TACTS Tower property:

  With the exception of roadways, walkways and low level vegetation there are no improvements within this area as described in the Deed.

  Perpetual Access to the Boat Ramp:

  The park has been designed to facilitate the launching of large boats into the water at the boat ramp. Access to this area will be limited to specified users with the use of removable bollards at the entry to control access.

  Perpetual access at Eaton Street:

  The plan accommodates a future emergency access at the Eaton Street ROW with a clear area to the bulkhead for emergency vehicles. Vehicular access is then provided along the bulkhead promenade which maintains a minimum width of 20' to the boat ramp entrance.

  Perpetual easements to utility lines:

  Once the final utilities are incorporated into the park plan design, the Navy will be provided with perpetual easements to those utilities as outlined in the Deed.

No improvement shall exceed an elevation greater than 35' height above the crown of the adjacent roadway:

The three new proposed structures on the site, the Community Center, the Horse Stables and the Amphitheater are all within the 35' height restriction. The only portion above this height are the three flag poles placed atop the amphitheater structure.

No commercial or recreational aviation activities on the site:

There are no plans to accommodate any aviation activities on the site now or in the future.

No development or improvements beyond the limits of the Truman Harbor Development Zone:

The only proposed change within the harbor area is the relocation of the USCGC Ingham to the location illustrated on the Site Plan. This new location, northward of its present location is within the Truman Harbor Development Zone. No private boats will be permitted to dock along the existing seawall other than the NOAA vessels presently utilizing the docks adjacent to the NOAA facility.

Conditional Use Review

Code Sec. 122-62 (a) provides, in part, that "a conditional use shall be permitted upon a finding by the Planning Board that the proposed use, application, and, if applicable, development plan comply with the criteria specified in this section, including specific conditions established by the Planning Board and or the City Commission during review of the respective application in order to ensure compliance with the Comprehensive Plan and Land Development Regulations." The same section also specifies that "a conditional use shall be denied if the city determines that the proposed use does not meet the criteria provided in this section and, further, that the proposed conditional use is adverse to the public's interest."

Conditional Use Criteria per Code Section 122-62

(a) Findings: The Planning Board may find that it meets the Code purpose of ensuring that "a conditional use shall only be permitted on specific sites where the proposed use may be adequately accommodated without generating adverse impacts on properties and land uses within the immediate vicinity."

The portion of the Park where the restaurant is proposed is within the HPS-1 zoning district, within Building 103. Outdoor consumption area is proposed overlooking the Truman Harbor. The area surrounding Building 103 has significant open space and recreational activities including an interactive water feature, playground, and parking lot with 106 dedicated vehicular and 84 associated bicycle parking spaces. The proposed restaurant with indoor and outdoor consumption area is proposed to be a maximum of 318 seats and appears to be generally compatible with the intent of the zoning classification that supports land uses accessory to and supportive of the Park. It is anticipated that the restaurant will be leased out and revenues generated will be reinvested in Park maintenance.

The proposed conditional use application for a restaurant with outdoor consumption area shall be in the public interest and shall meet the following criteria as described below:

(b) Characteristics of use:

1) Scale and intensity

a. **Floor Area Ratio (F.A.R):** The proposed F.A.R for the entire Park is 0.04, significantly less than the 0.8 allowed in the HPS-1 zoning district.

b. **Traffic Generation:** According to the Institute of Transportation Engineers Trip Generation Manual, 7th Edition, the trip generation of restaurants is 85 trips per 1,000 s.f. based on gross floor area although peak hours average 10 trips per hour. Because of the location of the proposed restaurant in a Park, traffic generation is expected to be largely pedestrian.

c. **Square Feet of Enclosed Space For Each Specific Use:**
Building 103 is approximately 13,748 square feet and will be used as a restaurant, historic museum and bathrooms available to all park users. The proposed total restaurant area is approximately 8,000 s.f with indoor and outdoor a consumption area limited to 318 seats. The proposed historic museum area is proposed to occupy 4,350. The museum use is not part of this conditional use request.

d. **Proposed Employment:**
It is estimated that approximately 18 employees are needed to serve the restaurant operations at one time.

e. **Proposed Number of Service Vehicles**:
Delivery service vehicles are expected through the parking lot at the rear of the restaurant approximately 3-5 times a week as needed. Garbage pick up will be from the parking lot as well to be determined on an as needed basis.

f. **Off-Street parking:**
The proposed parking lot located to the north of the restaurant building has been designed to accommodate 66 vehicles, five of which are priority spaces for fuel efficient vehicles, 12 scooter parking spaces (equivalent to 3 parking spaces) and 84 bicycle parking spaces, accommodated in the area. In the parking lot to the south of the entry circle and additional parking lot with of 92 spaces and 12 scooter spaces. Of the 92 spaces, 38 are designed to be dedicated to the restaurant use.

The proposed consumption area of 4,700 square feet limits the amount of seating to 318 seats. The proposal is subject to code requirements for restaurant parking requiring 104 parking spaces (one space for each 45 square feet of consumption area). Although an adequate number of parking spaces are provided to accommodate the restaurant use, as described above, in conjunction with this Development Plan and Conditional Use request, a bicycle substitution variance is requested to convert parking spaces into scooter spaces and thus substitute an additional 72 bicycle parking spaces for the entire Park. The museum use also requires (4,350 sf at one space per 150 s.f of floor area in the assembly hall) resulted in a requirement of 29 spaces, of which only 2 spaces can be accommodated on the site parking lot. However, because the project is only a portion of a Park project there are over 300 parking spaces on the property with over 250 bicycle spaces.

2) On or Off Site Improvements Not Previously Identified

a. **Utilities**:
Utilities have been previously addressed in this report. Based on comments previously submitted by Keys Energy Services and Florida Keys Aqueduct Authority additional coordination will be needed for new services to the restaurant building.

b. **Public facilities:**
This report includes a Concurrency Management analysis. Services and utilities have adequate capacity for the proposed restaurant. Please see a more detailed concurrency report previously described above. As proposed, the restaurant and site are concurrent with Chapter 94 of the Code.

c. **Roadway or Signal Improvements:**
New roadways are proposed as part of the park master plan that will provide access to the restaurant. No new signals are proposed although, directional signage is proposed as part of the Park Master Plan. Roadway improvements have been previously addressed in this report.

d. **Accessory Structures or Facilities:**
Three main structures are proposed as part of the Park Master Plan. No accessory structures are proposed as part of the restaurant use.

e. **Other:** All special amenities proposed as part of the Park Master Plan have been previously addressed. No unique facilities or structures are proposed as part of the restaurant use.

3) On-site amenities proposed to enhance the site: Extensive site improvements are proposed as part of the Park Master Plan. The site is currently undeveloped and site amenities are addressed previously in this report. The proposed restaurant will share the building with a historical museum featuring local maritime and cultural history and provide restrooms and shelter for park users. Adjacent to the restaurant is a playground and interactive water feature where families are expected to frequent.

a. **Open space:**
The site is currently scarified and although under developed has very little vegetated open space areas. The total open space for the Park is over 64%.

b. **Setbacks:**
The proposed project is in compliance with setback requirements required by the Navy and the Land Development Regulations.

c. **Screening and buffers:**
All electrical equipment and garbage will be screened with appropriate fencing and vegetation. Significant vegetative buffers are proposed between the restaurant and other uses within the vicinity.

d. **Landscaping berms:**
No landscaped berms are proposed as part of the restaurant drainage plan, however the landscape plan includes varying topographic elevations.

e. **Mitigative techniques for abating smoke, odor, noise and other noxious impacts:**
The majority of the activity associated with the restaurant will be at the rear of the structure at the parking lot and at the front facing the playground and interactive water feature. The structure is significantly setback from other uses and it mostly within a concrete structure, so noise impacts are not anticipated from the restaurant although traffic is expected to increase. The proposal also includes a waste handling area that is buffered from sight by fencing and landscaping. Garbage will be removed on an as needed basis.

(c) Criteria for conditional use review and approval: Applications for a conditional use review shall clearly demonstrate the following:

1) Land use compatibility:
The proposed conditional use, in conjunction with the proposed Major Development Plan, is compatible with the nearby Military, park, residential and institutional land uses. The proposed restaurant is significantly setback from the nearest residential uses, buffered by significant landscaping, is located inside an existing historic Navy structure and no alterations are proposed to the scale of the building. Further, the intensity of the restaurant, which occupies only on half of the building, limits potential maximum intensity of the use. Although traffic currently traverses the site in order to reach the Naval bases and the State Park, impacts to the entire park are expected to increase as a result of the restaurant and new Park. Alternative transportation is encouraged by the

overall site plan which is designed to facilitate multimodal transportation needs through the park, including bicycle and pedestrian circulation modes, bus and tourist transportation mode access, and adequate parking is proposed for the use.

2) **Sufficient site size, adequate site specifications and infrastructure to accommodate the proposed use:**
The building is over 8,000 square feet on a 28 acre park site. Only four buildings are proposed on the site, leaving over 18 acres of open space. Building 103 is not proposed to be expanded as part of this application although outdoor seating is proposed.

The proposed Major Development Plan significantly exceeds and increases open space requirements. The site has adequate size and site specifications to accommodate the proposed outdoor consumption area and amenities such as screening, buffers, traffic circulation, concurrency management, sidewalks, bathrooms, site access, and parking needs.

3) **Proper use of mitigative techniques**:
The proposed plan for the restaurant has been designed to incorporate mitigative techniques to buffer impacts, such as vegetation for noise, visual impacts and heat gain. Additionally, the plan includes adequate bicycle and vehicular parking for the proposed restaurant and provides adequate access for visitors using alternative transportation. The solid waste storage area is proposed to be screened with fencing and vegetation. Adverse impacts are not expected to negatively affect community infrastructure.

4) **Hazardous waste**:
No hazardous waste shall be generated by this conditional use.

5) **Compliance with applicable laws and ordinances**:
The proposed development will comply with all applicable laws and regulations as a condition of approval.

6) **Additional Criteria Applicable to Specific Land Uses**:
Applicants shall demonstrate the proposed conditional use satisfies the following criteria:

a. **Land Uses Within a Conservation Area:**
N/A

b. **Residential Development**:
N/A

c. **Commercial or Mixed Use Development**:
The proposed restaurant is located squarely within the park with compatible adjacent park uses such as a museum, playground, interactive water feature and associated parking lot. The closest residential uses are approximately xx feet from the concrete building structure and the restaurant use buffered by a museum within the building, a fence, roadway and vegetation. The department has not received any concerns about the proposed restaurant use to date.

d. **Development Within or Adjacent to Historic District:**
As previously mentioned an application for demolition, site plan and material review was reviewed and approved by the Historical Architectural Review Committee on February 24, 2014, through Certificate of Appropriateness No. H14-01-0233 for a second HARC Meeting will be held in the future when the architectural drawings for the structures are ready.

e. **Public Facilities or Institutional Development**:
N/A

f. **Commercial Structures, Uses and Related Activities Within Tidal Waters:**
N/A

g. **Adult Entertainment Establishments:**
N/A