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# Unavoidable Adverse Environmental Effects and Considerations that Offset Adverse Effects

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The proposed disposal and reuse of the Truman Waterfront property would cause few unavoidable, adverse impacts, none of which would be significant. Many of the potential environmental impacts associated with reuse of the property ultimately would be avoided, minimized, or compensated through the permitting and approval processes required by the federal, state, and local government agencies. The principal environmental impacts that cannot be completely avoided by the proposed action are summarized below.

Turbidity generated by construction of port facilities and the marinas would result in unavoidable, short-term impacts to water quality. Also, the increase in the number of port calls by large vessels would result in unavoidable, short-term elevations of turbidity and increased violations of the state water quality standard in Key West Harbor and the ship channel. Short-term turbidity would have minor, short-term, adverse effects on adjacent marine communities.

Construction of the two marinas would undoubtedly increase boat traffic in the area, which would inevitably lead to an increase in vessel groundings and adverse effects on shallow marine habitats. These impacts could be minimized by improved channel marking and boater education initiatives, but could not realistically be avoided.

Similarly, the increase in boats using the proposed marinas would lead to increased disturbance of osprey and sea turtle nesting habitats on isolated islands in KWNWR in the vicinity of Key West. Although boater education and enforcement activities could reduce these incidences, these impacts could not be avoided.

Temporary disturbances to nearby residents from high noise levels during construction of facilities and buildings would be offset by the increased recreational activities and enhanced social and economic opportunities offered by the new facilities and infrastructure improvements. Other unavoidable adverse effects that would occur from construction of facilities include soil erosion and fugitive dust emissions. These effects would be short term, would be restricted to the immediate area, and would be partially mitigated through the permitting process requiring measures such as noise attenuation, soil erosion control, and fugitive dust control.

Implementation of the proposed action would create additional traffic that would decrease the operating LOS for local roadways and increase travel times on some streets, particularly those closest to the Truman Waterfront. Traffic generated by the proposed reuse of Truman Waterfront would also cause unavoidable, adverse impacts on the quality of life for some residents, especially those living in Bahama Village and Truman Annex Development. The Navy's current and future use of Eaton and Southard streets would contribute to unavoidable adverse impacts. These impacts would include localized degradation of air quality, noise, safety, and aesthetics. However, individuals who experience these adverse impacts may believe that they are offset by the increased economic, social, and recreational opportunities afforded by the redevelopment.