

RESOLUTION NO. _____

A RESOLUTION OF THE HISTORIC ARCHITECTURAL REVIEW COMMISSION (HARC) OF THE CITY OF KEY WEST, FLORIDA, APPROVING RECOMMENDATIONS TO THE CITY COMMISSION REGARDING THE DETERMINATION OF THE CHIEF BUILDING OFFICIAL OF THE DEMOLITION OF CERTAIN STRUCTURES AT THE HISTORIC DIESEL ENERGY PLANT AT 100 ANGELA STREET/ GERALDINE STREET, PURSUANT RESOLUTION NO. 18-088 OF THE CITY COMMISSION; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, in March 6, 2018 the City Commission approved Resolution No. 18-088 in which directed City Manager to submit the issue of demolition of certain components of the Diesel Generating Plant to HARC for an advisory, non-binding, opinion, pursuant to Sec. 102-221, to be provided to the City Commission as the owner of the Diesel Generating Plant; and

WHEREAS, each HARC Commissioner individually, and with the attendance of HARC and Engineering staff, visited the Diesel Generating Plant, during the days of April 2, April 5 and April 10 2018, in order to study the buildings and their actual conditions; and

WHEREAS, in April 16, 2018 HARC held a public workshop for the Diesel Generating Plant, on which the Chief Building Officer and Staff from the Engineering Department attended to discuss their opinion and questions of the conditions of the buildings, possible recommendations and future action tasks ; and

WHEREAS, during the workshop HARC members and citizens discussed their opinions and made questions to city's staff of the conditions of the Diesel Generating Plant buildings, possible recommendations and future action tasks; and

WHEREAS, the HARC members during the workshop recommended to their staff to gather all mentioned recommendations to be reviewed and discussed during the regular HARC public meeting to be held on May 23, 2018.

NOW, THEREFORE, BE IT RESOLVED BY THE HISTORIC ARCHITECTURAL REVIEW COMMISSION OF THE CITY OF KEY WEST, FLORIDA AS FOLLOWS:

Section 1: That the Historic Architectural Review Commission concludes that the main goal for the City Commission, as owners of the Diesel Generating Plant, shall be to prevent any additional loss of the historic fabric of the buildings by preserving the historic significant structures and their contents, and place the buildings to a new use that is compatible and sensible to the historic character of the site.

Section 2: That the Historic Architectural Review Commission advises the City Commission that due to the unique architectural features and location of the buildings, the future use be of an inclusive one, where citizens, locals and visitors, and future generations, can experience the buildings, their contents and the rich history associated with each.

Section 3: That the attached document titled Recommendations of the Historic Architectural Review Commission for the Historic Diesel Generating Plant is hereby approved.

Section 4: That this Resolution shall be provided to the City Commission as the Historic Architectural Review Commission advisory, non-binding opinion pertaining the Diesel Generating Plant as required under Resolution 18-088.

Section 5: That this Resolution shall go into effect immediately upon its passage and adoption and authentication by the signature of the Presiding Officer and the Clerk of the Commission.

Passed and adopted by the Historic Architectural Review Commission at a meeting held this _____ day of _____, 2018.

Authenticated by the Presiding Officer and Clerk of the Commission on _____ day of _____, 2018.

Filed with the Clerk on _____, 2018.

Chairman Bryan Green	_____
Vice Chairman Richard McChesney	_____
Commissioner Bert Bender	_____
Commissioner Joel Cognevich	_____
Commissioner Joe Moody	_____
Commissioner Letisia Powell	_____
Commissioner William Shepler	_____

Bryan Green, Chairman

ATTEST:

Vicky Walker, HARC CLERK

Recommendations of the
Historic Architectural Review Commission for the
Historic Diesel Generating Plant

EXECUTIVE SUMMARY

The Historic Architectural Review Commission requests the City Commission to lead by example and take steps to minimize future damage of these historic buildings, to preserve Buildings 1, 2, 3b, and 4, and to bring them back with a re-adaptive use compatible with the new Truman Waterfront Park. With June 1st 2019 being the given date by the Chief Building Official to comply with his orders; long-lead funding and restoration plans should be immediately pursued to allow for funding cycle times.

Introduction

The Historic Architectural Review Commission (HARC), created by City Charter, is the city's agency responsible of preserving the character and appearance of the historic preservation district, as well as buildings, structures and properties recognized as significant resources to Key West unique architectural and historical heritage. The Historic Architectural Review Commission members, each appointed by a City Commissioner and the Mayor, have different professional backgrounds. The current seven HARC members are:

1. Chairman Bryan Green- Architect, Commissioner Payne
Appointee
2. Vice Chairman Richard McChesney- Attorney, Commissioner
Weekley Appointee
3. Commissioner Bert Bender- Architect, Mayor Cates
Appointee

4. Commissioner Letisia Powell- Realtor, Commissioner Kauffman Appointee
5. Commissioner Joe Moody- Electrical Engineer, Commissioner Romero Appointee
6. Commissioner Joel Cognevich- Architect, Commissioner Lopez Appointee
7. Commissioner William Shepler- Architect, Commissioner Wardlow Appointee

The Historic Architectural Review Commission, acting as an advisory agency for the City Commission, which is also the owner of the buildings in question, renders the following opinions and recommendations as stipulated under Resolution No. 18-088. The opinions and recommendations are founded on the Land Development Regulations, site visits, research, and professional knowledge of each HARC member, documents presented as part of the workshop held on April 16, 2018, information given by the Chief Building Official and Engineering staff during the workshop, and comments from citizens.

Background:

In November 2016 a referendum to transfer the real property known as the Diesel Plant from Key's Energy Services to the City of Key West obtained the majority of votes from the citizens of Key West.

In February 12, 2018, the Chief Building Official conducted a hearing for the *Petition to declare building unsafe/ dwelling unfit for human habitation and notice of administrative hearing* for the buildings at the Keys Energy Diesel Plant in Bahama Village.

In February 21, 2018, the Chief Building Official rendered his *Order to repair, alter, or improve buildings* for the Diesel Generating Plant. On his order, the Chief Building Official

requires that the owner of the property, the City of Key West, take the corrective measurements:

Demolition of buildings 3, 4, and 5.

Repairs of buildings 1 and 2, including storm resistant roofing for building 2, closing of all openings in buildings 1 and 2, structural repairs to exterior brick walls for building 1 and 2. All exterior repairs are to be approved by HARC.

In April 6, 2018, the City Commission approved Resolution No. 18-088 directing the City Manager to submit the issue of demolition of certain components of the Diesel Generating Plant to HARC for an advisory, non-binding, opinion pursuant Sec. 102-221.

Individual visits to the Historic Diesel Generating Plant by the Historic Architectural Review Commission members and their staff were conducted with the Engineering staff as follows:

April 2

9:00am Commissioner Moody

10:00am Commissioner Shepler

11:00am Commissioner Powell

2:00pm Vice Chairman McChesney

3:00pm Chairman Green

April 5

10:00am Commissioner Bender

April 10

3:30pm Commissioner Cognevich

In April 16, 2018, the Historic Architectural Review Commission held a public workshop to discuss their opinions about their visits and gather comments from city's staff and citizens in attendance at the workshop.

Recommendations:

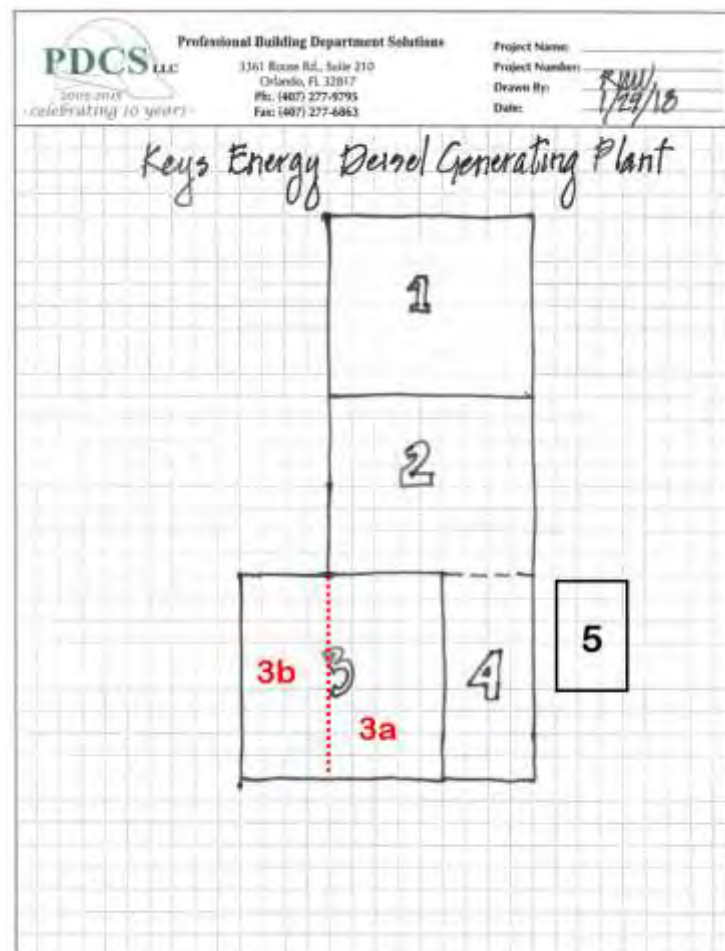
The main goal is to prevent any additional loss of the historic fabric of the Diesel Generating Plant, preserve the historic significant structures and their contents, and pursue restoration focused on a new use that is compatible and sensible to the historic character of the site. Due to the unique architecture and location of the buildings, it is highly advised that the future use be of an inclusive one, where citizens, locals and visitors can experience the buildings that must promote Key West's history and unique heritage.

Objective 1. Understanding the significance of the site, its buildings and the historic machinery found in the interior.

To be in compliance with the City's Comprehensive Plan- Historic Preservation Element- "Preservation Measures. The identification, analysis, and preservation of the City's historical, architectural, and archaeological resources shall be continued. This shall include the determination of their significance and vulnerability, as well as the implementation of preservation management policies as such resources are identified. The above efforts are to be coordinated by HARC, the Historic Preservation Planner, and other non-profit preservation organizations".

1(a). **History of buildings and their local, statewide, or national significance** - It is paramount to understand the history of the buildings, the number of buildings and all additions that have taken place throughout the life span of the Diesel Plant Complex. Not all existing buildings belong to the same period of significance. Machinery and changes in technology clearly affected the exterior of the buildings in terms of fenestrations (openings), heights, and alterations to the historic fabric. Clear floor drawings referencing the number of buildings are important when

conveying determinations pertaining a building's health and its future. This document will use the following drawing as reference to each building on the site. Top of the building 1 is Angela Street right side of building 5 is the actual Key's Energy electric substation, bottom of building 3 (a) and 3 (b) and building 4 is Geraldine Street and left side of buildings 1, 2 and 3 (b) is the Truman Waterfront Park.



Floor plan sketch for Diesel Plant complex

1 (b). **History of existing electric generating machinery inside of the buildings and their local, statewide, and/or national significance** - In the interior of the buildings there are five machines, four large-scale generators and one smaller machine. Two

hoist machines with their rails at top plate level are still located on Building 2 and 4. There are also parts of the main circuit breakers- or heart of all machines located on Building 2 over a concrete platform built over a brick structure. In addition, portions of historic stacks are found in Building 2. The existing iron beams and columns found on Buildings 2 and 4 are not part of the structure of the buildings but rather they are related to the machinery. The machines do not have their identification plates, making their identification and year of construction a difficult task. About some of the machinery found inside of the complex:

a. Two Nordberg Dynamo Electric Generators- Bruno V. Nordberg 1857-1924, was an engineer and builder born in Finland in 1857. Founder of the Nordberg Manufacturing Co. in 1886, in Milwaukee, Wisconsin. By the 1940's company produced almost 95 percent of military and defense order, making marine and stationary diesel generators, mine hoists, crushers, compressors, and torpedo tubes. The company was "one of the world's leading producers of heavy machinery".¹ In 1946, the company bought the Bush- Sulzer Diesel Engine Co., which was founded in 1911 by Adolphus Busch of Anheuser-Busch Brewery. The Smithsonian Institute Archives has a collection of the company's documents including photographs, machines blueprints, and correspondence.

b. One Busch- Sulzer Diesel Engine Co- Adolphus Busch obtained the rights from Rudolf Diesel to build diesel engines in the United States in 1897. In 1911 Busch jointed efforts with Switzerland brothers Albert, Heinrich, and Edward Sulzer, diesel engine builders. The Sulzer brothers supplied diesel engines for US Navy submarines during World War I.



Unknown manufacturer
Dynamo generator at Building 1



Small machine at Building 1



Nordberg Dynamo generator at Building 2



Busch-Sulzer Bros- St. Louis Dynamo generator at Building 2



Nordberg Dynamo generator at Building 4

Performance for Goal 1.

a. Historic Structures Reports (HSR) of the buildings - It is important to understand the history of each building and their components. This will be a tool to trace the significance of each building and their machineries, how the Diesel Plant was developed and transformed from a gas production plant to the prime electric plant it became, including additions, alterations, and loss of architectural elements. The HSR will also include current deterioration of building materials, recommended methodologies for preservation and conservation, planning priorities for a successful preservation plan, and recommendations in sensible re-adaptive use, among others.

(b) HARC staff has the professional qualifications to perform the task of a HSR but they do not have the time due to their workload. HARC recommends that the City apply to grants like the small-matching grant with the Department of State Historic Resource Division. Due to the recognition of the City as a Certified Local Government, matching portion of the grant is waved. Grant is up to \$50,000 for this type of study.

Objective 2. Understanding the actual state of the buildings and, by knowing the historic significance of each building, develop a plan of action.

2(a). **Survey and Structural Assessment of the buildings** - The buildings in question are historic, ranging from circa 1883 through 1950's in their construction dates. For more than 50 years, the utilitarian structures have been abandoned and neglected. It is important to recognize the current structural conditions of each building.

2 (b). **Recognition that later additions to the Historic Diesel Plant are not part of the period of significance of the brick historic buildings and do not possess architectural value** - It is concluded that Buildings 3b and 5, are not architectural significant additions to the Historic Diesel Plant. Building 3b is an addition, attached to Building 3a. The addition, built with reinforced concrete, is located over Fort Street, obstructing a historic connection between Fort and Angela Streets. The concrete addition is a source of humidity problems to the brick historic fabric of Building 3. Building 3 b has a mural painting done by artist Eric Anfinson and kids from the community under Just 4-Kids Art Center during the summer of 2011. The main portion of the mural was painted over a wood panel, which can be removed and relocated. Building 5 is a concrete structure built detached at the east side of the complex for exhaust pipes. The structure has no architectural character or significance, no windows or doors.

2 (c). **Recognition of Buildings 1, 2, 3a and 4, as part of period of historic significance of the Diesel Generation Plant** - The Chief Building Official has opined that Buildings 1 and 2 must be repaired and Buildings 3a and 4, in addition to Buildings 3b and 5, should be demolished. It is concluded that Buildings 3a and 2 are the oldest structures when the complex was known as the Gas and Electric Company. Building 4 was built later, still before the 1900's, as an Ice Plant.

Performance of Goal 2:

(a) In April 3, 2018 the City Commission approved under Resolution 18-121 a task order for Engineering Design and Assessment Services for Stabilization of the five site buildings at the former Key's

Energy Diesel Plant. Conclusions and recommendations shall be analyzed.

(b) Develop plans for the demolition of Buildings 3b and 5. A design should be in place and approved by HARC and the Building Department in order to complete a façade of Building 3 facing West.

(c) Buildings 3a and 4 are part of the period of significance of the Diesel Plant complex, first known as the Key West Gas and Electric Light Co. and later The Key West Electric Co. Power and Light Station and Ice Factory. Both buildings must be preserved.

Objective 3. Buildings 1, 2, 3a, and 4 must be retained and preserved. The City of Key West must comply with its own policies adopted under the City's Comprehensive Plan -Prevent loss of historic Structures; There shall be no loss of historic resources on City-owned properties. Sensitive adaptive re-use of historic structures shall be encourage as an alternative to demolition.

3(a). Protection of Buildings 1, 2, 3a, and 4 of the Diesel Plant, to stop neglect and decay of their exterior and interior - Buildings 1, 2, 3a and 4 shall be preserved, as they are collectively significant architectural and engineering structures that convey an important period of the history of Key West as a progressive island. The abandonment and neglect of the buildings for more than 50 years needs to stop. Current conditions of the buildings include open fenestrations, missing roofs, and portions of roofs that can be lost with any hard wind.

3(b) Rehabilitation of Buildings 1, 2, 3a, and 4 of the Diesel Plant to be re- adapted to a new use sensible use - Currently, Building 1 is used as storage for city's landscape equipment and

materials. The historic buildings must have a new use by the citizens and visitors of Key West and that can generate income for the benefit of the building's preservation efforts.

Performance of Goal 3:

(a). Weatherization of Buildings 1, 2, 3a and 4 should be performed immediately. Since 2016, an engineering report stated the need to repair and/or new construction of the roofs for Buildings 2, 3a and 4. Control of water and animals infiltration to the interior of the buildings must also be achieved by installing Lexan or wood panels on all fenestrations where windows are missing or damaged.

(b). Brick and mortar grants are available through the TDC, Department of State Historic Resource Division Special Category Matching Grants (up to \$500,000 matching), TIF money, National Endowment for the Humanities grant (up to \$750,000 matching). The city must support and approve the \$2.2 million for capital improvements that the Engineering Department will be request on the 2018-2019 Fiscal Year Budget for the stabilization and repairs of the Historic Diesel Plant.

(c). Due to the historic character of the buildings, it is highly recommended a pre-qualification of experience professionals and contractors in historic brick and mortar on any bidding process for design and construction phases for the renovation, demolition of Buildings 3b and 5, and any required work done in the historic fabric of the existing brick buildings.

(d). It is fair to state that the buildings at the Diesel Plant will not be used back to their original utilitarian use. Their location, between Bahama Village and the new Truman Waterfront Park, their architectural features and their historic contents makes Buildings 1, 2, 3a, and 4 one of a kind structures in the Key West skyline. It is recommended that the buildings be re-

adapted on a sensible manner that can accommodate a new use that requires minimal changes to the essential character defining features of the buildings, including their interior historic machinery. The new use shall be complementary to the new facilities of the Truman Waterfront, while compatible with the residential neighborhood that surrounds it. Cultural uses will be the most appropriate settings. Ideally, the machinery shall be preserved inside of the buildings and an interactive educational program about history of energy production until today's technology can be one of many experiences that can be offered to young and adult visitors.

(e). The City has expressed that the only use they have for the buildings is for storage. Is highly recommended that the City create a partnership with an institution with experience in rehabilitation of historic buildings and their management in order to administer and re-use the buildings in a sensible way.

¹ The Milwaukee Sentinel August 5, 1956