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CITY MANAGER

January 10, 2012

City of Key West  
3140 Flagler Avenue  
Key West, Florida 33040  
Attn: Don Craig, Planning Director

Re: **Angela Street Development Study**  
**PO # 070575**  
**Project Narrative**

Mr. Don Craig,

In response to the recent City Commission direction and PO # 070575, we have prepared the following summary of four design concept schemes for development on Angela Street, an associated order of magnitude cost estimate, and the estimated variances required for each scheme.

### Design Concepts

#### Scheme One

A single story building is meeting the current program located to the far north of the property (utilizing the former Madeline Bean site) and includes surface parking for 65 cars, 8 scooters, and 14 bicycles, a bus shelter, and a restroom / public office facility. The corner of Angela and Simonton Streets is developed to be a mini-park area. A future parking deck could be built without loss of the public facility.

The former City Hall building which currently houses the fire department may remain during construction. A loss of public parking would occur for the time required to build this design.

The least number of variances is associated with this solution all of which deal with landscape or impervious surface. Setbacks and heights are all in compliance with current zoning codes.

#### Scheme Two

This solution utilizes a modified existing 2-story plan, provides 68 surface parking spaces, 17 scooters, 35 bicycles, a bus shelter, and restroom / public office facilities. The Angela Street, Simonton Street corner is appropriate for seating and landscaping. An additional stair tower, office, ADA restroom, and an entry is required if the building is to stand by itself.

Modifications to the administration building and parking garage designs can allow the site to be fully utilized as originally proposed.

The existing building housing the fire department would remain until the new two-story building is completed. Public parking use will be discontinued during construction.

Variances required deal with landscape and impervious surfaces; height and setback requirements are met for the first phase.

**Angela Street Development Study**  
**Fire Station Analysis**  
**The City of Key West**

**City Commission Meeting - January 18<sup>th</sup>, 2012**

**4 Design Schemes with**  
**Cost Estimate and Variance Estimate Summaries**



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# Angela Street Development Study

## Scheme 1 Summary

- A single story building utilizing the former Madeline Bean site
- Surface parking for 65 cars, 8 scooters, and 14 bicycles with a bus shelter and a restroom / public office facility
- Mini-park at the corner of Angela and Simonton Streets
- A future parking deck could be built without loss of the public facilities
- The former City Hall building and generator would remain during construction & allow fire department use
- A loss of public parking would occur for the time required to build this design
- The least number of variances is associated with this solution
  - Landscape buffer and impervious surface variances
  - Setbacks and heights are in compliance with current zoning



**Single Story Stand Alone  
Fire Station with Surface Parking**

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# Angela Street Development Study

## Scheme 1 Plan



**Single Story Stand Alone**  
**Fire Station with Surface Parking**





# Angela Street Development Study

## Scheme 2 Summary

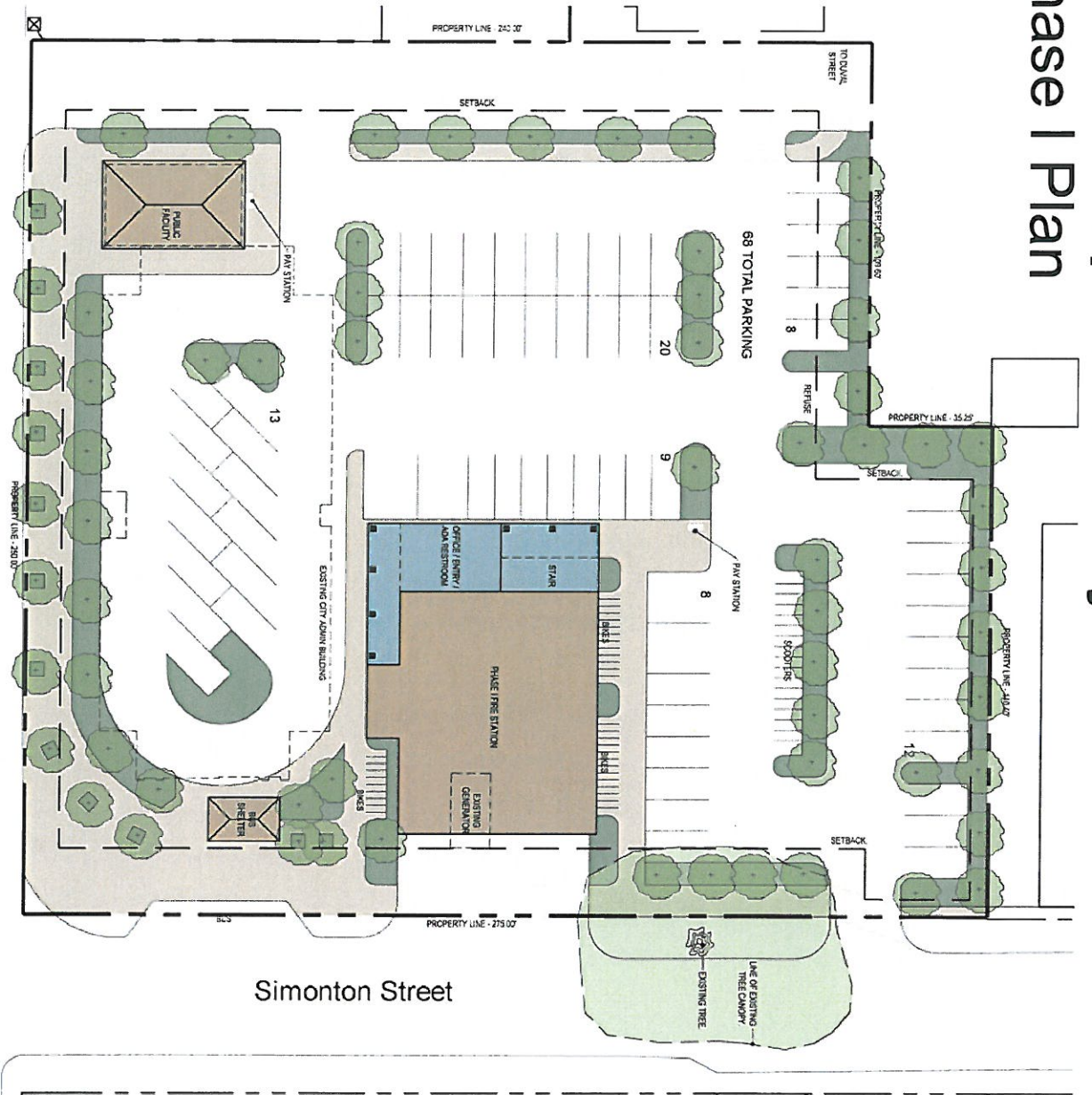
- Modified existing 2-story fire station plan
  - An additional stair tower, office, ADA restroom, and an entry is required for a stand alone building
- 68 surface parking spaces, 17 scooters, 35 bicycles with a bus shelter and restroom / public office facilities
- Modifications to the administration building and parking garage designs can allow the site to be fully utilized as originally proposed
- The fire department would remain until the new two-story building is completed; existing generator would be removed
- Public parking use may be discontinued during construction
- Variances required deal with landscape buffer and impervious surfaces
- Height and setback requirements are met
- Original design could move forward with this plan at a future date



## Modified Current Design Fire Station at Designed Location



# Angela Street Development Study Scheme 2 Phase I Plan

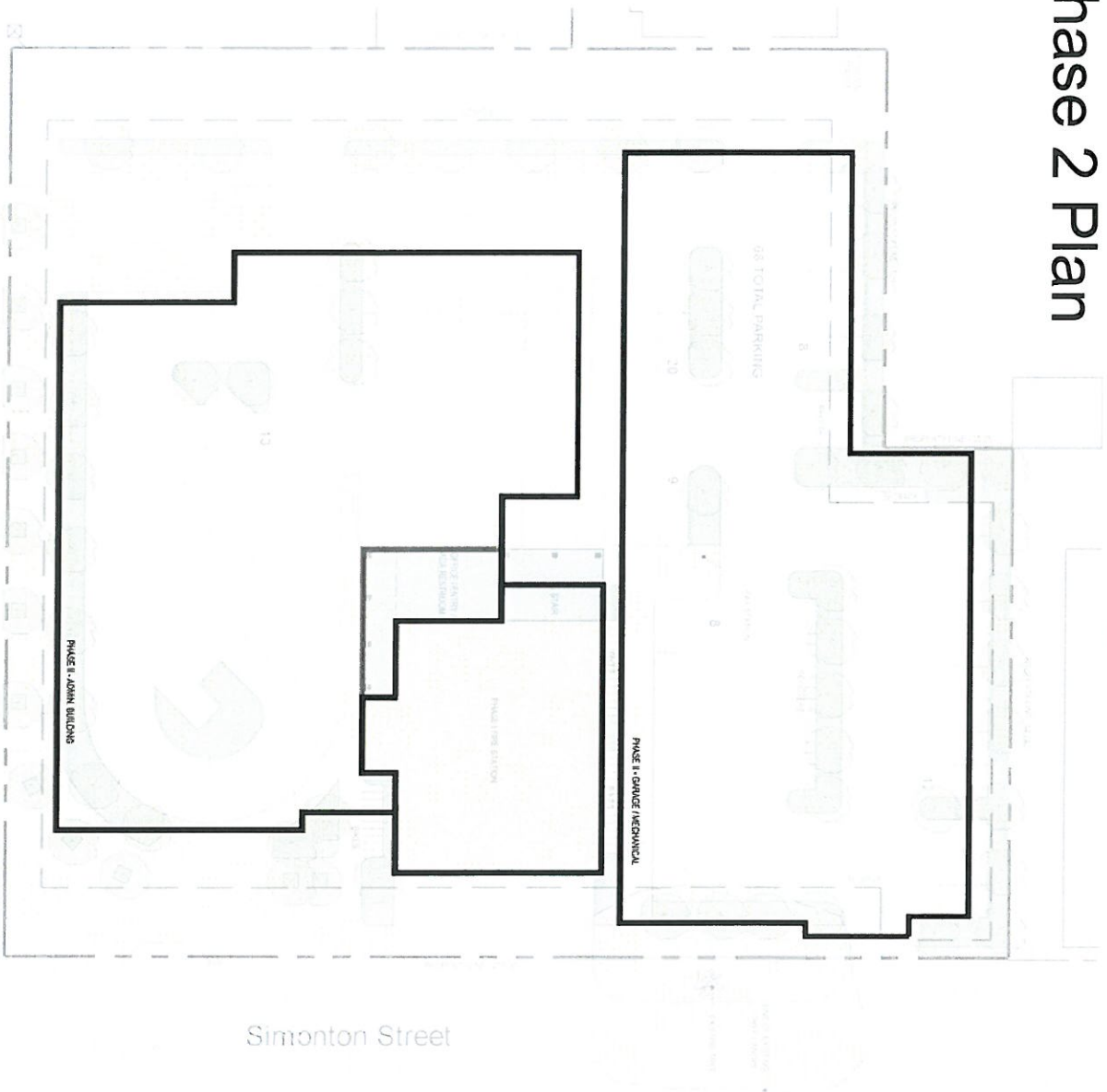


## Modified Current Design Fire Station at Designed Location



# Angela Street Development Study

## Scheme 2 Phase 2 Plan



### Modified Current Design

## Fire Station at Designed Location





# Angela Street Development Study

## Scheme 3 Summary

- A modified existing two-story plan is placed to utilize the former Madeline Bean site
- Allows future development of an administration building and parking structure of a totally new design and configuration
- Phase I stand alone building provides 82 parking spaces with public facility building and bus shelter
- Minimum public landscaped area is proposed
- Phase II allows administration and parking uses under current regulations or a future parking deck
- Parking requirements cannot be met with a full program and will require a variance for either quantity or height plus landscape and impervious surface



**Modified Current Design**  
**Fire Station at Madeline Bean**

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# Angela Street Development Study

## Scheme 3 Phase I Plan



### Angela Street

## Modified Current Design

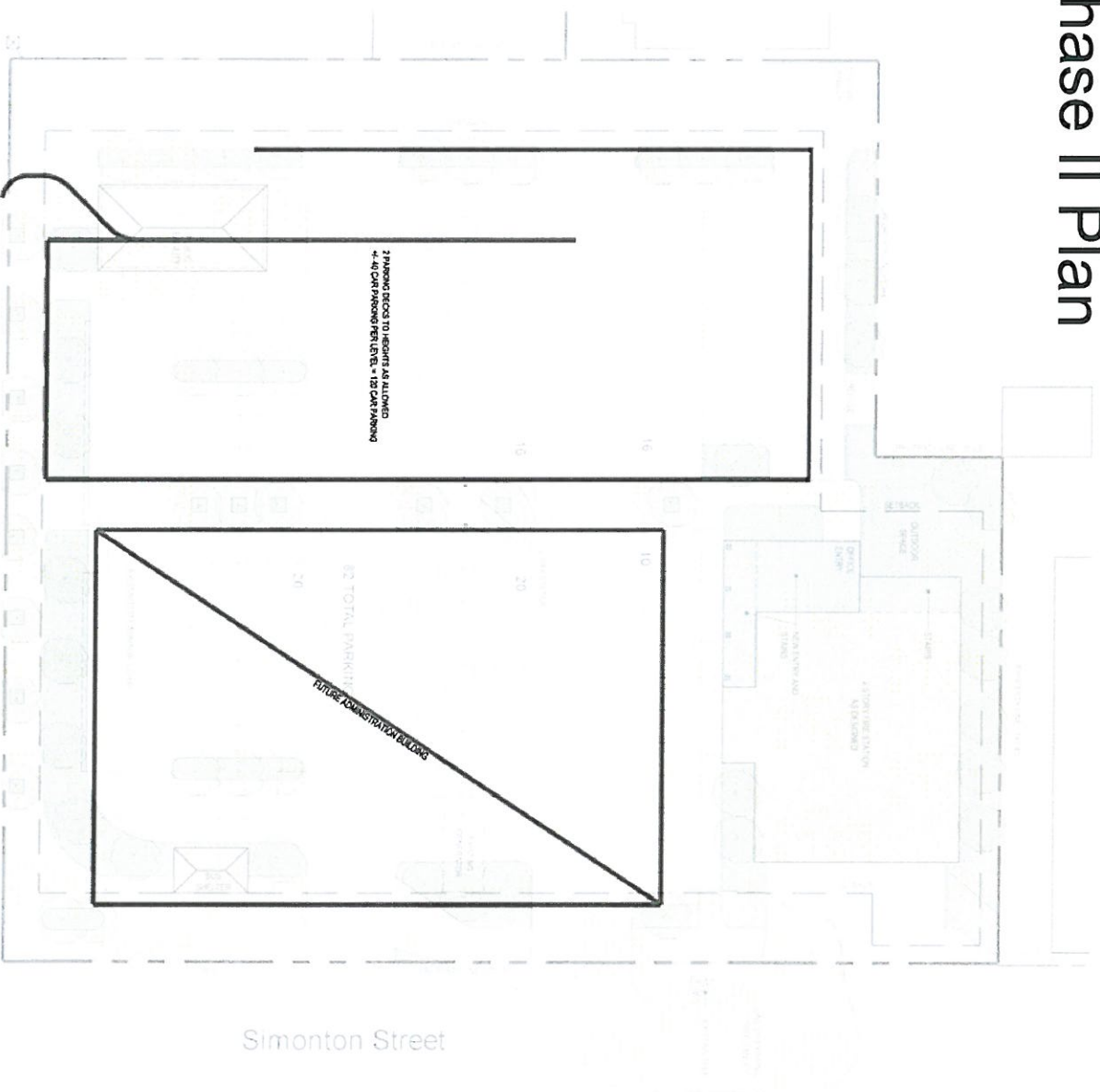
# Fire Station at Madeline Bean





# Angela Street Development Study

## Scheme 3 Phase II Plan



Angela Street

Simonton Street

### Modified Current Design

### Fire Station at Madeline Bean





# Angela Street Development Study

## Scheme 4 Summary

- Current approved design with modifications:
  - Shifting the parking garage approximately 7'-0" towards Angela Street
  - Elimination of sloped roofs on City Administration Building and Fire Station
  - Elimination of fourth level of parking garage



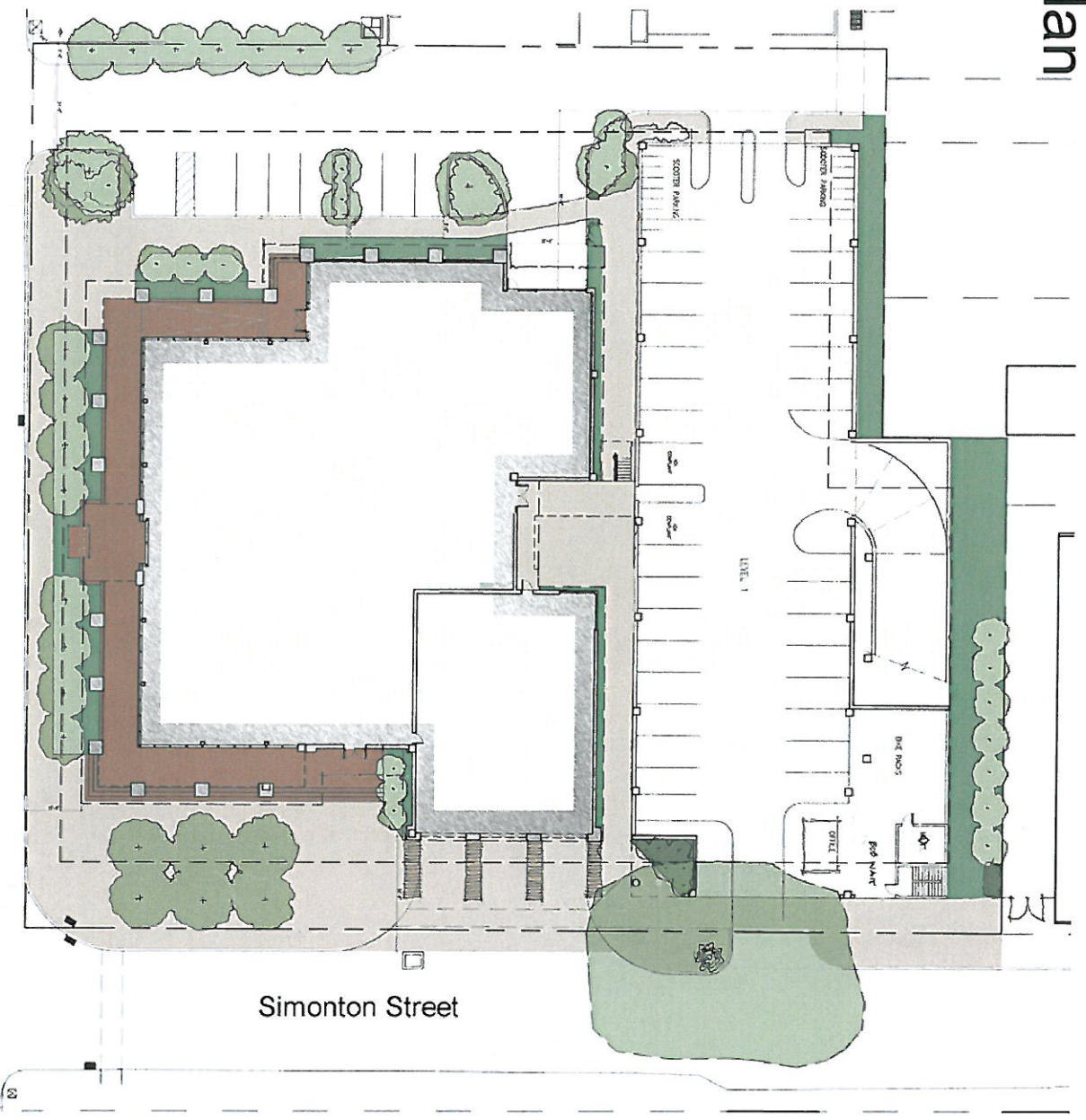
**Modified Current Design**  
**Administration Building Complex**

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# Angela Street Development Study

## Scheme 4 Plan



Angela Street

Simonton Street

# Modified Current Design

## Administration Building Complex





# Angela Street Development Study

Required	Existing City Hall	Variance Required	Scheme 1: Single Story Stand Alone Fire Station	Variance Required	Scheme 2 Phase I: Modified Current Design Fire Station	Variance Required	Scheme 2 Phase II: Modified Current Design Administration Building and Parking Garage	Variance Required	Scheme 3 Phase I: Modified Current Design Fire Station at Madeline Bean	Variance Required	Scheme 3 Phase II: New Design Administration Building and Parking Garage	Variance Required	Scheme 4: Modified Current Design Fire Station, Administration Building and Parking Garage	Variance Required
Zoning District	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1
Front Setback	5'-0"	0'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"
Right Side Setback	5'-0"	0'-6" (Bean)	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"
Left Side Setback (Bean Bldg.)	5'-0"	0'-4.5" (Bean)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rear Setback	15'-0"	16'-5" (Bean)	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"
Max. Building Coverage	50% (2,465 SF)	79% (3,895 SF)												
Impervious Surface Ratio	60% (2,958 SF)	98.6% (4,559 SF)												
Open Space/Landscape	20% (986 SF)	1.4% (71 SF)	20% (986 SF)		20% (986 SF)		20% (986 SF)		20% (986 SF)		20% (986 SF)		20% (986 SF)	
Habitable Building Height (Garage)	35'-0"		35'-0"		35'-0"		35'-0"		35'-0"		35'-0"		35'-0"	
Non-Habitable Building Height (Garage)	35'-0"		35'-0"		35'-0"		35'-0"		35'-0"		35'-0"		35'-0"	

Required	Existing City Hall	Variance Required	Scheme 1: Single Story Stand Alone Fire Station	Variance Required	Scheme 2 Phase I: Modified Current Design Fire Station	Variance Required	Scheme 2 Phase II: Modified Current Design Administration Building and Parking Garage	Variance Required	Scheme 3 Phase I: Modified Current Design Fire Station at Madeline Bean	Variance Required	Scheme 3 Phase II: New Design Administration Building and Parking Garage	Variance Required	Scheme 4: Modified Current Design Fire Station, Administration Building and Parking Garage	Variance Required	
From Setback	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	
Right Side Setback	20'-0"	37'-1" (City Hall)	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	
Street Side Setback (Angela)	15'-0"	155'-5" (Parking)	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	
Rear Setback	10'-0"	18'-6"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	
Max. Building Coverage	20'-0"	39'-10"	20'-0"		20'-0"		20'-0"		20'-0"		20'-0"		20'-0"		
Impervious Surface Ratio	40% (24,000 SF)	16% (9,600 SF)													
Open Space/Landscape	50% (30,001 SF)	95.03% (57,021 SF)													
Open Space/Landscape	20% (12,000 SF)	4.94% (2,981 SF)													
Landscape Buffer @ R.O.W.	30'-0"														
Parking Quantity Variance															
Habitable Building Height (Admin.)	30'-5"*		30'-5"*		30'-5"*		30'-5"*		30'-5"*		30'-5"*		30'-5"*		
Non-Habitable Building Height (Admin.)	30'-5"*		30'-5"*		30'-5"*		30'-5"*		30'-5"*		30'-5"*		30'-5"*		
Non-Habitable Building Height (Garage)	30'-5"*		30'-5"*		30'-5"*		30'-5"*		30'-5"*		30'-5"*		30'-5"*		
Total Variances Requested			9 (with overlap)		3		4 (with overlap)		9 (with overlap)		4 (with overlap)		8 (with overlap)		9 (with overlap)

\* Maximum building height determined by City of Key West Planning Director, Amy Kimball-Murley, in Memorandum re City Hall Redevelopment Non-Conforming Height Assessment, dated August 23, 2009 (attached as Appendix to Variance Application).



## Variance Estimate Summary Per Scheme and Phase



# Angela Street Development Study

	Scheme 1: Single Story Stand Alone Fire Station	Scheme 2 Phase I: Modified Current Design Fire Station	Scheme 2 Phase II: Modified Current Design Administration Building and Parking Garage	Scheme 3 Phase I: Modified Current Design Fire Station at Madeline Bean	Scheme 3 Phase II: New Design Administration Building and Parking Garage	Scheme 4: Modified Current Design Fire Station, Administration Building and Parking Garage
<b>Demolition</b>						
Expended: Madeline Bean *	\$105,000	\$105,000		\$105,000		\$105,000
City Hall and Site *	\$170,000	\$170,000		\$170,000		\$170,000
Remove Site Improvements & Stand Alone Addition			\$200,000		\$200,000	
<b>Fire Station</b>	<b>\$2,800,000</b>	<b>\$2,800,000</b>		<b>\$3,800,000</b>		<b>\$2,800,000</b>
2nd Stair		\$150,000		\$150,000		
Office / Entry		\$320,000		\$320,000		
<b>Administration Building</b>			<b>\$112,200,000</b>		<b>\$14,200,000</b>	<b>\$12,200,000</b>
<b>Parking Garage</b>			<b>\$4,000,000</b>		<b>\$4,000,000</b>	<b>\$4,000,000</b>
<b>Site Development</b>						
Increase for Phasing			\$1,300,000		\$1,300,000	
Paving, Landscape, Lighting	\$950,000	\$950,000	\$350,000	\$950,000	\$350,000	\$1,200,000
Public Restrooms / Police / Pay	\$375,000	\$375,000		\$375,000		
Bus Shelter	\$50,000	\$50,000		\$50,000		
<b>A / E Fees</b>						
Design / Approvals	\$290,000	\$110,000	\$190,000	\$110,000	\$700,000	\$250,000
Administration	\$70,000	\$70,000	\$195,000	\$70,000	\$250,000	\$250,000
<b>Total each Phase</b>		<b>\$5,100,000</b>	<b>\$18,435,000</b>	<b>\$6,100,000</b>	<b>\$21,000,000</b>	
<b>Total each Scheme</b>	<b>\$4,810,000</b>		<b>\$23,535,000</b>		<b>\$27,100,000</b>	<b>\$20,975,000</b>

\* Demolition costs based on February 4, 2011 Executive Summary for the award if ITB No: 11-001: Demolition of 525 Angela Street and 604 Simonton Street Buildings to BG Group, LLC. The bid allows for a one year delay in issuing the Notice to Proceed for

Our project estimate is based on our expertise, experience, and qualifications with an anticipated start of construction of January 2012. These numbers represent our best judgment, as professionals familiar with the current market conditions. We cannot



## Cost Estimate Summary Per Scheme and Phase

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# Angela Street Development Study

	Scheme 1: Single Story Stand Alone Fire Station	Scheme 2 Phase I: Modified Current Design Fire Station	Scheme 2 Phase II: Modified Current Design Administration Building and Parking Garage	Scheme 3 Phase I: Modified Current Design Fire Station at Madeline Bean	Scheme 3 Phase II: New Design Administration Building and Parking Garage	Scheme 4: Modified Current Design Fire Station, Administration Building and Parking Garage
<b>Demolition</b>						
Expanded: Madeline Bean *	\$105,000	\$105,000	\$1,300,000	\$105,000		\$105,000
City Hall and Site *	\$170,000	\$170,000	\$350,000	\$170,000		\$170,000
Remove Site Improvements & Stand Alone Addition			\$200,000		\$200,000	
<b>Fire Station</b>	<b>\$2,800,000</b>	<b>\$2,800,000</b>		<b>\$3,800,000</b>		<b>\$2,800,000</b>
2nd Stair		\$150,000		\$320,000		\$2,800,000
Office / Entry		\$320,000		\$320,000		
<b>Administration Building</b>			<b>\$12,200,000</b>		<b>\$14,200,000</b>	<b>\$12,200,000</b>
<b>Parking Garage</b>			<b>\$4,000,000</b>		<b>\$4,000,000</b>	<b>\$4,000,000</b>
<b>Site Development</b>						
Increase for Phasing			\$1,300,000		\$1,300,000	
Paving, Landscape, Lighting		\$950,000		\$950,000		\$1,200,000
Public Restrooms / Police / Pay		\$375,000		\$375,000		
Bus Shelter		\$50,000		\$50,000		
<b>A / E Fees</b>						
Design / Approvals	\$290,000	\$110,000	\$190,000	\$110,000	\$700,000	\$250,000
Administration	\$70,000	\$70,000	\$195,000	\$70,000	\$250,000	\$250,000
<b>Total each Phase</b>	<b>\$4,810,000</b>	<b>\$5,100,000</b>	<b>\$18,435,000</b>	<b>\$6,100,000</b>	<b>\$27,100,000</b>	<b>\$20,975,000</b>
<b>Total each Scheme</b>						
<b>Existing City Hall</b>						
<b>Variance Required</b>						
<b>Scheme 1: Single Story Stand Alone Fire Station</b>						
<b>Scheme 2 Phase I: Modified Current Design Fire Station</b>						
<b>Scheme 2 Phase II: Modified Current Design Administration Building and Parking Garage</b>						
<b>Scheme 3 Phase I: Modified Current Design Fire Station at Madeline Bean</b>						
<b>Scheme 3 Phase II: New Design Administration Building and Parking Garage</b>						
<b>Scheme 4: Modified Current Design Fire Station, Administration Building and Parking Garage</b>						

	Required	Existing City Hall	Variance Required	Scheme 1: Single Story Stand Alone Fire Station	Variance Required	Scheme 2 Phase I: Modified Current Design Fire Station	Variance Required	Scheme 2 Phase II: Modified Current Design Administration Building and Parking Garage	Variance Required	Scheme 3 Phase I: Modified Current Design Fire Station at Madeline Bean	Variance Required	Scheme 3 Phase II: New Design Administration Building and Parking Garage	Variance Required	Scheme 4: Modified Current Design Fire Station, Administration Building and Parking Garage	Variance Required
<b>Zoning District</b>	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1	HNC-1
<b>Front Setback</b>	5'-0"	0'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"
<b>Right Side Setback</b>	5'-0"	0'-6" (Bean)	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"
<b>Left Side Setback (Bean Bldg.)</b>	5'-0"	0'-4.5" (Bean)	5'-0"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Rear Setback</b>	15'-0"	16'-5" (Bean)	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"
<b>Max. Building Coverage</b>	50% (2,465 SF)	79% (3,895 SF)	50% (2,465 SF)	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
<b>Impervious Surface Ratio</b>	20% (986 SF)	98.6% (4,859 SF)	20% (986 SF)	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
<b>Open Space/Landscape</b>	35'-0"	1.4% (71 SF)	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"
<b>Habitable Building Height (Garage)</b>	35'-0"		35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"
<b>Non-Habitable Building Height (Garage)</b>	35'-0"		35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"	35'-0"
<b>Front Setback</b>	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS
<b>Right Side Setback</b>	20'-0"	37'-1" (City Hall)	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"	20'-0"
<b>Street Side Setback (Angela)</b>	15'-0"	155'-5" (Parking)	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"	15'-0"
<b>Rear Setback</b>	10'-0"	18'-6"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
<b>Max. Building Coverage</b>	40% (24,000 SF)	16% (9,600 SF)	40% (24,000 SF)	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%
<b>Impervious Surface Ratio</b>	50% (30,003 SF)	95.03% (37,021 SF)	50% (30,003 SF)	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
<b>Open Space/Landscape</b>	20% (12,000 SF)	4.94% (2,981 SF)	20% (12,000 SF)	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
<b>Landscape Buffer @ R.O.W.</b>	30'-0"		30'-0"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"
<b>Parking Quantity Variance</b>	30'-5"		30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"
<b>Habitable Building Height (Admin.)</b>	30'-5"		30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"
<b>Non-Habitable Building Height (Garage)</b>	30'-5"		30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"	30'-5"
<b>Total Variances Requested</b>		9 (with overlap)		3		4 (with overlap)		9 (with overlap)		4 (with overlap)		8 (with overlap)		9 (with overlap)	



## Cost and Variance Estimate Summary