

Dear Madam Mayor Henriquez and City Commissioners

I am writing to you as a historic preservationist and concerned citizen of our city. I was honored to served as the historic preservation manager for sixteen and a half years. I am pleading you to direct city's staff to ensure the stabilization and protection of the historic Diesel Plant. A concerted effort to establish a task force of experts, interested organizations and citizens representing the community shall be the next step to deal with the future of these unique historic and contributing buildings. These buildings are significant not only because of their unique architectural qualities to Key West, but nationally as they are, most certainly one of the oldest, and possibly the oldest, still standing commercial energy generating facilities in our nation.

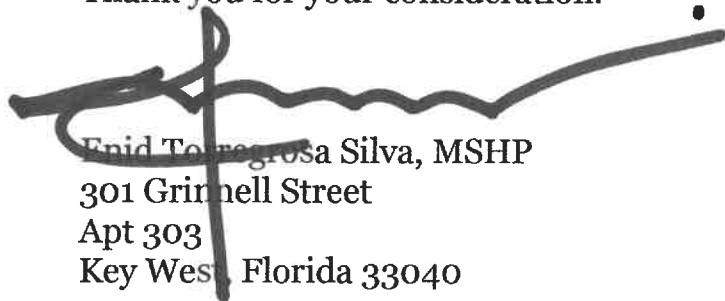
Year after year, since the citizens approved the acquisition of the historic complex in 2016 under referendum, management and upper city staff have heard from the Historic Architectural Review Commission and their staff of the imperative need to stabilize these buildings. And year after year those recommendations have gone on deaf ears. While HARC has been diligent promoting the preservation of privately owned buildings the city has done nothing to stabilize the buildings. For the first time, since the city acquired the buildings in 2017, staff was allowed by management to submit a grant this year that was highly ranked, but unfortunately the appropriation of funds was not authorized by the governor.

Looking back to my work during my tenure I want to share with each of you a document I wrote in 2018 for the unsafe hearing of the Diesel Plant that I read during that hearing with CBO Wampler. I gave this document to my supervisor at that time Patrick Wright once the hearing ended. Personally I thought I was going to be fired after speaking the truth. I have read it again, and reviewed the cited laws, the Florida Building Code for Existing Buildings, as well as the City of Key West Comprehensive Plan and found no changes on any of the documents I based my opinions. My professional opinion still stands the same.

Please look at Resolution 18-001 from HARC and Resolution 18-238 from City Commission. There were directives from City Commission to staff that still have not been fulfilled, but the selective demolition of a 1950's addition built over Fort Street. One significant comment to mention is that the title of City Commission Resolution 18-238 contains the phrase "non-binding". This was done as a precaution to not stepping on the CBO's determination of unsafe structure which was still underway when the City Commission Resolution 18-238 was approved and adopted.

I know that each of you will make the correct recommendation pertaining to the future of the historic Diesel Plant. It has been disheartening that for all these years management has neglected these buildings and that past managers never valued your HARC staff's professional opinions and recommendations. The facts have proven this last statement and this was one of the reasons for my early retirement.

Thank you for your consideration.



Enid Torresosa Silva, MSHP
301 Grinnell Street
Apt 303
Key West, Florida 33040

Hearing Notice for Unsafe Structures at the Keys Energy Diesel Generating Plant

Enid Torregrosa-Silva
City of Key West Historic Preservation Planner

February 12, 2018

Good afternoon, I am here today, as the Historic Preservation Planner of the City of Key West. According to State Statute 163.3177, the Comprehensive Plan “shall provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements. These principles and strategies shall guide future decisions in a consistent manner and shall contain programs and activities to ensure comprehensive plans are implemented. The sections of the comprehensive plan containing the principles and strategies, generally provided as goals, objectives, and policies, shall describe how the local government’s programs, activities, and land development regulations will be initiated, modified, or continued to implement the comprehensive plan in a consistent manner”. Florida State Statute, under 186.002 *finds and declares that (a) The issues of public safety, education, health care, community and economic development and redevelopment, protection and conservation of natural and historic resources, transportation, and public facilities transcend the boundaries and responsibilities of individual units of government, and often no single unit of government can plan or implement policies to deal with these issues without affecting other units of government.* We are today discussing two important issues; public safety and the preservation of significant buildings.

The City’s Comprehensive plan includes an entire Chapter dedicated to Historic Preservation. On it you can find the following policy under the goal to Identify and Protect Resources of Archeological and Architectural Significance;

Policy 1A-1.1.1: 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.*

For years, I have been asked by several city staff members, and Keys Energy Services employees, how do I “feel” if the buildings known as The Diesel Plant been demolished? One and the last of many times occurred in the afternoon of January 25, 2018, exactly 19 calendar days ago. That afternoon I explained to a co-worker from the Engineering Department that it is my opinion that only the concrete structure added to the historic fabric and built over Fort Street will receive staff support for demolition, as it is not part of the period of significance. I finally felt this was the last time I was going to be asked about, what I opine, unnecessary and wrong desires for the demolition such important complex.

Not quite, as on Monday January 29, at 3:24 pm you, as the Chief Building Official, included me on an email sent to our City Manager. That email included as attachments, copy of the intent of today’s hearing, a sketch of the site with buildings enumerated, and the copy of the Structural Condition Assessment Key West Diesel Plant, Key West Florida, prepared by Atlantic Engineering Services of Jacksonville dated August 3, 2016. In November 2016, the majority of voters approved by referendum the transfer of the real property from Keys Energy Services to the City of Key West. I want to state for the record that neither the HARC members nor I have been involved in any efforts by the City to implement preservation management policies for these historic structures, as required by the City of Key West Comprehensive Plan. City’s staff knows about their significance and city staff knows my opposition to the demolition of the buildings that are part of the historic generation plant, as well as the public opinion of many HARC members of their serious concerns for possible demolition.

These are not opinions based on feelings and passion to preserve historic buildings; many times my job with the city is seen that way. These are professional opinions based on 27 years of experience in the field of historic preservation, and the knowledge of city’s regulations and ordinances, State and Federal Laws pertaining the protection of Historic Significant buildings. My opinions are also based on facts, observations, and analysis of the buildings, their history and morphology, their neglect for the nine and a half years I have been a citizen of this city, and by my role as the historic preservation planner which staffs the Historic Architectural Review Commission, one of the three boards created by the City of Key West Charter.



Building over Fort Street- The mural on this building was approved by HARC and City Commission in 2011. The mural was painted 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 can be removed as it was painted over wood panels.

Under the “Petition to declare building unsafe/ dwelling unfit for human habitation and Notice of administrative hearing before the Chief Building Official”, hand delivered to L.K Howell on January 29, 2018, it is said that “*buildings II, III, IV, and V are seriously and structurally unsound. (see attached).*” The petition also states; “*The buildings at Keys Energy Diesel Plant in Bahama Village, Key West, Florida is believed to be dangerous and/ or unfit...*” I read and reviewed the attached document, which is the 2016 structural report. I have not been inside of the buildings recently, but I walked the buildings twice in 2016, I have been able to see the buildings from Angela and Geraldine Streets and from the Truman Waterfront Park. I have also studied historic photos and aerial photographs.

I have the utmost respect to you as the Chief Building Official. Your final determination for these buildings will be followed, as you have the legal responsibility to assure buildings, and structures in our city are not hazardous to any citizen. I need to disagree with the intent to declare the buildings known as The Diesel Plant as seriously and structurally unsound. Although the petition is specific as to buildings II, III, IV, and V, it also includes “*the buildings at Keys Energy Diesel Plant*”. It is not clear which buildings are included in the intent whether there are 3, or 4 or 5 buildings on the site; therefore, my opinion includes all of them. I have to disagree with the intent because an engineering report, which it is been used to base an opinion, clearly concludes that the structures are stable. That engineering report clearly concludes that repairs, replacement of elements, rebuilt of isolated areas and reinforcement, some of them under immediate caution, are stated as recommendations for the buildings. These buildings can be repaired and their deterioration and neglect shall be stopped. If the reason for their demolition is due to economic feasibility, then that needs to be stated, as these buildings can be repaired and re adapted to a new use.

These buildings are not only significant to Key West but also, to the State and to our Nation. These structures are known to be one of the *first complexes that generated commercial electric power in the South*, built around 1883 as a gas plant and then converted to generate electric power in 1887. Please keep in mind that the first commercial central power plant was built in New York City on Pearl Street by Thomas Edison in 1882. Sadly, the Pearl Street Power plant building does not exist today as it burned in 1890. And we are here discussing the possibility to demolish unique and significant historic buildings that are still standing even though had endured years of neglect.

I want to state for the record the following policies that are found in the City’s Comprehensive Plan:

Policy 1A-1.2.5: Innovative Measures for Historic Preservation. The City shall pursue land acquisition or alternative innovative mechanisms such as Transfer of Development Rights (TDRs), to protect historic and archaeologically significant resources.

Policy 1A-1.2.8: Performance Standards. Performance standards for protecting sites of historic or archaeological significance shall be incorporated in amended Land Development Regulations, upon plan adoption, that address development safeguards

to prevent the destruction or alteration of an historic site; the isolation from or alteration of the surrounding environment; the introduction of visual, auditory, or atmospheric elements that are out of character or alter its setting; vegetation removal unless part of a scientific excavation or an approved development plan; **or other forms of neglect resulting in degradation of historic resources.**

As mentioned before, I read the report done in 2016 by Atlantic Engineering Services. In ALL pages, from Observations, to Evaluation and Recommendation and Conclusions the word demolition is mentioned twice:

1. Page 4 - Under Evaluation and Recommendations:

Lines 28-29 referring to existing concrete platforms, which are independently constructed from Building II in order to support machinery:

“Due to the thickness of the platform walls, both will be expensive, [referring to their rehabilitation] therefore strong consideration should be taken for demolishing this platform.

2. Page 4 - Under Evaluation and Recommendations:

Lines 33-34 referring to exterior pits and chutes for all buildings, except Building V:

“The exterior pits and chutes are abandoned and should be cleaned of debris, the top of the deteriorated walls demolished to 8” below grade and filled with clean fill or stone”

By reviewing Appendix A- Survey drawings from the 2016, the exterior pits and chutes, just three of them, are no more than concrete curbs- Refer to Appendix A Existing floor plan Sheet No. S1.1.

The report, describes the buildings under its conclusion as **“These buildings are stable but they need to be re-roofed and damaged sheathing and roofing members replaced”.** The conclusion also states that there are large portions of roof missing and missing and falling bricks; recommending on the later that the openings be shored or repair immediately. Since 2016, there is a written alert that the building’s roof and sheathing were damaged, with the exception of Building I, and that a severe wind event can be cause for losing the remainder. The conclusions also state the need of extensive repointing of bricks and in isolated areas rebuilt. For the existing steel columns bases reinforcement is required due to excessive corrosion. No conclusions pertaining the

structural integrity of the existing buildings reference the need for their demolition, but rather repairs, repointing, removal and replace, rebuilt, shore, cleaning, and reinforcement. All these practices are part of a maintenance program rather than a condemnation and demolition of historic buildings.

The Florida Building Code is definitely not my field of expertise, but I have read and studied Chapter 12- Historic Buildings of the 2017 Florida Building Code for Existing Buildings. This code adopts the Secretary of the Interior's Standards and Guidelines for Rehabilitation. Its intent is very clear:

1201.1 Intent and purpose.

It is the intent of this chapter to provide means for occupant safety, property conservation and use of designated historic buildings while protecting those elements, spaces and features that make these buildings historically or architecturally significant.

It is my understanding that the intent of the chapter is to provide safety while protecting elements, spaces, and features that make these buildings historically or architecturally significant. Demolition of portions of the historic brick fabric will not protect the integrity of these buildings, proper maintenance of the buildings will provide both safety and protection of the historic buildings.

The Code expressly states the following:

Section 1203- Standards and Guidelines for Rehabilitating Historic Buildings

1203.1 Historic preservation goal.

The historic preservation goal of this code shall be to minimize damage to and loss of historic structures, their unique characteristics and their contents as follows:

- 1. Maintain and preserve original space configurations of historic buildings.*
- 2. Minimize alteration, destruction or loss of historic fabric or design.*

1203.2 Historic preservation objectives.

- 1.Preservation of the original qualities or character of a building, structure, site or environment shall be encouraged.***
- 2.Removal or alteration of any historic material or distinctive architectural features shall be minimized.***
- 3.Distinctive stylistic features or examples of skilled craftsmanship that characterize a building, structure or site shall be treated with sensitivity.***
- 4.A compatible use for a property that requires minimal alteration of the building, structure or site and its environment shall be encouraged.***
- 5.New additions or alterations shall be designed and constructed in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired to the greatest degree possible.***
- 6.Repairs, alterations, restorations, changes of occupancy, additions and relocations shall be guided by the recommended approaches in rehabilitation set forth in the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Appendix B).***

Section 1206.1- Investigation and Evaluation.

An historic building undergoing alteration or change of occupancy shall be investigated and evaluated. If it is intended that the building meet the requirements of this chapter, a written report shall be prepared and filed with the building official by a Florida-registered architect or engineer. Such report shall be in accordance with the provisions of Sections 4.3.1.2 through 4.3.2 of NFPA 914, Code for Fire Protection of Historic Structures and shall identify each required safety feature that is in compliance with this chapter and where compliance with this or other chapters would be damaging to the contributing historic features. In addition, the report shall describe each feature that is not in compliance and demonstrate how the intent of the provisions of this or other chapters are complied with in providing an equivalent level of safety.

It is the goal of the Florida Building Code for Existing Buildings to minimize damage to and loss of historic structures, their unique characteristics, and their contents. The buildings in question can be repaired, properly maintained and be re-adapted to a sensible new use.

Six months ago, emergency permits were issued for the repair and replace in-kind of architectural elements, fences, roofs, windows and doors, as property owners wanted to secure their properties after Hurricane Irma. Rather than considering the demolition of the historic fabric of the Diesel Plant ,why didn't the city takes steps to do the necessary repairs and protect these unique structures, as recommended in 2016? What is the example and leadership that we, the City, as owners of historic buildings are characterizing to our citizens by continuing the neglect of these buildings, condemning them, and destroying them?

As the City's Chief Building Official, I respect your judgement, your professional ethics, your knowledge, and your sensibility to historic buildings. I have visited historic sites with you, and I have seen you many times making determinations in favor of preserving historic buildings. I have also heard from you the determination to demolish a historic building, as it cannot be saved. The law gives you the authority to prevent loss or endanger of the lives of our citizens and visitors when buildings or structures become a safety hazard. The law also requires from you to fulfill the goal of minimizing damage to and loss of historic structures.

The current City's Comprehensive Plan has the following policy, which is similar to the goal set under the Florida Building Code for Existing Buildings for historic buildings:

Policy 1A-1.2.10: 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 encouraged as an alternative to demolition. Amended Land Development Regulations shall encourage that historic resources on private property will be protected, preserved, or re-used in a manner sensitive to the historic properties of the site and/or structure.

The City of Key West must protect these structurally stable buildings from any further damage, decay, and neglect; each day we, the building department and HARC, ask the same from our own citizens. The City can repair missing of roof sheathing and roof coverings, reinforce existing metal columns, weatherize fenestrations with missing

windows and doors, replace missing bricks, and repoint existing mortar. As recommended by AES Report the City should stop the lack of maintenance and neglect. These historic buildings are under the ownership of the City of Key West; the demolition of stable and repairable historic buildings is contrary to the City's Comprehensive Plan and its Historic Preservation Element, contrary to the City of Key West Land Development Regulations – Chapter 102 Historic Preservation and contrary to the Charter of the City of Key West which creates the Historic Architectural Review Commission. These buildings can and should be rehabilitated and readapted to a sensible use. Are there any financial issues to stabilize what is decaying? If so, why don't we look at other alternatives and make a balance of the preservation and protection of these buildings with the safety of our citizens, both a priority, instead of taking a truly drastic measure to demolish them? We have very good examples in our City where both preservation and safety have been achieved. The demolition of these historic buildings should not be the exception, but rather an example of how to minimize damage and loss of historic structures, their unique characteristics, and their contents while ensuring the safety of our citizens.

This is my professional opinion. Knowing you, I know that you will be issuing your determination taking into account all your responsibilities as the Chief Building Official of the City of Key West.

Graphic Documentation follows this presentation.



1964 Aerial Photograph



1999 Aerial Photograph

Photographs Legend- All photographs are part of the Monroe County Library Collection.

1. The Key West Electric Plant- Formerly Key West Gas and Electrical Light Co. circa 1909. Picture was taken from Fort Street.

2. The Key West Electric Plant- Formerly Key West Gas and Electrical Light Co. years after the 1910 Hurricane. Picture was taken from Fort Street. Notice changes in the now buttressed wall.

3. The Key West Electric Plant- Formerly Key West Gas and Electrical Light Co. October 17, 1910 after the Cyclone of the Five Days. Picture was taken from Geraldine Street.

4. The Key West Electric Plant- Formerly Key West Gas and Electrical Light Co. October 17, 1910 after the Cyclone of the Five Days. Picture was taken from Fort Street. Notice the collapse of the brick wall, which was replaced with a brick wall reinforced by buttresses.

5. Photograph taken circa 1950's from the roof of a structure on Geraldine Street facing West.

6. Photograph taken circa 1950's depicting the complex East facades.

7. Photograph taken late 1950's depicting the removal of the brick wall of the Southwester most building, in preparation of the construction of the CMU building now standing over Fort Street.

8. Photograph circa 1965 facing south. At the rear Geraldine Street.

9. Photograph circa 1965 showing the central building and south building that faces Geraldine Street.

10. Photograph circa 1965 showing an accessory structure part of the complex. This building is still in use by Keys Energy Services and is not part of the site in question.

11. Photograph circa 1965 showing the central building and North building that faces Angela Street.



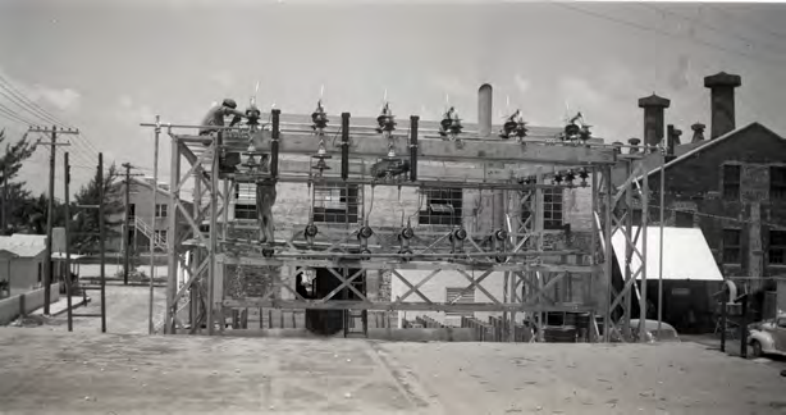




Electric Light Plant
Oct. 17 '10



Electric Light Plant
East 47th St.















2004 Aerial Google

Legend

-  Feature 1
-  Masjid al-Maalik
-  Santiago's Bodega

Emma St

Geraldine St

Google Earth

Image © 2018 The Florida Department of Environmental Protection



100 ft

2006 Aerial Google

Legend

-  Feature 1
-  Masjid al-Maalik
-  Santiago's Bodega

Google Earth

Image U.S. Geological Survey



100 ft

2008 Aerial Google

Legend

-  Feature 1
-  Masjid al-Maalik
-  Santiago's Bodega

Google Earth

Image U.S. Geological Survey



100 ft

2009 Aerial Google

Legend

-  Feature 1
-  Masjid al-Maalik
-  Santiago's Bodega

Google Earth



100 ft

2010 Aerial Google

Legend

-  Feature 1
-  Masjid al-Maalik
-  Santiago's Bodega

Google Earth

100 ft



1/12/2017 Aerial Google

Legend

-  Feature 1
-  Masjid al-Maalik
-  Santiago's Bodega

Google Earth

Image © 2013 DigitalGlobe

Geraldine St

Emma St



100 ft

2013 Aerial Google

Legend

-  Feature 1
-  Masjid al-Maalik
-  Santiago's Bodega

Google Earth



100 ft

3/18/2017 Aerial Google

Legend

-  Feature 1
-  Masjid al-Maalik
-  Santiago's Bodega

Google Earth

100 ft



RESOLUTION NO. 18-238

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, ACKNOWLEDGING ADOPTING AND ACCEPTING THE ATTACHED NON-BINDING OPINION FROM THE HISTORIC ARCHITECTURAL REVIEW COMMISSION (HARC) REGARDING THE DEMOLITION OF CERTAIN STRUCTURES AT THE HISTORIC DIESEL ENERGY PLANT AT 100 ANGELA STREET/GERALDINE STREET, PURSUANT TO SECTION 102-221 OF THE LAND DEVELOPMENT REGULATIONS, AS DIRECTED UNDER CITY COMMISSION RESOLUTION 18-088, AND DIRECTING STAFF TO MOVE FORWARD; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, in Resolution 18-088 the City Commission directed 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 to Sec. 102-221 of the Land Development Regulations, to be provided to the City Commission as the owner of the Diesel Generating Plant; and

WHEREAS, HARC members and City staff visited the Diesel Generating Plant property, accepted citizen suggestions, considered input from Board members with professional

expertise, studied national and international examples of successful preservation and adaptive reuse, and compiled findings and recommendations into the attached non-binding opinion resolution; and

WHEREAS, the City Commission recognizes the efforts of HARC members and City staff in preparing this opinion report, and extends deep thanks for their work; and

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

Section 1: That the attached non-binding opinion from HARC regarding the demolition of certain components of the Diesel Generating Plant at 100 Angela Street, pursuant to Section 102-221 of the Land Development Regulations, as directed under City Commission Resolution 18-088, is hereby ~~acknowledged~~ adopted and accepted. City staff is directed to move forward, and HARC is thanked for their recommendations.

Section 2: 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 City Commission at a meeting
held this 7 day of August, 2018.

Authenticated by the Presiding Officer and Clerk of the
Commission on 25 day of September, 2018.

Filed with the Clerk on September 25, 2018.

Mayor Craig Cates	<u>Yes</u>
Vice Mayor Clayton Lopez	<u>Yes</u>
Commissioner Sam Kaufman	<u>Yes</u>
Commissioner Richard Payne	<u>Yes</u>
Commissioner Margaret Romero	<u>Yes</u>
Commissioner Billy Wardlow	<u>Yes</u>
Commissioner Jimmy Weekley	<u>Yes</u>


CRAIG CATES, MAYOR

ATTEST:


CHERYL SMITH, CITY CLERK

EXECUTIVE SUMMARY



To: Mayor Craig Cates and City Commissioners

Through: Jim Scholl, City Manager
Enid Torregrosa-Silva, Historic Preservation Planner

From: Chairman Bryan Green and HARC Commissioners

Meeting Date: August 7th, 2018

RE: Approval of an advisory, non-binding opinion from HARC of the demolition of certain components of the Diesel Generating Plant at 100 Angela Street as directed under City Commission Resolution 18-088.

ACTION STATEMENT:

Approval of HARC Resolution No. 2018-001 containing an advisory, non-binding opinion of the demolition of certain components of the Diesel Generating Plant as directed under City Commission Resolution 18-088.

BACKGROUND:

In March 6, 2018, the City Commission approved Resolution No. 18-088 that requested from HARC an advisory, non-binding opinion of the proposed demolition of certain components for the historic Diesel Generating Plant, pursuant to Section 102-221 of the Land Development Regulations. During the days of April 2, 5, and 10 HARC members, individually, visited the facilities in order to observe and study the current conditions of the buildings. In April 16, 2018 HARC held a public workshop where the Chief Building Officer and staff from the Engineering Department attended to discuss the existing conditions of the buildings, recommendations, and future action tasks. In June 26, 2018, HARC members approved Resolution No. 2018-001.

SUMMARY OF RECOMMENDATIONS:

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, 3a, and 4, and to bring them back with an adaptive use compatible with the adjacent Bahama Village neighborhood and 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.

HARC STAFF ANALYSIS:

HARC has rendered the requested non-binding opinion as directed by the City Commission. In order to make their recommendations HARC members took into consideration their own professional experience and expertise in historic buildings, staff and citizens suggestions, the City's Comprehensive Plan – Historic Preservation Element, as well as successful existing examples of adaptive use across the World. The Commission has performed their directed task in a transparent manner where all stakeholders had the opportunity to participate in the draft of the document in review.

It is HARC staff's opinion that the recommendations included in the Resolution are consistent with both, the vision and mission of the City of Key West, as they promote the preservation of the brick buildings in the complex that is part of the period of the historic significance of the Diesel Generating Plant:

Vision:

Key West has a beautiful natural environment with a vibrant culture, interesting historical architecture, active neighborhoods, and community-wide interests that are supported by involved residents from all walks of life and a responsible and responsive government.

Mission:

Our mission is to protect our natural and built environment and honor our local heritage and cultural identity with citizens actively engaged in the life of our neighborhoods and community. Together we shall promote ongoing redevelopment of a sustainable economy, quality of life, and modern city infrastructure. Our government shall act on behalf of the long-term, generational interests of residents and visitors of Key West.

RESOLUTION NO. 2018-01

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, on March 6, 2018 the City Commission approved Resolution No. 18-088, 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, in 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 historically significant structures and their contents, and place the buildings in a new use that is compatible and sensitive to the historic character of the site.

Section 2: That the attached document titled Recommendations of the Historic Architectural Review Commission for the Historic Diesel Generating Plant is hereby approved.

Section 3: 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 4: 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 26th day of June, 2018.

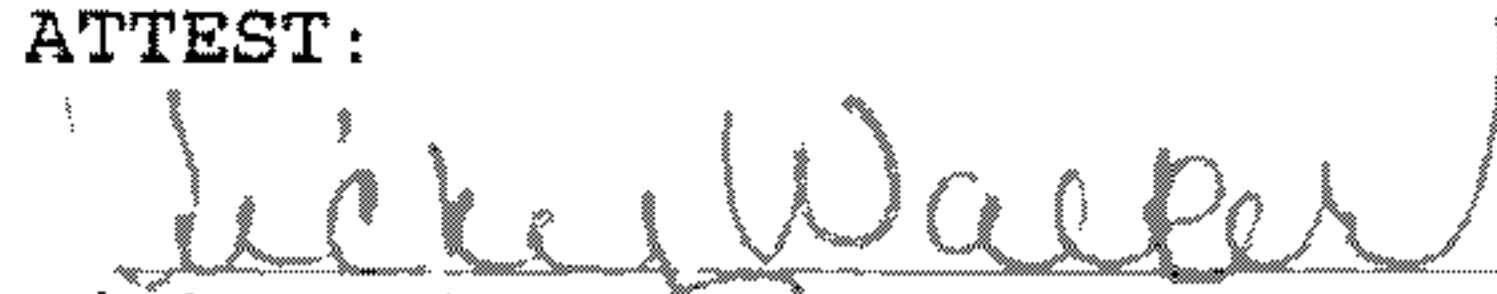
Authenticated by the Presiding Officer and Clerk of the Commission on 28th day of June, 2018.

Filed with the Clerk on June 28, 2018.

Chairman Bryan Green	<u>Yes</u>
Vice Chairman Richard McChesney	<u>Yes</u>
Commissioner Bert Bender	<u>Yes</u>
Commissioner Joel Cognevich	<u>Yes</u>
Commissioner Joe Moody	<u>Absent</u>
Commissioner Letisia Powell	<u>Yes</u>
Commissioner William Shepler	<u>Yes</u>


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, 3a, and 4, and to bring them back with an adaptive use compatible with the adjacent Bahama Village neighborhood and 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 for preserving the character and appearance of the historic 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 Keys Energy Services to the City of Key West obtained the majority of votes from the citizens of Key West.

On 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.

On 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.

On 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

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

Recommendations:

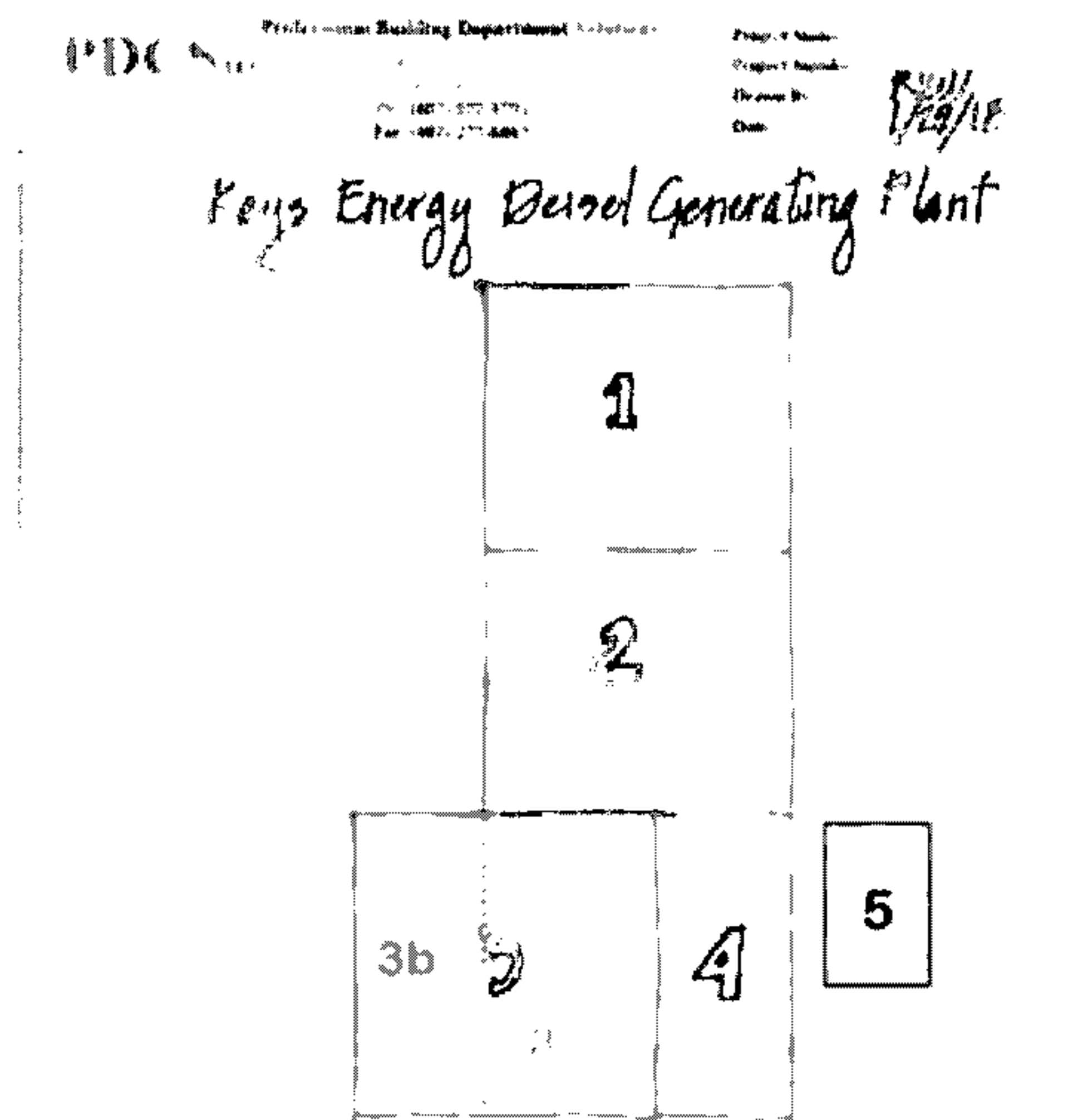
The main goal is to prevent any additional loss of the historic fabric of the Diesel Generating Plant, preserve the historically significant structures and their contents, and pursue rehabilitation focused on a new use that is compatible and sensitive to the historic character of the site. Due to the unique architecture and location of the buildings, it is 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, pending determination of financial feasibility.

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

To comply 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

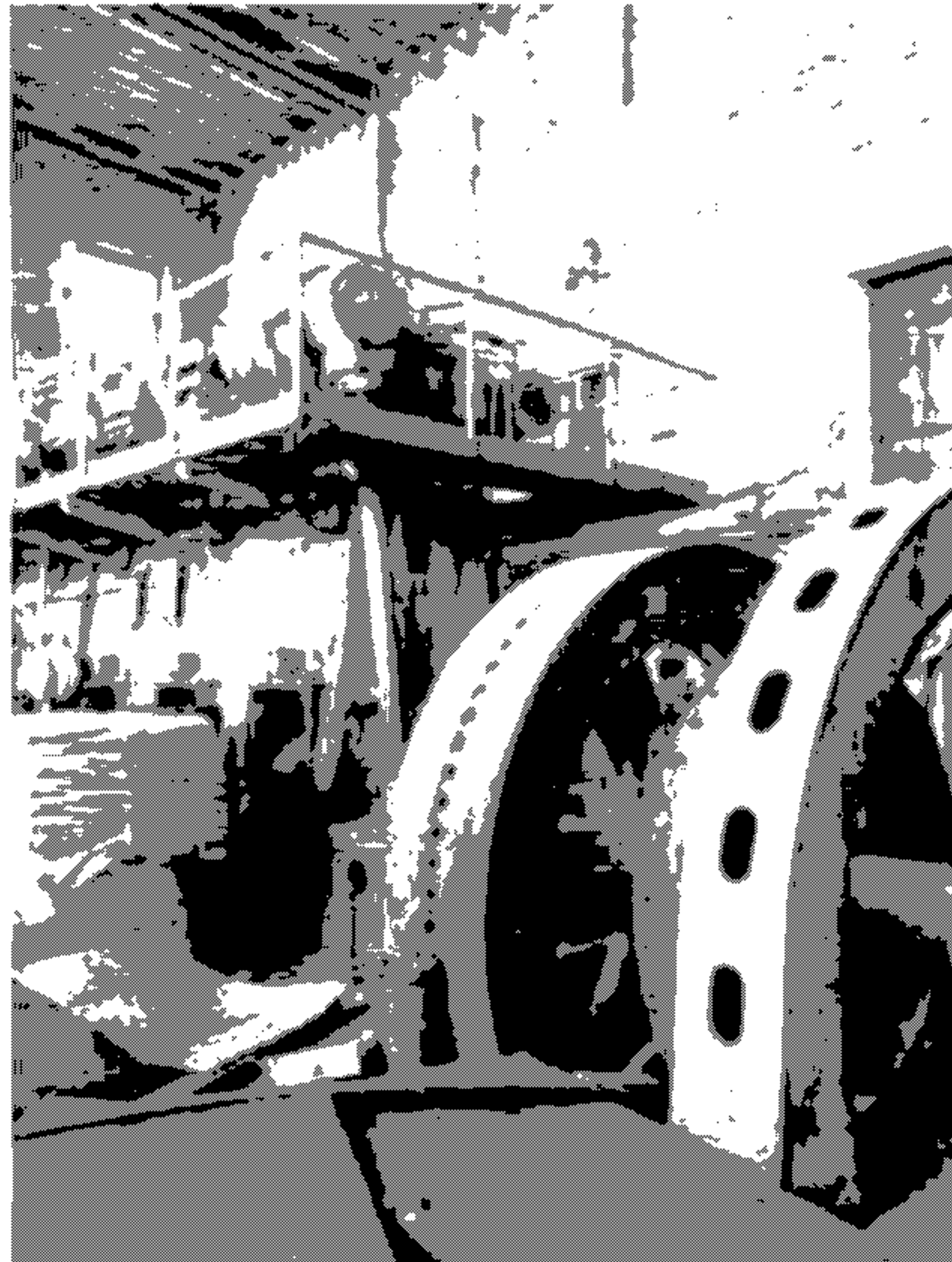
1 (b). History of existing electric generating machinery inside of the buildings and their local, statewide, and/or national significance - In the interior of the buildings there are five

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 can be 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 manufacture a difficult task. About some of the machinery found inside of the complex:

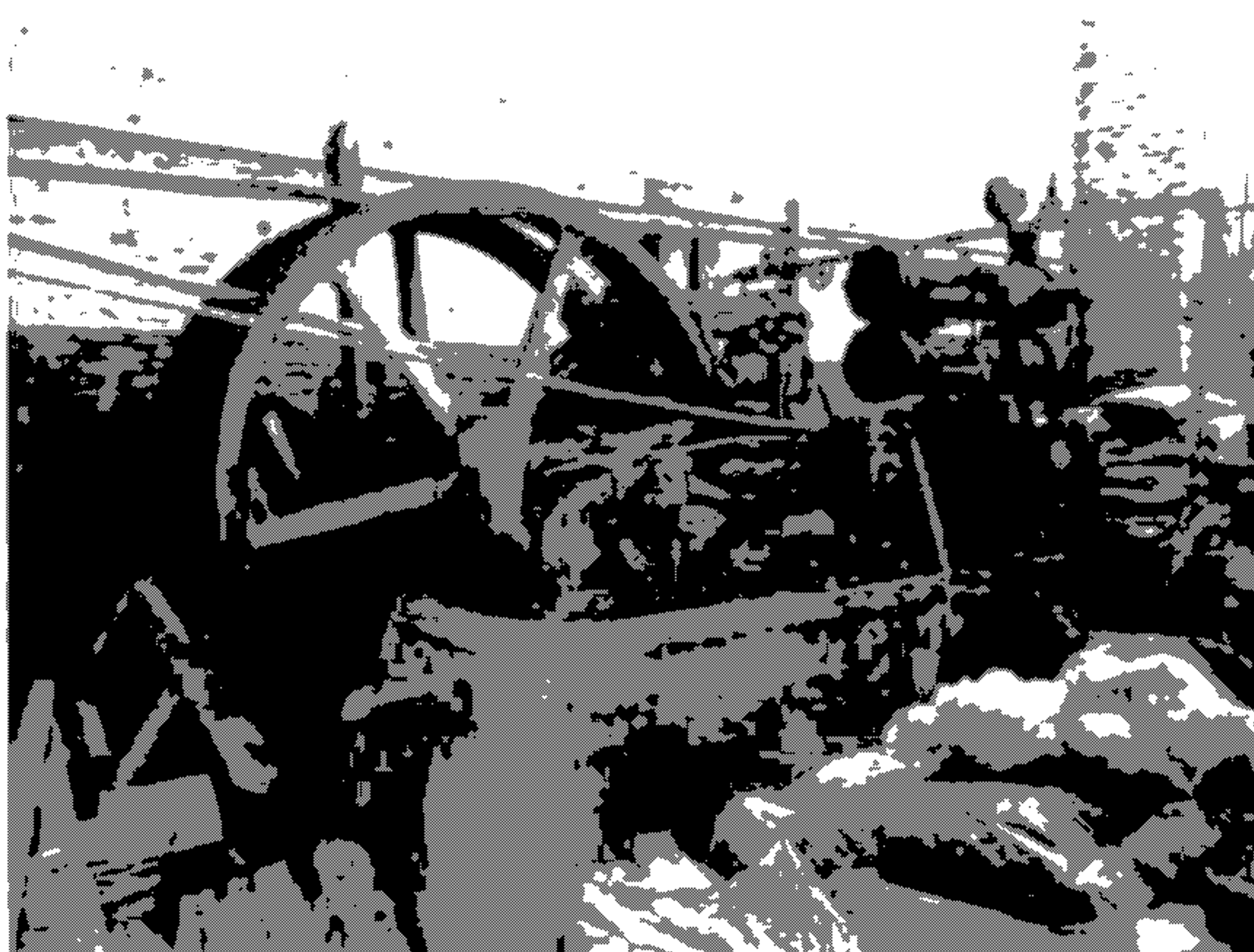
a. Two Nordberg Dynamo Electric Generators- Bruno V. Nordberg 1857-1924, was an engineer and builder born in Finland in 1857. He was the founder of the Nordberg Manufacturing Co. in 1886, in Milwaukee, Wisconsin. By the 1940s company produced almost 95 percent of military and defense order, making marine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

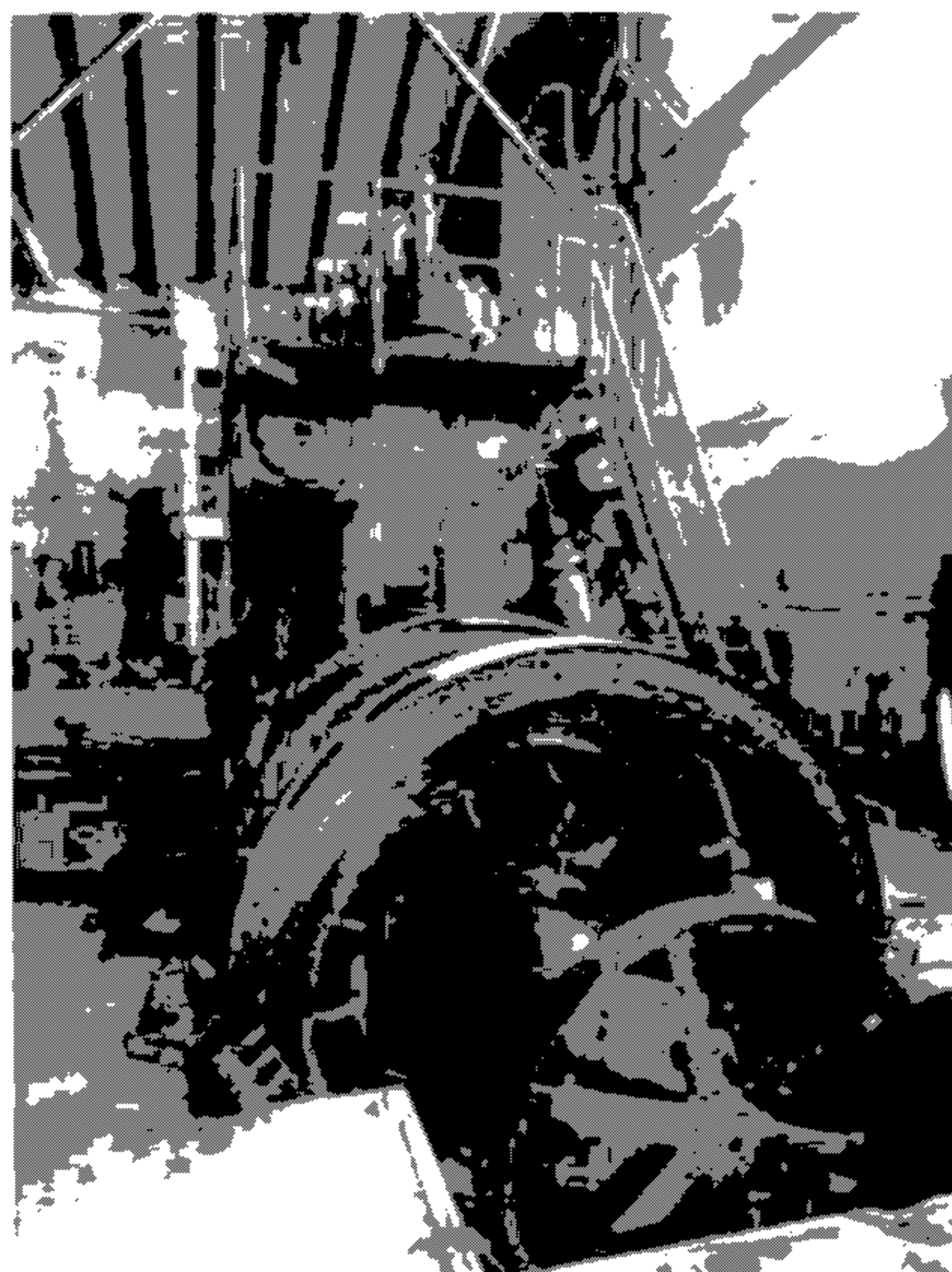
supplied diesel engines for US Navy submarines during World War I.



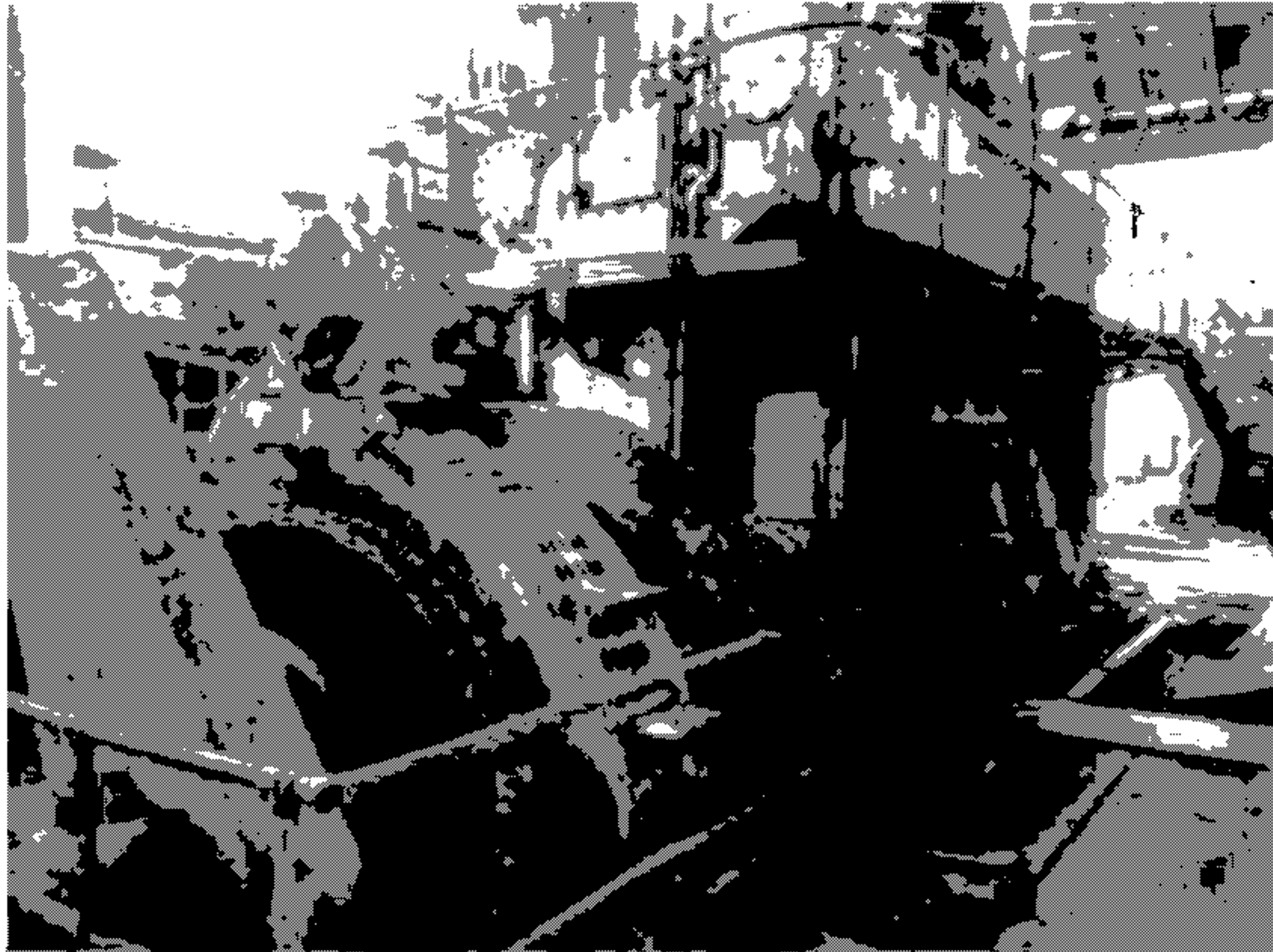
Unknown manufacturer
Dynamo generator in Building 1



Small machine in Building 1



Nordberg Dynamo generator in Building 2



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



Nordberg Dynamo generator in Building 4

Performance for Goal 1.

a. Historic Structure 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 an electric plant, including additions, alterations, and loss of architectural elements. The HSR will also include current deterioration of building materials, recommend methodologies for preservation and conservation, planning priorities for a successful preservation plan, and recommendations for sensitive adaptive use, among others.

(b) HARC recommends that the City submit applications for grants, like the small-matching grant with the Florida Department of State - Historic Resource Division. The matching grant portion is waved as the City is recognized as a Certified Local Government. Maximum grant award is up to \$50,000 for this type of study. The Department of State also provides a Special Category Matching Grant with a maximum award up to \$500,000.

Objective 2. Understanding the actual state of the buildings and, with the knowledge of 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 1950s in their construction dates. For more than 50 years, the structures have been abandoned and neglected. It is important to recognize the current structural condition 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 architecturally 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. Building 3b has a mural painted 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 is over a wood panel that can be removed and relocated. Building 5 is a detached concrete structure built in the east side of the complex for exhaust pipes. The structure has no architectural significance, nor 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, as they are depicted in historical photographs and in the Sanborn maps-** 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. Buildings 3a and 2 are the oldest structures of the complex, when it was known as the Gas and Electric Company. Building 4 was built later, but before the turn of the 20th century, as an Ice Plant.

Performance of Goal 2:

(a) On 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 buildings at the former Keys Energy Diesel Plant. Conclusions and recommendations must 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 3a facing West.

(c) Buildings 3a and 4 are part of the historic period of concern 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. We recommend that both buildings 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 encouraged 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 represent an important period of the history of Key West as a progressive island. The abandonment and neglect of the buildings needs to end. Current conditions of the buildings include open fenestrations, missing roofs, and portions of roofing that can be lost with any strong gust of wind.

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

Any new proposed use for the buildings must take into consideration the Secretary of the Interior's Standards and Guidelines for Rehabilitation as well as HARC Guidelines.

Performance of Goal 3:

(a). Weatherization of Buildings 1, 2, 3, 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, 3 and 4. Control of water and animal infiltration to the interior of the buildings must be achieved by the installation Lexan or wood panels on all fenestrations where windows are missing or damaged.

(b). Brick and mortar grants are available through the Florida Department of State Division of Historical Resources 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 requesting for 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 that a pre-qualification is required of experienced professionals and contractors in historic brick and mortar for any bidding process for design and construction phases for the renovation, demolition of Buildings 3b and 5, and any required work done on the historic fabric of the existing brick buildings.

(d). It is reasonable to state that the buildings at the Diesel Plant will not be used for their original use as a diesel plant. Their location between Bahama Village and the new Truman Waterfront Park, their architectural features, and their historic contents make Buildings 1, 2, 3a, and 4 unique structures in the Key West skyline. It is recommended that the buildings be adapted in a

sensitive manner that can accommodate a new use that requires minimal changes to the essential character defining features of the structures, and that their interior historic machinery is considered to be protected and preserved either on the site or in a museum setting. 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 may be the most appropriate, but other uses are possible. Ideally, the machinery will be preserved inside of the buildings with an interactive educational program about history of energy production through today's technology; this can be one of many experiences offered to young and adult visitors.

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

(f) Creative adaptive use rehabilitations of historic power plants have been documented, two white papers on such projects, published by the National Trust For Historic Preservation are attached to illustrate some of the possibilities. Those papers are titled: *Historic Power Plants: A Tricky (But Rewarding) Resource to Adapt*, by Michael R. Allen, and *The History Behind One of Austin, Texas' Hottest Development Properties*, By David Weible.



Creative adaptive use- Interior of La Centrale Montemartini- Rome

¹ The Milwaukee Sentinel August 5, 1956



National Trust *for*
Historic Preservation®

February 6, 2013

Historic Power Plants: A Tricky (But Rewarding) Resource to Adapt

By:

Michael R. Allen

This is the final installment of our guest series on the remarkable transformation of a hospital power plant in St. Louis. This week looks at other American examples of power plant reuse and examines what makes the City Hospital project unique. Read the series to date [Link: <http://blog.preservationnation.org/tag/st-louis-city-hospital/>].



Seaholm Power Plant in Austin, Texas.

The Power Plant at City Hospital is the only historic power plant building in the United States that has been reused for a large-volume recreational purpose. Power plants remain difficult buildings to reuse due to their large open volumes, which have to be retained to some extent to qualify for historic tax credits.

A survey of adaptive reuse projects at historic American power plants shows that they tend to be used for office, retail and even residential space. It's common for floors to be added in these configurations, making it even more significant that the City Hospital Power Plant retained its original space.

In Austin, Texas, a plan to reuse the Seaholm Power Plant [Link: <http://www.seaholm.info/>] may become the nation's next adaptive reuse project for a power plant building. The plan calls for a 7.8-acre historic power plant becoming a sustainable, mixed-use, adaptive reuse development. The original 1950s Art Deco building will be adapted into commercial, retail, exhibition, and residential space.



Inside Cannon Design's renovated office in the Municipal Service Building power plant.

In St. Louis, Cannon Design has adapted the former Municipal Service Building power plant [Link: <http://www.cannondesign.com/practice/profile/locations/st-louis/>] -- a finely detailed Renaissance Revival building designed by the firm of Study & Farrar -- into an impressive office space. Built in 1927, the 19,000 square foot power plant had been vacant 25 years when the \$8 million Silver LEED renovation started. (The project also received state and federal historic rehabilitation tax credits.)

The interior's four-story open volume, illuminated through large full-height arched steel sash windows, posed a challenge. Cannon's solution: insert a free-standing block of three floors to handle work space, set back from the outer walls to allow for some sense of volume to remain. The end result is 32,000 square feet of usable office space.



Overlooking the Great Room at the Charles H. Shaw Technology and Learning Center in Chicago.

Around the same time that Cannon Design's new office opened, the Charles H. Shaw Technology and Learning Center opened in Chicago in a former Sears, Roebuck and Company power plant built in 1905. Completed in 2009, the renovation created classrooms, a learning facility for high school students, and community spaces while retaining the power plant's historic exterior, including original wooden windows. This project received federal historic rehabilitation tax credits.

An earlier adaptive reuse that has continued to be successful is the Pier Four Power Plant [Link: http://en.wikipedia.org/wiki/Pratt_Street_Power_Plant] (or Pratt Street Station) in Baltimore developed by Cordish. Built between 1900 and 1909, the power plant served electric street railways. Today, the Pier Four Power Plant is activated with commercial and entertainment tenants. Although an indoor Six Flags was located here from 1985 through 1989, there was no active-use recreational component, and today the interior is carved up by multiple users.



Sunrise over the Pier Four Power Plant in Baltimore.

With all these examples in mind, **the City Hospital Power Plant stands today as one of only a few American power plants to find adaptive reuse, and the only that has been dedicated to a recreational use.** When first built, the power plant embodied a massive federal effort to curb the effects of the Depression. Years of service to a busy public hospital were followed by years of abandonment and neglect. Yet the original purpose of the power plant remains apparent in its indelible design, enhanced and respected through its new use as a recreation and entertainment destination.



National Trust for
Historic Preservation®

November 30, 2016

The History Behind One of Austin, Texas' Hottest Development Properties

By:

David Weible



The 1948 Seaholm Power Plant has been transformed into 130,000 square feet of commercial space.

At more than 65 years old, it's no surprise that Austin's Seaholm Power Plant is no longer producing electricity, but it is still helping to power the city as one of its hottest new development projects.

What is now more than 130,000 square feet of commercial space in downtown Austin was commissioned as the city's new power source in 1948. At the time, post-war Austin had a population of roughly 130,000, and it was growing fast. In addition, new appliances like dishwashers and air conditioners were putting an added strain on the municipality's already over-worked infrastructure.

The structure built to help remedy the electrical shortfall was a hulking, three-story Art Moderne building capable of producing 100 megawatts of electricity—more than enough to power the city on its own. Though portions of the project went online earlier, the full plant—named for Austin's fourth city manager—was finished in 1958, and though it was originally designed to burn coal, the utility company made the switch to burning heavy crude oil before its coal bins were ever used.

As the 20th century wore on, new gas, nuclear, and solar power sources were built around the city to supplement the aging Seaholm plant. By the 1980s, the Seaholm's systems had grown obsolete and in 1989, the plant ceased generating power—though it remained an active part of the region's power grid.

The plant's final boiler was finally shut down for good on July 28, 1992. The site itself sat nearly untouched for a decade, and its once-thriving landscape became overgrown, disheveled, and largely forgotten. By 1997, the city of Austin was looking to demolish the plant, though a local friends group sprang into action to save the structure.

As Austin's downtown began to see a resurgence in the early 21st century, ideas for Seaholm's reuse began to surface—a city aquarium space was one of the many proposals that was intriguing but failed to take root.

Then, in 2004, the city of Austin got serious and issued a request for proposals for redevelopment of the site, coupled with a commitment to remediate the toxic PCBs and heavy oil deposits that remained at the scene.

That's when Seaholm Power, LLC [Link: <http://www.seaholm.info/>] stepped in, led by managing partner John Rosato. In April 2005, the team was selected to redevelop the full 7.8-acre site, including the power plant itself. Their approach balanced the construction of a new high-rise residential tower, a shorter commercial building, and a parking garage on the site with the restoration and preservation of the iconic Seaholm Power Plant.

The team was careful to recognize and celebrate the existing structure's history. Its massive turbine hall was preserved and left open for public viewing as opposed to being leased as private office space. They also kept as much old infrastructure as they could, leaving some original boilers intact as well as a 75-foot crane.

In addition, they deconstructed various levels of the structure to open up a 65-foot-high atrium at the center of the plant. Outside, old water intake pipes that once brought helped cool the plant's radiators were repurposed to collect 320,000 gallons of water to irrigate the site's 1.5 acres of green space.

Construction of the project began in 2013 and was completed in early 2016. The site's 280 residential spaces have already been sold while local businesses and a Trader Joe's occupy many of the commercial spaces in the new buildings.

The historic Seaholm Power Plant itself, meanwhile, is occupied by healthcare tech giant Athenahealth and a local restaurant, which sits in the four-story space where the ninth boiler once helped churn out the city's power.

Today, thanks to some creative thinking, the Seaholm Power Plant remains a powerful symbol for the city of Austin and its history.



David Weible is the content specialist at the National Trust, previously with Preservation and Outside magazines. His interest in historic preservation was inspired by the '20s-era architecture, streetcar neighborhoods, and bars of his hometown of Cleveland.

RESOLUTION NO. 18-088

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, REQUESTING THAT THE HISTORIC ARCHITECTURAL REVIEW COMMISSION (HARC) REVIEW THE DETERMINATION OF THE CHIEF BUILDING OFFICIAL REGARDING THE DEMOLITION OF CERTAIN STRUCTURES AT THE HISTORIC DIESEL ENERGY PLANT AT 100 ANGELA STREET/GERALDINE STREET, AND MAKE RECOMMENDATIONS TO THE CITY COMMISSION; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the Chief Building Official conducted a hearing, which resulted in a determination of unsafe conditions that necessitate demolition of certain components of the Diesel Generating Plant at 100 Angela Street, pursuant to Section 14-73, 14-75, 14-106, 14-107, 102-218(c) and 102-221 of the Code of Ordinances and Florida Statutes Section 553.80; and

WHEREAS, this Resolution calls for a request for the City Manager to direct City staff to submit the issue of demolition of certain components of the Diesel Generating plant to HARC; and

WHEREAS, the City Commission acknowledges that the authority to make such a determination is solely vested with the Chief Building Official under the City Code of Ordinances referenced here, and the Florida Building Code.

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

Section 1: That the City Manager is directed 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.

Section 2: 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 City Commission at a meeting held this 6th day of March, 2018.

Authenticated by the Presiding Officer and Clerk of the Commission on 7th day of March, 2018.

Filed with the Clerk on March 7, 2018.

Mayor Craig Cates	<u>Yes</u>
Vice Mayor Clayton Lopez	<u>Yes</u>
Commissioner Sam Kaufman	<u>Yes</u>
Commissioner Richard Payne	<u>Absent</u>
Commissioner Margaret Romero	<u>Yes</u>
Commissioner Billy Wardlow	<u>Yes</u>
Commissioner Jimmy Weekley	<u>Yes</u>


CRAIG CATES, MAYOR

ATTEST:


CHERYL SMITH, CITY CLERK