

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, SELECTING A CONCEPT DESIGN FOR A NEW FIRE STATION ON ANGELA STREET; DIRECTING THE PREPARATION OF A TASK ORDER FOR DESIGN AND PLANNING SERVICES; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the City Commission directed the City Manager to take all steps necessary to construct a new fire station on the former Madeline Bean Building site in resolution 11-324; and

WHEREAS, the City Commission heard a presentation from Architect Michael Ingram on January 24, 2012 regarding conceptual plans for a new fire stations on or adjacent to the former Bean building.

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

Section 1: That the City Commission selects concept drawing scheme number \_\_\_\_, as depicted on mbi/k2m Architecture, Inc's January 10, 2012 Angela Street Site Development Study.

Section 2: That the city Manager is directed to negotiate a task order for Commission consideration for design and planning services consistent with the selected concept.

Section 3: 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 \_\_\_\_\_ day of \_\_\_\_\_, 2012.

Authenticated by the presiding officer and Clerk of the  
Commission on \_\_\_\_\_, 2012.

Filed with the Clerk \_\_\_\_\_, 2012.

\_\_\_\_\_  
CRAIG CATES, MAYOR

ATTEST:

\_\_\_\_\_  
CHERYL SMITH, CITY CLERK

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.

**Scheme Three**

A modified existing two-story plan is placed to utilize the former Madeline Bean site and allows future development of an administration building and parking structure of a totally new design and configuration.

Phase I allows 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. Parking requirements cannot be met and will require a variance for either quantity or height.

**Scheme Four**

The final site development approach is using the current design for a single phase fire station, administration building, and parking garage, modified to reduce the number of variances for the project.

**Cost Estimate**

With an uncertain timeline for the start of construction, we have developed our estimates with an anticipated cost of construction in January 2012, which permits the extrapolation of costs from our April 5, 2011 revised cost estimate and base to equally compare the various options. Reference attached document Cost Estimate Summary.

Our final project estimate is based on our expertise, experience, and qualifications. These numbers represent our best judgment, as professionals familiar with the current market conditions. We cannot and do not guarantee that proposals, bids, or construction costs will not vary from our opinions of probable construction costs. With this project being delayed for an unknown period of time, we highly recommend that once a scope and schedule is established and approved, the projected costs are reviewed.

**Variance Summary**

Reference the attached document Variance Estimate Summary for a comparison of the anticipated variances required for each Scheme as identified herein.

We trust that this approach will provide you with the necessary information to aid in your analysis of the various City Administration Building options at Angela Street.

Respectfully,



Michael B. Ingram, R.A., Director of Company  
mbi | k2m Architecture, Inc.

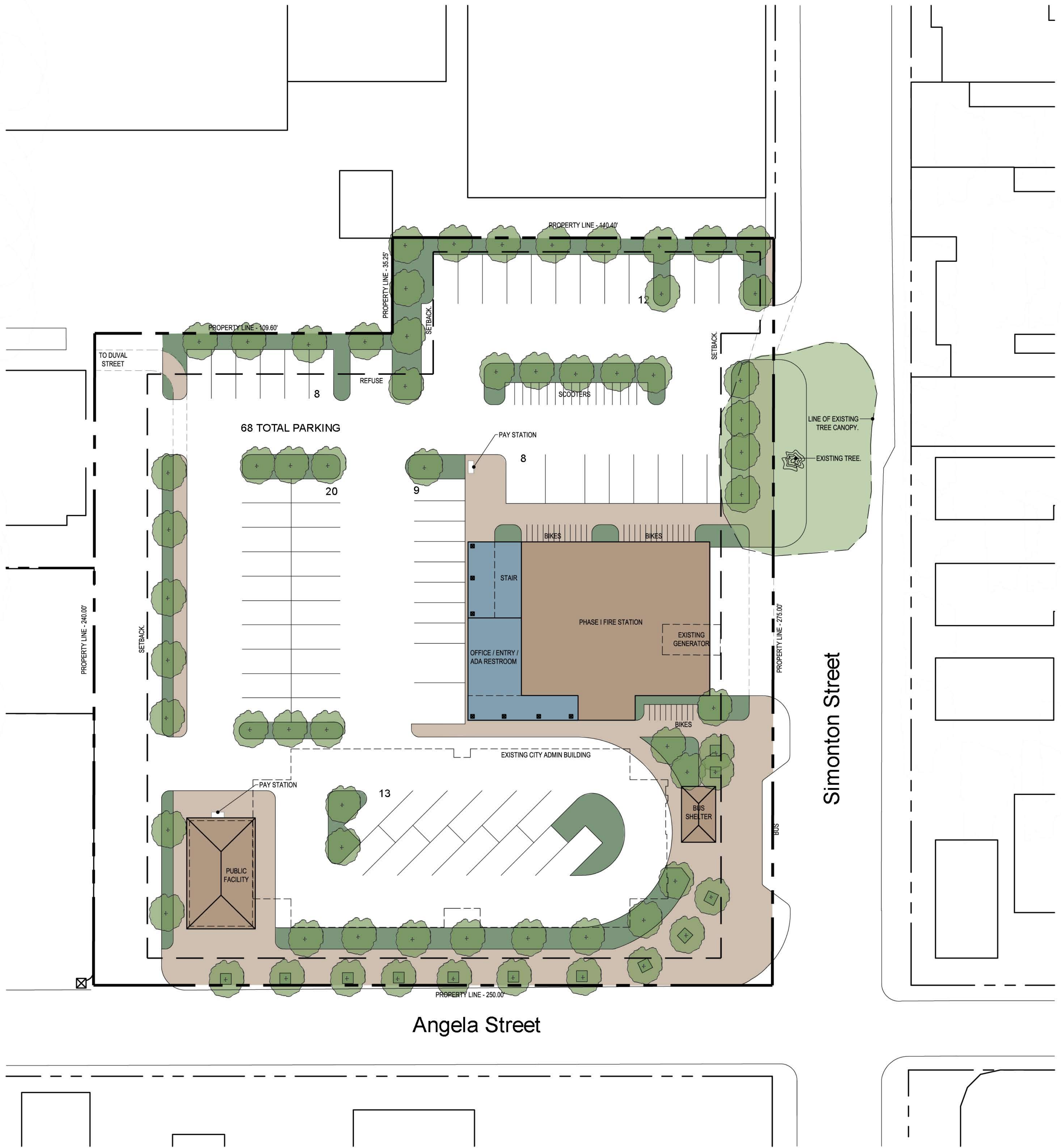
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Angela Street Site Development Study  
 Scheme One - Single Story Stand Alone Fire Station  
 January 10, 2012

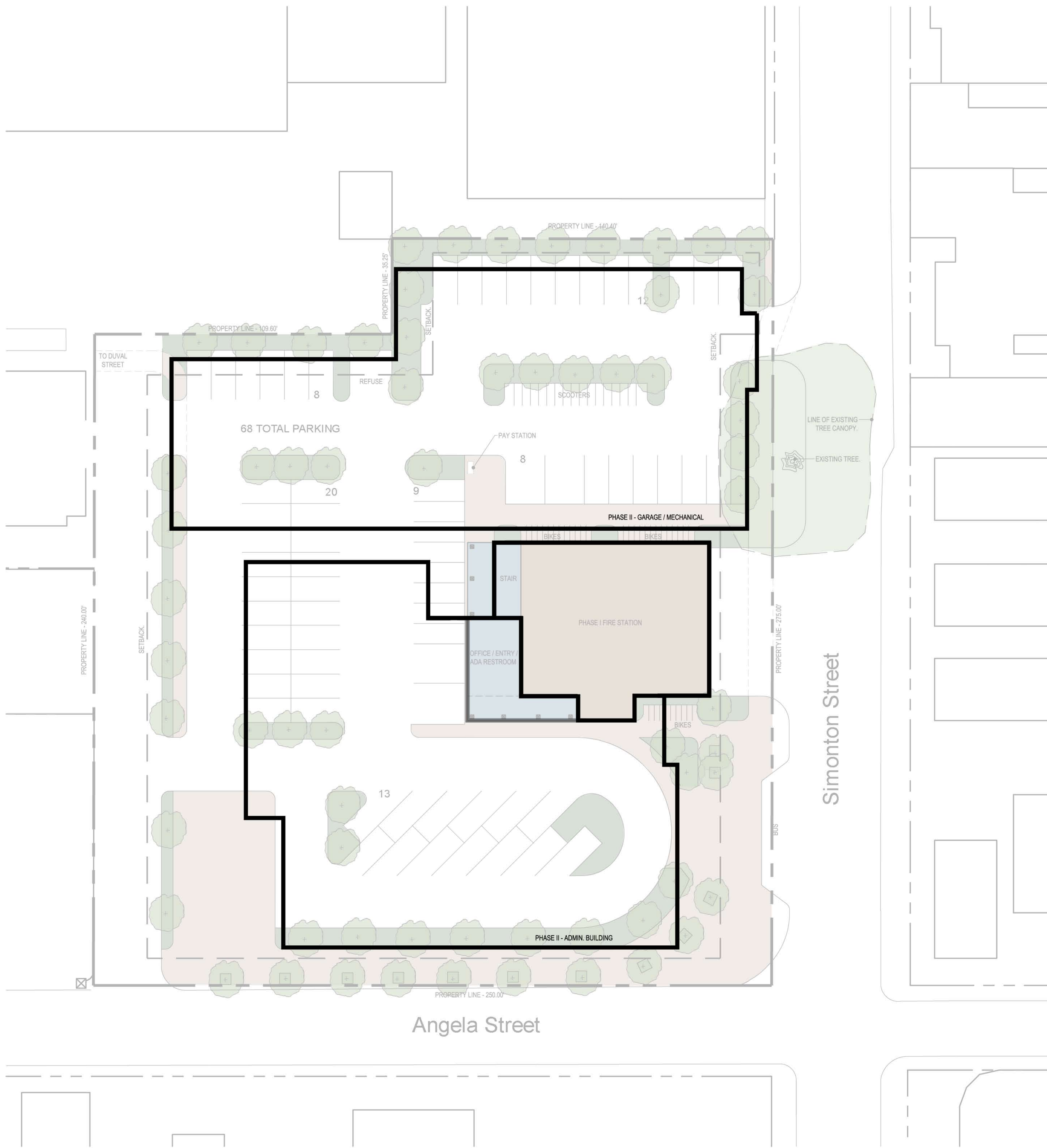
**mbi | k2m**  
 ARCHITECTURE, INC.





Angela Street Site Development Study  
 Scheme Two - Two-Story Stand Alone Fire Station with Future Admin Bldg.  
 January 10, 2012





Angela Street Site Development Study

Scheme Two Phase II - Two-Story Stand Alone Fire Station with Admin Bldg.

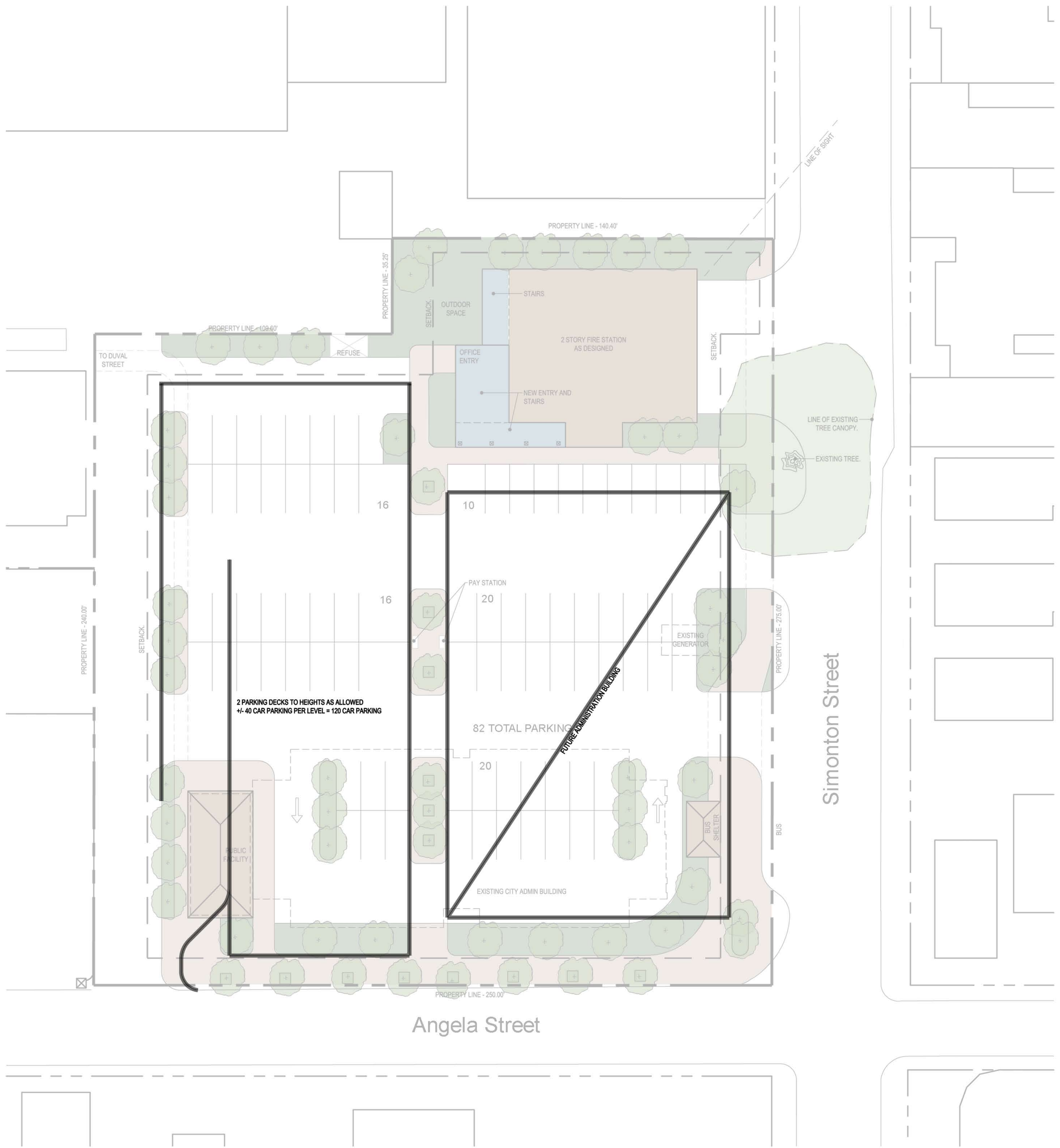
January 10, 2012





Angela Street Site Development Study  
 Scheme Three - Two-Story Stand Alone Fire Station at Madeline Bean  
 January 10, 2012



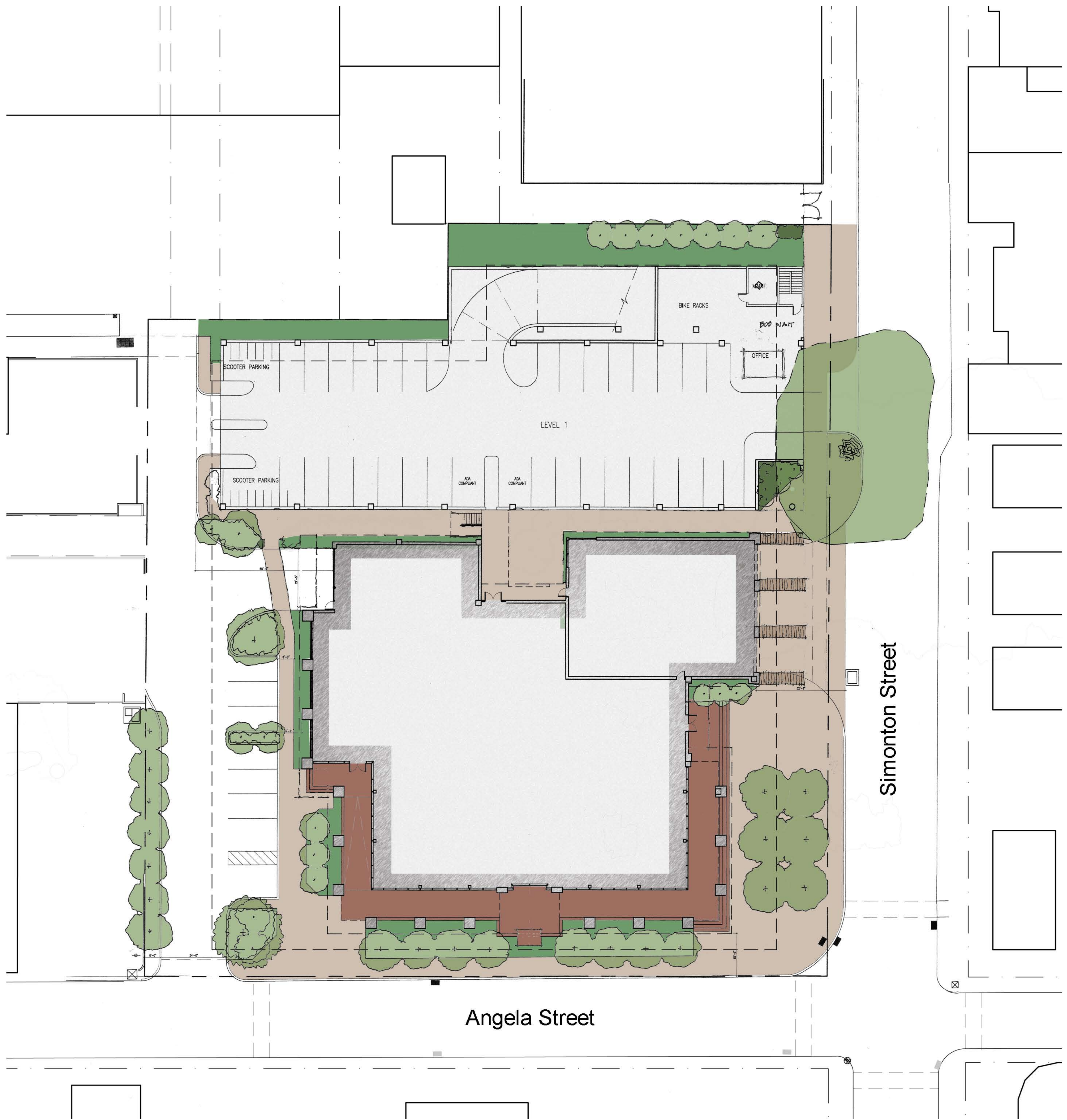


Angela Street Site Development Study

Scheme Three Phase II- Two-Story Stand Alone Fire Station at Madeline Bean

January 10, 2012







## Cost Estimate Summary



	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>\$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	\$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>		\$5,100,000	\$18,435,000	\$6,100,000	\$21,000,000	
<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 either or both buildings. We have carried the costs per building rather than the total considering that the one year timeline may not be achieved.

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 and do not guarantee that proposals, bids, or construction costs will not vary from our opinions of probable construction costs. With this project being delayed for an unknown period of time, we highly recommend that once a scope and schedule is established and approved, the projected costs are reviewed.

## Variance Estimate Summary



Variations are listed based on each respective Zoning District

	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	HNC-1
Front Setback	5'-0"	0'-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"	
Left Side Setback (Bean Bldg.)	5'-0"	0'-4.5" (Bean)		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"	
Max. Building Coverage	50% (2,465 SF)	79% (3,895 SF)													
Impervious Surface Ratio	60% (2,958 SF)	98.6% (4,859 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
Zoning District	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS	HPS
Front Setback	20'-0"	37'-1" (City Hall)		20'-0"		20'-0"		20'-0"		20'-0"		20'-0"		20'-0"	
Right Side Setback	15'-0"	155'-5" (Parking)		15'-0"		15'-0"		15'-0"		15'-0"		15'-0"		15'-0"	
Street Side Setback (Angela)	10'-0"	18'-6"		10'-0"		10'-0"		10'-0"		10'-0"		10'-0"		10'-0"	
Rear Setback	20'-0"	39'-10"		20'-0"		20'-0"		20'-0"		20'-0"		20'-0"		20'-0"	
Max. Building Coverage	40% (24,000 SF)	16% (9,600 SF)													
Impervious Surface Ratio	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)	
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\* 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).