

City of Key West Fire Station 2 Parking Garage Conceptual Plan



November 20, 2025

City of Key West Fire Station 2 Parking Garage

Need for Parking Garage:

- Small shops need more parking for customers
- Employees must pay regular price to park near their place of employment
- Revenue needed to fund loss of grants for transit
- More funding needed for affordable housing
- Electric Charging stations needed to support City's sustainability goals
- Number of Resident permit spaces needs increasing
- Congestion from vehicles looking for parking



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Business impact in the area:

- **Lack of parking:** Most businesses in this area are small locally owned shops. Typically, they do not have parking spaces for their customers or employees. There are only three public lots of 20 or more spaces in the blocks surrounding this site – Fire Station lot, Post Office Lot, San Carlos lot. A larger parking structure would increase foot traffic to local retail shops.
- **Supply vs Demand – slow price inflation of parking:** One of the indicators that parking is lacking is the market price of law of supply and demand. The city currently charges \$6.00 per hour and \$7.00 per hour during most special events. The average private market rate for parking in the Key West is \$7.00 - with a upper range at \$16.00 per hour in the Lower Duval area of the Commercial Core. This average cost is the highest in Florida and on par with major cities (New York is \$5.00). More parking supply could slow this rate of inflation.
- **Central location:** This location is ideally located with major roads as feeders – Eaton Street and Truman Ave. It is easy to direct customers to this location with little signage, and fewer turns on major roads.



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Additional Benefits:

- **Congestion in area:** Reduce vehicles searching for available parking. Guaranteed availability of parking space. Customers would choose this location because it is well known and offers almost guaranteed available parking including permit parking.
- **Environmental Impact:** Electric vehicle charging stations could be incorporated to help support the City's sustainability goals.
- **Revenue Earmarked for Transit:** The city goals were to improve and increase public transit to encourage less trips by vehicle. This additional revenue could provide a funding source for transit.
- **Neighborhood impact:** Absorb parking from area concentrating it into known availability of space. If the Employee lot permits are expanded to this new parking structure, less employees will be parking in the blocks surrounding the Commercial Core and reduce the demand for parking spaces in the historic neighborhoods – both unmarked and those marked for resident permit holders.



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Additional Benefits:

- **Revenue:** Current \$317,332; proposed \$741,872 revenue or additional \$424,540 annual gross. Parking money supports all aspects of City – affordable housing, transit, general fund, Truman Park, and the Bight.
- **Workforce Parking:** Some spaces could be reserved for Employee Lot permits. One frequent complaint from Employers and Employees in the central part of the commercial core is the lack of employee parking options. The City could dedicate some number of spaces with a new parking structure for the Employee Lot permit program as there is at Truman Waterfront Park and the Old Town Garage.
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- **Affordable Housing:** Additional funds for affordable housing. The City's affordable housing programs receive some revenue from every transaction through the "third dollar" earmark. Raising the parking rate does not increase the amount of money these programs receive, only the number of transactions increases the revenue. It is the third dollar only that contributes.



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Details of a parking garage concept as provided by the City's consultant pfb Architects

This study addresses one of the original design restrictions pfb was given they originally looked at a parking deck as this site: not placing any structure near or along Angela Street. By adding a third level the overall parking capacity is increased while the structure's footprint is greatly reduced compared to previous designs. The new height still is shorter than the fire station it surrounds; reaching to approximately the station's eave edge. The smaller footprint allows most of the bus drop off to become a pedestrian plaza with easy access to the public restrooms. Most of the site's grading would remain as it is, with only the landscaped area immediately west of the station and a swath along the southern ramp requiring less than 2 feet of regrading. The northmost existing parking area and driveway can remain as a service access to the generators deep in the property.

PARKING TABULATION								
	Regular Spaces	Compact Spaces	ADA Spaces	Total Spaces	Net Increase	Moped/ Cycle Spaces	Net Increase	Bicycle racks
Existing Lot	61	0	3	64		23		30
Plan 5	141	2	6	149	85	40 on street 10-21 in garage	+30-40	40+

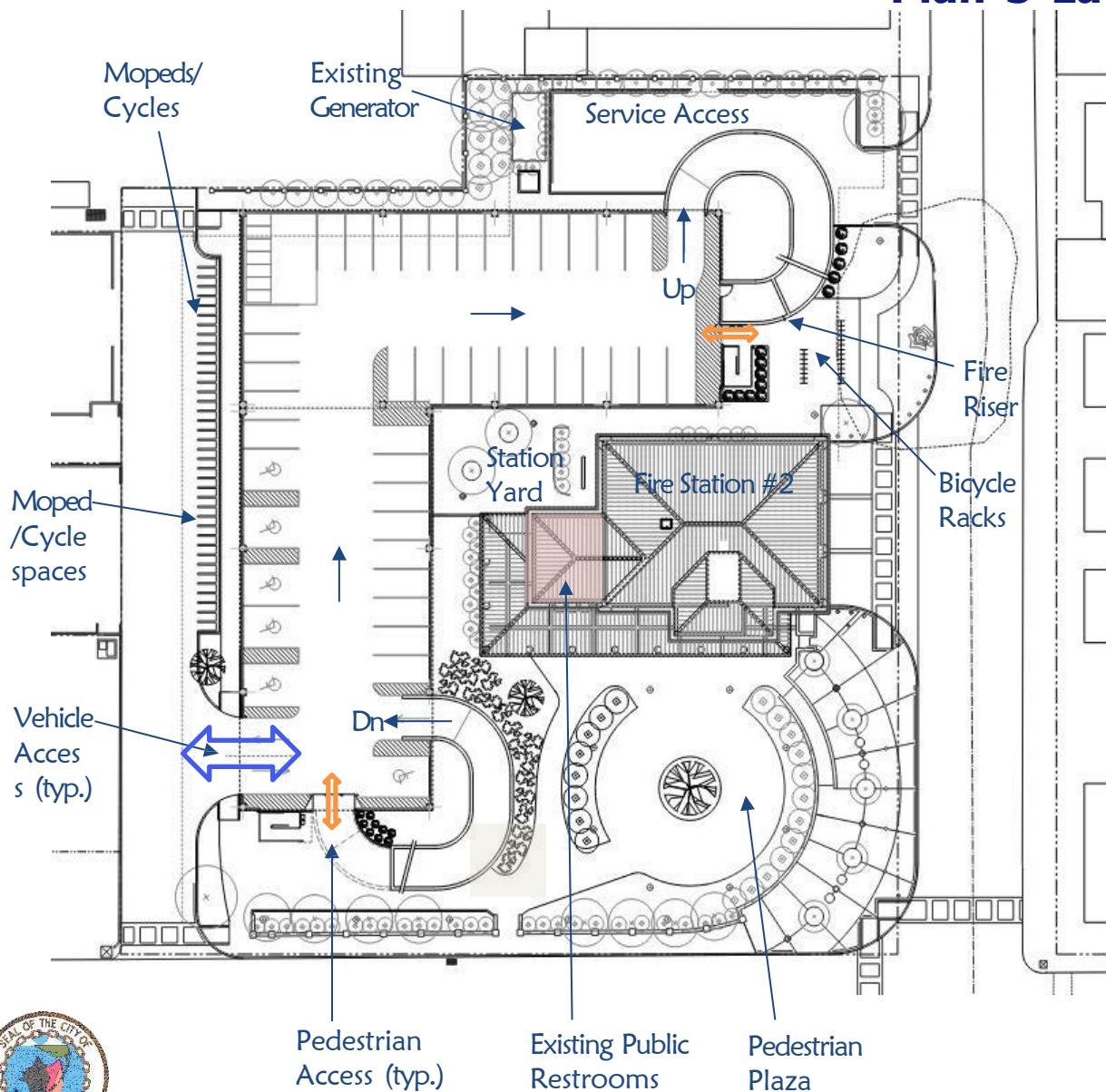


City of Key West

Fire Station 2 - Parking Deck

Plan 5 Layout – Ground Level

1



Areas:

@ 18,300 sq.ft. footprint
 @ 52,650 sq.ft. structure
 @ 6,200 sq.ft. ramps

Ground:

37 Standard Parking spaces
 6 HC parking spaces

Second Level:

49 Standard Parking spaces
 2 Compact Stalls

Upper Level:

55 Standard Parking spaces

Total:

**141 Standard Spaces
 2 Compact Spaces
 6 HC spaces**

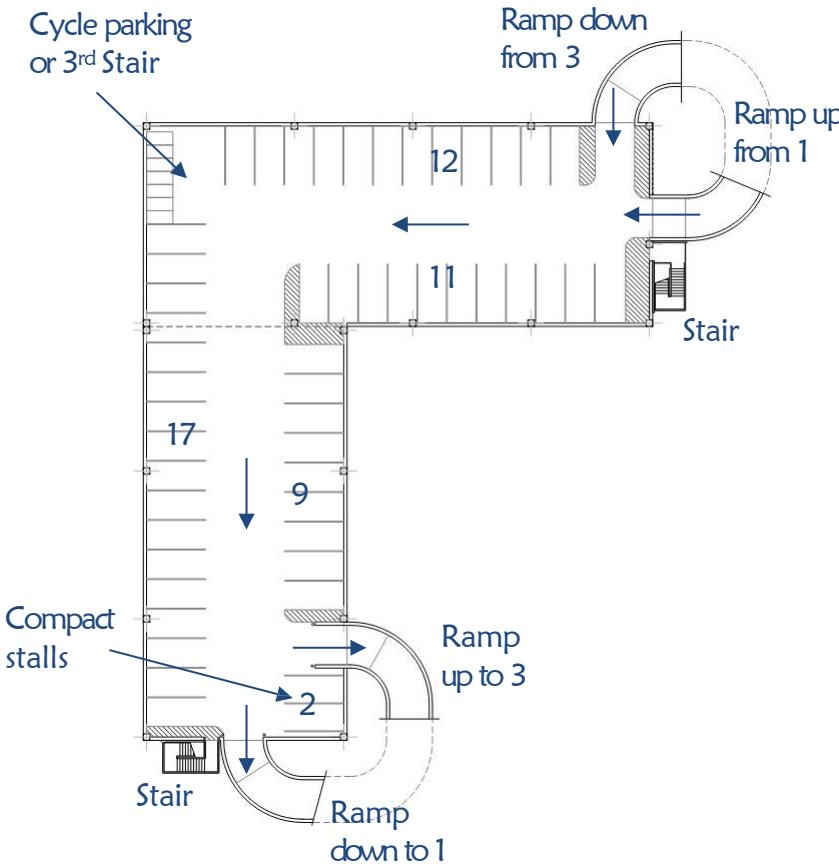
149 total

Net gain +85

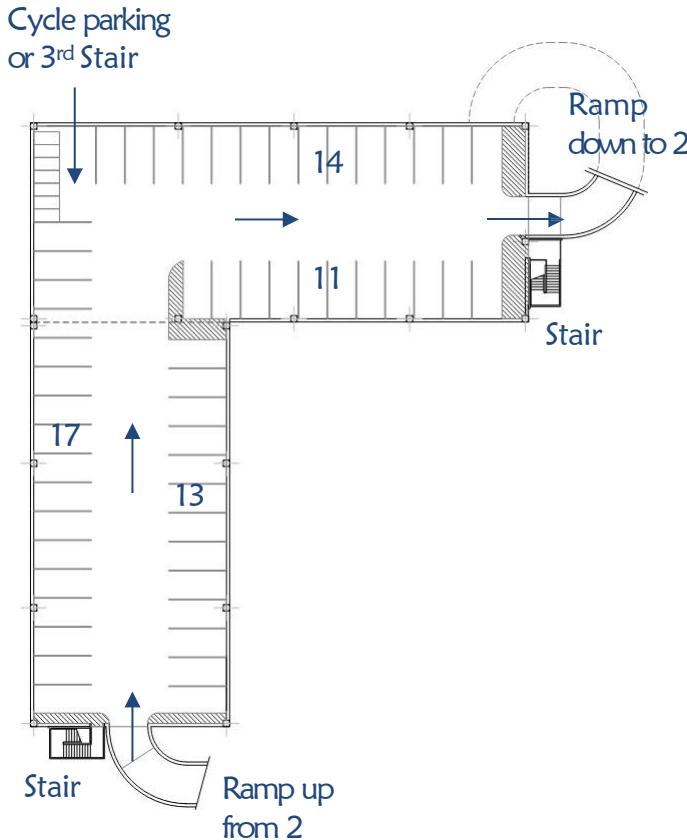


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Fire Station 2 - Parking Deck
Plan 5 Layout – Upper Levels



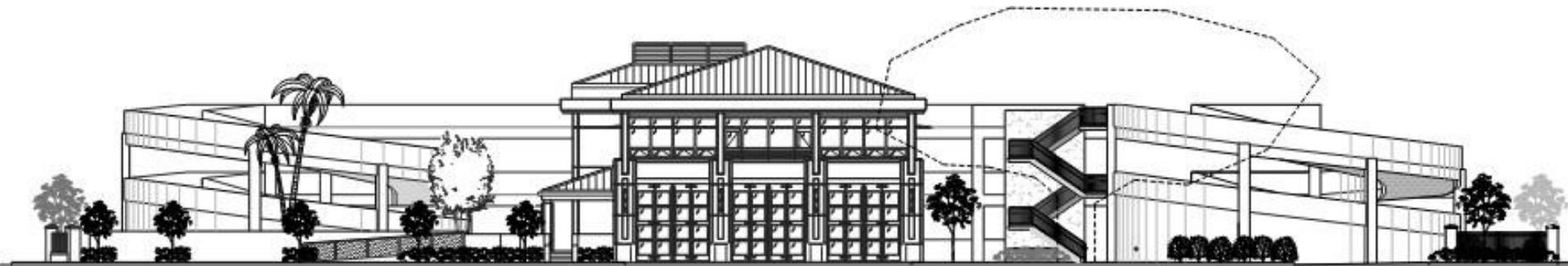
Level 2
51 spaces



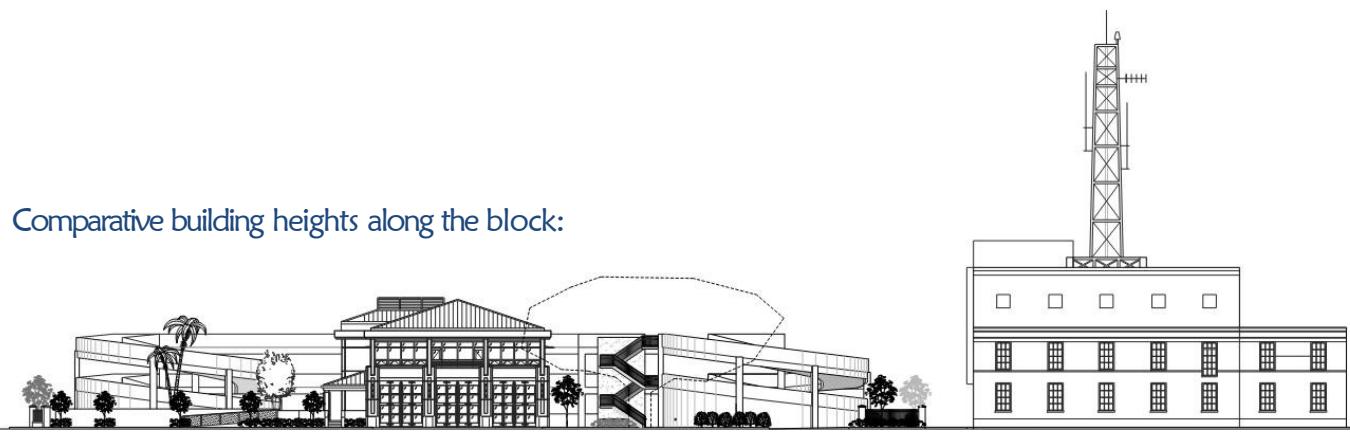
Level 3
55 spaces



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Fire Station 2 - Parking Deck
Plan 5 Layout – Upper Levels



Simonton Street Elevation

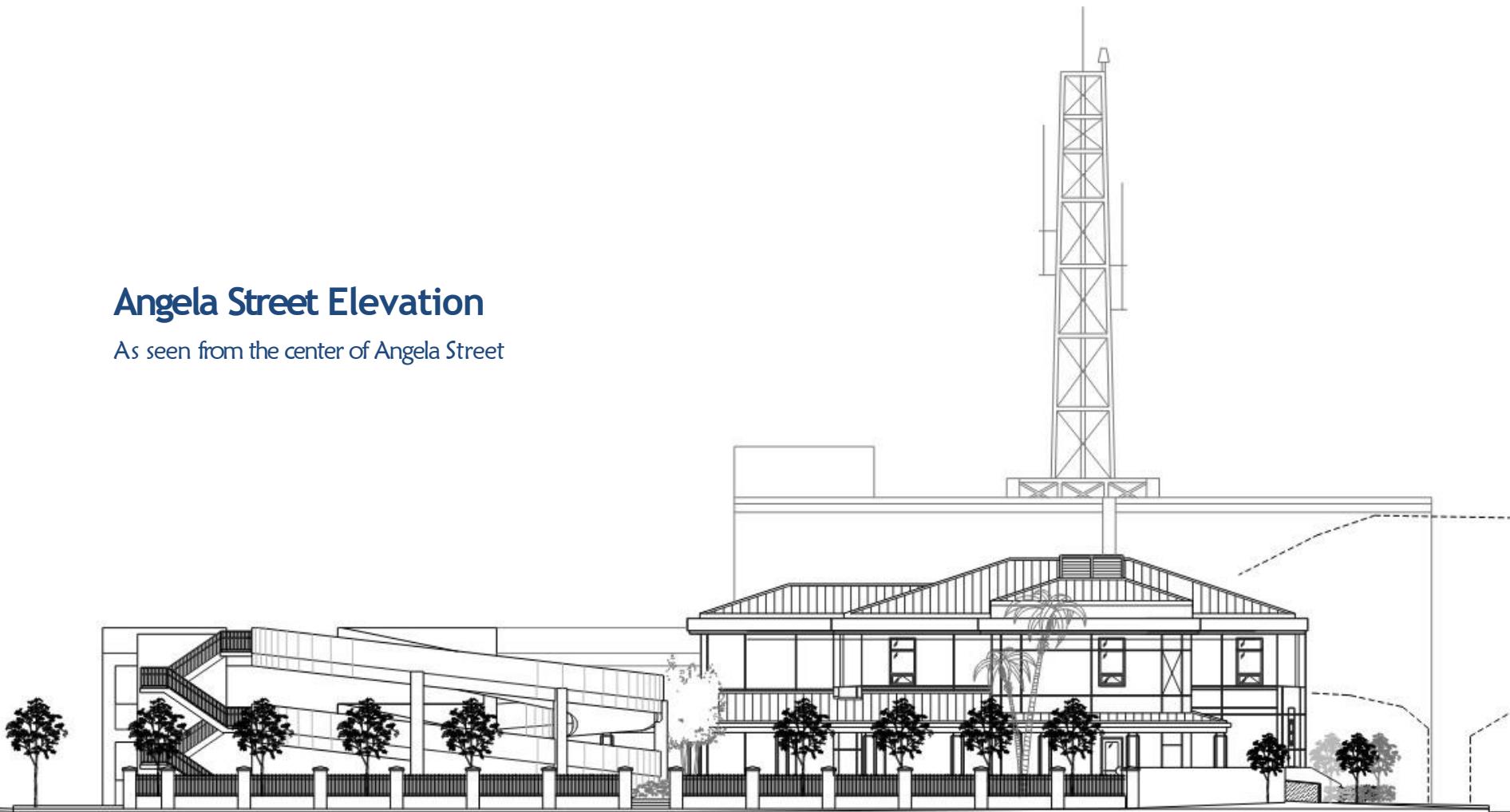


City of Key West
Fire Station 2 - Parking Deck
Plan 5 Layout – Angela Street View

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Angela Street Elevation

As seen from the center of Angela Street



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Fire Station 2 - Parking Deck

Plan 5 Layout – Angela Street View

Angela Street Elevation

As seen with wall and trees along sidewalk removed

