



CITY OF SOUTH ST. PAUL MEETING AGENDA

WORK SESSION

Training Room
125 3rd Avenue North
South St. Paul, MN 55075

Monday, June 9, 2025
7:00 PM

- 1. CALL TO ORDER**
- 2. DISCUSSION ITEMS**
 - A. Armour Gatehouses
 - B. City Property Disposition Strategy
 - C. City Administrator's Update
- 3. COUNCIL COMMENTS & QUESTIONS**
- 4. ADJOURNMENT**



WORK SESSION AGENDA REPORT

DATE: June 9, 2025
DEPARTMENT: City Administrator
PREPARED BY: Ryan Garcia
AGENDA ITEM NUMBER: 2.A.

MEETING TYPE

Regular Meeting

AGENDA ITEM

Armour Gatehouses

ACTION TO BE CONSIDERED OR DESIRED OUTCOME

- Discuss disposition options for the Armour & Company Gatehouse Structures currently located on EDA-owned property in the Industrial Park.
- Generate consensus for Council's preferred option and provide staff with direction.

OVERVIEW

The South St. Paul Economic Development Authority (EDA) owns an approximately 4-acre site at the southwest corner of Armour Avenue and Hardman Avenue North, commonly referred to as the "Armour Gates Property", and has discussed disposition and development options for this site frequently throughout its ownership. The property was acquired by the Housing and Redevelopment Authority of South St. Paul (HRA) about 30 years ago, and the HRA also had many development opportunities stall out for the property from the late 1990s through mid 2010s. Prior to the HRA/EDA taking ownership, the property was a part of the much larger (45 Acre) Armour complex which fronted the Mississippi River, although with the exception of the two entry monuments which still stand today in the north central portion of the property, no structures are known to have ever stood on the 4 Acres in question. The property was generally used for surface parking and outdoor storage during the Armour years, and has remained vacant and zoned "Industrial" (currently "I-1, Light Industrial") for the entire time that the HRA/EDA have owned it.

The 1918 brick and limestone entry monuments on the property mark what once served as the only way in and out of the Armour & Co. Meat Packing Campus by foot, bike or vehicle and are understandably important reminders of the City's history and legacy. However, the structures themselves are not significantly utilized, recognized or celebrated by the community at large, or even the business park community. They are over 100 years old, and are showing signs of deterioration. Although there have been periodic flurries of community chatter and correspondence regarding preservation since early 1999, no party to date has stepped forward with a feasible or sustainable preservation solution.

At the April 8, 2024 Worksession, the City Council had a broad discussion on how the "Armour

Gates” fit into the City’s overall infrastructure, parks, and facilities planning and investment strategy. Discussed numerous times over the past several years, the Armour Gates are an important physical symbol of the City’s history and legacy that – in the opinion of many – are currently mislocated not only on their site but also in their context. Thus, the 2024 discussion coalesced a bit around a concept to relocate the structures, with a preference to explore relocation to Kaposia Landing as a complement to the amenities either existing or planned at that community destination. Staff worked with our Parks Master Plan consultant to conceptualize the integration of the structures into various elements of Kaposia Landing (the recreational trail, the park entry, river access, etc.). Generally, the consensus among parks and Dakota County staff emerged that relocation to Kaposia Landing seemed somewhat "forced" as there was no real nexus between the nature and character of the park's context and development and the structures and their history. As discussed at the May 27 Worksession, Dakota County continues to implement a series of "interpretive" elements along the Mississippi River Greenway including several within South St. Paul. In the spirit of complementing these county-led efforts, City Staff has expanded our range of potential options for relocation of one or both of the gatehouse structures to include City-owned sites in close proximity to (and readily accessible to) the Greenway, presented below for discussion and consideration at the worksession.

In preparation for Monday's discussion, Council is asked to contemplate the following:

- *Restoration and Retention* - Staff's assumption is that the consensus of the Council is that demolition and/or deconstruction of both structures to reuse the brick and limestone elements in a different installation (e.g., public art, memorial plaza, scaled-down reconstruction of the structures) is effectively off the table, and that the Council's consensus is to restore, retain, and relocate (without deconstruction) at least one of the structures. If this assumption is incorrect and one or more Council members would like further discussion on either demolition or deconstruction/repurposing, Staff will be prepared to discuss. Staff would note that a selective and surgical approach of sensitive deconstruction and reconstruction most likely carries a higher price tag than demolition or restoration/relocation. In any event, in consultation with structure moving contractors and restoration experts, it has been suggested that any restorative and repair work should occur *prior to* attempting to relocate either or both structures, due to their present deterioration and suspected instability.
- *One or both structures* - Is it critical to the Council that both structures be relocated? It is reasonable to argue that once the structures are removed from their existing original location, their retention as a "pair" outside of their original context carries less meaning and direct attachment to their original function. It is understood that the northernmost structure served as the entry point for those that worked "on the floor" at the Armour plant, while the southernmost structure served as the de facto office of the gate attendant. Is the spirit of what the community values for recognition honored by retaining the northernmost structure alone, for example? As Council can imagine, we would expect to realize cost savings by retaining, refurbishing, and relocating only one structure.
- *Location*- As alternatives to the Kaposia Landing concepts discussed at previous worksessions, Staff has identified the following as possible relocation options:
 - Spiral Bridge parking lot (Attachment 1) - located on the west side of Hardman

Avenue, just south of Grand Avenue is a parking area within the Hardman Avenue right-of way. This parking area was developed with the purpose of providing convenient vehicle parking for users of the Mississippi River Greenway, which is accessible via the Spiral Bridge sitting directly northeast (across Hardman Avenue) of the site. Notably, this section of the greenway is heavy in signage and artifacts honoring the City's stockyards and meat-packing legacy. While the north side of the parking lot is more limited, there is an approximately 30' x 50' area between the parking lot and the Grand/Hardman intersection which to the naked eye appears to be sufficient to accommodate a structure (the structures measure about 17' x 15' at the base). Additional site analysis would be needed to assure that the structure can be located in such a way as to avoid blocking views at the intersection and parking lot, and to provide pedestrian connectivity to the existing sidewalk which terminates at the intersection. In discussing this option with the moving contractor, it is a significantly easier site to relocate to as compared to any of the Kaposia Landing locations, but would introduce some temporary disruption to the flow of traffic through and near the intersection in order to maneuver equipment and placement. If this option is preferred by the Council, for all intents and purposes we could commence with soliciting formal bids for the project almost immediately.

- Hardman Triangle (Attachment 2) - Admittedly a much more wide open option is to place one or both structures somewhere within the Hardman Triangle, which is envisioned as a mixed-use neighborhood with new public spaces (stormwater park, plazas) that could be designed in such a way as to celebrate and integrate one or both of the structures. Staff would suggest that if this option is preferred by the Council, it would be essential that we invest significantly more time and focus on solidifying the plan for the public realm and assure that the relocation does not inadvertently hamstring future development (both public and private) and operation of stormwater and site circulation. As such, the timeline for relocation would be measured in at least several months if not a year or more.

SOURCE OF FUNDS

Staff is hopeful that at Monday's worksession, Council can determine which of the potential alternatives is preferable in concept to advance for formal bidding. Staff has received updated budget-level estimates related to these alternatives, summarized below:

- *Restoration of structures*: \$100,000 - \$125,000 per structure
 1. Includes replacement/repair/restoration of brick and limestone as needed
 2. Includes joint repair
 3. Includes any cleaning and infilling needed
 4. Does not include any utilities (if needed)
 5. Does not include site preparation, or construction of new foundations (costs may vary by conditions at site/location)
- *Relocation of Structures*: \$110,000 per structure
 1. Does not include any significant repair, replacement, or restoration of gate structures themselves

2. Does not include site preparation, or construction of new foundations (costs may vary by conditions at site/location).

Currently, none of the EDA, HRA, or City budgets have dedicated funds towards restoration or relocation of the structures, or for any of the concepts presented in this memo. In early 2024, the EDA designated its Development Fund (20284) as a resource to broadly support the redevelopment of the City's key industrial and mixed-use redevelopment areas such as the Hardman Triangle, Bridgepoint, and Concord Exchange Corridors. As such, this could serve as a funding source for any work related to the gatehouse structures, although doing so would obviously reduce the funding available to support things like property acquisition, site cleanup and preparation, and redevelopment assistance. As discussed at the March 31, 2025 Worksession, the fund balance for fund 20260 (HRA) is \$399,822 and the fund balance for fund 20280 (EDA) is \$511,989. While the City has a fund balance policy for the General Fund stating that the General Fund must maintain an unassigned fund balance of 35% - 50% of the new year's budgeted expenditures, that policy does not extend to either Fund 20260 or 20280. Thus, the EDA has full discretion around the disposition of the 20260 and 20280 fund balance, and may identify a benefit in allocating some portion of this fund balance towards the preferred disposition alternative.

While it is true that in 2022 the City was awarded a \$50,000 appropriation through special legislation to support relocation (our request/proposal to the legislature was \$300,000), Staff would warn that it is highly unlikely that any request for State Assistance for this project will be successful. All of the discussed options generally do not align with existing funding priorities, so we would need to seek special legislation for a preferred alternative in the next legislative session (beginning in early 2026).

Staff is obviously not in a position to speak for Dakota County, but it has been suggested by members of the community in previous discussions that Dakota County could be a partner in funding a reinvestment into the structures. While it is encouraging that Dakota County Parks has expressed general interest in seeing the City repurposed the structures to complement their trail network, there has been no strong indication that Dakota County would be a meaningful funding partner in such an effort. Candidly, I have the strong impression that the County (rightfully) expects the City to take a lead on identifying specifically *what we plan to do* with the structures, then engage the County in earnest to determine if there is a County role of support.

Finally, as Council is aware there are many advocates for the preservation of the structures that have suggested the City be "more creative" in identifying funding partners/resources for the preservation of the structures, which may include finding philanthropic entities, volunteers, or donations of labor or materials by trades groups or specific businesses to support preservation efforts. This is not an avenue that the City has explored to date, but certainly if a favored concept emerges from Monday's discussion we would move forward with identifying by what means the project could be completed, including engaging with any potential partners that could help to move the City's vision forward.

ATTACHMENTS

1. Spiral Bridge Location
2. Hardman Triangle Location

ATTACHMENT 1 - SPIRAL BRIDGE PARKING AREA



ATTACHMENT 2 - HARDMAN TRIANGLE





WORK SESSION AGENDA REPORT

DATE: June 9, 2025
DEPARTMENT: City Administrator
PREPARED BY: Ryan Garcia
AGENDA ITEM NUMBER: 2.B.

MEETING TYPE

Regular Meeting

AGENDA ITEM

City Property Disposition Strategy

ACTION TO BE CONSIDERED OR DESIRED OUTCOME

Staff is seeking Council direction on whether and how to position City-owned properties at 316 Malden Street and 400 Richmond Street East for eventual sale and private development.

OVERVIEW

As the City advances with design for a replacement Central Maintenance and Administration Facility for the City's Public Works operations, Staff would like to engage Council in an early discussion about whether, when and by what methods to dispose of the current Public Works property at 400 Richmond Street east and/or the vacant property at 316 Malden Street. Staff's expectation is that the properties would both draw interest in the private market if positioned for disposition. However, our 2024 [City Buildings and Facilities Master Plan](#) identifies the potential future need for replacement facilities for South Metro Fire Department Station 2 as well as for the SSP Police Department (or, more broadly, for City Hall). While recent investments at the current City Hall campus addressed the existing building's most significant deficiencies for these two departments, the long-term outlook for both Police and Fire departments is that as they continue to evolve and grow, their existing facilities will prove to be more obsolete with each passing year. If there is a sense from the Council that either (or both) of the properties owned by the City east of Concord Street would be a potential future home for either of these operations, obviously our strategy would involve retention of ownership and contemplation of short- to mid-term repurposing until such time as it would be determined that a new home for police and/or fire was timely. Staff is compelled to point out the obvious fact that both of these sites, generally speaking, are not centrally located geographically for police or especially fire response service areas.

Monday's discussion is primarily intended as a high-level "gut check" as to whether Council would look to staff to focus efforts on identifying interest in the 400 Richmond and/or 316 Malden properties in the near-term. We anticipate that, pending Council's feedback on Monday, we would return to a future Worksession with specific details, timelines, and approaches to the "next steps" needed to meet Council's goals.

SOURCE OF FUNDS

N/A

ATTACHMENTS

1. 2022 - Fire Station Analysis (CNH Architects)
2. 2024 Master Plan Excerpt - PD Program Overview



SOUTH METRO
FIRE DEPARTMENT

SOUTH METRO Fire Department Assessment Study

December 16, 2022

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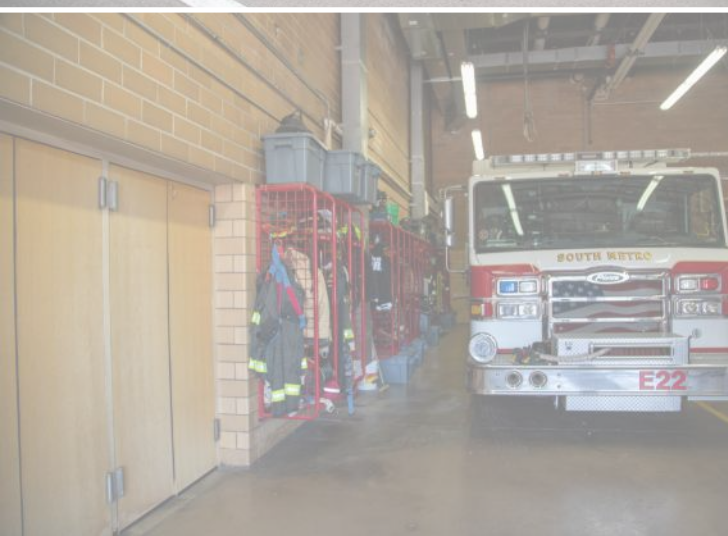
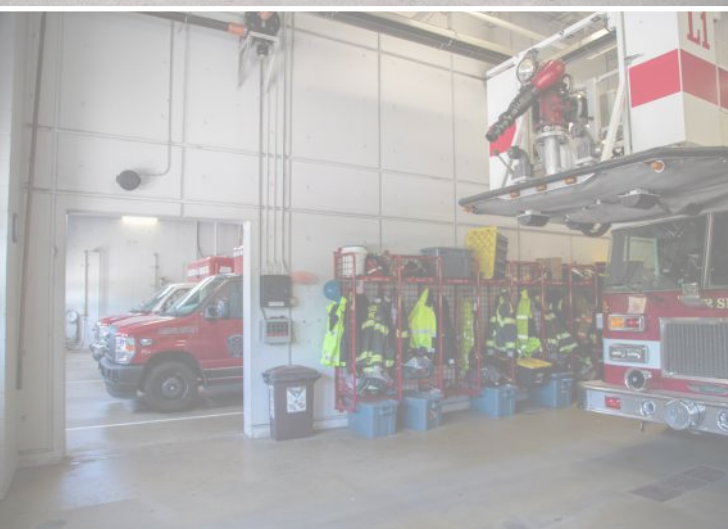
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I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED
BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED
ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

PRINT NAME: QUINN HUTSON

SIGNATURE:

DATE: 12/16/22 LICENSE NO: 21234



EXECUTIVE SUMMARY

INTRODUCTION

The South Metro Fire Department contracted with CNH Architects to perform a study to assess the space needs and site fits at Fire Station 1 in West St. Paul and Fire Station 2 in South St. Paul along with potentially building a new combined single station at a yet-to-be determined site. For the existing stations, the study evaluates a broad series of building and operational attributes to determine whether remodeling and adding on or demolishing and building new on each of the current sites makes the most sense both functionally and financially to meet the department's current and future needs. For the new combined single station, the study evaluates the building and operational attributes on a generic new site to determine what it would take to move to one single combined station to meet the department's current and future needs.

The information provided in this study includes data gathered and analyzed by CNH Architects as well as valuable input provided by the city and fire department staff. The report includes this Executive Summary followed by drive time studies, supporting data, concept plans, cost estimates, and conclusion.

PROCESS

The study process utilized the following major steps:

- › Gather data on existing conditions, current space needs, operational goals, and future growth
- › Develop a building program of space needs requirements for both existing stations and a combined single station based on data gathered and comparative square footages used at other fire stations of similar size in the Twin Cities area
- › Evaluate building program and existing conditions to determine scope of demolition, remodeling, addition, or new building on current sites that will best meet the needs of the department now and in the future
- › Evaluate building program of new building for a combined single station on a generic site that will best meet the needs of the department now and in the future

MAJOR SITE & BUILDING ANALYSIS

Fire Station 1

The study reviewed many aspects of the fire station site and building. Since the station was built in 1974 and then remodeled and added on to in 1999, there have been many changes in standard fire station design and operations. These Best Practices range from updates in National Fire Protection Association (NFPA) design standards to many safety elements including in-station training features, and the current focus on carcinogen reduction strategies and mental health. As would be anticipated, the current building is significantly lacking in the current Best Practices that are included in typical fire stations in the metropolitan area and across the country.

Since the construction of the current station, there have been many changes in mechanical and electrical systems and design. The current building is lacking in some of the more efficient and cost-effective systems of today. There are also maintenance costs associated with upkeep to the station to maintain the current building including items such as roof replacement, caulking, mechanical and electrical systems and life expectancy, replacement of flooring, and the many other costs related to regular repairs of any older facility.

The existing site consists of 12.88 acres shared for city hall, police, and fire. There is adequate street access providing acceptable response times from this location. There is a parking lot for the fire station as well as a shared lot with city hall and police. The police sally port is located adjacent to where the apparatus respond out of the bays which can disrupt response times and creates an unsafe traffic flow. The public entrance of the fire station is visible from the street however the entrance location causes traffic to cross in front of the apparatus bays which is unsafe.

The existing building has many concerns based on the upkeep and maintenance of systems and the building, and the grossly undersized site and building. The building does not meet current Best Practices in station design and firefighter safety elements including considerable issues with poor ventilation and outdated contamination separation. The space needs analysis identified a shortage of more than 31,000 square feet of building area for larger apparatus bays, separate turnout gear storage, training space, individual dorm restrooms, offices, and storage. With the amount of additional square footage needed and the size constraints of the site, there is not room to add all of the program in a one story

addition thus necessitating a second story and larger basement. As the existing building was not constructed to support a second floor, it was determined that the remaining portion of the building outside of the apparatus bays would need to be demolished including the basement to allow for an addition that would fit all of the required programming.

Three of the five existing apparatus bays are not wide enough to accommodate adjacent apparatus with their doors open at the same time. The bays are not currently long enough to properly fit the apparatus however the bays could be lengthened due to the direction of the existing structure within the apparatus bays. This would allow the apparatus bays to remain in place to continue to be utilized as apparatus bays or reconfigured for other spaces.

Any new construction would avoid upcoming maintenance and allocate those costs to the new construction and avoid significant maintenance for at least 15 years of new occupancy.

Fire Station 2

The study reviewed many aspects of the fire station site and building. Since the station was built in the 1960, there have been many changes in standard fire station design and operations. These Best Practices range from updates in NFPA design standards to many firefighter safety elements including in-station training features, the current focus on carcinogen reduction strategies and mental health. As would be anticipated, the current building is significantly lacking in the current Best Practices that are included in typical fire stations in the metropolitan area and across the country.

Since the construction of the current station, there have been many changes in mechanical and electrical systems and design over that period. The mechanical systems were replaced during the 2007 remodel, but are now fifteen years old and at, or, near the end of their life expectancy. Some updates were done to circuiting during the 2007 remodel, but otherwise the electrical systems are original to the building and well past their life expectancy. The building has ongoing maintenance upkeep with regards to its older mechanical and electrical systems as well as maintenance costs associated with upkeep to the station just to maintain the current building including items such as caulking, mechanical and electrical equipment life expectancy, replacement of flooring, and the many other costs related to regular repairs of any older facility. The existing roof has reached it's life expectancy and there is a plan for replacement within the upcoming year.

The existing site consists of 1.21 acres shared for city hall, police, and fire. There is adequate street access providing acceptable response times from this location. However, the site is too small to have enough parking for firefighters and the public. The parking is located directly in front of the apparatus bays which can disrupt response times and creates an unsafe traffic flow.

The existing building has many concerns based on the current condition of the facility, the upkeep and maintenance of systems and the building, and the grossly undersized site and building. The building does not meet current Best Practices in station design and firefighter safety elements including considerable issues with poor ventilation and outdated contamination separation. The space needs analysis identified a shortage of around 12,200 square feet of building area for larger apparatus bays, separate turnout gear storage, separate decontamination area, training space, individual dorm restrooms, a welcoming public lobby, and storage. The existing apparatus bays are not wide enough to accommodate two adjacent apparatus with their doors open at the same time requiring the bays to be widened. The apparatus bays are also too short to accommodate a ladder truck however the bays could be lengthened due to the direction of the existing structure within the apparatus bays which would allow the apparatus bays to remain in place to continue to be used as apparatus bays.

With the amount of additional square footage needed and the size constraints of the size, it was determined that the building would need to be remodeled as much as possible with building additions to the north and south that would impact parking and apparatus flow.

STATION OPTIONS

Station 1

The existing site was analyzed for meeting the programming needs of the department. The location meets the basic current and future needs of the fire department. However, the existing site limits the ability to meet all the Best Practices for an efficient and safe fire station design. Two different options were developed based on the programming needs and Best Practices.

Option 1:

In this option, the existing apparatus bays remain and the rest of the building is demolished and built new. A few concessions need to be made to fit the program determined from the space needs analysis on this size site. As there is not enough room on site to allow for the existing apparatus to become pull-through bays, new bays for the first response apparatus and ambulances would be constructed to the southwest of the existing bays. The reserve apparatus and command vehicles would be housed in the existing apparatus bay thus needing to back into the bays which does not meet Best Practices. Clear separation from the fire station parking lot and apparatus drives can be made, however there is still combined parking with city hall and police that uses the apparatus drive. There is not room to separate firefighter parking from public parking. The front entrance is located directly off the parking lot, but is situated further back on the site on the far side reducing public visibility. The square footage inside the building is less efficient than an ideal scenario as the remaining program is being placed in between the existing and new apparatus bays to be able to fit on the site. The basement footprint is increased and a second floor for the residence is added requiring the existing building outside of the apparatus bays to be demolished to fit all of the programming needs. There are significant economical and operational concerns with demolishing the existing building except for the apparatus bays and constructing a new building on the existing site as the firefighters and operations will need to be temporarily relocated during construction.

Option 2:

In this option, the existing apparatus bays remain and the rest of the building is demolished and built new. A few concessions need to be made to fit the program determined from the space needs analysis on this size site. There is not enough room to allow for drive-through apparatus bays, so the apparatus will still need to back into the station, which does not meet Best Practices. Clear separation from the fire station parking lot and apparatus drives can be made, however there is still combined parking with city hall and police that uses the apparatus drive. There is not room to separate firefighter parking from public parking. The front entrance is now located closer to the street for public visibility and directly off the parking lot. The square footage inside the building is less efficient than an ideal scenario as the remaining program is being placed in an L-shape around the apparatus bays to be able to fit on the site. The basement footprint is increased and a second floor for the residence is added requiring the existing building outside of the apparatus bays to be demolished to fit all of the programming needs. There are significant economical and operational concerns with demolishing the existing building except for the apparatus bays and constructing a new building on the existing site as the firefighters and operations will need to be temporarily relocated during construction.

Station 2

The existing site was analyzed for meeting the programming needs of the department. The location meets the basic current and future needs of the fire department. However, the existing site limits the ability to meet all the Best Practices for an efficient and safe fire station design.

In remodeling and adding onto the building, a few concessions need to be made to fit the program determined from the space needs analysis on this size site. There is not enough room to allow for pull-through apparatus bays, so an addition to the south to extend the length of the apparatus bays provides more space for the apparatus. However the apparatus will still need to back into the bays which are now located closer to the street than the existing building causing the apparatus to potentially use the street for backing in, which does not meet Best Practices. There is not clear separation from the parking lot and apparatus drives. The on-site parking does not meet the quantity needed to meet operational needs and there is not room to separate firefighter parking from public parking. The square footage inside the building is less efficient than an ideal scenario as the remaining program is being squeezed along the sides and in between the apparatus bays and city hall to be able to fit on the site. The residence area is designed to all be housed on the second floor with operational support spaces reconfigured on the first floor. There are some operational concerns with expanding the existing apparatus bays as the firefighters and operations will need to be temporarily relocated during that portion of construction.

Combined Single Station

As part of the study, a combined single station was developed to the meet the programming needs of the department. A new generic site of an ideal size was used. The ideal site meets the basic current and future needs of the fire department as well as all Best Practices for an efficient and safe fire station design.

Due to the challenges that still exist with remodeling and adding on at both existing sites along with concessions made at the

existing sites, a potential new single site was analyzed. If a decision is made to move to a new single site, a combined plan is included in this report which shows a good fit on a generic site of roughly 4.0 acres incorporating required programming. All potential new sites need to be evaluated to see if they meet the needs of the program as indicated in this report. A larger site would allow for drive-through apparatus bays to meet the operational needs of the fire department along with providing separate circulation and parking between firefighters and the public. Building a new single fire station on a new site would allow the existing stations to remain fully operational while the new fire station is being built. Once the department transitions to the new single station, the existing stations could be used for other city functions since they are both connected to city hall and police.

COST IMPLICATIONS

There are multiple variables and options that were reviewed for general cost comparison value. The estimates shown in this study represent current construction costs and will need to be adjusted to future costs at the time of proceeding on any particular approach. Further, these costs a mid-point value within a plus or minus 10% range as is relevant for the preliminary stage of the current designs but are relevant for comparison of different approaches to meeting the needs of the future Fire Department.

Looking first at Fire Station 1, there are two options for remodeling and rebuilding the site as well as an all new station on an generic site. Since there is such a significant amount of rebuild required at the existing location, all approaches have similar cost implications with a total current cost of about \$23 million. This results in the opportunity for the South Metro Fire Department to select the approach that best fits operations and long-term value.

For Fire Station 2 the cost implications vary from an addition / remodel cost of \$8.6 million to an new station on a generic site bringing a \$12.2 million cost. While his is a noticable difference in construction cost, there is some benefits in the new construction approach that could mitigate the additional costs. These would include the ability to meet all off the ideal operational features for this fire station such as dorm suites, on-site training, pull-through bays, and firefighter parking capacity that is not possible on the existing site.

Finally, the study reviewed the option of moving both station operations to a single combined site. The cost review of this approach resulted in a construction cost of around \$33.5 million for this larger single fire station. This combined site construction cost falls in the middle between the addition / remodel approaches to the existing stations and two all new stations. However, all of these options are within 3% to 4% of each other making cost implications only a minor impact on the choices meaning that other factors may be more relevant in the analysis and decision process.

CONCLUSION

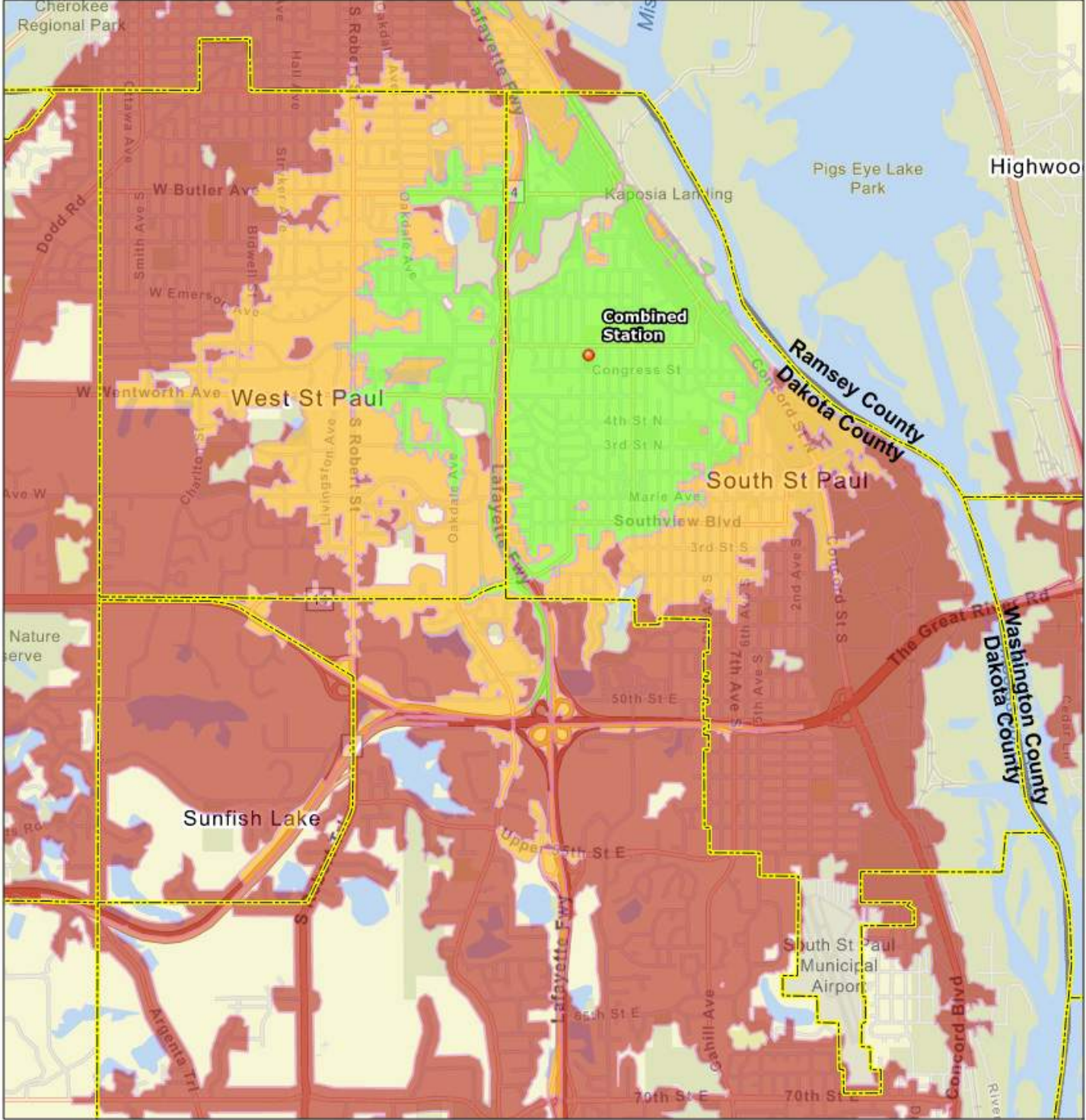
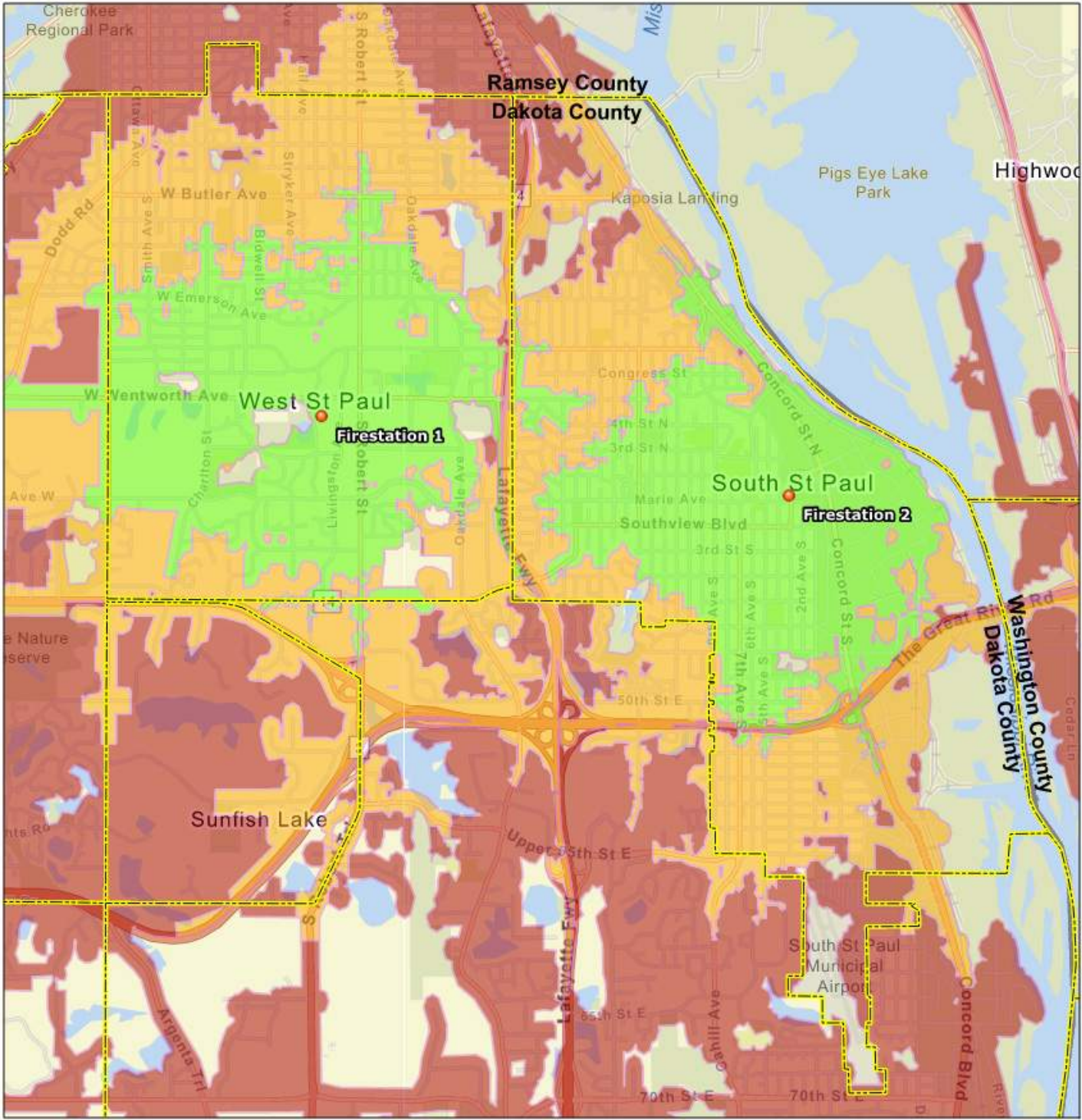
This study indicates that there are current issues with both existing Fire Station 1 and Fire Station 2. These shortcomings impact the current and future fire department operations, firefighter health and safety, and future costs to maintain the buildings. Due to the current condition of the existing buildings, the upkeep and upcoming maintenance costs, and the grossly undersized buildings, it was determined that the apparatus bays would remain at both stations and the remaining building would be demolished and built new at station 1 and remodeled and added on to at station 2 meeting the primary operational needs of the department with some concessions. The layouts shown in the concept plans would meet the current and future needs of the fire department and represent a station size and features comparable to typical facilities seen around the metropolitan community. There are still issues that remain on the existing sites as well as the operational challenges associated with creating temporary fire station sites during construction.

If a decision is made to proceed with a single combined station, the new station would address the many health, safety, and operational shortcomings of the existing buildings. The new building would meet all operational needs of the department and incorporate today’s Best Practices features for an efficient and safe fire station benefiting firefighters and serving the community for many decades to come. The new building would eliminate the operational challenges associated with creating temporary fire station sites during construction as the fire department could remain at the existing stations until the new station is complete.



South Metro Fire Department Map

The map above shows the locations of both fire stations. Both fire stations are being evaluated for needs assessment and design recommendations to better meet the fire department’s operational functions.



Drive Time Key

- 4 Minutes
- 6 Minutes
- 10 Minutes

The map above shows the coverage of the city based on 4 minute, 6 minute and 10 minute time intervals. In the two station approach the fire district has a 44% coverage at the 4 minute interval and a 79% coverage at the 6 minute interval.

Drive Time Key

- 4 Minutes
- 6 Minutes
- 10 Minutes

The map above shows the coverage of the city based on 4 minute, 6 minute and 10 minute time intervals. In the combined station approach the fire district has a 22% coverage at the 4 minute interval and a 47% coverage at the 6 minute interval.

Station 1

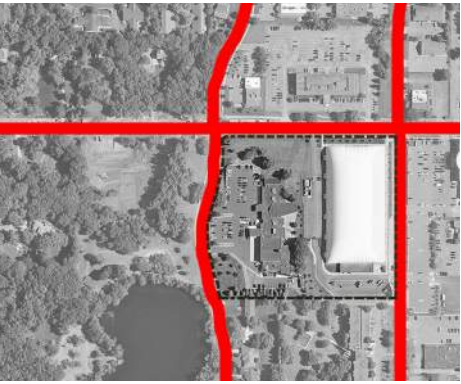
Station 1 is an existing fire station that was built in 1974 with an addition and remodel in 1999. The fire station is connected to the city hall and police department and is located in the southernmost portion of the building. The fire department consists of two levels, a main floor and a basement. The existing square footage of the fire station portion of the building is 14,897 square feet. The property's current zoning designation is B-6 Town Center, Mixed-Use District. The property's current density zoning designation is C – Low Density. The site has a gross area of 12.88 acres which includes city hall, police department, fire department, and dome. 1.55 acres are buildable for the fire department. The site is located two blocks west of Robert Street at the intersection of Wentworth Avenue West and Humboldt Avenue adjacent to commercial and residential properties.



View of Station 1 from the west.

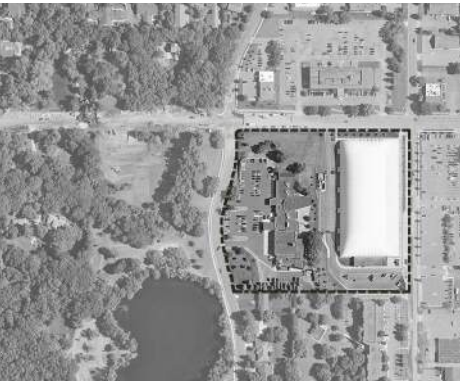
Site Statistics

Building Type	Zone: B-6 Town Center, Mixed-Use District; Density Zone: C – Low Density
Address	1650 Humboldt Ave, West St Paul, MN 55118
Gross Site Area	12.88 Acres
Buildable Site Area	1.55 Acres



Street Access - Safety

The site is located two blocks west of Robert Street at the intersection of Wentworth Avenue West and Humboldt Avenue. There is good visibility of the site for apparatus to exit onto Humboldt Avenue. The apparatus do share a drive with the municipal center and police department, which does pose a safety issue with public traffic interfering during apparatus response. The intersection of Wentworth Avenue West and Humboldt Avenue is a two-way stop on Humboldt Avenue.



Wetlands

There are no wetlands located on the property.

Wetland Key

Potential Wetland - HCWI

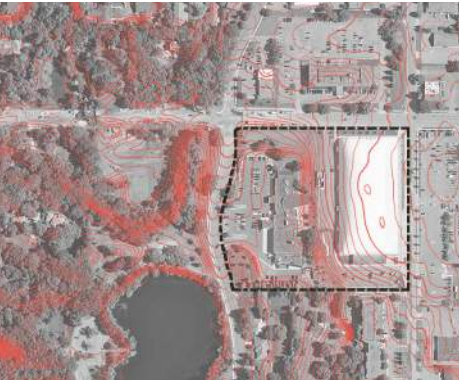
Probable Wetland - HCWI

Probable Wetland - NWI



Tree Coverage Map

There is a grouping of trees on the east side of the existing building. Trees also line the site on the south property line. On the large hill southwest of the building, there is a scattering of trees.



Topography

The topography is relatively flat where the existing parking lot and building are located, but has significant slopes throughout the rest of the site. There is a large hill southwest of the building and parking lot along the street. The topography on the east side of the building slopes away from the building to a steep drop off with a large retaining wall between the building and dome. There is a sharper incline on the south property line.



Buildable Area

This site is approximately 12.88 acres. Although this is a large site, approximately 1.55 acres are buildable for the fire department and does not provide much room to expand. City hall and the police department are located north of the fire department. There is a steep drop off with retaining wall and dome east of the building. There is a cell tower with a small building located southeast of the fire department that must remain. There is a public walking path that runs through the center of the parking lot that needs to remain or be relocated to the south property line.



Infrastructure

The existing site layout does not provide adequate circulation and traffic flow or access to existing utilities. The site does have some room for building and parking expansion. The current public parking access to the police department and municipal center is the same drive used for apparatus return and response which is not safe or welcoming to the public. The police department sally port garage access is directly adjacent utilizing the same circulation of the apparatus bays which is not ideal.



Station Access/Response Time

The apparatus currently return and respond off of Humboldt Avenue which is a two lane road. The intersection of Humboldt Avenue and Wentworth Avenue West is located on the northwest corner of the site. The intersection is a two way stop on Humboldt Avenue. Traffic does not back up at this intersection, but does back up on Wentworth Avenue West and Robert Street, which is two blocks away. This intersection does have Opticom. There is a median leading up to the intersection which can cause backups as vehicles are restricted on moving and apparatus can struggle to maneuver around vehicles. There are fire truck warning signs in both directions on Humboldt Avenue, but they do not have flashing lights to help warn traffic. There is concern with the existing police sally port located where the apparatus leave the apparatus bays.



Maintenance

The majority of the mechanical and electrical systems have reached the end of their life cycle. Both concept plans include demolishing everything but the existing apparatus bays, so this station would include new mechanical and electrical systems.



Health & Safety

The existing station raises several health and safety concerns for the firefighters that utilize the station. There is currently cross contamination between spaces and items that contain carcinogens that are directly affecting the health of firefighters. The turnout gear is currently stored in the apparatus bays where the apparatus expels carcinogens directly onto cleaned turnout gear. There is no tailpipe exhaust removal system in the apparatus bays. There is no true separate decontamination area for firefighters to decontaminate or clean gear and equipment. The dorms are not fire separated from the rest of the station as required by the state building code.



Insufficient Space

The existing station has many spaces that are currently too small for day-to-day operations including the conference/training room, apparatus bays, hose drying space, laundry room/gear wash/decon, storage rooms, firefighter workroom/dispatch, electrical room, dayroom, dining and kitchen, day ambulance room, men's restroom, and fitness room. There is not enough room in the current station to create additional spaces that are needed for operational use such as individual dorm restrooms, separate offices, separate turnout gear, separate gear wash/decontamination, separate laundry, decontamination restrooms/showers, training space, restrooms/showers in the office portion of the station, command vehicle and inspector parking, and separate storage for training equipment, food, paperwork, IT, electrical, cleaning supplies, and extra turnout gear.



Fire Department Operations

Day-to-day operations of the fire department have changed over the years and the current fire station does not meet the needs of the department. There is no space for training and only certain training aspects can be achieved at the station. The original apparatus bays are too narrow and do not allow for adjacent apparatus to have doors open at the same time. All apparatus bays are too short and do not allow for double stacking of apparatus. The apparatus bays are back-in bays instead of the preferred drive-through bays for operations.

Existing Site & Conditions Analysis Summary

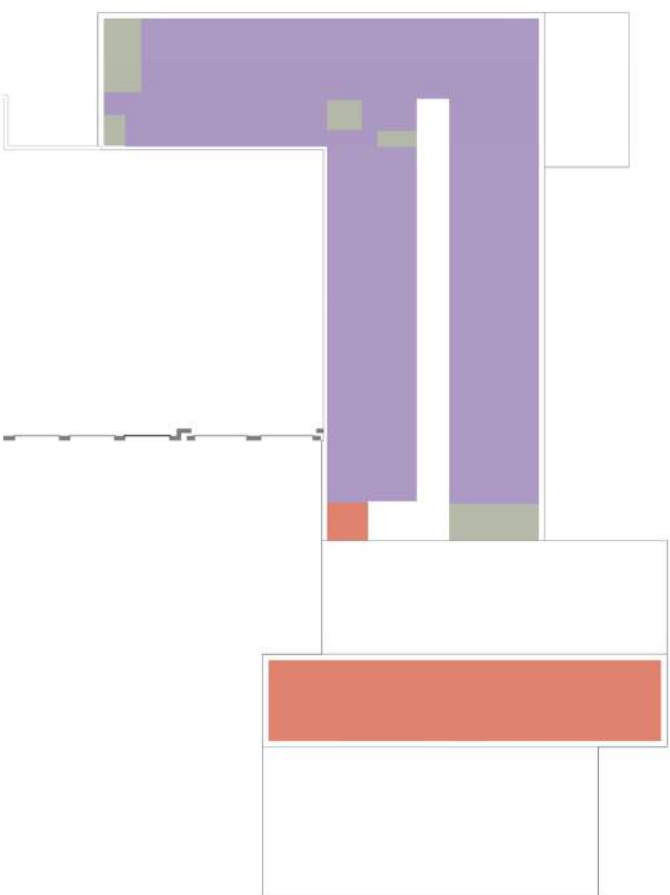
Fire Station 1 can be remodeled and expanded on site. The existing apparatus bays can remain, but the rest of the fire station will need to be demolished and built new.

Functionally, this station does not meet current Best Practices for health and safety including carcinogen reduction or on-site training that would be expected in a current fire station. In addition, the station is undersized in many areas with the main area being the apparatus bays. There is not enough buildable area on site to allow for an ideal site layout to provide all drive-through bays, separate public and firefighter parking, and adequate front and back aprons with room for apparatus to maneuver and train around the site. Finally, the building does not meet the current and future needs for fire department operations including drive-through apparatus bays, individual dorm restrooms, separate turnout gear, separate decontamination, and separate spaces for storage of equipment.

Option 1 Building Program		
Public		2,946 SF
Administration		2,776 SF
Station Office		2,508 SF
Apparatus Bays / Training		16,160 SF
Decontamination		1,666 SF
Support		1,152 SF
Residence		7,964 SF
Common		2,936 SF
Circulation		4,759 SF
Exterior Walls		5,041 SF
Total Area (Gross SF)		47,908 SF
Existing Area		14,897 SF
Shortage		33,011 SF



First Floor



Second Floor

Building Layout Key

Apparatus Bays

Decontamination

Support

Public

Station Offices

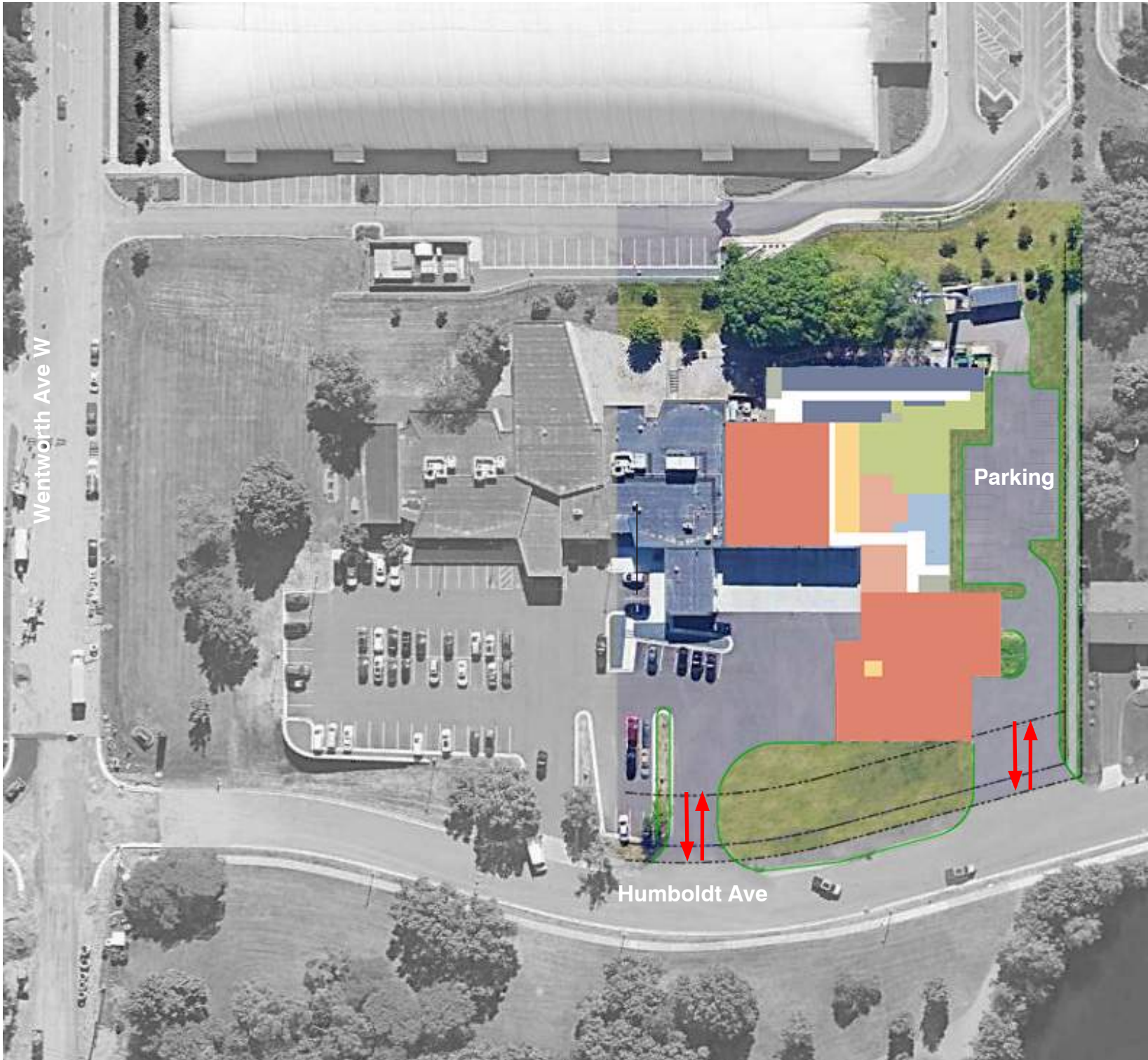
Administration

Residence

Common



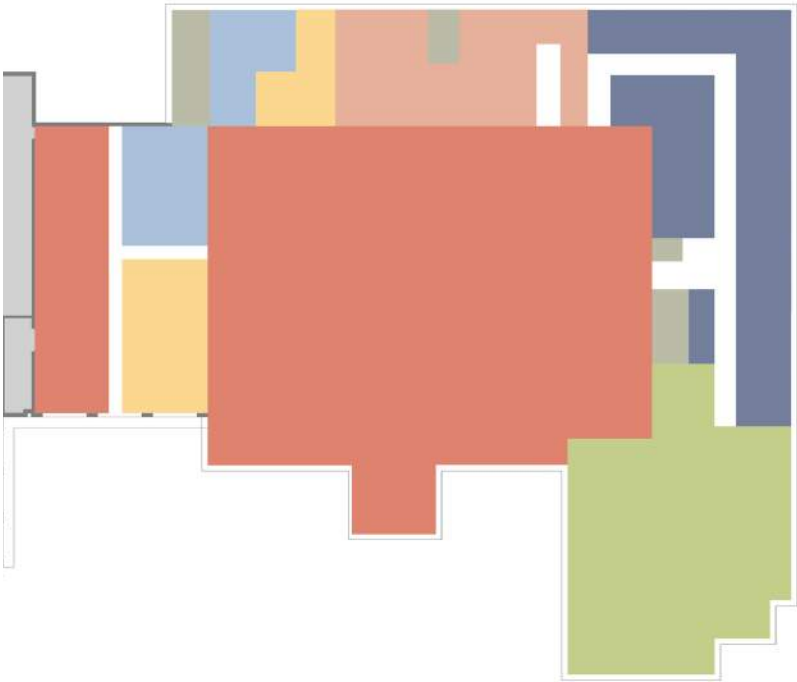
Basement



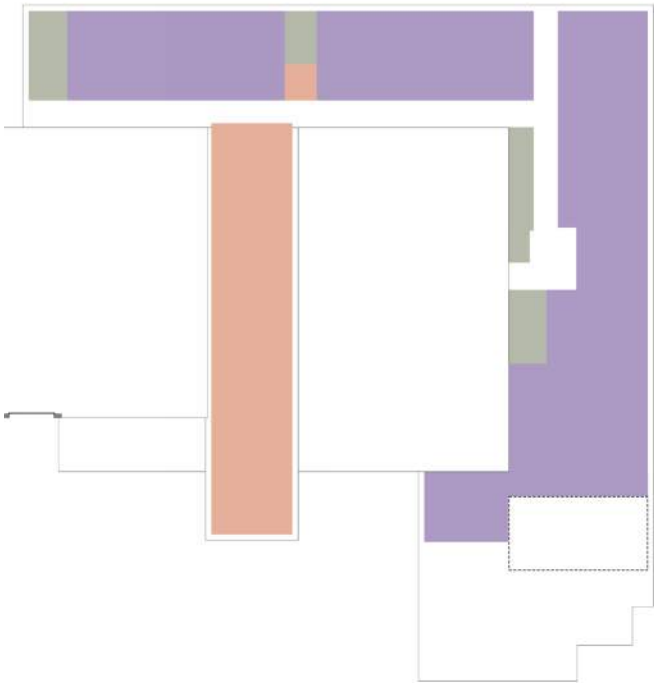
Highlights

- › Adequate space for firefighter dayroom and dining
- › Large fitness room for firefighter health
- › Adequate space for individual firefighter dorm rooms and restrooms
- › Drive-through bays for first response vehicles
- › Adequate space for separate support, decontamination, and storage spaces
- › Adequate space for firefighter training

Option 2 Building Program		
Public		3,900 SF
Administration		3,175 SF
Station Office		2,595 SF
Apparatus Bays / Training		15,242 SF
Decontamination		1,637 SF
Support		1,112 SF
Residence		6,693 SF
Common		3,434 SF
Circulation		4,717 SF
Exterior Walls		4,001 SF
Total Area (Gross SF)		46,301 SF
Existing Area		14,897 SF
Shortage		31,404 SF



First Floor



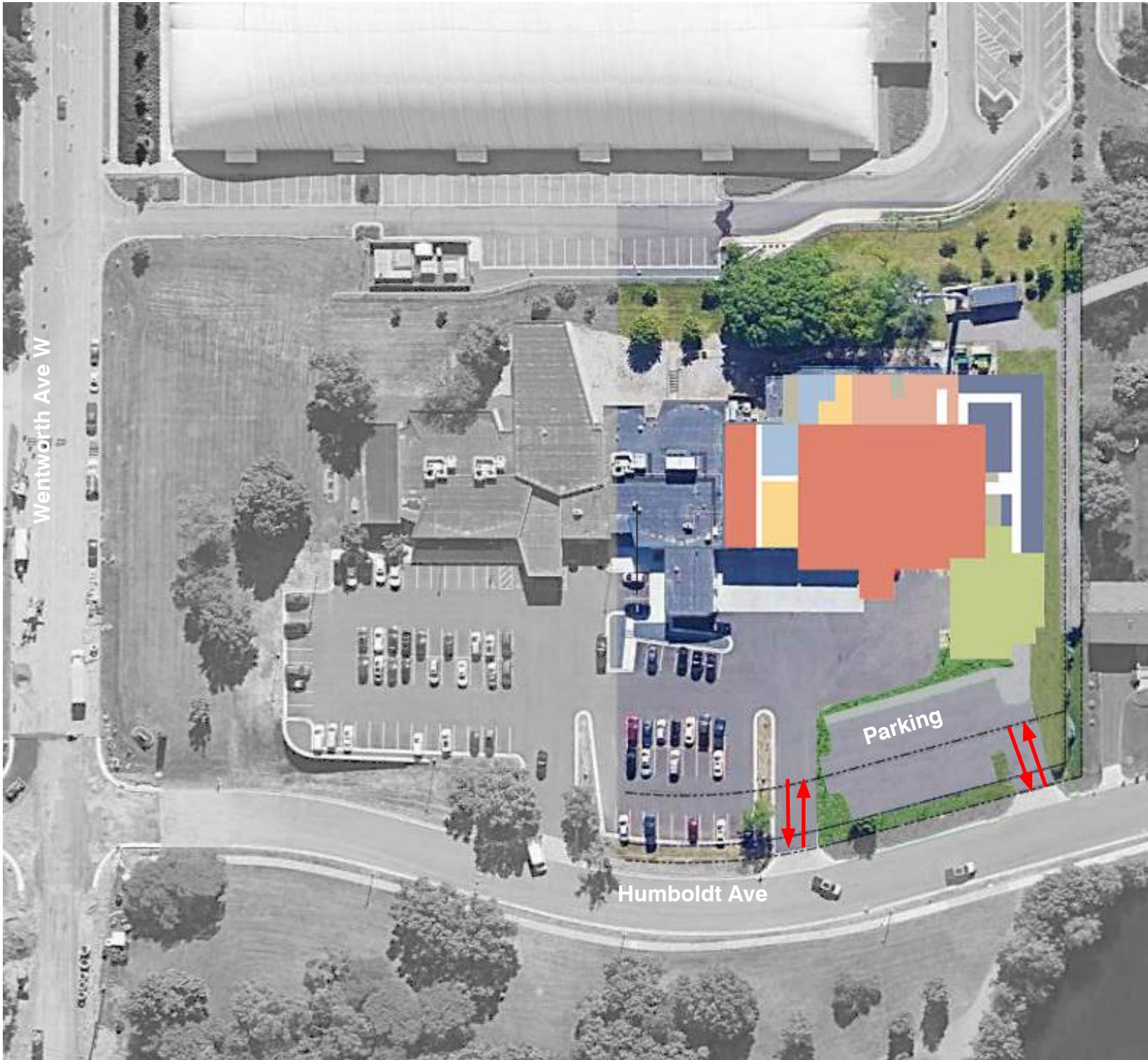
Second Floor



Basement

Building Layout Key

- Apparatus Bays
- Decontamination
- Support
- Public
- Station Offices
- Administration
- Residence
- Common



Highlights

- › Welcoming public entrance visible from the street with visible parking
- › Adequate space for firefighter dayroom and dining
- › Large fitness room for firefighter health
- › Adequate space for individual firefighter dorm rooms and restrooms
- › Adequate space for separate support, decontamination, and storage spaces
- › Adequate space for firefighter training

Station 2

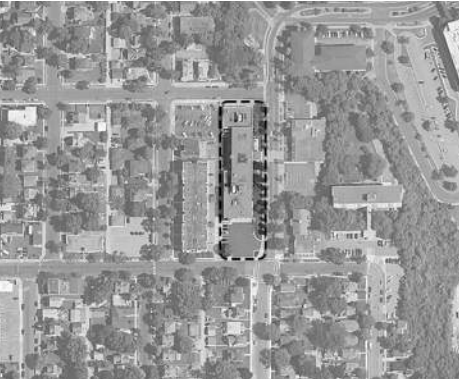
Station 2 is an existing fire station that was built in 1960 with a remodel in 2007. The fire department is connected to the city hall and police department and is located in the southern portion of the building. The fire department consists of three levels, a main floor, second floor, and basement. The existing square footage of the fire department portion of the building is 9,486 square feet. The property's current zoning designation is C-1 - Retail Business District. The site has a gross area of 1.21 acres which includes the city hall, police department, and fire department. 0.43 acres are buildable for the fire department. The site is located on Marie Avenue and 3rd Avenue North adjacent to commercial and residential properties.



View of Station 2 from the west

Site Statistics

Building Type	Zone: C-1 - Retail Business District
Address	310 Marie Avenue, South St Paul, MN 55075
Gross Site Area	1.21 Acres
Buildable Site Area	0.43 Acres



Street Access - Safety

The site is located on Marie Avenue and 3rd Avenue North adjacent to commercial and residential properties. There is good visibility of the site for apparatus to exit onto Marie Avenue. The intersection at Marie Avenue and 3rd Avenue North is a two-way stop on Marie Avenue.

Wetlands

There are no wetlands located on the property.

Wetland Key

- Potential Wetland - HCWI
- Probable Wetland - HCWI
- Probable Wetland - NWI

Tree Coverage Map

There is one tree adjacent to the parking area and apparatus drive. Trees line 3rd Avenue North along the sidewalk.

Topography

Marie Avenue slopes down towards 3rd Avenue North. Both apparatus drives have fairly steep slopes. There is significant slope from the first floor of the fire station down to 3rd Avenue North street level.

Buildable Area

The site is approximately 1.68 acres, of which approximately 0.43 acres are buildable for the fire department. The size of the buildable area does not provide much room to expand. City hall and the police department are located north of the fire department.



Infrastructure

The existing site layout does not provide adequate circulation and traffic flow or access to existing utilities. The site does not have ample room for building and parking expansion. The current combined public and firefighter parking is located in the apparatus drive which is not safe or welcoming to the public. There is only enough on-site parking for on duty staff. There is additional public parking on the street, which poses a safety and security issue.



Station Access/Response Time

The apparatus currently respond onto both Marie Avenue and 3rd Avenue North. 3rd Avenue North is typically used when responding East down the hill. The intersection of Marie Avenue and 3rd Avenue North is located on the southeast corner of the site. The intersection is a two-way stop on Marie Avenue. There are not issues with this intersection backing up with traffic. There are fire truck warning signs heading North on 3rd Avenue North and East on Marie Avenue, but they do not have flashing lights to help warn traffic.



Maintenance

The concept plan for this station includes keeping the majority of the station intact. The mechanical systems were replaced during the 2007 remodel, but are now fifteen years old and at or near the end of their life expectancy. Some circuits were replaced during the 2007 model, but otherwise the electrical systems have not been updated and are likely past their life expectancy. Another issue is providing proper and additional ventilation needed.



Health & Safety

The existing station raises several health and safety concerns for the firefighters that utilize the station. There is currently cross contamination between spaces and items that contain carcinogens that are directly affecting the health of firefighters. The turnout gear is currently stored in the apparatus bays where the apparatus expels carcinogens directly onto cleaned turnout gear. There is no tailpipe exhaust removal system in the apparatus bays. There is no decontamination area for fire fighters to decontaminate or clean gear and equipment so it is done in the apparatus bay using buckets. There is no space for an SCBA washer, so masks are cleaned in fifteen gallon tubs with soap and water. The gear washer is located in the laundry room and truck towels are washed in the same washing machine used for residential laundry.



Insufficient Space

The existing station has many spaces that are currently too small for day-to-day operations including the apparatus bays, storage, and SCBA. There is a current planned remodel that is supposed to take place in 2023 that includes expanding the office area which is an improvement, but in turn significantly reduces the dayroom and kitchen area. There is not enough room in the current station to create additional spaces that are needed for operational use such as individual dorm restrooms or additional showers, restrooms, and changing rooms in the locker room, separate turnout gear, separate gear wash/decontamination, separate laundry, decontamination restrooms/showers, training space, and separate storage for hoses, training equipment, food, paperwork, IT, electrical, cleaning supplies, and extra turnout gear.



Fire Department Operations

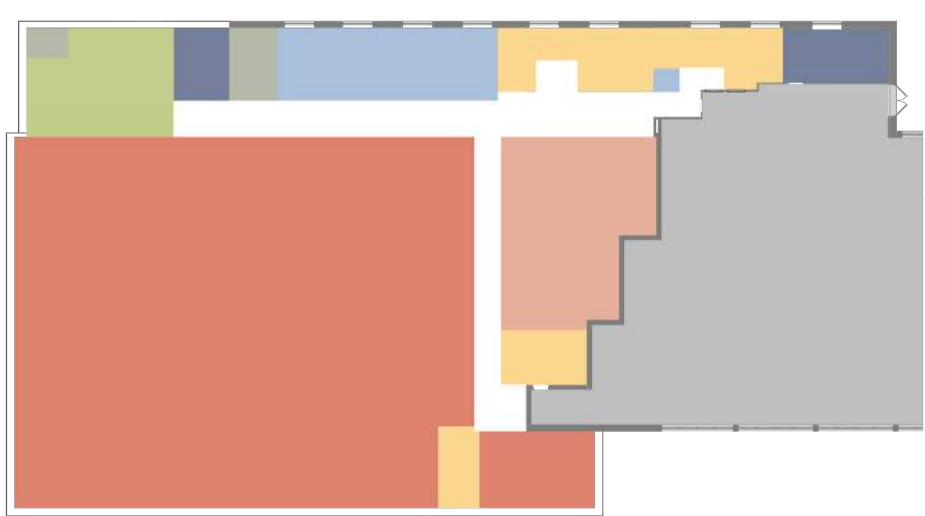
Day-to-day operations of the fire department have changed over the years and the current fire station does not meet the needs of the department. There is no space for training and only certain training aspects can be achieved at the station. The original apparatus bays are too narrow and do not allow for adjacent apparatus to have doors open at the same time. The overhead doors are 12'-0" high which limits what apparatus can be located at this station. The apparatus bays are back-in bays instead of the preferred drive-through bays for operations.

Existing Site & Conditions Analysis Summary

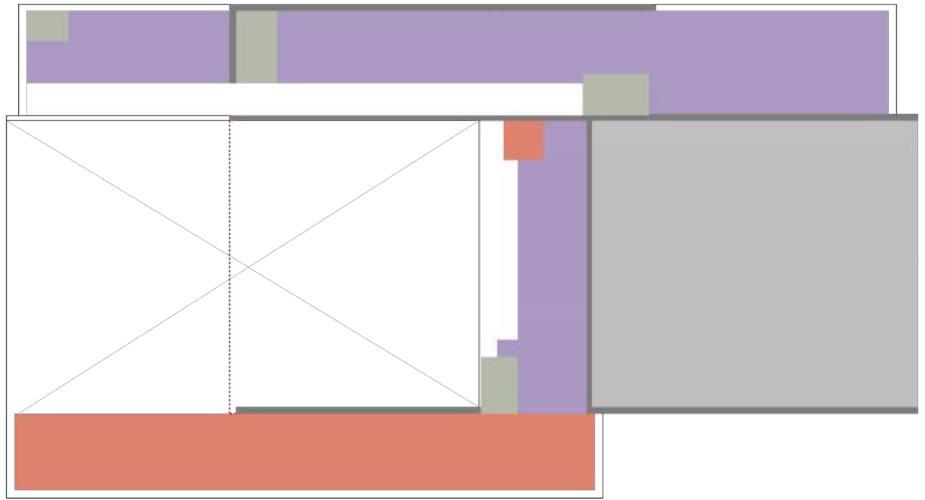
Fire Station 2 can be remodeled and expanded on site, but operations will need to be shut down completely as the apparatus bays need to be lengthened.

Functionally, this station does not meet current Best Practices for health and safety including carcinogen reduction or on-site training that would be expected in a current fire station. In addition, the entire station is significantly undersized in most areas. There is not enough buildable area on site to allow for an ideal site layout to provide drive-through bays, separate public and firefighter parking, and adequate front and back aprons with room for apparatus to maneuver and train around the site. Finally, the building does not meet the current and future needs for fire department operations including drive-through apparatus bays, individual dorm restrooms, separate turnout gear, gear wash/decontamination, and separate spaces for storage of equipment.

Existing Site Building Program		
Public		549 SF
Station Office		1,728 SF
Apparatus Bays / Training		9,008 SF
Decontamination		903 SF
Support		819 SF
Residence		3,223 SF
Common		811 SF
Circulation		1,983 SF
Exterior Walls		2,696 SF
Total Area (Gross SF)		21,720 SF
Existing Area		9,486 SF
Shortage		12,234 SF



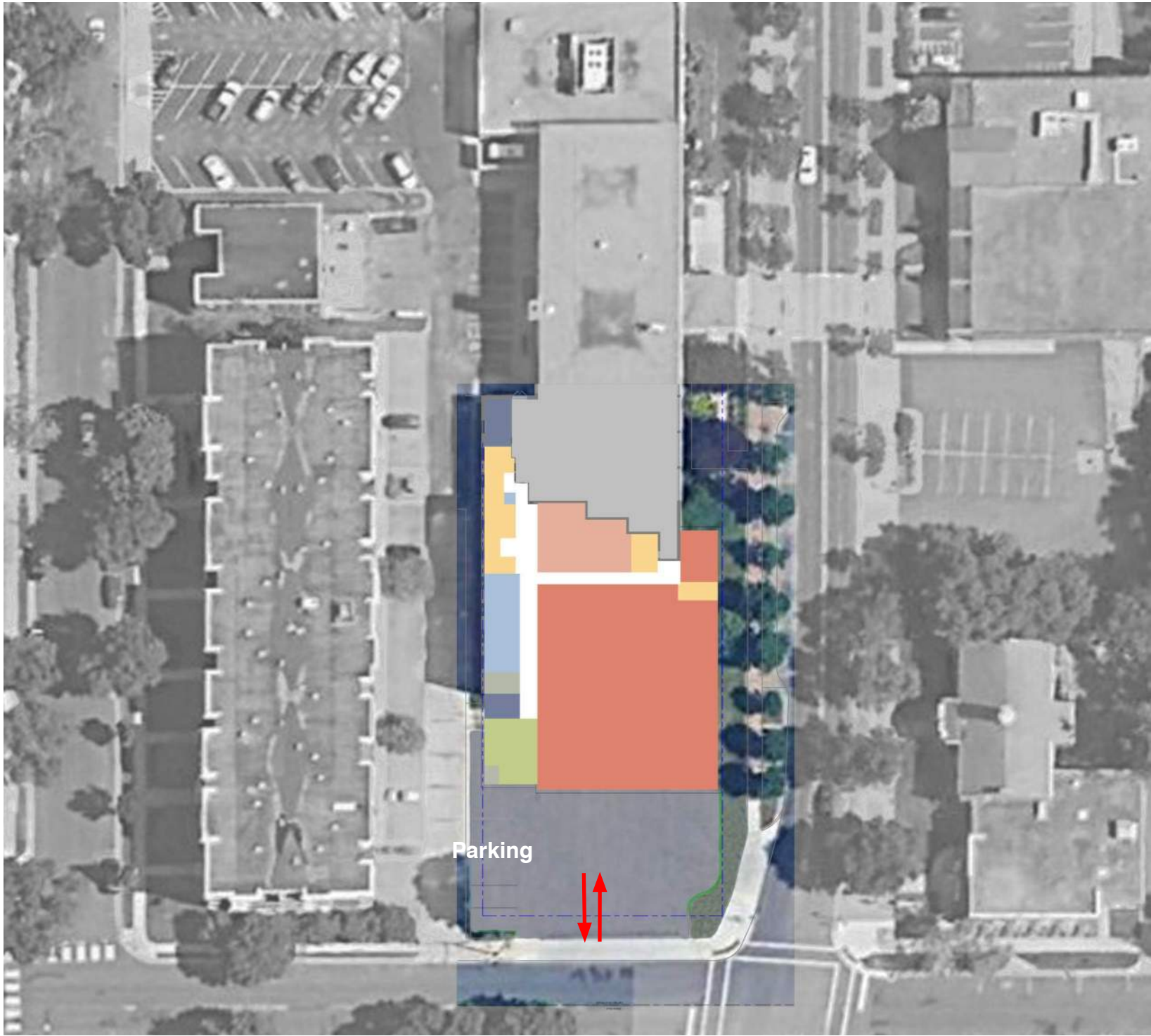
First Floor



Second Floor

Building Layout Key

- Apparatus Bays
- Decontamination
- Support
- Public
- Station Offices
- Administration
- Residence
- Common



Highlights

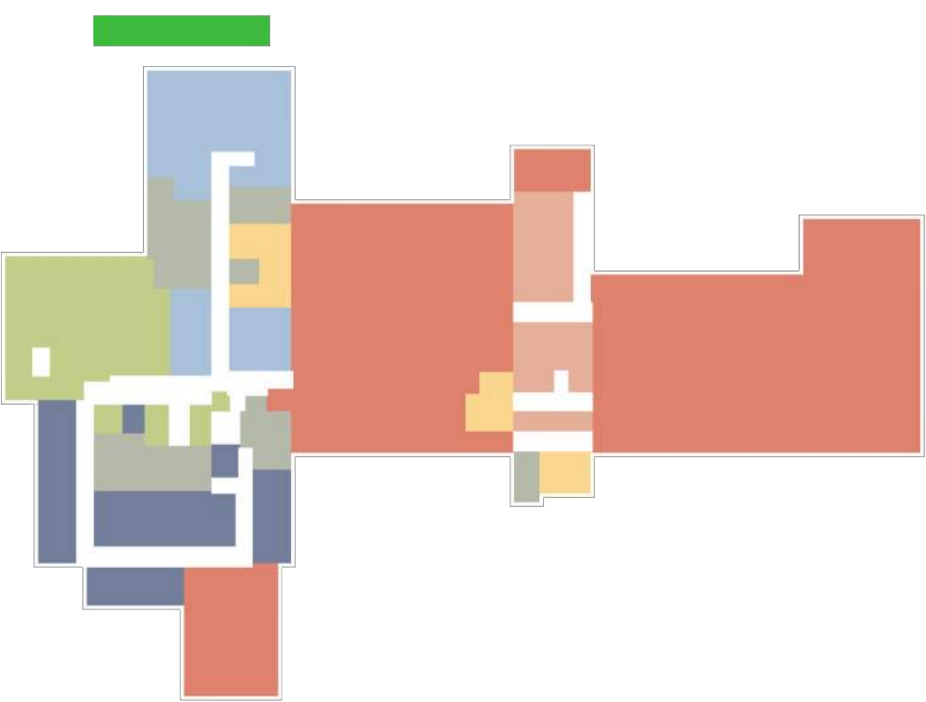
- › Public entrance visible from the street
- › Adequate space for firefighter dayroom and dining
- › Fitness room for firefighter health
- › Adequate space for individual firefighter dorm rooms and restrooms
- › Separate support, decontamination, and storage space
- › Space for firefighter training

Combined Station

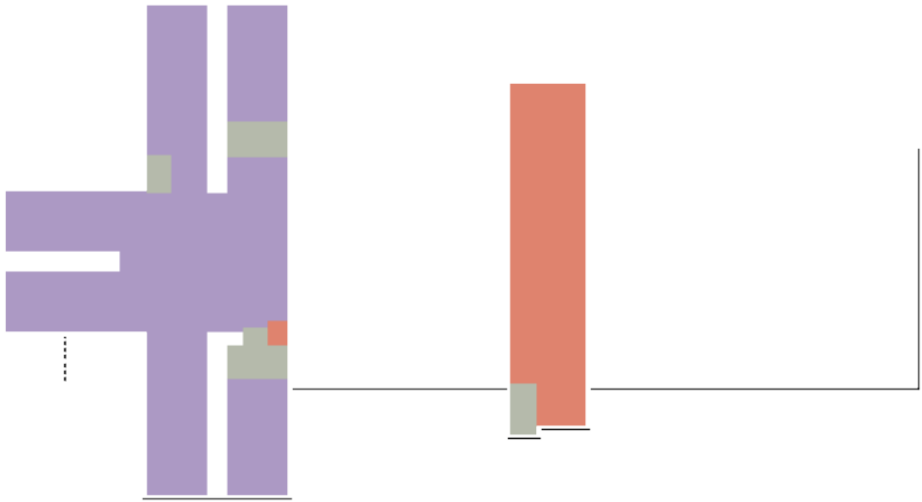
The Fire Department has had discussions regarding switching from two separate stations to one larger combined station. This approach would streamline fire department operations and reduce maintenance costs as there would only be one station to maintain. The site would need to be centrally located between the two cities to provide acceptable response times throughout both cities. The ideal site gross area needed to accommodate the departments goals and programming needs is 4.0 acres.



Building Program		
Public		3,580 SF
Administration		3,593 SF
Station Office		3,753 SF
Apparatus Bays / Training		22,970 SF
Decontamination		1,973 SF
Support		1,222 SF
Residence		11,585 SF
Common		4,568 SF
Circulation		6,589 SF
Exterior Walls		7,217 SF
Total Area (Gross SF)		67,050 SF



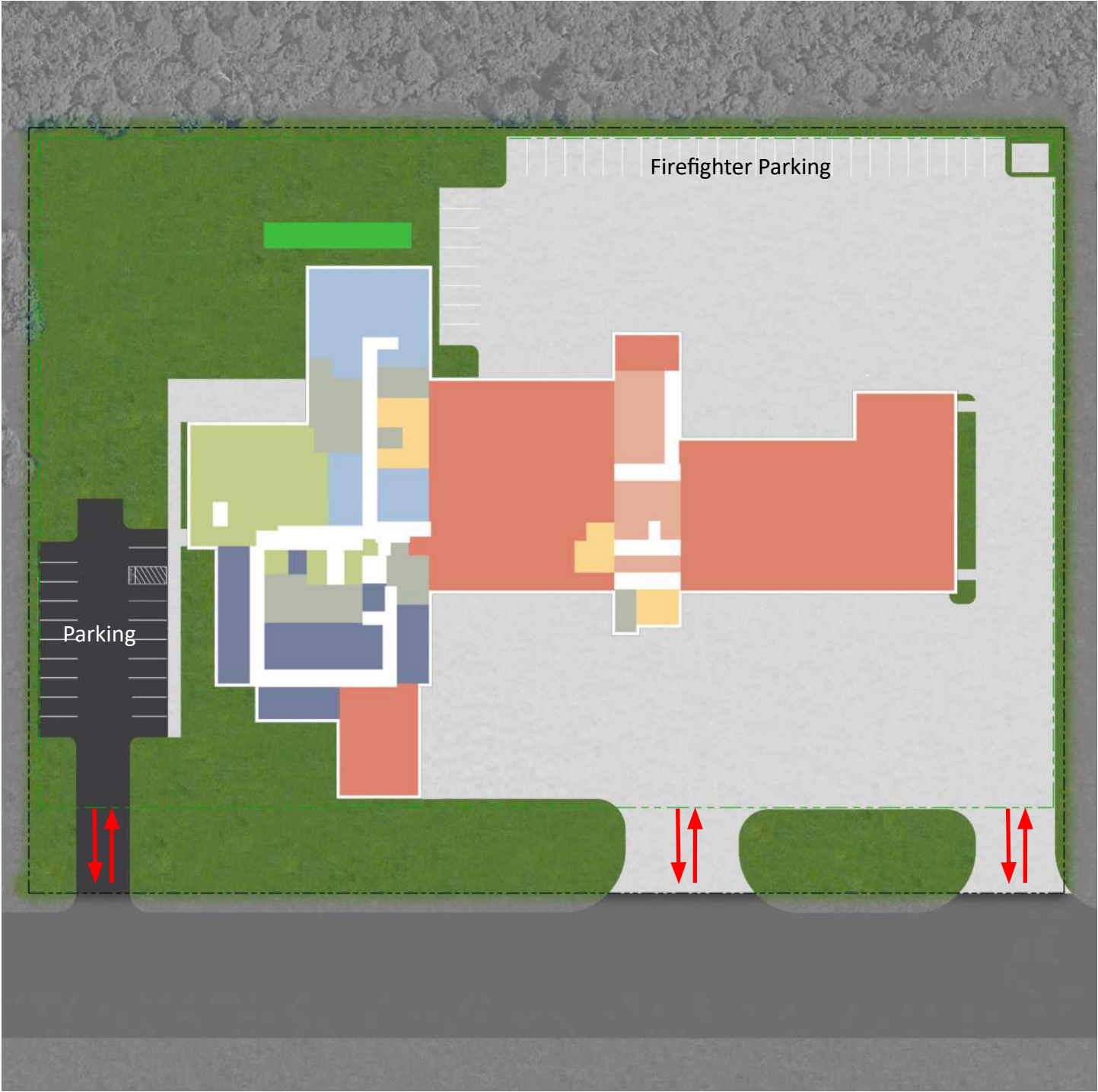
First Floor



Second Floor

Building Layout Key

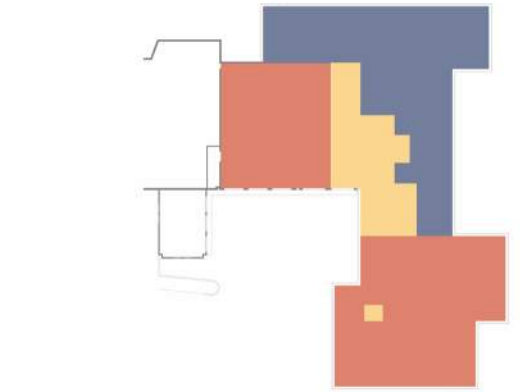
- Apparatus Bays
- Decontamination
- Support
- Public
- Station Offices
- Administration
- Residence
- Common



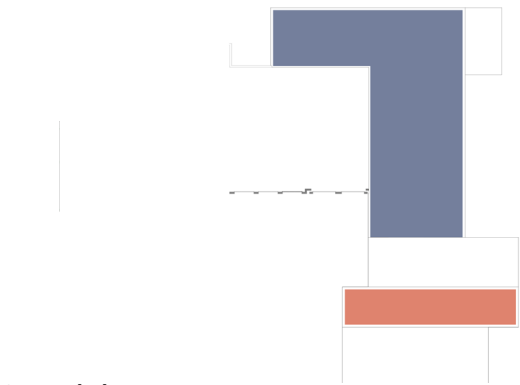
Highlights

- › Adequate space for firefighter dayroom and dining
- › Large fitness room for firefighter health
- › Adequate space for individual firefighter dorm rooms
- › Adequate access to street for quick response times
- › Meets current response time goals
- › Separate public parking from firefighter parking
- › Adequate front and back aprons for apparatus to maneuver and train around site
- › Allows for additional space for public programming if desired

Station 1 Existing Site - Option 1



First Floor

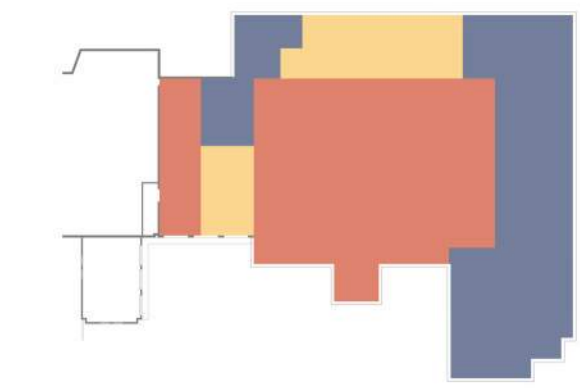


Second Floor

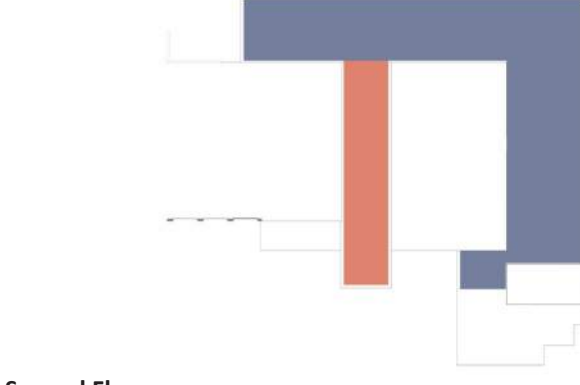


Lower Floor

Station 1 Existing Site - Option 2



First Floor

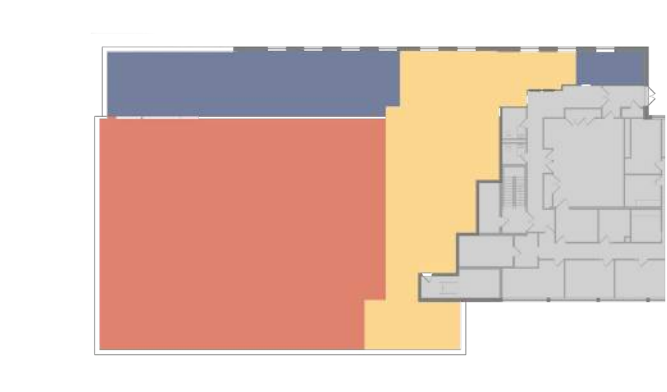


Second Floor

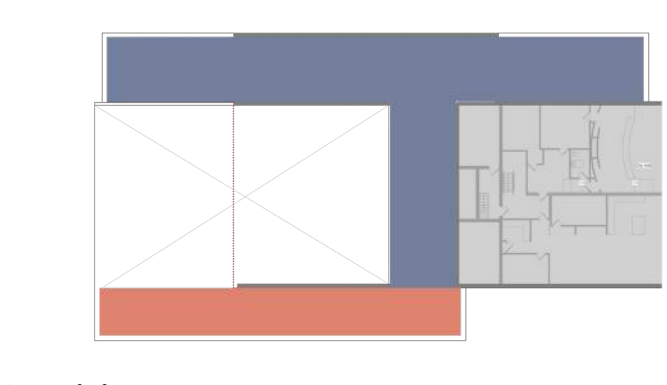


Lower Floor

Station 2 Existing Site

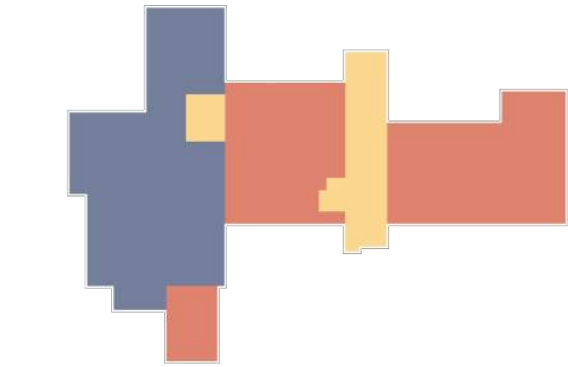


First Floor

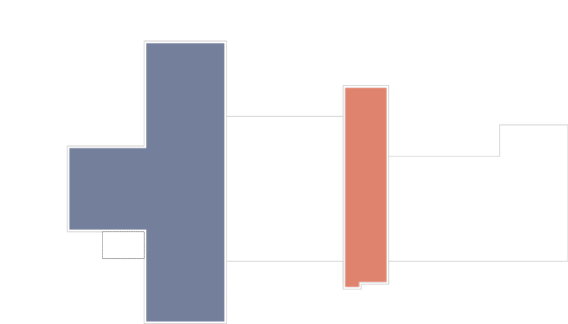


Second Floor

Combined Stations Site



First Floor



Second Floor

Fire Station Zoning Types

- Hot = High Hazard Zone
- Transition = Moderate Hazard Zone
- Cold = Low Hazard Zone

Remove & Isolate Physical Sources

- Contain and remove the contaminants
 - Organize to minimize paths to decontamination areas
 - Provide highly cleanable surfaces
 - Provide commercial gear washers and dryers
 - Provide proper SCBA, PPE and equipment storage allowing airflow
- Separate Occupants and contaminants
 - Separate entrances to regularly occupied spaces
 - Include all cold zone function to be self-sufficient
- Prevent crossover contamination
 - Include all functions and equipment needed in area
 - Separate toilet, laundry, and janitor closet
 - Centralize decontamination areas
 - Address transitions between contaminated areas and other areas
- Enhanced decontamination strategies
 - Enclosed PPE storage room
 - Clean personal locker room
 - Decontamination toilet / shower rooms
 - Contaminated non-gear laundry (separate from dorm laundry)
 - Ice maker/ ice bin separate from contaminated areas
- PPE and decontamination areas
 - Separate from apparatus bays in enclosed rooms
 - Provide good circulation in lockers and storage rooms
 - Dedicated mechanical systems with direct exhaust
 - Negative pressure to prevent contaminating other zones

Station 1 Options 1 & 2

Cost Estimates

Station 1 Existing Site - Option 1 Cost Estimate		Station 1 Existing Site - Option 2 Cost Estimate	
Facility Size at Time Estimate (Gross SF)	47,532 SF	Facility Size at Time Estimate (Gross SF)	46,320 SF
Hard Costs		Hard Costs	
New Addition	\$16,371,960	New Addition	\$15,532,585
Heavy Remodel	\$358,500	Heavy Remodel	\$719,700
Light Remodel	\$825,000	Light Remodel	\$689,700
Demolition	\$49,704	Demolition	\$49,704
Site Work	\$800,000	Site Work	\$800,000
Preliminary Hard Cost Estimate	\$18,405,164	Preliminary Hard Cost Estimate	\$17,791,689
Soft Costs		Soft Costs	
Owner FFE*	\$700,000	Owner FFE*	\$700,000
Technology and Security	\$450,000	Technology and Security	\$450,000
Moving Costs (two moves)	\$35,000	Moving Costs (two moves)	\$35,000
Temporary Facility Lease	\$300,000	Temporary Facility Lease	\$300,000
Temporary Facility Remodel	\$380,000	Temporary Facility Remodel	\$380,000
Land Acquisition Cost	\$0	Land Acquisition Cost	\$0
Architectural & Engineering Fee	\$947,866	Architectural & Engineering Fee	\$916,272
Attorney’s Fee (estimate)	\$6,000	Attorney’s Fee (estimate)	\$6,000
Site Survey	\$9,000	Site Survey	\$9,000
Geotechnical Testing & Report	\$8,000	Geotechnical Testing & Report	\$8,000
Special Inspections and Testing allowance	\$60,000	Special Inspections and Testing allowance	\$60,000
Metropolitan Council SAC Fee (6 units estimated)	\$14,910	Metropolitan Council SAC Fee (6 units estimated)	\$14,910
Sub-total - Soft Costs	\$2,910,776	Sub-total - Soft Costs	\$2,879,182
Contingency (10%)	\$2,131,594	Contingency (10%)	\$1,779,172
Total Estimated Project Cost	\$23,447,534	Total Estimated Project Cost	\$22,450,043

Station 1 Relocated Site

Cost Estimates

Station 1 Relocated Site Cost Estimate	
Facility Size at Time Estimate (Gross SF)	47,000 SF
Hard Costs	
New Addition	\$18,565,000
Heavy Remodel	\$0
Light Remodel	\$0
Demolition	\$0
Site Work	\$950,000
Preliminary Hard Cost Estimate	\$19,515,000
Soft Costs	
Owner FFE*	\$700,000
Technology and Security	\$450,000
Moving Costs (one moves)	\$20,000
Temporary Facility Lease (not required this option)	\$0
Temporary Facility Remodel (not required this option)	\$0
Land Acquisition Cost (4.0 acre buildable +0.5 add)	\$700,000
Existing Land & Building Sale**	\$0
Architectural & Engineering Fee	\$975,750
Attorney’s Fee (estimate)	\$6,000
Site Survey	\$9,000
Geotechnical Testing & Report	\$8,000
Special Inspections and Testing allowance	\$60,000
Metropolitan Council SAC Fee (12 units estimated)	\$24,850
Sub-total - Soft Costs	\$2,953,600
Contingency (10%)	\$975,752
Total Estimated Project Cost	\$23,444,352

*The Owner FFE estimates include furniture, station altering, vehicle exhaust, etc. and are based on costs developed by fire department staff and CNH Architects based on historic FFE costs from past fire stations.

**The value of the existing land and building sale would need to be determined by the city for potential City Hall / Police expansion at both Station 1 and Station locations.

The prices shown above are as of December, 2022. Construction cost inflation should be added to the project hard costs above from the date listed to projected project construction midpoint.

Station 2 Existing & Relocated Sites

Cost Estimates

Station 2 Existing Site Cost Estimate	
Facility Size at Time Estimate (Gross SF)	20,253 SF
Hard Costs	
New Addition	\$4,395,165
Heavy Remodel	\$1,514,100
Light Remodel	\$545,700
Demolition	\$0
Site Work	\$325,000
Preliminary Hard Cost Estimate	\$6,779,965
Soft Costs	
Owner FFE*	\$325,000
Technology and Security	\$275,000
Moving Costs (two moves)	\$20,000
Temporary Facility Lease	\$300,000
Temporary Facility Remodel	\$380,000
Land Acquisition Cost	\$0
Architectural & Engineering Fee	\$420,358
Attorney’s Fee (estimate)	\$5,000
Site Survey	\$4,000
Geotechnical Testing & Report	\$6,000
Special Inspections and Testing allowance	\$30,000
Metropolitan Council SAC Fee (6 units estimated)	\$9,940
Sub-total - Soft Costs	\$1,775,298
Contingency (10%)	\$678,000
Total Estimated Project Cost	\$8,555,263

Station 2 Relocated Site Cost Estimate	
Facility Size at Time Estimate (Gross SF)	23,000 SF
Hard Costs	
New Addition	\$9,085,000
Heavy Remodel	\$0
Light Remodel	\$0
Demolition	\$0
Site Work	\$750,000
Preliminary Hard Cost Estimate	\$9,835,000
Soft Costs	
Owner FFE*	\$325,000
Technology and Security	\$300,000
Moving Costs (one moves)	\$20,000
Temporary Facility Lease (not required this option)	\$0
Temporary Facility Remodel (not required this option)	\$0
Land Acquisition Cost (4.0 acre buildable +0.5 add)	\$600,000
Existing Land & Building Sale**	\$0
Architectural & Engineering Fee	\$516,338
Attorney’s Fee (estimate)	\$6,000
Site Survey	\$9,000
Geotechnical Testing & Report	\$8,000
Special Inspections and Testing allowance	\$40,000
Metropolitan Council SAC Fee (12 units estimated)	\$19,880
Sub-total - Soft Costs	\$1,844,218
Contingency (10%)	\$491,752
Total Estimated Project Cost	\$12,170,969

Combined Station

Cost Estimates

Combined Station Cost Estimate	
Facility Size at Time Estimate (Gross SF)	67,051 SF
Hard Costs	
New Addition	\$26,485,145
Heavy Remodel	\$0
Light Remodel	\$0
Demolition	\$0
Site Work	\$1,500,000
Preliminary Hard Cost Estimate	\$27,985,145
Soft Costs	
Owner FFE*	\$1,150,000
Technology and Security	\$510,000
Moving Costs (one moves)	\$22,000
Temporary Facility Lease (not required this option)	\$0
Temporary Facility Remodel (not required this option)	\$0
Land Acquisition Cost (4.0 acre buildable +0.5 add)	\$900,000
Existing Land & Building Sale**	\$0
Architectural & Engineering Fee	\$1,259,332
Attorney’s Fee (estimate)	\$6,000
Site Survey	\$18,000
Geotechnical Testing & Report	\$12,000
Special Inspections and Testing allowance	\$95,000
Metropolitan Council SAC Fee (12 units estimated)	\$29,820
Sub-total - Soft Costs	\$4,002,152
Contingency (10%)	\$1,399,259
Total Estimated Project Cost	\$33,386,556

*The Owner FFE estimates include furniture, station altering, vehicle exhaust, etc. and are based on costs developed by fire department staff and CNH Architects based on historic FFE costs from past fire stations.

**The value of the existing land and building sale would need to be determined by the city for potential City Hall / Police expansion at both Station 1 and Station locations.

The prices shown above are as of December, 2022. Construction cost inflation should be added to the project hard costs above from the date listed to projected project construction midpoint.



CONCLUSION

Due to the current condition of both facilities, the upkeep and upcoming maintenance costs, and the grossly undersized buildings, it was determined that both stations could be remodeled and added on to meet operational needs, but would have concessions and could not meet all primary needs to meet Best Practices.

Based on the concept plans of the existing sites included in the detail of this report, the existing station apparatus bays could remain with demolition and rebuilding of Station 1 and remodeling and adding on at Station 2. The existing apparatus bays could be lengthened and the number of bays could be reduced to create wider bays where needed. Operations would need to temporarily relocate to allow the apparatus bays to be expanded. To temporarily relocate operations to another site would incur costs associated with either leasing a facility adequate to house the firefighters as well as the apparatus or building a temporary structure if an adequate facility cannot be found nearby. Either approach would need to be located nearby the current sites to not disrupt response times.

Based on the concept plans of the combined site included in the detail of this report, the building and site program can adequately fit on a new site of roughly 4.0 acres to meet department goals and all programming needs without any concessions. To permanently relocate the department to a new location would avoid costs associated with a temporary relocation during construction. While there would be costs incurred with purchasing a new site, these costs would be less than the costs incurred from temporarily relocating operations for two stations.

The layouts shown in the concept plans would meet the current and future needs of the fire department, and represents a station size and features comparable to typical facilities seen around the metropolitan community.

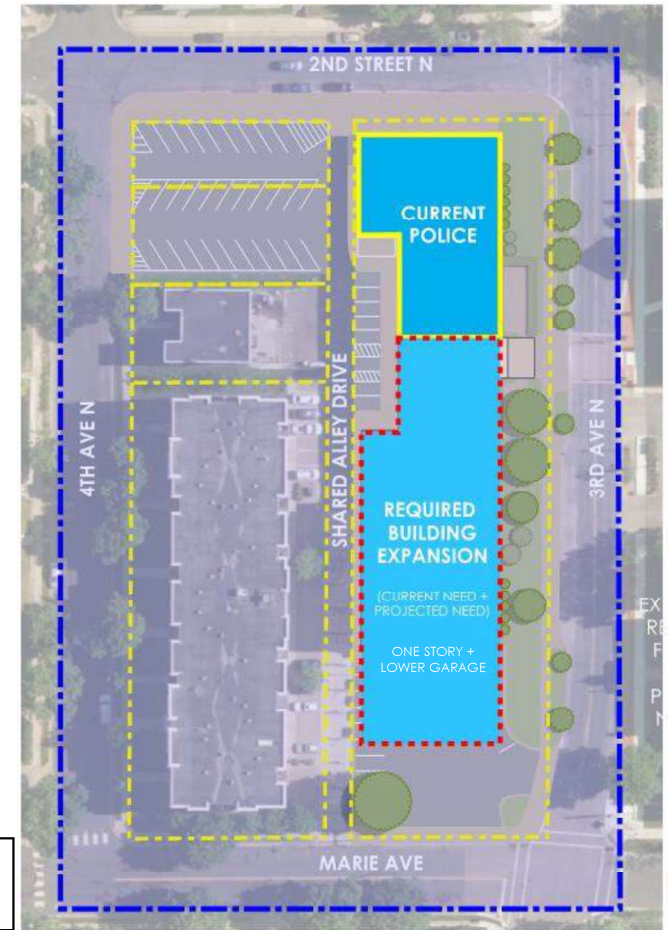
Finally, remodeling both existing fire stations or building a new combined single station would address the many health, safety, and operational shortcomings of the current buildings. The remodeled buildings would incorporate many of today's Best Practices features, while the new combined single station would incorporate all of today's Best Practices features benefiting firefighters and serving the community for many decades to come.

POLICE DEPARTMENT

Programming Findings

- Severe shortage of space and compromised operations exist at current facility
- Significant renovations and/or expansions required to accommodate projected need at current location
- Current site cannot accommodate public and separate/secure staff parking

	Existing	Current Need	Projected Need	Deficiency
Police Building:	19,530 SF*	36,943 SF	42,451 SF	117%
Police Site: (of City Hall's 1.21 Acres)	0.41 ACRES		3.9 ACRES	850%
Parking:	44 Shared 0.28 ACRES		39 Public/42 Staff 0.74 ACRES	164%



POLICE DEPARTMENT

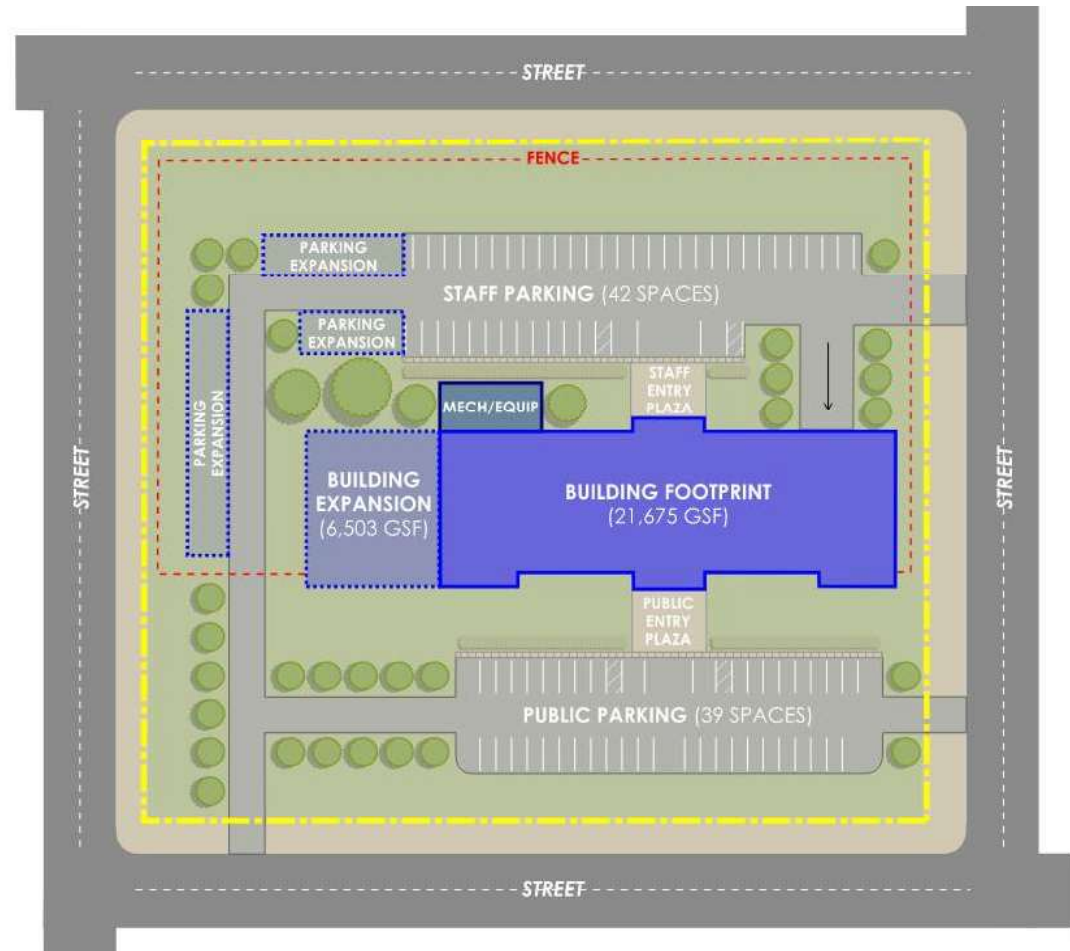
Proposed Program – By Division

Function	Existing	Current Need	Projected Need	Deficiency
Administration	378 SF	996 SF	996 SF	62%
Records	1,270 SF	857 SF	954 SF	-33%
Patrol	2,638 SF	5,018 SF	5,546 SF	52%
Investigations	1,294 SF	2,156 SF	2,991 SF	57%
Support Services	0 SF	1,143 SF	1,706 SF	100%
Evidence & Property	1,821 SF	2,881 SF	3,537 SF	48%
Holding	2,143 SF	1,686 SF	2,487 SF	14%
Firearms Training	739 SF	3,387 SF	3,387 SF	78%
Fleet Garage	4,580 SF	8,559 SF	10,259 SF	55%
Common Areas	5,195 SF	8,361 SF	8,691 SF	40%
Building Services	389 SF	1,898 SF	1,898 SF	80%
Building Area	19,530 GSF*	36,943 GSF	42,451 GSF	117%



POLICE DEPARTMENT

Function	Size (GSF)	Notes
Current Need	36,943 GSF	Total building program. Single floor over basement.
Projected Need	42,451 GSF	To accommodate 20 years of growth. 15% more space.
Building Footprint	21,675 GSF	First floor footprint.
Staff Parking	16,800 GSF	42 spaces at 400 SF each
Public Parking	15,600 GSF	39 spaces at 400 SF each
Mech / Equip Yard	1,600 GSF	
Misc. Paved Area	6,000 GSF	
Total Developed Area	61,675 GSF	
Total Developed Area	61,675 GSF	
Expansion Space (Future Needs)	6,503 GSF	30% growth in footprint for future needs.
Open Area	100,650 GSF	60% of total site requirement
Site Total Area	168,828 GSF	3.9 Acres



07/18/23 – PROGRAM REVIEW

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WORK SESSION AGENDA REPORT

DATE: June 9, 2025
DEPARTMENT: City Administrator
PREPARED BY:
AGENDA ITEM NUMBER: 2.C.

MEETING TYPE

Regular Meeting

AGENDA ITEM

City Administrator's Update

ACTION TO BE CONSIDERED OR DESIRED OUTCOME

For information and brief discussion only. Council may request additional detail on any of these topics at a future worksession.

OVERVIEW

The City Administrator will provide brief informational updates on the following topics:

- 2025 Legislative Session
- Litigation Update
- Billboards on City Property
- City Engineer Update
- 722 Concord Street Update
- Household Organics (Food Scrap) Discussion w/ Dakota County

SOURCE OF FUNDS

N/A

ATTACHMENTS

None