

Executive Summary



TO: Key West Bight Management District Board
Caroline Street Community Redevelopment Agency

CC: Jim Scholl

FR: Marilyn Wilbarger, RPA, CCIM

DT: July 18, 2016

RE: Moro Management Inc. DBA Turtle Kraals Lease Renewal

ACTION STATEMENT:

This is a request to approve a lease renewal for Moro Management Inc. DBA Turtle Kraals located at 231 #1 Margaret Street.

BACKGROUND:

The current 20 year lease per City Resolution 97-345 expired March 31, 2016. The lease was previously assigned to Smithburg, Inc. per Resolution 03-088 and to the current tenant Moro Management per Resolution 12-344 in 2012. The city entered into lease negotiations pursuant to the public notice therefore in October, 2015, as attached. The proposed terms of the renewal before you are as follows:

Permitted Use: Operation of a restaurant containing 191 licensed seats with alcohol, a retail area for logo apparel, gifts, souvenirs, retail sales of alcohol and beer and no other purpose

Demised Premises: Whenever leases have expired the city has undertaken new surveys to ensure that the demised premises are measured in accordance with industry standards. Turtle Kraals has been re-surveyed and totals 13,450 square feet. However the Tenant has elected to return some space to the city thereby reducing the new square footage for the lease renewal to 12,387 which is comprised of:

Main Building Areas	6816
Covered Outdoor Dining	1794
Covered waiting, entries	262
Open Air Dining	1621
Storage	1894

**Square Footage for
Common Area**

Charges: 9732 square feet which reflects a 50% reduction for outdoor space

Term: Ten years effective April 1, 2016

→ Still not sure where this # came from

NOTES:

1. While some Bight restaurants use single serving utensils and plates, and are open less than 16 hours per day, a conservative approach was used to estimate water demand over the phased build out of the project.

* 2. Seats in Restaurants/Lounges are estimated based on the following formula:
 $\text{gross size} \times 75.0\% \times 15 \text{ SQ. FT./Seat} = \text{no. of Seats}$

3. For retail speciality - All stores were assumed to have two bathrooms, even though the number of employees in some stores would allow only 1 bathroom. There are 16 retail stores identified by name or location in the Master Plan; assume an increase of 25% above this figure where retail space would be further subdivided with additional bathrooms.

4. For marina usage there is no listing for marina live aboard or recreational boats. Given the high variability of passengers for recreational and live aboard boats. Live aboards were assumed to be equivalent to a single family 1 bedroom home, and recreational boats equivalent to a transient recreational vehicle.

5. Landscaping is averaged at 1000 gallons per day with little usage during rainy season.

I think you $\div 15 \text{ sq/seat}$

As shown by the Parking Analysis, the demand created by new uses and intensification of uses is satisfied by a combination of spaces provided and the exemption provided by Code. The positive attributes of the exemption as applied to the Bight are numerous:

Site Design/Urban Design - If all parking demand were met by the provisions of parking on site, a parking structure would be required. Any site chosen for such a structure could have an immediate and negative impact on the existing low key small scale ambiance of the Bight if not carefully designed for minimum visual impact. The most feasible location for such a structure is the existing recently improved rear portions of parcel A on Greene Street with possible coordinated development on adjacent properties.

Caroline Street Garage - The immediate adjacency of the Caroline Street/Grinnell Street Park and Ride facility to the Bight will result in some of the parking demand being met by this 300 car garage. The exact amount of demand created by the Bight, which will be satisfied by the garage can only be determined after the garage is open and operating for a significant amount of time.

Alternative Means of Access to Bight - By limiting parking at the Bight alternative means of transport to the Bight will be encouraged. City transit, private transit, bicycles and pedestrians will all benefit, as these become the quickest means of travel to the Bight.

Historic District - Significant historic buildings occur on the periphery of some areas of the Bight. The imposition of an additional parking garage at the bight would be inconsistent with the scale, context and access to these buildings.

Landscaping/Open Space - Additional open space and landscape areas can be created by limiting the amount of area devoted to parking.

TABLE 3

KEY WEST BIGHT MASTER PLAN
PARKING ANALYSIS - UPLAND LAND USE

Land Use Name	Existing-Size	Proposed Size	Additional Intensity	Parking Factor	Maximum Parking Required	Parking Satisfied by Exemption	Parking for Addnl. Area
Restaurant							
• BO's Fish Wagon	1100	1100	0	1/45 S.F. A	18	18	0
• Half Shell Raw Bar	7488	8000	512	"	133	124	9
• Crab Shack	2243	2500	257	"	42	37	5
• Turtle Kraals	4278	6700	2422	"	112	71	41
• Proposed Seaport	0	3850	3850	"	65	0	65
• Seaport bldg. (adaptive reuse)	0	7200	7200	"	120	0	120
SUBTOTALS							
	15109	29350	14241		490	250	240
Lounges/Bars							
• Schooner Wharf	2016	2500	484	"	42	33	9
• PT's Addition	0	1200	1200	"	20	0	20
SUBTOTALS							
	2016	3700	1484		62	33	29