



PLANNING & DEVELOPMENT DEPARTMENT COMMUNITY DEVELOPMENT BOARD STAFF REPORT

MEETING DATE: July 19, 2022

AGENDA ITEM: F.2

CASE: DVA2022-06001

REQUEST: The Community Development Board is reviewing and making a recommendation to the City Council on a Development Agreement between the City of Clearwater and Gotham Property Acquisitions, LLC and The DeNunzio Group, LLC providing for the redevelopment of two sites on the west side of Osceola Avenue abutting Coachman Park in the Downtown Core for overnight accommodations, attached dwellings, commercial uses such as retail and food and beverage, cultural uses and event space pursuant to Community Development Code Section 4-606.

GENERAL DATA:

Agent Katherine E. Cole, Hill Ward Henderson

Developer..... Gotham Property Acquisitions, LLC and The DeNunzio Group, LLC

Owner City of Clearwater

Location..... *Northerly Development Parcel* – 50 North Osceola Avenue, located on the west side of North Osceola Avenue

Southerly Development Parcel – 112 South Osceola Avenue, located on the northwest corner of South Osceola Avenue and Pierce Street

Access to Northerly Development Parcel – a 0.40 portion of the publicly owned parcel abutting the Northerly Development Parcel to the north

Property Size *Northerly Development Parcel* – 1.348 acres

Southerly Development Parcel – 2.600 acres

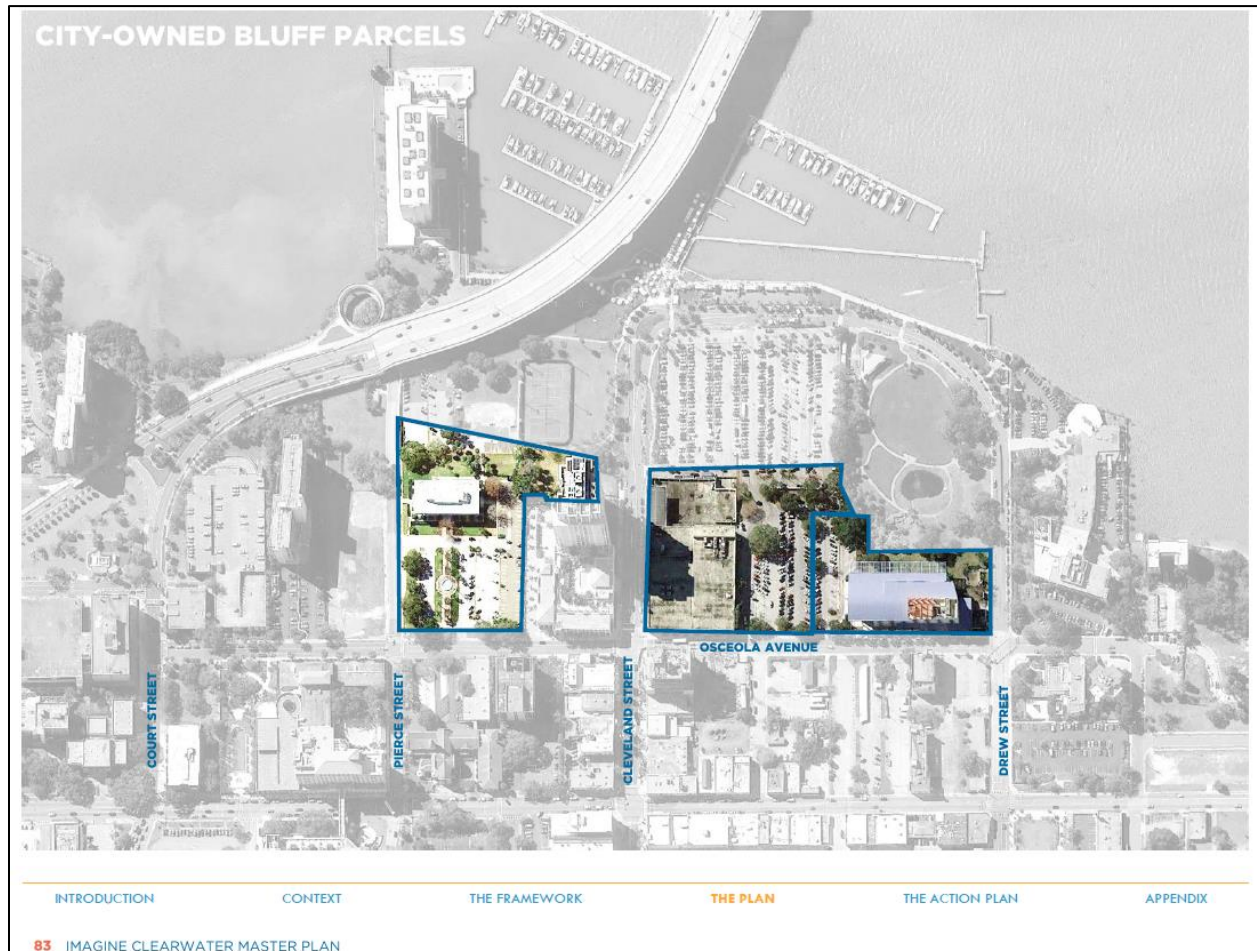
Future Land Use Central Business District (CBD)

Zoning Downtown (D) District, Downtown Core Character District

Surrounding Zoning Downtown (D) District

BACKGROUND

The redevelopment of the Harborview Center and City Hall sites in Downtown Clearwater has long been planned for and was first addressed in the 2004 Clearwater Downtown Redevelopment Plan. Most recently, the importance and value of these development parcels were further cemented in the Imagine Clearwater Downtown Waterfront Vision Plan (2017), which called for creating a unique and exciting waterfront park and an active edge along the bluff area adjacent to the park. Using these properties to frame the park with active uses, such as residential, hotel, dining, and cultural uses would increase activity and safety within the park and attract people to the area. An active bluff would also connect the waterfront and the heart of the Downtown Core and leverage city investments with physical connections to attract people from Downtown to the waterfront and vice versa. To further strengthen this vision City Council adopted an updated Clearwater Downtown Redevelopment Plan in 2018 which integrated key concepts of Imagine Clearwater into Plan objectives, the Downtown Core Character District provisions, and capital improvements and policy implementation projects.



By December 2019, the City approved the early underground work associated with the waterfront park. Construction of the overall park site commenced in July 2021. The total \$84 million public investment in Coachman Park will result in an increase in the amount of parkland and green space for public use. The new park's amenities will include a gateway plaza at the intersection of

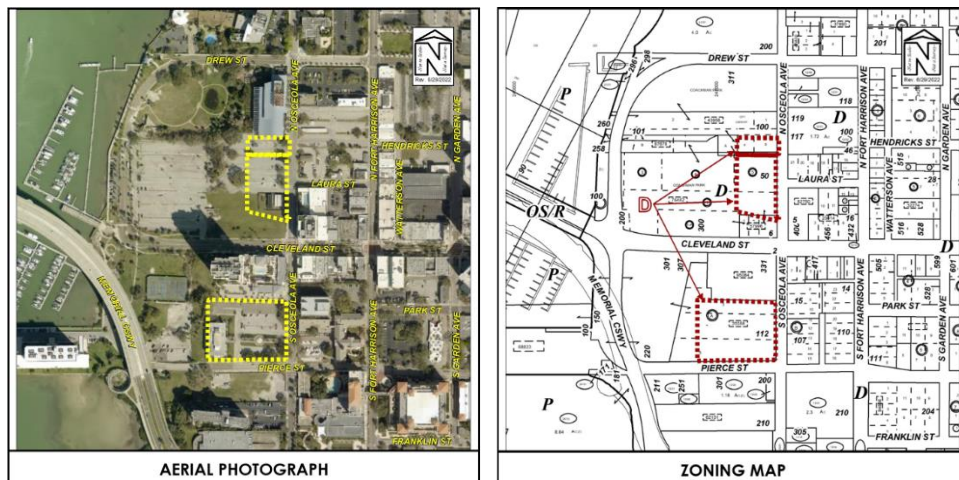
Cleveland Street and Osceola Avenue, a bluff walk, a bay walk promenade overlooking the Intracoastal Waterway, a lake area with picnic shelters, an ocean-themed play area with an interactive water feature, and a 4000-seat covered bandshell. The anticipated reopening of the park is the Summer of 2023.

With the preliminary site work well underway, the City and Community Redevelopment Agency (CRA) moved forward with the next phase of plan implementation by issuing a Request for Proposals to redevelop three city-owned bluff parcels in January 2021. While a development proposal was selected, negotiations between the City and developer were unsuccessful, and the project did not move forward.

As the major component of park construction became more visible Council's investment and commitment to downtown revitalization were clearly solidified. City and CRA staff believed redevelopment opportunities would be more apparent and attractive to the development community; therefore, in May 2022 the CRA issued a Call for Development Concepts (No. 28-22) for two city-owned bluff sites. That call resulted in the submission of three concept proposals and the City Council unanimously voted to begin negotiations and enter into a development agreement with Gotham Property Acquisitions, LLC and The DeNunzio Group, LLC to redevelop the two sites.

DEVELOPMENT PROPOSAL

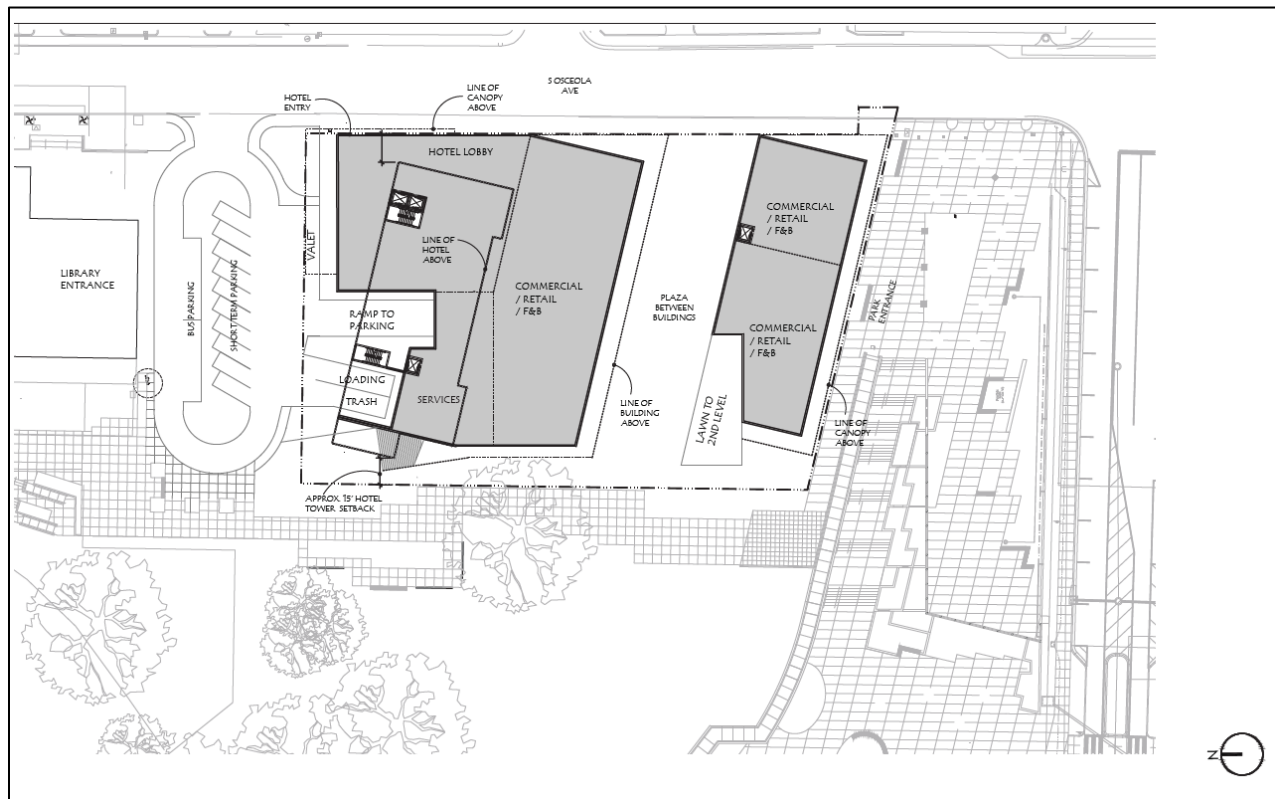
This proposed Development Agreement governs the redevelopment of two key redevelopment sites located in the Downtown Core Character District of the Downtown zoning district. The Northerly Development Parcel is situated at 50 North Osceola Avenue and includes a portion of the parcel previously occupied by the Harborview Center Site. The Southerly Development Parcel, located at 112 South Osceola Avenue, is a portion of the parcel occupied by the former Clearwater City Hall. While not part of the property being sold for redevelopment, a 0.4-acre portion of the publicly owned parcel abutting the Northerly Development Parcel to the north is included as the property will provide joint access to both the surface parking lot for the Clearwater Main Library and the Northerly Development Parcel. Uses proposed for the two redevelopment sites include overnight accommodations, attached dwellings (apartments), commercial uses such as retail, food and beverage, event space, and cultural uses as described below.

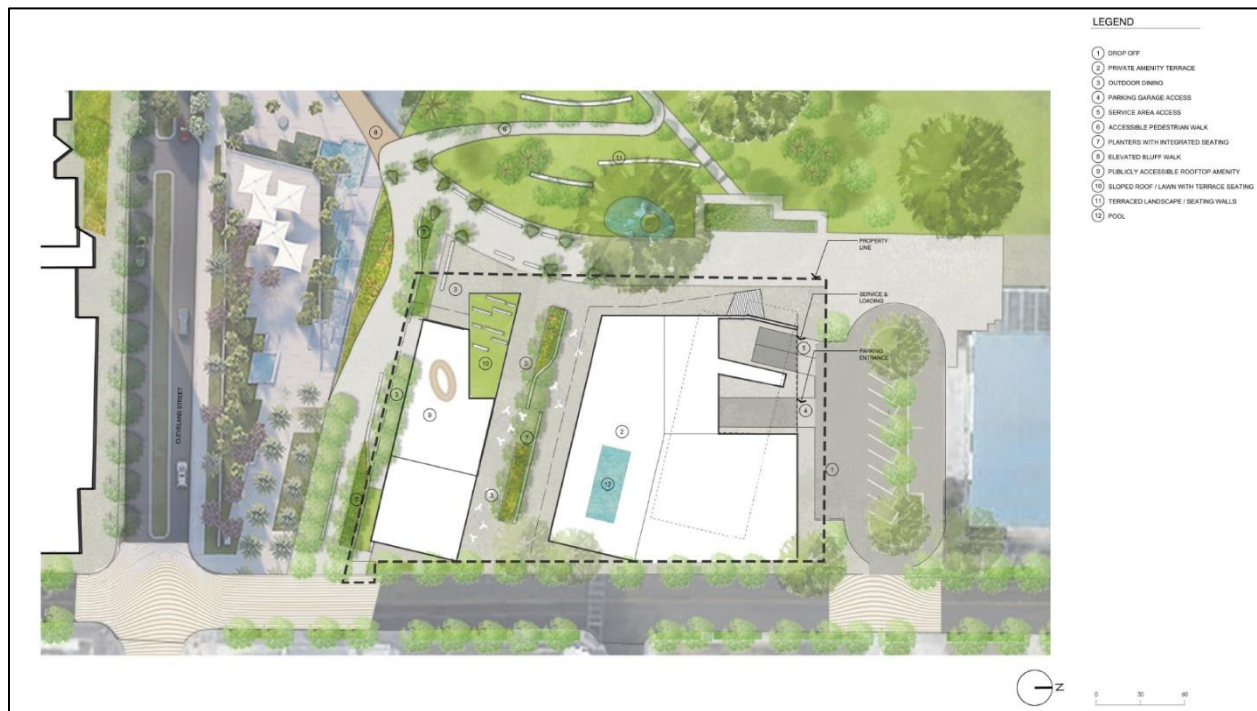


Harborview Center Site – Northerly Development Parcel

The 1.348-acre portion of the former Harborview Center site (Northerly Development Parcel) will include two buildings and an underground parking garage. The north building will include a 158-unit overnight accommodations use and approximately 9,000 square feet of commercial uses at a maximum height of 157 feet (13 stories). The south building will include approximately 12,000 square feet of commercial uses at a maximum height of 53 feet. The overall project density is 124 overnight accommodation units per acre where 95 is permitted. At the time of site plan approval, a Flexible Development application will be required to request an allocation of 36 units from the Public Amenities Incentive Pool to reach this density. Such requests will be reviewed and decided by the Community Development Board. The total amount of commercial space for this parcel across the two buildings will not exceed 21,000 square feet or a site FAR of 0.36 where 4.0 is permitted. Since this project includes uses that are regulated by both density and FAR (commercial and hotel), the land area needed to support each use must be determined. Because the allowable FAR in the Downtown Core is high and the amount of proposed commercial space is relatively small compared to the parcel size, the resulting FAR is significantly less than permitted whereas more hotel units on the relatively small parcel results in a higher density.

Conceptual Site Plan for the former Harborview Center Site (Source: Behar Peteranecz)



Conceptual Landscape & Hardscape Plan for the former Harborview Center Site (Source: Stantec)

While a specific hotel brand has yet to be confirmed, the project will include typical accessory uses associated with destination hotels such as conference/meeting space, rooftop pool, and other amenities. A portion of the north building frontage along North Osceola Avenue will be occupied by the hotel lobby. Commercial uses (retail and food and beverage) will occupy the remainder of the ground floor and part of the second floor and will be operated independently from the hotel. In addition to fronting on North Osceola Avenue, this ground floor area will also front on publicly accessible space that will traverse the site and connect pedestrians on North Osceola Avenue through to the Bluff Walk of Coachman Park. The south building is proposed to be located on the site across from the hotel and will house additional commercial uses such as retail, food and beverage, and event space, including a rooftop bar open to the public. The event space is conceptualized to be a flexible space so it could accommodate a variety of cultural and private events. This building will also have frontage on North Osceola Avenue as well as the Civic Gateway of Coachman Park. The transitions between this site and the surrounding Coachman Park will be seamless and the public will be able to move freely between both.

To be sensitive to the site's location on the bluff and overlooking Coachman Park, an underground parking garage is proposed that will have a minimum of 169 spaces which complies with the Code requirement of 119 spaces for the hotel and an additional 50 spaces dedicated or reserved for City residents and or other purposes determined by the City. Consistent with the Downtown District standards, no parking is required for the commercial space. To accommodate service and parking access away from the main activity area of the parcel and to minimize vehicular and pedestrian conflict points, cross parcel access between this development site and the surface parking lot for the Main Library is proposed consistent with Downtown District requirements.

The modern urban architectural design includes connections, facades, and spaces that are articulated through a balance of glass, stucco, wood tones, and contrasting dark tones which work together to create an attractive and appealing project. A unique and inviting feature of a sloped roof covered with a lawn and terrace seating (a tilted lawn) has also been designed for the smaller commercial building and will provide views of the park and Clearwater Harbor.

Conceptual Elevations, East Elevation fronting North Osceola Avenue and West Elevation fronting Coachman Park (Source: Behar Peteranecz)



The overall site design is sensitive to the surrounding area. The two separate buildings work together to create a dynamic interplay between the public and private realms. Almost half an acre of the 1.348-acre site will be publicly accessible open space. Spaces with planters with integrated seating and outdoor dining areas will be located on the south side of the commercial building adjacent to the Civic Gateway of the park, as well as between the building and the hotel to the north. Public access is also provided on the north side of the hotel providing a pedestrian linkage to Coachman Park. With significant public access integrated throughout the site, an inviting public

environment will be created for public gatherings and provide the active urban edge needed to support the park and better connect the waterfront to Cleveland Street.

The site layout of the two buildings also creates view corridors through the site and maximizes views of the water; it is also sensitive to the location of existing development on the east side of North Osceola Avenue and south of Cleveland Street. In addition to the positive design aspects of the proposed project, the buildings will be designed to achieve LEED Silver certification and will use Low Impact Development (LID) stormwater management systems such as rain gardens and vegetative swales are anticipated to be used throughout the site. The garage will also have a limited number of Electric Vehicle (EV) charging stations, as well as EV-ready spaces.

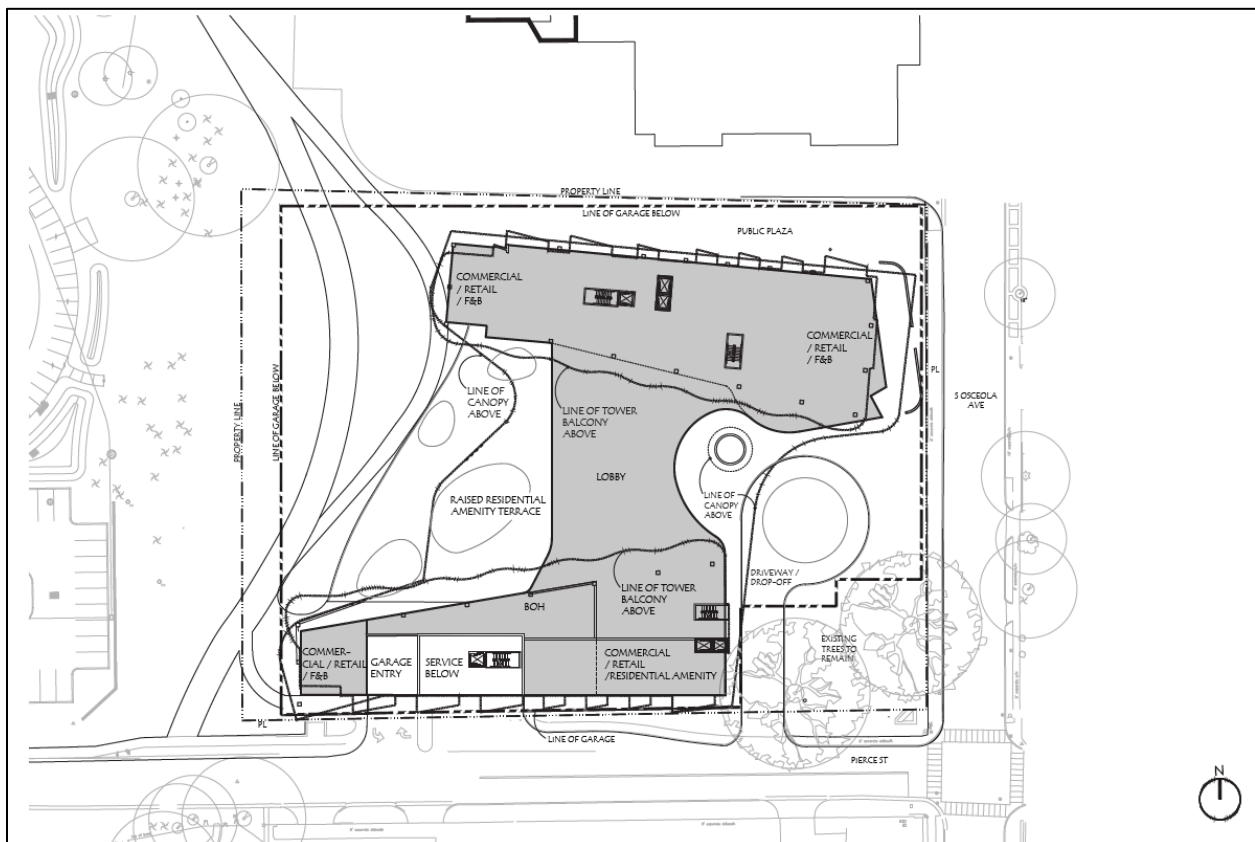
Conceptual Renderings of Proposed Hotel and Commercial Space, Views from North Osceola Avenue and Coachman Park (Source: Behar Peteranecz)



City Hall Site – Southerly Development Parcel

The 2.60-acre portion of the former City Hall site (Southerly Development Parcel) will include a building with a podium (base) and two towers and a concealed below-grade parking garage. The building will include a maximum of 600 apartments, as well as up to 40,000 square feet for commercial uses at a maximum building height of 289 feet (27 stories). The residential units will be in the towers and the commercial uses and shared amenity space will be located in the building podium. The project density is 253 units per acre, where 75 units per acre are permitted. At the time of site plan approval, a Flexible Development application will be required to request an allocation of 422 units from the Public Amenities Incentive Pool to reach the proposed density. Such requests will be reviewed and decided by the Community Development Board. The total amount of commercial space for this parcel will not exceed 40,000 square feet resulting in a site FAR of 0.35 where 4.0 is permitted. Since this project includes uses that are regulated by both density and FAR (commercial and residential), the land area needed to support each use must be determined to calculate the proposed density and intensity. Like the Northerly Development Site, this project requires the land area to support each use when calculating density and intensity.

Conceptual Site Plan for the City Hall Site (Source: Behar Peteranecz)



Conceptual Landscape & Hardscape Plan for the City Hall Site (Source: Stantec)

To be sensitive to the site's location on the bluff and the project's goal of seamlessly connecting to Coachman Park, all proposed 600 parking spaces will be concealed below grade and complies with the Code requirement. No parking is required by the Downtown District for the commercial uses on the property. Access to the parking garage as well as service areas is from Pierce Street and designed not to be visible from Coachman Park. Due to the nature of the use and size of the project, a vehicular drop-off area is also proposed and accessed from Pierce Street.

The site is a corner lot with frontage along South Osceola Avenue and Pierce Street. The north portion of the building is located closest to South Osceola Avenue while the southern tower area is set back to preserve two existing live oak trees and the creation of a publicly accessible plaza area that provides a buffer between the vehicular drop-off area and South Osceola Avenue. The area of the building closest to South Osceola Avenue on the north side of the property will create a landscaped retail corridor that has frontage along the street and along the northern boundary of the site inviting people into the space and ultimately into Coachman Park. This space will be used for outdoor dining and include hardscape elements and seating integrated into landscaped planters. Over one acre of this 2.60-acre site will be devoted to publicly accessible space designed to support the vision of activating this area of Osceola Avenue.

This modern, coastal architectural design is created through the use of glass, stucco, and aluminum working together to balance reflection, transparency, and solidity. The design incorporates horizontal lines and clean materials to create the aesthetic of the tower. The building is defined by an undulating and faceted façade and the towers incorporate projected balconies, material contrast, and shifting forms. The design also provides a defined distinction between the pedestrian base and the towers above.

Conceptual Elevations, East Elevation fronting South Osceola Avenue and West Elevation fronting Coachman Park (Source: Behar Peteranecz)



The site and architectural design are sensitive to the surrounding area. While the building is large, the mass is mitigated by the construction of two angled towers on a podium that allows for a large view corridor through the site. The proposal's design is sensitive to the high-rise mixed-use property to the north (Water's Edge) and will add more residents to create a Downtown neighborhood. A significant raised amenity space with a pool is located on the park frontage side of the building as well as terraced landscaping and publicly accessible sidewalks that act as extensions of the park. The building will be constructed to achieve LEED Silver certification and includes a green roof on the podium between the two towers. According to the project narrative, the project will be designed to include Low Impact Development (LID) stormwater management systems using features such as rain gardens and/or vegetative swells throughout the site. This garage will also include a limited number of installed EV charging stations, as well as EV-ready spaces.

Conceptual Renderings of Proposed Multifamily Apartments, Amenities and Commercial Space, Views from South Osceola Avenue and Coachman Park (Source: Behar Peteranecz)



DEVELOPMENT AGREEMENT

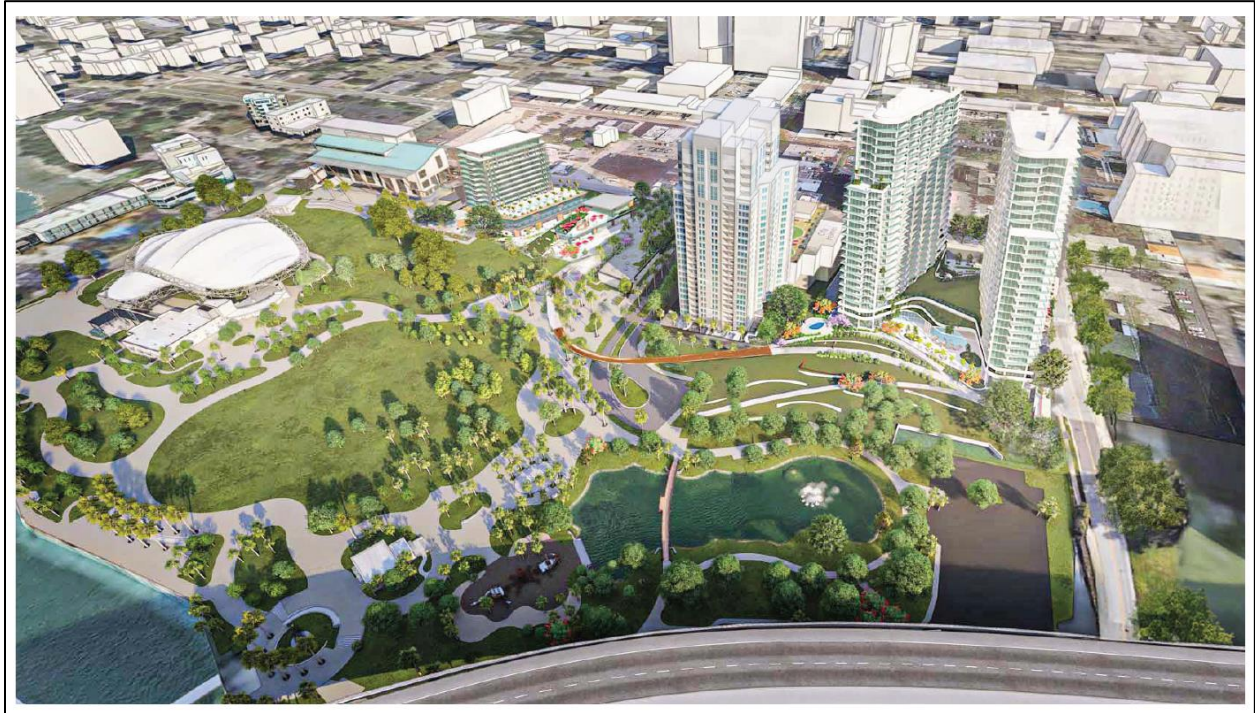
The City recognizes the economic and aesthetic benefits that can result from private development and the applicant recognizes the benefit of public improvements that directly affect the marketability of the projects and the character of the general area surrounding the project. The City desires these projects to create the needed active edge to Coachman Park and provide public access through the sites to the park and Downtown while ensuring the scale of development does not overwhelm the park. The two underground parking garages preclude views of vehicles from the park and limit building mass which were important design goals as expressed by the community. Additional key components of the project include—providing a significant amount of publicly

accessible space, a variety of uses open to the public, and the pedestrian bridge in the park. This proposed agreement between the City, Gotham Acquisitions, LLC, and The DeNunzio Group, LLC sets forth public and private obligations for a project with an estimated total value upon completion of \$375,000,000. The agreement will be in effect for 30 years and includes the following main provisions.

- Permits the sites to be used for attached dwellings (apartments), a hotel, commercial uses such as retail, food and beverage, cultural uses, and event space as detailed above.
- Prohibits self-storage facilities, nightclubs unless located inside the hotel, and light assembly uses on the sites
- Provides for a maximum hotel density of 124 hotel units per acre (158 units) and a FAR of 0.36 on the Harborview Center site
- Provides for a maximum residential density of 234 units per acre (600 units and a minimum of 500 units) and a FAR of 0.35 on the City Hall site
- Acknowledges the need for a license agreement to govern cross access between the Main Library parking lot (0.40 acres) and the Harborview Center site
- Limits height on the former Harborview Site to 157 feet for the hotel (north building) and 53 feet for the commercial building (south building)
- Limits height on the City Hall site to 289 feet
- Support an allocation from the Public Amenities Incentive Pool by the Community Development Board of 36 hotel units for the Harborview Center site and 422 residential units for the City Hall site
- Provides for a minimum of 169 underground parking spaces on the Harborview Site, of which 119 will be reserved for hotel use and 600 underground parking spaces on the City Hall site
- Anticipates the need for the City to process a plat for the city-owned property along the waterfront and bluff
- Requires all buildings to attain LEED Silver certification
- Requires 10% of all parking spaces to be EV capable and 5% to be EV-installed
- Establishes limitations on amplified sound
- Provides for the design, construction, and cost-sharing relating to a pedestrian bridge or walkway located on public property.
- Provides for an allocation of funding from the Community Redevelopment Agency (CRA) to pay all required impact fees
- Provides for a financial contribution from the City to offset the costs of underground parking
- Obligates the City to diligently proceed with the development review, permitting, and platting processes
- Obligates the City to demolish the old City Hall site
- Obligates the City to conduct a Phase I Environmental Site Assessment (ESA) for both development sites, obtain a Phase II ESA if required, and perform any needed remediation
- Obligates the City to complete certain public realm improvements
- Establishes conditions for closing on each site

- Finds that the agreement is consistent with the Clearwater Comprehensive Plan, Community Development Code, and concurrency requirements

Conceptual Aerial View (Rendering) of the Development Sites and Elevated Pedestrian Bridge (Source: Behar Peteranecz)



CONSISTENCY WITH ADOPTED PLANS AND ORDINANCES

Consistency with the Comprehensive Plan

Community Development Code Section 4-606.F specifies in deciding whether a development agreement should be approved, approved with changes, approved with conditions, or disapproved, City Council shall determine whether the development agreement is consistent with and furthers the goals, policies, and objectives of the Comprehensive Plan. Below is a summary of the consistencies found.

Both sites have a future land use category of Central Business District (CBD) and are zoned Downtown (D). Table A-1 of the Comprehensive Plan states that the maximum density/intensity for the CBD category is as set forth in the approved Clearwater Downtown Redevelopment Plan (Downtown Plan). The subject sites are in the Downtown Core Character District of the Downtown Plan which provides a density of 95 hotel units per acre, 75 residential units per acre, and a FAR of 4.0. The Downtown Plan also established a Public Amenities Incentive Pool to overcome the numerous constraints affecting development and to provide an opportunity for the private sector to gain additional development potential while assisting the public to achieve its redevelopment goals. The Pool currently has 2,088 residential units and 2,095,667 square feet of floor area available to be requested in conjunction with a site plan application reviewed by the Community Development Board. The request for hotel units can be made by converting

residential units to hotel units at a ratio of 75 dwelling units per acre/95 overnight accommodations units per acre (1 hotel unit = 0.789 residential units).

The Clearwater Comprehensive Plan designated the Downtown as an Activity Center on Map A-14, the Citywide Design Structure. The hierarchy of places specifies that Downtown is a major activity center with regional significance and is characterized as high-intensity, high-density multi-use areas designated as appropriate for intensive growth and an integrated pattern of development. The proposed Development Agreement provides for development consistent with what is envisioned for the designated Downtown activity center.

There are numerous goals, objectives, and policies in the Comprehensive Plan that support mixed-use, catalytic redevelopment projects of high-quality design such as those proposed.

- Policy A.6.1.8: The City shall continue to support and implement approved community development area plans, such as the Clearwater Downtown Redevelopment Plan, Beach by Design and US 19 Corridor Redevelopment Plan.
- Objective A.5.5: Promote high quality design standards that support Clearwater's image and contribute to its identity.
- Goal A6: The City of Clearwater shall utilize innovative and flexible planning and engineering practices, and urban design standards in order to protect historic resources, ensure neighborhood preservation, redevelop blighted areas, and encourage infill development.
- Policy A.6.1.1: Redevelopment shall be encouraged, where appropriate, by providing development incentives such as density bonuses for significant lot consolidation; catalytic projects; workforce housing projects; "missing middle housing" projects; and vertically integrated, transit supportive mixed-use development, as well as the use of transfer of developments rights pursuant to approved special area plans and redevelopment plans.
- Objective A.6.2: The City of Clearwater shall continue to support innovative planned development and mixed land use development techniques in order to promote infill development that is consistent and compatible with the surrounding environment.
- Policy A.6.2.2: Encourage land use conversions on economically underutilized parcels and corridors and promote redevelopment activities in these areas.
- Policy A.6.6.1: The City supports and encourages the continued development and redevelopment of overnight accommodation uses.
- Policy A.6.6.2: The City supports the adoption of higher density/intensity standards for overnight accommodation uses such that a sufficient supply shall be available within the City provided that concurrency standards are met.
- Policy A.6.8.2: Encourage mixed-use development that includes a combination of compatible land uses having functional interrelationships and aesthetic features. Commercial and mixed-use buildings shall be sited to maximize pedestrian connections from the building to adjacent streets. Buildings should be sited and parking arranged to minimize the off-site impacts to residential areas.
- Policy A.6.9.2: Support the construction or renovation of buildings consistent with US Green Building Council's (USGBC) Leadership in Energy and Environmental Design

(LEED) principles or the (FGBC) Florida Green Building Coalition's Green Land development and building standards.

The proposed Development Agreement supports the redevelopment of two identified key sites that are currently underutilized - one is vacant, and the other is occupied by a vacant building. The project will be catalytic not only due to its location on the bluff overlooking Coachman Park but also based on the mix of uses, including commercial, residential, and overnight accommodations, the density and intensity of development proposed, and the estimated value of the project once constructed. The project also reserves a significant amount of space for public access and creates a seamless experience between the private and public realms with connections to Coachman Park. Additionally, the project design supports a high level of pedestrian activity and minimizes the prominence of the car by providing below-grade parking access in unobtrusive locations that prevent vehicular and pedestrian conflicts. Lastly, the projects will achieve LEED Silver certification and will incorporate LID stormwater systems.

Consistency with the Clearwater Downtown Redevelopment Plan

The Clearwater Downtown Redevelopment Plan (Downtown Plan) is the official policy document governing Downtown Clearwater and as noted in the background section of this report, the City has been planning for the redevelopment of these two properties for over 15 years. The vision established by the Plan states that "Downtown Clearwater will thrive as the urban core and heart of the City, as the center of business and government, and as an attractive place to live, work, shop, and play. A revitalized Downtown will be achieved through quality urban design, the continued creation of a high-quality public realm, and a dense and livable pattern that will strengthen the overall health of the City." The redevelopment of these two key sites on the bluff will contribute to that vision through the thoughtful and quality designs proposed, the mix of uses, the density and intensity, and the quality of publicly accessible spaces created. Guiding principles of the Downtown Plan related to urban design, environment, and art are also supported by the projects.

The Downtown Core District Vision focuses on the Core being the historic urban center and heart of Clearwater and as such, it should be characterized by a variety of uses and developed with the highest intensity of use in the City. The Core is envisioned to have a dense urban pattern to facilitate a walkable network, an entertainment destination with food and beverage uses, cultural events, etc. Because people are the heart of any thriving city, a strategy for the revitalization of the Downtown Core is to attract residential uses with a variety of housing types and prices so residents are in place to support the addition of retail, restaurant, and other uses. The proposed uses of both sites align with this vision.

In addition to being consistent with the Plan Vision and the Downtown Core Vision, the proposed development will implement numerous objectives and policies of the Plan. Some of the most important include:

- Objective 1B: Support the relocation of Clearwater City Hall to another location within Downtown Area Plan. Allowing the former City Hall site, which is in a prime waterfront location, to be utilized for mixed-use, high-rise development with residential and

commercial ground floor uses. The location, placement, and design of a new City Hall should reflect the building's civic importance as a community-gathering place.

- Objective 1C: Osceola Avenue should develop as an active street frontage. The pedestrian experience from Downtown to the waterfront will be active and engaging.
- Objective 1F: Allow for a variety of residential densities and housing types to provide for a range of affordability and mix of incomes consistent with the Character Districts.
- Objective 1G: Continue to utilize a variety of incentives to encourage the construction of new residential uses to locate in Downtown.
- Objective 2B: Strengthen Cleveland Street, Osceola and Fort Harrison Avenues as local, pedestrian oriented streets. Identify other local streets to be reinvigorated with active ground floor uses.
- Objective 3B: Create a civic gateway to the Downtown waterfront. Promote Osceola Avenue as the active edge to the expanded Coachman Park.
- Policy 11: The CRA may consider reimbursement of impact fees and permit fees as an incentive for redevelopment projects that are consistent with this Plan.
- Policy 18: The design of all projects in Downtown shall incorporate pedestrian-scale elements that create and maintain an inviting pedestrian environment.
- Policy 19: The City shall maintain the Public Amenities Incentive Pool, established in 2004, that provides density and intensity increases for projects in excess of the allowable maximum development potential. The Pool is allotted based on a provision of selected public amenities.
- Policy 27: Prior to the disposition of City and/or CRA-owned properties, a determination shall be made regarding the most appropriate use consistent with this Plan and may require certain uses and site design requirements.
- Downtown Core Policy 1: Establish a time frame for the demolition of the Harborview Center and redevelopment of the site as a civic gateway to the Downtown waterfront.
- Downtown Core Policy 2: Redevelopment of all properties west of Osceola Avenue and south of Cleveland Street must consider natural features and be integrated into the Imagine Clearwater Master Plan.

The approval of this development agreement will set in motion the long-anticipated redevelopment of city-owned sites. The Call for Development Proposals outlined the City and CRA's desired uses and key design elements to support the creation of an active edge to Coachman Park. These proposed transformative projects will activate the Downtown Core by providing a significant number of full-time residents and a steady flow of visitors to the Downtown which will put eyes on the park and knit Downtown to the waterfront. Both projects are sensitive to the natural features of the sites and will integrate seamlessly into Coachman Park. The inclusion of retail, food and beverage uses along the ground floors will also strengthen Osceola Avenue as a local pedestrian street, along with the developers' anticipated programming of cultural and art experiences in publicly accessible areas. As the project is in the Downtown Community Redevelopment Area, the Plan also supports the use of incentives to facilitate redevelopment including the use of the Public Amenities Incentive Pool and Tax Increment Financing (TIF) revenues to offset financial barriers to development.

Consistency with the Community Development Code

The Downtown Core Character District of the Downtown zoning district is intended for high-intensity mixed-use, office, and residential development in buildings with active ground floor uses opening onto pedestrian-friendly streetscapes. The development standards established are designed to support a dense urban pattern of development with building façades aligned along public sidewalks and parking primarily located within buildings behind active uses and behind buildings. The proposed development provides for high-density residential, mixed-uses, and active ground floor uses and parking is underground. The proposed development is consistent with the intent of the Downtown Core Character District.

Figures 3, 4, and 5 of the Downtown District and Development Standards establish the permitted density and intensity of the Downtown Core as follows: Maximum FAR 4.0; Maximum Residential Density – 75 units per acre; and Maximum Hotel Density - 95 units per acre. Section C-301.A.2 allows for those maximums to be exceeded through the allocation of the Public Amenities Incentive Pool established in the Downtown Redevelopment Plan. The Plan entrusts this authority to the Community Development Board through the site plan review process and requires the inclusion of one or more of the eligible amenities listed or fees in lieu of certain improvements that provide a direct benefit to Downtown revitalization. At the time of site plan approval, a Flexible Development application requesting the allocation of 36 hotel units and 422 residential units will be required and decided upon by the Community Development Board consistent with the Code and Downtown Plan.

The maximum height of the Downtown Core Character District is unlimited pursuant to Figure 8 of the Downtown District. While the height for each site is required to be included in the Development Agreement, height is not a consideration of the Downtown zoning district.

The proposed uses for the subject properties include overnight accommodations, attached dwellings, commercial uses such as retail, food and beverage, cultural uses, and event space which are consistent with the uses allowed in Table 1 Use & Off-Street Parking. A total of 119 parking spaces will be provided for the hotel on the Harborview site to comply with the required 0.75 spaces per unit and an additional 50 spaces will be provided for public use. A total of 600 parking spaces will be provided for the attached dwellings on the City Hall site where 600 are required (1 space per unit). No parking is required by the Code for the proposed commercial uses. The proposed uses and number of parking spaces are consistent with Table 1 of the Downtown District.

Development within the Downtown District is further regulated by street types, as depicted in Figure 2 Regulating Plan – Street Types and Key Corners and frontage types established by Table 3 Frontages and Street Types. The Harborview site is designated as Street Type A and must comply with Storefront 1 frontage standards. City Hall is a corner lot and is designated as Street Type B on South Osceola Avenue and Street Type C on Pierce Street. Storefront 1 frontage is also consistent with both street types. The Storefront 1 frontage type requires certain design treatments such as limited setbacks, large transparent windows, and no front parking to improve the pedestrian experience. The District also has site design standards that address access, circulation, and parking location, and building design standards that focus on complementary design requirements, façade articulation, and material requirements. A review of the conceptual site plans and elevations

indicates the projects are generally consistent with the applicable Downtown District and Design Standards, including areas of permitted flexibility specified in Section C-803.

SUMMARY AND RECOMMENDATION

The Development Review Committee reviewed the application and supporting materials on July 7, 2022. The Planning and Development Department recommends APPROVAL, and recommendation to the City Council, of a Development Agreement between Gotham Properties Acquisitions, LLC and The DeNunzio Group, LLC, and the City of Clearwater for the sites located at 50 North Osceola Avenue and 112 South Osceola Avenue based on the following:

1. The proposed Development Agreement complies with the standards and criteria of Community Development Code Section 4-606.
2. The proposed Development Agreement is consistent with and furthers the goals, policies, and objectives of the Clearwater Comprehensive Plan.
3. The proposed Development Agreement is consistent with the Clearwater Downtown Redevelopment Plan.
4. The conceptual development proposal contained within the Development Agreement is generally consistent with the provisions of the Community Development Code.

Prepared by Planning and Development Department Staff:



Gina L. Clayton, Planning and
Development Director

ATTACHMENTS:

Resolution No. 22-15 & Exhibits (include Development Agreement)
Application