

BEACH BY DESIGN NARRATIVE
PER SECTION V.B.2

The 405 EAST SHORE Drive

The proposed project is a Waterfront 74 room Transient Hotel with a 57 boat slip Marina (22 Public Use/35 Hotel Use). The 1.115 acre property is bordered along the Marina Waterfront by the 15 foot wide Public Boardwalk designed to be installed in accordance with The Beach By Design Guidelines.

- The inclusion of this Boardwalk along the Waterfront allows for an 80' height bonus which the Developer is intentionally not utilizing. The height to the top of the Rooftop Sundeck elevator canopy is 64 feet above B.F.E. The habitable Hotel Room space is at 56 feet above B.F.E.

-The Proposal for 74 Hotel Rooms include 8 Units from the Hotel Density Reserve and 11 TDR's.

-The 74 Unit Density as proposed, is conforming to an allowable density of 88.8 Units.

-This Project sits on less than 2.5 acres, and as a result, the proposed 74 Units does not exceed the 100 room maximum allocation and the maximum allowable density.

-Accessory uses of a Tiki Bar with limited food service, a pool and poolside deck area, a Fitness Center, a Club Room, and the inclusion on the site of a 57 boat slip Marina with the 15' public Waterfront Boardwalk.

-All Units in this development will be made available to transient hotel guests at all times. However, Units received from the reserve will be limited to a term of less than one (1) month or 31 consecutive days.

-No hotel rooms in this project have a full kitchen.

-Maximum building height at 64 feet above B.F.E. is well below the allowable 80 feet.

-Building is not exceeding maximum building height with TDR units.

-Evacuation/Closure covenants will be met and posted.

-Access to all hotel units is through a lobby with internal, enclosed corridor on all guest floors.

-The proposed development will comply with all Metropolitan Planning Organizations (MPO) Regulations Countywide Approach to the Application of Concurrency Management for Transportation, if applicable.

-A reservation system will be in place prior to operation of this hotel. Owners are intent on interviewing three major chain management groups.

-All books and records pertaining to the use of each hotel room will be open for inspection by authorized representative of the City upon reasonable notice to confirm compliance with all regulations as allowed by general law.

PUBLIC BOARDWALK
BUILDING DESIGN @ MARINA DISTRICT

The Proposed 74 unit transient Resort Hotel at 64 feet above B.F.E. does not fully make use of the 80 foot height bonus for inclusion of the 15 foot Public Boardwalk along its Waterfront Marina.

The Public Boardwalk shall be built at the Developers expense adjacent to the seawall in accordance with “The Marina District Boardwalk Design Guidelines and Specifications”.

The project also proposes a landscaped pedestrian-oriented Public Access Walkway on the south property line to the Boardwalk, with Public Use of seating and a pavilion located on the Hotel Site along the seawall, allowing pedestrians long sightlines overlooking the Bay and Marina.

The building was designed with a pedestrian-friendly environment in mind. Providing human scale and aesthetic appeal at street level with lush landscaping and low walls to screen street traffic, allowing for relaxed meandering and way-finding, while providing intimate spaces and insuring pedestrian safety.

In the upper story facades there is variety and articulation utilizing balconies, windows and negative area to provide visual interest and insure that no plane of the building continues uninterrupted for greater than one hundred linear feet.

NARRATIVE - SETBACKS

The Setbacks as required and proposed are shown on Site Plans. The Side Yard Setbacks are exceptionally large on North and South Side Yards, creating exceptional View Corridors and Public Access to the Waterfront. The Setbacks on the Waterfront, while varying tremendously, accommodate the depth variations of the Site, from very tight on the North Side Yard to moderately accommodating on the South Side Yard. The South Setback provides the inclusion of a Public Access from street to the 15 foot Public Waterfront Walkway along the entire Marina Frontage.

	<u>Required</u>	<u>Proposed</u>
Front:	0	5'-3" min.
N. Side Yard	10'-0"	42'-2" *
S. Side Yard:	10'-0"	27'-0" *
Rear (Waterfront):	18'-0"	18'-0"

These Setbacks demonstrate the Developers wish to readily allow and encourage Public enjoyment of the Waterfront.

- NARRATIVE -

THIS MARINA RESIDENTIAL DISTRICT SITE CONSISTS OF 1.115 ACRES LOCATED ON BOTH SIDES OF EAST SHORE DRIVE WITH AN ADDITIONAL 1.171 ACRES OF SUBMERGED LAND STRETCHING INTO CLEARWATER HARBOR.

AS PLANNED, IT PROPOSES A 74 UNIT TRANSIENT HOTEL WITH A 57 SLIP MARINA PROVIDING THE 15 FOOT PUBLICLY ACCESSIBLE BOARDWALK AND FULL HOTEL AMENITIES AND 100 PARKING SPACES.

THE DESIGNER ATTEMPTED TO USE THE UNUSUAL SHAPE AND LENGTH OF THE SITE TO AVOID USING MAXIMUM ALLOWABLE HEIGHT AND BUILDING ENVELOPE, YET PRESERVING LARGE SIDE YARD SETBACKS WITH VIEW CORRIDORS TO THE BAY. THIS APPROACH CREATED A BUILDING OF VISUALLY PLEASANT PROPORTIONS WITHOUT USE OF AN OVERWHELMING AND IMPOSING BUILDING MASS.

THE STRONG POINTS OF THIS ARE:

1. PROPOSED DESIGN AVOIDS USING MAXIMUM AVAILABLE BUILDING HEIGHT.
2. ALLOWS FOR LARGE SETBACKS CREATING EXPANSIVE VIEW CORRIDORS.
3. INCLUDES THE 15'-0" 'BEACH BY DESIGN" BAYFRONT PUBLIC WALKWAY.
4. INVITES PUBLIC ACCESS BY PROVIDING A DOCKSIDE PAVILION AND FURNITURE AREAS.
5. PROVIDES A MARINA WITH PUBLIC, AS WELL AS, HOTEL ACCESS.

Beach by Design Criteria

A. Density:

DESIGN RESPONSE:

The Project as designed, will consist of a 74 Suite Transient Overnight Accommodation, at a Density of 66.67 units per acre based on a 1.115 (48,553.575 S.F.) acre parcel of Upland located on both sides of East Shore Drive. The 57 Slip Marina is located on a Submerged Land Area of approximately 1.171 acres (51,023.67 S.F.) that is also a part of the Property.

B. Height & Separation:

DESIGN RESPONSE:

1. Height:

The highest base flood elevation on site is AE-11 feet.

The maximum allowable building height in the Marina District for more than one acre on both sides of East Shore Drive is 80'-0" above the base flood elevation.

Making use of the available 80 foot height is difficult with the shape of the Site, therefore, the proposed height hotel is at only 63'-6" above grade,

56'-0" above BFE, plus two (2) feet of Freeboard.

The narrow and long Building Envelope allows the Designer to accommodate the desired Density while maintaining larger setbacks and without using full available height or Building Mass.

2. Separation:

The proposed hotel is a single Building with larger setbacks while a comfortable height at 56'-0" above BFE + 2'-0" Freeboard, no separation requirements apply.

3. Floor Plates:

- a. Floor plates between 45'-0" in height and 56'-0" are all approximately 12,650 S.F, and no part of any Floor Plate exceeds 25,000 S.F.
- b. The mass and scale of the Design is substantially below allowable 80 foot Height while maintaining significant Side Yard Setbacks and View Corridors while creating a maximum Building Envelope of 55% volumetrically, significantly below the allowable 75% for Buildings with Units allocated from the Hotel Pool.
Notching the Building is not required or practical, due to the shallow depth of the Building, having been dictated by the Site shape.

C. Design, Scale and Mass of Building:

1. Buildings with a footprint of greater than 5000 square feet or a single dimension of greater than one hundred (100) feet will be constructed so that no more than two (2) of the three (3) building dimensions in the vertical or horizontal planes are equal in length. For this purpose, equal in length means that the two lengths vary by less than forty (40%) of the shorter of the two (2) lengths. The horizontal plan measurements relate to the footprint of the building.

DESIGN RESPONSE:

The Designer avoided Use of the full allowable Height and Building Mass.

The Building Massing Diagrams for the proposed Project can be found on Pages DAA-1.0 thru DAA-2.4.

The Building Site is somewhat unusual, allowing a well-proportioned Building with Side Yard View Corridors and Pedestrian access to Clearwater Harbor. The Site is shallow, only 70.22' on the North Side Property Line and 168' on the South Side Property Line due to a Yard Bump Out. It is also very long at 300' on the Street and 405' on the water due to the Bump Out in the Southern third of the Property. The Building Footprint is: 17,601.47 sq. ft.

The resulting Building Design and Massing is pleasantly accommodating to the Site

dimensions, **by taking advantage of its length, rather than utilizing the available height** for a Hotel, while still introducing the necessary Site Amenities such as a Pool, Deck Areas and providing the Marina with the Public Boardwalk along the waterfront.

The mass of the Building has vertical penetrations of the Elevator/Lobby area and Stair Towers occurring at roughly 1/3 proportions, that nicely create movement with the horizontal building massing, also avoiding any long uninterrupted run of balconies or a continuous façade, thus insuring that there are no single dimensions of the Building that are greater than 100 feet without an offset. Please reference the Site Plan for the Building Footprint.

- 2. No plane of a building may continue uninterrupted for greater than one hundred linear feet (100'). For the purpose of this standard, interrupted means an offset of greater than five feet (5').**

DESIGN RESPONSE:

No plane of the Building continues uninterrupted in excess of 60 feet, meeting the requirement of being less than 100'-0". The Building facade on E Drive, is broken by Elevator/Lobby structure and Fire Stair Tower massing that visually breaks the Roof Deck structure by approximately 16 feet and presents a visually appealing varied Elevation.

- 3. At least sixty percent (60%) of any elevation will be covered with windows or architectural decoration. For the purpose of this standard, an Elevation is that portion of a building that is visible from a particular point outside the parcel proposed for development.**

DESIGN RESPONSE:

In the proposed elevation design, a significant portion of each façade is composed of windows, balconies, entry/lobby elements and stair tower elements that articulate the entire façade. The result is that each of the primary façades are covered in windows and/or architectural decoration. The minor North elevation meets the 60% requirements through decorative panels.

*West Elevation: 15,300 SF area > 9,275 SF opening and decoration = 61%
East Elevation: 15,500 SF area > 10,150 SF opening and decoration = 62%
North Elevation: 4,108 SF area > 2,460 SF opening and decoration = 60%
South Elevation: 5,640 SF area > 3,910 SF opening and decoration = 69%
See attached plans and elevations*

- 4. No more than sixty percent (60%) of the theoretical maximum building envelope located above forty-five feet (45') will be occupied by a building. However, in those instances where an overnight accommodations use on less than 2.0 acres that has been**

allocated additional density via the Hotel Density Reserve, no more than seventy-five percent (75%) of the theoretical maximum building envelope located above forty-five feet (45') may be occupied by a building unless the property is located between Gulfview Boulevard and the Gulf of Mexico, then no more than 70% may be occupied by a building.

DESIGN RESPONSE:

The proposed design occupies 52% of the "Theoretical Building Envelope" above 45'. This is significantly less than the allowable 75%.

5. The height and mass of buildings will be correlated to:

- (1) the dimensional aspects of the parcel of the parcel proposed for development and**
- (2) adjacent public spaces such as streets and parks.**

DESIGN RESPONSE:

- 1. The proposed Building Height and Mass, makes use of the Parcels unique shape, while avoiding Use of the 80'-0" allowable Building Height for Hotels. The proposed Design with a Building Height of 56'-0" above BFE and large Side Yard Setbacks creates expansive View Corridors.*
- 2. The East Shore Streetscape provides an inviting façade with Landscaping and Street Furniture areas. The Vehicular and Pedestrian Entry Access is graced with screening and an Entry Fountain. Adjacent Public Uses include the 22-slip for Public Use in the Marina Facility.*

6. Buildings may be designed for a vertical or horizontal mix of permitting Uses.

DESIGN RESPONSE:

The Building will be designed to provide the Public access to the Marina and Waterfront Boardwalk, Hotel related Uses, and a mix of overnight accommodations and the Facilities Amenities, which are typical for a limited service Hotel.

Currently we have a Club Room and an outdoor Tiki Bar facing the Pool Deck and Marina. The Marina Pavilion is located on the Public Boardwalk at the rear of the Building.

We are allocating 2300 sq.ft. for a Roof Top Sundeck. With the exception of the Boardwalk and the 22 Boat Slips in the Marina, all other proposed common spaces within the Hotel are those typical for the exclusive use of the Hotel. The Amenities including Sundeck and Tiki Bar and Pavilion total 3.1% of the Hotel area, significantly less than the 10% accessory allowance.

D. Setbacks & Stepbacks:**1. Rights-of-way.**

The area between the building and the edge of the pavement as existing and planned should be sufficiently wide to create a pedestrian-friendly environment. The distances from structures to the edge of the right-of-way should be:

DESIGN RESPONSE:

The Setback allowable on the Marina District recognizes the narrow Right-of-Way and shallow Upland properties that must be dealt with accordingly, as little as a zero (0) Front Yard Setback is allowed, although, having an exceptionally shallow and irregularly shaped Waterfront Site, the Design incorporates large Side Yard Setbacks and limited Height, using only 56'-0" of the allowable 80'-0" and using a five foot (5'-0") Front Yard Setback in a limited area, with an average of 18'-0" depth from Property Line to Curb/Paved Surface creating the appearance of a larger Pedestrian way. A 10 foot wide sidewalk in the East Shore Drive r-o-w on both sides of the street adjacent to the subject parcels, is shown. The five foot wide area on the east side is a landscape area.

2. Side and Rear Setbacks

Side and rear setbacks shall be governed by the provisions of the Tourist District of the Community Development Code unless otherwise prescribed in the applicable Character District provisions contained in Section II., Future Land Use.

DESIGN RESPONSE:

The Setbacks as required and proposed are shown on Site Plans and are exceptionally large on North and South Side Yards, creating exceptional View Corridors. The Setbacks on the Waterfront, while varying tremendously, accommodate the depth variations of the Site, from very tight on the North Side Yard to moderately accommodating on the South Side Yard.

They are found on Plans as follows:

	<u>Required</u>	<u>Proposed</u>
Front:	0	5'-3" min
N. Side Yard:	10'-0"	42'-2"
S. Side yard:	10'-0"	27'-0"
Rear (Waterfront):	18'-0"	18'-0"

3. Coronado and Hamden Drive Setbacks and Stepbacks.

To reduce upper story massing along the street and ensure a human scale street environment, buildings using the hotel density reserve along East Shore Drive shall be constructed in accordance with the following:

- a. Buildings constructed with a front setback of fifteen feet (15') or more shall stepback with a minimum depth of fifteen feet (15') from the setback line at a height not more than twenty-five feet (25').

DESIGN RESPONSE:

N/A

- b. Buildings constructed with a front setback greater than or equal to ten feet (10') and less than fifteen feet (15') shall stepback at a height not more than twenty feet (20').

The required stepback/ setback ratio is one and one-half feet (1.5') for every one foot (1') reduction in setback in addition to the minimum stepback of fifteen feet (15').

DESIGN RESPONSE:

N/A

- c. Buildings constructed with a front setback of less than ten feet (10') shall provide a building stepback required stepback/ setback ratio is two and one-half feet (2.5') for every one foot (1') reduction in setback in addition to the minimum stepback of fifteen feet (15').

DESIGN RESPONSE:

N/A

- d. To achieve upper story facade variety and articulation, additional stepbacks may be required. To avoid a monotonous streetscape, a building shall not replicate the stepback configuration of the neighboring buildings including those across rights-of-way.

DESIGN RESPONSE:

N/A.

- e. Required step backs shall span a minimum of 75% of the building frontage width.

DESIGN RESPONSE:

N/A

E. Street-Level Facades:

The human scale and aesthetic appeal of street-level facades, and their relationship to the sidewalk, are essential to a pedestrian-friendly environment. Accordingly:

1. at least sixty percent (60%) of the Street Level facades of Buildings used for nonresidential purposes which abut a public street or pedestrian access way, will be transparent. For the purpose of this standard:

- a) street level facade means that portion of a building facade from ground level to a height of twelve feet (12').

DESIGN RESPONSE:

The Street Level Facades exceed 60% transparency with Store-Front Lobby Entrance, Drop-off Drive accents and Screen Walls with Planters, Access Plazas, Street Furniture, Vehicular Drops and Fountain.

- b) transparent means windows or doors that allow pedestrians

to see into:

- i. the building, or
- ii. landscaped or hardscaped courtyard

or plazas, where street level facades are set back at least fifteen feet (15') from the edge of the sidewalk and the area between the sidewalk and the facade is a landscaped or yardscaped courtyard.

DESIGN RESPONSE:

Windows at Lobby level will have visibility through the Low-E insulated Glass Windows and Doors in the Entry/Lobby and Elevator Stack on each level above.

- c) parking structures should utilize architectural details and design elements such as false recessed windows, arches, planter boxes, metal grillwork, etc. instead of transparent alternatives.
- When a parking garage abuts a public road or other public place, it will be designed such that the function of the building is not readily apparent except at points of ingress and egress.

DESIGN RESPONSE:

At Street Level, Screen Walls, Automobile Drop-off/Valet, Fountain, Planters and Windows, screen the Garage from the East Shore Drive frontage with the exception of Drive Aisle Entries and a very few parking spaces visible in the large north side of building setback of 42'-0".

2. Window coverings, and other opaque materials may cover not more than 10% of the area of any street-level window in a nonresidential building that fronts on a public right-of way.

DESIGN RESPONSE:

No window coverings are planned for the street level windows. These windows have a low-e tinting that is virtually not discernable.

3. Building entrances should be aesthetically inviting and easily identified. Goods for sale will not be displayed outside of a building, except as a permitted temporary use. This standard does not apply to outdoor food service establishments.

DESIGN RESPONSE:

Site Plan reflects a Valet Service Vehicular Drop-Off Driveway along East Shore Drive directing drop-off pedestrian guests to the Lobby Entrance Fountain and the Building Lobby on Grade with Elevators, transitioning Guests to Second Floor Check-in and the Club Room, leading out to a Pool view Tiki Bar facing Hotel Marina, with Public Boardwalk along Clearwater Bay.

4. Awnings and other structures that offer pedestrians cover from the elements are recommended. Awnings help define entryways and provide storefront identity to both pedestrians and drivers.

DESIGN RESPONSE:

Any awnings or umbrellas proposed will contain at least three (3) distinct colors.

Any bright colors will be limited to trims and other accents.

No glass curtain walls are planned or provided.

Pedestrian entrances will be sheltered by concrete slabs, in keeping with the Building's Architectural Design.

F. Parking Areas

To create a well-defined and aesthetically appealing street boundary, all parking areas will be separated from public rights of way by a landscaped decorative wall, fence or other opaque landscape treatment of not less than three feet (3') and not more than three and one-half feet (3½') in height. Surface parking areas that are visible from public streets or other public places will be landscaped such that the parking areas are defined more by their landscaping materials than their paved areas when viewed from adjacent property.

The use of shade trees is encouraged in parking lots. However, care should be taken to choose trees that do not drop excessive amounts of leaves, flowers, or seeds on the vehicles below.

Entrances to parking areas should be clearly marked in order to avoid confusion and minimize automobile-pedestrian conflicts.

Attractive signage and changes to the texture of the road (such as pavers) are recommended.

When a parking garage abuts a public road or other public place, it will be designed such that the function of the building is not readily apparent except at points of ingress and egress.

DESIGN RESPONSE:

Parking is primarily located under the Building.

Parking is screened by a number of elements on Street Front, including Street Furniture, a Fountain at the Entry Foyer, Stair Towers, Screen walls, Planters and Landscaping.

One-hundred (100) Parking Spaces are provided including Valet, Handicap Spaces and Marina Parking. The lot across East Shore Drive, with 46 Spaces, is predominately Valet tended Parking and includes wall and landscaping buffers conforming to 'Beach by Design' standards.

G. Signage

Signage is an important contributor to the overall character of a place. However, few general rules apply to signage. Generally, signage should be creative, unique, simple, and discrete. Blade signs, banners and sandwich boards should not be discouraged, but signs placed on the sidewalk should not obstruct pedestrian traffic.

DESIGN RESPONSE:

Signage is currently in process, as Project has not yet confirmed it's namesake since acquisition of the Northern Parcel. It will be done creatively, be simple, discrete and unique to the Project and still meeting all Code Criteria.

H. Sidewalks

Sidewalks along arterials and retail streets should be at least ten feet (10') in width. All sidewalks along arterials and retail streets will be landscaped with palm trees, spaced to a maximum of thirty-five feet (35') on centers, with "clear grey" of not less than eight feet (8').

Acceptable palm trees include sabal palms (sabal palmetto), medjool palms (phoenix dactylifera 'medjool'), and canary island date palms (phoenix canariensis).

Sidewalks along side streets will be landscaped with palms (clear trunk of not less than eight feet (8')) or shade trees, spaced at maximum intervals of thirty-five feet (35') on centers.

Portions of required sidewalks may be improved for non-pedestrian purposes including outdoor dining and landscape material, provided that:

- 1. movement of pedestrians along the sidewalk is not obstructed; and**
- 2. on-pedestrian improvements and uses are located on the street side of the sidewalk.**

Distinctive paving patterns should be used to separate permanent sidewalk café improvements from the pedestrian space on the sidewalk.

To enhance pedestrian safety and calm traffic, distinctive paving should also be used to mark crosswalks.

DESIGN RESPONSE:

Pedestrian movement along a distinctive Landscaping Paver designed sidewalk has no obstructions, has Street Furniture and has a well Landscaped buffered walkway access on the South Side Yard from East Shore Drive to the 15'-0" Waterfront Boardwalk that is shown along the 405' Marina Waterfront.

I. Street Furniture and Bicycle Racks

Street furniture, including benches and trash receptacles should be liberally placed along the sidewalks, at intervals no greater than thirty linear feet (30') of sidewalk. Bicycle racks should also be provided, especially near popular destinations, to promote transportation alternatives. Complicated bicycle rack systems should be avoided. The placement of street furniture and bicycle racks should not interrupt pedestrian traffic on the sidewalk.

DESIGN RESPONSE:

Ten (10) Bicycle Racks are sheltered out of weather under the Building and are located behind screen enclosures.

Street Furniture can be found on Page A-8.1.

The installation, location and methodology will be coordinated with City Staff at time of Permit

The original shelter overlooking the Marina was originally removed when it was deemed sitting in the Setback, by the City. Upon further discussion with the Staff, the Waterfront Pavilion, accessible from the 15 foot Waterfront Public Deck, has been put back into the Plan, along with several well located Seating Areas viewing the Marina and open Bay.

We view this addition as similar to Street Furniture in Use, for enhanced Public Use and enjoyment, of the Beach by Design compliant Boardwalk.

J. Street Lighting

Street lighting should respond to the pedestrian-oriented nature of a tourist destination. In this context, it should balance the functional with the attractive – providing adequate light to vehicular traffic, while simultaneously creating intimate spaces along the sidewalks. Clearwater's historic lighting is an attractive, single-globe fixture atop a cast-iron pole.

DESIGN RESPONSE:

Street lighting located along the Paver designed sidewalk is shown on Page A-8.1 with Fixtures that will enhance the Sidewalk traverse. Street Lighting is shown on SP-1.0.

The installation, location and methodology will be coordinated with City Staff at time of Permit

K. Fountains

Fountains provide attractive focal points to public spaces and add natural elements to urban environments. They should be interesting, engaging and unique. While it is important not to overburden architectural creativity regarding fountains, they should meet at least the following standards in order to be a functional and attractive component of the public space:

- 1. They should be supplemented with street furniture such as benches and trash receptacles, and**
- 2. They should have rims that are:**
 - a. Tall enough to limit unsupervised access by small children, and**
 - b. Wide enough to permit seating.**

Fountains should be encouraged in landscaped and hardscaped courtyards and plazas.

DESIGN RESPONSE:

*A Fountain has been included in the Front Yard by the Building Lobby Entry.
See Page A-8.1.*

The Fountain will be supplemented with street furniture and trash receptacles, and have rims that are tall enough to limit unsupervised access by small children, and wide enough to permit seating.

Street Furniture is also provided along the Paver Lined East Shore Drive Sidewalk, as well as along the 15 foot Public Boardwalk along the Bayfront Marina.

L. Materials and Colors**1. Facades**

Finish materials and building colors will reflect Florida or Coastal vernacular themes.

All awnings should contain at least three (3) distinct colors. Bright colors will be limited to trims and other accents. Glass curtain walls are prohibited.

DESIGN RESPONSE:

Any awnings or umbrellas that are located on Waterfront Pool Deck and Tiki Bar areas and as proposed will contain at least three (3) distinct colors.

Bright colors will be limited to trims and other accents.

No glass curtain walls are planned or provided.

2. Sidewalks

Sidewalks will be constructed of:

- a. Pavers;**
- b. Patterned, distressed, or special aggregate concrete;**
or
- c. Other finished treatment that distinguishes the sidewalks**
from typical suburban concrete sidewalks.
Materials should be chosen to minimize the cost and complexity of maintenance.

DESIGN RESPONSE:

Sidewalks are proposed to be Select-Color coordinated pavers (with the exception of ADA Transitions and Accesses), in a 5'-0" Pedestrian Walk along East Shore Drive, conforming to ADA standards with Warning Pads and proper Cross Slopes.

Sidewalks within Project from Street to Marine Boardwalk, at Pool Decks and at all surfaces under Building, will match color elements with Pavers in all areas.

The 10 foot wide sidewalk in the East Shore Drive r-o-w is located on both sides of the street adjacent to the subject parcels. The five foot wide area on the east side is now a landscaped area.

3. Street Furniture

Street furniture will be constructed of low-maintenance materials, and will be in a color that is compatible with its surroundings.

DESIGN RESPONSE:

Street Furniture can be found on Page A-8.1.

Also, Street Furniture and the original shelter overlooking the Marina was originally removed has been reinstated into the Plan

when deemed appropriate to the Public Boardwalk along the Hotel Marina.

a. Color Palette

A recommended palette for building colors is presented on the following page.

DESIGN RESPONSE:

Finish materials and Building colors will reflect Florida or Coastal Marine vernacular themes.

The building shall utilize the BBD color palates.

Additional Design Items:

1. Waterfront Public Boardwalk:

Specified by Design standards called out in 'Beach by Design' Guidelines, the Public Boardwalk is shown on Marina Waterfront and runs for the 405 feet of Seawall with access from the South Property Line.

Waterfront Vision Triangles are shown on Plans in compliance with Design standards.

A Pavilion Seating Area and periotic Seating Areas overlooking the Marina have been reinstated providing sheltered Seating for Public Viewing of the Marina Activity and the Open Bay.

2. Marina Facility:

The Marina Consists of fifty-seven (57) in the water Boat slips, of which, twenty-two (22) are available for Public Use and thirty-five (35) are limited for Hotel Guest Use.

Although no additional height is request in this Submittal, the Public Access Walkway located on the South Property Line construction of the 15'-0" Public Boardwalk Access along the Marina Frontage has been provided and should be taken into overall design consideration on this unusual Site of shallow depth. The Marina Pavilion and several Seating locations along the Boardwalk creates Hotel Guest and Public viewing areas throughout the Waterfront.

The Parking for eleven (11) vehicles has been provided for the Public Use Boat Slips at one (1) Space per two (2) Boats.