

Applicable Flexibility Criteria Overnight Accommodation criteria pursuant to CDC Section 2-803

The proposal supports the specific Overnight Accommodation criteria pursuant to CDC Section 2-803.J as follows:

1. ***With the exception of those properties located on Clearwater Beach, the parcel proposed for development shall front on but shall not involve direct access to a major arterial street unless no other means of access would be possible.***

The parcel proposed for development is situated on Clearwater Beach; therefore, this criterion does not directly apply to this application. However, the project's main frontage faces Coronado Drive and is designated solely for pedestrian access. The primary vehicular access and service areas are located on the secondary streets, Hamden Drive and 5th Street.

2. ***Height: The increased height results in an improved site plan and/or improved design and appearance.***

In 2015, the site was allocated 100 units from the Reserve. A successful overnight accommodation project on the Beach typically requires additional density, leading to the need for flexibility in setbacks, height, and other development parameters. The proposed height increase to 100 feet includes building step-backs of up to 100 feet, as envisioned by the "Beach by Design" guidelines for buildings that comply with the Design Guidelines and have obtained extra density through mechanisms like the Reserve. For instance, the building along Coronado Drive steps back twice: initially, a required 15-foot setback above 25 feet for 76% of the frontage, and then up to 120 feet at the sixth floor. A core strategy of "Beach by Design" is to optimize project densities on the Beach, emphasizing that the number of units directly influences the building's height and form. The proposed number of units necessitates this level of design flexibility to ensure the hotel's viability. Therefore, the proposal is a well-anticipated design solution that is consistent with the established and approved uses of adjacent properties and all applicable Design Guidelines from "Beach by Design." Consequently, the proposal complies with this CDC Section.

3. ***Signs: No sign of any kind is designed or located so that any portion of the sign is more than six feet above the finished grade of the front lot line of the parcel proposed for development unless such signage is a part of an approved comprehensive sign program.***

Response: All signage for the site shall be designed per City of Clearwater Code and a permit filed prior to fabrication and installation.

4. ***Front setback:***
 - a. ***The reduced setback shall contribute to a more active and dynamic street life.***
 - b. ***The reduced setback shall result in an improved site plan through the provision of a more efficient off-street parking area, and/or improved building design and appearance; and***

- c. ***The reduced setback will not result in a loss of landscaped area, as those areas being diminished by the setback reduction will be compensated for in other areas through a Comprehensive Landscape Plan.***

The proposed front setbacks of 15 feet along Coronado Dr, 5th St, and S Hamden Dr are consistent with those required for a Level I Flexible Standard Development review, and no flexibility is requested. The reductions in front setback are limited to pavement and sidewalk areas surrounding the building. The reduction in pavement on the north and east sides of the site accommodates driveways for hotel guest drop-offs and vehicle ingress and egress. Additionally, a sidewalk, at least 10 feet wide, will extend along the street perimeters of the site. Although perimeter landscaping is not required, landscape buffers are provided along the east and west front property lines, ensuring compliance with this CDC Section.

The building design's stepped frontage along the curve of Coronado Drive creates substantial areas for landscaping and activated pedestrian spaces. The proposed 15-foot setbacks along 5th Street and Hamden Drive offer further opportunities for landscaping, enhancing the site's aesthetic and functional integration with the surrounding area.

5. ***Side and rear setbacks:***

- a. ***The reduced setback does not prevent access to the rear of any building by emergency vehicles and/or personnel.***
- b. ***The reduced setback results in an improved site plan through the provision of a more efficient off-street parking area, and/or improved building design and appearance; and***
- c. ***The reduced setback will not result in a loss of landscaped area, as those areas being diminished by the setback reduction will be compensated for in other areas through a Comprehensive Landscape Plan.***

Response: The proposed side setback of 10 feet is consistent with that as otherwise required as part of a Level I Flexible Standard Development review. And no flexibility is requested, Therefore, this criterion is not strictly applicable to the application.

6. ***Off-street parking:***

- a. ***The proposed development contains no more than 130 rooms; and***
- b. ***The proposed development is within 1,000 feet of an existing public parking garage with documented available capacity.***

The proposal does not include a request for a reduction in parking. It outlines up to 400 parking spaces: the 135-room hotel requires 162 spaces at 1.2 spaces per room. The 20,000 square feet of retail space needs 100 spaces at a rate of 5 spaces per 1,000 square feet, and the 6,825 square feet of restaurant space requires 82 spaces at 12 spaces per 1,000 square feet. Additionally, the project includes up to 56 spaces designated for general public parking. Therefore, this criterion is not applicable to the application.

7. ***The design of all buildings shall comply with the Tourist District site and architectural design guidelines in [Section 3-501](#), as applicable.***

The proposal fully complies with all relevant portions of the "Beach by Design" Design Guidelines and is consistent with this CDC Section 3-501.

8. ***Lot area and/or width: The reduction shall not result in a building which is out of scale with existing buildings in the immediate vicinity.***

The subject property spans 76,625 square feet and averages 145 feet in width, exceeding required lot area and width parameters. Similar scale and bulk are found in many adjacent hotel properties, and several approved buildings nearby will be taller and bulkier. This proposal aligns with these Code provisions, making this criterion not directly applicable to the application.

9. ***The parcel proposed for development shall, if located within the Coastal Storm Area, have a hurricane evacuation plan requiring the use close when a hurricane watch is posted; and***

A hurricane evacuation plan will be developed and included as a condition for approval of this application. Therefore, the proposal is consistent with this CDC Section.

10. ***A development agreement must be approved by the city council pursuant to F.S. §§ 163.3221—163.3243 and Community Development Code Section 4-606 if the development proposal exceeds the base density and/or base F.A.R. established for the underlying Future Land Use designation. The development agreement shall:***

- a. ***Comply with all applicable requirements of the "Rules Concerning the Administration of the Countywide Future Land Use Plan" as they pertain to alternative density/intensity, and as amended from time to time;***
- b. ***Be recorded with the clerk of the circuit court pursuant to F.S. § 163.3239, with a copy filed with the property appraiser's office, and a copy submitted to the PPC and CPA for receipt and filing within 14 days after recording; and***
- c. ***Have its development limitations memorialized in a deed restriction, which shall be recorded in the Official Records of Pinellas County prior to the issuance of any building permit for the overnight accommodations use.***

Response: On _____, 2014, the City Council approved the allocation of up to 100 units from the Hotel Density Reserve under *Beach by Design* (Case No. HDA2013-08006) and adopted a resolution to the same effect which included the approval of a development agreement. Therefore, the proposal is consistent with this CDC Section.

Accessory Uses:

- d. ***Accessory uses must be incidental, subordinate, and customarily accessory to overnight accommodations.***

All proposed areas within the hotel are incidental to a "Limited Service" hotel and are considered as subordinate and customarily accessory to the overnight accommodations. The proposal is consistent with this CDC Section.

- e. ***The following shall apply to required parking for accessory uses:***
1. ***Accessory uses located within the building interior may occupy between 15 percent and 20 percent of the gross floor area of the development, but only when additional parking is provided for that portion of the accessory uses which exceeds 15 percent. The required amount of parking shall be calculated by using the minimum off-street parking development standard for the most intensive accessory use(s). Where there is a range of parking standards, the lowest number of spaces allowed shall be used to calculate the additional amount of off-street parking required for the project. In projects where the interior accessory uses exceed 20 percent of the building gross floor area, all interior accessory uses shall be considered additional primary uses for purposes of calculating development potential and parking requirements.***

The project proposes up to 10,805 square feet, or 9.1%, of the space for accessory uses, which are incidental to the operations of a "Limited Service" hotel. These uses are subordinate and customarily accessory to the overnight accommodations. Additionally, the hotel entrance is separate and distinct from the retail and restaurant entrances. Therefore, this criterion is not strictly applicable to the application.

2. ***Regardless of the gross floor area percentage, overnight accommodations with fewer than 50 rooms that have a full service restaurant shall comply with the parking standards for the restaurant use as contained in Table 2-803. The lowest number of spaces allowed shall be used to calculate the additional amount of off-street parking required for the restaurant.***

The proposal includes a Limited-Service hotel with more than 50 rooms. This criterion is not strictly applicable to the application.

- f. *In addition to the requirements above, for those projects that request additional rooms from the Hotel Density Reserve established in Beach by Design and whose interior accessory uses are between ten percent and 15 percent of the gross floor area of the proposed building, density shall be calculated as follows:*
1. *Calculate the maximum number of units allowed by the base density;*
 2. *Calculate the maximum number of units that may be allocated from the Hotel Density Reserve established in Beach by Design;*
 3. *Add the figures determined in i. and ii. to determine the total number of units allowed for the site;*
 4. *Divide the total number of units allowed, as calculated in iii., by the total land area to determine the resulting units per acre for the project site;*
 5. *Determine the total floor area of all interior accessory uses exceeding ten percent of the gross floor area of the proposed building;*
 6. *Subtract the figure determined in v. from the total land area, and divide this difference by 43,560 to determine the net acreage;*
 7. *Multiply the net acreage derived in vi. by the applicable resulting units per acre figure determined in iv. The resulting product is the maximum number of rooms allowable for the project.*
 8. *The final allocation of rooms from the Hotel Density Reserve shall be determined by multiplying the net acreage determined in vi. by the base density and subtracting this product from the maximum number of rooms allowable for the project as determined in vii.*

All proposed areas within the hotel are incidental to a "Limited Service" hotel and are considered as subordinate and customarily accessory to the overnight accommodations. This criterion is not strictly applicable to the application.

Mixed Use Calculation for 405 Coronado Dr.
Maximum Development = (FAR + Hotel Units)

405 Coronado - 1.759 acres or 76,622 square feet of land area – Development Rights only exist on 1.32 acres or 57,499 square feet (the three parcels added had right transferred off)

1. Maximum Non-Residential Uses:
Tourist District = 1.0 FAR
Maximum Non-Residential = 57,499 sf. x 1.0 = 57,499 sf. floor area MAX
2. Maximum Residential Development
Tourist = 50 unit/ac
Maximum Hotel = 1.32 x 50 = 66 units

3. Mixed Use – Developer Proposal
Minimum 26,825 sf. Total Non-Residential
Proposal

How much residential is allowed, given 26,825 sf. of Non-Residential?

Step 1 – Determine how much of site is “allocated” by 26,825 s.f. Non-Residential at maximum 1.0 FAR

$$1.0\text{FAR} = 26,825 \text{ Project } x \text{ (land to support project)}$$

$$1 x = 26,825$$

$$x = 26,825 / 1$$

$$x = 26,825 \text{ s.f. of land needed to support non-residential uses}$$

$$\text{FAR} - 26,825 / 57,499 \text{ SF} = \text{Proposed FAR } 0.47$$

Step 2 – How much land is left for residential development?

57,499 s.f. - total site

26,825 s.f. - land need for nonresidential uses

= 30,797 s.f. - land available for hotel

Step 3 – How many units are allowed on remaining available land?

$$30,797 \text{ sq.} - .707 \text{ ac } x 50 \text{ u/ac} = 35 \text{ hotel units}$$

Development Proposal: - 135 proposed hotel units

- a. ***Signage for any accessory use shall be subordinate to and incorporated into the primary freestanding signage for the overnight accommodation use. In no case shall more than 25 percent of the sign area be dedicated to the accessory uses.***

A sign package has not been submitted yet although the applicant has committed to meeting the requirements of the CDC with regard to signage.

- b. ***Those developments that have obtained additional density from the Destination Resort Density Pool established in Beach by Design are not subject to the requirements set forth in Sections 2-803.I.11.a—d.***

The proposal includes units obtained through the Reserve. This criterion is not strictly applicable to the application.

Beach by Design Criteria

A. Density:

The project proposes 26,825 square feet of ground-level retail/restaurant and an overnight accommodation density of 76.75 units per acre based on the development rights for the 1.32-acre (57,499 sf) portion of the 1.759 acre parcel. This includes 35 base density units, calculated at 50 units per acre, plus 100 additional units requested from the Hotel Density Reserve via a Development Agreement. The total number of units proposed for overnight accommodation is 135.

*57,499 sf developable site – 26,825 sf retail = 30,647 sf @ 50DU/Acre = 35 DU
+100 units from Reserve = 135 Units. This proposal does not ask for additional density.*

B. Height & Separation:

1. Height:

The proposed building height is 100'-0" above the DFE (Design Flood Elevation – BFE plus 24" Freeboard). The proposed building height is 100'-0" above the Design Flood Elevation, to top of roof, and 112'-0" to top of roof top mechanical and stair towers.

2. Separation:

Per the currently planned and approved buildings in the vicinity, there will be no more than two structures over 100 feet in height within 500 feet and there will be no more than four structures over 100 feet tall within the 800 feet.

3. Floor plate:

a. Between 45 feet in height and 100' there is no part of the floorplate that exceeds 25,000 square feet.

b. The mass and scale of the design creates a stepped and tiered effect and the maximum building envelope above 45 feet is 21.24% volumetrically and 13% graphically; significantly below the 75% allowance for buildings with units allocated from the Hotel Pool.

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.**

The massing of the proposed building is comprised of an "L" shaped tower with each leg approximately 65' wide by 160' long and 70' tall, sitting on a 5-story 46' tall parking base, and intersecting at the corner of 5th and Coronado. The 5-story parking garage extends southward along Coronado Dr. 180+ feet beyond the end of the residential portion of the building.

The intent of this portion of Beach by Design is to avoid boxy static building designs; this building incorporates significant movement and massing articulation and provides for a varied and energetic massing design.

See attached plans and elevations,

- 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').**

The proposed building design adds many horizontal steps to the building facades such that no one surface is longer than 100 feet without a break in the façade. See attached plans and elevations;

The Coronado and Hamden stepback guidelines, are implemented as well.

- 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.**

In the proposed elevation design, a significant portion of each façade is composed of windows, balconies, green screens and articulated façade elements. The result is that over 60% of each façade is covered in windows and/or architectural decoration.

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.**

The proposed design occupies approximately 56% 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.**

The building height is maintained at 100', as dictated in Beach by Design. The height and mass of the building meets the design standards of Beach by Design. The massing of the building allows for landscape buffer areas of 15 feet on Hamden Dr., 15' along 5th Street, and 10' to 50' along Coronado Dr. In addition to the greenspace surrounding the building the landscape design concept calls for 10' wide public sidewalks, hardscape plazas at the hotel entry and hotel retail entry.

See attached plans and elevations,

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

The proposed building accommodates three compatible uses, 26,825 SF of Ground Level Retail / Restaurant, a 135 Key Limited-Service Hotel, and a 400 space parking garage. The garage is to serve the retail and hotel minimum requirements. All hotel amenities, dining, and recreation spaces are intended strictly as integral uses, to support the needs of hotel guests, and are within the allowable 10% of Gross Floor Area 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:

- a) Fifteen feet (15') along arterials, and *(Proposed minimum of 15' on Coronado Drive) and 15' on Hamden Drive. Hamden and Coronado both have a 60' wide ROW. The 15' setback on Hamden is prescribed in BbD, and along with the 15' setback gives nearly 30' buffer from the building to the curb. Along Coronado Dr. The building average setback on Coronado is well beyond the required 15'.*
- b) Twelve feet (12') along local streets. *(Proposed 15.00' on 5th Street) The 5th Street setback is greater than the 12' setback prescribed in BbD. This façade also mirrors the 15' setback on the Marriott AC, across 5th St., giving a 90' building separation at the first three floors and increasing to nearly 105 feet at the tower elevations.*

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.

10' side setback is proposed.

3. Coronado 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 Coronado Drive and Hamden Drives 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').**

Along Hamden Drive, the proposed building is setback back 15' from the ROW line and has an additional 15' stepback at 25' (above BFE) for 76% of the building frontage. Please see Elevations, plans, and isometric massing study.

- 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').**

Along Coronado Drive, the proposed building has a minimum setback of 15' and correspondingly the building is stepped back an additional 15' at the requisite 25' height (above DFE) for approximately 76% of the building frontage. (75% minimum is prescribed under Beach by Design.) Please see Elevations, plans, and isometric massing study.

- 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').**

The proposed design maintains the minimum required 15-foot setback.

- 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.**

The recently completed and planned buildings on Coronado Drive and 5th Street are mid- to high-rise structures of varying styles and designs and the proposed design does not mimic or mirror the adjacent buildings.

- e. **Required stepbacks shall span a minimum of 75% of the building frontage width.**

The required stepbacks span approximately 76% of the building frontage along Coronado Drive and 100% on Hamden Drive. The proposed design brings certain appropriate and reasonable portions of the building forward to create appropriate mass, presence and a sense of entry along Coronado and Hamden Drives. The building footprint steps back from the street at the ground-level along Coronado Drive to create recessed, occupiable pedestrian and landscaped spaces, with active retail frontage, offering shade, seating, and refuge from the busy street front.

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')**

At least 60% of the street level facades are transparent and the building footprint steps back from the street at the ground-level along Coronado Drive to create recessed, occupiable garden spaces, with active retail frontage, offering shade, seating, and refuge from the busy street front. The facades include significant amount of glazed storefront at the building entry and accessory spaces on Coronado and 5th, as well as the Porte Cochere and building entrance on 5th, and along Hamden Drive the view into the garage is decoratively screened with metal green screening. Additionally, as defined below, the buildings are setback approximately 15 feet or more from all three street front facades, so the streetscapes are effectively 100% transparent. See attached plans and elevations,

- 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 hardscaped courtyard**

The buildings step back 15 feet or more from all three street front facades, per Beach-by-Design the streetscapes are effectively 100% transparent. See attached plans and elevations,

- c) **Parking structures should utilize architectural details and design elements such a false recessed window, 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.**

The design proposes decoratively screened and articulated garage openings on the all levels. The openings in the parking area at the 4th floor level is pulled back minimally 15 feet from the face of the building, effectively hiding the openings from pedestrian and higher levels. The design of the garage facades are integral with the overall design of the hotel.

See attached plans and elevations,

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.**

Not more than 10% of the area of any street-level windows are opaqued,

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.**

Acknowledged,

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.**

The design proposes cantilevered awnings and canopies along the 5th Street hotel entry as well as the Coronado retail and restaurant facades. These façade articulations will serve to identify the available hotel activity areas and entrances. See attached plans and elevations

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.

The design proposes decoratively screened and articulated garage openings on the lower four levels. The openings in the parking area at the 5th floor level is pulled back minimally 15 feet from the face of the building, effectively hiding the openings from pedestrian and higher levels. See attached plans and elevations.

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.

Signage shall be designed per code and submitted for approval along with the building permit.

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.

Sidewalks are minimally 10' wide. Landscaping shall be designed per code and shall be submitted for approval at DRC application.

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.

Street Benches and trash receptacles are proposed along Coronado Drive and shall be designed per code and submitted for approval at building permit.

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.

Street lighting, it has not been decided if lighting is to be provided, if the ownership determines that they wish to provide additional street lighting, it shall be designed per code and submitted for approval at building 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.

There are no fountains planned for the property, at this time.

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.

The design is primarily white stucco with pale blue and blue-gray surfaces. There are also warm wood tone surfaces and colors planned. All colors are anticipated to follow the BbD color palate.

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.

Proposed sidewalks will be designed using several coordinating paver styles as well as concrete.

3. Street Furniture

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

Concrete street benches are being proposed along Coronado Drive. Designs shall be coordinated with City staff.

4. Color Palette

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

The building shall utilize the BbD color palates.