

Harborview Hotel
411 East Shore Drive
Flexible Development Level II Application
Marina Narrative

Request:

- (2) commercial docks greater than 500 sq ft in overall size;
- Public Boardwalk;
- Marina Use for 8 wet slips; and
- Length Variance for North Dock.

The subject Marina development is located in the Tourist (T) District and the Marina District as defined by Clearwater Beach's *Beach by Design*. Marinas and Marina Facilities are Level Two permitted uses per CDC Section 2-803.

A Development Agreement was entered into July 22, 2019 between the City of Clearwater and the Developer that approved commercial docks with a total of 57 wet slips, of which 22 wet slips were publicly-accessible. The Developer is requesting Flexible Development Level II approval due to the size of the docks being greater than 500 sq-feet in overall size.

The Applicant is also requesting approval to construct a 15-foot wide, publicly-accessible, boardwalk to be constructed along the entire length of the subject property's approximately 300-foot length of seawall.

The request is to construct two commercial docks with a total of 50 wet slips. The slips will primarily be for use by guests of the upland development which is approved as overnight accommodations with a maximum of eight (8) slips being available for rent or lease to the public. 4 dedicated parking spaces are provided for the 8 public Marina slips. The north commercial dock with (26) wet slips is proposed on the parcel occupied by a 32-space parking lot at 411 East Shore. Slips numbered 1-8 on the north dock will be dedicated for the public marina slips as labeled on the dock drawings. A 31-slip commercial dock was approved previously at this location by FLD2009-10037 in 2009. The south commercial dock with (24) wet slips is proposed on the adjacent southern properties at 405 and 409 East Shore. All existing docks will be removed and disposed of properly.

A length variance was previously approved for the north commercial dock to be 318 feet in overall length. The north dock has been scaled back and is proposed to be 260 feet in overall length. Therefore, a length variance of 35 feet is being requested where 225 feet maximum length is allowed. There are no other variances being requested for the Marina.

Harborview Hotel
411 East Shore Drive
Flexible Development Level II Application
Responses to Marinas and Marina Facilities Criteria of CDC Section 3-603

- A. All proposed activities including, but not limited to, fueling, pumping-out, chartering, living-aboard, launching, dry storage and the servicing of boats, motors and related marine equipment shall require approval in accordance with the provisions of the zoning district in which the marina or marina facility is proposed to be located.**

Response: The project is located in the Tourist and Marina District and meets the provisions of the zoning district as follows: a) the parcel is not located in an area identified in the Comprehensive Plan as an area of environmental significance; b) there are no commercial activities other than the mooring of boats on a rental basis proposed; c) the parcel is not contiguous to a parcel of land which is designated as residential in the Zoning Atlas; d) there are no commercial activities or commercial enterprises proposed; e) the hotel will manage the slips; and f) the marina facilities comply with the commercial dock requirements set forth in Section 3-601.C.3 and the Marina and Marina Facilities requirements set forth in [Section 3-603](#).

- B. For marina facilities located adjacent to residential districts, no fueling or launching facilities shall be located within 20 feet of the residential property line, and no fueling or servicing of boats shall occur at such marinas after 9:00 p.m. or before 6:00 a.m.**

Response: The proposal meets the criteria. There are no fueling, servicing or launching facilities proposed.

- C. No fuel storage facility or sanitary pump-out station holding tank shall be located over water.**

Response: There will be no fuel storage on site and sanitary pump-out can occur either by contract with the City's pump-out vessel, at the dock using a portable system that will be stored on land, and alternatively, vessels can utilize the Clearwater Municipal Marina's pump out system.

- D. The marina shall pose no hazard or obstruction to navigation, as determined by the city harbormaster.**

Response: The proposed docks were designed, to the extent possible, to meet all the City's dimensional criteria to provide required side setbacks and to not exceed the maximum width and to not exceed 25% the width of waterway, to not negatively impact navigation. The dimensional criteria ensure docks and slips are wholly located within property lines and that adequate distances to other docks and navigation paths are maintained to not cause navigation conflicts with adjacent properties or the general public using the shared waterways. When properties are located on narrow canals or near a marked channel, a dock's length projection can be further restricted to not exceed 25% the width of the waterway to avoid conflicts with navigation. In this particular case, the docks are meeting or exceeding the minimum required side setbacks and the dock width is allowed per Code. The docks are located on a portion of Mandalay Channel where the width of waterway is greater than 1,300 ft. The length of the north dock was originally permitted to be 318 linear ft and has been scaled back considerably to be only 260 ft now. The Marina's Hurricane Preparedness Plan is also attached to ensure that all safety precautions will be in place to adequately prepare for Hurricanes.

- E. The marina shall not adversely affect the environment, including both onshore and offshore natural resources.**

Response: There are no anticipated adverse impacts to the marine environment. There are seagrass beds at the north dock area. And why the north dock and wet slips were originally approved for a 318-ft length variance. The proposed docks have been scaled back at the north dock but do not impact the existing submerged vegetation within the footprint of the proposed dock or wet slips. Water depths from the proposed dock to the open water and nearest navigation channel are adequate that even if seagrass beds were present there is no risk of prop-scarring. The proposed public boardwalk is designed to minimize impacts to seagrass beds. The boardwalk structure will be built according to the Guidelines of Construction over Submerged Aquatic Vegetation and that entails, utilizing maximum piling spacing, elevated deck height and minimum ½" plank spacing to allow for maximum light penetration. The facility will post educational and informational signs warning boaters of the presence of protected marina mammals and other protected species as required by the Florida Fish and Wildlife Conservation Commission. Best management practices will be implemented by the facility to ensure vessel operators are made aware of nearby speed zones and are respectful of all property owners.

- F. Adequate sanitary facilities shall be provided landside and a sanitary pump-out station shall be provided and shall be available to marina users 24 hours a day.**

Response: Restrooms will be available landside at the hotel. The hotel will contract with the City's mobile pump-out vessel for marine sanitary service rather than install a permanent sanitary pump-out station. The hotel may store an accessible portable pump-out unit landside for pump-out if needed after regular servicing hours. Vessel owners also have the option of pumping out at the Municipal Marina.

- G. A manatee protection plan shall be provided and appropriate speed zone signs shall be posted to control boat speed for manatee protection.**

Response: As part of the Marina's Manatee Protection Plan (MPP), the hotel will: a) post educational and informational signs informing boaters of the presence of the protected Florida Manatee as required by the Florida Fish and Wildlife Conservation Commission, b) provide maps of posted speed zones, vessel exclusion zones and manatee protection zones to vessel operators; and c) require vessel owners provide a copy of their safe boater registration prior to signing a lease agreement. Please see attached proposed MPP.

- H. Adequate spill containment areas shall be provided on the property.**

Response: Fueling and boat servicing are not proposed.

- I. Design of the marina shall maintain existing tidal flushing and aquatic circulation patterns.**

Response: The marina docks are proposed as fixed docks to be secured in place by timber-pilings. The piling spacing and existing adequate depths will ensure adequate flushing and water circulation of the area.

- J. In the event of conflict between these standards and federal or state law or rules, the federal or state law or rules shall apply to the extent that these standards have been preempted; otherwise, the more stringent regulations shall apply.**

Response: Acknowledged.

Beach by Design Criteria

A. Density:

DESIGN RESPONSE:

The proposed design consists of a 91 Suite Transient Overnight Accommodation, at a density of 50 units per acre based on a 1.115-acre parcel of Upland located on both sides of East Shore Drive.

B. Height & Separation:

DESIGN RESPONSE:

1. Height:

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

The Design Flood Elevation (D.F.E) is base flood elevation 11 feet plus two (2) feet of Freeboard.

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 Design Flood Elevation.

The proposed height of the hotel as designed, is at 80'-0" above Design Flood Elevation.

2. Separation:

The proposed hotel is a single Building at a height at 80'-0" above Design flood elevation, within Separation requirements.

3. Floor Plates:

Floor plates at level 1 and level 2 are approximately 18,032 SF, and no part of any floor plate exceeds the maximum allowable.

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 Building Massing Diagrams for the proposed Project can be found on Pages A-910 thru A-913.

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 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: 18,032 sq. ft. The resulting Building Design and Massing is appropriate to the Site dimensions and takes advantage of the maximum allowable height at just under 80'-0", the maximum allowable

site length with the setbacks and below the Floor Area Ratio for a Hotel, while still introducing the necessary Site Amenities such as a Pool with, Deck Areas and 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 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 on sheet A-101 for the Building Footprint and massing diagrams on sheets A-910 through A-913.

- 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 proposed Building continues uninterrupted in excess of 60 feet, meeting the requirement of being less than 100'-0". The building facade on East Shore Drive, is broken by Elevator/Lobby structure and fire stair tower massing that visually breaks the horizontal structure with varied relief.

- 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:

The % coverage for windows or decoration are as follows:

East Façade = total 22,068 s.f., , decorative coverage = 13,526 s.f. = 61% coverage

North Façade = total 8,588 s.f., decorative coverage = 4,891 s.f. = 60% coverage

West Façade = total 20,512 s.f., decorative coverage = 12,368 s.f. = 60% coverage

South Façade = total 8,287 s.f., decorative coverage = 6,038 s.f. = 73% coverage

The total current area for all facades is 59,455 s.f., the decorative coverage for all facades = 36,823 s.f.=

61.9% (1.9% more than required)

- 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 accommodation 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:

East Façade = total 22,068 s.f., above 45'-0" = 9,600 s.f. = total 44% (25% below max. allowable of 70%)

North Façade = total 8,588 s.f., above 45'-0" = 3,895 s.f. = total 45 % (25% below max. allowable of 70%)

West Façade = total 20,512 s.f., above 45' = 9,582 s.f = 47.6% (22.4% below max. allowable of 70%)

South Façade = total 8,287 s.f., above 45' = 3,913 s.f. = 49.7 s.f. (20.3% below max. allowable of 70%)

The total area for all the building facades is 59,455 s.f.. Above 45'-0", the total current amount is 26,990 s.f. = 45.4% (24.6% less than maximum allowable of 70%).

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, maximizes the footprint of the parcel, and uses the 80'-0" allowable building height for Hotels.
2. The East Shore streetscape includes landscaping and benches for public use. The vehicular and pedestrian entry access includes screening and landscape.

Hotel

East – 10'-0" sidewalk

West – 15'-0" boardwalk

Parking Lot

East - 10'-0" sidewalk

West - 10'-0" sidewalk

Landscaping populates the right-of-way areas along 6'-0", 10'-0" and 15'-0" sidewalks for public pedestrian use.

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

DESIGN RESPONSE:

The Building is designed for Hotel related uses only with a mix of overnight accommodations and facility amenities, which are typical for a limited service Hotel. With the exception of the Boardwalk, all other proposed common spaces within the Hotel are those typical for the exclusive use of the Hotel. The Amenities equal a total of 10% of the Hotel area, equal to the 10% accessory allowance.

The adjacent parking lot is for hotel use.

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. The Design incorporates appropriate Side Yard Setbacks and height, using 80'-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.

The five-foot wide setback 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 Side Yard Setbacks as required and proposed are shown on the Site Plans and meet requirements on the North and South Side Yards. The Rear Setbacks on the Waterfront, while varying tremendously, accommodate the depth variations of the Site.

They are found on the plans and as follows:

Hotel Building Setback

East (rear, waterfront) setback 19'-2" (as proposed)

West (front, street-side) setback 5' from property line/ 24' from street curb as proposed)

North (side) setback 36'-9" (as proposed)

South (side) setback 25'-0" (as proposed)

Hotel Parking Setback

East (rear, waterfront) setback 5'-0" (as proposed)

West (front, street-side) setback 5'-0" (as proposed)

North (side) setback 5'-0" (as proposed)

South (side) setback 10'-8" (as proposed)

Parking Lot Parking Setback

East (front, street-side) setback 5'-0" (as proposed)

West (rear, street side) setback 5'-0" (as proposed)

North (side) setback 6'-4" (as proposed)

South (side) setback 5'-0" (as proposed)

3. 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').

DESIGN RESPONSE:

N/A

- c. 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

- d. 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 step back of fifteen feet (15').

DESIGN RESPONSE:

N/A

- e. 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

- f. 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 meet or exceed 60% transparency with Store-Front Lobby Entrance with Planters and Access Plazas.

- 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 a 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:

West parking lot is screened by landscape all sides with the exception of Drive Aisle Entries. East parking area is screened from the public road and the boardwalk by decorative perforated metal screen and landscaping. Additional architecture detailing such as reveal and recess are included so that the function of the building is not readily apparent. Please refer to A-203 and A-204 Color Exterior Elevations and A-901 to A-904 Exterior Rendering.

- 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 indiscernible.

- 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 an entry along East Shore Drive. Articulated building entry leads to a lobby entrance on grade with elevators, transitioning guests to second floor Check-in and lobby lounge. Pool terrace and food/beverage amenity open to views of the Marina and 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 at the Level 1 of the Hotel and at the across the street parking lot. Parking is screened with architectural elements including decorative perforated metal panels and Towers. In addition, both the Hotel and parking lot are articulated with landscaping. The parking totals are as follows and are indicated on Drawings A-101 , A-111, and A-112:

Marina:	4 standard parking spaces
Hotel:	<u>109 valet parking spaces</u>
Total:	113 parking spaces

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 to be developed. It will be creative and reflective of the region and unique to the Project while 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, with a well Landscaped buffers.

The sidewalk widths are noted below:

Hotel

East – 10'-0" sidewalk (East Shore Drive)

West – 15'-0" boardwalk (waterside)

South – no sidewalk (side yard)

North – 5'-0" boardwalk access (side yard)

Parking Lot

East - 10'-0" sidewalk (East Shore Drive)

West - 10'-0" sidewalk (Poinsettia Street)

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:

Twelve (12) Bicycle Racks are sheltered out of weather, under the Building and behind screen enclosures.

Public use benches are not being proposed.

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 is not proposed.

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 water feature is not proposed.

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 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. Composite wood panels and landscaped building panels have been incorporated to soften the faced relating more to the natural elements.

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 at Pool Decks and at all surfaces under Building, will match color elements with Pavers in all areas.

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:

No street furniture is proposed.

4. 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.

Additional Design Items:

Waterfront Public Boardwalk:

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

BEACH BY DESIGN NARRATIVE
PER SECTION V.B.2

The Harborview Hotel at Clearwater Beach Project

The proposed project is a Waterfront 91 Suite Transient Resort Hotel. This Marina 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.

The 1.115 acre property is bordered by the 15 foot wide Public Boardwalk designed to be installed in accordance with the "Beach By Design" Guidelines.

The proposed Hotel is 80'-0" ft above BFE+2 foot freeboard, meets the maximum allowable 80-foot Height. Building does not exceed maximum building height with TDR units. The inclusion of this Boardwalk along the Waterfront allows for an 80' height bonus which the Developer is intentionally not utilizing.

Upon completion the planned hotel will contain 91 overnight accommodation units, which includes 55 base density units (at 50 units per acre), 8 units previously allocated from the Hotel Density Reserve ("Reserve Units"); and 28 transferred hotel units of which 11 have been approved for use (FLD2020-05012/TDR2020-05001) and 17 will need to be approved for use by amending applications FLD2020-05012 and TDR2020-05001.

Access to all hotel units is through a lobby with internal, enclosed corridor on all guest floors. Accessory uses include a bar with limited food service, a Pool and Poolside Deck Area, a Fitness Center, 15' public Waterfront Boardwalk.

All Units in this development will always be made available to transient hotel guests. However, Units received from the reserve will be limited to a term of less than one (1) month or 31 consecutive days. No hotel room in this project has a full kitchen.

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.

Evacuation/Closure covenants will be met and posted.

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

PUBLIC BOARDWALK
BUILDING DESIGN @ MARINA DISTRICT

The Harborview Hotel at Clearwater Beach Project

The height and mass of building is correlated to the dimensional aspects of the parcel and adjacent properties and public spaces. The proposed 91 Suite transient Resort Hotel is 80'-0" above BFE+2-foot freeboard, below the maximum allowable 80-foot Height. It is inclusive of the 15-foot Public Boardwalk along its Waterfront.

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 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 safe pedestrian passage and wayfinding.

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

NARRATIVE – SETBACKS**The Harborview Hotel at Clearwater Beach Project**

The Setbacks as required and proposed are shown on Site Plans.

The proposed project provides 5-foot front setback from the property line, 15-foot from the curb along East Shore Drive per Figure 2 on Clearwater Marina District Boardwalk Design Guidelines and Specifications dated December 2019. Additionally, 30-foot side setback, exceeds the requirement of 25% of the building height or a minimum pf 20 feet whichever is greater per Beach by Design. There is no request for flexibility in this regard.

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	<u>Required</u>	<u>Proposed</u>
East Lot:		
Front:	0 min.	5'-0" min
N. Side Yard:	20'-0"	30 -0"
S. Side yard:	20'-0"	20 -0"
Rear (Waterfront):	18'-0"	18'-0"
West Lot:		
Front:	15'-0"	5' -0"
N Side Yard:	10'-0"	10'-0"
S Side Yard:	10'-0"	10'-0"
Rear:	10'-0"	10'-0"