

# Northside

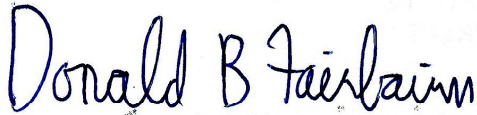
*Engineering, Inc.*

September 12, 2025

RE: Fusion Cigar Lounge  
FID2196005  
Drainage Narrative

Drainage for this site will meet the City of Clearwater requirements for the new impervious area.

Respectfully,



Don Fairbairn, P.E.  
Northside Engineering

Clearwater Office  
300 South Belcher Road  
Clearwater, Florida 33765  
727-443-2869  
housh@northsideengineering.net  
sandy@northsideengineering.net

*Civil ~ Land Planning ~ Due Diligence Report  
Re-Zoning, Land Use & Annexation  
Stormwater Management ~ Utility Design  
Traffic ~ Construction Administration*  
  
*www.northsideengineering.net*

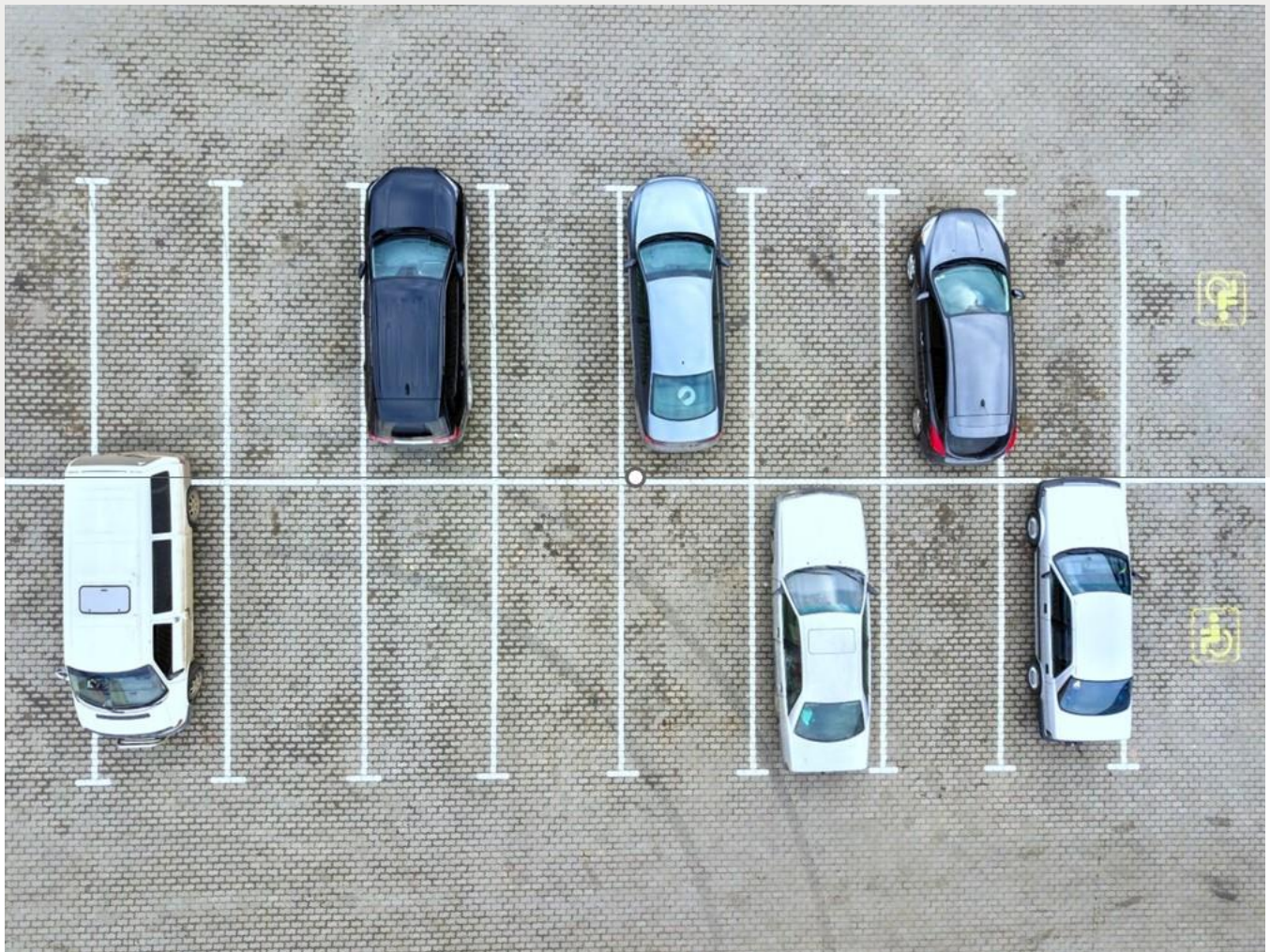
Nashville Office  
601 River Peral Place  
Nashville, Tennessee 37207  
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sandy@northsideengineering.net



GRID ENGINEERING

# PARKING ANALYSIS

City of Clearwater



August 7, 2025

Raymond Dresch  
Development Review Manager  
City of Clearwater  
600 Cleveland St.  
Clearwater, FL 33755

Dear Mr. Dresch,

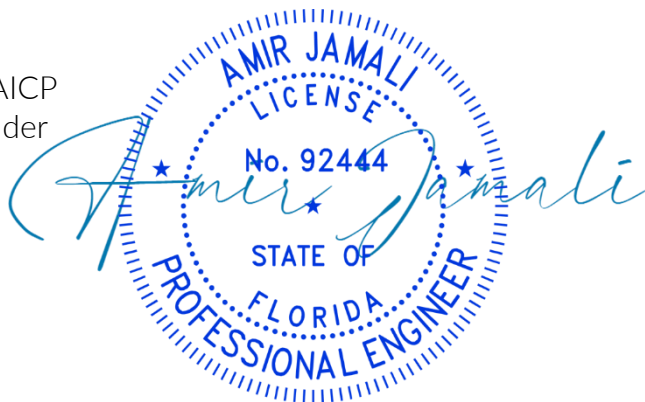
I am pleased to submit the Parking Analysis Report for the proposed Cigar Lounge and Bar, located at 696 S Gulfview Blvd, Clearwater, FL 33767 (Parcel ID: 17-29-15-05004-002-0140).

This study evaluates the parking demand associated with the proposed use and considers both industry-standard methodology and site-specific conditions. The analysis incorporates applicable data from the ITE Parking Generation Manual, observed field conditions, and the unique characteristics of the Clearwater Beach area, including pedestrian activity and surrounding public parking availability.

We trust that this report provides a clear and comprehensive assessment of the project's parking needs. Please feel free to contact me if you have any questions or require additional information.

Sincerely,

Amir Jamali, PE, AICP  
President & Founder  
Grid Engineering



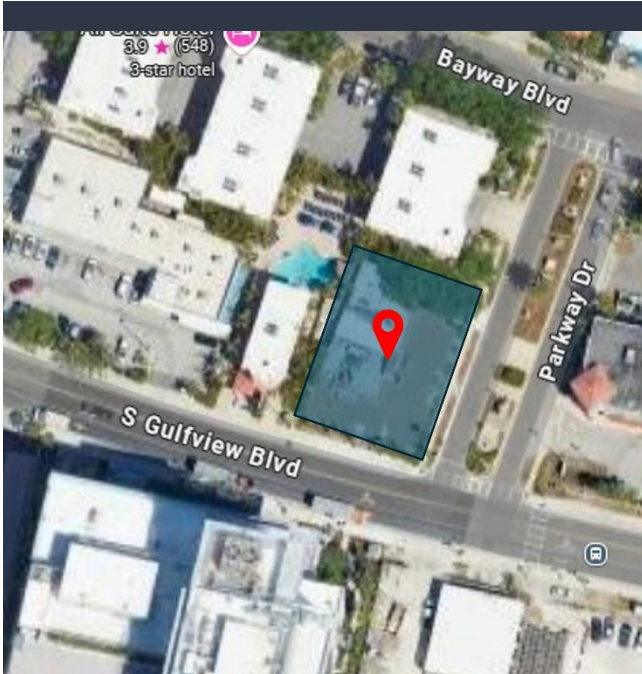
8/7/2025

This item has been digitally signed and sealed by **Amir Jamali** on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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# Project Overview



## Introduction

This parking analysis has been prepared in support of the proposed Cigar Lounge and Bar located at 696 S Gulfview Blvd, Clearwater, FL 33767 (Parcel ID: 17-29-15-05004-002). The purpose of this study is to evaluate anticipated parking demand and assess the adequacy of available parking resources to support the proposed use.

The project involves the conversion of an existing 3,476 square-foot retail space within the Clearwater Beach Tourist District (T zoning)—a highly walkable, tourism-focused area characterized by significant pedestrian activity, nearby hotels, beach access, and several public parking facilities.

According to Section 2-802 of the City's Community Development Code, bar uses in the T district are required to provide 10 parking spaces per 1,000 square feet, resulting in a baseline requirement of approximately 35 spaces for the proposed use. To evaluate actual demand, this study combines industry-standard data from the ITE Parking Generation Manual with on-site parking occupancy counts conducted on Friday and Saturday between 2:00 PM and 10:00 PM, which reflect peak activity periods.

The analysis also considers contextual factors such as high rates of pedestrian access, surrounding public parking availability, and prior City acceptance of a similar parking study for a restaurant use at the same location.



# Data Collection

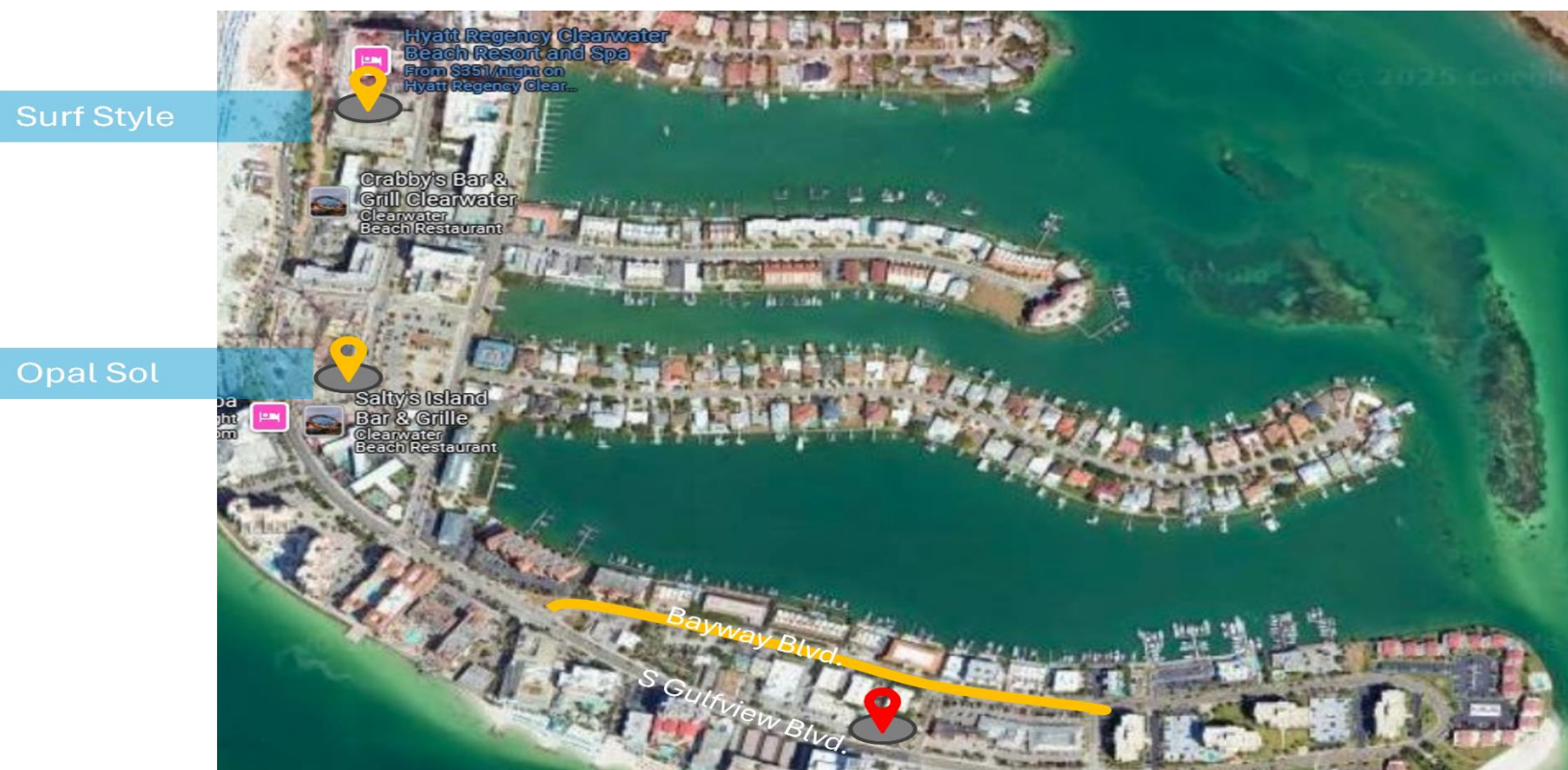
## Procedure

To assess the availability and usage of nearby parking resources, field data collection was conducted on Friday and Saturday, during the hours of 2:00 PM to 10:00 PM. These timeframes were selected to capture peak demand periods typically associated with bar and lounge activity in the Clearwater Beach area.

Parking occupancy was recorded at 15-minute intervals to develop a detailed accumulation profile throughout the observation window. The data collection focused on public and publicly accessible parking areas within walking distance of the project site, including:

- On-street parking along Bayway Boulevard
- The **Surf Style** public parking garage (315 S Gulfview Blvd.)
- The **Opal Sol** parking garage (400 Coronado Dr.)

The observations were conducted manually, with the number of occupied spaces and available spaces recorded for each location during each interval. This information was then used to evaluate the degree of utilization and identify peak conditions, which were compared against the project's calculated parking demand.



# Demand Trends

To evaluate local parking availability during peak hours, field observations were conducted on Friday and Saturday between 2:00 PM and 10:00 PM. The data collection focused on on-street parking along Bayway Boulevard as well as two nearby public parking garages, which together provide a total of 766 spaces.

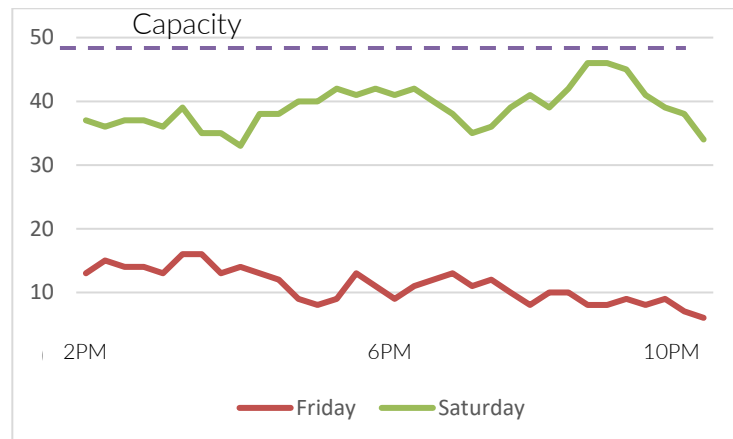
## On-Street Parking

- On Friday, peak demand reached 16 occupied spaces out of 46 available, representing approximately 35% occupancy.
- On Saturday, demand increased significantly, with 44 of 46 spaces occupied, or 96% utilization, during the evening hours.

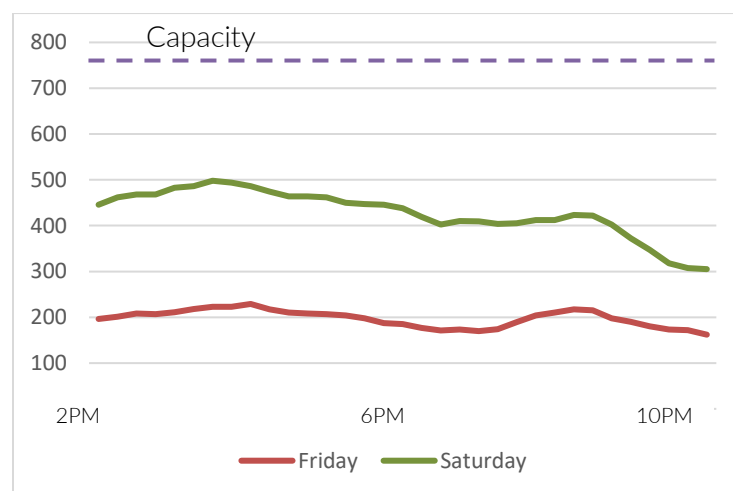
## Public Parking Garages

- On Friday, a combined maximum of 229 spaces were occupied, equating to approximately 30% utilization.
- On Saturday, occupancy peaked at 498 spaces, or about 65% utilization.

Refer to Appendix A for detailed occupancy data and time-specific observations.



Bay Boulevard Occupied On-Street Parking Spaces  
Max Capacity = 46



Occupied Parking Garage Spaces  
Max Capacity = 766

# Project Demand Projection

This study evaluates the anticipated parking demand for the proposed Cigar Lounge and Bar using the ITE Parking Generation Manual, 6th Edition. As there is no specific land use code for cigar lounges, ITE Land Use Code 932 – High-Turnover Sit-Down Restaurant has been selected as a conservative proxy due to its similar customer turnover patterns, length of stay, and space utilization characteristics.

Based on the ITE methodology, the projected peak parking demand is approximately 50 spaces on Fridays and 40 spaces on Saturdays. However, considering the site's location in Clearwater Beach, where a significant portion of patrons are expected to arrive on foot from nearby hotels or residences, the analysis incorporates a mode share adjustment to account for non-vehicular access. In alignment with City precedent, a pedestrian/non-driver adjustment factor of up to 80% may be applied to reflect realistic conditions in the area.

After applying the mode share adjustment, the effective vehicular parking demand is estimated to be 10 spaces on Friday and 8 spaces on Saturday.

For comparison, the City of Clearwater's Community Development Code requires a total of 35 parking spaces for the proposed use. This requirement is significantly higher than the adjusted demand projections derived from ITE data, which account for a substantial pedestrian and non-driver mode share typical of the Clearwater Beach area.

Further details regarding ITE assumptions, calculation methodology, and adjustment factors are provided in Appendix "B".

<i>Reference</i>	<i>Friday</i>	<i>Saturday</i>
<i>ITE</i>	50	40
<i>Adjusted Demand</i>	10	8
<i>City CDC</i>	35	35



# Report

## SUMMARY



### Conclusion

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The analysis presented in this study demonstrates that the projected parking demand for the proposed Cigar Lounge and Bar at 696 S Gulfview Blvd is significantly lower than the City of Clearwater's standard parking requirement. Using ITE Land Use Code 932 as a conservative proxy and applying an 80% pedestrian/non-driver adjustment based on the site's location and City precedent, the estimated peak parking demand is approximately 10 spaces on Friday and 8 spaces on Saturday.

To assess nearby parking availability, field data was collected along Bayway Boulevard and at two nearby public garages—Surf Style and Opal Sol—which together provide 766 spaces. On Saturday evening, garage occupancy peaked at 65%, with over 250 spaces available. On Friday, garage use was lower at 30%. On-street parking along Bayway Boulevard reached 96% occupancy on Saturday, but remained at just 35% on Friday.

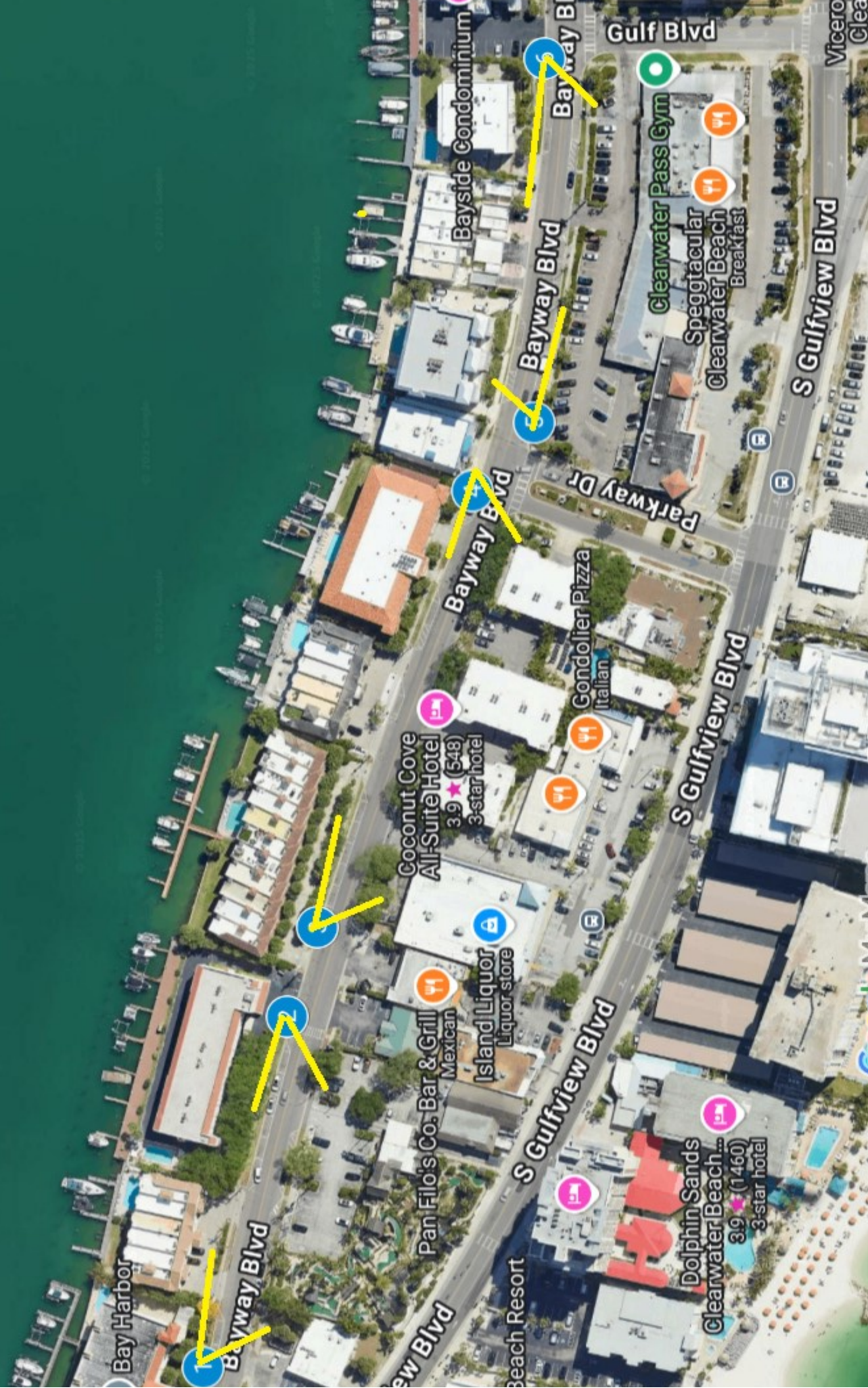
These results show that the area's public parking facilities have sufficient surplus capacity, even during peak periods. Combined with the project's walkable location and expected non-vehicular access, the off-site parking supply can support overflow demand.

Overall, the proposed four (4) on-site spaces, in combination with nearby public parking and reduced vehicular demand, are adequate to meet the needs of the proposed use. This supports approval of the requested parking flexibility under the City's Level 1 Flexible Standard (FLS) process.

# APPENDIX A

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Data Collection



Information	
Day	Friday
Start Date	7/25/2025
Start Time	14:00
Location	BayView Blvd.



Time	Camera1	Camera2	Camera3	Camera4	Camera5	Camera6
	Count	Count	Count	Count	Count	Count
14:00	7	3	0	2	0	1
14:15	7	3	1	2	1	1
14:30	7	3	1	1	1	1
14:45	6	3	1	2	1	1
15:00	6	3	0	2	0	2
15:15	6	2	1	4	1	2
15:30	7	2	1	3	1	2
15:45	7	2	1	2	0	1
16:00	7	3	1	2	0	1
16:15	7	4	1	0	0	1
16:30	6	3	1	1	0	1
16:45	5	3	0	0	0	1
17:00	4	3	0	0	0	1
17:15	4	3	0	0	0	2
17:30	6	3	2	0	1	1
17:45	7	1	0	2	0	1
18:00	6	1	0	1	0	1
18:15	4	1	0	1	3	2
18:30	4	1	0	1	4	2
18:45	3	0	1	1	4	4
19:00	2	1	1	1	2	4
19:15	3	1	0	2	2	4
19:30	3	1	1	1	0	4
19:45	3	1	0	0	0	4
20:00	3	1	1	0	2	3
20:15	3	1	1	0	2	3
20:30	1	1	1	1	2	2
20:45	1	1	1	1	2	2
21:00	2	1	1	1	2	2
21:15	2	1	1	1	2	1
21:30	2	2	1	1	2	1
21:45	2	1	1	1	1	1
22:00	1	1	1	1	1	1



Info	
Day	Saturday
Start Date	7/26/2025
Start Time	14:00
Location	BayView Blvd.



**GRID**  
ENGINEERING

Time	Camera1	Camera2	Camera3	Camera4	Camera5	Camera6
	Count	Count	Count	Count	Count	Count
14:00	7	6	9	9	2	4
14:15	7	6	9	9	2	3
14:30	7	6	9	9	3	3
14:45	7	6	9	9	3	3
15:00	7	6	8	9	4	2
15:15	7	6	9	9	6	2
15:30	7	5	7	8	5	3
15:45	7	5	7	8	6	2
16:00	7	6	6	7	5	2
16:15	6	6	8	9	5	4
16:30	6	5	8	9	5	5
16:45	7	6	9	8	5	5
17:00	7	5	8	9	5	4
17:15	7	6	9	9	5	4
17:30	7	6	9	8	5	4
17:45	7	6	9	8	5	5
18:00	7	6	9	8	5	4
18:15	7	6	9	8	5	5
18:30	7	5	9	8	5	4
18:45	7	5	7	8	5	4
19:00	7	6	6	7	5	2
19:15	7	6	7	7	5	2
19:30	7	6	9	8	5	2
19:45	7	6	9	8	5	4
20:00	6	6	9	7	5	4
20:15	7	6	9	9	5	4
20:30	7	6	9	9	5	8
20:45	7	6	9	9	5	8
21:00	7	6	8	9	5	8
21:15	7	6	7	7	5	7
21:30	7	6	7	6	5	6
21:45	7	5	7	5	5	7
22:00	6	5	7	5	5	4





Date	Time	Surf Style				Opal Sol				Available Space
		In	Out	Occupied	Capacity	In	Out	Occupied	Capacity	
8/1/2025	13:45			78	300			118	466	570
8/1/2025	14:00	6	4	80	300	6	3	121	466	565
8/1/2025	14:15	6	2	84	300	4	1	124	466	558
8/1/2025	14:30	3	6	81	300	2	0	126	466	559
8/1/2025	14:45	7	4	84	300	4	3	127	466	555
8/1/2025	15:00	9	4	89	300	3	1	129	466	548
8/1/2025	15:15	10	6	93	300	4	3	130	466	543
8/1/2025	15:30	9	9	93	300	6	6	130	466	543
8/1/2025	15:45	10	6	97	300	3	1	132	466	537
8/1/2025	16:00	7	13	91	300	2	8	126	466	549
8/1/2025	16:15	10	16	85	300	1	2	125	466	556
8/1/2025	16:30	6	8	83	300	4	4	125	466	558
8/1/2025	16:45	6	5	84	300	4	6	123	466	559
8/1/2025	17:00	3	6	81	300	3	3	123	466	562
8/1/2025	17:15	3	7	77	300	1	3	121	466	568
8/1/2025	17:30	2	9	70	300	0	4	117	466	579
8/1/2025	17:45	3	7	66	300	5	3	119	466	581
8/1/2025	18:00	2	7	61	300	2	5	116	466	589
8/1/2025	18:15	1	5	57	300	1	3	114	466	595
8/1/2025	18:30	5	5	57	300	3	1	116	466	593
8/1/2025	18:45	4	5	56	300	1	3	114	466	596
8/1/2025	19:00	12	6	62	300	1	3	112	466	592
8/1/2025	19:15	17	1	78	300	2	3	111	466	577
8/1/2025	19:30	18	3	93	300	2	2	111	466	562
8/1/2025	19:45	9	5	97	300	6	4	113	466	556
8/1/2025	20:00	16	11	102	300	4	2	115	466	549
8/1/2025	20:15	12	14	100	300	1	1	115	466	551
8/1/2025	20:30	5	21	84	300	1	2	114	466	568
8/1/2025	20:45	6	13	77	300	2	3	113	466	576
8/1/2025	21:00	2	12	67	300	1	1	113	466	586
8/1/2025	21:15	4	11	60	300	1	1	113	466	593
8/1/2025	21:30	5	6	59	300	1	1	113	466	594
8/1/2025	21:45	0	10	49	300	1	1	113	466	604



Date	Time	Surf Style				Opal Sol				Available Space
		In	Out	Occupied	Capacity	In	Out	Occupied	Capacity	
8/2/2025	13:45	0	0	223	300	0	0	223	466	320
8/2/2025	14:00	19	8	234	300	6	1	228	466	304
8/2/2025	14:15	13	9	238	300	5	3	230	466	298
8/2/2025	14:30	5	13	230	300	11	3	238	466	298
8/2/2025	14:45	16	8	238	300	9	2	245	466	283
8/2/2025	15:00	14	15	237	300	7	3	249	466	280
8/2/2025	15:15	22	11	248	300	7	6	250	466	268
8/2/2025	15:30	16	18	246	300	2	4	248	466	272
8/2/2025	15:45	10	19	237	300	6	5	249	466	280
8/2/2025	16:00	8	21	224	300	6	5	250	466	292
8/2/2025	16:15	9	22	211	300	8	5	253	466	302
8/2/2025	16:30	16	15	212	300	4	5	252	466	302
8/2/2025	16:45	11	12	211	300	4	5	251	466	304
8/2/2025	17:00	11	16	206	300	4	11	244	466	316
8/2/2025	17:15	8	13	201	300	7	5	246	466	319
8/2/2025	17:30	13	19	195	300	9	4	251	466	320
8/2/2025	17:45	13	18	190	300	2	5	248	466	328
8/2/2025	18:00	7	23	174	300	3	6	245	466	347
8/2/2025	18:15	12	21	165	300	2	10	237	466	364
8/2/2025	18:30	19	13	171	300	3	1	239	466	356
8/2/2025	18:45	10	10	171	300	4	5	238	466	357
8/2/2025	19:00	18	16	173	300	2	9	231	466	362
8/2/2025	19:15	13	12	174	300	2	2	231	466	361
8/2/2025	19:30	18	10	182	300	5	6	230	466	354
8/2/2025	19:45	14	17	179	300	6	3	233	466	354
8/2/2025	20:00	20	11	188	300	6	4	235	466	343
8/2/2025	20:15	15	15	188	300	4	5	234	466	344
8/2/2025	20:30	7	21	174	300	0	6	228	466	364
8/2/2025	20:45	4	28	150	300	2	8	222	466	394
8/2/2025	21:00	2	25	127	300	2	4	220	466	419
8/2/2025	21:15	5	32	100	300	3	5	218	466	448
8/2/2025	21:30	7	14	93	300	0	4	214	466	459
8/2/2025	21:45	0	0	93	300	2	4	212	466	461

# APPENDIX **B**

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ITE PARKING GENERATION MANUAL

## High-Turnover (Sit Down) Restaurant - Does Not Serve Breakfast (932)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Friday

Setting/Location: General Urban/Suburban

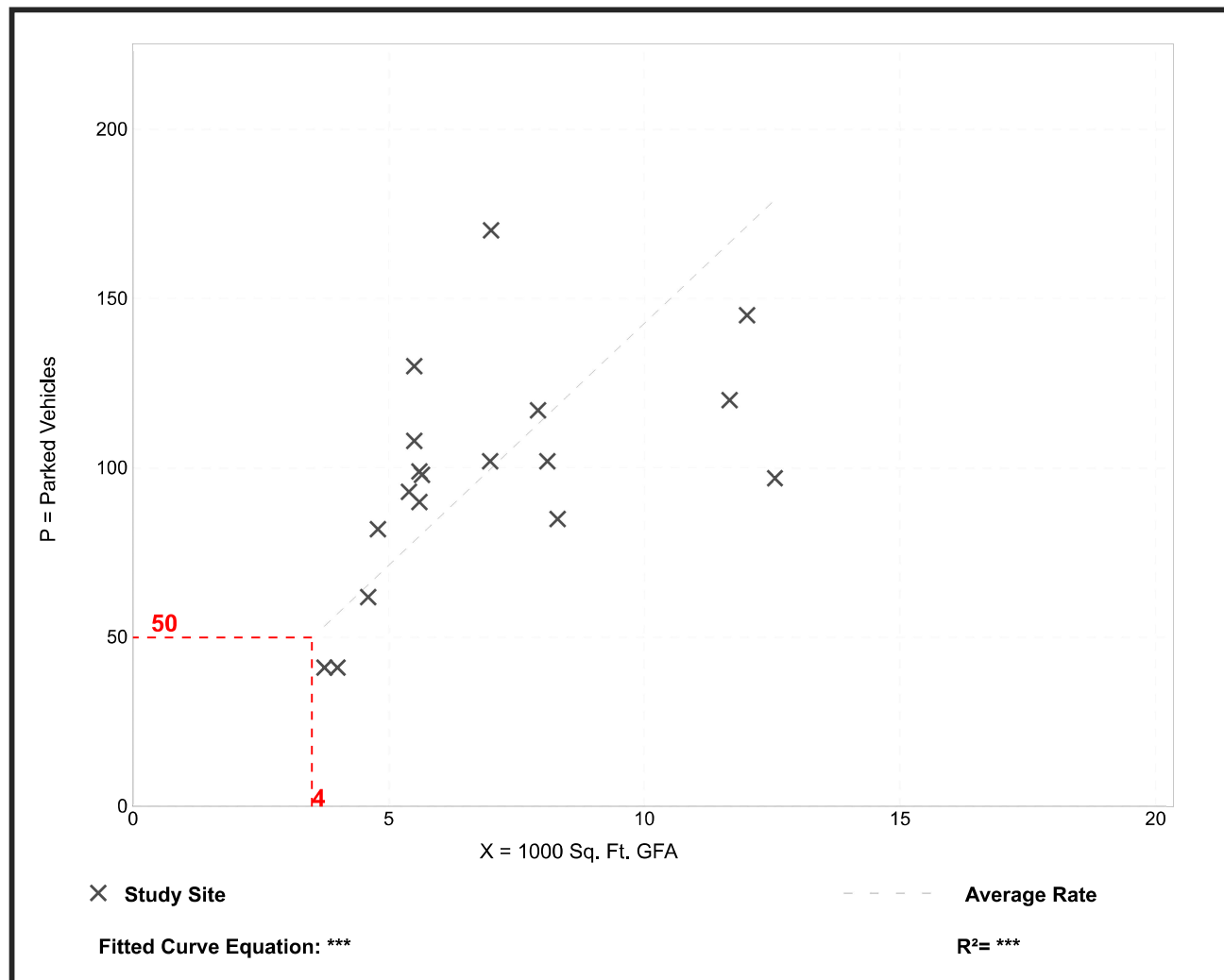
Number of Studies: 18

Avg. 1000 Sq. Ft. GFA: 6.9

### Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
14.27	7.73 - 24.29	12.22 / 20.24	***	4.71 (33%)

### Data Plot and Equation



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

## High-Turnover (Sit Down) Restaurant - Does Not Serve Breakfast (932)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Saturday

Setting/Location: General Urban/Suburban

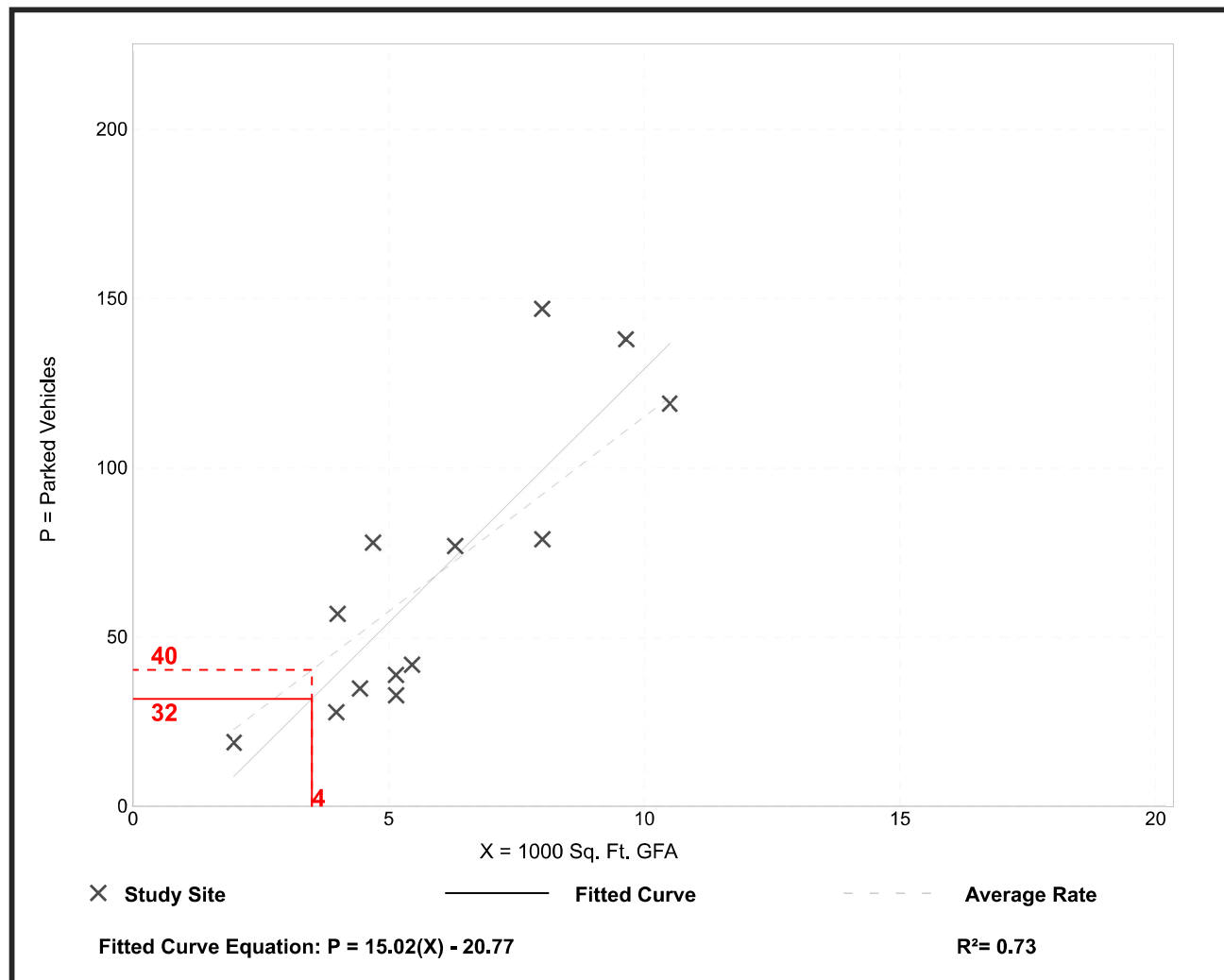
Number of Studies: 13

Avg. 1000 Sq. Ft. GFA: 5.9

### Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
11.53	6.41 - 18.38	7.80 / 16.37	***	3.87 (34%)

### Data Plot and Equation



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers





## CONTACT INFO:

**Prepared For:**

Fusion Cigar Lounge and Bar

**Prepared By:**

Grid Engineering

Amir Jamali, PE, AICP

**P:** (813) 400 0393

**E:** [amir@gridengr.com](mailto:amir@gridengr.com)

**W:** [www.gridengr.com](http://www.gridengr.com)



## Lauren C. Rubenstein

---

**From:** Amir Jamali <amir@gridengr.com>  
**Sent:** Monday, July 28, 2025 10:39 AM  
**To:** Dresch, Raymond  
**Cc:** daguasvivas@hotmail.com; wta@agathis.us; Schmidt, Ava; Kozak, Ted; Lauren C. Rubenstein  
**Subject:** Re: Parking Study Methodology

**[External email; exercise caution]**

Thank you, Ray!

Regards,  
**AMIR JAMALI**, PE, AICP, PTOE  
Founder & President | Grid Engineering  
c (406) 580 8089 | p (813) 400 0393  
[amir@gridengr.com](mailto:amir@gridengr.com) | [www.gridengr.com](http://www.gridengr.com)



---

**From:** Dresch, Raymond <Raymond.Dresch@MyClearwater.com>  
**Sent:** Monday, July 28, 2025 8:53 AM  
**To:** Amir Jamali <amir@gridengr.com>  
**Cc:** daguasvivas@hotmail.com <daguasvivas@hotmail.com>; wta@agathis.us <wta@agathis.us>; Schmidt, Ava <Ava.Schmidt@MyClearwater.com>; Kozak, Ted <Ted.Kozak@myclearwater.com>; Lauren C. Rubenstein <lauren.rubenstein@hwhlaw.com>  
**Subject:** RE: Parking Study Methodology

Amir,

This location has a history of mixed use fast-food/retail store and more recently as a sit-down restaurant. Given the background of usage for the site, a traffic impact study will not be required for the proposed usage (Cigar Bar).

**Raymond Dresch, E.I.**  
**Transportation Engineering Specialist III**  
City of Clearwater | *Public Works / Engineering*  
Office: 727.444.8775  
Cell: 727.383.1901



---

**From:** Amir Jamali <amir@gridengr.com>  
**Sent:** Friday, July 25, 2025 5:15 PM  
**To:** Dresch, Raymond <Raymond.Dresch@MyClearwater.com>  
**Cc:** daguasvivas@hotmail.com; wta@agathis.us; Schmidt, Ava <Ava.Schmidt@MyClearwater.com>; Kozak, Ted <Ted.Kozak@myclearwater.com>; Lauren C. Rubenstein <lauren.rubenstein@hwlaw.com>  
**Subject:** Re: Parking Study Methodology

**CAUTION:** This email originated from outside of the City of Clearwater. Do not click links or open attachments unless you recognize the sender and know the content is safe.

---

Hi Ray,

Could you please confirm whether a traffic impact study is required for the subject project? If you're not the right person to advise on this, I'd really appreciate it if you could point me in the right direction.

Regards,

**AMIR JAMALI**, PE, AICP, PTOE  
Founder & President | Grid Engineering  
c (406) 580 8089 | p (813) 400 0393  
[amir@gridengr.com](mailto:amir@gridengr.com) | [www.gridengr.com](http://www.gridengr.com)

---

**From:** Dresch, Raymond <[Raymond.Dresch@MyClearwater.com](mailto:Raymond.Dresch@MyClearwater.com)>  
**Sent:** Wednesday, July 23, 2025 4:09:51 PM  
**To:** Amir Jamali <[amir@gridengr.com](mailto:amir@gridengr.com)>  
**Cc:** Housh Ghovaei, CEO <[housh@northsideengineering.net](mailto:housh@northsideengineering.net)>; [daguasvivas@hotmail.com](mailto:daguasvivas@hotmail.com) <[daguasvivas@hotmail.com](mailto:daguasvivas@hotmail.com)>; [wta@agathis.us](mailto:wta@agathis.us) <[wta@agathis.us](mailto:wta@agathis.us)>; Schmidt, Ava <[Ava.Schmidt@MyClearwater.com](mailto:Ava.Schmidt@MyClearwater.com)>; Kozak, Ted <[Ted.Kozak@myclearwater.com](mailto:Ted.Kozak@myclearwater.com)>  
**Subject:** RE: Parking Study Methodology

Amir,

Thank you for the follow up email. I confirm on the change to replace the Hyatt with the Opal Sol for the study.

**Raymond Dresch, E.I.**  
**Transportation Engineering Specialist III**  
**City of Clearwater | Public Works / Engineering**  
Office: 727.444.8775  
Cell: 727.383.1901



---

**From:** Amir Jamali <[amir@gridengr.com](mailto:amir@gridengr.com)>  
**Sent:** Wednesday, July 23, 2025 4:00 PM  
**To:** Dresch, Raymond <[Raymond.Dresch@MyClearwater.com](mailto:Raymond.Dresch@MyClearwater.com)>  
**Cc:** Housh Ghovaei, CEO <[housh@northsideengineering.net](mailto:housh@northsideengineering.net)>; [daguasvivas@hotmail.com](mailto:daguasvivas@hotmail.com); [wta@agathis.us](mailto:wta@agathis.us); Schmidt, Ava <[Ava.Schmidt@MyClearwater.com](mailto:Ava.Schmidt@MyClearwater.com)>; Kozak, Ted <[Ted.Kozak@myclearwater.com](mailto:Ted.Kozak@myclearwater.com)>  
**Subject:** Re: Parking Study Methodology

Ray,

Per our phone conversation, I'll replace Opal Sol parking with the Hyatt Regency parking in the study.

Thank you again for your prompt review—I really appreciate it.

Regards,

**AMIR JAMALI**, PE, AICP, PTOE

Founder & President | Grid Engineering

c (406) 580 8089 | p (813) 400 0393

[amir@gridengr.com](mailto:amir@gridengr.com) | [www.gridengr.com](http://www.gridengr.com)



---

**From:** Dresch, Raymond <[Raymond.Dresch@MyClearwater.com](mailto:Raymond.Dresch@MyClearwater.com)>

**Sent:** Wednesday, July 23, 2025 3:41 PM

**To:** Amir Jamali <[amir@gridengr.com](mailto:amir@gridengr.com)>

**Cc:** Housh Ghovaei, CEO <[housh@northsideengineering.net](mailto:housh@northsideengineering.net)>; [daguasvivas@hotmail.com](mailto:daguasvivas@hotmail.com) <[daguasvivas@hotmail.com](mailto:daguasvivas@hotmail.com)>; [wta@agathis.us](mailto:wta@agathis.us) <[wta@agathis.us](mailto:wta@agathis.us)>; Schmidt, Ava <[Ava.Schmidt@MyClearwater.com](mailto:Ava.Schmidt@MyClearwater.com)>; Kozak, Ted <[Ted.Kozak@myclearwater.com](mailto:Ted.Kozak@myclearwater.com)>

**Subject:** RE: Parking Study Methodology

Amir,

Related Case: BCP2025-060157

I concur with the proposed methodology using the previously established process using ITE Use Code 932 and anticipated peak hours of operation on Friday/Saturday. However, there has been new construction completed since the previous study which provides additional available parking closer to the property and within the walking range as previously established.

- **Please include the Opal Sol parking garage facility in the study.**

Issue 1 • Pg 4: Data Collection Locations -- (New Garage) Opal Sol Hotel at 400 Coronado Drive.

Issue 2 • Pg 10: Math Error in Previous Study – Table 1 Restaurant Customers 20% of 42 = 8.4 -> 8 (not 7 as shown).

**Raymond Dresch, E.I.**

**Transportation Engineering Specialist III**

City of Clearwater | *Public Works / Engineering*

Office: 727.444.8775

Cell: 727.383.1901



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**From:** Amir Jamali <[amir@gridengr.com](mailto:amir@gridengr.com)>  
**Sent:** Wednesday, July 23, 2025 11:56 AM  
**To:** Kozak, Ted <[Ted.Kozak@myclearwater.com](mailto:Ted.Kozak@myclearwater.com)>; Dresch, Raymond <[Raymond.Dresch@MyClearwater.com](mailto:Raymond.Dresch@MyClearwater.com)>  
**Cc:** Housh Ghovaei, CEO <[housh@northsideengineering.net](mailto:housh@northsideengineering.net)>; [daguasvivas@hotmail.com](mailto:daguasvivas@hotmail.com); [wta@agathis.us](mailto:wta@agathis.us)  
**Subject:** Re: Parking Study Methodology

**CAUTION:** This email originated from outside of the City of Clearwater. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Ted - Thank you for prompt response.

Ray – Please let me know if you have any questions. I'd really appreciate it if you could review the methodology at your earliest convenience, as we're aiming to begin data collection later this week.

Regards,  
**AMIR JAMALI**, PE, AICP, PTOE  
Founder & President | Grid Engineering  
c (406) 580 8089 | p (813) 400 0393  
[amir@gridengr.com](mailto:amir@gridengr.com) | [www.gridengr.com](http://www.gridengr.com)



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**From:** Kozak, Ted <[Ted.Kozak@myclearwater.com](mailto:Ted.Kozak@myclearwater.com)>  
**Sent:** Wednesday, July 23, 2025 11:53 AM  
**To:** Amir Jamali <[amir@gridengr.com](mailto:amir@gridengr.com)>; Dresch, Raymond <[Raymond.Dresch@MyClearwater.com](mailto:Raymond.Dresch@MyClearwater.com)>  
**Cc:** Housh Ghovaei, CEO <[housh@northsideengineering.net](mailto:housh@northsideengineering.net)>; [daguasvivas@hotmail.com](mailto:daguasvivas@hotmail.com) <[daguasvivas@hotmail.com](mailto:daguasvivas@hotmail.com)>; [wta@agathis.us](mailto:wta@agathis.us) <[wta@agathis.us](mailto:wta@agathis.us)>  
**Subject:** RE: Parking Study Methodology

Good morning,

I am looping in Ray, because he is ultimately the person to review this.

Thank you,

Ted Kozak, AICP  
ISA Certified Arborist FL-6327A  
Development Review Manager



Interim Long Range Manager  
2741 State Road 580  
Clearwater, FL 33761  
(727) 444-8941

**Please note: Planning & Development is now located at the above address.**

---

**From:** Amir Jamali <[amir@gridengr.com](mailto:amir@gridengr.com)>  
**Sent:** Wednesday, July 23, 2025 11:49 AM  
**To:** Kozak, Ted <[Ted.Kozak@myclearwater.com](mailto:Ted.Kozak@myclearwater.com)>  
**Cc:** Housh Ghovaei, CEO <[housh@northsideengineering.net](mailto:housh@northsideengineering.net)>; [daguasvivas@hotmail.com](mailto:daguasvivas@hotmail.com); [wta@agathis.us](mailto:wta@agathis.us)  
**Subject:** Parking Study Methodology

**CAUTION:** This email originated from outside of the City of Clearwater. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Hi Ted,

I hope you're doing well.

Attached is the proposed parking study methodology for the Cigar Lounge and Bar located at 696 S Gulfview Blvd (Parcel ID: 17-29-15-05004-002).

We're planning to begin data collection at the end of this week, so I'd greatly appreciate it if you could take a quick look and let me know if the methodology is acceptable or if any adjustments are needed.

Please don't hesitate to reach out if you have any questions.

Regards,

**AMIR JAMALI**, PE, AICP, PTOE

Founder & President | Grid Engineering

c (406) 580 8089 | p (813) 400 0393

[amir@gridengr.com](mailto:amir@gridengr.com) | [www.gridengr.com](http://www.gridengr.com)



**Comprehensive Landscaping Application Narrative  
for Flexible Development Application #FLD2025-08020  
Fusion Cigar Lounge at 696 South Gulfview Blvd, Clearwater, Florida 33767**

1. The landscaping is designed as part of the architectural theme as it is reflective of an urban, beachfront lounge. There is no place to install foundation plantings around the façade of the building due to existing walkways and site constraints. However, the lush landscape area that will separate the outdoor dining area from the public sidewalk and right-of-way, the ground cover, the palms along the sidewalk and the landscaped beds separating the surface parking from the sidewalk along Parkway Drive, all complement the building and enhance the visual appeal of the site, in compliance with this criterion.
2. The applicant anticipates utilizing some outdoor lighting to highlight the palm trees and enhance the outdoor aesthetics. The proposed landscape lighting will be on an automatic timer that turns off when the Cigar Lounge is closed. It will also comply with any requirements of turtle-safe lighting.
3. The landscape treatment proposed in the CLP will enhance the community character of the City of Clearwater and additionally meet the intent of *Beach by Design* by providing human scale pedestrian friendly street-level facades with a wide sidewalk, green space and beautiful landscape elements. The large, landscaped area along South Gulfview Boulevard creates an appealing streetscape environment and serves as a buffer between the dining space and the sidewalk. The sidewalk lined with palms will also enhance pedestrian safety and unobstructed movement along the sidewalk. The proposed landscaping will make the property more attractive thereby enhancing the surrounding community character. The proposal is in compliance with this criterion.
4. The landscaping is consistent with the requirements of *Beach by Design* and other nearby developments. The proposal will improve the aesthetics of the site and should have a beneficial impact on surrounding areas, in compliance with this criterion.
5. The proposed development is located within Clearwater Pass/South Beach District of *Beach by Design* but is not within any Scenic Corridor Plan area. The landscape treatment proposed in the CLP is consistent with the general intent and design objectives of *Beach by Design* as explained above.



July 30, 2025

City of Clearwater  
Planning & Zoning Department  
2741 State Road 580  
Clearwater, Florida 33761

**Drainage Narrative**  
**696 South Gulfview Boulevard**

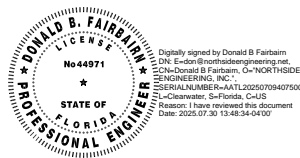
The subject site is already developed. The only modifications to the site will be the reduction of impervious by removing two parking spaces and a drive isle. Please see Civil Site Plan Sheets C2.1 & C3.1 showing the reduction in imperviousness.

- ✚ Impervious Surface Existing 8,294sf
- ✚ Impervious Surface Proposed 7,969sf.

Respectfully,

*Donald B Fairbairn*

Donald B. Fairbairn, P.E.  
Northside Engineering, Inc.



Clearwater Office  
300 South Belcher Road  
Clearwater, Florida 33765  
727-443-2869  
housh@northsideengineering.net  
sandy@northsideengineering.net

*Civil ~ Land Planning ~ Due Diligence Report*  
*Re-Zoning, Land Use & Annexation*  
*Stormwater Management ~ Utility Design*  
*Traffic ~ Construction Administration*

[www.northsideengineering.net](http://www.northsideengineering.net)

Nashville Office  
601 River Peral Place  
Nashville, Tennessee 37207  
727-709-0943  
housh@northsideengineering.net  
sandy@northsideengineering.net

## QUITCLAIM DEED

(Space above this line reserved for recording office use only)

THIS QUITCLAIM DEED is made on 12/15/, 2004, Gregory C. Politis, a married man, Grantor, and 696 S. Gulfview Blvd., LLC, a Florida Limited Liability Company, Grantee, whose post office address is 965 South Bayshore Blvd., Safety Harbor, FL 34695,

WITNESSETH, that Grantor, for an in consideration of the sum of \$10.00, and other good and valuable consideration, in hand paid by Grantee, the receipt of which is acknowledged, quitclaims to Grantee and Grantee's heirs, executors, administrators and assigns forever all of Grantor's right, title and interest in the following described land located in Pinellas County, Florida:

Legal description attached as Exhibit "A"

Tax ID #17-29-15-05004-002-0140

a/k/a 696 S. Gulfview Blvd., Clearwater, Florida 33767

Signed in the presence of:

Thomas B. Matthews  
THOMAS B. MATTHEWS

John A. Parvin  
John A. Parvin

Gregory C. Politis  
Gregory C. Politis, Grantor

STATE OF FLORIDA  
COUNTY OF PINELLAS

The foregoing instrument was acknowledged before me on Dec 15, 2004, by Gregory C. Politis who identified this instrument as his quitclaim deed and signed the instrument willingly. Gregory C. Politis produced a Florida driver's license as identification and who is personally known by me.

Lynn A. Matthews  
Notary Public

Prepared by and return to:  
John Parvin, Esq., 630 Chestnut Street, Clearwater, FL 33756



Lynn A. Matthews  
Commission #DD246828  
Expires: Oct 13, 2007  
Bonded Thru  
Atlantic Bonding Co., Inc.

**EXHIBIT "A"**

Lot 14, Block B, BAYSIDE SUBDIVISION NO. 5, according to the plat thereof recorded in Plat Book 38, Page 38, of the Public Records of Pinellas County, Florida



# ARBORIST'S REPORT

July 30<sup>th</sup>, 2025

**Location:** Fusion Cigar Lounge

696 S. Gulfview Blvd.

Clearwater Beach, FL

**Prepared for:** Diogenes Aguasvivas "Dee"

696 S GULFVIEW BLVD LLC

965 S BAYSHORE BLVD

SAFETY HARBOR, FL 34695-4217



## Urban Forestry Solutions, llc

**727.224.2818**      **UFSLLC@VERIZON.NET**

**By:** Rick Albee

ISA Certified Arborist, SO-0989A

& Joey Albee, Intern



## TREE INVENTORY

The following Arborist's Report is a Level 2, Basic Assessment, submitted by Urban Forestry Solutions, LLC, and includes findings that I believe are accurate based on my over 35 years of education, experience and knowledge in the field of Arboriculture. I have no interest personally or financially in this property and my report is factual and unbiased.

The following Tree Inventory Report will identify each tree by its size, species and overall condition rating with accompanying notes justifying the Condition Rating. This is NOT a tree risk assessment.

The Tree Survey indicates the location of the tree on the site by the tree identification number. This tree identification number corresponds to the number on the Tree Inventory Report.

## METHODOLOGY

Tree evaluations can be performed at different levels of intensity:

Level 1: Limited Visual Assessment – A visual assessment performed, typically on foot, to identify obvious defects.

Level 2: Basic Assessment – A detailed visual inspection of a tree and the surrounding site. This assessment may include the use of simple tools. A Level 2 Assessment requires the tree assessor to walk completely around the tree trunk, to exam any surface roots above ground, the trunk, and the branches.

Level 3: Advanced Assessment – An assessment performed to provide detailed information about specific tree parts, defects, targets, or site conditions. Specialized equipment, data collection and analysis, and/or expertise are usually required.

## TREE INVENTORY DATA

A tree inventory is a written record of a tree's condition at the time of inspection. Problems not apparent upon visual observations from the ground cannot be noted and were not noted. A tree inventory is also a valuable tool to prioritize tree maintenance and/or removal of trees with problems that could lead to failure and cause personal injury or property damage. The following is an explanation of the data used in the inventory:

**Tree# - location** - Each tree is assigned a number for reference in the inventory that corresponds with a number on the Tree Survey that identifies the location of the tree in the field.

**Size** – Diameter at breast height (DBH) is the size of the tree's trunk measured at 4.5' above grade. If there is a fork in the trunk at that point, the diameter is measured at the narrowest area below the fork. Palm species are measured in feet of clear trunk (C.T.). Palm trees <10' are not protected and are noted as Exempt.

**Species** – Each tree is listed by its common and botanical name the first time it is listed in the inventory. For simplicity, the tree is listed by its common name thereafter.

**Condition Rating** – The Condition Rating is an assessment of the tree's overall structural strength and systemic health.

**Elements of structure include:** 1) the presence of cavities, decayed wood and/or split, cracked, or rubbing branches etc., 2) branch arrangements and attachments (i.e., well-spaced branches vs. several branches emanating from the same area on the trunk; co-dominant trunks vs. single leader trunks; presence of branch collars vs. included bark).

**Elements of systemic health** relate to the tree's overall energy system measured by net photosynthesis (food made) vs. respiration (food used). A tree with good systemic health will have a vascular system that moves water, nutrients and photosynthate around the tree as needed. If a tree is said to be Chlorotic (yellowing) it is lacking nutrients or fertilizer. Indicators of a healthy systemic system used in the overall condition rating include: 1) live crown ratio (the amount of live crown a tree has relative to its mass), 2) crown density (density of the foliage). Poor density typically indicates a declining tree and/or the tree's crown does not have adequate space to develop, generally due to competition from adjacent trees, 3) tip growth (shoot elongation is a sign that the tree is making and storing energy.) The overall condition rating also takes into consideration the species, appearance and any unique features. The rating scale is 0-6 with 0 being a dead tree and 6 a specimen. Increments of 0.5 are used to increase accuracy. Examples of the tree rating system are as follows:

0- A dead tree

1- A tree that is dying, severely declining, hazardous, harboring a communicable disease. A tree with a rating of #1 should be removed as it is beyond treatment and is a threat to cause personal injury or property damage.

2 – A tree exhibiting serious structural defects such as: co-dominant stems with included bark at or near the base; large cavities; large areas of decayed wood; extreme crown dieback; cracked/split scaffold branches; etc. Also included is a tree with health issues (low energy, low live crown ratio, serious disease or insect problems, nutritional deficiencies or soil pH problems). A tree with a rating of #2 or 2.5 should be removed unless the problem(s) can be treated. A tree with a #2 Condition Rating will typically require a considerable amount of maintenance to qualify for an upgrade of the Condition Rating.

3- A tree with average structure and systemic health, minor crown dieback and problems that can be corrected with moderate maintenance. A tree with a co-dominant stem not in the basal area that can be subordinated, cabled and braced or a co-dominant stem that will soon have included bark can be included as a #3. A tree with a rating of #3 has average appearance, crown density and live crown ratio and should be preserved if possible.

4- A tree with a rating of #4 has good structure and systemic health with minor problems that can be easily corrected with minor maintenance. The tree should have an attractive appearance and be essentially free of any debilitating disease or insect problem. The tree should also have above average crown density and live crown ratio. Mature trees exhibiting scars, old wounds, small cavities or other problems that are not debilitating can be included in this group particularly if they possess unique form or other aesthetic amenities relating to their age. A tree with a rating of #4 is valuable to the property and should be preserved.

5 – A tree with very high live crown ratio and exceptional structure and systemic health and virtually free of insect or disease problems or nutritional deficiencies. A tree in this category should have a balanced crown with exceptional aesthetic amenities. A tree in this category should be of a species that possess characteristics inherent to longevity and withstanding construction impacts. A tree with a #5 rating lends considerable value to the site and should be incorporated into the site design. A tree with a #5 rating is worthy of significant site plan modification to ensure its preservation.

6 – A specimen tree. A specimen tree is a tree that possesses a combination of superior qualities regarding systemic health, structural strength, crown density, live crown ratio, form (balanced crown), overall aesthetic appeal, size, species, age and uniqueness. A great effort should be made to preserve a specimen tree including shifting structures that would adversely impact the tree. A specimen tree should

have an undisturbed growth area equal to its drip line (equal to the branch spread). Only an experienced and competent International Society of Arboriculture (I.S.A.) Certified Arborist should be allowed to perform maintenance work on a specimen tree.

## ARBORICULTURAL GLOSSARY

The following are arboricultural terms used in tree inventories. A basic understanding of these terms will help the reader understand a tree problem.

**Pseudobark:** To the outside of the central cylinder of a palm tree is a region of sclerified tissue known as the cortex and a very thin epidermis, which are sometimes collectively referred to as the "pseudobark."

**Restricted Trunk:** A reduction in trunk diameter possibly due to over pruning.

## TREE INVENTORY REPORT

Please note: Trees are living organisms, and with all living organisms, certain degrees of stress may be experienced when they are disturbed in any way. It must be pointed out that it is not humanly possible to entirely ascertain the full extent of stress that the tree may experience. Nor is it possible to assure with 100% probability that the trees will survive. However, with professional arboricultural consulting, it is hoped that the stress factors can be held to a minimum and that the trees will continue to thrive during and following construction.

TREE #	SIZE	SPECIES	RATING
1	10' CT	Sabal Palm ( <i>Sabal palmetto</i> )	0.0
	• Dead.		
2	13' CT	Sabal Palm	0.0
	• Dead.		
3	15' CT Cluster	Areca Palm ( <i>Dypsis lutescens</i> )	3.0
	• Some lower stems have been topped.		
4	25' CT	Royal Palm ( <i>Roystonea spp.</i> )	3.0
	• Moderate nutrient deficiencies.		
	• Restricted upper trunk.		
5	18' CT Cluster	Areca Palm	4.0
6	16' CT Cluster	Areca Palm	5.0
7	4' CT	Unknown	0.0
	• Dead.		
8	12' CT	Sabal Palm	0.0
	• Dead.		
9	10' CT	Sabal Palm	0.0
	• Dead.		
10	23"	Live Oak ( <i>Quercus virginiana</i> )	3.5
	• Severely reduced canopy in the northwest side.		
	• Dead branches and twigs in the inner canopy.		

- |    |     |  |     |
|----|-----|--|-----|
| 11 | 29" | Live Oak   | 3.0 |
|    |     | <ul style="list-style-type: none"><li>• Severely reduced canopy in the north side.</li><li>• Large broken and dead branches and twigs in the inner canopy.</li></ul> |     |

- |    |    |   |     |
|----|----|---|-----|
| 12 | 9" | Schefflera ( <i>Schefflera actinophylla</i> ) | 2.0 |
|----|----|---|-----|

Note: Schefflera trees are on the Florida Invasive Species Council (FISC), FKA Florida Exotic Pest Plant Council's (FLEPPC) list of invasive plant species, category I.

- Cavities in the trunk.

- |    |        |            |     |
|----|--------|------------|-----|
| 13 | 13' CT | Sabal Palm | 4.0 |
|----|--------|------------|-----|

- |    |        |   |     |
|----|--------|---|-----|
| 14 | 25' CT | Washington Palm ( <i>Washingtonia robusta</i> ) | 2.0 |
|----|--------|---|-----|

Note: Washington palms are on the Florida Invasive Species Council (FISC), FKA Florida Exotic Pest Plant Council's (FLEPPC) list of invasive plant species, category I.

- Severely eroded pseudobark.
- Severely restricted trunk.

**This Completes the Report**



## PLANNING AND DEVELOPMENT DEPARTMENT COMPREHENSIVE LANDSCAPING APPLICATION

IT IS INCUMBENT UPON THE APPLICANT TO SUBMIT COMPLETE AND CORRECT INFORMATION. ANY MISLEADING, DECEPTIVE, INCOMPLETE OR INCORRECT INFORMATION MAY INVALIDATE YOUR APPLICATION.

ALL APPLICATIONS ARE TO BE FILLED OUT COMPLETELY AND CORRECTLY, AND SUBMITTED IN PERSON (NO FAX OR DELIVERIES) TO THE PLANNING & DEVELOPMENT DEPARTMENT.

A TOTAL OF 11 COMPLETE SETS OF PLANS AND APPLICATION MATERIALS (1 ORIGINAL AND 10 COPIES) AS REQUIRED WITHIN ARE TO BE SUBMITTED FOR REVIEW BY THE DEVELOPMENT REVIEW COMMITTEE. SUBSEQUENT SUBMITTAL FOR THE COMMUNITY DEVELOPMENT BOARD, IF NECESSARY, WILL REQUIRE 15 COMPLETE SETS OF PLANS AND APPLICATION MATERIALS (1 ORIGINAL AND 14 COPIES). PLANS AND APPLICATIONS ARE REQUIRED TO BE COLLATED, STAPLED AND FOLDED INTO SETS.

THE APPLICANT, BY FILING THIS APPLICATION, AGREES TO COMPLY WITH ALL APPLICABLE REQUIREMENTS OF THE COMMUNITY DEVELOPMENT CODE.

PROPERTY OWNER (PER DEED): 696 S. Gulfview Blvd., LLC  
MAILING ADDRESS: 2340 Drew Street, Ste 300, Clearwater, FL 33765  
PHONE NUMBER: 727-726-4401  
EMAIL: peter@xeniamc.com; chris@xeniamc.com; greg@xeniamc.com; alex@xeniamc.com

AGENT OR REPRESENTATIVE: Lauren Rubenstein, Esq. on behalf of 696 S. Gulfview Blvd. LLC  
MAILING ADDRESS: 600 Cleveland Street, Suite 800, Clearwater, Florida 33755  
PHONE NUMBER: 813-506-5207  
EMAIL: lauren.rubenstein@hwhlaw.com

ADDRESS OF SUBJECT PROPERTY: 696 S. Gulfview Blvd., Clearwater, Florida 33755

**DESCRIPTION OF REQUEST:**

*Specifically identify the request (include all requested code flexibility; e.g., reduction in required number of parking spaces, height, setbacks, lot size, lot width, specific use, etc.):*

This is being submitted in conjunction with FLD2025-08020.

The request involves a change of use to a Cigar Lounge and Bar, with a reduction in required parking. It is a comprehensive infill application, and the existing building and surrounding infrastructure does not lend itself to foundation plantings. As such, this Comprehensive Landscape Program is being submitted to highlight how the proposed landscaping will better serve the site and surrounding properties while still meeting the intent of the design guidelines.

**STATE OF FLORIDA, COUNTY OF PINELLAS**

I, the undersigned, acknowledge that all representations made in this application are true and accurate to the best of my knowledge and authorize City representatives to visit and photograph the property described in this application.

Sworn to and subscribed before me this 1st day of August, 2025, to me and/or by Lauren Rubenstein of Hill Ward Henderson, who is personally known has produced \_\_\_\_\_ as identification.

Signature of \_\_\_\_\_, agent

Notary public,

My commission expires: 5/6/2027





## PLANNING AND DEVELOPMENT DEPARTMENT COMPREHENSIVE LANDSCAPING APPLICATION FLEXIBILITY CRITERIA

PROVIDE COMPLETE RESPONSES TO EACH OF THE FIVE (5) FLEXIBILITY CRITERIA EXPLAINING HOW, IN DETAIL, THE CRITERION IS BEING COMPLIED WITH PER THIS COMPREHENSIVE LANDSCAPING PROPOSAL.

1. Architectural Theme:

- a. The landscaping in a Comprehensive Landscaping program shall be designed as a part of the architectural theme of the principal buildings proposed or developed on the parcel proposed for the development.

Please see the attached Narrative.

OR

- b. The design, character, location and/or materials of the landscape treatment proposed in the Comprehensive Landscaping program shall be demonstrably more attractive than landscaping otherwise permitted on the parcel proposed for development under the minimum landscape standards.

Please see the attached Narrative

2. *Lighting.* Any lighting proposed as a part of a Comprehensive Landscaping program is automatically controlled so that the lighting is turned off when the business is closed.

Please see the attached Narrative

3. *Community Character.* The landscape treatment proposed in the Comprehensive Landscape Program will enhance the community character of the City of Clearwater.

Please see the attached Narrative

4. *Property Values.* The landscape treatment proposed in the Comprehensive Landscaping program will have a beneficial impact on the value of the property in the immediate vicinity of the parcel proposed for development.

Please see the attached Narrative

5. *Special Area or Scenic Corridor Plan.* The landscape treatment proposed in the Comprehensive Landscape Program is consistent with any special area or scenic corridor plan which the City of Clearwater has prepared and adopted for the area in which the parcel proposed for development is located.

Please see the attached Narrative