



Gulf Coast Consulting, Inc.

Land Development Consulting

Engineering • Planning • Transportation • Permitting

ICOT Center

13825 ICOT Boulevard, Suite 605

Clearwater, FL 33760

Phone: (727) 524-1818

Fax: (727) 524-6090

July 7, 2025

Ms. Melissa Hauck-Baker
City of Clearwater Planning Department
100 S. Myrtle Avenue, 2nd Floor
Clearwater, FL 33756
melissa.hauckbaker@myclearwater.com

Re: 524 Mandalay Avenue - Letter of Incompleteness
FLD2025-06014

Dear Ms. Melissa Hauck-Baker:

Pursuant to your request for additional information correspondence received on July 02, 2025, the following are our responses to each of the review comments:

The Planning Staff has entered your application into the Department's filing system and assigned the case number: FLD2025-06014. After a preliminary review of the submitted documents, staff has determined that the application is Incomplete with the following comments.

Completeness Review #1 7-2-2025

Comment:

- 1. Provide responses to Beach by Design, Destination Resort character district and applicable Design Guidelines.**

Response:

1. Please see the accompanying Beach by Design Narrative.

Comment:

- 2. Provide architectural floor plan and elevation, detailing the proposed number of seats inside and outside as well as the proposed exterior elevation changes and building height.**

Response:

2. Please see the accompanying floor plan showing seating indoor and outdoor, as well as the building elevation showing the additional outdoor seating in the front of the restaurant.

Comment:

3. Provide a detailed plan regarding the proposed impervious surface ratio at the maximum of 0.95.

Response:

3. The preliminary site plan shows the ISR in the site data table. Resubmitted.

Enclosed for your review are the following:

1. Preliminary Site Plan
2. Floor Plans and Building Elevation
3. Beach by Design narrative

Please call me if you have any questions or need any additional information to facilitate your review and approval.

Sincerely

A handwritten signature in blue ink, appearing to read 'Krikor' followed by a stylized surname.

Krikor Kassarian
Principal

Cc Frank Manella
File 20-046.01



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August 14, 2025

Ms. Melissa Hauck-Baker
City of Clearwater Planning Department
100 S. Myrtle Avenue, 2nd Floor
Clearwater, FL 33756
melissa.hauckbaker@myclearwater.com

Re: **524 Mandalay Avenue – DRC Comments**
Case No.: FLD2025-06014
Atlas Page: 258A

Request: Flexible Development approval for conversion to a restaurant in the Tourist (T) District and the Destination Resort Character District of Beach by Design as a Comprehensive Infill Redevelopment Project for the property located at 524 Mandalay Avenue. The building does not exceed 15 feet in height and includes six parking spaces. Requested is flexibility for a reduced off-street parking for the site based on a parking demand study. (Community Development Code Sections 2-803.D and 3-1401.C)

Dear Ms. Melissa Hauck-Baker:

Pursuant to your request for additional information correspondence received on August 04, 2025, the following are our responses to each of the review comments:

ENGINEERING - Prior to CDB (Acknowledge) – General Comments: Raymond Dresch 7/28/25

Comment:

1. **Written Acknowledgement of all Engineering (including Stormwater, Traffic, Utilities and Environmental) conditions/comments is required.**

Response:

1. Acknowledged.

August 14, 2025

Page 2 of 9

Comment:

2. Plans submitted have been reviewed for general engineering criteria only, additional comments (including Stormwater, Traffic, Utilities and Environmental) may be forthcoming upon submittal of a Building Permit Application.

Response:

2. Acknowledged.

Comment:

3. Applicant shall be responsible for maintaining all landscaping, hardscaping, and lighting located within Right of Way.

Response:

3. Acknowledged.

Comment:

4. Work on right-of-way shall require a permit with the appropriate entity.

Response:

4. Acknowledged.

Comment:

5. Per Sec. 47.181, bring all sidewalks and ramps adjacent to or as part of the project up to Standards, including ADA.

Response:

5. Acknowledged.

Comment:

6. Contractor shall request an easement inspection prior to any construction near an easement.

Response:

6. Acknowledged.

ENVIRONMENTAL - Prior to Building Permit: Sarah Kessler 7/25/25

Comment:

1. Provide erosion control measures on plan sheet and provide notes detailing erosion control methods. Note: all silt fencing and other erosion control measures will be

installed prior to the commencement of site work and maintained throughout the project.

An Asbestos Survey is usually required prior to conducting any demolition or renovations. Contact Pinellas County Air Quality (727/464-4422) for more information.

Response:

1. Acknowledged. Note added to plan.

LAND RESOURCE - Prior to CDB: Tree Species: Danny McDonnell 7/30/25

Comment:

1. Crape myrtle trees are considered an accent tree in the City of Clearwater. Please replace this with a shade tree.

Response:

1. Tree has been replaced with a shade tree, see sheet SP1

PLANNING - Prior to CDB: Beach by Design, Design Guidelines, Materials and Colors: Melissa Hauck-Baker 7/31/25

Comment:

1. Provide the proposed exterior building materials and colors. Please provide the proposed project compliance with Section L. Materials and Colors of the Beach by Design, Design Guidelines. This section addresses building facades, sidewalk treatments, street furniture and the recommended color palette for building colors.

Response:

1. See updated architect's Elevation sheet A4.0

PLANNING - Prior to CDB: Beach by Design, Design Guidelines, Parking Areas: Melissa Hauck-Baker 7/28/25

Comment:

1. Please provide the proposed project compliance with Section F. Parking Areas of the Beach by Design, Design Guidelines; "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"

Response:

1. Per our discussions, the dumpster enclosure was placed along the front to double as a wall.

PLANNING - Prior to CDB: Beach by Design, Design Guidelines, Sidewalks: Melissa Hauck-Baker 7/28/25

Comment:

1. Provide the proposed project compliance with Section H. Sidewalks in the Design Guidelines of Beach by Design. This section addresses sidewalk widths, landscaping treatment, and requirements for portions of sidewalks improved for non-pedestrian purposes including outdoor dining and landscape material.

Response:

1. Sidewalks will match exactly with the existing sidewalk along the outdoor dining.

PLANNING - Prior to CDB: Beach by Design, Design Guidelines, Street Level Façades: Melissa Hauck-Baker 7/28/25

Comment:

1. The Floor Plan, Sheet A1.0, details that the east wall of the new restaurant area will remain with the existing configuration, this needs to be confirmed. The Exterior Elevation plan, Sheet A4.0, provides details regarding the proposed treatment of the eastern edge of the awning for the sidewalk café but fails to show the proposed building treatments. Consistent with Section E. Street-Level Facades of the Beach by Design, Design Guidelines, sixty percent of the street level facades of buildings used for nonresidential purposes, which abut a public street or pedestrian access way, will be transparent.

Response:

1. Confirming the eastern wall will remain with the existing configuration. See sheet A4.0 for exterior elevation plan.

PLANNING - Prior to CDB: FEMA Flood Guidance: Melissa Hauck-Baker 8/4/25

Comment:

1. It has been determined that your proposed project is in a flood zone and will be required to be designed accordingly. The city has adopted higher standards which will impact your final building design flood elevations. Please verify the base flood elevation for your property as established on a Flood Insurance Rate Map (FIRM) and confirm if locally determined data from the Pinellas County Sea Level Rise and Storm Surge Vulnerability Assessment was used to establish more restrictive flood elevations. For properties that are affected by multiple flood zones the design should be based on the most stringent base flood elevation (FIRM or County Vulnerability Assessment) that intersects the proposed structure and include the required two (2') feet of additional elevation (i.e. freeboard) to determine your final design flood elevation.

Flood related reference material may include, but is not limited to ASCE 24-14, FBC 1612, FBCR 322, the city's Flood Ordinance (i.e. Community Development Code Chapter 51 Flood damage prevention. Please contact our Floodplain Administrator or a Plans Examiner if you have any questions at 727-562-4567.

Response:

1. Acknowledging parcel is within a flood zone, but improvements are to an existing building primarily to the interior.

PLANNING - Prior to CDB: Findings of Fact (Acknowledge): Melissa Hauck-Baker 7/28/25

Prior to CDB: Findings of Fact (Acknowledge)

Comment:

1. The 0.19-acre site is located on the west side of Mandalay Avenue at the northwest corner of Mandalay Avenue and Ambler Street.

Response:

1. Acknowledged.

Comment:

2. The project is located in the Destination Resort District of Beach by Design and the Tourist (T) District with the consistent Resort Facilities High (RFH) Future Land Use category.

Response:

2. Acknowledged.

Comment:

3. The project site is comprised of one parcel of 8,690 square feet in area with a frontage of 87 feet along Mandalay Avenue and 100 feet along Amber Street.

Response:

3. Acknowledged.

Comment:

4. The existing development consists of a 4,106 square foot building, constructed in 1953, and a parking area consisting of seven parking spaces.

Response:

4. Acknowledged.

Comment:

5. The project includes the interior conversion of 530 square feet of office area to restaurant area resulting in a restaurant with a total of 2,438 square feet and remaining office area of 1,547 square feet and a redeveloped parking area consisting of six parking spaces.

Response:

5. Acknowledged, with 5 parking spaces remaining.

Comment:

6. There are no active Code Compliance cases.

Response:

6. Acknowledged.

PLANNING - Prior to CDB: General Comments (Acknowledge): Melissa Hauck-Baker 7/28/25

Comment:

1. Please note that additional comments may be generated at or after the Development Review Committee (DRC) meeting based on responses to DRC comments. Substantial redesign or unresolved issues will delay the ability to receive a Development Order and another DRC meeting may be required prior to proceeding to the Community Development Board (CDB).

All plans and supporting documents must match. Additionally, any changes to plans, elevations, and other supporting documents must be coordinated for consistency across all documentation to move forward.

Pursuant to Fla. Stat. § 166.033, "Within 120 days after the municipality has deemed the application complete, or 180 days for applications that require final action through a quasi-judicial hearing or a public hearing, the municipality must approve, approve with conditions, or deny the application for a development permit or development order. Both parties may agree to a reasonable request for an extension of time, particularly in the event of a force majeure or other extraordinary circumstance."

In order to be reviewed by the Community Development Board (CDB) on September 16, 2025, please electronically submit any updated materials no later than 12:00pm on August 15, 2025.

Response:

1. Acknowledged.

PLANNING - Prior to CDB: Landscaping Plan: Melissa Hauck-Baker 7/31/25

Comment:

1. The Preliminary Site Plan, Sheet C1, details the proposed 198 square foot landscaping area in the northwest corner of the existing parking area. The plan does not detail or describe the proposed plant materials, in a plant schedule, for the new landscaping area.

Response:

1. Please see landscape information on sheet SP1

PLANNING - Prior to CDB: Project Valuation: Melissa Hauck-Baker 7/31/25

Comment:

1. Please provide the proposed project valuation. If the valuation exceeds 25 percent of the depreciated value of the structure the project will be required to bring the landscaping and off-street parking up to full code compliance as much as practicable consistent with CDC Sections 3-1202.A.3 and 3-1401.B.3.

Response:

1. Project valuation is \$185k

PLANNING - Prior to CDB: Provide ISR Calculations: Melissa Hauck-Baker 7/28/25

Comment:

1. Please provide the existing and proposed Impervious Surface Ratio (ISR) calculations. ISR includes building, deck, driveways, pavers, sheds, walkways, concrete pads for AC or mechanical, etc. ISR permitted for your property is 0.95 or less and the existing ISR is 0.98, which exceeds the maximum permitted.

Response:

1. The ISR is shown on the site data table on sheet C1

PLANNING - Prior to CDB: Remove Signage: Melissa Hauck-Baker 7/28/25

Comment:

1. All references to signage shall be removed from the submittal as signage is a separate issue that will be handled under a separate application.

Response:

1. All reference to signage has been removed, see sheet A4.0

PLANNING - Prior to CO: Outdoor Cafe & Doggy Dining: Melissa Hauck-Baker 7/30/25

Comment:

1. Updated applications are required for the Outdoor Cafe (MIS2019-03025) and Doggy Dining (MIS2019-06013) approvals. These approvals are for one year and the applicant must ensure that the proposed expansion of the Outdoor Cafe, including Doggy Dining, is approved prior to operation.

Response:

1. Client was not aware of the one-year renewal, but will immediately submit for one.

SOLID WASTE - Prior to CDB – Dumpsters: Brandi Portalatin 7/9/25

Comment:

1. If parking is being modified then the enclosure needs to be brought up to code so both containers can fit inside the enclosure. At this time one dumpster sits in the enclosure and one cardboard container sit's either in or next to the handicap parking space. The enclosure specs can be found in sec. 32.284 (engineering index 701)

Response:

1. As discussed, the single dumpster is being relocated near the alley, with the second dumpster being located just outside.

STORMWATER - Prior to Building Permit (Acknowledge): Phuong Vo 7/25/25

Comment:

1. Please acknowledge that the observed drainage ponding in the parking lot shall be addressed on Building Permit plan submittal.

Response:

1. Acknowledged.

Plan Room Conditions:

No Plan Room Conditions on this case.

Plan Room Notes:

No Plan Room Notes on this case.

August 14, 2025

Page 9 of 9

Enclosed for your review are the following:

1. Sheet C1 site plan
2. Sheet A4.0 elevations
3. Sheet SP1 landscape plan

Please call me if you have any questions or need any additional information to facilitate your review and approval.

Sincerely

A handwritten signature in blue ink, appearing to read 'Krikor Kassarian', with a large, stylized initial 'K'.

Krikor Kassarian
Principal

Cc Frank Manella
File 20-046.01

LEGAL DESCRIPTION

Legal Description (OR 5539 PG 1093)

Lot seven (7) of Miller's Replat; according to the Map or Plat thereof as recorded in Plat Book 26, Page 17, of the Public Records of Pinellas County, Florida.



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June 30, 2025

Ms. Lauren Matzke

Mr. Ted Kozak

City of Clearwater Planning Department

100 S. Myrtle Avenue, 2nd Floor

Clearwater, FL 33756

Re: 524 Mandalay Avenue – Sekushi Restaurant
Flexible Development Application for seating/parking

Dear Ms. Matzke:

This submittal is regarding a redevelopment of an existing property with buildings and pavement located at 524 Mandalay Avenue in Clearwater Beach “Tourist” zoning district, between Ambler Street and Rockaway Street. The developer has engaged Gulf Coast Consulting, Inc. to prepare the required submittal documents with the hope of being placed on the August 7, 2025, DRC agenda, and ultimately obtaining CDB approval on September 15, 2025. This is a new submittal for the renovation of an existing building. This renovation will bring economic growth by providing additional restaurant space. Enclosed please find the following items:

1. Flexible Development Application
2. Affidavit of Ownership
3. Legal Description
4. Comprehensive Infill Redevelopment Narrative per Section 2-803D
5. Stormwater Narrative
6. Parking Assessment
7. Traffic Assessment
8. Boundary Survey
9. Preliminary Site Plan
10. Landscaping/ Irrigation Plans
11. Floor Plans

This 0.20-acre parcel is presently an existing restaurant/office space and is proposed to be renovated both inside and outside with a restaurant expansion and outdoor seating. The developer intends to renovate the building, while sharing parking space with the local parking garages provided for this area.

Please contact me if you have any questions. We look forward to the August 7, 2025, DRC meeting.

Sincerely

A handwritten signature in blue ink, appearing to read 'Krikor', with a large, stylized initial 'K' and a trailing flourish.

Krikor Kassarian
Principal

Cc Frank Manella
File 20-046.01

TRAFFIC ASSESSMENT

Sekushi Restaurant Addition 524 Mandalay Avenue Re-Use

The proposed restaurant expansion with the addition of 24 indoor seating and 16 outdoor seating (total 40 seats) to Sekushi Restaurant would generate 175 daily trips and 16 PM peak hour trips based on ITE Trip Generation, 11th Edition rates.

This is a minimal impact requiring no further study.

Excerpts from ITE Trip Generation, 11th Edition are attached.

High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: Seats
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Seats: 148

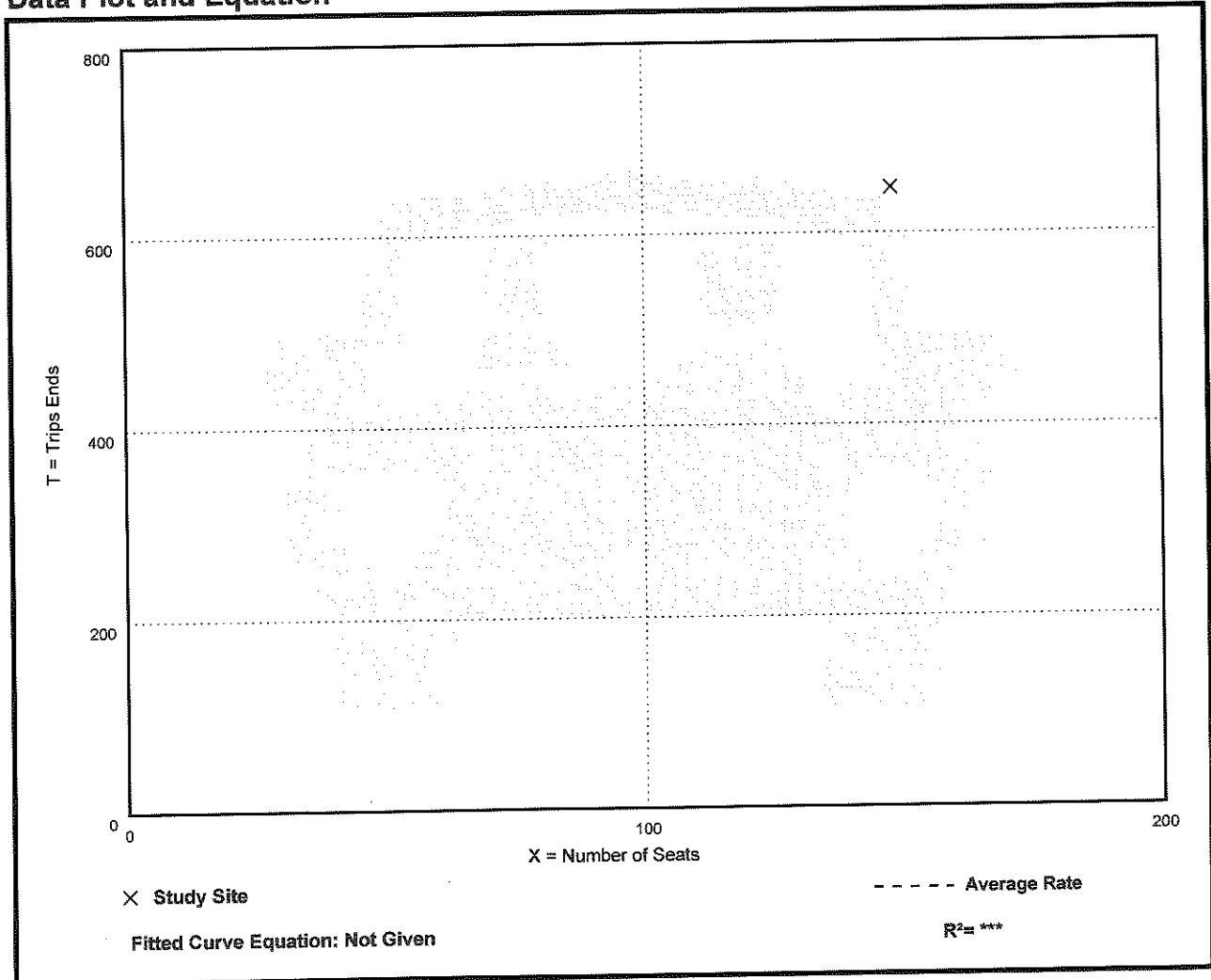
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
4.37	4.37 - 4.37	***

Data Plot and Equation

Caution - Small Sample Size



High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: Seats

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

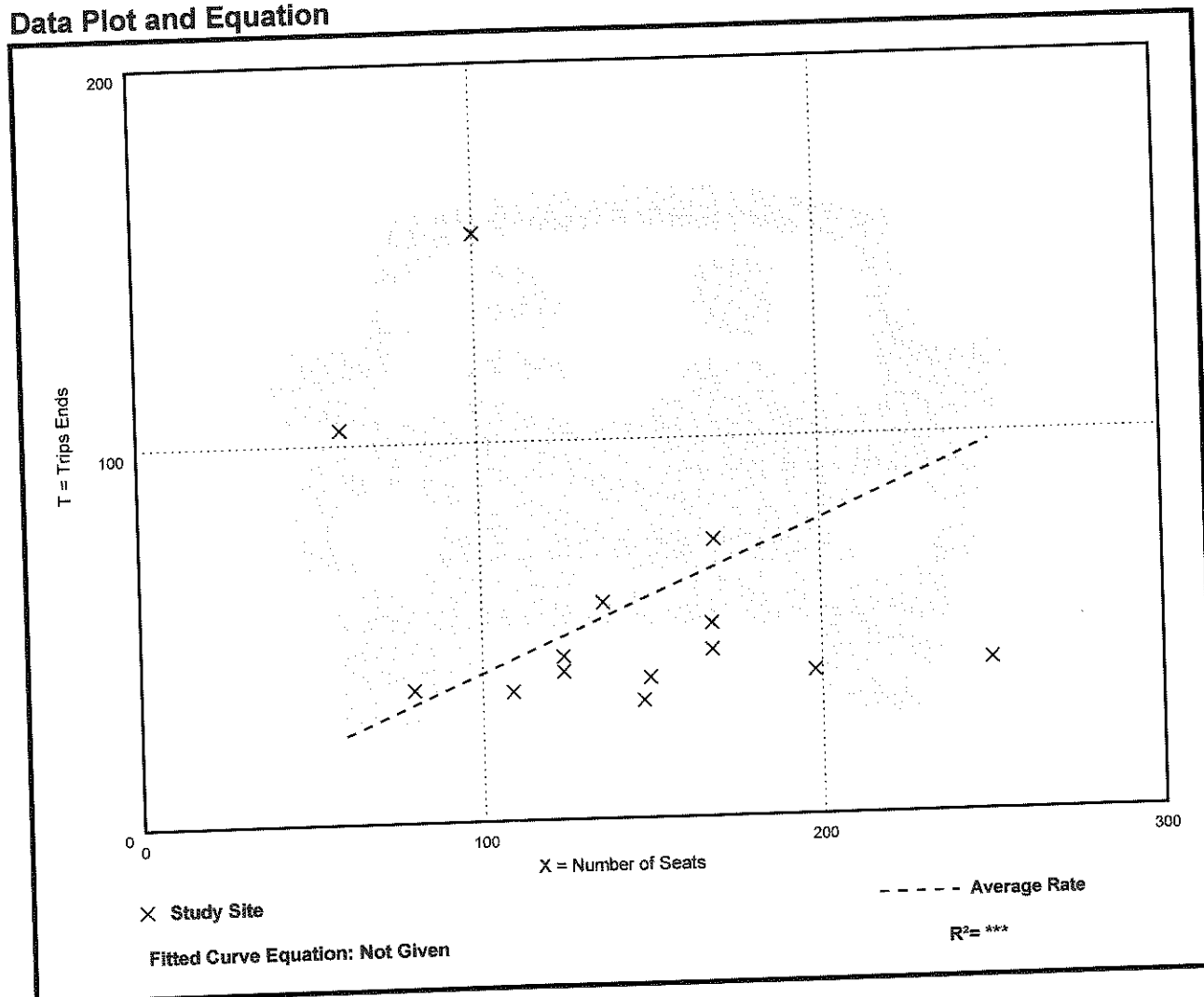
Avg. Num. of Seats: 142

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.39	0.16 - 1.73	0.39

Data Plot and Equation



**PARKING ANALYSIS FOR
SEKUSHI RESTAURANT ROOFTOP DECK
#516 - #524 MANDALAY AVENUE
CLEARWATER BEACH, FLORIDA**

PREPARED FOR:
FRANK MANELLA
SEKUSHI RESTAURANT

PREPARED BY:
GULF COAST CONSULTING, INC.
JULY 2020
UPDATED JULY 2025
PROJECT #20-046

TABLE OF CONTENTS

- I. INTRODUCTION
- II. METHODOLOGY
- III. EXISTING CONDITIONS ANALYSIS
- IV. FUTURE CONDITIONS WITH REDEVELOPMENT
- V. CONCLUSION

I. INTRODUCTION

The project site is located on the west side of Mandalay Avenue between Ambler Street and Rockaway Street in close proximity to the North Beach Parking Garage. The building currently contains office space and the Sekushi restaurant on the ground floor. The existing offices are 2,607 SF and the existing Sekushi restaurant is 1,378 SF. The applicant seeks to convert 530 SF of the office space to restaurant space. The site location is shown in Figure 1.

The site is located in the Tourist (T) zoning district, and per Section 2-802 of the Community Development Code has a minimum parking requirement of 12 spaces per 1000 SF for a restaurant, ITE requires 9.44 spaces per 1000 SF. The existing offices are 2,607 SF and code requirements are 4 spaces per 1000 SF, ITE requires 3.1 spaces per 1000 SF. The 1,378 SF restaurant would require 17 spaces. According to strict interpretation of the code, the site would require a total of 27 parking spaces, ITE would require 25 spaces, whereas currently 7 exist on the site as a result of a prior approval (FLD2011-12046) in March 2012. The proposed site plan shows a total of six (6) on-site spaces with some landscaping which would eliminate 1 space. As a result, there would be only six (6) code-compliant on-site parking spaces for this project.

The code provides for reducing the required number of parking spaces to recognize the special situations that exist on Clearwater Beach. Section 2-802 of the Community Development Code allows a reduction in parking if the property requires fewer parking spaces per floor area than otherwise required or adequate parking is available through existing or planned and committed parking facilities within reasonable walking distance of the property.

City of Clearwater staff have recognized the business establishments located on Clearwater Beach in close proximity to municipal parking lots, on-street parking spaces, nearby parking garages have a great potential for satisfying parking demand off-site. Staff also recognize the available public parking in nearby lots and garages serves two functions, one to serve beachgoers, and two to provide customer and employee parking for beach related businesses including restaurants, shops, and small motels/overnight accommodations. The North Beach parking garage serves this function well. This parking analysis was prepared to determine the availability of parking spaces.

II. METHODOLOGY

Prior to conducting this analysis, a methodology was discussed with the City of Clearwater staff. It was agreed GCC would conduct a parking accumulation study on a Saturday between 11 AM and 4 PM since mid-afternoon on Saturdays have habitually been the busiest time of the weekend from previous studies. The study area included twenty-five (25) on-street “pay-station” spaces on the north side and



PROJECT LOCATION - 524 MANDALAY AVE
SEKUSHI RESTAURANT

PROJECT NO:
20-046



Gulf Coast Consulting, Inc.
Land Development Consulting

DATE:	7/2020
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DRAWN BY:
GJS

FIGURE:

1

south side of Baymont Street and the North Beach Parking Garage which contains 702 spaces of which 450 are available for public use. These areas include a total of 727 parking spaces.

Based on ITE code requirements, 7 spaces would be needed for the offices and 18 spaces would be needed for the restaurant. Restaurant employees would also create demand. Employee parking demand was based on 80% of employees requiring a parking space and 20% using other modes of transportation as has been customary for previous parking studies on Clearwater Beach Parking spaces requirements for customers was evaluated using a 10% factor based on the reasonable expectation that 90% of the customers would be “walk-ups” from the beach, motels and nearby residential units. These parking parameters are shown in Table 1.

These factors were then considered for time of day. Table 2 shows the time of day parking demand during a weekend day/night. This accounts for overlap of parking requirements and reductions based on time of day characteristics. Peak demand would be between 10 to 20 spaces in the late morning to early evening time period.

III. EXISTING CONDITIONS ANALYSIS

Existing conditions were established by conducting parking lot counts between the hours of 11 AM – 4 PM on Saturday July 18, 2020. Weather conditions were normal with temperatures ranging between 88-92 degrees. Skies were mostly sunny to partly sunny and no rain was encountered at any time during the study period, although rain started shortly after 4PM. The aforementioned parking areas were checked on the hour for the number of spaces that were occupied. The number of occupied spaces was noted and an hourly accumulated total was obtained for each specific parking area and the whole study area.

The main parking facilities serving the southern part of the north beach business district are the North Beach Parking Garage and on-street parking spaces that are scattered along Baymont Street east of Mandalay Avenue. Observation of these parking areas includes all existing demand, including the offices and Sekushi restaurant on the subject site.

Saturday July 18, 2020

On Saturday parking demand varied significantly throughout the day from a low of 176 occupied spaces (24%) at 11 AM to a peak demand of 376 occupied spaces (52%) at 3 PM. As such, there were a minimum of 351 unused spaces throughout the day. A closer analysis shows the on-street “pay-station” spaces along Baymont Street are very popular being nearly fully occupied by 12 Noon. The North Beach Parking Garage was severely underutilized by the public. Occupied parking spaces on the upper levels are primarily used by employees of beach

TABLE 1 - 516-524 MANDALAY AVENUE - PARKING DEMAND PARAMETERS

FUNCTION	VARIABLE	NUMBER	SPACES PERSON/ROOM	REQUIRED SPACES
EXISTING OFFICE	4/1000 SF	10	100% USE CAR	10
RESTAURANT STAFF	EMPLOYEES	14	80% USE CAR	11
RESTAURANT CUSTOMERS	CUSTOMERS	30	10% USE CAR	3

ASSUMPTIONS:

OFFICE PARKING BASED ON 4 SPACES/ 1000 SF PER CODE

EMPLOYEE PARKING IS LIMITED TO 80% OF EMPLOYEES USING A CAR BASED ON CLEARWATER EXPECTATIONS

RESTAURANT CUSTOMERS PARKING BASED ON CODE REQUIREMENT OF 12 SPACES / 1000 SF OF RESTAURANT AREA + ROOF DECK

THIS HAS A TOTAL DEMAND OF 24 SPACES

TABLE 2 - TIME OF DAY PARKING DEMAND

TIME PERIOD	EXISTING OFFICE	SEKUSHI EMPLOYEES	SEKUSHI CUSTOMERS	TOTAL DEMAND
12 MID-1 AM				0
1 AM - 2 AM				0
2 AM - 3 AM				0
3 AM - 4 AM				0
4 AM - 5 AM				0
5 AM - 6 AM				0
6 AM - 7 AM				0
7 AM - 8 AM				0
8 AM - 9 AM	10			10
9 AM - 10 AM	10			10
10 AM - 11 AM	10			10
11 AM - 12 NOON	10	1		11
12 NOON - 1 PM	10	5	3	18
1 PM - 2 PM	10	6	3	19
2 PM - 3 PM	10	6	3	19
3 PM - 4 PM	10	7	3	20
4 PM - 5 PM	10	7	3	20
5 PM - 6 PM		11	3	14
6 PM - 7 PM		11	3	14
7 PM - 8 PM		7	3	10
8 PM - 9 PM		6	3	9
9 PM - 10 PM		6	3	9
10 PM - 11 PM		5		5
11 PM - 12 MID				0

BASED ON EXISTING OFFICE AND PROPOSED RESTAURANT FOR WEEKEND

businesses. Observations confirmed that beachgoers prefer to park in the lots directly adjacent to the beaches or in on-street “pay station” spaces. Table 3 provides an hourly tabulation and Figure 2 provides a graph of hourly parking space occupancy.

This study was performed during our previous FLD application process, and although it was a few years ago, the number of available spaces that would be available, although may be slightly different today, would still exceed the spaces required by this establishment.

IV. FUTURE CONDITIONS WITH REDEVELOPMENT

The proposed restaurant expansion would result in parking demand, and since only six (6) code compliant spaces will remain on-site, this demand must obviously rely on available public parking spaces in the area. The re-use of the building would require 25 parking spaces according to the ITE parking generation manual. A detailed hourly analysis was completed based on the expected operating characteristics of the project. As shown in Table 2, employee and customer parking for the office and restaurant would result in a parking space demand between 10 and 20 spaces throughout the day and night. Parking demand would vary throughout the day/night, being 20 spaces for the maximum.

In reviewing the available spaces from Table 3 and assuming the worst case, a minimum of 351 parking spaces are available to satisfy any demand.

V. CONCLUSION

This analysis was conducted in accordance with a methodology established with City of Clearwater staff. This analysis demonstrates that of the 727 total parking spaces included in the study area, a maximum of 376 were occupied during any hour of the study period and a minimum of 351 spaces were available.

A detailed analysis of time-of-day variations demonstrates parking demand for the entire property as an office and restaurant is 10 spaces to 20 spaces. As such, adequate parking is available within reasonable walking distance of the project to support the lack of on-site code compliant parking spaces.

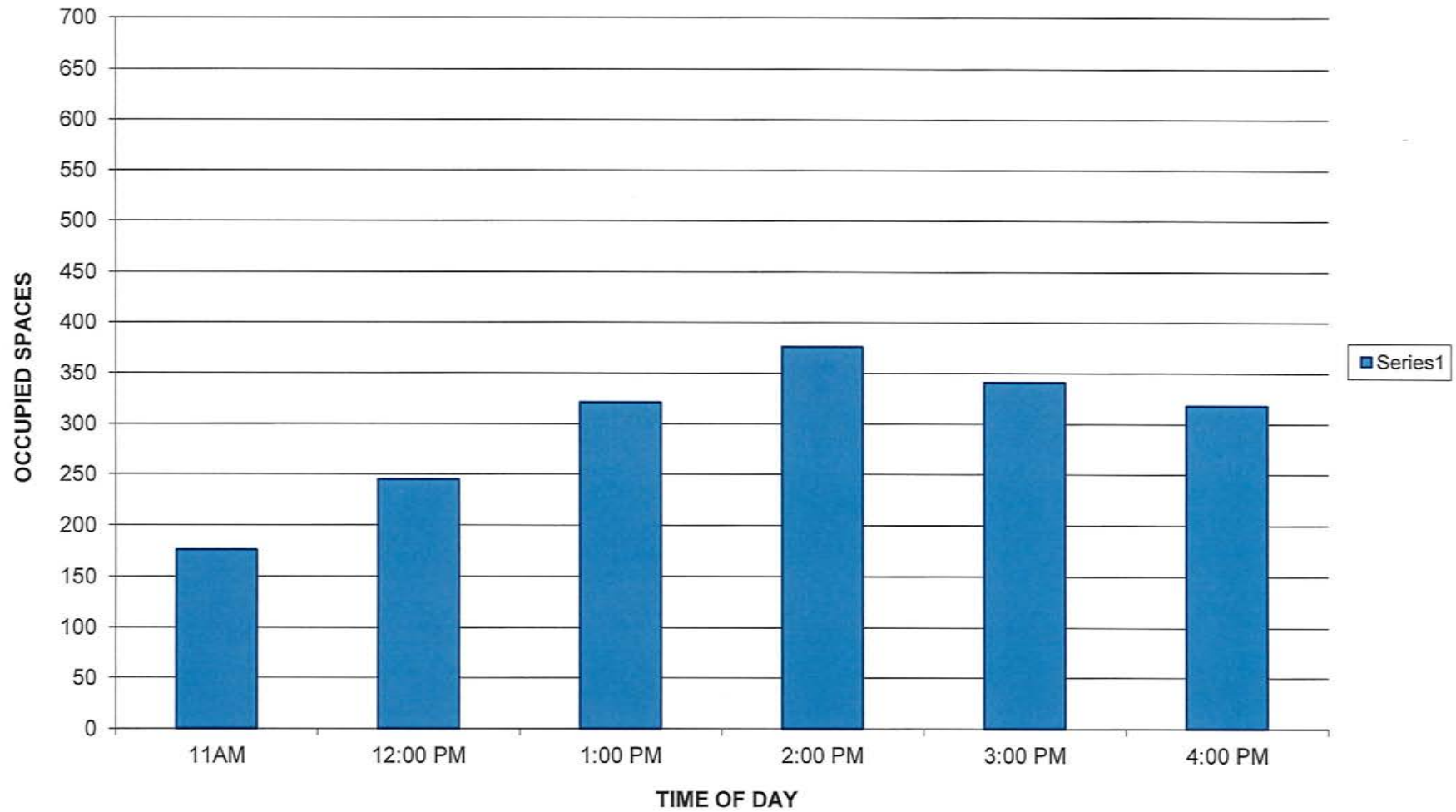
Considering the impact of the Sekushi restaurant expansion, there is more than enough available parking in the North Beach Parking Garage to satisfy the expected parking demand.

TABLE 3 - SATURDAY JULY 18, 2020

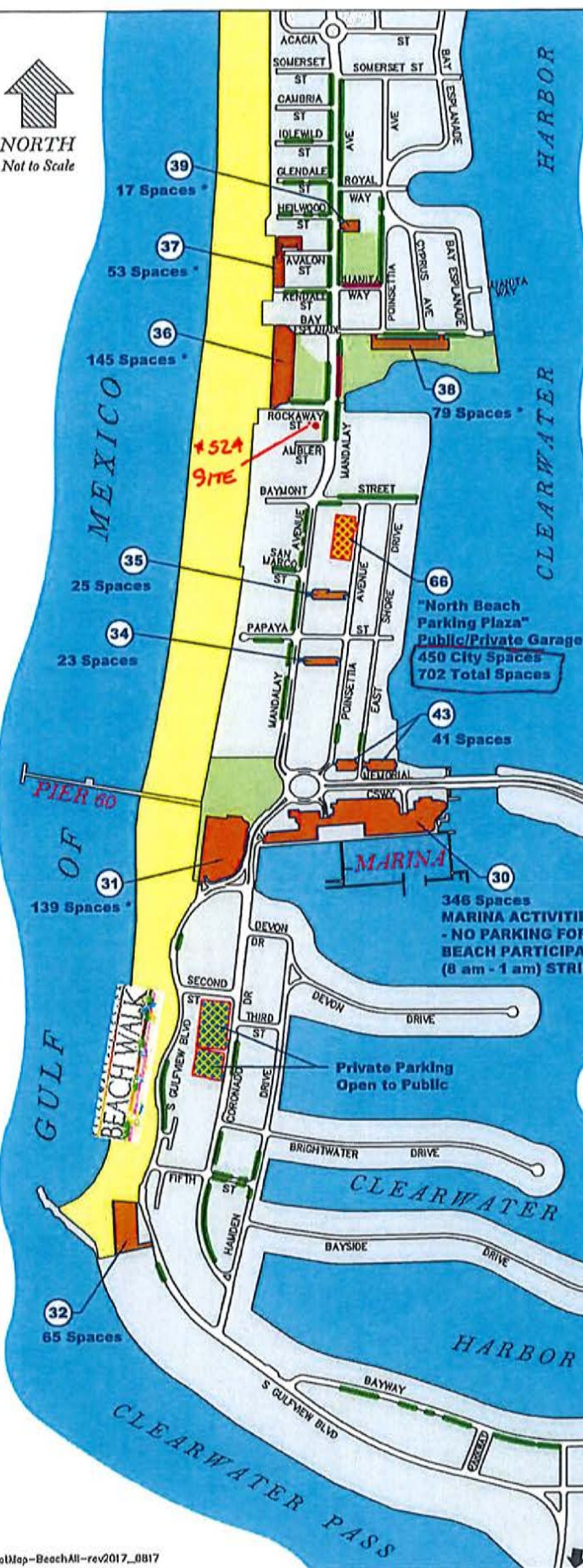
TIME	NORTH BEACH PARKING GARAGE		ON-STREET BAYMONT		TOTAL		% OCCUPIED
	OCC.	TOTAL	OCC.	TOTAL	OCC.	TOTAL	
11AM	162	702	14	25	176	727	24%
12:00 PM	221	702	24	25	245	727	34%
1:00 PM	296	702	25	25	321	727	44%
2:00 PM	351	702	25	25	376	727	52%
3:00 PM	318	702	23	25	341	727	47%
4:00 PM	297	702	21	25	318	727	44%

NORTH BEACH GARAGE CONTAINS 702 SPACES OF WHICH 450 ARE FOR PUBLIC USE
 BAYMONT STREET HAS 25 METERED SPACES, 18 ON NORTH SIDE, 7 ON SOUTH SIDE

FIGURE 2 - SATURDAY JULY 18,2020



APPENDIX A



Lot No.	Location	Meter Rate	Time Limit	Additional Information Hours of Enforcement	After Hours
City Parking Lots					
30	Municipal Marina 25 Causeway Blvd.	\$0.50 per ½ Hour/ PERMIT rates vary	½ Hour or permit required	Marina Activities Only - NO PARKING FOR BEACH PARTICIPANTS 8 AM - 1 AM STRICTLY ENFORCED Accept. coins (no pennies)	No Charge
31*	Pier 60 160 S. Gulfview Blvd.	\$3.00	5 Hours	7 AM - 1 AM	Closed
32*	420 S. Gulfview Blvd.	\$3.00	5 Hours	7 AM - 1 AM	Closed
34*	429 Mandalay Ave.	\$1.25	5 Hours	8 AM - 11 PM	No Charge
35*	461 Mandalay Ave.	\$1.25	5 Hours	8 AM - 11 PM	No Charge
36*	4 Rockaway St.	\$2.50	5 Hours	6 AM - 1 AM	Closed
37*	Avalon - Kendall 6 Avalon St.	\$1.25	5 Hours	8 AM - 11 PM	No Charge
38*	Family Aquatic & Recreation Center 51 Bay Esplanade	\$1.25	5 Hours	8 AM - 11 PM [Mon-Sat] 12:30 PM - 11 PM [Sun]	No Charge
39*	McKay Field 605 Mandalay Ave.	\$1.25	5 Hours	8 AM - 11 PM	No Charge
43*	Gateway 390/1 East Shore Dr.	\$1.25	5 Hours	8 AM - 1 AM	No Charge
On-Street Parking					
On Street Parking (406 spaces)		\$1.25	Varies - Check each meter for posted time limits and hours of enforcement		Varies
Public/Private Parking Garage					
66*	"North Beach Parking Plaza" 490 Poinsettia Ave.	\$1 / \$2 OFF / IN SEASON	Open 24 Hours \$20 Daily Maximum (5 AM - 5 AM) Monthly Rates available		

* - Accepts Visa/Master Card/American Express

Notes: - Does not include Handicap
- Information Subject to Change



LEGEND:
City Park
Public Beach
City Parking Lot
Public/Private Parking Garage
Private Parking Garage - Open to Public
On Street Parking
Oversize Vehicle Parking
(24'-50' only)

General Parking Information
(727) 562-4704
Parking System Hotline
(727) 562-4892



www.myClearwater.com/parking

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Clearwater Beach Parking Facilities

STORMWATER NARRATIVE
(516-524 Mandalay Avenue Site)
Sekushi

The subject property consists of 0.20 acres. The site consists of existing offices, Sekushi restaurant, rear parking and minimal open space. The site has an impervious surface ratio of 0.98 in the pre-development condition and with some configuration and landscaping, the post-development impervious surface ratio is reduced to 0.95. Drainage collection is sheet-flow from the rear parking lot southward to Ambler Street and flows into the city drainage system currently in place. Therefore flow patterns and rates of discharge will remain essentially unaltered in the post-development condition.