

# Findings of Necessity Study



Prepared by:  
The Tarpon Springs  
Planning & Zoning Department

April, 2001

## *Proposed Community Redevelopment District*



## City of Tarpon Springs, Florida

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### LIST OF EXHIBITS

Exhibit A	Legal Description & survey prepared by Michael Baker, PLS dated March 23, 2001
Exhibit B	Proposed CRA parcels and valuation
Exhibit C	Notice to taxing authorities

### FIGURES

Figure #1	Composite survey
Figure #2	Proposed CRA area
Figure #3	Parking Inventory



## PART I: GENERAL INFORMATION & OVERVIEW



### A. Introduction:

The City of Tarpon Springs is Pinellas County's oldest City. During the 1890's, Tarpon Springs was actually the largest city on the Pinellas Peninsula. At this time, the area around Spring Bayou was developed as a winter resort and residence with a small commercial area on Tarpon Avenue. In 1911, the arrival of the Tampa and Gulf Coast Railroad linking Tarpon Springs to Tampa increased the concentration of commercial activity in the downtown. The Atlantic Coast Line Railroad depot at Tarpon and Safford Avenues is still standing as are many of the commercial buildings constructed in the late 1910's and 20's. This center of commercial activity expanded north and south along Pinellas Avenue (U.S. Alternate 19) during the period between 1920 through 1965. Beginning in the 1970's, the relocation of U.S. Highway 19 and the rise of enclosed shopping malls began to create a net outflow of retail shopping, services and entertainment from the Downtown. A pattern of building deterioration and disinvestment began.

In the late 1980's a group of investors purchased and restored several buildings in the Downtown core. Tarpon Springs was an early Main Street community and, in 1992, the Center for Public Places visited Downtown and identified its redevelopment potential and the need for further study. Nevertheless, the proposed CRA continued to lack an overall vision, a cohesive organizational structure and a sustained series of planned public improvements designed to spur private investment. In March, 2000, the City retained the services of the RMPK Group of Sarasota. RMPK specializes in redevelopment planning and has done work for dozens of Florida cities.

RMPK, in preparing the *Downtown Development Action Plan* (DDAP) was charged with including an economic analysis and with creating a market strategy for reinvestment in the Downtown; addressing transportation and parking issues; providing recommendations for streetscape improvements and traffic calming techniques; and analyzing elements of urban design and existing land development codes. Last, but not least, the DDAP was to include proposed capital improvements, funding strategies and organizational recommendations to realize its planning and design objectives. Their chief implementation strategy is the establishment of a Community Redevelopment Agency:

*"Based upon the results of this study, the City of Tarpon Springs should establish a CRA and prepare a redevelopment plan in accordance with the provisions of the Community Redevelopment Act. These actions present the best opportunity to accomplish many long-range goals that will benefit the community. The redevelopment plan can provide focus and oversight of the land development process while improving the appearance and marketability of the area. It can provide a strategy for funding capital improvements and economic incentives that will attract private sector investment and ensure that infrastructure is in place to support future growth and development."*



## **B. Status of the North CRA:**

In February, 1997 the City of Tarpon Springs adopted Resolution 97-20 creating the North CRA for the sole purpose of qualifying for Small Cities CDBG funding through the Florida Department of Community Affairs. The North CRA extended from U.S. Highway 19 on the east to the Sponge Docks on the west, the Anclote River on the north to Orange Street on the south. It was a large area and overlapped a portion of the area under consideration in this report.

In accordance with Chapter 163.410, F.S. the City needed delegation of authority the Pinellas County Board of County Commissioners to establish the North CRA. The Board of County Commissioners adopted Resolution 97-56 delegating the power to declare the area slum and blighted and to adopt a redevelopment plan. The County, however, did not include tax increment financing or the establishment of a trust fund. Furthermore, the delegation of authority was automatically rescinded upon the close-out of the grant or October 1, 2000, whichever occurred first. The City was successful in its grant application. The North CRA served its limited purpose and no longer exists.

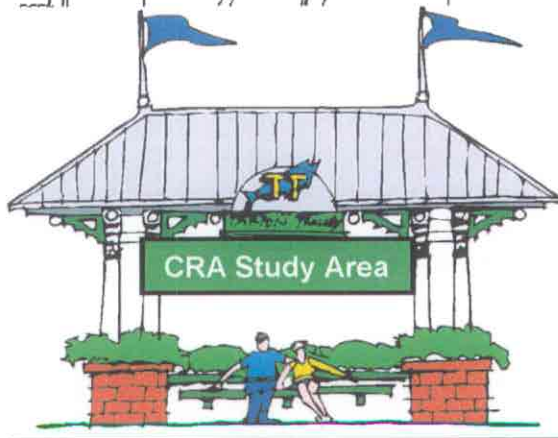


### C. Area of the Proposed CRA

The proposed redevelopment area contains 224.6 acres, generally following the historic Downtown and commercial area of Tarpon Springs. There are 592 tax parcels within this area having an aggregate taxable value of \$41,565,800.

The proposed CRA is bounded on the north by the Anclote River; on the west by the zoning line lying west of Pinellas Avenue south to Orange Street; Spring Bayou to Lemon Street; Banana Street to Morgan Street; thence along the zoning line lying west of Pinellas Avenue to Meres Boulevard. Meres Boulevard and its easterly extension, form the southern boundary. The east boundary is east of Safford Avenue (The Fred Marquis Recreation Trail) northerly to Boyer Street; thence easterly one lot south of Lemon Street to Levis Avenue; thence north along Levis Avenue to one lot north of Tarpon Avenue; thence northerly along Ring Avenue; thence northerly along a line one lot east of Safford Avenue; thence northerly along the east side of the Fred Marquis Recreation Trail to Live Oak Street and back to the Anclote River.

In accordance with Pinellas County's *Review Procedures for Establishing Community Redevelopment Areas*, particular attention has been paid to avoid splitting any parcel ownership which would have the effect of leaving a portion of such property in the CRA and a portion lying outside its limits. The professionally licensed land surveying firm of Michael Baker and Associates has been retained by the City to provide a metes and bounds description of the proposed CRA. (See Exhibit A)



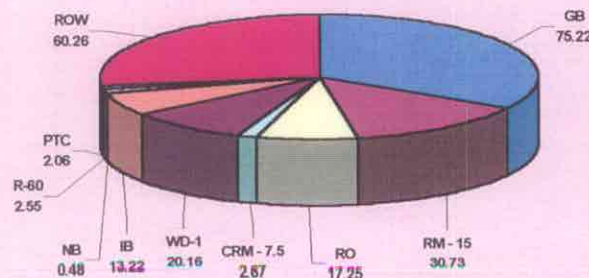
## D. Existing Land Uses

The multiplicity of land uses and zoning districts within the proposed Tarpon Springs CRA reflect the area's long status as the core of the city. The major zoning district is GB (General Business) that provides for a centralized area of specialty retailing, arts and entertainment, offices and residential uses. The RM-15 and CRM-7.5 districts permit a range of residential types and densities. The RO (Residential Office) district is a common zoning response to residential streets that are experiencing commercial pressure created by increased ambient traffic levels. It permits residential uses to mix with business and professional offices.

Zoning District	Acreage	Percent
GB	75.22 ac.	33.49%
RM-15	30.73 ac.	13.68%
RO	17.25 ac.	7.68%
WD-1	20.16 ac.	8.98%
IB	13.22 ac.	5.89%
CRM 7.5	2.67 ac.	1.19%
R-60	2.55 ac.	1.14%
PTC	2.06 ac.	0.92%
NB	0.48 ac.	0.21%
R/W	60.26 ac.	26.83%
<b>TOTAL</b>	<b>224.6 ac.</b>	<b>100.00%</b>

The WD-1 (Waterfront Development) district permits the traditional working waterfront to coexist with tourist-oriented commercial uses. The IB (Intensive Business) district is the heaviest commercial zoning district and is found around the main line and sidings of the former Atlantic Coast Railroad. The R-60 residential district is a relatively new district designed to conserve existing housing and promote the infill development of single family housing on existing lots. The PTC (Pinellas Trail Corridor) district is unique to this area and is established for areas adjacent to the Pinellas Trail. The grid street layout and alley system account for nearly one-third of the total land area.

FIGURE I  
EXISTING ACREAGE BY DISTRICT

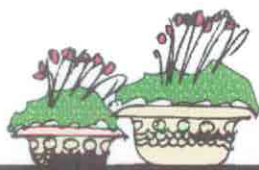




## E. Definition

When the term *blighted area* is used in general conversation, it conjures up an image of an area dominated by deteriorating or abandoned buildings, inadequate or missing public or community services, street crime and vacant land with debris and unsanitary conditions. As used in a *Finding of Necessity*, the threshold is considerably lower and refers to an environment that discourages private investment, stifles sound growth, affects the provision of affordable housing and contributes to traffic and parking problems. Chapter 163.340(8) defines a blighted area as,

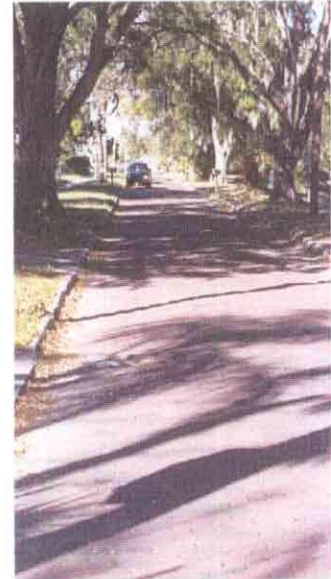
- (a) An area in which there are a substantial number of slum, deriorated, or deteriorating structures and conditions that lead to economic distress or endanger life or property by fire or other causes or one or more of the following factors that substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals, or welfare in its present condition and use:
  - 1. *Predominance of defective or inadequate street layout;*
  - 2. *Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;*
  - 3. *Unsanitary or unsafe conditions;*
  - 4. *Deterioration of site or other improvements;*
  - 5. *Inadequate or outdated building density patterns;*
  - 6. *Tax or special assessment delinquency exceeding the fair value of the land;*
  - 7. *Inadequate transportation and parking facilities; and*
  - 8. *Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; OR*
- (b) An area in which there exists faulty or inadequate street layout; inadequate parking facilities; or roadways bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed construction.



## PART II. FINDINGS

### A. Predominance of Defective or Inadequate Street Layout

Tarpon Springs was part of Hamilton Disston's 1881 land purchase from the State of Florida. The street pattern was established through the MAP OF TOWN OF TARPON SPRINGS laid out by John B. Walton on April 26, 1883. This document was recorded in 1888 at Map Book "G" of Hillsborough County, of which Pinellas was formerly a part. The layout facilitated land sales and overlaid a grid pattern with streets aligned to the points of the compass and blocks of 4 lots each arranged in squares of 620 feet per side. This layout has remained virtually unchanged since 1883.



State Road 582 (Tarpon Avenue) is the major east-west road through the proposed CRA and is functionally classified as a minor arterial. The *Pinellas County 2020 Long Range Transportation Plan* identifies Tarpon Avenue as a constrained facility. Constrained facilities cannot add lanes due to environmental, historic or right-of-way constraints. The 2000 Level of Service (LOS) is "E" and the LRTP projects a 2020 LOS "F". LOS is a qualitative measure of roadway operation with "A" representing free flow of traffic and "F" representing stop and go conditions. The major north-south roadway is U.S. Alternate 19 / State Road 595 (Pinellas Ave.) This is a two-lane undivided road functionally classified as a minor arterial, also identified by the MPO as a constrained facility. This segment was included in 1998's *Corridor Strategy Plan* prepared for the MPO identifying operational improvements to improve service in lieu of additional lanes. The projected 2020 LOS is, nevertheless, "F".

East-west collector streets are Martin Luther King, Jr. Drive, Live Oak Street and Meres Boulevard. Safford Avenue, a north-south street functionally classified as a collector, is also the location of the Fred Marquis Recreational Trail (the Pinellas Trail).

The grid pattern of narrow roads is an asset in terms of historical ambience, alternative routing opportunities, pedestrian movements and community interaction. In a similar vein, the Pinellas Trail provides alternative transportation, recreation and commercial potential. Notwithstanding these traditional community assets, the street layout presents major problems for traffic movement and commercial competitiveness. The streets are generally located in 40 foot rights-of-way and do not provide corner chords. The majority are constructed with an overlay of asphalt on the preexisting bricks with a sand base.



Larger delivery and service vehicles have difficulty negotiating the tight corners. This results in erratic pickup and delivery schedules for residents and merchants and broken curbing and storm inlets for the City's fixed assets. Expansion of capacity invariably requires temporary construction easements and utility easements to accommodate City and franchised utility services. The lack of a stormwater management system has been made worse by the covering of brick streets with impervious asphalt and the infill development of low lying vacant parcels. Retrofit of the system is made more difficult and expensive as a result of State water quality standards and the impending requirements of the National Pollution Discharge Elimination System (N.P.D.E.S.). Lacking a compacted sub-base and a lime rock base, many of these streets are in a washboard condition. Sidewalks are routinely replaced and repaired but tree roots and other factors continuously damage other sections.

The City's capital needs within the proposed CRA will include land acquisition for drainage and utility replacement and reconstruction. The community has expressed a desire to restore brick streets and this can cost 300% more than a comparable asphalt or concrete segment. The City needs to create entrance features that signal one's arrival in the Downtown core and create a sense of place. Landscaping, crosswalks and ramps for the disabled will also require capital investment in the existing street system. The City will need to work closely with the Florida Dept. of Transportation to enhance capacity on the two constrained State facilities in a manner that balances local needs and the desire to move through traffic on a regional basis. The City may reconsider the jurisdictional transfer of portions of the State road system but can only do so if revenues are available for improvements and maintenance.

#### **B. Faulty Lot Layout in Relation to Size, Adequacy, Accessibility or Usefulness**

In the preceding section we discussed the original lot layout of the 1883 Town Map. While the street system has remained intact, the original 2-acre lots were re-subdivided during the period between 1890 and 1925 into 25 - 50 foot lot widths. This allowed for a multiplicity of ownership and a development pattern where commercial buildings typically were located at the street line with about 75-90% lot coverage and rear service access.

As automobile use and land use regulations grew, these narrow lots became faulty and inadequate from a development and redevelopment perspective. Contemporary economic and regulatory standards dictate the use of larger commercial nodes. This allows for driveways meeting the locational and dimensional criteria of FDOT or the city. These nodes also permit compliance with contemporary off-street parking and stormwater treatment & retention requirements that typically consume 33% and 15% of the net lot area respectively. Furthermore, off-street loading and overhead-emptying dumpsters are not easily accommodated by small lot widths and

Compliance with these criteria on the existing lot pattern does not leave adequate floor area to operate a business or realize a return on an investment.

The Countywide Land Use Plan adopted in 1989 provides a maximum 0.4 Floor Area Ratio (F.A.R.) within the Commercial General land use designation, meaning that the aggregate floor area of a building cannot exceed 40% of the lot area. This is generally not a development impediment when dealing with a large commercial parcel and adhering to contemporary development standards as described in the preceding paragraph. Existing buildings that enjoy a legal non-conforming status with respect to F.A.R. are prohibited from expansion. Redevelopment of property is also hindered by the 40% F.A.R. Recognizing this problem, the Pinellas Planning Council adopted the Community Redevelopment District. Said district is only applicable within a CRA and adopts, by reference the development standards of the CRA Redevelopment Plan.

Parts of Downtown available for redevelopment often are, or seem to be, overly complicated to acquire. They are often characterized by multiple ownership, multiple tenants with varying leasing arrangements, multiple pricing mechanisms and varying degrees of real or perceived environmental contamination. The CRA can serve as a legal framework for land assembly to simplify the process of redeveloping parcels whether by existing owners or public/private partnerships.

### **C. Deterioration of Site or Other Improvements**

Within the study area, the City's water distribution and sewage collection systems are, for the most part, more than 40 years old. The 1916 Water Works building is located near Grosse and Tarpon Avenues and still contains a 0.1 MGD potable water well. The distribution system consists mostly of cast iron or galvanized distribution mains with diameters of 8" to 2". Reduction of flow capacity is caused by the deposit of minerals along the interior walls of the pipes. This "tuberculation" problem is partly remedied through chemical treatment however, replacement of such lines is inevitable. Corrosion of mains from the outside inward weakens pipes and makes them more prone to leaks. A lack of gate valves forces the City to shut down large areas to isolate breaks.

The sewer collection system consists mainly of vitrified clay pipes. This material is no longer utilized because its small pipe lengths create too many joints and its weak tensile strength cause excessive cracking and joint failures. The City has had to resort to a program of slip lining to reduce infiltration of sea and ground water and to reinforce pipes and joints. Manholes in this area are generally brick as opposed to modern reinforced concrete structures. These require continuing maintenance to prevent leakage. Another problem for the system is the location of mains and service laterals in rear yards. These are sometimes located without benefit of a utility easement and are, in all cases, more difficult to service and maintain than modern street connections.





The storm sewer system contains three basins with Pinellas Avenue as the divide. Stormwater east of Pinellas Avenue generally flows to Safford Avenue where it enters a system that ultimately discharges into the Anclote River. There are a series of open swales along the east side of the Pinellas Trail that serve as treatment ponds. A portion of the area between Pine and Orange Streets is a closed basin and storm water flows into a low lying area around the former ice making plant. There are not a series of drainage easements handling the flow and retention throughout the entire portion of the system. West of Pinellas Ave. the system discharges directly into the Bayous. In order to improve the quality of this discharge, larger diameter pipes would slow velocity and allow sedimentation of particulates. The City would also like to install pollution retardant catch basins at the inlets and discharge structures. Due to the age of the system, one often finds State and City discharge structures located without benefit of ownership or easement. As previously discussed, pending N.P.D.E.S. license requirements potentially pose a massive burden to older MS4 systems.

Utility poles and overhead wires throughout the area create a visually blighted impression. The utility poles also limit the useable width of sidewalks. Landscape material and streetscapes that can mitigate this type of visual blight are no widespread. The City hopes to utilize CRA and other revenue sources to bury existing overhead utilities, commencing with the arterial roadways. The City has installed decorative lighting along Tarpon Avenue, Orange, Court and Lemon Streets and along small portions of the Fred Marquis Trail and Pinellas Avenue. The City needs to complete the installation of decorative lighting throughout the CRA.

There are approximately 248 structures located within the proposed CRA. Ownership is in the hands of individuals, corporations, the City and F.D.O.T. The majority are in fair to excellent condition with only 6 being obviously deteriorated from an external inspection. This low percentage is the result of proper maintenance by the owners and targeted demolition by the City of Tarpon Springs.

#### D. Inadequate Transportation Facilities

Tindale-Oliver and Associates provided an analysis of needed transportation improvements in Downtown Tarpon Springs as part of the *Downtown Development Action Plan* process in 2000. Their study consisted of roadway, intersection and parking analyses and recommendations.

Tindale-Oliver confirmed the existing and future LOS deficiencies for Tarpon Avenue and Pinellas Avenue as discussed in Section A, above. They also noted that the existing geometry at the Pinellas Avenue/Tarpon Avenue intersection is causing delays due to the number of turning vehicles "spilling over" from the turn lanes into the through travel lanes. A similar "spill over" effect was found in the turn lanes at the Pinellas Avenue/Dodecanese Boulevard intersection. Additionally, longer signal phases are required to accommodate pedestrian crossings and limit possible signal timing adjustment options to improve intersection operations for vehicles.

The City of Tarpon Springs is projected to experience similar to worse traffic operating along these corridors until at least 2020. Tindale-Oliver recommended that the City work with F.D.O.T. and the Pinellas County MPO to institute traffic calming techniques aimed at lowering speeds, providing a more pleasant driving experience and discouraging through traffic from using the corridor. As a corollary to this strategy, the City would be developing a more pedestrian friendly Downtown.

##### *Specific improvements include:*

- Providing longer turn lanes where existing lanes are too short. This will better serve current and near-term future traffic demands by reducing spill over into through travel lanes. This may result in the need to prohibit left-turns at some minor street intersections.
- Implementation of pedestrian crosswalks to clearly delineate pedestrian crossings and slow traffic.
- Implement "speed tables" to manage the speed of traffic throughout the corridor.
- Provide intersection "bulb-outs" to shorten pedestrian crossing distances.
- Leave on-street parallel parking where it currently exists and explore its introduction at other appropriate locations.
- Investigate developing a Transportation Concurrency Exception Area in the Downtown. This will provide clear guidance for redevelopment relative to the Chapter 163 local government planning and concurrency requirements.
- Use aesthetic street improvements to make the corridor more pleasant to drive. LOS is a qualitative performance measure. An attractive streetscape plan will create an attractive Downtown and provide drivers with a pleasant driving experience thereby improving the level of service with a more efficient, pleasant and visually interesting corridor.





With respect to off-street parking, there is shortage of off-street parking spaces vis-à-vis the aggregate demand of business, residential and institutional uses. A study conducted by the Planning and Zoning Department in 1999 found the Downtown shortage to be 1,263 spaces. In addition to this absolute demand, there is also a parking management problem. This includes turnover rate of parking spaces and the provision of clear directions to motorists. Specific components of parking management include signage, enforcement and merchant involvement.

The DDAP has recommended the development of additional surface parking as well as two parking garages and a trolley service. The trolley service will also connect to a 300 space remote surface parking lot on Live Oak Street that the City constructed in 1998 utilizing CDBG funding. The structures proposed for Downtown incorporate multi-level parking designed with attractive retail space wrapping the façade of the building at the sidewalk line.

#### **E. Public Transportation Facilities Incapable of Handling the Volume of Traffic Flow into or Through the Area, Either at Present or Following Proposed Construction**

As we have demonstrated in the preceding sections, right-of-way limitations, pedestrian activity and historic structures predetermine that the current and projected traffic congestion cannot be addressed by road building alone. Tarpon Avenue and North Pinellas Avenue are operating at peak hour LOS E or F under existing and future conditions. Physical and policy barriers prohibit the addition of through lanes. Both roads have been designated as "constrained" facilities by the Pinellas County MPO *Year 2020 Long Range Transportation Plan*. Both are projected to be operating at LOS F (forced flow) in 2020.

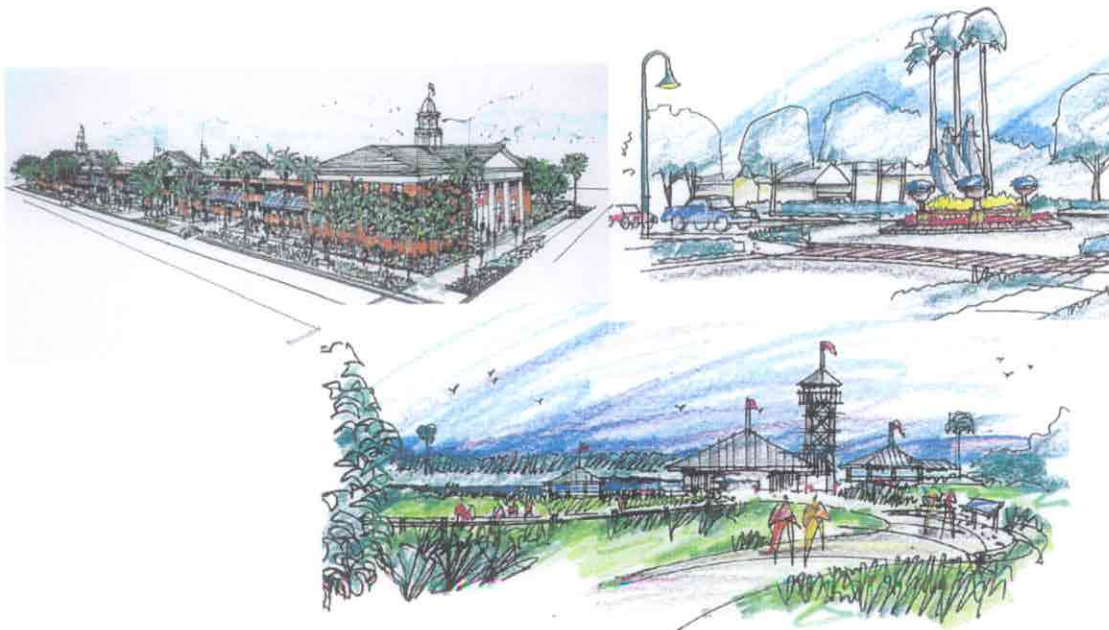
## PART 3. SUMMARY AND CONCLUSIONS

The information in this report has provided documentation of the physical indicators and conditions of blight within the proposed Downtown Tarpon Springs redevelopment area. The presence of these conditions is sufficient evidence of blight pursuant to the criteria of Chapter 163.340, F.S. The Board of Commissioners is justified in making the requisite findings and adopting Resolution 2001-22.

The process put in motion by Resolution 2001-22 should result in a delegation of authority by the Board of County Commissioners, adoption of a Redevelopment Plan and the creation of the Downtown Tarpon Springs Redevelopment Agency. The Agency is needed to provide the financial and administrative tools to conserve and redevelop the City's core.

These include:

1. A strategic vision and continuity to stay the course in the long process of redevelopment.
2. Create a redevelopment trust fund financed through tax increment financing.
3. Enter into agreements for public-private partnerships.
4. Obtain grants and secure higher ratings on grant applications.
5. Secure loans.
6. Provide a focal point for the diverse interests constituting Downtown.





**PROJECT DESCRIPTION:**

BEGIN AT THE SOUTHWEST CORNER OF LOT 11, BLOCK 7, "TARPON SPRINGS ENTERPRISES INC. REPLAT", AS RECORDED IN PLAT BOOK 9, PAGE 10 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE WESTERLY ALONG THE EAST-WEST CENTERLINE OF SECTION 13, TOWNSHIP 27 SOUTH, RANGE 15 EAST, TO THE SOUTHWEST CORNER OF A PARCEL OF LAND RECORDED IN OFFICIAL RECORDS BOOK 3662, PAGE 966, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTHERLY ALONG THE EAST BOUNDARY LINE OF SAID PARCEL TO THE NORTHEAST CORNER OF A PARCEL OF LAND RECORDED IN OFFICIAL RECORDS BOOK 10244, PAGE 1949, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE WESTERLY ALONG THE NORTHERLY BOUNDARY OF SAID PARCEL TO ITS NORTHWEST CORNER; THENCE NORTHERLY ALONG THE WEST BOUNDARY OF A PARCEL OF LAND RECORDED IN OFFICIAL RECORDS BOOK 3662, PAGE 966, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA TO THE NORTHWEST CORNER OF SAID PARCEL; THENCE EASTERLY ALONG SAID PARCEL TO ITS NORTHEAST CORNER, ALSO BEING THE SOUTHWEST CORNER OF LOT 10, BLOCK 8, "TARPON SPRINGS ENTERPRISES INC. RE-PLAT"; THENCE NORTHERLY ALONG WEST BOUNDARY LINE OF SAID LOT 10 TO ITS NORTHWEST CORNER; THENCE WESTERLY ALONG THE NORTH LINE OF SAID LOT PROJECTED 126 FEET MORE OR LESS WESTERLY TO THE CORNER OF A PARCEL OF LAND RECORDED IN OFFICIAL RECORDS BOOK 4244, PAGE 153, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTHERLY ALONG SAID PARCEL OF LAND TO THE SOUTHEAST CORNER OF LOT 20, BLOCK 9, "TARPON SPRINGS ENTERPRISES INC. RE-PLAT"; THENCE NORTHERLY TO THE SOUTH RIGHT-OF-WAY OF MORGAN STREET, POINT ALSO BEING THE NORTHWEST CORNER OF LOT 12, BLOCK 9, "TARPON SPRINGS ENTERPRISES INC. RE-PLAT"; THENCE WESTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE TO A POINT OF INTERSECTION WITH THE WEST RIGHT-OF-WAY OF BANANA STREET; THENCE NORTHERLY ALONG THE WEST RIGHT-OF-WAY LINE OF BANANA STREET TO THE NORTHEAST CORNER OF LOT 1, "ALEXANDER LINN'S SUBDIVISION", AS RECORDED IN PLAT BOOK 5, PAGE 6 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTHWESTERLY ACROSS SPRING BOULEVARD TO THE MEAN LOW WATER LINE OF SPRING BAYOU; THENCE NORTHERLY AND NORTHEASTERLY MEANDERING ALONG THE MEAN LOW WATER LINE OF SPRING BAYOU TO THE INTERSECTION OF THE SOUTHERLY BOUNDARY LINE PROJECTED TO THE MEAN LOW WATER LINE OF SPRING BAYOU OF "VILLA PLUMOSA CONDOMINIUM", AS RECORDED IN CONDOMINIUM PLAT BOOK 59, PAGE 108 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTHEASTERLY ALONG THE SOUTHERLY PROJECTED BOUNDARY LINE OF SAID CONDOMINIUM PLAT ACROSS SPRING BAYOU TO THE NORTHWEST CORNER OF BLOCK 65, "OFFICIAL MAP OF TARPON SPRINGS", AS RECORDED IN PLAT BOOK 4, PAGE 8 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, OF WHICH PINELLAS COUNTY WAS FORMERLY A PART, POINT ALSO BEING ON THE SOUTH RIGHT-OF-WAY LINE OF WEST ORANGE STREET; THENCE EASTERLY ALONG THE SOUTH RIGHT-OF-WAY LINE OF WEST ORANGE STREET TO A POINT WHICH IS THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF WEST ORANGE STREET AND A LINE PROJECTED SOUTHERLY FROM THE EAST BOUNDARY OF THE WEST 135 FEET OF LOT 3, "OFFICIAL MAP OF TARPON SPRINGS", AS RECORDED IN PLAT BOOK 4, PAGE 8 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, OF WHICH PINELLAS COUNTY WAS FORMERLY A PART; THENCE NORTHERLY ALONG AFOREMENTIONED PROJECTED LINE TO THE NORTHEAST CORNER OF THE WEST 135 FEET OF SAID LOT 3; THENCE NORTHEASTERLY ACROSS WEST CENTER STREET TO THE SOUTHEAST CORNER OF LOT 7, BLOCK A, "READ AND KELLY'S TARPON HEIGHTS SECTIONS A AND B", AS RECORDED IN PLAT BOOK 4, PAGE 47 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, OF WHICH PINELLAS COUNTY WAS FORMERLY A PART; THENCE NORTHERLY CROSSING READ STREET TO THE NORTHWEST CORNER OF LOT 4, BLOCK B OF SAID SUBDIVISION; THENCE EASTERLY TO THE SOUTHEAST CORNER OF THE WEST 10 FEET OF LOT 3, BLOCK B, OF SAID SUBDIVISION; THENCE NORTHERLY ALONG THE EAST BOUNDARY OF THE WEST 10 FEET OF SAID LOT 3 TO THE SOUTH RIGHT-OF-WAY OF WEST PARK STREET; THENCE NORTHWESTERLY ACROSS WEST PARK STREET TO THE SOUTHEAST CORNER OF LOT 33, "I.B. READ'S TARPON HEIGHTS - SECTION C", AS RECORDED IN PLAT BOOK 3, PAGE 42 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE WESTERLY ALONG THE SOUTH BOUNDARY LINE OF SAID LOT 33 TO THE SOUTHWEST CORNER OF LOT 34 OF SAID SUBDIVISION; THENCE NORTHERLY ALONG THE WEST BOUNDARY OF LOT 34 TO THE NORTHWEST CORNER OF LOT 34; THENCE EASTERLY ALONG THE NORTH BOUNDARY OF SAID LOT 34 TO THE SOUTHEAST CORNER OF LOT 28 OF SAID SUBDIVISION; THENCE NORTHERLY ALONG THE EAST BOUNDARY OF SAID LOT 28 ACROSS ADA STREET TO THE SOUTHEAST CORNER OF LOT 11 OF SAID SUBDIVISION; THENCE WESTERLY ALONG THE SOUTH BOUNDARY OF SAID LOT 11 AND THE NORTH RIGHT-OF-WAY LINE OF ADA STREET TO THE SOUTHWEST CORNER OF LOT 11; THENCE NORTHERLY ALONG THE WEST BOUNDARY OF SAID LOT 11 TO THE NORTHWEST CORNER OF LOT 11; THENCE EASTERLY ALONG THE NORTH BOUNDARY OF SAID LOT 11 TO THE SOUTHEAST CORNER OF LOT 39, "REVISED PLAT OF SECTION D OF I.B. READ'S, TARPON HEIGHTS", AS RECORDED IN PLAT BOOK 1, PAGE 33 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTHERLY TO THE NORTHEAST CORNER OF LOT 40 OF SAID SUBDIVISION, POINT ALSO BEING ON THE SOUTHERLY RIGHT-OF-WAY LINE OF ATHENS STREET; THENCE NORTHERLY ACROSS ATHENS STREET TO THE MOST SOUTHERLY CORNER OF LOT 44A, "A REPLAT OF CHEYNEY'S MILL ADDITION TO TARPON SPRINGS", AS RECORDED IN PLAT BOOK 18, PAGE 3 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTHERLY ALONG THE EAST BOUNDARY OF SAID LOT 44A 44.7 FEET MORE OR LESS; THENCE EASTERLY ALONG THE SOUTHERLY BOUNDARY OF SAID LOT 44A TO THE SOUTHEAST CORNER OF LOT 44A; THENCE NORTHERLY TO THE NORTHEAST CORNER OF SAID LOT 44A, POINT ALSO BEING ON THE WEST RIGHT-OF-WAY LINE OF A 12 FOOT PUBLIC ALLEY DEDICATED PER SAID PLAT OF "A REPLAT OF CHEYNEY'S MILL ADDITION TO TARPON SPRINGS"; THENCE NORTHERLY ALONG THE WEST BOUNDARY OF SAID ALLEY RIGHT-OF-WAY LINE TO THE NORTHEAST CORNER OF LOT 21A, AFOREMENTIONED PLAT; THENCE WESTERLY TO THE NORTHWEST CORNER OF LOT 21 OF SAID SUBDIVISION; THENCE NORTHERLY AND ALONG THE EAST BOUNDARY OF LOT 22 OF SAID SUBDIVISION TO THE NORTH RIGHT-OF-WAY OF WEST CEDAR STREET; THENCE WESTERLY ALONG THE NORTH RIGHT-OF-WAY LINE OF WEST CEDAR STREET TO THE SOUTHEAST CORNER OF LOT 8, BLOCK B, "ANCLOTE SUBDIVISION", AS RECORDED IN PLAT BOOK 21, PAGE 61 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTHERLY ALONG THE EAST BOUNDARY OF SAID LOT 8 AND ACROSS WEST LIVE OAK STREET TO THE NORTHWEST CORNER OF LOT 4,

(DESCRIPTION CONTINUED ON SHEET 2)

-SEE SHEETS 3 AND 4 OF 4 SHEETS FOR ACCOMPANYING SKETCH-



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AUTHORIZATION No. LB 4019



FILE: TSCD

**SHEET 1 OF 4 SHEETS**

DATE: MARCH 23, 2001

**EXHIBIT "A"**



**PROJECT DESCRIPTION:**

(CONTINUED FROM SHEET 1 OF 4 SHEETS)

BLOCK A, OF SAID SUBDIVISION AND ITS WEST BOUNDARY EXTENDED TO THE SOUTHERLY RIGHT-OF-WAY LINE OF DODECANESE BOULEVARD; THENCE EASTERLY ALONG SAID RIGHT-OF-WAY LINE TO A POINT OF INTERSECTION WITH THE WEST RIGHT-OF-WAY LINE OF NORTH PINELLAS AVENUE; THENCE NORTHERLY ALONG THE WEST RIGHT-OF-WAY LINE OF NORTH PINELLAS AVENUE TO THE SOUTHEAST CORNER OF A PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 4687, PAGE 824 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE LEAVING SAID RIGHT-OF-WAY LINE NORTHWESTERLY ALONG THE SOUTH BOUNDARY OF SAID PARCEL TO THE MEAN LOW WATER LINE OF THE ANCLOTE RIVER AS IT IS ESTABLISHED; THENCE NORTHERLY AND EASTERLY MEANDERING ALONG SAID MEAN LOW WATER LINE OF THE ANCLOTE RIVER TO A POINT OF INTERSECTION WITH THE EAST BOUNDARY LINE OF LOT 15, "OFFICIAL MAP OF TARPON SPRINGS", AS RECORDED IN PLAT BOOK 4, PAGE 8 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, OF WHICH PINELLAS COUNTY WAS FORMERLY A PART, EXTENDED NORTHERLY; THENCE SOUTHERLY ALONG SAID EAST BOUNDARY LINE OF LOT 15 TO THE NORTHERLY RIGHT-OF-WAY LINE OF "THE PINELLAS TRAIL"; THENCE NORTHEASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO A POINT OF INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF NORTH GROSSE AVENUE PROJECTED NORTHERLY; THENCE SOUTHERLY ALONG SAID LINE OF PROJECTION AND ACROSS THE "PINELLAS TRAIL" TO THE SOUTH RIGHT-OF-WAY LINE OF THE AFOREMENTIONED "PINELLAS TRAIL"; THENCE SOUTHWESTERLY ALONG THE SAID RIGHT-OF-WAY TO THE NORTHWEST CORNER OF LOT 5, BLOCK 5, "T.G. CUPITT'S PROPERTY OF TARPON SPRINGS" AS RECORDED IN PLAT BOOK 3, PAGE 46 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE SOUTHERLY ALONG THE WEST BOUNDARY OF SAID LOT 5, ALSO BEING THE EAST RIGHT-OF-WAY LINE OF NORTH SAFFORD AVENUE AND ACROSS PINE STREET TO THE NORTHWEST CORNER OF LOT 1, "W.F.D.E. GOLIERS", AS RECORDED IN PLAT BOOK 3, PAGE 70 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, OF WHICH PINELLAS COUNTY WAS FORMERLY A PART; THENCE EASTERLY ALONG THE NORTH BOUNDARY LINE OF SAID LOT 1 TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE SOUTHERLY ALONG THE EAST BOUNDARY OF SAID LOT 1, ALSO BEING THE WEST BOUNDARY OF A 10 FOOT PUBLIC ALLEY DEDICATED PER THE AFOREMENTIONED PLAT TO THE SOUTHEAST CORNER OF LOT 7, "WEBSTERS SUBDIVISION", AS RECORDED IN DEED BOOK 1, PAGE 93 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE SOUTHWESTERLY ACROSS CYPRESS STREET TO THE NORTHEAST CORNER OF LOT 4, "MRS. WEBSTERS SUBDIVISION", AS RECORDED IN PLAT BOOK 4, PAGE 29 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE SOUTHERLY ALONG THE EAST BOUNDARY OF SAID LOT 4 TO A POINT OF INTERSECTION ON THE SOUTH RIGHT-OF-WAY LINE OF THE ADJACENT PUBLIC ALLEY DEDICATED PER SAID PLAT; THENCE EASTERLY ALONG SAID RIGHT-OF-WAY LINE TO THE NORTHEAST CORNER OF LOT 3, "FERGUSON SUBDIVISION", AS RECORDED IN PLAT BOOK 21, PAGE 30 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE SOUTHERLY ALONG THE EAST BOUNDARY LINE OF SAID LOT 3 TO THE SOUTH RIGHT-OF-WAY OF EAST CENTER STREET; THENCE EASTERLY TO THE WEST RIGHT-OF-WAY LINE OF NORTH RING AVENUE; THENCE SOUTHERLY ALONG SAID RIGHT-OF-WAY TO A POINT OF INTERSECTION WITH THE CENTERLINE OF A 10 FOOT PUBLIC ALLEY RIGHT-OF-WAY, BORDERED ON THE SOUTH BY LOT 3A, "LITTLE GREECE RESUBDIVISION", AS RECORDED IN PLAT BOOK 4, PAGE 49 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE EASTERLY ACROSS NORTH RING AVENUE ALONG THE CENTERLINE OF A 10 FOOT PUBLIC ALLEY RIGHT-OF-WAY DEDICATED PER "RESUBDIVISION OF ALL OF BLOCK 30 OFFICIAL MAP OF TARPON SPRINGS", AS RECORDED IN PLAT BOOK 5, PAGE 68 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, OF WHICH PINELLAS COUNTY WAS FORMERLY A PART, TO THE WESTERLY RIGHT-OF-WAY LINE OF NORTH LEVIS AVENUE; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE TO THE CENTERLINE OF A PUBLIC ALLEY RIGHT-OF-WAY IN BLOCK 1, "GRAMMER AND SMITH'S SUBDIVISION", AS RECORDED IN PLAT BOOK 5, PAGE 74 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE WESTERLY ALONG SAID CENTERLINE OF SAID ALLEY RIGHT-OF-WAY CROSSING GROSSE AVENUE TO THE INTERSECTION OF A 10 FOOT ALLEY BORDERED ON THE EAST BY LOT 11, "ATHENS SUBDIVISION", AS RECORDED IN PLAT BOOK 3, PAGE 47 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, OF WHICH PINELLAS COUNTY WAS FORMERLY A PART; THENCE SOUTHERLY ALONG THE CENTERLINE OF SAID ALLEY RIGHT-OF-WAY CROSSING BOYER STREET TO A POINT OF INTERSECTION WITH THE CENTERLINE OF LIME STREET RIGHT-OF-WAY; THENCE EASTERLY ALONG THE CENTERLINE OF SAID LIME STREET TO A POINT OF INTERSECTION WITH THE NORTHERLY PROJECTION OF THE EAST BOUNDARY LINE OF LOT 1, "ORANGE GROVE", AS RECORDED IN PLAT BOOK 5, PAGE 49 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, OF WHICH PINELLAS COUNTY WAS FORMERLY A PART; THENCE SOUTHERLY ALONG THE EAST BOUNDARY OF SAID LOT 1 AND LOTS 2 THROUGH 5 OF TO THE SOUTHEAST CORNER OF LOT 5 OF SAID SUBDIVISION; THENCE SOUTHWESTERLY ACROSS THE ALLEY RIGHT-OF-WAY DEDICATED PER SAID PLAT TO THE NORTHEAST CORNER OF LOT 1, BLOCK 3, "VIOLA P. KEENEY'S SUBDIVISION", AS RECORDED IN PLAT BOOK 1, PAGE 47 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, OF WHICH PINELLAS COUNTY WAS FORMERLY A PART; THENCE SOUTHERLY ACROSS DR. MARTIN LUTHER KING JR. DRIVE TO THE NORTHEAST CORNER OF LOT 1, BLOCK 2, "DISSTON AND KEENEY'S SUBDIVISION", AS RECORDED IN PLAT BOOK 31, PAGE 31 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, OF WHICH PINELLAS COUNTY WAS FORMERLY A PART; THENCE SOUTHERLY ALONG THE EAST BOUNDARY OF SAID LOT 1 AND LOTS 2 THROUGH 12 AND ACROSS HARRISON STREET TO THE NORTHEAST CORNER OF LOT 1, BLOCK 5, OF SAID SUBDIVISION; THENCE CONTINUE SOUTHERLY ALONG SAID LINE TO THE SOUTHEAST CORNER OF LOT 6, BLOCK 5, SAID SUBDIVISION; THENCE CONTINUING SOUTHERLY TO A POINT 5 FEET SOUTH OF THE SOUTHEAST CORNER OF LOT 6, BLOCK 5; THENCE WESTERLY ALONG A LINE PARALLEL TO AND 5 FEET SOUTH OF THE SOUTH BOUNDARY OF SAID LOT 6 TO THE EAST RIGHT-OF-WAY LINE OF SOUTH SAFFORD AVENUE; THENCE SOUTHERLY ALONG THE EAST RIGHT-OF-WAY LINE OF SAFFORD AVENUE TO A POINT OF INTERSECTION WITH THE EAST-WEST CENTERLINE OF SECTION 13, TOWNSHIP 27 SOUTH, RANGE 15 EAST; THENCE WESTERLY ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.

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**SHEET 2 OF 4 SHEETS**

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