

"Old Reliable Department Store" Est.  
1886

Vintage Department Store 2001  
on Tarpon Avenue



City of

Tarpon Springs, Florida

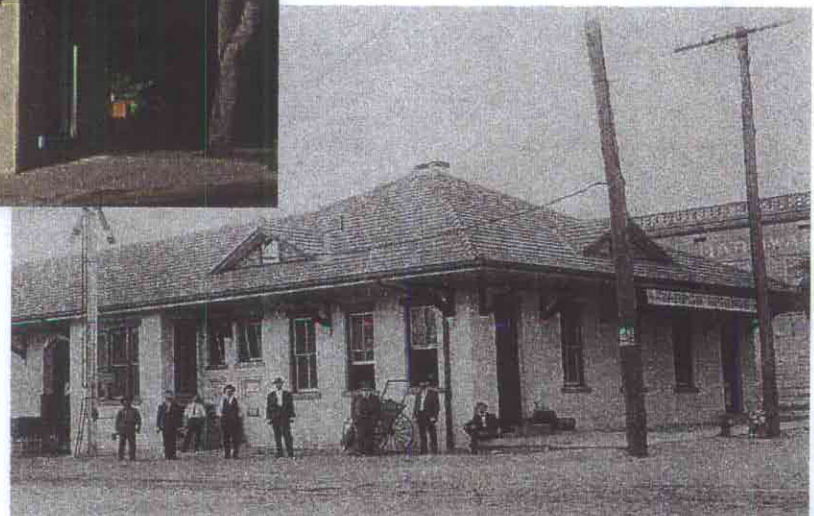
# Downtown Redevelopment Plan



Tarpon Springs Train Station 2000

A Plan for the New Century

Tarpon Springs Train Station Est. 1909



# **CITY OF TARPON SPRINGS, FLORIDA**

## **DOWNTOWN REDEVELOPMENT PLAN**

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### **ACKNOWLEDGMENT**

The preparation of this Redevelopment Plan would not have been possible without the time and effort expended by many groups and individuals. The CRA would like to extend thanks to those organizations, citizens, merchants, property owners, and City personnel who furnished information and participated in creating the contents of this Plan. Special thanks goes to the RMPK Group of Sarasota for their work on the Downtown Development Action Plan.



# Tarpon Springs Downtown Redevelopment Plan

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# Part I

## Introduction

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### BACKGROUND

The RMPK Group of Sarasota, FL was commissioned by the City to create the Downtown Development Action Plan (DDAP). The purpose of the Downtown Development Action Plan is to devise strategies to remedy the physical and functional problems of the Downtown area through a community based planning and design process. The DDAP set forth implementation strategies that define the actions required by the City to succeed in revitalizing the Downtown. Chief among these was a recommendation to create a Community Redevelopment Agency (CRA) pursuant to Florida's Community Redevelopment Act of 1969, Chapter 163, Part III, F.S. The DDAP also contained a listing of proposed capital improvements and funding strategies. On December 12, 2000 the City approved the DDAP.

On April 24, 2001 the Tarpon Springs Board of Commissioners adopted Resolution 2001-22 determining that conditions of blight exist within Downtown Tarpon Springs and that a need exists for the creation of a Community Redevelopment Agency for the purpose of promoting redevelopment and revitalization of Downtown. On June 5, 2001 the Pinellas County Board of Commissioners adopted Resolution 01-100 delegating its authority to establish a CRA to the Tarpon Springs Board of Commissioners (BOC). On July 3, 2001 the BOC adopted Resolution 2001-35 in accordance with Chap. 163.357, F.S. declaring itself to be the Community Redevelopment Agency and directed City staff to prepare this Redevelopment Plan.

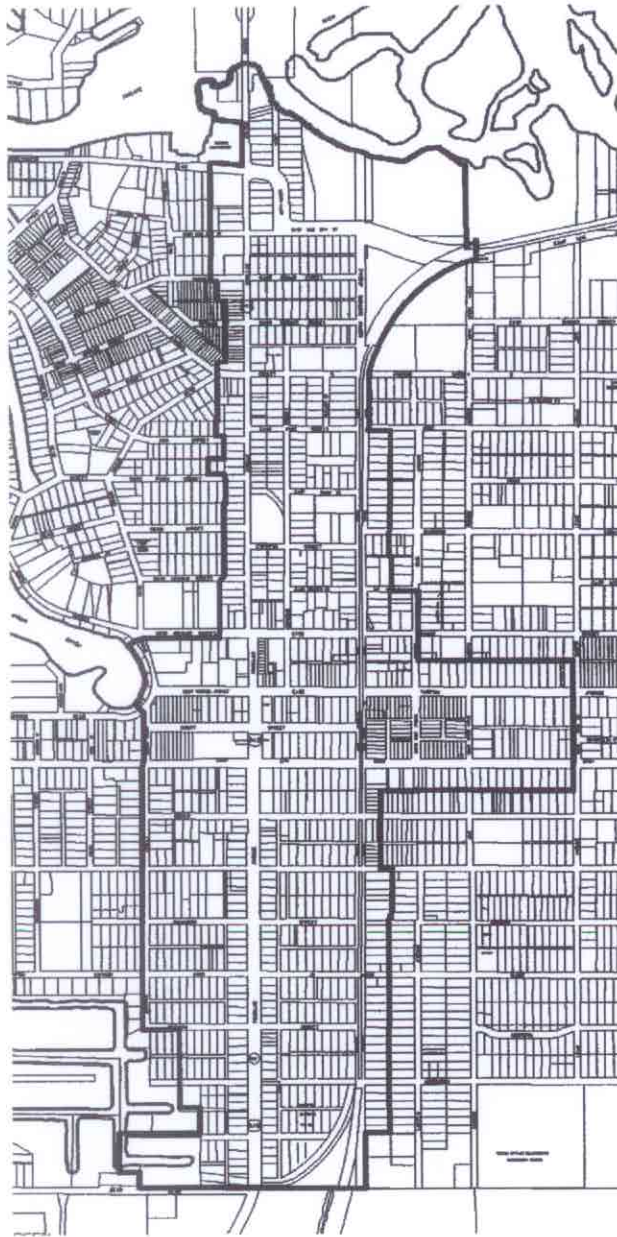
This Plan is based upon the aforementioned DDAP but was adapted to comply with the additional requirements of Chapter 163.360 and .362, F.S. It is divided into eight parts:

- Part I This introductory chapter that includes the legal description and background of the Plan.
- Part II An inventory of existing conditions in the Downtown Redevelopment Area.
- Part III An urban conditions analysis that is an in-depth look at how the community functions from a land use, circulation and urban design perspective.
- Part IV A community assessment that resulted from a public design workshop series held with area merchants, residents, property owners, and public officials.
- Part V An urban design framework that includes a conceptual future development plan and urban design plan.
- Part VI An urban design character and theme that presents a written and graphic illustration of future development opportunities and proposed improvements.
- Part VII Implementation strategies including phased capital improvements, cost estimates, funding sources and a time certain for completing redevelopment activities.
- Part VIII A final section that addresses specific statutory requirements contained in Section 163 F.S. Comprehensive Plan consistency, and neighborhood impact statement.



## REDEVELOPMENT AREA

The proposed redevelopment area contains 224.6 acres. It generally follows the historic Downtown and commercial area of Tarpon Springs. There are 592 tax parcels within this area.



The proposed CRA is bound 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 along a line 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 Pinellas Trail to Live Oak Street and back to the Anclote River.

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 the limits. The professionally licensed land surveying firm of Michael Baker and Assocs. was been retained by the City to provide a metes and bounds description of the proposed CRA. This legal description can be found in Appendix "B" to this report. A sketch of the area is located on the left side of this page.

Figure 1 - Geographic Area of the Redevelopment District

## Part II

### Data Inventory

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The preparation of the Downtown Development Action Plan, the basis of this Redevelopment Plan, required a thorough understanding of the existing physical conditions of the downtown area and the analysis of the assets and liabilities of these conditions. Information for the inventory was collected from several sources including site visits for the physical inventory, previous planning studies, interviews with City staff, technical documents and interviews with citizens of the area. The physical conditions of the downtown were mapped in computer (CADD) format and made available for public review. At the same time that the data was being summarized, a series of public meetings were held to solicit comments from the citizens to determine what they felt were the shortcomings and assets of the downtown environment and to determine the priorities of the community. The result of this inventory and analysis was the formation of clear goals and objectives for the design of the project.

### HISTORY

Located between the tributaries of the Anclote River and the Gulf of Mexico, the City of Tarpon Springs offers its residents and visitors an eclectic mix of natural, cultural, and historic amenities to which few other Florida cities can lay claim. Incorporated in 1887, Tarpon Springs has been home and destination to a myriad of people. By remembering the vivid history and diverse identities of these people, it is easy to understand how Tarpon Springs retains much of its quaintness and character to this day.



Sponging Industry in Tarpon Springs

Among the many diverse people who founded and enhanced Tarpon Springs were pioneering families, both Black and White, who fled from the aftermath of the Civil War and settled near what is now known as the Spring Bayou area. Wealthy northerners, European royalty and other prominent figures were all attracted to the Southern tranquility and unspoiled natural environment in Tarpon Springs. The arrival of Greek sponge divers in 1905 and later on, their families, has forever influenced the character of Tarpon Springs.



As Tarpon Springs grew, this rich mix of people learned to support each other through good times and bad. Tarponites joined together during World War I to ration staples like wheat and sugar. The City soon recovered and enjoyed an enormous boom in the Twenties, however difficult times returned with the Great Depression and Prohibition. During the rise of the sponging industry, there was considerable conflict between sponge divers and hook boat crews. In spite of this, a few strong leaders from both the American and Greek communities formed the Sponge Exchange, in order to streamline the export of the increasingly famous sea creature to the rest of the world.

Today, the citizens of Tarpon Springs are joining together to make sure that their city, especially the downtown area, regains its status as a world class destination and can meet this expected demand in the coming century. Many of these citizens bear the names of the earliest citizens of Tarpon Springs, family names that are woven into the City's rich history. Recently, the City took on the project of



The Sponge Harvest



Downtown Tarpon Springs – Tarpon Avenue

redeveloping the Sponge Docks, which revitalized one of the most important pieces of the area's history. The City has enjoyed a resurgence of visitors and commerce to the Sponge Dock area as a result of the improvements to this area. Recognizing downtown Tarpon Springs as the historic core of the community and a critical component to the ultimate welfare of its residents, the City Commission initiated the process of formulating a plan of action to rejuvenate this area.



## EXISTING LAND USE

Downtown Tarpon Spring's system of primary roadways provides a logical framework for describing existing land use characteristics. The following seven primary roadways provided the focus for the land use site inventory. Pinellas Avenue (Alternate 19), Hibiscus Street, Safford Avenue (Pinellas Trail), Orange Street, Tarpon Avenue, Court Street, Lemon Street.

### Pinellas Avenue (Alternate 19)

Pinellas Avenue contains predominantly commercial land use, with some residential uses on the west side of Pinellas, north of Orange Street. There are tourist oriented commercial uses on the north end, near the Sponge Docks. Additionally, the historic downtown between Orange and Lemon Streets contains dominant institutional uses including St. Nicholas' Church and the Cultural Center. Lemon Street to Martin Luther King Jr. Drive shows older development patterns with buildings fronting the sidewalks with no setbacks and on-street parallel parking, establishing a more pedestrian oriented development pattern.

South of Tarpon Avenue, redevelopment is occurring through private sector investment. There are substantial economic opportunities related to the renovations of the Tarpon Arcade and the Classic Cars dealership, which is rapidly becoming a regional attraction. Another proposed redevelopment opportunity is the new Madison Bank, which involves the assembly of older, economically obsolete properties north of Martin Luther King Jr. Drive on the east side of the road.

Suburban oriented commercial development patterns emerge south of Martin Luther King Jr. Drive including larger buildings with expansive setbacks for on-site parking, typified by Ace Hardware and the Winn-Dixie Plaza. The redevelopment of property by Walgreen's on the southeast corner of Martin Luther King Jr. Drive and Pinellas will strengthen the tax base through new commercial investment. The office building originally at this location was relocated to a vacant site nearby. Negotiated architectural standards for Walgreen's new store provide design solutions for an attractive commercial structure in addition to an in-fill development opportunity that strengthens the tax base creating a winning endeavor for the community.

### Hibiscus Street

The residential character of the surrounding land use patterns along Hibiscus Street with lower traffic volumes enable more opportunity for streetscape improvements even though the right-of-way dimensions are the same as North Pinellas Avenue. Hibiscus Street cannot be underestimated as an important pedestrian link to the downtown from North Pinellas and North Safford Avenues. Future development should establish land uses that unify these areas with designs that are appropriate in scale and architectural character.

### Safford Avenue/Pinellas Trail

Safford Avenue, located on the eastern edge of the study area, is the northernmost link to the Pinellas County Trail System. The intersection of Pinellas Avenue and Tarpon Avenue mark the geographic center of the historic downtown. Land use in the vicinity of this intersection consists of retail businesses, restaurants, Huntington Bank, and the historic Train Depot.

Predominantly residential uses gradually transition north of Orange Street, with the exception of a few commercial establishments on the west side of the road. The east side of Safford Avenue, south of Lemon Street, is also mostly residential, while the southwest portion of the road contains a mixture of heavy commercial land uses such as boat building and repair shops. Improvements in this area should include general cleanup and maintenance, code enforcement, and buffering between incompatible uses.

### Orange Street

Orange Street is home to the most dominant structural feature of the downtown, St. Nicholas Greek Orthodox Cathedral. Located at the southeast corner of the intersection of Orange Street and Pinellas Avenue, the church provides a beautiful focal point for the community with an impressive dome and illuminated cross that can be seen from nearly all areas of the downtown. Attractive real estate and law offices blend with local retail establishments surrounding the church on North Pinellas Avenue and to the north on Orange Street. The Chamber of Commerce office and offices for local architects and design professionals are found nearby. The Oxford House and the Hellenic Cultural Center of Florida occupy historic structures east of the Church Annex with older housing on the north side of the road. Proceeding west on Orange Street many of the large historic homes are being renovated for offices and lodging.





## LEGEND

Parcel Outlines  
Waterways  
Parcels

Prepared by:



July, 2001

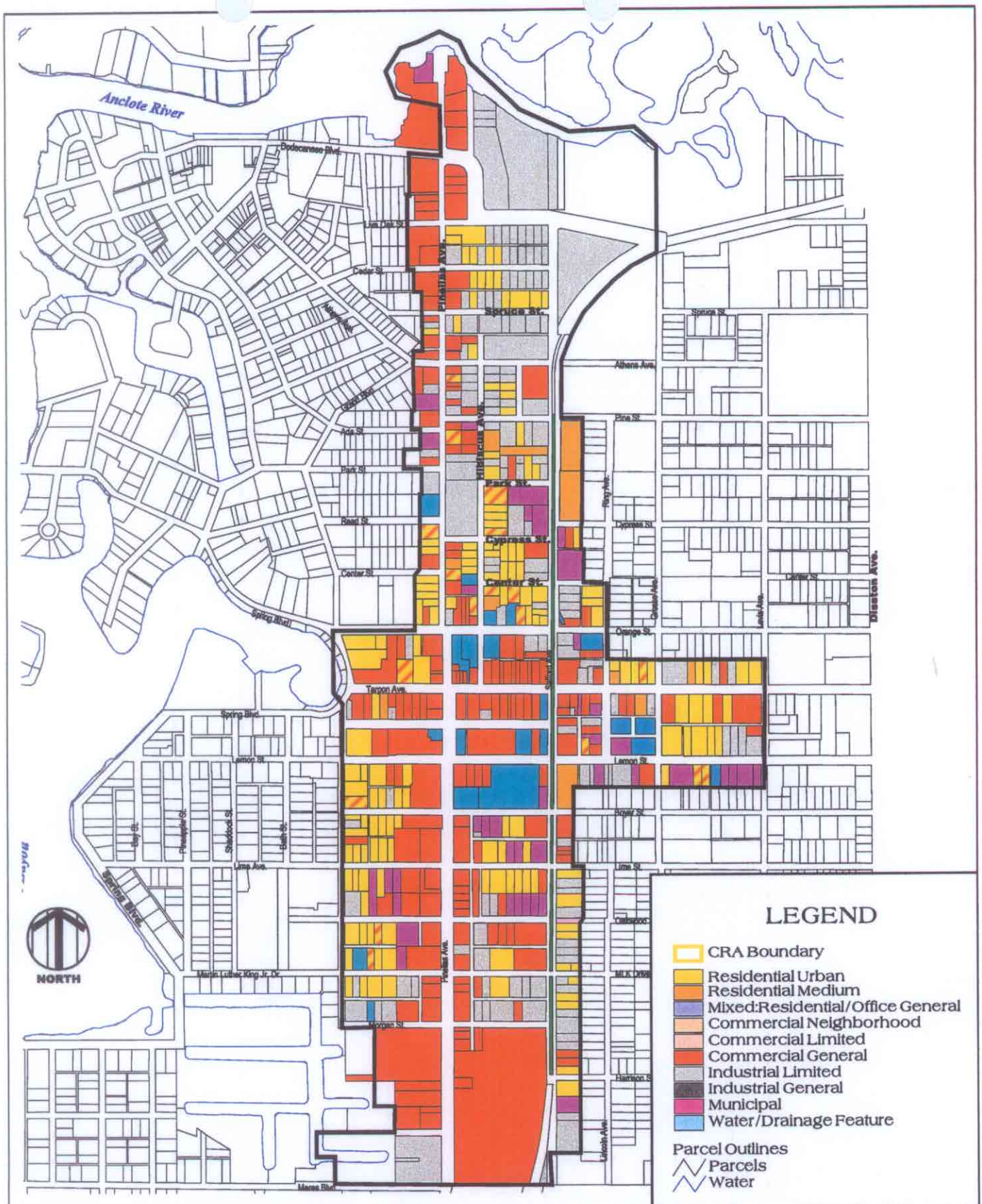
# Aerial Photograph

Downtown Development Action Plan  
City of Tarpon Springs

Figure 2

0 200 400 600 800 1000  
Scale in Feet





Prepared by:



July, 2001

# Current Land Use

Downtown Development Action Plan  
City of Tarpon Springs

Figure 3

0 500 1000  
Scale in Feet



### Tarpon Avenue

Approaching downtown from the east on Tarpon Avenue visitors are welcomed by a magnificent tree canopy overhanging the road framing attractive older homes that are now in transition to low to moderate intensity office and business uses. The quality of the pedestrian environment is very good although investment in the publicly owned right of way is needed to upgrade the sidewalks, improve street-lighting and use street trees to establish order and continuity of design. The City should also invest in a gateway feature for the main entrance to town.

Building heights, massing, and setbacks easily identify this area as the original business corridor in Tarpon Springs. The older commercial properties in this area were developed with no setback from the existing road right-of-way and rely substantially upon the on-street parking. The buildings on this portion of Tarpon Avenue contain some of the most appealing architectural features in town, such as the Meres Building, and have great potential for improving the mix of pedestrian oriented retail and entertainment establishments that are characteristic of most vibrant downtown shopping areas.

Tarpon Avenue west of Pinellas Avenue is an attractive street providing a spectacular view of Spring Bayou home of the Church's annual Ceremony of the Epiphany. Craig Park and the Tarpon Springs Heritage Center provide recreational and cultural amenities in a serene setting that also supports periodic arts and cultural festivals that are integral elements of the community's historic way of life. This section of Tarpon Avenue includes the Spring Bayou Inn, an old residence that has been renovated into a beautiful bed and breakfast establishment that should set the trend for lodging and support businesses in this area.

### Court Street

Court Street is fronted on the north by the rear side of the businesses facing Tarpon Avenue. Antique shops, art studios, and restaurants are contained in attractive storefronts with angled parking situated on the northern portion of the road. The south side of the street provides parallel on-street parking. Large surface parking areas including public parking lots on Safford Avenue and Pinellas Avenue (formerly the City's Central Park) combined with large expanses of surfacing parking for nearby businesses have effectively created a terminus to the downtown because of the uninviting pedestrian environment.

### Dwelling Units

The number and type of dwelling units within the redevelopment area is as follows:

<u>UNIT TYPE</u>	<u>NUMBER</u>
SINGLE FAMILY	142
TWO FAMILY	28
<u>MULTIPLE FAMILY</u>	<u>43</u>
<b>TOTAL</b>	<b>213</b>



### Land Development Practices

Several issues that impact development in the City were discovered through interviews with property owners, developers, the City Building Department, and Planning and Zoning Staff. It is recommended that the City revisit these issues and pursue revisions to codes and/or policies to encourage private sector investment in developing and renovating properties in the study area. Such changes would occur by Ordinance or Resolution in a process separate from this Redevelopment Plan. Following is a summary of these issues.

#### Property Owners/Developers

- Desire for more flexibility in the code to enable interpretive solutions on a case-by-case basis.
- Expedite permitting process.
- Provide for clear direction for site plan and permitting requirements so property owners can submit complete plans up front and limit necessary revisions.
- Encourage more initiative for creative problem solving.
- Concern over inconsistent code enforcement practices.
- Desire rational and reasonable application of code enforcement.

#### Staff

- Provide preliminary plans that are not necessarily engineered up front, obtain preliminary site plan approval prior to going to the expense of engineering design.
- Need more consideration of architectural elevations and design standards (The City is currently pursuing architectural guidelines for the historic and cultural overlay districts).
- Drainage requirements are controlling site design because of the National Pollution Discharge Elimination System designation.
- The retrofit ordinance is more stringent than SWFWMD for stormwater retention requirements.
- Stormwater fees are excessive because the burden of the cost for improvements has shifted to the private sector
- Desire retention of brick streets, which has been addressed by a resolution defining the policy.
- Desire retention and better utilization of alleyways
- Concern that City Charter will inhibit redevelopment efforts because of limitation placed on the City's ability to acquire land.

### **TRANSPORTATION**

Tindale-Oliver and Associates, Inc. (TOA) was retained by The RMPK Group as part of the development of the DDAP in order to provide an analysis and summary of needed improvements to Pinellas Avenue (Alternate US 19) in downtown Tarpon Springs in support of the downtown master plan goals. The analysis consists of roadway, intersection, and parking analysis, as well as recommendations.

## Background

Pinellas Avenue (Alternate US 19) in Tarpon Springs is a state road serving travel from Pasco County south to the Clearwater area, as well as trips within Pinellas County. It is viewed as the major north/south "Main Street" in Tarpon Springs. Tarpon Avenue, which links Pinellas Avenue (Alternate US 19) with US 19, serves as the major east/west "Main Street". The City of Tarpon Springs desires to create an integrated multi-use downtown, connecting the traditional downtown area around the Pinellas Avenue (Alternate US 19)/Tarpon Avenue intersection to the Sponge Dock tourist area to the north. The Tarpon Springs Downtown Development Action Plan is a graphic representation of the City's proposed development plan.

## Study Area

The City of Tarpon Springs' area of concern in the downtown consists of Pinellas Avenue (Alternate US 19) from Dodecanese Boulevard to Tarpon Avenue and the major intersections of Pinellas Avenue/Tarpon Avenue and Pinellas Avenue/Dodecanese Boulevard.

## Study Procedures

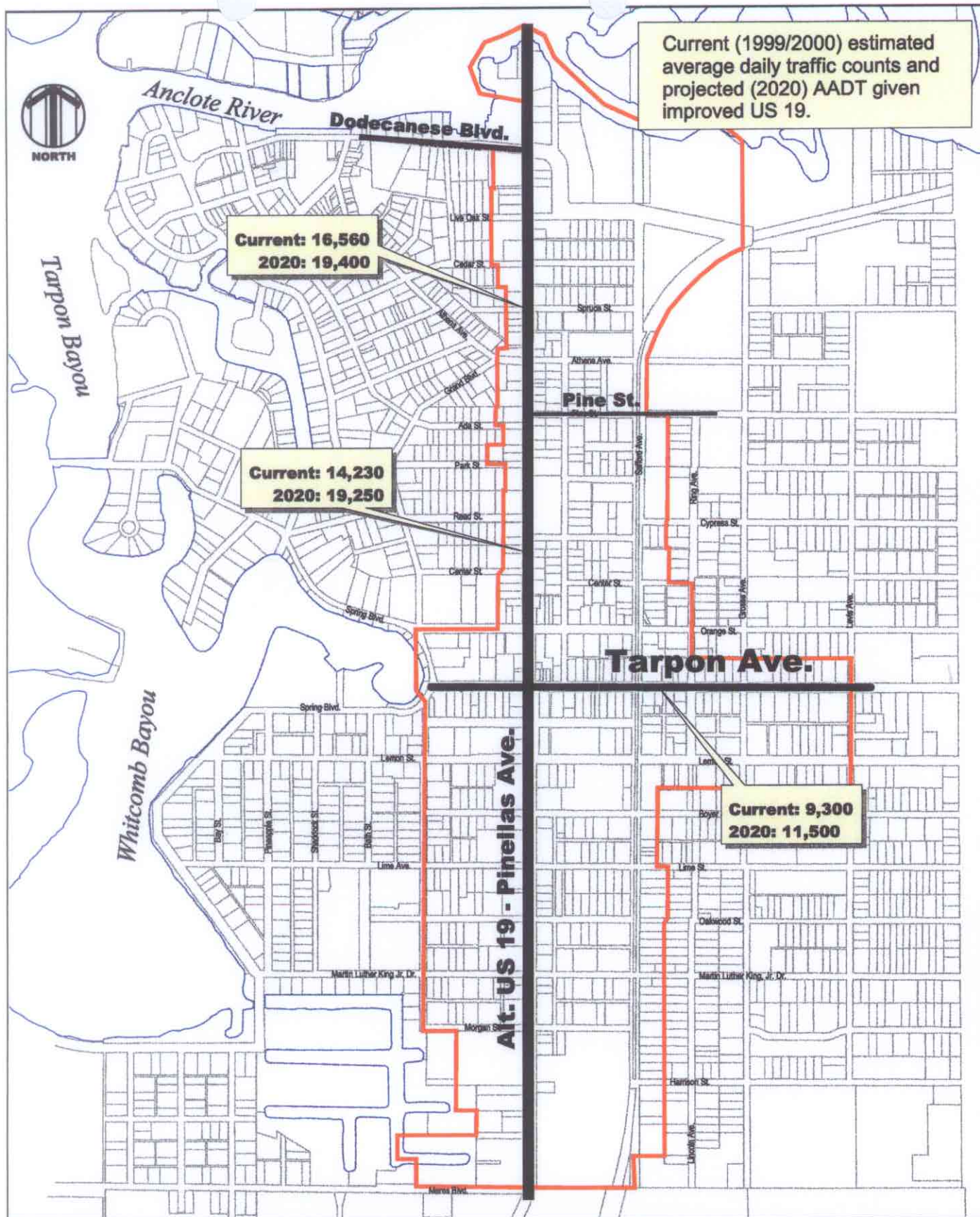
This conceptual analysis was completed using planning procedures contained in the 1998 FDOT Level of Service Manual, FDOT Design Traffic Handbook, and Highway Capacity Manual. Site specific data were obtained from site visits, the Pinellas County MPO adopted cost feasible long range transportation model and turning movement counts, collected by the FDOT and Pinellas County Traffic Engineering Department in January 2000 (peak-season). The data were analyzed using HCS Software version 3.2 to determine intersection level of service and arterial travel speeds, Synchro 4 Traffic Signal Coordination Software to investigate options in the corridor, and CORSIM-TSIS version 4.2 traffic simulation software to view the results of the analysis.

## Existing Conditions

Currently, Pinellas Avenue (Alternate US 19) between Tarpon Avenue and Dodecanese Boulevard is a two-lane highway operating at capacity. Traffic volumes along the corridor are in excess of 16,000 vehicles per day with PM peak-hour volumes of approximately 1,800 vehicles. According to the FDOT 1998 Level of Service Manual Generalized Tables, the corridor is level of service deficient in both the daily and peak-hour timeframes. In addition, the existing geometry at the Pinellas Avenue (Alternate US 19)/Tarpon Avenue intersection is causing delays due to the number of turning vehicles "spilling over" from the turn lanes into the through travel lanes.

Although the Dodecanese Boulevard/Pinellas Avenue (Alternate US 19) intersection is not experiencing the same level of delays as the Tarpon Avenue/Pinellas Avenue (Alternate US 19) intersection, there is also a "spill over" effect occurring in the turn lanes. Additionally, longer signal phases are required to accommodate pedestrian crossings, which limits the signal-timing adjustment options to improve the intersection operations for vehicles.







### Long-Range Plans

There are no capacity improvements planned in the current planning timeframe for Pinellas Avenue (Alternate US 19). However, in the post-2020 time frame, the long-range transportation plan for Pinellas County indicates US 19 will be improved to a limited access expressway with overpasses at major intersections and frontage roads. The frontage roads will provide access to businesses fronting US 19. This type of facility exists along other areas of US 19 in Pinellas County. The Countryside Mall and East Bay Drive areas are the best examples of this type of facility in Northern Pinellas County. Because of the increased speed and higher capacity, the improved US 19 corridor will attract longer through trips away from Pinellas Avenue (Alternate US 19) in the downtown Tarpon Springs area.

### Future Conditions

The 2020 volume estimates from the Pinellas County MPO's travel demand forecasting model indicate that traffic volumes are anticipated to be similar to today's volumes along Pinellas Avenue (Alternate US 19). This is due to the improvement of US 19, which will attract travelers. However, in the interim period, continued moderate traffic growth can be expected. Therefore, major capacity-increasing improvements to Pinellas Avenue (Alternate US 19) do not appear to be a wise investment.

In 2020, prior to the US 19 capacity improvements, Pinellas Avenue (Alternate US 19) is anticipated to operate at or above capacity between Tarpon Avenue and Dodecanese Boulevard. Traffic volumes along the corridor are expected to be approximately 25,000 vehicles per day south of Tarpon Avenue, with PM peak-hour volumes topping 2,250 vehicles, and approximately 17,400 vehicles per day north of Tarpon Avenue, with PM peak-hour volumes topping 1,750 vehicles. According to the FDOT 1998 Level of Service Manual Generalized Tables, the corridor will be level of service deficient in the peak-hour. In addition, the Pinellas Avenue (Alternate US 19)/Tarpon Avenue intersection will experience excessive delays due to vehicle "spill over" from inadequate turn lane storage. The Dodecanese Boulevard/Pinellas Avenue (Alternate US 19) intersection will not experience the same delays as the Tarpon Avenue/Pinellas Avenue (Alternate US 19) intersection. This is because the blockage at Tarpon Avenue provides time for the Dodecanese Boulevard intersection to clear prior to the total number of vehicles wanting to use the intersection arrival. Overall, the City of Tarpon Springs can expect similar to worse traffic operation conditions along this corridor in the future.

### Options

There are several types of improvements that can be implemented to address the traffic problems in Tarpon Springs. However, they each depend on the cooperation of the FDOT, Pinellas County MPO and the goals of the City:

- If the City was simply interested in improving the level of service and operations of the roadway and intersections in the downtown, Pinellas Avenue could be four-laned. This option will give ample capacity; however, it will increase volumes and speed. In addition, pedestrians will have a harder time crossing the road. Additionally, right-of-way will need to be purchased, which would be expensive for this corridor.



- Another option to improve the level of service is to develop one-way pairs using Pinellas Avenue (Alternate US 19) as the southbound leg and Safford Avenue as the northbound leg. This strategy would improve level of service, increase capacity of the roads, and reduce delays at the intersections. The one-way pair could begin at Lemon Street or Tarpon Avenue and extend north to Dodecanese Boulevard.
- A third strategy is to develop Safford Avenue as a thoroughfare roadway to provide relief for the Pinellas Avenue (Alternate US 19) corridor. This option would assist in giving the downtown depth by increasing the traffic in front of businesses on Safford Avenue, as well as reducing the volumes on Pinellas Avenue.
- The fourth option is to introduce traffic calming techniques along Pinellas Avenue (Alternate US 19). Traffic calming would lower the speeds, provide a more pleasant driving experience, and discourage through traffic from using the corridor.

### Corridor Recommendations

The fourth option of using traffic calming techniques in the downtown is most consistent with the downtown master plan. Therefore, if the City of Tarpon Springs would like to develop a pedestrian friendly downtown the recommendation is to develop option four. This would include:

- Providing longer auxiliary turn lanes where existing lanes are too short. This will better serve the current and near-term future traffic demands by reducing spillover into the through travel lanes. This may result in the need to prohibit left-turns at some minor street intersections. Intersections that may require additional storage are:
  - Pinellas Avenue at Tarpon Avenue: southbound, northbound, and westbound turn-lanes.
  - Pinellas Avenue at Dodecanese Boulevard: northbound, southbound, and eastbound turn-lanes.
- Construct pedestrian crosswalks to clearly delineate pedestrian crossings and slow traffic.
- Provide intersection "bulb-outs" to shorten pedestrian crossing distances at the southbound approach at Tarpon Avenue and the northbound approach at Orange Avenue.
- Improve traffic signal efficiency throughout the corridor via coordination with FDOT and the Pinellas County MPO.
- Investigate developing a Transportation Concurrency Exception Area (TCEA) in the downtown area. This will provide clear guidance for redevelopment relative to the State of Florida's Growth Management laws.
- Leave on-street parallel parking on Pinellas Avenue where it currently exists.
- Use aesthetic street improvements to make the corridor more pleasant to drive. Level of Service is a qualitative performance measure. An attractive streetscape plan will create an attractive downtown and provide drivers with pleasant driving experience, theoretically improving the level of service with a more efficient, pleasant, and interesting corridor.

## **PARKING**

### Overview

The City of Tarpon Springs has investigated parking problems and options to improve parking since the early 1990's. Several different options have been considered ranging from on-street parking to the development of vacant parcels as parking facilities, to siting a parking garage in the downtown. Unfortunately, each option has associated shortcomings.

The first option considered was to increase on-street parking. However, on-street parking adversely affects the operations of the roadway and causes a potential safety hazard on roadways with the AADT that Pinellas Avenue (Alternate US 19) experiences. Pinellas Avenue (Alternate US 19) is a state road under the jurisdiction of the Florida Department of Transportation (FDOT). The FDOT's position is not to approve on-street parking for major thoroughfare roadways due to safety and operational concerns.

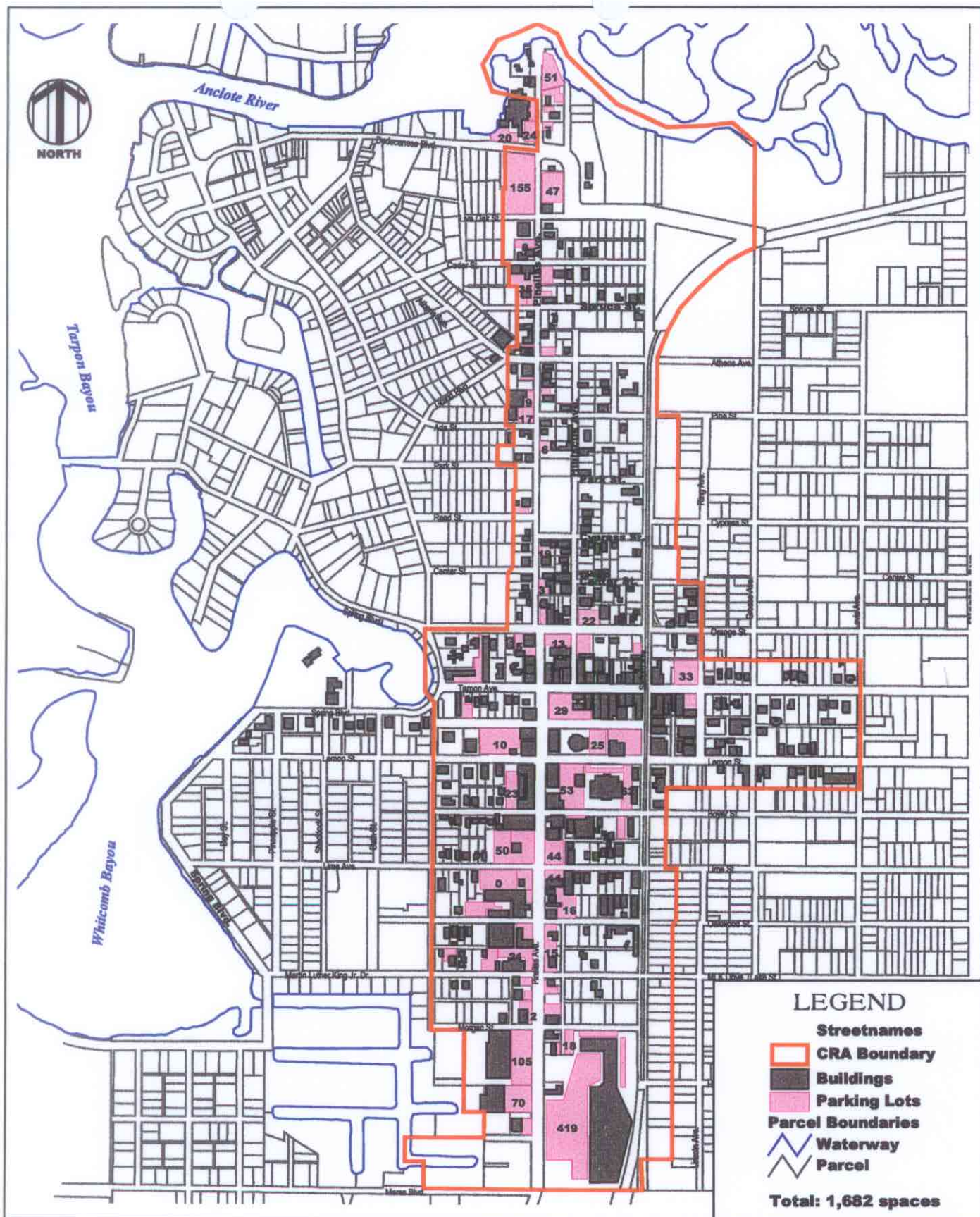
The second option looked at was to increase surface parking. The City of Tarpon Springs has done several parking studies and has found that most of the available property in the downtown area is too small to provide a sufficient number of parking spaces. Although the City has or is planning to build parking lots in the downtown area, the supply will not meet the demand if the downtown develops as everyone hopes. Figure 5 shows the parking inventory in the study area as of December 1999.

The final option investigated was the development of a parking garage in the downtown. However, the distance between the tourist area and the downtown is over ½ mile and will not provide the connectivity the City hopes for.

### Parking Recommendations

The development of two parking garages connected by a trolley appears to be the best way to meet the parking needs of the downtown and connect the downtown to the tourist area along the Sponge Docks. Based on the land uses and traffic patterns in the downtown, the recommended locations for the parking garage are the parcel directly north of the Library on Lemon Street and the parcels north of Live Oak Street by the proposed conference facilities. The Lemon Street site will provide parking to the downtown shops, government office buildings, and general office land uses in the downtown. The Live Oak Street site will provide parking for the hotel/motel, tourist commercial, and the ecotourism facility being proposed in the downtown master plan. By connecting the two parking garages by a trolley system, operating on 15 to 20 minute headways along Pinellas Avenue (Alternate US 19) and Safford Avenue, the City will be connecting two key areas, providing parking, and removing vehicles from the traffic flow. This scenario provides relief to all areas of concern: traffic operations, connectivity, parking, and establishing an active downtown area.





Prepared by:  
 **THE RMPK GROUP**  
 July, 2001

# Parking Inventory Figure 5

Downtown Development Action Plan  
 City of Tarpon Springs

0 100 200 300 400 Feet  
 Scale In Feet



## Conclusions

The development of two parking garages and a rubber-wheeled trolley service provides the City of Tarpon Springs with a means of addressing several major problems in the downtown. In addition, the trolley service will connect the tourist area around the Sponge Docks, the trailhead of the Pinellas Trail (which runs along Safford Avenue) and the downtown central business district. Another benefit of a trolley is that it does not require tracks, allowing the route to be changed at will; the trolley may be used for special events or other circumstances, as the City desires.

Prior to implementation of any master plan concerning a state road, contact should be made with the Florida DOT to determine their receptiveness to the above proposals. Measures to orient the use of the street for local circulation and pedestrian activities may be viewed as inconsistent with traditional Florida DOT objectives. If this is the case, realignment of the state route and assumption of Pinellas Avenue by the County or City may be necessary. Or, designation of an alternate road may be necessary to facilitate regional travel and preserve the function of the state highway route.

## **ARCHITECTURE**

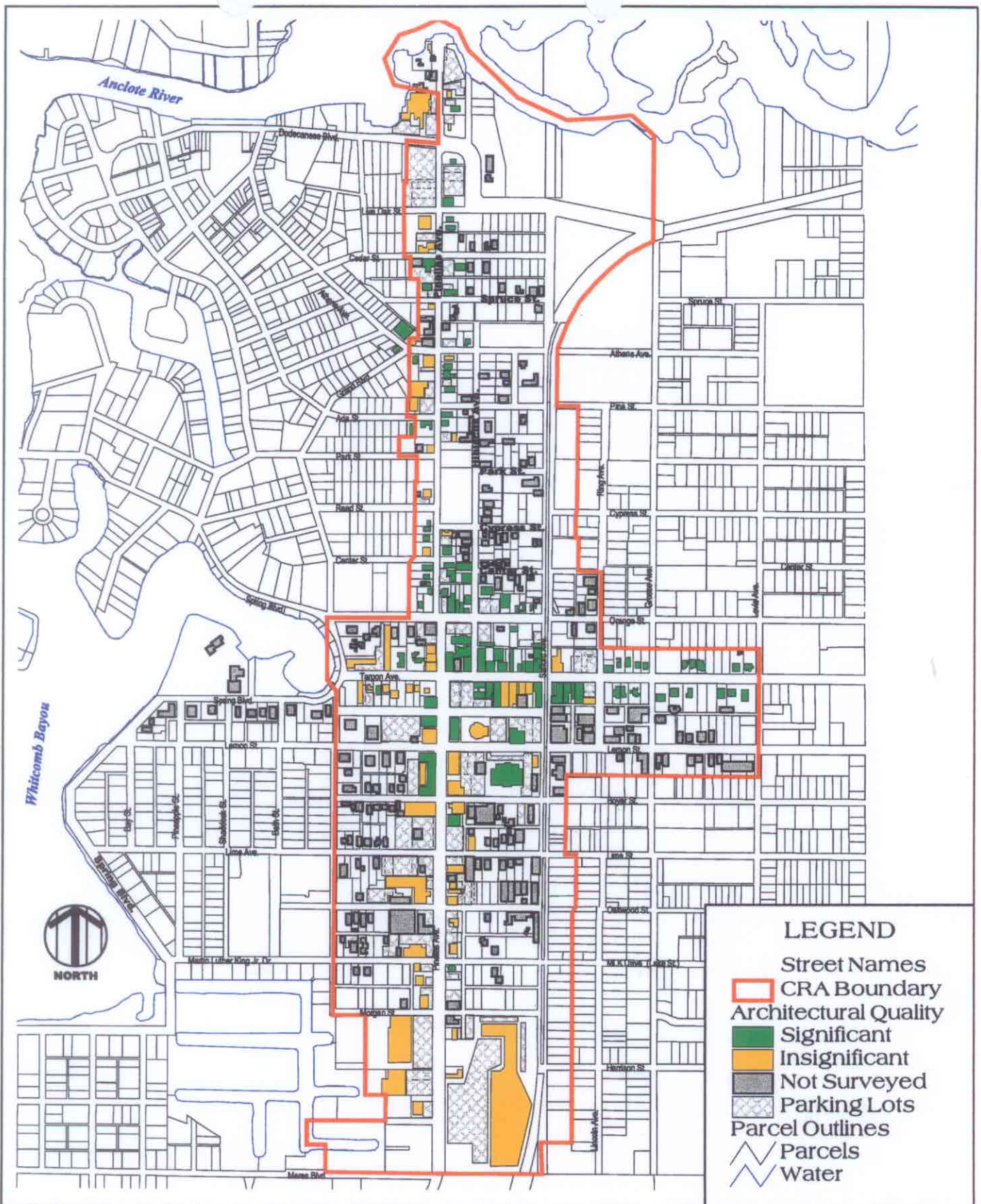
The Tarpon Springs downtown area is both a locally designated and a National Register Historic District, which is reflected in the style of the architecture, particularly found on Tarpon Avenue. In addition, building heights, massing, and setbacks easily identify this area as the original business district in Tarpon Springs.

The predominant style of architecture is commercial vernacular, which is typical of most downtown areas in the United States developed in the mid-eighteen through early nineteen hundreds. The narrow, rectangular buildings are constructed with brick and normally contain two to three stories. The building style and design is conducive to a mix of uses. Large framed windows on the ground floor located directly on the sidewalks are ideally suited for storefront retail. Compartmentalized upper floors support office and residential uses.

As illustrated in Figure 6, the buildings on Tarpon Avenue, Court Street, Pinellas Avenue (1 block west and 2 blocks south), Hibiscus Street to Orange Street, and Safford Avenue in the vicinity of the downtown contain most of the architecturally significant buildings in town. The architectural features of the buildings have great potential for improving the mix of pedestrian oriented retail and entertainment establishments that are characteristic of most vibrant downtown shopping areas.

Historic buildings will be renovated to accommodate new uses, particularly on the upper floors. When rehabilitation of the building stock happens it must be undertaken in a manner that is consistent with the architectural heritage of the community. Furthermore, future development and redevelopment within the vicinity of the Downtown should strengthen and expand upon these historic development patterns.





Prepared by:



July, 2001

# Architectural Significance

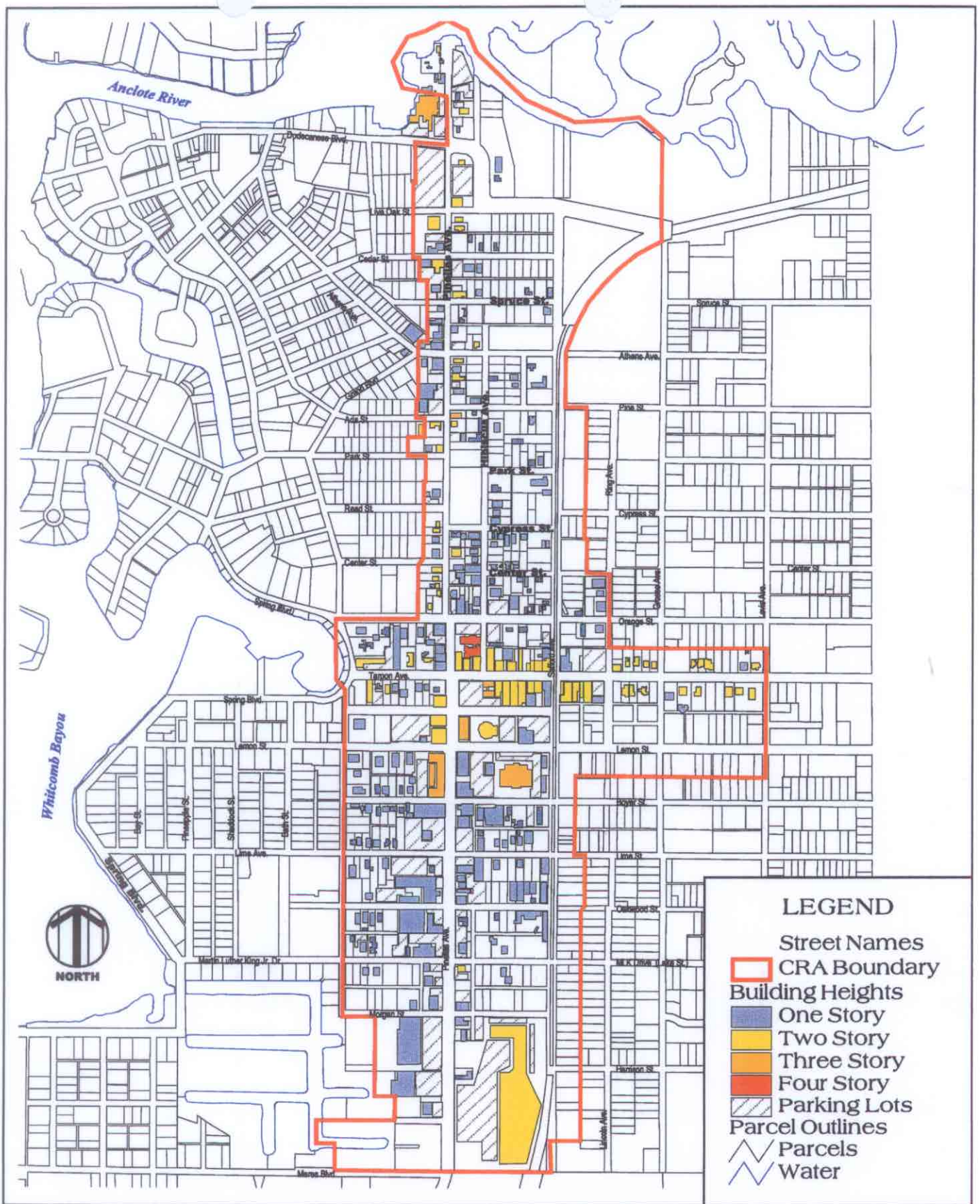
## Downtown Development Action Plan

### City of Tarpon Springs

Figure 6

0 500 1000  
Scale in Feet





Prepared by:



July, 2001

# Building Heights

Downtown Development Action Plan

City of Tarpon Springs

Figure 7

0 500 1000  
Scale in Feet



## URBAN DESIGN

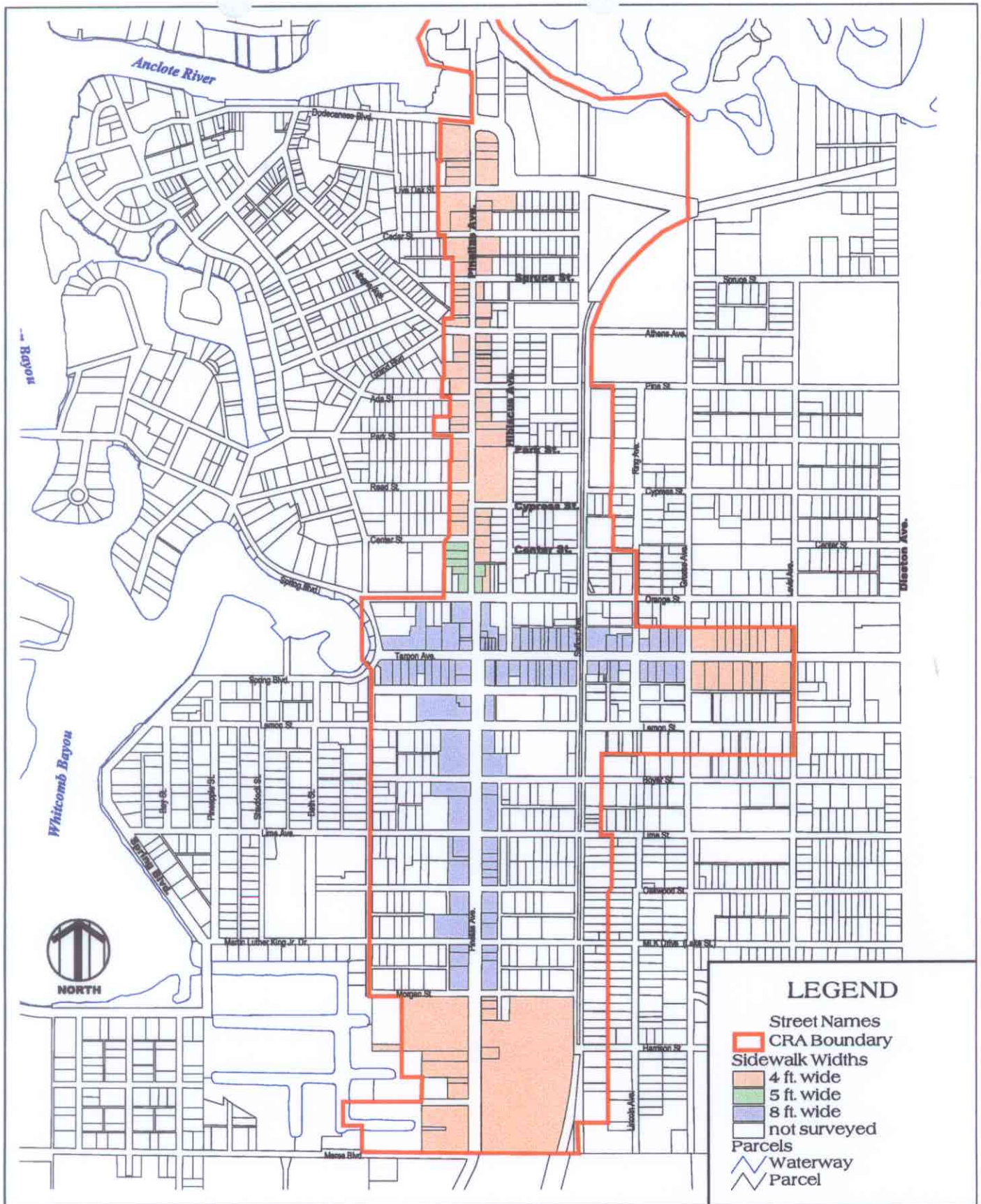
Downtown Tarpon Springs is comprised of a grid system of roadways whose physical characteristics and land development patterns constitute the basic foundation of the City's urban design. The site inventory for urban design concentrated on Tarpon Avenue and Pinellas Avenue, the two primary commercial corridors. These roads are comprised of varying urban design characteristics relating to the general quality of the pedestrian environment including sidewalk widths, building setbacks, and tree canopy.

As illustrated in the accompanying series of figures, Tarpon Avenue contains very desirable elements of urban design including minimum building setbacks of 10 feet or less with wide sidewalks and an attractive tree canopy. This compressed urban form creates an exceptional pedestrian environment that is often associated with historic downtown areas.

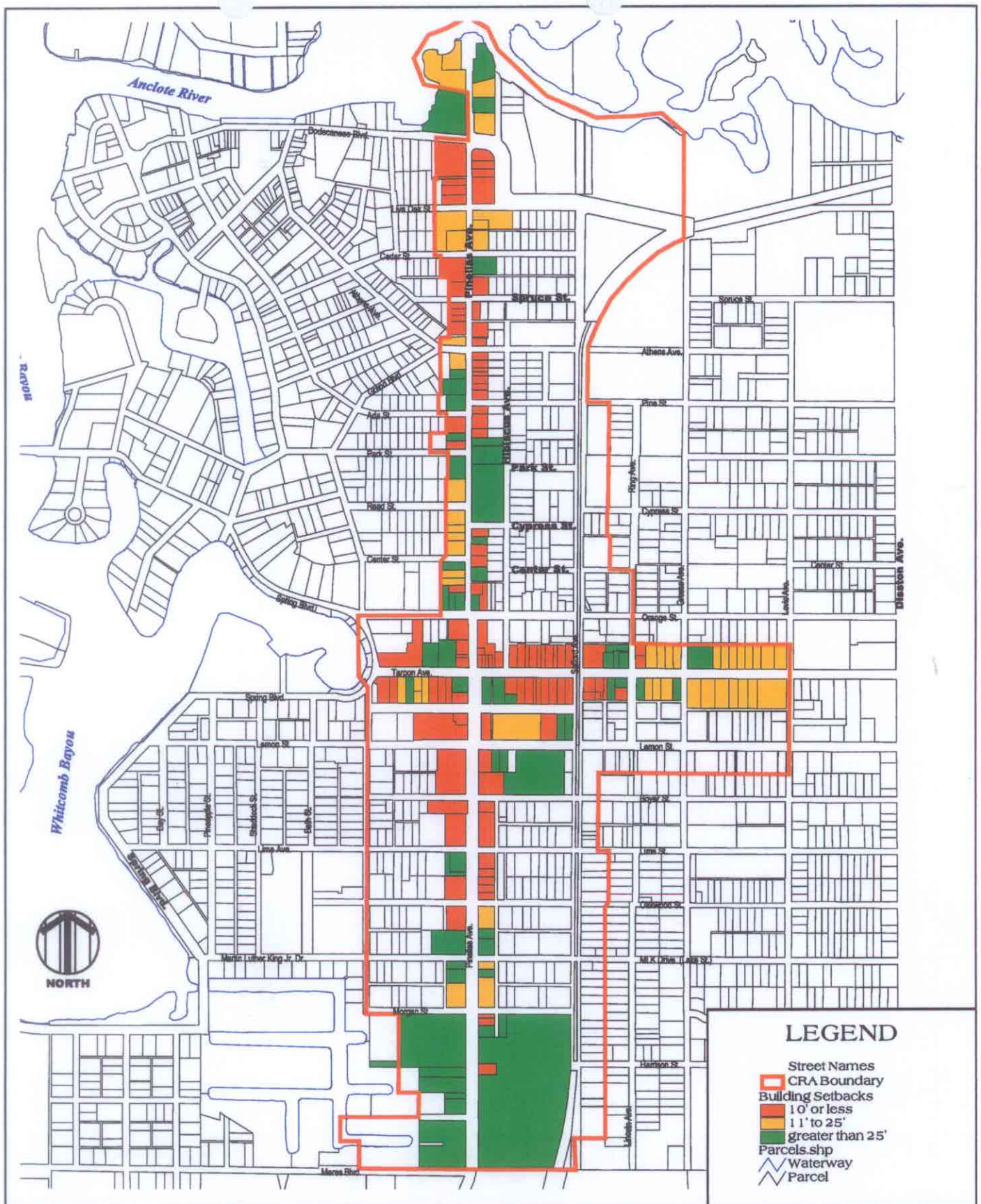
Pinellas Avenue has a fair quality pedestrian environment north of Tarpon Avenue between Orange Street and Read Street and east of Pinellas Avenue to Lime Street. These areas have favorable sidewalk dimensions and minimal setbacks, however the lack of tree canopy and the high volume of automobiles and speed of traffic detract from the pedestrian environment.

Conditions of the pedestrian environment deteriorate further from the historic downtown on Pinellas Avenue. Traffic, narrow sidewalks in poor condition, and the lack of tree canopy in these areas combine to create an unpleasant pedestrian environment. Extensive road setbacks for parking and numerous parcels of vacant, unkempt properties also inhibit pedestrian activities in these locations.

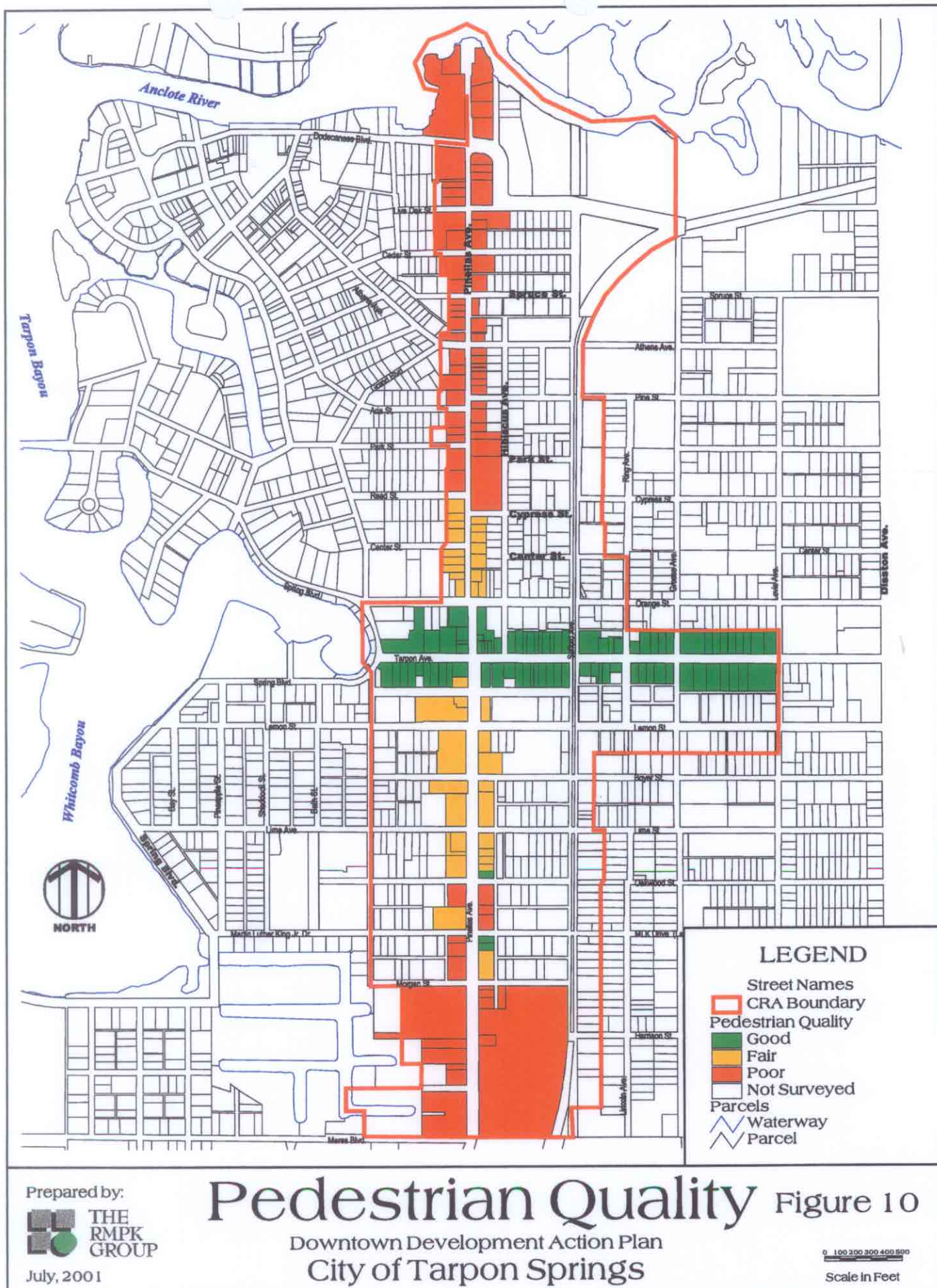
Many of the neighborhoods surrounding the study area contain very attractive tree canopies with many older homes in quaint settings that establish a pleasant environment. However, the sidewalks are often nonexistent or in very poor condition. Additionally, many in-fill development opportunities exist throughout the study area, which will promote a more compact urban neighborhood environment and an improved pedestrian orientation for the community.













## **Part III**

### **Economic Positioning Strategy**

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The Economic Positioning Strategy provides guidance for the City's penetration into a growing regional market through actions undertaken by the City Commission in conjunction with area businesses and economic development organizations. The City must carefully assess its position in the regional market and prudently devise an economic strategy that supports growth while maintaining the City's attractive quality of life. To capture a greater share of the regional market Tarpon Springs must preserve its charming character and expand on its overall image as a tourist destination to create a concentration of retail, civic, and employment activities in the City's Historic Downtown. The economic development strategy promotes utilizing existing community assets as mechanisms to develop business from the customer base drawn by these sources. Following is a summary of the economic analysis and recommendations for a successful economic positioning strategy for Tarpon Springs.

#### **BACKGROUND**

Tarpon Springs, with its safe harbor, abundant fresh water, and favorable location on the Anclote River, has historically relied on its natural resources to attract growth. Spring Bayou became a central focal point for both Indian settlements and, later in 1881, an emerging winter resort and health center. The arrival of rail service in 1887, coupled with the growth of the natural sponge industry, created a vibrant tourist haven and saw the incorporation of Tarpon Springs as a City.

One of the most dominant features of Tarpon Springs is its Greek heritage. Starting in 1905, Greek immigration started in earnest and established the city as the center for harvesting natural sponges. As the Greek culture grew, the resident population established St. Nicholas Greek Orthodox Church, which has become a dominant feature in downtown Tarpon Springs. The business district is a National Historic District with an emerging antique and arts market.

#### **TARPON SPRINGS DEMOGRAPHICS**

Tarpon Springs has demonstrated consistent growth, having gained approximately 4,700 new residents during the 1980s and 2,200 since 1990. The number of households has increased by approximately 3,100 since 1980. Per capita income has shown considerable growth, having increased from \$7,306 in 1980(1979) to a currently estimated \$19,805. Median household income has increased from \$13,445 in 1980 (1979) to the currently estimated \$34,589.

Table 1 – Demographic Trends

<u>Attribute</u>	<u>1980</u>	<u>1990</u>	<u>1999</u>
<b>Population</b>	13,188	17,906	20,108
<b>Households</b>	5,107	7,398	8,230
<b>Per Capita Income</b>	\$7,306	\$13,554	\$19,805
<b>Median Household</b>	\$13,445	\$25,251	\$34,589

Source: Claritas and Strategic Planning Group, Inc., 2000

Table 2 – Short-Term Demographic Projections

<u>Attribute</u>	<u>1999</u>	<u>2004</u>	<u>% Chg</u>
<b>Population</b>	21,108	21,393	6.4%
<b>Households</b>	8,230	8,831	7.3%
<b>Per Capita Income</b>	\$19,805	\$23,36	18.0%
<b>Median Household</b>	\$34,589	\$37,596	8.7%

Source: Claritas and Strategic Planning Group, Inc., 2000

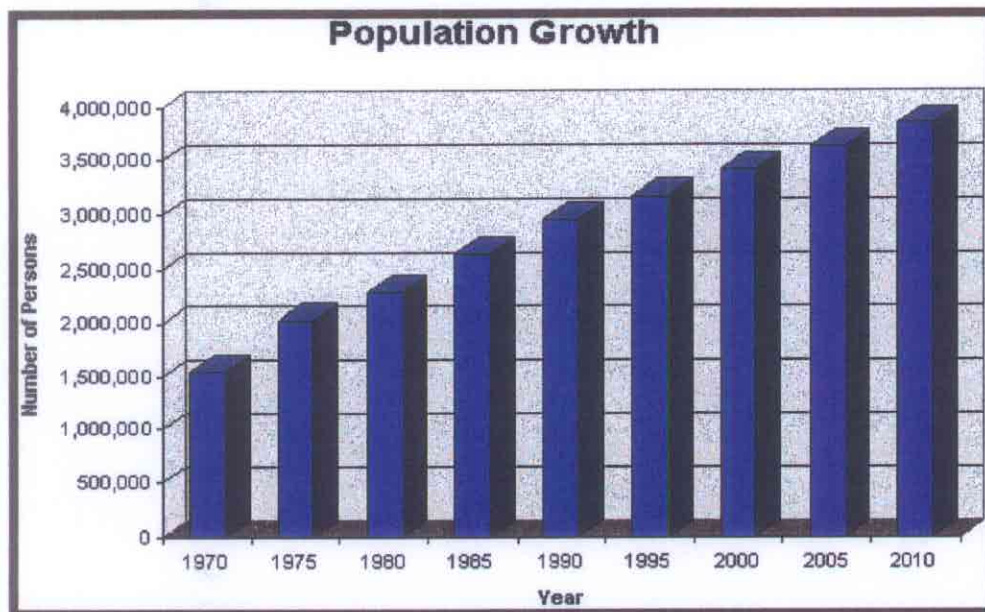
The population of the City creates a limited retail market. However, due to the City's strong tourist orientation (heavily oriented toward the Sponge Docks), its market potential is regional rather than local.

## REGIONAL OVERVIEW

Tarpon Springs is situated within the Tampa/St. Petersburg MSA and a seven county economic/marketing region of west central Florida. The overall regional resident market currently numbers 3.3 million and is projected to increase to 3.8 million by 2010.



**Table 3 – Midterm Population Projections**



Source: Strategic Planning Group, Inc.

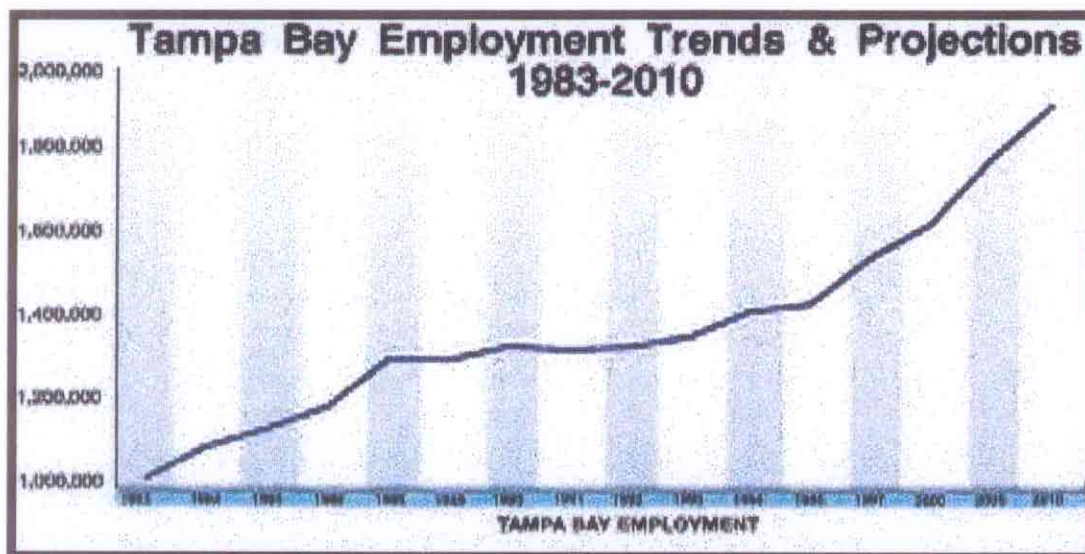
**Table 4 – Regional Retail Sales Projections**



Source: Strategic Planning Group, Inc.

This seven-county region has a very large and strong retail base. The base, which was equally shared by Pinellas and Hillsborough Counties (out of the seven member counties in the greater region), has begun to shift more toward the faster growing Tampa market. The following chart demonstrates the breadth and strength of the regional market as well as its growth potential.

Table 5 – Regional Retail Sales Projections



Source: Strategic Planning Group, Inc.

Unlike its sister coastal municipalities in Pinellas County, Tarpon Springs does not possess a true beach, so its regional draw is more limited. Therefore, in analyzing its potential for retail related market, SPG analyzed the market potential in terms of a 1, 3, and 5 mile radii. The detail analysis follows this summary.

Table 6 – Tarpon Springs Market Potential

<u>Attribute</u>	<u>1 Mile</u>	<u>3 Miles</u>	<u>5 Miles</u>
<b>Pop 2004</b>	8,248	41,375	104,414
<b>Pop 1999</b>	7,843	38,637	96,728
<b>HH 1999</b>	3,288	16,852	42,227
<b>Income</b>	\$40,936	\$47,043	\$52,711

Source: Claritas and Strategic Planning Group, Inc., 2000

The following table shows the relative strength (expenditure potential) of various retail-related store or merchandise groups. The percentage figures should be reviewed relative to the overall US average of 100%. In all cases, the overall market begins to equalize at the 5 mile radius meaning that, at that scale, the market is predominately well served by existing stores (most of which are served from the US 19 corridor).



Table 7 – Regional Retail Market Saturation

<u>Attribute</u>	<u>1 Mile</u>	<u>3 Mile (US Index)</u>	<u>5 Mile</u>
<b>Bldg Supply</b>	76%	85%	91%
<b>Hardware</b>	76%	85%	92%
<b>Retail Nursery</b>	86%	96%	104%
<b>Drinking</b>	73%	81%	87%
<b>Apparel Store</b>	74%	79%	86%
<b>Shoe</b>	77%	80%	85%
<b>Radio/TV</b>	71%	78%	85%

Source: Claritas and Strategic Planning Group, Inc., 2000

The location of the downtown (removed from US 19, the area's major arterial) and the City's small resident population limits its growth in terms of traditional retail market share. However, its strong and historic tourist market, anchored by the Sponge Docks, demonstrates a strong potential for growth assuming: (1) a more proactive marketing approach, (2) correcting tourism-related deficiencies and (3) expanding its venues (arts, antiques, etc.).

Pinellas County has historically demonstrated a strong seasonal market as well as a strong tourism market based on statewide, national, and international markets. The ability of the City of Tarpon Springs to draw tourists and to expand its tourism market plays an integral role in the County's vision as defined in its Destination Development Assessment that was commissioned last year. This ability to draw tourists was the compelling factor in designating the City of Tarpon Springs as a separate and distinct tourist zone, one of only five in the county.

The **Redevelopment Plan** recognizes the importance of tourism and feeds upon key elements to promote tourism throughout the Plan by encouraging the following:

- Establishes new destinations, offers new products & services
- Proposes new activities and enrichments
- Economic success interests new business investors
- New businesses attract new consumers and new residents
- Tourism is a source for increased revenue to offset costs of capital improvements, infrastructure extensions and business incentives

By doing this, the Plan will help attract a wide range of visitors, including:

- People who are visiting elsewhere in Florida
- People living in other communities who enjoy visiting Tarpon Springs
- People who will stay for extended lengths of time

- Seasonal residents
- People interested in a unique, “real-life” cultural experience

The Downtown Redevelopment Plan defines five districts, with the ultimate goal of tying together these districts and the other areas of the City into one tourist friendly destination. Each district includes enhancements to entice tourists.

While the Sponge Docks demonstrate a strong tourism draw, its potential is limited due to parking and traffic flow deficiencies. Its current market is limited to day visitation, which limits the economic impact of its tourism. The downtown, which has developed as an antique center, is not connected or linked to the Sponge Docks and the two themes do not share the same clientele. The area does exhibit an emerging arts and entertainment market which, if cultivated, does share a similar clientele to the Sponge Dock type of visitor. The lack of appropriate hotel/motel accommodations in proximity to these tourism anchors has precluded its ability to capture an overnight market. Additionally, the physically deteriorated conditions of North Pinellas Avenue are deterrents to return visitation to the City.

Tarpon Springs demonstrates strong name recognition and a historic tourism market anchored by the historic Sponge Docks. While the downtown is a national historic district, it has not achieved the success experienced by the Sponge Docks. Today, the downtown is vibrant but its focus is antiques, a use that does not capture high rental rates or attract the larger tourism market enjoyed by the Sponge Docks. The future of the Downtown is linked to the Sponge Docks, the history and culture of the area, and the emerging arts district.

All of these key elements are aimed at preserving and enriching the unique character that is Tarpon Springs while addressing physical deficiencies in the pedestrian environment. With its promotion of ecotourism, cultural tourism, added amenities and natural beauty, it is the intent of the Downtown Redevelopment Plan to improve the quality of life of the residents and attract a much greater number of affluent visitors, who will make the City and the County their destination. The City of Tarpon Springs, with close to 1,000,000 visitors annually, has only scratched the surface of its potential market. As one of the five integral destination zones in Pinellas County, the City of Tarpon Springs is anxious and excited to fully develop its potential with the guiding influence of the Downtown Redevelopment Plan.

## CONCLUSIONS

- Economic strength is Tourism. County tourism development tax has increased by 77% since 1995 (seems to be stabilizing)
- Major draw is Docks and growing arts community
- Secondary - antiques in CBD
- Limited local retail market (south of Lemon)
- Limited hospitality bed availability

To achieve its economic potential, the City of Tarpon Springs needs to create a strategic plan addressing tourism. This public/private action, to create and implement a strong Tourism Development Strategy, should be aimed at capturing overnight stays and increasing the City's tourism draw (capturing an increased share of the State's tourism market as well as the State's



resident population). While the Docks area is a successful tourist draw, the City needs to provide tourists with more features or venues and create a larger pedestrian experience. More diversity in venues and a hospitality sector (hotel/motel rooms) will provide the tourist with reasons to stay for more than a few hours.

Next Steps.

- Create overnight stay market.
- Feasibility studies for hotel/motel development.
- Plan creates database for investors.
- CRA administrator point of contact for business owners and developers.
- Create linkage between docks and downtown.

## Part IV

### Urban Conditions Analysis

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#### DISTRICT DEFINITIONS

For planning purposes the Tarpon Springs Study area was divided into five districts that are described below and identified on the District Analysis Map. The districts are defined on the basis of similar land use composition, physical characteristics, function, and opportunities that will be addressed through proposed action strategies. Analysis of the existing conditions in each of the districts was considered within the context of the overall economic positioning strategy relative to the community objectives obtained during the public involvement process for the DDAP.

#### Anclote Waterfront – District 1

The Anclote Waterfront District includes the property located north of Live Oak Street extending to the river's edge. The primary focus is concerned with future development potential of the waterfront in relation to the existing tourist related activity associated with the Sponge Docks.

#### North Pinellas Avenue and North Safford Avenue – District 2

This district encompasses the north Pinellas Avenue and Safford Avenue corridors from Orange Street to Live Oak Street. Hibiscus Avenue is included in this district as a vital link between activity centers in the downtown and the Anclote Waterfront District.

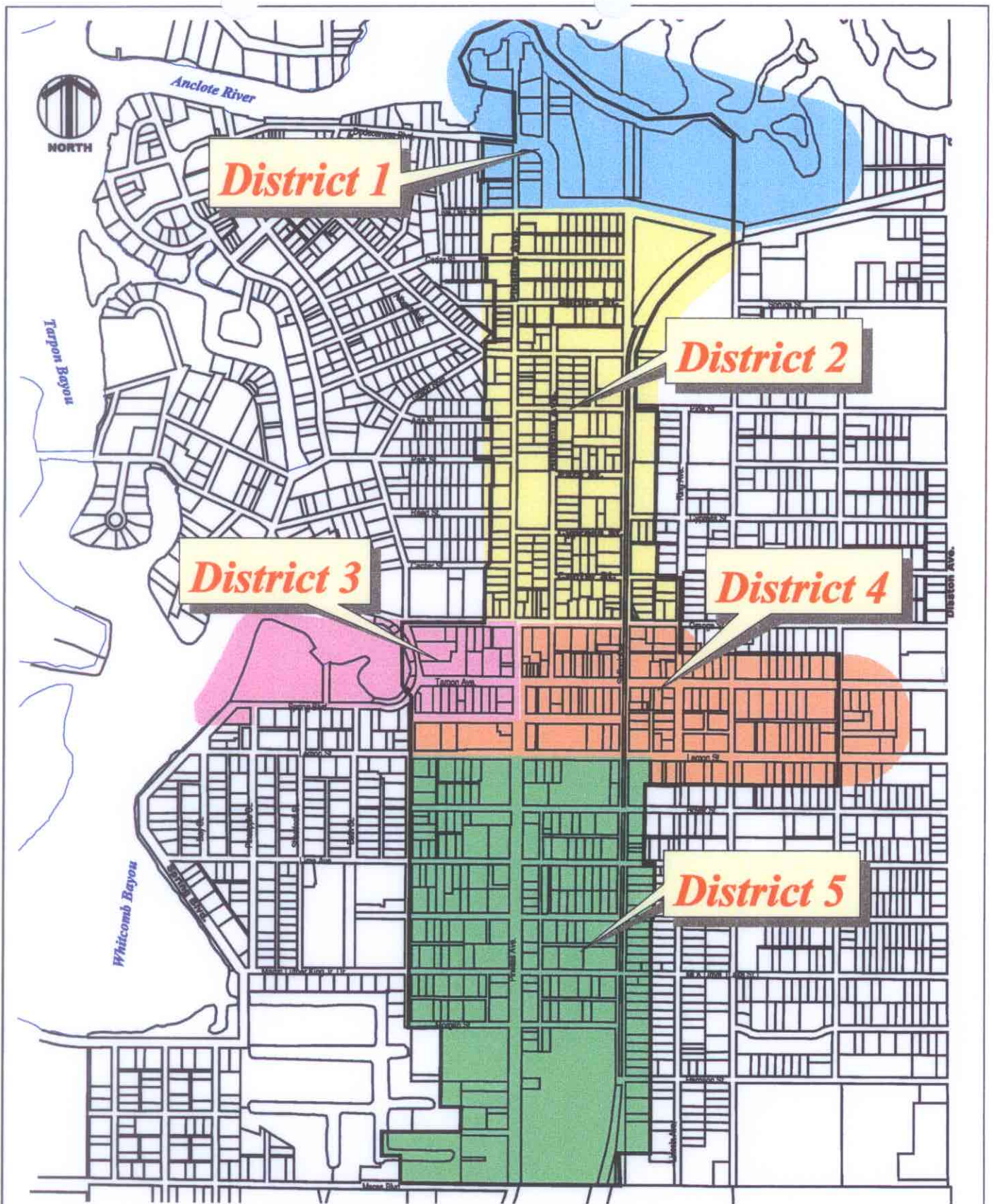
#### Spring Bayou – District 3

The Spring Bayou District extends west from Pinellas Avenue to Spring Bayou, north to Orange Street and south to Lemon Street. This is a transitional use area from the commercial oriented activity in the historic downtown to more residential, historic lodging, and recreational uses surrounding the bayou.

#### Tarpon Avenue – District 4

This district encompasses what is considered the historic downtown between Pinellas Avenue and Safford Avenue from Orange Street to Lemon Street. The district also includes the main entrance to the downtown from the east on Tarpon Avenue as well as Lemon Street, which has the potential of becoming an attractive link to the downtown from the east.





Prepared by:



July, 2001

# Districts Map

Downtown Development Action Plan

City of Tarpon Springs

Figure 1.1

0 100 200 300 400 500 Feet

Scale In Feet



### South Pinellas Avenue – District 5

The South Pinellas Avenue District incorporates the balance of the property in the study area extending south from Lemon Street along both Pinellas and Safford Avenues. These areas also provide a transition from the downtown with the emergence of tourist related activity associated with the Classic Cars Auto Museum and the Tarpon Arcade, then into community shopping uses and stabilizing residential areas.

## **DISTRICT ASSESSMENTS**

### Anclote Waterfront – District 1

The Anclote Waterfront District contains a substantial amount of vacant waterfront property that provides opportunities for future development that can strengthen the tourism market while resolving several transportation issues. Presently this area is anchored by the tourist activity surrounding the Sponge Docks. Rejuvenation of the Sponge Docks as a tourist attraction has increased development pressure on the few remaining vacant parcels of property that are currently being used for tourist parking. As the success of the Sponge Docks continues, seasonal traffic and parking problems may further deteriorate at the intersection of North Pinellas Avenue and Dodecanese Boulevard. The City will be challenged to anticipate future parking demand while determining a creative solution for providing safe pedestrian access to the docks.



#### **Issues**

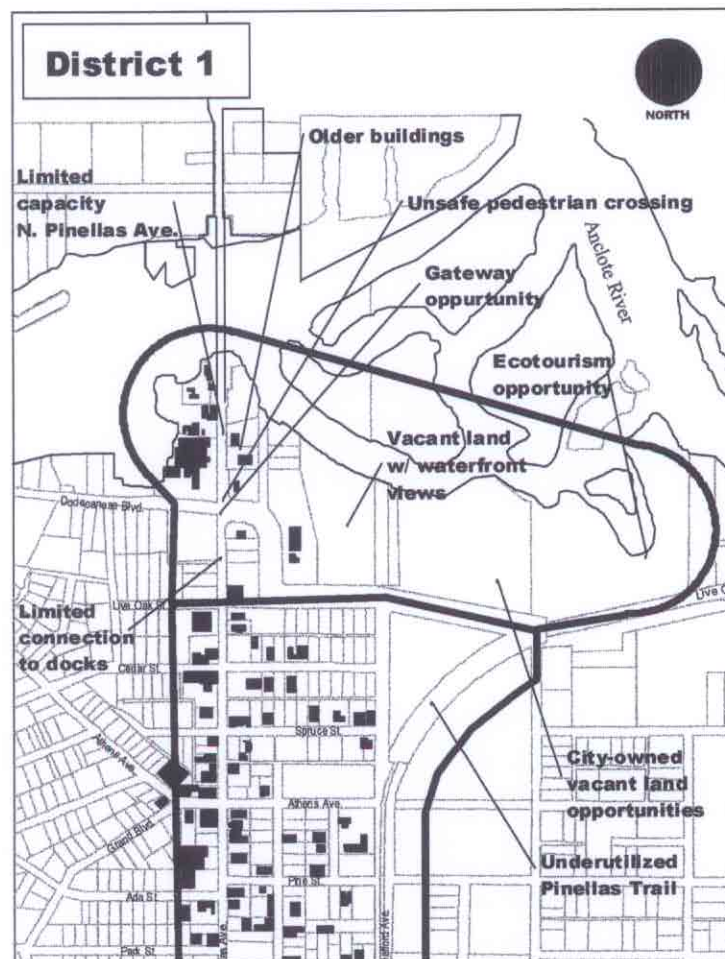
- Older buildings and uses north of Live Oak Street on east side of Pinellas Avenue are a deterrent to investment
- Odor from the sewage treatment plant is a deterrent to investment
- Roadway capacity and turning movements southbound on Pinellas Avenue
- Pedestrian safety crossing Pinellas Avenue
- Parking capacity for tourists and employees



- Lack of connection between the docks and areas east of Pinellas Avenue

#### Opportunities

- Ecotourism opportunities as the head of the Pinellas Trail
- Availability of vacant land
- City owned property as tool for development incentive
- Strong tourism market
- Water views and access
- Streetscape opportunities on Pinellas Avenue, Dodecanese Avenue, and Live Oak Street

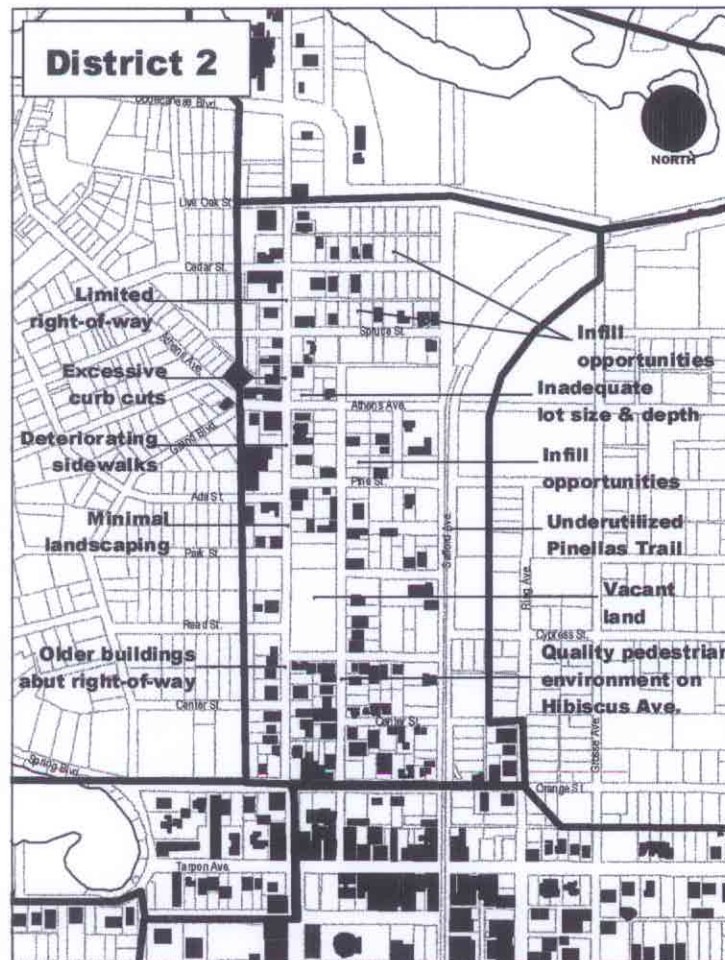


#### Key Elements to Enhance Tourism

- It provides for a northern gateway structure, letting visitors know they are entering the downtown.
- It envisions a waterfront hotel, conference center, entertainment complex, parking and eco-tourism e.g. kayaking, canoeing and boardwalks on and along the Anclote River.

## North Pinellas Avenue and North Safford Avenue – District 2

On one hand, this district presents the greatest challenges to the City and is in need of immediate attention due to the deteriorating conditions on north Pinellas Avenue. On the other hand, this area has the greatest potential for dramatic change that could have the most significant impact on the future of the downtown. Future actions must address the deplorable pedestrian environment on North Pinellas Avenue to enable a sense of connection to the Sponge Docks and the downtown. The City must also address the challenge of invigorating the recreational use and development potential of the Pinellas Trail.



### Issues

- 40 ft. road right of way limits opportunities for transportation, parking and pedestrian improvements
- Many older buildings abut the right of way limiting space
- The physical condition of the road and sidewalks is deteriorating



- The existing sidewalk environment on Pinellas Avenue is very under utilized.
- There is no sense of security or buffering from heavy traffic.
- Trees and utility poles interspersed throughout the sidewalk areas impede walking movements and are relatively difficult to maintain.
- Excessive curb cuts are dangerous to pedestrians.
- The sparse amount of plant material that does exist on Pinellas Avenue is in need of maintenance and upgrading.
- Existing building inventory is deteriorating
- Conditions present an unfavorable investment image
- Physical conditions cause a deterrent to sound future growth and development
- Inadequate lot sizes
- Numerous unkempt, vacant parcels of land
- Pinellas Trail is under utilized



#### Opportunities

- Streetscape improvements on Pinellas Avenue, Pinellas Trail, and Hibiscus Street can provide alternatives for pedestrian connection to the downtown
- Tree canopy and residential character of Hibiscus Street
- Vacant land
- Church owned property mid-block on North Pinellas Avenue
- In-fill development opportunities
- 80 ft. right of way dimension on Pinellas Trail provides opportunities for improvements
- Pinellas Trail (The Fred Marquis Recreation Trail) system

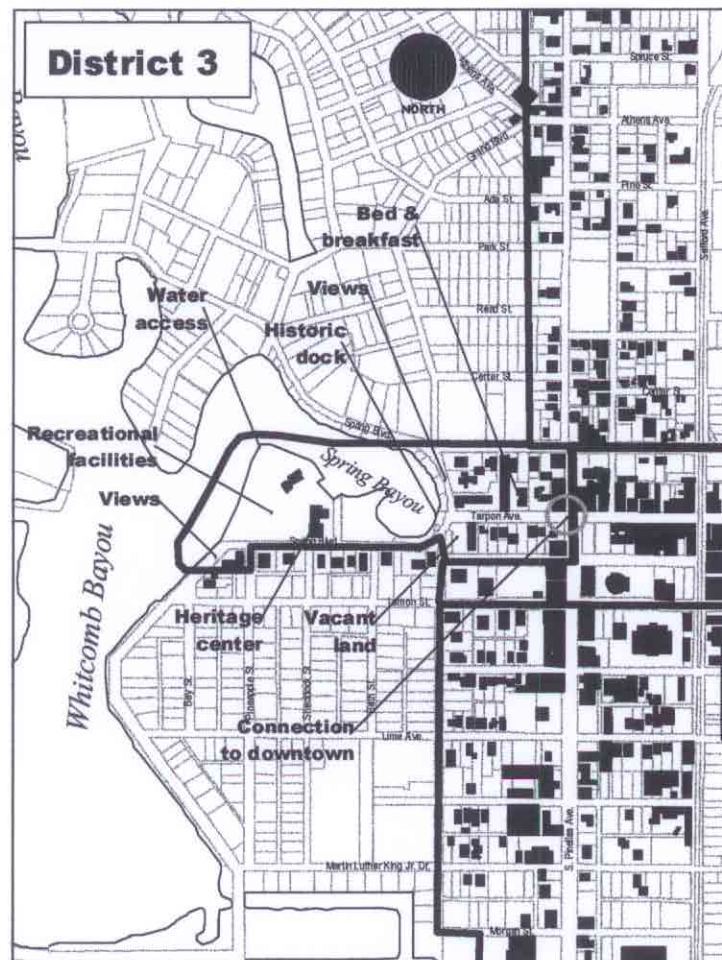


#### Key Elements To Enhance Tourism

- It addresses deteriorated conditions through roadway improvements, parking, hiding utility lines, and the establishment of a live/work artist center.
- Probably the most important aspect of this district is enticing the appropriate kinds of businesses, e.g. boutiques, shops like Restoration Hardware, salons, dessert/coffee shops and restaurants, to occupy this half-mile stretch so that visitors want to use this corridor to get to the downtown. Not only must the corridor be aesthetically pleasing, this infrastructure must be able to efficiently accommodate pedestrian and vehicular traffic in a peaceful, pedestrian friendly environment.

### Spring Bayou – District 3

The heart and origin of Tarpon Springs emanates from Spring Bayou. Formerly the primary destination point in the City, Spring Bayou was the previous location of the historic Tarpon Inn, which burned down in 1927. The Bayou and surrounding residential areas have an extremely attractive environment, with Craig Park providing a venue for artistic and cultural events. The challenge for the Spring Bayou District is to build on the area's assets, increasing the frequency of special events thereby establishing an additional attraction for overnight visitors.



#### Issues

- Recapturing the historic importance and connection of the Bayou
- Upgrading existing recreational facilities
- Providing additional access to the waterways

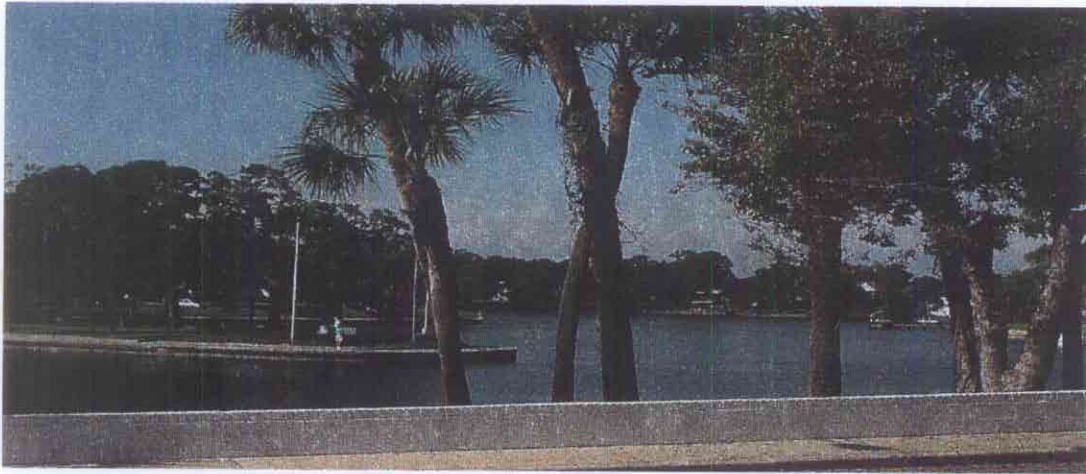


#### Opportunities

- Waterfront location with views and access opportunities
- Heritage Center and existing recreational facilities
- Tree canopy and landscape
- Brick street on Tarpon Avenue
- Bed and Breakfast
- Vacant land opportunities

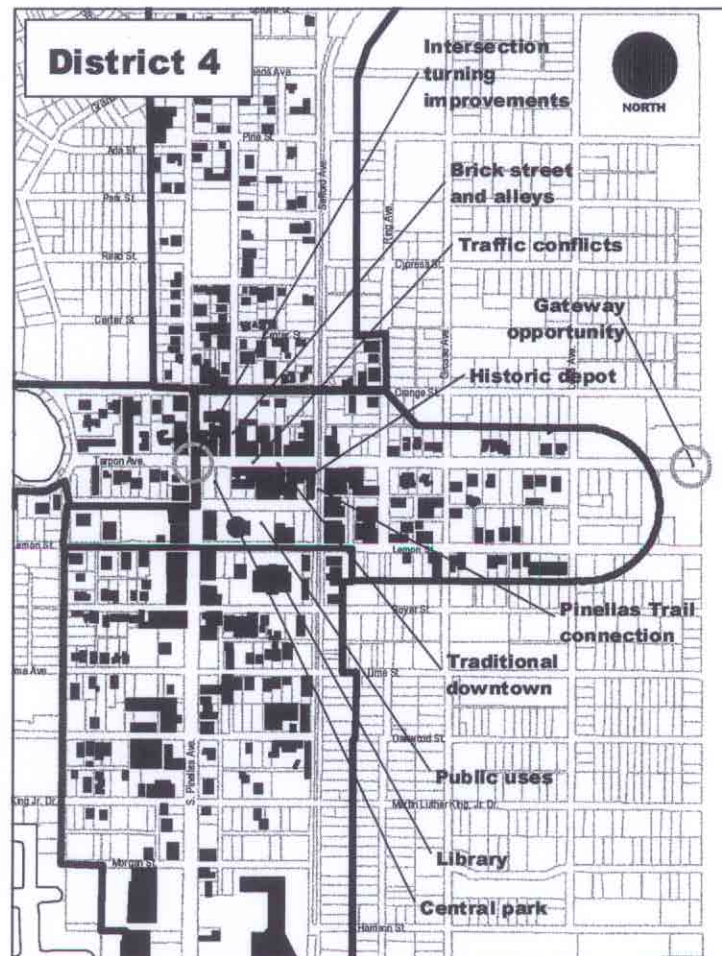
#### Key Elements To Enhance Tourism

- Some tourist/visitor improvements should be made to the Heritage Center to include the Tarpon Springs Museum of Heritage and Natural History. The City recently received some of the grant money necessary to bring this project to fruition.
- Additional Bed & Breakfasts could be encouraged to locate close by.
- Ecotourism enticements such as canoeing and kayaking on Spring Bayou.



## Tarpon Avenue – District 4

The issues surrounding parking, access, and circulation in the downtown have been the source of greatest concern in the City over the last several years. The conflict between accommodating large volumes of traffic through the downtown in an efficient manner on one hand, and creating a pedestrian atmosphere on the other, is the heart of the problem. This phenomenon, which is most apparent on Tarpon Avenue and North Pinellas Avenue, will require a combination of traffic calming measures and streetscape improvements that will establish a safe, pleasing environment for pedestrians. Convenient off-site parking utilizing the existing system of alleys for pedestrian access, combined with an attractive directional signage system, should also be considered to alleviate these problems. The City will also be challenged to stimulate market demand to alter the existing retail mix in the downtown in order to experience appreciation in rent rates and property values. Increasing property values attract private sector investment, enabling turnover in property and reinvestment in upgrading the physical condition of the existing building stock.





### Issues

- Speed and volume of traffic
- Traffic Conflicts with pedestrian activity
- Turning movements at Tarpon and Pinellas Avenue
- Lower rent tier retail mix
- Perceived lack of convenient parking



### Opportunities

- Great traditional downtown atmosphere
- Streetscape opportunities Tarpon Avenue, Pinellas Avenue, Safford Avenue, Orange Street, Court Street and Lemon Street
- Gateway on east Tarpon Avenue
- Expansion of arts and entertainment
- Central Park
- Brick streets and alleyways
- Historic Train Station
- Connection to Pinellas Trail
- Public uses- Library and Cultural Center

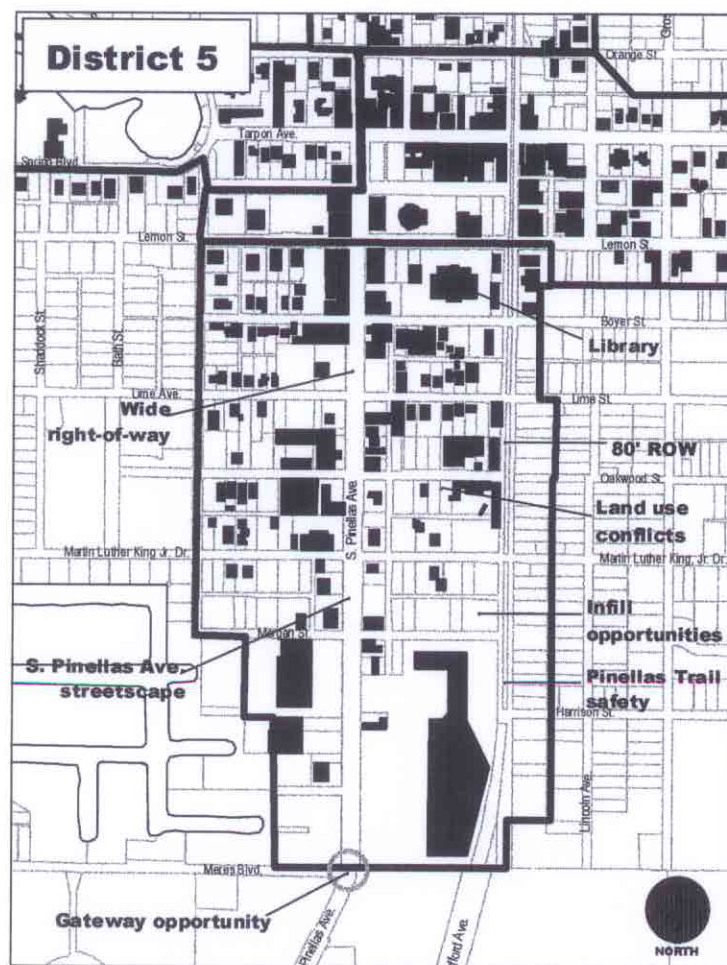


### Key Elements To Enhance Tourism

- The requirement to address the historic downtown vis-à-vis, streetscapes, traffic calming, a central park and hiding utility lines.
- Expand use of the old train depot to include cultural presentations and exhibits.
- Promote the construction of a multi-level parking facility, which probably implies a public/private partnership.
- Construct an eastern gateway to the Downtown.
- Promote a Downtown arts district. With the addition of the Leepa-Ratner museum to the City's Campus of St. Petersburg (Junior) College, which promises to be one of the most prestigious art museums in the State, and the already blossoming arts community, the City hopes to build upon and market these assets to attract many more visitors. This community presently includes such noted talents as Christopher Still, Mitch Kolbe, Keith Martin-Johns, Susan Moore, and others.

## South Pinellas Avenue – District 5

Renovations to the Tarpon Arcade and the Cultural Center, as well as the major investment in the Classic Corvettes and Collectables automobile showroom and museum and proposed development of Madison Bank and Walgreen's Pharmacy, are providing new and exciting anchors for the South Pinellas Avenue District. The challenge on south Pinellas Avenue will be in convincing area businesses that landscaped center medians are an attractive treatment that will enable safer access to businesses without reducing visibility. Streetscape proposals for this area must also create a more appealing pedestrian environment through the use of shade trees and appropriate street furnishings. More challenging will be establishing a mix of compatible land uses adjacent to the residential areas on Safford Avenue in the Union Academy area.





### Issues

- Center median landscaping on south Pinellas Avenue
- Conflicting land use between Pinellas Avenue and Safford Avenue south of Boyer Street to Morgan Street
- Perception of unsafe conditions on Pinellas Trail in vicinity of Union Academy area
- Poor general condition or lack of sidewalks and pedestrian amenities on side streets



### Opportunities

- 80 ft. right of way on South Pinellas Avenue provides adequate space for streetscape
- 10 foot sidewalks
- Spin-offs from new, private construction
- CDBG funding for MLK Drive and Safford Ave. improvements, 2001-2003
- Vacant land and in-fill development sites
- Connection to Pinellas Trail
- Landscape opportunities on Pinellas Trail
- Gateway at Pinellas Avenue and Meres Boulevard
- Brick streets and connecting alley ways

### Key Elements to Enhance Tourism

- Infrastructure improvements and commercial business enticements along Safford Ave. and the Trail are being addressed through a Community Development Block Grant program through the County and an Urban Infill and Redevelopment Plan with the State.
- Other enhancements will be along Pinellas Ave. and focus on roadway improvements, streetscapes, and construction of a southern gateway to the Downtown.



## Part IV

# Community Assessment of Issues and Concerns

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### THE PUBLIC WORKSHOP PROCESS

The foundation for the Tarpon Springs Downtown Development Action Plan was established during a series of focus group meetings and public workshops with City staff and citizens, held in May, June, and July of 2000.

#### Focus Group Meetings

Focus group meetings with business representatives, resident representatives, government agencies, and government leaders were held to obtain input from those who have a stake in or may have influence on the future of the community. Attendees were asked to respond to a series of questions designed to generate discussion. Questions were designed to extract different information from each group depending on the interest and expertise of the members. Focus group members were also asked to contribute solutions that they felt would resolve some of these issues.

Business representatives were asked to summarize their issues and concerns as they relate to business, including economics, market demographics, current conditions in the downtown, obstacles to business, traffic circulation, regulations, parking, etc. Resident representatives were asked to discuss their general concerns and solutions for their city. Government agencies concentrated on projects and programs that may have an impact on the future of the City, especially the downtown area. Government leaders were given a more detailed overview of the planning process and were presented with the information obtained from the earlier work sessions. They discussed the political and governmental ramifications of the Plan and the issues and concerns of their constituents.

#### Community Design Workshops

A series of workshops were held in July 2000 to invite residents, business and property owners, and government leaders to participate in the design process. The first workshop began with an overview of the issues gleaned from consultant research and information obtained from the focus groups held in June. A list of strategies to deal with the issues was then presented, and the participants were divided into groups and asked to rank the strategies in order of importance. The second session presented an initial concept plan that echoed the strategies identified in the first design workshop, followed by some questions and comments from the participants. At the final workshop, the Concept Plan was presented. The Plan was refined from the issues and strategies sessions and the preliminary concept. Also presented were the graphic representations of the Plan. After the presentation, the participants were asked to separate into groups and discuss what they liked about the Plan, as well as list their concerns about the Plan.



## **SUMMARY OF ISSUES AND CONCERNS**

After analyzing the existing conditions in the downtown area and obtaining public input, The RMPK Group was able to identify pertinent issues and concerns, which was necessary to devise strategies and determine community preferences concerning design alternatives.

### Transportation:

- Conflicts with through traffic
- Conflicts with autos and pedestrians
- Speeds are too high
- Distance between docks and downtown is too far to walk
- Roadways and sidewalks are in deteriorating condition

### Parking:

- Road widths are too small for on-street parking
- Lot sizes are too small for parking when redeveloped
- Seasonal demands create huge quantity variations
- Parking appears inconvenient
- Employers/employees are using up convenient, on-street spaces
- Pedestrian areas discourage walking from remote parking

### Urban Design:

- Poor architectural design styles for new construction
- Signage clutter
- Lack of respect for historical context in renovation
- Lack of pedestrian environment on Pinellas Avenue and Pinellas Trail
- Difficult to find one's way around the City
- No sense of arrival

### Land Use:

- Current anchors are too far from each other
- Community activity areas and buildings are too spread out, people are forced to drive
- Many businesses are no longer appropriate for changing market
- Lots are too small for redevelopment
- Poor interconnectedness between uses
- Incompatible land uses are intruding into area
- Need open space for public events in downtown

### Economics:

- We are leaking tourist money due to lack of overnight stay/multi-day uses
- Properties need to turn over to redevelopers

- Current land uses do not meet market demands
- Need for stronger consumer spending in downtown
- Lack of regional/national marketing
- Missing high-end weekend travelers market

## STRATEGIES FOR ACTION

Following is a brief outline summarizing the findings and strategies that constitute the rationale behind the future concept plan. These strategies are the result of consultant research and the staff and community's assessment of the issues and concerns.

- Encourage overnight/multi-day tourist visits
- Create new activity nodes as City "anchors":
  - Arts and culture district
  - Museum district
  - Hospitality/entertainment district
  - Community shopping district
  - Historic downtown district
  - Sponge Docks
- Create a system of transportation that reroutes through traffic and calms local traffic
- Create convenient parking areas adjacent to the anchors
- Create trolley system to route residents and tourists between anchors
- Create public events park in central location
- Create gateways
- Enhance the Pinellas Trail experience
- Streetscape and beautification
- Architectural codes for redevelopment
- Renovation incentives for landowners
- Develop consensus in business community
- Develop marketing strategies and business recruitment
- Historic housing renovations and in-fill development
- Union Academy area revitalization
- Prioritize and fund capital improvements



## Part V

# Urban Design Framework Plan

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### CONCEPT PLAN

The Concept Plan, Figure 12, has been developed as a guideline for promoting the sound development and redevelopment of the properties in the Redevelopment Area. The Plan is not intended to be cast in concrete. The Plan is used as an example of how the economic development and transportation strategies can be translated into a physical representation, in a fashion that allows a minimum of natural and cultural impact, yet promotes quality growth and development. The most important aspects are the following:

- The Plan builds on existing historic and cultural resources as the foundation for future development
- The Plan implements the prescribed economic positioning strategy providing locations for new activity nodes such as the arts, entertainment and tourist related districts to encourage overnight tourism
- The Plan identifies potential locations for a hotel, historic lodging and bed and breakfasts to accommodate longer tourists visits
- The Plan recommends where the major economic-based commercial uses should be located from a business, transportation, and land use perspective.
- The Plan identifies a transportation system that can accommodate redevelopment and infill without costly retrofit and widening projects.
- The Plan provides for alternative transportation through a trolley system with appropriate destinations and routing to enable convenient connections between activity centers
- The plan maintains an element of residential use in the Redevelopment Area that remains effectively intact.
- The plan locates commercial sites based upon expected market demands and reasonable residential service areas.
- The Plan shows the approximate amount of open space and existing and proposed street layout.
- The plan provides for the general location and size of parcels of land for special uses such as an ecotourism center and centralized parking facilities.
- The Plan provides a tool for the CRA to promote economic development by identifying to prospective corporate entities the location of parcels ideally suited for their end use.
- The Plan guides the City to in making capital improvements projections based upon known, future public project needs, demands, and proposed locations.







## URBAN DESIGN STRATEGIES BY DISTRICT

The Downtown Urban Design Plan, Figure 13, is a depiction of the design and layout of the Redevelopment Area. It is an illustrated representation of the proposed strategies for action in Part IV, above and the Concept Plan. The purpose of this plan is to provide a graphic description of the study area, as it would appear after successful completion of redevelopment activity.

The text provides a description of redevelopment activity, rationale, strategies, and recommendations. The proposals correspond to the previously described planning districts and the accompanying graphics include perspective drawings and elevations used to provide further illustration of proposed concepts.

### Anclote Waterfront – District 1

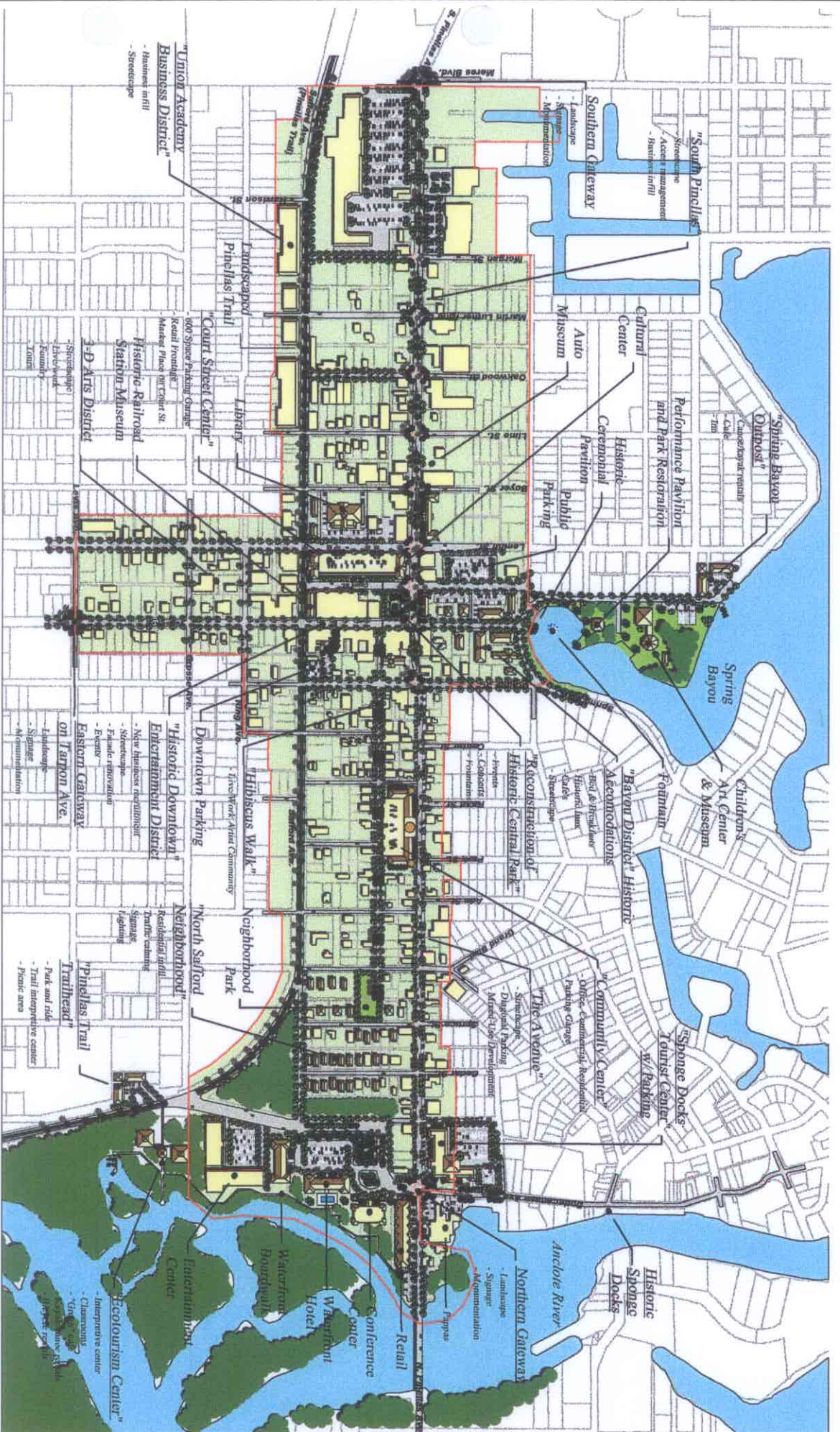
#### 1A – Waterfront Hotel/Conference Center/Entertainment Complex

The market study indicated that there is demand for quality hotel accommodations in Tarpon Springs. It is anticipated that demand will increase as a result of the proposals contained in this Plan, therefore a waterfront hotel and conference center is proposed for the north end of the Redevelopment Area on vacant property fronting the Anclote River. This proposed development will increase tourist related activities and provide another venue that will encourage visitors to extend the amount of time they spend in Tarpon Springs. The multi-use complex will be tied together with an attractive boardwalk system extending along the Anclote shoreline. This location will also provide direct access to the tourist related activities at the Sponge Docks and the revitalized shopping district on North Pinellas Avenue. A public/private partnership may be used to incorporate a parking structure into the project. Parking capacity should be designed to accommodate hotel complex patrons as well as future demand from new retail development and to support activities at the proposed Ecotourism Center adjacent to this site

#### 1B – Ecotourism Center/Pinellas Trail Trailhead

In furthering the concept of expanding the venue of tourist related activities and increasing the use of the Pinellas Trail, it is recommended that an ecotourism center be established near the publicly-owned property on the Anclote River. The center would become the hallmark of the trail, providing river access, outfitting, canoe and kayak rentals, bike rentals an environmental education center and more. Across the street on Live Oak the vacant property provides an opportunity for trail-related lodging and a staging area for special events such as bike-a-thons for charity or running and cycling races. The ecotourism center would create an excellent origination point for bikers and hikers to use the trail system in close proximity to the downtown. The downtown area businesses would benefit from the increase in visitor revenue, while the recreation users would have the opportunity to depart from the trail and visit the historic downtown district.



City of Tarpon Springs  
Downtown Urban Design Plan



#### 1C – Sponge Docks Tourist Center with Parking

In the future, as tourist activities increase, a portion of the site currently serving as surface parking near the southwest corner North Pinellas Avenue at Dodecanese Blvd. will experience added development pressure. In anticipation of this increased market demand, a logical use for this property will be a mixed-use tourist center with parking. Redevelopment of this site provides an opportunity to incorporate historically sensitive architectural design standards and site layout that will encourage pedestrian activities on both roadways.

#### 1D – Northern Gateway

This northern gateway entrance will welcome residents and visitors to the Anclote Waterfront District as they travel southbound on Alternate 19 into the City and westbound on Live Oak Street from US 19.



Figure 14 – Anclote Waterfront Blow-up



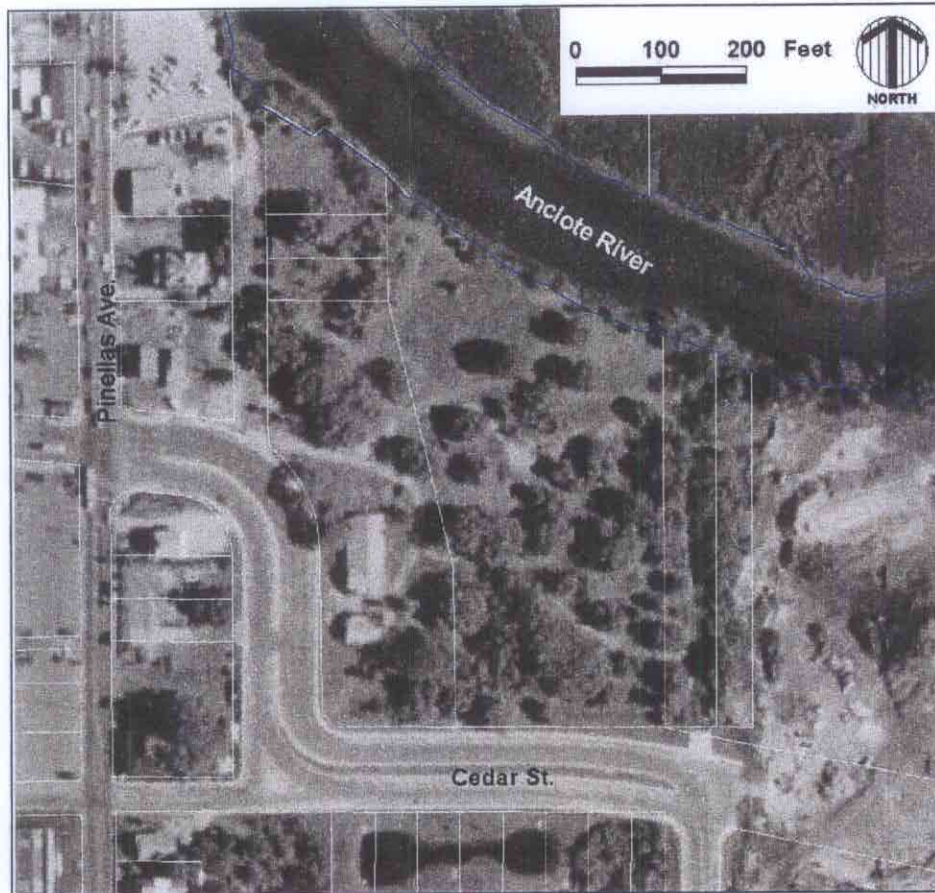


Figure 15 – Waterfront Hotel/Conference Center Complex





Figure 16 – Ecotourism Center



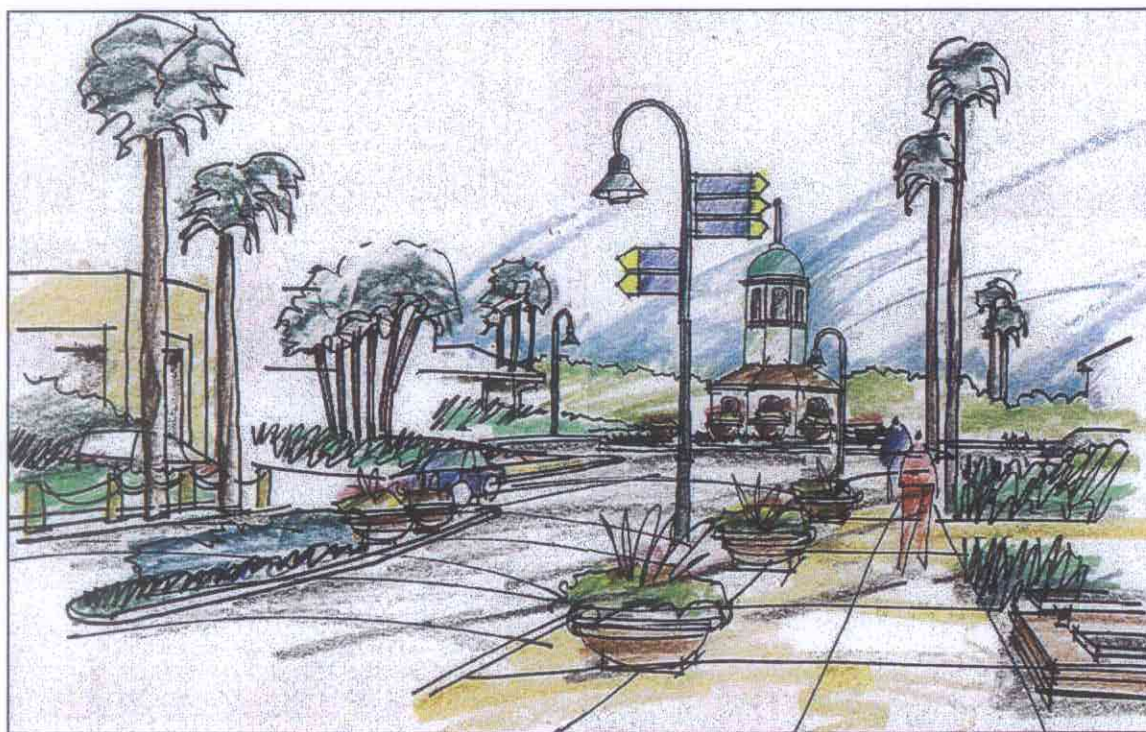


Figure 17 – Northern Gateway



## North Pinellas Avenue and North Safford Avenue – District 2

### 2A – North Pinellas Roadway Improvements

North Pinellas Avenue is the critical link between the tourist-related activities at the Sponge Docks and the Downtown. Proposed road improvements are designed to calm traffic, upgrade the physical appearance of the corridor, and create a pedestrian oriented retail environment. These improvements will stimulate private sector investment encouraging market conditions that will enable redevelopment of economically obsolete properties and vacant lots located along N. Pinellas Avenue.

Streetscape improvements would be designed to accommodate short-term goals for beautification and pedestrian system enhancements. The project would be phased to address long-term parking demand by introducing diagonal parking through incentives and voluntary negotiated purchase agreements with property owners for additional right-of-way. These actions would be pursued in conjunction with long-term FDOT improvements to US 19, which will divert commuter and non-business traffic away from the North Pinellas corridor. This will enable the creation of a shopping district that will build on tourist-related activity at the Sponge Docks and provide the vital pedestrian link to the downtown.

### 2B – Youth Center

On June 5, 2001 the City approved a site plan for the construction of a 24,000 square foot community center adjunct to St. Nicholas Greek Orthodox Cathedral to be located on 2.13 acres located on the east side of North Pinellas Avenue approximately midway between the Sponge Docks and Tarpon Avenue. It is designed with exterior architecture compatible with the Church and surrounding structures. The Youth Center will provide a surface parking lot on-site. Preliminary discussions have taken place with representatives and the City to retain the future possibility of a public/private partnership to construct a multi-level parking facility on the north end of the property.

### 2C – Hibiscus Walk – Live/Work Artist Community

A unique future development opportunity exists along Hibiscus Street between Cypress and Orange Street. An artist live/work village is envisioned for this area. In response to growth in the arts downtown, this proposal advocates establishing a district where artists can manufacture and display art in and around their homes. Streetscape improvements would establish a festive environment for tourists and patrons to stroll among and purchase local artistic creations. Future land use on Hibiscus Street north of Cypress will continue to be residential with in-fill housing development expected to increase as a result of the success of this plan. Additionally, development of a neighborhood park will strengthen the residential environment in this North Safford neighborhood and encourage residential development.



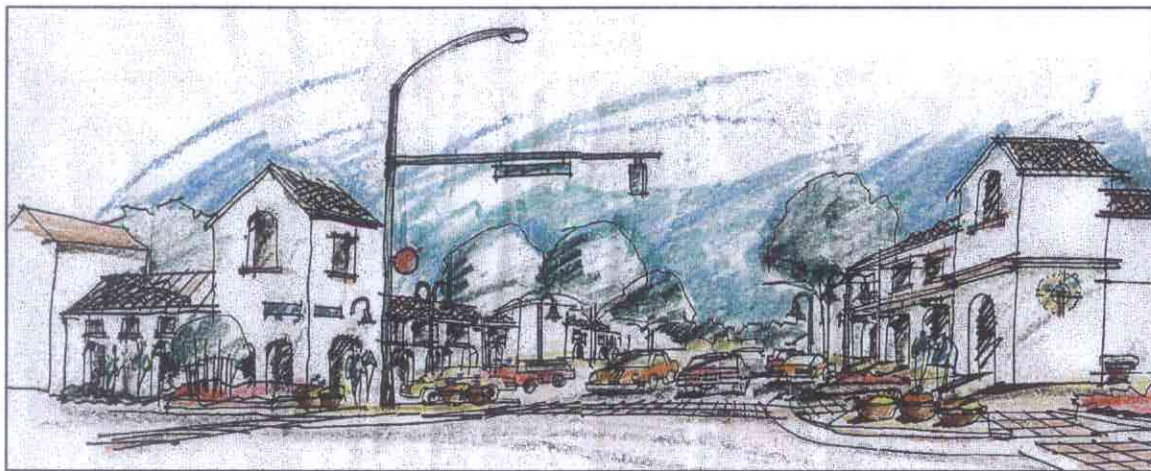


Figure 18 – North Pinellas Avenue Before/After





Figure 19 – Hibiscus Walk Before/After



### Spring Bayou – District 3

#### 3A – Bayou District Historic Accommodations

As the arts, entertainment, and ecotourism activities continue to grow so will the demand for quality lodging in the downtown. As demand increases so does the economic viability of redeveloping the historic Tarpon Inn at its previous location now occupied by the Gondolier Motel. This is an outstanding location near the downtown with outstanding views of Spring Bayou. Future demand will also encourage the restoration of historic homes for Bed and Breakfasts (B & B) near Spring Bayou providing a variety of lodging options for visitors. West Tarpon Avenue and Spring Boulevard would be enhanced with streetscape treatments.

#### 3B – Spring Bayou/Craig Park

Spring Bayou is the origin of Tarpon Springs and today still provides a connection to the rich history of the City. Possible improvements for Spring Bayou include upgrading the landscape and walkways and reintroducing the covered pavilion where the traditional celebration of the Epiphany ceremony is held. Located within walking distance of the hotel and bed and breakfast district, Craig Park and the Heritage Center offer additional amenities for tourists and the residents of Tarpon Springs.



Figure 20 – Spring Bayou Blow-up



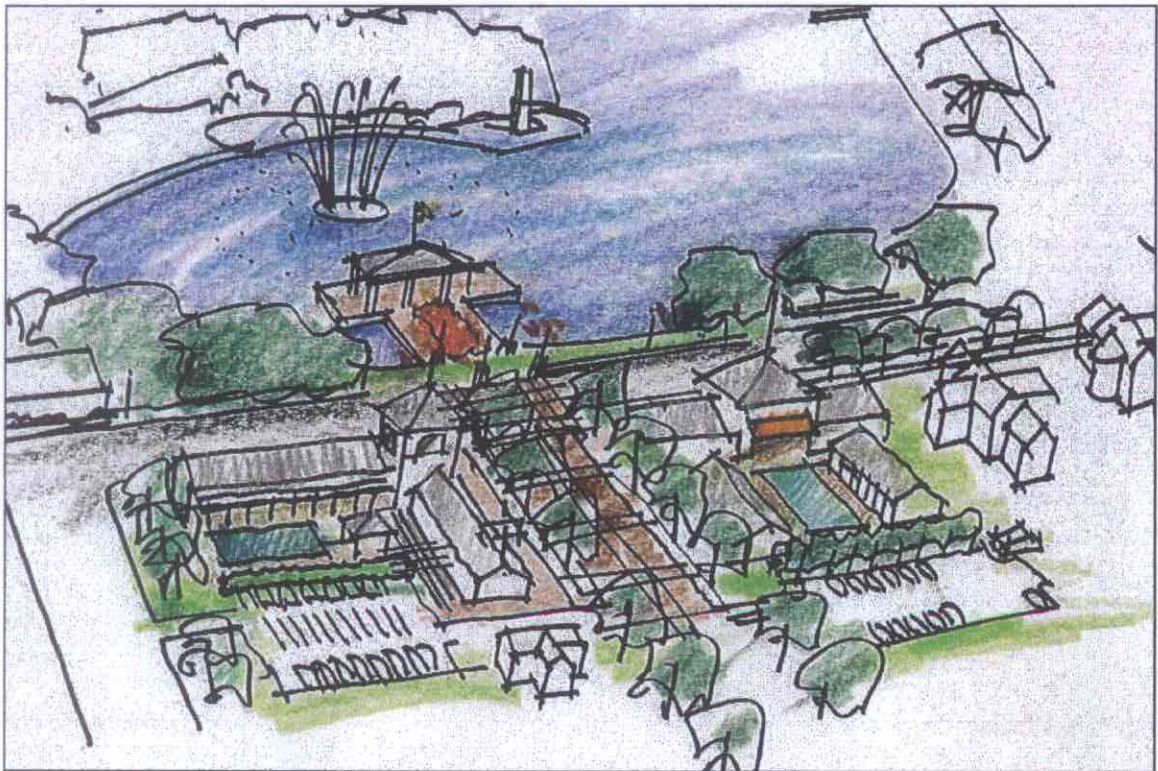


Figure 21 – Bayou District Historic Accommodations



## Tarpon Avenue – District 4

### 4A – The Historic downtown

The Tarpon Springs historic downtown could be visually and spatially one of the finest in Florida. Clearly this asset needs to be stabilized economically, preserved and enhanced visually in order to maintain it as the thematic heart and soul of the City. The historic character of this part of the Redevelopment Area should forever set the tone of quality for the City's future growth and development. The CRA should build upon the significant strides made by private investors such as those at Zone Art, Oxford House, and Acropolis.

From a land use standpoint, the redevelopment strategy for this area should encourage the in-fill of vacant buildings and sites with niche retail, entertainment, boutiques, restaurants and businesses that are compatible with the historic specialty shops and antique stores that already exist in the area. The architecture of new buildings should build upon existing architectural features and be built on the ROW with no setbacks, similar to the older historic buildings. An effort should be made to encourage the occupancy of second floor space with residential and office uses. This goal should be encouraged for both existing as well as new in-fill buildings.

The CRA, the City and the Chamber of Commerce should continue to promote the historic downtown as an activity center and provide assistance to the existing businesses in the areas of marketing, product venues and display, facade renovations, etc. An on-going recruitment program needs to be in place to continually bring in "specialty or boutique" retailers and restaurants into the downtown. The synergy that is developed by creating a concentration of quality, one-of-a-kind merchandisers into the area will help everyone.

### 4B – Streetscape/Traffic Calming

High-speed traffic and poor visibility have caused a dangerous situation at the intersection of Tarpon and Pinellas Avenues. The City is in the midst of a project to address this problem by incorporating traffic calming techniques including curb extensions designed to minimize the distance between curbs thereby improving pedestrian access and visibility and slowing traffic. This concept should be implemented at the intersection of Ring Avenue in conjunction with extensive landscaping to slow westbound traffic entering the heart of the downtown while creating visual interest as well. Another opportunity for this treatment is mid-block on Tarpon Avenue near the intersection at Hibiscus Street. This will improve pedestrian access to Central Park on the south side of the road and provide an important connection to the artist's village to the north on Hibiscus Street.

### 4C – Historic Central Park

The Plan recommends development of a public plaza directly west of the Meres building at the public parking lot that is the previous location of the City's Central Park. The plaza will provide a comfortable open space area and an attractive venue for special events. This project can be designed to include retail opportunities and vending space and will provide a vital pedestrian connection to Downtown from the proposed parking facility on Court Street and South Pinellas Avenue.



#### 4D – Historic Railroad Station Museum/Tourist Center

The old train depot located in the heart of the downtown is historically significant and architecturally attractive. It is the home of the Tarpon Springs Area Historical Society. These factors make it an ideal facility to house a museum, tourist information center, and possibly a café. The City is currently pursuing a transportation enhancement grant to accomplish this.

#### 4E – Orange Street/Downtown Parking

Orange Street is an important link between the residential areas and Downtown. The Inness and Meres (Salley) historic homes are currently being renovated in the tradition of architectural excellence befitting of their era. The City has acquired vacant property on the southwest corner of Orange Street and Safford Avenue for the construction of a surface parking lot in the near term. The Chamber of Commerce has recently acquired and renovated the building on the northeast corner of Orange Street and North Pinellas Avenue. Streetscape improvements should include expansion of the sidewalks and plantings of large shade trees providing an attractive pedestrian connection from the new parking area to the church and downtown. Orange Street will hence become more integrated to the downtown and will benefit from the proposed artist village on north Hibiscus Street.

#### 4F – Court Street Center Downtown Parking Structure

One of the primary objectives of this plan is to recommend a solution to the parking problems in the downtown. The challenge is to provide parking that is conveniently located with sufficient capacity to address future needs. Therefore, it is recommended that a parking structure be developed east of the Cultural Center between Court Street and Lemon Street. The multi-level parking garage would contain several hundred spaces and would be designed with retail space wrapping the façade of the building and executed in a historic context.

The project will effectively expand the existing urban edge of the downtown south to Lemon Street and east to Safford Avenue. Streetscape improvements constructed in conjunction with the parking garage will be the primary tool used to accomplish the task. Broad sidewalks, historical street lighting, attractive building façades, and landscaping will provide the connection.

#### 4G – 3-D Arts District

The area east of Pinellas Avenue on Lemon Street provides an excellent opportunity for establishing an arts foundry and gallery studio complex. Stimulating this activity could be the adaptive re-use of the City's vacated Fire Station 69 renovated into large studio spaces or perhaps an art dining experience. Artists-in-residence programs could be developed. Foundries for casting sculpture and pottery could be introduced, as well as studio space for the various other 3-dimensional oriented visual arts. This community should be closely tied to the newly constructed Leepa-Rattner Museum at the Tarpon Springs' Campus of St. Petersburg College.

#### 4H – Eastern Tarpon Avenue Gateway

This gateway entrance will welcome residents and visitors as they enter the City on Tarpon Avenue, westbound from US 19.

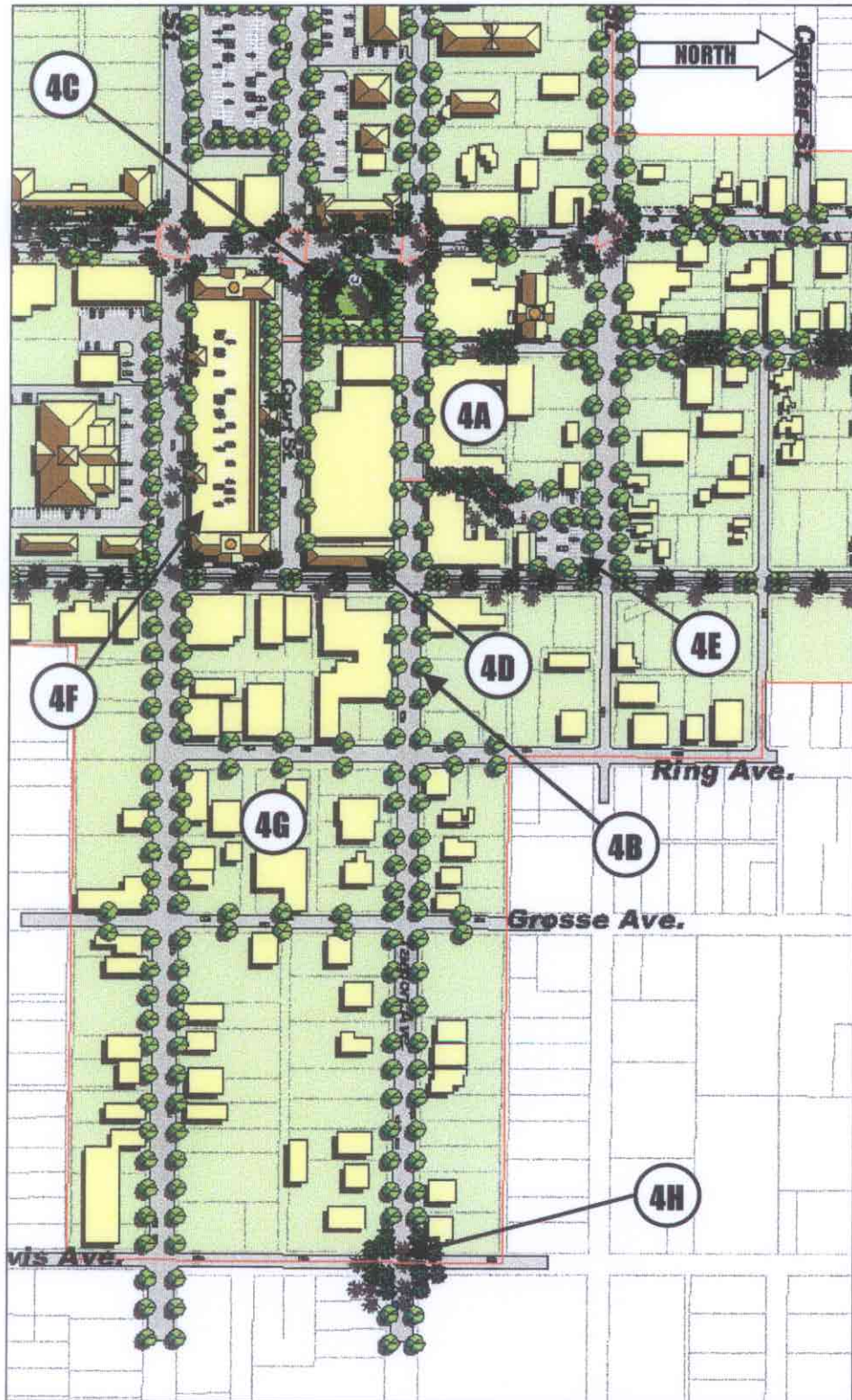


Figure 22 – Tarpon Avenue Blow-up



Figure 23 – Tarpon Avenue Streetscape Typical

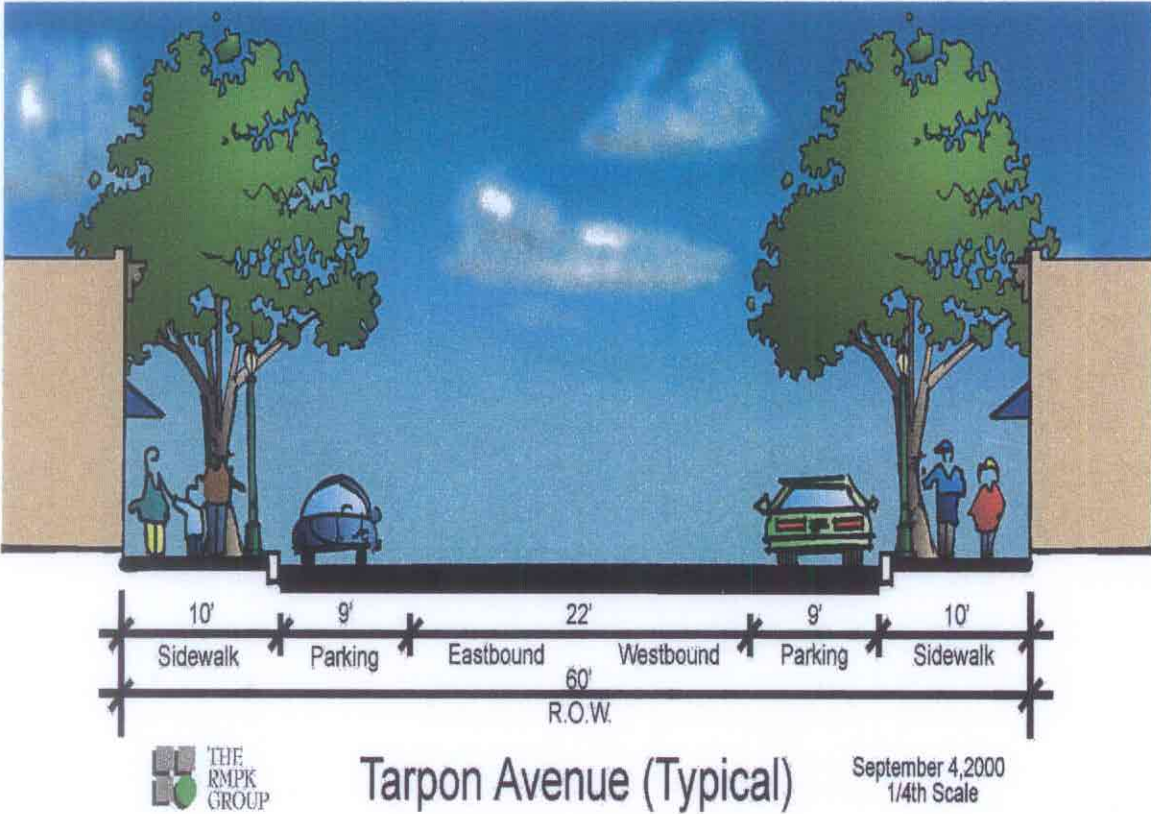




Figure 24 – Safford/Tarpon Historic Train Station



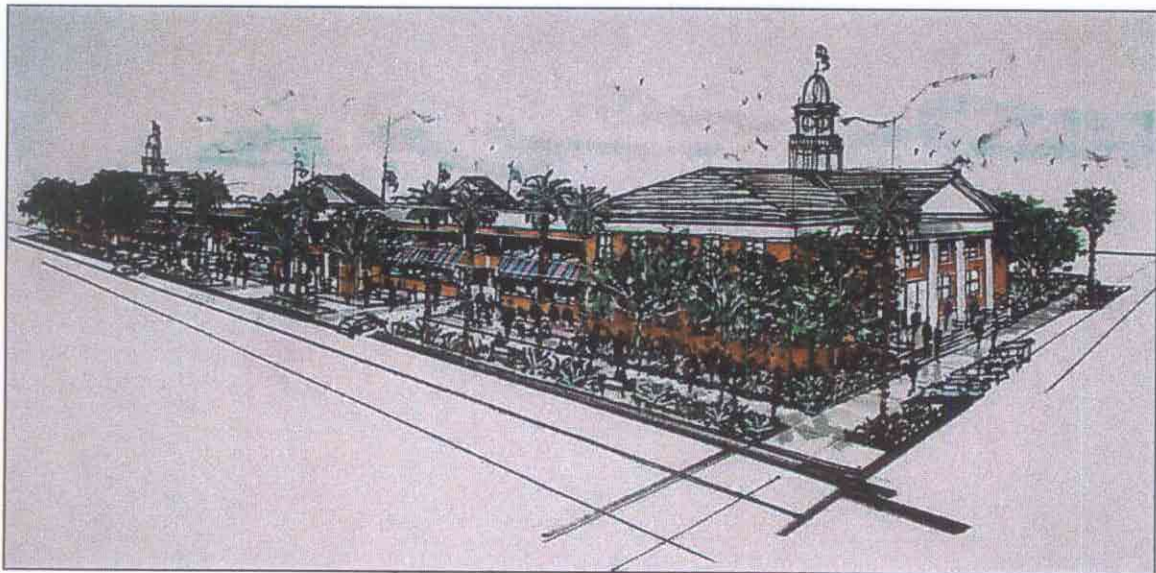


Figure 25 – Court Street Center Downtown Parking Structure





Figure 26 – Eastern Gateway



## South Pinellas Avenue – District 5

### 5A – South Pinellas Avenue

New development and building renovations are expected to continue south of Tarpon Avenue on South Pinellas Avenue with Madison Bank, the Tarpon Arcade, Classic Corvettes and Collectables and Classic Car Restorations leading by example. Revitalization of this area will strengthen the physical urban form and commercial environment between Lemon Street and Martin Luther King, Jr. Drive. Future land use south of MLK Drive will continue to be community commercial consistent with the Walgreen's Pharmacy project underway at the time of this writing.

Public improvements on south Pinellas Avenue include streetscape improvements designed to provide connection to the downtown area through continuity of design. Shade trees, lighting systems, and furnishings will create a more pleasant shopping environment to enable pedestrian linkage between South Pinellas and Tarpon Avenue.

### 5B – Pinellas Trail Improvements

In future years, as activity on the Pinellas Trail increases in Tarpon Springs as a result of the proposals in this plan, the City should work with FDOT and the County to upgrade the appearance and functionality of the trail. The trail system is a great potential windfall for the City if the appearance of the trail encourages private sector investment. New multifamily housing and trail-related commercial activity will strengthen the City's tax base. An example of such investment that has already taken place is Neptune Cyclery. Streetscape improvements to the Trail as it passes through the downtown area, near the historic train station, are graphically portrayed in Figure 36 in the previous section. The City has secured a commitment for CDBG funding to initiate Trail improvements in 2003.

### 5C - Union Academy Business District

Future development will provide a transitional use zone from the downtown into the Union Academy neighborhood. The site layout for neighborhood commercial and business storefronts should be oriented toward both the Pinellas Trail as well as the residential area. Development of this area will provide an economic stimulus for the Union Academy Neighborhood and expand Trail usage in this area. The west side of Pinellas Trail south of MLK Drive is currently zoned for commercial use however, if market forces and community desire coalesce, this same area could present an opportunity for medium-density, residential in-fill development such as town homes. Any such land use amendment will be subject to the procedures and public hearings of the City, State, and County.

### 5D - Southern Gateway

This gateway entrance will welcome residents and visitors as they enter the City from the South on Pinellas Avenue (Alternate US 19).



Figure 27 – South Pinellas Blow-up



Figure 28 – South Pinellas Avenue Streetscape Typical

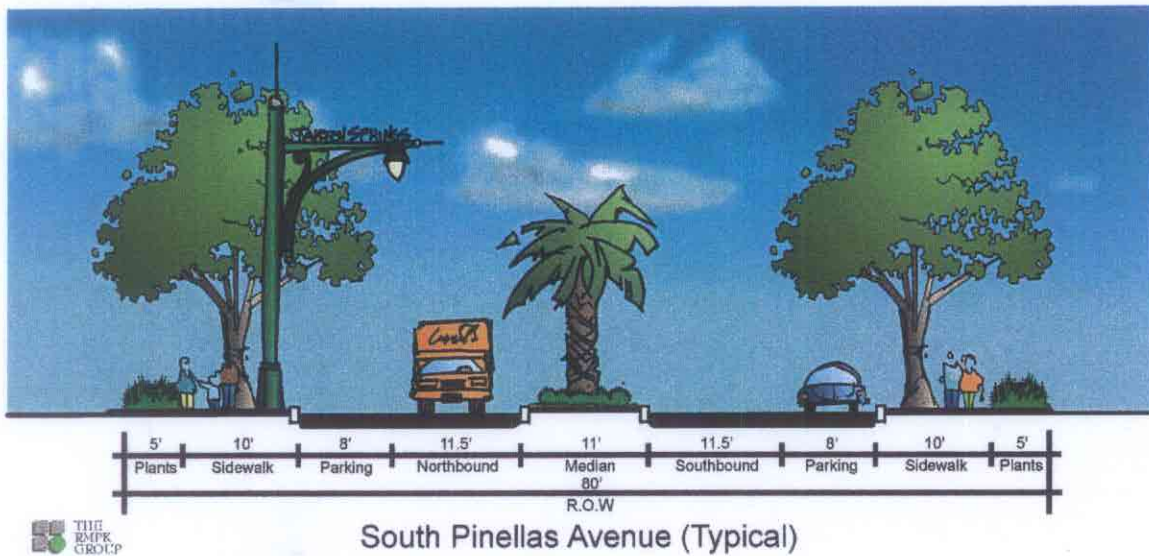
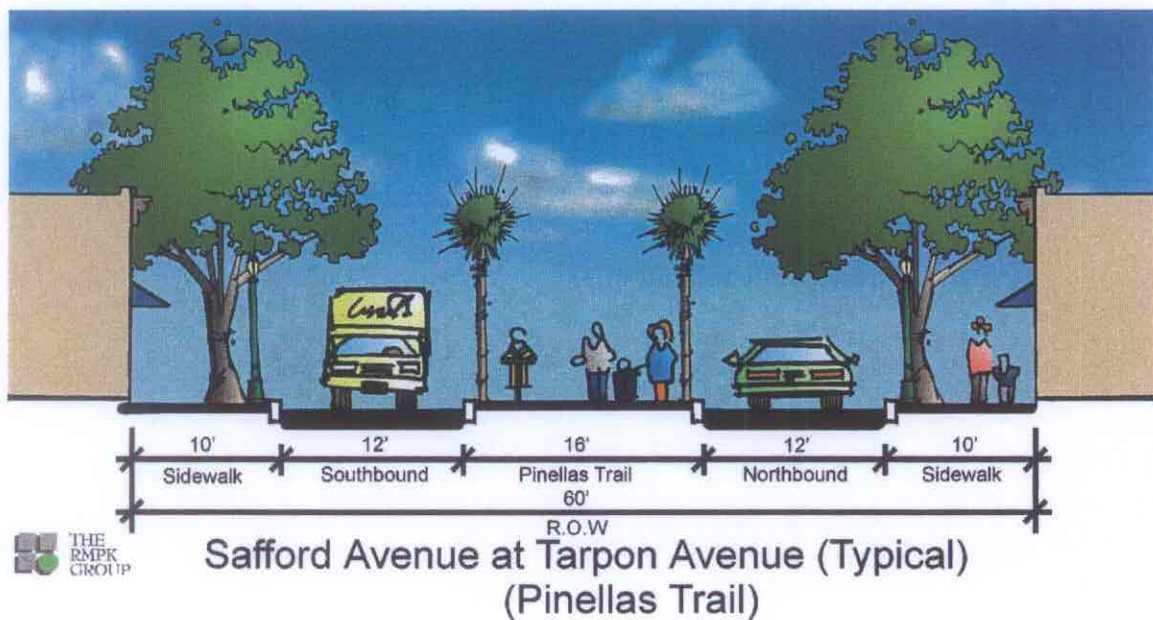


Figure 29 – Pinellas Trail/Safford Avenue Streetscape Typical



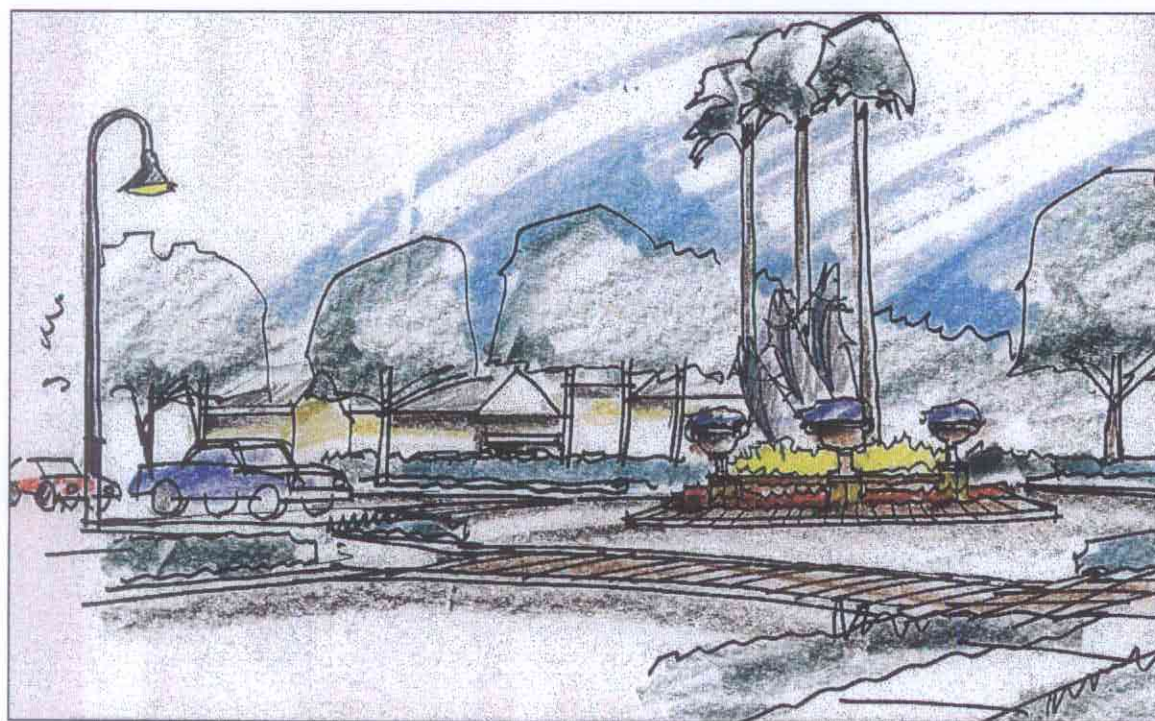


Figure 30 – Southern Gateway



## Part VI

### Urban Design Character and Theme

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A primary objective of this Redevelopment Plan is the creation of an enhanced and unified identity for the Redevelopment Area for the purpose of promoting business sales, private investment, marketing strategies, and appropriate and effective public improvement projects. In order to upgrade the downtown area image, the CRA and the City should establish consistency in public space and public right-of-way development while strengthening the identity of the various districts that will be established as a result of this plan. Gateways and streetscapes are often used to establish themes for street furnishings and directional signage that can vary for the different areas of town, causing focus on the unique aspects of the various districts, such as entertainment, historic, arts, Sponge Docks, etc. Themes can then be built upon and used for promotional brochures and directional information for pedestrians, bicyclists, and patrons of the trolley system.

#### **STREETSCAPE IMPROVEMENTS**

The City needs to implement an overall streetscape improvement program along the primary and secondary roadways. Effective design of the streetscape system will dramatically improve the aesthetics of the community and establish a more attractive investment image to the private sector. Ultimately the private sector, through investments in redevelopment and renovation, will have the greatest impact on the physical appearance of these roadways. The development of an enhanced pedestrian environment is one of the primary objectives of a streetscape plan. Whenever possible, an increase in the overall available pedestrian space, such as sidewalks, public plazas and open space, will be used to facilitate this goal. Following are brief descriptions of the proposed streetscape elements.

#### **GATEWAYS**

As shown in the Urban Design Framework Plan, Part V of this Plan, it is recommended that a system of gateways be constructed for each entrance to the Redevelopment Area. Gateways create a sense of arrival for residents and visitors that will set the area apart and distinguish Tarpon Springs from surrounding areas. Projects involving city signage, monumentation and landscaping are graphically portrayed in their district locations in the Framework Plan

#### **BANNERS AND SIGNAGE**

The CRA should build upon the street banner program begun by the Downtown Committee of the Chamber of Commerce. An expanded program of banners and fixed signs should include:

- Downtown banners
- Seasonal/special event banners
- Downtown entry welcome signage
- Public parking signage

- Enhanced street name signage
- New regulatory and directional signage

Colorful downtown entry and welcome signs should be placed at the entrances to the downtown to help define the downtown area and welcome visitors and direct them to public parking areas. On the way to parking areas, visitors will encounter directional signage and parking area identification signs in the same colorful, historic style as the entry/welcome signs. Existing street name signs located within the area could be replaced with signs that display a logo next to the street name and have a different color for each sub-area or district. Street signs within the National Register Historic District could add that designation.

## **STREET FURNISHINGS**

The street furnishings program will include a variety of elements, including decorative urn planters, benches, tree grates, bicycle racks, trash receptacles, bollards with integral lighting for illuminating intensive pedestrian activity areas, and street lighting at both pedestrian scale (14-18 feet high) and roadway scale (25-35 feet high).

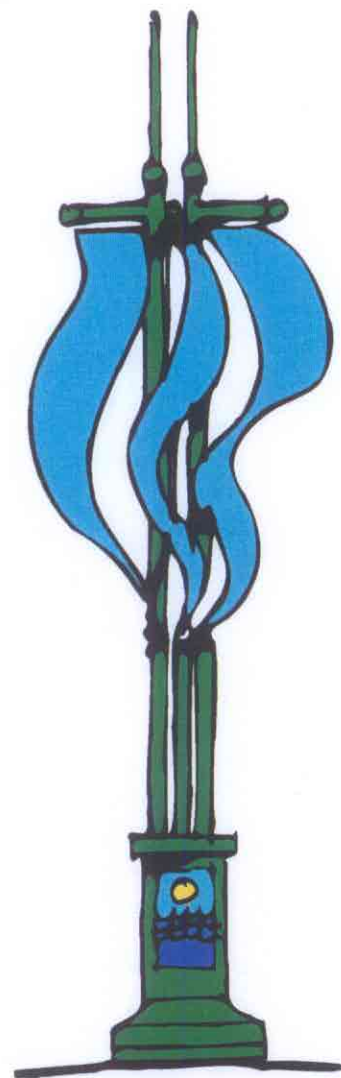
## **TREE PLANTING PROGRAM**

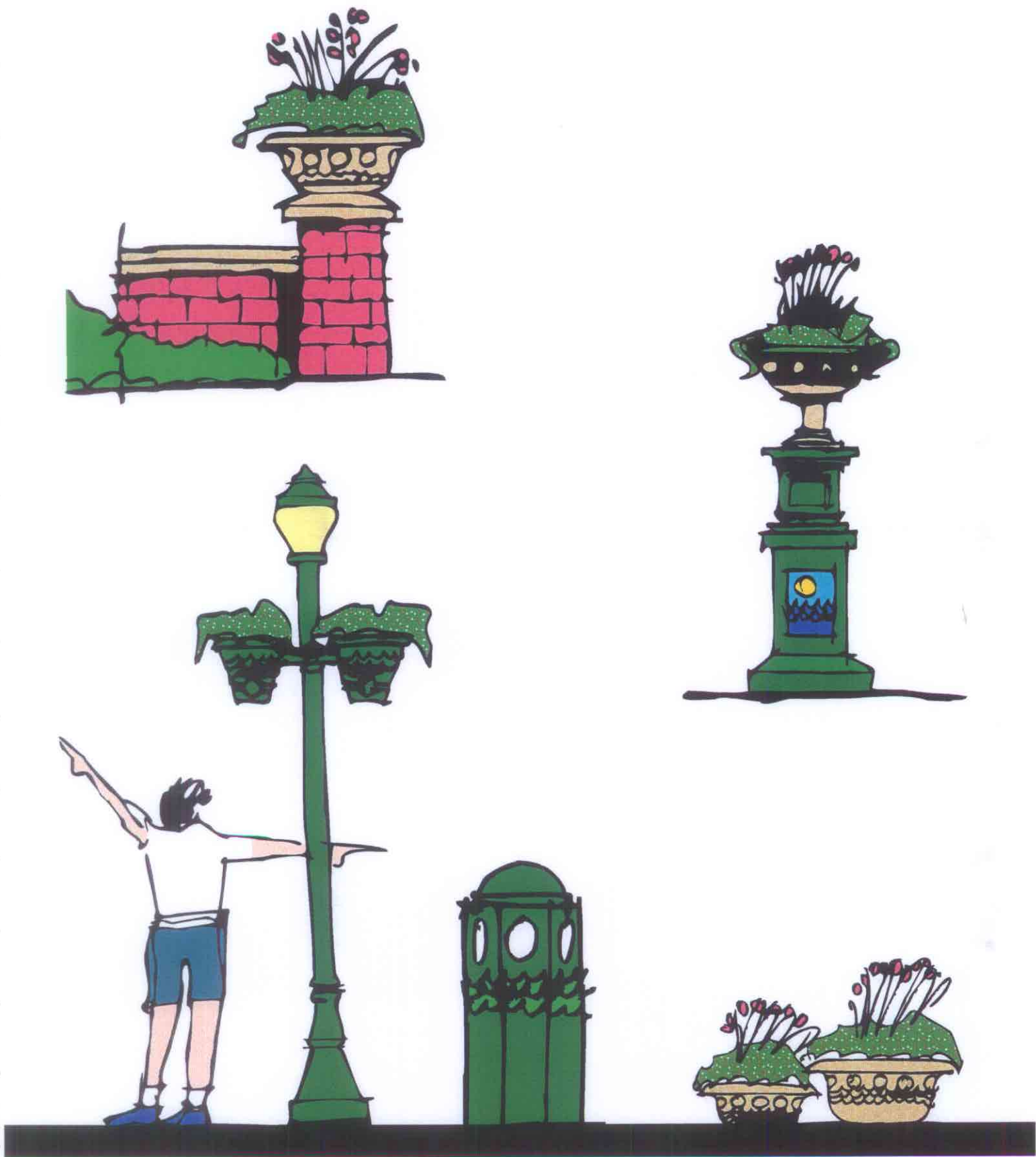
The CRA should seek funding for a systematic tree-planting program for every street in the study area. In many instances trees will be planted in conjunction with development projects, therefore this program is targeted for areas that do not have an existing tree canopy and are not programmed for streetscape improvements or other projects. Outside funding sources for such a program include FDOT, Keep America Beautiful, and the Small Business Administration grants.

## **TROLLEY SYSTEM**

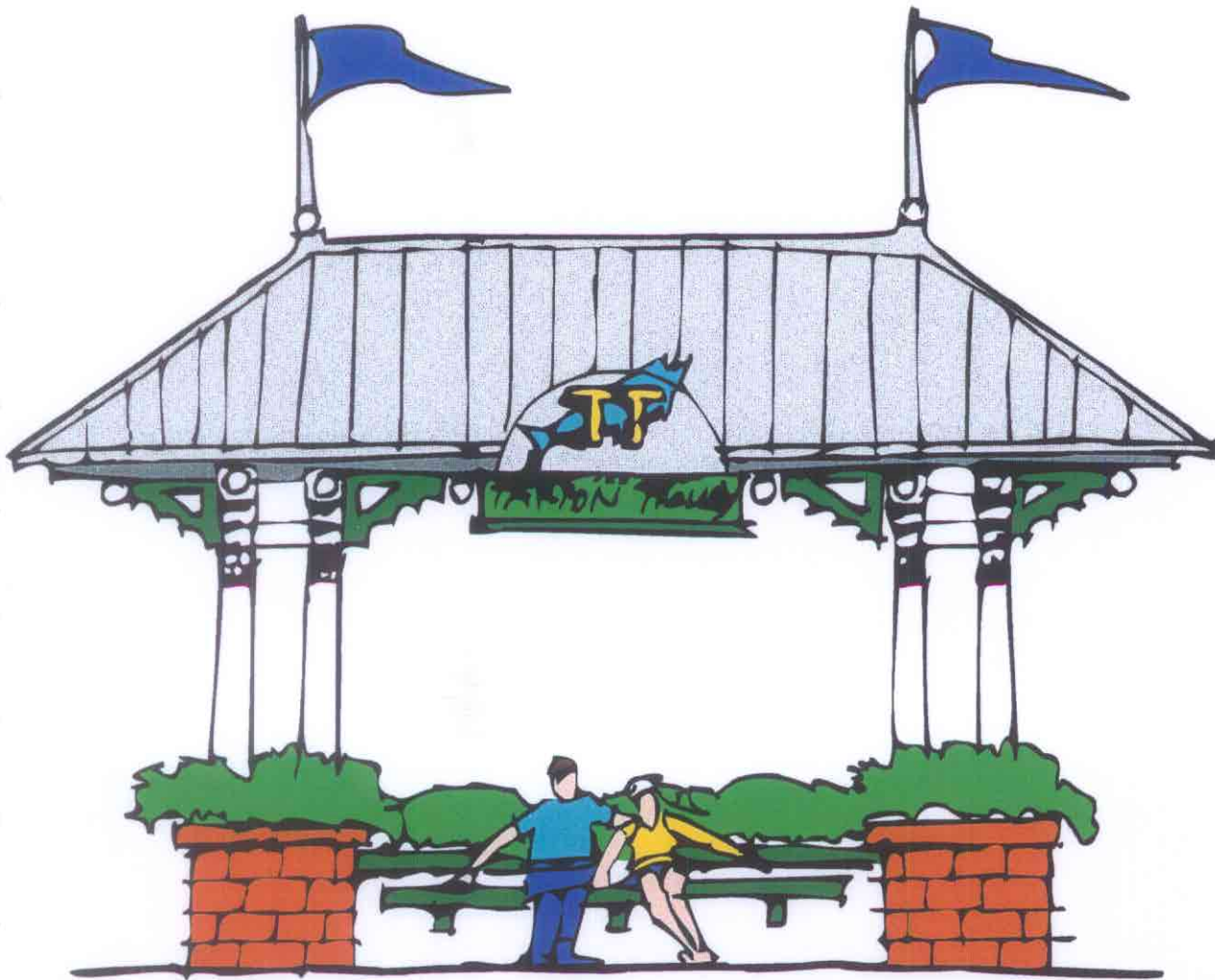
As recommended by Tindale-Oliver in the transportation analysis section of this Plan, a trolley system should be an integral component of a Redevelopment Plan. A rubber-wheeled (non-track) trolley system would alleviate tourist related traffic congestion and parking problems and also provide a convenient way to connect new activity centers proposed in this plan. Trolley stops will be designed to establish another connection to the City's heritage by replicating the architectural features of landmark buildings. The CRA and the City will pursue grant funding for trolley equipment and operation through the Congestion Mitigation Air Quality (CMAQ) program and through the Pinellas Suncoast Transit Authority (PSTA) of which Tarpon Springs is a member city.











## Part VII

### Implementation Strategies

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Redevelopment is a long-term activity and, to be successful, will involve cooperation among various public and private entities and continuity of action through successive City Commissions and administrations. Implementation of this Plan will require the coordinated efforts of the CRA, local business, lending institutions, property owners, residents, City government, and Pinellas County government. These efforts will be coupled with the employment of various organizational, legal, funding and promotional techniques to successfully implement the Plan over its duration.

While leadership is a highly intangible quality, it is the single most important factor for successful implementation of the Redevelopment Plan for Downtown. This leadership must come from both the public and private sectors. Some projects will require considerably more leadership, effort, and collaboration because of their difficulty and/or importance to the overall revitalization program. A successful redevelopment program also requires open lines of communication and relationships between all sectors and facets of the community.

#### REDEVELOPMENT ORGANIZATION

##### Community Redevelopment Agency

Pursuant to Resolution 2001-35, the Tarpon Springs Board of Commissioners has been established as the Community Redevelopment Agency (CRA) subject to and consistent with the Florida Community Redevelopment Act of 1969. The Commissioners sit as the CRA constituting a legal entity, separate, distinct, and independent from the Commission. The powers assigned to a CRA under Chapter 163.358, F.S. include:

1. Declare areas slum or blighted;
2. Approve Community Redevelopment Plans and modifications thereof;
3. Issue revenue bonds; and
4. Acquire, remove, or dispose of property.

To fulfill these powers, there are many coordinating functions that fall under the purview of the CRA. These include:

- Tax increment financing
- Grants and loans
- Public/private partnerships
- Issuing requests for proposals (RFP)
- Land exchanges
- Development review



- Marketing
- Agreements
- Retaining experts and consultants
- Implementing, monitoring and amending the Redevelopment Plan

At least initially, the primary support staff to the CRA will be the existing City Staff. It is recommended that an advisory board comprised of stakeholders in the redevelopment process be established to assist the CRA with policy and activity recommendations.

### City Administration

Staff's principle function is the administration and coordination of an integrated redevelopment program. City staff acts to carry out CRA policy. In consultation with the Advisory Board, staff also advises the CRA on policy options and constraints. Staff is also instrumental in seeking grant funding to realize the projects of this Plan and will also coordinate CRA proposals with other regulatory agencies having jurisdiction.

### Civic Leaders

Under this category we include such organizations as The Greater Tarpon Springs Chamber of Commerce, the Tarpon Springs Rotary Club and St. Nicolas Church. These organizations provide a natural "corporate history" or institutional memory" and play a vital role in this strategic process. Their support and active involvement in this effort is essential for success. These civic leaders must also be ambassadors of the redevelopment program. They need to be involved in the implementation of the plan and involve the community through outreach. A vibrant and successful Downtown benefits the entire community.

### Private Sector

Private property owners, developers, and tenants are the primary basis for a successful redevelopment program. Private real estate and development leadership provide necessary entrepreneurial vision and initiative that will create profitable enterprises and an attractive redevelopment of Downtown. The involvement of local banks should provide financing for private developments.

### Downtown Merchants

The CRA and private owners and developers will be responsible for improving the physical condition of streets, buildings, and public places within the Redevelopment Area. Upgrading of buildings, sidewalks, parking, storefronts and other infrastructure is intended to expand the potential for business activity in the Downtown however, these upgrades will only bring a commensurate level of economic activity if businesses are established, expanded, promoted and supported. It is essential for the success of this redevelopment effort that Downtown merchants support the Redevelopment Plan and work with the CRA, both individually and through their organizations, in the improvement, maintenance, and promotion of the Redevelopment Area.

## REDEVELOPMENT FINANCING

The Community Redevelopment Agency has four primary functions for which it needs significant funding:

- The construction of public improvements such as improving streetscapes and parking.
- Land assembly for public and public/private partnership improvements.
- Marketing the Redevelopment Area.
- Leveraging grants and other funding instruments.

### General Description of Proposed Financing Method

The CRA is authorized to finance projects within the Area with financial assistance from the City, County, State and Federal governments, tax increment funds, CRA bonds, donations, loans from private financial institutions, the lease or sale of CRA-owned property or any other available source, public or private.

The CRA is also authorized to obtain advances, borrow funds, and create indebtedness in carrying out the Redevelopment Plan. The principal and interest on such advances, funds, and indebtedness may be paid from tax increments or any other funds available to the CRA. Advances and loans for survey, planning and design and for operating capital for administration of this Plan may be provided by the City until adequate tax increment or other funds are available to repay the advances and loans and to permit borrowing adequate working capital from sources other than the City. The City, as it is able, may also, at the request of the CRA, supply additional assistance through City loans and grants for various public projects.

### Redevelopment Trust Fund

Redevelopment program funding and accounting is administered through a Redevelopment Trust Fund, which is created by Ordinance of the Board of Commissioners. Subsequent to adoption of the Redevelopment Plan, the Trust Fund is established and, according to statute, provides for the collection of tax increment revenues to finance capital improvements. This technique is known as Tax Increment Financing, (TIF). Upon adoption, the Ordinance specifies the base valuation of the property located within the boundaries of the Area. Thereafter, 95% of City and County general fund taxes assessed by qualified taxing authorities on future increases in the value of properties contained in the Area are reinvested into the Area through the Redevelopment Trust Fund. Local taxing authority monies, e.g. School Board, Southwest Florida Water Management District, etc., assessments, and Juvenile Welfare Board are not included in this computation and continue to flow in into to their respective funds.

The CRA may use this Trust Fund as collateral for loans, leverage for grants, creating indebtedness, operating capital or in general to accomplish any of the requirements of the Plan that necessitate capital input. Neither the members of the CRA nor any persons executing indebtedness in behalf of financing the Plan are liable personally for such indebtedness. The CRA shall not use any County tax increment money for water or sewer improvements.

The bonds and other obligations of the CRA are not a debt of the City or the County, nor are the obligations payable out of any funds or properties other than those of the CRA.



### Local Financing

As the subsequent section indicates, tax increment financing (TIF) is means of using property taxes from new development property valuation increases to assist in paying for public improvements that stimulate development. However, TIF may not generate sufficient revenue to cover all redevelopment investment, e.g., major property acquisition, long-term maintenance of streetscapes, etc. As a result, the City and the CRA will need to consider additional or alternative methods of financing. These methods include, but are not limited to:

- The City's general fund.
- Establishment of a Special Improvement District and Special Maintenance District.
- Issuance of General Obligation Bonds.

Each of these financing methods has advantages and disadvantages in terms of revenue generation potential, election requirements, and other factors.

### Other Loans and Grants

Any other loans, grants and guarantees or financial assistance from the federal or state governments, or any other public or private source will be used, if available. These could include, but are not limited to:

- Community Development Block Grants (the use of this source is already in progress for a portion of this Area).
- Rental Rehabilitation Grants
- Conventional loans to meet Community Redevelopment Act requirements.

### Estimated Tax Collections

Because TIF is intended to be one of a variety of sources of revenue for implementation of the Plan, the ad valorem increment needs to be estimated. Assessed valuation of the downtown has increased marginally over the past few years, and without CRA initiatives, this trend will continue. Additionally, the lack of new construction has meant that improvements have likely been depreciating at the standard rate of 1.5 percent per year (this depreciation has off-set other inflationary gains). Therefore, without the CRA stimulating new development, the annual increment above the current base year will likely remain below two and one half percent. The plan has identified conditions that indicate a continuation of this marginal growth and possibly of even a downward trend without the incentives provided by the CRA to upgrade and intensify uses in this Area.

The following table defines the present tax base and is derived from statistics supplied by the County Tax Appraiser's office. It is based on the actual value of all taxable properties located within the Area. The Table further projects expected general fund revenues accruing to the County and the City and revenues accruing to the CRA Trust Fund over a thirty-year period. It is based on a two and one half percent increase per year in taxable property valuation.

**Table 8 – County General Fund and Contribution – 30-Year Projection**

Year*	**Area Tax Base \$	Tax Base Increment \$ @ 2.5% Annual Increase	X	Millage Rate	=	County General Fund Revenue \$	Total Increment Revenue \$	Statutory Limit = 95%	Annual Redevelopment Trust Fund \$	Cumulative Redevelopment Trust Fund \$
0	41,565,800					249,561				
1	42,604,945	1,039,145 x		0.006004 =		249,873	6,239	95%	5,927	5,927
2	43,670,069	2,104,269 x		0.006004 =		250,505	12,634	95%	12,002	17,929
3	44,761,820	3,196,020 x		0.006004 =		251,464	19,189	95%	18,229	36,159
4	45,880,866	4,315,066 x		0.006004 =		252,760	25,908	95%	24,612	60,771
5	47,027,887	5,462,087 x		0.006004 =		254,399	32,794	95%	31,155	91,926
6	48,203,585	6,637,785 x		0.006004 =		256,392	39,853	95%	37,861	129,786
7	49,408,674	7,842,874 x		0.006004 =		258,746	47,089	95%	44,734	174,521
8	50,643,891	9,078,091 x		0.006004 =		261,472	54,505	95%	51,780	226,300
9	51,909,988	10,344,188 x		0.006004 =		264,577	62,107	95%	59,001	285,301
10	53,207,738	11,641,938 x		0.006004 =		268,072	69,898	95%	66,403	351,705
11	54,537,932	12,972,132 x		0.006004 =		271,966	77,885	95%	73,990	425,695
12	55,901,380	14,335,580 x		0.006004 =		276,270	86,071	95%	81,767	507,462
13	57,298,914	15,733,114 x		0.006004 =		280,993	94,462	95%	89,739	597,201
14	58,731,387	17,165,587 x		0.006004 =		286,146	103,062	95%	97,909	695,110
15	60,199,672	18,633,872 x		0.006004 =		291,740	111,878	95%	106,284	801,394
16	61,704,664	20,138,864 x		0.006004 =		297,785	120,914	95%	114,868	916,262
17	63,247,280	21,681,480 x		0.006004 =		304,294	130,176	95%	123,667	1,039,929
18	64,828,462	23,262,662 x		0.006004 =		311,278	139,669	95%	132,686	1,172,614
19	66,449,174	24,883,374 x		0.006004 =		318,748	149,400	95%	141,930	1,314,544
20	68,110,403	26,544,603 x		0.006004 =		326,716	159,374	95%	151,405	1,465,949
21	69,813,163	28,247,363 x		0.006004 =		335,196	169,597	95%	161,117	1,627,067
22	71,558,492	29,992,692 x		0.006004 =		344,200	180,076	95%	171,072	1,798,139
23	73,347,455	31,781,655 x		0.006004 =		353,741	190,817	95%	181,276	1,979,415
24	75,181,141	33,615,341 x		0.006004 =		363,832	201,827	95%	191,735	2,171,150
25	77,060,670	35,494,870 x		0.006004 =		374,488	213,111	95%	202,456	2,373,606
26	78,987,186	37,421,386 x		0.006004 =		385,722	224,678	95%	213,444	2,587,050
27	80,961,866	39,396,066 x		0.006004 =		397,548	236,534	95%	224,707	2,811,757
28	82,985,913	41,420,113 x		0.006004 =		409,983	248,686	95%	236,252	3,048,009
29	85,060,560	43,494,760 x		0.006004 =		423,040	261,143	95%	248,085	3,296,095
30	87,187,074	45,621,274 x		0.006004 =		436,735	273,910	95%	260,215	3,556,309
Amount to County General Fund Revenue from CRA:							\$9,358,678.00			

\*Assumes Year 0 is 2000

\*\*Assumes 2.5% increase in property values



**Table 9 – City General Fund and Contribution – 30-Year Projection**

*Year	**Area Tax Base \$	Tax Base Increment \$ @ 2.5% Annual Increase	X	Millage Rate	=	City General Fund Revenue \$	Total Increment Revenue \$	Statutory Limit = 95%	Annual Redevelop- ment Trust Fund \$	Cumulative Redevelop- ment Trust Fund \$
0	41,565,800					205,601				
1	42,604,945	1,039,145 x		0.0049464 =		205,858	5,140	95%	4,883	4,883
2	43,670,069	2,104,269 x		0.0049464 =		206,379	10,409	95%	9,888	14,771
3	44,761,820	3,196,020 x		0.0049464 =		207,169	15,809	95%	15,018	29,790
4	45,880,866	4,315,066 x		0.0049464 =		208,236	21,344	95%	20,277	50,066
5	47,027,887	5,462,087 x		0.0049464 =		209,587	27,018	95%	25,667	75,733
6	48,203,585	6,637,785 x		0.0049464 =		211,229	32,833	95%	31,191	106,925
7	49,408,674	7,842,874 x		0.0049464 =		213,168	38,794	95%	36,854	143,779
8	50,643,891	9,078,091 x		0.0049464 =		215,414	44,904	95%	42,659	186,438
9	51,909,988	10,344,188 x		0.0049464 =		217,972	51,166	95%	48,608	235,046
10	53,207,738	11,641,938 x		0.0049464 =		220,851	57,586	95%	54,706	289,752
11	54,537,932	12,972,132 x		0.0049464 =		224,059	64,165	95%	60,957	350,709
12	55,901,380	14,335,580 x		0.0049464 =		227,605	70,910	95%	67,364	418,073
13	57,298,914	15,733,114 x		0.0049464 =		231,496	77,822	95%	73,931	492,004
14	58,731,387	17,165,587 x		0.0049464 =		235,741	84,908	95%	80,662	572,667
15	60,199,672	18,633,872 x		0.0049464 =		240,350	92,171	95%	87,562	660,229
16	61,704,664	20,138,864 x		0.0049464 =		245,331	99,615	95%	94,634	754,863
17	63,247,280	21,681,480 x		0.0049464 =		250,693	107,245	95%	101,883	856,746
18	64,828,462	23,262,662 x		0.0049464 =		256,446	115,066	95%	109,313	966,059
19	66,449,174	24,883,374 x		0.0049464 =		262,600	123,083	95%	116,929	1,082,988
20	68,110,403	26,544,603 x		0.0049464 =		269,165	131,300	95%	124,735	1,207,723
21	69,813,163	28,247,363 x		0.0049464 =		276,152	139,723	95%	132,737	1,340,460
22	71,558,492	29,992,692 x		0.0049464 =		283,569	148,356	95%	140,938	1,481,398
23	73,347,455	31,781,655 x		0.0049464 =		291,430	157,205	95%	149,345	1,630,743
24	75,181,141	33,615,341 x		0.0049464 =		299,743	166,275	95%	157,961	1,788,704
25	77,060,670	35,494,870 x		0.0049464 =		308,522	175,572	95%	166,793	1,955,497
26	78,987,186	37,421,386 x		0.0049464 =		317,777	185,101	95%	175,846	2,131,343
27	80,961,866	39,396,066 x		0.0049464 =		327,520	194,869	95%	185,125	2,316,468
28	82,985,913	41,420,113 x		0.0049464 =		337,764	204,880	95%	194,636	2,511,105
29	85,060,560	43,494,760 x		0.0049464 =		348,522	215,142	95%	204,385	2,715,490
30	87,187,074	45,621,274 x		0.0049464 =		359,805	225,661	95%	214,378	2,929,868

City's Share to General Fund = \$7,710,154.00

\*Assumes Year 0 is 2000

\*\*Assumes 2.5% increase in property values

**Table 10 – Redevelopment Trust Fund – 30-Year Projection**

*Year	**Area Tax Base \$	Tax Base Increment \$ @ 2.5% Annual Increase	X	Combined City/County Millage Rate	=	Total Increment Revenue \$	Statutory Limit = 95%	Annual Redevelop- ment Trust Fund \$	Cumulative Redevelop- ment Trust Fund \$
0	41,565,800								
1	42,604,945	1,039,145	x	0.0109504	=	11,379	95%	10,810	10,810
2	43,670,069	2,104,269	x	0.0109504	=	23,043	95%	21,890	32,701
3	44,761,820	3,196,020	x	0.0109504	=	34,998	95%	33,248	65,948
4	45,880,866	4,315,066	x	0.0109504	=	47,252	95%	44,889	110,837
5	47,027,887	5,462,087	x	0.0109504	=	59,812	95%	56,821	167,659
6	48,203,585	6,637,785	x	0.0109504	=	72,686	95%	69,052	236,711
7	49,408,674	7,842,874	x	0.0109504	=	85,883	95%	81,588	318,299
8	50,643,891	9,078,091	x	0.0109504	=	99,409	95%	94,438	412,738
9	51,909,988	10,344,188	x	0.0109504	=	113,273	95%	107,609	520,347
10	53,207,738	11,641,938	x	0.0109504	=	127,484	95%	121,110	641,457
11	54,537,932	12,972,132	x	0.0109504	=	142,050	95%	134,948	776,404
12	55,901,380	14,335,580	x	0.0109504	=	156,980	95%	149,131	925,536
13	57,298,914	15,733,114	x	0.0109504	=	172,284	95%	163,670	1,089,205
14	58,731,387	17,165,587	x	0.0109504	=	187,970	95%	178,572	1,267,777
15	60,199,672	18,633,872	x	0.0109504	=	204,048	95%	193,846	1,461,623
16	61,704,664	20,138,864	x	0.0109504	=	220,529	95%	209,502	1,671,125
17	63,247,280	21,681,480	x	0.0109504	=	237,421	95%	225,550	1,896,675
18	64,828,462	23,262,662	x	0.0109504	=	254,735	95%	241,999	2,138,674
19	66,449,174	24,883,374	x	0.0109504	=	272,483	95%	258,859	2,397,532
20	68,110,403	26,544,603	x	0.0109504	=	290,674	95%	276,140	2,673,673
21	69,813,163	28,247,363	x	0.0109504	=	309,320	95%	293,854	2,967,527
22	71,558,492	29,992,692	x	0.0109504	=	328,432	95%	312,010	3,279,537
23	73,347,455	31,781,655	x	0.0109504	=	348,022	95%	330,621	3,610,158
24	75,181,141	33,615,341	x	0.0109504	=	368,101	95%	349,696	3,959,854
25	77,060,670	35,494,870	x	0.0109504	=	388,683	95%	369,249	4,329,103
26	78,987,186	37,421,386	x	0.0109504	=	409,779	95%	389,290	4,718,393
27	80,961,866	39,396,066	x	0.0109504	=	431,403	95%	409,833	5,128,226
28	82,985,913	41,420,113	x	0.0109504	=	453,567	95%	430,888	5,559,114
29	85,060,560	43,494,760	x	0.0109504	=	476,285	95%	452,471	6,011,585
30	87,187,074	45,621,274	x	0.0109504	=	499,571	95%	474,593	6,486,178

\*Assumes Year 0 is 2000

\*\*Assumes 2.5% increase in property values



### Development Forecast

Creation of the Redevelopment Agency and adoption of this plan will provide a catalyst to make Downtown Tarpon Springs a more attractive place to visit, shop, conduct business, and develop real estate. The purpose of redevelopment is to create opportunities for new uses and intensified uses to replace existing blighted conditions.

### **CAPITAL IMPROVEMENT - PHASING/FUNDING/COST**

The Plan contains several major capital projects consisting of public, private, and joint public/private efforts that will take at least 30 years for completion. It is critical to prioritize these projects for implementation to accomplish the most effective results in terms of addressing the community's needs while stimulating private sector activity to obtain a favorable return on the public sector's financial investment. The following implementation strategy sets forth recommendations concerning project priorities and funding sources. The projects are categorized into three phases:

**Short Term Projects** – Those that should be implemented immediately and should be completed within one to five years.

**Mid Term Projects** – Those to be completed within six to ten years.

**Long Term Projects** – Those projects that will likely take more than ten years to implement.

**Table 11 – Short-Term Capital Projects**

One to Five-Year Time Horizon

<b>Description</b>	<b>Cost</b>	<b>Source</b>
Upper Pinellas Trail Improvements	\$800,000	CDBG, CRA, City
Tarpon/Safford Avenue: Pedestrian Crossing	\$150,000	City, FDOT
Orange Street: Surface Parking Lot Land acquisition/design/construction	\$250,000	City
Tarpon Avenue Mid-Block: Pedestrian Crossing	\$150,000	CRA, FDOT, SWFMD, City
Tarpon Avenue and Ring Avenue Traffic calming	\$500,000	CRA, FDOT, City
Gateways: Eastern Tarpon Avenue Northern Alt 19/Dodecanese	\$500,000	CRA, City, CVB
Streetlights/Signage/Banners	\$250,000	CRA, City, Private
Total	\$2,600,000	

**Table 12 – Mid-Term Capital Projects**

Six to Ten-Year Time Horizon

<b>Description</b>	<b>Cost</b>	<b>Source</b>
North Pinellas Avenue: Road Improvements/Streetscape	\$4,000,000	CRA, FDOT, CDBG, City, SWFMD, CVB,
Court Street Center Structured Parking	\$5,000,000	CRA, Private Sector, UMTA Grant
Historic Central Park	\$1,000,000	CRA, Retail Lease Revenues, Historic Preservation grants
Southern Gateway	\$250,000	FDOT
Façade Improvement Program	\$500,000	CRA, CDBG, Private
<b>Total</b>	<b>\$10,750,000</b>	

**Table 13 – Long-Term Capital Projects**

Eleventh Year and Beyond

<b>Description</b>	<b>Cost</b>	<b>Source</b>
North Pinellas Youth Center Parking Garage	\$2,000,000	CRA, City, Private
South Pinellas Streetscape	\$3,000,000	CRA, FDOT, CDBG, City, CVB
Upper Pinellas Trail Improvements	\$1,600,000	FDOT, Greenway Grants CVB, Pinellas County, CDBG, CRA
Hibiscus Walk Live/Work Artist Community	\$2,500,000	CRA, Private
Craig Park: Site Amenities	\$750,000	CRA, Grants, City
West Tarpon Café and B&B District Improvements	\$500,000	CRA, Private, Grants
Lemon Street Foundry/3-D Arts District Improvements	\$2,500,000	CRA, Private
<b>Total</b>	<b>\$12,850,00</b>	

Where CRA is identified as a source of financing in Tables 11 through 13, County tax increment financing may be used directly or as a source of leveraging for such projects.



## **URBAN DESIGN STRATEGIES**

The following urban design strategies should be considered by the City in order to provide design standards and activities that promote a quality urban environment and implement the plan.

- Peripheral residential development and mixed-use developments should be encouraged in the Downtown.
- Plan targeted public/private projects such as the Hotel Complex, downtown parking structure and Ecotourism Center, reinforcing positive aspects of existing activity and providing attractive combinations of building masses and open spaces.
- Formulate strategies to take advantage of spin-off effects of commercial development activity.
- Create entry features at the municipal boundaries with signage and a graphic theme.
- Establish and implement performance criteria to assure high site design standards, environmental quality, and other design elements that provide unity and integrity of design to the entire redevelopment area.
- Continue and expand facade improvement programs.
- Update Comprehensive Plan: Future Land Use Element and Capital Improvements Element and any LDR revisions to ensure implementation of this Plan.
- Prepare long-term parking strategies to accommodate existing and long-range development needs.
- Encourage rear building parking.
- Make parking efficient, accessible, and convenient through a parking management program.
- Add new spaces in downtown area.
- Encourage off-street parking for employees.
- Screen and buffer conflicting industrial uses close to commercial and residential areas.
- Monitor and promote appropriate signage.
- Work with Pinellas County to plan for systematic development patterns in areas north of the Anclote River
- Revise zoning codes as needed for downtown to include permitted uses and design standards that are consistent with the long term economic goals and urban design strategies contained in this Plan
- Develop an attractive directional signage program

## **PRIVATE REDEVELOPMENT STRATEGIES**

The primary purpose of the redevelopment effort and this action plan is to promote economic development and revitalization by increasing the "quality of life" in the community. This concept must never get lost in the shuffle. The City and CRA will need to continue to promote economic development and redevelopment in concert with the public improvements that this plan proposes. The following are some suggested means to encourage investment in the community.

### Economic Development

The CRA, the City, and the Chamber of Commerce should work in concert as they strengthen local business opportunities through efforts to:

- Promote and develop small businesses
- Business recruitment and retention
- Business education and training seminars
- Develop ecotourism and heritage tourism programs
- Attract key niche market retailers, both local and regional, to downtown area; then recapture local residents back to the historic downtown.
- Work with existing merchants to develop a merchandizing approach to create the specialty market niche.
- Strive for after 5:30 p.m. nightlife mix.
- Work with existing retailers in joint venture marketing.
- Work to increase quality and quantity of major downtown public events.

### Redevelopment Incentives

The following are some suggested incentive programs to attract prospective developers to the area:

- Provide parking credits where there exist public parking lots and on-street parking spaces.
- In the Area, redevelopment does not put as many financial burdens on the taxpayers to build new infrastructure and services as new development does. For this reason, full advantage should be taken of impact fee differentials and credits.
- Common Citywide storm drainage treatment and collection systems will be planned for the Area. Many redevelopers in the Area should be exempted from constructing storm water facilities or retrofitting existing facilities.
- The CRA can create low interest loan pool monies from local banks through the Community Reinvestment Act. These loan pools can be utilized to entice redevelopment investors into the community.
- The CRA can purchase properties and assemble them for resale. The resale prices and loan payment terms can be designed to make the cost of redeveloping more competitive.
- The CRA and City can offer landscape packages similar to façade programs.



# Appendix A

## Statutory Provisions

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### THE COMMUNITY REDEVELOPMENT ACT

This document has been prepared under the direction of the Tarpon Springs City Commission, serving as the Community Redevelopment Agency established by Resolution No. 2001-35 on July 3, 2001. The planning effort was accomplished through considerable assistance from the City Planning Staff and cooperation of the City Manager and several City department directors. It is written in accordance with the Community Redevelopment Act of 1969, Chapter 163 Part III F.S. In recognition of the need to prevent and eliminate slum and blighted conditions within the community, the Community Redevelopment Act confers upon counties and municipalities the authority and powers to carry out community redevelopment.

### THE COMMUNITY REDEVELOPMENT PLAN

All public redevelopment activities expressly authorized by the Community Redevelopment Act and funded by tax increment financing must be set forth in a Redevelopment Plan, which has been approved by the City Commission. Like the City's Comprehensive Plan the Community Redevelopment Plan is an evolving document, which must be evaluated and amended on a regular basis in order to accurately reflect changing conditions and community objectives. As such, this Community Redevelopment Plan has been prepared to update the established action priorities contained in the Comprehensive Plan based upon a new set of priorities set forth by the citizens.

### STATUTORY POWERS AND AUTHORITY OF THE COMMUNITY REDEVELOPMENT AGENCY

As authorized by the Community Redevelopment Act, a wide variety of powers are available to the City of Tarpon Springs to carry out redevelopment activities. The Tarpon Springs Redevelopment Agency is vested with the following powers pursuant to Florida Statutes Section 163.370:

1. To make and execute contracts and other instruments necessary or convenient to exercise its powers in accordance with statutes;
2. To disseminate redevelopment information;
3. To undertake and carry out community redevelopment projects and related activities within its area of operation, such projects to include:
  - a. Acquisition of a slum area or a blighted area or any portion thereof;
  - b. Demolition and removal of buildings and improvements;

- c. Installation, construction or reconstruction of streets, utilities, parks, playgrounds and other improvements necessary for carrying out the Community Redevelopment Plan;
  - d. Disposition of any property acquired in the Community Redevelopment area at its fair value for uses in accordance with the Community Redevelopment Plan;
  - e. Carrying out Plans for a program of voluntary or compulsory repair and rehabilitation of buildings or other improvements in accordance with the Community Redevelopment Plan;
  - f. Acquisition of real property in the Community Redevelopment Project area which, under the Community Redevelopment Plan, is to be repaired or rehabilitated for dwelling use or related facilities, repair or rehabilitation of the structures for guidance purposes and resale of the property;
  - g. Acquisition of any other real property in the Community Redevelopment area when necessary to eliminate unhealthful, unsanitary or unsafe conditions, lessen density, eliminate obsolete or other uses detrimental to the public welfare or otherwise, to remove or prevent the spread of blight or deterioration or to provide land for needed public facilities;
  - h. Acquisitions, without regard to any requirement that the area be a slum or blighted area, of air rights in an area consisting principally of land in highways, railway tracks, bridge entrances or other similar facilities, which have a blighting influence on the surrounding area and over, which air rights sites are to be developed for the elimination of such blighting influences and for the provision of housing and related facilities and uses designed specifically for and limited to, families and individuals of low or moderate income;
  - i. Construction of foundations and platforms necessary for the provision of air rights sites of housing and related facilities and uses designed specifically for and limited to, families and individuals of low or moderate income;
4. To provide or arrange or contract for, the furnishings or repair by any person or agency, public or private, of services, privileges, works, streets, roads, public utilities or other facilities or in connection with a Community Redevelopment Project; and to agree to any conditions that it may deem reasonable and appropriate attached to Federal financial assistance and imposed pursuant to Federal law relating to the determination of prevailing salaries or wages or compliance with labor standards, in activities and to include in any contract let in connection with such a project and related activities, provisions to fulfill such of said conditions as it may deem reasonable and appropriate;
5. Within its area of operation:
- a. To acquire by purchase, lease, option, gift, grant, bequest devise or otherwise, except in eminent domain, any real property (or personal property for its administrative purposes) together with any improvements thereon;
  - b. To hold, improve, clear or prepare for redevelopment any such property;
  - c. To mortgage, pledge, hypothecate or otherwise encumber to dispose of any real property;



- d. To insure or provide for the insurance of any real or personal property or operations of the county or municipality against any risks or hazards, including the power to pay premiums on any such insurance;
  - e. To enter into any contracts necessary to effectuate the purpose of this part.
- 6. To invest any Community Redevelopment funds held in reserves or sinking funds or any such funds not required for immediate disbursement in property or securities in which savings banks may legally invest funds subject to their control; to redeem revenue bonds issued pursuant to this part at the redemption price established therein or to purchase such bonds at less than redemption price, all such bonds so redeemed or purchased to be canceled;
- 7. To borrow money and to apply for and accept advances, loans, grants, contributions and any other form of financial assistance from the Federal Government, the State, County or other public body or from any sources, public or private, for the purposes of this part and to give such security as may be required and to enter into and carry out contracts or agreements in connection therewith; and to include in any contract for financial assistance with the Federal Government or with respect to a Community Redevelopment Project and unrelated activities such conditions imposed pursuant to Federal laws as the county or municipality may deem reasonable and appropriate and which are not inconsistent with the purposes of this part;
- 8. To make or have made all surveys and Plans necessary to carry out the purposes of this part and with the consent of the City Commission to contract with any person, public or private, in making and carrying out such Plans, which Plans may include, but not be limited to:
  - a. Plans for carrying out a program of voluntary or compulsory repair and rehabilitation of buildings and improvements;
  - b. Appraisals, title searches, surveys, studies and other Plans and work necessary to prepare for the undertaking of Community Redevelopment Projects and related activities;
  - c. Plans for the enforcement of state and local laws, codes and regulations relating to the use of land and the use and occupancy of buildings and improvements and to the compulsory repair, rehabilitation, demolition or removal of buildings and improvements.
- 9. To develop, test and report methods and techniques and carry out demonstrations and other activities, for the prevention and the elimination of slums and urban blight and development and demonstrating new or improved means of providing housing for families and persons of low income;
- 10. To apply for, accept and utilize grants of funds from the Federal Government for such purposes;
- 11. To prepare Plans for and assist in the relocation of persons (including individuals, families, business concerns, nonprofit organizations and others) displaced from a Community Redevelopment Area and to make relocation payment to or with respect to, such persons for moving expenses and losses of property for , which reimbursement or

compensation is not otherwise made, including the making of such payments financed by the Federal Government;

12. To appropriate such funds and make such expenditures as may be necessary to carry out the purposes of this part;
13. To close, vacate, plan or re-plan streets, roads, sidewalks or other places;
14. To organize, coordinate and direct the administration of the provisions of this part, as they may apply to the City, in order to address the objective of remedying slum and blighted areas and preventing the causes thereof within the City and to establish such offices in order to carry out such purposes most effectively;
15. To acquire by eminent domain any real property together with any improvements thereon.

The following powers shall remain vested in the City Commission of Tarpon Springs:

1. The power to determine an area to be a slum or blighted area or combination thereof, to designate such area as appropriate for a Community Redevelopment Project and to hold any public hearings required with respect thereto;
2. The power to grant final approval to Community Redevelopment Plans and modifications thereof in accordance with Chap 163.361 F.S. and Pinellas County Resolution 01-100;
3. The power to authorize the issuance of revenue bonds as set forth in F. S. Section 163.385;
4. The power to approve the acquisition, demolition, removal, or disposal of property as provided in F. S. Section 163.370 (4) and the power to assume the responsibility to bear loss as provided in F. S. Section 163.370 (4).



CITY OF TARPON SPRINGS  
REDEVELOPMENT PROJECT  
PINELLAS COUNTY, FLORIDA

SECTIONS 12 & 13, TOWNSHIP 27 SOUTH, RANGE 15 EAST

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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LAND SURVEYORS and PLANNERS

220 SOUTH SAFFORD AVENUE  
TARPON SPRINGS, FLORIDA 34689  
(727) 938-5026 FAX# (727) 938-2566  
AUTHORIZATION No. LB 4019



FILE: TSCD

**SHEET 1 OF 4 SHEETS**

DATE: MARCH 23, 2001



CITY OF TARPON SPRINGS  
REDEVELOPMENT PROJECT  
PINELLAS COUNTY, FLORIDA

SECTIONS 12 & 13, TOWNSHIP 27 SOUTH, RANGE 15 EAST

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 LINE 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.

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



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FILE: TSCD

**SHEET 2 OF 4 SHEETS**

DATE: MARCH 23, 2001

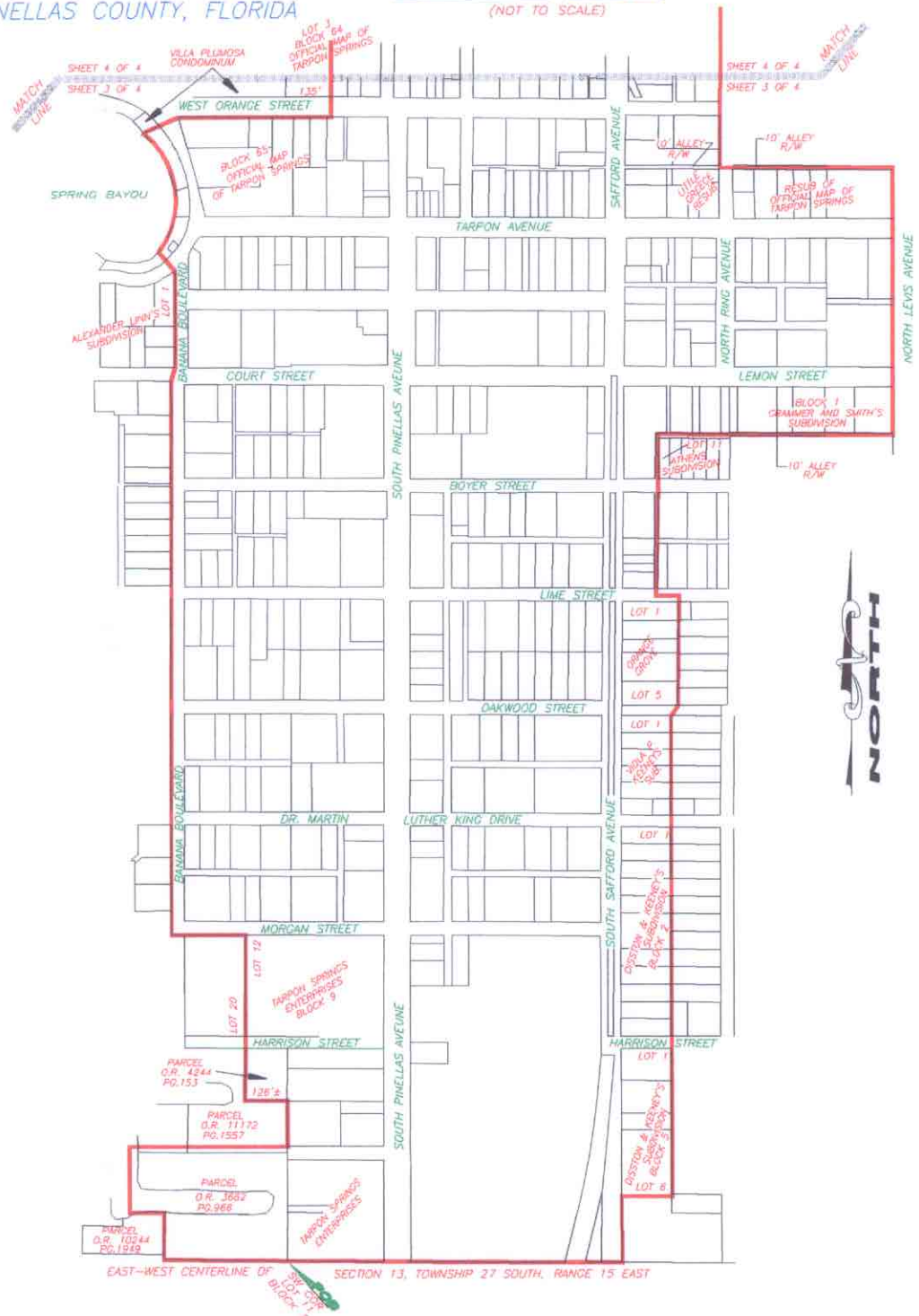


CITY OF TARPON SPRINGS  
REDEVELOPMENT PROJECT  
PINELLAS COUNTY, FLORIDA

SECTIONS 12 & 13, TOWNSHIP 27 SOUTH, RANGE 15 EAST

DESCRIPTION SKETCH:

(NOT TO SCALE)

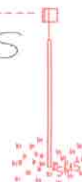


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SHEET 3 OF 4 SHEETS

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CITY OF TARPON SPRINGS  
REDEVELOPMENT PROJECT  
PINELLAS COUNTY, FLORIDA

SECTIONS 12 & 13, TOWNSHIP 27 SOUTH, RANGE 15 EAST

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SHEET 4 OF 4 SHEETS

DATE: MARCH 23, 2001