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Countywide Plan Map Amendment Application Form

Local Government Contact Information

Requesting Local Government:	PINELLAS COUNTY GOVERNMENT
Local Government Contact:	EVAN JOHNSON
Address:	310 COURT STREET CLEARWATER FLORIDA 33756
Phone:	727-464-8200
E-Mail Address:	evjohnson@pinellascounty.org
Local Government Case #:	BCC/Legistar #20-2335A; (City of Largo, CW20-18)
Local Government Ordinance #:	Resolution 21-1; (City of Largo 20-33)

Property Owner Contact Information

Name(s):	N/A
Address:	N/A
Phone:	N/A
E-Mail Address:	N/A

Agent Contact Information (if applicable)

Name(s):	N/A
Address:	N/A
Phone:	N/A
E-Mail Address:	N/A

Characteristics of the Subject Property

Site Address(s):	INCLUDES 180 PARCELS LOCATED ALONG US HIGHWAY 19 BETWEEN BELLEAIR RD AND 150 TH AVE N. AND ALONG EAST BAY DR/ ROOSEVELT BLVD BETWEEN LIONS CLUB RD AND 49 TH STREET N.
Total Acreage of the Amendment Area:	140.46 ± acres
Existing Use(s):	VARIOUS
Proposed Use(s):	ADOPT TWO DISTINCT OVERLAYS (MULTIMODAL SCALE AND ACTIVITY CENTER SCALE) THAT FORM THE LARGO TRI-CITY ACTIVITY CENTER (LTAC) AND ASSOCIATED MULTIMODAL COORIDOR OVERLAYS ALONG US HIGHWAY 19 AND EAST BAY DR / ROOSEVELT BLVD. THE LTAC TOTALS 378 ACRES OF WHICH APPROXIMATELY 100.15 ACRES IS IN UNINCORPORATED AND THE MULTIMODAL COORIDOR OVERLAY INCLUDES 355 ACRES OF WHICH APPROXIMATELY 40.30 ACRES IS IN UNINCORPORATED
Parcel Identification #:	VARIOUS (SEE SECTION 4)

Legal Description of the Amendment Area:	<p>NOTE: The Legal Descriptions indicated below and depicted within the attached supporting documents, encompasses the Largo Tri-City SAP in its entirety. Unincorporated parcels respective to this application account for only a portion of these described below. A list of unincorporated parcels respective to this application are listed in Section 4 of the attached.</p> <p>PLEASE SEE SECTION 5 EXHIBIT A: CITY OF LARGO SUPPORTING DOCUMENTS; ACTIVITY CENTER TRANSIT CORE OVERLAY – LEGAL DESCRIPTION, ACTIVITY CENTER URBAN SCALE OVERLAY – LEGAL DESCRIPTION, MULTIMODAL CORRIDOR OVERLAY</p>
What is the adjacent roadway's Level of Service (LOS) grade?	THIS PORTION OF US 19 IS LOS "F" AND EAST BAY DR (FROM US 19 TO BELCHER RD) IS LOS "C" AND ROOSEVELT BLVD (FROM US 19 TO 49th ST N) IS LOS "C".
Does the Amendment Area impact: [check all that apply]	<input checked="" type="checkbox"/> Activity Center <input checked="" type="checkbox"/> Multimodal Corridor <input type="checkbox"/> Planned Redevelopment District <input checked="" type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Industrial or Employment Land <input type="checkbox"/> Target Employment Center <input type="checkbox"/> Scenic/Noncommercial Corridor

Disclosure of Interest Statement

Do any other persons have any ownership interest in the subject property?	N/A
If so, provide the name and address of the person(s):	N/A
If so, is the interest contingent or absolute?	N/A
If so, what specific interest is held?	N/A
Does a contract exist for the sale of the subject property?	N/A
If so, is the contract contingent or absolute?	N/A
If so, provide the names of all parties to the contract:	N/A
Are there any options to purchase the subject property?	N/A
If so, provide the names of all parties to the option:	N/A
Please provide any other pertinent information which the applicant may wish to submit pertaining to the requested plan map amendment:	N/A

Countywide Plan Map Information

Current Countywide Plan Map Category(ies):	VARIOUS
Proposed Countywide Plan Map Category(ies):	ACTIVITY CENTER AND MULTIMODAL CORRIDOR
Amendment tier (subject to confirmation):	<input type="checkbox"/> Tier I <input checked="" type="checkbox"/> Tier II <input type="checkbox"/> Tier III <input type="checkbox"/> To be determined

Local Future Land Use Plan Map Information

Current Local Future Land Use Plan Map Category(ies):	VARIOUS
Proposed Local Future Land Use Plan Map Category(ies):	ACTIVITY CENTER AND MULTIMODAL CORRIDOR

Local Action Date

Date local ordinance was considered at public hearing and authorized by an affirmative vote of the governing body for transmittal of, and concurrence with, the local government future land use plan map amendment:

January 12th, 2021

Application Checklist

Note: Our email server cannot accept any files with a .zip extension. If you need help with transmitting documents electronically, please call 727.464.8250 or email info@forwardpinellas.org.

All Amendments

The following MUST be furnished with all applications (incomplete applications will not be accepted):

- A completed Countywide Plan Map amendment application form
- A map or map series depicting the current and proposed future land use categories of the subject property and surrounding area
- A copy of the ordinance being considered by the governing body
- A copy of the local government staff report and any other pertinent information considered during the local public hearing process
- A GIS shapefile of the amendment area (if technically feasible)
- A boundary survey (if applicable)
- A development agreement (if applicable)*
- Review against locally-adopted Coastal High Hazard Area balancing criteria consistent with Countywide Rules Section 4.2.7.1 A-H (if applicable)
- Review against conversion criteria for employment-related categories and uses of Countywide Rules Section 6.5.4.4 (if applicable)
- Summary of public outreach conducted and/or public comment received (if applicable)

Additional Requirements for Activity Centers (ACs), Multimodal Corridors (MMCs) and Planned Redevelopment Districts (PRDs)

Tier I, II and III amendments must additionally provide the following:

- Parcel specific boundary map(s) of the entire AC, MMC, or PRD, and shapefile or list of parcels
- Current future land use designations and their acreages, permitted uses and maximum densities/intensities
- Proposed future land use designations and their acreages, permitted uses and maximum densities/intensities, including areawide density/intensity averaging if applicable
- For AC and MMC categories, documentation of consistency with size criteria
- For amendments of 10 acres or more, documentation of how the Planning and Urban Design Principles will be addressed

Tier II and III amendments must additionally provide the following:

- Pre-application meeting
- For amendments of 10 acres or more, transportation impact analysis pursuant to Countywide Rules Section 6.2.5
- Enumeration of existing and proposed plan/code provisions, including schedule for proposed adoption

Tier III amendments must additionally provide the following:

- Justification narrative demonstrating one or more of these unanticipated changes:
 - Improvement in transit facilities
 - Increases in population or employment densities
 - Local government funding study for public infrastructure
 - Other unique conditions

* Any development agreement submitted as part of an application for Countywide Plan Map amendment may become a condition of approval of the amendment and will be subject to the provisions of Countywide Rules Section 6.1.5.

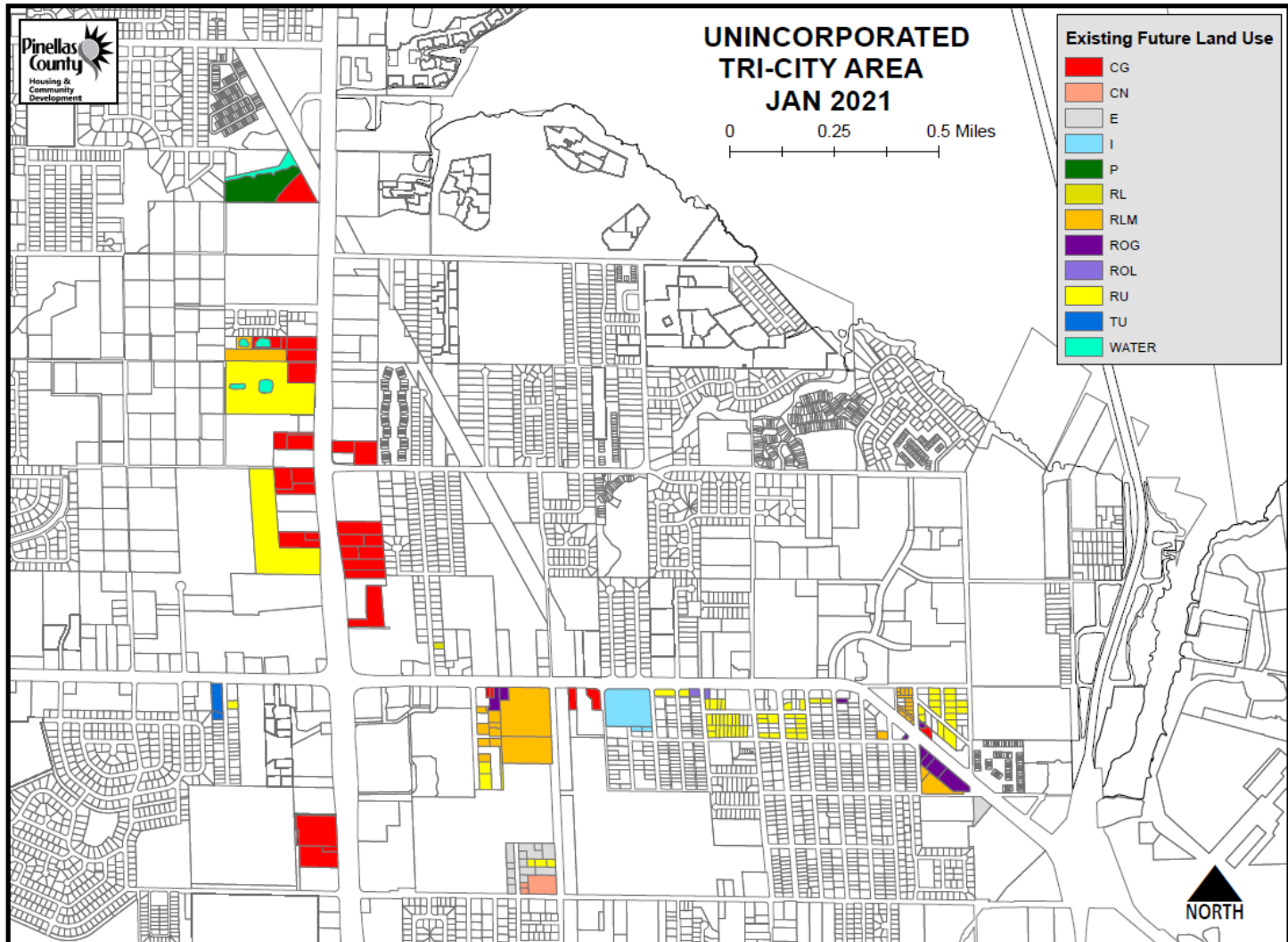
**EXISTING AND PROPOSED FUTURE LAND USE CATEGORIES OF THE LARGO TRI CITY AREA
MAP SERIES**



UNINCORPORATED TRI-CITY AREA JAN 2021

0 0.25 0.5 Miles

Existing Future Land Use	
CG	CG
CN	CN
E	E
I	I
P	P
RL	RL
RLM	RLM
ROG	ROG
ROL	ROL
RU	RU
TU	TU
WATER	WATER

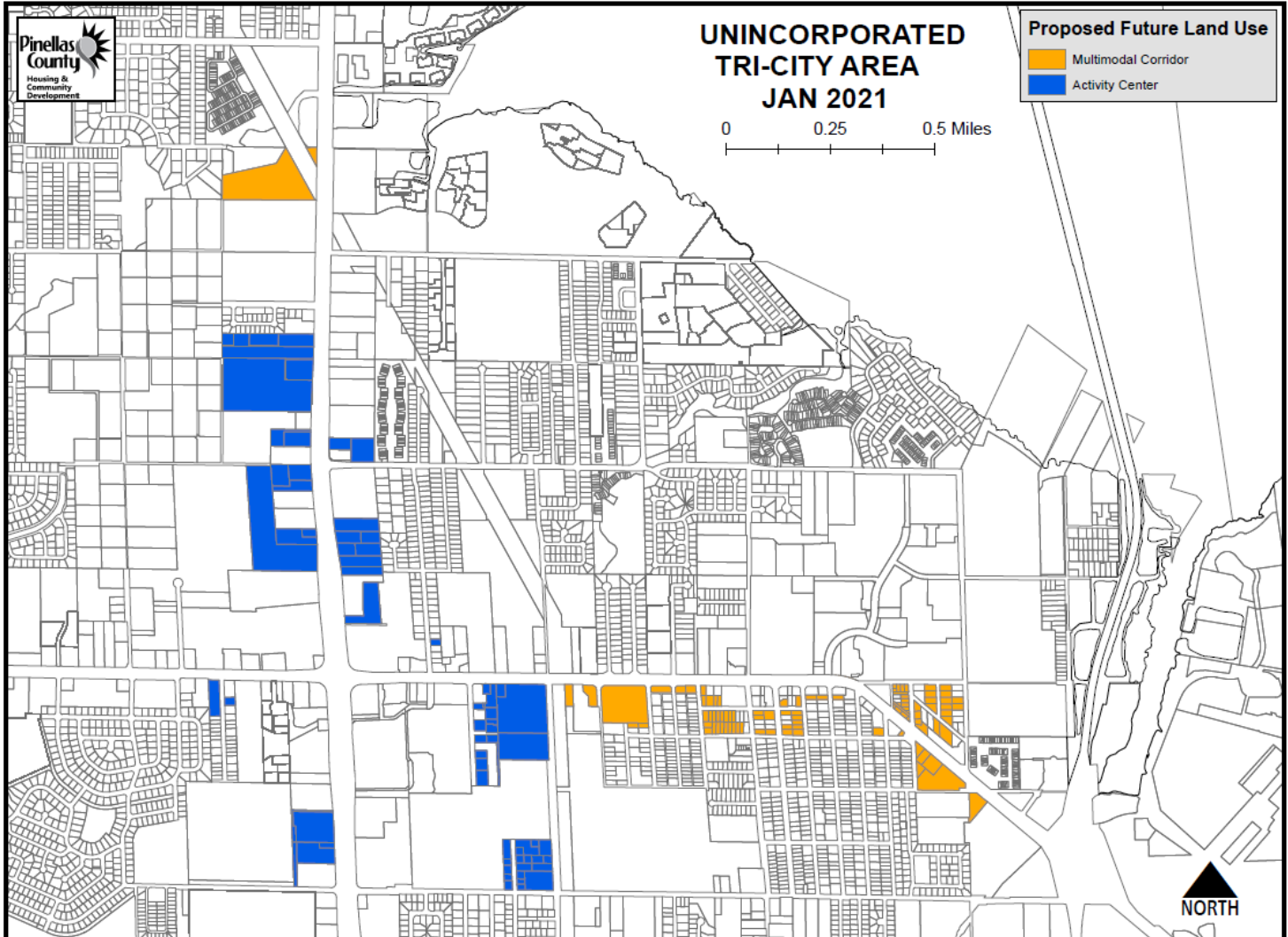
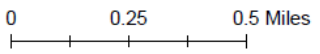




UNINCORPORATED TRI-CITY AREA JAN 2021




Proposed Future Land Use

- Multimodal Corridor
- Activity Center



















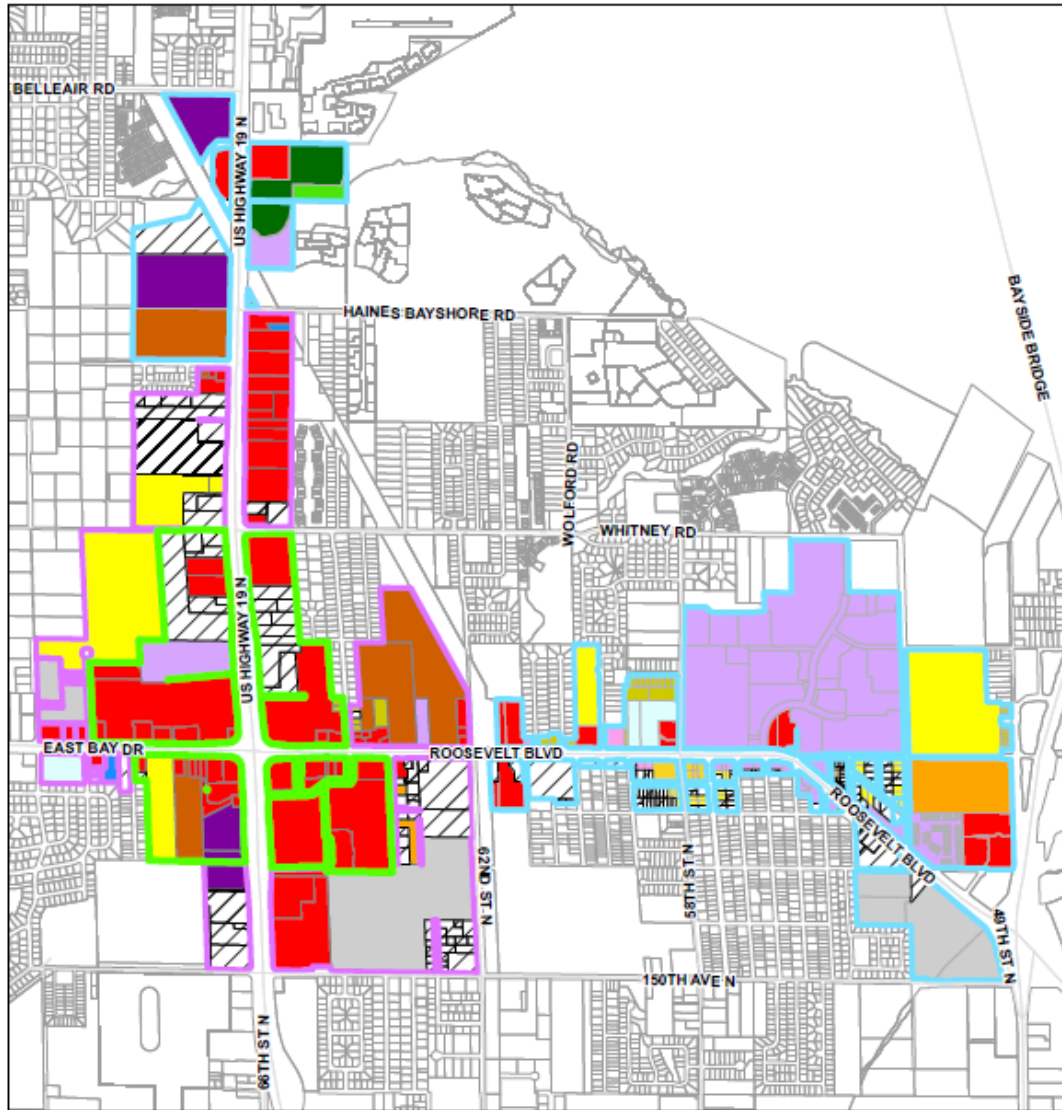
Largo Tri-City SAP Exhibit A

Legend

-  MultiModal Corridor Overlay
-  Activity Center Transit Core Scale Overlay
-  Activity Center Urban Scale Overlay

Largo Future Land Use Categories

-  Commercial General (CG)
-  Commercial Neighborhood (CN)
-  Institutional (I)
-  Industrial Limited (IL)
-  Preservation (P)
-  Residential/Office/Retail (R/O/R)
-  Residential Office/Limited (R/OL)
-  Residential/Office General (R/OG)
-  Recreation/Open Space (R/OS)
-  Residential Low (RL)
-  Residential Low Medium (RLM)
-  Residential Medium (RM)
-  Residential Urban (RU)
-  Transportation/Utility (T/U)
-  Outside Largo City Limits Within the SAP Boundary
-  Properties not included in SAP



Publication Date: 6/11/2020



CURRENT FUTURE LAND USE DESIGNATIONS AND THEIR ACREAGES, PERMITTED USES AND MAXIMUM DENSITIES/INTENSITIES

Summary of Acreages for Existing Land Use

	Sq. Ft.	Acres
CG TOTAL	1830010.742778	42.01127
CN TOTAL	101208.53114	2.323428
E TOTAL	269477.588592	6.186354
I TOTAL	288592.953637	6.625183
P TOTAL	288291.437603	6.618261
RL TOTAL	10609.588449	0.243563
RLM TOTAL	1030475.857076	23.65647
ROG TOTAL	200686.807831	4.607135
ROL TOTAL	19978.79085	0.45865
RU TOTAL	1879839.882519	43.15519
TU TOTAL	63709.66081	1.462573
WATER		
TOTAL	135671.046042	3.114579

Permitted Uses

CG

Commercial General (CG) Purpose – It is the purposes of this category to depict those areas of the County that are now developed, or appropriate to be developed, in a manner designed to provide the community or region with commercial goods and services, to provide for employment uses that have off-site impacts comparable to office and retail commercial uses, and to provide for residential uses when appropriate consistent with the objective of encouraging a mix of uses providing primarily for the service, commercial, and employment needs of the community or region.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Primary Uses – Office; Personal Service/Office Support; Retail Commercial; Commercial/Business Service; Transient Accommodation; Manufacturing-Light; Research and Development-Light; Wholesale/Distribution; Storage/Warehouse; Residential.
- Secondary Uses – Commercial Recreation; Manufacturing-Medium; Residential Equivalent; Institutional; Transportation/Utility; Accessory Residential Dwellings.
- Locational Characteristics – This category is generally appropriate to locations in and adjacent to major employment centers where surrounding land uses support and are compatible with intensive commercial use; and in areas in proximity to and with good access to major transportation facilities, including mass transit. General commercial uses should not be located on road segments between two sequential intersections of traffic facilities, shown on the MPO Long Range Highway Plan, unless more than 50 percent of the total road frontage is developed as existing permanent commercial development.
- Standards – Shall include the following:
 - Residential Use – Shall not exceed a density of 15.0 units per acre. Residential use shall not be permitted in the Coastal Storm Area.
 - Residential Equivalent Use – Shall not exceed a density of 50 beds per acre.
 - Transient Accommodation Use – Shall not exceed: (1) forty (40) units per acre; or (2) in the alternative, if designated on the Zoning Atlas with the Transient Accommodation Use Overlay, the following density and intensity standards shall apply to permanent transient accommodation uses, subject to a project meeting the requirements of the Pinellas County Land Development Code pertaining to the Transient Accommodation Use Overlay (which include execution of a development agreement): sixty (60) units per acre; a floor area ratio (FAR) of 1.2; and an impervious surface ratio (ISR) of 0.90.

- Nonresidential Use – Except as provided for in the above standards for transient accommodation use, shall not exceed a floor area ratio (FAR) of 0.55; and shall not exceed a maximum impervious surface ratio (ISR) of 0.90.
- Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.

CN

Commercial Neighborhood (CN) Purpose – It is the purpose of this category to depict those areas of the County that are now developed, or appropriate to be developed, in a manner to provide local, neighborhood scale convenience commercial goods and services; and to recognize such areas as primarily well-suited for neighborhood commercial use consistent with the need, scale, and character of adjoining residential areas which they serve.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- **Primary Uses** – Office, Personal Service/Office Support; Retail Commercial; Commercial/Business Service as appropriate for neighborhood-scale activity.
- **Secondary Uses** – Institutional; Transportation/Utility.
- **Locational Characteristics** – This category is generally appropriate to locations adjacent to and on the periphery of large, definable residential neighborhoods; in areas distant from other commercially-designated properties and situated so as to preclude strip-like commercial development. These areas are generally located on a collector roadway and oriented to a specific and limited geographic neighborhood as distinct from through traffic on an arterial or major thoroughfare.
- **Standards** – Shall include the following:
 - Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .80.

E

Employment (E) Purpose – It is the purpose of this category to depict those areas of the County that are now developed, or appropriate to be developed, with a broad range of employment uses; and so to encourage the reservation and use of areas for industrial use in a manner and location consistent with surrounding use, transportation facilities, and natural resource characteristics.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- **Primary Uses** – Research/Development-Light; Research/Development-Heavy; Manufacturing Medium; Manufacturing-Light; Wholesale/Distribution; Storage/Warehouse;
- **Secondary Uses** – Office; Retail Commercial; Personal Service/Office Support; Commercial/Business Service; Transient Accommodations within Permanent Structures; Marina Facilities; Institutional; Transportation/Utility.
- **Locational Characteristics** – This category is generally appropriate to locations with sufficient size to encourage an industrial park type arrangement with provision for internal service access in locations suitable for light industrial use with minimal adverse impact on adjoining uses, and with good access to transportation and utility facilities such as the major collector, arterial and thoroughfare highway network, rail facilities, water transport facilities, airports, and mass transit.
- **Standards** – Shall include the following:
 - Transient Accommodation Use – Shall not exceed: (1) fifty (50) units per acre; or (2) in the alternative, if designated on the Zoning Atlas with the Transient Accommodation Use Overlay, the following density and intensity standards shall apply to permanent transient accommodation uses, subject to a project meeting the requirements of the Pinellas County Land Development Code pertaining to the Transient Accommodation Use Overlay (which include execution of a development agreement): seventy-five (75) units per acre, a floor area ratio (FAR) of 1.5 and an impervious surface ratio (ISR) of 0.85.

- All Other Uses – Shall not exceed a floor area (FAR) of 0.65, nor an impervious surface ratio (ISR) of .85.
- Industrial: Residential Use – An appropriate buffer as determined by the Pinellas County Land Development Regulations shall be provided in and between the Employment category and an adjoining Residential classification.
- Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.

I

Institutional (I) Purpose – It is the purpose of this category to depict those areas of the County that are now used, or appropriate to be used, for public/semipublic institutional purposes; and to recognize such areas consistent with the need, character and scale of the institutional use relative to surrounding uses, transportation facilities, and natural resource features.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- **Primary Uses** – Public/private Schools, Colleges, Hospital, Medical Clinic; Church, Religious Institution, Cemetery; Social/Public Service Agency; Child Day Care; Fraternal, Civic Organization; Municipal Office Building, Courthouse; Library; Public Safety Facility, emergency Medical Service Building; Convention Center.
- **Secondary Uses** – Residential; Residential Equivalent. **Locational Characteristics** – This category is generally appropriate to those locations where educational, health, public safety, civic, religious and like institutional uses are required to serve the community; and to recognize the special needs of these uses relative to their relationship with surrounding uses and transportation access.
- **Standards** – Shall include the following:
 - Residential Use – Shall not exceed twelve and one-half (12.5) dwelling units per acre.
 - Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 12.5 dwelling units per acre.
 - All Other Uses – Shall not exceed a floor area ratio (FAR) of .65, nor an impervious surface ratio (ISR) of .85.

P

Preservation (P) Purpose – It is the purpose of this category to depict those areas of the County that are now characterized, or appropriate to be characterized, as a natural resource feature worthy of preservation; and to recognize the significance of preserving such major environmental features and their ecological functions.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- **Primary Uses** – Open and undeveloped consistent with the following natural resource features and considerations: Tidal Wetlands and Non-tidal Wetlands; Undeveloped Barrier Islands and Spoil Islands; 25- year Floodplains; Natural Drainageways; Land Seaward of the Coastal Construction Control Line; Beach and Dune Systems; Habitat for endangered or threatened species; and such additional areas determined to have environmental significance and recognized in the Pinellas County Comprehensive Plan.
- **Locational Characteristics** – This category is generally appropriate to areas of major ecological functions, as described in the Natural Resource Conservation and Management Element; and in areas where environmental features preserved in their natural state greatly lessen the need for governmental urban support facility expenditures. In recognition of the natural conditions which they are intended to preserve, these features will frequently occur in a random and irregular pattern interposed among the other plan categories.
- **Standards** – Shall include the following:
 - Preservation areas shall remain in essentially their natural condition with no development being

permitted in these areas.

- Transfer of development rights shall be allowed consistent with Part II of the Future Land Use Map Category Descriptions and Rules.
- Where the mapped delineation of these areas is inconclusive due to the scale of the FLUM or the nature of the environmental feature, mapping of the actual boundary at an appropriate scale will depend upon a field determination during the specific project review.

RL

Residential Low (RL) Purpose – It is the purpose of this category to depict those areas of the County that are now developed, or appropriate to be developed, in a low density residential manner; and to recognize such areas as primarily well suited for residential uses that are consistent with the low density, non-intensive qualities and natural resource characteristics of such areas.

Use Characteristics – those uses appropriate to and consistent with this category include:

- **Primary Uses** – Residential.
- **Secondary Uses** – Residential Equivalent, Institutional; Transportation/Utility, Ancillary Nonresidential.
- **Locational Characteristics** – This category is generally appropriate to locations between major employment centers and community and regional shopping centers; in areas where use and development characteristics are low density residential in nature, in areas serving as a transition between more suburban and more urban residential areas; and in areas within the 100-year floodplain (where preservation, open space/restricted, or recreation/open space are not feasible).
 - Residential Use – Shall not exceed five (5) dwelling units per acre.
 - Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 5 dwelling units per acre.
 - Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .65.

RLM

Residential Low Medium (RLM) Purpose – It is the purpose of this category to depict those areas of the county that are now developed, or appropriate to be developed, in a low to moderately intensive residential manner, and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities and natural resource characteristics of such areas.

Use Characteristics - Those uses appropriate to and consistent with this category include:

- **Primary Uses** – Residential.
- **Secondary Uses** – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.
- **Locational Characteristics** – This category is generally appropriate in areas served by a complete range of urban services with particular emphasis on the availability of transit service and recreation/open space facilities; in areas where use and development characteristics are low medium residential in nature; in areas serving as a transition between low density and high density residential areas; and in areas in close proximity to major employment centers, community and regional shopping centers, and arterial and collector highway facilities.
- **Standards** – Shall include the following:
 - Residential Use – Shall not exceed ten (10) dwelling units per acre.
 - Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 10 dwelling units per acre.
 - Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .50 nor an impervious surface ratio (ISR) of .75.

ROG

Residential/Office General – (R/OG) Purpose – It is the purpose of this category to depict those areas of the County that are now developed, or appropriate to be developed, in residential, office, and/or employment use that has off-site impacts comparable to office and medium density residential uses; and to recognize such areas as primarily well-suited for a mixed-use of a residential/office character consistent with the surrounding uses, transportation facilities and natural resource characteristics of such areas.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- **Primary Uses** – Residential Equivalent; Office; Research/Development-Light.
- **Secondary Uses** – Residential; Institutional; Transportation/Utility; Ancillary Nonresidential; Personal Service/Office Support; Manufacturing-Light.
- **Locational Characteristics** – This category is generally appropriate to locations where it would serve as a transition from a high intensity activity center (such as a major traffic corridor) or more intensive nonresidential use to low density residential or public/semi-public use; and in areas where the size and scale of office use is appropriate to free standing office. These areas are typically in close proximity to and served by the arterial and major thoroughfare highway network, as well as by mass transit.
- **Standards** – Shall include the following:
 - **Residential Use** – Shall not exceed fifteen (15) dwelling units per acre. The actual dwelling unit density allowed within this density range will be determined, in part, by the characteristics and density of neighboring residential areas. Shall not exceed (10.0) dwelling units per acre on property located in the Coastal Storm Area with an R/OG designation established prior to March 29, 2016.
 - **Residential Equivalent Use** - Shall not exceed an equivalent 3.0 beds per permitted dwelling unit at 15.0 dwelling units per acre.
 - **Nonresidential Use** – Shall not exceed a floor area ratio (FAR) of 0.50, nor an impervious surface ratio (ISR) of .75.
 - **Mixed Use** - Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.

ROL

Residential/Office Limited (R/OL) Purpose – It is the purpose of this category to depict those areas of the County that are now developed, or appropriate to be developed, in a residential and/or limited office use; and to recognize such areas as well-suited for residential and limited office use consistent with the surrounding uses, transportation facilities and natural resource characteristics of such areas.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- **Primary Uses** – Residential Equivalent; Office.
- **Secondary Uses** – Residential; Institutional; Transportation/Utility; Ancillary Nonresidential; Personal Service/Office Support Use.
- **Locational Characteristics** – This category is generally appropriate to locations where it would serve as a transition from more intensive nonresidential use to low density residential or less intensive public/semi-public use; in areas where office and residential use is established or is determined appropriate as a means of encouraging reuse and neighborhood scale conversion; and along major transportation facilities where maintaining the traffic-carrying capacity is of paramount importance (e.g., scenic/noncommercial corridors). These areas are typically in close proximity to and served by the collector and arterial highway network.
- **Standards** – Shall include the following:
 - **Residential Use**-Shall not exceed seven and one-half (7.5) dwelling units per acre, except on scenic/non-commercial corridors designated by the Board of County Commissioners, where residential use shall not exceed five (5.0) dwelling units per acre.

- Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 7.5 dwelling units per acre, except on scenic/non-commercial corridors designated by the Board of County Commissioners, where residential equivalent use shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 5.0 dwelling units per acre.
- Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .20, nor an impervious surface ratio (ISR) of .75.
- Mixed Use-Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the total lot area.

RU

Residential Urban – (RU) Purpose – It is the purpose of this category to depict those areas of the County that are now developed, or appropriate to be developed, in an urban low density residential manner, and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities and natural resource characteristics of such areas.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Primary Uses – Residential.
- Secondary Uses – Residential Equivalent; Institutional; Transportation/Utility; Ancillary Nonresidential.
- Locational Characteristics – This category is generally appropriate to locations between major employment centers and community and regional shopping centers; in areas where use and development characteristics are urban residential in nature; and in areas serving as a transition between more suburban and more urban residential areas.
- Standards – Shall include the following:
 - Residential Use – Shall not exceed seven and one-half (7.5) dwelling units per acre.
 - Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 7.5 dwelling units per acre.
 - Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .65.

TU

Transportation/Utility (T/U) Purpose – It is the purpose of this category to depict those areas of the County that are now used, for transport and public/private utility services; and to recognize such areas consistent with the need, character and scale of the transport/utility use relative to surrounding uses, transportation facilities, and natural resource features.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Primary Uses – Airport, Seaport, Marina; Coast Guard, Customs Facility; Electric Power Generation Plant; Utility Transmission Line; Municipal Water Supply; Wastewater Treatment Facility; Solid Waste/Refuse Disposal, Transfer, Recycling Facility; Public Works Garage/Storage; Electric Power Substation; Telephone Switching Station.
- Secondary Uses – Storage/Warehouse. Locational Characteristics – This category is generally appropriate to those air and sea transport terminals, utility installations, major transmission lines, refuse disposal and public works facilities serving the County; and to reflect the unique siting requirements and consideration of adjoining uses required in the placement of these facilities.
- Standards – Shall include the following:
 - No use shall exceed a floor area ratio (FAR) of .70, nor an impervious surface ratio (ISR) of .90.
 - An appropriate buffer shall be provided within and between the Transportation/Utility category and any other adjoining plan classification, other than Industrial.
 - Where a utility transmission line otherwise included within this category is located in an easement as distinct from a right-of-way, this category may be shown as an overlay, superimposed over, and applicable in addition to, the otherwise applicable underlying plan category.

**PROPOSED FUTURE LAND USE DESIGNATIONS AND THEIR ACREAGES, PERMITTED USES AND
MAXIMUM DENSITIES/INTENSITIES,
INCLUDING AREAWIDE DENSITY/INTENSITY AVERAGING**

Proposed FLU Categories

Activity Center 100.15 acres ±

Multimodal Corridor 40.30 Acres ±

Please refer to SECTION 5, EXHIBIT A: Largo Tri-City Supporting Documents; Largo Tri-City Special Area Plan, Chapter 4: The Plan for permitted uses and maximum densities/intensities, including areawide density/intensity averaging.

**REVIEW AGAINST LOCALLY-ADOPTED COASTAL HIGH HAZARD AREA BALANCING CRITERIA
CONSISTENT WITH COUNTYWIDE RULES
SECTION 4.2.7.1 A-H**

Please see the following language drafted by City of Largo regarding the CHHA balancing criteria.

There are limited areas within the planning area, particularly at the edge of the multimodal corridors, that are within the CHHA. The majority of those areas are already developed, and some is designated Preservation (P). The Largo Tri-City SAP does address sustainability and resiliency in its analysis of existing conditions and recommendations beginning on pg. 74. Among those recommendations are:

- Reducing impervious surfaces by reducing street widths, surface parking lots, using permeable pavers or landscaping
- Treat stormwater runoff by implementing green infrastructure stormwater methods such as: rain gardens, bioswales, permeable pavers, green roofs, and canopy trees
- Preserve natural resources and greenspaces
- Planting native and low maintenance landscaping
- Create stormwater parks in areas with high risk and frequency of flooding to accommodate stormwater, particularly along Long Branch Creek and the Bay, when necessary, and recreation space when not used for stormwater

However, the SAP primarily relies on existing policies within our Comprehensive Plan: Forwarding Our Future 2040 which was adopted in 2018 with various policies that are current with State and Countywide Plan requirements to regulate development in the CHHA. The following are the primary guiding objectives, policies and strategies that are applied Citywide and will remain applicable to the overlay districts and the Code standards that will implement the Activity Center and Multimodal Corridor designations consistent with the Countywide Plan Rules:

Housing Element Policy 1.5.4: Encourage integration of special residential uses, licensed group homes, and foster care facilities into all residential areas, except those within the CHHA, where adequate supporting infrastructure and nearby medical and public facilities are available.

Natural Resources Element OBJECTIVE 2.1: (Re)development within the City's Coastal High Hazard Area (CHHA) shall be managed to reduce risk and loss.

Strategies:

- Take steps to reduce density within the CHHA; and
- Thoroughly evaluate all CHHA development proposals to ensure compliance with all federal, state, and local regulations.

Policy 2.1.3: The flood-resistant construction requirements contained in the Florida Building Code and applicable floodplain management regulations relating to the National Flood Insurance Program (NFIP), or more stringent controls, shall continue to be applied to (re)development within the CHHA.

Policy 2.1.4: Limit residential development, including mobile home/manufactured home development, and siting of new/expansion of critical care facilities in the CHHA.

Policy 2.1.5: Limit public expenditures that subsidize development permitted in the CHHA, except for the restoration or enhancement of natural resources.

Policy 2.1.6: Utilize the City's Comprehensive Plan, CDC, and other appropriate techniques to reduce unsafe conditions and inappropriate uses and limit redevelopment in areas of repeated damage caused by natural events.

Policy 2.1.7: Nothing contained within these policies should be construed as superseding or otherwise modifying the local plan amendment requirements of Section 163.3178(8), Florida Statutes.

The following link will take you the current Comp Plan:

https://www.largo.com/document_center/Permits%20&%20Planning/Planning/Long-Range%20Planning/Forwarding%20Our%20Future%202040%20Map%20Series/Comprehensive%20Plan%20-

[%2012-3-19.pdf](#)

The current Largo Comprehensive Development Code (CDC) implements the Comp Plan objectives, policies and strategies. These limitations and restrictions are found in Subsection 7.6.1 - Special Flood Hazard Area, Coastal High Hazard Areas and Shoreline:

https://library.municode.com/fl/largo/codes/comprehensive_development_code?nodeId=CD_CH7SPDEOV_S7.6_OVDI_7.6.1SPFLHAARCOHIHAARSH

To re-enforce prohibitions on development and redevelopment at the time of implementation, staff has proposed the following draft language to be included in the subsequent CDC Amendment to adopted standards for the Largo Tri-City Special Area Plan:

Residential densities and non-residential intensities on those portions of property located within the CHHA shall be limited to the density and intensity identified in Subsection 7.6.1 - Special Flood Hazard Area, Coastal High Hazard Areas and Shoreline of this Code, consistent with Housing Element Policy 1.5.4, Natural Resources Element 2.1.4 and Map 19 of the Comprehensive Plan.

**REVIEW AGAINST CONVERSION CRITERIA FOR EMPLOYMENT-RELATED CATEGORIES AND USES OF
COUNTYWIDE RULES SECTION 6.5.4.4**

Please refer to SECTION 5, EXHIBIT A: Largo Tri-City Supporting Documents; Largo Tri-City Special Area Plan, Chapter 3: Market Analysis; Chapter 4: The Plan

SUMMARY OF PUBLIC OUTREACH CONDUCTED AND/OR PUBLIC COMMENT RECEIVED

Please refer to SECTION 5, EXHIBIT A: Largo Tri-City Supporting Documents; Largo Tri-City Special Area Plan, Chapter 2: Stakeholder Engagement

FOR AC AND MMC CATEGORIES, DOCUMENTATION OF CONSISTENCY WITH SIZE CRITERIA

Please refer to SECTION 5, EXHIBIT A: Largo Tri-City Supporting Documents; Largo Tri-City Special Area Plan, Chapter 4: The Plan

FOR AMENDMENTS OF 10 ACRES OR MORE, DOCUMENTATION OF HOW THE PLANNING AND URBAN DESIGN PRINCIPLES WILL BE ADDRESSED

Please refer to SECTION 5, EXHIBIT A: Largo Tri-City Supporting Documents; Largo Tri-City Special Area Plan, Chapter 4: The Plan; Chapter 5: Implementation Strategies and Projects

**FOR AMENDMENTS OF 10 ACRES OR MORE, TRANSPORTATION IMPACT ANALYSIS PURSUANT TO
COUNTYWIDE RULES SECTION 6.2.5**

Please refer to SECTION 5, EXHIBIT A: Largo Tri-City Supporting Documents; Largo Tri-City Special Area Plan, Chapter 4: The Plan; Chapter 5: Implementation Strategies and Projects

**ENUMERATION OF EXISTING AND PROPOSED PLAN/CODE PROVISIONS, INCLUDING SCHEDULE FOR
PROPOSED ADOPTION**

Please refer to SECTION 5, EXHIBIT A: Largo Tri-City Supporting Documents; Largo Tri-City Special Area Plan, Chapter 4: The Plan; Chapter 5: Implementation Strategies and Projects

SECTION 1: RESOLUTION 21-1

RESOLUTION NO. 21-1

RESOLUTION REQUESTING THAT THE COUNTYWIDE PLAN MAP DESIGNATION FOR UNINCORPORATED PARCELS WITHIN THE CITY OF LARGO TRI-CITY SPECIAL AREA PLAN BOUNDARY BE AMENDED TO ACTIVITY CENTER AND MULTIMODAL CORRIDOR AS SHOWN IN ATTACHMENT A; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Goals, Objectives and Policies of the Pinellas County Comprehensive Plan provide specific guidance for future development in the unincorporated County; and

WHEREAS, Future Land Use Element Objective 1.3 and Policy 1.3.2 encourage the creation of transit-oriented development, which includes a mix of higher-density and -intensity land uses, active pedestrian- and bicycle-friendly streets, and safe, convenient access to public transit; and

WHEREAS, Future Land Use Element Policy 1.3.3 provides for recognition of transit-oriented activity centers and mixed-use corridors through designation with appropriate land use categories; and

WHEREAS, Intergovernmental Coordination Policy 1.5.1 provides for establishment of joint municipal planning areas when in the interests of unincorporated residents, property owners and businesses; and

WHEREAS, Intergovernmental Coordination Policy 1.5.2 provides that the Pinellas County Comprehensive Plan and land development regulations shall remain in effect for unincorporated parcels in a municipal planning area until such time as they are annexed; and

WHEREAS, the Countywide Plan for Pinellas County provides for local governments to designate the Activity Center and Multimodal Corridor categories in areas appropriate for higher-density and -intensity transit-oriented development; and

WHEREAS, the Countywide Plan for Pinellas County provides for the higher densities and

intensities enabled by the Activity Center and Multimodal Corridor categories to be implemented only upon local adoption of transit-oriented land development regulations; and

WHEREAS, the Countywide Plan for Pinellas County does not require transit-oriented land development regulations to be in effect at the time of Activity Center or Multimodal Corridor designation; and

WHEREAS, the City of Largo has proposed [or adopted] the Tri-City Special Area Plan, designating the Activity Center and Multimodal Corridor categories on incorporated parcels in the area surrounding the intersection of US Highway 19 and Roosevelt Blvd., as shown in Attachment A; and

WHEREAS, while the City does not have jurisdiction over unincorporated parcels in the area surrounding the intersection of US Highway 19 and Roosevelt Blvd., it has included these parcels within the Tri-City Special Area Plan boundary, with the intention of annexing and integrating these parcels over time; and

WHEREAS, the County supports the City's implementation of the Tri-City Special Area Plan; and

WHEREAS, both the City and County desire to facilitate an orderly process for annexation and integration of unincorporated parcels into the Tri-City Special Area Plan.

NOW THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Pinellas County in regular session duly assembled this 12th day of January, 2021, that the Pinellas County Board of County Commissioners seeks to support the implementation of the City of Largo Tri-City Special Area Plan as follows:

- 1) The Pinellas County Board of County Commissioners hereby requests that the Pinellas Planning Council amend the Countywide Plan Map to designate the Activity Center and

Multimodal Corridor categories on the unincorporated parcels within the Tri-City Special Area Plan boundary, as depicted in Attachment A; and

- 2) The Pinellas County Comprehensive Plan and land development regulations shall remain in effect for the amended parcels until such time as they are voluntarily annexed.

Commissioner Flowers offered the foregoing resolution and moved its adoption, which was seconded by Commissioner Gerard upon the roll call the vote was:

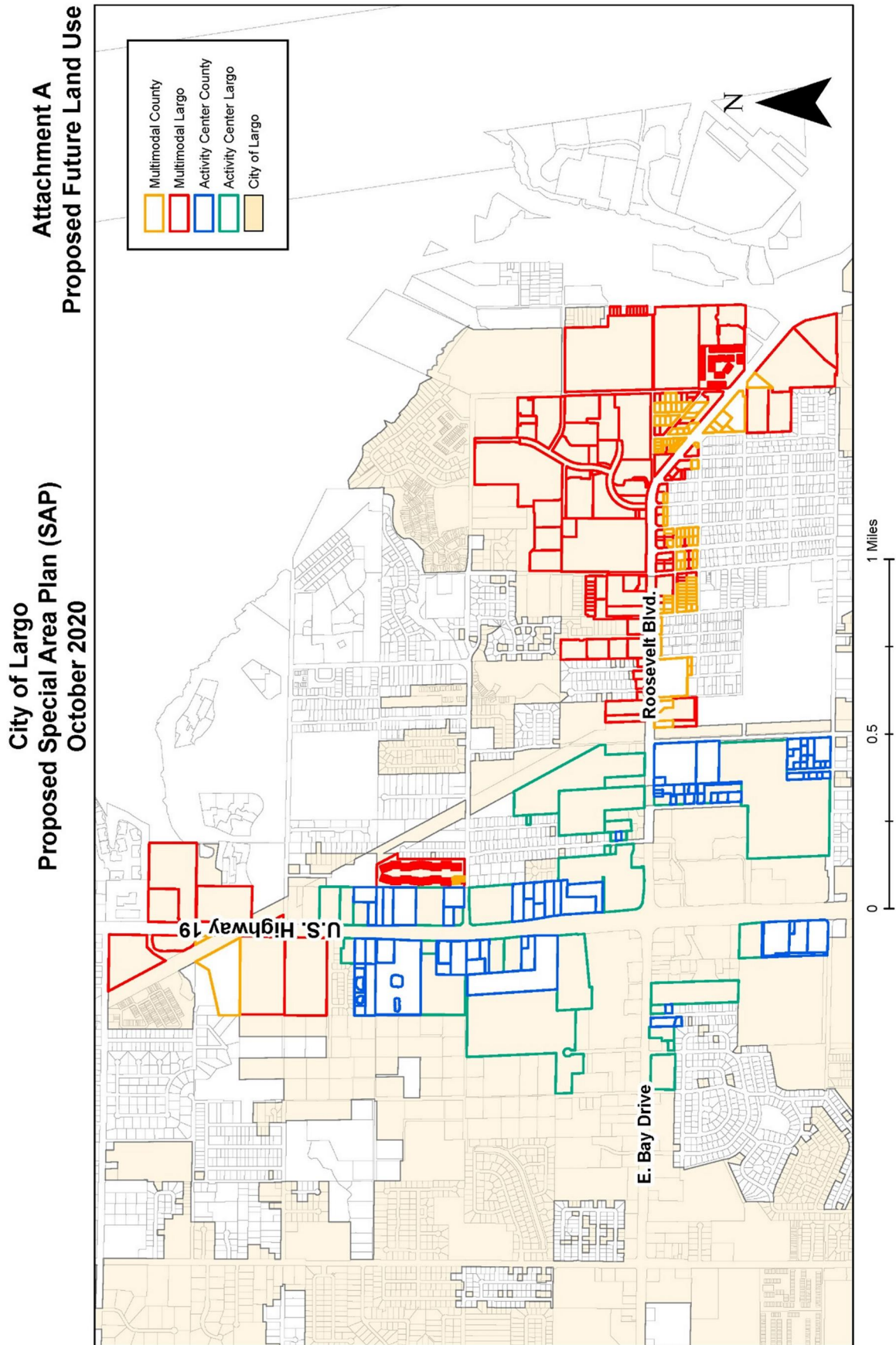
Ayes: Eggers, Justice, Flowers, Gerard, Long, Peters, and Seel.

Nays: None.

Absent and not voting: None.

APPROVED AS TO FORM
By: David S. Sadowsky
Office of the County Attorney

ATTACHMENT A



SECTION 2: ORDINANCE 20-33

ORDINANCE NO. 20- 33

AN ORDINANCE AMENDING THE COUNTYWIDE PLAN MAP OF PINELLAS COUNTY, FLORIDA, BY ACTION ON CASE NUMBER CW 20-18 INITIATED BY THE CITY OF LARGO AND TRANSMITTED TO THE BOARD OF COUNTY COMMISSIONERS IN ITS CAPACITY AS THE COUNTYWIDE PLANNING AUTHORITY IN ACCORDANCE WITH THE SPECIAL ACT; PROVIDING FOR AMENDMENT TO THE PLAN; PROVIDING FOR SEVERABILITY; PROVIDING FOR FILING OF THE ORDINANCE; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, a proposed amendment to the Countywide Plan Map, which is an element of the Countywide Plan of Pinellas County, Florida, has been presented at a public hearing to the Board of County Commissioners in its capacity as the Countywide Planning Authority; and

WHEREAS, notices of public hearings have been accomplished as required by Chapter 2012-245, Laws of Florida; and

WHEREAS, procedures of the Special Act and County Charter have been followed concerning Forward Pinellas, in its role as the Pinellas Planning Council, and the Countywide Planning Authority, for the proposed amendment to the Countywide Plan; and

WHEREAS, the City of Largo initiated a proposed amendment which was considered at a public hearing by Forward Pinellas, in its role as the Pinellas Planning Council, on October 14, 2020 with recommendations made by Forward Pinellas that are documented in the reports filed of record; and

WHEREAS, the Board of County Commissioners in its capacity as the Countywide Planning Authority has conducted a public hearing and taken action as documented herein.

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Pinellas County, Florida, in its capacity as the Countywide Planning Authority, in regular meeting duly assembled on November 17, 2020 as follows:

Section 1. Amending the Countywide Plan Map

The Countywide Plan Map for Pinellas County adopted in Section 2 of Ordinance 15-30, as amended, is amended to reflect the changes adopted as follows to the areas shown in Exhibits A and B:

#CW 20-18 736.2 acres m.o.l., located in the Largo Tri-City Activity Center. From Retail & Services (R&S), Employment (E), Office (O), Public/Semi-Public (P/SP), Residential Medium (RM), Residential Low Medium (RLM), Recreation/Open Space (R/OS), Preservation (P) to Activity Center (AC) and Multimodal Corridor (MMC).

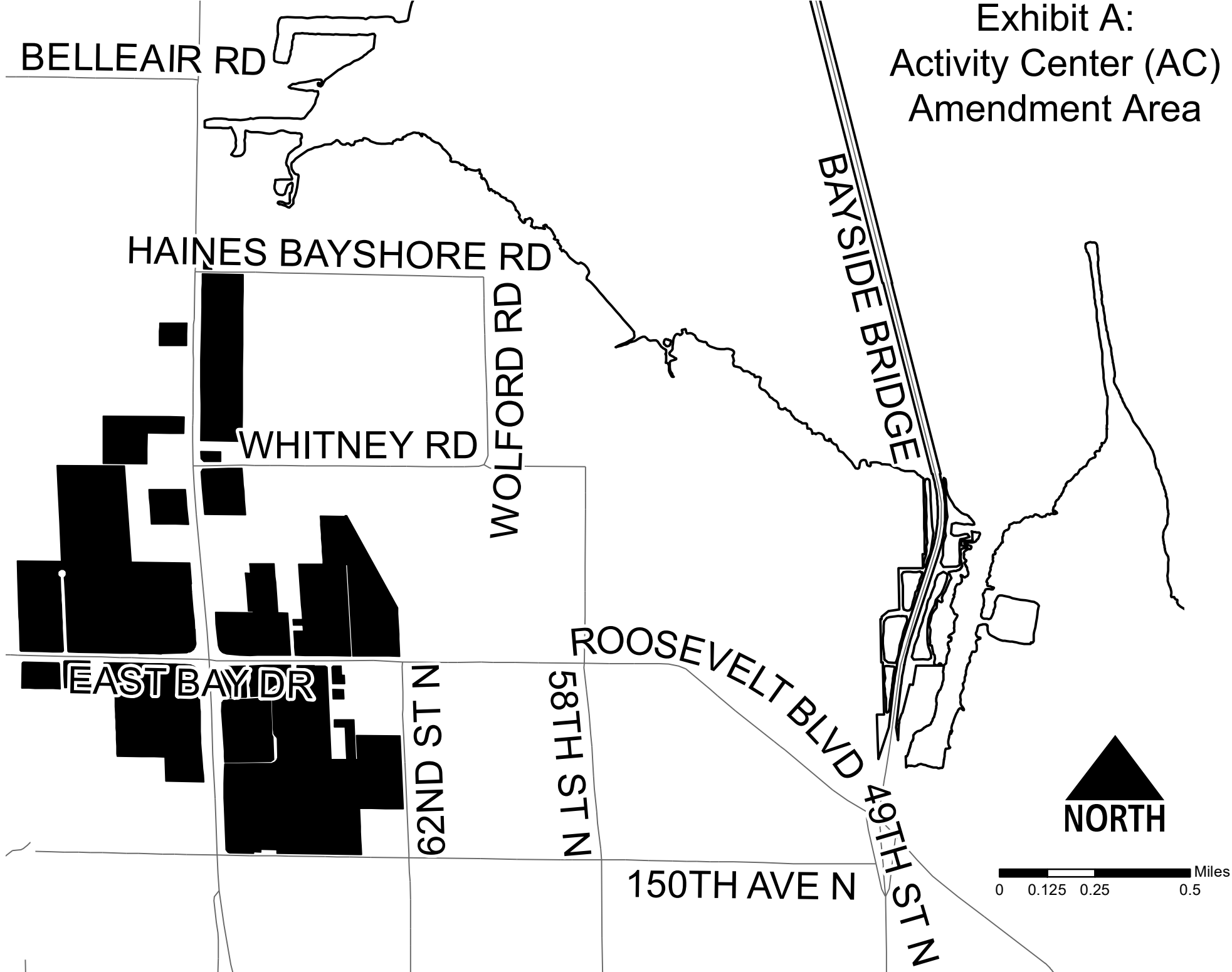
The City's Tri-City Special Area Plan sets forth the basis for the amendment and establishes the purpose, permitted uses, densities and intensities of the AC and MMC categories.

Section 2. Severability. If any Section, Subsection, sentence, clause, phrase, or provision of this Ordinance is for any reason held invalid or unconstitutional by a Court of Competent Jurisdiction, such holding shall not be construed to render the remaining provisions of this Ordinance invalid or unconstitutional.

Section 3. Filing of Ordinance; Effective Date. A certified copy of this ordinance shall be filed with the Secretary of State with the Ordinance and reports of record to be filed with the Clerk of the Circuit Court. This Ordinance shall take effect upon filing with the Department of State.

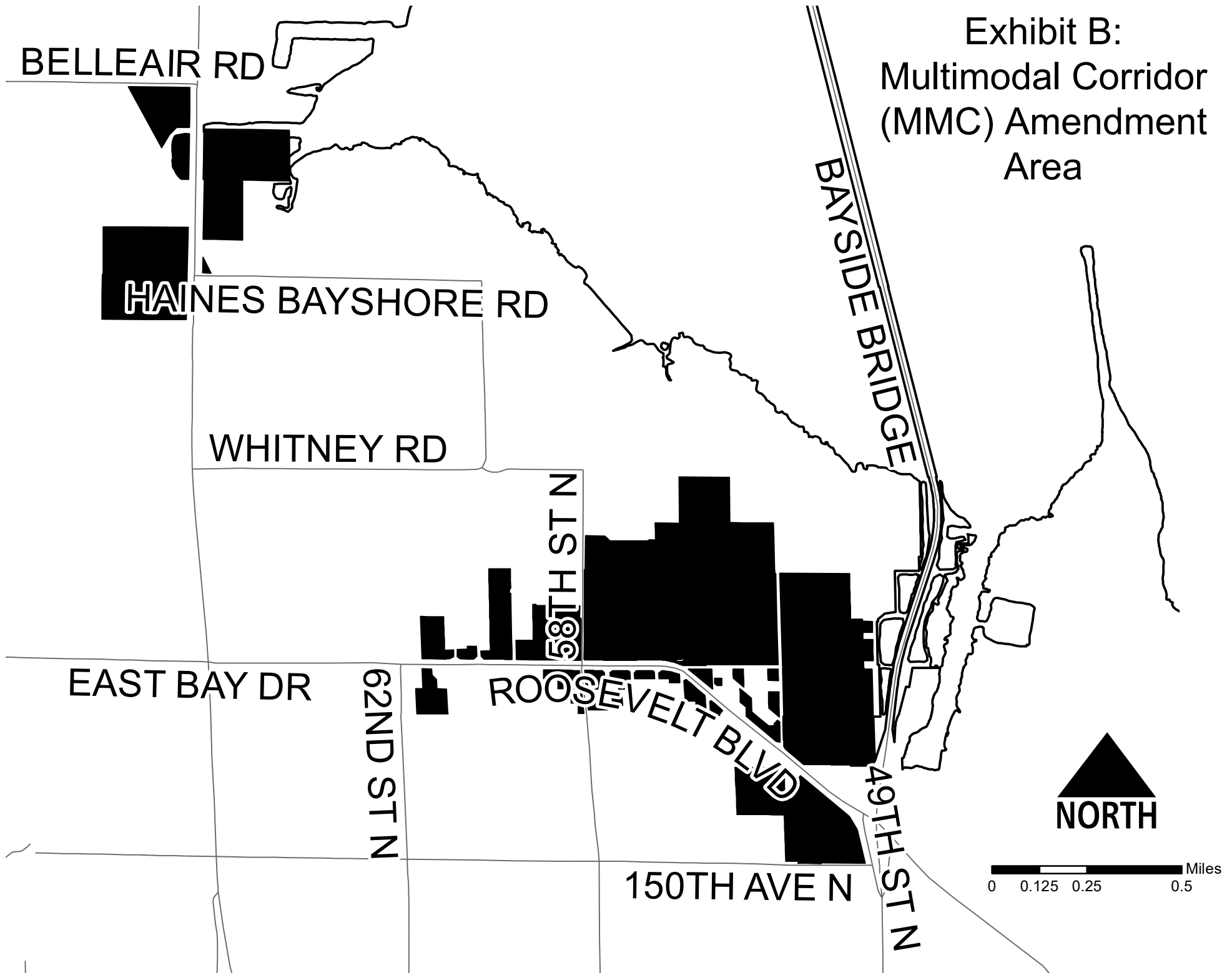
APPROVED AS TO FORM
By: David S. Sadowsky
Office of the County Attorney

Exhibit A:
Activity Center (AC)
Amendment Area



0 0.125 0.25 0.5 Miles

Exhibit B:
Multimodal Corridor
(MMC) Amendment
Area



BELLEAIR RD

HAINES BAYSHORE RD

WHITNEY RD

EAST BAY DR

62ND STN

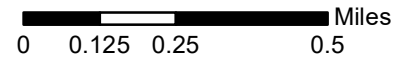
50TH STN

ROOSEVELT BLVD

150TH AVE N

BAYSIDE BRIDGE

49TH STN



STATE OF FLORIDA

COUNTY OF PINELLAS

I, KEN BURKE, Clerk of the Circuit Court and Ex-officio Clerk to the Board of County Commissioners, in and for the State and County aforesaid, DO HEREBY CERTIFY that the foregoing is a true and correct copy of an Ordinance adopted by the Board of County Commissioners of Pinellas County, Florida, on November 17, 2020 relative to:

ORDINANCE NO. 20- 33

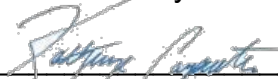
AN ORDINANCE AMENDING THE COUNTYWIDE PLAN MAP OF PINELLAS COUNTY, FLORIDA, BY ACTION ON CASE NUMBER CW 20-18 INITIATED BY THE CITY OF LARGO AND TRANSMITTED TO THE BOARD OF COUNTY COMMISSIONERS IN ITS CAPACITY AS THE COUNTYWIDE PLANNING AUTHORITY IN ACCORDANCE WITH THE SPECIAL ACT; PROVIDING FOR AMENDMENT TO THE PLAN; PROVIDING FOR SEVERABILITY; PROVIDING FOR FILING OF THE ORDINANCE; AND PROVIDING FOR AN EFFECTIVE DATE

IN WITNESS WHEREOF, I hereunto set my hand and official seal this November 23, 2020.



KEN BURKE
Clerk of the Circuit Court
and Ex-officio Clerk to the
Board of County Commissioners

By:



Katherine Carpenter, Deputy Clerk

SECTION 3: INTERLOCAL AGREEMENT

**INTERLOCAL AGREEMENT BETWEEN PINELLAS COUNTY AND THE CITY OF
LARGO TO ESTABLISH THE LARGO PLANNING AREA**

THIS INTERLOCAL AGREEMENT, is made and entered into this 10th day of MAY, 2016, by and between PINELLAS COUNTY, FLORIDA, a political subdivision of the State of Florida (herein, the "County"), and the CITY OF LARGO, FLORIDA, a Florida municipality (herein the "City").

WHEREAS, both the County and the City exercise comprehensive planning authority pursuant to the Community Planning Act, as set forth in Part II of Chapter 163, Florida Statutes, and enforce land development regulations to regulate the development of land within the respective jurisdiction of each party; and

WHEREAS, numerous parcels of unincorporated land subject to the planning jurisdiction of the County are enclaves or are otherwise within adjacent areas of possible future voluntary annexation by the City, but lie outside of the planning jurisdiction of the City; and

WHEREAS, Ch. 163.3171, provides that a county and an incorporated municipality may jointly exercise the powers granted under the provisions of the Ch. 163, Part II, the Community Planning Act, upon formal adoption of an official agreement by the governing bodies, following a public hearing with public notice, and

WHEREAS, the City and the County desire to engage in joint planning activities; and

WHEREAS, Pinellas County's Strategic Plan contains a goal to "Foster Continual Economic Growth and Vitality" that includes a strategy to "invest in communities that need the most"; and

WHEREAS, portions of two "At Risk Communities" identified in the Economic Impact of Poverty Report (2012) as Highpoint and Greenwood are within and adjacent to the City of Largo's municipal boundaries; and

WHEREAS, the County has requested that the City and County engage in joint planning activities to address the economic impact of poverty in these two At-Risk Communities; and

WHEREAS, the County and the City wish to participate cooperatively in the performance of a coordinated, comprehensive transportation planning process to assure facilities will be properly located and developed in relation to the overall community development; and

WHEREAS, the parties hereto entered into the Interlocal Agreement dated October 23, 2000, for the purpose of creating the Largo Planning Area and establishing procedures for the joint designation of municipal land use designations of unincorporated land that may be annexed by the City of Largo in the future; and

WHEREAS, said Interlocal Agreement expired on September 30, 2010; and

WHEREAS, the City of Largo Planning Area Map (Exhibit B) depicts the areas subject to this Agreement; and

WHEREAS, in order to facilitate local land planning cooperation, the City has agreed to exclude the St. Petersburg-Clearwater International Airport (Airport) properties from the Largo Planning Area, but does not waive any legislative authority under Ch. 171 Florida Statutes to annex any properties outside of the Largo Planning Area, including all Airport properties.

NOW THEREFORE, in consideration of the mutual terms, conditions, promises, and covenants set forth, the County and the City agree as follows:

SECTION 1. Authority. This Interlocal Agreement is entered into pursuant to Section 163.3171 (3), Florida Statutes, the Community Planning Act (herein, Planning Act) and Section 163.01, the Florida Interlocal Cooperation Act of 1969.

SECTION 2. Term. This initial term of this Interlocal Agreement shall be ten (10) years commencing on the first date written above. The term of this Interlocal Agreement may be extended for an additional ten (10) years upon mutual agreement of both parties.

SECTION 3. Largo Planning Area Created. The County and City hereby designate those lands described in Exhibit A and graphically depicted in Exhibit B as the Largo Planning Area (LPA).

SECTION 4. Planning Authority for Largo Planning Area.

- (a) The County shall have full authority for the preparation and adoption of the Comprehensive Plan and any amendments thereto pursuant to the Planning Act, and for the adoption, amendment and enforcement of land development regulations thereunder, for all parcels of property within the LPA lying outside the corporate limits of the City unless and until such parcel is annexed by the City.
- (b) The City, in preparing and adopting its Comprehensive Plan (Plan) for the development of land within the City, and amendments thereto, may include the Largo Planning Area within the City's Plan in order to advise both the County and the owners of parcels of property therein of the City's Plan for the LPA. The City acknowledges that the inclusion in the City's Plan of parcels of property within the LPA which lie outside the corporate limits of the City shall not be binding on the County or the property owners prior to such annexation of such parcels by the City.
- (c) Any affected person within the Largo Planning Area shall have standing to participate in any administrative, legislative, quasi-judicial or judicial proceeding in which the adoption or effect of the City's comprehensive plan or any amendment thereto upon the affected person's property is an issue, and may challenge the adoption of the plan or any amendment thereto, to the same extent that the affected person would have standing if the property were included within the boundaries of

the City. For the purpose of this sub-paragraph, "affected person" includes the owner of the property and any person residing upon it or owning or operating a business thereon, and shall be synonymous with the "affected person" as defined by Section 163.3184(1)(a), Florida Statutes (2014), as the same may be amended from time to time.

- (d) In the event that an owner of property within the LPA applies to the City for voluntary annexation of the property, the owner may assent to the City's Plan as it applies to the property if the City's Plan provides for intensity of use or density which is equal to or less than the County's Comprehensive Plan. In such case, the City's Plan shall take effect for the annexed property at the time of annexation.
- (e) If the property owner's assent is not provided or the designation of the property provides for intensity of use or density that is greater than the County's Comprehensive Plan, it shall require an amendment to the City's Plan and be subject to any necessary amendments to the Countywide Plan Map maintained by the Pinellas Planning Council.
- (f) Property in the Largo Planning Area shall become subject to the planning authority of the City upon the effective date of annexation by the City as provided by Section 171.062, Florida Statutes.

SECTION 5. Joint Planning Studies. The City and the County recognize that certain areas within the LPA have particular community needs. The City and County may cooperatively and voluntarily engage in joint planning studies for areas of mutual concern, including, both not limited to transportation facilities plans and redevelopment plans for At-Risk communities as identified in the County's Economic Impacts of Poverty Report dated May 2012. Such joint planning studies shall be mutually adopted by the City and County for their respective jurisdictions. In the event that a property voluntarily annexes into the City, the City's plan shall take effect upon annexation to the extent allowed by law and this Interlocal Agreement.

SECTION 6. Conflict Resolution.

(a) In the event that a disagreement or conflict arises regarding the application or interpretation of this Interlocal Agreement, the parties shall attempt to resolve the matter through informal negotiation.

(b) If a dispute cannot be resolved informally, the parties agree to follow the provisions of Ch. 164, Florida Statutes, the "Florida Governmental Conflict Resolution Act".

SECTION 7. Notice. All notices pursuant to his agreement shall be in writing and sent via certified mail, return receipt requested to the following:

If to the County: County Administrator
Pinellas County Courthouse
315 Court Street
Clearwater, FL 33756

If to the City: City Manager
City of Largo
P.O. Box 296
Largo, FL 33779-0296

SECTION 8. Construction. This Interlocal Agreement shall be construed as an expression of interlocal cooperation enabling each party to make the most efficient use of its powers in furtherance of the objectives of the Community Planning Act. However, this Interlocal Agreement shall not be construed as delegating or authorizing the delegation of the constitutional or statutory duties of either party to the other.

SECTION 9. Termination. Either party may terminate this Interlocal Agreement upon 60 days notice to the other.


SECTION 10. Filing; effective date. As required by Section 163.01(11), Florida Statutes, this Interlocal Agreement shall be filed with the Clerk of the Circuit Court of Pinellas County, after execution by the parties, and shall take effect upon the date of filing.

CITY OF LARGO, FLORIDA



Louis L. Brown, Mayor

ATTEST:




Diane Bruner, City Clerk

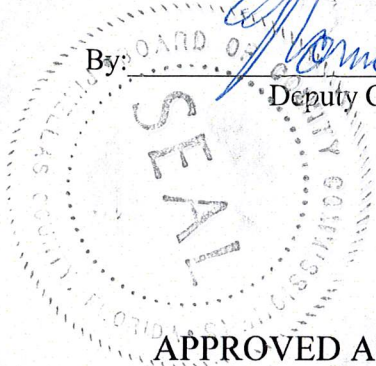
REVIEWED AND APPROVED:



Alan S. Zimmet, City Attorney

KEN BURKE,
Clerk of the Circuit Court

By: *Roman D. Key*
Deputy Clerk



**PINELLAS COUNTY, FLORIDA by and
through its Board of County Commissioners**

By: *Charles R. Justice*
Charles R. Justice, Chairman

APPROVED AS TO FORM

By: *Donald S. Selonky*
Office of the County Attorney

EXHIBIT A
LEGAL DESCRIPTION OF LARGO PLANNING AREA

1. Commencing at the Northwest corner of the Northeast 1/4 of the Northeast 1/4 of Section 28, Township 29 South, Range 15 East as the POINT OF BEGINNING, run East along the North line of the Northeast 1/4 of the Northeast 1/4 of said Section 28 and continue East along the North line of Section 27, Township 29 South, Range 15 East to the East right-of-way line of Miller Avenue extended, as shown on the Plat entitled LAURETTA TERRACE, as recorded in Plat Book 19, Page 17 of the Public Records of Pinellas County, Florida;
2. Thence South along said extension and Miller Avenue East right-of-way 180 feet to the Southwest corner of Lot 6 of said LAURETTA TERRACE;
3. Leaving said East right-of-way line, thence run East to the West line of the West 1/3 of the East 3/5 of the Northeast 1/4 of the Northwest 1/4 of the Northwest 1/4 of Section 27, Township 29 South, Range 15 East;
4. Thence South to the Southwest corner of the aforesaid West 1/3 of the East 3/5 of the Northeast 1/4 of the Northwest 1/4 of the Northwest 1/4 of said Section 27;
5. Thence East along the South line of aforesaid Tract to the Southeast corner of said West 1/3 of the East 3/5;
6. Thence North along the East line of said West 1/3 of the East 3/5 to the Southwest corner of Lot 14, Block 1, as shown on the Plat entitled GREENWOOD LAWN, as recorded in Plat Book 16, Page 73, of said Public Records;
7. Thence East along the South line of said Lot 14 and its Easterly extension to a point on the East right-of-way line of Ewing Avenue, said point also being the Southwest corner of Lot 30, Block 2 of said GREENWOOD LAWN;
8. Thence North along the East right-of-way line of Ewing Avenue, said line also being the West line of Lots 27, 28, 29 and 30, Block 2 of said GREENWOOD LAWN to the Northwest corner of said Lot 27, Block 2;
9. Thence West along the South line of Lot 10, Block 1 of said GREENWOOD LAWN and its Easterly extension, to the Southwest corner of said Lot 10, Block 1;
10. Thence North along the West line of Lots 9 and 10, Block 1 of said GREENWOOD LAWN to the Northwest corner of said Lot 9, Block 1
11. Thence East along the North line of said Lot 9, Block 1 and its Easterly extension to a point on the East right-of-way line of Ewing Avenue, said point also being the Southwest corner of Lot 24, Block 2 of said GREENWOOD LAWN;
12. Thence North along the East right-of-way line of Ewing Avenue, said line also being the West line of Lots 20 through 24, Block 2 of said GREENWOOD LAWN to the Northwest corner of said Lot 20, Block 2;
13. Thence West along the South line of Lot 3, Block 1 of said GREENWOOD LAWN and its Easterly extension, to the Southwest corner of said Lot 3, Block 1;
14. Thence North along the West line of Lots 3 and 1, Block 1 of said Subdivision and said line extended North to the North line of Section 27, Township 29 South, Range 15 East;

15. Thence along said North line of said Section to the Northerly extension of the East line of Lot 13 as shown on the Plat entitled LOVELAND SUBDIVISION, as recorded in Plat Book 28, Page 20 of said Public Records;
16. Thence South along said extension and the East line of said Lot 13 to the Southeast corner of said Lot 13;
17. Thence Westerly along the South lines of Lots 5 through 13 to the Southeast corner of Lot 4 of said LOVELAND SUBDIVISION;
18. Thence Northerly to the Northeast corner of said Lot 4, said point also being the Northeast corner of Lot 5, as shown on the Plat entitled BELLEGREEN PLACE, as recorded in Plat Book 98, Page 60 of said Public Records;
19. Thence Westerly along the North line of Lot 5 of said BELLEGREEN PLACE, said line also being the South right-of-way line of Belleair Road, to the Northwest corner of said Lot 5 of said Subdivision;
20. Thence Southerly along the West line of Lots 4 and 5 of said BELLEGREEN PLACE, S.00°55'08" W., 656.53 feet, to the Southwest corner of said Lot 4;
21. Thence along the Southerly line of Lot 4 of said BELLEGREEN PLACE the following four (4) courses: S.89°32'46"E., 198.01 feet;
22. Thence N.00°57'07"E., 275.74 feet;
23. Thence S.89°16'39"E., 581.95 feet;
24. Thence S.00°57'07"W., 273.05 feet;
25. Thence S 89°32'46"E., along the Southerly line of said Lot 4 and its Easterly extension, 571.58 feet to the East right-of-way line of Missouri Avenue;
26. Thence Northerly along said East right-of-way line of Missouri Avenue to the North line of said Section 27;
27. Thence Easterly along the North line of said Section 27 to the Northerly extension of the West right-of-way line of Hillcrest Avenue as shown on the Plat entitled REPLAT OF BLOCK H MONTEREY HEIGHTS FIRST ADDITION, as recorded in Plat Book 43, Page 28 of said Public Records;
28. Thence Southerly along said extension of the West right-of-way line of Hillcrest Avenue and West right-of-way line of Hillcrest Avenue as shown on the Plat entitled MONTEREY HEIGHTS FIRST ADDITION, as recorded in Plat Book 33, Pages 43 and 44 of said Public Records, to the South line of the Northeast 1/4 of the Northeast 1/4 of said Section 27;
29. Thence Easterly along said South line of the Northeast 1/4 of the Northeast 1/4 of said Section 27 to the Southeast corner of the Northeast 1/4 of the Northeast 1/4 of said Section 27, said point also being the Southwest corner of the South 1/4 of the Northwest 1/4 of the Northwest 1/4 of Section 26, Township 29 South, Range 15 East;
30. Thence continue Easterly along the South line of South 1/4 of the Northwest 1/4 of the Northwest 1/4 of Section 26 and its Easterly extension to the East right-of-way of Highland Avenue;
31. Thence Northerly along the said East right-of-way line of Highland Avenue to its intersection with the Easterly extension of the North line of the South 1/4 of said Northwest 1/4 of the Northwest

1/4 of Section 26;

32. Thence Westerly along said extension to its intersection with the West right-of-way line of Highland Avenue;

33. Thence Southerly along the West right-of-way line of Highland Avenue to the Northeast corner of the South 120 feet of Lot 1 as shown on the Plat entitled SOUTHRIDGE, as recorded in Plat Book 61, Page 45 of said Public Records;

34. Thence Westerly along the North line of the South 120 feet of said Lot 1 and its Westerly extension to a point of intersection with the East line of Lot 2 of said SOUTHRIDGE;

35. Thence Northerly along said East line to the Northeast corner of said Lot 2, said point lying on the North line of the South 1/4 of the Northwest 1/4 of the Northwest 1/4 of said Section 26;

36. Thence Westerly along the North line of the South 1/4 of the Northwest 1/4 of the Northwest 1/4 of said Section 26 to the East right-of-way line of Hillcrest Avenue;

37. Thence Northerly along said Hillcrest Avenue to the Southwest corner of Section 23, Township 29 South, Range 15 East;

38. Thence Easterly along the South line of said Section 23 to a point of intersection with the Northerly extension of Lot 43 as shown on the Plat entitled CLEARVIEW HEIGHTS, as recorded in Plat Book 46, Page 34 of said Public Records;

39. Thence South along said Northerly extension to the Northwest corner of said Lot 43;

40. Thence Southerly along the Westerly lines of said Lot 43 to its Southwesterly corner;

41. Thence Southeasterly along the most Southerly lines of Lots 43 and 44 to the Southwesterly corner of Lot 45;

42. Thence Easterly along the South line of Lot 45 to the Northwest corner of Lot 46 of said Subdivision;

43. Thence Southerly to the Southwest corner of Lot 46;

44. Thence Easterly along the South line of said Lot 46 and its Easterly extension to the East right-of-way line of Highland Avenue;

45. Thence Northerly along said East right-of-way line to the South line of said Section 23;

46. Thence Easterly along said south line of Section 23 to the Southerly extension of the West line of BELLEAIR PARK ESTATES as recorded in Plat Book 63, Page 39 of said Public Records;

47. Thence Northerly along said extension and the West line of said BELLEAIR PARK ESTATES and its Northerly extension to the North right-of-way line of Nursery Road;

48. Thence Eastward along said North right-of-way line of Nursery Road to its intersection with the Southerly extension of the East line of Lot 7, HIGHLAND MANOR SECOND ADDITION as recorded in Plat Book 63, Page 51 of said Public Records;

49. Thence Northerly along said extension and the East line of said Lot 7 to its intersection with the South line of Lot 15, HIGHLAND MANOR FIRST ADDITION as recorded in Plat Book 55, Page 52 of said Public Records;

50. Thence Easterly along the South lines of Lots 15 and 16 to a point 6 feet East of the Southwest corner of Lot 16;
51. Thence Northerly along a line 6 feet East of and parallel to the West line of Lot 16 and its Northerly extension to the centerline of Seabreeze Street;
52. Thence Eastward along the centerline of Seabreeze Street to the centerline of Lake Avenue;
53. Thence southerly along the centerline of Lake Avenue to the centerline of Belleair Road;
54. Thence Easterly along the centerline of Belleair Road to its intersection with the Southerly extension of the East property line of Lot 9, BAEHA SUBDIVISION as recorded in Plat Book 57, Page 66 of said Public Records;
55. Thence Northerly along the Southerly extension of the East property line of said Lot 9 to the Southeast corner of said Lot 9;
56. Thence Northerly along the East boundary line of said BAEHA SUBDIVISION, 329.76 feet to the Northeast corner of Lot 8 of said BAEHA SUBDIVISION;
57. Thence Westerly, 48.60 feet, along the North property line of said Lot 8 to the Southeast corner of Lot 7 of said BAEHA SUBDIVISION;
58. Thence Northerly along the East boundary line of said BAEHA SUBDIVISION 86.20 feet;
59. Thence S.88°35'35"E. along the Easterly boundary line of said BAEHA SUBDIVISION, 35.01 feet;
60. Thence N.00°06'09"E. along the East boundary line of said BAEHA SUBDIVISION, 198.00 feet;
61. Thence S.89°53'51"E. along the Easterly boundary line of said BAEHA SUBDIVISION, 20.00 feet;
62. Thence N.00°06'09"E. along the East boundary line of said BAEHA SUBDIVISION, 2.57 feet to the Southwest corner of Lot 9 as shown on the Plat entitled MEADOW DALE as recorded in Plat Book 40, Page 74 of said Public Records;
63. Thence East along the South line of said MEADOW DALE to the Southeast corner of Lot 8 of said MEADOW DALE, said point also being the Northeast corner of Lot 6 as shown on the Plat entitled PLANTATION, as recorded in Plat Book 135, Pages 38 and 39 of said Public Records;
64. Thence S.00°03'46"W. along the East line of Lot 6 of said PLANTATION, 30.66 feet to the Northwest corner of Lot 7 of said PLANTATION;
65. Thence S.70°36'52"E. along the Northerly line of said PLANTATION, 564.41 feet;
66. Thence S.88°33'09"E. along the Northerly line of said PLANTATION, 90.00 feet, to a point along the West right-of-way of Belcher Road;
67. Thence Southerly along the West right-of-way line of Belcher Road and the Southerly extension of said right-of-way line to the centerline of Belleair Road;
68. Thence Easterly along the centerline of Belleair Road to the centerline of U.S. Highway 19;
69. Thence Southerly along the centerline of U.S. Highway 19 to the centerline of Allen's Creek;

70. Thence Easterly along the centerline of Allen's Creek to the Westerly boundary of Tampa Bay;
71. Thence East to the West right-of-way line of State Road 611;
72. Thence Southeasterly along said West right-of-way line to a point of intersection with a line bearing N.27°30'01"E. from the Northwest corner of the Northeast 1/4 of the Northeast 1/4 of the Northeast 1/4 of Section 33, Township 29 South, Range 16 East;
73. Thence S.27°30'01"W. to the Northwest corner of the Northeast 1/4 of the Northeast 1/4 of the Northeast 1/4 of Section 33, Township 29 South, Range 16 East;
74. Thence South along the East line of the West 1/2 of the Northeast 1/4 of the Northeast 1/4 of the Northeast 1/4 of said Section 33 to a point 208.70 feet North of the Southeast corner of the West 1/2 of the Northeast 1/4 of the Northeast 1/4 of the Northeast 1/4 of said Section 33;
75. Thence West to a point lying 30.00 feet West of the East line of the West 1/2 of the Northeast 1/4 of the Northeast 1/4 of the Northeast 1/4 of said Section 33 and lying 208.69 feet North of the South line of the West 1/2 of the Northeast 1/4 of the Northeast 1/4 of the Northeast 1/4 of said Section 33;
76. Thence South along a line 30.00 feet West of and parallel with the East line of the West 1/2 of the Northeast 1/4 of the Northeast 1/4 of the Northeast 1/4 of said Section 33, and its Southerly extension, to a point of intersection with the South right-of-way line of 162nd Avenue North and its Easterly extension;
77. Thence West along the South right-of-way line of 162nd Avenue North and its Easterly extension to a point of intersection with the East right-of-way line of 49th Street North;
78. Thence South along the East right-of-way line of 49th Street North and its Southerly extension to a point of intersection with the North line of the Southwest 1/4 of the Southeast 1/4 of Section 33, Township 29 South, Range 16 East;
79. Thence West along said North line to a point of intersection with the Easterly right-of-way line of Lightwave Drive as shown on the Plat entitled BAYSIDE CONCOURSE, as recorded in Plat Book 117, Pages 76 and 77 of said Public Records;
80. Thence Northeast along said Easterly right-of-way to a point of intersection with the South line of Lot 1 of said BAYSIDE CONCOURSE;
81. Thence West along the South line of Lots 1 and 3 of said BAYSIDE CONCOURSE to the Westerly right-of-way said Lightwave Drive;
82. Thence Southwesterly along the Westerly right-of-way line of said Lightwave Drive and its Southwesterly extension to a point of intersection with the Southerly and Westerly right-of-way line of Roosevelt Boulevard;
83. Thence Southeasterly along said Southerly and Westerly right-of-way line of Roosevelt Boulevard and its Southerly extension to a point of intersection with the South right-of-way line of 150th Avenue North;
84. Thence East along said South right-of-way line to a point of intersection with the Southwesterly right-of-way line of Roosevelt Boulevard;
85. Thence Southeast along said Southwesterly right-of-way line to a point of intersection with the West right-of-way line of 46th Street North;

86. Thence South along said West right-of-way line to a point of intersection with the South line of the Northeast 1/4 of the Northeast 1/4 of the Northeast 1/4 of Section 4, Township 30 South, Range 16 East;
87. Thence West along said South line to a point of intersection with the East right-of-way line of 49th Street North;
88. Thence North along said East right-of-way line 495 feet more or less to a point of intersection with the Easterly extension of the North line of that parcel described in Official Records Book 14810, Page 888, of said Public Records;
89. Thence West along said Easterly extension to a point of intersection with the West right-of-way line of 49th Street North as described in Official Records Book 7660, Pages 1411 through 1416, of said Public Records, said point also being the Northeast corner of said parcel described in Official Records Book 14810, Page 888, of said Public Records;
90. Thence Westerly along the Northerly line of said parcel described in Official Records Book 14810, Page 888, of said Public Records, the following two (2) courses: S.89°16'03"W., 272.87 feet;
91. Thence N.00°46'17"W., 170.25 feet, to the Southeast corner of that parcel described in Official Records Book 3381, Page 71, of said Public Records;
92. Thence N.01°W. along the East line of said parcel, 36.49 feet, to the Northeast corner of said parcel;
93. Thence West along the North line of said parcel, 282.11 feet, to the Northwest corner of said parcel;
94. Thence S.01°E. along the West line of said parcel, 36.49 feet to the Southwest corner of said parcel, said point also lying on the North line of that parcel described in Official Records Book 14810, Page 888, of said Public Records;
95. Thence N.89°31'33"W. along said North line, 50.01 feet to the Northwest corner of said parcel;
96. Thence S.00°49'25"E. along the West line of said parcel, said line also being the East line of Lot 7 in the Northeast 1/4 of Section 4, Township 30 South, Range 16 East, as shown on the plat entitled PINELLAS GROVES, as recorded in Plat Book 1, Page 55 of said Public Records, to a point of intersection with the North line of the South 330 feet of said Lot 7;
97. Thence West along the North line of the South 330 feet of said Lot 7 and its Westerly extension to a point of intersection with the East line of the Northwest 1/4 of said Section 4;
98. Thence continue West along the North line of the South 330 feet of Lot 16 in the Northwest 1/4 of Section 4, Township 30 South, Range 16 East, as shown on the plat entitled PINELLAS GROVES, as recorded in Plat Book 1, Page 55 of said Public Records, to a point of intersection with the West line of said Lot 16;
99. Thence South along the West line of said Lot 16 to a point of intersection with the South line of the Northeast 1/4 of the Northwest 1/4 of said Section 4;
100. Thence West along said South line to the Northeast corner of Lot 11 as shown on the plat entitled RUBIN ICOT CENTER, as recorded in Plat Book 117, Pages 79 through 85 of said Public Records;
101. Thence Southerly along the Easterly line of said RUBIN ICOT CENTER, said line also being

the centerline of Cross Bayou Canal, to a point of intersection with the North line of the South 1/2 of the South 1/2 of said Section 4;

102. Thence East along said North line to the Northeast corner of the South 1/2 of the South 1/2 of said Section 4, said point also being the Northwest corner of the Southwest 1/4 of the Southwest 1/4 of Section 3, Township 30 South, Range 16 East;

103. Thence East along the North line of the Southwest 1/4 of the Southwest 1/4 of Section 3, Township 30 South, Range 16 East, to a point on the West right-of-way line of Roosevelt Boulevard;

104. Thence Southerly along said West right-of-way line and its Southerly extension to a point of intersection with the centerline of Ulmerton Road;

105. Thence run West along the centerline of Ulmerton Road to a point of intersection with the southerly extension of the East line of that parcel described in Official Records Book 4963, Page 632, of said Public Records;

106. Leaving said centerline, thence run North, along the southerly extension of the East line of said Parcel, to a point on the North right-of-way line of said Ulmerton Road, the same also being the Southeast corner of said Parcel;

107. Thence run Northeasterly along the East line of said Parcel, to the Northeast corner of said Parcel;

108. Thence run West along the North line of said Parcel, to the Northwest corner of said Parcel;

109. Thence run South along the West line of said Parcel, to the Southwest corner of said Parcel, the same also being a point on the North right-of-way line of said Ulmerton Road;

110. Leaving said North right-of-way line, thence run South, along the southerly extension of the West line of said Parcel, to a point on the centerline of said Ulmerton Road;

111. Thence run West along the centerline of said Ulmerton Road to the centerline of U.S. Highway 19 (SR 55);

112. Thence run Southeasterly along the centerline of said U.S. Highway 19 to the centerline of 126th Avenue North, also being the South boundary of the North 1/2 of Section 8, Township 30 South, Range 16 East;

113. Thence run Westerly along the centerline of 126th Avenue North and extensions thereof, also being the South boundary of the North 1/2s of Sections 7 & 8, Township 30 South, Range 16 East, and of Sections 11 & 12, Township 30 South, Range 15 East to the Southerly extension of the centerline of Washington Avenue;

114. Thence run Southerly along the Southerly extension of the centerline of Washington Avenue to a point intersecting with the Easterly extension of the centerline of 122nd Avenue North;

115. Thence run Westerly along said Easterly extension of the centerline of 122nd Avenue North and the centerline of 122nd Avenue North to the centerline of Seminole Boulevard;

116. Thence run Southerly along the centerline of Seminole Boulevard to the centerline of Walsingham Road;

117. Thence run Westerly along the centerline of Walsingham Road to a point of intersection with the East line of the Northwest 1/4 of the Northwest 1/4 of Section 16, Township 30 South, Range 15

East;

118. Thence run Southerly along said East line to a point which intersects with the Easterly extension of the centerline of 114th Avenue;

119. Thence run Westerly along the Easterly extension of the centerline of 114th Avenue, and the centerline of 114th Avenue, and the Westerly extension of the centerline of 114th Avenue;

120. Leaving the Westerly extension of said centerline, thence S.00°18'18"W., 539.89 feet, to the Southeast corner of that parcel described in Official Records Book 13305, Page 795, of said Public Records;

121. Thence run N.88°56'00"W., 345.98 feet, to the Southwest corner of said parcel, the same also being a point on the East right-of-way line of 131st Street North;

122. Thence run North along said East right-of-way line, to a point of intersection with the Easterly extension of the South parcel lines of Lots 1 through 11 of CIMARRON SUBDIVISION as recorded in Plat Book 83, Page 85 of the Public Records of Pinellas County, Florida;

123. Leaving said East right-of-way line, thence run West to the Southeast corner of Lot 1 of said CIMARRON SUBDIVISION;

124. Thence run West along the South parcel lines of Lots 1 through 11 of said CIMARRON SUBDIVISION, to the Southwest corner of said Lot 11;

125. Thence run West along the South line of the North 1/2 of the Northwest 1/4 of said Section 17 to the Southeast corner of INDIAN ROCKS HIGHLANDS SUBDIVISION as recorded in Plat Book 37, Page 93 of said Public Records;

126. Thence run West along the South line of said INDIAN ROCKS HIGHLANDS SUBDIVISION to the Southwest corner of said plat, said point also being the Southeast corner of IMPERIAL GROVES, as recorded in Plat Book 66, Page 77 of said Public Records;

127. Thence run West along the South line of said IMPERIAL GROVES to the Southwest corner of said IMPERIAL GROVES, said point lying on the East right-of-way line of 137th Street North;

128. Thence South along said East right-of-way line to a point of intersection with the Easterly extension of the North line of HILLCREST MANOR SECOND ADDITION, as recorded in Plat Book 66, Page 12 of said Public Records;

129. Thence West along said Easterly extension and along the North line of said HILLCREST MANOR SECOND ADDITION and its Westerly extension to a point of intersection with the West right-of-way line of Oakhurst Road;

130. Thence North along said West right-of-way line to a point of intersection with the centerline of Thacher Avenue;

131. Thence West along said centerline to a point of intersection with the centerline of Currie Lane;

132. Thence North along said centerline to a point of intersection with the centerline of Oliver Street;

133. Thence West along said centerline to a point of intersection with the centerline of Hamlin Boulevard;

134. Thence run Northerly along the centerline of Hamlin Boulevard to a point of intersection with the South right-of-way line of Walsingham Road;

135. Thence run Northwesterly along said South right-of-way line to a point of intersection with the centerline of the Intracoastal Waterway;
136. Thence run Northeasterly along the centerline of the Intracoastal Waterway to a point which intersects with the centerline at the mouth of McKay Creek;
137. Thence run Northeasterly along the centerline of McKay Creek to the centerline of Indian Rocks Road;
138. Thence run Northeasterly along the centerline of Indian Rocks Road to a point of intersection with the Northwesterly extension of the Southwesterly line of Lot 18 as shown on the plat entitled BEL FOREST as recorded in Plat Book 39, Page 11 of said Public Records;
139. Thence Easterly along the South boundary line of said BEL FOREST to the Southeast corner of Lot 13 of said BEL FOREST;
140. Thence Northerly along the East boundary line of said BEL FOREST to the Northeast corner of said BEL FOREST, that point also being the Northwest corner of Lot 5 of MARLEN PARK as recorded in Plat Book 14, Page 11 of said Public Records;
141. Thence Easterly along the North line of Lot 5 of said MARLEN PARK and the Easterly extension thereof to the centerline of Valencia Boulevard;
142. Thence Southerly along the centerline of Valencia Boulevard to the centerline of Sunset Drive;
143. Thence Easterly along the centerline of Sunset Drive to the West line of Lot 8 as shown on the plat entitled TWIN LAKE GARDENS as recorded in Plat Book 41, Page 12 of said Public Records;
144. Thence North along the West line of Lots 7 and 8 of said TWIN LAKE GARDENS to the Northwest corner of Lot 7 of said TWIN LAKE GARDENS;
145. Thence East along the North line of Lot 7 of said TWIN LAKE GARDENS to the West right-of-way line of Twin Lakes Drive;
146. Thence Northeasterly along the West right-of-way of Twin Lake Drive to the West right-of-way line of Overbrook Boulevard;
147. Thence North along the West right-of-way of Overbrook Boulevard to the Southeast corner of Lot 3 of said TWIN LAKE GARDENS;
148. Thence West along the South line of said Lot 3 to the Southwest corner of said Lot 3;
149. Thence North along the West line of said Lot 3 to the Northwest corner of said Lot 3;
150. Thence East along the North line of said Lot 3 to the Northeast corner of said Lot 3;
151. Thence North along the West right-of-way of Overbrook Boulevard to the Southeast corner of Lot 1 of said TWIN LAKE GARDENS;
152. Thence West along the South line of said Lot 1 to the Southwest corner of said Lot 1;
153. Thence North along the West line of said Lot 1 to the Northwest corner of said Lot 1, said point lying on the South right-of-way line of West Bay Drive;
154. Thence West along said South right-of-way line to a point which intersects with the Southerly extension of the West line of Lot 17, Block 1 of SUN VILLAGE as recorded in Plat Book 34, Page 68

of said Public Records;

155. Thence North along the West parcel line of Lots 5, 6, 7, 8 and 17, Block 1 of said SUN VILLAGE to the Northwest corner of Lot 5, Block 1 of said SUN VILLAGE;

156. Thence East along the North parcel line of said Lot 5, Block 1 to the Northeast corner of said Lot 5, Block 1;

157. Thence Southeasterly to the Northwest corner of Lot 3, Block 2 of said SUN VILLAGE;

158. Thence East along the North parcel lines of Lots 1, 2 and 3, Block 2 of said SUN VILLAGE and the Easterly extension thereof to the Northwest corner of Lot 3, Block 6 of said SUN VILLAGE, that point also being on the East right-of-way of Temple Lane;

159. Thence North along the East right-of-way line of Temple Lane to the North right-of-way line of Duncan Drive;

160. Thence East along the North right-of-way line of Duncan Drive to the East right-of-way line of West Overbrook Street;

161. Thence South along the East right-of-way line of West Overbrook Street to the Northwest corner of Lot 133 of BELLEAIR MANOR UNIT 1 & UNIT 2 as recorded in Plat Book 43, Pages 24 and 25 of said Public Records;

162. Thence East along the North lines of Lots 133 through 144 of said BELLEAIR MANOR UNIT 1 & UNIT 2 to the Northeast corner of Lot 144 of said BELLEAIR MANOR UNIT 1 & UNIT 2;

163. Thence Southeasterly to the Northwest corner of Lot 172 of said BELLEAIR MANOR UNIT 1 & UNIT 2, that point being on the East right-of-way line of East Overbrook Street;

164. Thence North along the East right-of-way line of East Overbrook Street to the South right-of-way line of North Overbrook Avenue;

165. Thence East along the South right-of-way line of North Overbrook Avenue to the West right-of-way line of 20th Street Northwest;

166. Thence North along the West right-of-way line of 20th Street Northwest to a point of intersection with the centerline of Mehlenbacher Road;

167. Thence East along the centerline of Mehlenbacher Road to the East right-of-way line of the Pinellas Trail;

168. Thence North along the East right-of-way line of the Pinellas Trail to the Northwest corner of Lot 10, Block 31, as shown on the plat entitled HIGHLAND PARK, as recorded in Plat Book 12, Page 48 of said Public Records, said point lying on the South right-of-way line of 16th Avenue Northwest;

169. Thence Northwest along the West line of said Lot 10, Block 31 and its Northerly extension to a point of intersection with the centerline of 16th Avenue Northwest;

170. Thence East along said centerline to a point of intersection with the Southerly extension of the West line of Lot 50 as shown on the plat entitled MYRTLEDALE as recorded in Plat Book 12, Page 88 of said Public Records, said point lying on the West line of the Southeast 1/4 of the Northeast 1/4 of Section 28, Township 29 South, Range 15 East;

171. Thence Northerly along the West line of the Southeast 1/4 of the Northeast 1/4 of Section 28, Township 29 South, Range 15 East to a point of intersection with the centerline of Ponce De Leon

Boulevard;

172. Thence N.89°07'25"W. along said centerline to a point of intersection with a line bearing S.00°52'35"W from the Southwest corner of that parcel described in Official Records Book 7986, Page 261, of said Public Records;

173. Thence N.00°52'35"E., 40.00 feet to the Southwest corner of said parcel described in Official Records Book 7986, Page 261, of said Public Records;

174. Thence N.04°57'02"E. along the Westerly line of said parcel, said line also being the East right-of-way line of the Pinellas Trail, 448.23 feet to the Northwest corner of said parcel;

175. Thence S.89°15'09"E. along the North line of said parcel, said line also being the Westerly extension of the South line of that parcel described in Official Records Book 16289, Page 1895, of said Public Records, to the Southwest corner of said parcel described in Official Records Book 16289, Page 1895;

176. Thence N.03°16'28"E. along the Westerly line of said parcel described in Official Records Book 16289, Page 1895, 399.96 feet to the Northwest corner of said parcel;

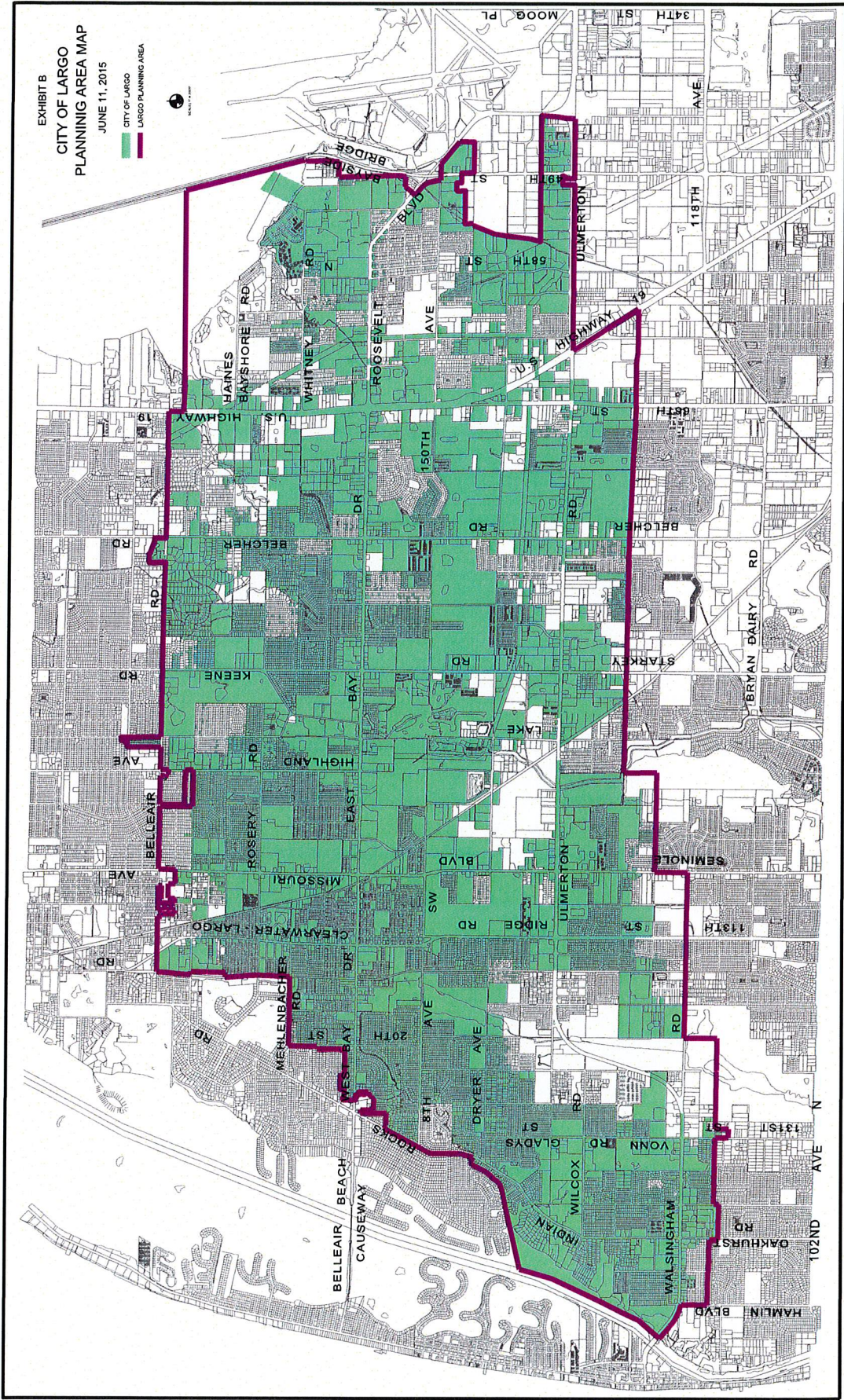
177. Thence S.89°15'09"E, 58.77 feet to a point of intersection with the West line of the Northeast 1/4 of the Northeast 1/4 of Section 28, Township 29 South, Range 15 East;

178. Thence N.01°34'43"E. along said West line to the Northwest corner of the Northeast 1/4 of the Northeast 1/4 of said Section 28, the POINT OF BEGINNING.

Containing 27 square miles, more or less.

EXHIBIT B
CITY OF LARGO
PLANNING AREA MAP
JUNE 11, 2015

CITY OF LARGO
LARGO PLANNING AREA



**SECTION 4:PARCEL
IDENTIFICATION NUMBERS**

Parcel Identification Numbers

PIN	LANDUSEDES	Shape_Area
292916000003300800	CG	42510.376142
292916000003301000	CG	88252.343218
302916000001400300	CG	112985.564264
302916550440000020	CG	36275.216454
302916550440000021	CG	11220.47425
302916550440000021	CG	61539.074935
302916550440000024	CG	57076.763865
302916703264001701	CG	92151.221253
302916703264003104	CG	46235.939184
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312916703441000102	CG	61556.753998
312916703441000103	CG	52504.179744
312916703441001600	CG	84381.549986
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322916703622000702	CG	47413.034459
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322916703623001404	E	8938.549613
322916703623001405	E	40747.230873
322916703623001407	E	9983.72714
322916703623001408	E	9983.966855
322916703623001409	E	24792.317948
322916703623001410	E	7741.919205
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322916703623001422	E	11466.555597
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302916550440000022	RLM	22953.11946
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322916703623000213	RLM	15003.458635
322916703623000215	RLM	14958.699612
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332916403380000090	RLM	12263.977245
332916531230000010	RLM	4542.257565
332916531230000030	RLM	4542.130884
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332916531230000070	RLM	2174.62201
332916531230000100	RLM	1324.921917
332916531230000110	RLM	4116.149096
332916531230000120	RLM	4986.272336
332916531230000130	RLM	4976.381111
332916531230000140	RLM	4991.775674
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332916531230000151	RLM	2497.532524
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332916531230000210	RLM	5994.15434
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322916703623000204	ROG	31901.752028
332916394020010060	ROG	7759.653137
332916394560140050	ROG	3366.25608
332916403380000010	ROG	64271.534359

332916403380000050	ROG	36597.284674
332916403380000070	ROG	18126.030274
332916403380000080	ROG	12264.250724
332916403560010080	ROG	5491.97518
332916403560010090	ROG	1146.967143
322916151560090010	ROL	7859.00452
322916292500010040	ROL	12119.78633
302916218720000004	RU	625271.596937
302916218720000004	RU	19.995983
312916703441000200	RU	592203.723576
312916765720000290	RU	13500.26633
322916151560080060	RU	9129.885443
322916151560080090	RU	8822.974592
322916151560090180	RU	6786.640423
322916151560090190	RU	6730.968493
322916151560090200	RU	13521.860318
322916151560090220	RU	7102.15943
322916151560100010	RU	9618.139505
322916151560100020	RU	7000.062525
322916151560100030	RU	6998.993428
322916151560100040	RU	7000.078264
322916151560100050	RU	7000.012986
322916151560100060	RU	6999.869953
322916151560100070	RU	7000.352686
322916151560100080	RU	6999.477594
322916151560100130	RU	7144.005779
322916151560100140	RU	7224.497462
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322916151560100190	RU	7627.696788
322916151560100200	RU	7706.504576
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322916151560100211	RU	8151.011939
322916292500010010	RU	11023.394535
322916292500040010	RU	21911.922985
322916703623000217	RU	29909.903895
322916703623000218	RU	8409.490674
322916703623000220	RU	22447.585452
322916703623001402	RU	10828.653897
322916703623001403	RU	15041.018713
322916703623001406	RU	9915.31384
332916394020020060	RU	7740.524322
332916394020020250	RU	7734.332975
332916394740010010	RU	8200.289331
332916394740010020	RU	8092.075454
332916394740010050	RU	8420.982045
332916394740010060	RU	8852.799442
332916394740010090	RU	15784.381424

332916394740020010	RU	8165.96551
332916394740020040	RU	8079.273079
332916394740020050	RU	9949.869471
332916394740020060	RU	10570.462784
332916394740020070	RU	8076.294881
332916394740020080	RU	8076.167784
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332916403560010090	RU	6945.697178
332916403560010091	RU	8794.0491
332916403560010120	RU	14560.893425
332916403560010130	RU	29310.430834
332916403560020040	RU	11595.184321
332916403560020050	RU	11596.250478
332916403560020080	RU	11594.832637
332916403560020090	RU	11595.310203
332916403560020100	RU	12320.762876
332916403560020110	RU	10870.136023
332916403560020120	RU	11595.9627
332916403560020130	RU	11939.615325
332916403560030010	RU	10829.798688
332916403560030020	RU	11595.867404
332916403560030030	RU	11597.721695
332916403560030040	RU	11595.562911
302916000001400100	TU	1032.16043
312916765720000010	TU	13367.37679
312916765720000010	TU	49310.123587
302916000001400300	WATER	67948.748688
302916218720000004	WATER	12561.593783
302916218720000004	WATER	26926.138031
302916218720000004	WATER	19.995983
302916550440000020	WATER	18916.059179
302916550440000022	WATER	9298.510378

	Sq. Ft.	Acres	43560
CG TOTAL	1830010.742778	42.0112659	
CN TOTAL	101208.53114	2.323428171	
E TOTAL	269477.588592	6.186354192	
I TOTAL	288592.953637	6.62518259	
P TOTAL	288291.437603	6.618260735	
RL TOTAL	10609.588449	0.243562637	
RLM TOTAL	1030475.857076	23.65647055	
ROG TOTAL	200686.807831	4.607135166	
ROL TOTAL	19978.79085	0.458649928	
RU TOTAL	1879839.882519	43.15518555	
TU TOTAL	63709.66081	1.462572562	
WATER TOTAL	135671.046042	3.114578651	
		140.4626466	

**SECTION 5: CITY OF LARGO
SUPPORTING DOCUMENTS**

Countywide Plan Map Amendment Application Form

Local Government Contact Information

Requesting Local Government:	CITY OF LARGO
Local Government Contact:	RICK PEREZ, PLANNING DIVISION MANAGER
Address:	201 HIGHLAND AVENUE, PO BOX 296, LARGO FL 33779
Phone:	727-587-6749
E-Mail Address:	rperez@largo.com
Local Government Case #:	FLUM20-004
Local Government Ordinance #:	2020-39

Property Owner Contact Information

Name(s):	N/A
Address:	N/A
Phone:	N/A
E-Mail Address:	N/A

Agent Contact Information (if applicable)

Name(s):	N/A
Address:	N/A
Phone:	N/A
E-Mail Address:	N/A

Characteristics of the Subject Property

Site Address(s):	INCLUDES 327 PARCELS LOCATED ALONG US HIGHWAY 19 BETWEEN BELLEAIR RD AND 150th AVE N. AND ALONG EAST BAY DR / ROOSEVELT BLVD BETWEEN LIONS CLUB RD AND 49 TH STREET N.
Total Acreage of the Amendment Area:	733 +/- ACRES
Existing Use(s):	VARIOUS
Proposed Use(s):	ADOPT TWO DISTINCT OVERLAYS (TRANSIT CORE SCALE AND URBAN SCALE) THAT FORM THE LARGO TRI-CITY ACTIVITY CENTER (LTAC) AND ASSOCIATED MULTIMODAL COORIDOR OVERLAYS ALONG US HIGHWAY 19 AND EAST BAY DR / ROOSEVELT BLVD. THE LTAC TOTALS 378 ACRES AND THE MULTIMODAL COORIDOR OVERLAY INCLUDES 355 ACRES.
Parcel Identification #:	VARIOUS
Legal Description of the Amendment Area:	SEE ATTACHED

What is the adjacent roadway's Level of Service (LOS) grade?	THIS PORTION OF US 19 IS LOS "F" AND EAST BAY DR (FROM US 19 TO BELCHER RD) IS LOS "C" AND ROOSEVELT BLVD (FROM US 19 TO 49th ST N) IS LOS "C".	
Does the Amendment Area impact: [check all that apply]	<input checked="" type="checkbox"/> Activity Center <input checked="" type="checkbox"/> Multimodal Corridor <input type="checkbox"/> Planned Redevelopment District <input checked="" type="checkbox"/> Coastal High Hazard Area	<input type="checkbox"/> Industrial or Employment Land <input checked="" type="checkbox"/> Target Employment Center <input type="checkbox"/> Scenic/Noncommercial Corridor

Disclosure of Interest Statement

Do any other persons have any ownership interest in the subject property?	N/A
If so, provide the name and address of the person(s):	N/A
If so, is the interest contingent or absolute?	N/A
If so, what specific interest is held?	N/A
Does a contract exist for the sale of the subject property?	NO
If so, is the contract contingent or absolute?	N/A
If so, provide the names of all parties to the contract:	N/A
Are there any options to purchase the subject property?	N/A
If so, provide the names of all parties to the option:	N/A
Please provide any other pertinent information which the applicant may wish to submit pertaining to the requested plan map amendment:	SEE ATTACHED NARRITAVE

Countywide Plan Map Information

Current Countywide Plan Map Category(ies):	VARIOUS
Proposed Countywide Plan Map Category(ies):	ACTIVITY CENTER AND MULTIMODAL CORRIDOR
Amendment tier (subject to confirmation):	<input type="checkbox"/> Tier I <input type="checkbox"/> Tier II <input checked="" type="checkbox"/> Tier III <input type="checkbox"/> To be determined

Local Future Land Use Plan Map Information

Current Local Future Land Use Plan Map Category(ies):	VARIOUS
Proposed Local Future Land Use Plan Map Category(ies):	ACTIVITY CENTER AND MULTIMODAL CORRIDOR

Local Action Date

Date local ordinance was considered at public hearing and authorized by an affirmative vote of the governing body for transmittal of, and concurrence with, the local government future land use plan map amendment:

SEPTEMBER 1, 2020

Application Checklist

Note: Our email server cannot accept files with a .zip extension. If you need help with transmitting documents electronically, please call 727.464.8250 or email info@forwardpinellas.org.

All Amendments

The following MUST be furnished with all applications (incomplete applications will not be accepted):

- A completed Countywide Plan Map amendment application form
- A map or map series depicting the current and proposed future land use categories of the subject property and surrounding area
- A copy of the ordinance being considered by the governing body
- A copy of the local government staff report and any other pertinent information considered during the local public hearing process
- A GIS shapefile of the amendment area (if technically feasible)
- A boundary survey (if applicable)
- A development agreement (if applicable)*
- Review against locally-adopted Coastal High Hazard Area balancing criteria consistent with Countywide Rules Section 4.2.7.1 A-H (if applicable)
- Review against conversion criteria for employment-related categories and uses of Countywide Rules Section 6.5.4.4 (if applicable)
- Summary of public outreach conducted and/or public comment received (if applicable)

Additional Requirements for Activity Centers (ACs), Multimodal Corridors (MMCs) and Planned Redevelopment Districts (PRDs)

Tier I, II and III amendments must additionally provide the following:

- Parcel specific boundary map(s) of the entire AC, MMC, or PRD, and shapefile or list of parcels
- Current future land use designations and their acreages, permitted uses and maximum densities/intensities
- Proposed future land use designations and their acreages, permitted uses and maximum densities/intensities, including areawide density/intensity averaging if applicable
- For AC and MMC categories, documentation of consistency with size criteria
- For amendments of 10 acres or more, documentation of how the Planning and Urban Design Principles will be addressed

Tier II and III amendments must additionally provide the following:

- Pre-application meeting
- For amendments of 10 acres or more, transportation impact analysis pursuant to Countywide Rules Section 6.2.5
- Enumeration of existing and proposed plan/code provisions, including schedule for proposed adoption

Tier III amendments must additionally provide the following:

- Justification narrative demonstrating one or more of these unanticipated changes:
 - Improvement in transit facilities
 - Increases in population or employment densities
 - Local government funding study for public infrastructure
 - Other unique conditions

* Any development agreement submitted as part of an application for Countywide Plan Map amendment may become a condition of approval of the amendment and will be subject to the provisions of Countywide Rules Section 6.1.5.

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ORDINANCE NO. 2020-39

AN ORDINANCE OF THE CITY OF LARGO, FLORIDA, AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP DESIGNATION OF THE WITHIN DESCRIBED TRACTS OF LAND LOCATED ALONG US HIGHWAY 19, EAST BAY DRIVE AND ROOSEVELT BOULEVARD BETWEEN LIONS CLUB ROAD AND 49TH STREET NORTH, PINELLAS COUNTY, FLORIDA, TO ADD LARGO TRI-CITY ACTIVITY CENTER AND MULTIMODAL CORRIDOR AS OVERLAYS AND AMENDING THE CITY FUTURE LAND USE MAP ON FILE IN THE OFFICE OF THE CITY CLERK PURSUANT TO THE PROVISIONS OF CHAPTER 163, PART II, FLORIDA STATUTES, AND THE PINELLAS COUNTYWIDE PLAN RULES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the State Legislature passed the Local Government Comprehensive Planning and Land Development Regulation Act in 1986 requiring all counties and cities to prepare a Comprehensive Plan; and

WHEREAS, Section 163.3184, Florida Statutes, provides the process by which a local government may adopt amendments to its Comprehensive Plan; and

WHEREAS, public hearings have been held in consideration of a request to amend the City Comprehensive Plan Future Land Use Map and the Countywide Future Land Use Map pursuant to Section 163.3184, Florida Statutes; and

WHEREAS, the City of Largo has requested an amendment to the Countywide Future Land Use Plan for consistency, as herein identified pursuant to the Rules of the Countywide Plan.

NOW, THEREFORE, THE CITY COMMISSION OF THE CITY OF LARGO HEREBY ORDAINS:

Section 1. That pursuant to the Pinellas Countywide Plan Rules and Chapter 163, Part II, Florida Statutes, the designation of Largo Tri-City Activity Center and Multi-Modal Corridor are added overlays to the following described tract of land on the City of Largo Comprehensive Plan Future Land Use Map, as depicted in attached Exhibit "A".

Section 2. That the Future Land Use Map on file in the office of the City Clerk is hereby amended in accordance with the provisions of this ordinance.

Section 3. That it is the intention of the City Commission of the City of Largo that each provision hereof be considered severable, and that the invalidity of any provision of this ordinance shall not affect the validity of any other portion of this ordinance, the Largo Comprehensive Plan, or the Largo Comprehensive Development Code.

Section 4. The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the City that the plan amendment package is complete and of the final adoption of this Ordinance. If timely challenged, this plan amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted plan amendment to be in compliance.

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APPROVED ON FIRST READING _____
PASSED AND ADOPTED ON
SECOND AND FINAL READING _____

CITY OF LARGO, FLORIDA

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Mayor

REVIEWED AND APPROVED:

ATTEST:

City Attorney

City Clerk

EXHIBIT “A”

Map of Largo Tri-City Subject FLUMA




Activity Center Transit Core Overlay – Legal Description

Activity Center Urban Scale Overlay – Legal Description

















MultiModal Corridor Overlay – Legal Description

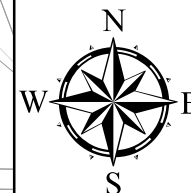
Largo Tri-City SAP Exhibit A

Legend

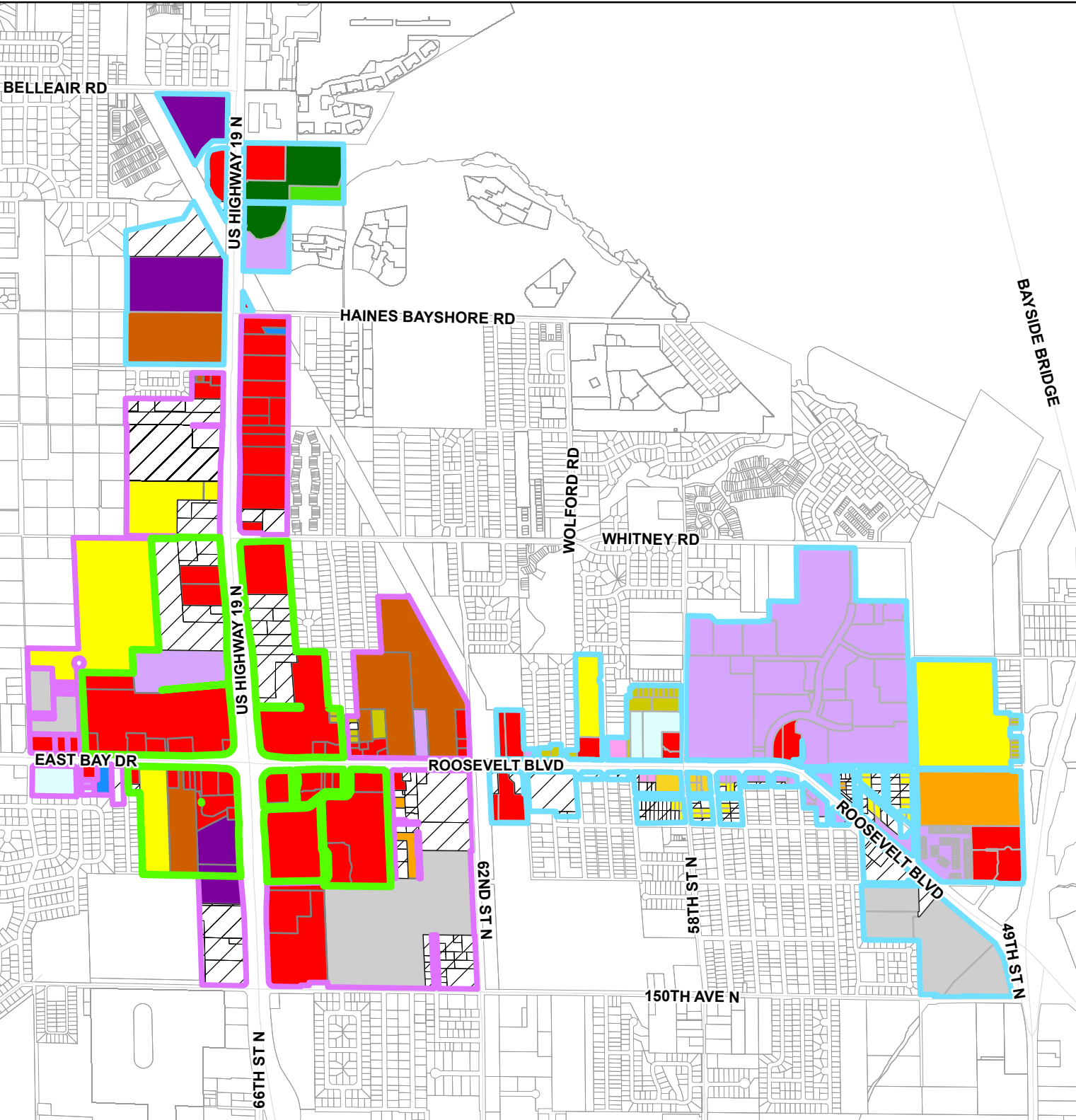
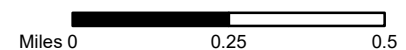
-  MultiModal Corridor Overlay
-  Activity Center Transit Core Scale Overlay
-  Activity Center Urban Scale Overlay

Largo Future Land Use Categories

-  Commercial General (CG)
-  Commercial Neighborhood (CN)
-  Institutional (I)
-  Industrial Limited (IL)
-  Preservation (P)
-  Residential/Office/Retail (R/O/R)
-  Residential Office/Limited (R/OL)
-  Residential/Office General (R/OG)
-  Recreation/Open Space (R/OS)
-  Residential Low (RL)
-  Residential Low Medium (RLM)
-  Residential Medium (RM)
-  Residential Urban (RU)
-  Transportation/Utility (T/U)
-  Outside Largo City Limits Within the SAP Boundary
-  Properties not included in SAP



Publication Date: 6/11/2020



Activity Center Transit Core Overlay

Legal Description

PARCELS OF LAND LYING IN SECTIONS 31 & 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE NORTH 89°31'38" WEST, A DISTANCE OF 100.50 FEET ALONG THE NORTHERLY BOUNDARY OF SAID SECTION 31, TO THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 (SR 55); THENCE SOUTH 05°13'23" EAST, A DISTANCE OF 339.00 FEET, ALONG THE WESTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 19 FOR A POINT OF BEGINNING; THENCE SOUTH 04°25'13" EAST, A DISTANCE OF 221.20 FEET; THENCE SOUTH 06°00'58" EAST, A DISTANCE OF 260.55 FEET; THENCE NORTH 89° 22'24" WEST, LEAVING THE WESTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 19, A DISTANCE OF 517.49 FEET; THENCE NORTH 04°17'29" WEST, A DISTANCE OF 479.54 FEET; THENCE SOUTH 89°31'38" EAST, A DISTANCE OF 509.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE AFOREMENTIONED SECTION 32, AND RUN SOUTH 89°32'15" EAST, ALONG THE NORTH BOUNDARY LINE OF SAID SECTION 32, A DISTANCE OF 694.73 FEET; THENCE SOUTH 04°33'43" EAST, A DISTANCE OF 33.13 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF WHITNEY ROAD ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 04°33'43" EAST, ALONG THE EAST BOUNDARY LINE OF AFOREMENTIONED LOT 6, A DISTANCE OF 646.45 FEET TO THE SOUTH BOUNDARY LINE OF SAID LOT 6; THENCE NORTH 89°31'27" WEST, ALONG SAID SOUTH BOUNDARY LINE, A DISTANCE OF 570.28 FEET TO THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 19 (STATE ROAD NO. 55); THENCE ALONG SAID EAST RIGHT-OF-WAY LINE IN THE FOLLOWING COURSES, NORTH 05°13'23" WEST, A DISTANCE OF 378.56 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE RIGHT WITH A RADIUS OF 5613.58 FEET, AN ARC LENGTH OF 210.67 FEET HAVING A CHORD BEARING AND DISTANCE OF NORTH 04°14'26" WEST, 210.65 FEET; THENCE NORTH 33°25'36" EAST, A DISTANCE OF 47.67 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF WHITNEY ROAD; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING COURSES, NORTH 87°22'06" EAST, A DISTANCE OF 185.27 FEET; THENCE NORTH 88°06'17" EAST, A DISTANCE OF 170.14 FEET; THENCE SOUTH 89°32'15" EAST, A DISTANCE OF 187.39 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

Activity Center Transit Core Overlay

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, RUN NORTH 05°13'23" WEST, A DISTANCE OF 287.53 FEET; THENCE RUN NORTH 88°55'47" WEST, A DISTANCE OF 166.76 FEET TO THE POINT OF BEGINNING; THENCE RUN SOUTH 03°39'45" EAST, ALONG THE WEST RIGHT OF WAY LINE OF U.S. HIGHWAY 19, A DISTANCE OF 35.92 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 125.00 FEET; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 91°12'41", AN ARC DISTANCE OF 198.99 FEET, HAVING A CHORD BEARING AND DISTANCE OF SOUTH 41°56'36" WEST, 178.63 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF EAST BAY DRIVE; THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE OF EAST BAY DRIVE: RUN SOUTH 87°32'56" WEST, A DISTANCE OF 1.70 FEET; THENCE RUN SOUTH 01°04'13" WEST, A DISTANCE OF 5.00 FEET; THENCE RUN SOUTH 87°43'26" WEST, A DISTANCE OF 356.54 FEET; THENCE RUN SOUTH 05°14'13" EAST, A DISTANCE OF 2.00 FEET; THENCE RUN NORTH 88°55'47" WEST, A DISTANCE OF 1285.33 FEET; THENCE RUN NORTH 45°43'28" WEST ALONG THE RIGHT OF WAY TAKING PER OFFICIAL RECORDS BOOK 7814, PAGE 502, PUBLIC RECORDS, OF PINELLAS COUNTY, FLORIDA, A DISTANCE OF 14.59 FEET; THENCE RUN NORTH 02°35'15" WEST ALONG THE EAST RIGHT OF WAY LINE OF PINE FOREST DRIVE, A DISTANCE OF 966.55 FEET; THENCE RUN SOUTH 89°13'07" EAST, A DISTANCE OF 616.37 FEET; THENCE RUN NORTH 03°28'16" WEST, A DISTANCE OF 282.12 FEET; THENCE SOUTH 89°13'08" EAST, A DISTANCE OF 1132.67 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF U.S. HIGHWAY 19; THENCE SOUTH 04°14'21" EAST, A DISTANCE OF 290.20 FEET ALONG SAID WEST RIGHT OF WAY LINE OF U.S. HIGHWAY 19; THENCE SOUTH 83°39'02" WEST, A DISTANCE OF 5.00 FEET; THENCE SOUTH 03°27'43" EAST, A DISTANCE OF 105.41 FEET; THENCE SOUTH 05°42'53" EAST, A DISTANCE OF 264.60 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 11418.20 FEET; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°59'55", AN ARC DISTANCE OF 398.30 FEET, HAVING A CHORD BEARING AND DISTANCE OF SOUTH 04°39'54" EAST, 398.28 FEET; THENCE RUN SOUTH 03°39'45" EAST, A DISTANCE OF 12.17 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE WEST 1/4 CORNER OF SAID SECTION 32; THENCE SOUTH 89°28'57" EAST, ALONG THE SOUTH BOUNDARY LINE OF THE NORTHWEST 1/4 OF SAID SECTION 32, A DISTANCE OF 235.91 FEET; THENCE NORTH 00°31'03" EAST, A DISTANCE OF 100.89 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (STATE ROAD NO. 686), FOR A POINT OF BEGINNING; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE, ALONG A CURVE TO THE RIGHT THAT HAS A RADIUS OF 130.00 FEET, AN ARC LENGTH OF 176.70 FEET, A CHORD LENGTH OF 163.41 FEET AND A CHORD BEARING OF NORTH 44°52'52" WEST, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19; THENCE NORTH 05°57'22" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 299.40

Activity Center Transit Core Overlay

FEET; THENCE CONTINUE ALONG SAID EAST RIGHT-OF-WAY LINE NORTH 03°39'54" WEST, A DISTANCE OF 164.10 FEET; THENCE LEAVING SAID EAST RIGHT-OF-WAY SOUTH 89°29'48" EAST, ALONG THE NORTH BOUNDARY LINE OF AFOREMENTIONED LOT 9, A DISTANCE OF 529.28 FEET TO THE WEST BOUNDARY LINE OF AFOREMENTIONED LOT 10; THENCE NORTH 04°33'44" WEST, ALONG THE WEST BOUNDARY LINE OF SAID LOT 10, A DISTANCE OF 20.06 FEET; THENCE LEAVING SAID WEST BOUNDARY LINE NORTH 89°29'48" WEST, A DISTANCE OF 69.23 FEET; THENCE NORTH 04°33'44" WEST, A DISTANCE OF 526.95 FEET; THENCE SOUTH 89°30'38" EAST, A DISTANCE OF 69.23 FEET; THENCE NORTH 04°33'44" WEST, A DISTANCE OF 132.52 FEET, TO THE SOUTHWEST CORNER OF THE PLAT OF "WHITNEY PLACE" AS RECORDED IN PLAT BOOK 85, PAGE 57 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°30'38" EAST, ALONG THE SOUTH BOUNDARY LINE OF SAID PLAT OF "WHITNEY-PLACE", A DISTANCE OF 339.50 FEET, TO A POINT ON THE WEST BOUNDARY LINE OF THE AFOREMENTIONED "DODGE SUBDIVISION"; THENCE SOUTH 04°13'57" EAST, ALONG THE WEST BOUNDARY LINE OF SAID "DODGE SUBDIVISION", A DISTANCE OF 680.67 FEET, TO THE NORTHWEST CORNER OF LOT 5 OF SAID "DODGE SUBDIVISION"; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 135.38 FEET, TO THE NORTHEAST CORNER OF SAID LOT 5; THENCE SOUTH 03°53'55" EAST, ALONG THE EAST BOUNDARY LINE OF LOTS 2, 3, 4, 5 AND A PORTION OF LOT 1 OF SAID "DODGE SUBDIVISION", A DISTANCE OF 587.37 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (STATE ROAD NO. 686); THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD, (STATE ROAD NO. 686) NORTH 89°28'57" WEST, A DISTANCE OF 243.70 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE ALONG A CURVE TO THE LEFT THAT HAS A RADIUS OF 5799.58 FEET, AN ARC LENGTH OF 314.77 FEET, A CHORD LENGTH OF 314.73 FEET AND A CHORD BEARING OF SOUTH 88°57'46" WEST; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE NORTH 89°09'26" WEST, A DISTANCE OF 144.77 FEET; THENCE NORTH 83°37'33" WEST, 182.38 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN NORTH 88°55'46" WEST, ALONG THE NORTH BOUNDARY OF THE SOUTHEAST 1/4 OF SAID SECTION 31, A DISTANCE OF 585.12 FEET; THENCE SOUTH 01°04'14" WEST, A DISTANCE OF 50.00 FEET, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE (STATE ROAD NO. 686) FOR A POINT OF BEGINNING; THENCE SOUTH 88°55'47" EAST, ALONG THE AFOREMENTIONED SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 119.05 FEET; THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE SOUTH 86°28'59" EAST, A DISTANCE OF 187.36 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 130.00 FEET, AN ARC LENGTH OF 189.27 FEET, A CHORD BEARING AND DISTANCE OF SOUTH 44°46'27" EAST, 172.99 FEET; TO THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 (STATE ROAD NO. 55); THENCE ALONG SAID RIGHT-OF-WAY LINE SOUTH 03°03'55" EAST, A DISTANCE OF 342.58 FEET; THENCE SOUTH 03°31'36" EAST, A DISTANCE OF 140.53 FEET; THENCE SOUTH 03°03'55" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 41.52 FEET TO A POINT ON A NON-TANGENT CURVE; THENCE

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CONTINUING ALONG SAID WEST RIGHT-OF-WAY LINE ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 4549.66 FEET, AN ARC LENGTH OF 9.40 FEET, A CHORD BEARING AND DISTANCE OF SOUTH 01°14'55" WEST, 9.40 FEET; TO A POINT OF COMPOUND CURVATURE; THENCE ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 4617.66 FEET, AN ARC LENGTH OF 266.47 FEET, A CHORD BEARING AND DISTANCE OF SOUTH 00°27'50" EAST, 266.43 FEET TO A POINT OF TANGENCY; THENCE SOUTH 02°07'01" EAST, A DISTANCE OF 96.63 FEET TO A POINT ON A CURVE; THENCE ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 5763.58 FEET, AN ARC LENGTH OF 269.52 FEET, A CHORD BEARING AND DISTANCE OF SOUTH 03°27'24" EAST, 269.50 FEET; THENCE LEAVING SAID WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, NORTH 88°53'16" WEST, A DISTANCE OF 507.69 FEET; THENCE NORTH 88°52'35" WEST, A DISTANCE OF 665.60 FEET; THENCE NORTH 01°54'35" WEST, A DISTANCE OF 1080.63 FEET; THENCE SOUTH 88°05'25" WEST, A DISTANCE OF 135.00 FEET; THENCE NORTH 01°54'35" WEST, A DISTANCE OF 219.71 FEET; TO A POINT ON SAID SOUTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE (STATE ROAD NO. 686) THENCE SOUTH 88°55'47" E, ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 872.65 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST; THENCE SOUTH 02°06'46" EAST, ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, A DISTANCE OF 471.04 FEET; THENCE NORTH 87°53'14" EAST, DEPARTING THE WEST LINE OF SAID SOUTHWEST 1/4, A DISTANCE OF 147.73 FEET TO POINT ON THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 19 AND A POINT OF BEGINNING; THENCE NORTH 03°41'00" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 250.80 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 130.14 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 91°54'17", A DISTANCE OF 208.75 FEET, HAVING A CHORD BEARING AND DISTANCE OF NORTH 42°16'09" EAST, 187.08 FEET TO A POINT OF TANGENCY OF SAID CURVE, SAID POINT LYING ON THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD; THENCE NORTH 88°13'17" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 221.41 FEET; THENCE NORTH 88°07'54" EAST, A DISTANCE OF 59.93 FEET; THENCE NORTH 88°14'03" EAST, A DISTANCE OF 320.38 FEET; THENCE NORTH 89°28'57" EAST, A DISTANCE OF 23.47 FEET; THENCE SOUTH 89°28'53" EAST, A DISTANCE OF 220.64 FEET; THENCE SOUTH 89°23'18" EAST, A DISTANCE OF 90.13 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 239.18 FEET; THENCE SOUTH 00°31'03" WEST, A DISTANCE OF 4.00 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 148.03 FEET; THENCE SOUTH 56°42'03" EAST, DEPARTING THE SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD, A DISTANCE OF 36.89 FEET; THENCE SOUTH 02°23'38" EAST, A DISTANCE OF 245.96 FEET; THENCE SOUTH 02°23'13" EAST, A DISTANCE OF 1129.32 FEET; THENCE NORTH 89°21'52" WEST, A DISTANCE OF 799.82 FEET; THENCE NORTH 02°22'26" WEST, A DISTANCE OF 43.31 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE LEFT HAVING A RADIUS OF 101.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°22'31", A DISTANCE OF 7.75 FEET, HAVING A CHORD BEARING AND DISTANCE OF NORTH 65°04'44" EAST, 7.75 FEET TO A POINT OF TANGENCY OF SAID

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CURVE; THENCE NORTH 02°06'28" WEST, A DISTANCE OF 44.57 FEET; THENCE SOUTH 52°04'46" WEST, A DISTANCE OF 50.61 FEET; THENCE SOUTH 89°13'28" WEST, A DISTANCE OF 641.55 FEET, TO A POINT OF CURVATURE OF A CURVE CONCAVE LEFT HAVING A RADIUS OF 3854.41 FEET; THENCE THE NEXT FOLLOWING SIX COURSES ALONG THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 (1) NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°28'46", A DISTANCE OF 234.07 FEET, HAVING A CHORD BEARING AND DISTANCE OF NORTH 01°57'47" WEST, 234.04 FEET, TO A POINT OF TANGENCY OF SAID CURVE POINT (2) NORTH 03°38'09" WEST, A DISTANCE OF 329.94 FEET; (3) SOUTH 85°53'29" WEST, A DISTANCE OF 1.99 FEET; (4) NORTH 03°41'36" WEST, A DISTANCE OF 150.02 FEET; (5) NORTH 03°08'19" EAST, A DISTANCE OF 100.73 FEET; (6) NORTH 03°39'49" WEST, A DISTANCE OF 123.91 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THOSE PARCELS PSTA LOT 3, POA LOT 4, POA LOT 5, POA LOT 7, POA LOT 10, AND POA LOT 11, PER LARGO CROSSINGS, PLAT BOOK 138, PAGE 13, PINELLAS COUNTY, FLORIDA.

CONTAINING 159.3 ACRES, MORE OR LESS

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Legal Description

PARCELS OF LAND LYING IN SECTIONS 29, 30, 31 & 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT NORTHEAST CORNER OF THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 30, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN SOUTH 01°01'52" WEST, 723.41 FEET ALONG THE EAST LINE OF THE SOUTHEAST ¼ OF SECTION 30, TO THE SOUTH RIGHT-OF-WAY LINE OF CENTRAL AVENUE (A 100 FOOT RIGHT-OF-WAY) AS EXTENDED EAST; THENCE NORTH 89°37'13" WEST, 100.00 FEET ALONG SAID LINE TO THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 19 (A 200 FOOT RIGHT-OF-WAY), AND THE POINT OF BEGINNING; THENCE SOUTH 01°01'52" WEST, 311.68 FEET ALONG SAID RIGHT-OF-WAY LINE; THENCE NORTH 89°36'17" WEST, 377.55 FEET; THENCE NORTH 00°45'31" EAST, 311.56 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF CENTRAL AVENUE; THENCE SOUTH 89°37'13" EAST, 379.04 FEET ALONG SAID LINE TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST ¼ OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 88°47'44" EAST, ALONG THE SOUTH BOUNDARY OF THE NORTHWEST 1/4 OF SAID SECTION 29 TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 100.00 FEET; THENCE SOUTH 00°42'42" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 33.00 FEET, TO THE POINT OF BEGINNING; THENCE SOUTH 88°47'47" EAST, LEAVING SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 566.31 FEET; THENCE SOUTH 00°23'55" WEST, A DISTANCE OF 232.59 FEET; THENCE SOUTH 00°23'43" WEST, A DISTANCE OF 237.79 FEET; THENCE SOUTH 00°35'33" WEST, A DISTANCE OF 90.79 FEET; THENCE SOUTH 00°24'41" WEST, A DISTANCE OF 210.31 FEET; THENCE SOUTH 00°24'31" WEST, A DISTANCE OF 201.77 FEET; THENCE SOUTH 00°26'02" WEST, A DISTANCE OF 335.86 FEET; THENCE SOUTH 00°25'01" WEST, A DISTANCE OF 100.00 FEET; THENCE SOUTH 00°25'10" WEST, A DISTANCE OF 151.92 FEET; THENCE SOUTH 00°25'19" WEST, A DISTANCE OF 335.62 FEET; THENCE SOUTH 00°24'53" WEST, A DISTANCE OF 414.38 FEET; THENCE NORTH 89°12'39" WEST, A DISTANCE OF 291.05 FEET; THENCE NORTH 89°22'00" WEST, A DISTANCE OF 284.00 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 19; THENCE NORTH 01°01'58" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 413.93 FEET; THENCE NORTH 01°31'19" EAST, A DISTANCE OF 336.54 FEET; THENCE NORTH 01°08'11" EAST, A DISTANCE OF 152.42 FEET; THENCE NORTH 00°27'32" EAST, A DISTANCE OF 99.99 FEET; THENCE NORTH 01°01'56" EAST, A DISTANCE OF 118.00 FEET; THENCE NORTH 01°01'42" EAST, A DISTANCE OF 219.15 FEET;

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THENCE NORTH 01°01'50" EAST, A DISTANCE OF 757.44 FEET; THENCE NORTH 01°02'19" EAST, A DISTANCE OF 218.56 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°49'18" EAST, A DISTANCE OF 400.02 FEET ALONG THE SOUTH BOUNDARY OF SAID SOUTHWEST 1/4 OF SECTION 29, TO A POINT ON THE SOUTHERLY EXTENSION OF THE EAST BOUNDARY OF PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 7301, PAGE 2155, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTH 00°33'18" EAST, ALONG SAID EXTENSION AND EAST BOUNDARY OF THE PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 7301, PAGE 2155, A DISTANCE OF 58.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 00°33'18" EAST, ALONG SAID EAST BOUNDARY OF THE PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 7301, PAGE 2155, A DISTANCE OF 133.40 FEET TO THE NORTHEAST CORNER OF SAID PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 7301, PAGE 2155; THENCE NORTH 89°53'42" WEST, ALONG THE NORTH BOUNDARY OF SAID PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 7301, PAGE 2155, A DISTANCE OF 276.74 FEET TO A POINT THAT IS 6.00 FEET EAST OF THAT PROPERTY DESCRIBED AS PARCEL 131 IN OFFICIAL RECORDS BOOK 6184, PAGE 21, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA THENCE SOUTH 01°12'56" EAST, A DISTANCE OF 96.18 FEET; THENCE SOUTH 45°41'49" EAST, A DISTANCE OF 55.08 FEET; THENCE NORTH 89°49'18" EAST, PARALLEL WITH AND 58.00 FEET NORTH OF THE SOUTH BOUNDARY OF SAID SOUTHWEST 1/4, A DISTANCE OF 233.99 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 30, THENCE RUN NORTH 89°31'38" WEST, ALONG THE SOUTH BOUNDARY LINE OF SAID SECTION 30, 100.00 FEET; THENCE NORTH 01°01'52" EAST, 100.00 FEET WEST OF AND PARALLEL TO THE EAST BOUNDARY LINE OF SAID SECTION 30, 415.00 FEET; THENCE NORTH 89°31'38" WEST, 16.00 FEET; TO THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 FOR A POINT OF BEGINNING; THENCE CONTINUE NORTH 89°30'53" WEST, 508.35 FEET TO THE EAST BOUNDARY LINE OF SAID LOT 30; THENCE, SOUTH 00°35'54" WEST, ALONG SAID EAST BOUNDARY LINE 431.25 FEET TO THE SOUTHWEST CORNER OF SAID LOT 30; THENCE, LEAVING THE EAST BOUNDARY LINE OF SAID LOT 30, NORTH 89°31'35" WEST, ALONG THE SOUTH BOUNDARY LINES OF SAID LOTS 29 AND 30, 606.11 FEET TO THE SOUTHWEST CORNER OF SAID LOT 29; THENCE LEAVING SAID SOUTH BOUNDARY LINE, NORTH 00°09'06" EAST, ALONG THE WEST BOUNDARY LINE OF SAID LOT 29, 657.17 FEET, TO THE NORTHWEST CORNER OF SAID LOT 29; THENCE LEAVING SAID WEST BOUNDARY LINE, SOUTH 89°33'46" EAST, ALONG THE NORTH BOUNDARY LINE OF SAID LOTS 29 THROUGH 32, A

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DISTANCE OF 1121.30 FEET TO THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19; THENCE LEAVING SAID NORTH BOUNDARY LINE, SOUTH 01°01'52" WEST, ALONG THE WEST RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 19, A DISTANCE OF 226.73 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 01°42'20" WEST, ALONG THE NORTH AND SOUTH ½ SECTION LINE TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE A DISTANCE OF 87.10 FEET; THENCE SOUTH 88°55'47" EAST, ALONG SAID NORTH RIGHT-OF-WAY A DISTANCE OF 30.00 FEET, TO A POINT OF BEGINNING; THENCE NORTH 01°41'25" WEST, A DISTANCE OF 1253.97 FEET; THENCE SOUTH 89°10'49" EAST, A DISTANCE OF 611.69 FEET; THENCE NORTH 02°35'46" WEST, A DISTANCE OF 1330.54 FEET; THENCE SOUTH 89°29'23" EAST, A DISTANCE OF 931.43 FEET; THENCE SOUTH 03°57'19" EAST, A DISTANCE OF 1336.75 FEET; THENCE NORTH 89°13'09" WEST, A DISTANCE OF 321.02 FEET; THENCE SOUTH 03°28'20" EAST, A DISTANCE OF 282.33 FEET; THENCE NORTH 89°12'10" WEST, A DISTANCE OF 616.72 FEET, THENCE NORTH 02°36'54" WEST, A DISTANCE OF 61.15 FEET TO A CURVE TO THE LEFT HAVING A RADIUS OF 60.00 FEET, AN ARC DISTANCE OF 314.16 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 87°24'16" WEST, 60.00 FEET; THENCE SOUTH 02°35'37" E, A DISTANCE OF 1033.80 FEET, TO A POINT ON THE SAID NORTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE; THENCE SOUTH 88°55'47" EAST, A LONG SAID NORTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE, A DISTANCE OF 601.58 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE NORTH BOUNDARY LINE OF SAID SOUTHWEST ¼ OF SECTION 32, A DISTANCE OF 1193.28 FEET; THENCE NORTH 03°53'52" WEST, A DISTANCE OF 90.33 FEET, TO A POINT OF INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (STATE ROAD 686) AND THE EAST RIGHT-OF-WAY LINE OF DODGE STREET FOR A POINT OF BEGINNING; THENCE CONTINUE ON SAID EAST RIGHT-OF-WAY LINE OF DODGE STREET NORTH 03°53'52" WEST, A DISTANCE OF 337.77 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 133.00 FEET; THENCE NORTH 03°53'52" WEST, A DISTANCE OF 80.00 FEET; THENCE NORTH 89°28'57" WEST, A DISTANCE OF 133.00 FEET; THENCE NORTH 03°53'52" WEST, A DISTANCE OF 80.00 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 133.00 FEET; THENCE NORTH 03°53'52" WEST, A DISTANCE OF 770.16 FEET; THENCE SOUTH 89°30'39" EAST, A DISTANCE OF 340.31 FEET; THENCE NORTH 03°33'30" WEST, A DISTANCE OF 668.72 FEET; THENCE SOUTH 89°30'47" EAST, A DISTANCE OF 343.42 FEET; THENCE NORTH 03°13'33" WEST, A DISTANCE OF 10.02 FEET; THENCE SOUTH

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89°30'47" EAST, A DISTANCE OF 31.25 FEET; THENCE SOUTH 28°38'54" EAST, A DISTANCE OF 1454.99 FEET; THENCE SOUTH 02°33'38" EAST, A DISTANCE OF 672.23 FEET, TO A POINT ON THE SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (STATE ROAD 686); THENCE NORTH 89°28'57" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 649.38 FEET; THENCE NORTH 03°13'33" WEST, A DISTANCE OF 1267.21 FEET; THENCE NORTH 89°30'12" WEST, A DISTANCE OF 29.06 FEET; THENCE SOUTH 03°13'33" EAST, A DISTANCE OF 1266.99 FEET, TO A POINT ON THE SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (STATE ROAD 686); THENCE NORTH 89°28'57" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 768.91 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER QUARTER-CORNER OF SAID SECTION 31; THENCE SOUTH 88°55'47" EAST, ALONG THE EAST AND WEST 1/4 LINE OF SAID SECTION 31; 33.00 FEET NORTHERLY OF AND PARALLEL TO THE SOUTHERLY RIGHT-OF-WAY BOUNDARY OF EAST BAY DRIVE (SR NO. 686), A DISTANCE OF 56.18 FEET TO A POINT OF INTERSECTION WITH THE PROLONGED EASTERLY RIGHT-OF-WAY BOUNDARY OF NEWPORT ROAD; THENCE SOUTH 01°04'13" WEST, ALONG THE SAID PROLONGED EASTERLY RIGHT-OF-WAY BOUNDARY OF NEWPORT ROAD, A DISTANCE OF 33.00 FEET, TO A POINT OF INTERSECTION WITH THE NORTHERN BOUNDARY OF NEW PORT UNIT NO. 1 AS RECORDED IN PLAT BOOK 53, PAGE 60, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE SOUTH 01°04'13" WEST, CONTINUING ALONG SAID EASTERLY RIGHT-OF-WAY BOUNDARY OF THE 60.00 FOOT RIGHT-OF-WAY OF NEWPORT ROAD, AND THE BOUNDARY OF NEW PORT UNIT NO. 1, AS SHOWN ON THE SAID PLAT OF NEW PORT UNIT NO. 1, A DISTANCE OF 55.00 FEET FOR A POINT OF BEGINNING: THENCE ON AN ARC TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, AN ARC DISTANCE OF 39.27 FEET, HAVING A CHORD BEARING AND DISTANCE OF NORTH 46°04'13" EAST, 35.36 FEET, TO A POINT OF TANGENCY; THENCE SOUTH 88°55'47" EAST, ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF THE 30.00 FOOT RIGHT-OF-WAY OF THE SERVICE ROAD (PROPOSED) 30.00 FEET SOUTHERLY OF AND PARALLEL TO THE SOUTHERLY RIGHT-OF-WAY BOUNDARY OF SAID EAST BAY DRIVE (SR-686) A DISTANCE OF 467.74 FEET TO A POINT OF CURVATURE; THENCE ON AN ARC TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, AN ARC DISTANCE OF 37.99 FEET, HAVING A CHORD BEARING AND DISTANCE OF SOUTH 45°23'31.5" EAST, 34.44 FEET, TO A POINT OF TANGENCY ON THE WESTERLY RIGHT-OF-WAY BOUNDARY OF THE 60.00 FEET RIGHT-OF-WAY OF BEDFORD CIRCLE (EAST) AND THE BOUNDARY OF NEW PORT UNIT 1 AS SHOWN ON THE PLAT OF SAID NEW PORT UNIT NO. 1; THENCE SOUTH 01°51'16" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY BOUNDARY OF BEDFORD CIRCLE (EAST) AND THE BOUNDARY OF NEW PORT UNIT NO. 1, A DISTANCE OF 336.72 FEET; THENCE NORTH 88°55'47" WEST, CONTINUING ALONG THE NORTHERLY BOUNDARY OF BLOCK 49, NEW PORT UNIT NO. 1, A DISTANCE OF 534.88 FEET; THENCE NORTH 01°04'13" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY BOUNDARY OF NEW PORT ROAD, A DISTANCE OF 335.00 FEET TO THE POINT OF BEGINNING.

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TOGETHER WITH

COMMENCE AT THE CENTER $\frac{1}{4}$ CORNER OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE SOUTH $88^{\circ}55'47''$ EAST, ALONG THE EAST AND WEST $\frac{1}{4}$ LINE OF SAID SECTION 31, 33.00 FEET FROM AND PARALLEL TO THE SOUTHERN RIGHT-OF-WAY OF EAST BAY DRIVE, A DISTANCE OF 613.85 FEET; THENCE SOUTH $01^{\circ}04'13''$ WEST, A DISTANCE OF 33.00 FEET TO A POINT OF INTERSECTION WITH THE SAID SOUTHERN RIGHT-OF-WAY LINE OF EAST BAY DRIVE AND POINT OF BEGINNING; THENCE SOUTH $88^{\circ}55'47''$ EAST, ALONG SAID SOUTHERN RIGHT-OF-WAY LINE OF EAST BAY DRIVE A DISTANCE OF 338.33 FEET; THENCE SOUTH $01^{\circ}50'46''$ EAST, A DISTANCE OF 366.96 FEET; THENCE NORTH $88^{\circ}55'47''$ WEST, A DISTANCE OF 214.39 FEET; THENCE SOUTH $88^{\circ}08'44''$ WEST, A DISTANCE OF 150.00 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF BEDFORD CIRCLE EAST; THENCE NORTH $01^{\circ}51'16''$ WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF BEDFORD CIRCLE EAST A DISTANCE OF 348.31 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 25.00 FEET; THENCE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF $92^{\circ}55'29''$, AN ARC DISTANCE OF 40.55 FEET, HAVING A CHORD BEARING AND DISTANCE OF NORTH $44^{\circ}36'29''$ EAST, 36.25 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST $\frac{1}{4}$ OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN SOUTH $02^{\circ}07'08''$ EAST, ALONG THE EAST BOUNDARY OF THE SOUTHEAST $\frac{1}{4}$ OF SAID SECTION 31, A DISTANCE OF 1344.98 FEET; THENCE NORTH $88^{\circ}53'17''$ WEST, LEAVING THE EAST BOUNDARY OF THE SOUTHEAST $\frac{1}{4}$ OF SAID SECTION 31, A DISTANCE OF 158.68 FEET TO A POINT ON A CURVE TO THE LEFT ON THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, HAVING A RADIUS OF 5763.58 FEET FOR A POINT OF BEGINNING; THENCE ALONG SAID CURVE A DISTANCE OF 194.09 FEET, THROUGH A CENTRAL ANGLE OF $01^{\circ}55'46''$, A CHORD BEARING OF SOUTH $05^{\circ}45'44''$ EAST, CHORD DISTANCE OF 194.08, TO THE END OF SAID CURVE; THENCE SOUTH $04^{\circ}52'19''$ EAST, A DISTANCE OF 143.75 FEET, ALONG SAID WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19; THENCE NORTH $88^{\circ}52'13''$ WEST, A DISTANCE OF 527.70 FEET; THENCE NORTH $01^{\circ}59'38''$ WEST, A DISTANCE OF 335.98 FEET; THENCE NORTH $88^{\circ}53'17''$ WEST, A DISTANCE OF 508.88 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN SOUTH $02^{\circ}34'25''$ EAST, A DISTANCE OF 33.05; THENCE NORTH $89^{\circ}28'57''$ WEST, A

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DISTANCE OF 835.98 FEET; THENCE SOUTH 02°24'08" EAST, A DISTANCE OF 20.72 FEET, TO THE POINT OF BEGINNING; THENCE SOUTH 02°26'54" EAST, A DISTANCE OF 129.00 FEET; THENCE NORTH 89°25'05" WEST, A DISTANCE OF 168.99 FEET; THENCE NORTH 02°23'32" WEST, A DISTANCE OF 226.00 FEET; THENCE NORTH 42°54'13" EAST, A DISTANCE OF 26.36 FEET; THENCE SOUTH 89°29'01" EAST, A DISTANCE OF 110.00 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHEAST CORNER OF THE NORTHWEST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN NORTH 89°28'57" WEST, A DISTANCE OF 94.92 FEET TO THE CENTER LINE OF MICHIGAN DRIVE; THENCE SOUTH 02°24'08" EAST, ALONG THE CENTER LINE OF SAID MICHIGAN DRIVE, A DISTANCE OF 379.00 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 33.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 02°24'08" EAST, A DISTANCE OF 130.00 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 150.00 FEET; THENCE NORTH 02°24' 08" WEST, A DISTANCE OF 130.00 FEET; THENCE NORTH 89°28'57" WEST, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN SOUTH 02°07'08" EAST, ALONG THE EAST BOUNDARY OF THE SOUTHEAST 1/4 OF SAID SECTION 31, A DISTANCE OF 1430.23 FEET; THENCE NORTH 89°13'28" EAST, A DISTANCE OF 156.57 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 AND A POINT OF BEGINNING; THENCE NORTH 89°13'28" EAST, A DISTANCE OF 636.30 FEET, TO A BEGINNING OF A CURVE CONCAVE TO THE LEFT HAVING A RADIUS OF 117.40 FEET, AN ARC OF 39.74 FEET THROUGH A CENTRAL ANGLE OF 19°23'33", A CHORD BEARING AND DISTANCE OF NORTH 78°08'06" EAST, 39.55 FEET; THENCE SOUTH 02°22'47" EAST, A DISTANCE OF 43.52 FEET; THENCE SOUTH 89°21'36" EAST, A DISTANCE OF 799.73 FEET; THENCE NORTH 02°23'48" WEST, A DISTANCE OF 100.14 FEET; THENCE SOUTH 89°21'41" EAST, A DISTANCE OF 215.95 FEET, THENCE NORTH 02°25'16" WEST, A DISTANCE OF 449.84 FEET; THENCE NORTH 89°25'14" WEST, A DISTANCE OF 149.77 FEET; THENCE NORTH 02°23'34" WEST, A DISTANCE OF 100.00 FEET; THENCE SOUTH 89°25'12" EAST, A DISTANCE OF 274.44 FEET; THENCE SOUTH 02°27'21" EAST, A DISTANCE OF 549.99 FEET; THENCE SOUTH 89°20'45" EAST, A DISTANCE OF 25.04 FEET; THENCE NORTH 02°27'07" WEST, A DISTANCE OF 337.43 FEET; THENCE SOUTH 89°23'27" EAST, A DISTANCE OF 615.28 FEET; THENCE SOUTH 02°33'45" EAST, A DISTANCE OF 1013.38 FEET; THENCE NORTH 89°17'54" WEST, A DISTANCE OF 617.29 FEET; THENCE SOUTH 02°27'07" EAST, A DISTANCE OF 641.81 FEET, TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 150TH AVENUE NORTH; THENCE NORTH 89°14'14" WEST, ALONG THE SAID

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NORTH RIGHT-OF-WAY LINE OF 150TH AVENUE NORTH A DISTANCE OF 1170.14 FEET; THENCE NORTH 02°15'36" WEST, A DISTANCE OF 53.67 FEET; THENCE NORTH 89°22'40" WEST, A DISTANCE OF 221.71 FEET; THENCE SOUTH 01°59'59" EAST, A DISTANCE OF 36.00 FEET; THENCE NORTH 89°13'44" WEST, A DISTANCE OF 102.00 FEET; THENCE SOUTH 02°00'06" EAST, A DISTANCE OF 17.00 FEET; THENCE NORTH 89°07'18" WEST, A DISTANCE OF 328.09 FEET, TO A BEGINNING OF A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 53.00 FEET, AN ARC DISTANCE OF 80.60 FEET, THROUGH A CENTRAL ANGLE OF 87°07'58", A CHORD BEARING AND A DISTANCE OF NORTH 45°01'51" WEST, 73.05 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19; THENCE NORTH 01°27'50" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 717.11 FEET, TO A BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 3240.05 FEET, AN ARC DISTANCE OF 197.92 FEET, THROUGH A CENTRAL ANGLE OF 03°30'00", A CHORD BEARING AND DISTANCE OF NORTH 03°12'50" WEST, 197.89 FEET; THENCE NORTH 02°02'10" EAST, A DISTANCE OF 183.26 FEET, TO A BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 3853.72 FEET, THROUGH A CENTRAL ANGLE OF 01°11'57", AN ARC DISTANCE OF 80.66 FEET, A CHORD BEARING AND DISTANCE OF NORTH 01°26'12" EAST, 80.66 FEET TO THE POINT OF BEGINNING.

CONTAINING 219.5 ACRES, MORE OR LESS

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Legal Description

PARCELS OF LAND LYING IN SECTIONS 29, 30, 32 & 33, TOWNSHIP 29 SOUTH. RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 30: THENCE SOUTH 00°33'24" WEST, ALONG THE EASTERLY BOUNDARY LINE OF SAID SECTION 30, A DISTANCE OF 50.00 FEET; THENCE LEAVING SAID EASTERLY BOUNDARY LINE, NORTH 89°37'47" WEST, A DISTANCE OF 100.00 FEET TO THE INTERSECTION OF THE WEST RIGHT -OF-WAY LINE OF U.S. HIGHWAY 19 AND THE SOUTH RIGHT-OF-WAY LINE OF BELLEAIR ROAD FOR A POINT OF BEGINNING; THENCE SOUTH 00°33'24" WEST, ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 559.32 FEET, MORE OR LESS, TO THE APPROXIMATE CENTERLINE OF ALLEN'S CREEK; THENCE LEAVING SAID WEST RIGHT-OF-WAY LINE, SOUTH 89°57'37" WEST, A DISTANCE OF 176.00 FEET; THENCE SOUTH 45°43'02" WEST, ALONG SAID CENTERLINE, A DISTANCE OF 143.00 FEET; THENCE SOUTH 30°53'27" WEST, ALONG SAID CENTERLINE, A DISTANCE OF 211.10 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF A FLORIDA POWER CORPORATION (DUKE ENERGY) RIGHT-OF-WAY LINE AS RECORDED IN OFFICIAL RECORDS BOOK 1398, PAGE 547 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTH 28°57'32" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 966.86 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF BELLEAIR ROAD; THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE, SOUTH 89°37'47" EAST, ALONG THE SOUTH RIGHT-OF-WAY LINE OF BELLEAIR ROAD, A DISTANCE OF 860.34 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF SECTION 30, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA: THENCE SOUTH 00°51'16" WEST, ALONG THE EASTERLY BOUNDARY LINE OF SAID SECTION 30, A DISTANCE OF 694.48 FEET; THENCE LEAVING SAID EASTERLY BOUNDARY LINE, NORTH 89°08'44" WEST, A DISTANCE OF 100.00 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 AND A POINT OF BEGINNING; THENCE SOUTH 00°51'16" WEST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 633.94 FEET TO THE MEAN HIGH WATER LINE OF ALLEN'S CREEK AT ELEVATION 1.1; THENCE MEANDER ALONG SAID MEAN HIGH WATER LINE APPROXIMATED PER PROPERTY APPRAISER DATA, AS FOLLOWS:

THENCE NORTH 89°59'37" WEST, LEAVING SAID WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 94.36 FEET; THENCE NORTH 64°22'49" WEST, A DISTANCE OF 29.44 FEET; THENCE NORTH 33°41'29" WEST, A DISTANCE OF 12.92 FEET; THENCE NORTH 52°07'26" WEST, A DISTANCE OF 20.43 FEET; THENCE NORTH 36°52'16" WEST, A DISTANCE OF 17.92 FEET; THENCE NORTH 38°07'09" WEST, A DISTANCE OF 30.32 FEET; THENCE NORTH 25°12'04" WEST, A DISTANCE OF 11.59 FEET; THENCE NORTH 28°04'29" WEST, A DISTANCE OF 10.49 FEET; THENCE NORTH 29°44'28" WEST, A DISTANCE OF

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9.95 FEET; THENCE NORTH 23°57'40" WEST, A DISTANCE OF 12.16 FEET; THENCE NORTH 25°38'40" WEST, A DISTANCE OF 17.11 FEET; THENCE NORTH 39°17'12" WEST, A DISTANCE OF 8.77 FEET; THENCE NORTH 29°03'10" WEST, A DISTANCE OF 6.35 FEET; THENCE NORTH 23°12'02" WEST, A DISTANCE OF 9.40 FEET; THENCE NORTH 33°41'22" WEST, A DISTANCE OF 8.90 FEET; THENCE NORTH 24°46'39" WEST, A DISTANCE OF 8.84 FEET; THENCE NORTH 19°26'24" WEST, A DISTANCE OF 11.13 FEET; THENCE NORTH 08°07'42" WEST, A DISTANCE OF 13.09 FEET; THENCE NORTH 01°29'28" WEST, A DISTANCE OF 40.55 FEET; THENCE NORTH 04°45'54" WEST, A DISTANCE OF 21.58 FEET; THENCE NORTH 00°00'00" EAST, A DISTANCE OF 17.92 FEET; THENCE NORTH 14°02'08" EAST, A DISTANCE OF 29.55 FEET; THENCE NORTH 03°21'54" WEST, A DISTANCE OF 30.51 FEET; THENCE NORTH 03°48'47" WEST, A DISTANCE OF 26.94 FEET; THENCE NORTH 06°42'44" WEST, A DISTANCE OF 30.67 FEET; THENCE NORTH 00°00'00" EAST, A DISTANCE OF 39.42 FEET; THENCE NORTH 03°34'38" WEST, A DISTANCE OF 28.73 FEET; THENCE NORTH 03°00'47" EAST, A DISTANCE OF 34.09 FEET; THENCE NORTH 03°48'52" EAST, A DISTANCE OF 26.94 FEET; THENCE NORTH 13°14'24" EAST, A DISTANCE OF 31.29 FEET; THENCE NORTH 20°13'32" EAST, A DISTANCE OF 36.28 FEET; THENCE NORTH 37°34'06" EAST, A DISTANCE OF 29.39 FEET; THENCE NORTH 55°48'20" EAST, A DISTANCE OF 26.33 FEET; THENCE NORTH 78°18'38" EAST, A DISTANCE OF 33.98 FEET; THENCE NORTH 77°41'55" EAST, A DISTANCE OF 52.07 FEET; THENCE NORTH 82°44'11" EAST, A DISTANCE OF 39.33 FEET; THENCE NORTH 83°21'33" EAST, A DISTANCE OF 56.53 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN SOUTH 00°51'16" WEST, ALONG THE WESTERLY BOUNDARY LINE OF SAID SECTION 29, A DISTANCE OF 624.42 FEET; THENCE SOUTH 89°03'26" EAST, LEAVING THE WESTERLY BOUNDARY LINE OF SAID SECTION 29, A DISTANCE OF 100.00 FEET, TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, AND A POINT OF BEGINNING; THENCE CONTINUE SOUTH 89°03'26" EAST, A DISTANCE OF 1190.62 FEET; THENCE SOUTH 00°18'07" EAST, A DISTANCE OF 706.30 FEET; THENCE NORTH 89°03'26" WEST, A DISTANCE OS 1204.88 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 19; THENCE NORTH 00°51'16" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 706.13 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST ¼ OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN NORTH 00°51'16" EAST, ALONG THE WESTERLY BOUNDARY LINE OF SAID SECTION 29, A DISTANCE OF 500.00 FEET; THENCE SOUTH 89°47'44" EAST, DISTANCE OF 115.00 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S.

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HIGHWAY NO. 19, AND A POINT OF BEGINNING; THENCE NORTH 00°51'16" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 816.08 FEET; THENCE SOUTH 89°03'26" EAST, A DISTANCE OF 537.59 FEET; THENCE SOUTH 00°16'29" WEST, A DISTANCE OF 818.63 FEET; THENCE NORTH 88°47'44" WEST, A DISTANCE OF 545.88 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST ¼ OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 88°47'44" EAST, ALONG THE SOUTH BOUNDARY OF THE NORTHWEST 1/4 OF SAID SECTION 29 TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 115.00 FEET; THENCE NORTH 00°51'16" EAST, A DISTANCE OF 30.00 FEET, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 00°51'16" EAST, A DISTANCE OF 225.25 FEET; THENCE SOUTH 27°08'44" EAST, A DISTANCE OF 256.23 FEET; THENCE NORTH 88°47'44" WEST, A DISTANCE OF 120.29 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST ¼ OF SECTION 29 , TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE NORTH 89°39'04" WEST, A DISTANCE OF 100.00 FEET, TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 AND POINT OF BEGINNING; THENCE SOUTH 01°01'52" WEST, ALONG SAID WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 623.36 FEET; THENCE NORTH 89°37'13" WEST, A DISTANCE OF 1172.23; THENCE NORTH 00°04'27" EAST, A DISTANCE OF 622.69 FEET; THENCE SOUTH 89°39'04" EAST, A DISTANCE OF 15.00 FEET; THENCE NORTH 00°04'27" EAST, A DISTANCE OF 667.10 FEET; THENCE SOUTH 89°39'06" EAST, A DISTANCE OF 1178.78 FEET, TO A POINT ON THE SAID WEST RIGHT-OF-WAY LINE OF U.S. NO. 19; THENCE SOUTH 01°01'52" WEST, ALONG SAID WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 667.17 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 317.02 FEET; THENCE NORTH 02°13'08" WEST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 90.58 FEET, TO A

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POINT OF BEGINNING; THENCE CONTINUE NORTH 02°13'08" WEST, A DISTANCE OF 587.50 FEET; THENCE SOUTH 89°26'18" EAST, A DISTANCE OF 321.05 FEET; THENCE SOUTH 01°52'11" EAST, A DISTANCE OF 467.32 FEET; THENCE NORTH 88°08'22" EAST, A DISTANCE OF 125.00 FEET; THENCE SOUTH 01°51'49" EAST, 93.00 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE SOUTH 64°10'23" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 65.72 FEET; THENCE NORTH 89°28'57" WEST, A DISTANCE OF 50.00 FEET; THENCE SOUTH 01°50'54" EAST, A DISTANCE OF 3.00 FEET; THENCE NORTH 89°26'38" WEST, A DISTANCE OF 332.45 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT NORTHEAST CORNER OF LOT 6, "PINELLAS GROVES", IN THE SOUTHEAST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, AS RECORDED IN PLAT BOOK 1, PAGE 55 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 03°14'28" EAST, ALONG THE EASTERLY BOUNDARY LINE OF SAID LOT 6, A DISTANCE OF 326.84 FEET TO A POINT OF BEGINNING; THENCE CONTINUE SOUTH 03°14'28" EAST, A DISTANCE OF 349.86 FEET TO THE SOUTHEAST CORNER OF SAID LOT 6; THENCE NORTH 89°26'04" WEST, ALONG THE SOUTH BOUNDARY LINE OF SAID LOT 6, A DISTANCE OF 433.66 FEET TO THE EAST BOUNDARY LINE OF FLORIDA POWER CORPORATION RIGHT-OF-WAY RECORDED IN OFFICIAL RECORDS BOOK 1405, PAGE 0582 AND OFFICIAL RECORDS BOOK 1482, PAGE 0732 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTH 02°34'26" WEST, ALONG SAID FLORIDA POWER CORPORATION EAST RIGHT-OF-WAY LINE, A DISTANCE OF 349.76 FEET; THENCE LEAVING SAID EAST RIGHT-OF-WAY LINE SOUTH 89°24'52" EAST, A DISTANCE OF 100.45 FEET; THENCE NORTH 02°34'26" WEST, A DISTANCE OF 276.15 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE SOUTH 89° 28'57" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD A DISTANCE OF 135.20 FEET; THENCE LEAVING SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD, SOUTH 02°34'26" EAST, A DISTANCE OF 87.00 FEET; THENCE SOUTH 45°53'46" EAST, A DISTANCE OF 87.45 FEET; THENCE SOUTH 02°34'26" EAST, A DISTANCE OF 129.00 FEET; THENCE SOUTH 89°24'52" EAST, A DISTANCE OF 133.84 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 811.54 FEET; THENCE NORTH 01° 51'48" WEST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 122.53 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 01°51'48" WEST, A DISTANCE OF 102.57 FEET; THENCE NORTH 88°08'29" EAST, A DISTANCE OF 142.96 FEET; THENCE NORTH 01°30'31" WEST, A

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DISTANCE OF 35.46 FEET; THENCE NORTH 88°29'21" EAST, A DISTANCE OF 127.35 FEET; THENCE SOUTH 01°30'31" EAST, A DISTANCE OF 140.07 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE SOUTH 49°48'01" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 57.58 FEET; THENCE NORTH 89°28'57" WEST, A DISTANCE OF 187.00 FEET; THENCE NORTH 52°35'26" WEST, A DISTANCE OF 48.63 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 1143.01 FEET; THENCE NORTH 01°30'38" WEST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 129.73 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 01°30'38" WEST, A DISTANCE OF 75.00 FEET; THENCE NORTH 88°29'27" EAST, A DISTANCE OF 130.34 FEET; THENCE NORTH 01°07'19" WEST, A DISTANCE OF 1143.55 FEET; THENCE SOUTH 89°11'55" EAST, A DISTANCE OF 299.50 FEET; THENCE SOUTH 01°09'35" EAST, A DISTANCE OF 267.08 FEET, TO A BEGINNING OF A CURVE CONCAVE TO THE LEFT HAVING A RADIUS OF 50.00 FEET, AN ARC LENGTH OF 78.01 FEET THROUGH A CENTRAL ANGLE OF 89°23'41", A CHORD BEARING AND A DISTANCE OF SOUTH 07°02'53" WEST, 70.34 FEET; THENCE SOUTH 42°45'33" WEST, A DISTANCE OF 8.66 FEET, TO A BEGINNING OF A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 14.00 FEET, AN ARC LENGTH OF 11.38 FEET, THROUGH A CENTRAL ANGLE OF 46°34'52", A CHORD BEARING AND DISTANCE OF SOUTH 24°24'52" EAST, 11.07 FEET; THENCE SOUTH 01°08'24" EAST, A DISTANCE OF 907.71 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE NORTH 89°28'57" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 101.86 FEET; THENCE NORTH 00°06'23" EAST, A DISTANCE OF 3.00 FEET; THENCE NORTH 89°28'57" WEST, A DISTANCE OF 287.58 FEET; THENCE NORTH 48°20'06" WEST, A DISTANCE OF 55.25 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 1633.46 FEET; THENCE NORTH 01°09'04" WEST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 90.37 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 01°09'04" WEST, A DISTANCE OF 270.05 FEET; THENCE SOUTH 89°28'38" EAST, A DISTANCE OF 235.89 FEET; THENCE NORTH 00°24'45" WEST, A DISTANCE OF 500.06 FEET; THENCE SOUTH 89°29'00" EAST, A DISTANCE OF 40.97 FEET; THENCE SOUTH 00°24'32" EAST, A DISTANCE OF 15.77 FEET; THENCE SOUTH 89°21'34" EAST, A DISTANCE OF 610.67 FEET; SOUTH 00°02'20" EAST, A DISTANCE OF 168.16 FEET; THENCE SOUTH 89°25'32" EAST, A DISTANCE

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OF 18.00 FEET; THENCE SOUTH 00°16'14" WEST, A DISTANCE OF 584.67 FEET TO A POINT ON NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE NORTH 89°28'57" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 893.96 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST ¼ OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET; THENCE NORTH 00°16'13" EAST, LEAVING SAID CENTERLINE A DISTANCE OF 103.52 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 00°16'13" EAST, A DISTANCE OF 1246.24 FEET; THENCE NORTH 89°57'31" EAST, A DISTANCE OF 10.00 FEET; THENCE NORTH 00°16'04" EAST 474.41 FEET; THENCE SOUTH 88°47'47" EAST, A DISTANCE OF 271.67 FEET; THENCE SOUTH 45°24'51" EAST, A DISTANCE OF 97.77 FEET; THENCE NORTH 89°36'41" EAST, A DISTANCE OF 528.92 FEET, TO A BEGINNING OF CURVE CONCAVE TO THE LEFT HAVING A RADIUS OF 19.99 FEET, AN ARC DISTANCE OF 15.91 FEET, THROUGH A CENTRAL ANGLE OF 45°35'23", A CHORD BEARING AND DISTANCE OF NORTH 66°47'57" EAST, 15.49 FEET, TO A POINT OF REVERSE CURVATURE WITH A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 19.99 FEET, AN ARC DISTANCE OF 15.91 FEET, THROUGH A CENTRAL ANGLE OF 45°35'23", A CHORD BEARING AND DISTANCE OF SOUTH 66°47'57" WEST, 15.49 FEET; THENCE SOUTH 89°14'22" EAST, A DISTANCE OF 74.81 FEET; THENCE NORTH 00°25'00" WEST, A DISTANCE OF 233.68 FEET; THENCE SOUTH 89°27'25" EAST, A DISTANCE OF 337.00 FEET; THENCE NORTH 00°38'37" WEST, A DISTANCE OF 645.77 FEET; THENCE SOUTH 89°26'11" EAST, A DISTANCE OF 700.48 FEET; THENCE SOUTH 00°47'30" EAST, A DISTANCE OF 628.79 FEET; THENCE SOUTH 89°27'31" EAST, A DISTANCE OF 605.32 FEET; THENCE SOUTH 01°34'06" EAST, A DISTANCE OF 707.25 FEET; THENCE SOUTH 89°37'35" EAST, A DISTANCE OF 10.00 FEET; THENCE SOUTH 01°36'39" EAST, A DISTANCE OF 1264.79 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE NORTH 89°57'16" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686), A DISTANCE OF 997.36 FEET; THENCE SOUTH 00°02'44" WEST, A DISTANCE OF 15.00 FEET; THENCE NORTH 89°57'16" WEST, A DISTANCE OF 325.04 FEET, TO A BEGINNING OF CURVE CONCAVE TO THE LEFT HAVING A RADIUS OF 825.69 FEET, AN ARC DISTANCE OF 366.64 FEET, THROUGH A CENTRAL ANGLE OF 25°26'30", A CHORD BEARING AND DISTANCE OF NORTH 77°14'34" WEST, 363.64 FEET; THENCE NORTH 89°57'29" WEST, A DISTANCE OF 290.37 FEET; THENCE SOUTH 00°02'32" WEST, A DISTANCE OF 5.00 FEET; THENCE NORTH 89°57'16" WEST, A DISTANCE OF 461.54 FEET; THENCE NORTH 00°16'18 EAST, A DISTANCE OF 5.00 FEET; THENCE NORTH 89°57'16" WEST, A DISTANCE OF 262.72; THENCE NORTH 41°14'24" WEST, A DISTANCE OF 10.93 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

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COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°56'33" EAST, A DISTANCE OF 30.00 FEET, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, TO THE EAST RIGHT-OF-WAY LINE OF BOLESTA ROAD AS DESCRIBED IN OFFICIAL RECORDS BOOK 5114, PAGE 1454, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, FOR A POINT OF BEGINNING; THENCE NORTH 01°33'12" WEST, A DISTANCE OF 1303.87 FEET ALONG SAID EAST RIGHT-OF-WAY LINE; THENCE SOUTH 89°36'07" EAST, A DISTANCE OF 969.33 FEET ALONG THE SOUTH RIGHT-OF-WAY LINE OF NORTHERN AVENUE AS DESCRIBED IN SAID OFFICIAL RECORDS BOOK 5114, PAGE 1454; THENCE SOUTH 01°17'41" EAST, A DISTANCE OF 633.97; THENCE SOUTH 89°46'18" EAST, A DISTANCE OF 165.01 FEET; THENCE SOUTH 01°17'29" EAST, A DISTANCE OF 29.02 FEET; THENCE SOUTH 89°36'54" EAST, A DISTANCE OF 134.58 FEET; THENCE SOUTH 01°22'25" EAST, A DISTANCE OF 153.74 FEET; THENCE NORTH 89°22'38" WEST, A DISTANCE OF 134.82 FEET; THENCE SOUTH 01°17'29" EAST, A DISTANCE OF 98.91 FEET; THENCE SOUTH 89°31'47" EAST, A DISTANCE OF 134.95 FEET; THENCE SOUTH 01°22'25" EAST, A DISTANCE OF 295.68 FEET; THENCE NORTH 89°59'17" WEST, A DISTANCE OF 135.34 FEET; THENCE SOUTH 01°17'29" EAST, A DISTANCE OF 85.63 FEET TO THE SOUTH BOUNDARY OF THE NORTHEAST ¼ OF SAID SECTION 33; THENCE NORTH 89°56'33" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 1128.25 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 05°16'03" EAST, ALONG THE EAST LINE OF SAID SOUTHEAST 1/4 OF SECTION 32, A DISTANCE OF 55.28 FEET; THENCE LEAVING SAID EAST LINE OF SECTION 32, NORTH 89°30'49" WEST, A DISTANCE OF 40.20 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF 58TH STREET NORTH, AS RECORDED IN OFFICIAL RECORDS BOOK 5940, PAGE 1563, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, AND A POINT OF BEGINNING; THENCE SOUTH 05°16'03" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF 58TH STREET NORTH, A DISTANCE OF 254.74 FEET TO A POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH; THENCE NORTH 89°29'15" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH A DISTANCE OF 320.71 FEET; THENCE NORTH 00°29'11" EAST, LEAVING SAID NORTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH, A DISTANCE OF 135.22 FEET; THENCE NORTH 89°29'15" WEST, A DISTANCE OF 200.00 FEET; THENCE NORTH 00°29'11" EAST, A DISTANCE OF 123.00 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE SOUTH 89°30'49" EAST, A LONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686), A DISTANCE OF 400.00 FEET; THENCE SOUTH 00°29'11" WEST, A DISTANCE OF 5.00 FEET; THENCE SOUTH 89°30'49" EAST, A DISTANCE OF 95.17 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

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COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 05°16'03" EAST. ALONG THE EAST LINE OF SAID SOUTHEAST 1/4 OF SECTION 32, A DISTANCE OF 370.08 FEET; THENCE LEAVING SAID EAST LINE OF SECTION 32, NORTH 89°29'19" WEST, A DISTANCE OF 33.22 FEET TO A POINT OF INTERSECTION OF WEST RIGHT-OF-WAY LINE OF 58TH STREET NORTH AND THE SOUTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH FOR A POINT OF BEGINNING; THENCE SOUTH 05°16'03" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF 58TH STREET NORTH, A DISTANCE OF 280.97 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY OF CRESTMONT AVENUE; THENCE SOUTH 88°39'57" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF CRESTMONT AVENUE NORTH A DISTANCE OF 78.33 FEET; THENCE NORTH 00°30'41" EAST, LEAVING SAID NORTH RIGHT-OF-WAY LINE OF CRESTMONT AVENUE NORTH, A DISTANCE OF 142.06 FEET; THENCE NORTH 89°29'19" WEST, A DISTANCE OF 100.00 FEET; THENCE NORTH 00°30'41" EAST, A DISTANCE OF 140.00 FEET TO SAID SOUTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH; THENCE SOUTH 89°29'19" EAST, A LONG SAID SOUTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 719.80 FEET; THENCE SOUTH 04°18'27" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 90.02 FEET TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF WAVERLY STREET AND A POINT OF BEGINNING; THENCE NORTH 37°10'23" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) A DISTANCE OF 46.25 FEET; THENCE SOUTH 89°58'48" EAST, A DISTANCE OF 229.26 FEET; THENCE SOUTH 54°20'58" EAST, A DISTANCE OF 30.40 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF AVALON AVENUE; THENCE SOUTH 03°51'52" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF AVALON AVENUE, A DISTANCE OF 95.00 FEET; THENCE SOUTH 89°59'20" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF AVALON AVENUE, A DISTANCE OF 282.60 FEET TO A POINT ON EAST RIGHT-OF-WAY LINE OF SAID WAVERLY STREET; THENCE NORTH 04°18'27" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF WAVERLY STREET, A DISTANCE OF 76.00 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 05°16'03" EAST. ALONG WEST BOUNDARY OF SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 480.37 FEET; THENCE LEAVING

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SAID WEST BOUNDARY OF SOUTHWEST 1/4 OF SAID SECTION 33, SOUTH 89°54'36" EAST, A DISTANCE OF 33.07 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF 58TH STREET FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 89°54'36" EAST, A DISTANCE OF 267.71 FEET; THENCE SOUTH 04°47'26" EAST, A DISTANCE OF 120.00 FEET; THENCE NORTH 89°55'33" WEST, A DISTANCE OF 266.70 FEET TO A POINT ON SAID EAST RIGHT-OF-WAY LINE OF 58TH STREET NORTH; THENCE NORTH 05°16'03" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF 58TH STREET NORTH A DISTANCE OF 120.16 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 384.97 FEET; THENCE SOUTH 04°47'30" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 85.21 FEET TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD AND A POINT OF BEGINNING; THENCE NORTH 47°23'11" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 47.37 FEET; THENCE SOUTH 89°58'48" EAST, A DISTANCE OF 215.90 FEET, THENCE SOUTH 47°28'31" EAST, A DISTANCE OF 30.17 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF WAVERLY STREET; THENCE SOUTH 04°20'19" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF WAVERLY STREET, A DISTANCE OF 100.00 FEET; THENCE NORTH 89°54'43" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF WAVERLY STREET, A DISTANCE OF 61.75 FEET; THENCE SOUTH 00°00'56" WEST, A DISTANCE OF 136.34 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH; THENCE NORTH 89°53'40" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH A DISTANCE OF 100.00 FEET; THENCE NORTH 00°01'11" EAST, LEAVING SAID NORTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH, A DISTANCE OF 92.00 FEET; THENCE NORTH 89°53'38" WEST, A DISTANCE OF 59.70 FEET; THENCE SOUTH 56°12'25" WEST, A DISTANCE OF 54.72 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID GEORGE BOULEVARD; THENCE NORTH 04°47'30" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD, A DISTANCE OF 163.07 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 384.97 FEET; THENCE

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SOUTH 04°47'30" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 85.20 FEET TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD; THENCE CONTINUE SOUTH 04°47'30" EAST, A DISTANCE OF 335.03 FEET ALONG SAID EAST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD TO A POINT OF BEGINNING; THENCE SOUTH 89°53'37" EAST, LEAVING SAID EAST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD, A DISTANCE OF 136.75 FEET; THENCE SOUTH 04°19'56" EAST, A DISTANCE OF 120.00 FEET; THENCE NORTH 89°53'37" WEST, A DISTANCE OF 135.78 FEET TO A POINT ON SAID EAST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD; THENCE NORTH 04°47'30" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD A DISTANCE OF 120.08 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST, ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 719.80 FEET; THENCE SOUTH 04°18'27" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 90.02 FEET TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF WAVERLY STREET AND A POINT OF BEGINNING; THENCE NORTH 37°10'23" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) A DISTANCE OF 46.25 FEET; THENCE SOUTH 89°58'48" EAST, A DISTANCE OF 229.26 FEET; THENCE SOUTH 54°20'58" EAST, A DISTANCE OF 30.40 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF AVALON AVENUE; THENCE SOUTH 03°51'52" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF AVALON AVENUE, A DISTANCE OF 95.00 FEET; THENCE SOUTH 89°59'20" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF AVALON AVENUE, A DISTANCE OF 282.60 FEET TO A POINT ON EAST RIGHT-OF-WAY LINE OF SAID WAVERLY STREET; THENCE NORTH 04°18'27" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF WAVERLY STREET, A DISTANCE OF 76.00 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST, ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 1063.71 FEET; THENCE SOUTH 03°51'36" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 86.74 FEET TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF AVALON AVENUE AND A POINT OF BEGINNING; THENCE NORTH 55°12'59" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE

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OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 51.16 FEET, TO A BEGINNING OF A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 682.03 FEET, AN ARC DISTANCE OF 250.39 FEET, THROUGH A CENTRAL ANGLE OF 21°02'04", A CHORD BEARING AND DISTANCE OF SOUTH 78°52'14" EAST, 248.98 FEET, TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF WESTMINISTER AVENUE; THENCE SOUTH 03°23'28" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF WESTMINISTER AVENUE, A DISTANCE OF 115.00 FEET; THENCE SOUTH 89°58'31" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF WESTMINISTER, A DISTANCE OF 143.01 FEET; THENCE NORTH 03°38'24" WEST, A DISTANCE OF 55.05 FEET; THENCE SOUTH 89°59'21" WEST, A DISTANCE OF 141.30 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID AVALON AVENUE; THENCE NORTH 03°51'36" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF AVALON AVENUE, A DISTANCE OF 79.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 1409.00 FEET; THENCE SOUTH 03°24'59" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 191.68 FEET, TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF WESTMINISTER AVENUE AND POINT OF BEGINNING; THENCE NORTH 66°34'56" EAST, A LONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) A DISTANCE OF 31.47 FEET, TO A BEGIN OF A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 682.03 FEET, AN ARC DISTANCE OF 50.84 FEET THROUGH A CENTRAL ANGLE OF 04°16'16", A CHORD BEARING AND DISTANCE OF SOUTH 52°09'34" EAST, 50.83 FEET; THENCE SOUTH 49°59'03" EAST, A DISTANCE OF 293.67 FEET, TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF VERONA STREET; THENCE SOUTH 02°57'55" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF VERONA STREET, A DISTANCE OF 179.75 FEET; THENCE NORTH 89°35'25" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF VERONA STREET, A DISTANCE OF 133.41 FEET; THENCE NORTH 02°57'39" WEST, A DISTANCE OF 99.89 FEET; THENCE NORTH 89°39'03" WEST, A DISTANCE OF 147.62 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID WESTMINISTER AVENUE; THENCE NORTH 03°24'59" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF WESTMINISTER AVENUE, A DISTANCE OF 285.91 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 1409.00 FEET; THENCE SOUTH 03°24'59" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID

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SECTION 33, A DISTANCE OF 191.68 FEET, TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF WESTMINSTER AVENUE; THENCE NORTH 66°34'56" EAST, A LONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) A DISTANCE OF 31.47 FEET, TO A BEGIN OF A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 682.03 FEET, AN ARC DISTANCE OF 50.84 FEET THROUGH A CENTRAL ANGLE OF 04°16'16", A CHORD BEARING AND DISTANCE OF SOUTH 52°09'34" EAST, 50.83 FEET; THENCE SOUTH 49°59'03" EAST, A DISTANCE OF 375.67 FEET; THENCE SOUTH 40°00'57" WEST, A DISTANCE OF 4.00 FEET; THENCE SOUTH 49°59'03" EAST, A DISTANCE OF 27.07 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE SOUTH 49°59'03" EAST, A DISTANCE OF 214.58 FEET; THENCE SOUTH 40°00'43" WEST, LEAVING SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 79.41 FEET; THENCE SOUTH 49°59'15" EAST, A DISTANCE OF 14.04 FEET, TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF CRESMONT AVENUE; THENCE NORTH 89°23'24" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF CRESMONT AVENUE, A DISTANCE OF 130.55 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID VERONA STREET; THENCE NORTH 02°57'37" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF VERONA STREET, A DISTANCE OF 197.00 FEET, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID ROOSEVELT BOULEVARD (SR NO. 686); THENCE NORTH 59°50'27" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 19.29 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°56'33" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 952.96 FEET; THENCE SOUTH 02°28'47" EAST, LEAVING SAID EAST AND WEST CENTERLINE OF SECTION 33, A DISTANCE OF 30.02 FEET, TO A POINT OF INTERSECTION OF SOUTH RIGHT-OF-WAY LINE OF DONALD STREET AND WEST RIGHT-OF-WAY LINE OF RHODES ROAD FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 02°28'47" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF RHODES ROAD, A DISTANCE OF 274.20 FEET, TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686); THENCE NORTH 49°59'03" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 313.47 FEET, TO A BEGIN OF CURVE CONCAVE TO THE LEFT, HAVING A RADIUS OF 822.03 FEET. AN ARC DISTANCE OF 124.72 FEET, THROUGH A CENTRAL ANGLE OF 08°41'35", A CHORD BEARING AND DISTANCE OF NORTH 54°22'13" WEST, 124.60 FEET, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID DONALD STREET; THENCE SOUTH 89°57'16" EAST, ALONG THE SOUTH RIGHT-OF-WAY LINE OF DONALD STREET, A DISTANCE OF 329.56 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

Multimodal Corridor Overlay

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°56'33" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 922.96 FEET; THENCE SOUTH 02°28'47" EAST, LEAVING SAID EAST AND WEST CENTERLINE OF SECTION 33, A DISTANCE OF 30.02 FEET, TO A POINT OF INTERSECTION OF SOUTH RIGHT-OF-WAY LINE OF DONALD STREET AND EAST RIGHT-OF-WAY LINE OF RHODES ROAD; THENCE CONTINUE SOUTH 02°28'47" EAST, ALONG SAID EAST RIGHT-OF-WAY LINE OF RHODES ROAD, A DISTANCE OF 129.81 FEET, TO A POINT OF BEGINNING; THENCE SOUTH 89°57'16" EAST, LEAVING SAID EAST RIGHT-OF-WAY LINE OF RHODES ROAD A DISTANCE OF 100.00 FEET; THENCE SOUTH 02°28'47" EAST, A DISTANCE OF 100.00 FEET; THENCE NORTH 89°57'16" WEST, A DISTANCE OF 70.67 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF KELLERMAN AVENUE; THENCE NORTH 49°57.12" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF KELLERMAN AVENUE A DISTANCE OF 39.76 FEET, TO A POINT OF INTERSECTION OF SAID NORTH RIGHT-OF-WAY LINE OF KELLERMAN AND EAST RIGHT-OF-WAY LINE OF SAID RHODES ROAD; THENCE NORTH 02°28'47" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF RHODES ROAD A DISTANCE OF 74.42 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°56'33" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 659.85 FEET; THENCE SOUTH 02°29'02" EAST, LEAVING SAID EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.25 FEET, TO A POINT OF INTERSECTION OF SOUTH RIGHT-OF-WAY LINE OF DONALD STREET AND EAST RIGHT-OF-WAY LINE OF ALMA AVENUE FOR A POINT OF BEGINNING; THENCE SOUTH 89°57'16" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF DONALD STREET, A DISTANCE OF 144.36 FEET; THENCE SOUTH 01°34'10" EAST, LEAVING SAID SOUTH RIGHT-OF-WAY LINE OF DONALD STREET A DISTANCE OF 252.33 FEET, TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF HOMER STREET; THENCE NORTH 49°57'12" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF HOMER STREET A DISTANCE OF 190.24 FEET, TO A POINT ON SAID EAST RIGHT-OF-WAY LINE OF ALMA AVENUE; THENCE NORTH 02°29'02" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF ALMA AVENUE A DISTANCE OF 130.07 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°57'16" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET; THENCE SOUTH 01°34'10" EAST, LEAVING THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET, TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF DONALD STREET AND THE WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 01°34'10" EAST, ALONG SAID WEST RIGHT-OF-

Multimodal Corridor Overlay

WAY LINE OF BOLESTA ROAD, A DISTANCE OF 160.00 FEET; THENCE NORTH 89°57'16" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD, A DISTANCE OF 145.00 FEET; THENCE NORTH 01°34'10" WEST, A DISTANCE OF 160.00 FEET, TO A POINT ON SAID SOUTH RIGHT-OF-WAY LINE OF DONALD STREET; THENCE SOUTH 89°57'16" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF DONALD STREET, A DISTANCE OF 145.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°57'16" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET; THENCE SOUTH 01°34'10" EAST, LEAVING THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET, TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF DONALD STREET AND THE WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD; THENCE CONTINUE SOUTH 01°34'10" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD, A DISTANCE OF 320.07 FEET FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 01°34'10" EAST, A DISTANCE OF 160.00 FEET; THENCE NORTH 89°57'16" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD, A DISTANCE OF 145.00 FEET; THENCE NORTH 01°34'10" WEST, A DISTANCE OF 160.00 FEET; THENCE SOUTH 89°57'16" EAST, A DISTANCE OF 145.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°57'16" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET; THENCE SOUTH 01°34'10" EAST, LEAVING THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET, TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF DONALD STREET AND THE WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD; THENCE CONTINUE SOUTH 01°34'10" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD, A DISTANCE OF 480.00 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE SOUTH 01°34'10" EAST, A DISTANCE OF 189.40 FEET, TO A POINT OF INTERSECTION OF SAID WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD AND THE NORTH RIGHT-OF-WAY LINE OF HOMER STREET; THENCE NORTH 49°57'53" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF HOMER STREET, A DISTANCE OF 193.84 FEET; THENCE NORTH 01°34'10" WEST, LEAVING SAID NORTH RIGHT-OF-WAY LINE OF HOMER STREET, A DISTANCE OF 64.78 FEET; THENCE SOUTH 89°57'16" EAST, A DISTANCE OF 145.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

Multimodal Corridor Overlay

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 01°34'10" EAST, ALONG THE NORTH AND SOUTH CENTERLINE OF SAID SECTION 33, A DISTANCE OF 766.28 FEET; THENCE SOUTH 88°25'50" EAST, LEAVING THE NORTH AND SOUTH CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET, TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF HOMER STREET AND THE WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 01°34'10" EAST, A DISTANCE OF 280.00 FEET TO A POINT OF INTERSECTION OF SAID WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD AND THE NORTH RIGHT-OF-WAY OF ROOSEVELT BOULEVARD (SR NO. 686); THENCE THE NEXT FOLLOWING FOUR COURSES ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), (1) NORTH 82°44'12" WEST, A DISTANCE OF 55.22 FEET; (2) NORTH 49°32'31" WEST, A DISTANCE OF 235.84 FEET; (3) SOUTH 46°05'31" WEST, A DISTANCE OF 4.00 FEET; (4) NORTH 49°32'31" WEST, A DISTANCE OF 308.71 FEET; THENCE NORTH 01°34'10" WEST, LEAVING SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 130.09 FEET; THENCE NORTH 49°57'12" WEST, A DISTANCE OF 103.00 FEET; THENCE NORTH 01°34'10" WEST, A DISTANCE OF 190.00 FEET TO A POINT ON SAID SOUTH RIGHT-OF-WAY LINE OF HOMER STREET; THENCE SOUTH 49°57'12" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF HOMER STREET, A DISTANCE OF 206.00 FEET; THENCE SOUTH 01°34'10" EAST, LEAVING SAID SOUTH RIGHT-OF-WAY LINE OF HOMER STREET, A DISTANCE OF 190.00 FEET; THENCE SOUTH 49°57'12" EAST, A DISTANCE OF 309.00 FEET; THENCE NORTH 01°34'10" WEST, A DISTANCE OF 2.69 FEET; THENCE NORTH 88°25'38" EAST, A DISTANCE OF 77.00 FEET; THENCE NORTH 01°34'10" WEST, A DISTANCE OF 24.08 FEET; THENCE NORTH 40°02'47" EAST, A DISTANCE OF 70.88 FEET, TO A POINT ON SAID SOUTH RIGHT-OF-WAY LINE OF HOMER STREET; THENCE SOUTH 49°57'12" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF HOMER STREET, A DISTANCE OF 40.03 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°56'33" EAST, A DISTANCE OF 30.00 FEET, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, TO THE EAST RIGHT-OF-WAY LINE OF BOLESTA ROAD AS DESCRIBED IN OFFICIAL RECORDS BOOK 5114, PAGE 1454, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, THENCE SOUTH 01°33'12" EAST, A DISTANCE OF 15.00 FEET TO A POINT OF BEGINNING; THENCE SOUTH 89°56'33" EAST, LEAVING SAID EAST RIGHT-OF-WAY A DISTANCE OF 1134.77 FEET; THENCE SOUTH 01°41'28" EAST, A DISTANCE OF 18.00 FEET; THENCE SOUTH 89°56'33" EAST, A DISTANCE OF 110.30 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF 49TH STREET NORTH; THENCE SOUTH 01°40'33" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF 49TH STREET NORTH A DISTANCE 1274.57 FEET; THENCE SOUTH 12°08'57" WEST, A DISTANCE OF 60.64 FEET; THENCE NORTH 89°32'51" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF 49TH STREET NORTH A DISTANCE OF 320.89 FEET; THENCE

Multimodal Corridor Overlay

NORTH 35°26'50" EAST, A DISTANCE OF 18.29 FEET; THENCE NORTH 89°32'51" WEST, A DISTANCE OF 285.51 FEET; THENCE NORTH 01°43'28" WEST, A DISTANCE OF 1.17 FEET; THENCE NORTH 89°32'51" WEST, TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686) A DISTANCE OF 376.22 FEET; THENCE NORTH 50°00'21" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686) A DISTANCE OF 331.22 FEET; THENCE NORTH 29°38'59" WEST, A DISTANCE OF 47.71 FEET TO A POINT ON SAID EAST RIGHT-OF-WAY LINE OF BOLESTA ROAD; THENCE NORTH 01°36'41" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF BOLESTA ROAD A DISTANCE OF 84.56 FEET; SOUTH 88°23'13" WEST, A DISTANCE OF 1.50 FEET; THENCE NORTH 01°34'06" WEST, A DISTANCE OF 334.76 FEET; THENCE SOUTH 89°45'31" EAST, A DISTANCE 13.70 FEET; NORTH 01°33'12" WEST, A DISTANCE OF 670.29 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTH QUARTER CORNER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE NORTH 01°34'06" WEST, A DISTANCE OF 70.55 FEET TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 01°34'06" WEST, A DISTANCE OF 646.05 FEET; THENCE NORTH 89°22'20" WEST, A DISTANCE OF 657.47 FEET; THENCE NORTH 02°28'37" WEST, A DISTANCE OF 654.72 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF CARL STREET; THENCE SOUTH 89°35'01" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF CARL STREET, A DISTANCE OF 682.36 FEET; THENCE SOUTH 01°33'35" EAST, LEAVING SAID SOUTH RIGHT-OF-WAY LINE OF CARL STREET, A DISTANCE OF 313.39 FEET; THENCE NORTH 89°36'49" WEST, 14.55 FEET; THENCE SOUTH 01°29'36" EAST, A DISTANCE OF 60.76 FEET; THENCE SOUTH 89°25'48" EAST, 14.68 FEET; THENCE NORTH 40°02'47" EAST, A DISTANCE OF 343.36 FEET, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686); THENCE SOUTH 49°57'50" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 892.46 FEET; THENCE SOUTH 30°16'08" EAST, A DISTANCE OF 203.13 FEET TO A POINT OF INTERSECTION OF SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF 49TH STREET NORTH; THENCE SOUTH 13°28'13" EAST, ALONG SAID EAST RIGHT-OF-WAY LINE OF 49TH STREET NORTH, A DISTANCE OF 479.93 FEET, TO A POINT OF INTERSECTION OF SAID EAST RIGHT-OF-WAY LINE OF 49TH STREET NORTH AND THE NORTH RIGHT-OF-WAY LINE OF 150TH STREET NORTH; THENCE THE NEXT FOLLOWING FIVE COURSES ALONG SAID NORTH RIGHT-OF-WAY LINE OF 150TH STREET NORTH: (1) NORTH 89°31'28" WEST, A DISTANCE OF 611.63 FEET; (2) SOUTH 04°46'05" WEST, A DISTANCE OF 12.04 FEET; (3) NORTH 89°04'17" WEST, A DISTANCE OF 328.22 FEET; (4) NORTH 42°06'12" EAST, A DISTANCE OF 33.27 FEET; (5) NORTH 89°19'30" WEST, A DISTANCE OF 189.12 FEET TO THE POINT OF BEGINNING.

CONTAINING 352.5 ACRES, MORE OR LESS

September 1, 2020

**City Commission Staff Memos for Agenda Items Related to
the Largo Tri-City Special Area Plan (LTC-SAP)**

- SAP Plan adoption - Ordinance No. 2020-42 (SAP20-01)
- Comprehensive Plan Text Amendment - Ordinance No. 2020-36 (CPTA20-001)
- Future Land Use Map Amendment - Ordinance No. 2020-39 (FLUM20-004)



AGENDA
City Commission
Tuesday, September 1, 2020
Virtual @ 6:00 p.m.

Page

CALL TO ORDER

INVOCATION & PLEDGE OF ALLEGIANCE

Pastor Joe Glymph, Prince of Peace Lutheran Church

A. CEREMONIAL

None

B. CITIZEN COMMENT

C. APPROVAL OF AGENDA/MINUTES

- | | | |
|----|---|--------|
| 1. | Approval Of Agenda - Regular Meeting of September 1, 2020 | |
| 2. | Approval Of Minutes – Regular Meeting of August 18, 2020
Minutes | 5 - 16 |

D. CONSENT DOCKET

(Previously budgeted or administrative matters that require approval by the City Commission.)

- | | | |
|----|---|---------|
| 3. | Appointment Of William (Bill) Steers As A Member Of The Code Enforcement Board
Agenda Memo #20-304 - Pdf | 17 - 18 |
| 4. | Approval To Purchase Two Vacant Single Family Lots On Braginton Street For \$30,000
Agenda Memo #20-277 - Pdf | 19 - 20 |
| 5. | Blanket Authorization For Mayor Woody Brown And Commissioners Jamie Robinson, Michael Smith, Samantha Fenger, Curtis Holmes, Donna Holck, and John Carroll To Attend Various Meetings During FY 2021 For Which They May Be Designated To Represent The City Of Largo
Agenda Memo #20-282 - Pdf | 21 |
| 6. | Authorization To Purchase Two (2) Additional Vehicles For The Community Development Department And The Engineering Services Department From Duval Ford In Accordance With Florida Sheriffs Association Contract No. FSA19-VEL27 In The Estimated Amount of \$54,080
Agenda Memo #20-288 - Pdf | 23 |
| 7. | Approval Of Amendment No. 3 To Pennoni Associates, Inc. Professional Services Agreement, RFQ 18-Q-621, Design For Rosery Road Complete Streets Improvements, | 25 - 26 |

To Add Design For Pinellas County Water Utility Relocation Or Replacement As Part Of A Joint Project Agreement Amendment With Pinellas County In The Amount Not To Exceed \$75,365

[Agenda Memo #20-267 - Pdf](#)

- | | | |
|----|---|---------|
| 8. | Resolution No. 2277 Adopting Local Discharge Limits For Users Of The City Of Largo's Sanitary Sewer System
Agenda Memo #20-236 - Pdf | 27 - 32 |
|----|---|---------|

E. PUBLIC HEARINGS

(Procedure for Public hearings: staff presentation; reading of Ordinance title; public hearing; questions/discussion; City Commission action.)

- | | | |
|-----|--|-----------|
| 9. | Ordinance No. 2020-47 - Second Reading - Amending Code Of Ordinances Chapter 23 To Revise Wastewater Rates
Agenda Memo #20-314 - Pdf | 33 |
| 10. | Ordinance No. 2020-42 - First Reading - Adopting the Largo Tri-City Special Area Plan
Agenda Memo #20-292 - Pdf | 35 - 212 |
| 11. | Ordinance No. 2020-36 - First Reading - Amending The Comprehensive Plan To Implement Provisions Contained With The Largo Tri-City Special Area Plan
Agenda Memo #20-293 - Pdf | 213 - 244 |
| 12. | Ordinance No. 2020-39 – First Reading – Largo Tri-City Special Area Plan (LTC-SAP) Future Land Use Map Amendment
Agenda Memo #20-299 - Pdf | 245 - 297 |

F. LEGISLATIVE MATTERS

(Procedure for legislative matters: staff presentation; public input; City Commission questions/discussion; City Commission action.)

- | | | |
|-----|--|-----------|
| 13. | Ratification Of A Collective Bargaining Agreement With The Sun Coast Police Benevolent Association, Inc. (PBA) For a Three Year Term Beginning October 1, 2020
Agenda Memo #20-308 - Pdf | 299 |
| 14. | Authorization To Enter Into Consent Order OGC No. 03-0666 Amendment Seven With The Florida Department Of Environmental Protection
Agenda Memo #20-276 - Pdf | 301 - 312 |
| 15. | Approval Of Ranking For RFQ No. 20-Q-698, Construction Manager At Risk (CMAR) For City Hall Project
Agenda Memo #20-306 - Pdf | 313 - 314 |
| 16. | Approval Of Scope And Fee To McKim And Creed For The Final Design Of The Lift Station Floodplain Mitigation Project, In The Amount Of \$399,982, In Accordance With RFQ 19-Q-666
Agenda Memo #20-270 - Pdf | 315 - 316 |
| 17. | Approval Of Coronavirus Relief Fund (CRF) Subrecipient Agreement With Florida Housing Finance Corporation In The Amount Of \$271,425, Authorization To Reimburse State Housing Initiatives Program Funds Used For The Resident Assistance Program From The CRF Allocation, And Authorization For The City Manager To Approve Amendments To The Agreement As Issued By Florida Housing Finance Corporation
Agenda Memo #20-265 - Pdf | 317 - 318 |
| 18. | Resolution No. 2266 - Establishing the Coronavirus Relief Fund Resident Assistance Program | 319 - 326 |

City Commission AGENDA ITEM REPORT



Meeting: City Commission - 01 Sep 2020
Presenter: Rick Perez, Planning Manager, Community Development
Staff Contact: Rick Perez, Planning Manager Ext. 7350 rperez@largo.com

TITLE

Ordinance No. 2020-42 - First Reading - Adopting the Largo Tri-City Special Area Plan

SUMMARY:

The City of Largo is proposing to adopt by ordinance the Largo Tri-City Special Area Plan (SAP) for the area encompassing approximately 881 acres adjacent to the US Highway 19 and East Bay/Roosevelt Boulevard. The Plan will activate the last of three major activity centers in Largo and portions of two multimodal corridors in order to promote redevelopment, infill and revitalization through the implementation of mixed-use land use strategies and multimodal transportation and other community improvements.

The proposed Plan was created with the assistance of planning consulting firm, Kimley-Horn and Associates, Inc. (KHA) beginning in June of 2019. The plan development scope included the assessment of existing conditions, establishment of plan boundary, economic and land use analysis, transportation/mobility recommendations, plan vision and development strategies and implementation plan. All of the components of the scope were supported and validated through an extensive public outreach and engagement effort.

The adoption of the Plan will result in a change to the Countywide Plan Map to designate the new major activity center and multimodal corridors. Furthermore, this Plan will serve as the local implementation mechanism for Pinellas County's Gateway/Mid-County Master Planning effort with the City of Largo as a partner.

The proposed Tri-City Largo SAP was reviewed by the City's Community Development Advisory Board on May 18, 2020 and recommended for approval. Subsequently, Planning staff and KHA reviewed the Plan with the City Commission at the June 9, 2020 Work Session. The Planning Board reviewed the proposed Tri-City Largo SAP on August 6, 2020 and recommended approval, 5-0.

Background

The Largo Tri-City Special Area Plan was prepared to establish a Major Activity Center and Multimodal Corridor designation in support of the City's Strategic Plan, Forward Pinellas Vision for US 19 and serve as a local implementation tool for this subarea of the Gateway/Mid-County Master Plan. The Largo Tri-City Plan builds on current and past planning efforts and sets the stage for implementation of projects and strategies to promote mixed-use development and transportation improvements in the US 19 and East Bay Drive/Roosevelt Boulevard area. The Plan identifies land use and multimodal transportation projects and initiatives to help better connect residents to housing, employment, and community amenities and services while encouraging redevelopment.

The proposed plan area is an Activity Center at the convergence of two multimodal corridors consisting of US Highway 19 and East Bay Drive/Roosevelt Boulevard and serves as a central hub to numerous regional connections within proximity to the St. Pete/Clearwater International Airport, the Gateway area, and Clearwater which provide employment and tourism opportunities. Greater connections include St. Petersburg, Tampa International Airport, and Tampa that also provide major employment and tourism opportunities.

Additionally, this plan advances the County's efforts to implement the Gateway/Mid-County Master Plan for the strategic area of US 19 and East Bay Drive/Roosevelt Boulevard as one of the recognized centers of the multi-jurisdictional area. The Gateway Master Plan vision is made up of several districts, encompassing 30-square miles and is centrally located within Pinellas County and the Tampa Bay region, that will promote community health by pursuing job growth, sustainability and resiliency practices, increased housing supply, and enhanced multimodal connections.

Agenda Item #10.

In addition to the study and analysis of development potential conducted by the project consultant, an extensive public outreach and engagement was completed from August 2019 to December 2019 to ensure community stakeholders had an opportunity to participate in creation of the plan vision for the area. The adoption process entails amendments to the Comprehensive Plan Future Land Use Element and Map that will result in the establishment of new Activity Center and Multimodal Corridor designations on the Countywide Plan Map.

Plan Vision

The vision for the Largo Tri-City SAP is to create a place with a mix of uses, equitable redevelopment, and transit-oriented design that supports increased walkability and transit usage. The SAP focuses on five main objectives to achieve this goal:

1. Encourage economic development: Create jobs, particularly, Target Employment industry jobs and encourage longer visits by developing a range of retail and entertainment uses.
2. Provide a mix of land use and housing options: In addition to providing a destination, incentivize denser and more intense development that includes a mix of housing options and uses that serve people that live in the area.
3. Develop an interconnected multimodal transportation network: Include regional transit connections and local bus improvements such as first/last mile connections. Include intersection improvements and safe travel connections to all quadrants including safe trail and pedestrian connections and provide opportunities for people to park once and walk.
4. Provide and enhance public spaces, greenspace: Create public spaces that encourage gathering and beautify streets in the area.
5. Encourage sustainable and resilient development: Encourage development that provides services for the community, are fiscally positive, and include sustainable and resilient infrastructure.

Redevelopment and Infill Development Opportunities

The Plan Vision and Redevelopment Strategies focuses on the type of redevelopment form and enhancements that will support the plan's vision and enable property owners and developers to qualify for the additional density and intensity. Specifically, catalyst sites identified in the Plan illustrate how different site elements can be treated to create better mobility connections and enhance the experience of the Plan area for motorists, bicyclists, pedestrians and bus riders.

An extensive research effort including outreach to community and business stakeholders, a market analysis and professional urban design recommendations were conducted and considered to determine the appropriate density and intensity characteristics and urban design characteristics needed to encourage reinvestment in the activity center and multimodal corridors. As a result, three overlay districts are proposed to allow additional density and intensity and require additional design standards:

Countywide Plan Designation	Largo Future Land Use Overlay	Primary Use Characteristics	Base Density/Intensity	Maximum Density/Intensity with Incentives*
Major Activity Center	Transit Core Scale	Mix of high density/intensity transit-oriented commercial, office, residential and entertainment uses.	30 UPA/ 2.0 FAR	60 UPA/ 2.5 FAR
Major Activity Center	Urban Scale	Medium to high-density residential developments, neighborhood commercial/ retail and office spaces.	25 UPA/ 1.5 FAR	55 UPA/ 2.0 FAR
Multi-Modal Corridor	Multi-Modal Corridor	Medium to high density/intensity mixed use residential, retail, and office.	20 UPA/ 1.0 FAR	50 UPA/ 1.5 FAR

Properties within the Activity Center and Multimodal Corridor overlays will be eligible to receive base densities and intensities beyond the current allowable standards for the underlying land use, in addition to density bonuses for meeting certain criteria described below.

Density and intensity bonuses may be achieved with the following elements incorporated into any proposed development project to accomplish the Plan priorities such as promoting affordable and workforce housing, sustainable development and enhanced open/civic spaces:

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- Affordable housing may receive up to 20 dwelling units per acre of additional density (above the base residential density) by providing dwelling units for households with incomes at or below 80 percent of the area median income (AMI); or,
- May receive up to 10 dwelling units per acre of additional density (above the base residential density) by providing dwelling units for households with incomes between 80-120 percent of the area median income (AMI); and,
- LEED certification, National Green Building Standard certification or other green building program approved by the City may receive an intensity increase of 0.5 FAR and 10 dwelling units per acre.

After the Plan is adopted and implemented, new development will have to comply with the requirements of the Plan land use and mobility strategies including, but not limited to, building form and placement, internal circulation parking areas, development site frontages and access points.

The Plan includes a market analysis of real estate and development demand forecast over the next 10 years. The demand forecast is based on future increases in population and jobs, coupled with important development considerations in the study area like access, visibility, and land availability. The projections also cross reference previous planning studies that have been prepared for the area.

Land Use	Forecasted 10-Year Area Demand
Residential	650-1,000 units
Single-Family Detached	<50 units
Single-Family Attached	150-200 units
MultiFamily	500-750 units
Retail	100,000-150,000 SF
Office	25,000-50,000 SF
Hotel	100-200 rooms

Mobility Improvements

While the existing auto oriented design of US 19 and East Bay Drive/Roosevelt Boulevard and significant regional traffic create challenges, there are several opportunities in the area to create a multimodal transportation network. The SAP incorporates best practices identified in the City's Multimodal Plan and non-City projects, such as the construction of the Duke Energy Trail and the on-going US 19 express bus service study, that support improvement of pedestrian connectivity and add transit facilities and service. Additionally, the plan lays out recommendations for multimodal improvements to the US Highway 19 Overpass at Roosevelt Boulevard/East Bay Drive, Roosevelt Boulevard, Whitney Road and Dodge Street. In addition to capital improvements the SAP recommends reduced parking standards for projects within close proximity to transit stops that better support multimodal travel, allow for greater flexibility in site design, and promote the more efficient use of land, eliminate excess parking, and provide for a more pedestrian-friendly environment.

Placemaking Improvements

In response to input from the residents and stakeholders who participated in the public outreach efforts, the SAP focuses attention on placemaking and identity elements for the plan area. Residents and stakeholders were asked for ideas on naming/branding ideas and invited to submit a new district name for the area and vote on initial naming ideas, their ideal public spaces. Generally, the consensus was that poor aesthetics along the corridor, with some newer enhancements in pockets and generic quality of landscape and architectural design, make the corridor indistinguishable from other suburban corridors and that there is a lack of streetscaping. Projects like the US Highway 19 Overpass improvements, including lighting, landscaping and other pedestrian crossing enhancements, will help create a unique sense of place in

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addition to improving pedestrian safety. The need for other amenities such as city and plan area welcome signs and public arts are also recommended.

Relationship to the Countywide Plan and Map

The purpose of the SAP is to designate the Tri-City area as an Activity Center and multimodal corridor on the Countywide Plan Map. An amendment of the Countywide Plan Map to designate the area as an Activity Center requires the adoption of a Special Area Plan (SAP) (Section 6.2.1.1 of the Countywide Plan Rules). According to the Countywide Plan Rules, a SAP must complete a review to demonstrate that it meets the criteria for designation of Activity Center and multimodal corridors, including: permitted uses, locational characteristics, density/intensity standards, planning and urban design principles, affordable housing provisions; provisions for mobility and access management; identification of land development regulations that implement the plan; and proposed public and private improvements (particularly capital improvement projects).

Upon approval by the City Commission at first reading, the SAP will be transmitted to Forward Pinellas, acting as the Pinellas Planning Council (PPC), for a Tier III review and a public hearing by the PPC, followed by a hearing by the Board of County Commissioners acting as the Countywide Planning Authority (CPA). Following these actions, the Largo City Commission will adopt the SAP at second reading. The adoption of the SAP will allow the Largo Tri-City area to be recognized on the Countywide Plan Map as an Activity Center and multimodal corridors.

Relationship to the Pinellas County Gateway/Mid-County Master Plan:

The SAP Activity Center and Multimodal Corridor designations will recognize the Largo Tri-City area's regional importance and provide a framework for mixed use development supported by appropriate densities and intensities compared to other areas of Largo. In addition, the SAP will allow the City to develop appropriate land development regulations to reflect the evolving character of the area.

With the Largo Tri-City Special Area Plan (SAP), the City of Largo is taking steps to bring to life the Gateway Master Plan for the strategic area of US 19 and East Bay Drive/Roosevelt Boulevard as one of the recognized centers of the multi-jurisdictional area. The Gateway Master Plan vision is made up of several districts, which includes this Plan, that will promote community health by pursuing job growth, sustainability and resiliency practices, increased housing supply, and enhanced multimodal connections. The SAP aligns itself with past County planning investments focused on Transit Oriented Development (TOD), regional efforts with Forward Pinellas, and promotion of primary transit investment corridors while working with established County administered funding policies such as Penny for Pinellas to stimulate economic development and affordable housing.

Coordination with Pinellas County

The Activity Center encompasses parcels within the City of Largo jurisdiction and Pinellas County jurisdiction. The Activity Center is approximately 496 acres, including 378 acres within Largo's jurisdiction, with the remaining 118 acres in Pinellas County's jurisdiction. The Multimodal Corridor is approximately 456 acres, including 355 acres within Largo's jurisdiction, with 101 acres in Pinellas County's jurisdiction. While the actual borders of the Largo Tri-City SAP include parcels under City and County jurisdiction, only properties within City jurisdiction will be impacted by any of the changes proposed for the Largo Tri-City SAP. Consequently, eligibility for additional density or intensity increases, as contemplated by the Largo Tri-City SAP and this text amendment is contingent upon being under City jurisdiction.

Since the inception of the development of the plan, staff from Pinellas County Planning Department, Pinellas County Economic Development Council and other County agencies have been included as a key partner to SAP pursuant to the Interlocal Agreement between Pinellas County and the City of Largo to establish the Largo Planning Area, adopted May 10, 2016. Coordination between City and County staff has involved the possibility of Pinellas County initiating an amendment to the County's comprehensive plan to adopt the portions of SAP that are within the unincorporated area.

Relationship to City's Strategic Plan

The City of Largo has a history of strategic planning including the creation of an Activity Center in the area. Activity Centers in Largo were first introduced in the 2004 Largo Strategic Plan and further described and identified in the 2011 Strategic Plan. The 2011 Largo Strategic Plan specifically outlined the creation of Major Activity Centers and mixed-use corridors, and where to develop community streets within the City. The three Major Activity Centers identified in the Strategic Plan are the West Bay Drive Community Redevelopment District and the Clearwater-Largo Road Community Redevelopment District, the Largo Mall area, and the Largo Tri-City area. Since the Strategic Plan was adopted, the previous two Activity Centers have been established and the Largo Tri-City area is the third and final Activity Center to be initiated. The Activity Centers focus on redevelopment, incremental and infill development, a mix of uses, and creating a transit-supportive community while protecting existing residential neighborhoods. The Major Activity Centers also introduce opportunities to expand and implement green spaces for neighborhoods that lack these amenities.

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The Largo Tri-City Plan embodies and supports the current 2017 Strategic Plan focus areas of sustainability, public health & safety and community pride; and advances our vision to be the Community of Choice in Tampa Bay. A list of the Strategic Plan focus area, initiatives and goals are provided below.

2017 STRATEGIC PLAN FOCUS AREAS, INITIATIVES & GOALS

Sustainability Focus

Initiative #1: Renew our natural environment to ensure sustainability for future generations

- Goal 1: Preserve and enhance the City's urban forest and green spaces.
- Goal 3: Support the advancement of transportation options that reduce emissions and resource consumption.

Initiative #3: Foster a Community Where Opportunities Exist for Residents and Businesses to Realize Their Full Potential

- Goal 1: Facilitate access to resources to help residents meet their fundamental needs.
- Goal 2: Encourage private investment that allows for upward economic opportunities.

Public Health & Safety Focus

Initiative #1- Invest in Quality Public Infrastructure

- Goal 2: Ensure safe conditions through proactive maintenance and investment in City infrastructure.

Initiative #2 - Build a Community of Safe & Healthy Neighborhoods

- Goal 1: Facilitate healthy lifestyles by providing recreation spaces (parks, trails, greenways) and programming.
- Goal 2: Address community public safety issues using proactive tools and methods.
- Goal 3: Provide responsive, high-quality public safety services that meet the community's needs.
- Goal 4: Develop a multimodal street, trail, and sidewalk network that provides interconnected transportation options to residents.

Community Pride Focus

Initiative #2: Cultivate and Support a Vibrant Intergenerational Community That Attracts Residents & Businesses.

- Goal 1: Provide exceptional and affordable community amenities and City services that enrich quality of life.
- Goal 2: Promote social connections through civic engagement that strengthen neighborhoods and community fabric.

Public Outreach and Participation

There was significant community engagement throughout the planning process that helped develop strategies for the SAP. This included state and local agency meetings, several stakeholder meetings and interviews, one community forum, website blogs/vlogs and an online survey.

There were separate stakeholder interviews held with members of agency staff, the business community, as well as members representing the neighborhoods in the area. One interview was also held with the Central Pinellas Chamber of Commerce. The following table and subsections outline and/or summarize major outreach meeting events and the participants.

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Date	Event	Participants
July 30, 2019	Agency Partners Meeting	Forward Pinellas, Pinellas County Planning, Housing and Economic Development
Sept. 18, 2019	Chamber of Commerce Meeting	Chamber Economic Development Committee
Sept. 23, 2019	Agency Partners Meeting	FDOT, PSTA, Pinellas County Transportation
Oct. 1, 2019	Business Stakeholders Interviews	Major area employers (Keiser University, Walmart, PinchaPenny, 24-7 Intouch), real estate agents, property managers, affordable housing developers and planning consultants
Oct. 11, 2019	Neighborhood Stakeholder Interviews	High Point Family Center, School Board Administrative staff
Oct. 16, 2019	Chamber of Commerce Interviews	Chamber of Commerce members
Nov. 6, 2019	Community Forum @ Pinellas Technical College	General public
Dec. 3, 2019	Forward Pinellas Technical Coordinating Committee	Countywide local government transportation-oriented staff
May 18, 2020	Largo Community Development Advisory Board	Local board members
May 28, 2020	Forward Pinellas Citizens Advisory Committee	Countywide resident appointed board
June 29, 2020	Forward Pinellas Planning Advisory Committee	Countywide local government planning staff

Community Forum: The community forum for the Largo Tri-City SAP was held on November 6, 2019 at Pinellas County Technical College with approximately 40 residents and stakeholders in attendance. The community forum included a short presentation and seven interactive stations. The interactive stations included:

- Land Use and Housing
- Transportation
- Sustainability and Resiliency
- Economic Development
- Placemaking and Identity
- Mapping
- Survey

Online Survey: During the months of November and December 2019 an online survey was distributed via e-blasts, through the project website (Largo.com/US19SAP), word-of-mouth, and during each project meeting and workshop. In total 1,113 community members, and stakeholders participated in online survey.

SAP Name Poll: A second survey was conducted to help name the SAP in February 2020. Approximately 1,000 emails went out to invite the many stakeholders and persons from the general public who have expressed interested in the SAP during the public outreach efforts.

Publication of Draft Plan: In June 2020, approximately 1,000 emails were sent out to plan stakeholders to invite them to review the draft plan and provide input.

Public Hearing Notices: In preparation of the August 6, 2020 Planning Board Public Hearing, 2,122 public notice mailers were sent to unique addresses of affected properties and properties within 500 of affected properties. Forward Pinellas will notice all affected property owners at the time of the Forward Pinellas Board and Countywide Planning Authority public hearings to review and approve the Plan. If Pinellas County Board of County Commissioners choose to adopt the

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SAP for properties with in the unincorporated area, then they will have to notice all affected property owners of their public hearing as well.

Adoption and Implementation

Overlay districts, additional density and intensity and design standards shall not be applicable until the City's Comprehensive Plan Future Land Use Element and Future Land Use Map, the Countywide Plan Map, and the City's Comprehensive Development Code are amended to incorporate the respective designations, policies, standards and requirements to implement the Plan.

Upon approval by the City Commission at first reading, the SAP will be transmitted to Forward Pinellas, acting as the Pinellas Planning Council (PPC), for review and a public hearing by the PPC, followed by a hearing by the Board of County Commissioners acting as the Countywide Planning Authority (CPA). Following these actions, the Largo City Commission will adopt the SAP at second reading. Subsequent to the adoption of the SAP, proposed Comprehensive Development Code (CDC) amendments will have to be considered for adoption to implement the applicable standards for new development to benefit from the Plan. The proposed CDC amendments will make changes to Chapter 7: Special Designations and Overlays and other relevant chapters to adopt standards and requirements that, at a minimum, address:

- density and intensity;
- building form and placement;
- public realm and connectivity; and
- parking regulations and placement.

CITY ATTORNEY REVIEWED:

Yes

CONSISTENT WITH:

Comprehensive Plan

POTENTIAL MOTION / DIRECTION REQUESTED:

I MOVE TO APPROVE/DISAPPROVE ORDINANCE NO. 2020-42 ON FIRST READING AND TRANSMIT THE LARGO TRI-CITY SPECIAL AREA PLAN TO THE COUNTYWIDE PLANNING AUTHORITY (CPA) AND SCHEDULE SECOND READING AFTER REVIEW BY THE CPA.

ATTACHMENTS:

[Ordinance 2020-42 adopting Tri-City SAP Linenumbered AZ Signed Attachments](#)
[Exhibit A Largo Tri-City Special Area Plan](#)

ORDINANCE NO. 2020-42

AN ORDINANCE OF THE CITY OF LARGO, FLORIDA, ADOPTING THE LARGO TRI-CITY SPECIAL AREA PLAN; CREATING OVERLAY DISTRICTS WHICH ALLOW FOR ADDITIONAL DENSITY AND INTENSITY, AND DESIGN STANDARDS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Largo has the authority pursuant to Section 6.2.1.1 of the Rules Governing the Administration of the Countywide Future Land Use Plan, to adopt a special area plan for designated activity centers and multimodal corridors within the City of Largo; and

WHEREAS, the City of Largo City Commission has recognized the economic and geographic importance of the Largo Tri-City area as a major activity center and multimodal corridor in the 2011 City of Largo Strategic Plan; and

WHEREAS, the City of Largo has conducted extensive research, including outreach to community and business stakeholders, and a market analysis, and has received professional urban design recommendations to determine the appropriate density and intensity characteristics and urban design characteristics needed to encourage reinvestment in the Largo Tri-City area; and

WHEREAS, the City Commission wishes to adopt a special area plan for the Largo Tri-City Area in accordance with Section 6.2.1.1 of the Countywide Plan Rules in order to create an economically viable activity center supported by multimodal corridors; and

WHEREAS, the public hearings were held by the Largo Planning Board and the Largo City Commission on the proposed Largo Tri-City Special Area Plan.

NOW, THEREFORE, THE CITY OF LARGO CITY COMMISSION HEREBY ORDAINS:

Section 1. That the City Commission hereby finds:

(a) The Special Area Plan (the "Plan") for the future redevelopment of the Largo Tri-City Activity Center and Multimodal Corridors complies with Section 6.2.1.1 of the Forward Pinellas (in its capacity as the Pinellas Planning Council) Countywide Plan Rules; and

(b) The Local Planning Agency of the City has reviewed the Plan and corresponding comprehensive plan text and future land use map amendments in accordance with Section 163.3174, Florida Statutes; and

(c) A notice of public hearing was published and a public hearing was held before the City's Local Planning Agency (Planning Board) on August 6, 2020 as required by Section 163.3174, Florida Statutes.

Section 2. That for the purpose of this ordinance and any special area plan approved pursuant hereto, the Plan shall govern that area designated in the legal description of the Plan, which is attached hereto as Exhibit "A".

Section 3. That unincorporated properties identified in the legally described plan boundary were included pursuant to the Interlocal Agreement between Pinellas County and the City of Largo to establish the Largo Planning Area, adopted May 10, 2016; but shall not be subject to the Plan until such time that said properties are annexed into the City.

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Section 4. That the overlay districts, additional density and intensity and design standards set forth in the Plan shall take effect on the effective date of the ordinances amending the City's Comprehensive Plan Future Land Use Element and Future Land Use Map, the Countywide Plan Map, and the City's Comprehensive Development Code to incorporate the respective designations, policies, standards and requirements necessary to implement the Plan.

Section 5. That the City Commission does hereby expressly determine that it is appropriate, proper, and timely that the Plan be adopted at this time so that the provisions of the Plan, and other resolutions, ordinances, and laws may be utilized to further redevelopment within the Plan area. Therefore, the City Commission hereby adopts as a special area plan pursuant to Section 6.2.1.1 of the Countywide Plan Rules, the Largo Tri-City Special Area Plan.

Section 6. That the City Clerk or her designee shall forward a copy of the Plan to any agency required by law or rule to review or approve same.

Section 7. That this ordinance shall take effect immediately upon its final passage and adoption.

APPROVED ON FIRST READING _____

PASSED AND ADOPTED ON
SECOND AND FINAL READING _____

ATTEST:

Mayor

City Clerk

REVIEWED AND APPROVED:



City Attorney

EXHIBIT "A"

Special Area Plan Boundary – Legal Description

Largo Tri-City Special Area Plan Boundary

Legal Description

PARCELS OF LAND LYING IN SECTIONS 29, 30, 31, 32 & 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 30, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 00°33'24" WEST, ALONG THE EASTERLY BOUNDARY LINE OF SAID SECTION 30, A DISTANCE OF 50.00 FEET; THENCE LEAVING SAID EASTERLY BOUNDARY LINE, NORTH 89°37'47" WEST, A DISTANCE OF 100.00 FEET TO THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 19 AND THE SOUTH RIGHT-OF-WAY LINE OF BELLEAIR ROAD FOR A POINT OF BEGINNING; THENCE SOUTH 00°33'24" WEST, ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 559.32 FEET, MORE OR LESS, TO THE APPROXIMATE CENTERLINE OF ALLEN'S CREEK; THENCE LEAVING SAID WEST RIGHT-OF-WAY LINE, SOUTH 89°57'37" WEST, A DISTANCE OF 176.00 FEET; THENCE SOUTH 45°43'02" WEST, ALONG SAID CENTERLINE, A DISTANCE OF 143.00 FEET; THENCE SOUTH 30°53'27" WEST, ALONG SAID CENTERLINE, A DISTANCE OF 211.10 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF A FLORIDA POWER CORPORATION (DUKE ENERGY) RIGHT-OF-WAY LINE AS RECORDED IN OFFICIAL RECORDS BOOK 1398, PAGE 547 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTH 28°57'32" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 966.86 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF BELLEAIR ROAD; THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE, SOUTH 89°37'47" EAST, ALONG THE SOUTH RIGHT-OF-WAY LINE OF BELLEAIR ROAD, A DISTANCE OF 860.34 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF SECTION 30, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA: THENCE SOUTH 00°51'16" WEST, ALONG THE EASTERLY BOUNDARY LINE OF SAID SECTION 30, A DISTANCE OF 694.48 FEET; THENCE LEAVING SAID EASTERLY BOUNDARY LINE, NORTH 89°08'44" WEST, A DISTANCE OF 100.00 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 AND A POINT OF BEGINNING; THENCE SOUTH 00°51'16" WEST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 874.16 FEET TO THE POINT OF INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO.19 AND THE NORTHERLY RIGHT-OF-WAY LINE OF FLORIDA POWER CORPORATION'S EXISTING HIGGINS-DISSTON 115 KV ELECTRIC TRANSMISSION LINE, APPROXIMATED PER PROPERTY APPRAISER DATA, AS FOLLOWS:

THENCE NORTH 28°57'18" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF FLORIDA POWER CORPORATION'S EXISTING HIGGINS-DISSTON 115 KV ELECTRIC TRANSMISSION LINE, A DISTANCE OF 274.75 FEET; THENCE SOUTH 89°43'53" EAST, LEAVING SAID NORTHERLY RIGHT-OF-WAY LINE OF FLORIDA POWER CORPORATION'S EXISTING HIGGINS-DISSTON 115 KV ELECTRIC TRANSMISSION LINE, A DISTANCE OF 41.86 FEET; THENCE NORTH 64°22'49" WEST, A DISTANCE OF 29.44 FEET; THENCE NORTH

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33°41'29" WEST, A DISTANCE OF 12.92 FEET; THENCE NORTH 52°07'26" WEST, A DISTANCE OF 20.43 FEET; THENCE NORTH 36°52'16" WEST, A DISTANCE OF 17.92 FEET; THENCE NORTH 38°07'09" WEST, A DISTANCE OF 30.32 FEET; THENCE NORTH 25°12'04" WEST, A DISTANCE OF 11.59 FEET; THENCE NORTH 28°04'29" WEST, A DISTANCE OF 10.49 FEET; THENCE NORTH 29°44'28" WEST, A DISTANCE OF 9.95 FEET; THENCE NORTH 23°57'40" WEST, A DISTANCE OF 12.16 FEET; THENCE NORTH 25°38'40" WEST, A DISTANCE OF 17.11 FEET; THENCE NORTH 39°17'12" WEST, A DISTANCE OF 8.77 FEET; THENCE NORTH 29°03'10" WEST, A DISTANCE OF 6.35 FEET; THENCE NORTH 23°12'02" WEST, A DISTANCE OF 9.40 FEET; THENCE NORTH 33°41'22" WEST, A DISTANCE OF 8.90 FEET; THENCE NORTH 24°46'39" WEST, A DISTANCE OF 8.84 FEET; THENCE NORTH 19°26'24" WEST, A DISTANCE OF 11.13 FEET; THENCE NORTH 08°07'42" WEST, A DISTANCE OF 13.09 FEET; THENCE NORTH 01°29'28" WEST, A DISTANCE OF 40.55 FEET; THENCE NORTH 04°45'54" WEST, A DISTANCE OF 21.58 FEET; THENCE NORTH 00°00'00" EAST, A DISTANCE OF 17.92 FEET; THENCE NORTH 14°02'08" EAST, A DISTANCE OF 29.55 FEET; THENCE NORTH 03°21'54" WEST, A DISTANCE OF 30.51 FEET; THENCE NORTH 03°48'47" WEST, A DISTANCE OF 26.94 FEET; THENCE NORTH 06°42'44" WEST, A DISTANCE OF 30.67 FEET; THENCE NORTH 00°00'00" EAST, A DISTANCE OF 39.42 FEET; THENCE NORTH 03°34'38" WEST, A DISTANCE OF 28.73 FEET; THENCE NORTH 03°00'47" EAST, A DISTANCE OF 34.09 FEET; THENCE NORTH 03°48'52" EAST, A DISTANCE OF 26.94 FEET; THENCE NORTH 13°14'24" EAST, A DISTANCE OF 31.29 FEET; THENCE NORTH 20°13'32" EAST, A DISTANCE OF 36.28 FEET; THENCE NORTH 37°34'06" EAST, A DISTANCE OF 29.39 FEET; THENCE NORTH 55°48'20" EAST, A DISTANCE OF 26.33 FEET; THENCE NORTH 78°18'38" EAST, A DISTANCE OF 33.98 FEET; THENCE NORTH 77°41'55" EAST, A DISTANCE OF 52.07 FEET; THENCE NORTH 82°44'11" EAST, A DISTANCE OF 39.33 FEET; THENCE SOUTH 83°21'33" EAST, A DISTANCE OF 56.53 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST $\frac{1}{4}$ OF SECTION 29 , TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE NORTH 89°39'04" WEST, A DISTANCE OF 100.00 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 AND POINT OF BEGINNING; THENCE SOUTH 01°01'52" WEST, ALONG SAID WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 623.36 FEET; THENCE NORTH 89°37'13" WEST, A DISTANCE OF 1172.23; THENCE NORTH 00°04'27" EAST, A DISTANCE OF 622.69 FEET; THENCE SOUTH 89°39'04" EAST, A DISTANCE OF 15.00 FEET; THENCE NORTH 00°04'27" EAST, A DISTANCE OF 667.10 FEET; THENCE NORTH 89°39'06" WEST, A DISTANCE OF 15.00 FEET; THENCE NORTH 00°04'27" EAST, A DISTANCE OF 307.29 FEET; NORTH 77°34'48" EAST, A DISTANCE OF 698.96 FEET; THENCE NORTH 31°07'08" EAST, TO A POINT ON SOUTHERLY RIGHT-OF-WAY LINE OF FLORIDA POWER CORPORATION'S EXISTING HIGGINS-DISSTON 115 KV ELECTRIC TRANSMISSION LINE, A DISTANCE OF 236.81 FEET; THENCE SOUTH 28°57'33" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF FLORIDA POWER CORPORATION'S EXISTING HIGGINS-DISSTON 115 KV ELECTRIC TRANSMISSION LINE, A DISTANCE OF 762.87 FEET; THENCE SOUTH 89°39'06" EAST, A DISTANCE OF 19.00 FEET TO A POINT ON SAID WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19; THENCE SOUTH 01°01'52" WEST, ALONG SAID WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 667.17 FEET, TO THE POINT OF BEGINNING.

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TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN SOUTH 00°51'16" WEST, ALONG THE WESTERLY BOUNDARY LINE OF SAID SECTION 29, A DISTANCE OF 624.42 FEET; THENCE SOUTH 89°03'26" EAST, LEAVING THE WESTERLY BOUNDARY LINE OF SAID SECTION 29, A DISTANCE OF 100.00 FEET, TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, AND A POINT OF BEGINNING; THENCE CONTINUE SOUTH 89°03'26" EAST, A DISTANCE OF 1190.62 FEET; THENCE SOUTH 00°18'07" EAST, A DISTANCE OF 706.30 FEET; THENCE NORTH 89°03'26" WEST, A DISTANCE OS 1204.88 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO.19; THENCE NORTH 00°51'16" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 706.13 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST ¼ OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN NORTH 00°51'16" EAST, ALONG THE WESTERLY BOUNDARY LINE OF SAID SECTION 29, A DISTANCE OF 500.00 FEET; THENCE SOUTH 89°47'44" EAST, DISTANCE OF 115.00 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, AND A POINT OF BEGINNING; THENCE NORTH 00°51'16" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 816.08 FEET; THENCE SOUTH 89°03'26" EAST, A DISTANCE OF 537.59 FEET; THENCE SOUTH 00°16'29" WEST, A DISTANCE OF 818.63 FEET; THENCE NORTH 88°47'44" WEST, A DISTANCE OF 545.88 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST ¼ OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 88°47'44" EAST, ALONG THE SOUTH BOUNDARY OF THE NORTHWEST 1/4 OF SAID SECTION 29 TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 115.00 FEET; THENCE NORTH 00°51'16" EAST, A DISTANCE OF 30.00 FEET, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 00°51'16" EAST, A DISTANCE OF 225.25 FEET; THENCE SOUTH 27°08'44" EAST, A DISTANCE OF 256.23 FEET; THENE NORTH 88°47'44" WEST, A DISTANCE OF 120.29 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

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COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST ¼ OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 88°47'44" EAST, ALONG THE SOUTH BOUNDARY OF THE NORTHWEST 1/4 OF SAID SECTION 29 TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 100.00 FEET; THENCE SOUTH 00°42'42" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 33.00 FEET, TO THE POINT OF BEGINNING; THENCE SOUTH 88°47'47" EAST, LEAVING SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 566.31 FEET; THENCE SOUTH 00°23'55" WEST, A DISTANCE OF 232.59 FEET; THENCE SOUTH 00°23'43" WEST, A DISTANCE OF 237.79 FEET; THENCE SOUTH 00°35'33" WEST, A DISTANCE OF 90.79 FEET; THENCE SOUTH 00°24'41" WEST, A DISTANCE OF 210.31 FEET; THENCE SOUTH 00°24'31" WEST, A DISTANCE OF 201.77 FEET; THENCE SOUTH 00°26'02" WEST, A DISTANCE OF 335.86 FEET; THENCE SOUTH 00°25'01" WEST, A DISTANCE OF 100.00 FEET; THENCE SOUTH 00°25'10" WEST, A DISTANCE OF 151.92 FEET; THENCE SOUTH 00°25'19" WEST, A DISTANCE OF 335.62 FEET; THENCE SOUTH 00°24'53" WEST, A DISTANCE OF 714.91 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF WHITNEY ROAD; THENCE NORTH 89°36'04" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF WHITNEY ROAD, A DISTANCE OF 293.06 FEET; THENCE NORTH 00°33'18" EAST LEAVING SAID NORTHERLY RIGHT-OF-WAY LINE OF WHITNEY ROAD, A DISTANCE OF 21.67 FEET; THENCE SOUTH 89°49'18" WEST, A DISTANCE OF 233.99 FEET; THENCE NORTH 45°41'49" WEST, A DISTANCE OF 55.08 FEET; THENCE NORTH 01°12'56" WEST, A DISTANCE OF 96.18 FEET; THENCE NORTH 89°19'01" WEST, A DISTANCE OF 5.69 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 19; THENCE NORTH 00°26'19" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 150.00 FEET; THENCE NORTH 01°01'58" EAST, A DISTANCE OF 413.93 FEET; THENCE NORTH 00°31'19" WEST, A DISTANCE OF 336.54 FEET; THENCE NORTH 01°08'11" WEST, A DISTANCE OF 152.42 FEET; THENCE NORTH 00°27'32" EAST, A DISTANCE OF 99.99 FEET; THENCE NORTH 01°01'56" EAST, A DISTANCE OF 118.00 FEET; THENCE NORTH 01°01'42" EAST, A DISTANCE OF 219.15 FEET; THENCE NORTH 01°01'50" EAST, A DISTANCE OF 757.44 FEET; THENCE NORTH 01°02'19" EAST, A DISTANCE OF 218.56 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE WEST 1/4 CORNER OF SAID SECTION 32; THENCE SOUTH 89°28'57" EAST, ALONG THE SOUTH BOUNDARY LINE OF THE NORTHWEST 1/4 OF SAID SECTION 32, A DISTANCE OF 235.91 FEET; THENCE NORTH 00°31'03" EAST, A DISTANCE OF 100.89 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (STATE ROAD NO. 686), FOR A POINT OF BEGINNING; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE, ALONG A CURVE TO THE RIGHT THAT HAS A RADIUS OF 130.00 FEET, AN ARC LENGTH OF 176.67 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 44°53'18" WEST, 163.38 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19; THENCE NORTH 05°57'22" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 299.43 FEET; THENCE CONTINUE ALONG SAID EAST RIGHT-OF-WAY LINE NORTH 03°39'54" WEST, A DISTANCE OF 164.10 FEET; THENCE 03°44'12" WEST, A DISTANCE OF 473.31 FEET TO A BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 3851.72 FEET, AN ARC LENGTH OF 272.06 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 05°41'36" WEST, 272.00 FEET; THENCE NORTH 09°23'51" WEST, A DISTANCE OF 304.37 FEET TO A BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 3791.88 FEET, AN

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ARC LENGTH OF 305.70 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 07°32'43" WEST, 305.62 FEET; THENCE NORTH 05°19'45" WEST, A DISTANCE OF 388.13 FEET TO A BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 5613.58 FEET, AN ARC LENGTH OF 210.66 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 04°14'26" WEST, 210.65 FEET; THENCE NORTH 33°25'36" EAST, A DISTANCE OF 47.67 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF WHITNEY ROAD; THENCE NORTH 87°22'06" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF WHITNEY ROAD, A DISTANCE OF 185.27 FEET; THENCE NORTH 88°06'17" EAST, A DISTANCE 170.14 FEET; THENCE SOUTH 89°32'15" EAST, A DISTANCE OF 187.39 FEET; THENCE SOUTH 04°33'43" EAST, LEAVING SAID SOUTHERLY RIGHT-OF-WAY LINE OF WHITNEY ROAD, A DISTANCE OF 646.44 FEET; THENCE SOUTH 89°45'50" EAST, A DISTANCE OF 0.95 FEET; THENCE SOUTH 04°29'18" EAST, A DISTANCE OF 680.09 FEET; THENCE SOUTH 89°30'38" EAST, A DISTANCE OF 339.50 FEET; THENCE SOUTH 04°13'57" EAST, A DISTANCE OF 680.67 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 136.49 FEET; THENCE SOUTH 03°53'55" EAST, A DISTANCE OF 587.37 FEET TO A POINT ON SAID NORTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686); THENCE NORTH 89°28'57" WEST, A LONG SAID NORTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 243.70 FEET TO A BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 5799.58 FEET, AN ARC LENGTH OF 314.77 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 88°57'46" WEST, 314.73 FEET; THENCE NORTH 89°09'26" WEST, A DISTANCE OF 144.77 FEET; THENCE NORTH 83°37'33" WEST, A DISTANCE OF 182.38 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT SOUTHEAST CORNER OF SECTION 30, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN NORTH 89°31'38" WEST, ALONG THE SOUTH BOUNDARY OF SAID SECTION 30, A DISTANCE OF 107.50 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 FOR A POINT OF BEGINNING; THENCE CONTINUE NORTH 89°31'38" WEST, A DISTANCE OF 512.62 FEET; THENCE NORTH 00°00'00" EAST, LEAVING THE SOUTH BOUNDARY OF SAID SECTION 30, A DISTANCE OF 15.00 FEET; THENCE 89°31'35" WEST, A DISTANCE OF 606.11 FEET; THENCE NORTH 00°10'42" EAST, A DISTANCE OF 1330.32 FEET; THENCE SOUTH 90°00'00" WEST, A DISTANCE OF 15.00 FEET; THENCE NORTH 00°08'17" EAST, A DISTANCE OF 311.00 FEET; THENCE SOUTH 89°37'52" EAST, A DISTANCE OF 789.54 FEET; THENCE NORTH 00°45'31" EAST, A DISTANCE OF 311.56 FEET; THENCE SOUTH 89°37'13" EAST, A DISTANCE OF 379.04 FEET TO A POINT ON SAID WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19; THENCE SOUTH 01°01'52" WEST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 311.68 FEET; THENCE SOUTH 01°02'16" WEST, A DISTANCE OF 311.72 FEET; THENCE NORTH 89°31'38" WEST, A DISTANCE OF 360.24 FEET; THENCE SOUTH 00°00'00" WEST, A DISTANCE OF 15.00 FEET; THENCE SOUTH 89°31'38" EAST, A DISTANCE OF 359.89 FEET, THENCE SOUTH 02°36'04" WEST, A DISTANCE OF 259.16 FEET; THENCE SOUTH 03°13'53" WEST, A DISTANCE OF 217.87 FEET; THENCE SOUTH 01°08'38" WEST, A DISTANCE OF 182.10 FEET; THENCE SOUTH 01°06'23" WEST, 226.44 FEET; THENCE SOUTH 00°55'56" WEST, A DISTANCE OF 216.16 FEET; THENCE SOUTH 00°20'51" EAST, A DISTANCE OF 107.53 FEET; THENCE SOUTH 01°13'48" EAST, A DISTANCE OF 122.52 FEET TO THE POINT OF BEGINNING.

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TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 01°42'20" WEST, ALONG THE NORTH AND SOUTH ½ SECTION LINE TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE A DISTANCE OF 87.10 FEET; THENCE SOUTH 88°55'47" EAST, ALONG SAID NORTH RIGHT-OF-WAY A DISTANCE OF 30.00 FEET, TO A POINT OF BEGINNING; THENCE NORTH 01°41'25" WEST, A DISTANCE OF 1253.97 FEET; THENCE SOUTH 89°10'49" EAST, A DISTANCE OF 611.69 FEET; THENCE NORTH 02°35'46" WEST, A DISTANCE OF 1330.54 FEET; THENCE SOUTH 89°29'23" EAST, A DISTANCE OF 931.43 FEET; THENCE SOUTH 03°57'19" EAST, A DISTANCE OF 1336.75 FEET; THENCE NORTH 89°13'09" WEST, A DISTANCE OF 321.02 FEET; THENCE SOUTH 03°28'20" EAST, A DISTANCE OF 282.33 FEET; THENCE NORTH 89°12'10" WEST, A DISTANCE OF 616.72 FEET, THENCE NORTH 02°36'54" WEST, A DISTANCE OF 61.15 FEET TO A CURVE TO THE LEFT HAVING A RADIUS OF 60.00 FEET, AN ARC DISTANCE OF 314.16 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 87°24'16" WEST, 60.00 FEET; THENCE SOUTH 02°35'37" E, A DISTANCE OF 1033.80 FEET, TO A POINT ON THE SAID NORTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE; THENCE SOUTH 88°55'47" EAST, A LONG SAID NORTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE, A DISTANCE OF 601.58 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, RUN NORTH 05°13'23" WEST, A DISTANCE OF 287.53 FEET; THENCE RUN NORTH 88°55'47" WEST, A DISTANCE OF 166.76 FEET TO THE POINT OF BEGINNING; THENCE RUN SOUTH 03°39'45" EAST, ALONG THE WEST RIGHT OF WAY LINE OF U.S. HIGHWAY 19, A DISTANCE OF 35.92 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 125.00 FEET; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE AN ARC DISTANCE OF 198.99 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 41°56'36" WEST, 178.63 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF EAST BAY DRIVE; THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE OF EAST BAY DRIVE: RUN SOUTH 87°32'56" WEST, A DISTANCE OF 1.70 FEET; THENCE RUN SOUTH 01°04'13" WEST, A DISTANCE OF 5.00 FEET; THENCE RUN SOUTH 87°43'26" WEST, A DISTANCE OF 356.54 FEET; THENCE RUN SOUTH 05°14'13" EAST, A DISTANCE OF 2.00 FEET; THENCE RUN NORTH 88°55'47" WEST, A DISTANCE OF 1285.33 FEET; THENCE RUN NORTH 45°43'28" WEST ALONG THE RIGHT OF WAY TAKING PER OFFICIAL RECORDS BOOK 7814, PAGE 502, PUBLIC RECORDS, OF PINELLAS COUNTY, FLORIDA, A DISTANCE OF 14.59 FEET; THENCE RUN NORTH 02°35'15" WEST ALONG THE EAST RIGHT OF WAY LINE OF PINE FOREST DRIVE, A DISTANCE OF 966.55 FEET; THENCE RUN SOUTH 89°13'07" EAST, A DISTANCE OF 616.37 FEET; THENCE RUN NORTH 03°28'16" WEST, A DISTANCE OF 282.12 FEET; THENCE SOUTH 89°13'08" EAST, A DISTANCE OF 321.02 FEET; THENCE NORTH 03°57'19" WEST, 1337.69 FEET; THENCE SOUTH 89°31'38" EAST, 311.60 FEET; THENCE NORTH 04°21'04" WEST, A DISTANCE OF 15.05 FEET, THENCE SOUTH 89°31'38" EAST, A DISTANCE OF 512.62 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF U.S. HIGHWAY 19; THENCE SOUTH 03°24'13" EAST, ALONG SAID WEST RIGHT OF WAY LINE OF U.S. HIGHWAY 19, A DISTANCE OF 199.88 FEET; THENCE SOUTH 04°25'14"

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EAST, A DISTANCE OF 258.58 FEET; THENCE SOUTH 04°25'12" EAST, A DISTANCE OF 100.50 FEET; THENCE SOUTH 06°00'58" EAST, A DISTANCE OF 260.55 FEET; THENCE SOUTH 04°11'25" EAST, A DISTANCE OF 199.42 FEET; THENCE SOUTH 00°06'17" WEST, A DISTANCE OF 338.22 FEET; THENCE SOUTH 04°14'21" EAST, A DISTANCE OF 290.20 FEET; THENCE SOUTH 83°39'02" WEST, A DISTANCE OF 5.00 FEET; THENCE SOUTH 03°27'43" EAST, A DISTANCE OF 105.41 FEET; THENCE SOUTH 05°42'53" EAST, A DISTANCE OF 264.60 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 11418.20 FEET; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE AN ARC DISTANCE OF 398.30 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 04°39'54" EAST, 398.28 FEET; THENCE RUN SOUTH 03°39'45" EAST, A DISTANCE OF 12.17 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER QUARTER-CORNER OF SAID SECTION 31; THENCE SOUTH 88°55'47" EAST, ALONG THE EAST AND WEST 1/4 LINE OF SAID SECTION 31; 33.00 FEET NORTHERLY OF AND PARALLEL TO THE SOUTHERLY RIGHT-OF-WAY BOUNDARY OF EAST BAY DRIVE (SR NO. 686), A DISTANCE OF 56.18 FEET TO A POINT OF INTERSECTION WITH THE PROLONGED EASTERLY RIGHT-OF-WAY BOUNDARY OF NEWPORT ROAD; THENCE SOUTH 01°04'13" WEST, ALONG THE SAID PROLONGED EASTERLY RIGHT-OF-WAY BOUNDARY OF NEWPORT ROAD, A DISTANCE OF 33.00 FEET, TO A POINT OF INTERSECTION WITH THE NORTHERN BOUNDARY OF NEW PORT UNIT NO. 1 AS RECORDED IN PLAT BOOK 53, PAGE 60, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE SOUTH 01°04'13" WEST, CONTINUING ALONG SAID EASTERLY RIGHT-OF-WAY BOUNDARY OF THE 60.00 FOOT RIGHT-OF-WAY OF NEWPORT ROAD, AND THE BOUNDARY OF NEW PORT UNIT NO. 1, AS SHOWN ON THE SAID PLAT OF NEW PORT UNIT NO. 1, A DISTANCE OF 55.00 FEET FOR A POINT OF BEGINNING: THENCE ON AN ARC TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, AN ARC DISTANCE OF 39.27 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 46°04'13" EAST, 35.36 FEET, TO A POINT OF TANGENCY; THENCE SOUTH 88°55'47" EAST, ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF THE 30.00 FOOT RIGHT-OF-WAY OF THE SERVICE ROAD (PROPOSED) 30.00 FEET SOUTHERLY OF AND PARALLEL TO THE SOUTHERLY RIGHT-OF-WAY BOUNDARY OF SAID EAST BAY DRIVE (SR-686) A DISTANCE OF 467.74 FEET TO A POINT OF CURVATURE; THENCE ON AN ARC TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, AN ARC DISTANCE OF 37.99 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 45°23'31.5" EAST, 34.44 FEET, TO A POINT OF TANGENCY ON THE WESTERLY RIGHT-OF-WAY BOUNDARY OF THE 60.00 FEET RIGHT-OF-WAY OF BEDFORD CIRCLE (EAST) AND THE BOUNDARY OF NEW PORT UNIT 1 AS SHOWN ON THE PLAT OF SAID NEW PORT UNIT NO. 1; THENCE SOUTH 01°51'16" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY BOUNDARY OF BEDFORD CIRCLE (EAST) AND THE BOUNDARY OF NEW PORT UNIT NO. 1, A DISTANCE OF 336.72 FEET; THENCE NORTH 88°55'47" WEST, CONTINUING ALONG THE NORTHERLY BOUNDARY OF BLOCK 49, NEW PORT UNIT NO. 1, A DISTANCE OF 534.88 FEET; THENCE NORTH 01°04'13" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY BOUNDARY OF NEW PORT ROAD, A DISTANCE OF 335.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

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COMMENCE AT THE CENTER $\frac{1}{4}$ CORNER OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE SOUTH $88^{\circ}55'47''$ EAST, ALONG THE EAST AND WEST $\frac{1}{4}$ LINE OF SAID SECTION 31, 33.00 FEET FROM AND PARALLEL TO THE SOUTHERLY RIGHT-OF-WAY LINE OF EAST BAY DRIVE, A DISTANCE OF 613.85 FEET; THENCE SOUTH $01^{\circ}04'13''$ WEST, A DISTANCE OF 33.00 FEET TO A POINT OF INTERSECTION WITH THE SAID SOUTHERLY RIGHT-OF-WAY LINE OF EAST BAY DRIVE AND A POINT OF BEGINNING; THENCE SOUTH $88^{\circ}55'47''$ EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF EAST BAY DRIVE A DISTANCE OF 338.33 FEET; THENCE SOUTH $01^{\circ}50'46''$ EAST, A DISTANCE OF 17.03 FEET; THENCE SOUTH $88^{\circ}55'04''$ EAST, A DISTANCE OF 136.33 FEET; TO A POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF EAST BAY DRIVE AND THE WESTERLY RIGHT-OF-WAY LINE OF 69TH STREET NORTH; THENCE SOUTH $01^{\circ}53'52''$ EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF 69TH STREET NORTH, A DISTANCE OF 456.08 FEET; THENCE SOUTH $88^{\circ}06'08''$ WEST, LEAVING SAID WESTERLY RIGHT-OF-WAY LINE OF 69TH STREET NORTH, A DISTANCE OF 136.56 FEET; THENCE NORTH $01^{\circ}50'46''$ WEST, A DISTANCE OF 113.24 FEET; THENCE NORTH $88^{\circ}55'47''$ WEST, A DISTANCE OF 214.39 FEET; THENCE SOUTH $88^{\circ}08'44''$ WEST, A DISTANCE OF 150.00 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF BEDFORD CIRCLE EAST; THENCE NORTH $01^{\circ}51'16''$ WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF BEDFORD CIRCLE EAST A DISTANCE OF 348.31 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 25.00 FEET; THENCE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE AN ARC DISTANCE OF 40.55 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH $44^{\circ}36'29''$ EAST, 36.25 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST $\frac{1}{4}$ OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN NORTH $88^{\circ}55'46''$ WEST, ALONG THE NORTH BOUNDARY OF THE SOUTHEAST $\frac{1}{4}$ OF SAID SECTION 31, A DISTANCE OF 585.12 FEET; THENCE SOUTH $01^{\circ}04'14''$ WEST, A DISTANCE OF 50.00 FEET, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE (STATE ROAD NO. 686) FOR A POINT OF BEGINNING; THENCE SOUTH $88^{\circ}55'47''$ EAST, ALONG THE AFOREMENTIONED SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 119.05 FEET; THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE SOUTH $86^{\circ}28'59''$ EAST, A DISTANCE OF 187.36 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 130.00 FEET, AN ARC LENGTH OF 189.27 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH $44^{\circ}46'27''$ EAST, 172.99 FEET, TO THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 (STATE ROAD NO. 55); THENCE ALONG SAID RIGHT-OF-WAY LINE SOUTH $03^{\circ}03'55''$ EAST, A DISTANCE OF 342.58 FEET; THENCE SOUTH $03^{\circ}31'36''$ EAST, A DISTANCE OF 140.53 FEET; THENCE SOUTH $03^{\circ}03'55''$ EAST, ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 41.52 FEET TO A POINT ON A NON-TANGENT CURVE; THENCE CONTINUING ALONG SAID WEST RIGHT-OF-WAY LINE ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 4549.66 FEET, AN ARC LENGTH OF 9.40 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH $01^{\circ}14'50''$ WEST, 9.40 FEET, TO A POINT OF COMPOUND CURVATURE; THENCE ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 4617.66 FEET, AN ARC LENGTH OF 266.47 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH $00^{\circ}27'50''$ EAST, 266.43 FEET, TO A POINT OF TANGENCY; THENCE SOUTH $02^{\circ}07'01''$ EAST, A DISTANCE OF 96.63 FEET TO A POINT ON A CURVE; THENCE ALONG

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SAID CURVE TO THE LEFT HAVING A RADIUS OF 5763.58 FEET, AN ARC LENGTH OF 269.52 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 03°27'24" EAST, 269.50 FEET; THENCE LEAVING SAID WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, NORTH 88°53'16" WEST, A DISTANCE OF 507.69 FEET; THENCE NORTH 88°52'35" WEST, A DISTANCE OF 665.60 FEET; THENCE NORTH 01°54'35" WEST, A DISTANCE OF 980.63 FEET; THENCE SOUTH 88°05'25" WEST, A DISTANCE OF 135.00 FEET; THENCE NORTH 01°54'35" WEST, A DISTANCE OF 319.71 FEET; TO A POINT ON SAID SOUTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE (STATE ROAD NO. 686) THENCE SOUTH 88°55'47" E, ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 872.65 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN SOUTH 02°07'08" EAST, ALONG THE EASTERLY BOUNDARY OF THE SOUTHEAST 1/4 OF SAID SECTION 31, A DISTANCE OF 1344.98 FEET; THENCE NORTH 88°53'17" WEST, LEAVING THE EASTERLY BOUNDARY OF THE SOUTHEAST 1/4 OF SAID SECTION 31, A DISTANCE OF 158.68 FEET TO A POINT ON A CURVE TO THE LEFT ON THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, AND THE POINT OF BEGINNING, HAVING A RADIUS OF 5763.58 FEET; THENCE ALONG SAID CURVE A DISTANCE OF 194.09 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 05°45'44" EAST, 194.08 FEET, TO THE END OF SAID CURVE; THENCE THE NEXT FOLLOWING SIX COURSES ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19: (1) SOUTH 04°52'19" EAST, A DISTANCE OF 143.75 FEET, (2) SOUTH 03°42'18" EAST, A DISTANCE OF 121.96 FEET; (3) SOUTH 02°38'05" EAST, A DISTANCE OF 101.87 FEET; (4) SOUTH 02°08'11" EAST, A DISTANCE OF 183.46 FEET; (5) SOUTH 02°06'32" EAST, A DISTANCE OF 269.00 FEET; (6) SOUTH 02°06'34" EAST, A DISTANCE OF 242.64 FEET TO A BEGINNING OF A CURVE TO THE RIGHT ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, HAVING A RADIUS OF 55.00 FEET, AN ARC LENGTH OF 89.05 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 44°16'26" WEST, 79.64 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF 150TH AVENUE NORTH; THENCE NORTH 88°40'39" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF 150TH AVENUE NORTH, A DISTANCE OF 476.22 FEET; THENCE NORTH 02°00'12" WEST, LEAVING SAID NORTHERLY LINE OF 150TH AVENUE NORTH, A DISTANCE OF 1331.11 FEET; THENCE SOUTH 88°53'17" EAST, A DISTANCE OF 507.69 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST; THENCE SOUTH 02°06'46" EAST, ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, A DISTANCE OF 471.04 FEET; THENCE NORTH 87°53'14" EAST, DEPARTING THE WEST LINE OF SAID SOUTHWEST 1/4, A DISTANCE OF 147.73 FEET TO POINT ON THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 19 AND A POINT OF BEGINNING; THENCE NORTH 03°41'00" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 250.80 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE

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SOUTHEAST HAVING A RADIUS OF 130.14 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 208.75 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 42°16'09" EAST, 187.08 FEET TO A POINT OF TANGENCY OF SAID CURVE, SAID POINT LYING ON THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD; THENCE NORTH 88°13'17" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 221.41 FEET; THENCE NORTH 88°07'54" EAST, A DISTANCE OF 59.93 FEET; THENCE NORTH 88°14'03" EAST, A DISTANCE OF 320.38 FEET; THENCE NORTH 89°28'57" EAST, A DISTANCE OF 23.47 FEET; THENCE SOUTH 89°28'53" EAST, A DISTANCE OF 220.64 FEET; THENCE SOUTH 89°23'18" EAST, A DISTANCE OF 90.13 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 239.18 FEET; THENCE SOUTH 00°31'03" WEST, A DISTANCE OF 4.00 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 148.03 FEET; THENCE SOUTH 56°42'03" EAST, DEPARTING THE SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD, A DISTANCE OF 36.89 FEET; THENCE SOUTH 02°23'38" EAST, A DISTANCE OF 245.96 FEET; THENCE SOUTH 02°23'13" EAST, A DISTANCE OF 1129.32 FEET; THENCE NORTH 89°21'52" WEST, A DISTANCE OF 799.82 FEET; THENCE NORTH 02°22'26" WEST, A DISTANCE OF 43.31 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE LEFT HAVING A RADIUS OF 101.50 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 7.75 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 65°04'44" EAST, 7.75 FEET TO A POINT OF TANGENCY OF SAID CURVE; THENCE NORTH 02°06'28" WEST, A DISTANCE OF 44.57 FEET; THENCE SOUTH 52°04'46" WEST, A DISTANCE OF 50.61 FEET; THENCE SOUTH 89°13'28" WEST, A DISTANCE OF 641.55 FEET, TO A POINT OF CURVATURE OF A CURVE CONCAVE LEFT HAVING A RADIUS OF 3854.41 FEET; THENCE THE NEXT FOLLOWING SIX COURSES ALONG THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 (1) NORTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 234.07 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 01°57'47" WEST, 234.04 FEET, TO A POINT OF TANGENCY OF SAID CURVE POINT (2) NORTH 03°38'09" WEST, A DISTANCE OF 329.94 FEET; (3) SOUTH 85°53'29" WEST, A DISTANCE OF 1.99 FEET; (4) NORTH 03°41'36" WEST, A DISTANCE OF 150.02 FEET; (5) NORTH 03°08'19" EAST, A DISTANCE OF 100.73 FEET; (6) NORTH 03°39'49" WEST, A DISTANCE OF 123.91 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THOSE PARCELS PSTA LOT 3, POA LOT 4, POA LOT 5, POA LOT 7, POA LOT 10, AND POA LOT 11, PER LARGO CROSSINGS, PLAT BOOK 138, PAGE 13, PINELLAS COUNTY, FLORIDA.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN SOUTH 02°07'08" EAST, ALONG THE EAST BOUNDARY OF THE SOUTHEAST 1/4 OF SAID SECTION 31, A DISTANCE OF 1430.23 FEET; THENCE NORTH 89°13'28" EAST, A DISTANCE OF 156.57 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 AND A POINT OF BEGINNING; THENCE NORTH 89°13'28" EAST, A DISTANCE OF 636.30 FEET, TO A BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 117.40 FEET, AN ARC LENGTH OF 39.74 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 78°08'06" EAST, 39.55 FEET; THENCE SOUTH 02°22'47" EAST, A DISTANCE OF 43.52 FEET; THENCE SOUTH 89°21'36" EAST, A DISTANCE OF 799.59 FEET; THENCE NORTH 02°23'48" WEST, A DISTANCE OF 100.14 FEET TO A POINT OF

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INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE AND THE WESTERLY RIGHT-OF-WAY LINE OF MICHIGAN DRIVE; THENCE SOUTH 89°21'41" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF MICHIGAN DRIVE, A DISTANCE OF 66.09 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF SAID MICHIGAN DRIVE; THENCE NORTH 02°23'34" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF MICHIGAN DRIVE, A DISTANCE OF 649.80 FEET, TO A POINT OF INTERSECTION OF SAID EASTERLY RIGHT-OF-WAY LINE OF MICHIGAN DRIVE AND THE SOUTHERLY RIGHT-OF-WAY LINE OF EVANS AVENUE; THENCE SOUTH 89°25'12" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF EVANS AVENUE, A DISTANCE OF 299.33 FEET, TO POINT OF INTERSECTION OF SOUTHERLY RIGHT-OF-WAY LINE OF AND EASTERLY RIGHT-OF-WAY LINE OF SAID EVANS AVENUE; THENCE NORTH 02°27'21" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF EVANS AVENUE, A DISTANCE OF 25.04 FEET, TO A POINT OF INTERSECTION OF EASTERLY RIGHT-OF-WAY LINE AND THE NORTHERLY RIGHT-OF-WAY LINE OF SAID EVANS AVENUE; THENCE THE NEXT FOLLOWING THREE COURSES ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF EVANS AVENUE: (1) NORTH 89°25'12" WEST, A DISTANCE OF 149.64 FEET; (2) NORTH 02°25'16" WEST, 25.03 FEET; (3) NORTH 89°25'12" WEST, A DISTANCE OF 149.64 FEET, TO THE POINT OF INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY LINE OF SAID EVANS AVENUE AND THE EASTERLY RIGHT-OF-WAY LINE OF SAID MICHIGAN DRIVE; THENCE NORTH 02°23'32" WEST, A LOND SAID EASTERLY RIGHT-OF-WAY LINE OF MICHIGAN DRIVE, A DISTANCE OF 576.00 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686); THENCE THE NEXT FOLLOWING SEVEN COURSES ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686): (1) NORTH 42°54'13" EAST, A DISTANCE OF 26.36 FEET; (2) SOUTH 89°29'02" EAST, A DISTANCE OF 145.00 FEET; (3) NORTH 02°27'15 WEST, A DISTANCE OF 4.00 FEET; (4) SOUTH 89°28'57" EAST, A DISTANCE OF 435.00 FEET; (5) SOUTH 02°27'48" EAST, A DISTANCE OF 2.00 FEET; (6) SOUTH 89°28'57" EAST, A DISTANCE OF 302.80 FEET; (7) SOUTH 74°01'54" EAST, A DISTANCE OF 32.35 FEET TO A POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE WESTERLY RIGHT-OF-WAY LINE OF 62ND STREET NORTH; THENCE THE NEXT FOLLOWING FIVE COURSES ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF 62ND STREET NORTH: (1) SOUTH 02°33'37" EAST, A DISTANCE OF 953.07 FEET; (2) NORTH 89°23'27" WEST, A DISTANCE OF 30.17 FEET; (3) SOUTH 02°33'37" EAST, A DISTANCE OF 1013.15 FEET; (4) SOUTH 89°18'02" EAST, A DISTANCE OF 10.02 FEET; (5) SOUTH 02°33'37" EAST, 642.50 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF 150TH AVENUE NORTH; THENCE NORTH 89°14'14" WEST, A LONG SAID NORTHERLY RIGHT-OF-WAY LINE OF 150 TH AVENUE NORTH, A DISTANCE OF 458.24 FEET TO A POINT OF INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF 150TH AVENUE NORTH AND EASTERLY RIGHT-OF-WAY LINE OF 63RD STREET NORTH; THENCE NORTH 02°27'07" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF 63RD STREET NORTH, A DISTANCE OF 641.75 FEET TO A POINT OF INTERSECTION OF EASTERLY RIGHT-OF-WAY LINE AND THE NORTHERLY RIGHT-OF-WAY LINE OF SAID 63RD STREET NORTH; THENCE NORTH 89°17'54" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE A DISTANCE OF 60.09 FEET TO A POINT OF INTERSECTION OF NORTHERLY RIGHT-OF-WAY LINE AND THE WESTERLY RIGHT-OF-WAY LINE OF SAID 63RD STREET NORTH; THENCE SOUTH 02°27'07" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF 63RD STREET NORTH, A DISTANCE OF 641.67 FEET TO A POINT OF INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE OF 63RD STREET NOTH AND SAID NORTHERLY RIGHT-OF-WAY LINE OF 150TH AVENUE NORTH; THENCE THE NEXT FOLLOWING SEVEN COURSES ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF 150TH AVENUE NORTH: (1) NORTH 89°14'14" WEST, A DISTANCE OF 1270.30 FEET; (2) NORTH 02°15'36" WEST, A DISTANCE OF 53.67 FEET; (3) NORTH 89°22'40" WEST, A DISTANCE 221.71 FEET; (4) SOUTH 01°59'59" EAST, A DISTANCE OF 36.00 FEET; (5) NORTH 89°13'44" WEST, A DISTANCE

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OF 102.00 FEET; (6) SOUTH 02°00'06" EAST, A DISTANCE OF 17.00 FEET; (7) NORTH 89°07'18" WEST, A DISTANCE OF 328.09 FEET TO A BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 53.00 FEET, AN ARC LENGTH OF 80.60 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 45°01'51" WEST, 73.05 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19; THENCE NORTH 01°27'50" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 717.11 FEET, TO A BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 3240.05 FEET, AN ARC LENGTH OF 197.92 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 03°12'50" WEST, 197.89 FEET; THENCE NORTH 02°02'10" EAST, A DISTANCE OF 183.26 FEET, TO A BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 3853.72 FEET, AN ARC LENGTH OF 80.66 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 01°26'12" EAST, 80.66 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE NORTH BOUNDARY LINE OF SAID SOUTHWEST ¼ OF SECTION 32, A DISTANCE OF 1193.28 FEET; THENCE NORTH 03°53'52" WEST, A DISTANCE OF 90.33 FEET, TO A POINT OF INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (STATE ROAD 686) AND THE EAST RIGHT-OF-WAY LINE OF DODGE STREET FOR A POINT OF BEGINNING; THENCE CONTINUE ON SAID EAST RIGHT-OF-WAY LINE OF DODGE STREET NORTH 03°53'52" WEST, A DISTANCE OF 337.77 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 133.00 FEET; THENCE NORTH 03°53'52" WEST, A DISTANCE OF 80.00 FEET; THENCE NORTH 89°28'57" WEST, A DISTANCE OF 133.00 FEET; THENCE NORTH 03°53'52" WEST, A DISTANCE OF 80.00 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 133.00 FEET; THENCE NORTH 03°53'52" WEST, A DISTANCE OF 770.16 FEET; THENCE SOUTH 89°30'39" EAST, A DISTANCE OF 340.31 FEET; THENCE NORTH 03°33'30" WEST, A DISTANCE OF 668.72 FEET; THENCE SOUTH 89°30'47" EAST, A DISTANCE OF 343.42 FEET; THENCE NORTH 03°13'33" WEST, A DISTANCE OF 10.02 FEET; THENCE SOUTH 89°30'47" EAST, A DISTANCE OF 31.25 FEET; THENCE SOUTH 28°38'54" EAST, A DISTANCE OF 1454.99 FEET; THENCE SOUTH 02°33'38" EAST, A DISTANCE OF 672.23 FEET, TO A POINT ON THE SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (STATE ROAD 686); THENCE NORTH 89°28'57" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 649.38 FEET; THENCE NORTH 03°13'33" WEST, A DISTANCE OF 1267.21 FEET; THENCE NORTH 89°30'12" WEST, A DISTANCE OF 29.06 FEET; THENCE SOUTH 03°13'33" EAST, A DISTANCE OF 1266.99 FEET, TO A POINT ON THE SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (STATE ROAD 686); THENCE NORTH 89°28'57" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 768.91 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 317.02 FEET; THENCE NORTH 02°13'08"

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WEST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 90.58 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 02°13'08" WEST, A DISTANCE OF 587.50 FEET; THENCE SOUTH 89°26'18" EAST, A DISTANCE OF 321.05 FEET; THENCE SOUTH 01°52'11" EAST, A DISTANCE OF 467.32 FEET; THENCE NORTH 88°08'22" EAST, A DISTANCE OF 125.00 FEET; THENCE SOUTH 01°51'49" EAST, 93.00 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE SOUTH 64°10'23" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 65.72 FEET; THENCE NORTH 89°28'57" WEST, A DISTANCE OF 50.00 FEET; THENCE SOUTH 01°50'54" EAST, A DISTANCE OF 3.00 FEET; THENCE NORTH 89°26'38" WEST, A DISTANCE OF 332.45 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST $\frac{1}{4}$ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 811.54 FEET; THENCE NORTH 01° 51'48" WEST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 122.53 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 01°51'48" WEST, A DISTANCE OF 102.57 FEET; THENCE NORTH 88°08'29" EAST, A DISTANCE OF 142.96 FEET; THENCE NORTH 01°30'31" WEST, A DISTANCE OF 35.46 FEET; THENCE NORTH 88°29'21" EAST, A DISTANCE OF 127.35 FEET; THENCE SOUTH 01°30'31" EAST, A DISTANCE OF 140.07 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY OF ROOSEVELT BOULEVARD (SR 686); THENCE SOUTH 49°48'01" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 57.58 FEET; THENCE NORTH 89°28'57" WEST, A DISTANCE OF 187.00 FEET; THENCE NORTH 52°35'26" WEST, A DISTANCE OF 48.63 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST $\frac{1}{4}$ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 1143.01 FEET; THENCE NORTH 01° 30'38" WEST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 129.73 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 01°30'38" WEST, A DISTANCE OF 75.00 FEET; THENCE NORTH 88°29'27" EAST, A DISTANCE OF 130.34 FEET; THENCE NORTH 01°07'19" WEST, A DISTANCE OF 1143.55 FEET; THENCE SOUTH 89°11'55" EAST, A DISTANCE OF 299.50 FEET; THENCE SOUTH 01°09'35" EAST, A DISTANCE OF 267.08 FEET, TO A BEGINNING OF A CURVE CONCAVE TO THE LEFT HAVING A RADIUS OF 50.00 FEET, AN ARC LENGTH OF 78.01 FEET, AND A CHORD BEARING AND A DISTANCE OF SOUTH 07°02'53" WEST, 70.34 FEET; THENCE SOUTH 42°45'33" WEST, A DISTANCE OF 8.66 FEET, TO A BEGINNING OF A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 14.00 FEET, AN ARC LENGTH OF 11.38 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 24°24'52" EAST, 11.07 FEET; THENCE SOUTH 01°08'24" EAST, A DISTANCE OF 907.71 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE NORTH 89°28'57" WEST, ALONG SAID

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NORTH RIGHT-OF-WAY LINE A DISTANCE OF 101.86 FEET; THENCE NORTH 00°06'23" EAST, A DISTANCE OF 3.00 FEET; THENCE NORTH 89°28'57" WEST, A DISTANCE OF 287.58 FEET; THENCE NORTH 48°20'06" WEST, A DISTANCE OF 55.25 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 1633.46 FEET; THENCE NORTH 01°09'04" WEST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 90.37 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 01°09'04" WEST, A DISTANCE OF 270.05 FEET; THENCE SOUTH 89°28'38" EAST, A DISTANCE OF 235.89 FEET; THENCE NORTH 00°24'45" WEST, A DISTANCE OF 500.06 FEET; THENCE SOUTH 89°29'00" EAST, A DISTANCE OF 40.97 FEET; THENCE SOUTH 00°24'32" EAST, A DISTANCE OF 15.77 FEET; THENCE SOUTH 89°21'34" EAST, A DISTANCE OF 610.67 FEET; SOUTH 00°02'20" EAST, A DISTANCE OF 168.16 FEET; THENCE SOUTH 89°25'32" EAST, A DISTANCE OF 18.00 FEET; THENCE SOUTH 00°16'14" WEST, A DISTANCE OF 584.67 FEET TO A POINT ON NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE NORTH 89°28'57" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 893.96 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST ¼ OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET; THENCE NORTH 00°16'13" EAST, LEAVING SAID CENTERLINE A DISTANCE OF 103.52 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 00°16'13" EAST, A DISTANCE OF 1246.24 FEET; THENCE NORTH 89°57'31" EAST, A DISTANCE OF 10.00 FEET; THENCE NORTH 00°16'04" EAST 474.41 FEET; THENCE SOUTH 88°47'47" EAST, A DISTANCE OF 271.67 FEET; THENCE SOUTH 45°24'51" EAST, A DISTANCE OF 97.77 FEET; THENCE NORTH 89°36'41" EAST, A DISTANCE OF 528.92 FEET, TO A BEGINNING OF CURVE CONCAVE TO THE LEFT HAVING A RADIUS OF 19.99 FEET, AN ARC DISTANCE OF 15.91 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 66°47'57" EAST, 15.49 FEET, TO A POINT OF REVERSE CURVATURE WITH A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 19.99 FEET, AN ARC DISTANCE OF 15.91 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 66°47'57" WEST, 15.49 FEET; THENCE SOUTH 89°14'22" EAST, A DISTANCE OF 74.81 FEET; THENCE NORTH 00°25'00" WEST, A DISTANCE OF 233.68 FEET; THENCE SOUTH 89°27'25" EAST, A DISTANCE OF 337.00 FEET; THENCE NORTH 00°38'37" WEST, A DISTANCE OF 645.77 FEET; THENCE SOUTH 89°26'11" EAST, A DISTANCE OF 700.48 FEET; THENCE SOUTH 00°47'30" EAST, A DISTANCE OF 628.79 FEET; THENCE SOUTH 89°27'31" EAST, A DISTANCE OF 605.32 FEET; THENCE SOUTH 01°34'06" EAST, A DISTANCE OF 707.25 FEET; THENCE SOUTH 89°37'35" EAST, A DISTANCE OF 10.00 FEET; THENCE SOUTH 01°36'39" EAST, A DISTANCE OF 1264.79 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE NORTH

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89°57'16" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686), A DISTANCE OF 997.36 FEET; THENCE SOUTH 00°02'44" WEST, A DISTANCE OF 15.00 FEET; THENCE NORTH 89°57'16" WEST, A DISTANCE OF 325.04 FEET, TO A BEGINNING OF CURVE CONCAVE TO THE LEFT HAVING A RADIUS OF 825.69 FEET, AN ARC DISTANCE OF 366.64 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 77°14'34" WEST, 363.64 FEET; THENCE NORTH 89°57'29" WEST, A DISTANCE OF 290.37 FEET; THENCE SOUTH 00°02'32" WEST, A DISTANCE OF 5.00 FEET; THENCE NORTH 89°57'16" WEST, A DISTANCE OF 461.54 FEET; THENCE NORTH 00°16'18" EAST, A DISTANCE OF 5.00 FEET; THENCE NORTH 89°57'16" WEST, A DISTANCE OF 262.72; THENCE NORTH 41°14'24" WEST, A DISTANCE OF 10.93 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°56'33" EAST, A DISTANCE OF 30.00 FEET, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, TO THE EAST RIGHT-OF-WAY LINE OF BOLESTA ROAD AS DESCRIBED IN OFFICIAL RECORDS BOOK 5114, PAGE 1454, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, FOR A POINT OF BEGINNING; THENCE NORTH 01°33'12" WEST, A DISTANCE OF 1303.87 FEET ALONG SAID EAST RIGHT-OF-WAY LINE; THENCE SOUTH 89°36'07" EAST, A DISTANCE OF 969.33 FEET ALONG THE SOUTH RIGHT-OF-WAY LINE OF NORTHERN AVENUE AS DESCRIBED IN SAID OFFICIAL RECORDS BOOK 5114, PAGE 1454; THENCE SOUTH 01°17'41" EAST, A DISTANCE OF 633.97; THENCE SOUTH 89°46'18" EAST, A DISTANCE OF 165.01 FEET; THENCE SOUTH 01°17'29" EAST, A DISTANCE OF 29.02 FEET; THENCE SOUTH 89°36'54" EAST, A DISTANCE OF 134.58 FEET; THENCE SOUTH 01°22'25" EAST, A DISTANCE OF 153.74 FEET; THENCE NORTH 89°22'38" WEST, A DISTANCE OF 134.82 FEET; THENCE SOUTH 01°17'29" EAST, A DISTANCE OF 98.91 FEET; THENCE SOUTH 89°31'47" EAST, A DISTANCE OF 134.95 FEET; THENCE SOUTH 01°22'25" EAST, A DISTANCE OF 295.68 FEET; THENCE NORTH 89°59'17" WEST, A DISTANCE OF 135.34 FEET; THENCE SOUTH 01°17'29" EAST, A DISTANCE OF 85.63 FEET TO THE SOUTH BOUNDARY OF THE NORTHEAST $\frac{1}{4}$ OF SAID SECTION 33; THENCE NORTH 89°56'33" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 1128.25 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST $\frac{1}{4}$ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 208.12 FEET; THENCE SOUTH 02°34'26" EAST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 49.61 FEET, TO A POINT OF INTERSECTION OF THE EAST BOUNDARY LINE OF FLORIDA POWER CORPORATION RIGHT-OF-WAY RECORDED IN OFFICIAL RECORDS BOOK 1405, PAGE 0582 AND OFFICIAL RECORDS BOOK 1482, PAGE 0732 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA AND THE SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) FOR A POINT OF BEGINNING; THENCE THE NEXT FOLLOWING FOUR COURSES ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD

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(SR NO. 686): (1) SOUTH 89°28'57" EAST, A DISTANCE OF 235.47 FEET; (2) SOUTH 00°31'03" WEST, A DISTANCE OF 7.00 FEET; (3) SOUTH 89°28'57" EAST, A DISTANCE OF 125.93 FEET; (4) SOUTH 55°32'51" EAST, A DISTANCE OF 48.98 FEET TO THE POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE WESTERLY RIGHT-OF-WAY LINE OF 61ST STREET NORTH; THENCE NEXT FOLLOWING FIVE COURSES ALONG SAID WESTERLY RIGHT-OF-WAY LINE 61ST STREET NORTH: (1) SOUTH 00°02'18" WEST, A DISTANCE OF 25.00 FEET; (2) SOUTH 89°57'42" EAST, A DISTANCE OF 3.00 FEET; (3) SOUTH 03°14'28" EAST, A DISTANCE OF 217.28 FEET; (4) SOUTH 89°24'52" EAST, A DISTANCE OF 24.99 FEET; (5) SOUTH 03°14'28" EAST, A DISTANCE OF 349.86 FEET; THENCE NORTH 89°26'04" WEST, LEAVING SAID WESTERLY RIGHT-OF-WAY LINE OF 61ST STREET NORTH, A DISTANCE OF 433.66 FEET TO SAID EAST BOUNDARY LINE OF FLORIDA POWER CORPORATION RIGHT-OF-WAY RECORDED IN OFFICIAL RECORDS BOOK 1405, PAGE 0582 AND OFFICIAL RECORDS BOOK 1482, PAGE 0732 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, THENCE NORTH 02°34'26" WEST, ALONG SAID EAST BOUNDARY LINE OF FLORIDA POWER CORPORATION RIGHT-OF-WAY, A DISTANCE OF 625.79 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST $\frac{1}{4}$ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 671.27 FEET; THENCE SOUTH 03°08'37" EAST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 93.32 FEET, TO A POINT OF INTERSECTION OF THE EASTERLY RIGHT-OF-WAY LINE OF 61ST STREET NORTH AND THE SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) FOR A POINT OF BEGINNING; THENCE THE NEXT FOLLOWING THREE COURSES ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686): (1) NORTH 47°18'34" EAST, A DISTANCE OF 51.97 FEET; (2) SOUTH 89°28'57" EAST, A DISTANCE OF 512.45 FEET; (3) SOUTH 38°22'07" EAST, A DISTANCE OF 25.46 FEET TO THE POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE WESTERLY RIGHT-OF-WAY LINE OF 60TH STREET NORTH; THENCE SOUTH 03°51'57" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF 60TH STREET NORTH, A DISTANCE OF 516.80 FEET; NORTH 89°25'31" WEST, LEAVING SAID WESTERLY RIGHT-OF-WAY LINE OF 60TH STREET NORTH, A DISTANCE OF 265.49 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF MARION STREET; THENCE NORTH 03°29'17" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF MARION STREET, A DISTANCE OF 60.02 FEET; TO A POINT OF INTERSECTION OF THE EASTERLY AND THE NORTHERLY RIGHT-OF-WAY LINE OF SAID MARION STREET; THENCE NORTH 89°25'52" WEST, ALONG SAID NORTHERLY LINE OF MARION STREET, A DISTANCE OF 50.00 FEET; THENCE CONTINUE NORTH 89°25'52" WEST, A DISTANCE OF 264.79 FEET TO SAID EASTERLY RIGHT-OF-WAY LINE OF 61ST STREET NORTH; THENCE NEXT FOLLOWING THREE COURSES ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF 61ST STREET NORTH: (1) NORTH 03°10'39" WEST, A DISTANCE OF 420.02 FEET; (2) SOUTH 89°31'36" EAST, A DISTANCE OF 7.00 FEET; (3) NORTH 03°08'37" WEST, A DISTANCE OF 20.00 FEET TO THE POINT OF BEGINNING.

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TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST $\frac{1}{4}$ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH $89^{\circ}28'57''$ EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 1297.87 FEET; THENCE SOUTH $03^{\circ}53'31''$ EAST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 80.70 FEET, TO A POINT OF INTERSECTION OF THE EASTERLY RIGHT-OF-WAY LINE OF 60TH STREET NORTH AND THE SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) FOR A POINT OF BEGINNING; THENCE THE NEXT FOLLOWING THREE COURSES ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686): (1) NORTH $40^{\circ}01'43''$ EAST, A DISTANCE OF 30.59 FEET; (2) SOUTH $89^{\circ}28'57''$ EAST, A DISTANCE OF 217.21 FEET; (3) SOUTH $46^{\circ}45'08''$ EAST, A DISTANCE OF 35.06 FEET TO THE POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE WESTERLY RIGHT-OF-WAY LINE OF MORGAN STREET; THENCE SOUTH $04^{\circ}10'39''$ EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF MORGAN STREET, A DISTANCE OF 62.00 FEET; THENCE NORTH $89^{\circ}26'51''$ WEST, LEAVING SAID WESTERLY RIGHT-OF-WAY LINE OF MORGAN STREET, A DISTANCE OF 262.78 FEET TO A POINT ON SAID EASTERLY RIGHT-OF-WAY LINE OF 60TH STREET NORTH; THENCE NORTH $03^{\circ}50'58''$ WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF 60TH STREET NORTH, A DISTANCE OF 62.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST $\frac{1}{4}$ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH $89^{\circ}28'57''$ EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 1609.83 FEET; THENCE SOUTH $04^{\circ}13'14''$ EAST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 81.72 FEET, TO A POINT OF INTERSECTION OF EASTERLY RIGHT-OF-WAY LINE OF MORGAN STREET AND THE SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) FOR A POINT OF BEGINNING; THENCE THE NEXT FOLLOWING FOUR COURSES ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686): (1) NORTH $38^{\circ}19'57''$ EAST, A DISTANCE OF 31.66 FEET; (2) SOUTH $89^{\circ}28'57''$ EAST, A DISTANCE OF 110.00 FEET; (3) NORTH $04^{\circ}23'13''$ WEST, A DISTANCE OF 7.00 FEET; (4) SOUTH $89^{\circ}28'57''$ EAST, 130.34 FEET TO THE POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE WESTERLY RIGHT-OF-WAY LINE OF 59TH STREET NORTH; THENCE SOUTH $04^{\circ}49'31''$ EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF 59TH STREET NORTH, A DISTANCE OF 93.16 FEET; THENCE NORTH $89^{\circ}29'15''$ WEST, LEAVING SAID WESTERLY RIGHT-OF-WAY LINE OF 59TH STREET NORTH, A DISTANCE OF 262.79 FEET TO A POINT ON SAID EASTERLY RIGHT-OF-WAY LINE OF MORGAN STREET ; THENCE NORTH $04^{\circ}13'04''$ WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF MORGAN STREET, A DISTANCE OF 61.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

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COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 05°16'03" EAST. ALONG THE EAST LINE OF SAID SOUTHEAST 1/4 OF SECTION 32, A DISTANCE OF 55.28 FEET; THENCE NORTH 89°30'49" WEST, LEAVING SAID EAST LINE OF SECTION 32, A DISTANCE OF 40.20 FEET TO A POINT OF INTERSECTION OF SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD AND THE WESTERLY RIGHT-OF-WAY LINE OF 58TH STREET NORTH, FOR A POINT OF BEGINNING; THENCE SOUTH 05°16'03" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF 58TH STREET NORTH, A DISTANCE OF 254.74 FEET TO A POINT OF INTERSECTION WITH THE NORTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH; THENCE NORTH 89°29'15" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH A DISTANCE OF 567.47 FEET TO A POINT OF INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE AND THE EASTERLY RIGHT-OF-WAY LINE OF 59TH STREET NORTH; THENCE NORTH 04°35'31" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF 59TH STREET NORTH, A DISTANCE OF 259.22 FEET, TO A POINT OF INTERSECTION OF SAID EASTERLY RIGHT-OF-WAY LINE OF 59TH STREET NORTH AND SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686); THENCE THE NEXT FOLLOWING THREE COURSES ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686): (1) SOUTH 89°30'49" EAST, A DISTANCE OF 469.70 FEET; (2) SOUTH 00°29'11" WEST, A DISTANCE OF 5.00 FEET; (3) SOUTH 89°30'49" EAST, A DISTANCE OF 95.17 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 05°16'03" EAST. ALONG THE EAST LINE OF SAID SOUTHEAST 1/4 OF SECTION 32, A DISTANCE OF 370.08 FEET; THENCE NORTH 89°29'19" WEST, LEAVING SAID EAST LINE OF SECTION 32, A DISTANCE OF 33.22 FEET TO A POINT OF INTERSECTION OF WESTERLY RIGHT-OF-WAY LINE OF 58TH STREET NORTH AND THE SOUTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH FOR A POINT OF BEGINNING; THENCE SOUTH 05°16'03" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF 58TH STREET NORTH, A DISTANCE OF 280.97 FEET TO A POINT OF INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE 58TH STREET NORTH AND THE NORTHERLY RIGHT-OF-WAY OF CRESTMONT AVENUE; THENCE SOUTH 88°39'57" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF CRESTMONT AVENUE NORTH, A DISTANCE OF 576.90 FEET TO A POINT OF INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF CRESTMONT AVENUE NORTH AND THE EASTERLY RIGHT-OF-WAY LINE OF 59TH STREET NORTH; THENCE NORTH 04°35'33" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF 59TH STREET NORTH, A DISTANCE OF 299.30 FEET TO THE POINT OF INTERSECTION OF SAID EASTERLY RIGHT-OF-WAY LINE OF 59TH STREET NORTH AND SAID SOUTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH; THENCE SOUTH 89°29'19" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH, A DISTANCE OF 574.94 FEET TO THE POINT OF BEGINNING.

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TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST ¼ OF SAID SECTION 33, A DISTANCE OF 33.11 FEET; THENCE SOUTH 05°16'03" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST ¼ OF SAID SECTION 33, A DISTANCE OF 50.40 FEET TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF 58TH STREET NORTH FOR A POINT OF BEGINNING; THENCE SOUTH 89°58'48" EAST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) A DISTANCE OF 123.86 FEET; THENCE SOUTH 00°01'05" WEST, A DISTANCE OF 7.00 FEET; THENCE SOUTH 89°58'48" EAST, A DISTANCE OF 120.51 FEET; THENCE SOUTH 46°20'08" EAST, A DISTANCE OF 41.12 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD; THENCE SOUTH 04°47'27" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD A DISTANCE OF 224.00 FEET; TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH; THENCE NORTH 89°53'38" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH A DISTANCE OF 269.02 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF 58TH STREET NORTH; THENCE NORTH 05°16'03" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF 58TH STREET NORTH, A DISTANCE OF 259.29 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 05°16'03" EAST. ALONG THE EAST LINE OF SAID SOUTHEAST 1/4 OF SECTION 32, A DISTANCE OF 360.20 FEET; THENCE SOUTH 89°53'39" EAST, LEAVING SAID EAST LINE OF SECTION 32, A DISTANCE OF 33.07 FEET TO A POINT OF INTERSECTION OF EASTERLY RIGHT-OF-WAY LINE OF 58TH STREET NORTH AND THE SOUTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 89°53'39" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH, A DISTANCE OF 268.72 FEET, TO A POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH AND THE WESTERLY RIGHT-OF-WAY LINE OF GEORGE BOULEVARD; THENCE SOUTH 04°47'26" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF GEORGE BOULEVARD, A DISTANCE OF 309.53 FEET, TO THE A POINT OF INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE OF GEORGE BOULEVARD AND THE NORTHERLY RIGHT-OF-WAY LINE OF CRESTMONT AVENUE; THENCE NORTH 88°00'51" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF CRESTMONT AVENUE, A DISTANCE 267.10 FEET, TO A POINT OF INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF CRESTMONT AVENUE AND THE EASTERLY RIGHT-OF-WAY LINE OF SAID 58TH STREET NORTH; THENCE NORTH 05°16'03" WEST, A LONG SAID EASTERLY RIGHT-OF-WAY LINE OF 58TH STREET NORTH, A DISTANCE OF 300.96 FEET TO THE POINT OF BEGINNING.

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COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 384.97 FEET; THENCE SOUTH 04°47'30" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 85.21 FEET TO A POINT OF INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EASTERLY RIGHT-OF-WAY LINE OF GEORGE BOULEVARD FOR A POINT OF BEGINNING; THENCE THE NEXT FOLLOWING THREE COURSES ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686): (1) NORTH 47°23'11" EAST, A DISTANCE OF 47.37 FEET; (2) SOUTH 89°58'48" EAST, A DISTANCE OF 215.90 FEET, (3) SOUTH 47°28'31" EAST, A DISTANCE OF 30.17 FEET TO A POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE WESTERLY RIGHT-OF-WAY LINE OF WAVERLY STREET; THENCE SOUTH 04°20'19" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF WAVERLY STREET, A DISTANCE OF 236.77 FEET, TO A POINT OF INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE OF WAVERLY STREET AND THE NORTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH; THENCE NORTH 89°53'40" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH, A DISTANCE OF 272.12 FEET; TO A POINT OF INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH AND SAID EASTERLY RIGHT-OF-WAY LINE OF GEORGE BOULEVARD; THENCE NORTH 04°47'30" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF GEORGE BOULEVARD, A DISTANCE OF 224.78 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 384.97 FEET; THENCE SOUTH 04°47'30" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 85.20 FEET TO A POINT OF INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EASTERLY RIGHT-OF-WAY LINE OF GEORGE BOULEVARD; THENCE CONTINUE SOUTH 04°47'30" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF GEORGE BOULEVARD, A DISTANCE OF 224.77 FEET, TO A POINT OF INTERSECTION OF SAID EASTERLY RIGHT-OF-WAY LINE OF GEORGE BOULEVARD AND THE NORTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH; THENCE CONTINUE SOUTH 04°47'30" EAST, A DISTANCE 50.22 FEET, TO A POINT OF INTERSECTION OF SAID EASTERLY RIGHT-OF-WAY LINE OF GEORGE BOULEVARD AND THE SOUTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH, FOR A POINT OF BEGINNING; THENCE SOUTH 89°53'39" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH, A DISTANCE OF 271.75 FEET, TO A POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH AND THE WESTERLY RIGHT-OF-WAY LINE OF WAVERLY STREET; THENCE SOUTH 04°19'57" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF WAVERLY STREET, A DISTANCE OF 320.65 FEET, TO A POINT OF INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE OF WAVERLY STREET AND THE NORTHERLY RIGHT-OF-WAY LINE OF CRESTMONT AVENUE; THENCE NORTH 88°03'32" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF CRESTMONT AVENUE, A DISTANCE OF 270.05

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FEET, TO A POINT OF INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF CRESTMONT AVENUE AND SAID EASTERLY RIGHT-OF-WAY LINE OF GEORGE BOULEVARD; THENCE NORTH 04°47'30" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF GEORGE BOULEVARD, A DISTANCE OF 312.18 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 719.80 FEET; THENCE SOUTH 04°18'27" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 90.02 FEET TO A POINT OF INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EASTERLY RIGHT-OF-WAY LINE OF WAVERLY STREET FOR A POINT OF BEGINNING; THENCE THE NEXT FOLLOWING THREE COURSES ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686): (1) NORTH 37°10'23" EAST, A DISTANCE OF 46.25 FEET; (2) SOUTH 89°58'48" EAST, A DISTANCE OF 229.26 FEET; (3) SOUTH 54°20'58" EAST, A DISTANCE OF 30.40 FEET, TO A POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE WESTERLY RIGHT-OF-WAY LINE OF AVALON AVENUE; THENCE SOUTH 03°51'52" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF AVALON AVENUE, A DISTANCE OF 149.88 FEET; THENCE SOUTH 89°58'14" WEST, LEAVING SAID WESTERLY RIGHT-OF-WAY LINE OF AVALON AVENUE, A DISTANCE OF 282.17 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID WAVERLY STREET; THENCE NORTH 04°18'27" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF WAVERLY STREET, A DISTANCE OF 131.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 1063.71 FEET; THENCE SOUTH 03°51'36" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 86.74 FEET, TO A POINT OF INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EASTERLY RIGHT-OF-WAY LINE OF AVALON AVENUE FOR A POINT OF BEGINNING; THENCE NORTH 55°12'59" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 51.16 FEET, TO A BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 682.03 FEET, AN ARC DISTANCE OF 250.39 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 78°52'14" EAST, 248.98 FEET, TO A POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE WESTERLY RIGHT-OF-WAY LINE OF WESTMINISTER AVENUE; THENCE SOUTH 03°23'28" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF WESTMINISTER AVENUE, A DISTANCE OF 115.00 FEET; THENCE SOUTH 89°58'31" WEST, LEAVING SAID WESTERLY RIGHT-OF-WAY LINE OF

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WESTMINSTER, A DISTANCE OF 284.09 FEET, TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID AVALON AVENUE; THENCE NORTH 03°51'36" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF AVALON AVENUE, A DISTANCE OF 134.10 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 1409.00 FEET; THENCE SOUTH 03°24'59" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 191.68 FEET, TO A POINT OF INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE ROOSEVELT BOULEVARD (SR NO. 686) AND THE EASTERLY RIGHT-OF-WAY LINE OF WESTMINSTER AVENUE FOR POINT OF BEGINNING; THENCE NORTH 66°34'56" EAST, A LONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) A DISTANCE OF 31.47 FEET, TO THE BEGINNING OF A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 682.03 FEET, AN ARC DISTANCE OF 50.84 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 52°09'34" EAST, 50.83 FEET; THENCE SOUTH 49°59'03" EAST, A DISTANCE OF 293.67 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF VERONA STREET; THENCE SOUTH 02°57'55" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF VERONA STREET, A DISTANCE OF 279.59 FEET, TO A POINT OF INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE OF VERONA STREET AND THE NORTHERLY RIGHT-OF-WAY LINE CRESTMONT AVENUE; THENCE NORTH 89°35'25" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF CRESTMONT AVENUE, A DISTANCE OF 133.41 FEET; THENCE NORTH 02°57'39" WEST, LEAVING SAID NORTHERLY RIGHT-OF-WAY LINE OF CRESTMONT AVENUE, A DISTANCE OF 199.77 FEET; THENCE NORTH 89°39'03" WEST, A DISTANCE OF 147.62 FEET, TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID WESTMINSTER AVENUE; THENCE NORTH 03°24'59" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF WESTMINSTER AVENUE, A DISTANCE OF 285.91 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 1409.00 FEET; THENCE SOUTH 03°24'59" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 191.68 FEET, TO A POINT OF INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE ROOSEVELT BOULEVARD (SR NO. 686) AND THE EASTERLY RIGHT-OF-WAY LINE OF WESTMINSTER AVENUE; THENCE NORTH 66°34'56" EAST, A LONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) A DISTANCE OF 31.47 FEET, TO THE BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 682.03 FEET, AN ARC DISTANCE OF 50.84 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 52°09'34" EAST, 50.83 FEET; THENCE SOUTH 49°59'03" EAST, A DISTANCE OF 375.67 FEET; THENCE SOUTH 40°00'57" WEST, A DISTANCE OF 4.00 FEET; THENCE SOUTH

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49°59'03" EAST, A DISTANCE OF 27.07 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE SOUTH 49°59'03" EAST, A DISTANCE OF 249.98 FEET; THENCE SOUTH 13°40'07" EAST, A DISTANCE OF 11.00 FEET, TO A POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE NORTHERLY RIGHT-OF-WAY LINE OF CRESTMONT AVENUE; THENCE NORTH 23°14'32" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF CRESTMONT AVENUE, A DISTANCE OF 40.24 FEET, THENCE NORTH 89°23'24" WEST, A DISTANCE OF 184.69 FEET, TO A POINT OF INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF CRESTMONT AVENUE AND THE EASTERLY RIGHT-OF-WAY LINE OF VERONA STREET; THENCE NORTH 02°57'37" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF VERONA STREET, A DISTANCE OF 197.00 FEET, TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID ROOSEVELT BOULEVARD (SR NO. 686); THENCE NORTH 59°50'27" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 19.29 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 01°34'10" EAST, ALONG THE NORTH AND SOUTH CENTERLINE OF SAID SECTION 33, A DISTANCE OF 1307.16 FEET; THENCE NORTH 49°57'12" WEST, LEAVING THE NORTH AND SOUTH CENTERLINE OF SAID SECTION 33, A DISTANCE OF 40.67 FEET, TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE POINT OF BEGINNING; THENCE SOUTH 01°33'22" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 62.92 FEET, TO A POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE NORTHERLY RIGHT-OF-WAY LINE OF CARL STREET; THENCE THE NEXT FOLLOWING THREE COURSES ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF CARL STREET: (1) NORTH 89°34'25" WEST, A DISTANCE OF 80.00 FEET; (2) SOUTH 01°33'22" EAST, A DISTANCE OF 30.52 FEET; (3) NORTH 89°34'25" WEST, A DISTANCE OF 528.16 FEET TO A POINT OF INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF CARL STREET AND THE EASTERLY RIGHT-OF-WAY LINE OF ALMA AVENUE; THENCE NORTH 02°29'02" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF ALMA AVENUE, A DISTANCE OF 621.09 FEET, TO A POINT OF INTERSECTION OF SAID EASTERLY RIGHT-OF-WAY LINE OF ALMA AVENUE AND SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686); THENCE SOUTH 49°57'12" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 826.26 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTH QUARTER CORNER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE NORTH 01°34'06" WEST, A DISTANCE OF 70.55 FEET TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 01°34'06" WEST, A DISTANCE OF 646.05 FEET; THENCE NORTH 89°22'20" WEST, A DISTANCE OF 657.47 FEET; THENCE NORTH 02°28'37" WEST, A DISTANCE OF

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654.72 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF CARL STREET; THENCE SOUTH 89°35'01" EAST, ALONG SAID EAST RIGHT-OF-WAY LINE OF CARL STREET, A DISTANCE OF 775.75 FEET, TO A POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF CARL STREET AND THE SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686); THENCE THE NEXT FOLLOWING FOUR COURSES ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686): (1) SOUTH 49°57'50" EAST, A DISTANCE OF 146.95 FEET; (2) NORTH 40°03'31" EAST, A DISTANCE OF 4.00 FEET; (3) SOUTH 49°57'50" EAST, A DISTANCE OF 922.09 FEET; (4) SOUTH 30°16'08" EAST, A DISTANCE OF 203.13 FEET TO A POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EASTERLY RIGHT-OF-WAY LINE OF 49TH STREET NORTH; THENCE SOUTH 13°28'13" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF 49TH STREET NORTH, A DISTANCE OF 479.93 FEET, TO A POINT OF INTERSECTION OF SAID EASTERLY RIGHT-OF-WAY LINE OF 49TH STREET NORTH AND THE NORTHERLY RIGHT-OF-WAY LINE OF 150TH STREET NORTH; THENCE THE NEXT FOLLOWING FIVE COURSES ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF 150TH STREET NORTH: (1) NORTH 89°31'28" WEST, A DISTANCE OF 611.63 FEET; (2) SOUTH 04°46'05" WEST, A DISTANCE OF 12.04 FEET; (3) NORTH 89°04'17" WEST, A DISTANCE OF 328.22 FEET; (4) NORTH 42°06'12" EAST, A DISTANCE OF 33.27 FEET; (5) NORTH 89°19'30" WEST, A DISTANCE OF 189.12 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°56'33" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 952.96 FEET; THENCE SOUTH 02°28'47" EAST, LEAVING SAID EAST AND WEST CENTERLINE OF SECTION 33, A DISTANCE OF 30.02 FEET, TO A POINT OF INTERSECTION OF SOUTH RIGHT-OF-WAY LINE OF DONALD STREET AND WEST RIGHT-OF-WAY LINE OF RHODES ROAD FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 02°28'47" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF RHODES ROAD, A DISTANCE OF 274.20 FEET, TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686); THENCE NORTH 49°59'03" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 313.47 FEET, TO THE BEGINNING OF A CURVE CONCAVE TO THE LEFT, HAVING A RADIUS OF 822.03 FEET, AN ARC DISTANCE OF 124.72 FEET, AND A CHORD BEARING AND DISTANCE OF NORTH 54°22'13" WEST, 124.60 FEET, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID DONALD STREET; THENCE SOUTH 89°57'16" EAST, ALONG THE SOUTH RIGHT-OF-WAY LINE OF DONALD STREET, A DISTANCE OF 329.56 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°56'33" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 922.96 FEET; THENCE SOUTH 02°28'47" EAST, LEAVING SAID EAST AND

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WEST CENTERLINE OF SECTION 33, A DISTANCE OF 30.02 FEET, TO A POINT OF INTERSECTION OF SOUTHERLY RIGHT-OF-WAY LINE OF DONALD STREET AND EASTERLY RIGHT-OF-WAY LINE OF RHODES ROAD FOR A POINT OF BEGINNING; THENCE SOUTH 89°57'16" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF DONALD STREET, A DISTANCE OF 200.00 FEET, TO A POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF DONALD STREET AND THE WESTERLY RIGHT-OF-WAY LINE OF ALMA AVENUE; THENCE SOUTH 02°28'47" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF ALMA AVENUE, A DISTANCE OF 473.98 FEET, TO THE A POINT OF INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE OF ALMA AVENUE AND THE NORTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686); THENCE NORTH 50°01'28" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 270.82 FEET, TO A POINT OF INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EASTERLY RIGHT-OF-WAY LINE OF SAID RHODES ROAD; THENCE NORTH 02°28'47" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF RHODES ROAD, A DISTANCE OF 300.00 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°56'33" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 659.85 FEET; THENCE SOUTH 02°29'02" EAST, LEAVING SAID EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.25 FEET, TO A POINT OF INTERSECTION OF SOUTHERLY RIGHT-OF-WAY LINE OF DONALD STREET AND EASTERLY RIGHT-OF-WAY LINE OF ALMA AVENUE FOR A POINT OF BEGINNING; THENCE SOUTH 89°57'16" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF DONALD STREET, A DISTANCE OF 289.46 FEET TO A POINT OF INTERSECTION OF SAID SOUTHERLY RIGHT-OF-WAY LINE OF DONALD STREET ANT THE WESTERLY RIGHT-OF-WAY LINE OF HERMAN STREET; THENCE SOUTH 01°34'10" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF HERMAN STREET, A DISTANCE OF 377.09 FEET, TO A POINT OF INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY OF HERMAN STREET AND THE NORTHERLY RIGHT-OF-WAY LINE OF HOMER STREET; THENCE NORTH 49°57'12" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF HOMER STREET A DISTANCE OF 384.25 FEET, TO A POINT OF INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF HOMER STREET AND SAID EASTERLY RIGHT-OF-WAY LINE OF ALMA AVENUE; THENCE NORTH 02°29'02" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF ALMA AVENUE A DISTANCE OF 130.07 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°57'16" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET; THENCE SOUTH 01°34'10" EAST, LEAVING THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET, TO A POINT OF INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF DONALD STREET AND THE WESTERLY RIGHT-OF-WAY LINE OF

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BOLESTA ROAD FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 01°34'10" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF BOLESTA ROAD, A DISTANCE OF 669.59 FEET , TO A POINT OF INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE OF BOLESTA ROAD AND THE NORTHERLY RIGHT-OF-WAY LINE OF HOMER STREET; THENCE NORTH 49°57'53" WEST, ALONG NORTHERLY RIGHT-OF-WAY LINE OF HOMER STREET, A DISTANCE OF 387.64 FEET, TO A POINT OF INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF HOMER STREET AND EASTERLY RIGHT-OF-WAY LINE OF HERMAN STREET; THENCE NORTH 01°34'17" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF HERMAN STREET, A DISTANCE OF 420.38 FEET, TO A POINT OF INTERSECTION OF SAID EASTERLY RIGHT-OF-WAY LINE OF HERMAN STREET AND THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID DONALD STREET; THENCE SOUTH 89°57'16" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF DONALD STREET, A DISTANCE OF 289.98 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 01°34'10" EAST, ALONG THE NORTH AND SOUTH CENTERLINE OF SAID SECTION 33, A DISTANCE OF 766.28 FEET; THENCE SOUTH 88°25'50" EAST, LEAVING THE NORTH AND SOUTH CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET, TO A POINT OF INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF HOMER STREET AND THE WESTERLY RIGHT-OF-WAY LINE OF BOLESTA ROAD FOR A POINT OF BEGINNING; THENCE SOUTH 01°34'10" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF BOLESTA ROAD, A DISTANCE OF 280.00 FEET, TO A POINT OF INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE OF BOLESTA ROAD AND THE NORTHERLY RIGHT-OF-WAY OF ROOSEVELT BOULEVARD (SR NO. 686); THENCE THE NEXT FOLLOWING FOUR COURSES ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), (1) NORTH 82°44'12" WEST, A DISTANCE OF 55.22 FEET; (2) NORTH 49°32'31" WEST, A DISTANCE OF 235.84 FEET; (3) SOUTH 46°05'31" WEST, A DISTANCE OF 4.00 FEET; (4) NORTH 49°32'31" WEST, A DISTANCE OF 522.56 FEET, TO A POINT OF INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EASTERLY RIGHT-OF-WAY LINE OF ALMA AVENUE; THENCE NORTH 02°29'07" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF ALMA AVENUE, A DISTANCE OF 322.65 FEET, TO A POINT OF INTERSECTION OF SAID EASTERLY RIGHT-OF-WAY LINE OF ALMA AVENUE AND SAID SOUTHERLY RIGHT-OF-WAY LINE OF HOMER STREET; THENCE SOUTH 49°57'12" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF HOMER STREET, A DISTANCE OF 631.85 FEET; THENCE SOUTH 01°27'44" EAST, LEAVING SAID SOUTHERLY RIGHT-OF-WAY LINE OF HOMER STREET, A DISTANCE OF 187.00 FEET; THENCE NORTH 88°25'38" EAST, A DISTANCE OF 77.00 FEET; THENCE NORTH 01°34'10" WEST, A DISTANCE OF 24.08 FEET; THENCE NORTH 40°02'47" EAST, A DISTANCE OF 70.88 FEET, TO A POINT ON SAID SOUTHERLY RIGHT-OF-WAY LINE OF HOMER STREET; THENCE SOUTH 49°57'12" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF HOMER STREET, A DISTANCE OF 40.03 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

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COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°56'33" EAST, A DISTANCE OF 30.00 FEET, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, TO THE EAST RIGHT-OF-WAY LINE OF BOLESTA ROAD AS DESCRIBED IN OFFICIAL RECORDS BOOK 5114, PAGE 1454, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, THENCE SOUTH 01°33'12" EAST, A DISTANCE OF 15.00 FEET TO A POINT OF BEGINNING; THENCE SOUTH 89°56'33" EAST, LEAVING SAID EAST RIGHT-OF-WAY A DISTANCE OF 1134.77 FEET; THENCE SOUTH 01°41'28" EAST, A DISTANCE OF 18.00 FEET; THENCE SOUTH 89°56'33" EAST, A DISTANCE OF 110.30 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF 49TH STREET NORTH; THENCE SOUTH 01°40'33" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF 49TH STREET NORTH A DISTANCE 1274.57 FEET; THENCE SOUTH 12°08'57" WEST, A DISTANCE OF 60.64 FEET; THENCE NORTH 89°32'51" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF 49TH STREET NORTH A DISTANCE OF 320.89 FEET; THENCE NORTH 35°26'50" EAST, A DISTANCE OF 18.29 FEET; THENCE NORTH 89°32'51" WEST, A DISTANCE OF 285.51 FEET; THENCE NORTH 01°43'28" WEST, A DISTANCE OF 1.17 FEET; THENCE NORTH 89°32'51" WEST, TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686) A DISTANCE OF 376.22 FEET; THENCE NORTH 50°00'21" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686) A DISTANCE OF 331.22 FEET; THENCE NORTH 29°38'59" WEST, A DISTANCE OF 47.71 FEET TO A POINT ON SAID EAST RIGHT-OF-WAY LINE OF BOLESTA ROAD; THENCE NORTH 01°36'41" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF BOLESTA ROAD A DISTANCE OF 84.56 FEET; SOUTH 88°23'13" WEST, A DISTANCE OF 1.50 FEET; THENCE NORTH 01°34'06" WEST, A DISTANCE OF 334.76 FEET; THENCE SOUTH 89°45'31" EAST, A DISTANCE 13.70 FEET; NORTH 01°33'12" WEST, A DISTANCE OF 670.29 FEET TO THE POINT OF BEGINNING.

CONTAINING 881.4 ACRES, MORE OR LESS



LARGO TRI-CITY *Special Area Plan*

**DRAFT
MAY 2020**



prepared for:



prepared by:



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ACKNOWLEDGMENTS

City of Largo Mayor and Commission

Mayor Woody Brown

Commissioner John Carroll

Commissioner Jaime Robinson

Commissioner Curtis Holmes

Commissioner Michael Smith

Commissioner Samantha Fenger

Commissioner Donna Holck

Coordinating Agency Partners

Forward Pinellas

Pinellas County Planning Department

Pinellas Suncoast Transit Authority

Florida Department of Transportation, District Seven

Pinellas County Economic Development Council

City Staff and Project Management Team

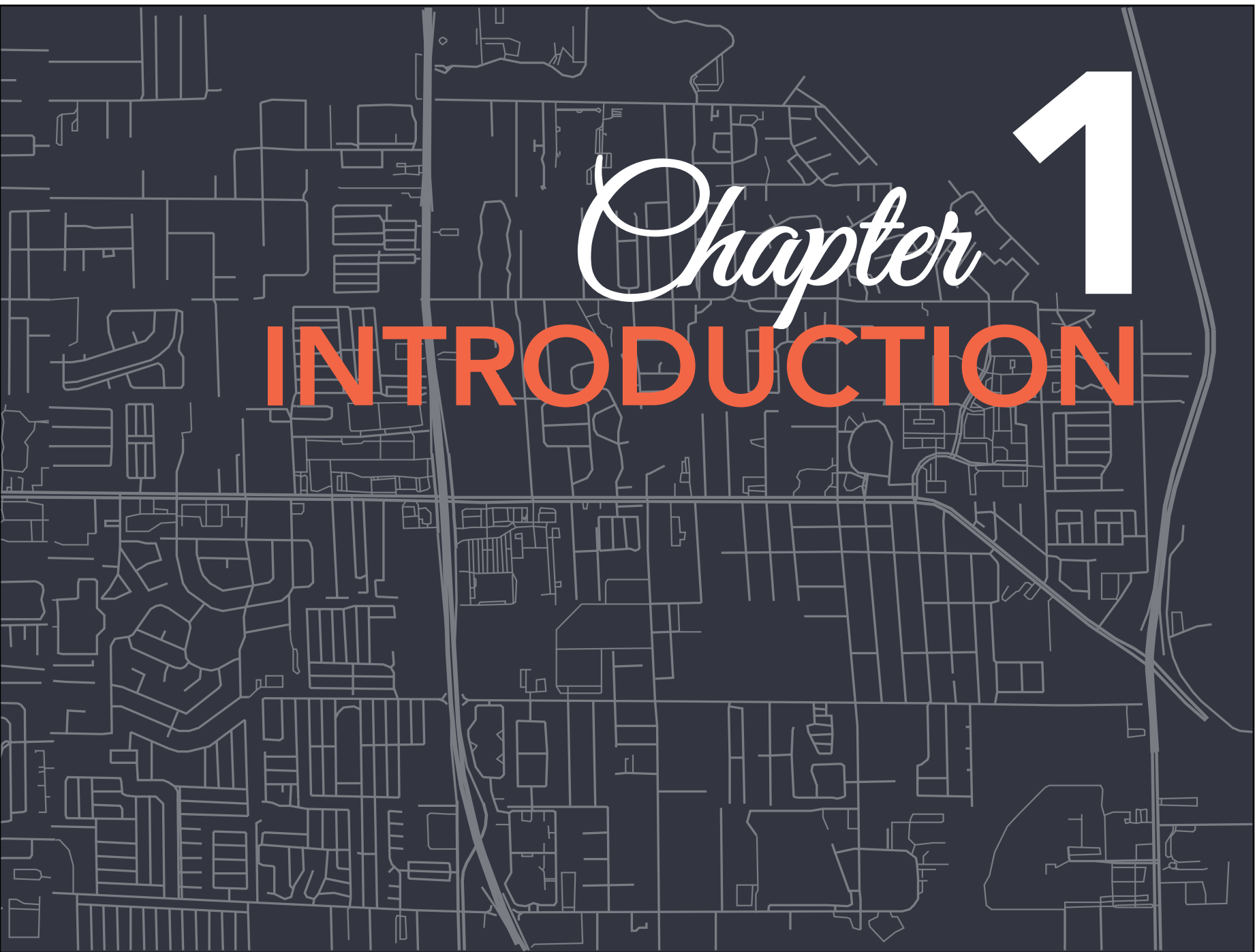
Henry Schubert, City Manager
Carol Stricklin, AICP, Community Development Director
Robert Klute, AICP, Assistant Community Development Director
Richard Perez, AICP, Planning Manager
Teresa Brydon, Economic Development Manager
Alicia Parinello, AICP, Principal Planner
Diane Mulville-Friel, AICP, Planner II
Sam Ball, Planner I
Kate Oyer, Communication Engagement Director
Isabella Nunez, Economic Development Coordinator
Laura Thomas, Sustainability Coordinator
Julianne Perez, Community Outreach Coordinator
Barry Westmark, PE, Senior Engineer
Ann Rocke, Senior Engineer
Arrow Woodard, Housing Specialist
Philip Christman, Parks Superintendent
Sean Lopez, Management Analyst
Largo IT/GIS Team

Planning Consultant

Kimley-Horn and Associates, Inc.

Kimley»Horn





Chapter 1 - Introduction

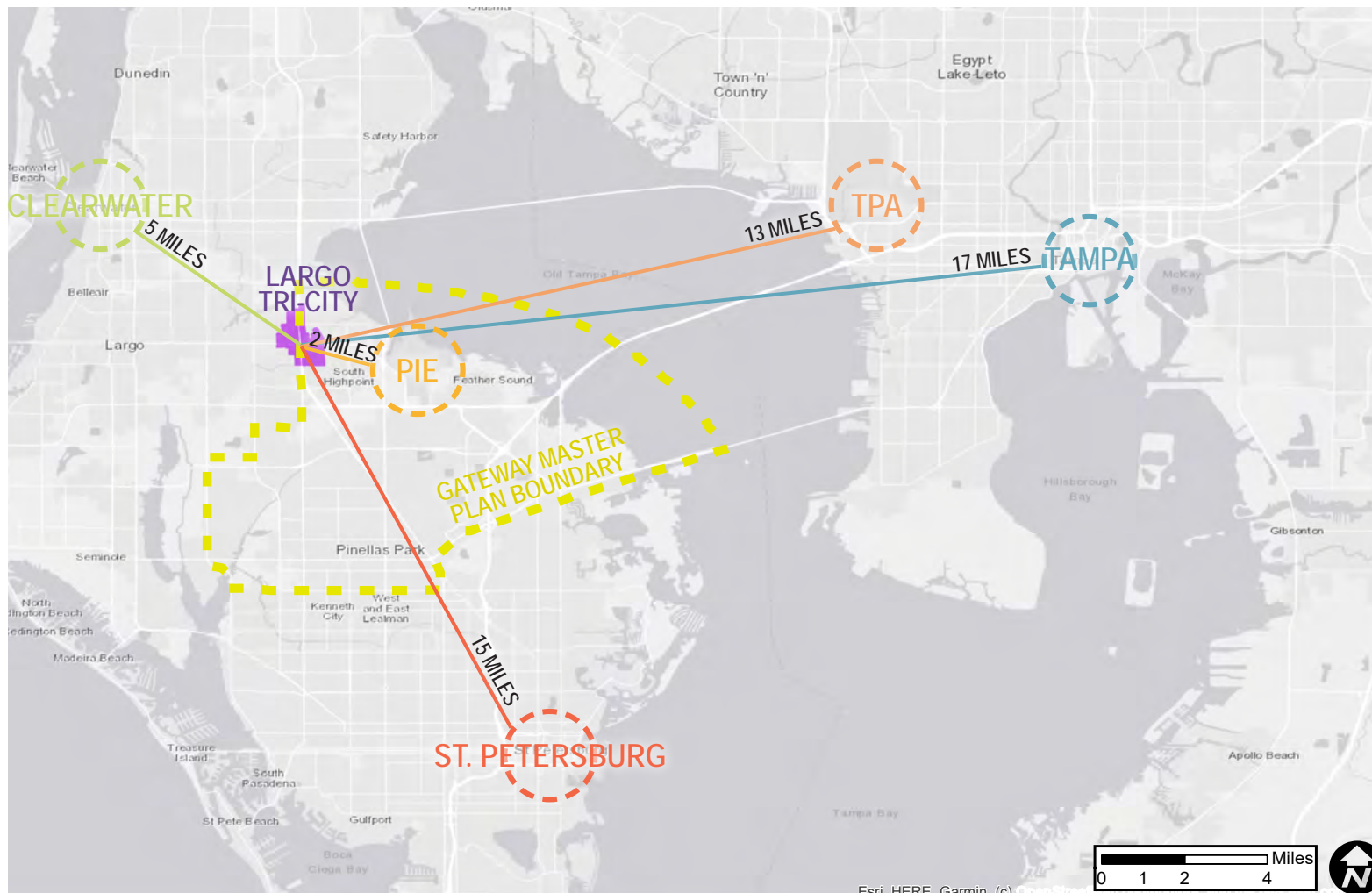
The Largo Tri-City Special Area Plan (SAP) is a plan that seeks to establish an Activity Center and is referred to as the SAP throughout this document. The SAP builds on previous efforts, outlined on page 11, and sets the stage for implementation of projects and strategies to encourage mixed-use development and transportation improvements in the US 19 and East Bay Drive/Roosevelt Boulevard area. It identifies land use and multimodal transportation projects and initiatives to help better connect residents to housing, employment, and community amenities and services while encouraging development.

With the SAP, the City of Largo is taking steps to bring to life the Gateway Master Plan for the strategic area of US 19 and East Bay Drive/Roosevelt Boulevard as one of the recognized centers of the multi-jurisdictional area. The Gateway Master Plan vision is made up of several districts, which includes this Plan, that will promote community health by pursuing job growth, sustainability and resiliency practices, increased housing supply, and enhanced multimodal connections.

The SAP aligns itself with past County planning investments focused on Transit Oriented Development (TOD), regional efforts with Forward Pinellas, and promotion of primary transit investment corridors while working with established County administered funding policies such as Penny for Pinellas to stimulate economic development and affordable housing. This Plan builds upon previous special areas plans for the City of Largo, including Downtown (West Bay) and the Largo Mall to fully engage the County and Regional efforts for identifiable and sustainable growth.

The study area includes numerous regional connections. These connections include close proximity to the St. Pete/Clearwater International Airport, the Gateway area, and Clearwater which provide employment and tourism opportunities. Greater connections include St. Petersburg, Tampa, and Tampa International Airport which also provide major employment and tourism opportunities.

Map 1: Regional Context Map



Source: Kimley-Horn

INCEPTION

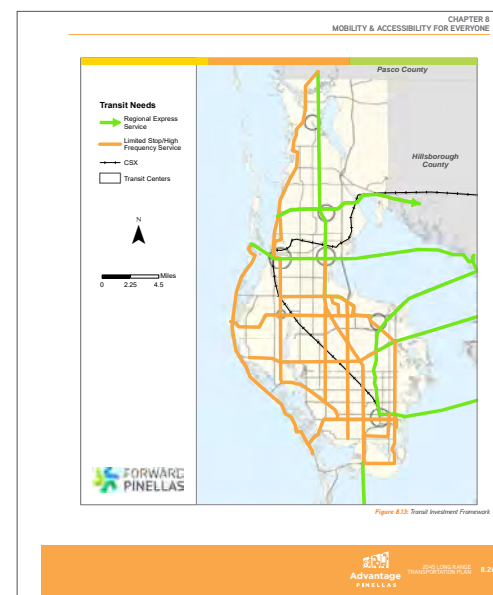
The City of Largo has a history of strategic planning including the creation of an Activity Center in the area. Activity Centers in Largo were first introduced in the 2004 Largo Strategic Plan and further described and identified in the 2011 Strategic Plan. The 2011 Largo Strategic Plan specifically outlined the creation of Major Activity Centers and mixed-use corridors, and where to develop community streets within the City. The three Major Activity Centers identified in the Strategic Plan are the West Bay Drive Community Redevelopment District and the Clearwater-Largo Road Community Redevelopment District, the Largo Mall area, and the Largo Tri-City area. Since the Strategic Plan was adopted, the previous two Activity Centers have been established and the Largo Tri-City area is the third and final Activity Center to be initiated. The Activity Centers focus on redevelopment, incremental and infill development, a mix of uses, and creating a transit-supportive community while protecting existing residential neighborhoods. The Major Activity Centers also introduce opportunities to expand and implement green spaces for neighborhoods that lack these amenities.

BACKGROUND AND CONTEXT

In addition to the strategic planning conducted locally in Largo, there have been county and area-wide planning efforts and initiatives that have set the stage for the SAP. The Forward Pinellas Countywide Plan envisions a network of higher-density Activity Centers and Multimodal Corridors that will implement a land use framework that is connected by and supports transit. Map 2 displays the Transit Investment Corridor Framework. The Countywide Plan also outlines a framework to support the growing population by creating compact housing and jobs near transit.

The Countywide Rules indicate Activity Center Future Land Use designations throughout the County. These designations are areas within the County that are appropriate for concentrations of employment, housing, cultural, or business development and each Activity Center requires a Special Area Plan. The Countywide Rules, like the Largo Strategic Plan, describe an Activity Center as consisting of a mix of business, residential, and civic uses. A compact physical arrangement and a walkable environment make it convenient to travel around an Activity Center by transit, bicycle, foot, or car. The Largo Tri-City SAP incorporates these elements into the recommendations and implementation actions.

Map 2: Transit Investment Corridor Framework



Source: Forward Pinellas

IMPLEMENTATION (Largo Tri-City Special Area Plan)

Area-Wide Plans

Pinellas Gateway Master Plan

- Bay Vista and commercial gateway

US 19 Corridor Land Use Economic Study



The opportunity for regional connectivity is further outlined in the Advantage Pinellas Priority Investment Corridors. East Bay Drive/Roosevelt Boulevard and US 19 are identified as Priority Investment Corridors which align transportation, housing, jobs, and redevelopment throughout the corridor. The goal is to connect people to jobs, affordable housing, and training and education opportunities to support the County's economic development. The Largo Tri-City area, with premium transit and supporting land uses will see more investment that is oriented around transit.

City of Largo Plans

Comprehensive Planning

- Forwarding Our Future

Strategic Plans

- 2004, 2011 (3 Activity Centers/ Community Streets) and 2017 Strategic Plans
- Employment center overlay

Other Planning Efforts

- Moving Largo Multimodal Plan
- Largo Environmental Action Plan



The SAP was created in coordination with multiple local and regional plans that impact and set the foundation for the Largo Tri-City area. The plans have organized the framework and vision for the area while the SAP carries out specific recommendations and strategies.

Countywide Efforts

Forward Pinellas

- Countywide Plan (Rules, Land Use Vision Map)
- Advantage Pinellas (Investment Corridors)

Connecting Our Community:
Using transportation to link people to jobs, housing and training



Pinellas County

- Connecting Our Community (Transportation, Jobs, Housing, Training)
- Penny IV Affordable Housing and Economic Development Program Guidelines
- Pinellas Complete Streets

PSTA: Community Bus Plan

- Community Bus Plan

INCLUDED IN THE SAP

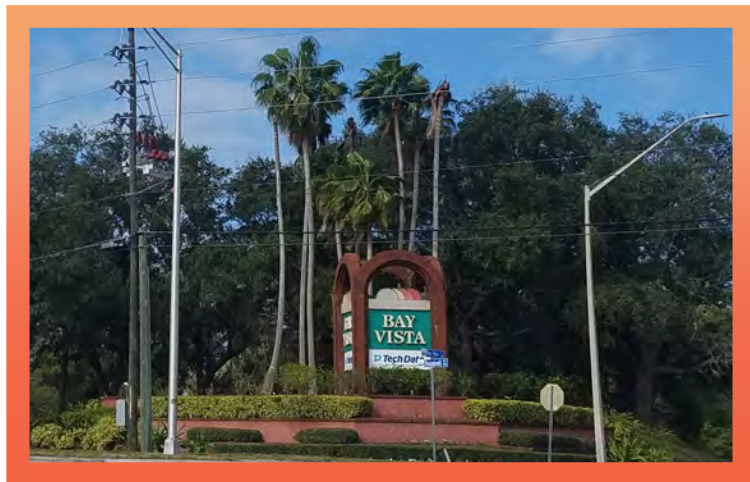
The Largo Tri-City SAP builds on local and countywide momentum to implement several initiatives and projects over the next several years. The intent is to identify planning recommendations that can be implemented and constructed as funds become available for capital improvements and opportunities arise in the market for infill and redevelopment.

The vision for the Largo Tri-City SAP is to create a place that is a destination and a complete community that includes a mix of uses. The Largo Tri-City Special Area Plan identifies specific strategies, opportunities, and standards to encourage mixed-use infill and redevelopment, increase densities and intensities, and provide accessibility to multiple modes of transportation, including making the area more walkable and pedestrian friendly. The SAP will serve to coordinate land use and development, and is a tool to implement the Pinellas Gateway Master Plan. The recommendations in the SAP target five objectives to achieve this goal:

- Land Use and Housing
- Multimodal Transportation
- Economic Development
- Public Spaces and Greenspace
- Sustainability and Resiliency



Pinellas Technical College



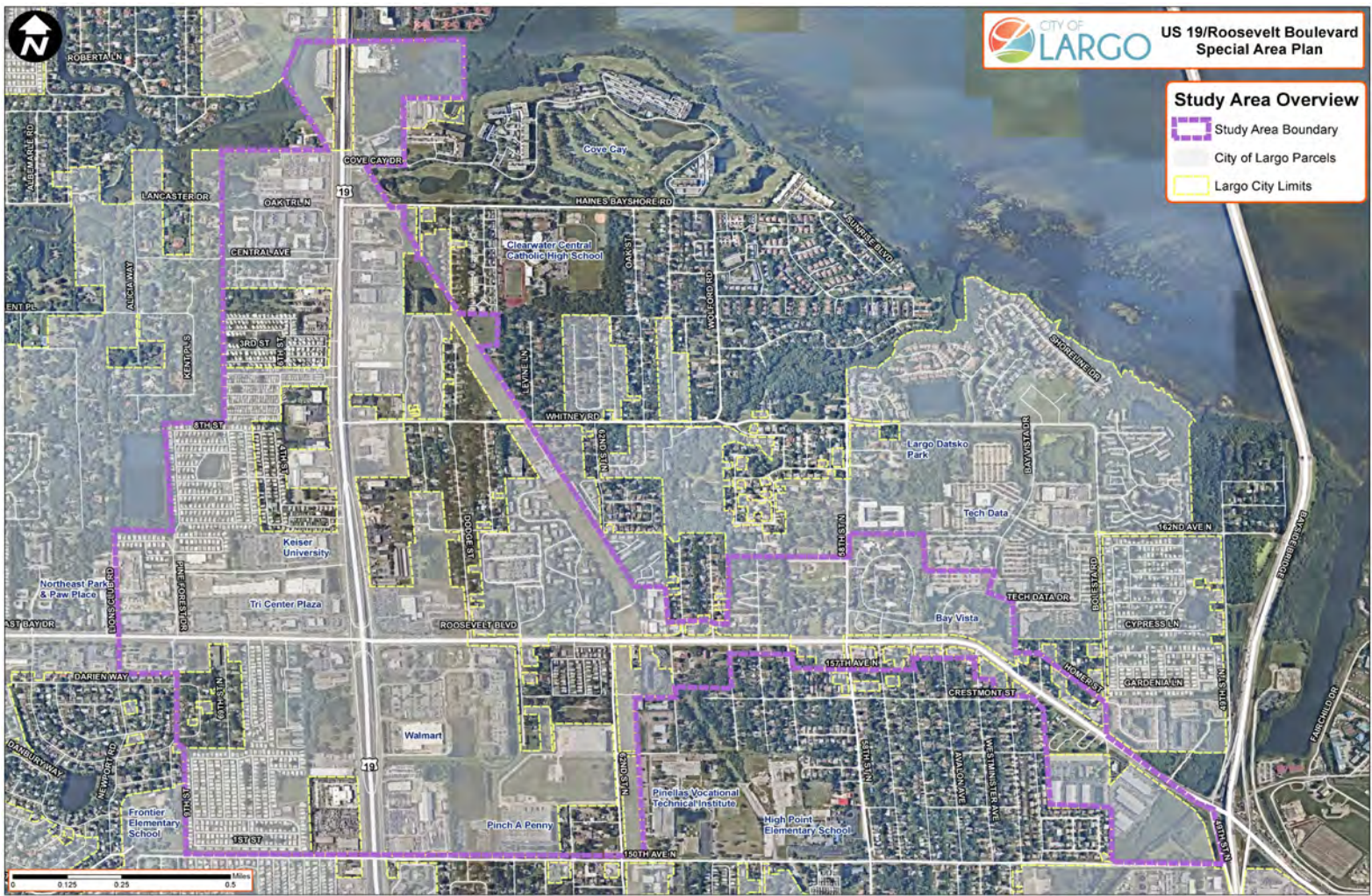
Bay Vista Business Park Entrance

The approximately 900-acre planning study area, as shown in Map 3 on the following page, is positioned at the intersection of two primary corridors: US 19 and East Bay Drive/Roosevelt Boulevard. This intersection connects to the Bay Vista employment center and encompasses the Tri-City Plaza, Walmart Supercenter, PSTA transit center, and the Allen's Creek area. The study area includes or is adjacent to several other major employers, such as Keiser University, 24/7 Intouch, Pinch-A-Penny, and Tech Data. Map 3 provides an overview of the study area. The area is centrally connected with downtown Largo to the west, the Clearwater/US 19 Activity Center to the north, ICOT Center to the south, and the St. Pete Clearwater International Airport to the east. There are several patches of unincorporated county within the study area. As these parcels are redeveloped, they will be annexed into the City and will adhere to all recommendations that are outlined in this document.



Tri-City Plaza

Map 3: Study Area



Source: Kimley-Horn

SAP BOUNDARIES

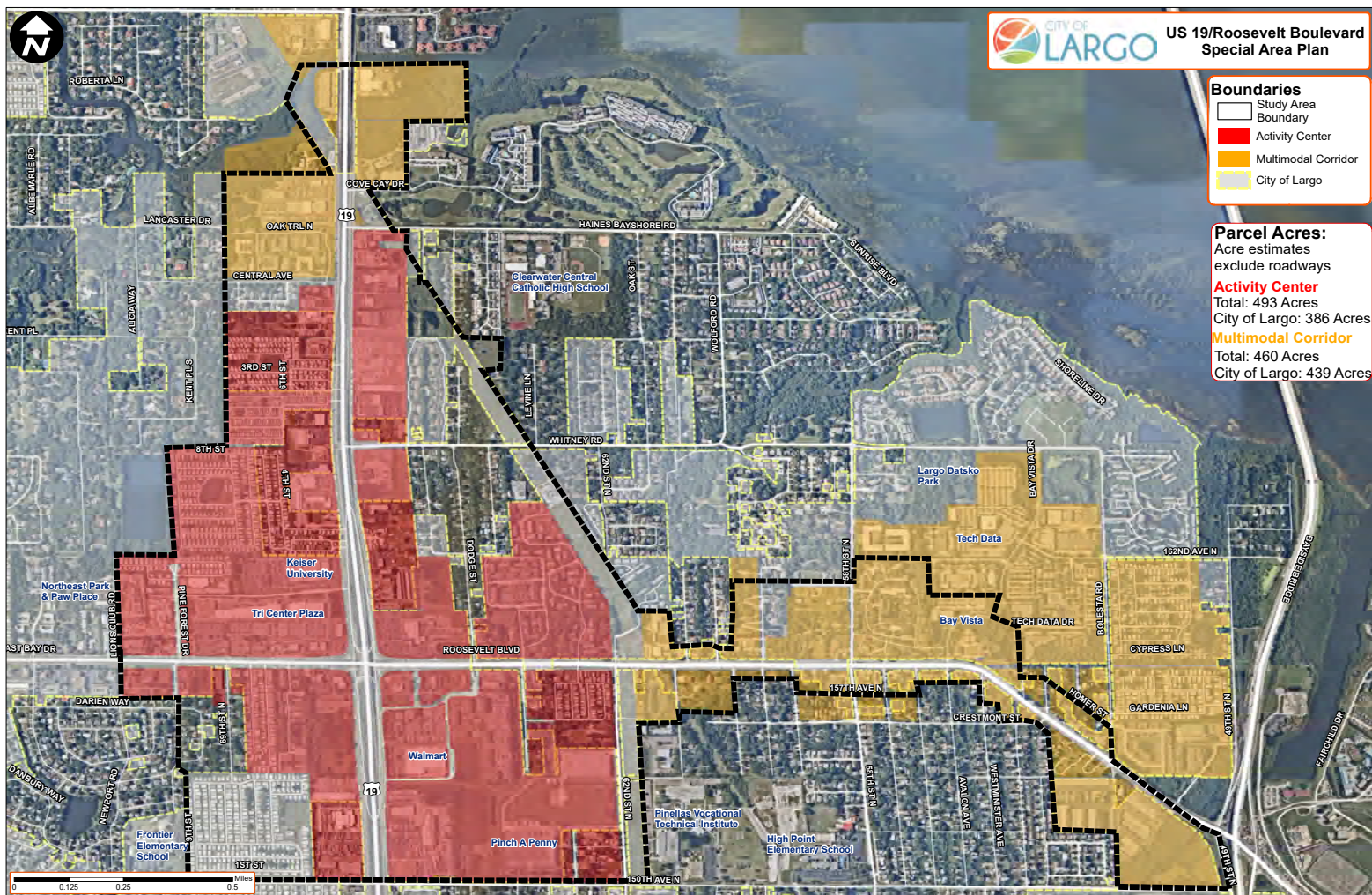
One of the key objectives of the SAP is to establish the Major Activity Center and Multimodal Corridor land use classifications, which are supported by the Forward Pinellas Countywide Rules. The Pinellas Countywide Rules were updated on October 24, 2019 and guides land use planning among the local governments of Pinellas County. The Countywide Rules support greater densities and intensities and a mix of uses in areas designated as Activity Centers and corridors designated as Multimodal Corridors to encourage transit-oriented design that supports increased walkability and transit usage. In accordance with the Countywide Rules, there is a 500 acreage limit on Activity Centers, therefore, parcels outside of the main US 19/Roosevelt Boulevard focus area were designated as Multimodal Corridors to transition from the Activity Center. These areas have less allowable density and intensity than the Activity Center but still provide transportation and land use opportunities that complement the surrounding Activity Center.

The Activity Center encompasses parcels within the City of Largo jurisdiction and Pinellas County jurisdiction. The Activity Center is 496 acres, including 374 acres within Largo jurisdiction, with the remaining 125 acres in Pinellas County jurisdiction. The unincorporated parcels can be seen in Map 3, on the previous page. The unshaded areas are unincorporated county, whereas City of Largo parcels have a shaded overlay and yellow boundary. Through coordination between the City of Largo and Pinellas County, the SAP is intended to apply in the unincorporated County upon annexation. The Activity Center Area and Multimodal Corridors Map, shown in Map 4 on the following page, outlines the Activity Center boundaries and the Multimodal Corridor boundaries as well as the study area. Through the SAP formation, areas such as the Bay Vista employment center, parcels on north US 19 and East Roosevelt Boulevard were added as Multimodal Corridors. **These areas were not originally in the study area boundary (including the analysis in the Market Analysis), but were added as Multimodal Corridors based on their significant potential for greater density and more housing.**

The adoption of the SAP results in the need to coordinate and integrate the recommended guidelines and policies within this plan with the following planning documents and agencies, including:

- Adoption of the SAP by the City of Largo
- Amending the City of Largo's Future Land Use Map (FLUM) and comprehensive plan to designate the Activity Center boundaries and multimodal corridor boundaries
- Update the Forward Pinellas Countywide Plan map to designate the Activity Center and Multimodal Corridor categories consistent with the SAP
- Updates to the City of Largo Comprehensive Development Code to apply specific standards to the proposed Major Activity Center and Multimodal Corridor overlay
- Coordinate with Pinellas County for future Unincorporated Pinellas County parcel annexation and redevelopment

Map 4: Activity Center Area and Multimodal Corridors



Source: Kimley-Horn

STUDY AREA PROFILE

As of 2019, the study area contained an estimated 5,364 residents, a 27.5% increase from 2010. During the same time period, the Tampa-St. Petersburg-Clearwater Metropolitan Statistical Area (MSA) population grew by 13.6%, reaching a total of 3,160,627 in 2019. Pinellas County grew by 7.0% during the same time period, reaching 980,444 residents in 2019. The compound annual growth rate (CAGR) for the study area was 2.7% over the last decade, nearly double the measure for the larger MSA. This data supports evidence that this specific area of the County is growing which can, and needs to, support greater density, more housing, mixed-used development, and expanded transit service. The following pages summarize the demographics for the study area.



Vology in Bay Vista Business Park

Demographics

Study Area



5,364
2019 Population



44.7
Median Age



21.6%
Households with Children



+27.5%
Population Change Since 2010



2.11
Average Household Size



\$125,856
Median Home Value

Pinellas County



980,444
2019 Population



44.7
Median Age



22.6%
Households with Children



+7.0%
Population Change Since 2010



2.19
Average Household Size



\$224,863
Median Home Value

Source: Kimely-Horn

Economics

Study Area



6,403
2019 Jobs



\$43,367
Median Household Income



18.2%
Adults with Bachelors Degree +



17.2%
Largest Sector: Retail Trade



14.2%
Households Earning +100K



54.6%
White Collar Occupation

Pinellas County



466,524
2019 Jobs



\$53,083
Median Household Income



32.0%
Adults with Bachelors Degree +



13.2%
Largest Sector: Retail Trade



22.5%
Households Earning +100K



65.1%
White Collar Occupation

Source: Kimley-Horn

Strengths, Weaknesses, Opportunities

Strengths, weaknesses, opportunities, and threats (SWOT) are identified for the study area below. The analysis is based on both the information collected for this plan, as well as a review of several previous planning efforts focused on this area, including the reports produced for the US 19 Corridor Land Use and Economic Analysis in 2018.

Strengths:

- Central location and proximity to regional employment centers and attractions, including the St. Pete-Clearwater International Airport
- Primary north-south corridor connecting heavily populated coastal areas of Pinellas and Pasco Counties
- Proactive planning efforts at local and county levels that are supportive of higher density, multimodal improvements, and greater connectivity
- Area includes several industrial clusters
- Recent investment in redevelopment of sites at US 19/East Bay Drive/Roosevelt Boulevard interchange (\$32 million in Tri-City Plaza in 2016)
- Multi-family development has had momentum since Recession; vacancy rates of newly delivered communities tend to be low once stabilized
- Outdated, vacant, or underutilized commercial properties with valuable frontage along the area’s major transportation corridors offer opportunities for redevelopment and transformation



Roosevelt Office Center

Weaknesses:

- Traditional suburban development pattern with isolated pods of development that are single-use, auto-oriented, not well-integrated, and have deep building setbacks
- Generally poor aesthetics along corridor, with some newer enhancements in pockets and generic quality of landscape and architectural design make the corridor indistinguishable from other suburban corridors
- Lack of streetscaping and pedestrian/bike/transit facilities result in a poor experience for those not traveling by automobile and local street network is discontinuous which also makes travel challenging
- Bayside Submarket office vacancy rate is nearly double others nearby and rent per square foot is lower than most
- Access to parcels along US 19 is from frontage roads and multiple curb cuts along the US 19 frontage roads with limited cross-parcel connections
- Concern about lack of diverse, affordable housing
- Lower-density residential neighborhoods in the area are largely built-out, limiting new, greenfield opportunities for single-family residential product
- Parcel sizes vary widely and include a range of building types, including shopping centers, older strip malls, and standalone retail buildings
- Property ownership is fragmented, which could make land assembly more challenging

The next chapter outlines the Stakeholder Engagement outreach that was performed during the development of the SAP. The Stakeholder Engagement informed and guided the recommendations that are presented later in this Plan.



Walmart Gateway Entrance





Chapter **2**
STAKEHOLDER
ENGAGEMENT

Chapter 2 - Stakeholder Engagement

There was significant engagement throughout the planning process that helped develop strategies for the SAP. This included an internal City staff visioning workshop, several stakeholder meetings and interviews, one community forum, and an online survey. There were separate stakeholder interviews held with members of agency staff, the business community, as well as members representing the neighborhoods in the area. One interview was also held with the Central Pinellas Chamber of Commerce.

The main themes that stood out from public outreach efforts include: redevelopment and higher-quality development, affordable housing, multimodal transportation improvements, and new land use and design standards.



Source: City of Largo

AGENCY STAFF MEETINGS

On September 3, 2019 a meeting between Pinellas County, Forward Pinellas, and the City of Largo was held to discuss the SAP boundary. It was determined at this meeting that all parcels, whether unincorporated Pinellas County or City of Largo, should be planned as one cohesive area. The boundary of the SAP was also discussed with City of Largo and other agency staff. It was agreed that the boundary would extend to, but not include, the Highpoint neighborhood community with the exception of parcels adjacent to Roosevelt Boulevard. The rationale was that the Highpoint community is likely to largely remain single family residential. However, improving connectivity from the Activity Center and Multimodal Corridor areas to HighPoint are desired with land use/intensity transitions.



Source: City of Largo

On September 23, 2019, agency members from the City of Largo, Florida Department of Transportation (FDOT) District Seven, Forward Pinellas, Pinellas Suncoast Transit Authority (PSTA), and Pinellas County met to discuss transportation recommendations and strategies for the SAP. Staff discussed potential improvements and concepts for East Bay Drive, Roosevelt Boulevard, and US 19 that would satisfy all agency standards. From this discussion, there was a consensus for landscaping and aesthetic lighting along the East Bay Drive/Roosevelt Corridor and US 19 underpass, opportunities for public art installations, enhanced bus shelters, and improved wayfinding/signage. The US 19 Frontage Roads Safety Action Plan was discussed as another opportunity to recommend improvements. The discussions from this meeting guided the transportation and placemaking recommendations for the SAP.

BUSINESS STAKEHOLDER INTERVIEWS

Business stakeholder interviews occurred during two sessions on October 1, 2019 and comprised of twelve stakeholders, including business owners/managers, property owners, developers, and Keiser University. The main discussion themes that occurred during the meetings included comments and concerns about transportation, land uses, new development, redevelopment, stormwater, and amenities. The stakeholder participants included:

- Pinch-A-Penny
- Eshenhaugh Land Company
- Chaf Properties
- Gulf Coast Consulting
- Keiser University
- Walmart
- Ryan Companies
- 24-7 Intouch

Transportation comments included:

- Congestion in the area makes it difficult to reach destinations like Keiser University
- Traffic signals should be considered to alleviate congestion at Bolesta Road and Bay Vista Drive
- Large number of Keiser University students use public transit and there are large number of pedestrians and bicyclists around Walmart and transit



Pinch-A-Penny

Land Use discussion points included:

- Low inventory of workforce and affordable housing in the area to house stakeholder employees and students; new development should address the lack of workforce and affordable housing while allowing a mix of uses
- Consider maximum setback requirements and new parking strategies for new development
- Ensure housing superblocks don't develop and encourage new development with diverse types of uses, such as residential, restaurants, bars, and shopping
- Most developers are not used to going through the development process with mixed-use buildings; guiding developers through the process could promote more redevelopment

Other concerns include:

- Lack of amenities, services, and attractions for employees, students, and residents in the area
- Need for more restaurants and multi-family housing options
- Provide development options that keep people in the area rather than passing through the area
- Large homeless presence along US 19 and transit stops
- Lack of lighting poses safety issues along US 19
- 24-7 Intouch employees works all hours of the day and improvements and lack of lighting along US 19 frontage road presents safety issues for employees to walk from the employee parking lot
- Lack of school choices

The overall recommendation is to improve the area with better community amenities, more housing options, and updated land use and design standards.



Source: City of Largo

NEIGHBORHOOD STAKEHOLDER INTERVIEWS

The neighborhood stakeholder meeting occurred on October 11, 2019 and included representatives from High Point Community Center, Pinellas County Schools, and Forward Pinellas. Their overall vision includes an area that is walkable, safe, accessible, and includes more greenspaces. Stakeholders expressed the following specific concerns and interests.

Transportation:

- Speed reduction on 150th Avenue North at 58th Street to create a safer environment around the elementary school
- Lack of walkability along 62nd Street; small sidewalks and large stormwater ditches
- Student safety with existing roadway facilities and lack of lighting
- Consider ways to encourage transit usage and more partnerships with PSTA

Development and Land Use:

- The need for more affordable housing units and options that are family-friendly
- The abundance of housing geared towards single young-professionals and retirees but not enough options for families in this area
- Desire for smaller businesses
- Large land parcel between Highpoint Elementary and Pinellas Technical College could be used as a community greenspace or connection to Pinellas Trail
- Consider utilizing school board property north of 150th Avenue to encourage mixed housing and uses
- Lack of a central destination or community space for residents and students to use, recreate, and socialize



Source: City of Largo

CENTRAL PINELLAS CHAMBER OF COMMERCE

A meeting was held with members of the Central Pinellas Chamber of Commerce on October 16, 2019. The purpose of the SAP was presented in an open format. Demographics and employment statistics within the study area were also summarized. There was discussion on the study area boundary and several members of the group have been involved in the Pinellas Gateway Master Planning process. The main recommendations from the discussion included:

- Beautify East Bay Drive and Roosevelt Boulevard
- Address concerns of speed and safety along East Bay Drive and Roosevelt Boulevard
- Provide transit improvements through local circulation and regional improvements
- Implement short-term projects to build momentum
- Develop a place with a mix of uses and activities
- Create a plan with actions (there are a number of plans in the area)
- Establish branding for area, many favored the name Tri-City



Source: City of Largo

COMMUNITY FORUM

The community forum for the Largo Tri-City SAP was held on November 6, 2019 at Pinellas County Technical College with approximately 40 residents and stakeholders in attendance. The community forum included a short presentation and seven interactive stations. The stations included:

- Land Use and Housing
- Transportation
- Sustainability and Resiliency
- Economic Development
- Placemaking and Identity
- Mapping
- Survey



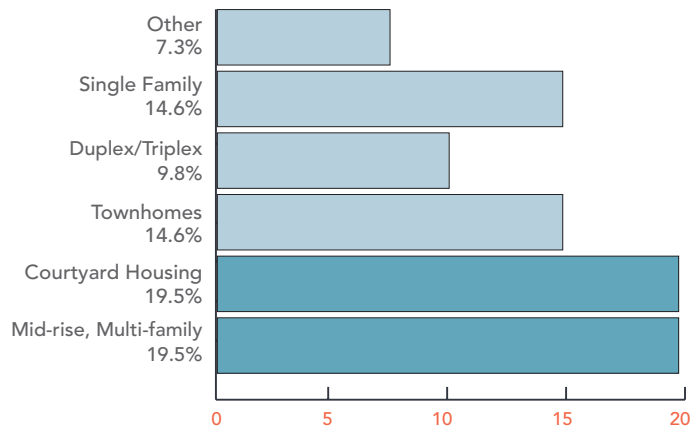
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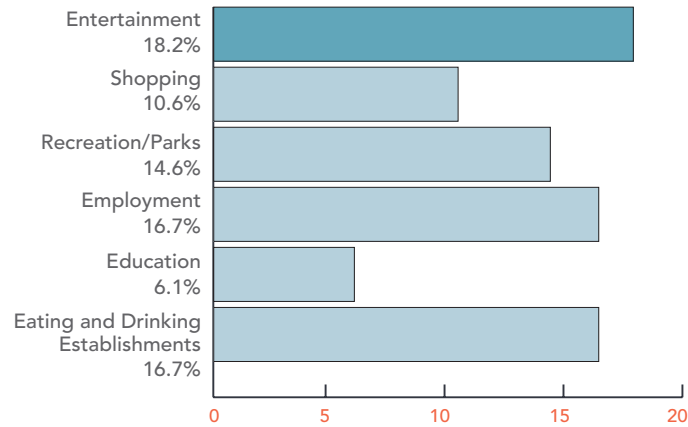
Land Use and Housing Station

The land use and housing station showed a map of initial recommendations for land use and housing in the study area. This station also included a preference survey that polled participants on types of land uses, housing, activities, and urban design they would like to see included in the SAP. Overall, results indicate support for mixed-use and multi-family development with more park space, entertainment, and shopping options. There were additional concerns about the signal timing at the intersection of Roosevelt and Dodge Street, as well as cut through traffic in Bay Vista. Below are the results for each question:

What types of housing would you like to see more of in the future?

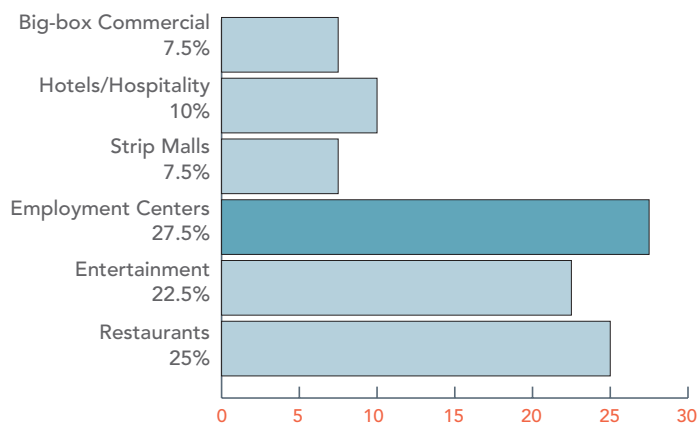


What types of activities would you like to see more of in the future?

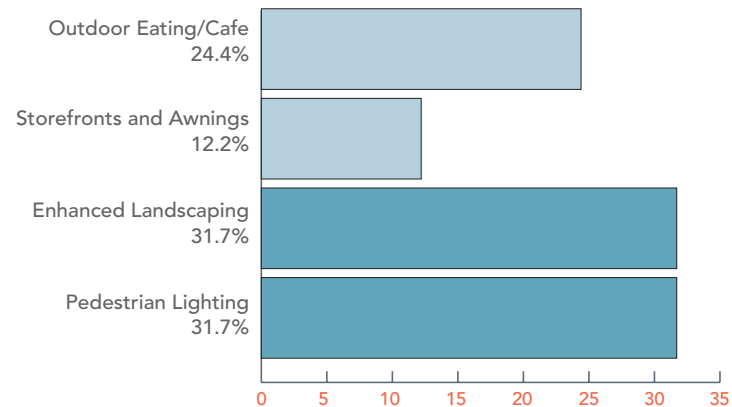


Source: Kimley-Horn

What types of commercial would you like to see more of in the future?



What types of activities would you like to see more of in the future?

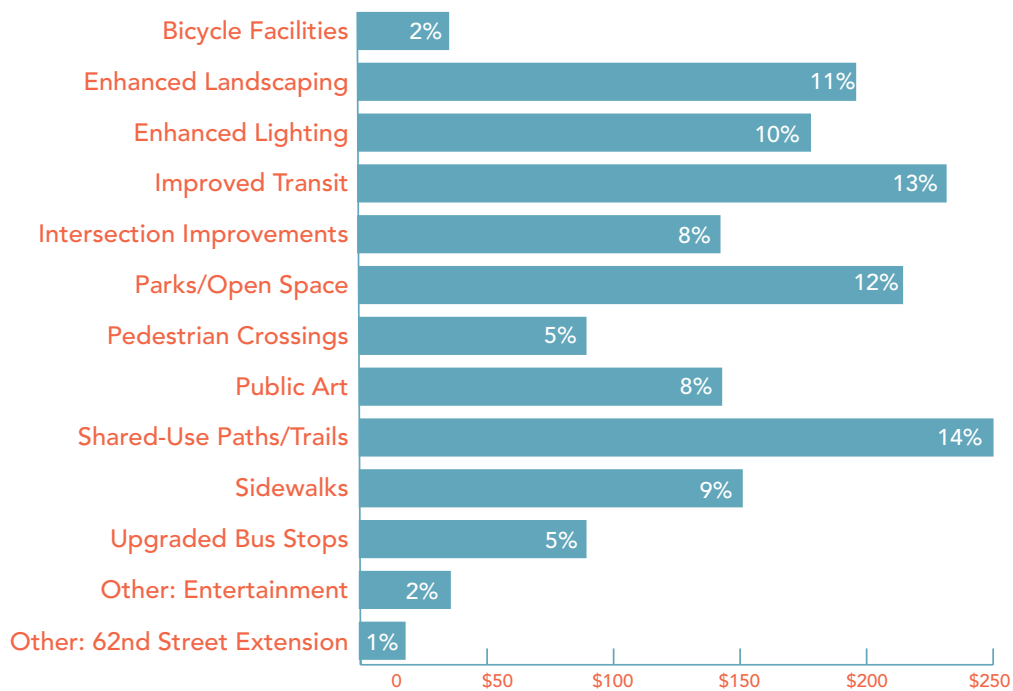


Source: Kimley-Horn

Transportation Station

The transportation station included a map of initial transportation recommendations and the Money Madness exercise. The Money Madness exercise allowed participants to allocate \$50 of mock money to any twelve transportation-related improvement categories. The categories included: bicycle facilities, enhanced landscaping, enhanced lighting, improved transit, intersection improvements, parks/open space, pedestrian crossings, public art, shared-use paths/trails, sidewalks, upgraded bus stops, and other. The results indicate large support for multi-use paths/trails, improved transit, parks/open space, enhanced landscaping, and enhanced lighting. Below are the results:

Money Madness Results:



Source: Kimley-Horn

Sustainability and Resiliency Station

This station presented initial sustainability and resiliency recommendations to be incorporated in the SAP along with ongoing sustainability programs and initiatives already provided by the City. There was significant interest and support for the proposed Resiliency Hub that would serve as an education and resource center based on community member feedback at this station.

Placemaking and Identity Station

The placemaking and identity station focused on naming/branding ideas for the study area and placemaking elements. Residents and stakeholders were invited to submit a new district name for the area and vote on initial naming ideas. The placemaking exercise allowed participants to build their ideal public space with placemaking elements.



Sustainability and Resiliency Station

Mapping Station

The mapping stations included a Live-Work map and aerials of the study area. The Live-Work map asked forum attendees to place a dot where they live and where they work on a map. The aerial maps encouraged attendees to write their thoughts on improvements they want to see in the area and specific locations.

Economic Development Station

This station had demographic handouts and maps of the study area. Discussions were on the impact of the businesses located in the area and the new opportunities for business expansion.



Placemaking and Identity Station

Largo Tri-City Special Area Plan

Survey Summary

The survey station allowed attendees to take the online survey if they had not done so already. The survey collected thoughts and opinions on how to improve the study area. A summary of the survey results can be found below. The online survey was distributed via e-blasts, through the project website (Largo.com/US19SAP), word-of-mouth, and during each project meeting and workshop. 1,113 community members and stakeholders participated in the online survey.

Who Are You?



Resident
78%



Business
7%



Neighborhood Group
2%



Association
1%



Renter
5%



Owner
33%



Worker
14%



Real Estate Professional
2%



Investor
1%



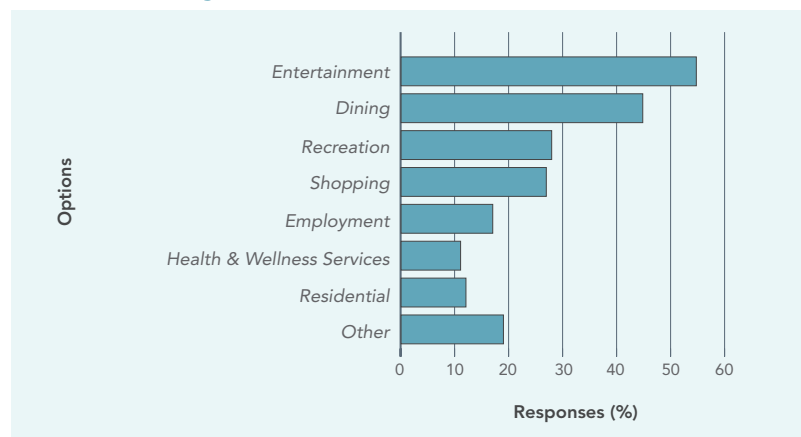
Developer
1%

Online Survey Results

What do you do?



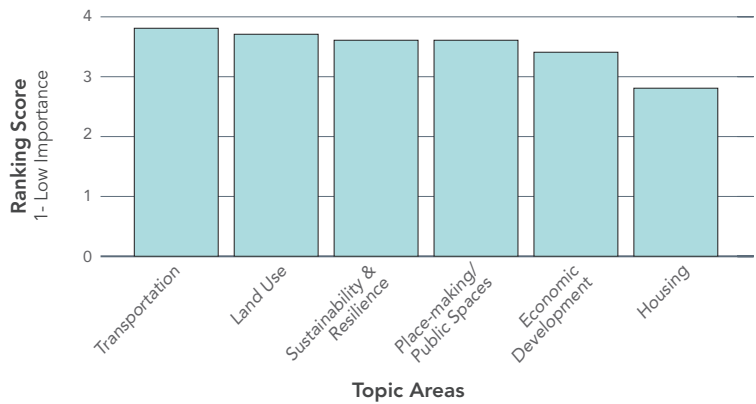
What would you like to see?



Source: City of Largo

SAP TOPIC AREAS

Your Top Priority



SAP TOPIC AREAS

Biggest Challenge

* percentage based on respondents only

Public Spaces	Not able to access public green spaces 9%	Need for public spaces/recreational facilities 10%	No activities I am interested in going to 11%	No sense of culture, belonging, security, or social inclusion in the area. 17%
Sustainability & Resilience	Not enough access to healthy food choices 8%	High risk of damage & loss of property 10%	Unequal access to resources 13%	Extreme heat due to lack of trees 13%
Economic Development	Investment in local workforce 5%	Redevelopment opportunities 10%	Need for services in the area 10%	Access to high wage earning employment opportunities within the area 18%
Housing	Too much housing 10%	No desire to live in the area 10%	Need for a variety of apartments, single-family homes & condos 11%	Need for affordable housing 16%
Transportation	Bike & pedestrian facilities 6%	Need to increase safety 6%	Public transportation choices & access 8%	Too much traffic 26%
Land Use	Vacant underutilized properties 7%	Lack of interest in redevelopment 7%	Need for diverse uses into one space 12%	Very low walkability in the area due to car-centric planning 14%

A SIGNIFICANT OPPORTUNITY FOR THE AREA IS....

“ A cultural center and green space with QUALITY activities. ”

“ Changing development patterns on the corridor and encouraging WALKABLE land use design and more economically sustainable land use activity. ”

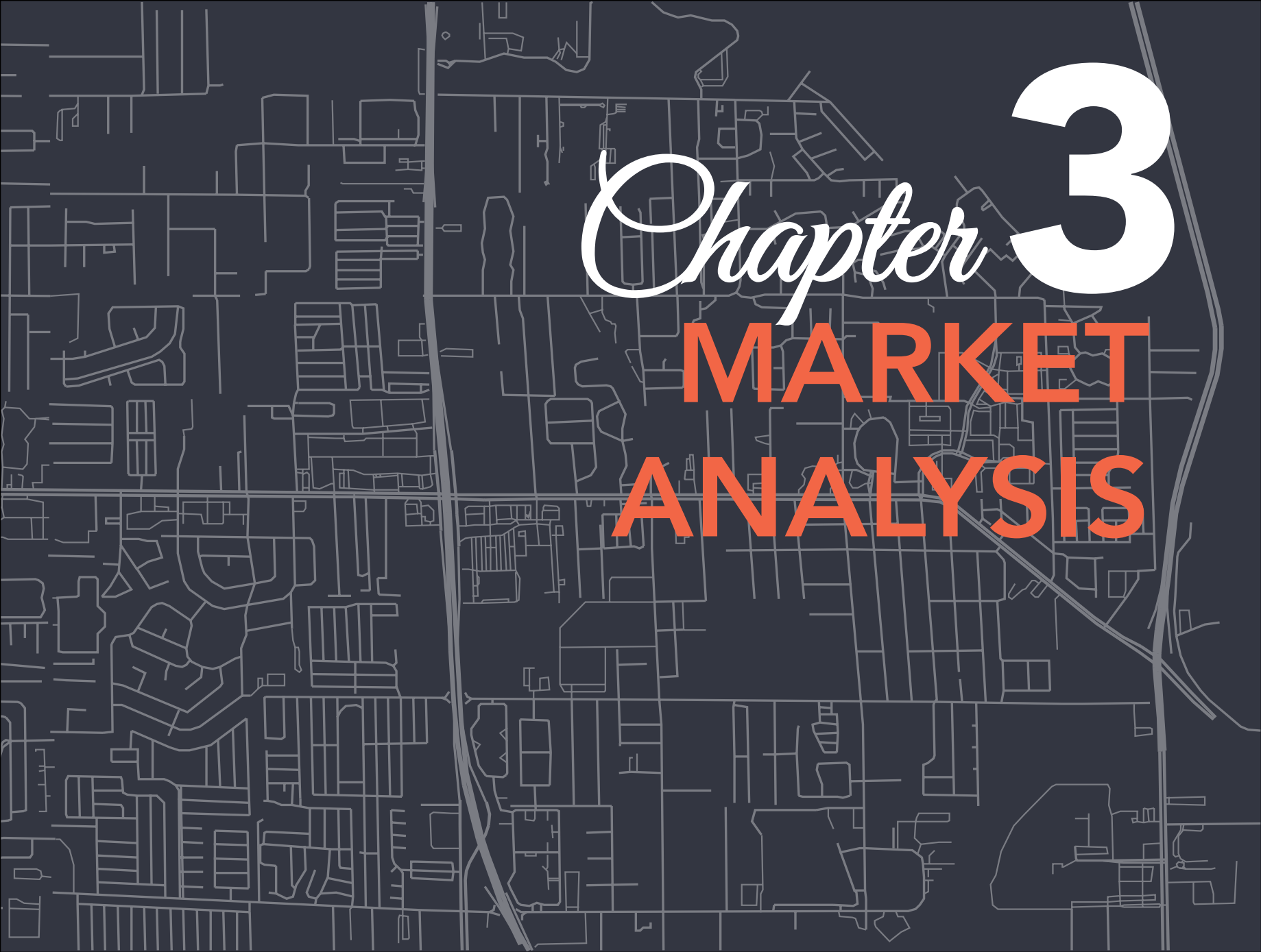
“ Renew the area’s appearance as this is the MAIN ENTRYWAY into the City. ”

“ A rapid bus transit could go from the airport thru this area and downtown Largo and eventually all the way to the beach. ”

“ To develop mixed use and planned development projects in the area. A MIX OF HOUSING AND BUSINESS provides opportunities for local residents to live and work in the same area. Walk-ability and access are important, especially as housing costs rise... ”

“ TRAFFIC CONTROL. ”

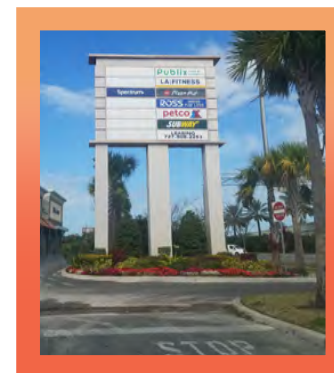




Chapter **3**
**MARKET
ANALYSIS**

Chapter 3 - Market Analysis

This chapter provides insight into the evolving real estate and development patterns that could affect future growth in Largo. The approach includes analyzing baseline and historical conditions; the location, direction, and outcomes of investment decisions; and the use of real estate by various sectors of the Largo economy. Analytical factors were synthesized to create an assessment of the area’s strengths and weaknesses. Information presented here was used to inform the planning process for the SAP, resulting in concepts that are based on land uses and development patterns that have the strongest market opportunities.



Tri-City Plaza Entrance

A combination of data providers were utilized for this analysis. Demographic and employment data sources include ESRI Business Analyst Online, which incorporates data from the U.S. Census Bureau, as well as the Longitudinal Employer Household Dynamics program from the US Census. Real estate data sources also include the U.S. Census Bureau, as well as REIS, a third-party real estate data provider. This analysis blends quantitative demographic, economic, and real estate performance data with qualitative knowledge of the local market. Findings from planning initiatives near the study area were also reviewed. Ultimately, these data points were leveraged to provide an indication of the development potential for various land uses in the study area.

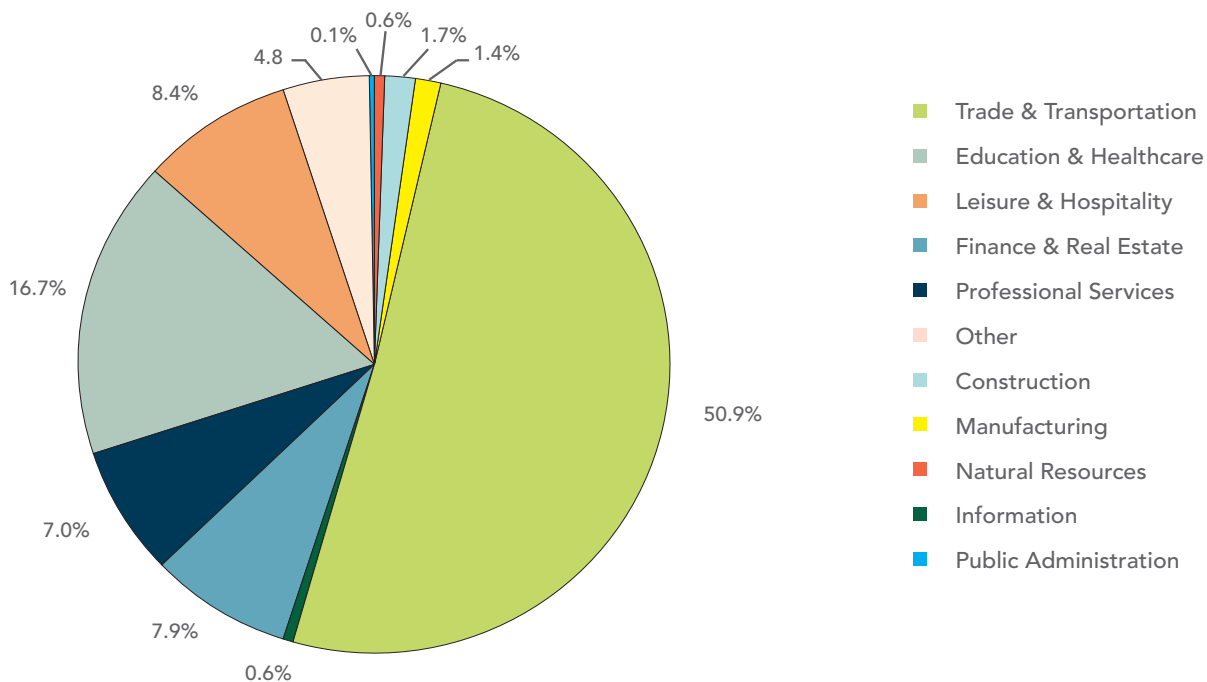
EMPLOYMENT OVERVIEW

According to ESRI Business Analyst Online, there were nearly 6,400 full-time jobs in the study area in 2019. Employment information is presented for the study area initially created for the planning process, which excludes Bay Vista. The Bay Vista area hosts a notable concentration of jobs, which further enhances the area’s employment base.

The Trade and Transportation industry made up the largest percentage of jobs in the study area at 50.9%. Trade and Transportation jobs can be further broken down by type, where 53.9% are related to traditional retail positions and automotive-related uses (sales, repair, etc.) and the remaining 46.1% are wholesale and distribution. Wholesale and distribution positions are often located in light industrial buildings, compared to retail jobs which utilize more traditional commercial properties.

The next largest employment sector in the study area is Education and Healthcare, representing 16.7% of all jobs. Leisure and hospitality jobs, which includes restaurants and hotels, makes up the third largest sector at over 8% of the total. Figure 1 shows the distribution of jobs types within the study area.

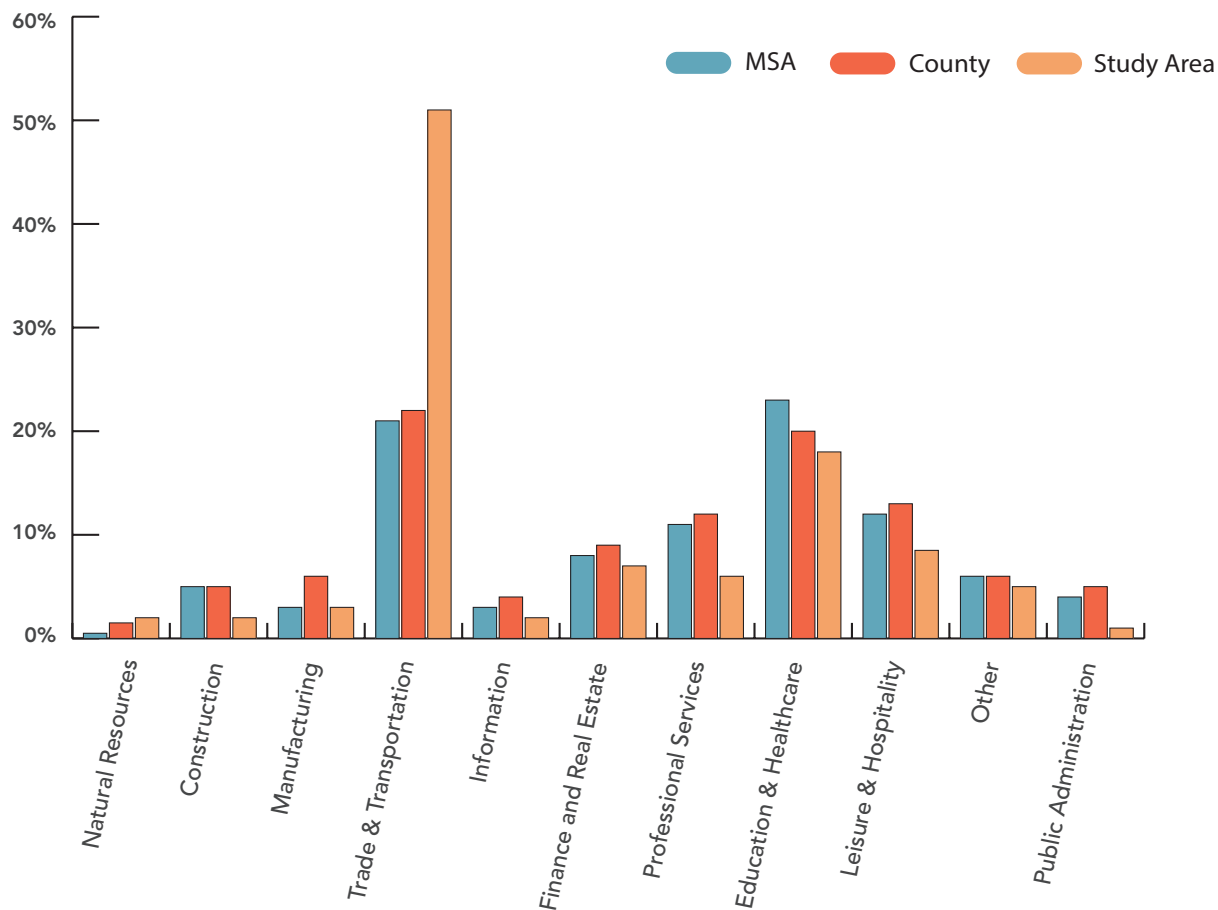
Figure 1: Estimated Full-Time Jobs in the Study Area



Source: ESRI Business Analyst Online, Kimley-Horn

Figure 2 demonstrates how the distribution of jobs by sector in the study area compared to Pinellas County and the Tampa Bay MSA. The study area's share of Trade and Transportation jobs are notably higher than the rest of the County and Tampa Bay MSA, driven by concentrations of traditional retail at the US 19/East Bay Drive/Roosevelt Boulevard interchange, as well as automotive-related uses along the US 19 corridor.

Figure 2: Comparison of Full-Time Jobs by Industry Sector



Source: ESRI Business Analyst Online, Kimley-Horn

Employment in the study area is primarily concentrated in two large nodes. The first node is located at the US 19/East Bay Drive/Roosevelt Boulevard interchange. Jobs in this cluster are primarily retail trade positions. Within this node, Tri-City Plaza is in the northwest quadrant, anchored by Publix Super Market. This quadrant also hosts a variety of other smaller retailers and restaurants. Additionally, a Walmart Supercenter is in the southwest quadrant of the interchange and a CarMax is in the northwest quadrant, further bolstering the job concentration in this node.

The other cluster of jobs is in the eastern portion of the study area near Tech Data Corporation in Bay Vista Office Park. However, it should be noted that the initial study area created for this plan excluded Bay Vista. Many of the jobs in this business park would be classified in the Professional, Scientific, and Technical Services and Information industries, which includes technology-based positions that typically offer higher-than-average wages.

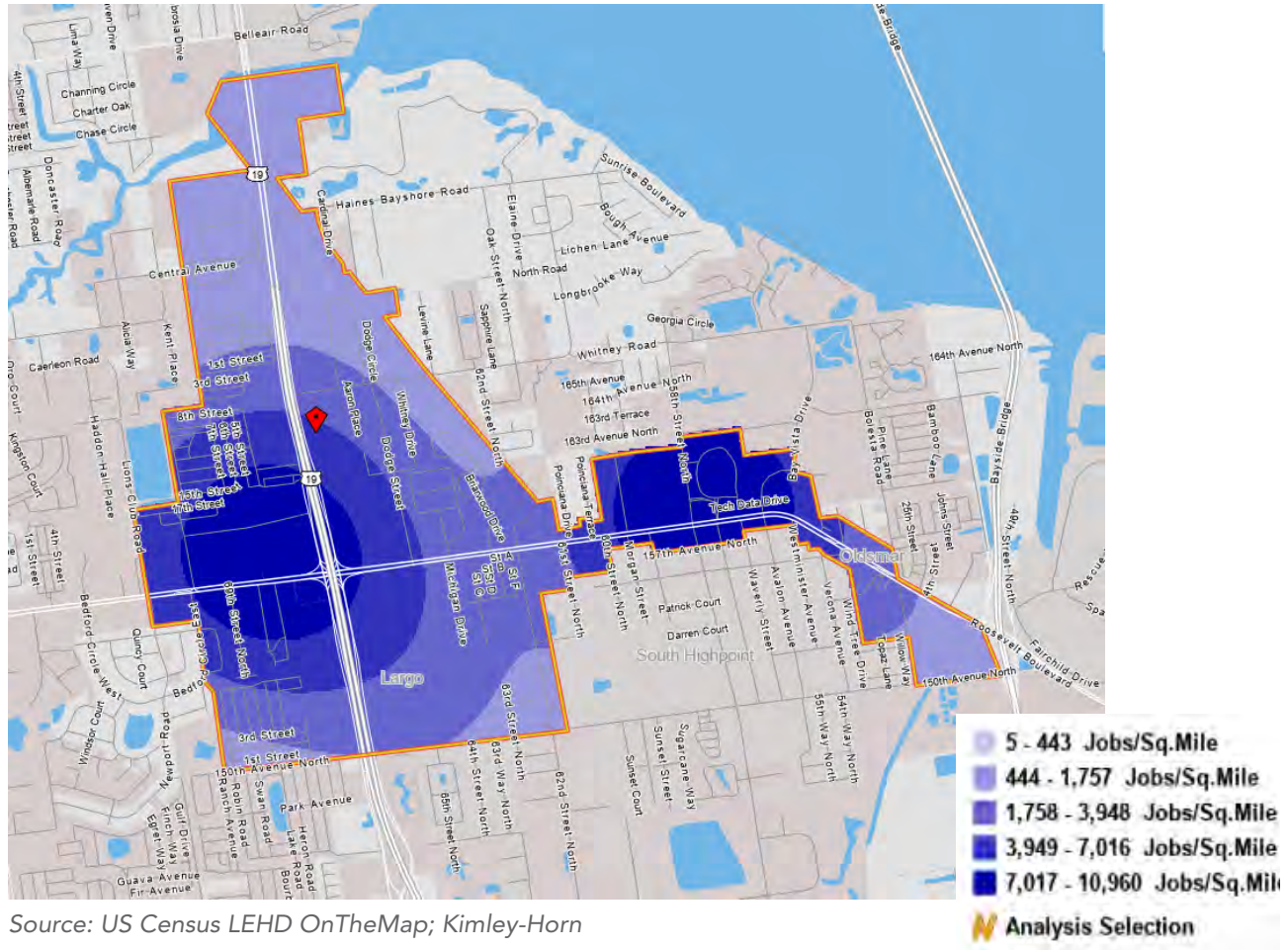


Keiser University



Tri-City Plaza

Map 5: Job Concentrations, Study Area, 2017



REAL ESTATE PERFORMANCE OVERVIEW

To provide an overview of the performance of residential, retail, and office uses in the study area, a variety of data sources are utilized. Based on the availability of data, multiple geographies are presented including the study area, Pinellas County, and retail and office submarkets as defined by REIS. The geography considered is clearly indicated in each section.

Residential

Residential Building Permits

Single-family homes represent the largest share of residential building permits between 2004 and 2018 in Pinellas County, comprising 50.8% of the housing inventory. Units in buildings containing at least five units make up most of the remainder of the inventory. Less than 1% of housing units are in duplexes, triplexes, or quadplexes. The Great Recession had a significant impact on permitting, reaching a low of 355 permits in 2011. Since then, permitting activity has increased, but has not returned to pre-recession levels. Units in buildings with more than five units are significantly more prevalent than before 2009.

For-Sale Residential Performance

While the area has seen new single family subdivision projects and some townhome projects have gone through site approval, future development in the US 19/Roosevelt Boulevard study area is likely to be primarily focused on infill multi-family product, which is defined as redevelopment of vacant or under-utilized parcels within largely developed areas. This is largely due to land availability and the established land use pattern in the area.

For-Sale Closing Trends

There were more than 1,700 for-sale residential closings in 2018. Following a notable increase between 2013 and 2014, as recovery continued following the Great Recession, annual closings have consistently remained between 1,750 and 1,950 units per year. Based on the first ten months of 2019, that pace is expected to continue. Single-family detached units have comprised between 60% and 65% of the total closings annually since 2013.

Rental Multi-Family Performance

Vacancy and Price Point Trends

The study area hosts an estimated 1,167 professionally managed market-rate apartments, contained in four communities. Most of these units are older as only one apartment community, Gateway North, has been completed in the study area since 1985. The delivery of Gateway North's 342 units in late-2014 resulted in a spike in the study area's vacancy rate, peaking at 20.2%. Since then, the vacancy rate has stabilized and for the past few years has consistently remained below the 7.0% standard that indicates a healthy multi-family market. Two apartment complexes on Roosevelt Boulevard recently changed ownership and have since been improved. One of the communities has acquired land adjacent to it and may develop additional units.

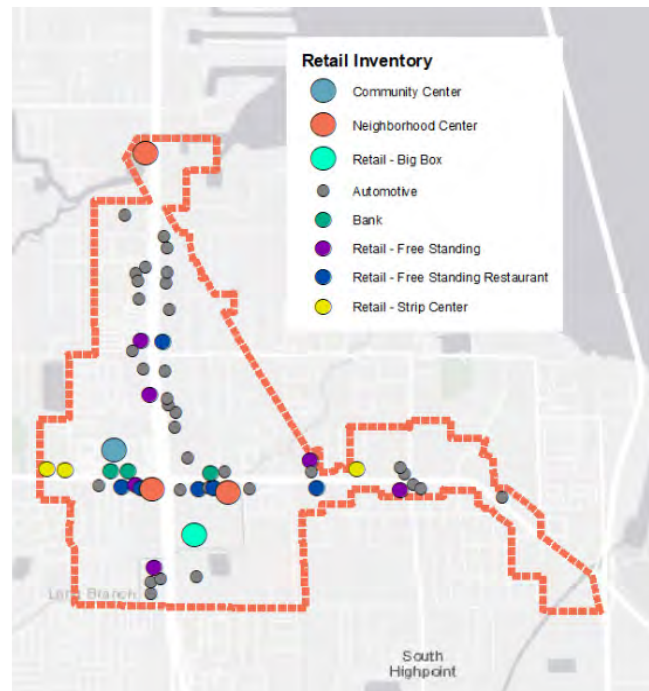
Retail

Submarket Performance Trends

The study area is within the Clearwater/North Pinellas Retail Submarket, which is defined by REIS, a third-party real estate data source. It is bound by the Pinellas County boundary to the north, Old Tampa Bay and the County boundary to the east, State Highway 688 to the south, and the Gulf of Mexico to the west. The Clearwater/North Pinellas Retail Submarket vacancy rate has declined from 15.2% in 2010 to 10.6% in 2019. The Submarket has consistently experienced higher vacancy than the Tampa market over the last decade.

Study Area Retail Performance

There were nearly 60 retail properties identified within the study area, including both owner- and renter-occupied spaces. The properties total approximately 1.0 million square feet of space, focusing on the US 19 and Roosevelt Boulevard corridors.



Source: REIS, Kimley-Horn

As of 2019, more than 29.4% of the total inventory in the study area are automotive-related uses, including gas stations, car and boat dealerships, and repair shops. Free-standing, big box retail stores represent the next largest share of retail space at 28.3%. This is entirely represented by the Walmart in the southeast quadrant of the US 19/Roosevelt Boulevard intersection. Community shopping centers make up the third largest share at 21.8% of the total. Current retail development activity includes a Tommy Carwash under construction, expansion of the Carmax inventory lot, and the remaining outparcel in the Walmart shopping center is expected to break ground this year.

Based on over 92,000 square feet of available retail space, the study area has a vacancy rate of 9.1%. All but one of the identified automotive-oriented uses, including gas stations, auto repair, and vehicle sales, are occupied, elevating the overall vacancy rate. Excluding the automotive uses, the retail vacancy rate in the study area is higher at 10.7%, nearly identical to the Clearwater/North Pinellas Retail Submarket rate of 10.6%. Free-standing, non-specific retail spaces have the highest vacancy rate of all product types at 34.6%; in part because many of these spaces are outdated for retail use. Larger Community Center retail space in the study area is represented by Tri-City Plaza, which was recently redeveloped in 2015-2016 and has a current vacancy rate of approximately 18.7%.

Retail Gap Analysis

Retail gap analysis refers to the relationship of supply (retail sales) and demand (retail potential) in the analyzed area. If the total of retail sales in an area is greater than the amount demanded by area residents, this represents a surplus of retail sales, indicating the market draws customers from outside the analyzed area. If demand is greater than supply, then opportunity is leaking outside the study area as residents must be spending their dollars elsewhere.

In 2019, stores within the study area sold an estimated \$389.9 million and study area residents spent approximately \$66.5 million. The resulting surplus of \$323.4 million indicates the study area draws consumers from outside the area. More than half of all industry groups are reported as oversupplied in the study area. The industry group with the largest surplus of sales is Motor Vehicles & Parts Dealers, largely due to the cluster of car dealerships along US 19 and Roosevelt Boulevard attracting buyers from outside the study area.

For the industry groups where demand outpaces supply, spending by study area residents is most likely occurring in other areas of Pinellas County or east to Tampa. The industry group with the largest leakage factor is Clothing and Accessory Stores as all dollars spent by study area residents at these retailers occurs outside the study area.

Office

Submarket Performance Trends

The study area is covered by two office submarkets, the Gateway/Mid-Pinellas and Clearwater/Bayside. The combined submarkets are defined by REIS as being bound by the Pinellas County boundary to the north, the County boundary and Tampa bay to the east, Park Boulevard and 62nd Avenue North to the south, and the Gulf of Mexico to the west.

The Gateway/Clearwater/Bayside Office Submarket vacancy rate has consistently been higher than the Tampa market, but has generally followed a similar pattern over the past decade. Since 2010, the Submarket rate has fallen from 30.6% to 24.8%. During the same period, the Tampa market vacancy rate fell from 22.0% to 16.8%.

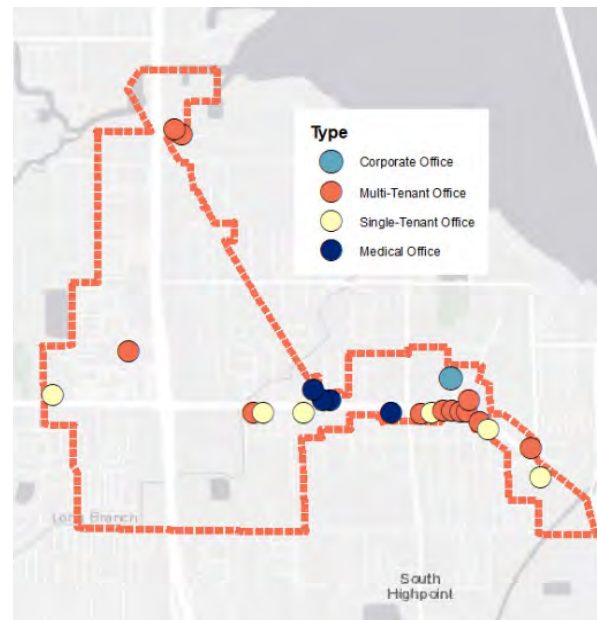
Study Area Office Performance

The study area hosts an inventory of approximately 697,000 square feet of office space, including both single-tenant and multi-tenant buildings. Most of the office buildings are located along Roosevelt Boulevard, close to major employer concentrations anchored by Tech Data in the Bay Vista Office Park. More than 85% of the total inventory is multi-tenant buildings.

Based on data provided by REIS, the study area has an estimated office vacancy rate of 13.0% as of 2019. Nearly all the vacant space is contained in multi-tenant buildings, which have an aggregate vacancy rate of 15.1%. A review of the most competitive product in the study area demonstrates that despite declines in vacancy over the last ten years, the rates are still considered elevated for a high-performing office property.

Hospitality

There are three professionally-managed hotels within the Study Area: WoodSpring Suites Signature, InTown Suites Extended Stay, and the Rodeway Inn. Together, these three hotels contain 318 rooms, all of which are economy class. The most recently constructed hotel was completed in 2016, while the older two hotel properties were completed in the early- to mid-2000s. It is notable that there is a large cluster of hotels near the study area that serve the St. Petersburg-Clearwater International Airport.



Source: REIS, Kimley-Horn

DEVELOPMENT OPPORTUNITIES

This section presents a high-level overview of opportunities for the study area, including 10-year demand forecasts. Demand forecasts are based on third-party projections of household and employment growth in the study area. As with most third-party forecasting sources, the projections heavily rely on historic trends. If recommendations suggested in this plan are successfully implemented, these forecasts will likely be conservative. Opportunities blend detailed quantitative demographic, economic, and real estate data, with qualitative attributes that are important considerations for future development (access, visibility, surrounding land uses, etc.).

Scales are presented for each sector to indicate if demand is short- or long-term. They should be used as a planning-level tool to consider future growth patterns based on which land uses are “ripe” for development today, and which uses may require more time or active recruitment. Short-term opportunities could occur without public policy changes or incentives in less than ten years. Long-term opportunities may require coordinated recruitment efforts or will need more time for the market to ripen. For land uses identified to have short-term demand, momentum is highly likely to continue in the future.

The table below provides ranges for forecasted 10-year study area demand by land use type. The forecasts are based on future increases in population and jobs, coupled with important development considerations in the study area like access, visibility, and land availability. The projections also cross reference previous planning studies that have been prepared for the area. As previously noted, if the recommendations provided in this plan are successful, the demand projections may be conservative, and the development totals could increase.

Land Use	Forecasted 10-Year Study Area Demand
Residential	650-1,000 units
Single-Family Detached	<50 units
Single-Family Attached	150-200 units
Multifamily	500-750 units
Retail	100,000-150,000 SF
Office	25,000-50,000 SF
Hotel	100-200 rooms

Source: Kimley-Horn

Residential

The trend of population growth is projected to continue in the short- and long-term in the study area. It is expected that Millennials and Baby Boomers will continue to be a driver of residential demand in the future. A common perception is that Millennials are solely responsible for the recent national shift towards rental housing; however, households of all older age cohorts have experienced increased demand. As a result, multi-family units represent a strong development opportunity in the study area.

The area is well-positioned to attract this type of development for a variety of reasons. It is centrally located with convenient access to Pinellas County's primary transportation corridors and major employment centers. Vacancy rates for apartment product in the study area and the larger Tampa region are well below the industry standard 7% rate that is often quoted to represent a healthy market, indicating that demand for multi-family units continues to outpace supply. Given the existing development pattern of the study area, single-family detached units will likely be limited to small infill projects, occurring incrementally over time. The Pinellas County Penny IV Affordable Housing Program will also provide opportunities for more multi-family development.



Gateway North Apartments

Well-designed mixed-use developments that contain a residential component can help achieve the community goals of improved walkability, reduced miles traveled, and expanded connectivity by integrating residences and destinations. There is potential to redevelop existing commercial sites that are underutilized or have excessive surface parking to integrate residential units, help densify the area, and accommodate future population growth. Continued placemaking efforts and safety improvements will improve the area's attractiveness and create a greater sense of community, also increasing the potential for residential development.

Short-Term and Long-Term Development Opportunities

Residential: Single-family Development (SFD) and Multi-family Development (MFD)



Source: Kimley-Horn

Retail

Retail is currently one of the most volatile sectors, undergoing a significant evolution based on a macro-level shift in shopper preferences and changes to how goods are viewed and delivered. The significance of online shopping is a dominant influencer in how retail is changing across the United States. Although online sales have grown significantly in the last 15 years, most non-grocery sales still take place in brick-and-mortar stores. A review of industry reports that highlight trends in consumer preferences, including publications by Urban Land Institute, Pew Research Center, and CBRE, indicate that while many customers shop and compare online, they often opt to make their final purchases in-person.

Analysis of the study area's retail gaps and surpluses revealed an oversupply of several industrial groups, with Motor Vehicles and Parts Dealers reporting the largest surplus in sales given the demand generated by study area residents. However, automotive uses commonly cluster together, resulting in an "oversupply" based on local demand. The reality is that these uses pull from a much broader customer base. Nearly 30% of the current retail inventory in the study area is classified as having an automotive-related tenant. Several of these properties are now vacant and represent opportunities for redevelopment as the product is obsolete and less attractive for a more traditional retail user.

The review of retail gaps in the area resulted in a \$72 million "oversupply" in retail spending in the area. This estimated oversupply is based on a comparison of local sales and study area spending potential. Most of the oversupply is related to automotive-related uses, which draw spending from a broader customer base than those residents that live in the immediate area. The community-serving retail node at the intersection of US 19 and Roosevelt Boulevard also serves residents beyond the immediate neighborhoods.

Given the area's household income levels and central location with proximity to established residential neighborhoods, employment centers, and major transportation corridors, the study area has potential to



Tric-City Plaza

attract new retail uses. Initially, new retail development will capitalize on proximity to a successful retail node that serves more than just immediate neighborhoods. As new residential units are added to the study area, more locally-serving retailers will also find success. Due to the large inventory of underutilized and disconnected assets, new retail introduced in the study area should focus on the redevelopment of obsolete properties and utilize design strategies that promote greater internal and external site connectivity and support accessibility for pedestrian and transit.

Adverse impacts could result from improvements to US 19 that reduce visibility and accessibility to retailers in the study area. This is especially true for convenience-driven retail uses that depend on ease of access. Improving the surrounding local street network to foster greater connectivity for residents and workers will allow US 19 to continue functioning as a primary corridor for regional travelers.

Short-Term and Long-Term Development Opportunities

Retail

Short-Term

Demand Potential

Long-Term



Source: Kimley-Horn

Office

Existing office space in the study area and surrounding Submarket has an elevated vacancy rate and has experienced minimal new construction in recent years. Office development would likely require an improvement in the study area market indicators. From a financing perspective, existing vacant office space would have to be leased to increase the attractiveness of an investment in new office development in the study area.

The type of office space will vary based on the target tenant. It is likely that new office development in the target industry sectors (finance, technology, etc.) will continue to locate in areas where it has historically, such as in the Gateway; however, as these areas become fully developed, there is potential for office uses to spread to the surrounding areas, including the study area. This is likely to focus most commonly on the eastern portion of the study area, capitalizing on existing corporate campuses.

Smaller, service-based office users, including law offices, financial consulting, and real estate agencies, have future potential in the area. These users are likely to be distributed more evenly throughout the study area, commonly seeking locations that more commonly align with retail development that is easily accessible to nearby residents.

Short-Term and Long-Term Development Opportunities

Office

Short-Term

Demand Potential

Long-Term



Source: Kimley-Horn

Hospitality

Development of a hotel in the Largo Tri-City study area could serve as an important support amenity to the concentration of corporate and business activity located in the surrounding area. However, other nodes of hotels close to the St. Petersburg-Clearwater International Airport are likely to divert demand from the study area because they can attract visitors from several anchors and have better visibility from major transportation corridors.

Hotel quality levels are generally determined by the depth and sustainability of support from available market segments. In areas with lower spending potentials or more price-sensitive consumers, market potentials may be best met by a limited service property, which typically have fewer amenities and lack an on-site restaurant (i.e. Hampton Inn or Holiday Inn Express). Conversely, areas with higher spending potential or a large tourism draw would be attractive for a higher-priced hotel category or destination resort. It is more likely that initial hospitality development in the study area will be focused on limited-service facilities. However, it is possible that a full-service option, including an on-site restaurant and meeting space, could be viable in the future through partnerships with the major employers in the area, which would be a key demand driver for a facility of that scale.

Short-Term and Long-Term Development Opportunities

Hotel

Short-Term

Demand Potential

Long-Term



Source: Kimley-Horn





Chapter 4

THE PLAN

Chapter 4 - The Plan

The vision for the Largo Tri-City SAP is to create a place with a mix of uses, equitable redevelopment, and transit-oriented design that supports increased walkability and transit usage. As mentioned in the introduction, the SAP includes five main objectives to achieve this goal:

- **Encourage economic development:** Create jobs, particularly, Target Employment industry jobs and encourage longer visits by developing a range of retail and entertainment uses.
- **Provide a mix of land use and housing options:** In addition to providing a destination, incentivize denser and more intense development that includes a mix of housing options and uses that serve people that live in the area.
- **Develop an interconnected multimodal transportation network:** Include regional transit connections and local bus improvements such as first/last mile connections. Include intersection improvements and safe travel connections to all quadrants including safe trail and pedestrian connections and provide opportunities for people to park once and walk.
- **Provide and enhance public spaces, greenspace:** Provide public spaces that encourage gathering and beautify streets in the area.
- **Encourage sustainable and resilient development:** Encourage development that provides services for the community, are fiscally positive, and include sustainable and resilient infrastructure.

The previous chapter provided a market analysis that outlines economic development opportunities for the area. This chapter outlines multimodal transportation plan recommendations as well as public space and greenspace recommendations. The chapter also includes land use recommendations that provide direction on standards in the area and encourages housing options and sustainable and resilient development.

MULTIMODAL TRANSPORTATION PLAN RECOMMENDATIONS

Along with coordinated land use and housing, one of the five main objectives mentioned in the introduction of this report is to create a connected multimodal transportation network. While an auto oriented design of US 19 and East Bay Drive/ Roosevelt Boulevard and significant regional traffic create challenges, there are several opportunities in the area to create a multimodal transportation network. The following chapter outlines recommendations for implementation in the area.

Existing Conditions

The design of East Bay Drive and Roosevelt Boulevard encourages speeding and limits crossing opportunities for pedestrians and bicyclists. This makes crossing the roadway dangerous and results in a high volume of crashes along the corridor. Additionally, the elevated US 19 highway disrupts a connective network and can lead to unsafe crossings and crashes. Roosevelt Boulevard and East Bay Drive both have an excessive number of driveway openings and high-speed limits which pose access management and safety issues for pedestrians, bicyclists, and vehicles. US 19, as well as East Bay/Roosevelt Boulevard, are under Florida Department of Transportation (FDOT) jurisdiction. From 2014- 2018, there were five pedestrian and two bicycle fatalities, as well as seventeen pedestrian incapacitating injuries and thirty-two incapacitating bicycle injuries within the study area boundary. These numbers can be attributed to the lack of connectivity, crossings, and pedestrian/bicycle facilities within the study area. Most of the main roadways west of the US 19/Roosevelt Boulevard intersection are under Pinellas County jurisdiction and the remaining roadways fall under City of Largo jurisdiction. The local street network is discontinuous, making travel for all modes of transportation challenging.

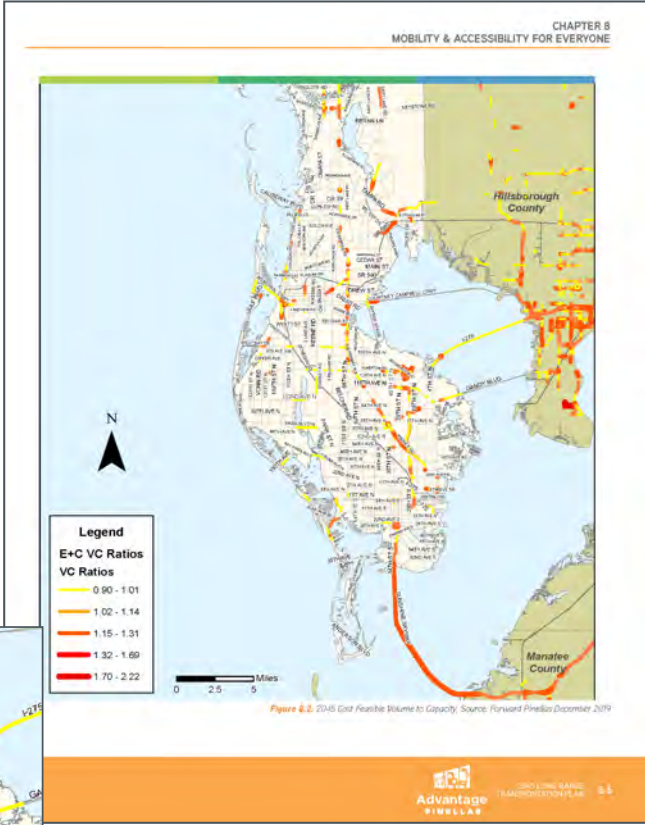


Source: Forward Pinellas

The US 19 and East Bay Drive/Roosevelt Boulevard corridors serve as major local and regional connections within Pinellas County. Below is a summary of traffic volumes and capacity on US 19 and East Bay Drive/Roosevelt Boulevard.

- US 19: The 2018 Average Annual Daily Traffic (AADT) on US 19 (according to Forward Pinellas 2018 Traffic Counts data) from Bryan Dairy Road to East Bay Drive is 76,500 and from East Bay Drive to Gulf to Bay Boulevard is 101,000. FDOT counts show 85,500 for 2019 south of East Bay Drive and 93,500 to the north. The section has six lanes of through traffic with certain portions of the roadway as an elevated highway. In addition, two lane frontage roads are on both sides of US 19. According to the 2019 Annual Level of Service Report (2018 Data) this portion of US 19 is operating at Level of Service (LOS) F. It is not identified as a 2018 deficient roadway as it has a Volume to Capacity Ratio less than 0.9.

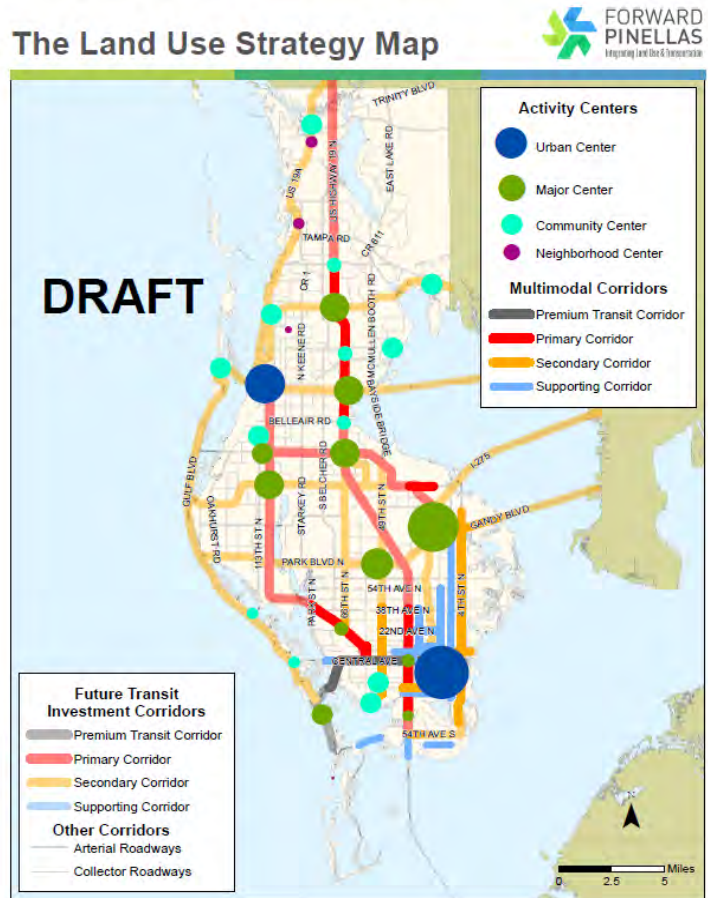
- East Bay Drive/Roosevelt Boulevard.: The 2018 AADTs are 55,000 from US 19 to N Belcher Road and drops to 40,795 from 49th Street to US 19. Furthermore, FDOT has several traffic counts east of US 19 and shows 51,000 AADT in 2019 just east of US 19 and 32,256 (computed) in 2019. This section has six lanes of through traffic with a center median and alternating center turn lane, which may allow for an opportunity to the east of US 19 to include dedicated or premium transit where the traffic volumes decrease. The current Level of Service (LOS) for East Bay Drive from US 19 to Belcher Road is LOS C and shows up on the 2018 Deficient Map with a Volume to Capacity Ratio over 0.90. The current LOS for Roosevelt Boulevard from US 19 to 49th Street N is also LOS C.
- Future Capacity Analysis. The Advantage Pinellas Summary report displays future rush hour volumes with projected 2045 growth. The graphic to the right shows US 19 having a Volume to Capacity Ratio over 1.0 (congested at peak hour) and East Bay Drive west of US 19 has a Volume to Capacity Ratio from 0.90 to 1.01 (minimal congestion). The completion of the Gateway Express is not included in the report and additional analysis should be reviewed on the impact of particularly Roosevelt Boulevard east of US 19 and the possibility of the a lane re-configuration for enhanced premium transit (i.e. dedicated bus lanes or other technology). The report states "Adding physical capacity to our area roadways is one approach to mitigate congestion and maximize the speed at which vehicles move throughout the network. However, our ability to widen roadways is becoming more difficult and costly as most of Pinellas County has an established development pattern. Roadway widening projects are costly and likely to impact surrounding homes and businesses. In addition, continuing to add capacity only compounds safety concerns that favor the movement of vehicles over other travel modes.



Source: Forward Pinellas

The SAP boundaries contain a transit hub at the Walmart at the intersection of US 19 and Roosevelt Boulevard. The transit hub serves five transit routes, including routes 19, 34, 52, 52LX, and 79. These routes are primary transit routes and serve as major regional connections within the County. Most transit stops along East Bay Drive/Roosevelt Boulevard and the US 19 frontage roads lack lighting, seating, shelters, wayfinding, shade, and ADA accessibility. These features encourage transit use by increasing safety, comfort, and accessibility. Additional transit improvements have been envisioned in the area. As shown in the Forward Pinellas Land Use Strategy Map, both US 19 and East Bay Drive/Roosevelt Boulevard are identified as future investment corridors (Primary Corridors).

The existing bicycle facilities within the study area are fragmented and lack connectivity. Based on the Largo Comprehensive Plan (2018), there are several key collector roadways which can contribute to a more comprehensive bicycle network in the future. Examples of these roadways include Whitney Road, Bolesta Road, and 150th Avenue. Currently, the Pinellas Trail ends at the northern portion of the planning area at Haines Bayshore Boulevard. There is a planned trail extension, the Duke Energy Trail, that runs through the Duke Energy easement; east of the US 19/Roosevelt intersection or east of US 19. The multi-use trail would not only provide a community asset and connectivity, but open development opportunities for neighborhood commercial uses along the easement.



The Duke Energy Trail (Pinellas Trail Loop) is scheduled for construction by 2023/2024. Overall, the lack of streetscaping and pedestrian, bicycle, and transit facilities result in a poor experience and greater safety risks for those not traveling by automobile. The generic quality and lack of landscape and architectural design make the corridor indistinguishable from other typical suburban corridors.

Existing Plans

Over the years there have been numerous transportation-related plans and studies that have helped lay a multimodal transportation framework for the area. Below are several adopted city and local agency plans that have been developed that provide guidance on multimodal transportation improvements in the area:

- City of Largo Citywide Sidewalk Master Plan (2009)
- Pinellas County Pedestrian Safety Action Plan (2009)
- City of Largo Community Streets Multimodal Plan (Moving Largo) (2012)
- City of Largo Strategic Plan (2011)
- Pinellas Suncoast Transit Authority Community Bus Plan (2014)
- US 19 Pedestrian and Bicycle Safe Access to Transit Corridor Study (2016)
- City of Largo Comprehensive Plan: Forwarding Our Future (2017)
- US 19 Express Bus Service Concepts Study (2018)
- Countywide Plan Update (2019)
- Advantage Pinellas (Including Investment Priority Corridors) (2019)
- Pinellas Gateway Master Plan (2019)
- Pinellas County Connecting Our Community (2019)
- US 19 Frontage Roads Safety Action Plan (On-going)
- FDOT Strategic Intermodal Centers (On-going)



Tech Data

BEST PRACTICES CASE STUDY RESEARCH

Best Practices: Trail-Oriented Development

As a result of increased interest in integrating bicycling and walking into transportation planning, communities across the country have actively oriented their downtown planning, economic development, and community design strategies to foster “trail-oriented development.” Like transit-oriented development, trail-oriented development takes advantage of and leverages existing and future infrastructure, such as multi-use paths and greenways, to help meet economic development, planning, and placemaking goals. Benefits include increased recreational opportunities and positive impacts on public health and economic vitality.

According to the Urban Land Institute, there is significant evidence of a correlation between access to non-motorized active transportation facilities, such as trails, and increased property values in both urban and suburban markets. Communities that leverage and enhance access to walking and bicycling facilities are helping initiate a win-win of mutually reinforcing private and public-sector investment.

For instance, the value of properties within a block of the Indianapolis Cultural Trail have soared nearly 150% in the first decade since development and the value of properties near the Katy Trail in Dallas have increased 80%. Homes close to the Atlanta BeltLine have started selling within 24 hours whereas before the trail project began, homes in the same area stayed on the market for two to three months. In Minneapolis, every quarter-mile of proximity to an off-street bike facility raises the value of a home by an additional \$510.



Midtown Greenway, Minneapolis MN

Recommendations

There are five main multimodal transportation improvement themes for the area: improved transit, improved trail network, connected multimodal street network, and greenspace and placemaking/public art. Lastly, the Street Type Recommendations on pages 70-73 illustrate proposed improvements for specific streets and streets similar to Roosevelt Boulevard, Whitney Road, and Dodge Street.

The plans indicate challenges, as well as goals the SAP seeks to address such as:

- Implement premium bus service in the area (US 19 and East Bay Drive/Roosevelt Boulevard primary investment corridors) and secondary corridors
- US 19 corridor (including frontage roads) safety improvements and strategies
- More frequent and expanded bus services including express bus service
- Future intermodal center and circulator
- Bicycle and pedestrian facilities improvements
- Transit-oriented development
- Placemaking
- Sustainability and resiliency

Recommendations were developed to align with previous and ongoing plans such as the Largo Multimodal Plan (displayed in the Map below and the Gateway Master Plan. The **Multimodal Transportation Recommendations Map** on the next page identifies specific recommendations within the SAP. Some connection opportunities to areas outside of the study area such as the Highpoint community are identified. An exhaustive analysis was not conducted. Following the map are multimodal recommendations that further describe the map.



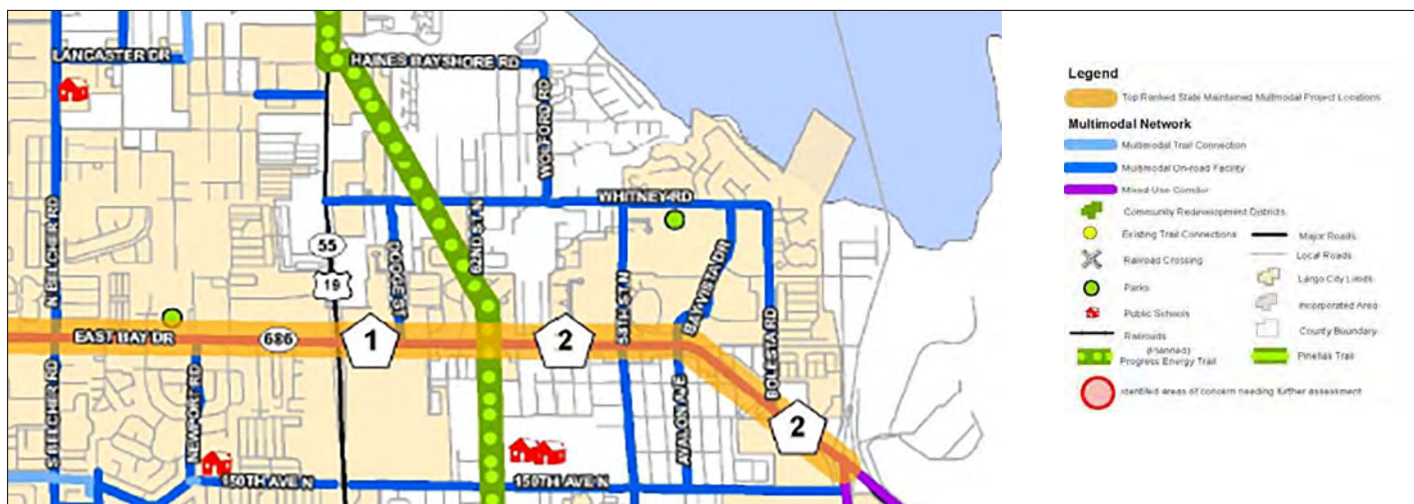
PINELLAS GATEWAY / MID-COUNTY AREA MASTER PLAN

CONCEPTS, STRATEGIES & RECOMMENDATIONS

SMT Worksession
May 14, 2019

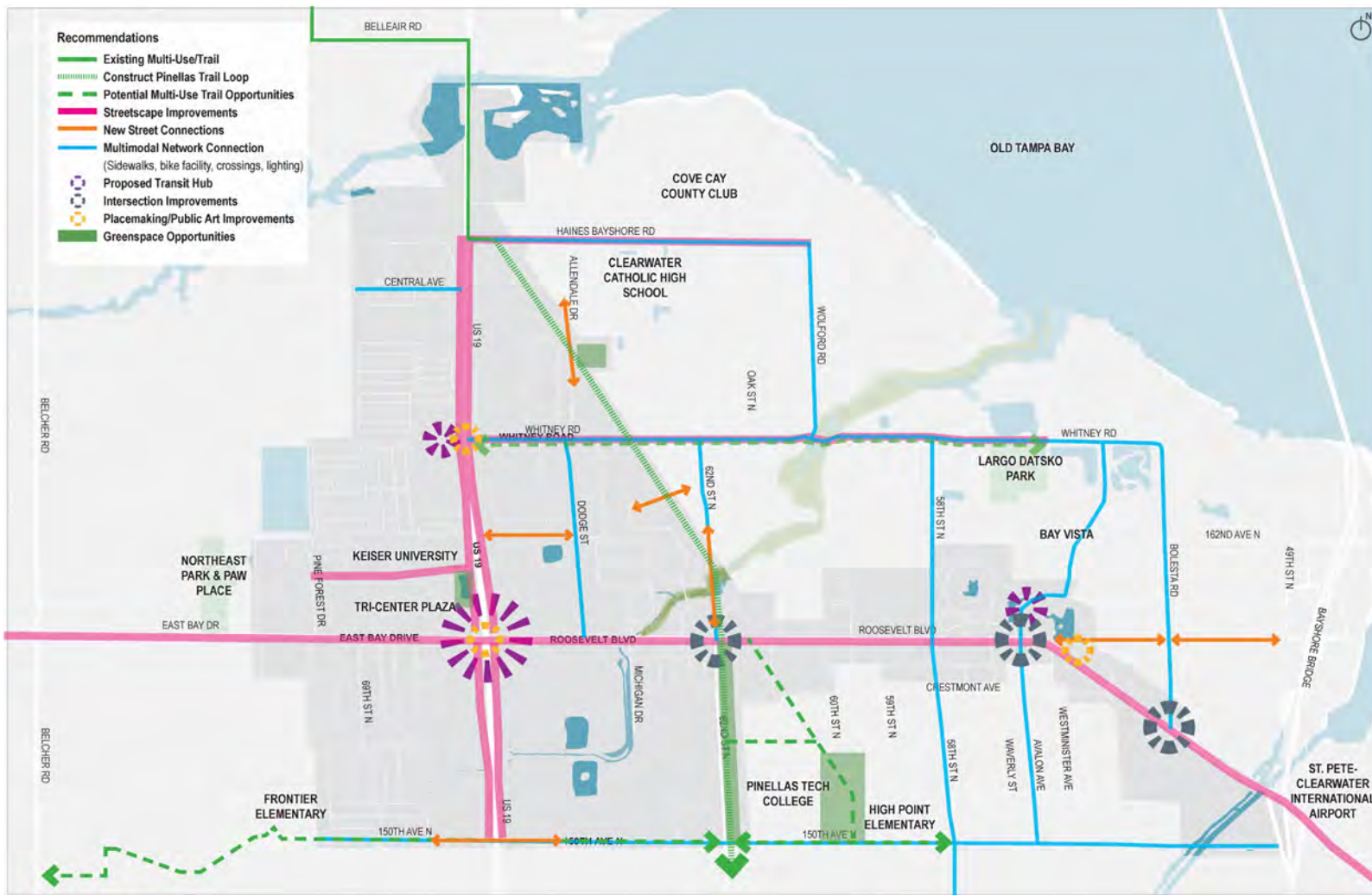


Source: Forward Pinellas



Source: City of Largo Multimodal Plan

Map 6: The Multimodal Transportation Recommendation



Source: Kimley-Horn

The following provides additional explanation of the recommendations shown on Map 6.

Transit Improvements

- Implement local bus improvements such as first/last mile improvements, study the possibility of local circulators
- Future premium transit improvements on East Bay/Roosevelt Boulevard and US 19 which are priority investment corridors (may include Business Access and Transit Lanes, bus rapid transit, or light rail based on future study particularly the impact on traffic volumes on Roosevelt Boulevard with the construction of the Gateway Express)
- Provide connections to the greater transportation network and to the regional intermodal site as part of Pinellas Gateway Master Plan
- Incrementally add bus shelters, lighting, platforms, and seating to all bus stops along US 19 and East Bay Drive/Roosevelt Boulevard
- Relocate PSTA transit center closer to Roosevelt Boulevard and add additional Transit Hubs at the US 19 and East Bay Drive/Roosevelt Boulevard intersection to increase efficiency and accessibility within the SAP
- Improved Trail and sidewalk connections to transit



Source: PSTA

Connected Multimodal Street Network (includes Streetscape and Multimodal Network Connections)

- Intersection and Crossing Improvements
 - » Add signal plates
 - » Add signals at several key intersections
 - » Reduce curb radii and add bulb-outs where possible
 - » Reduce crossing distances with bulb outs and pedestrian refuge islands
 - » Construct ADA improvements at intersections
 - » Restripe/add crosswalk markings
- Pedestrian and Bicycle Network
 - » Add pedestrian-scaled lighting
 - » Implement multi-use paths to connect pedestrian and trail network
 - » Add wider sidewalks and fill sidewalk gaps
 - » Construct shared lane markings and bike lanes
 - » Construct streetscape improvements
- Expand regional and local trail network
 - » Construct Pinellas Trail Loop Connection (programmed)
 - » Implement other trail connections at 150th Avenue and Whitney Road
 - » Add trail crossings
- Specific Improvement Corridors
 - » East Bay Drive/Roosevelt Boulevard including crossing US 19
- Intersection and Crossing Improvements
 - » US 19 Frontage Roads
 - » Dodge Street
 - » 150th Avenue
 - » Whitney Road



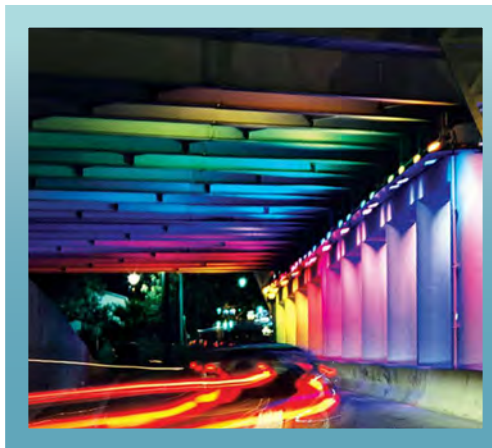
Multi-use Trail



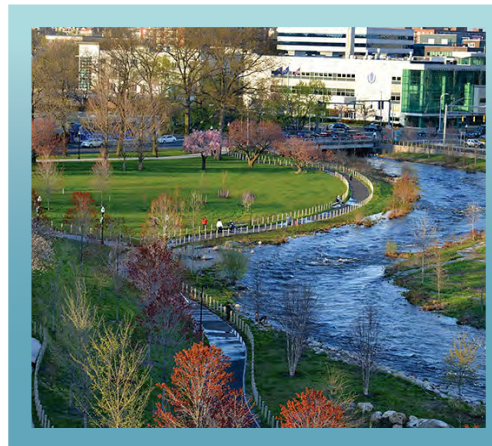
Multi-use Trail

Greenspace Improvements and Placemaking/Public Art Improvements

- Seek new park opportunities
- Construct multi-use recreation trail and trail connections to existing parks
- Add enhanced landscaping and median landscaping
- Implement unique up-lighting
- Implement mast arm art/painting
- Implement murals
- Add wayfinding signage
- Add gateway signage



Unique Lighting and Placemaking



Stormwater Park

Street Type Recommendations

The street type spotlights introduce proposed changes to streets in the SAP of varying scales. Roosevelt Boulevard serves as a regional street type example, Whitney Road serves as a primary street type example, and Dodge Street serves as a local example. These improvements can be applied to other streets at similar scales in the SAP.



Roosevelt Boulevard Existing

Roosevelt Boulevard

KEY

A	Wide Sidewalks
B	Multi-Use Trail
C	Median Landscaping
D	Canopy Trees Along Sidewalks and Multi-use Path
E	Pedestrian-scale Lighting
F	Banners



Source: Kimley-Horn

Street Type Recommendations

Roosevelt Boulevard Bus Lane



Source: Kimley-Horn

*This could be shared lanes, bus rapid transit, or light rail based on future study

KEY

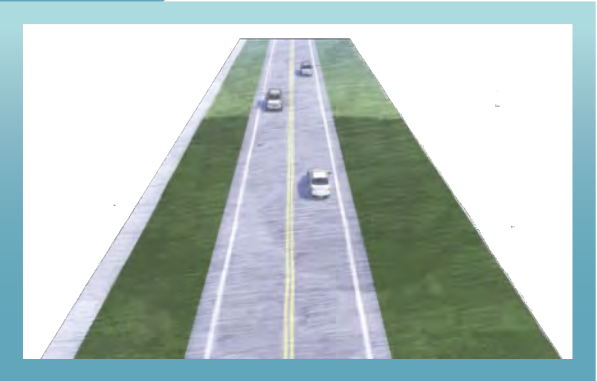
A	Wide Sidewalks
B	Multi-Use Trail
C	Median Landscaping
D	Canopy Trees Along Sidewalks and Multi-use Path
E	Pedestrian-Scale Lighting
F	Banners
G	Bus Lane*
H	Enhanced Bus Shelters with Lighting, Seating, and Platform

Street Type Recommendations

Whitney Road

KEY

A	Fill Sidewalk Gaps
B	Multi-Use Trail
C	Enhanced Landscaping
D	Canopy Trees Along Sidewalks and Multi-use Path
E	Pedestrian-Scale Lighting
F	Stormwater Improvements
G	Connection to Park and Trail Networks



Whitney Road Existing



Source: Kimley-Horn

Street Type Recommendations

Dodge Street



Dodge Street Existing

KEY

A	Fill Sidewalk Gaps
B	Widen Sidewalks
C	Add Landscaping/ Green Infrastructure

Source: Kimley-Horn

SUSTAINABILITY AND RESILIENCY

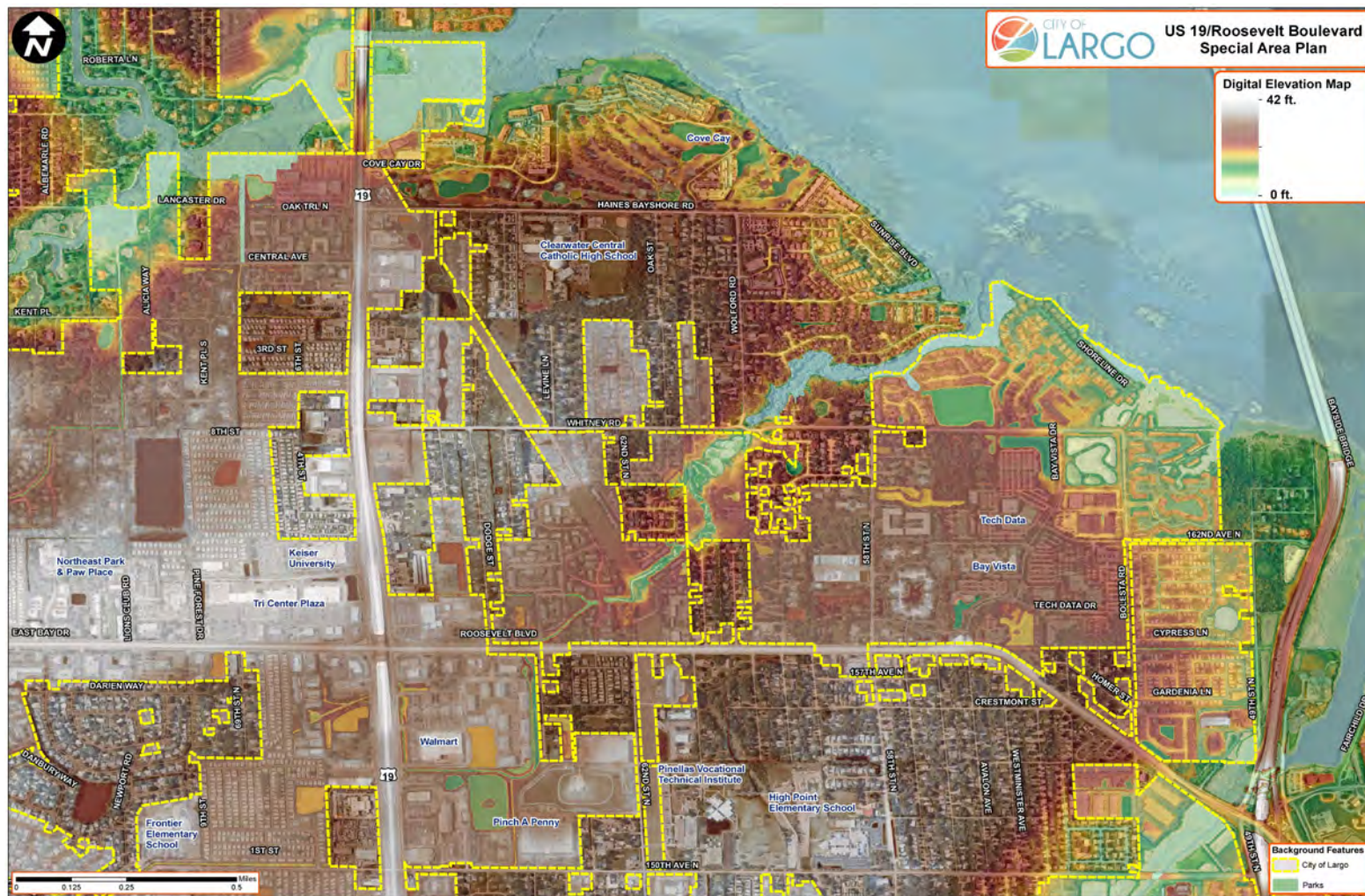
Existing Conditions

The City of Largo recognizes the urgency for sustainable and resilient planning and are proactively identifying and achieving these goals with a strategic plan. This is called the Largo Environmental Action Plan (LEAP) which strives to be a role model for green government by integrating sustainability standards, resiliency and environmental goals, and model into strategic planning and daily operations. The LEAP outlines progress on sustainability and resiliency initiatives in specific areas of interest: Infrastructure, Natural Resources, and People and Services.

Providing transportation options as a sustainable transportation network has already been discussed on previous pages. Portions of this area of the County are extremely vulnerable to severe rain and weather events. Parcels within or adjacent to the SAP boundaries located with the Coastal High Hazard Area, as indicated by the National Hurricane Center Storm Surge Model. The Tri-City Plaza area, however, is in one of the higher elevated areas. Thus, this land is extremely valuable and has greater potential than low-lying properties. Map 7, the Digital Elevation Model Map, that is shown on the next page displays the elevation ranges within the SAP area. Areas in white are the highest elevations at 42 feet above sea level (which includes the area around US 19 and East Bay Drive/Roosevelt Boulevard) while areas in light green are the low lying elevation areas at about 1 foot below sea level. The coastal and low-lying parcels pose a greater risk for flooding and storm surge during weather events. These conditions should be considered for future development and community needs.

The Pinellas Gateway Master Plan indicates a location for a Resiliency Hub within the study area. Resiliency Hubs are community-serving facilities that educate and support residents and coordinate resource distribution and services before, during, or after a natural hazard event. There is great potential and need for increased green infrastructure, storm-water parks/management, and LEED green building in the area. The following recommendations are consistent with the Largo Environmental Action Plan (LEAP) and the Gateway Master Plan. The LEAP outlines progress on sustainability and resiliency initiatives in specific areas of interest. The following recommendations align and contribute to the metric success of the three areas of interest: Infrastructure, Natural Resources, and People and Services.

Map 7: Digital Elevation Model



Source: Pinellas County

Existing Infrastructure and Services Analysis

The City of Largo does not own or operate its own Potable Water System. However, it does operate sewer, reclaimed water, and stormwater facilities. Each one of these facilities was analyzed for the potential increase in capacity for the SAP.

Sewer Service

Sewer flows from the SAP currently discharge to the Largo Advanced Wastewater Treatment Facility (AWWTF).

According to the Florida Department of Environmental Protection (FDEP) Oculus database, the discharge monitoring report (DMR) for January 2020 reports that the plant is at 66% Permitted Capacity, taking an average flow of the last three months. This equates to approximately 12 million gallons per day (MGD) of its 18 MGD total capacity.

The following tables show the estimated net sanitary sewer impacts and demands for the Activity Center and Multimodal Corridor, for the current and projected sanitary sewer flows. Both the Activity Center and Multimodal Corridor receiving facilities have available capacity for future growth as shown below.

Table 1: Sanitary Sewer Impacts (Activity Center and Multimodal Corridor)

Demand and Capacity	Flow Rate (MGD)
Current*	0.72
Projected*	0.94
Net Impact	0.22
Treatment Plant Capacity	18.00
Annual Average Daily Flow	12.00
Current Available Excess Capacity	6.00

*See Table 2 for estimation of current and project sewer demands
 Source: Kimley-Horn

Table 2: Sanitary Sewer Demands

Land Use	Current Total Intensity (square footage)	Future Total Intensity (square footage)	Existing Average Demand (GPD)	Future Average Demand (GPD)
Residential	595,361	773,969	95,838	124,589
Non-Residential	6,263,454	8,142,490	626,345	814,249
Total			722,183	938,838

Source: Kimley-Horn

The average sewer demands were estimated for the parcels within the Activity Center and Multimodal Corridor. The estimated units demand for each residential and non-residential land use were based on the recommendations in rule 64E-6 of the Florida Administrative Code (F.A.C.) and data from the total gross area of habitable living space listed in the Pinellas County Property Appraiser Records. Future projections were based on an expected 30% growth over the next ten years.

Reclaim Water Service

The City of Largo AWWTF also provides high quality reclaim water for its customers. According to the FDEP Oculus database, the DMR for January 2020 reports that the effluent flows are approximately 5 MGD of its 12 MGD total capacity. This provides a large availability for future reclaim water services.

Infrastructure, Natural Resources, and Services Recommendations

The sustainability and natural resource recommendations identify five improvement priorities to create a more sustainable and resilient environment. These improvement priorities are:

1. Offer alternatives to driving
2. Implement a regional stormwater system and plan
3. Revitalize Long Branch Creek and create stormwater parks
4. Encourage and require green infrastructure and landscaping methods
5. Continuously update policies and codes to encourage resiliency and sustainability

Sustainability and Resiliency Recommendations

Sustainable transportation is achieved through expanding mobility options by creating walkable and bikeable development patterns and enhancing existing transit choices. Sustainable building is achieved through green building standards, creating denser redevelopment, and a mix of land uses. Sustainable development also naturally achieves a more sustainable transportation system with a mix of uses and a more walkable and bikeable environment. Other sustainable recommendations include encouraging green infrastructure and low impact building development, energy and water efficiency, and resilient stormwater parks. The above priority improvements use strategies that include, but are not limited to:

- Reducing impervious surfaces by reducing street widths, surface parking lots, using permeable pavers or landscaping
- Treat stormwater runoff by implementing green infrastructure stormwater methods such as: rain gardens, bioswales, permeable pavers, green roofs, and canopy trees
- Preserve natural resources and greenspaces
- Planting native and low maintenance landscaping
- Incentivize LEED or Green Building Standards for new development
- Require a mix of land uses to encourage walking, biking, and transit use
- Construct Pinellas Trail loop connection to encourage regional bicycle connectivity and recreation
- Create a Resiliency Hub within or adjacent to the SAP as identified in the Gateway Master Plan
- Support and participate in a future Transportation Management Association as identified in the Gateway Master Plan
- Create stormwater parks in areas with high risk and frequency of flooding to accommodate stormwater, particularly along Long Branch Creek and the Bay, when necessary, and recreation space when not used for stormwater
- Revitalize Long Branch Creek to become an asset and recreation opportunity for the area; this can be done by developing a stormwater park along the Creek to hold excessive water during flooding events

What is a Resilience Hub?



These recommendations can be found on the Sustainability and Resiliency Map below.

Map 8: Sustainability and Resiliency



Source: Kimley-Horn

LAND USE AND HOUSING

Existing Conditions

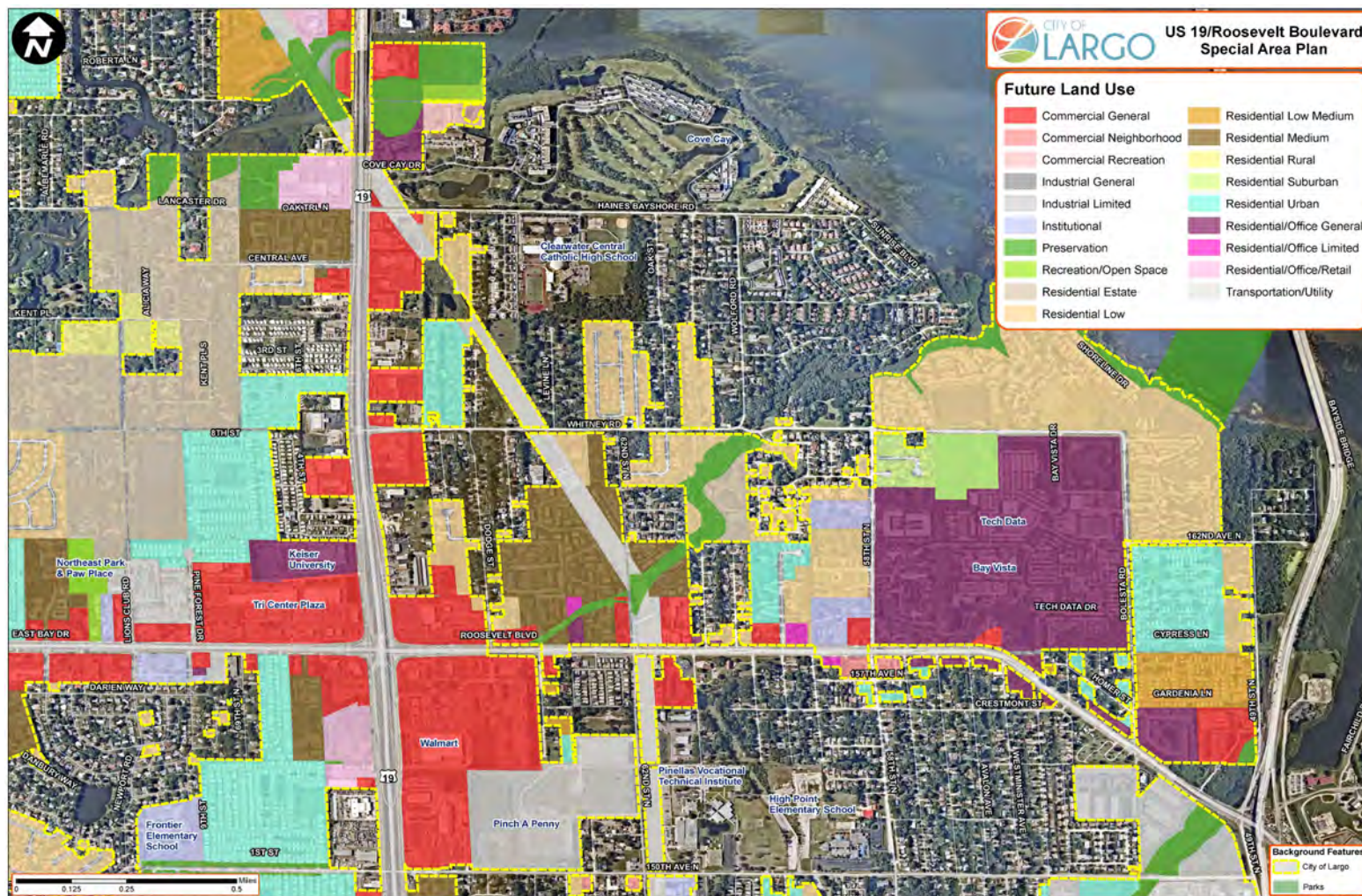
The area has a suburban development pattern with isolated pods of development that are single-use, auto-oriented, not well-integrated, and have deep building setbacks. Map 9, on the following page, depicts the future land use classifications for the City of Largo properties in the area. Along the US 19/Roosevelt Boulevard corridors, the main land use designations are Commercial General and Residential/Office General and Residential Medium. These uses allow commercial, office, and residential uses that are geared towards Activity Centers, major thoroughfares, and transit corridors. The Pinellas Countywide Rules Future Land Use Map (Map 10) also has the main corridors designated for Retail and Services and Office. Retail and Services land use account for 31% of the land uses within the study area. This is the largest use in the study area, followed by Residential Low Medium at 29% and Office at 19%. The majority of Office land uses are located in the Bay Vista Office Park. The Target Employment Center (TEC) covers about 250 acres within the study area and encompasses Bay Vista Office Park.

Table 3: Future Land Uses

Countywide Plan FLU	Largo FLU	Max. Density/Intensity	Acres	Percent
Employment	IL	0 UPA/ .65 FAR	37.3	4.1%
Office	ROL, ROG	15 UPA/ .75 FAR	169.9	18.9%
Public/Semi Public	I, T/U	12.5 UPA/ .7 FAR	57.5	6.4%
Preservation	P	N/A UPA/ .10 FAR	24.0	2.7%
Recreation/Open Space	Recreation/Open Space	N/A UPA/ .25 FAR	3.6	0.4%
Retail and Services	CG, CN, ROR	24 UPA/ .55 FAR	277.2	30.8%
Residential Low Med	RS, RL, RU, RLM	10 UPA/ .5 FAR	263.0	29.2%
Residential Medium	RM	15 UPA/ .5 FAR	67.5	7.5%

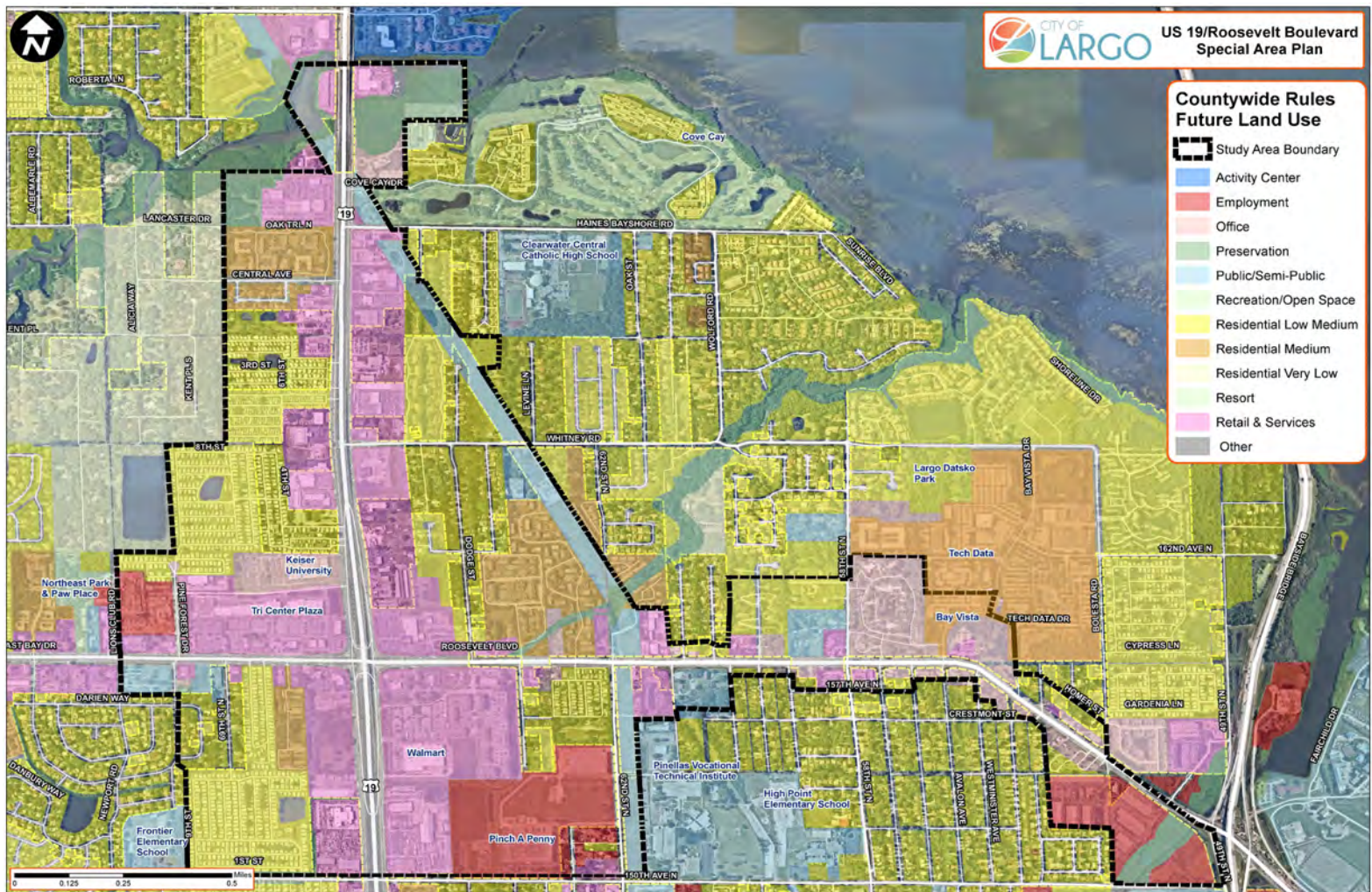
There are several public schools plus the Pinellas Technical College within or adjacent to the planning area. Transportation access and safety is a key theme in connecting public institutions with commercial uses. There are limited greenspace and recreation areas in the study area: Northeast Park and Paw Place and Largo Datsko Park. Within the area there is a Duke Energy easement that is designated for a potential Pinellas Trail connection. The new Pinellas Trail segment would provide an opportunity for additional commercial and neighborhood retail uses along the corridor.

Map 9: City of Largo Future Land Use



Source: Kimley-Horn

Map 10: Countywide Rules Future Land Use



Source: Kimley-Horn

This section includes recommendations for directing development in the area including land use mix and urban form. The market analysis for the SAP indicates 60% of the current retail inventory in the SAP boundaries are automotive-related or free-standing big box retail stores and that there are increasing demands for multifamily housing as well as certain types of retail and office. A series of land use templates and catalyst site concepts are also included to show development and redevelopment potential in the area by using the recommendations outlined in the mulitmodal transportation chapter and the development standards outlined in this chapter.

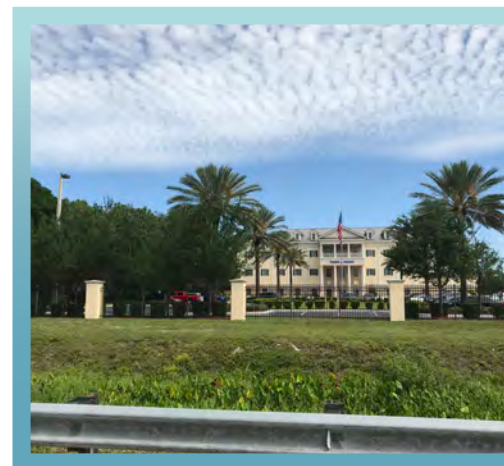
Housing is a crucial component of the development pattern that supports retail and office uses. The recommendations include a range of housing. The transition from apartments/condominiums to townhomes/duplex to single-family homes creates options based on individual needs and affordability. Affordable housing incentives are offered for development and are also outlined in this section to address countywide initiatives.

The combined effects of sprawling land development patterns, widely dispersed education and job centers due to the region’s geography, and a lack of affordable housing options near employment destinations causes most individuals to rely on personal automobiles to meet their travel needs which is a significant expense for many households. The increasing cost of housing requires new and creative ways of providing housing that is attainable by all members of the community. It is essential to increase and preserve affordable housing that is close to transit options, employment opportunities, education, and essential services.

The Largo Tri-City is an extremely viable location to increase affordable housing due to its proximity to the previous amenities listed. Investing in affordable, walkable, and transit-oriented communities attracts diverse populations and creates more jobs. Increased housing density and density bonuses will encourage greater housing affordability.

Currently there is limited land available for industrial development. In order for the area to continue to attract new industrial users, a strategy is needed to intensify land uses through consolidation and redevelopment in order to accommodate future growth.

The Largo Tri-City already includes pockets of industrial uses that are encouraged to remain in the area to provide economic benefits. The main cluster of industrial entities is located adjacent to 150th Avenue and include businesses such as: Pinch-A-Penny, Suncoast Packaging, and Sun Wholesale Supply.



Pinch-A-Penny

BEST PRACTICES CASE STUDY RESEARCH

Best Practices: Suburban Retrofitting

Interest in retrofitting suburban developments has picked up steam in recent years as housing preferences and shopping trends have evolved. The growing desire for walkable live-work-play environments is at odds with traditional single-use, auto-oriented suburban development patterns.

A key design challenge is the integration both internally and externally over time and over multiple parcels due to the fragmentation of ownership. Strategies to transform the built environment and to 'connect the dots' often focus on either expanding transit to improve access and support densification or retrofitting the commercial corridor through context-sensitive street improvements that enhance the pedestrian experience and efficiency of the local road network that surrounds arterial roads. Redevelopment could include adaptive reuse of obsolete buildings or urbanization by increasing density, walkability, and use mix.

Benefits of retrofitting suburban landscapes include increased diversification of the tax base, enhanced local interconnectivity, reduced vehicle miles traveled, increased feasibility and efficiency of transit, and reduced land consumption and per capita costs of public investment through compact design. Property owners also stand to benefit by activating under-utilized real estate assets and generating additional revenue from existing assets. For example, Walmart announced a new campaign in 2018 to reimagine the design of their properties by adding new uses to excess parking space, such as entertainment areas, local food services, health and fitness services, urgent care centers, and outdoor spaces. By adding retail uses that are more resistant to online disruption, Walmart aims to provide a richer customer experience rather than just product fulfillment to better compete with online retailers.

It is important to acknowledge the catch-22 with improving suburban development patterns as there is little incentive to design for pedestrians in a place that is not already walkable. The scarcity of compact, pedestrian-friendly developments increases the land values in these areas, which can displace existing residents due to the rising costs and redevelopment pressures. As a result, the pace of change is often incremental. It may make more sense to employ short-term tactics that anticipate future long-term redevelopment.

Tactics to retrofit suburban landscapes include:

- Revise zoning codes to support compact, mixed-use developments with complete streets
- Establish a more continuous streetscape with shallow liner buildings
- Reuse 'box' stores for new, community-serving uses

- Improve connectivity for all transportation modes
- Consider future connectivity and adaptability
- Add new housing units to existing subdivisions to increase density and expand housing options

Mashpee Commons, Mashpee MA

Over the past few decades, a strip shopping center in Cape Cod has incrementally been transformed into a vibrant mixed-use, pedestrian-friendly town center. Mashpee Commons is considered the pioneer in suburban retrofitting. To help activate the traditional suburban design and foster a more enjoyable pedestrian experience, liner buildings measuring 22- to 24-feet deep were sited along the edges of parking lots. New construction and the redevelopment of existing buildings were guided by a detailed design code that encourages a traditional Cape Cod architectural style. The mix of uses includes retail, civic, and residential. Retailers range from national chains like Pottery Barn and Panera Bread to locally owned businesses. The development also benefits from multi-family units that target a mix of tenants, including subsidized, starter, senior, and luxury units.

Forward Pinellas Countywide Rules

This section is consistent with the Urban Design Principles within the Forward Pinellas Countywide Plan Strategies. The recommendations do not exceed density or intensity standards and do not conflict with the Urban Design Principles. The Countywide Plan Urban Design Principles address: density/intensity, connectivity, site orientation, public realm enhancements, ground floor design and use, and transition to neighborhoods.

Development Recommendations Overview

The development recommendations are intended to be used to evaluate development proposals for their compatibility with the goal of the SAP to encourage development that is compact, mixed-use, transit-oriented, and walkable. They shall be applied as proposed, new, or amended developments are reviewed. The intent is to update the City of Largo’s Community Development Code (CDC) as overlays or other code changes. This section outlines development recommendations into four categories:

1. Density, Intensity, and Land Use Mix
2. Building Form and Placement
3. Public Realm and Connectivity
4. Parking Regulations and Placement

Recommendations are included for the Activity Center and Multimodal Corridor areas introduced in Chapter 1. The Development Scale Map, Map 11, shows two development intensity levels or potential overlays within the Activity Center: Transit Core and Urban Scale. The figure also shows the Multimodal Corridor area with key nodes highlighted where higher intensity development is desired because of proximity to transit, major roadways, and regional connectivity.

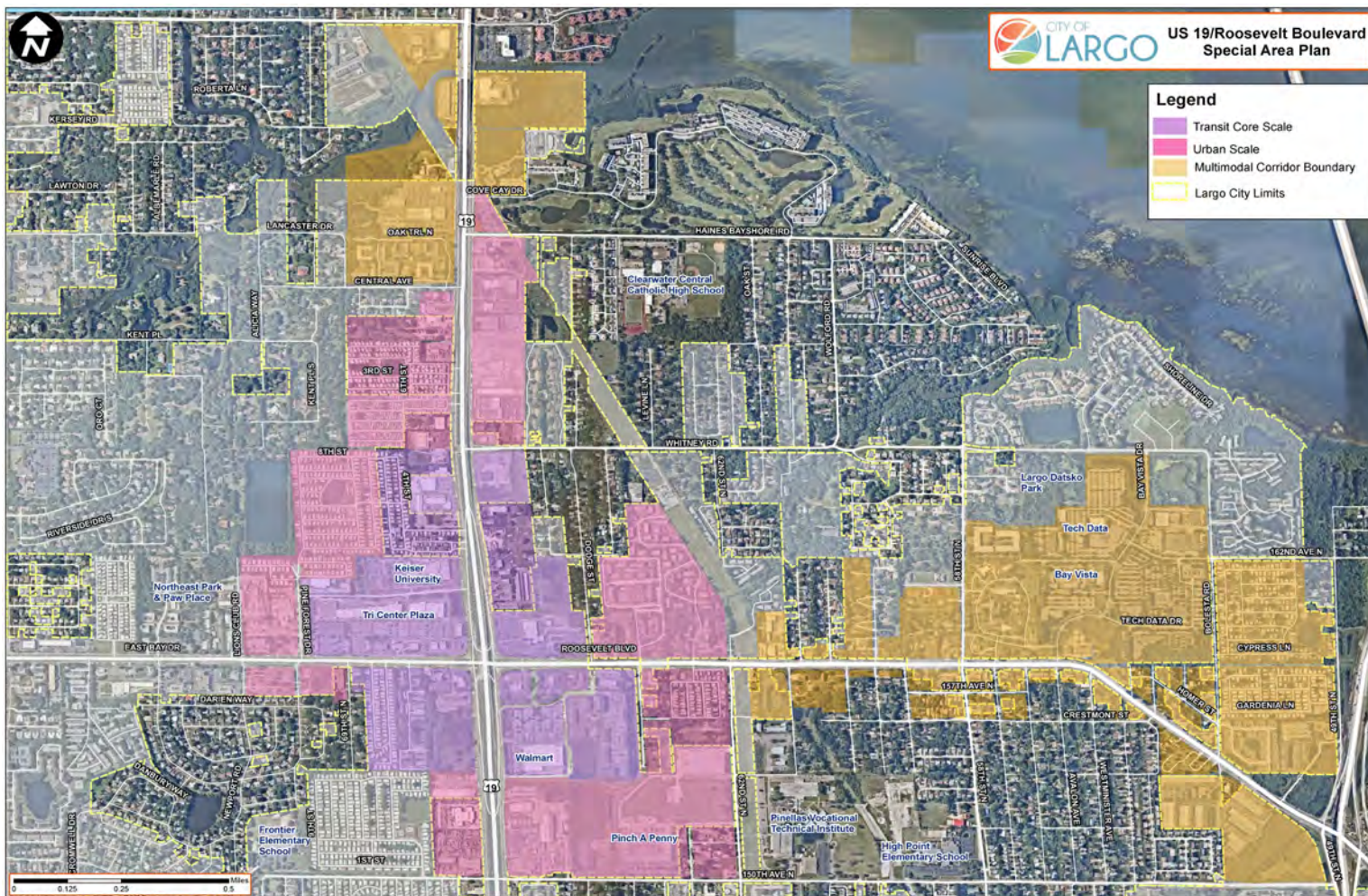
Activity Center

- The Transit Core scale offers the greatest density/intensity, mix of uses, and access to transit and roadways. The four quadrants at US 19 and East Bay Drive/Roosevelt Boulevard, particularly along the corridors, are envisioned to have the greatest intensity with a mix of uses such as commercial, office, residential, and entertainments uses. Redevelopment shall use the existing block pattern and/or create a new block pattern where necessary. Greenspace such as parks and plazas shall be integrated when redevelopment occurs to provide public spaces.
- The Urban scale is comprised of medium to high density/intensity, a mix of uses, and connectivity to neighborhood commercial and services. Development and redevelopment should be structured to create a walkable area that is oriented to transit hubs or stations in the Transit Core area near US 19 and East Bay/Roosevelt and potentially near US 19 and Whitney Road. It is intended to include a transition from the more intensive transit core to surrounding lower density residential areas adjacent to the Urban scale areas. The highest intensities and densities shall be located along the high traffic corridors such as East Bay Drive, Roosevelt Boulevard, and US 19. A diverse mix of residential developments such as apartments, townhomes, duplex, triplex, fourplex, and single-family homes with retail and office spaces that serve the neighborhoods are desired. Industrial employment centers should be preserved and enhanced to support employment opportunities.

Multimodal Corridor

- The Multimodal Corridor designation includes increased density/intensity that is adjacent or is walkable to major transit and thoroughfare routes – East Bay/Roosevelt Boulevard and US 19. It is envisioned that this area has potential for medium to high density/intensity mixed use to include residential options, retail, and additional office. It is envisioned that there are nodes near the intersections of 62nd Street, 58th Street, Bay Vista Drive, and Bolesta Road that are desirable to focus higher intensity development.
- During the SAP process Bay Vista was recognized as having potential for increased intensity and a mix of uses such as residential, convenience retail, and restaurants. While Bay Vista was not included in the original study area for the SAP, it was included within the Multimodal Corridor designation to capture this potential of desired intensification. Although a mix of uses is encouraged in the Bay Vista employment center, the employment capacity should be preserved.

Map 11: Development Scale



Source: Kimley-Horn

The US 19/Roosevelt area is envisioned as an Activity Center and Multimodal Corridor. Table 4 and 5 list applicable standards from the Countywide Rules update in October 2019.

Table 4: Standards Applicable to Activity Center Subcategories

Activity Center Subcategory	Acreage Range	Maximum Density/Intensity Standard ¹			Traffic Generation Rate (Average Daily Trips Per Acre)
		Residential Density (Units Per Acre) ³	Temporary Lodging Density (Units Per Acre) ²	Nonresidential or Mixed-Use Intensity (Floor Area Ratio) ³	
Urban Center	200 to 500	200	330	8.0	724
Major Center	100 to 500	150	250	5.0	542
Community Center	50 to 500	90	150	3.0	325
Neighborhood Center	20 to 500	60	100	2.0	216

Source: Forward Pinellas

Notes:

1. Maximum density/intensity may be calculated on an average areawide basis pursuant to Section 5.2.1.2 of Countywide Rules.
2. For residential or temporary lodging units, either the applicable UPA or the nonresidential FAR standard may be used. In the alternative, upon adoption of provisions for compliance with Section 5.2.1.3, the density and intensity standards set forth in Table 6 may be used.
3. For mixed-use projects, either an all-inclusive FAR standard or a proportionate share of residential density and nonresidential intensity may be used. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.

Table 5: Standards Applicable to Multimodal Corridor Subcategories

Multimodal Corridor Subcategory	Maximum Density/Intensity Standard ¹			Traffic Generation Rate (Average Daily Trips Per Acre)
	Residential Density (Units Per Acre) ³	Temporary Lodging Density (Units Per Acre) ²	Nonresidential or Mixed-Use Intensity (Floor Area Ratio) ³	
Premium Transit Corridor	60	100	4.0	600
Primary Corridor	55	90	3.5	533
Secondary Corridor	50	85	3.0	467
Supporting Corridor	45	75	2.5	400

Source: Forward Pinellas

Notes:

1. Maximum density/intensity may be calculated on an average areawide basis pursuant to Section 5.2.1.2 of Countywide Rules.
2. For residential or temporary lodging units, either the applicable UPA or the nonresidential FAR standard may be used. Alternatively, provisions may be adopted for compliance with density and intensity standards set forth in Section 5.2.1.3.
3. For mixed-use projects, either an all-inclusive FAR standard or a proportionate share of residential density and nonresidential intensity may be used. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.

Information from Table 4 and 5 along with the SAP process developed recommended densities and intensities shown in Table 6. The table summarizes base and maximum density/intensity for the Activity Center and Multimodal Corridor areas in the SAP. The following pages provide more detail on densities and intensities as well as other development recommendations on building form/placement, public realm and connectivity, and parking regulations/placement.

Table 6: Recommended Densities and Intensities for the SAP

Countywide Plan Designation	Largo Future Land Use Overlay	Primary Use Characteristics	Base Density/ Intensity	Maximum Density/ Intensity with Incentives
Major Activity Center	Transit Core Scale	Mix of high density/intensity transit-oriented commercial, office, residential, and entertainment uses.	30 UPA/ 2.0 FAR	60 UPA/ 2.5 FAR
Major Activity Center	Urban Scale	Medium to high-density residential developments, neighborhood commercial/ retail and office spaces.	25 UPA/ 1.5 FAR	55 UPA/ 2.0 FAR
Multimodal Corridor	Multimodal Corridor	Medium to high density/ intensity mixed use residential, retail, and office.	20 UPA/ 1.0 FAR	50 UPA/ 1.5 FAR

Land Uses, Density, and Intensity

Development and redevelopment shall promote a mix of uses that include: street-fronting retail, office, and housing options. Uses that are solely auto-oriented should be limited and designed to minimize the impact to walkability and transit accessibility. Below are proposed thresholds as well as recommendations for the different areas within the Activity Center and Multimodal Corridor.

Activity Center: Transit Core Scale

- Uses: Mix of higher intensity office, commercial, residential, and entertainment uses. Drive-thrus for bank/saving institutions, pharmacy and drug stores, and restaurants shall be limited and subject to design criteria to protect/support multimodal transportation design. Review should occur with City staff on correct placement of drive-thrus to meet the design criteria. Auto-oriented uses such as storage facilities and gas stations shall be limited.
- Density/Intensity: Base intensity up to 2.0 Floor Area Ratio (FAR) and densities up to 30 dwelling units per acre (UPA) shall be permitted. Incentives will be scaled based on the number of affordable units provided. Bonuses can be achieved for developments with the following:
 - » Affordable housing may receive up to 20 dwelling units per acre of additional density (above the base residential density) by providing dwelling units for households with incomes at or below 80 percent of the area median income (AMI); or,
 - » May receive up to 10 dwelling units per acre of additional density (above the base residential density) by providing dwelling units for households with incomes between 80-120 percent of the area median income (AMI); and,
 - » LEED certification, National Green Building Standard certification or other green building program approved by the City may receive an intensity increase of 0.5 FAR and 10 dwelling units per acre
 - » Total maximum density with bonuses within the Transit Core Scale shall not exceed 60 dwelling units per acre

	Uses	Base Density	Base Intensity	Bonuses*
Activity Center: Transit Core Scale	Higher intensity office, commercial, residential (above active floor retail), and entertainment uses. Limits on auto-oriented uses (drive-thrus, gas stations, etc.)	30 UPA	2.0 FAR	Affordable Housing at or below 80% of the area median income (AMI) = 20 UPA bonus Affordable housing 80-120% of the area median income (AMI) = 10 UPA bonus LEED Certification, National Green Building Standard Certification or other green building program = 0.5 FAR and 10 UPA bonuses *Total maximum density with bonuses may not exceed 60 UPA

Activity Center: Urban Scale

- Uses: Medium to high-density residential developments such as townhomes, duplex, triplex, fourplex, and single-family homes with small scale retail and office spaces that serve the neighborhoods. Drive-thrus for bank/saving institutions, pharmacy and drug stores, and restaurants shall be limited and subject to design criteria to protect/support multimodal transportation design. Review should occur with City staff on correct placement of drive-thrus to meet the design criteria. Auto-oriented uses such as storage facilities and gas stations shall be limited.
- Density/Intensity: Base intensity up to 1.5 FAR and densities up to 25 dwelling units per acre may be permitted. Properties designated Commercial General (CG), Residential High (RH) or Commercial Recreation (CR) may exceed the base density as allowed by the City’s Comprehensive Plan and Comprehensive Development Code. Incentives will be scaled based on the number of affordable units provided. Bonuses can be achieved for developments with the following:
 - » Affordable housing may receive up to 20 dwelling units per acre of additional density (above the base residential density) by providing dwelling units for households with incomes at or below 80 percent of the area median income (AMI); or,
 - » May receive up to 10 dwelling units per acre of additional density (above the base residential density) by providing dwelling units for households with incomes between 80-120 percent of the area median income (AMI); and,
 - » LEED certification, National Green Building Standard certification, or other green building program approved by the City may receive an intensity increase of 0.5 FAR and 10 dwelling units per acre
 - » Total maximum density with bonuses within the Urban Scale shall not exceed 55 dwelling units per acre

	Uses	Base Density	Base Intensity	Bonuses*
Activity Center: Urban Scale	Medium to high-density residential developments such as townhomes, duplex, triplex, fourplex, and single-family homes with small scale retail and office spaces that serve the neighborhoods	25 UPA	1.5 FAR	Affordable Housing at or below 80% of the area median income (AMI) = 20 UPA bonus Affordable housing 80-120% of the area median income (AMI) = 10 UPA bonus LEED Certification, National Green Building Standard Certification or other green building program = 0.5 FAR and 10 UPA bonuses *Total maximum density with bonuses may not exceed 55 UPA

Multimodal Corridor:

- Uses: Drive-thrus for bank/saving institutions, pharmacy and drug stores, and restaurants shall be limited and subject to design criteria to protect/support multimodal transportation design. Review should occur with City staff on correct placement of drive-thrus to meet the design criteria. Auto-oriented uses such as storage facilities and gas stations shall be limited.
- Density/Intensity: Base intensity up to 1.0 FAR and densities up to 20 dwelling units per acre may be permitted. Properties designated Commercial General (CG), Residential High (RH) or Commercial Recreation (CR) may exceed the base density as allowed by the City’s Comprehensive Plan and Comprehensive Development Code. Incentives will be scaled based on the number of affordable units provided. Bonuses can be achieved for developments with the following:
 - » Affordable housing may receive up to 20 dwelling units per acre of additional density (above the base residential density) by providing dwelling units for households with incomes at or below 80 percent of the area median income (AMI); or,
 - » May receive up to 10 dwelling units per acre of additional density (above the base residential density) by providing dwelling units for households with incomes between 80-120 percent of the area median income (AMI); and,
 - » LEED certification, National Green Building Standard certification or other green building program approved by the City may receive an intensity increase of 0.5 FAR and 10 dwelling units per acre
 - » Total maximum density with bonuses within the Multimodal Corridor shall not exceed 50 dwelling units per acre

	Uses	Base Density	Base Intensity	Bonuses*
Multimodal Corridor	The area includes an emphasis on higher intensity office, residential, and entertainment uses. Limits on auto-oriented uses (drive-thrus, gas stations, etc.)	20 UPA	1.0 FAR	Affordable Housing at or below 80% of the area median income (AMI) = 20 UPA bonus Affordable housing 80-120% of the area median income (AMI) = 10 UPA bonus LEED Certification, National Green Building Standard Certification or other green building program = 0.5 FAR and 10 UPA bonuses *Total maximum density with bonuses may not exceed 50 UPA

Building Form and Placement

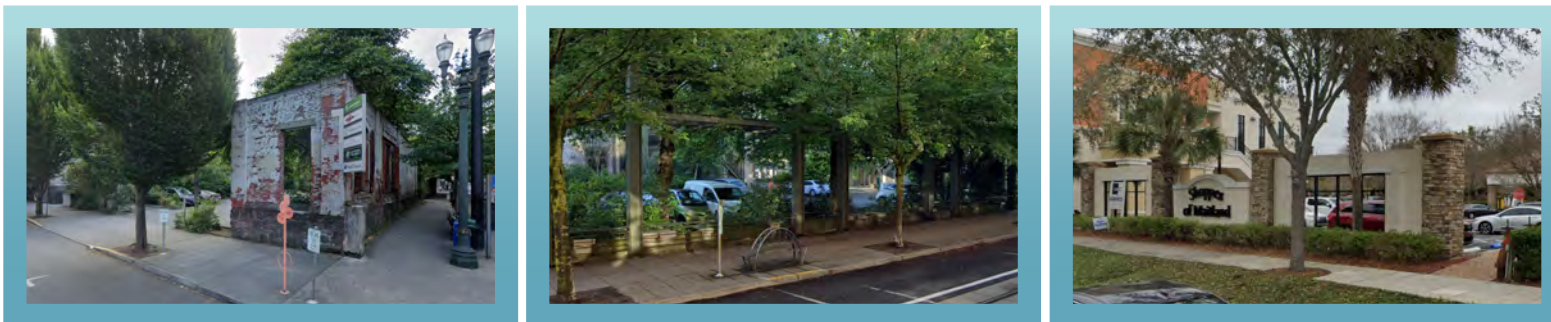
The building form and placement standards create recommendations for building siting and form. All development within the Activity Center and Multimodal Corridor shall adhere to the following recommendations:

- Drive-thru uses shall only be located at the rear or side of building and shall be reviewed by City staff for best placement.
- Gas station pumps shall be located at the rear or side of building and shall be reviewed by City staff for best placement.
- A façade transition line shall be provided at the top of the second story. The transition will be expressed by a material change, a trim line, or a balcony.
- Ground floor of buildings are required to have an active use with building entrances that face the pedestrian realm.
- All buildings should have their primary pedestrian entrance oriented towards the street.
- For office and retail uses, the ground floor elevation shall achieve a minimum of 60% transparency. Upper floors (high than 20 feet above grade) shall be no greater than 35% transparent.
- Maximum Building Heights:
 - » Residential Suburban (RS), Residential Low (RL) = 3 Stories
 - » Residential Urban (RU), Residential Low Medium (RLM), Residential Medium (RM), Commercial Neighborhood (CN), Residential/Office/Limited (R/OL) = 4 Stories
 - » Residential High (RH), Commercial General (CG), Institutional (I), Residential/Office/Retail (ROR), Residential/Office General (ROG), Industrial Low (IL), Industrial General (IG) = 8 Stories
- Mixed-use building, hotels and office buildings with Target Industry employment may exceed 8 stories with a development agreement.
- Require additional building setbacks from adjacent lower density, single family residential neighborhoods when building exceeds two stories.
- Storage facilities shall be required to have active ground floor uses when fronting a public right-of-way.



*Commercial Redevelopment and Infill
Source: Sprawl Repair Manual*

In addition to the above recommendations, the following recommendations apply specifically to the three development scale types: Transit Scale, Urban Scale, and Multimodal Corridor.



Street Wall Examples

Activity Center: Transit Core Scale

	Roads	Front Setbacks	Other Standards
		Min.	
Activity Center: Transit Core Scale	East Bay Drive/Roosevelt Boulevard	15 ft	Roads adjacent to East Bay Drive/Roosevelt Boulevard and US 19 frontage roads shall address multiple frontages and orientations. Structures facing East Bay Drive/Roosevelt Boulevard and US 19 frontage roads may have one row of parking in front of the building, while structures facing all other roads shall have pedestrian-oriented building design.
	US 19 Frontage Roads	15 ft	
	All Other Roads	0	

Activity Center: Urban scale

	Roads	Front Setbacks	Other Standards
		Min.	
Activity Center: Urban Scale	East Bay Drive/ Roosevelt Boulevard	15 ft	Buildings should appropriately scale to single-family houses buffered with townhouses, duplexes, and apartments to scale up to more intensive and dense commercial and mixed-uses.
	US 19 Frontage Roads	15 ft	When a non-residential or multi-unit residential lot shares a property line with an existing single-unit, detached lot, an upper story stepback for floors above the second story shall apply from the shared property line(s).
	All Other Roads	0	Structures facing East Bay Drive/Roosevelt Boulevard and US 19 frontage roads may have one row of parking in front of the building, while structures facing inward must provide a pedestrian oriented façade and facilities.

Multimodal Corridor:

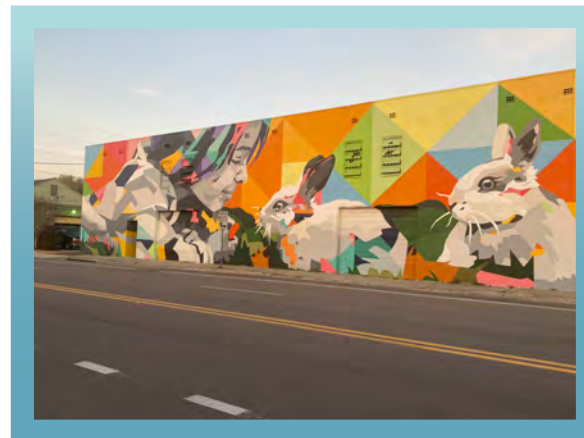
	Roads	Front Setbacks	Other Standards
		Min.	
Multimodal Corridor	East Bay Drive/ Roosevelt Boulevard	15 ft	Create a transitional change in uses with the transition from commercial/mixed-use development to lower-density and single-family development.
	US 19 Frontage Roads	15 ft	When a non-residential or multi-unit residential lot shares a property line with an existing single-unit, detached lot, an upper story stepback for floors above the second story shall apply from the shared property line(s).
	All Other Roads	0	Building frontage should be oriented towards the primary street.

Public Realm and Connectivity

This section includes public realm (streets and public open space) and connectivity recommendations that fit the character of each scale and will aid in achieving a walkable and transit-oriented development pattern. All development within the Activity Center and Multimodal Corridor shall adhere to the following recommendations:

- There shall be no blank building walls. Walls should be covered with murals, landscaping, or architectural features.
- Create a connective street network with new development that uses hierarchies to prioritize transportation modes.
- Prohibit dead-end street and cul-de-sacs with new development.
- Orient redevelopment to public transit.
- Incentives shall be provided for public art, gateway/neighborhood signage, and elements that create a sense of place that is unique and attractive.
- Deploy access management standards that reduce number of curb cuts/driveways and take advantage of shared access and implement required cross-access easements.
- Redevelopment sites adjacent to the trail should provide connections to the trail where feasible.

The following recommendations apply specifically to the three development scale types: Transit Scale, Urban Scale, and Multimodal Corridor.



Blank Building Wall Mural

Activity Center: Transit Core Scale

	Roads	Min. Sidewalk Width	Other Elements
Activity Center: Transit Core Scale	East Bay Drive/ Roosevelt Boulevard	10 ft	<p>Street furniture elements that are included in this scale are: trees with planters, pedestrian-scaled lighting, bicycle racks, bikeshare stations, seating, trash cans, transit stops/shelters, and landscaping/green infrastructure.</p> <ul style="list-style-type: none"> • Additional street elements that should be included in development are: window awnings, large ground floor windows, ground floor store frontage, and pedestrian scaled signage. • Placemaking elements include: gateway/district signage, streetlight banners, unique pavement patterns/materials, and public art/murals. • Sidewalks should be 10 ft. wide or greater with additional space available for outdoor café seating. • Internal private roads should have sidewalks serving internal circulation.
	US 19 Frontage Roads	10 ft	
	All Other Roads	8-10 ft	

Activity Center: Urban Scale

	Roads	Min. Sidewalk Width	Other Elements
Activity Center: Urban Scale	East Bay Drive/ Roosevelt Boulevard	8 ft	<p>Street furniture elements that are included in this scale are: trees with planters, pedestrian-scaled lighting, bicycle racks, bikeshare stations, seating, trash cans, and landscaping/green infrastructure.</p> <ul style="list-style-type: none"> • Additional street elements that should be included in development are: window awning, large ground floor windows, ground floor store frontage, pedestrian scaled signage, and front porches for residential uses. • Placemaking elements include: gateway/district signage, neighborhood signage, streetlight banners, unique pavement patterns/materials, and public art/murals. • Screened or landscape buffered for surface parking lots. • Sidewalks should be 8 ft. wide or greater with additional space available for outdoor café seating. • Internal private roads should have sidewalks serving internal circulation.
	US 19 Frontage Roads	8 ft	
	All Other Roads	6-8 ft	

Multimodal Corridor:

	Roads	Min. Sidewalk Width	Other Elements
Multimodal Corridor	East Bay Drive/ Roosevelt Boulevard	8 ft	Street furniture elements that are included in this scale are: trees with planters, pedestrian-scaled lighting, bicycle racks, bikeshare stations, seating, trash cans, transit stops/shelters, and landscaping/green infrastructure. <ul style="list-style-type: none"> • Additional street elements that should be included in development are: window awning, large ground floor windows, ground floor store frontage, pedestrian scaled signage, and front porches for residential uses.
	US 19 Frontage Roads	8 ft	<ul style="list-style-type: none"> • Placemaking elements shall be encouraged, particularly in the development focus areas, including: gateway/district signage, neighborhood signage, streetlight banners, and unique pavement patterns/materials, and public art/murals.
	All Other Roads	6 ft	<ul style="list-style-type: none"> • Screened or landscape buffered for surface parking lots. • Sidewalks should be 8 ft. wide or greater with additional space available for outdoor café seating. • Internal private roads should have sidewalks serving internal circulation.

Parking Regulation and Placement

The parking standards outline how much parking is required and where parking should be located within each development scale. Parking reductions and incentives are outlined in the next chapter. All development within the Activity Center and Multimodal Corridor shall adhere to the following parking recommendations:

- Parking should be placed at the rear of buildings or hidden/buffered when appropriate.
- On-street parking may be used to meet parking requirements.
- A reduction in maximum parking requirements shall be considered.
- Surface parking lots shall be screened with landscaping or a decorative façade structure to create an attractive public realm.
- One bay of parking with no more than two rows of parking stalls permitted along East Bay Drive/Roosevelt Boulevard and US 19 Frontage Roads.
- Reduction in required parking spaces if development is within ¼ mile of transit stop.

In addition to the above recommendations, the following recommendations apply specifically to the three development scale types: Transit Scale, Urban Scale, and Multimodal Corridor.

Activity Center: Transit Core Scale

	Roads		Other Elements
Activity Center: Transit Core Scale	East Bay Drive/ Roosevelt Boulevard	1 bay of parking permitted along East Bay Drive/ Roosevelt Boulevard and US 19 Frontage Roads	Denser development should utilize shared parking structures to meet parking requirements. • Parking structures along street frontages shall incorporate liner buildings, active ground floor uses, or articulation of the façade (with design and materials compatible to adjacent buildings) to create a pedestrian friendly street edge. A reduction in parking maximums shall be considered. Parking in excess of maximums shall be permitted if the excess parking is shared within a 1,500 ft radius.
	US 19 Frontage Roads		
	All Other Roads		

Activity Center: Urban Scale

	Roads		Other Elements
Activity Center: Urban Scale	East Bay Drive/ Roosevelt Boulevard	1 bay of parking permitted along East Bay Drive/ Roosevelt Boulevard and US 19 Frontage Roads	Parking structures along street frontages shall incorporate liner buildings, active ground floor uses, or articulation of the façade (with design and materials compatible to adjacent buildings) to create a pedestrian friendly street edge. <ul style="list-style-type: none"> • A reduction in parking maximums shall be considered. Parking in excess of maximums shall be permitted if the excess parking is shared within a 1,500 ft radius. • On-street parking associated with a new internal street network may be used to meet parking requirements.
	US 19 Frontage Roads		
	All Other Roads		

Activity Center: Multimodal Corridor

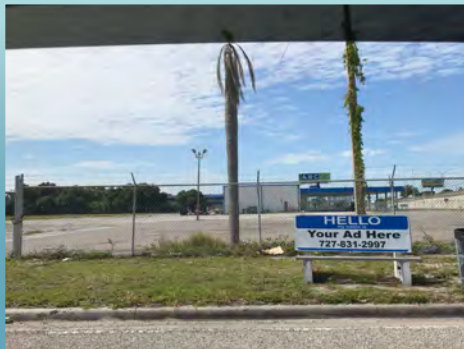
	Roads		Other Elements
Multimodal Corridor	East Bay Drive/ Roosevelt Boulevard	1 bay of parking permitted along East Bay Drive/ Roosevelt Boulevard and US 19 Frontage Roads	A reduction in parking maximums shall be considered. Parking in excess of maximums shall be permitted if the excess parking is shared within a 1,500 ft radius. <ul style="list-style-type: none"> • Parking structures along street frontages shall incorporate liner buildings, active ground floor uses, or articulation of the façade (with design and materials compatible to adjacent buildings) to create a pedestrian friendly street edge.
	US 19 Frontage Roads		
	All Other Roads		

Catalyst Sites

The following section showcases four catalyst sites that demonstrate the standards outlined in the previous four categories. The properties that were analyzed for redevelopment are:

1. Activity Center Northwest Quadrant
2. Activity Center Southeast Quadrant
3. Activity Center Northeast Quadrant
4. Multimodal Corridor Southeast Roosevelt Boulevard

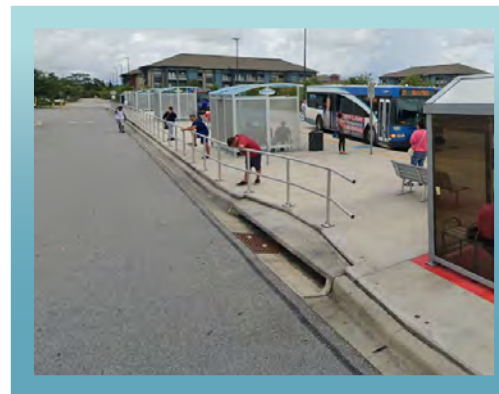
The Catalyst Site Context Map on the following page identifies the Catalyst Sites and the network connections and relationship between the four sites. Each site has unique elements that drive the redevelopment pattern and potential opportunities. This is not a master plan for the areas, it is a vision of what buildout could look like overtime through the implementation of strategies and design recommendations. The projected growth is within current growth projections for the County and do not add any additional growth. Sites located near the East Bay Drive/Roosevelt Boulevard and US 19 intersection have potential for high density and intensity while the site located along East Roosevelt Boulevard offers less density and intensity. Each site is easily accessible by vehicle with varying degrees of accessibility by transit, walking, or biking. The Multimodal Recommendations that were outlined earlier will contribute to improved accessibility and connectivity for all modes of travel.



Activity Center Northeast Quadrant
Source: City of Largo

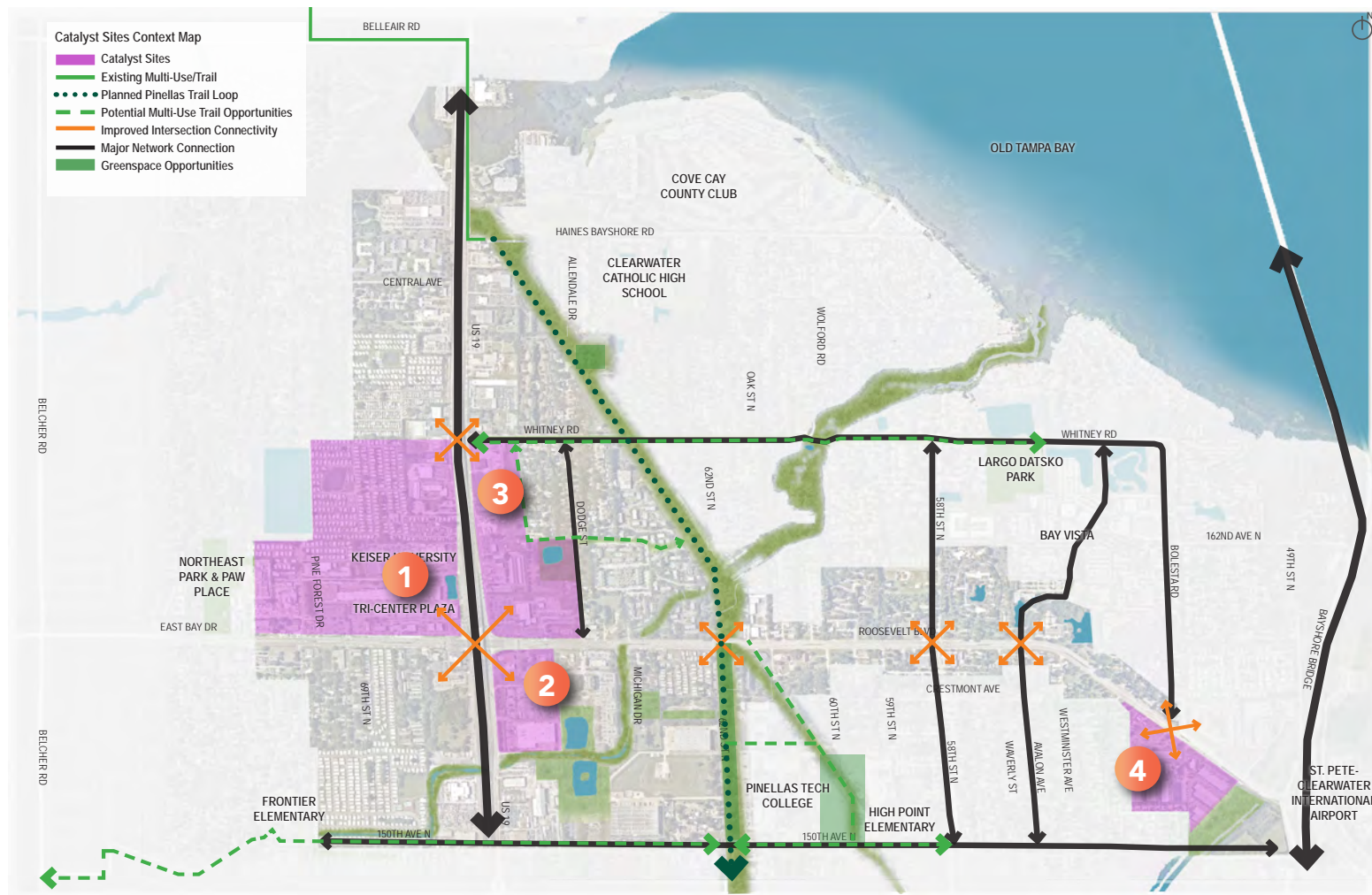


Activity Center Northwest Quadrant



Activity Center Southeast Quadrant

Catalyst Sites Context Map



Source: Kimley-Horn

CATALYST SITE:

Activity Center Northwest Quadrant



The Activity Center Northwest Quadrant Catalyst Site is located at the northwest intersection of US 19 and East Bay Drive. The redevelopment of this site includes retrofitting some of the existing Tri-City Plaza buildings with redevelopment of parcels surrounding the shopping center. This redevelopment has the potential to include:

- Mixed-Used Office, Retail, and Residential
- Greenspace and Park Spaces
- Transit Hub
- Shared Parking
- Low/Mid-Rise Multi-Family Housing

Source: Kimley-Horn





Source: Kimley-Horn

KEY

Land Use, Density and Intensity	
A	Transit Hub
B	Retail
C	Mixed-Use (Retail/Office)
D	Mixed-Use (Retail/Residential)
E	Single-Family
F	Low-Rise Multi-Family
G	High-Rise Multi-Family
Building Form and Placement	
H	Building Fronting the Sidewalk Edge
I	Setback to Encourage Wider Sidewalks and Outdoor Seating
J	Active Ground Floor Uses
Public Realm and Connectivity	
K	Public Plaza
L	Public Greenspace
M	Stormwater Management
N	Enhanced Landscaping
O	Intersection Mural/Public Art
Parking	
P	Concealed, Shared Parking Garage
Q	Concealed Parking Behind Buildings

CATALYST SITE:

Activity Center Southeast Quadrant

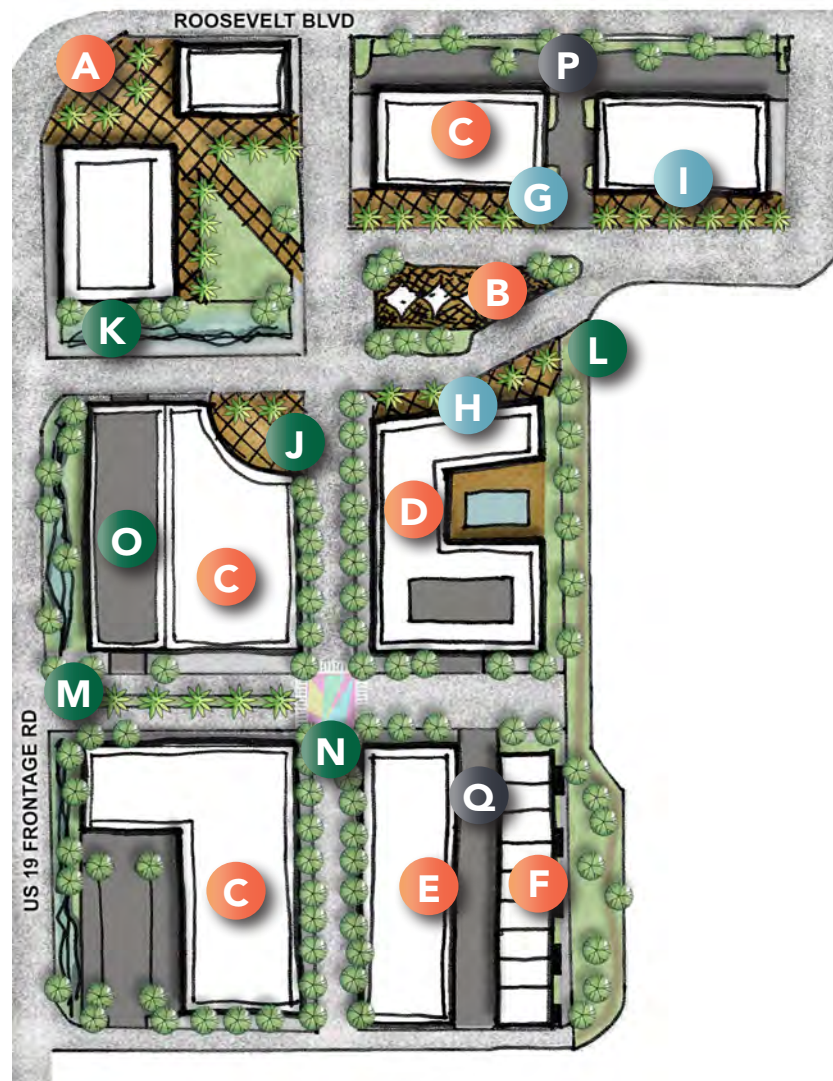


The Activity Center Southeast Quadrant site is located at the southeast corner of the US 19 and East Bay Drive/Roosevelt Boulevard intersection. The redevelopment of the site includes:

- New Transit Hub Location
- Public Space
- Mixed-Use Developments
- Range of Housing Types (Condominiums, Apartments, Townhomes)
- Shared, Garage Parking

Source: Kimley-Horn





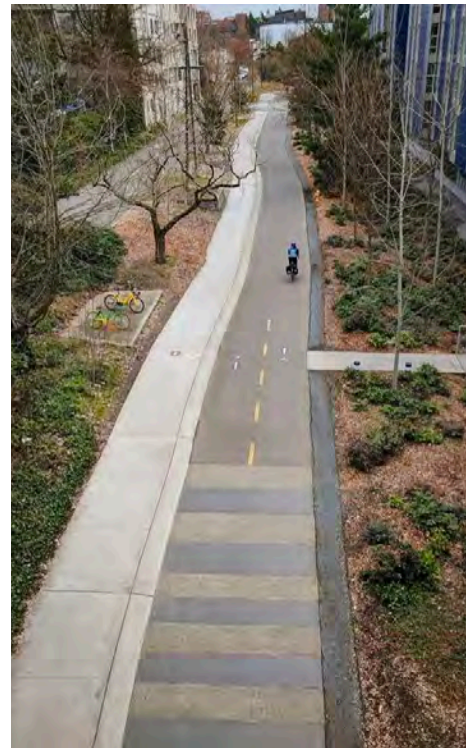
Source: Kimley-Horn

KEY

Land Use, Density and Intensity	
A	Public Plaza FAR Bonus Incentive
B	Transit Hub
C	Mixed-Use (Retail/Office)
D	Mixed-Use (Retail/Residential)
E	Low-Rise Multi-Family
F	High-Rise Multi-Family
Building Form and Placement	
G	Building Fronting the Sidewalk Edge
H	Setback to Encourage Wider Sidewalks and Outdoor Seating
I	Active Ground Floor Uses
Public Realm and Connectivity	
J	Increase Sidewalk Network
K	Green Infrastructure/Natural Resource Protection
L	Public Trail for Recreation and Pedestrian Connections
M	Enhanced Landscaping
N	Intersection Mural/Public Art
Parking	
O	Concealed, Shared Parking Garage
P	One Bay of Parking Fronting Roosevelt Boulevard
Q	Concealed Parking Behind Buildings

CATALYST SITE:

Activity Center Northeast Quadrant



The Activity Center Northeast Quadrant site is located in the northeast corner of the US 19 and Roosevelt Boulevard intersection. The site will include:

- Multi-Family Housing
- Mixed Use Buildings with Retail, Residential, and Office
- Greenspace, Trails, and Natural Resource Protection
- Shared Parking

Source: Kimley-Horn



Source: Kimley-Horn

KEY

Land Use, Density and Intensity	
A	Public Plaza FAR Bonus Incentive
B	Transit Hub
C	Retail
D	Mixed-Use (Retail/Office)
E	Mixed-Use (Retail/Residential)
F	Low-Rise Multi-Family
G	Mid-Rise Multi-Family
H	Office
Building Form and Placement	
I	Building Fronting the Sidewalk Edge
J	Setback to Encourage Wider Sidewalks and Outdoor Seating
K	Active Ground Floor Uses
Public Realm and Connectivity	
L	Natural Resource Protection
M	Public Trail for Recreation and Pedestrian Connections
N	Enhanced Landscaping
Parking	
O	Concealed, Shared Parking Garage
P	Concealed Parking Behind Buildings

CATALYST SITE:

Multimodal Corridor

Southeast Quadrant Roosevelt Blvd.



The Multimodal Corridor Southeast Quadrant Roosevelt Boulevard site is located on the eastern leg of the study area. This site abuts residential neighborhoods which is why the development is slightly lower density and intensity than the previous sites. The site includes:

- Single Family Housing
- Low/Mid-Rise Multi-Family Housing
- Greenspace and Stormwater Management Facilities
- Shared Parking

Source: Kimley-Horn





KEY

Land Use, Density and Intensity	
A	Retail
B	Single-Family Buffer
C	Low-Rise Multi-Family
D	Mid-Rise Multi-Family
E	Office/Light Industrial Flex Space
Building Form and Placement	
F	Building Fronting the Sidewalk Edge
G	Setback to Encourage Wider Sidewalks and Outdoor Seating
H	Active Ground Floor Uses
Public Realm and Connectivity	
I	Stormwater Management
J	New Signaled Intersection and Crossing
K	Enhanced Landscaping and Green Infrastructure
Parking	
L	Concealed, Shared Parking Garage
M	Concealed Parking Behind Buildings

Source: Kimley-Horn

Land-use Scenario Analysis

As a wrap-up to the land use analysis, a high-level land-use analysis was conducted to determine the development impact of implementing changes from the SAP. The analysis looks at a comparison of the number of units and square footage at buildout with this plan versus buildout with current densities and intensities. The buildout accommodates an allocation of the established growth projections for the county and is not creating new growth that is already projected. Buildout can be difficult to define based on market factors and the fact that it is common for land to not develop based on the full amount of entitlements. For this analysis 25+ is assumed and percentages of 10% to 40% of entitlements was assumed for different land uses. The development opportunities summary found in Chapter 3 provide a shorter 10 year timeframe that will include more certainty. Table 7 below displays a high-level summary comparison of the number of units and square footage at buildout with current densities and intensities versus increased densities (housing units) and intensities (square footage - SF) if the SAP is adopted. The purpose is to display the possible differential (which could change based on market potential), not the actual numbers. In general, the comparison shows about two times as much units and square footage with the adoption of the SAP densities and intensities.

Table 7: Densities and Intensities Comparison

	Current	SAP Adoption
Residential (Units)	3,500 to 4,500 units	7,000 to 8,500 units
Non-Residential (SF)	1.4 million to 2.1 million SF	3.2 million to 4.5 million SF



Chapter **5**

**IMPLEMENTATION
STRATEGIES
AND PROJECTS**

Chapter 5 - Implementation Strategies and Projects

The concepts from the previous chapter outlined the overall vision for the Largo Tri-City Special Area Plan. They also addressed the overall land use and housing; multimodal transportation; economic development, public spaces, and greenspace; and sustainability and resiliency goals for the SAP. As discussed, the intent is to continue momentum from previous Countywide, Pinellas Gateway, and City of Largo planning efforts. This chapter summarizes actions for implementation for the SAP.

Table 8 on the following page displays the actions by timing. The timing of actions is defined below. Following Table 8 the actions are described in further detail with responsible parties. The actions are organized by four themes Multimodal Transportation, Sustainability and Resiliency, Land Use and Housing, and Public Spaces, Placemaking, and Brand Identity). They start from more general or higher level recommendations to specific recommendations.



Continuous

Ongoing and continuous implementation efforts once plan is adopted.



Immediate

Immediate action either to initiate plan adoption or upon adoption of plan.



Short-term

Implementation within the first 5 years of plan adoption.



Mid-term

Implementation between 5 to 10 years after plan adoption.



Long-term

Implementation anticipated in 10 or more years after plan adoption.

Table 8: Action Items and Timing

Action	Them	Timing	Action	Theme	Timing
IMPLEMENT LOCAL BUS IMPROVEMENTS	Transit	Continuous	ESTABLISH RESILIENCY HUB	Sustainability and Resiliency	Long-term
PILOT FIRST MILE/LAST MILE SOLUTIONS	Transit	Mid-term	AMEND THE COMPREHENSIVE PLAN	Land Use and Housing	Immediate
IMPLEMENT PREMIUM TRANSIT SERVICE ALONG US 19	Transit	Long-term	UPDATE THE COMMUNITY DEVELOPMENT CODE (CDC) DENSITIES/INTENSITIES	Land Use and Housing	Immediate
IMPLEMENT PREMIUM TRANSIT SERVICE ALONG EAST BAY/ROOSEVELT BOULEVARD	Transit	Long-term	UPDATE THE COMMUNITY DEVELOPMENT CODE WITH DESIGN STANDARDS	Land Use and Housing	Immediate
IMPROVE EAST BAY DRIVE/ROOSEVELT BOULEVARD (SAFETY AND BEAUTIFY)	Multimodal Street Network	Continuous	IMPLEMENT URBAN DEVELOPMENT PATTERNS	Land Use and Housing	Continuous
IMPROVE US 19 OVERPASS	Multimodal Street Network	Short-term	FORM A BUSINESS IMPROVEMENT DISTRICT	Land Use and Housing	Mid-long-term
ASSESS GATEWAY EXPRESSWAY IMPACT ON ROOSEVELT BOULEVARD	Multimodal Street Network	Short-term	PROTECT ROOSEVELT BOULEVARD FROM PROLIFERATION OF STRIP COMMERCIAL DEVELOPMENT THROUGH THE CORRIDOR	Land Use and Housing	Immediate
DUKE ENERGY TRAIL CROSSING (SHORT-TERM) AT ROOSEVELT BOULEVARD AND OVERPASS ACROSS ROOSEVELT BOULEVARD	Multimodal Street Network	Short-Mid-term	IMPLEMENT AN ACTIVITY CENTER OVERLAY AND MULTIMODAL CORRIDOR	Land Use and Housing	Immediate
MULTIMODAL IMPROVEMENTS – WHITNEY ROAD	Multimodal Street Network	Mid-term	CONVENE A DEVELOPER FORUM	Land Use and Housing	Immediate
MULTIMODAL IMPROVEMENTS – DODGE STREET	Multimodal Street Network	Mid-term	MAINTAIN AND SUPPORT TEC AREAS AND USES	Land Use and Housing	Continuous
MULTIMODAL IMPROVEMENTS – 150TH AVENUE N	Multimodal Street Network	Mid-term	SEEK FUNDING OPPORTUNITIES	Land Use and Housing	Continuous
MULTIMODAL IMPROVEMENTS – 62ND STREET, 58TH STREET, AVALON AVENUE, BAY VISTA DRIVE, AND BOLESTA ROAD	Multimodal Street Network	Mid-term	COORDINATE IMPLEMENTATION WITH PINELLAS COUNTY	Land Use and Housing	Short-term
MULTI-USE TRAIL CONNECTIONS	Multimodal Street Network	Mid-term	DEVELOP A TRANSPORTATION MANAGEMENT AREA (TMA)	Land Use and Housing	Mid-term
MULTIMODAL IMPROVEMENTS – US 19 FRONTAGE ROADS	Multimodal Street Network	Mid-long term	UPDATE THE COMMUNITY DEVELOPMENT CODE WITH GUIDELINES AND INCENTIVES TO ENCOURAGE PLACEMAKING	Public Spaces, Placemaking, and Brand Identity	Short-term
INTERNAL STREET CONNECTIONS	Multimodal Street Network	Long-term	CONSTRUCT PUBLIC ART, GATEWAY MONUMENTS, AND DISTRICT SIGNAGE	Public Spaces, Placemaking, and Brand Identity	Short-term
UPDATES TO THE COMMUNITY DEVELOPMENT CODE (CDC)	Sustainability and Resiliency	Immediate	RENAME EAST BAY DRIVE/ROOSEVELT BOULEVARD	Public Spaces, Placemaking, and Brand Identity	Long-term
CONTINUE LEAP GOALS AND OBJECTIVES	Sustainability and Resiliency	Continuous			

MULTIMODAL TRANSPORTATION ACTIONS

A goal of the SAP is to **develop an interconnected multimodal transportation network** including premium and local bus improvements. This includes intersection improvements and safe travel connections, including safe trail and pedestrian connections. Another goal is to **provide and enhance public spaces, and greenspaces** that encourage gathering and beautify streets in the area.

Transit Improvements

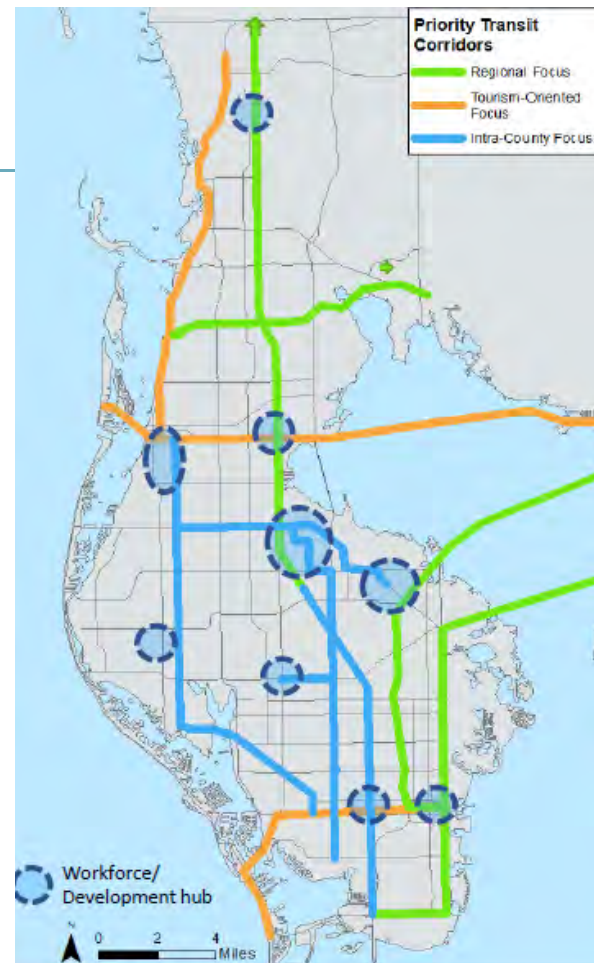
ACTION: IMPLEMENT PREMIUM TRANSIT SERVICE ALONG US 19

LONG-TERM

Description and Plan Consistency: The US 19 corridor is identified as a highest priority transit corridor along with East Bay/Roosevelt Boulevard (significant with two primary corridors coming together). Forward Pinellas' Land Use Strategy Map identifies US 19 as a Regional Transit Corridor and East Bay Drive/Roosevelt Boulevard as Intra-County corridors. These designations along with the Advantage Pinellas Investment Corridor designation (in conjunction with Forward Pinellas and PSTA) and the Community Bus Plan indicate immense opportunity for expanded transit service in the area. Transit service is expected to be fast and reliable with limited stops, express peak service, and a catalyst for desired redevelopment.

Responsible Parties:

- City will coordinate with Forward Pinellas, Pinellas County, Pinellas Suncoast Transit Authority (PSTA), and FDOT to implement service and to support premium transit with transit supportive land use decisions.
- City will coordinate a more pronounced transit hub(s) at US 19 and East Bay/Roosevelt Boulevard intersection to increase visibility, efficiency, and accessibility as well as a potential hub near Whitney Road.
- City will encourage private sector investments including upgraded stops (branding/theming stops, shelters at key locations, lighting, platforms and seating).



Source: Forward Pinellas

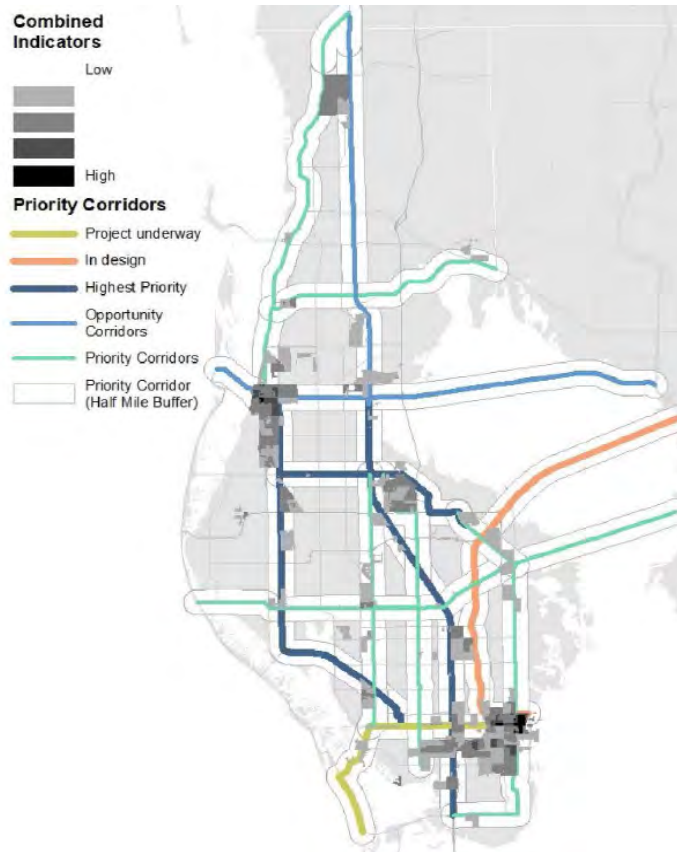
ACTION: IMPLEMENT PREMIUM TRANSIT SERVICE ALONG EAST BAY/ROOSEVELT BOULEVARD

LONG-TERM

Description and Plan Consistency: The corridor is identified as a highest priority transit corridor along with US 19 (significant with two primary corridors coming together). It connects residential (including a higher percentage without vehicles) with medical, retail, manufacturing/industrial, and office jobs and connects to the St. Pete-Clearwater International Airport, potential I-275 premium transit, and Intermodal Center. The project is consistent with the Pinellas Gateway Master Plan and the County has identified it as a priority investment corridor reinforced by Forward Pinellas' Land Use Strategy Map and Advantage Pinellas (in conjunction with Forward Pinellas and PSTA) and the Community Bus Plan. Transit service is expected to be fast and reliable with limited stops, express peak service, and serve as a catalyst for desired redevelopment.

Responsible Parties:

- City will coordinate with Forward Pinellas, Pinellas County, PSTA, and FDOT to implement service and support premium transit with transit supportive land use decisions. Design of premium transit should be discussed with future resurfacing (i.e. bus lane, mixed traffic, etc.).
- City will coordinate a more pronounced transit hub(s) at US 19 and East Bay/Roosevelt Boulevard intersection to increase visibility, efficiency, and accessibility, as well as a potential hub near Bay Vista Drive.
- City will encourage private sector investments including upgraded stops (branding/theming stops, shelters at key locations, lighting, platforms and seating).



Source: Forward Pinellas

ACTION: IMPLEMENT LOCAL BUS IMPROVEMENTS

CONTINUOUS

Description and Plan Consistency: Implement secondary network consistent with Forward Pinellas' Land Use Strategy Map and Advantage Pinellas to feed into US 19 and East Bay/Roosevelt Boulevard.

Responsible Parties:

- City will coordinate with Forward Pinellas, Pinellas County, PSTA to implement service and encourage transit supportive land use decisions.
- City will encourage private sector investments including upgraded stops (branding/theming stops, shelters at key locations, lighting, platforms and seating).
- City will encourage additional transit hubs or stops to connect to residential areas, manufacturing/industrial, retail, and office jobs in the area (i.e. Pinellas Technical College, Pinch-a-Penny, 24/7 Intouch, Keiser University, Bay Vista, High Point, etc.).

ACTION: PILOT FIRST MILE/LAST MILE SOLUTIONS

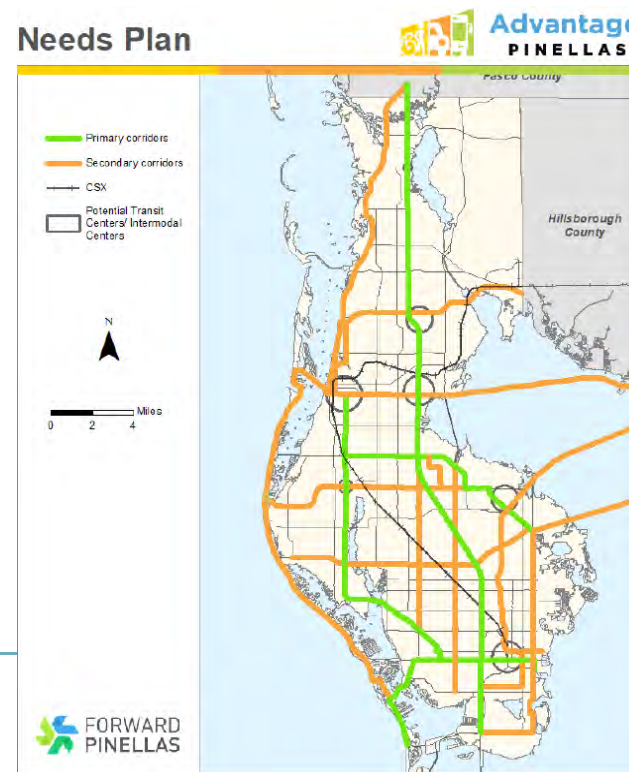
MID-TERM

Description and Plan Consistency: Continue partnership and coordination with PSTA to enhance and expand transit service to and from, and within the area. Consistent with the Gateway Master Plan, conduct a pilot for first mile/last mile solutions such as a circulator service or on-demand service to connect Bay Vista and other jobs to surrounding destinations such as retail, restaurants, and St. Pete-Clearwater International, etc.

Responsible Parties:

- City will coordinate with PSTA, Forward Pinellas, FDOT, and private sector.

Needs Plan



Source: Forward Pinellas

Multimodal Street Network Improvements (including Streetscape, Greenspace, Placemaking)

ACTION: IMPROVE EAST BAY DRIVE/ROOSEVELT BOULEVARD (SAFETY AND BEAUTIFY)

CONTINUOUS

Description and Plan Consistency: For East Bay Drive, increase pedestrian scale lighting and enhanced bus shelters (as mentioned above). For Roosevelt Boulevard, include multi-use trail on north side. Conduct road safety audit and coordinate other improvements with future resurfacing including median landscaping, ADA improvements, crossing improvements, signal warrant analysis at Bay Vista Drive and Bolesta Road, signal improvements/timing improvements at Dodge Street, pedestrian scale lighting, and enhanced bus shelters. These efforts are consistent with City of Largo strategic planning efforts and community streets plans and the Pinellas Gateway Master Plan. Potential improvements are shown below that should be further coordinated with FDOT.

Responsible Parties:

- City will coordinate with FDOT.

The exhibit on the following pages of East Bay Drive and Roosevelt Boulevard indicates the improvements mentioned above that should be put into action. Each improvement type is identified with an icon that relates to the improvement types outlined in Chapter 4.

East Bay Drive/Roosevelt Corridor Recommendations

SR 686/East Bay Drive: Bedford Circle to US19

Source: Kimley-Horn










SR 686/Roosevelt Boulevard: US 19 to 61st St. North

Source: Kimley-Horn



AREAWIDE IMPROVEMENTS

- ADA Improvements
- Driveway Consolidation
- Pedestrian-scaled Lighting

 Multi-Use Path	 Signal Plates	 Landscaping	 Public Art
 Bus Shelter Future BAT Lanes	 Placemaking on Mast Arms	 Restripe/Add Crosswalk or Trail Crossing	

East Bay Drive/Roosevelt Corridor Recommendations

SR 686/Roosevelt Boulevard: 61st St. North to Alma Ave

Source: Kimley-Horn



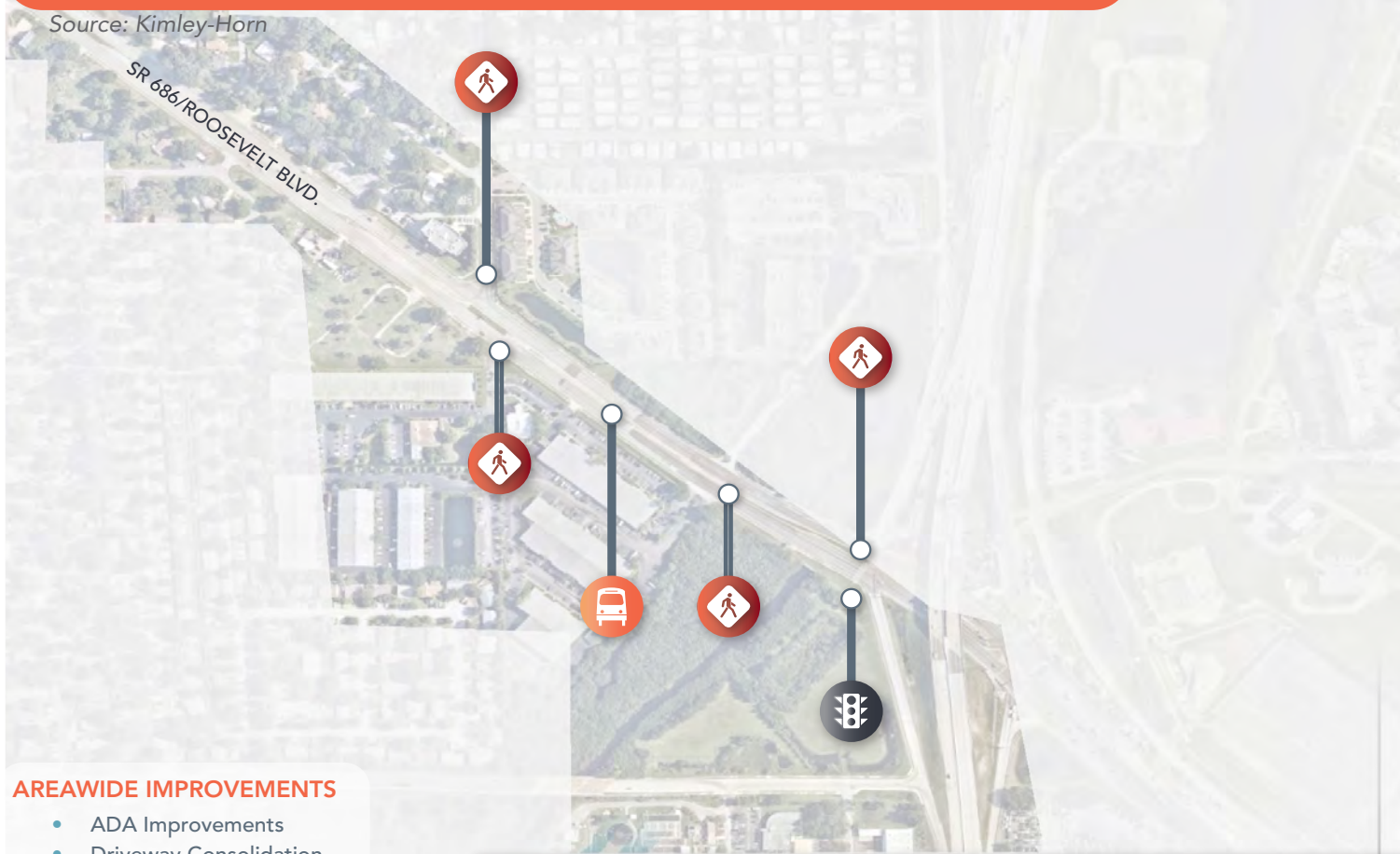
AREAWIDE IMPROVEMENTS

- ADA Improvements
- Driveway Consolidation
- Pedestrian-scaled Lighting

 Wider Sidewalks	 Signal Plates	 Landscaping
 Bus Shelter Future BAT Lanes	 Placemaking on Mast Arms	 Restripe/Add Crosswalk or Trail Crossing

SR 686/Roosevelt Boulevard: Alma Ave to 49th St. North

Source: Kimley-Horn



AREAWIDE IMPROVEMENTS

- ADA Improvements
- Driveway Consolidation
- Pedestrian-scaled Lighting



Bus Shelter
Future BAT Lanes



Signal Plates



Restripe/Add Crosswalk
or Trail Crossing

US 19 Overpass Spotlight

East Bay Drive/Roosevelt Boulevard @ US 19

ACTION: IMPROVE US 19 OVERPASS

SHORT-TERM



Pedestrian Realm under US 19 Overpass



Decorative Up-Lighting



Enhanced Landscaping

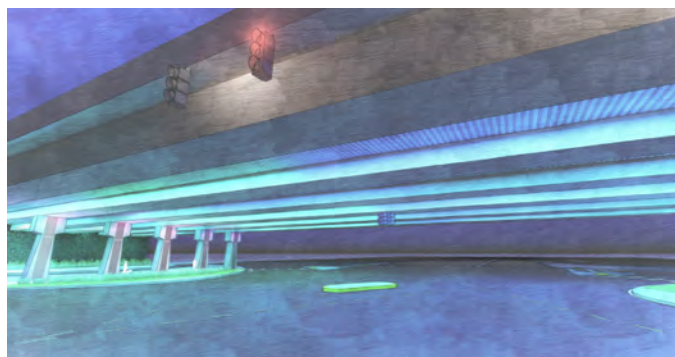


Pedestrian-Scale Lighting

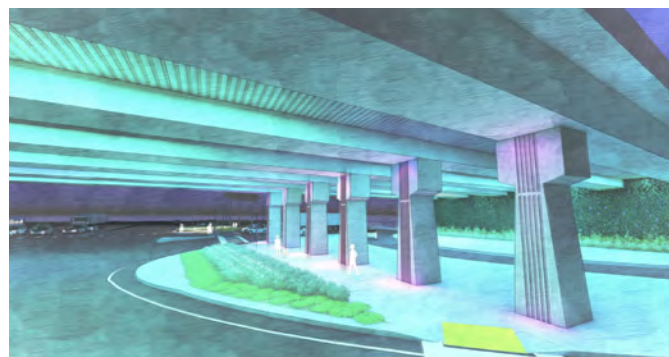
Description and Plan Consistency: Incorporate placemaking elements such as up-lighting and signage to overpass structure, increase pedestrian-scale lighting, and add landscaping that can survive under the overpass to create a more pedestrian-friendly environment.

Responsible Parties:

- City will coordinate with FDOT.



Decorative Up-Lighting



Pedestrian Realm under US 19 Overpass with Landscaping



Pedestrian-Scaled Lighting and Enhanced Landscaping



Signalized Pedestrian Crossing

Duke Energy Trail Crossing Spotlight

Roosevelt Boulevard & 62nd Street

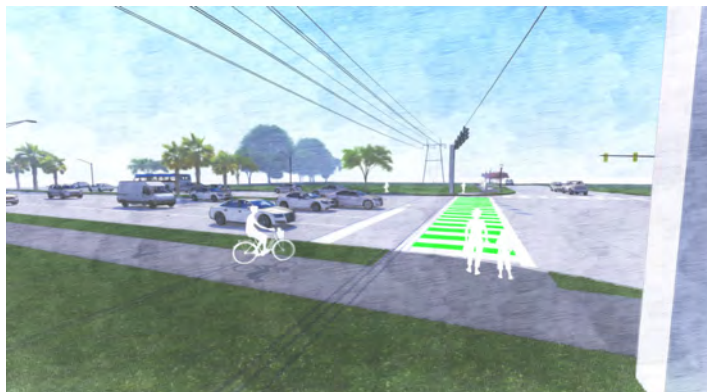
ACTION: DUKE ENERGY TRAIL CROSSING (SHORT-TERM) AT ROOSEVELT BOULEVARD AND OVERPASS ACROSS ROOSEVELT BOULEVARD

SHORT-TERM AND LONG-TERM

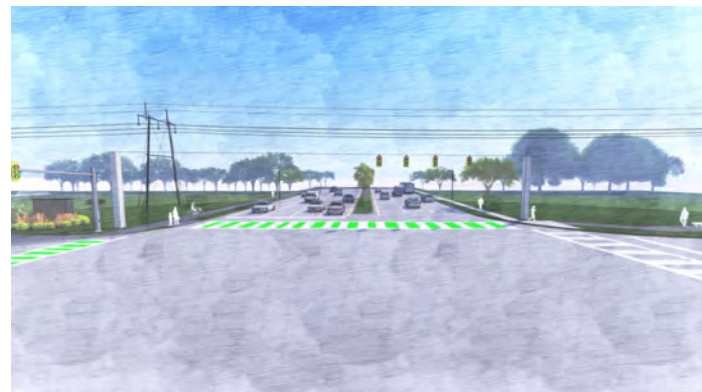
Description and Plan Consistency: The Duke Energy Trail connection, one of the last gaps of the Pinellas Trail Loop, is estimated to start in FY 2023 and completed in 2024 and will be implemented at Roosevelt Boulevard. A long-term improvement is to implement an overpass which is consistent with Pinellas County’s (Connecting Our Community) presentation. Encourage development around the trail that will also serve the surrounding neighborhoods including the Highpoint community.

Responsible Parties:

- City will coordinate with FDOT, Pinellas County, and Forward Pinellas.



Trail Crossing Looking South



Roosevelt Blvd and 62nd Street Intersection Looking East



Trail North Facing



Trail and Intersection Looking North



Roosevelt Blvd and 62nd Street Intersection Aerial

ACTION: MULTIMODAL IMPROVEMENTS – US 19 FRONTAGE ROADS

MID-TERM AND LONG-TERM

Description and Plan Consistency: Increased pedestrian lighting, increased landscaping, and enhanced bus shelters. Widened sidewalks and bicycle facilities where possible. During the creation of this Plan, FDOT is undergoing a study for improvements to the US 19 Frontage Roads in the area.

Responsible Parties:

- City will coordinate with FDOT, Pinellas County, Forward Pinellas, and other US 19 Frontage Roads Safety Studies.

ACTION: ASSESS GATEWAY EXPRESSWAY IMPACT ON ROOSEVELT BOULEVARD

SHORT-TERM

Description and Plan Consistency: Conduct detailed traffic analysis after the Gateway Expressway opens to determine if there is a possibility to do a lane re-configuration to include dedicated bus lanes or some other type of technology.

Responsible Parties:

- City to coordinate with FDOT.

ACTION: MULTIMODAL IMPROVEMENTS – WHITNEY ROAD

MID-TERM

Description and Plan Consistency: Fill sidewalk gaps, include a multi-use trail, enclose stormwater drainage system, add landscaping, add lighting. These efforts are consistent with City of Largo strategic planning efforts and community streets plans and the Pinellas Gateway Master Plan. Whitney Road is also identified as a Tier 1 by the Pinellas County Complete Streets plan.

Responsible Parties:

- City will coordinate with Pinellas County.

ACTION: MULTIMODAL IMPROVEMENTS – DODGE STREET

MID-TERM

Description and Plan Consistency: Fill sidewalk gaps on west side of street and add landscape and canopy trees to encourage traffic calming. These efforts are consistent with City of Largo strategic planning efforts and community streets plans and the Pinellas Gateway Master Plan.

Responsible Parties:

- City will coordinate with Pinellas County.

ACTION: MULTIMODAL IMPROVEMENTS – 150TH AVENUE N

MID-TERM

Description and Plan Consistency: Add landscaping, canopy trees, and pedestrian-scale lighting to encourage traffic calming and a more comfortable pedestrian environment along entire corridor. Long-term action is to construct a pedestrian overpass across US 19 to further enhance connections within the SAP. 150th Avenue is also identified as a Tier 2 Pinellas County Complete Streets Corridors.

Responsible Parties:

- City will coordinate with FDOT.

ACTION: MULTIMODAL IMPROVEMENTS – 62ND STREET, 58TH STREET, AVALON AVENUE, BAY VISTA DRIVE, AND BOLESTA ROAD

MID-TERM

Description and Plan Consistency: Create interconnected street networks to improve the existing internal street network by adding landscaping and canopy trees, filling sidewalk gaps, and constructing new signalized intersections at Bay Vista Drive and Bolesta Road along Roosevelt Boulevard. 62nd Street is also classified as a Tier 1 Pinellas County Complete Streets Corridors.

Responsible Parties:

- City will coordinate with FDOT and Pinellas County.

ACTION: MULTI-USE TRAIL CONNECTIONS

MID-TERM

Description and Plan Consistency: Work with local and regional partners to construct new trail networks on 150th Avenue N, Duke Energy easement, and 154th Avenue N.

Responsible Parties:

- City will coordinate with Pinellas County, Pinellas County School Board, Pinellas Technical College, and Forward Pinellas.

ACTION: INTERNAL STREET CONNECTIONS

LONG-TERM

Description and Plan Consistency: Work with private sector and County on constructing an internal street grid and new internal street connections within adjacent neighborhoods.

Responsible Parties:

- City will coordinate with private developers and Pinellas County.

SUSTAINABILITY AND RESILIENCY ACTIONS

Related to sustainability and resiliency, a goal is to encourage sustainable and resilient development. The City would like to encourage development that provides services for the community, are fiscally positive, and include sustainable and resilient infrastructure. Below are actions to implement these goals.

ACTION: UPDATES TO THE COMMUNITY DEVELOPMENT CODE (CDC)

IMMEDIATE

Description and Plan Consistency: Continue to explore green building programs and low impact development standards to incorporate into the Community Development Code (CDC). Include native landscaping, green infrastructure, and sustainability incentives for developers in the CDC.

Responsible Parties:

- City of Largo

ACTION: CONTINUE LEAP GOALS AND OBJECTIVES

CONTINUOUS

Description and Plan Consistency: Continue ongoing efforts and actions listed in the Largo Environmental Action Plan under the three focus areas: Sustainability, Public Health and Safety, and Community Pride.

Responsible Parties:

- City of Largo

ACTION: ESTABLISH RESILIENCY HUB

LONG-TERM

Description and Plan Consistency: Identify and construct location for Resiliency Hub within or adjacent to the study area in coordination with Pinellas County. This is consistent with the Gateway Master Plan, which identifies a potential Resiliency Hub on East Roosevelt Boulevard near Bay Vista Employment Center.

Responsible Parties:

- City of Largo and Pinellas County

LAND USE AND HOUSING ACTIONS

Another goal of the SAP is to encourage economic development opportunity by creating jobs, particularly target employment industry jobs, and encourage longer visits by developing a range of retail and entertainment uses. One way to do that is to encourage a mix of land use and housing options while keeping the industrial base that is in the area. Below are actions to implement these goals.

ACTION: AMEND THE COMPREHENSIVE PLAN

IMMEDIATE

Description and Plan Consistency: The Largo Tri-City Special Area Plan specific reference should be added to the Major Activity Center and Multimodal Corridor list in the Comprehensive Plan. Other amendments include updates to the Future Land Use, Transportation, Placemaking, Natural Resources and Hazard Adaptation, Economic Development, and Capital Improvements elements.

Responsible Parties:

- City of Largo

ACTION: UPDATE THE COMMUNITY DEVELOPMENT CODE (CDC) DENSITIES/INTENSITIES

IMMEDIATE

Description and Plan Consistency: The CDC should reflect the density and intensity standards outlined in the land use chapter, along with development incentives for increased density and intensity. For a development to achieve that highest density and intensity allowed, it must provide additional elements that benefit the surrounding area and contribute to the pedestrian environment. In addition, land use/intensity transitions are encouraged to minimize impact to the surrounding neighborhoods.

Responsible Parties:

- City of Largo

ACTION: IMPLEMENT AN ACTIVITY CENTER OVERLAY AND MULTIMODAL CORRIDOR**IMMEDIATE**

Description and Plan Consistency: To advance the SAP's placemaking, economic development, mobility, and sustainability goals, the City should implement an overlay for the Activity Center and Multimodal Corridor. The Activity Center and Multimodal Corridor overlays are intended to provide flexibility within the SAP to allow redevelopment to be more compact and walkable. The urban design standards will be required by the CDC to achieve the desired development pattern, as represented by the catalyst sites, prior to allowing higher densities and intensities. Through the adoption of the SAP and the Activity Center and Multimodal Corridor overlays, specific planning and urban form design guidelines are required to be implemented as new development and redevelopment occurs. As parcels from Unincorporated Pinellas County are annexed into the City of Largo, these designations will apply which will require coordination between both agencies.

Responsible Parties:

- City of Largo, Forward Pinellas, and Pinellas County

ACTION: UPDATE THE COMMUNITY DEVELOPMENT CODE WITH DESIGN STANDARDS**IMMEDIATE**

Description and Plan Consistency: Update the CDC to reflect the required design standards outlined in the Land Use and Housing recommendations within this plan to achieve the desired vision and development pattern. These design standards are consistent with the Countywide Rules design guidance which should be reflected in the Largo CDC.

Responsible Parties:

- City of Largo

ACTION: IMPLEMENT URBAN DEVELOPMENT PATTERNS**CONTINUOUS**

Description and Plan Consistency: Coordinate with private partners and developers to implement the required standards to achieve the vision of town-center style retail, main street pattern development, infill development, and out-parcel development on unused surface parking lots.

Responsible Parties:

- City of Largo

ACTION: FORM A BUSINESS IMPROVEMENT DISTRICT

MID-TERM AND LONG-TERM

Description and Plan Consistency: Create a business improvement SAP among private property owners and business within the Activity Center.

Responsible Parties:

- Businesses and Private Entities

ACTION: PROTECT ROOSEVELT BOULEVARD FROM PROLIFERATION OF STRIP COMMERCIAL DEVELOPMENT THROUGH THE CORRIDOR

IMMEDIATE

Description and Plan Consistency: Establish Comprehensive Plan policy to direct most intense commercial and other non-residential uses to intersections consisting of through streets and adequately signalized to ensure safe and efficient traffic operations and encourage a greater focus of mixed use in key nodes in the corridor.

Responsible Parties:

- City of Largo

ACTION: SEEK FUNDING OPPORTUNITIES

IMMEDIATE

Description and Plan Consistency: Focus investment within the Opportunity Zone within and adjacent to the study area for redevelopment and economic development. Seek funding from Penny IV Affordable Housing and Economic Development Programs as well as other programs in coordination with the Gateway Master Plan. This is consistent with the Pinellas Opportunity Zones identified by Pinellas County Economic Development.

Responsible Parties:

- City of Largo and Pinellas County

ACTION: DEVELOP A TRANSPORTATION MANAGEMENT AREA (TMA)

MID-TERM

Description and Plan Consistency: Consistent with the Pinellas Gateway Master Plan, pursue the development of a TMA in the area to pursue opportunities for transportation funding and improvements in the area.

Responsible Parties:

- City of Largo, Pinellas County, Forward Pinellas

ACTION: CONVENE A DEVELOPER FORUM

IMMEDIATE

Description and Plan Consistency: Convene a developer forum to address how affordable housing can be implemented (amount of density, incentives, etc.). From this discussion, developer incentives and requirements for affordable housing should be implemented into the CDC. This would remain consistent with the Pinellas County Penny IV Affordable Housing and Economic Development Program Guidelines. Also, discuss how additional redevelopment and uses such as entertainment can be included.

Responsible Parties:

- City of Largo and Pinellas County

ACTION: MAINTAIN AND SUPPORT TEC AREAS AND USES

CONTINUOUS

Description and Plan Consistency: Maintain and support existing Target Employment Center (TEC), particularly Bay Vista and light industrial uses per the Forward Pinellas Countywide Plan 6.5.4.4. Where Target Employment Industry growth opportunities avail themselves the appropriate land uses should be supported while balancing the demand for a mix of other uses.

Responsible Parties:

- City of Largo, Pinellas County, and Forward Pinellas

ACTION: COORDINATE IMPLEMENTATION WITH PINELLAS COUNTY

SHORT-TERM

Description and Plan Consistency: The County would like to see the future implementation coordination to address joint planning/investment strategies for the Highpoint area to complement the mixed-use transit supportive redevelopment that will be occurring within the SAP area. Coordination should also be developed for properties that are annexed into the Largo SAP.

Responsible Parties:

- City of Largo and Pinellas County

PUBLIC SPACES, PLACEMAKING, AND BRAND IDENTITY ACTIONS

The newly established Largo Tri-City SAP brand should be carried out and reinforced through public art, wayfinding, gateways, and streetscapes. Opportunities for public art that have been identified in this plan should be implemented and explore more opportunities for the future. Wayfinding and gateway signage should be installed to guide visitors and residents to and within the area. Streetscape improvements to priority corridors such as US 19 Frontage Roads, Roosevelt Boulevard/East Bay Drive, and Whitney Road should be constructed to enhance and define the character. These corridors will have the greatest impact and will improve the image in the area. Lastly, East Bay Drive/Roosevelt Boulevard could be renamed to one continuous name. This will further strengthen the brand and alleviate confusion for corridor navigators and residents.

ACTION: CONSTRUCT PUBLIC ART, GATEWAY MONUMENTS, AND DISTRICT SIGNAGE

SHORT-TERM

Description and Plan Consistency: Construct public art and district signage at US 19 overpass. Construct gateway monument and signage on East Roosevelt Boulevard and US 19 and Whitney Road that welcomes visitors to the City of Largo.

Responsible Parties:

- City of Largo

ACTION: RENAME EAST BAY DRIVE/ROOSEVELT BOULEVARD

LONG-TERM

Description and Plan Consistency: Long-term discussion with FDOT, and gauge interest with the community and stakeholders, regarding the possibility of renaming East Bay Drive/Roosevelt Boulevard.

Responsible Parties:

- City to coordinate with FDOT and Pinellas County.

ACTION: UPDATE THE COMMUNITY DEVELOPMENT CODE WITH GUIDELINES AND INCENTIVES TO ENCOURAGE PLACEMAKING

SHORT-TERM

Description and Plan Consistency: Consider amending the CDC to include standards, guidelines and incentives to achieve the desired public realm that integrates outdoor engagement uses, aesthetically enhanced common areas and greenspaces, shared parking, and connectivity to the public right-of-way.

Responsible Parties:

- City of Largo



City Commission AGENDA ITEM REPORT



Meeting: City Commission - 01 Sep 2020
Presenter: Rick Perez, Planning Manager, Community Development
Staff Contact: Rick Perez, Planning Manager Ext. 7350 rperez@largo.com

TITLE

Ordinance No. 2020-36 - First Reading - Amending The Comprehensive Plan To Implement Provisions Contained With The Largo Tri-City Special Area Plan

SUMMARY:

The City is proposing to amend the Comprehensive Plan to implement provisions contained within the Largo Tri-City Special Area Plan, which the City is seeking to concurrently adopt through SAP20-01 (Ordinance No. 2020-42). In addition, the City is concurrently seeking to update the City of Largo Future Land Use Map through FLUM20-004 (Ordinance No. 2020-39).

The City of Largo has a history of strategic planning including the creation of an Activity Center in the area. Activity Centers in Largo were first introduced in the 2004 Largo Strategic Plan and further described and identified in the 2011 Strategic Plan. The 2011 Largo Strategic Plan specifically outlined the creation of Major Activity Centers and mixed-use corridors, and where to develop community streets within the City. The three Major Activity Centers identified in the Strategic Plan are the West Bay Drive Community Redevelopment District and the Clearwater-Largo Road Community Redevelopment District, the Largo Mall area, and the Largo Tri-City area. Since the Strategic Plan was adopted, the previous two Activity Centers have been established and the Largo Tri-City area is the third and final Activity Center to be initiated. The Activity Centers focus on redevelopment, incremental and infill development, a mix of uses, and creating a transit-supportive community while protecting existing residential neighborhoods. The Major Activity Centers also introduce opportunities to expand and implement green spaces for neighborhoods that lack these amenities.

With the Largo Tri-City Special Area Plan (SAP), the City of Largo is taking steps to bring to life the Gateway Master Plan for the strategic area of US 19 and East Bay Drive/Roosevelt Boulevard as one of the recognized centers of the multi-jurisdictional area. The Gateway Master Plan vision is made up of several districts, which includes this Plan, that will promote community health by pursuing job growth, sustainability and resiliency practices, increased housing supply, and enhanced multimodal connections. The SAP aligns itself with past County planning investments focused on Transit Oriented Development (TOD), regional efforts with Forward Pinellas, and promotion of primary transit investment corridors while working with established County administered funding policies such as Penny for Pinellas to stimulate economic development and affordable housing. This Plan builds upon previous special areas plans for the City of Largo, including Downtown (West Bay) and the Largo Mall to fully engage the County and Regional efforts for identifiable and sustainable growth.

The City is proposing to amend the Comprehensive Plan to implement provisions contained within the Largo Tri-City Special Area Plan, which the City is seeking to concurrently adopt through SAP20-01 (Ordinance No. 2020-42). In addition, the City is concurrently seeking to update the City of Largo Future Land Use Map to designate the SAP's activity center and multimodal corridor boundaries through FLUM20-004 (Ordinance No. 2020-39). The Largo Tri-City Special Area Plan seeks to facilitate higher quality development that can serve multiple modes of transportation and promote compact, walkable development, that exceeds the City's minimum urban design standards contained in the CDC.

The plan area encompasses parcels within the City of Largo jurisdiction and Pinellas County jurisdiction. The Activity Center is 496 acres, including 378 acres within Largo jurisdiction, with the remaining 118 acres in Pinellas County jurisdiction. The Multimodal Corridor is a total 456 acres, including 355 acres incorporated in Largo and 101 acres in unincorporated Pinellas County. The SAP will not apply to unincorporated areas unless it is adopted by Pinellas County and then annexed by the City.

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The Largo Tri-City SAP includes the Multimodal Corridor overlay, and two overlays within the Activity Center: Transit Core Scale and Urban Scale. Properties within the Activity Center and Multimodal Corridor overlays will be eligible to receive base densities and intensities beyond the current allowable standards for the underlying land use, in addition to density bonuses for meeting certain criteria. While the actual borders of the Largo Tri-City SAP include parcels under City and County jurisdiction, only properties within City jurisdiction will be impacted by any of the changes proposed for the Largo Tri-City SAP. Consequently, new development will be eligible for additional density or intensity, as contemplated by the Largo Tri-City -SAP and this text amendment is contingent upon being under City jurisdiction. All properties within the Largo Tri-City SAP are not required or expected to be developed to the maximum allowable density or intensity provided for by this amendment. Smaller parcels may be restricted due to required setbacks or other site- specific conditions; however, the intent is to provide more effective land use and development patterns, where appropriate.

The SAP identifies unique urban design provisions to enhance connectivity, site orientation, public realm enhancements, ground floor design and use, and appropriate transitions to neighborhoods that will be required to accomplish the vision for compacted, mixed use development with higher density and/or intensity. Specific qualifying design and development elements will be included in an amendment to the CDC, which is anticipated to come before the Planning Board in early 2021. These standards are intended to enhance the function of new development, minimize community impacts associated with such uses, meet the mobility goals of the Largo Tri-City SAP and improve the visual appearance/cohesiveness of all new uses.

The Comprehensive Plan text amendment proposes to amend Policy 1.1.1, Table FLU-E-1, and add new Policy 2.2.5 within the Future Land Use Element (FLUE), and amend Policy 1.1.8 within the Placemaking Element (See Exhibit A). Specifically, Policy 1.1.1, Table FLUE-1, is amended to add in the Largo Tri-City Activity Center and Multimodal Corridor overlays, with densities and intensities established in the Largo Tri-City SAP. New Policy 2.2.5 addresses where the most intense commercial and non-residential uses should be located along the Roosevelt Boulevard Multimodal Corridor. Policy 1.1.8 is amended to revise the reference to the "Largo Town Center" to "Largo Tri-City Activity Center". The proposed text amendment is consistent with the goals, objectives, and policies of the adopted Largo Comprehensive Plan, Largo Strategic Plan, Pinellas Countywide Plan Rules, and Chapter 163, Florida Statutes.

Supplementary to this proposed amendment, staff will update Map 3 (See Exhibit B) with the Tri-City SAP boundaries, and revise references to the "Largo Town Center" within the Comprehensive Plan, which are not part of the Goals, Objectives, and Policies (See Exhibit C).

The following supplementary amendments are proposed to be made to the Comprehensive Plan, if Ordinance No. 2020-36 is approved:

PAGE/AMENDMENT:

INTRO-12: Replace Map 3

INTRO-13: Revise reference of "Town Center" to Largo Tri-City SAP

FLUE-7: Add "Largo Tri-City SAP" to plan list

FLUE-8: Revise reference of "Town Center" to Largo Tri-City SAP

FLUE-9: Revise reference of "Town Center" to Largo Tri-City SAP

FLUE-23: Replace Map 3

PLACE-6: Replace Map 3

PLACE-12: Revise reference of "Town Center" to Largo Tri-City SAP

APPENDIX-1: Add "Largo Tri-City SAP" to plan list.

The Planning Board reviewed this proposed Comprehensive Plan text amendment, CPTA20-001 (Ordinance No. 2020-36) on August 6, 2020 and recommended approval, 5-0. If approved on first reading, staff will transmit the proposed text amendment to the Florida Department of Economic Opportunity (DEO) for review. In addition, the amendment will be reviewed by Forward Pinellas. Forward Pinellas and the Countywide Planning Authority (CPA) do not have the ability to approve or deny the request, rather Forward Pinellas staff will review the amendment to ensure it is consistent with the Countywide Rules. If approved by the City Commission, staff anticipates the amendment will be presented to the City Commission for second and final reading by December 1, 2020.

Staff recommends approval of proposed Ordinance No. 2020-36 to amend Policy 1.1.1, Table FLU-E-1, add Policy 2.2.5 within the Future Land Use Element (FLUE), and amend Policy 1.1.8 within the Placemaking Element of the Comprehensive Plan.

CITY ATTORNEY REVIEWED:

Agenda Item #11.

Yes

CONSISTENT WITH:

Comprehensive Plan

POTENTIAL MOTION / DIRECTION REQUESTED:

I MOVE TO APPROVE/DISAPPROVE ORDINANCE NO. 2020-36 ON FIRST READING AND TRANSMIT THE AMENDMENT TO FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY (DEO), FORWARD PINELLAS, AND THE COUNTYWIDE PLANNING AUTHORITY (CPA) FOR REVIEW AND SCHEDULE SECOND READING AFTER REVIEW.

ATTACHMENTS:

[Ordinance No. 2020-36](#)

[Exhibit A Text Amendments](#)

[Exhibit B Map 3](#)

[Exhibit C Supplementary Revisions](#)

ORDINANCE NO. 2020 - 36

1
2
3 AN ORDINANCE OF THE CITY OF LARGO, FLORIDA AMENDING THE CITY OF LARGO
4 COMPREHENSIVE PLAN TO INCORPORATE POLICIES RELEVANT TO THE
5 IMPLEMENTATION OF THE LARGO TRI-CITY SPECIAL AREA PLAN BY AMENDING
6 POLICY 1.1.1, TABLE FLUE-1, AND ADDING POLICY 2.2.5 WITHIN THE FUTURE LAND
7 USE ELEMENT; AMENDING POLICY 1.1.8 WITHIN THE PLACEMAKING ELEMENT;
8 PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.
9

10 WHEREAS, the State Legislature passed the Local Government Comprehensive Planning and
11 Land Development Regulation Act in 1986 requiring all counties and cities to prepare a Comprehensive
12 Plan; and
13

14 WHEREAS, Section 163.3187, Florida Statutes, provides the process by which local governments
15 may adopt amendments to their Comprehensive Plans; and
16

17 WHEREAS, the City has initiated this amendment to the Comprehensive Plan to incorporate
18 policies supporting the implementation of the Largo Tri-City Special Area Plan; and
19

20 WHEREAS, the City of Largo Planning Board, in its capacity as the Local Planning Agency, held a
21 public hearing August 6, 2020 and recommended approval of the amendments to the Future Land Use
22 Element and Placemaking Element; and
23

24 WHEREAS, the City Commission held public hearings in consideration of a request to amend the
25 Future Land Use Element of the Comprehensive Plan, and have carefully considered written and oral
26 comments by members of the public and governing agencies.
27

28 NOW, THEREFORE, THE CITY COMMISSION OF THE CITY OF LARGO HEREBY ORDAINS:
29

30 Section 1. That the amendments to the Future Land Use Element of City of Largo's Comprehensive Plan,
31 a copy of which is attached hereto as "Exhibit A" and made part thereof, are approved and adopted.
32

33 Section 2. That it is the intention of the City Commission that each provision hereof be considered
34 severable, and that the invalidity of any provision of this ordinance shall not affect the validity of any other
35 portion of this ordinance, the Largo Comprehensive Plan, or the Largo Comprehensive Development Code.
36

37 Section 3. That the effective date of this Comprehensive Plan amendment, if the amendment is not timely
38 challenged, shall be thirty one (31) days after the state land planning agency notifies the City of Largo that
39 the plan amendment package is complete. If timely challenged, this amendment shall become

Agenda Item #11.

40 effective on the date the state land planning agency or the Administration Commission enters a final order
41 determining this adopted amendment to be in compliance.

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APPROVED ON FIRST READING _____

PASSED AND ADOPTED ON
SECOND AND FINAL READING _____

CITY OF LARGO, FLORIDA

Mayor

REVIEWED AND APPROVED:

City Attorney

ATTEST:

City Clerk

FUTURE LAND USE ELEMENT

SOLUTIONS

POLICIES

It shall be the policy of the City to:

1.1.1: Maintain the consistency of the Future Land Use Map (Map 1) and the Countywide Plan Map Categories, where Map 1 provides the City of Largo's adopted Land Use Classifications as identified in Table FLUE-1.

Table FLUE-1 – The following land use classifications are hereby adopted:

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City of Largo's Land Use Classification / Locational Criteria	Maximum Density (Dwelling unit/acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
<p><u>Residential Rural (RR)</u> This classification is generally appropriate to locations distant from urban activity centers; in areas where use and development are rural in nature such as very large residential tracts; and in areas where environmental features are linked to the protection of natural resources such as aquifer recharge and groundwater resource areas.</p>	0.5 Du/A*	0.30	0.60	<p><u>Residential Very Low</u> This category is generally appropriate to locations distant from urban activity centers; in areas where use and development characteristics are rural or estate residential in nature; and ranging from areas where environmental features are linked to the protection of natural resources such as aquifer recharge or groundwater resource areas to areas serving as a transition between more rural and more suburban residential areas.</p>
<p><u>Residential Estate (RE)</u> This classification is generally appropriate to locations distant from urban activity centers; in extremely environmentally sensitive areas; in areas where use and development characteristics are estate residential in nature with very large lots; and in areas serving as a transition between more rural and more suburban residential areas.</p>	1 Du/A*	0.30	0.60	
<p><u>Residential Suburban (RS)</u> This classification is generally appropriate to locations outside urban activity centers; in areas where use and development characteristics are suburban residential in nature with fairly large lots, and in areas serving as a transition between more rural and more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.</p>	2.5 Du/A*	0.30	0.60	
<p><u>Residential Low (RL)</u> This classification is generally appropriate to locations outside urban activity centers; in areas where use and development characteristics are low density residential in nature; and in areas serving as a transition between more suburban and more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.</p>	5 Du/A*	0.40	0.65	<p><u>Residential Low Medium</u> This category is generally appropriate to locations ranging from rural areas distant from urban activity centers, to suburban areas near or in proximity to urban activity centers; in close, walkable, or bikeable proximity to low-intensity neighborhood servicing uses and low to mid-intensity and density mixed-use areas; in areas where use and development characteristics are residential in nature; and in areas serving as a transition between rural or suburban to more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and highway network.</p>
<p><u>Residential Urban (RU)</u> This classification is generally appropriate to locations removed from, but in close proximity to urban activity centers; in areas where use and development characteristics are urban residential in nature; and in areas serving as a transition between more suburban and more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.</p>	7.5 Du/A*	0.40	0.65	
<p><u>Residential Low Medium (RLM)</u> This classification is generally appropriate to locations in close proximity to urban activity centers, in areas where use and development characteristics are low medium residential in nature, and in areas serving as a transition between low density and high density residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.</p>	10 Du/A*	0.50	0.65	

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City of Largo's Land Use Classification / Locational Criteria	Maximum Density (Dwelling unit/acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
<p><u>Residential Medium (RM)</u> This classification is generally appropriate to locations within or in close proximity to urban activity centers, in areas where use and development characteristics are medium density residential in nature, and in areas serving as a transition between less urban and more urban residential and mixed-use areas. In close proximity and may have direct access from the arterial and thoroughfare highway network as well as mass transit.</p>	15 Du/A*	0.50	0.65	<p><u>Residential Medium</u> This category is generally appropriate to locations within or in proximity to urban activity centers; in areas where use and development characteristics are medium-density residential in nature; and in areas serving as a transition between less urban and more urban residential and mixed-use areas. These areas are generally served by and accessed from minor and collector roadways, which connect to arterial roadways and/or highways. The higher densities are typically in proximity to, and may have direct access from, the arterial and highway network. Amendments designating the Residential Medium category on the Countywide Plan Map after August 7, 2015, are most appropriate within ¼ mile of the centerlines of Primary Corridors, Secondary Corridors, or Supporting Corridors depicted on the Transit-Oriented Land Use Vision Map, and shall be discouraged in other locations.</p>
<p><u>Residential High (RH)</u> This classification is generally appropriate to locations within or in proximity to urban activity centers; in areas where use and development characteristics are high density residential in nature; and in areas serving as an urban center. These areas are typically in proximity to and may have direct access from the arterial and thoroughfare highway network and are served by mass transit in a manner that provides an alternative to individual automobile use.</p>	30 Du/A*	0.60	0.85	<p><u>Residential High</u> This category is generally appropriate to locations within or in proximity to urban activity centers; often in close, walkable, or bikeable proximity to high-intensity communities and supporting services; or in areas where use and development characteristics are high density residential in nature. These areas are typically in proximity to and may have direct access from the arterial and highway network and are served by transit in a manner that provides an alternative to individual automobile use. Amendments designating the Residential High category on the Countywide Plan Map after August 7, 2015, are most appropriate within ¼ mile of the centerlines of Primary Corridors or Secondary Corridors as depicted on the Transit-Oriented Land Use Vision Map, and shall be discouraged in other locations.</p>
<p><u>Commercial Neighborhood (CN)</u> This classification is generally appropriate to locations adjacent to and in the periphery of large, definable residential neighborhoods; in areas distant from other commercially designated properties and situated so as to preclude strip-like commercial development. These areas are generally located on a collector roadway and oriented to a specific and limited geographic neighborhood as distinct from through traffic on an arterial or major thoroughfare.</p>	10 Du/A	0.40	0.80	<p><u>Retail & Services</u> This category is generally appropriate to locations in and adjacent to activity centers where surrounding land uses support and are compatible with intensive commercial use; in areas in proximity to and with access to major transportation facilities, including transit; and on Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map, where its proximity to transit service supports the type and density/intensity of the proposed use characteristics.</p>
<p><u>Residential/Office/Retail/(R/O/R)</u> This classification is generally appropriate to locations where it would serve as a transition from an urban activity center or more intensive non-residential use to residential, office or public/ semi-public use; and in areas where the size and scale of development will accommodate mixed residential, office and retail use. These areas are typically in close proximity to and served by the arterial and major thoroughfare highway network, in and adjacent to activity centers where mixed use development allows interaction between uses and encourages mass transit and non vehicular trips.</p>	18 Du/A	0.40	0.85	

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City of Largo's Land Use Classification / Locational Criteria	Maximum Density (Dwelling Unit/Acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
<p><u>Institutional (I)</u> This classification is generally appropriate to locations where educational, health, public safety, civic, religious and like institutional uses are required to serve the community; and to recognize the special needs of these uses relative to their relationship with surrounding uses and transportation access.</p>	12.5 Du/A	0.65**	0.85	<p><u>Public/Semi-Public</u> This category is generally appropriate to those locations where institutional uses (such as educational, health, public safety, civic, religious and like uses) and transportation/utility uses (such as air and sea transport terminals, utility installations, major transmission lines, refuse disposal, and public works facilities) are required to serve the community; and to recognize the special needs of these uses relative to their relationship with surrounding uses and transportation access.</p>
<p><u>Transportation /Utility (T/U)</u> This classification is generally appropriate for transport, utility installations, major transmission lines, refuse disposal and public works facilities; and to reflect the unique siting requirements and considerations to adjoining uses required in the placement of these facilities.</p>	N/A	0.70	0.90	
<p><u>Recreation/Open Space</u> This classification is generally appropriate to public and private open spaces and recreational purposes; and in recognition of the natural and man-made conditions which contribute to the active and passive open space character and recreational use of such locations.</p>	N/A	0.25	0.60	
<p><u>Resort Facility Overlay (RFO)</u> This is an overlay designation. It is appropriate to locations where it would identify existing low to moderately intensive mixed-use residential and small scale transient accommodation use in and adjacent to resort areas; and in locations where unique recreational assets warrant the combination of permanent and temporary accommodations in close proximity to and served by the arterial and major thoroughfare network.</p>	Same as the underlying use			<p><u>Resort</u> This category is generally appropriate to locations characterized by, and appropriate for, a highly intensive mix of residential and temporary lodging uses; in locations where unique recreational assets warrant the combination of permanent and temporary accommodations in proximity to and served by the arterial and highway network, as well as Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map.</p>
<p><u>Commercial Recreation (CR)</u> This classification is generally appropriate to locations adjacent to activity centers or areas designated for commercial use; in water-dependent locations for marina and boat service use; and with good access to major transportation facilities so as to serve the commercial recreation and major sports facility needs of the resident and tourist population.</p>	24 Du/A	0.55	0.90	
<p><u>Target Employment Center Overlay (TECo)</u> This overlay designation is generally appropriate to locations with sufficient size to support target employment and other industrial uses, as well as integrated industrial/mixed-use project.</p>	Densities and intensities will be guided per the underlying land use classifications, plus up to 100% for a floor area ratio (FAR) applicable only to Manufacturing, Office, and Research/Development uses as identified in Policy 2.1.4 of this FLUE.			
<p><u>Activity Center (AC)</u> This overlay designation is applied to concentrated commercial and mixed-use centers that are well-suited to a more intensive and integrated pattern of development.</p>	See Activity Center Guidelines and Special Area Plans See Map 3: Activity Centers and Special Corridors			<p><u>Activity Center</u> Activity Centers are intended to encompass areas developed in a radial pattern within walking distance (1/4 to 1/2 mile) of a central point or hub served by transit. The Activity Center plan category includes five subcategories: Transit Station Centers; Major Center; Community Center; Neighborhood Center; and Special Center.</p>

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City of Largo's Land Use Classification / Locational Criteria	Maximum Density (Dwelling unit/acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
<p><u>Largo Mall Activity Center (LMAC)</u> This overlay designation is both a major activity center and an area of regional importance.</p>	See Special Area Plan (SAP) for the Largo Mall Activity Center			<p><u>Activity Center</u> Activity Centers are intended to encompass areas developed in a radial pattern within walking distance (1/4 to 1/2 mile) of a central point or hub served by transit. The Activity Center plan category includes five subcategories: Transit Station Centers; Major Center; Community Center; Neighborhood Center; and Special Center.</p>
<p><u>Largo Tri-City Activity Center (LTAC)</u> This major activity center is classified into two overlay designations: A) <u>Urban Scale - Medium to high-density residential developments, neighborhood commercial/retail, and office spaces.</u> B) <u>Transit Core Scale - Mix of high density/intensity transit-oriented commercial, office, residential, and entertainment uses.</u></p>	See Special Area Plan for the Largo Tri-City Activity Center			
<p><u>Community Redevelopment District (CRD)</u> This classification is generally appropriate to community areas designed to serve as local retail, financial, governmental, residential, and employment focal points for the community; and to specific target neighborhoods designed to encourage redevelopment in one or a combination of uses as identified and set forth in a special area plan.</p>	See West Bay Drive Community Redevelopment District Plan or Clearwater-Largo Road Community Redevelopment District Plan			
<p><u>Multimodal Corridor</u> Locational characteristics are based on uses and density specified in the local government's Special Area Plan and the commensurate locational characteristics found in the applicable plan categories under the Countywide Plan Rules, Section 2.3.3.15.</p>	See Special Area Plan <u>for the Largo Mall Activity Center or the Largo Tri-City Activity Center</u>			<p><u>Multimodal Corridor</u> This category is intended to include those transportation corridors connecting Activity Centers, characterized by mixed-use development, and in particular, supported by and designed to facilitate transit.</p>
<p><u>Scenic/Noncommercial Corridor</u> This designation is to guide the preservation and enhancement of scenic qualities, to ensure the integrity of the Countywide Plan Map, and to maintain and enhance the traffic operation of these especially significant roadway corridors in following Pinellas County.</p>	Same as the underlying use See Map 10: Scenic/Noncommercial Corridors			<p><u>Scenic/Noncommercial Corridor</u> To guide the preservation and enhancement of scenic qualities, to ensure the integrity of the Countywide Plan Map, and to maintain and enhance the traffic operation of these especially significant roadway corridors in Pinellas County.</p>
<p><u>Preservation (P)</u> This classification is generally appropriate to those natural resource features it is designed to recognize wherever they appear and at a size significant to the feature being depicted in relationship to its surroundings. In recognition of the natural conditions they are intended to preserve, these features will frequently occur in a random and irregular pattern interposed among the other plan categories.</p>	N/A	0.10	0.20	<p><u>Preservation</u> This category is generally appropriate to those natural resource features it is designed to recognize wherever they may appear and at a size significant to the feature being depicted in relationship to its surroundings. In recognition of the natural conditions which they are intended to preserve, these features will frequently occur in a random and irregular pattern interposed among the other categories. This category is also generally appropriate to those properties that are the assets of a regional, county or municipal utility, held and operated for the provision, operation and delivery of a public water supply system consistent with the natural resource features of the property, pursuant to a management plan approved by the local government.</p>



52 *FAR is applicable to non-residential ancillary uses only.
53 **Hospital uses within the Institutional classification shall be regulated by the 1.0 FAR.

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55 2.2.5: Direct the most intense commercial and other non-residential uses to intersections, consisting of through streets
56 and adequate [signalization](#), to ensure safe and efficient traffic operations and encourage a greater focus of mixed use in
57 key nodes within the Roosevelt Boulevard Multimodal Corridor overlay.

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PLACEMAKING ELEMENT

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SOLUTIONS

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POLICIES

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64 **It shall be the policy of the City to:**

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66 1.1.8: Provide incentives for development of major activity centers (including East Bay Drive/Clearwater-Largo Road
67 Community Redevelopment Districts (CRDs), ~~Largo Town Center area~~ [Largo Tri-City Activity Center](#), Largo Mall Activity
68 Center) to incorporate on-site public open space and/or recreation facilities.

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EXHIBIT "A"
TEXT AMENDMENTS OF THE
GOALS, OBJECTIVES, AND POLICIES
OF THE CITY OF LARGO'S COMPREHENSIVE PLAN

FUTURE LAND USE ELEMENT

SOLUTIONS

POLICIES

It shall be the policy of the City to:

1.1.1: Maintain the consistency of the Future Land Use Map (Map 1) and the Countywide Plan Map Categories, where Map 1 provides the City of Largo's adopted Land Use Classifications as identified in Table FLUE-1.

Table FLUE-1 – The following land use classifications are hereby adopted:

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City of Largo's Land Use Classification / Locational Criteria	Maximum Density (Dwelling unit/acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
<p><u>Residential Rural (RR)</u> This classification is generally appropriate to locations distant from urban activity centers; in areas where use and development are rural in nature such as very large residential tracts; and in areas where environmental features are linked to the protection of natural resources such as aquifer recharge and groundwater resource areas.</p>	0.5 Du/A*	0.30	0.60	<p><u>Residential Very Low</u> This category is generally appropriate to locations distant from urban activity centers; in areas where use and development characteristics are rural or estate residential in nature; and ranging from areas where environmental features are linked to the protection of natural resources such as aquifer recharge or groundwater resource areas to areas serving as a transition between more rural and more suburban residential areas.</p>
<p><u>Residential Estate (RE)</u> This classification is generally appropriate to locations distant from urban activity centers; in extremely environmentally sensitive areas; in areas where use and development characteristics are estate residential in nature with very large lots; and in areas serving as a transition between more rural and more suburban residential areas.</p>	1 Du/A*	0.30	0.60	
<p><u>Residential Suburban (RS)</u> This classification is generally appropriate to locations outside urban activity centers; in areas where use and development characteristics are suburban residential in nature with fairly large lots, and in areas serving as a transition between more rural and more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.</p>	2.5 Du/A*	0.30	0.60	<p><u>Residential Low Medium</u> This category is generally appropriate to locations ranging from rural areas distant from urban activity centers, to suburban areas near or in proximity to urban activity centers; in close, walkable, or bikeable proximity to low-intensity neighborhood servicing uses and low to mid-intensity and density mixed-use areas; in areas where use and development characteristics are residential in nature; and in areas serving as a transition between rural or suburban to more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and highway network.</p>
<p><u>Residential Low (RL)</u> This classification is generally appropriate to locations outside urban activity centers; in areas where use and development characteristics are low density residential in nature; and in areas serving as a transition between more suburban and more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.</p>	5 Du/A*	0.40	0.65	
<p><u>Residential Urban (RU)</u> This classification is generally appropriate to locations removed from, but in close proximity to urban activity centers; in areas where use and development characteristics are urban residential in nature; and in areas serving as a transition between more suburban and more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.</p>	7.5 Du/A*	0.40	0.65	
<p><u>Residential Low Medium (RLM)</u> This classification is generally appropriate to locations in close proximity to urban activity centers, in areas where use and development characteristics are low medium residential in nature, and in areas serving as a transition between low density and high density residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.</p>	10 Du/A*	0.50	0.65	

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City of Largo's Land Use Classification / Locational Criteria	Maximum Density (Dwelling unit/acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
<p><u>Residential Medium (RM)</u> This classification is generally appropriate to locations within or in close proximity to urban activity centers, in areas where use and development characteristics are medium density residential in nature, and in areas serving as a transition between less urban and more urban residential and mixed-use areas. In close proximity and may have direct access from the arterial and thoroughfare highway network as well as mass transit.</p>	15 Du/A*	0.50	0.65	<p><u>Residential Medium</u> This category is generally appropriate to locations within or in proximity to urban activity centers; in areas where use and development characteristics are medium-density residential in nature; and in areas serving as a transition between less urban and more urban residential and mixed-use areas. These areas are generally served by and accessed from minor and collector roadways, which connect to arterial roadways and/or highways. The higher densities are typically in proximity to, and may have direct access from, the arterial and highway network. Amendments designating the Residential Medium category on the Countywide Plan Map after August 7, 2015, are most appropriate within ¼ mile of the center lines of Primary Corridors, Secondary Corridors, or Supporting Corridors depicted on the Transit-Oriented Land Use Vision Map, and shall be discouraged in other locations.</p>
<p><u>Residential High (RH)</u> This classification is generally appropriate to locations within or in proximity to urban activity centers; in areas where use and development characteristics are high density residential in nature; and in areas serving as an urban center. These areas are typically in proximity to and may have direct access from the arterial and thoroughfare highway network and are served by mass transit in a manner that provides an alternative to individual automobile use.</p>	30 Du/A*	0.60	0.85	<p><u>Residential High</u> This category is generally appropriate to locations within or in proximity to urban activity centers; often in close, walkable, or bikeable proximity to high-intensity communities and supporting services; or in areas where use and development characteristics are high density residential in nature. These areas are typically in proximity to and may have direct access from the arterial and highway network and are served by transit in a manner that provides an alternative to individual automobile use. Amendments designating the Residential High category on the Countywide Plan Map after August 7, 2015, are most appropriate within ¼ mile of the center lines of Primary Corridors or Secondary Corridors as depicted on the Transit-Oriented Land Use Vision Map, and shall be discouraged in other locations.</p>
<p><u>Commercial Neighborhood (CN)</u> This classification is generally appropriate to locations adjacent to and in the periphery of large, definable residential neighborhoods; in areas distant from other commercially designated properties and situated so as to preclude strip-like commercial development. These areas are generally located on a collector roadway and oriented to a specific and limited geographic neighborhood as distinct from through traffic on an arterial or major thoroughfare.</p>	10 Du/A	0.40	0.80	<p><u>Retail & Services</u> This category is generally appropriate to locations in and adjacent to activity centers where surrounding land uses support and are compatible with intensive commercial use; in areas in proximity to and with access to major transportation facilities, including transit; and on Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map, where its proximity to transit service supports the type and density/intensity of the proposed use characteristics.</p>
<p><u>Residential/Office/Retail/(R/O/R)</u> This classification is generally appropriate to locations where it would serve as a transition from an urban activity center or more intensive non-residential use to residential, office or public/ semi-public use; and in areas where the size and scale of development will accommodate mixed residential, office and retail use. These areas are typically in close proximity to and served by the arterial and major thoroughfare highway network, in and adjacent to activity centers where mixed use development allows interaction between uses and encourages mass transit and non vehicular trips.</p>	18 Du/A	0.40	0.85	

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City of Largo's Land Use Classification / Locational Criteria	Maximum Density (Dwelling unit/acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
<p><u>Commercial General (CG)</u> This classification is generally appropriate to locations in and adjacent to activity centers where surrounding land uses support and are compatible with intensive commercial use, and in areas in proximity to and with good access to major transportation facilities including mass transit.</p>	24 Du/A	0.55	0.90	<p><u>Retail & Services</u> This category is generally appropriate to locations in and adjacent to activity centers where surrounding land uses support and are compatible with intensive commercial use; in areas in proximity to and with access to major transportation facilities, including transit; and on Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map, where its proximity to transit service supports the type and density/intensity of the proposed use characteristics.</p>
<p><u>Residential/Office Limited (R/OL)</u> This classification is generally appropriate to locations where it would serve as a transition from more intensive non-residential use to low density residential or less intensive public/semi-public use, and in areas where a combination of office and residential use is established or is determined appropriate as a means of encouraging reuse and neighborhood scale conversion. These areas are typically in proximity to and served by the collector and arterial highway network.</p>	7.5 Du/A	0.40	0.75	<p><u>Office</u> This category is generally appropriate to locations where it would serve as a transition from an urban activity center or more intensive nonresidential use to low density residential or public/semi-public use; and in areas where the size and scale of office and residential use is appropriate to free standing office, medium density residential or a combination thereof. These areas are typically in proximity to and served by the arterial, collector, and highway network, as well as Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map.</p>
<p><u>Residential/Office General (R/OG)</u> This classification is generally appropriate to locations where it would serve as a transition from an urban activity center or more intensive non-residential use to low density residential or public/semi public use; and in areas where the size and scale of office and residential use is appropriate to free standing office, medium density residential or a combination thereof. In close proximity to or served by the arterial and major thoroughfare highway network as well as mass transit.</p>	15 Du/A	0.50	0.75	
<p><u>Industrial Limited (IL)</u> This classification is generally appropriate to locations with sufficient size to encourage integrated industrial/mixed-use projects, with provisions for internal service access in locations suitable for light industrial use with minimal adverse impact on adjoining uses; and served by the arterial and thoroughfare highway network, as well as mass transit.</p>	N/A	0.65	0.85	<p><u>Employment</u> This category is generally appropriate to locations with sufficient size to support target employment and other industrial uses, as well as integrated industrial/mixed-use projects, with provision for internal service access and other necessary site improvements in locations suitable for light industrial use with minimal adverse impact on adjoining uses; served by the collector, arterial, and highway network; and on Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map, where its proximity to transit service supports the type and density/intensity of the proposed use characteristics.</p>
<p><u>Industrial General (IG)</u> This classification is generally appropriate to locations with sufficient size to encourage an industrial park type arrangement with provision for internal service access and adequate buffering of adverse noise, odor, or emissions; with minimal adverse impact on adjoining uses; and served by the arterial and thoroughfare highway network as well as mass transit.</p>	N/A	0.75	0.95	<p><u>Industrial</u> This category is generally appropriate to locations with sufficient size to encourage an industrial park type arrangement with provision for internal service access and adequate buffering of adverse noise, odor, or emissions; with minimal adverse impact on adjoining uses; and served by the arterial and highway network.</p>

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		Floor Area Ratio	Impervious Surface Ratio	
<p><u>Institutional (I)</u> This classification is generally appropriate to locations where educational, health, public safety, civic, religious and like institutional uses are required to serve the community; and to recognize the special needs of these uses relative to their relationship with surrounding uses and transportation access.</p>	12.5 Du/A	0.65**	0.85	<p><u>Public/Semi-Public</u> This category is generally appropriate to those locations where institutional uses (such as educational, health, public safety, civic, religious and like uses) and transportation/utility uses (such as air and sea transport terminals, utility installations, major transmission lines, refuse disposal, and public works facilities) are required to serve the community; and to recognize the special needs of these uses relative to their relationship with surrounding uses and transportation access.</p>
<p><u>Transportation /Utility (T/U)</u> This classification is generally appropriate for transport, utility installations, major transmission lines, refuse disposal and public works facilities; and to reflect the unique siting requirements and considerations to adjoining uses required in the placement of these facilities.</p>	N/A	0.70	0.90	
<p><u>Recreation/Open Space</u> This classification is generally appropriate to public and private open spaces and recreational purposes; and in recognition of the natural and man-made conditions which contribute to the active and passive open space character and recreational use of such locations.</p>	N/A	0.25	0.60	
<p><u>Resort Facility Overlay (RFO)</u> This is an overlay designation. It is appropriate to locations where it would identify existing low to moderately intensive mixed-use residential and small scale transient accommodation use in and adjacent to resort areas; and in locations where unique recreational assets warrant the combination of permanent and temporary accommodations in close proximity to and served by the arterial and major thoroughfare network.</p>	Same as the underlying use			<p><u>Resort</u> This category is generally appropriate to locations characterized by, and appropriate for, a highly intensive mix of residential and temporary lodging uses; in locations where unique recreational assets warrant the combination of permanent and temporary accommodations in proximity to and served by the arterial and highway network, as well as Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map.</p>
<p><u>Commercial Recreation (CR)</u> This classification is generally appropriate to locations adjacent to activity centers or areas designated for commercial use; in water-dependent locations for marina and boat service use; and with good access to major transportation facilities so as to serve the commercial recreation and major sports facility needs of the resident and tourist population.</p>	24 Du/A	0.55	0.90	
<p><u>Target Employment Center Overlay (TECo)</u> This overlay designation is generally appropriate to locations with sufficient size to support target employment and other industrial uses, as well as integrated industrial/mixed-use project.</p>	Densities and intensities will be guided per the underlying land use classifications, plus up to 100% for a floor area ratio (FAR) applicable only to Manufacturing, Office, and Research/Development uses as identified in Policy 2.1.4 of this FLUE.			<p><u>Target Employment Corridor</u> This category is generally appropriate to those areas based on their size, concentration of, and potential for, target employment opportunities (i.e. employers and industries paying above-average wages and producing goods and services for sale and consumption that import revenue to the community).</p>
<p><u>Activity Center (AC)</u> This overlay designation is applied to concentrated commercial and mixed-use centers that are well-suited to a more intensive and integrated pattern of development.</p>	See Activity Center Guidelines and Special Area Plans See Map 3: Activity Centers and Special Corridors			
				<p><u>Activity Center</u> Activity Centers are intended to encompass areas developed in a radial pattern within walking distance (1/4 to 1/2 mile) of a central point or hub served by transit. The Activity Center plan category includes five subcategories: Transit Station Centers; Major Center; Community Center; Neighborhood Center; and Special Center.</p>

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City of Largo's Land Use Classification / Locational Criteria	Maximum Density (Dwelling unit/acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
<p><u>Largo Mall Activity Center (LMAC)</u> This overlay designation is both a major activity center and an area of regional importance.</p>	See Special Area Plan (SAP) for the Largo Mall Activity Center			<p><u>Activity Center</u> Activity Centers are intended to encompass areas developed in a radial pattern within walking distance (1/4 to 1/2 mile) of a central point or hub served by transit. The Activity Center plan category includes five subcategories: Transit Station Centers; Major Center; Community Center; Neighborhood Center; and Special Center.</p>
<p><u>Largo Tri-City Activity Center (LTAC)</u> This major activity center is classified into two overlay designations:</p> <p>A) <u>Urban Scale - Medium to high-density residential developments, neighborhood commercial/retail, and office spaces.</u></p> <p>B) <u>Transit Core Scale - Mix of high density/intensity transit-oriented commercial, office, residential, and entertainment uses.</u></p>	See Special Area Plan for the Largo Tri-City Activity Center			
<p><u>Community Redevelopment District (CRD)</u> This classification is generally appropriate to community areas designed to serve as local retail, financial, governmental, residential, and employment focal points for the community; and to specific target neighborhoods designed to encourage redevelopment in one or a combination of uses as identified and set forth in a special area plan.</p>	See West Bay Drive Community Redevelopment District Plan or Clearwater-Largo Road Community Redevelopment District Plan			
<p><u>Multimodal Corridor</u> Locational characteristics are based on uses and density specified in the local government's Special Area Plan and the commensurate locational characteristics found in the applicable plan categories under the Countywide Plan Rules, Section 2.3.3.15.</p>	See Special Area Plan for the Largo Mall Activity Center or the Largo Tri-City Activity Center			<p><u>Multimodal Corridor</u> This category is intended to include those transportation corridors connecting Activity Centers, characterized by mixed-use development, and in particular, supported by and designed to facilitate transit.</p>
<p><u>Scenic/Noncommercial Corridor</u> This designation is to guide the preservation and enhancement of scenic qualities, to ensure the integrity of the Countywide Plan Map, and to maintain and enhance the traffic operation of these especially significant roadway corridors in following Pinellas County.</p>	Same as the underlying use See Map 10: Scenic/Noncommercial Corridors			<p><u>Scenic/Noncommercial Corridor</u> To guide the preservation and enhancement of scenic qualities, to ensure the integrity of the Countywide Plan Map, and to maintain and enhance the traffic operation of these especially significant roadway corridors in Pinellas County.</p>
<p><u>Preservation (P)</u> This classification is generally appropriate to those natural resource features it is designed to recognize wherever they appear and at a size significant to the feature being depicted in relationship to its surroundings. In recognition of the natural conditions they are intended to preserve, these features will frequently occur in a random and irregular pattern interposed among the other plan categories.</p>	N/A	0.10	0.20	<p><u>Preservation</u> This category is generally appropriate to those natural resource features it is designed to recognize wherever they may appear and at a size significant to the feature being depicted in relationship to its surroundings. In recognition of the natural conditions which they are intended to preserve, these features will frequently occur in a random and irregular pattern interposed among the other categories. This category is also generally appropriate to those properties that are the assets of a regional, county or municipal utility, held and operated for the provision, operation and delivery of a public water supply system consistent with the natural resource features of the property, pursuant to a management plan approved by the local government.</p>



52 *FAR is applicable to non-residential ancillary uses only.
53 **Hospital uses within the Institutional classification shall be regulated by the 1.0 FAR.

54
55 2.2.5: Direct the most intense commercial and other non-residential uses to intersections, consisting of through streets
56 and adequate signalization, to ensure safe and efficient traffic operations and encourage a greater focus of mixed use in
57 key nodes within the Roosevelt Boulevard Multimodal Corridor overlay.

58
59 **PLACEMAKING ELEMENT**

60
61 **SOLUTIONS**

62
63 **POLICIES**

64 **It shall be the policy of the City to:**

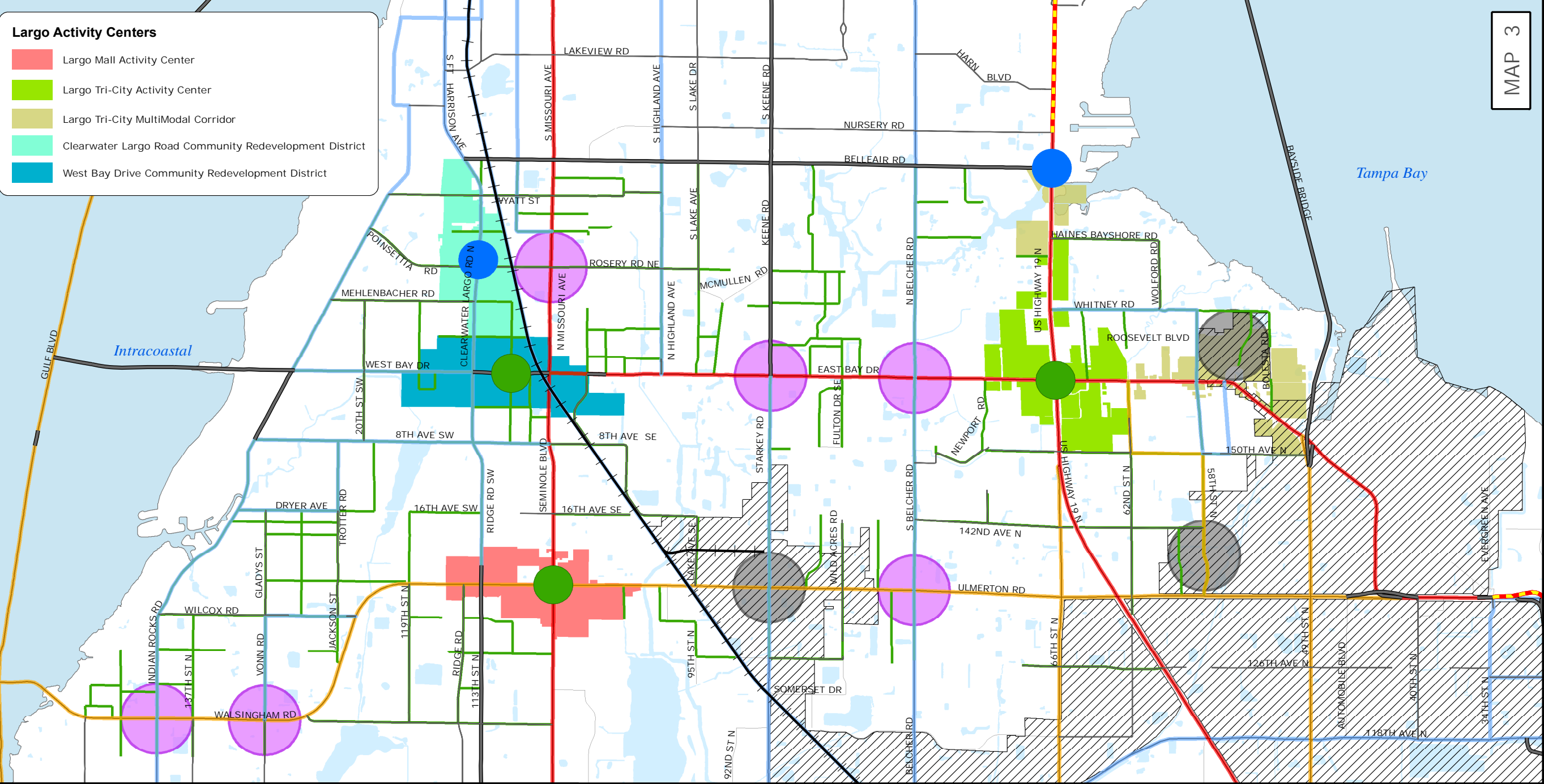
65
66
67 1.1.8: Provide incentives for development of major activity centers (including East Bay Drive/Clearwater-Largo Road
68 Community Redevelopment Districts (CRDs), ~~Largo Town Center area~~ **Largo Tri-City Activity Center**, Largo Mall Activity
69 Center) to incorporate on-site public open space and/or recreation facilities.

70

EXHIBIT "B"

MAP 3

MAP 3



Largo Activity Centers

- Largo Mall Activity Center
- Largo Tri-City Activity Center
- Largo Tri-City MultiModal Corridor
- Clearwater Largo Road Community Redevelopment District
- West Bay Drive Community Redevelopment District

Activity Centers and Special Corridors

Largo Employment and Neighborhood Centers

- Employment
- Neighborhood

Largo Streets

- Community Streets
- Largo City Limits
- CSX Rail Network

Forward Pinellas Multimodal Corridor

- Primary

Forward Pinellas Future Transit Corridors

- Primary
- Secondary
- Supporting

Forward Pinellas Other Corridors

- Arterial
- Collector

Forward Pinellas Land Use Strategies Map Activity Centers

- Community
- Major

Pinellas County Target Employment Centers

-

Map Legend

Publication Date: 6/18/2020

0 0.25 0.5 Miles

City of Largo
FORWARDING OUR COMPREHENSIVE PLAN FUTURE 2040

Elements

City of Largo
201 Highland Avenue, Largo, FL 33770
Telephone (727) 587-6749
www.largo.com/comprehensiveplan

Sources: City of Largo Strategic Plan, Map A: Activity Centers and Mixed Use Corridors (2011); Forward Pinellas Land Use Strategies Map (October 24, 2019)

EXHIBIT "C"
SUPPLEMENTARY REVISIONS OF THE
COMPREHENSIVE PLAN

(WHICH ARE NOT PART OF THE GOALS,
OBJECTIVES, OR POLICIES)



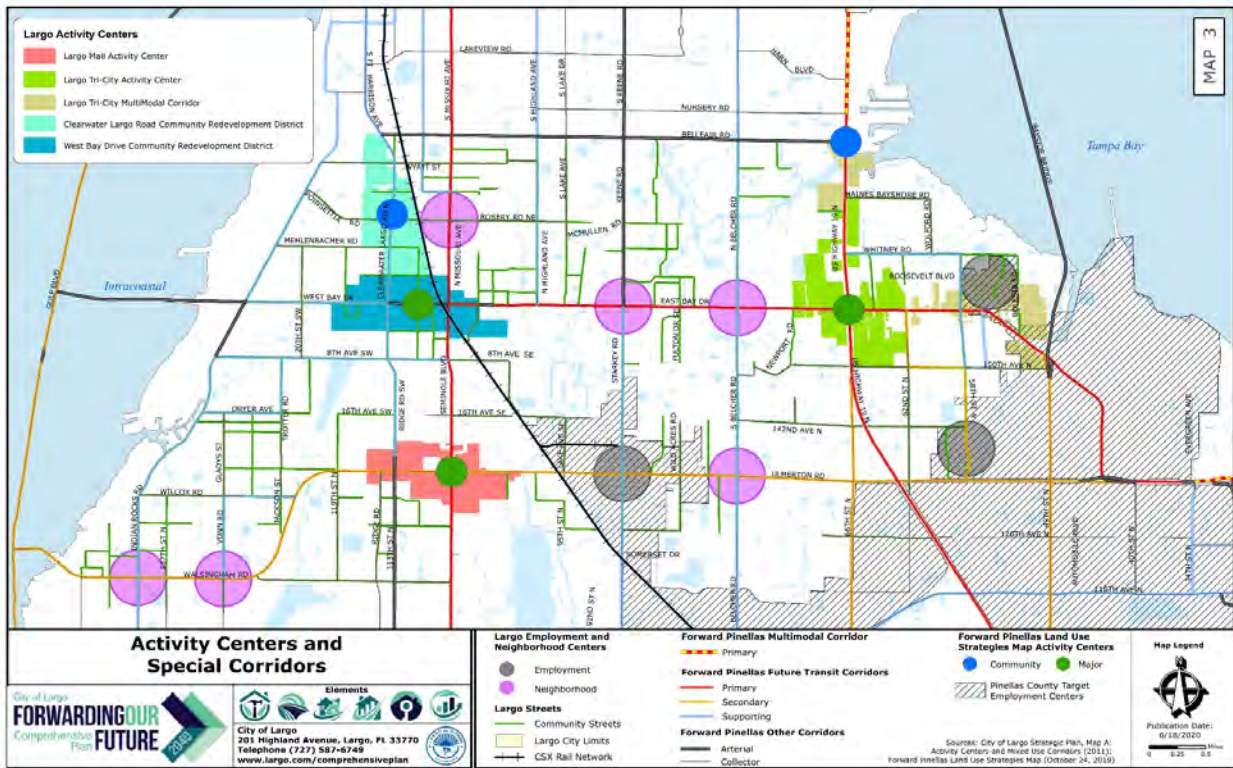
Current Conditions

Located in central Pinellas County, the most densely populated county in Florida, Largo is bounded by the Cities of Clearwater, Pinellas Park, Seminole and Indian Rocks Beach as well as the Towns of Belleair and Belleair Bluffs. As of 2017, the City's incorporated area covers 18.72 square miles and has an estimated permanent residential population of 82,244. The high population density of 4,393 persons per square mile and predominately built-out land area increases the demand for mixed-use and higher density infill on remaining undeveloped lands and redevelopment of underdeveloped lands to provide new housing options, employment opportunities and services.

The City's Planning Service Area spans 26.9 square miles with an estimated residential population of 109,468 in 2016. The Planning Service Area allows opportunities for the Largo

to expand into unincorporated Pinellas which would result in increased population and vacant lands for new development. 2017 GIS analysis indicates that there are approximately 529 acres of vacant land within the current incorporated city limits and an additional 348 acres of vacant land within the Planning Service Area.

While the development pattern and character has been historically suburban, conditions over the last decades have begun to shape a more urban development pattern focused on centers and corridors where increase density, intensity and mix of uses are encouraged. There currently are 3 major activity centers, 3 employment centers and 4 primary multimodal corridors in addition to several neighborhood activity centers as shown in the map below. The Downtown activity center consists of two Community Redevelopment Districts: West Bay Drive and Clearwater-Largo Road.



MAJOR ACTIVITY CENTERS:

Downtown: West Bay Drive & Clearwater-Largo Road CRDs:

The West Bay Drive and Clearwater-Largo Road CRDs were established to create mixed-use urban environments that reflect the community's desire to regenerate the traditional downtown in a modern context and once again make it the heart and center of the City.

Largo Mall & Largo Tri-City:

The Largo Mall and Largo Tri-City Major Activity Centers are intended to provide incentives to move beyond an outdated suburban development model and create attractive, sustainable, and economically vital urban destinations that incorporate a higher degree of mixed uses, density and accessibility to multiple modes of transportation.

EMPLOYMENT CENTERS:

The City's three employment centers are Bay Vista, the ICOT Center and the Rogers Commerce Park Area. Employment Centers are hubs where a high concentration of jobs and industrial uses are located. Three of the City's five largest employers are located within these Employment Centers: Tech Data, SCC Soft Computer Inc., BIC Graphics. Pinellas County School Board and Largo Medical Center are located in the Downtown Activity Center.

2017 LARGEST EMPLOYERS

COMPANY	# of EMPLOYEES	INDUSTRY
Tech Data	1,634	Information Technology
Pinellas Co. School Board	1,396	Administrative HQ
Largo Medical Center	1,130	Medical
SCC Soft Computer Inc.	675	Information Technology
BIC Graphics	439	Manufacturing

MULTIMODAL CORRIDORS:

There are four primary multimodal corridors that connect the City's Activity Centers and Employment Centers:

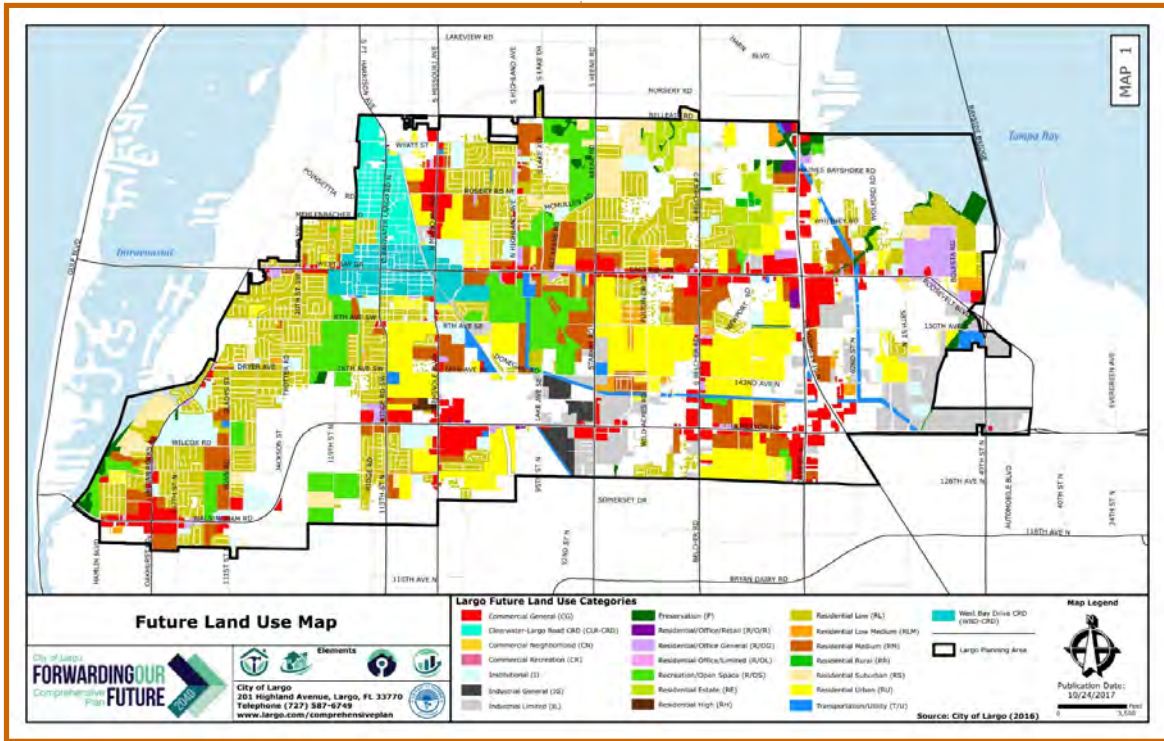
- West/East Bay Drive/Roosevelt (State Road 686)
- Ulmerton Road/Walshingham Road (State Road 688)
- U.S. Route 19
- Missouri Avenue/Seminole Blvd (Alternate U.S. 19)

These multimodal corridors are arterial roadways that carry both local and regional commuter traffic and are served by Pinellas Suncoast Transit Authority (PSTA) fixed route buses.

UTILITIES

Residents and business enjoy access to quality services provided by the City and regional providers. Largo must continuously respond to current challenges and opportunities, but yet meet the needs of the City over the next twenty years. To gauge the City's current conditions, each element within Forwarding Our Future 2040 lays out a framework for understanding the current outcomes and conditions that may contribute to economic, health and well-being, or environmental aspects. The current conditions will provide snapshots of where Largo stands today, and furthermore identify major challenges and opportunities to help address those conditions.





- Largo’s Urban Trails Master Plan
- Largo’s Urban Forest Master Plan
- Parkland Impact Fee Study
- Pinellas by Design – an Economic Development and Redevelopment Plan for the Pinellas Community
- Pinellas County Emergency Management Plan
- Pinellas County Livable Communities
- Pinellas County MPO Bicycle Pedestrian Master Plan Facilities Element (December 11, 2013)
- Recreation, Parks and Arts Strategic Plan
- Special Area Plan (SAP) for the Largo Mall Activity Center
- Tampa Bay Area Regional Transportation Authority – TOD-Resource Guide
- Tri-City Interlocal Agreement
- West Bay Drive Community Redevelopment District Plan
- **Largo Tri-City Special Area Plan**

B. People and Organizations

- Bicycle Pedestrian Advisory Committee (BPAC)
- Community Conversations
- Florida Department of Transportation (FDOT)
- Forward Pinellas
- Healthy Pinellas
- Historic Preservation Advisory Committee
- Pinellas County Metropolitan Planning Organization (MPO)
- Pinellas County Register of Historic Resources
- Pinellas Planning Council (PPC)
- Pinellas Suncoast Transit Authority (PSTA)
- Tampa Bay Regional Planning Council (TBRPC)
- Technical Coordinating Committee (TCC)
- Southwest Florida Water Management District (SWFWMD)



C. Places and Infrastructure

By 2040, Largo is projected to grow by approximately 18,400 (source: Shimberg Center) people and approximately eight square miles based on annexation agreements. By way of this FLUE it is important that the goals, objectives and policies provide places and infrastructure to accommodate this growth now and for the future. The City continues to put into action the objectives listed above through assets such as:

- Creating new walkable neighborhoods to reduce auto-dependency, increase the viability of transit, walking and biking through design and management of land uses;
- Accommodating density while respecting desired neighborhood character and providing usable open space;
- Increased mixed-use development in Largo's Downtown with provided incentives for (re) development and sustainable designs;
- Pocket park located in Largo's Downtown, creating a usable open space and applying Placemaking principles;
- Focusing development within designated centers and corridors that provides for ways to ensure compatibility of land uses while still accommodating the uses that make Largo a thriving residential and employment center;
- Utilizing natural assets to provide essential environmental, aesthetic and recreational benefits to Largo;
- Diversity of housing;
- Practicing sustainable building practices to reduce the City's air and water pollution and its demand for energy and water.

OPPORTUNITIES

The Future Land Use Element encompasses multiple strategies that can enhance how commercial corridors will redevelop, how businesses will develop and grow, how infrastructure assets will be maintained, how transportation choices will be expanded, how parks and open spaces will be cultivated, and how neighborhoods will be preserved. Over the next phase of plan implementation, the community and City government will use Forwarding Our Future 2040 to focus on common goals, guide community growth and change, and move closer to an interrelated community. Opportunities may be found through:

- Using land use tools within Activity Centers to guide both new development and redevelopment. The planning of key activity centers and redevelopment of the City's historic urban core are critical opportunities to be addressed within the current Comprehensive Plan horizon. The **Largo Tri-City area** at US19 and SR 686/East Bay-Roosevelt Rd is a Major Activity Center with a Special Area Plan. This area has a concentration of retail, commercial, office and multi-family residential uses at a junction of two arterial roadways with fixed route public transit service. Substantial redevelopment and infill development within the activity center is highly probable during the time-frame of this comprehensive plan. This presents an opportunity for advanced planning to establish a vision, guidelines and standards as well as strategies for better coordinating land use with transportation for planning the optimal build-out of this important center. Potential assets that can support a future planning initiative are the Forward Pinellas Placemaking grant and the Department of Economic Opportunity Local Planning



Assistance grant. Furthermore, the 2018 Gateway/Mid-County Master Planning effort led by Forward Pinellas in partnership with Pinellas County, City of Largo, City of St. Petersburg, City of Clearwater, and City of Pinellas Park provides a foundation for the future **Largo Tri-City Special Area Plan**.

Redevelopment is a key planning tool for the continued revitalization and efficient development of the City. The Clearwater-Largo Road Community Redevelopment District (CRD) was established in 1996. Since its adoption it has not been approved for Tax Increment Financing (TIF). In 2017, a blight study was conducted in order to expand the CRD boundary. The City of Largo is expected to request that the County approve the new expanded CRD boundary with authorization to collect TIF. After approval of the new boundary, the City will begin to update the CRD plan.

As changes occur, they are guided by policies, regulations and urban design tools that focus on creating compatibility with the existing character of the community such as:

- ◇ Creating the opportunity for mixed-use redevelopment, higher density and increased intensity;
- ◇ Continuing to implement special area plans to reshape the City into a more competitive community;
- ◇ Increasing the efficiency of providing City services; as well as
- ◇ Providing a greater diversity of housing choices in both infill locations and in new neighborhoods.
- Promoting urban density by maximizing density levels to create optimal nodes of activity - Residential density is typically expressed in housing units per acre and measured as net or gross. As of 2018, Largo's

net average density is approximately seven units per acre. Largo has the opportunity to focus higher urban densities in and adjacent to activity centers, multimodal corridors and redevelopment and infill sites. According to the U.S. EPA's Smart Growth Guidelines for Sustainable Design and Development, the suggested minimum densities for new residential construction are:

- ◇ 6 units per acre for detached/semi-detached houses,
- ◇ 10 units per acre for townhomes, and
- ◇ 20 units per acre for apartments.
- Improving Transportation Corridors - Accessibility better captures the relationship between land use and transportation by considering how easy it is for people to get to the destinations they need. As changes occur, accessibility and its infrastructure are guided by policies that focus on creating compatibility with the existing character of the community such as:
 - ◇ Improving bikeability and walkability in the City, most residents live in neighborhoods where jobs, goods, services, and recreation are not walkable or bikeable, even if these resources are close by, the lack of integration between uses discourages those to walk or bike;
 - ◇ Planning for specific land uses that will allow for transit-supportive development patterns; and
 - ◇ Enhancing multimodal transportation options.

Efforts are ongoing to improve the four primary multimodal corridors that traverse Largo. In 2017, widening of Ulmerton Road to improve this key east-west arterial roadway concluded. The other three corridors and their subsequent efforts to improve them are described below:



infrastructure management permitting systems to coordinate site plan review and concurrency approval;

- ◆ Measure and direct **growth areas** that contribute to the strengthening of the local economy and support regional transit; and
- ◆ Integrate the plans, initiatives and implementation programs created for the interrelated planning system that includes:
 - ◇ Employment Activity Centers
 - ◇ Multimodal Activity Centers
 - ◇ Community Redevelopment Districts
 - ◇ Downtown Largo Multimodal District
 - ◇ Largo Mall Activity Center
 - ◇ Major Activity Centers
 - ◇ Neighborhood Activity Centers
 - ◇ Multimodal Corridors
 - ◇ Community Streets
 - ◇ Urban Trail Corridors
 - ◇ Community Trails

A growth area contains a full range of public infrastructure services, including utilities, transportation facilities, community facilities and parks to accommodate community growth into centralized locations in order to preserve and protect neighborhoods, strengthen the local economy, and support regional transit.

planning system, to improve quality of life and attract private investment. The built environment includes gray infrastructure (such as buildings, streets, sidewalks, parking, water and sewer pipes), green infrastructure (such as parks, trails and landscaping), and **placemaking** (such as urban design, public art, gateways, or creative signage).

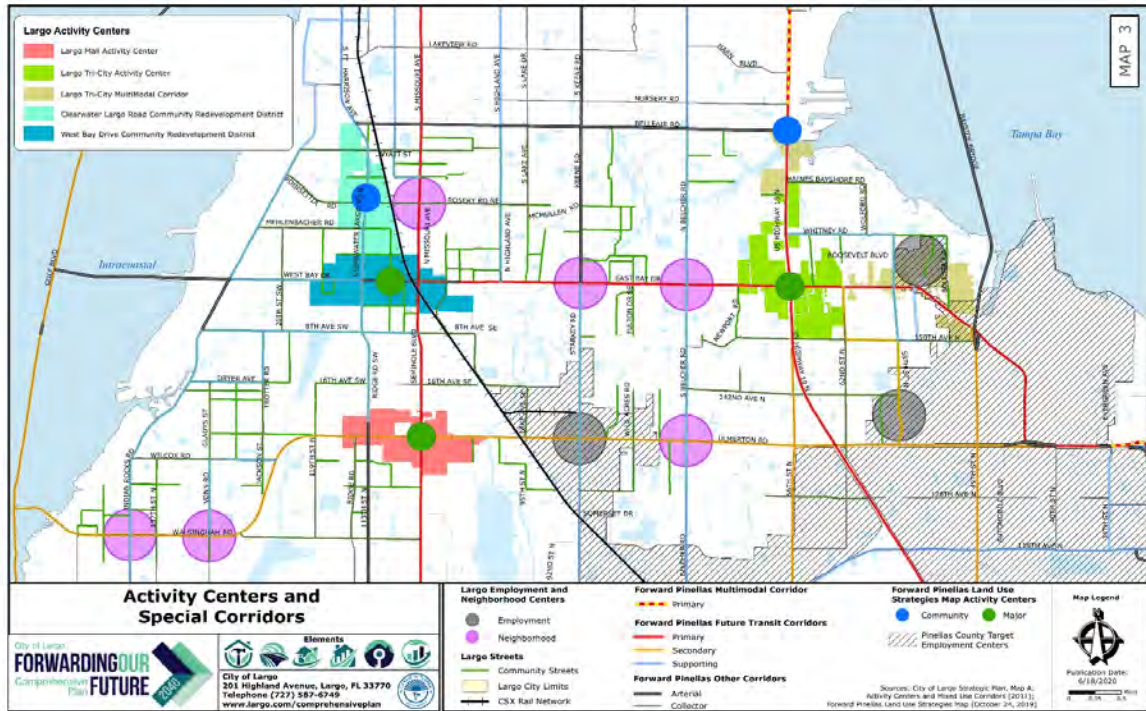


Here are a few related maps showcasing the interrelated planning system:

POLICIES

It shall be the policy of the City to:

- 2.1.1: Facilitate when applicable, public-private partnerships, investment and/or new (re)development/revitalization in any interrelated planning system that will improve public infrastructure systems to support redevelopment and growth, preserve neighborhood character, and encourage community engagement.
- 2.1.2: Invest in the built environment in and around each interrelated



REFERENCE MAPS

- Map 1: Future Land Use
- Map 3: Activity Centers and Special Corridors
- Map 4: Multimodal Corridors
- Map 11: Existing Urban Trails and Parks Network
- Map 12: Proposed Urban Trails and Parks Network
- Map 18: Watersheds and Drainage Basins

ASSETS AND COLLABORATIONS

A. Initiatives and Programs

- City of Largo Comprehensive Development Code (CDC)
- Clearwater-Largo Road Community Redevelopment District Plan
- Heart of Largo

- MPO/Forward Pinellas Bicycle Pedestrian Master Plan Facilities Element
- Special Area Plan for the Largo Mall Activity Center
- Urban Forest Master Plan
- West Bay Drive Community Redevelopment District Plan


B. People and Organizations

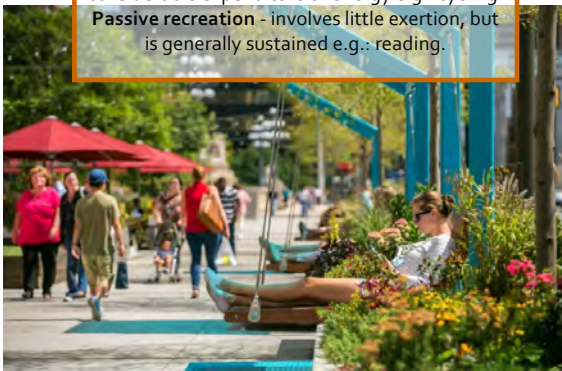
- America for the Arts
- Central Pinellas Chamber of Commerce
- City of Largo Chamber of Commerce
- Creative Pinellas
- Florida Department of State
- National Endowment for the Arts
- Pinellas County
- Pinellas County Register of Historic Resources
- Pinellas County School Board (PCSB)



undeveloped, or through development with passive recreation/open space uses, that are compatible with the natural surroundings and minimize the disruption of natural systems.

centers (including West Bay Drive/Clearwater-Largo Road Community redevelopment districts (CRDs), **Largo Tri-City Activity Center and Multimodal Corridor**, and Largo Mall Activity Center) to incorporate on-site public open space and/or recreation facilities.

 **Active recreation** - an activity that requires a considerable expenditure of energy e.g.: cycling.
Passive recreation - involves little exertion, but is generally sustained e.g.: reading.



The Porch at 30th Street Station, a transformative urban open space. Once a congested parking lane and bland, barren sidewalk, The Porch has quickly become one of the most animated public spaces, within a short walk of over 16,000 jobs. It features custom swings, abundant seating, greenery, ongoing performances, community events and food and beverage options. Photo Credit University City District, Philadelphia.

Connectivity/Access

OBJECTIVE 1.2: Improve and enhance, access to park, recreation, community, arts and cultural facilities and connectivity to activity centers and neighborhoods through development of the City trail system, sidewalks, and enhanced streetscapes.

Strategies:

- ◆ *Complete sidewalk connections that link recreation facilities to surrounding neighborhoods;*
- ◆ *Acquire rights to land through agreements with private and public partners to link park and recreation sites throughout the City; and*
- ◆ *Continue the annual street planting to expand the tree canopy along community streets*

POLICIES

It shall be the policy of the City to:

- 1.1.6 : Continue to identify and acquire land and/or develop public/private partnerships for property east of U.S. Highway 19 and along Tampa Bay for future development of a new park or facility for active recreational opportunities.
- 1.1.7 : Incorporate easements, utility right-of-way, major drainage ways, and flood plains in the design and construction of parks, trails, open space, and/or recreation facilities.
- 1.1.8 : Provide incentives for development of major activity

- 1.2.1 : Ensure that parks, recreation, arts and cultural facilities are reasonably accessible to all users, including the disabled, older adults, economically disadvantaged and culturally diverse groups.
- 1.2.2 : Support the Forward Pinellas current Bicycle Pedestrian Master Plan Facilities Element, and the



LIST OF RELATED:

I. Plans

- 2060 Florida Transportation Plan
- Activity Center Guidelines
- City of Largo Comprehensive Development Code (CDC)
- City of Largo Comprehensive Emergency Management Plan
- City of Largo Economic Development Plan
- City of Largo Multimodal Plan
- City of Largo Strategic Plan
- Clearwater-Largo Road Community Redevelopment District Plan Community Development Block Grant (CDBG) Consolidated Plan
- Complete Streets
- Countywide Plan (The Countywide Rules and Land Use Plan Map)
- Downtown Multimodal Plan
- Floodplain Management Plan
- Florida State Implementation Plan (SIP)
- Master Plan for the Gateway/Mid County Area
- MPO Long Range Transportation Plan (LRTP)
- MPO/Forward Pinellas Bicycle Pedestrian Master Plan Facilities Elements
- Pinellas County Ten-Year Water Supply Facilities Work Plan
- Pinellas County Stormwater Manual
- PSTA Transit Development Plan
- Regional Water Supply Plan
- Schedule of Capital Improvements (SCI)
- Special Area Plan for the Largo Mall Activity Center
- Urban Forest Master Plan
- West Bay Complete Street Concept Plan

- West Bay Drive Community Redevelopment District Plan

- Largo Tri-City Special Area Plan

II. Programs

- City of Largo Affordable Housing Development Program
- City of Largo Asset Management Program
- City of Largo Brownfield Redevelopment Program
- City of Largo Business Assistance Program
- City of Largo Capital Improvement Program (CIP)
- City of Largo Employee Mentorship Program
- City of Largo Homestead Programs
- City of Largo Housing Rehabilitation Program
- City of Largo Internship Program
- City of Largo Recycling Program
- City of Largo Rental Rehabilitation Programs
- City of Largo Traffic Calming Policy
- City of Largo Visitation Plan
- Clearwater-Largo Road/8th Avenue SE/ Central Park Drive
- Code Enforcement Lien Forgiveness Program
- Community Rating System (CRS)
- Community Redevelopment Agency (CRA)
- Congestion Management Process (CMP) Policies and Procedures Manual
- Crime Prevention through Environmental Design (CPTED)
- FDOT Complete Street Policy
- FDOT Five-Year Work Program
- FDOT U.S. 19 Pedestrian & Bicycle Safe Access to Transit Corridor Study
- Florida Green Building Program
- Florida Water Star
- Florida-Friendly Irrigating

City Commission AGENDA ITEM REPORT



Meeting: City Commission - 01 Sep 2020
Presenter: Diane Friel, Community Development
Staff Contact: Diane Friel, Planner II Ext. 7319 dfriel@largo.com

TITLE

Ordinance No. 2020-39 – First Reading – Largo Tri-City Special Area Plan (LTC-SAP) Future Land Use Map Amendment

SUMMARY:

The City is requesting a Future Land Use Map Amendment (FLUM20-004) to adopt new Activity Centers and Multimodal Corridors overlays identified in the LTC-SAP (subsequently referred to as the Plan). The overlays include: the Transit Core Scale Activity Center; the Urban Scale Activity Center; and the Multimodal Corridor. Both the Transit Core Scale and an Urban Scale Activity Center overlays are collectively referred to as the Largo Tri-City Activity Center (LTAC) and include a total of 378 acres. The Multimodal Corridor overlay associated with the LTAC totals 355 acres. All three overlays will be superimposed onto all existing Largo Future Land Use Map (FLUM) designations, which will otherwise not change (see Ordinance No. 2020-39, Exhibit “A” map).

This is the third concurrent item on the City Commission agenda related to the LTC-SAP that the City needs to adopt in order to implement provisions contained within the Plan. The other related agenda items include the actual Plan adoption through Ordinance No. 2020-42 (SAP20-01) and the Comprehensive Plan Text Amendment included in Ordinance No. 2020-36 (CPTA20-001).

The proposed FLUMA is required to establish future land use overlays to designate official boundaries for the Activity Centers and Multimodal corridors on the Countywide Plan Map in accordance with Section 6.2.1.1 of the Countywide Plan Rules. If the FLUMA is approved, changes can be made to the Comprehensive Development Code (CDC) and parcels under City jurisdiction that are located within the overlays will be allowed increased density and intensity to encourage the desired development pattern and vision for the area.

The vision for the LTC-SAP is to create a destination place and a complete community that includes a mix of uses. The Plan identifies specific strategies, opportunities, and standards to encourage mixed-use infill and redevelopment, increase densities and intensities, and provide accessibility to multiple modes of transportation, including making the area more walkable and pedestrian friendly. The new Activity Centers and Multimodal Corridor overlays were conceived to encourage redevelopment, incremental and infill development, mix of uses, and a transit-supportive community while protecting existing residential neighborhoods.

Once established in the CDC, parcels located in the various overlays will be afforded the new maximum base densities and intensities outlined in the Plan. New development projects that incorporate affordable and workforce housing, sustainable development, and enhanced open/civic spaces will have the option to take advantage of bonus densities and intensities outlined in the Plan. All properties within the LTAC and associated Multimodal Corridor are not required or expected to be developed to the maximum allowable density or intensity provided for in the Plan. Smaller parcels may be restricted due to required setbacks or other site-specific conditions; however, the intent is to provide more effective land use and development patterns, where appropriate. All new development projects proposed on parcels in the Activity Center and Multimodal overlay areas will include requirements to address building form and placement, public realm and connectivity; and parking regulations and placement that will be adopted in the City’s Comprehensive Development Code (CDC). Any new development proposed within the designated overlays will be reviewed and approved by staff during the site plan review process.

The overall Plan boundaries include parcels in the City of Largo and unincorporated Pinellas County; however, the subject of FLUM20-004 only pertains to those parcels within the City of Largo’s jurisdiction. The subject FLUMA properties total 733 +/- acres within the City of Largo and includes 327 parcels located along US Highway 19 between Belleair Road (on the north) and 150th Avenue North (on the south), and along East Bay Drive/Roosevelt Boulevard between Lions Club

Agenda Item #12.

Road (on the west) and 49th Street North (on the east). It is important to note that parcels in unincorporated Pinellas County included in the overall Plan boundaries do not receive the designation or benefits of these new overlays unless the County adopts the Plan and parcels are annexed into the City.

The Planning Board reviewed the proposed FLUMA at a public hearing on August 6, 2020, and recommended approval, 5-0. If approved by the City Commission, this amendment will be submitted to the Florida Department of Economic Opportunity (DEO), Forward Pinellas, Planners Advisory Committee, and the Countywide Planning Authority for review. Thereafter, the amendment will be presented to the City Commission for second and final reading. If approved by the City Commission, staff anticipates the amendment to be completed by January 2021.

At this time, staff recommends approval of the proposed FLUM20-004 based upon approval of the LTC-SAP (SAP20-001) and the Comprehensive Plan Text Amendments (CPTA20-001). With these approvals in place, staff found the proposed FLUM20-004 consistent with the goals, objectives, and policies of the Largo Comprehensive Plan and Comprehensive Development Code, Pinellas Countywide Plan Rules and Chapter 163, Florida Statutes.

CITY ATTORNEY REVIEWED:

Yes

CONSISTENT WITH:

Comprehensive Plan

POTENTIAL MOTION / DIRECTION REQUESTED:

I MOVE TO APPROVE/DISAPPROVE ORDINANCE NO. 2020-39 ON FIRST READING AND TRANSMIT THE AMENDMENT TO THE FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY (DEO), FORWARD PINELLAS, AND THE COUNTYWIDE PLANNING AUTHORITY (CPA) FOR REVIEW AND SCHEDULE SECOND READING AFTER REVIEW.

ATTACHMENTS:

[Ordinance No. 2020-39](#)

[Planning Board Staff Report - August 6, 2020](#)

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ORDINANCE NO. 2020-39

AN ORDINANCE OF THE CITY OF LARGO, FLORIDA, AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP DESIGNATION OF THE WITHIN DESCRIBED TRACTS OF LAND LOCATED ALONG US HIGHWAY 19, EAST BAY DRIVE AND ROOSEVELT BOULEVARD BETWEEN LIONS CLUB ROAD AND 49TH STREET NORTH, PINELLAS COUNTY, FLORIDA, TO ADD LARGO TRI-CITY ACTIVITY CENTER AND MULTIMODAL CORRIDOR AS OVERLAYS AND AMENDING THE CITY FUTURE LAND USE MAP ON FILE IN THE OFFICE OF THE CITY CLERK PURSUANT TO THE PROVISIONS OF CHAPTER 163, PART II, FLORIDA STATUTES, AND THE PINELLAS COUNTYWIDE PLAN RULES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the State Legislature passed the Local Government Comprehensive Planning and Land Development Regulation Act in 1986 requiring all counties and cities to prepare a Comprehensive Plan; and

WHEREAS, Section 163.3184, Florida Statutes, provides the process by which a local government may adopt amendments to its Comprehensive Plan; and

WHEREAS, public hearings have been held in consideration of a request to amend the City Comprehensive Plan Future Land Use Map and the Countywide Future Land Use Map pursuant to Section 163.3184, Florida Statutes; and

WHEREAS, the City of Largo has requested an amendment to the Countywide Future Land Use Plan for consistency, as herein identified pursuant to the Rules of the Countywide Plan.

NOW, THEREFORE, THE CITY COMMISSION OF THE CITY OF LARGO HEREBY ORDAINS:

Section 1. That pursuant to the Pinellas Countywide Plan Rules and Chapter 163, Part II, Florida Statutes, the designation of Largo Tri-City Activity Center and Multi-Modal Corridor are added overlays to the following described tract of land on the City of Largo Comprehensive Plan Future Land Use Map, as depicted in attached Exhibit "A".

Section 2. That the Future Land Use Map on file in the office of the City Clerk is hereby amended in accordance with the provisions of this ordinance.

Section 3. That it is the intention of the City Commission of the City of Largo that each provision hereof be considered severable, and that the invalidity of any provision of this ordinance shall not affect the validity of any other portion of this ordinance, the Largo Comprehensive Plan, or the Largo Comprehensive Development Code.

Section 4. The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the City that the plan amendment package is complete and of the final adoption of this Ordinance. If timely challenged, this plan amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted plan amendment to be in compliance.

Agenda Item #12.

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APPROVED ON FIRST READING _____

PASSED AND ADOPTED ON
SECOND AND FINAL READING _____

CITY OF LARGO, FLORIDA

Mayor

REVIEWED AND APPROVED:

ATTEST:

City Attorney

City Clerk

EXHIBIT “A”

Map of Largo Tri-City Subject FLUMA




















Activity Center Transit Core Overlay – Legal Description

Activity Center Urban Scale Overlay – Legal Description

MultiModal Corridor Overlay – Legal Description

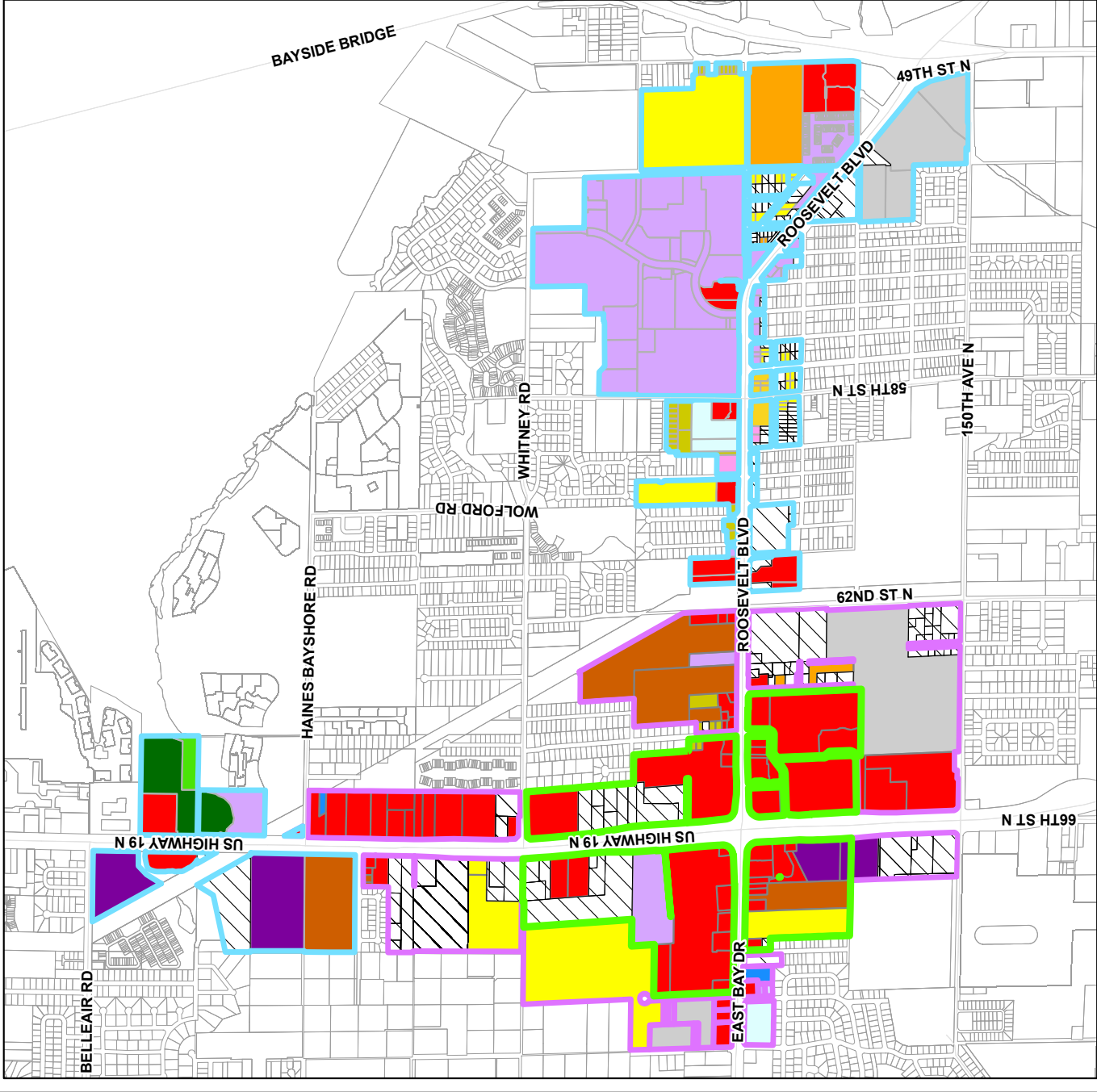
Largo Tri-City SAP Exhibit A

Legend

-  MultiModal Corridor Overlay
-  Activity Center Transit Core Scale Overlay
-  Activity Center Urban Scale Overlay
- Largo Future Land Use Categories**
-  Commercial General (CG)
-  Commercial Neighborhood (CN)
-  Institutional (I)
-  Industrial Limited (IL)
-  Preservation (P)
-  Residential/Office/Retail (R/O/R)
-  Residential Office/Limited (R/OL)
-  Residential/Office General (R/OG)
-  Recreation/Open Space (R/OS)
-  Residential Low (RL)
-  Residential Low Medium (RLM)
-  Residential Medium (RM)
-  Residential Urban (RU)
-  Transportation/Utility (T/U)
-  Outside Largo City Limits Within the SAP Boundary
-  Properties not included in SAP



GIS
Publication Date: 6/11/2020
Miles 0 0.25 0.5



Activity Center Transit Core Overlay

Legal Description

PARCELS OF LAND LYING IN SECTIONS 31 & 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE NORTH 89°31'38" WEST, A DISTANCE OF 100.50 FEET ALONG THE NORTHERLY BOUNDARY OF SAID SECTION 31, TO THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 (SR 55); THENCE SOUTH 05°13'23" EAST, A DISTANCE OF 339.00 FEET, ALONG THE WESTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 19 FOR A POINT OF BEGINNING; THENCE SOUTH 04°25'13" EAST, A DISTANCE OF 221.20 FEET; THENCE SOUTH 06°00'58" EAST, A DISTANCE OF 260.55 FEET; THENCE NORTH 89° 22'24" WEST, LEAVING THE WESTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 19, A DISTANCE OF 517.49 FEET; THENCE NORTH 04°17'29" WEST, A DISTANCE OF 479.54 FEET; THENCE SOUTH 89°31'38" EAST, A DISTANCE OF 509.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE AFOREMENTIONED SECTION 32, AND RUN SOUTH 89°32'15" EAST, ALONG THE NORTH BOUNDARY LINE OF SAID SECTION 32, A DISTANCE OF 694.73 FEET; THENCE SOUTH 04°33'43" EAST, A DISTANCE OF 33.13 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF WHITNEY ROAD ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 04°33'43" EAST, ALONG THE EAST BOUNDARY LINE OF AFOREMENTIONED LOT 6, A DISTANCE OF 646.45 FEET TO THE SOUTH BOUNDARY LINE OF SAID LOT 6; THENCE NORTH 89°31'27" WEST, ALONG SAID SOUTH BOUNDARY LINE, A DISTANCE OF 570.28 FEET TO THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 19 (STATE ROAD NO. 55); THENCE ALONG SAID EAST RIGHT-OF-WAY LINE IN THE FOLLOWING COURSES, NORTH 05°13'23" WEST, A DISTANCE OF 378.56 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE RIGHT WITH A RADIUS OF 5613.58 FEET, AN ARC LENGTH OF 210.67 FEET HAVING A CHORD BEARING AND DISTANCE OF NORTH 04°14'26" WEST, 210.65 FEET; THENCE NORTH 33°25'36" EAST, A DISTANCE OF 47.67 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF WHITNEY ROAD; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING COURSES, NORTH 87°22'06" EAST, A DISTANCE OF 185.27 FEET; THENCE NORTH 88°06'17" EAST, A DISTANCE OF 170.14 FEET; THENCE SOUTH 89°32'15" EAST, A DISTANCE OF 187.39 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

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COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, RUN NORTH 05°13'23" WEST, A DISTANCE OF 287.53 FEET; THENCE RUN NORTH 88°55'47" WEST, A DISTANCE OF 166.76 FEET TO THE POINT OF BEGINNING; THENCE RUN SOUTH 03°39'45" EAST, ALONG THE WEST RIGHT OF WAY LINE OF U.S. HIGHWAY 19, A DISTANCE OF 35.92 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 125.00 FEET; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 91°12'41", AN ARC DISTANCE OF 198.99 FEET, HAVING A CHORD BEARING AND DISTANCE OF SOUTH 41°56'36" WEST, 178.63 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF EAST BAY DRIVE; THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE OF EAST BAY DRIVE: RUN SOUTH 87°32'56" WEST, A DISTANCE OF 1.70 FEET; THENCE RUN SOUTH 01°04'13" WEST, A DISTANCE OF 5.00 FEET; THENCE RUN SOUTH 87°43'26" WEST, A DISTANCE OF 356.54 FEET; THENCE RUN SOUTH 05°14'13" EAST, A DISTANCE OF 2.00 FEET; THENCE RUN NORTH 88°55'47" WEST, A DISTANCE OF 1285.33 FEET; THENCE RUN NORTH 45°43'28" WEST ALONG THE RIGHT OF WAY TAKING PER OFFICIAL RECORDS BOOK 7814, PAGE 502, PUBLIC RECORDS, OF PINELLAS COUNTY, FLORIDA, A DISTANCE OF 14.59 FEET; THENCE RUN NORTH 02°35'15" WEST ALONG THE EAST RIGHT OF WAY LINE OF PINE FOREST DRIVE, A DISTANCE OF 966.55 FEET; THENCE RUN SOUTH 89°13'07" EAST, A DISTANCE OF 616.37 FEET; THENCE RUN NORTH 03°28'16" WEST, A DISTANCE OF 282.12 FEET; THENCE SOUTH 89°13'08" EAST, A DISTANCE OF 1132.67 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF U.S. HIGHWAY 19; THENCE SOUTH 04°14'21" EAST, A DISTANCE OF 290.20 FEET ALONG SAID WEST RIGHT OF WAY LINE OF U.S. HIGHWAY 19; THENCE SOUTH 83°39'02" WEST, A DISTANCE OF 5.00 FEET; THENCE SOUTH 03°27'43" EAST, A DISTANCE OF 105.41 FEET; THENCE SOUTH 05°42'53" EAST, A DISTANCE OF 264.60 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 11418.20 FEET; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°59'55", AN ARC DISTANCE OF 398.30 FEET, HAVING A CHORD BEARING AND DISTANCE OF SOUTH 04°39'54" EAST, 398.28 FEET; THENCE RUN SOUTH 03°39'45" EAST, A DISTANCE OF 12.17 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE WEST 1/4 CORNER OF SAID SECTION 32; THENCE SOUTH 89°28'57" EAST, ALONG THE SOUTH BOUNDARY LINE OF THE NORTHWEST 1/4 OF SAID SECTION 32, A DISTANCE OF 235.91 FEET; THENCE NORTH 00°31'03" EAST, A DISTANCE OF 100.89 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (STATE ROAD NO. 686), FOR A POINT OF BEGINNING; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE, ALONG A CURVE TO THE RIGHT THAT HAS A RADIUS OF 130.00 FEET, AN ARC LENGTH OF 176.70 FEET, A CHORD LENGTH OF 163.41 FEET AND A CHORD BEARING OF NORTH 44°52'52" WEST, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19; THENCE NORTH 05°57'22" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 299.40

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FEET; THENCE CONTINUE ALONG SAID EAST RIGHT-OF-WAY LINE NORTH 03°39'54" WEST, A DISTANCE OF 164.10 FEET; THENCE LEAVING SAID EAST RIGHT-OF-WAY SOUTH 89°29'48" EAST, ALONG THE NORTH BOUNDARY LINE OF AFOREMENTIONED LOT 9, A DISTANCE OF 529.28 FEET TO THE WEST BOUNDARY LINE OF AFOREMENTIONED LOT 10; THENCE NORTH 04°33'44" WEST, ALONG THE WEST BOUNDARY LINE OF SAID LOT 10, A DISTANCE OF 20.06 FEET; THENCE LEAVING SAID WEST BOUNDARY LINE NORTH 89°29'48" WEST, A DISTANCE OF 69.23 FEET; THENCE NORTH 04°33'44" WEST, A DISTANCE OF 526.95 FEET; THENCE SOUTH 89°30'38" EAST, A DISTANCE OF 69.23 FEET; THENCE NORTH 04°33'44" WEST, A DISTANCE OF 132.52 FEET, TO THE SOUTHWEST CORNER OF THE PLAT OF "WHITNEY PLACE" AS RECORDED IN PLAT BOOK 85, PAGE 57 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°30'38" EAST, ALONG THE SOUTH BOUNDARY LINE OF SAID PLAT OF "WHITNEY-PLACE", A DISTANCE OF 339.50 FEET, TO A POINT ON THE WEST BOUNDARY LINE OF THE AFOREMENTIONED "DODGE SUBDIVISION"; THENCE SOUTH 04°13'57" EAST, ALONG THE WEST BOUNDARY LINE OF SAID "DODGE SUBDIVISION", A DISTANCE OF 680.67 FEET, TO THE NORTHWEST CORNER OF LOT 5 OF SAID "DODGE SUBDIVISION"; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 135.38 FEET, TO THE NORTHEAST CORNER OF SAID LOT 5; THENCE SOUTH 03°53'55" EAST, ALONG THE EAST BOUNDARY LINE OF LOTS 2, 3, 4, 5 AND A PORTION OF LOT 1 OF SAID "DODGE SUBDIVISION", A DISTANCE OF 587.37 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (STATE ROAD NO. 686); THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD, (STATE ROAD NO. 686) NORTH 89°28'57" WEST, A DISTANCE OF 243.70 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE ALONG A CURVE TO THE LEFT THAT HAS A RADIUS OF 5799.58 FEET, AN ARC LENGTH OF 314.77 FEET, A CHORD LENGTH OF 314.73 FEET AND A CHORD BEARING OF SOUTH 88°57'46" WEST; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE NORTH 89°09'26" WEST, A DISTANCE OF 144.77 FEET; THENCE NORTH 83°37'33" WEST, 182.38 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN NORTH 88°55'46" WEST, ALONG THE NORTH BOUNDARY OF THE SOUTHEAST 1/4 OF SAID SECTION 31, A DISTANCE OF 585.12 FEET; THENCE SOUTH 01°04'14" WEST, A DISTANCE OF 50.00 FEET, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE (STATE ROAD NO. 686) FOR A POINT OF BEGINNING; THENCE SOUTH 88°55'47" EAST, ALONG THE AFOREMENTIONED SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 119.05 FEET; THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE SOUTH 86°28'59" EAST, A DISTANCE OF 187.36 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 130.00 FEET, AN ARC LENGTH OF 189.27 FEET, A CHORD BEARING AND DISTANCE OF SOUTH 44°46'27" EAST, 172.99 FEET; TO THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 (STATE ROAD NO. 55); THENCE ALONG SAID RIGHT-OF-WAY LINE SOUTH 03°03'55" EAST, A DISTANCE OF 342.58 FEET; THENCE SOUTH 03°31'36" EAST, A DISTANCE OF 140.53 FEET; THENCE SOUTH 03°03'55" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 41.52 FEET TO A POINT ON A NON-TANGENT CURVE; THENCE

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CONTINUING ALONG SAID WEST RIGHT-OF-WAY LINE ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 4549.66 FEET, AN ARC LENGTH OF 9.40 FEET, A CHORD BEARING AND DISTANCE OF SOUTH 01°14'55" WEST, 9.40 FEET; TO A POINT OF COMPOUND CURVATURE; THENCE ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 4617.66 FEET, AN ARC LENGTH OF 266.47 FEET, A CHORD BEARING AND DISTANCE OF SOUTH 00°27'50" EAST, 266.43 FEET TO A POINT OF TANGENCY; THENCE SOUTH 02°07'01" EAST, A DISTANCE OF 96.63 FEET TO A POINT ON A CURVE; THENCE ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 5763.58 FEET, AN ARC LENGTH OF 269.52 FEET, A CHORD BEARING AND DISTANCE OF SOUTH 03°27'24" EAST, 269.50 FEET; THENCE LEAVING SAID WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, NORTH 88°53'16" WEST, A DISTANCE OF 507.69 FEET; THENCE NORTH 88°52'35" WEST, A DISTANCE OF 665.60 FEET; THENCE NORTH 01°54'35" WEST, A DISTANCE OF 1080.63 FEET; THENCE SOUTH 88°05'25" WEST, A DISTANCE OF 135.00 FEET; THENCE NORTH 01°54'35" WEST, A DISTANCE OF 219.71 FEET; TO A POINT ON SAID SOUTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE (STATE ROAD NO. 686) THENCE SOUTH 88°55'47" E, ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 872.65 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST; THENCE SOUTH 02°06'46" EAST, ALONG THE WEST LINE OF SAID SOUTHWEST 1/4, A DISTANCE OF 471.04 FEET; THENCE NORTH 87°53'14" EAST, DEPARTING THE WEST LINE OF SAID SOUTHWEST 1/4, A DISTANCE OF 147.73 FEET TO POINT ON THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 19 AND A POINT OF BEGINNING; THENCE NORTH 03°41'00" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 250.80 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 130.14 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 91°54'17", A DISTANCE OF 208.75 FEET, HAVING A CHORD BEARING AND DISTANCE OF NORTH 42°16'09" EAST, 187.08 FEET TO A POINT OF TANGENCY OF SAID CURVE, SAID POINT LYING ON THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD; THENCE NORTH 88°13'17" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 221.41 FEET; THENCE NORTH 88°07'54" EAST, A DISTANCE OF 59.93 FEET; THENCE NORTH 88°14'03" EAST, A DISTANCE OF 320.38 FEET; THENCE NORTH 89°28'57" EAST, A DISTANCE OF 23.47 FEET; THENCE SOUTH 89°28'53" EAST, A DISTANCE OF 220.64 FEET; THENCE SOUTH 89°23'18" EAST, A DISTANCE OF 90.13 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 239.18 FEET; THENCE SOUTH 00°31'03" WEST, A DISTANCE OF 4.00 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 148.03 FEET; THENCE SOUTH 56°42'03" EAST, DEPARTING THE SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD, A DISTANCE OF 36.89 FEET; THENCE SOUTH 02°23'38" EAST, A DISTANCE OF 245.96 FEET; THENCE SOUTH 02°23'13" EAST, A DISTANCE OF 1129.32 FEET; THENCE NORTH 89°21'52" WEST, A DISTANCE OF 799.82 FEET; THENCE NORTH 02°22'26" WEST, A DISTANCE OF 43.31 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE LEFT HAVING A RADIUS OF 101.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°22'31", A DISTANCE OF 7.75 FEET, HAVING A CHORD BEARING AND DISTANCE OF NORTH 65°04'44" EAST, 7.75 FEET TO A POINT OF TANGENCY OF SAID

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CURVE; THENCE NORTH 02°06'28" WEST, A DISTANCE OF 44.57 FEET; THENCE SOUTH 52°04'46" WEST, A DISTANCE OF 50.61 FEET; THENCE SOUTH 89°13'28" WEST, A DISTANCE OF 641.55 FEET, TO A POINT OF CURVATURE OF A CURVE CONCAVE LEFT HAVING A RADIUS OF 3854.41 FEET; THENCE THE NEXT FOLLOWING SIX COURSES ALONG THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 (1) NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°28'46", A DISTANCE OF 234.07 FEET, HAVING A CHORD BEARING AND DISTANCE OF NORTH 01°57'47" WEST, 234.04 FEET, TO A POINT OF TANGENCY OF SAID CURVE POINT (2) NORTH 03°38'09" WEST, A DISTANCE OF 329.94 FEET; (3) SOUTH 85°53'29" WEST, A DISTANCE OF 1.99 FEET; (4) NORTH 03°41'36" WEST, A DISTANCE OF 150.02 FEET; (5) NORTH 03°08'19" EAST, A DISTANCE OF 100.73 FEET; (6) NORTH 03°39'49" WEST, A DISTANCE OF 123.91 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THOSE PARCELS PSTA LOT 3, POA LOT 4, POA LOT 5, POA LOT 7, POA LOT 10, AND POA LOT 11, PER LARGO CROSSINGS, PLAT BOOK 138, PAGE 13, PINELLAS COUNTY, FLORIDA.

CONTAINING 159.3 ACRES, MORE OR LESS

Activity Center Urban Scale Overlay

Legal Description

PARCELS OF LAND LYING IN SECTIONS 29, 30, 31 & 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT NORTHEAST CORNER OF THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 30, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN SOUTH 01°01'52" WEST, 723.41 FEET ALONG THE EAST LINE OF THE SOUTHEAST ¼ OF SECTION 30, TO THE SOUTH RIGHT-OF-WAY LINE OF CENTRAL AVENUE (A 100 FOOT RIGHT-OF-WAY) AS EXTENDED EAST; THENCE NORTH 89°37'13" WEST, 100.00 FEET ALONG SAID LINE TO THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 19 (A 200 FOOT RIGHT-OF-WAY), AND THE POINT OF BEGINNING; THENCE SOUTH 01°01'52" WEST, 311.68 FEET ALONG SAID RIGHT-OF-WAY LINE; THENCE NORTH 89°36'17" WEST, 377.55 FEET; THENCE NORTH 00°45'31" EAST, 311.56 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF CENTRAL AVENUE; THENCE SOUTH 89°37'13" EAST, 379.04 FEET ALONG SAID LINE TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST ¼ OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 88°47'44" EAST, ALONG THE SOUTH BOUNDARY OF THE NORTHWEST 1/4 OF SAID SECTION 29 TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 100.00 FEET; THENCE SOUTH 00°42'42" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 33.00 FEET, TO THE POINT OF BEGINNING; THENCE SOUTH 88°47'47" EAST, LEAVING SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 566.31 FEET; THENCE SOUTH 00°23'55" WEST, A DISTANCE OF 232.59 FEET; THENCE SOUTH 00°23'43" WEST, A DISTANCE OF 237.79 FEET; THENCE SOUTH 00°35'33" WEST, A DISTANCE OF 90.79 FEET; THENCE SOUTH 00°24'41" WEST, A DISTANCE OF 210.31 FEET; THENCE SOUTH 00°24'31" WEST, A DISTANCE OF 201.77 FEET; THENCE SOUTH 00°26'02" WEST, A DISTANCE OF 335.86 FEET; THENCE SOUTH 00°25'01" WEST, A DISTANCE OF 100.00 FEET; THENCE SOUTH 00°25'10" WEST, A DISTANCE OF 151.92 FEET; THENCE SOUTH 00°25'19" WEST, A DISTANCE OF 335.62 FEET; THENCE SOUTH 00°24'53" WEST, A DISTANCE OF 414.38 FEET; THENCE NORTH 89°12'39" WEST, A DISTANCE OF 291.05 FEET; THENCE NORTH 89°22'00" WEST, A DISTANCE OF 284.00 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 19; THENCE NORTH 01°01'58" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 413.93 FEET; THENCE NORTH 01°31'19" EAST, A DISTANCE OF 336.54 FEET; THENCE NORTH 01°08'11" EAST, A DISTANCE OF 152.42 FEET; THENCE NORTH 00°27'32" EAST, A DISTANCE OF 99.99 FEET; THENCE NORTH 01°01'56" EAST, A DISTANCE OF 118.00 FEET; THENCE NORTH 01°01'42" EAST, A DISTANCE OF 219.15 FEET;

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THENCE NORTH 01°01'50" EAST, A DISTANCE OF 757.44 FEET; THENCE NORTH 01°02'19" EAST, A DISTANCE OF 218.56 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°49'18" EAST, A DISTANCE OF 400.02 FEET ALONG THE SOUTH BOUNDARY OF SAID SOUTHWEST 1/4 OF SECTION 29, TO A POINT ON THE SOUTHERLY EXTENSION OF THE EAST BOUNDARY OF PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 7301, PAGE 2155, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTH 00°33'18" EAST, ALONG SAID EXTENSION AND EAST BOUNDARY OF THE PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 7301, PAGE 2155, A DISTANCE OF 58.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 00°33'18" EAST, ALONG SAID EAST BOUNDARY OF THE PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 7301, PAGE 2155, A DISTANCE OF 133.40 FEET TO THE NORTHEAST CORNER OF SAID PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 7301, PAGE 2155; THENCE NORTH 89°53'42" WEST, ALONG THE NORTH BOUNDARY OF SAID PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 7301, PAGE 2155, A DISTANCE OF 276.74 FEET TO A POINT THAT IS 6.00 FEET EAST OF THAT PROPERTY DESCRIBED AS PARCEL 131 IN OFFICIAL RECORDS BOOK 6184, PAGE 21, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA THENCE SOUTH 01°12'56" EAST, A DISTANCE OF 96.18 FEET; THENCE SOUTH 45°41'49" EAST, A DISTANCE OF 55.08 FEET; THENCE NORTH 89°49'18" EAST, PARALLEL WITH AND 58.00 FEET NORTH OF THE SOUTH BOUNDARY OF SAID SOUTHWEST 1/4, A DISTANCE OF 233.99 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 30, THENCE RUN NORTH 89°31'38" WEST, ALONG THE SOUTH BOUNDARY LINE OF SAID SECTION 30, 100.00 FEET; THENCE NORTH 01°01'52" EAST, 100.00 FEET WEST OF AND PARALLEL TO THE EAST BOUNDARY LINE OF SAID SECTION 30, 415.00 FEET; THENCE NORTH 89°31'38" WEST, 16.00 FEET; TO THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 FOR A POINT OF BEGINNING; THENCE CONTINUE NORTH 89°30'53" WEST, 508.35 FEET TO THE EAST BOUNDARY LINE OF SAID LOT 30; THENCE, SOUTH 00°35'54" WEST, ALONG SAID EAST BOUNDARY LINE 431.25 FEET TO THE SOUTHEAST CORNER OF SAID LOT 30; THENCE, LEAVING THE EAST BOUNDARY LINE OF SAID LOT 30, NORTH 89°31'35" WEST, ALONG THE SOUTH BOUNDARY LINES OF SAID LOTS 29 AND 30, 606.11 FEET TO THE SOUTHWEST CORNER OF SAID LOT 29; THENCE LEAVING SAID SOUTH BOUNDARY LINE, NORTH 00°09'06" EAST, ALONG THE WEST BOUNDARY LINE OF SAID LOT 29, 657.17 FEET, TO THE NORTHWEST CORNER OF SAID LOT 29; THENCE LEAVING SAID WEST BOUNDARY LINE, SOUTH 89°33'46" EAST, ALONG THE NORTH BOUNDARY LINE OF SAID LOTS 29 THROUGH 32, A

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DISTANCE OF 1121.30 FEET TO THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19; THENCE LEAVING SAID NORTH BOUNDARY LINE, SOUTH 01°01'52" WEST, ALONG THE WEST RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 19, A DISTANCE OF 226.73 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 01°42'20" WEST, ALONG THE NORTH AND SOUTH ½ SECTION LINE TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE A DISTANCE OF 87.10 FEET; THENCE SOUTH 88°55'47" EAST, ALONG SAID NORTH RIGHT-OF-WAY A DISTANCE OF 30.00 FEET, TO A POINT OF BEGINNING; THENCE NORTH 01°41'25" WEST, A DISTANCE OF 1253.97 FEET; THENCE SOUTH 89°10'49" EAST, A DISTANCE OF 611.69 FEET; THENCE NORTH 02°35'46" WEST, A DISTANCE OF 1330.54 FEET; THENCE SOUTH 89°29'23" EAST, A DISTANCE OF 931.43 FEET; THENCE SOUTH 03°57'19" EAST, A DISTANCE OF 1336.75 FEET; THENCE NORTH 89°13'09" WEST, A DISTANCE OF 321.02 FEET; THENCE SOUTH 03°28'20" EAST, A DISTANCE OF 282.33 FEET; THENCE NORTH 89°12'10" WEST, A DISTANCE OF 616.72 FEET, THENCE NORTH 02°36'54" WEST, A DISTANCE OF 61.15 FEET TO A CURVE TO THE LEFT HAVING A RADIUS OF 60.00 FEET, AN ARC DISTANCE OF 314.16 FEET, AND A CHORD BEARING AND DISTANCE OF SOUTH 87°24'16" WEST, 60.00 FEET; THENCE SOUTH 02°35'37" E, A DISTANCE OF 1033.80 FEET, TO A POINT ON THE SAID NORTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE; THENCE SOUTH 88°55'47" EAST, A LONG SAID NORTH RIGHT-OF-WAY LINE OF EAST BAY DRIVE, A DISTANCE OF 601.58 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE NORTH BOUNDARY LINE OF SAID SOUTHWEST ¼ OF SECTION 32, A DISTANCE OF 1193.28 FEET; THENCE NORTH 03°53'52" WEST, A DISTANCE OF 90.33 FEET, TO A POINT OF INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (STATE ROAD 686) AND THE EAST RIGHT-OF-WAY LINE OF DODGE STREET FOR A POINT OF BEGINNING; THENCE CONTINUE ON SAID EAST RIGHT-OF-WAY LINE OF DODGE STREET NORTH 03°53'52 WEST, A DISTANCE OF 337.77 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 133.00 FEET; THENCE NORTH 03°53'52" WEST, A DISTANCE OF 80.00 FEET; THENCE NORTH 89°28'57" WEST, A DISTANCE OF 133.00 FEET; THENCE NORTH 03°53'52" WEST, A DISTANCE OF 80.00 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 133.00 FEET; THENCE NORTH 03°53'52" WEST, A DISTANCE OF 770.16 FEET; THENCE SOUTH 89°30'39" EAST, A DISTANCE OF 340.31 FEET; THENCE NORTH 03°33'30" WEST, A DISTANCE OF 668.72 FEET; THENCE SOUTH 89°30'47" EAST, A DISTANCE OF 343.42 FEET; THENCE NORTH 03°13'33" WEST, A DISTANCE OF 10.02 FEET; THENCE SOUTH

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89°30'47" EAST, A DISTANCE OF 31.25 FEET; THENCE SOUTH 28°38'54" EAST, A DISTANCE OF 1454.99 FEET; THENCE SOUTH 02°33'38" EAST, A DISTANCE OF 672.23 FEET, TO A POINT ON THE SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (STATE ROAD 686); THENCE NORTH 89°28'57" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 649.38 FEET; THENCE NORTH 03°13'33" WEST, A DISTANCE OF 1267.21 FEET; THENCE NORTH 89°30'12" WEST, A DISTANCE OF 29.06 FEET; THENCE SOUTH 03°13'33" EAST, A DISTANCE OF 1266.99 FEET, TO A POINT ON THE SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (STATE ROAD 686); THENCE NORTH 89°28'57" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 768.91 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER QUARTER-CORNER OF SAID SECTION 31; THENCE SOUTH 88°55'47" EAST, ALONG THE EAST AND WEST 1/4 LINE OF SAID SECTION 31; 33.00 FEET NORTHERLY OF AND PARALLEL TO THE SOUTHERLY RIGHT-OF-WAY BOUNDARY OF EAST BAY DRIVE (SR NO. 686), A DISTANCE OF 56.18 FEET TO A POINT OF INTERSECTION WITH THE PROLONGED EASTERLY RIGHT-OF-WAY BOUNDARY OF NEWPORT ROAD; THENCE SOUTH 01°04'13" WEST, ALONG THE SAID PROLONGED EASTERLY RIGHT-OF-WAY BOUNDARY OF NEWPORT ROAD, A DISTANCE OF 33.00 FEET, TO A POINT OF INTERSECTION WITH THE NORTHERN BOUNDARY OF NEW PORT UNIT NO. 1 AS RECORDED IN PLAT BOOK 53, PAGE 60, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE SOUTH 01°04'13" WEST, CONTINUING ALONG SAID EASTERLY RIGHT-OF-WAY BOUNDARY OF THE 60.00 FOOT RIGHT-OF-WAY OF NEWPORT ROAD, AND THE BOUNDARY OF NEW PORT UNIT NO. 1, AS SHOWN ON THE SAID PLAT OF NEW PORT UNIT NO. 1, A DISTANCE OF 55.00 FEET FOR A POINT OF BEGINNING: THENCE ON AN ARC TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, AN ARC DISTANCE OF 39.27 FEET, HAVING A CHORD BEARING AND DISTANCE OF NORTH 46°04'13" EAST, 35.36 FEET, TO A POINT OF TANGENCY; THENCE SOUTH 88°55'47" EAST, ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF THE 30.00 FOOT RIGHT-OF-WAY OF THE SERVICE ROAD (PROPOSED) 30.00 FEET SOUTHERLY OF AND PARALLEL TO THE SOUTHERLY RIGHT-OF-WAY BOUNDARY OF SAID EAST BAY DRIVE (SR-686) A DISTANCE OF 467.74 FEET TO A POINT OF CURVATURE; THENCE ON AN ARC TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, AN ARC DISTANCE OF 37.99 FEET, HAVING A CHORD BEARING AND DISTANCE OF SOUTH 45°23'31.5" EAST, 34.44 FEET, TO A POINT OF TANGENCY ON THE WESTERLY RIGHT-OF-WAY BOUNDARY OF THE 60.00 FEET RIGHT-OF-WAY OF BEDFORD CIRCLE (EAST) AND THE BOUNDARY OF NEW PORT UNIT 1 AS SHOWN ON THE PLAT OF SAID NEW PORT UNIT NO. 1; THENCE SOUTH 01°51'16" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY BOUNDARY OF BEDFORD CIRCLE (EAST) AND THE BOUNDARY OF NEW PORT UNIT NO. 1, A DISTANCE OF 336.72 FEET; THENCE NORTH 88°55'47" WEST, CONTINUING ALONG THE NORTHERLY BOUNDARY OF BLOCK 49, NEW PORT UNIT NO. 1, A DISTANCE OF 534.88 FEET; THENCE NORTH 01°04'13" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY BOUNDARY OF NEW PORT ROAD, A DISTANCE OF 335.00 FEET TO THE POINT OF BEGINNING.

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TOGETHER WITH

COMMENCE AT THE CENTER ¼ CORNER OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE SOUTH 88°55'47" ASTE, ALONG THE EAST AND WEST ¼ LINE OF SAID SECTION 31, 33.00 FEET FROM AND PARALLEL TO THE SOUTHERN RIGHT-OF-WAY OF EAST BAY DRIVE, A DISTANCE OF 613.85 FEET; THENCE SOUTH 01°04'13" WEST, A DISTANCE OF 33.00 FEET TO A POINT OF INTERSECTION WITH THE SAID SOUTHERN RIGHT-OF-WAY LINE OF EAST BAY DRIVE AND POINT OF BEGINNING; THENCE SOUTH 88°55'47" EAST, ALONG SAID SOUTHERN RIGHT-OF-WAY LINE OF EAST BAY DRIVE A DISTANCE OF 338.33 FEET; THENCE SOUTH 01°50'46" EAST, A DISTANCE OF 366.96 FEET; THENCE NORTH 88°55'47" WEST, A DISTANCE OF 214.39 FEET; THENCE SOUTH 88°08'44" WEST, A DISTANCE OF 150.00 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF BEDFORD CIRCLE EAST; THENCE NORTH 01°51'16" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF BEDFORD CIRCLE EAST A DISTANCE OF 348.31 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 25.00 FEET; THENCE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 92°55'29", AN ARC DISTANCE OF 40.55 FEET, HAVING A CHORD BEARING AND DISTANCE OF NORTH 44°36'29" EAST, 36.25 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN SOUTH 02°07'08" EAST, ALONG THE EAST BOUNDARY OF THE SOUTHEAST 1/4 OF SAID SECTION 31, A DISTANCE OF 1344.98 FEET; THENCE NORTH 88°53'17" WEST, LEAVING THE EAST BOUNDARY OF THE SOUTHEAST 1/4 OF SAID SECTION 31, A DISTANCE OF 158.68 FEET TO A POINT ON A CURVE TO THE LEFT ON THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, HAVING A RADIUS OF 5763.58 FEET FOR A POINT OF BEGINNING; THENCE ALONG SAID CURVE A DISTANCE OF 194.09 FEET, THROUGH A CENTRAL ANGLE OF 01°55'46", A CHORD BEARING OF SOUTH 05°45'44" EAST, CHORD DISTANCE OF 194.08, TO THE END OF SAID CURVE; THENCE SOUTH 04°52'19" EAST, A DISTANCE OF 143.75 FEET, ALONG SAID WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19; THENCE NORTH 88°52'13" WEST, A DISTANCE OF 527.70 FEET; THENCE NORTH 01°59'38" WEST, A DISTANCE OF 335.98 FEET; THENCE NORTH 88°53'17" WEST, A DISTANCE OF 508.88 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN SOUTH 02°34'25" EAST, A DISTANCE OF 33.05; THENCE NORTH 89°28'57" WEST, A

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DISTANCE OF 835.98 FEET; THENCE SOUTH 02°24'08" EAST, A DISTANCE OF 20.72 FEET, TO THE POINT OF BEGINNING; THENCE SOUTH 02°26'54" EAST, A DISTANCE OF 129.00 FEET; THENCE NORTH 89°25'05" WEST, A DISTANCE OF 168.99 FEET; THENCE NORTH 02°23'32" WEST, A DISTANCE OF 226.00 FEET; THENCE NORTH 42°54'13" EAST, A DISTANCE OF 26.36 FEET; THENCE SOUTH 89°29'01" EAST, A DISTANCE OF 110.00 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHEAST CORNER OF THE NORTHWEST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN NORTH 89°28'57" WEST, A DISTANCE OF 94.92 FEET TO THE CENTER LINE OF MICHIGAN DRIVE; THENCE SOUTH 02°24'08" EAST, ALONG THE CENTER LINE OF SAID MICHIGAN DRIVE, A DISTANCE OF 379.00 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 33.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 02°24'08" EAST, A DISTANCE OF 130.00 FEET; THENCE SOUTH 89°28'57" EAST, A DISTANCE OF 150.00 FEET; THENCE NORTH 02°24'08" WEST, A DISTANCE OF 130.00 FEET; THENCE NORTH 89°28'57" WEST, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN SOUTH 02°07'08" EAST, ALONG THE EAST BOUNDARY OF THE SOUTHEAST 1/4 OF SAID SECTION 31, A DISTANCE OF 1430.23 FEET; THENCE NORTH 89°13'28" EAST, A DISTANCE OF 156.57 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 AND A POINT OF BEGINNING; THENCE NORTH 89°13'28" EAST, A DISTANCE OF 636.30 FEET, TO A BEGINNING OF A CURVE CONCAVE TO THE LEFT HAVING A RADIUS OF 117.40 FEET, AN ARC OF 39.74 FEET THROUGH A CENTRAL ANGLE OF 19°23'33", A CHORD BEARING AND DISTANCE OF NORTH 78°08'06" EAST, 39.55 FEET; THENCE SOUTH 02°22'47" EAST, A DISTANCE OF 43.52 FEET; THENCE SOUTH 89°21'36" EAST, A DISTANCE OF 799.73 FEET; THENCE NORTH 02°23'48" WEST, A DISTANCE OF 100.14 FEET; THENCE SOUTH 89°21'41" EAST, A DISTANCE OF 215.95 FEET, THENCE NORTH 02°25'16" WEST, A DISTANCE OF 449.84 FEET; THENCE NORTH 89°25'14" WEST, A DISTANCE OF 149.77 FEET; THENCE NORTH 02°23'34" WEST, A DISTANCE OF 100.00 FEET; THENCE SOUTH 89°25'12" EAST, A DISTANCE OF 274.44 FEET; THENCE SOUTH 02°27'21" EAST, A DISTANCE OF 549.99 FEET; THENCE SOUTH 89°20'45" EAST, A DISTANCE OF 25.04 FEET; THENCE NORTH 02°27'07" WEST, A DISTANCE OF 337.43 FEET; THENCE SOUTH 89°23'27" EAST, A DISTANCE OF 615.28 FEET; THENCE SOUTH 02°33'45" EAST, A DISTANCE OF 1013.38 FEET; THENCE NORTH 89°17'54" WEST, A DISTANCE OF 617.29 FEET; THENCE SOUTH 02°27'07" EAST, A DISTANCE OF 641.81 FEET, TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 150TH AVENUE NORTH; THENCE NORTH 89°14'14" WEST, ALONG THE SAID

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NORTH RIGHT-OF-WAY LINE OF 150TH AVENUE NORTH A DISTANCE OF 1170.14 FEET; THENCE NORTH 02°15'36" WEST, A DISTANCE OF 53.67 FEET; THENCE NORTH 89°22'40" WEST, A DISTANCE OF 221.71 FEET; THENCE SOUTH 01°59'59" EAST, A DISTANCE OF 36.00 FEET; THENCE NORTH 89°13'44" WEST, A DISTANCE OF 102.00 FEET; THENCE SOUTH 02°00'06" EAST, A DISTANCE OF 17.00 FEET; THENCE NORTH 89°07'18" WEST, A DISTANCE OF 328.09 FEET, TO A BEGINNING OF A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 53.00 FEET, AN ARC DISTANCE OF 80.60 FEET, THROUGH A CENTRAL ANGLE OF 87°07'58", A CHORD BEARING AND A DISTANCE OF NORTH 45°01'51" WEST, 73.05 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19; THENCE NORTH 01°27'50" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 717.11 FEET, TO A BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 3240.05 FEET, AN ARC DISTANCE OF 197.92 FEET, THROUGH A CENTRAL ANGLE OF 03°30'00", A CHORD BEARING AND DISTANCE OF NORTH 03°12'50" WEST, 197.89 FEET; THENCE NORTH 02°02'10" EAST, A DISTANCE OF 183.26 FEET, TO A BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 3853.72 FEET, THROUGH A CENTRAL ANGLE OF 01°11'57", AN ARC DISTANCE OF 80.66 FEET, A CHORD BEARING AND DISTANCE OF NORTH 01°26'12" EAST, 80.66 FEET TO THE POINT OF BEGINNING.

CONTAINING 219.5 ACRES, MORE OR LESS

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Legal Description

PARCELS OF LAND LYING IN SECTIONS 29, 30, 32 & 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 30: THENCE SOUTH 00°33'24" WEST, ALONG THE EASTERLY BOUNDARY LINE OF SAID SECTION 30, A DISTANCE OF 50.00 FEET; THENCE LEAVING SAID EASTERLY BOUNDARY LINE, NORTH 89°37'47" WEST, A DISTANCE OF 100.00 FEET TO THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 19 AND THE SOUTH RIGHT-OF-WAY LINE OF BELLEAIR ROAD FOR A POINT OF BEGINNING; THENCE SOUTH 00°33'24" WEST, ALONG SAID WEST RIGHT-OF-WAY LINE, A DISTANCE OF 559.32 FEET, MORE OR LESS, TO THE APPROXIMATE CENTERLINE OF ALLEN'S CREEK; THENCE LEAVING SAID WEST RIGHT-OF-WAY LINE, SOUTH 89°57'37" WEST, A DISTANCE OF 176.00 FEET; THENCE SOUTH 45°43'02" WEST, ALONG SAID CENTERLINE, A DISTANCE OF 143.00 FEET; THENCE SOUTH 30°53'27" WEST, ALONG SAID CENTERLINE, A DISTANCE OF 211.10 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF A FLORIDA POWER CORPORATION (DUKE ENERGY) RIGHT-OF-WAY LINE AS RECORDED IN OFFICIAL RECORDS BOOK 1398, PAGE 547 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTH 28°57'32" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 966.86 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF BELLEAIR ROAD; THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE, SOUTH 89°37'47" EAST, ALONG THE SOUTH RIGHT-OF-WAY LINE OF BELLEAIR ROAD, A DISTANCE OF 860.34 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF SECTION 30, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA: THENCE SOUTH 00°51'16" WEST, ALONG THE EASTERLY BOUNDARY LINE OF SAID SECTION 30, A DISTANCE OF 694.48 FEET; THENCE LEAVING SAID EASTERLY BOUNDARY LINE, NORTH 89°08'44" WEST, A DISTANCE OF 100.00 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 AND A POINT OF BEGINNING; THENCE SOUTH 00°51'16" WEST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 633.94 FEET TO THE MEAN HIGH WATER LINE OF ALLEN'S CREEK AT ELEVATION 1.1; THENCE MEANDER ALONG SAID MEAN HIGH WATER LINE APPROXIMATED PER PROPERTY APPRAISER DATA, AS FOLLOWS:

THENCE NORTH 89°59'37" WEST, LEAVING SAID WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 94.36 FEET; THENCE NORTH 64°22'49" WEST, A DISTANCE OF 29.44 FEET; THENCE NORTH 33°41'29" WEST, A DISTANCE OF 12.92 FEET; THENCE NORTH 52°07'26" WEST, A DISTANCE OF 20.43 FEET; THENCE NORTH 36°52'16" WEST, A DISTANCE OF 17.92 FEET; THENCE NORTH 38°07'09" WEST, A DISTANCE OF 30.32 FEET; THENCE NORTH 25°12'04" WEST, A DISTANCE OF 11.59 FEET; THENCE NORTH 28°04'29" WEST, A DISTANCE OF 10.49 FEET; THENCE NORTH 29°44'28" WEST, A DISTANCE OF

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9.95 FEET; THENCE NORTH 23°57'40" WEST, A DISTANCE OF 12.16 FEET; THENCE NORTH 25°38'40" WEST, A DISTANCE OF 17.11 FEET; THENCE NORTH 39°17'12" WEST, A DISTANCE OF 8.77 FEET; THENCE NORTH 29°03'10" WEST, A DISTANCE OF 6.35 FEET; THENCE NORTH 23°12'02" WEST, A DISTANCE OF 9.40 FEET; THENCE NORTH 33°41'22" WEST, A DISTANCE OF 8.90 FEET; THENCE NORTH 24°46'39" WEST, A DISTANCE OF 8.84 FEET; THENCE NORTH 19°26'24" WEST, A DISTANCE OF 11.13 FEET; THENCE NORTH 08°07'42" WEST, A DISTANCE OF 13.09 FEET; THENCE NORTH 01°29'28" WEST, A DISTANCE OF 40.55 FEET; THENCE NORTH 04°45'54" WEST, A DISTANCE OF 21.58 FEET; THENCE NORTH 00°00'00" EAST, A DISTANCE OF 17.92 FEET; THENCE NORTH 14°02'08" EAST, A DISTANCE OF 29.55 FEET; THENCE NORTH 03°21'54" WEST, A DISTANCE OF 30.51 FEET; THENCE NORTH 03°48'47" WEST, A DISTANCE OF 26.94 FEET; THENCE NORTH 06°42'44" WEST, A DISTANCE OF 30.67 FEET; THENCE NORTH 00°00'00" EAST, A DISTANCE OF 39.42 FEET; THENCE NORTH 03°34'38" WEST, A DISTANCE OF 28.73 FEET; THENCE NORTH 03°00'47" EAST, A DISTANCE OF 34.09 FEET; THENCE NORTH 03°48'52" EAST, A DISTANCE OF 26.94 FEET; THENCE NORTH 13°14'24" EAST, A DISTANCE OF 31.29 FEET; THENCE NORTH 20°13'32" EAST, A DISTANCE OF 36.28 FEET; THENCE NORTH 37°34'06" EAST, A DISTANCE OF 29.39 FEET; THENCE NORTH 55°48'20" EAST, A DISTANCE OF 26.33 FEET; THENCE NORTH 78°18'38" EAST, A DISTANCE OF 33.98 FEET; THENCE NORTH 77°41'55" EAST, A DISTANCE OF 52.07 FEET; THENCE NORTH 82°44'11" EAST, A DISTANCE OF 39.33 FEET; THENCE NORTH 83°21'33" EAST, A DISTANCE OF 56.53 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN SOUTH 00°51'16" WEST, ALONG THE WESTERLY BOUNDARY LINE OF SAID SECTION 29, A DISTANCE OF 624.42 FEET; THENCE SOUTH 89°03'26" EAST, LEAVING THE WESTERLY BOUNDARY LINE OF SAID SECTION 29, A DISTANCE OF 100.00 FEET, TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, AND A POINT OF BEGINNING; THENCE CONTINUE SOUTH 89°03'26" EAST, A DISTANCE OF 1190.62 FEET; THENCE SOUTH 00°18'07" EAST, A DISTANCE OF 706.30 FEET; THENCE NORTH 89°03'26" WEST, A DISTANCE OS 1204.88 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 19; THENCE NORTH 00°51'16" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 706.13 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST ¼ OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE RUN NORTH 00°51'16" EAST, ALONG THE WESTERLY BOUNDARY LINE OF SAID SECTION 29, A DISTANCE OF 500.00 FEET; THENCE SOUTH 89°47'44" EAST, DISTANCE OF 115.00 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S.

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HIGHWAY NO. 19, AND A POINT OF BEGINNING; THENCE NORTH 00°51'16" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 816.08 FEET; THENCE SOUTH 89°03'26" EAST, A DISTANCE OF 537.59 FEET; THENCE SOUTH 00°16'29" WEST, A DISTANCE OF 818.63 FEET; THENCE NORTH 88°47'44" WEST, A DISTANCE OF 545.88 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST ¼ OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 88°47'44" EAST, ALONG THE SOUTH BOUNDARY OF THE NORTHWEST 1/4 OF SAID SECTION 29 TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 115.00 FEET; THENCE NORTH 00°51'16" EAST, A DISTANCE OF 30.00 FEET, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 00°51'16" EAST, A DISTANCE OF 225.25 FEET; THENCE SOUTH 27°08'44" EAST, A DISTANCE OF 256.23 FEET; THENCE NORTH 88°47'44" WEST, A DISTANCE OF 120.29 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST ¼ OF SECTION 29, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, THENCE NORTH 89°39'04" WEST, A DISTANCE OF 100.00 FEET, TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 AND POINT OF BEGINNING; THENCE SOUTH 01°01'52" WEST, ALONG SAID WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 623.36 FEET; THENCE NORTH 89°37'13" WEST, A DISTANCE OF 1172.23; THENCE NORTH 00°04'27" EAST, A DISTANCE OF 622.69 FEET; THENCE SOUTH 89°39'04" EAST, A DISTANCE OF 15.00 FEET; THENCE NORTH 00°04'27" EAST, A DISTANCE OF 667.10 FEET; THENCE SOUTH 89°39'06" EAST, A DISTANCE OF 1178.78 FEET, TO A POINT ON THE SAID WEST RIGHT-OF-WAY LINE OF U.S. NO. 19; THENCE SOUTH 01°01'52" WEST, ALONG SAID WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, A DISTANCE OF 667.17 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 317.02 FEET; THENCE NORTH 02°13'08" WEST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 90.58 FEET, TO A

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POINT OF BEGINNING; THENCE CONTINUE NORTH 02°13'08" WEST, A DISTANCE OF 587.50 FEET; THENCE SOUTH 89°26'18" EAST, A DISTANCE OF 321.05 FEET; THENCE SOUTH 01°52'11" EAST, A DISTANCE OF 467.32 FEET; THENCE NORTH 88°08'22" EAST, A DISTANCE OF 125.00 FEET; THENCE SOUTH 01°51'49" EAST, 93.00 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE SOUTH 64°10'23" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 65.72 FEET; THENCE NORTH 89°28'57" WEST, A DISTANCE OF 50.00 FEET; THENCE SOUTH 01°50'54" EAST, A DISTANCE OF 3.00 FEET; THENCE NORTH 89°26'38" WEST, A DISTANCE OF 332.45 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT NORTHEAST CORNER OF LOT 6, "PINELLAS GROVES", IN THE SOUTHEAST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, AS RECORDED IN PLAT BOOK 1, PAGE 55 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 03°14'28" EAST, ALONG THE EASTERLY BOUNDARY LINE OF SAID LOT 6, A DISTANCE OF 326.84 FEET TO A POINT OF BEGINNING; THENCE CONTINUE SOUTH 03°14'28" EAST, A DISTANCE OF 349.86 FEET TO THE SOUTHEAST CORNER OF SAID LOT 6; THENCE NORTH 89°26'04" WEST, ALONG THE SOUTH BOUNDARY LINE OF SAID LOT 6, A DISTANCE OF 433.66 FEET TO THE EAST BOUNDARY LINE OF FLORIDA POWER CORPORATION RIGHT-OF-WAY RECORDED IN OFFICIAL RECORDS BOOK 1405, PAGE 0582 AND OFFICIAL RECORDS BOOK 1482, PAGE 0732 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE NORTH 02°34'26" WEST, ALONG SAID FLORIDA POWER CORPORATION EAST RIGHT-OF-WAY LINE, A DISTANCE OF 349.76 FEET; THENCE LEAVING SAID EAST RIGHT-OF-WAY LINE SOUTH 89°24'52" EAST, A DISTANCE OF 100.45 FEET; THENCE NORTH 02°34'26" WEST, A DISTANCE OF 276.15 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE SOUTH 89° 28'57" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD A DISTANCE OF 135.20 FEET; THENCE LEAVING SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD, SOUTH 02°34'26" EAST, A DISTANCE OF 87.00 FEET; THENCE SOUTH 45°53'46" EAST, A DISTANCE OF 87.45 FEET; THENCE SOUTH 02°34'26" EAST, A DISTANCE OF 129.00 FEET; THENCE SOUTH 89°24'52" EAST, A DISTANCE OF 133.84 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 811.54 FEET; THENCE NORTH 01° 51'48" WEST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 122.53 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 01°51'48" WEST, A DISTANCE OF 102.57 FEET; THENCE NORTH 88°08'29" EAST, A DISTANCE OF 142.96 FEET; THENCE NORTH 01°30'31" WEST, A

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DISTANCE OF 35.46 FEET; THENCE NORTH 88°29'21" EAST, A DISTANCE OF 127.35 FEET; THENCE SOUTH 01°30'31" EAST, A DISTANCE OF 140.07 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE SOUTH 49°48'01" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 57.58 FEET; THENCE NORTH 89°28'57" WEST, A DISTANCE OF 187.00 FEET; THENCE NORTH 52°35'26" WEST, A DISTANCE OF 48.63 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 1143.01 FEET; THENCE NORTH 01°30'38" WEST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 129.73 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 01°30'38" WEST, A DISTANCE OF 75.00 FEET; THENCE NORTH 88°29'27" EAST, A DISTANCE OF 130.34 FEET; THENCE NORTH 01°07'19" WEST, A DISTANCE OF 1143.55 FEET; THENCE SOUTH 89°11'55" EAST, A DISTANCE OF 299.50 FEET; THENCE SOUTH 01°09'35" EAST, A DISTANCE OF 267.08 FEET, TO A BEGINNING OF A CURVE CONCAVE TO THE LEFT HAVING A RADIUS OF 50.00 FEET, AN ARC LENGTH OF 78.01 FEET THROUGH A CENTRAL ANGLE OF 89°23'41", A CHORD BEARING AND A DISTANCE OF SOUTH 07°02'53" WEST, 70.34 FEET; THENCE SOUTH 42°45'33" WEST, A DISTANCE OF 8.66 FEET, TO A BEGINNING OF A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 14.00 FEET, AN ARC LENGTH OF 11.38 FEET, THROUGH A CENTRAL ANGLE OF 46°34'52", A CHORD BEARING AND DISTANCE OF SOUTH 24°24'52" EAST, 11.07 FEET; THENCE SOUTH 01°08'24" EAST, A DISTANCE OF 907.71 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE NORTH 89°28'57" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 101.86 FEET; THENCE NORTH 00°06'23" EAST, A DISTANCE OF 3.00 FEET; THENCE NORTH 89°28'57" WEST, A DISTANCE OF 287.58 FEET; THENCE NORTH 48°20'06" WEST, A DISTANCE OF 55.25 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHEAST ¼ OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°28'57" EAST, ALONG THE EAST AND WEST QUARTER LINE OF SAID SECTION 32, A DISTANCE OF 1633.46 FEET; THENCE NORTH 01°09'04" WEST, LEAVING SAID EAST AND WEST QUARTER LINE OF SECTION 32, A DISTANCE OF 90.37 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 01°09'04" WEST, A DISTANCE OF 270.05 FEET; THENCE SOUTH 89°28'38" EAST, A DISTANCE OF 235.89 FEET; THENCE NORTH 00°24'45" WEST, A DISTANCE OF 500.06 FEET; THENCE SOUTH 89°29'00" EAST, A DISTANCE OF 40.97 FEET; THENCE SOUTH 00°24'32" EAST, A DISTANCE OF 15.77 FEET; THENCE SOUTH 89°21'34" EAST, A DISTANCE OF 610.67 FEET; SOUTH 00°02'20" EAST, A DISTANCE OF 168.16 FEET; THENCE SOUTH 89°25'32" EAST, A DISTANCE

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OF 18.00 FEET; THENCE SOUTH 00°16'14" WEST, A DISTANCE OF 584.67 FEET TO A POINT ON NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE NORTH 89°28'57" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 893.96 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST ¼ OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET; THENCE NORTH 00°16'13" EAST, LEAVING SAID CENTERLINE A DISTANCE OF 103.52 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 00°16'13" EAST, A DISTANCE OF 1246.24 FEET; THENCE NORTH 89°57'31" EAST, A DISTANCE OF 10.00 FEET; THENCE NORTH 00°16'04" EAST 474.41 FEET; THENCE SOUTH 88°47'47" EAST, A DISTANCE OF 271.67 FEET; THENCE SOUTH 45°24'51" EAST, A DISTANCE OF 97.77 FEET; THENCE NORTH 89°36'41" EAST, A DISTANCE OF 528.92 FEET, TO A BEGINNING OF CURVE CONCAVE TO THE LEFT HAVING A RADIUS OF 19.99 FEET, AN ARC DISTANCE OF 15.91 FEET, THROUGH A CENTRAL ANGLE OF 45°35'23", A CHORD BEARING AND DISTANCE OF NORTH 66°47'57" EAST, 15.49 FEET, TO A POINT OF REVERSE CURVATURE WITH A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 19.99 FEET, AN ARC DISTANCE OF 15.91 FEET, THROUGH A CENTRAL ANGLE OF 45°35'23", A CHORD BEARING AND DISTANCE OF SOUTH 66°47'57" WEST, 15.49 FEET; THENCE SOUTH 89°14'22" EAST, A DISTANCE OF 74.81 FEET; THENCE NORTH 00°25'00" WEST, A DISTANCE OF 233.68 FEET; THENCE SOUTH 89°27'25" EAST, A DISTANCE OF 337.00 FEET; THENCE NORTH 00°38'37" WEST, A DISTANCE OF 645.77 FEET; THENCE SOUTH 89°26'11" EAST, A DISTANCE OF 700.48 FEET; THENCE SOUTH 00°47'30" EAST, A DISTANCE OF 628.79 FEET; THENCE SOUTH 89°27'31" EAST, A DISTANCE OF 605.32 FEET; THENCE SOUTH 01°34'06" EAST, A DISTANCE OF 707.25 FEET; THENCE SOUTH 89°37'35" EAST, A DISTANCE OF 10.00 FEET; THENCE SOUTH 01°36'39" EAST, A DISTANCE OF 1264.79 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE NORTH 89°57'16" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686), A DISTANCE OF 997.36 FEET; THENCE SOUTH 00°02'44" WEST, A DISTANCE OF 15.00 FEET; THENCE NORTH 89°57'16" WEST, A DISTANCE OF 325.04 FEET, TO A BEGINNING OF CURVE CONCAVE TO THE LEFT HAVING A RADIUS OF 825.69 FEET, AN ARC DISTANCE OF 366.64 FEET, THROUGH A CENTRAL ANGLE OF 25°26'30", A CHORD BEARING AND DISTANCE OF NORTH 77°14'34" WEST, 363.64 FEET; THENCE NORTH 89°57'29" WEST, A DISTANCE OF 290.37 FEET; THENCE SOUTH 00°02'32" WEST, A DISTANCE OF 5.00 FEET; THENCE NORTH 89°57'16" WEST, A DISTANCE OF 461.54 FEET; THENCE NORTH 00°16'18 EAST, A DISTANCE OF 5.00 FEET; THENCE NORTH 89°57'16" WEST, A DISTANCE OF 262.72; THENCE NORTH 41°14'24" WEST, A DISTANCE OF 10.93 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

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COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°56'33" EAST, A DISTANCE OF 30.00 FEET, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, TO THE EAST RIGHT-OF-WAY LINE OF BOLESTA ROAD AS DESCRIBED IN OFFICIAL RECORDS BOOK 5114, PAGE 1454, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, FOR A POINT OF BEGINNING; THENCE NORTH 01°33'12" WEST, A DISTANCE OF 1303.87 FEET ALONG SAID EAST RIGHT-OF-WAY LINE; THENCE SOUTH 89°36'07" EAST, A DISTANCE OF 969.33 FEET ALONG THE SOUTH RIGHT-OF-WAY LINE OF NORTHERN AVENUE AS DESCRIBED IN SAID OFFICIAL RECORDS BOOK 5114, PAGE 1454; THENCE SOUTH 01°17'41" EAST, A DISTANCE OF 633.97; THENCE SOUTH 89°46'18" EAST, A DISTANCE OF 165.01 FEET; THENCE SOUTH 01°17'29" EAST, A DISTANCE OF 29.02 FEET; THENCE SOUTH 89°36'54" EAST, A DISTANCE OF 134.58 FEET; THENCE SOUTH 01°22'25" EAST, A DISTANCE OF 153.74 FEET; THENCE NORTH 89°22'38" WEST, A DISTANCE OF 134.82 FEET; THENCE SOUTH 01°17'29" EAST, A DISTANCE OF 98.91 FEET; THENCE SOUTH 89°31'47" EAST, A DISTANCE OF 134.95 FEET; THENCE SOUTH 01°22'25" EAST, A DISTANCE OF 295.68 FEET; THENCE NORTH 89°59'17" WEST, A DISTANCE OF 135.34 FEET; THENCE SOUTH 01°17'29" EAST, A DISTANCE OF 85.63 FEET TO THE SOUTH BOUNDARY OF THE NORTHEAST ¼ OF SAID SECTION 33; THENCE NORTH 89°56'33" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 1128.25 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 05°16'03" EAST, ALONG THE EAST LINE OF SAID SOUTHEAST 1/4 OF SECTION 32, A DISTANCE OF 55.28 FEET; THENCE LEAVING SAID EAST LINE OF SECTION 32, NORTH 89°30'49" WEST, A DISTANCE OF 40.20 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF 58TH STREET NORTH, AS RECORDED IN OFFICIAL RECORDS BOOK 5940, PAGE 1563, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, AND A POINT OF BEGINNING; THENCE SOUTH 05°16'03" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF 58TH STREET NORTH, A DISTANCE OF 254.74 FEET TO A POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH; THENCE NORTH 89°29'15" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH A DISTANCE OF 320.71 FEET; THENCE NORTH 00°29'11" EAST, LEAVING SAID NORTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH, A DISTANCE OF 135.22 FEET; THENCE NORTH 89°29'15" WEST, A DISTANCE OF 200.00 FEET; THENCE NORTH 00°29'11" EAST, A DISTANCE OF 123.00 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686); THENCE SOUTH 89°30'49" EAST, A LONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686), A DISTANCE OF 400.00 FEET; THENCE SOUTH 00°29'11" WEST, A DISTANCE OF 5.00 FEET; THENCE SOUTH 89°30'49" EAST, A DISTANCE OF 95.17 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

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COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 32, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 05°16'03" EAST. ALONG THE EAST LINE OF SAID SOUTHEAST 1/4 OF SECTION 32, A DISTANCE OF 370.08 FEET; THENCE LEAVING SAID EAST LINE OF SECTION 32, NORTH 89°29'19" WEST, A DISTANCE OF 33.22 FEET TO A POINT OF INTERSECTION OF WEST RIGHT-OF-WAY LINE OF 58TH STREET NORTH AND THE SOUTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH FOR A POINT OF BEGINNING; THENCE SOUTH 05°16'03" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF 58TH STREET NORTH, A DISTANCE OF 280.97 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY OF CRESTMONT AVENUE; THENCE SOUTH 88°39'57" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF CRESTMONT AVENUE NORTH A DISTANCE OF 78.33 FEET; THENCE NORTH 00°30'41" EAST, LEAVING SAID NORTH RIGHT-OF-WAY LINE OF CRESTMONT AVENUE NORTH, A DISTANCE OF 142.06 FEET; THENCE NORTH 89°29'19" WEST, A DISTANCE OF 100.00 FEET; THENCE NORTH 00°30'41" EAST, A DISTANCE OF 140.00 FEET TO SAID SOUTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH; THENCE SOUTH 89°29'19" EAST, A LONG SAID SOUTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 719.80 FEET; THENCE SOUTH 04°18'27" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 90.02 FEET TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF WAVERLY STREET AND A POINT OF BEGINNING; THENCE NORTH 37°10'23" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) A DISTANCE OF 46.25 FEET; THENCE SOUTH 89°58'48" EAST, A DISTANCE OF 229.26 FEET; THENCE SOUTH 54°20'58" EAST, A DISTANCE OF 30.40 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF AVALON AVENUE; THENCE SOUTH 03°51'52" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF AVALON AVENUE, A DISTANCE OF 95.00 FEET; THENCE SOUTH 89°59'20" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF AVALON AVENUE, A DISTANCE OF 282.60 FEET TO A POINT ON EAST RIGHT-OF-WAY LINE OF SAID WAVERLY STREET; THENCE NORTH 04°18'27" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF WAVERLY STREET, A DISTANCE OF 76.00 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 05°16'03" EAST. ALONG WEST BOUNDARY OF SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 480.37 FEET; THENCE LEAVING

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SAID WEST BOUNDARY OF SOUTHWEST 1/4 OF SAID SECTION 33, SOUTH 89°54'36" EAST, A DISTANCE OF 33.07 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF 58TH STREET FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 89°54'36" EAST, A DISTANCE OF 267.71 FEET; THENCE SOUTH 04°47'26" EAST, A DISTANCE OF 120.00 FEET; THENCE NORTH 89°55'33" WEST, A DISTANCE OF 266.70 FEET TO A POINT ON SAID EAST RIGHT-OF-WAY LINE OF 58TH STREET NORTH; THENCE NORTH 05°16'03" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF 58TH STREET NORTH A DISTANCE OF 120.16 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 384.97 FEET; THENCE SOUTH 04°47'30" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 85.21 FEET TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD AND A POINT OF BEGINNING; THENCE NORTH 47°23'11" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 47.37 FEET; THENCE SOUTH 89°58'48" EAST, A DISTANCE OF 215.90 FEET, THENCE SOUTH 47°28'31" EAST, A DISTANCE OF 30.17 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF WAVERLY STREET; THENCE SOUTH 04°20'19" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF WAVERLY STREET, A DISTANCE OF 100.00 FEET; THENCE NORTH 89°54'43" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF WAVERLY STREET, A DISTANCE OF 61.75 FEET; THENCE SOUTH 00°00'56" WEST, A DISTANCE OF 136.34 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH; THENCE NORTH 89°53'40" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH A DISTANCE OF 100.00 FEET; THENCE NORTH 00°01'11" EAST, LEAVING SAID NORTH RIGHT-OF-WAY LINE OF 157TH AVENUE NORTH, A DISTANCE OF 92.00 FEET; THENCE NORTH 89°53'38" WEST, A DISTANCE OF 59.70 FEET; THENCE SOUTH 56°12'25" WEST, A DISTANCE OF 54.72 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID GEORGE BOULEVARD; THENCE NORTH 04°47'30" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD, A DISTANCE OF 163.07 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 384.97 FEET; THENCE

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SOUTH 04°47'30" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 85.20 FEET TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD; THENCE CONTINUE SOUTH 04°47'30" EAST, A DISTANCE OF 335.03 FEET ALONG SAID EAST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD TO A POINT OF BEGINNING; THENCE SOUTH 89°53'37" EAST, LEAVING SAID EAST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD, A DISTANCE OF 136.75 FEET; THENCE SOUTH 04°19'56" EAST. A DISTANCE OF 120.00 FEET; THENCE NORTH 89°53'37" WEST, A DISTANCE OF 135.78 FEET TO A POINT ON SAID EAST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD; THENCE NORTH 04°47'30" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF GEORGE BOULEVARD A DISTANCE OF 120.08 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 719.80 FEET; THENCE SOUTH 04°18'27" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 90.02 FEET TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF WAVERLY STREET AND A POINT OF BEGINNING; THENCE NORTH 37°10'23" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) A DISTANCE OF 46.25 FEET; THENCE SOUTH 89°58'48" EAST, A DISTANCE OF 229.26 FEET; THENCE SOUTH 54°20'58" EAST, A DISTANCE OF 30.40 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF AVALON AVENUE; THENCE SOUTH 03°51'52" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF AVALON AVENUE, A DISTANCE OF 95.00 FEET; THENCE SOUTH 89°59'20" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF AVALON AVENUE, A DISTANCE OF 282.60 FEET TO A POINT ON EAST RIGHT-OF-WAY LINE OF SAID WAVERLY STREET; THENCE NORTH 04°18'27" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF WAVERLY STREET, A DISTANCE OF 76.00 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 1063.71 FEET; THENCE SOUTH 03°51'36" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 86.74 FEET TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF AVALON AVENUE AND A POINT OF BEGINNING; THENCE NORTH 55°12'59" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE

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OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 51.16 FEET, TO A BEGINNING OF A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 682.03 FEET, AN ARC DISTANCE OF 250.39 FEET, THROUGH A CENTRAL ANGLE OF 21°02'04", A CHORD BEARING AND DISTANCE OF SOUTH 78°52'14" EAST, 248.98 FEET, TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF WESTMINISTER AVENUE; THENCE SOUTH 03°23'28" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF WESTMINISTER AVENUE, A DISTANCE OF 115.00 FEET; THENCE SOUTH 89°58'31" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF WESTMINISTER, A DISTANCE OF 143.01 FEET; THENCE NORTH 03°38'24" WEST, A DISTANCE OF 55.05 FEET; THENCE SOUTH 89°59'21" WEST, A DISTANCE OF 141.30 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID AVALON AVENUE; THENCE NORTH 03°51'36" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF AVALON AVENUE, A DISTANCE OF 79.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 1409.00 FEET; THENCE SOUTH 03°24'59" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 191.68 FEET, TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF WESTMINISTER AVENUE AND POINT OF BEGINNING; THENCE NORTH 66°34'56" EAST, A LONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) A DISTANCE OF 31.47 FEET, TO A BEGIN OF A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 682.03 FEET, AN ARC DISTANCE OF 50.84 FEET THROUGH A CENTRAL ANGLE OF 04°16'16", A CHORD BEARING AND DISTANCE OF SOUTH 52°09'34" EAST, 50.83 FEET; THENCE SOUTH 49°59'03" EAST, A DISTANCE OF 293.67 FEET, TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF VERONA STREET; THENCE SOUTH 02°57'55" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF VERONA STREET, A DISTANCE OF 179.75 FEET; THENCE NORTH 89°35'25" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF VERONA STREET, A DISTANCE OF 133.41 FEET; THENCE NORTH 02°57'39" WEST, A DISTANCE OF 99.89 FEET; THENCE NORTH 89°39'03" WEST, A DISTANCE OF 147.62 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID WESTMINISTER AVENUE; THENCE NORTH 03°24'59" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF WESTMINISTER AVENUE, A DISTANCE OF 285.91 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°58'48" EAST. ALONG THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 33, A DISTANCE OF 1409.00 FEET; THENCE SOUTH 03°24'59" EAST, LEAVING NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID

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SECTION 33, A DISTANCE OF 191.68 FEET, TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF WESTMINISTER AVENUE; THENCE NORTH 66°34'56" EAST, A LONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) A DISTANCE OF 31.47 FEET, TO A BEGIN OF A CURVE CONCAVE TO THE RIGHT HAVING A RADIUS OF 682.03 FEET, AN ARC DISTANCE OF 50.84 FEET THROUGH A CENTRAL ANGLE OF 04°16'16", A CHORD BEARING AND DISTANCE OF SOUTH 52°09'34" EAST, 50.83 FEET; THENCE SOUTH 49°59'03" EAST, A DISTANCE OF 375.67 FEET; THENCE SOUTH 40°00'57" WEST, A DISTANCE OF 4.00 FEET; THENCE SOUTH 49°59'03" EAST, A DISTANCE OF 27.07 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE SOUTH 49°59'03" EAST, A DISTANCE OF 214.58 FEET; THENCE SOUTH 40°00'43" WEST, LEAVING SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 79.41 FEET; THENCE SOUTH 49°59'15" EAST, A DISTANCE OF 14.04 FEET, TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF CRESMONT AVENUE; THENCE NORTH 89°23'24" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF CRESMONT AVENUE, A DISTANCE OF 130.55 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID VERONA STREET; THENCE NORTH 02°57'37" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF VERONA STREET, A DISTANCE OF 197.00 FEET, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID ROOSEVELT BOULEVARD (SR NO. 686); THENCE NORTH 59°50'27" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 19.29 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°56'33" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 952.96 FEET; THENCE SOUTH 02°28'47" EAST, LEAVING SAID EAST AND WEST CENTERLINE OF SECTION 33, A DISTANCE OF 30.02 FEET, TO A POINT OF INTERSECTION OF SOUTH RIGHT-OF-WAY LINE OF DONALD STREET AND WEST RIGHT-OF-WAY LINE OF RHODES ROAD FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 02°28'47" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF RHODES ROAD, A DISTANCE OF 274.20 FEET, TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686); THENCE NORTH 49°59'03" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 313.47 FEET, TO A BEGIN OF CURVE CONCAVE TO THE LEFT, HAVING A RADIUS OF 822.03 FEET. AN ARC DISTANCE OF 124.72 FEET, THROUGH A CENTRAL ANGLE OF 08°41'35", A CHORD BEARING AND DISTANCE OF NORTH 54°22'13" WEST, 124.60 FEET, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID DONALD STREET; THENCE SOUTH 89°57'16" EAST, ALONG THE SOUTH RIGHT-OF-WAY LINE OF DONALD STREET, A DISTANCE OF 329.56 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

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COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°56'33" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 922.96 FEET; THENCE SOUTH 02°28'47" EAST, LEAVING SAID EAST AND WEST CENTERLINE OF SECTION 33, A DISTANCE OF 30.02 FEET, TO A POINT OF INTERSECTION OF SOUTH RIGHT-OF-WAY LINE OF DONALD STREET AND EAST RIGHT-OF-WAY LINE OF RHODES ROAD; THENCE CONTINUE SOUTH 02°28'47" EAST, ALONG SAID EAST RIGHT-OF-WAY LINE OF RHODES ROAD, A DISTANCE OF 129.81 FEET, TO A POINT OF BEGINNING; THENCE SOUTH 89°57'16" EAST, LEAVING SAID EAST RIGHT-OF-WAY LINE OF RHODES ROAD A DISTANCE OF 100.00 FEET; THENCE SOUTH 02°28'47" EAST, A DISTANCE OF 100.00 FEET; THENCE NORTH 89°57'16" WEST, A DISTANCE OF 70.67 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF KELLERMAN AVENUE; THENCE NORTH 49°57.12" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF KELLERMAN AVENUE A DISTANCE OF 39.76 FEET, TO A POINT OF INTERSECTION OF SAID NORTH RIGHT-OF-WAY LINE OF KELLERMAN AND EAST RIGHT-OF-WAY LINE OF SAID RHODES ROAD; THENCE NORTH 02°28'47" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF RHODES ROAD A DISTANCE OF 74.42 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°56'33" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 659.85 FEET; THENCE SOUTH 02°29'02" EAST, LEAVING SAID EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.25 FEET, TO A POINT OF INTERSECTION OF SOUTH RIGHT-OF-WAY LINE OF DONALD STREET AND EAST RIGHT-OF-WAY LINE OF ALMA AVENUE FOR A POINT OF BEGINNING; THENCE SOUTH 89°57'16" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF DONALD STREET, A DISTANCE OF 144.36 FEET; THENCE SOUTH 01°34'10" EAST, LEAVING SAID SOUTH RIGHT-OF-WAY LINE OF DONALD STREET A DISTANCE OF 252.33 FEET, TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF HOMER STREET; THENCE NORTH 49°57'12" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF HOMER STREET A DISTANCE OF 190.24 FEET, TO A POINT ON SAID EAST RIGHT-OF-WAY LINE OF ALMA AVENUE; THENCE NORTH 02°29'02" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF ALMA AVENUE A DISTANCE OF 130.07 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°57'16" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET; THENCE SOUTH 01°34'10" EAST, LEAVING THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET, TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF DONALD STREET AND THE WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 01°34'10" EAST, ALONG SAID WEST RIGHT-OF-

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WAY LINE OF BOLESTA ROAD, A DISTANCE OF 160.00 FEET; THENCE NORTH 89°57'16" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD, A DISTANCE OF 145.00 FEET; THENCE NORTH 01°34'10" WEST, A DISTANCE OF 160.00 FEET, TO A POINT ON SAID SOUTH RIGHT-OF-WAY LINE OF DONALD STREET; THENCE SOUTH 89°57'16" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF DONALD STREET, A DISTANCE OF 145.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°57'16" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET; THENCE SOUTH 01°34'10" EAST, LEAVING THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET, TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF DONALD STREET AND THE WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD; THENCE CONTINUE SOUTH 01°34'10" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD, A DISTANCE OF 320.07 FEET FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 01°34'10" EAST, A DISTANCE OF 160.00 FEET; THENCE NORTH 89°57'16" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD, A DISTANCE OF 145.00 FEET; THENCE NORTH 01°34'10" WEST, A DISTANCE OF 160.00 FEET; THENCE SOUTH 89°57'16" EAST, A DISTANCE OF 145.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE NORTH 89°57'16" WEST, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET; THENCE SOUTH 01°34'10" EAST, LEAVING THE EAST AND WEST CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET, TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF DONALD STREET AND THE WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD; THENCE CONTINUE SOUTH 01°34'10" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD, A DISTANCE OF 480.00 FEET, TO A POINT OF BEGINNING; THENCE CONTINUE SOUTH 01°34'10" EAST, A DISTANCE OF 189.40 FEET, TO A POINT OF INTERSECTION OF SAID WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD AND THE NORTH RIGHT-OF-WAY LINE OF HOMER STREET; THENCE NORTH 49°57'53" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF HOMER STREET, A DISTANCE OF 193.84 FEET; THENCE NORTH 01°34'10" WEST, LEAVING SAID NORTH RIGHT-OF-WAY LINE OF HOMER STREET, A DISTANCE OF 64.78 FEET; THENCE SOUTH 89°57'16" EAST, A DISTANCE OF 145.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

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COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 01°34'10" EAST, ALONG THE NORTH AND SOUTH CENTERLINE OF SAID SECTION 33, A DISTANCE OF 766.28 FEET; THENCE SOUTH 88°25'50" EAST, LEAVING THE NORTH AND SOUTH CENTERLINE OF SAID SECTION 33, A DISTANCE OF 30.00 FEET, TO A POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF HOMER STREET AND THE WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 01°34'10" EAST, A DISTANCE OF 280.00 FEET TO A POINT OF INTERSECTION OF SAID WEST RIGHT-OF-WAY LINE OF BOLESTA ROAD AND THE NORTH RIGHT-OF-WAY OF ROOSEVELT BOULEVARD (SR NO. 686); THENCE THE NEXT FOLLOWING FOUR COURSES ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), (1) NORTH 82°44'12" WEST, A DISTANCE OF 55.22 FEET; (2) NORTH 49°32'31" WEST, A DISTANCE OF 235.84 FEET; (3) SOUTH 46°05'31" WEST, A DISTANCE OF 4.00 FEET; (4) NORTH 49°32'31" WEST, A DISTANCE OF 308.71 FEET; THENCE NORTH 01°34'10" WEST, LEAVING SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 130.09 FEET; THENCE NORTH 49°57'12" WEST, A DISTANCE OF 103.00 FEET; THENCE NORTH 01°34'10" WEST, A DISTANCE OF 190.00 FEET TO A POINT ON SAID SOUTH RIGHT-OF-WAY LINE OF HOMER STREET; THENCE SOUTH 49°57'12" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF HOMER STREET, A DISTANCE OF 206.00 FEET; THENCE SOUTH 01°34'10" EAST, LEAVING SAID SOUTH RIGHT-OF-WAY LINE OF HOMER STREET, A DISTANCE OF 190.00 FEET; THENCE SOUTH 49°57'12" EAST, A DISTANCE OF 309.00 FEET; THENCE NORTH 01°34'10" WEST, A DISTANCE OF 2.69 FEET; THENCE NORTH 88°25'38" EAST, A DISTANCE OF 77.00 FEET; THENCE NORTH 01°34'10" WEST, A DISTANCE OF 24.08 FEET; THENCE NORTH 40°02'47" EAST, A DISTANCE OF 70.88 FEET, TO A POINT ON SAID SOUTH RIGHT-OF-WAY LINE OF HOMER STREET; THENCE SOUTH 49°57'12" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF HOMER STREET, A DISTANCE OF 40.03 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE CENTER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, RUN THENCE SOUTH 89°56'33" EAST, A DISTANCE OF 30.00 FEET, ALONG THE EAST AND WEST CENTERLINE OF SAID SECTION 33, TO THE EAST RIGHT-OF-WAY LINE OF BOLESTA ROAD AS DESCRIBED IN OFFICIAL RECORDS BOOK 5114, PAGE 1454, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, THENCE SOUTH 01°33'12" EAST, A DISTANCE OF 15.00 FEET TO A POINT OF BEGINNING; THENCE SOUTH 89°56'33" EAST, LEAVING SAID EAST RIGHT-OF-WAY A DISTANCE OF 1134.77 FEET; THENCE SOUTH 01°41'28" EAST, A DISTANCE OF 18.00 FEET; THENCE SOUTH 89°56'33" EAST, A DISTANCE OF 110.30 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF 49TH STREET NORTH; THENCE SOUTH 01°40'33" EAST, ALONG SAID WEST RIGHT-OF-WAY LINE OF 49TH STREET NORTH A DISTANCE 1274.57 FEET; THENCE SOUTH 12°08'57" WEST, A DISTANCE OF 60.64 FEET; THENCE NORTH 89°32'51" WEST, LEAVING SAID WEST RIGHT-OF-WAY LINE OF 49TH STREET NORTH A DISTANCE OF 320.89 FEET; THENCE

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NORTH 35°26'50" EAST, A DISTANCE OF 18.29 FEET; THENCE NORTH 89°32'51" WEST, A DISTANCE OF 285.51 FEET; THENCE NORTH 01°43'28" WEST, A DISTANCE OF 1.17 FEET; THENCE NORTH 89°32'51" WEST, TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686) A DISTANCE OF 376.22 FEET; THENCE NORTH 50°00'21" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR 686) A DISTANCE OF 331.22 FEET; THENCE NORTH 29°38'59" WEST, A DISTANCE OF 47.71 FEET TO A POINT ON SAID EAST RIGHT-OF-WAY LINE OF BOLESTA ROAD; THENCE NORTH 01°36'41" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE OF BOLESTA ROAD A DISTANCE OF 84.56 FEET; SOUTH 88°23'13" WEST, A DISTANCE OF 1.50 FEET; THENCE NORTH 01°34'06" WEST, A DISTANCE OF 334.76 FEET; THENCE SOUTH 89°45'31" EAST, A DISTANCE 13.70 FEET; NORTH 01°33'12" WEST, A DISTANCE OF 670.29 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH

COMMENCE AT THE SOUTH QUARTER CORNER OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE NORTH 01°34'06" WEST, A DISTANCE OF 70.55 FEET TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 01°34'06" WEST, A DISTANCE OF 646.05 FEET; THENCE NORTH 89°22'20" WEST, A DISTANCE OF 657.47 FEET; THENCE NORTH 02°28'37" WEST, A DISTANCE OF 654.72 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF CARL STREET; THENCE SOUTH 89°35'01" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF CARL STREET, A DISTANCE OF 682.36 FEET; THENCE SOUTH 01°33'35" EAST, LEAVING SAID SOUTH RIGHT-OF-WAY LINE OF CARL STREET, A DISTANCE OF 313.39 FEET; THENCE NORTH 89°36'49" WEST, 14.55 FEET; THENCE SOUTH 01°29'36" EAST, A DISTANCE OF 60.76 FEET; THENCE SOUTH 89°25'48" EAST, 14.68 FEET; THENCE NORTH 40°02'47" EAST, A DISTANCE OF 343.36 FEET, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686); THENCE SOUTH 49°57'50" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686), A DISTANCE OF 892.46 FEET; THENCE SOUTH 30°16'08" EAST, A DISTANCE OF 203.13 FEET TO A POINT OF INTERSECTION OF SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT BOULEVARD (SR NO. 686) AND THE EAST RIGHT-OF-WAY LINE OF 49TH STREET NORTH; THENCE SOUTH 13°28'13" EAST, ALONG SAID EAST RIGHT-OF-WAY LINE OF 49TH STREET NORTH, A DISTANCE OF 479.93 FEET, TO A POINT OF INTERSECTION OF SAID EAST RIGHT-OF-WAY LINE OF 49TH STREET NORTH AND THE NORTH RIGHT-OF-WAY LINE OF 150TH STREET NORTH; THENCE THE NEXT FOLLOWING FIVE COURSES ALONG SAID NORTH RIGHT-OF-WAY LINE OF 150TH STREET NORTH: (1) NORTH 89°31'28" WEST, A DISTANCE OF 611.63 FEET; (2) SOUTH 04°46'05" WEST, A DISTANCE OF 12.04 FEET; (3) NORTH 89°04'17" WEST, A DISTANCE OF 328.22 FEET; (4) NORTH 42°06'12" EAST, A DISTANCE OF 33.27 FEET; (5) NORTH 89°19'30" WEST, A DISTANCE OF 189.12 FEET TO THE POINT OF BEGINNING.

CONTAINING 352.5 ACRES, MORE OR LESS

Agenda Item #4.

Once established in the Comprehensive Development Code (CDC), parcels under City jurisdiction that provide design and development elements consistent with the LTC-SAP overlay standards will be afforded densities and intensities outlined under the LTC-SAP; otherwise the current allowable standards for the underlying land use map categories will apply. Additionally, developers may be eligible to apply for and receive density and/or intensity bonuses beyond the base density and intensity maximum for the proposed overlay for projects that incorporate affordable housing or sustainable development practices, up to the thresholds identified in the LTC-SAP depending upon which of the three overlays the properties are located in. Conversely, parcels within overlays, but under County jurisdiction, will not be subject to the related CDC standards or the associated higher density and intensity thresholds unless the County adopts the overlay boundaries and the subject parcel is annexed into the City. The three overlays are proposed to allow additional density and intensity and require additional design standards:

Countywide Designation	Plan	Largo Future Land Use Overlay	Primary Use Characteristics	Base Density/Intensity	Maximum Density/Intensity with Incentives
Major Center	Activity	Transit Core Scale	Mix of high density/intensity transit-oriented commercial, office, residential and entertainment uses.	30 UPA / 2.0 FAR	60 UPA / 2.5 FAR
Major Center	Activity	Urban Scale	Medium to high-density residential developments, neighborhood commercial/retail and office spaces.	25 UPA / 1.5 FAR	55 UPA / 2.0 FAR
Multi-Modal Corridor		Multi-Modal Corridor	Medium to high-density/intensity mixed use residential, retail, and office	20 UPA / 1.0 FAR	50 UPA / 1.5 FAR

Density and intensity bonuses may be achieved with the following elements incorporated into any proposed development project to accomplish the Plan priorities such as promoting affordable and workforce housing, sustainable development and enhanced open/civic spaces:

- Affordable housing may receive up to 20 dwelling units per acre of additional density (above the base residential density) by providing dwelling units for households with incomes at or below 80 percent of the area median income (AMI); or,
 - May receive up to 10 dwelling units per acre of additional density (above the base residential density) by providing dwelling units for households with incomes between 80-120 percent of the area median income (AMI); and,
 - LEED certification, National Green Building Standard certification or other green building program approved by the City may receive an intensity increase of 0.5 FAR and 10 dwelling units per acre.
- After the Plan is adopted and implemented, new development will have to comply with the requirements of the Plan land use and mobility strategies including, but not limited to, building form and placement, internal circulation parking areas, development site frontages and access points.
- All properties within the LTAC and associated Multimodal Corridor overlays are not required or expected to be developed to the maximum allowable density or intensity provided for by this FLUMA. Smaller parcels may be restricted due to required setbacks or other site- specific conditions; however, the intent is to provide more effective land use and development patterns, where appropriate. To allow for future development of properties

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within the three new LTC-SAP overlays identified through this FLUMA, the City will adopt development standards for the overlays in the CDC. This future CDC amendment will add the development standards and supplemental requirements for the three LTC-SAP overlays. The proposed CDC amendment is anticipated to be adopted in early 2021. Once LTC-SAP design standards are developed and approved for incorporation into the City's CDC, it will promote redevelopment, minimize community impacts associated with such uses, meet the mobility goals of the LTC-SAP, and improve the visual appearance/cohesiveness of the area as a whole.

The proposed FLUMA is consistent with the applicable goals, objectives, and policies of the adopted Largo Comprehensive Plan, Largo Strategic Plan, Pinellas Countywide Plan Rules, and Chapter 163, Florida Statutes.

PRIOR WORKSHOPS & RECOMMENDATIONS:

City's Community Development Advisory Board on May 18, 2020
City Commission Work Session on June 9, 2020.

APPLICABLE CDC CHAPTERS/SECTIONS:

1. Chapter 4: Hearing Procedures in General, Section 4.5: Level IV, Comprehensive Plan Future Land Use Map Amendment
2. Chapter 5: Land Use Classification
3. Chapter 6: Allowable Uses
4. Chapter 7: Special Designation & Overlays & Map 7-1: Major Activity Centers in Largo, as identified by the Strategic Plan
5. Chapter 8: General Development Standards & Impact Fees

APPLICANT INFORMATION:

NAME/TITLE: City of Largo
COMPANY: Community Development Department
ADDRESS: 201 Highland Ave NE
CITY/STATE/ZIP: Largo, FL 33779
APPLICANT'S STATUS: City Initiated

SITE INFORMATION:

LOCATION: The LTC-SAP Activity Centers and Multimodal Corridors overlays include properties located along US Highway 19 between Belleair Road and 150th Avenue North, and East Bay Drive/Roosevelt Boulevard between Lions Club Road and 49th Street North as depicted in **Exhibit C**.

SUBJECT AREA: The subject area of the proposed FLUMA encompasses a total of 327 parcels with 281 individual property owners. A breakdown of the number of parcels and property owners for each of the various subject area overlays are as follows:

- **Transit Core Activity Center** : 42 parcels and 33 owners
- **Urban Scale Activity Center:** 59 parcels and 52 owners
- **MultiModal Corridor:** 226 parcels and 196 owners

The subject area of the proposed FLUMA totals approximately 733 acres of the subject area for the proposed FLUMA is as follows:

- **Activity Center Transit Core Overlay:** 159 acres
- **Activity Center Urban Scale Overlay:** 219 acres
- **MultiModal Corridor Overlay:** 355 acres

EXISTING LAND USE: Existing land uses in the LTC-SAP boundaries have a suburban development pattern with isolated pods of development that are single-use, auto-oriented, not well-integrated. Many of the existing uses have deep building setbacks and the major transit corridors of US 19 and Roosevelt Boulevard corridors

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represent an hostile environment for all modes of transportation (as evidenced by crash data) but it is especially hostile for bicycle and pedestrian movement. The LTC-SAP is occupied by Tri-City Plaza, Carmax, Walmart Supercenter, PSTA transit center, Keiser University, 24/7 Intouch, Pinch A Penny, Empath Hospice, Tech Data and Bay Vista employment center, as well as several mobile home parks (i.e., Avalon, Blue Horizon, Embassy, Shady Lane, and Shady Oaks) and multi-family complexes (Bradford Acres Condo, Roosevelt Boulevard Apartments, Madison Apartments, The Columns at Allens Creek, Bay Isles Landings).

Existing land uses in the Transit Core Scale Activity Center overlay which is centered on the intersection of US 19 and Roosevelt Boulevard, the primary City of Largo FLUM designations are Commercial General (CG) and Residential/Office General (R/OG), and Residential Medium (RM). with the exception of a two parcels designated as Residential Urban (RU) and Residential/Office/Retail (R/O/R). Existing land uses in the Urban Scale Activity Center overlay which radiates (north, south, east, and west) from the Transit Core, has a few larger parcels designated as Commercial General (CG) with greater quantity of Residential Urban (RU), Residential Medium (RM), and Industrial Limited (IL) land uses. The Multimodal Corridor overlay areas extend north and east of the Activity Centers and, in general, the City's FLUM designations includes a few Commercial General (CG) parcels located at key street intersections, mixed in with less intense Residential/Office Limited (R/OL), Commercial Neighborhood (CN), Institutional (I) properties with some larger parcels designated as Residential Urban (RU), Residential Low Medium (RLM), and Industrial Limited (IL). The largest parcel of land in the Multimodal Corridor includes the Bay Vista Office Park which is designated Residential/Office General (R/OG).

FUTURE LAND USE: The vision for the LTC-SAP is to create a place that is a destination and a complete community that includes a mix of uses. The LTC-SAP identifies specific strategies, opportunities, and standards to encourage mixed-use infill and redevelopment, increase densities and intensities, and provide accessibility to multiple modes of transportation, including making the area more walkable and pedestrian friendly. Three overlays will be created for the LTC-SAP: the Transit Core Scale Activity Center; the Urban Scale Activity Center, and; the Multimodal Corridor overlay. The Transit Core scale offers the greatest density/intensity, mix of uses, and access to transit and roadways. The Urban scale is comprised of medium to high density/intensity, a mix of uses, and connectivity to neighborhood. The Multimodal Corridor designation includes increased density/intensity that is adjacent or is walkable to major transit and thoroughfare routes – East Bay/Roosevelt Boulevard and US 19 commercial and services.

PRIOR CITY CASES RELEVANT TO SUBJECT PROPERTY:

The City of Largo has a history of strategic planning including creating an Activity Center in the area surrounding intersection of US 19 and Roosevelt Boulevard. Activity Centers in Largo were first introduced in the 2004 Largo Strategic Plan and then further described and identified in the 2011 Strategic Plan. The 2011 Largo Strategic Plan specifically outlined the creation of Major Activity Centers and mixed-use corridors, and where to develop community streets within the City. The three Major Activity Centers identified in the Strategic Plan are the Downtown Multimodal Activity Center (DMAC) which includes the West Bay Drive (WBD) and the Clearwater-Largo Road (CLR) Community Redevelopment Districts (CRDs), the Largo Mall Activity Center (LMAC), and the Activity Center at the intersection of U.S. Highway 19 N. and Roosevelt Boulevard (a.k.a. Largo Town Center).

Since the Strategic Plan was adopted, two of the Activity Centers (DMAC and the LMAC) were officially approved and incorporated into the CDC under Chapter 7 - SPECIAL DESIGNATIONS AND OVERLAYS. In 2005, an attempt was made to establish the Largo Town Center SAP (L5-06-05) but the plan was never finalized and adopted. With approval of the most recent LTC-SAP (SAP20-01), associated LTC-SAP Comprehensive Plan Text Amendment (CPTA20-001), and this LTC-SAP Future Land Use Map Amendment (FLUM20-004), the stage will be set to establish the Largo Tri-City SAP Activity Center and Multimodal Corridor will be complete and staff can work on proposed CDC amendments necessary to set design standards to encourage redevelopment, incremental and infill development, mix of uses, and a transit-supportive community while protecting existing residential neighborhoods.

Prior City cases relevant to the subject properties include:

- L5-06-05: Largo Town Center SAP
- SAP20-01: Largo Tri-City SAP

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- CPTA20-001: Largo Tri-City SAP

COMPREHENSIVE DEVELOPMENT CODE REQUIREMENTS:

The proposed future land use change was evaluated for the extent to which the request complies with Section 163.3187 of the Florida Statutes and conforms with the standards set forth in Section 4.5.3 of the Comprehensive Development Code (CDC).

A. Consistency: Comprehensive Plan amendments shall be reviewed for consistency with the goals, objectives, and policies of the Comprehensive Plan and Ch. 163, Part II, Florida Statutes and the Countywide Rules.

I. Consistency with Comprehensive Plan: Forwarding Our Future 2040 (Comprehensive Plan):

1. Portions of the subject property are identified on the existing Map 3 - Activity Centers and Special Corridors in the Largo Comprehensive Plan: Forwarding Our Future 2040, as a Major Activity Center (see **Exhibit "E"** attached). The boundaries of this Major Activity Center are not defined on the currently adopted Map 3, instead it is represented as a circle centered on the intersection of US 19 and Roosevelt Boulevard extending out approximately 0.5 miles bound by Whitney Road to the north, 150th Avenue N to the south, 62nd Street N to the east, and Lions Club Road to the west. The associated Comprehensive Plan Text Amendment to implement provisions contained within the Largo Tri-City Special Area Plan (CPTA20-001) proposes changes to the existing Map 3 - Activity Centers and Special Corridors. Proposed changes to Map 3 result in further delineation of the Largo Major Activity Center boundaries and the addition of a Multimodal Corridor (see **Exhibit "F"** attached). The Largo Major Activity Centers is proposed to be renamed Largo Tri-City Activity Center and the Largo Tri-City Multimodal Corridor.

2. The Element (FLUE), Policy 1.1.1 of the Largo Comprehensive Plan, requires that the City maintain consistency with the Future Land Use Map (Map 1) and the Countywide Plan Map Categories, where Map 1 provides the City of Largo's adopted Land Use Classifications as identified in Table FLUE-1. The request to establish the two Activity Centers and Multimodal Corridor overlays for the LTC-SAP will not change the Largo Future Land Use Map (Map 1) because the underlying Future Land Use Map designations of the subject properties will not change. Conversely, upon adoption of the FLUM20-004, the Countywide Plan Map will be revised to reflect the new LTC-SAP Activity Center and Multimodal Corridor boundaries as they relate to City of Largo jurisdiction only. While the actual borders of the Largo Tri-City SAP include parcels under City and County jurisdiction, only properties within City jurisdiction will be impacted by any of the changes proposed for the Largo Tri-City SAP.

3. Table FLUE-1 of the Largo Comprehensive Plan describes Activity Center (AC) as, "overlay designation applied to concentrated commercial and mixed-use centers that are well-suited to a more intensive and integrated pattern of development ". The proposed LTC-SAP Activity Center is consistent with Table FLUE-1 as it is located at the convergence of two multimodal corridors consisting of US Highway 19 and East Bay Drive/Roosevelt Boulevard and serves as a central hub to numerous regional connections within proximity to the St. Pete/Clearwater International Airport, the Gateway area, and Clearwater which provide employment and tourism opportunities. Greater connections include St. Petersburg, Tampa International Airport, and Tampa that also provide major employment and tourism opportunities.

The proposed CPTA20-001 will add a new Land Use Classification / Locational Criteria to Table FLUE-1 specific to the Largo Tri-City Activity Center (LTAC) Activity Center described as, "major activity center is classified into two overlay designations:

A) Urban Scale – Medium to high-density residential developments, neighborhood commercial/retail, and office spaces.

B) Transit Core Scale – Mix of high density/intensity transit-oriented commercial, office, residential, and entertainment uses."

4. Table FLUE-1 of the Largo Comprehensive Plan describes Multimodal Corridor as, "locational characteristics based on uses and density specified in the local government's Special Area Plan and the

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commensurate locational characteristics found in the applicable plan categories under the Countywide Plan Rules, Section 2.3.3.15. ". As a whole, the Multimodal Corridor associated with the LTAC is consistent with the FLUE – Table 1. It extends north and east of the LTAC along US Highway 19 and East Bay/Roosevelt Boulevard, respectively, which represent major transportation corridors of critical importance to the movement of people and goods throughout the county. The proposed Multimodal Corridor is served by multiple modes of transport, including automobile, bus, bicycle, rail, and/or pedestrian. The LTAC Multimodal Corridor has potential for medium to high density/intensity mixed use to include residential options, retail, and additional office. It is envisioned that nodes near the intersections of 62nd Street, 58th Street, Bay Vista Drive, and Bolesta Road would be desirable to focus higher intensity development. The LTAC Multimodal Corridor currently includes a mixture of less intense office, commercial neighborhood, and residential uses that are occasionally interspersed with more intense commercial uses at key street intersections. The largest parcel of land in the Multimodal Corridor is includes the 130 +/- acre Bay Vista Office Park, employment center, which is designated Residential/Office General (R/OG).

5. The proposed FLUMA will adopt the three overlays related to the Largo Tri-City Special Area Plan (LTC-SAP) and its implementation is consistent with a multitude of the objectives and policies contained throughout various elements (FLUE, TR, of the Largo Comprehensive Plan. Some of the most relevant objectives and policies include:

FLUE, Policy 1.1.1: Maintain the consistency of the Future Land Use Map (Map 1) and the Countywide Plan Map Categories, where Map 1 provides the City of Largo's adopted Land Use Classifications as identified in Table FLUE-1.

FLUE, Policy 3.1.5: Promote Transit-Oriented Development (TOD) principles, where applicable, and if possible through private investment, partnerships and effective collaboration with Pinellas County, adjacent jurisdictions, and relevant agencies.

FLUE, Policy 3.2.2: Review all proposed Future Land Use Plan amendments against the City's locational criteria described in Table FLUE-1 of the Future Land Use Element and the Countywide Future Land Use Element, as amended.

TR, Objective 1.2: Direct high intensity/density and mixed-use development towards the City's activity centers and special corridors (Map 3).

TR, Policy 1.2.1: The activity centers and multimodal corridors designation will be applied in accordance with Countywide Rules and will require the following:

- ~ Completion of a pre-application conference with Forward Pinellas staff;
- ~ Delineation of a parcel specific boundary for the proposed activity center; Proposed densities/intensities;
- ~ Proposed use types and mix; and
- ~ Alignment with the Planning and Urban Design Principles purpose and objectives.

HOUSE, Policy 2.1.2: Promote opportunities for the creation of affordable and market rate housing as part of mixed use development within Activity Centers, along Mixed Use Corridors, and on properties surrounding Major Employment Centers.

NR, Policy 1.1.1: Advance transportation and land-use choices that reduce auto dependency, fossil fuel use, and the number of vehicle miles traveled (VMT) by:

- ~ Providing diverse, efficient and equitable choices of transportation options;
- ~ Promoting programs that encourage transit use, ride sharing, and employer based strategies;
- ~ Establishing a network of community streets that promote multimodal transportation;
- ~ Promoting mixed land use development;
- ~ Creating activity centers and mixed-use corridors;
- ~ Increasing residential density near activity and employment centers; and
- ~ Promoting infrastructure supporting alternative fuels and zero emission vehicles.

ED, Objective 3.1: Promote redevelopment of the Community Redevelopment Districts, Multimodal Corridors, and Activity Centers that will help create unique vibrant places that have a mix of uses, promotes walkability, connectivity and enhances the overall viability.

II. Consistency with Ch. 163, Part II, Florida Statutes:

1. The FLUM20-004 proposes a change to property that comprises more than 10 acres meets the statutory criteria of a large scale development amendment. The request does involve a text change to the goals,

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objectives and policies of the City's Comprehensive Plan (CPTA20-001). Furthermore, the subject property is not located within an area of critical state concern.

III. Consistency with the Countywide Rules:

Please refer to the Forward Pinellas Land Use Strategy Map (**Exhibit C**) and the LTC-SAP Development Scale Map, Map 11 (**Exhibit D**) when reading this section. Map 11 shows two development intensity levels or potential overlays within the Activity Center: Transit Core and Urban Scale. The figure also shows the Multimodal Corridor area with key nodes highlighted where higher intensity development is desired because of proximity to transit, major roadways, and regional connectivity.

1. Section 2.3.3.14 Category/Symbol – Activity Center (AC) - Locational criteria of the Countywide Rules, describes ACs as, "intended to encompass areas developed in a radial pattern within walking distance (1/4 to 1/2 mile) of a central point or hub served by transit. The Activity Center plan category includes five subcategories: Transit Station Centers; Major Center; Community Center; Neighborhood Center; and Special Center."

Based on the Countywide Rules, the LTAC is considered a Major Center. The request to adopt a new Activity Center is consistent with Section 2.3.3.14 and 6.2.1.1 of the Countywide Plan Rules. The proposed LTAC is generally centered on and radiates out of the intersection of US Highway 19 / East Bay - Roosevelt Boulevard. Most of the LTAC is within walking distance (1/4 to 1/2 mile) of the PSTA Largo Transit Center located south of the Walmart Supercenter south of Roosevelt. The Largo Transit Center connects Routes 19, 34, 52, 52LX, and 79. The two LTAC subcategories are described in more detail below:

The Transit Core scale offers the greatest density/intensity, mix of uses, and access to transit and roadways. The four quadrants at US 19 and East Bay Drive/Roosevelt Boulevard, particularly along the corridors, are envisioned to have the greatest intensity with a mix of uses such as commercial, office, residential, and entertainments uses. Redevelopment shall use the existing block pattern and/or create a new block pattern where necessary. Greenspace such as parks and plazas shall be integrated when redevelopment occurs to provide public spaces.

The Urban scale is comprised of medium to high density/intensity, a mix of uses, and connectivity to neighborhood commercial and services. Development and redevelopment should be structured to create a walkable area that is oriented to transit hubs or stations in the Transit Core area near US 19 and East Bay/Roosevelt and potentially near US 19 and Whitney Road. It is intended to include a transition from the more intensive transit core to surrounding lower density residential areas adjacent to the Urban scale areas. The highest intensities and densities shall be located along the high traffic corridors such as East Bay Drive, Roosevelt Boulevard, and US 19. A diverse mix of residential developments such as apartments, townhomes, duplex, triplex, fourplex, and single-family homes with retail and office spaces that serve the neighborhoods are desired. Industrial employment centers will be preserved and enhanced to support employment opportunities.

2. Section 2.3.3.15 Category/Symbol – Multimodal Corridor (MMC) - Locational criteria of the Countywide Rules, describes and characterizes MMC as, "intended to include those transportation corridors connecting Activity Centers, characterized by mixed-use development, and in particular, supported by and designed to facilitate transit."

Based on the Countywide Rules, the Multimodal Corridor affiliated with the LTAC is considered a Primary Corridor. The request to adopt a new Multimodal Corridor is consistent with Section 2.3.3.15 and 6.2.1.1 of the Countywide Plan Rules. The proposed Multimodal Corridor is generally is extend up to ½ mile from the parcel boundary adjacent to the corridor on either side. The total length of the proposed Multimodal corridor is 1.8 miles (1.3 miles in length along Roosevelt Boulevard and 0.5 miles along US Highway 19) which exceeds the ½ mile minimum required. The Multimodal Corridor affiliated with the LTAC is described in more detail below:

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The Multimodal Corridor designation includes increased density/intensity that is adjacent or is walkable to major transit and thoroughfare routes – East Bay/Roosevelt Boulevard and US 19. It is envisioned that this area has potential for medium to high density/intensity mixed use to include residential options, retail, and additional office. It is envisioned that there are nodes near the intersections of 62nd Street, 58th Street, Bay Vista Drive, and Bolesta Road that are desirable to focus higher intensity development.

The Bay Vista employment center was recognized as having potential for increased intensity and a mix of uses such as residential, convenience retail, and services. Although a mix of uses is encouraged in the Bay Vista employment center, the employment capacity should be preserved.

B. Compatibility: Amendments shall not result in incompatible land use classifications for adjacent parcels or a neighborhood based on standards set out in the Comprehensive Plan (Table FLUE-1 of the Future Land Use Element, Location Criteria for Future Land Use classifications) and the compatibility criteria established in this CDC. All proposed development will be reviewed and approved by staff during the site plan review process. Section 4.5.3 B Compatibility Review of the CDC:

I. Impacts of Public Facilities and Services

1. Transportation: Transportation: The US 19 and East Bay Drive/Roosevelt Boulevard corridors serve as major local and regional connections within Pinellas County. Below is a summary of traffic volumes and capacity on US 19 and East Bay Drive/Roosevelt Boulevard. US 19: The 2018 Average Annual Daily Traffic (AADT) on US 19 from Bryan Dairy Road to East Bay Drive is 76,500 and from East Bay Drive to Gulf to Bay Boulevard is 101,000. FDOT counts show 85,500 for 2019 south of East Bay Drive and 93,500 to the north. The section has six lanes of through traffic with certain portions of the roadway as an elevated highway. In addition, two lane frontage roads are on both sides of US 19. According to the 2019 Annual Level of Service Report (2018 Data) this portion of US 19 is operating at Level of Service (LOS) F. It is not identified as a 2018 deficient roadway as it has a Volume to Capacity Ratio less than 0.9.

East Bay Drive/Roosevelt Boulevard: The 2018 AADT is 55,000 from US 19 to N Belcher Road and drops to 40,795 from 49th Street to US 19. Furthermore, FDOT has several traffic counts east of US 19 and shows 51,000 AADT in 2019 just east of US 19 and 32,256 in 2019. This section has six lanes of through traffic with a center median and alternating center turn lane. The current Level of Service (LOS) for East Bay Drive from US 19 to Belcher Road is LOS C and shows up on the 2018 Deficient Map with a Volume to Capacity Ratio over 0.90. The current LOS for Roosevelt Boulevard from US 19 to 49th Street N is also LOS C.

The Advantage Pinellas (Long Range Transportation) Plan projects future rush hour volumes with anticipated growth in 2045. Projected 2045 traffic volumes for US19 are expected to reach a Volume to Capacity Ratio over 1.0 (congested at peak hour) and East Bay Drive west of US 19 has a Volume to Capacity Ratio from 0.90 to 1.01 (minimal congestion). Within the SAP boundaries is a PSTA transit hub located at the Walmart at the intersection of US 19 and Roosevelt Boulevard. The transit hub serves five transit routes, including routes 19, 34, 52, 52LX, and 79. These routes are primary transit routes and serve as major regional connections within the County. US 19 and East Bay Drive/ Roosevelt Boulevard are identified by the County as future investment corridors and are proposed to be served by future premium/express bus service in the Advantage Pinellas Plan. Currently, the Pinellas Trail Loop (Duke Energy Trail) ends at the northern portion of the planning area at Haines Bayshore Boulevard. The multi-use trail is planned to be extended south to Ulmerton Road. The extension traverses the Largo Tri-City Plan area through an approximately 1.6 miles Duke Energy easement located along the eastern boundary of the Activity Center overlays and the western boundary of the Roosevelt Blvd Multimodal Corridor overlay at 62nd Street. Construction of the trail segment is programmed for 2024 in the current FDOT Work Program. The SAP proposes additional multimodal street network and transit improvements consistent with the City's Multimodal Plan and the Advantage Pinellas Plan.

2. Potable Water: Any new development on the subject property will tie into the existing Pinellas County Utilities potable water network. Potable water demand is not expected to significantly increase with the change

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of use. The requested change in land use shall continue to comply with Comprehensive Plan, Water Conservation Subelement, Policy 1.1.3: Sustain the level of service standard for potable water that is 120 gallons per capita per day (gcpd) until the year 2026 (next ten-year planning period), through the Pinellas County Ten-Year Water Supply Facilities Work Plan.

3. Sanitary Sewer: Sewer flows from the SAP currently discharge to the Largo Advanced Wastewater Treatment Facility (AWWTF). According to the Florida Department of Environmental Protection (FDEP) Oculus database, the discharge monitoring report (DMR) for January 2020 reports that the plant is at 66% Permitted Capacity, taking an average flow of the last three months. This equates to approximately 12 million gallons per day (MGD) of its 18 MGD total capacity. The following tables show the estimated net sanitary sewer impacts and demands for the Activity Center and Multimodal Corridor, for the current and projected sanitary sewer flows. Both the Activity Center and Multimodal Corridor receiving facilities have available capacity for future growth as shown in Tables 1 and 2 of the LTC-SAP (pgs. 76 and 77).

All proposed development will be reviewed and approved by staff during the site plan review process, and shall continue to comply with Comprehensive Plan, Sanitary Sewer Subelement, Policy 1.2.6: Operate the wastewater treatment plant at or below 90% of design capacity on an annual average.

4. Drainage: Upon submittal of a future project application, the applicant will have to comply with the standards of the Largo Comprehensive Development Code, Southwest Florida Water Management District regulations, and Florida Department of Transportation regulations. The City provides stormwater drainage facilities and services throughout the City's planning service area in order to protect the health, safety and welfare of the inhabitants of the City. The existing or future drainage conveyance systems on private properties are maintained by the property owners. Discharges into public stormwater systems are the responsibility of the jurisdictional authority. In the event further development or redevelopment occurs on the property, stormwater systems will be improved or constructed, by the property owner, in accordance with the rules and regulations of the City and Southwest Florida Water Management District, and Florida Department of Transportation regulations.

As contained in the Comprehensive Plan, Stormwater Subelement, Policy 1.1.1: The City shall utilize the following Level of Service (LOS) standards for flood control and water quality:

1) Flood Control:

A) Stormwater Management Systems that have a positive outfall shall be designed for a 25-year/24-hour storm event, unless it is determined by the City Engineer that conditions exist that require more stringent requirements.

B) Stormwater Management systems that have no positive outfall shall be designed for a 100-year/24-hour storm event, unless it is determined by the City Engineer that conditions exist that require more stringent requirements.

2) Water Quality:

A) Stormwater ponds, or other similar Stormwater Management Systems, shall be designed to treat the first ½ inch of runoff unless it is an impaired water body; then the SWFWMD guidelines are followed.

5. Solid Waste: Solid waste services are currently provided by the City of Largo and will continue to be provided by the City for the use on site. No significant increase in solid waste is expected as a result of the future land use map amendment, and shall continue to comply with Comprehensive Plan, Solid Waste Subelement, Policy 1.1.1: Comply with the LOS Standard for solid waste disposal of 1.30 tons of solid waste disposed per person per year in accordance with Pinellas County's adopted LOS Standard, while striving to reduce this number.

6. Fire Protection, Rescue and Emergency Medical Services: The property is currently located in the Largo Fire District. Largo's Fire and Rescue Services have the ability to serve the property currently and following the proposed future land use amendment. Service is provided by three (3) Fire Stations: #42 located approximately 1 mile west of the intersection of US Highway 19 and Roosevelt Boulevard; Largo #40 located approximately 1 mile north and east of the intersection of US Highway 19 and Roosevelt Boulevard, and;

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Pinellas County operates a Fire Station "CFR" on the eastern edge of the Multilodal Corridor. Fire, rescue and emergency response services in Pinellas County are provided by first responder agreements.

7. Financing Municipal Services: Major revenues collected from properties within the City limits (including the property) include ad-valorem taxes, stormwater fees, sanitary sewer monthly fees and impact fees, solid waste collection fees, communication service taxes, municipal utility taxes, franchise fees, and local business tax receipt fees. The revenues collected from properties are distributed into the City's General Fund, Wastewater Fund, Stormwater Fund and/or the Solid Waste Fund. In addition, the City will collect development fees at the time of any future development review and permitting, which includes: site plan review fees, infrastructure and building permit fees, recreation impact and facility fees, reclaimed water fees (if applicable), and other fees. These funding sources pay for the cost of providing municipal services to properties located within the City of Largo's municipal boundaries. Services the City will provide or is already providing to properties include, sanitary sewer, stormwater management, police, code enforcement, recreation and parks, library, solid waste, fire protection, and road/right-of-way improvements. The City, through its Capital Improvements Element (CIE) of the Comprehensive Plan, annual budget, Capital Improvement Program (CIP) and other funding sources identifies all new capital and municipal improvements that may be necessary in providing any unforeseen infrastructure, transportation or other needs.

8. Other: Should the property receive approval for the FLUM change and the property be developed all appropriate current and future City services not listed above are or will be available to the property on substantially the same basis and in the same manner as such services are provided within the rest of the City. Based on the information presented above, the City has the ability to provide municipal services to the area where the property is located.

To furthermore ensure that the standards established in the CDC are met, any development proposed now or for the future, will be reviewed and approved by staff during the site plan review process. As recommended by the SAP, the CDC standards that will be established for the Activity Center and Multimodal overlays will include requirements to address applicability of density and intensity, building form and placement, public realm and connectivity; and parking regulations and placement.

II. Demonstration of Need

As of 2019, the study area contained an estimated 5,364 residents, a 27.5% increase from 2010. During the same time period, the Tampa-St. Petersburg-Clearwater Metropolitan Statistical Area (MSA) population grew by 13.6%, reaching a total of 3,160,627 in 2019. Pinellas County grew by 7.0% during the same time period, reaching 980,444 residents in 2019. The compound annual growth rate (CAGR) for the study area was 2.7% over the last decade, nearly double the measure for the larger MSA. This data supports evidence that this specific area of the County is growing which can, and needs to, support greater density, more housing, mixed-used development, and expanded transit service. A detailed summary of study area demographics can be found on pages 18 and 19 of the LTC-SAP.

The proposed Future Land Use Map Amendment (FLUMA) is required to establish future land use overlays to designate the Activity Centers and Multimodal corridors on the Forward Pinellas Countywide Plan Map to encourage redevelopment, incremental and infill development, mix of uses, and a transit-supportive community while protecting existing residential neighborhoods.

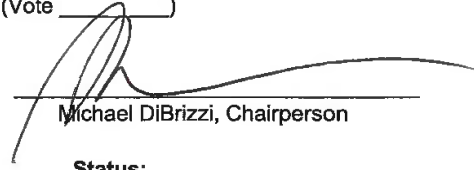
Once the FLUMA is approved, changes can be made to the Comprehensive Development Code (CDC) and parcels under City jurisdiction that are located within the overlays will be allowed increased density and intensity to encourage the desired development pattern and vision for the area. Additional density bonuses outlined under the LTC-SAP that further the City's goals of providing quality affordable housing and sustainable development will also be applicable.

III. Parcels Ability to Develop in Compliance of CDC Standards

New CDC standards to be adopted consistent with LTC-SAP recommendations will require revisions CDC Chapter 5: Land Use; Chapter 7: Special Designations and Overlays; Chapter 15 Supplemental Standards. The CDC revisions will address auto-oriented uses and other recommendations in the LTC-SAP such as limiting drive-thrus, gas stations, and storage facilities limitations. The CDC revisions will also address things like: Building Form and Placement; Public Realm and Connectivity; Parking Requirements and Placement;

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_____ Denial (Vote _____)



Michael DiBrizzi, Chairperson

Approved By:

Rick Perez, Planning Manager

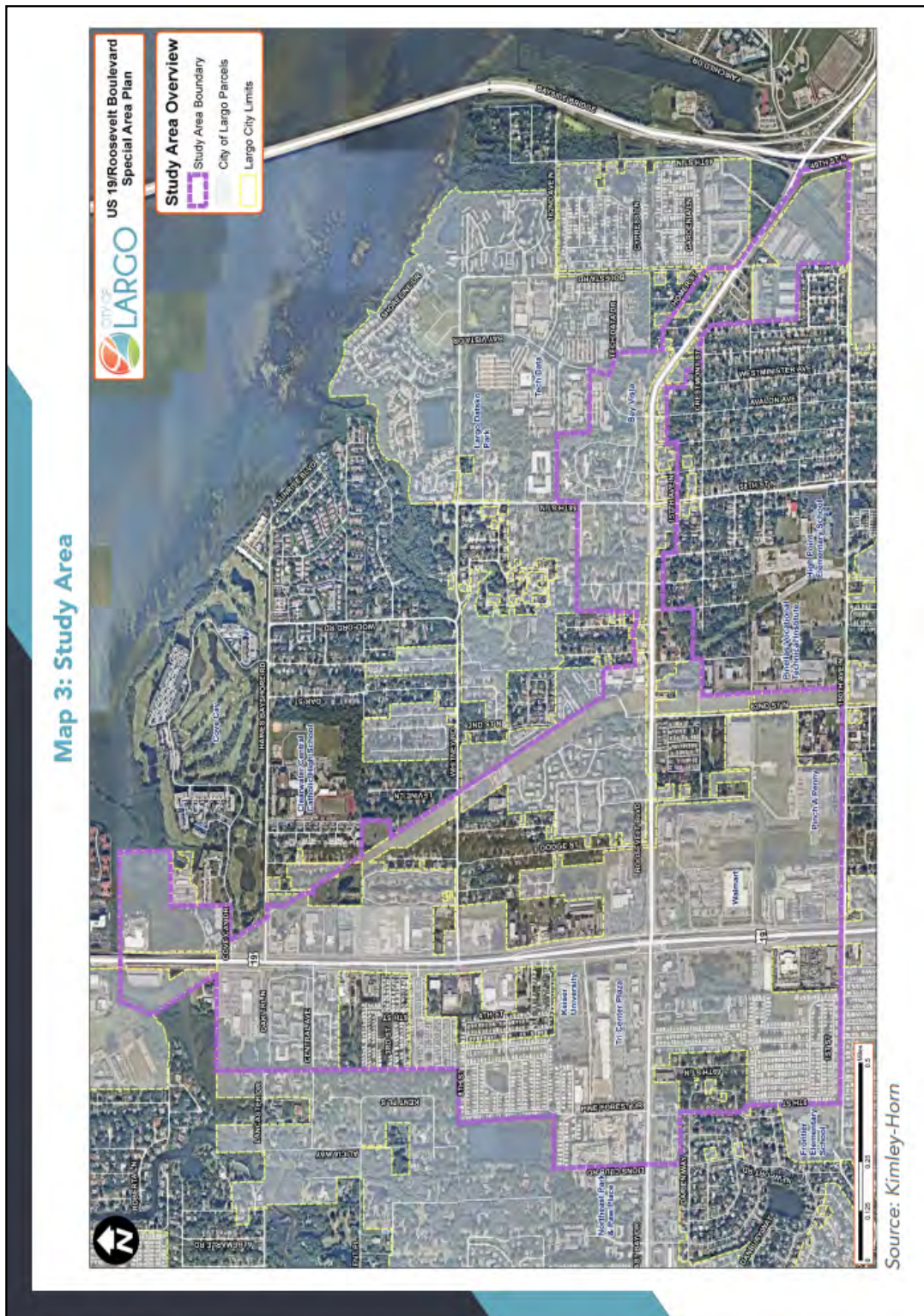
Status:

Approved - 23 Jul 2020

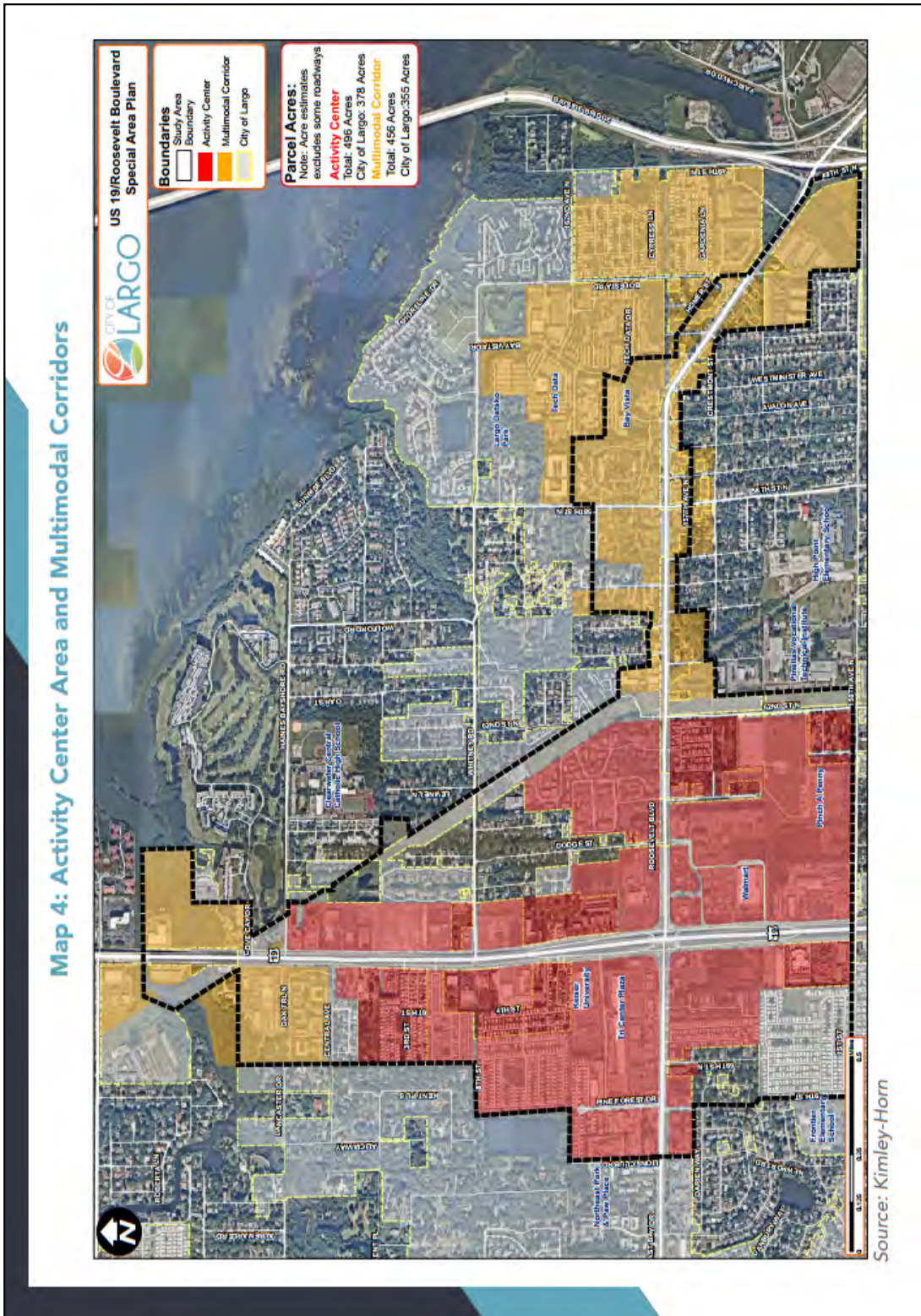
SUPPORTING DOCUMENTS:

- [Exhibit A - LTC-SAP Map 3 - Study Area](#)
- [Exhibit B - LTC-SAP Map 4 - Study Area AC and MMC](#)
- [Exhibit C - Forward Pinellas Land Use Strategy Map](#)
- [Exhibit D - Largo Tri-City Subject FLUMA](#)
- [Exhibit E - Existing Comprehensive Plan Map 3 - Activity Centers](#)
- [Exhibit F - Proposed Comprehensive Plan Map 3 - Activity Centers](#)
- [Exhibit G - Map 19 - SFHA and CHHA](#)

Agenda Item #4.

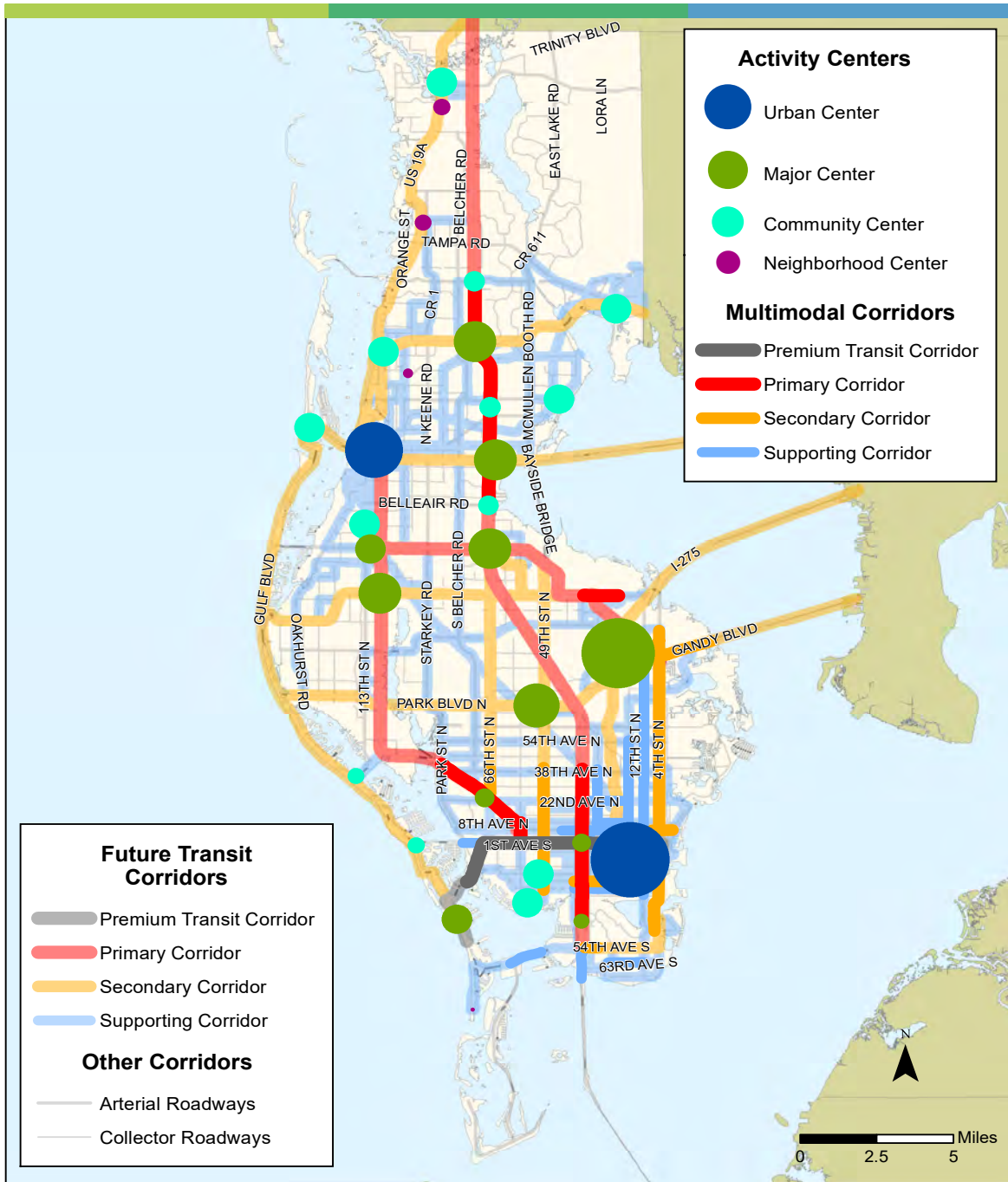


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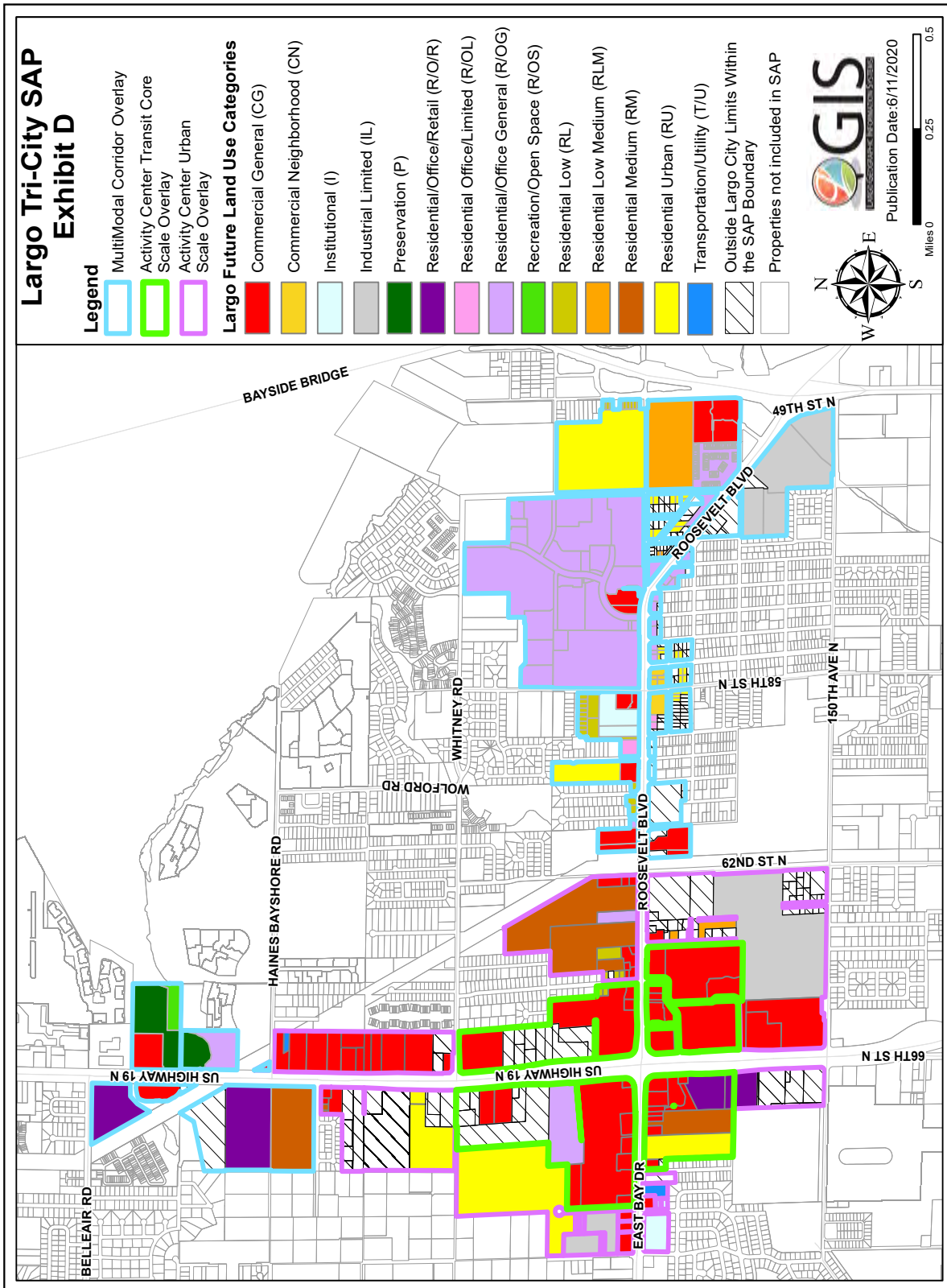


Agenda Item #4.

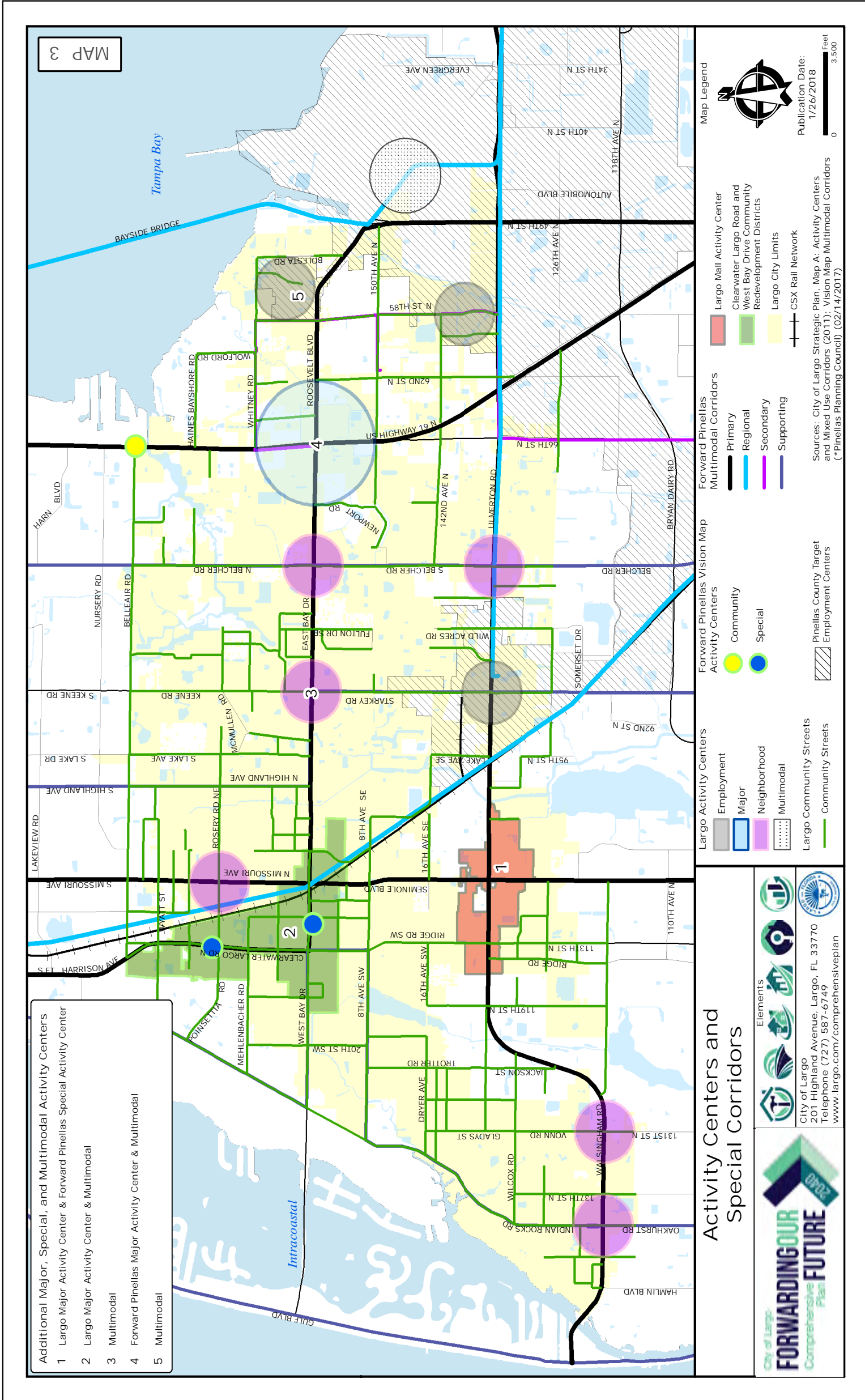
The Land Use Strategy Map



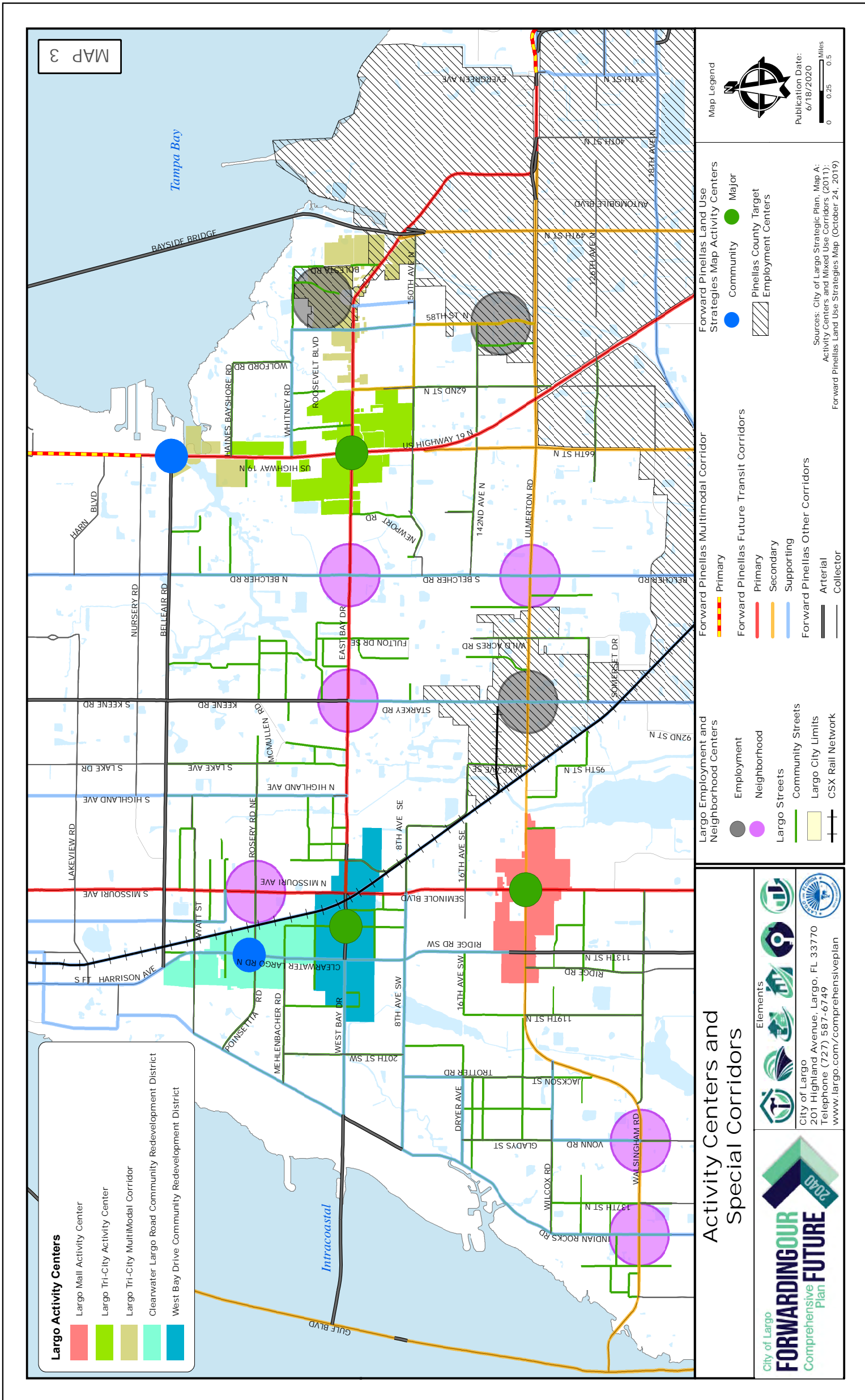
Agenda Item #4.



Agenda Item #4.



Agenda Item #4.



Agenda Item #4.

