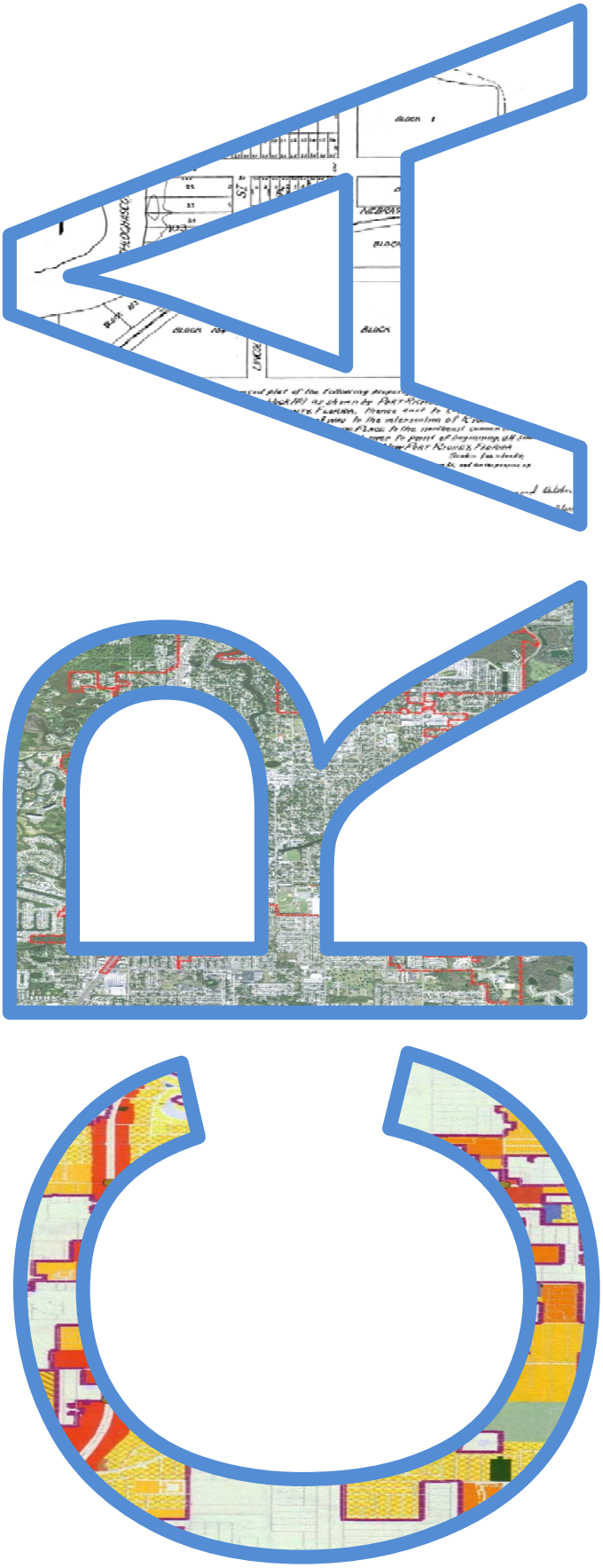

2012

Community Redevelopment Agency

Redevelopment Plan

City of New Port Richey, Florida
Adopted on May 15, 2012

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Executive Summary

This Community Redevelopment Plan charts a course for community redevelopment in the Community Redevelopment Area (CRA) over the next 19 years. It is guided by community input and vision, supported by findings from the data and analysis, is approved for implementation by the Land Development Review Board (Local Planning Agency) and has been adopted by the New Port Richey City Council and Community Redevelopment Agency.

There are seven chapters within this Plan. As part of the introduction to the Plan, Chapter 1 summarizes the history of New Port Richey and its redevelopment planning efforts and progress. The first plan was prepared in 1989 when the CRA boundary was the downtown core. It later expanded to the entire City limits as part of a 2001 Plan. Several important redevelopment projects have been completed in the years since the 2001 Plan adoption.

In Chapter 2, existing conditions are detailed with background data on demographics and housing trends in the City. 2000 and 2010 Census figures show a decrease in the City's population from 16,117 to 14,911. The chapter also discusses land use patterns and zoning districts. Seven previous neighborhood planning efforts that have been undertaken are reviewed.

Chapter 3 offers recommendations on both CRA-wide issues as well as key properties that have strategic importance to the CRA. Of prime importance is the need to better communicate with outside agencies about a unified vision. Reevaluating the use of City resources and properties for private use is also important.

The Redevelopment Plan elements are contained within Chapter 4. These provide details about important topics to be tackled over the next several years of the CRA. They address community enhancements and neighborhood impacts of redevelopment. The local tax base is also covered along with land use and land development regulations. Residential and commercial development strategies, enhancement of business districts and adaptive reuse and historic preservation issues are discussed. The chapter covers infrastructure as well as community policing elements.

The focus of Chapter 5 is redevelopment programs and activities. These detail the services and programs the CRA is empowered to provide. They will help stimulate and support private investment in development and new and businesses and improve the appearance and integrity of residential neighborhoods.

Local and outside funding sources are discussed in Chapter 6. These include the use of tax increment financing (local funding) and various State and Federal funding options. Important financial information is also detailed in this chapter. The CRA has become a debt-service fund for the foreseeable future which makes funding redevelopment projects difficult.

The appendices of Chapter 7 include the adoption resolution as well as maps that are referenced throughout the document. Public comments made at a work session in May, 2011 are provided. The CRA legal description is included, which was a considerable undertaking, considering the limits of the CRA boundaries. The statutory requirements are also presented with a brief description of how the Plan meets each requirement.

Overall, the Plan provides a needed update to the version adopted over 10 years ago. Although many parts of the Plan are consistent with that 2001 Plan, this adaptation addresses the many changes that have occurred since then. The most critical are the fiscal realities of recent years.

1.0 Introduction

Redevelopment is an inevitable part of any City's history. Whether by public or private means, change is inevitable and constant. Buildings age and deteriorate over time and require restoration and modernization. Additionally, the types of uses appropriate for an area within the City will also change over time in order to avoid obsolescence and remain competitive in an ever-changing market. This Plan amends and updates the 2001 Redevelopment Plan. Certain projects, programs and actions contemplated by that Plan have been implemented or are being implemented.

In the early 2000's, it was determined much of the housing stock contributes little or nothing to the ad valorem tax base. The City questioned how quickly could those properties be redeveloped or enhanced in order to improve the fiscal climate while creating proud neighborhoods. City Council held various charettes and round table discussions and repeatedly stated that a primary objective was improvement in the City's owner-occupied single-family housing stock.

The redevelopment efforts are slow and intensive. A large part of the residential area of the City is in need of improvement and there is no single magic bullet that will accomplish this. A revitalized downtown core with key development sites improved, coupled with solid infrastructure improvements in the neighborhoods, hopefully will create the synergy necessary for a better quality of life in the City.

This Redevelopment Plan has been prepared after review and analysis of other data and plans existing at the time of adoption. These include the 2020 Comprehensive Plan (adopted 2008), 1989 and 2001 Redevelopment Plans, seven neighborhood plans and various budget documents. In 2011, the Community Redevelopment Agency retained the services of AECOM and RERC Strategic Advisors to prepare strategic recommendations to assist in the update of the 2001 Redevelopment Plan and to plan for the use and redevelopment of six specific properties including three sites owned by the CRA. Three other privately-owned sites have been identified for their strategic importance to the CRA. The resulting document was the Strategic Redevelopment Action Plan.

Unfortunately, the current fiscal climate of the City is not strong. While many details of implementation remain to be defined, the significance of the adoption of this document lies not in "details" but in "direction". New Port Richey is in a critical transition period. The City has not identified any redevelopment improvements in its current Capital Improvements Program. Over the past two fiscal years, the City has experienced financial difficulties and decreasing revenues as a result of the depressed economy, decreasing property values, increasing debt service payments and passage of the 2008 Florida Save Our Homes Amendment 1. The reductions in revenue led to significant budget cuts including a reduced workforce.

Nonetheless, the economy will rebound. The Plan is intended to serve as a guide for current and future decision makers, those within the Community Redevelopment Agency and those outside, as well as residents, businesses, developers and Staff. It is intended to be updated every three to five years, depending on need. This Plan conforms with and is designed to aid in the implementation of the goals, objectives and policies from the Comprehensive Plan. It was developed, modified and will be implemented in accordance with the requirements of Chapter 163, Part III, Florida Statutes, Sections 163.360, 163.361, and 163.362.

1.1 Community Redevelopment Act

The Community Redevelopment Act of 1969 (Florida Statutes, Part III, Chapter 163) outlines specific required steps for establishing a CRA, creating a Redevelopment Plan, and modifying the Plan. A summary of the required steps to establish a CRA within FS 163.360, in the order they must be completed, are listed below:

(1) Provide public notice of proposed action to each taxing authority within the Redevelopment Area (Section 163.346);
(2) Make a "Finding of Necessity" and establish the boundaries of the CRA (Section 163.355);
(3) Find the need for establishing a Community Redevelopment Agency (Section 163.356);
(4) Create the Community Redevelopment Agency (Section 163.357);
(5) Develop a Community Redevelopment Plan (Section 163.360);
(6) Establish a redevelopment trust fund (Section 163.357); and
(7) Modify a Community Redevelopment Plan.

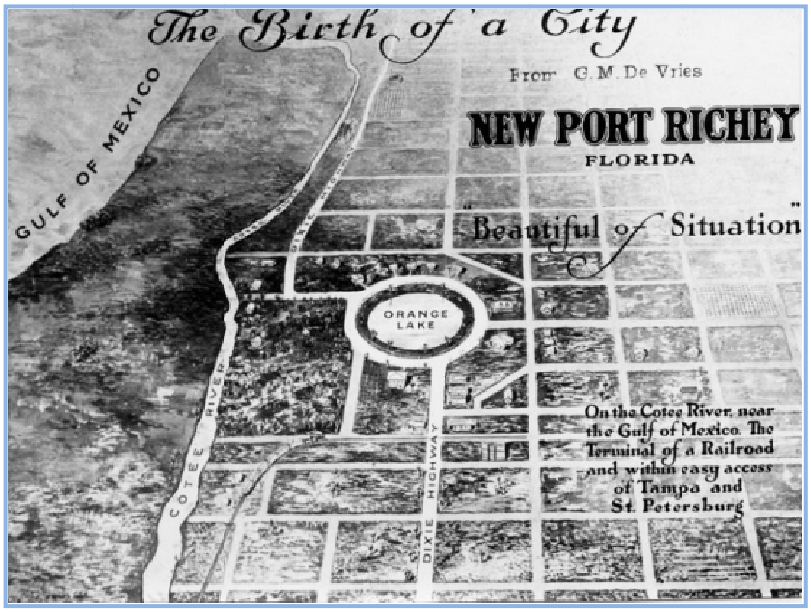
The Act grants the following powers to the City or the Community Redevelopment Agency:

- The power to determine an area to be a "slum" or "blighted" area according to criteria defined in Chapter 163 and demonstrated in a Finding of Necessity;
- The power to adopt a Community Redevelopment Plan and modifications thereto;
- The power to authorize the issuance of revenue bonds; and
- The power to approve the acquisition, demolition, removal or disposal of property and the power to assume the responsibility to bear loss.

Other powers made available to the City or CRA include, but are not limited to, the following:

- The power to acquire by eminent domain property deemed necessary for community redevelopment;
- The power to dispose of property acquired in the community redevelopment area for uses in accordance with the Plan;
- The power to carry out programs of repair and rehabilitation;
- The power to plan for and assist in the relocation of persons and businesses displaced from a community redevelopment area;
- The power to establish a redevelopment trust fund to receive tax increment revenues to fund redevelopment activities; and
- The power to issue redevelopment revenue bonds for the purpose of financing redevelopment activities.

1.2 History of New Port Richey



The downtown of New Port Richey was developed originally in the early decades of the 1900's. Downtown New Port Richey is somewhat "younger" by comparison to other downtowns in the eastern United States. The land on which the downtown area is located was surveyed and platted in 1911 and grew mainly through the efforts of the Port Richey Land Company, which owned and developed much of the land in New Port Richey. The Port Richey Land Company began marketing the area as the "ideal retirement area" as early as 1911.

The City developed as both a retirement

community and a service center for outlying farmlands. This development was aided by the expansion of railroad service and the City's proximity to the Dixie Highway. The highway, which was the major north-south route along Florida's west coast, ran through the center of the business district (the street is now known as Grand Boulevard) and intersected at Nebraska Avenue with the Seaboard Coast Line Railroad.

New Port Richey enjoyed substantial growth between 1911 and the Florida real estate bust of the 1920's. Most of the pre-1920's buildings in the downtown were wood construction and have been destroyed by fires or replaced with newer buildings. Many of the other structures built in the 1920's still remain today and give downtown much of its present character. These buildings include the Hacienda Hotel, the Pasco Building, the former First State Bank and the Meighan Theatre.

During the 1920's , New Port Richey entertained the Hollywood crowd, attracting film stars Thomas Meighan, Gloria Swanson and Ed Wynn, author Pearl Buck and many others. Representatives of Paramount Pictures came to New Port Richey to discuss the possibility of creating a motion picture studio in town. The Great Depression ended these plans.

During the 1950's the City's population increased from 1,500 to a little over 3,500. The quick growth at the time increased the market for the downtown, but it also planted the first seeds for the decline of the downtown. The main catalyst of the decline was the opening of the US Highway19 corridor in 1951.

US Highway 19 replaced the Dixie Highway as the main north-south arterial for the Gulf Coast. Much of the corridor was unzoned County land prior to the development of the US Highway 19. The abundant acreage allowed for a multi-lane road, vast parking lots and large stores with little development regulation. Commercial development has continued to grow and flourish since the opening of US Highway 19 and has facilitated the decline of the downtown. The predominance of the corridor has prompted significant changes in land use and types of businesses that the downtown has been able to attract and support. The downtown has evolved from the retail focal point of western Pasco County to primarily service oriented activities.

1950's View of Main Street

Redevelopment efforts have been discussed on and off since the early 1970's. Streetscape renderings, streetscape improvements and traffic circulation plans have been discussed and constructed from time to time for the past 20 years. In 1977, the City and the University of Florida Landscape Architecture School worked together to produce streetscape plans. The work product stopped after streetscape renderings were completed and did not begin again until the early 1980's. At this time, the City installed trees and brick planters along Grand Boulevard and Main Street.

In the late 1980's, redevelopment efforts once again were revived. This time, City Council was the driving force in creating impetus for redevelopment. A Community Redevelopment Agency was

established to further the efforts that the City has made for redevelopment, the downtown and the immediately surrounding area was found to be blighted, pursuant to the Florida Statutes.

New Port Richey joined the Main Street Program in 1990, due to the persistence of a partnership of the New Port Richey Rotary Club, the West Pasco Chamber of Commerce and the City of New Port Richey. They saw the potential of the program and the desperate situation in the downtown. They also worked diligently together on an application process that required three tries before being selected. Enrollment in the Main Street Program began with a three-year initiation period during which the City received $10,000 annually from the State, and many visits from the Florida Main Street Director, who helped bring the program through its infancy.

During the early years, accomplishment meant holding back the exodus of downtown businesses to US Highway 19 or to Gulf View Square Mall. Competition from "big box" retailers drove downtown merchants, including the hardware store, TV store, office suppliers, and druggist, out of business. What remained were professional and medical offices, night clubs and restaurants, service businesses like hairdressers and florists, and vacant buildings. The situation in downtown New Port Richey was similar to other cities which had been successfully addressed by the Main Street Program.

In 1992, the City of New Port Richey displayed its commitment to downtown revitalization with a program of streetscape and infrastructure improvements. The aim was to provide an attractive business setting and "traffic calming" to make the downtown pedestrian-friendly.

1.3 New Port Richey Redevelopment Plan Efforts

Redevelopment efforts are captured in sequential order below:

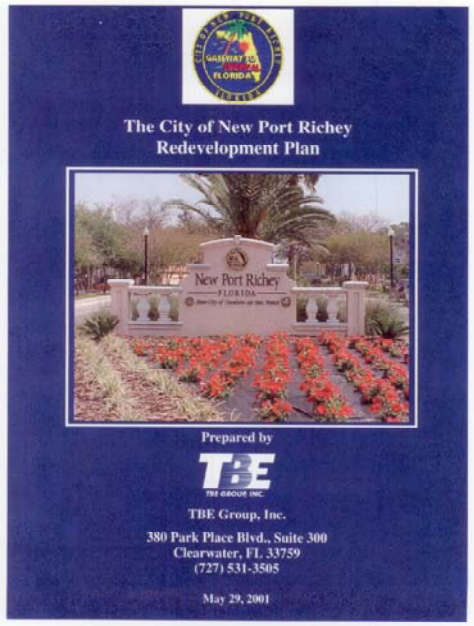
- <u>1989 Redevelopment Plan</u>
  The CRA boundaries were originally determined with the adoption of the "Finding of Necessity" Report on November 15, 1988 via Resolution 88-25. This resolution found that one or more slum or blighted areas existed within the downtown area of the City. The CRA boundaries generally included the central business district or urban core of the City and some surrounding neighborhoods. They generally extended from just north of Main Street (west of the Pithlachascotee River) and Sims Lane and Indiana Avenue (east of the river) on the north, Monroe Street on the east, Montana and Delaware Avenues on the south (east of the river) and just south of Main Street (west of the river), and the US Highway on the west. The 1989 Community Redevelopment Area boundaries are shown on Map A. The first Redevelopment Plan was approved by Resolution 89-7, adopted by City Council on June 20, 1989.

- <u>Creation of the Community Redevelopment Agency</u>
  Following the adoption of the "Finding of Necessity Report", Resolution 88-26 was adopted on November 15, 1988, designating City Council as the "New Port Richey Community Redevelopment Agency" for the redevelopment area. The purpose of the Agency is to carry out the community redevelopment projects and programs identified in the Redevelopment Plan.

- <u>Redevelopment Trust Fund</u>
  The fund was created through the enactment of Ordinance #1202 on June 29, 1989. Tax increment funds are to be deposited into this account. According to Florida Statutes Chapter 163.362(10), all redevelopment activities funded by tax increment financing must be completed within 30 years after the fiscal year in which the governing body approved, adopted or amended the Redevelopment Plan.

In 2005, the CRA's $9,057,000 Taxable Redevelopment Revenue Note, Series 2005A together with its $9,028,000 Taxable Community Redevelopment Revenue Note, Series 2005B created Series 2005 Notes totaling $18,085,000.

Due to the reduction in assessed property values and the high cost to maintain the debt service, the Redevelopment Fund will have limited resources for capital improvements. The Redevelopment Fund budget for Fiscal Year 2011/12 was substantially modified and includes funding for legal, engineering, and planning services, insurance and maintenance of CRA-owned property and other associated costs.



- <u>2001 Redevelopment Plan</u>
  In October 2000, City Council decided that expanding the CRA was the best way to accomplish its objectives. The purpose of the expansion of the CRA in 2001 was to minimize reliance on general revenue sources and "capture" County tax revenues from redevelopment by applying tax increment financing.

The Community Redevelopment Agency and City Council directed Staff to put together an "Assessment of Need" that looked at the possible "blight" that existed outside the boundaries of the 1989 Plan. The Agency agreed with its conclusions and the assessment was adopted on January 16, 2001, as a modification to the original "Findings of Necessity" through Resolution #2001-01. Upon recommendation by the Community Redevelopment Agency, modifications were made the Redevelopment Plan.

On June 5, 2001, the CRA adopted Resolution #01-05, which expanded the boundaries from the original plan to include what was, at that time, the entire City limits. The 2001 Community Redevelopment Area boundary is depicted on Map B. Areas excluded from this designation are those annexed by the City since June, 2001. There is no proposed change to this map with this amendment of the Plan. The 2001 Plan focused on stabilizing neighborhoods through the rehabilitation of existing single family homes, purchase of blighted properties for demolition and resale; provision of rehab grants for existing owner-occupied homes, commercial façade grants and recruitment of targeted businesses support of preservation and rehabilitation of historic structures; improvement in the overall traffic circulation and parking system to support downtown businesses and enhance access, and improvement in overall signage and development of an effective way-finding system. The Plan has an expiration date 30 years following the 2001 modification which is June 5, 2031.

A Redevelopment Improvement Plan was adopted through Resolution #01-04, on November 13, 2001, as the document that set for the details of the various construction projects anticipated over a 10-year period.

The City expanded its community redevelopment area to include its entire corporate limits, expecting that this aggressive approach would pay huge dividends over time. It was anticipated that expanding the CRA to be coterminous with the corporate limits of the City, at a modest growth rate, could generate up to $72 million over much of the life of the CRA.

- CRA Advisory Board
  Ordinance #1751 was adopted by City Council on January 4, 2005 creating an advisory board of the CRA to assist with the implementation of the projects and programs adopted in the Redevelopment Plan. Due to fiscal constraints on the CRA budget, the Advisory Board had not been active for many recent years. On July 19, 2011, City Council adopted Ordinance #2011-1952 repealing Ordinance #1751, retaining its status as the CRA.

- CRA/City Council Interlocal Agreements
  An interlocal agreement between the CRA and City Council was approved on July 21, 2010 which relates to the repayment of the City's Taxable Redevelopment Revenue Bond Series 2010. This bond amount totals $7,000,000.

  A new 2012 interlocal agreement has been prepared between both parties which states the obligation for the CRA to reimburse the City for all costs incurred by the City on behalf of the Community Redevelopment Agency in the event tax increment revenues are insufficient to cover certain cost of the Agency. In the event tax increment revenues are not sufficient to immediately reimburse the City for these payments, then, in addition to the amounts due the City as described in the preceding sentence, the CRA shall pay amounts due to the City plus 4.25 percent interest until and including the date reimbursed.

- CRA Executive Director
  Upon repealing the CRA Advisory Board, City Council clarified that the City manager was designated as the Executive Director of the CRA, adopting Ordinance #2011-1953, on July 19, 2011.

1.4 Redevelopment Progress

Since the establishment of the Community Redevelopment Agency and the adoption of the 2001 Redevelopment Plan, significant redevelopments have taken place within the redevelopment area in both public and private realm. The redevelopment projects and expenditures are shown on Table x.

As part of the undertaking to update the CRA Plan the City has also used this as an opportunity to update the financial projections for the term of the CRA, through 2031. Short term projections of just a few years are a challenge based on the economy, much less a twenty year projection for the CRA.

Given that scenario, the most meaningful portion of the financial plan is that over the next five years, beginning with FY 2013. Beginning in the FY 2013, the Redevelopment Fund essentially becomes a debt-service fund with limited resources for capital improvements. The Redevelopment Fund will need to get financial assistance from the General Fund for an indefinite time to help pay its $2.1 million annual debt. This will likely continue for at least five or six years. The current financial forecast puts the subsidy at approximately $200,000 in fiscal year 2013 and increasing to over $1,000,000 annually in the outlying years. This is a "worst case scenario" that would occur if the City took no action, which is not the case. That's because the General Fund can only support the CRA debt for a brief time, if at all, due to other urgent financial issues (i.e. escalating public safety pension costs, increasing recreation/library subsidies, lacking special assessment cost recoveries and a decreasing tax base). Without a doubt, there is a need for cost containment and cuts or increases in revenue for the City to continue to be fiscally sustainable.

The projections are basic and intended to provide an accuracy level of +/- 15 percent. FY 2012 was used as a baseline and any increase/decreases were factored in at the current cost with no allowance for inflation/deflation. Such factors are difficult to project in the current economy but the model still

provides a solid indication of the five year trend on a net basis. The one exception to this is the projection of ad valorem property taxes.

Ad valorem property taxes were projected at current millage rates. The CRA's current taxable value is approximately $497.3 million less the base year valuation of $366.8 million. However, based on national and state forecasts from a wide range of sources we have projected the following for property values (which are included in the 20-year projections):

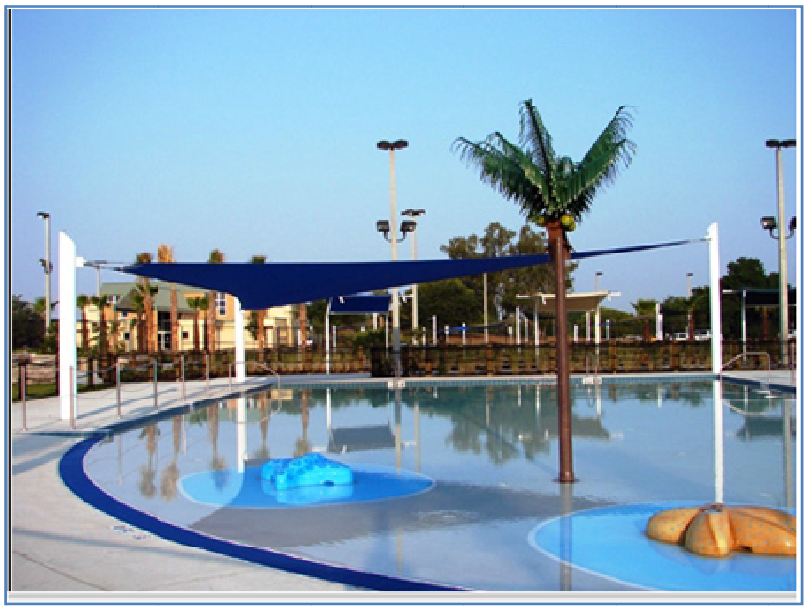
Property values are projected to continue to decline through FY2015, stabilize in FY2016 and then start to trend upward on an incremental scale. The following changes are projected for the next five years: FY 2013: -6%, FY 2014: -4%, FY 2015: -2%, FY 2016: No change, FY 2017: +1.05 %

Table 1: CRA Projects Since 2001

Description	FY 01-02	FY 02-03	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	TOTALS
Administrative/professional consulting											
Employee salaries	107,887	621,838	901,167	1,389,758	2,122,969	2,274,034	2,131,690	2,045,339	2,017,659	907,711	14,520,052
Operations	14,091	104,088	179,130	57,335	98,461	121,311	134,645	90,071	80,237	34,597	913,966
Contractual services	129,319	111,869	107,474	252,652	172,448	107,679	34,111	22,962	16,017	55,560	1,010,091
Acquisition:											
Residential land assembly		15,365			162,630						177,995
Commercial land assembly				26,100	5,701,794						5,727,894
Insurance											
				30,485	16,370	31,440	62,090	49,370	33,580	30,096	253,431
Fiscal Expenses											
Loan payments		281	20,656	83,745	10,026,307	1,803,896	2,012,832	1,566,193	8,556,522	2,058,741	26,129,173
Issue cost/2003 line of credit		27,176			88,001				35,877		151,054
Grants											
Housing incentives grants	85,862	197,883	139,737	285,655	295,233	160,304	114,147	109,180	80,901		1,468,902
Business incentives grants	4,658	61,245	38,040	98,229	62,281	76,678	51,005	114,101	82,674	5,000	593,911
Special grants					41,828	156,600	75,000	45,000			318,428
GNPRMS	30,000	28,500	30,000	45,000	45,000	45,000	40,000	40,000	40,000	30,000	373,500
Capital Projects											
Neighborhood improvements	37,722										37,722
Cotee River Park	27,500	553,530	92,136								673,166
Preservation of Peace Hall		188,874	6,133	52,312	29,150						276,469
Recreation Center		13,000	87,713	435,735	4,801,213	8,712,748					14,050,409
Residential streetscape		287,429	561,734	425,345	609,765	32,823					1,917,096
Scattered site housing dev.		2,543	9,492	59,972	64,222						136,229
Grand Boulevard/River Park		6,375	9,000	51,878	392,007						459,260
Hacienda redevelopment			2,224,911	10,705	365	17,373				(11,405)	2,241,949
Signs			16,513								16,513
Floating docks			48,358	1,770							50,128
Gazebo - Historical Society				16,626							16,626
Downtown parking dev.				236,805							236,805
Railroad Square Dev.				2,164	75,081	19,769	356,759	180,848	160,805	355,413	1,150,839
Commercial streetscape					252,495		31,289				283,784
Covering of Sims Park and restrooms					215,456	9,859					225,315
Tennis court resurfacing							24,487				24,487
Transfer to Street Improvement Fund				123,839							123,839
Grand Totals $	437,039	2,219,996	4,472,194	3,686,110	25,273,076	13,569,514	5,068,055	4,263,064	11,104,272	3,465,713	73,559,033

The changes above in Table 1 are based on further write-downs to the Community Hospital properties after FY2013. Continued increases are projected beyond FY 2017, but in small increments so as to provide a more realistic and conservative approach with which to move forward.

Because of the current economic conditions within the CRA with reduced assessed property values and the high cost to maintain debt service, no capital projects are planned until revenues can be restored to an acceptable level. For fiscal year 2011/2012, the CRA will fund professional work for engineering and legal services as well as maintenance for City-owned buildings (e.g. “hardening”, efficiency make-overs, etc.). As funding becomes available, future neighborhood planning efforts will be undertaken. (Refer to Map C: Neighborhoods.) The concerns of residents tend to be similar from neighborhood-to-neighborhood and lend themselves to City-wide solutions.



Pool at Recreation & Aquatic Center

Historic Peace Hall

2.0 Existing Conditions

2.1 Demographics & Housing

According to the 2010 Census, the population of New Port Richey decreased to 14,911 from 16,117 since 2000. Of the 2010 population, 7,173 are male, 7,738 are female and most are between 50 to 54 years old. The racial composition of the community is predominantly Caucasian with a small minority population.

New Port Richey offers a variety of housing types in the current real estate market. These housing units range from single-family to multi-family and from site built to manufactured units. In addition to apartments, condominiums, townhouses, mobile homes and single-family units, New Port Richey has a number of duplex, triplexes and quadplexes within the City limits. Many dwellings are renter-occupied units and generally poorly maintained. Absentee landlords, renter occupancy, disrepair and high vacancy rates are commonplace in the City's housing arena.

There are a total of 8,693 housing units in the City. Of those units, 6,930 are occupied (79.7 percent) and 1,763 are vacant (20.3 percent). The majority of vacant units are not seasonally occupied or new construction units, but rather abandoned, underutilized or uninhabitable properties. Dilapidated, although not vacant, homes are also commonplace within the corporate limits of the City. These housing units have been repeat offenders with Code Enforcement and a primary reason for the lack of interest in the redevelopment of areas in the City by private interests. The vacancy number is comparable to Pasco County, currently experiencing vacancy rates of approximately 17 percent. However, the difference between the two is reflected in the length of vacancy and the reason for the vacancy. Pasco County has experienced tremendous growth in recent years due in part to rising housing costs in other communities and vastly improved highway access to what was once a rural area with the recent completion of the Suncoast Parkway.

Approximately 33 percent of all housing units within the City are renter-occupied (2,846 units). Compared to the percentage of renter housing in the County, currently 19 percent, this figure is substantially higher. The median rental value in 2000 for New Port Richey was significantly lower than in Pasco County as a whole. There is some evidence that the City has become a draw to people with low-income earning households because of the readily available supply of low rent housing and the acceptance of transient tenants by absentee landlords. This image has damaged the City's reputation to others in the housing market and has driven down property values in some areas.

Median value in the single-family housing stock of the City has increased to $85,000 since 2001, reflecting an 18 percent increase in value. Values rose each year, but dropped from 2008 to 2009 from $102,200 to $85,000. The average age of the housing units in the City is between 20 and 40 years, as the most expansive period of growth the City's history occurred from 1950 through 1979. A large number of homes, approximately 1,500, have been built or annexed into the City since 1980. However, large-scale development has slowed substantially within recent years as growth has been steered into the County limits, where land development costs are less expensive and the supply of large vacant tracts of land is more plentiful.

The median household income decreased from $38,126 in 2000 to $28,989 from 2001 to 2010. Using this figure and standard finance guidelines to compute the amount of house the average City family can afford, housing units with sale prices between $57,978 and $86,967 (two to three times

annual household income) or rental units between $604 and $797 per month (25-33 percent of monthly household income) are best suited for the New Port Richey housing market. The type of these housing units could vary greatly. However, it is advisable for the City to encourage new and more upscale multi-family and rental housing in order to provide alternatives to the current rental units, which have, in the past, presented maintenance and code enforcement problems.

2.2 Existing Land Use Patterns & Future Land Use

The City is substantially built-out and, therefore, has shifted its focus to redevelopment and infilling of existing urban areas. With the exception of coastal lands, areas outside the City limits are urbanized, as well. The proliferation of urban sprawl is not of major concern in the City.

Roughly 40 percent of the CRA is developed with residential uses dispersed throughout the City. Lower intensity residential development transcends both sides of the Pithlachascotee River. There are many duplexes and triplexes and several mobile homes including rental units owned by absentee landlords. During a portion of the 1980s, these multiplexes were permitted uses within traditionally single-family zoning districts. Reversing this pattern and promoting resident-owned properties is a main focus of the City's Plan.

Commercial areas, making up nine percent of the area, are primarily located along the US Highway 19 corridor and at the intersections of major roadways. Main Street and Grand Boulevard provide the historic center of commercial development. Along the US Highway 19 corridor, only commercial land uses are permitted. Industrial uses account for less than two percent of the overall area and are concentrated in the northeast along Orchid Lake Road, although there are some portions along US Highway 19. Public and semi-public uses are also found in various portions of the area accounting for 11 percent of the land use.

Over four percent of the CRA is developed with recreational and open space uses which are located throughout the area in different neighborhoods and adjacent to the river. The Recreation and Aquatic Center serves regional needs from its Van Buren Avenue location. The downtown area has 10 acres of parkland including the historic Sims Park and Orange Lake Park and the City boat dock.

Table 2: Existing Land Use

Existing Land Use Category	Acres	%
Residential	1,148.67	39.54%
Mixed-use	25.39	0.87%
Commercial	266.26	9.17%
Industrial	51.01	1.76%
Public/Semi-Public	322.55	11.10%
Recreational	130.31	4.49%
Water	89.28	3.07%
Right-of-Way	494.44	17.02%
Vacant	376.99	12.98%
Total	2,904.83	100.00

Source: Pasco County Property Appraiser, 2005.

Table 3: Vacant Lands

Type	Acreage	%
Vacant Residential	249.67	66.23
Vacant Commercial	109.81	29.13
Vacant Industrial	2.09	0.55%
Vacant Other	15.42	4.09%
Total	376.99	100.0

The Pasco County Property Appraiser's Office identified approximately 13 percent of the acreage in the CRA as vacant. Approximately two-thirds of the vacant lands inventory is categorized as residential. Location, size, access, environmental features, development entitlements (e.g., zoning) and other characteristics of vacant lands will affect the actual development yield of these lands. For

this reason and, also, to allow for a degree of flexibility in the real estate market, the City should explore ways of increasing the inventory of vacant lands for development and redevelopment.
An assessment of the availability of adequate and affordable housing for very low, low and moderate income households is required in the Comprehensive Plan. The Future Land Use Element supports the creation of affordable housing through provisions for a variety of housing types in all residential land use categories, with the exception of the Low Density Residential category. This Plan also recognizes the need to coordinate with the housing authority or other affordable housing entities functioning within the geographic boundaries of the redevelopment area, concerning the development of affordable housing in the area.

Together, future land use and zoning establish the minimum and maximum densities and/or intensities and the permitted use of land. These regulations along with site conditions (e.g., wetlands), availability of infrastructure (i.e., level of service), conformance with building and other life safety codes and character of the surrounding neighborhood, have a bearing on the ultimate development yield of property. These factors and others, such as compatibility with the policies in the Comprehensive Plan, are carefully weighed when a property owner or the City initiates changes to the Future Land Use Map.

Table 4: Land Use Density/Intensity

Future Land Use Category	Abbreviation	Max Density/Intensity	Acreage	%
Low Density Residential-5	LDR-5	5 UPA	238.21	10.2
Low Density Residential-6	LDR-6	6 UPA	0.0	0.0
Low Medium Density Residential-9[1]	LMDR-9	9 UPA	0.0	0.0
Low Medium Density Residential-10	LMDR-10	10 UPA	724.64	30.9
Medium Density Residential-14[1]	MDR-14	14 UPA	241.19	10.3
Medium Density Residential-20	MDR-20	20 UPA	33.83	1.4
High Density Residential-24[1]	HDR-24	24 UPA	21.4	0.9
High Density Residential-30	HDR-30	30 UPA / 0.4 FAR	267.56	11.4
Residential/Office	R/O	10 UPA / 0.4 FAR	87.32	3.7
Residential/Office/Retail	R/O/R	10 UPA / 0.4 FAR	0.00	0.0
Downtown	D	15 UPA / 2.0 FAR	56.46	2.4
General Commercial	GC	0.50 FAR	83.89	3.6
Highway Commercial	HC	2.00 FAR	215.04	9.2
Light Industrial	LI	0.50 FAR	45.93	2.0
Public/Semi-Public	P/SP	1 UPA / 2.0 FAR	191.84	8.2
Recreation/Open Space	R/OS	1 UPA	113.05	4.8
Conservation	C	1 UPA	26.53	1.1
Total			**2,346.89**	**100.0**

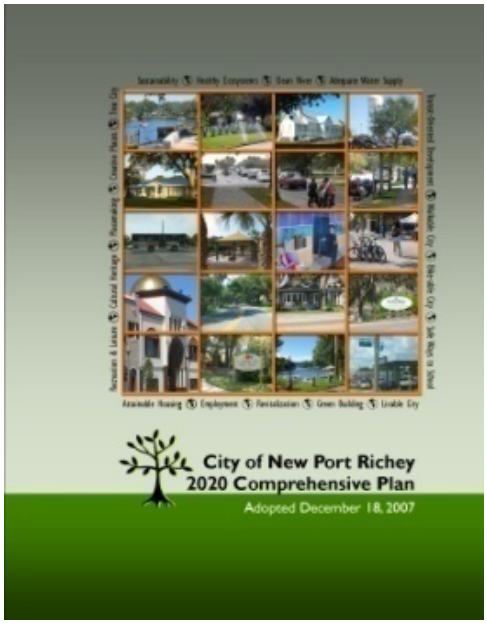
Notes: 1. Application limited to the lands within the Coastal High Hazard Area.

The Comprehensive Plan and the Redevelopment Plan are consistent, providing unified direction in the accomplishment of the City's redevelopment goals. The following goals of the Comprehensive Plan are being implemented in the CRA Plan:

- Policy FLU 1.2.6 – The City shall develop neighborhood plans that identify needs, character and strategies for neighborhood preservation and positive change. It is envisioned that community-based neighborhood planning efforts will create a sense of ownership and responsibility for residents. At a minimum, the following shall be considered when developing neighborhood plans:
  a) Gateway features or distinctive signage at major entrances;

b) Provision of open space for active and passive uses;
c) Reuse of the alley system for mobility enhancement;
d) Planting of regularly-spaced shade trees on key streets to encourage pedestrian activity year-round; and
e) Sidewalk connectivity within and external to the neighborhood, especially sidewalks which link residential areas to schools.

- Policy FLU 1.5.1 – The Community Redevelopment Agency shall pursue redevelopment opportunities in accordance with provisions of Part III, Chapter 163, FS.
- Policy FLU 1.6.6 – The City shall encourage the use of the river waterfront through enhanced public facilities.
- Policy FLU 1.9.2 – The Land Development Regulations shall, through incentives, encourage the adaptive reuse or rehabilitation of historic or architecturally-significant structures.
- Policy TRA 2.1.2 – The City shall provide bicycle and pedestrian ways that provide connectivity between residential are, to recreation areas, schools, shopping areas, transit terminals and the bicycle facilities of other jurisdictions.
- Policy HOU 1.7.1 – The City shall ensure that affordable relocation housing of comparable condition is available to persons displaced through public action prior to their displacement.
- Policy INF 1.1.4 – The City shall develop and maintain water treatment facilities that produce potable water of sufficient quality to meet all applicable federal and state regulatory requirements.
- Policy ROS 1.5.6 – The City shall continue to pursue state and federal funding to enhance the City's parks and recreational program. This is particularly important for the enhancement of the James E. Grey preserve.
- Objective LIV 1.10 – Preserve, enhance and extend the pattern and character of the streets and alleyway system including the prevailing grid as a means to facilitating multi-modal mobility and reducing the future need for wider streets.
- Policy LIV 2.4.1 – Devise a course of action to address the problems of commercial sprawl, deterioration, obsolescence and corridor congestion by following the strategic framework set forth in the Ten Principles for Reinventing suburban Strips.



The Future Land Use Element of the Comprehensive Plan specifies future land use designations for the six key properties that were evaluated and are discussed in the recommendation section. Additional entitlements will be required for several properties to increase the types of land uses allowed on each site to enable redevelopment. The availability of residential land use is an important aspect of the future marketability and development opportunity for four of the six parcels. The Livable City Element of the Comprehensive Plan provides a sound basis for the design and development of new and enhanced properties in the City. The Neighborhood Plans and the anticipation that infill/redevelopment will become more prevalent are reflected in the City's Comprehensive Plan. The Comprehensive Plan anticipates the national trend towards infill development, a large portion of which is redevelopment in the US Highway 19 Corridor:

- In the US 19 Corridor the opportunity lies in infill and redevelopment of these properties to reflect more contemporary characteristics, more intensity, more mixed-use, more residential and more economically productive assets.

- The City can facilitate this through revised development code processes and other incentives as re-investment occurs on individual properties through the normal course of private property management and re-investment.
- The issues related to the Coastal High Hazard Area, a State of Florida regulation, need to be addressed to enable mixed-use development, with residential components, to safely proceed in the US 19 Corridor.
- Use and sale of the residential dwelling units the City "owns" through a transfer of development rights is promising. The re-deployment of the 300 units approved on other City property is an important opportunity.

2.3 Existing Zoning

The Community Redevelopment Area contains 19 zoning districts related to four general classifications of land use – residential, commercial, industrial, and institutional. They include:

- Single-Family Residential Districts (Provides residential areas consisting of single-family dwellings on moderate size lots, where the distinction between these lots is in density)
  - R-1, Residential Zoning District (minimum 7,500 square foot lot)
  - R-2, Residential Zoning District (some with minimum 6,000 square foot lot and others with (minimum 5,000 square foot lot)
  - R-3, Residential Zoning District (minimum 5,000 square foot lot
  - MHP, Mobile Home Park Districts (Provides areas for mobile home parks)

Single-family Dwelling in Sims Grant Neighborhood

- Single and Multi-Family Residential Districts (Provides a district in which single-family, duplex, triplex, and multi-apartment structures may all be constructed)
  - MF-10, Low-Medium Density Residential Zoning District
  - MF-14, Medium Density Residential Zoning District
  - MF-30, High Density Residential Zoning District
  - PDD, Planned Development District (Residential Planned District subcategory)

- Other Residential District (Provides residential areas in which multi-family dwellings or apartments may be constructed)
  - MHP, Mobile Home Park Districts (Provides areas for mobile home parks also allows single-family)

- Commercial Districts
  - C-1, Light General Commercial Zoning District (Provides for and requires an organized arrangement of buildings, services, and parking areas, together with an adequate traffic

circulation system and open space, in a manner so as to provide and constitute an efficient and attractive shopping area to serve neighborhoods needs)
- C-2, General Commercial Zoning District (Provides for the development of uses necessary to meet community and regional needs for general commercial and service-oriented activities)
- HC, Highway Commercial Zoning District (Provides for a variety of business uses)
- PDD, Planned Development District (Commercial Planned District subcategory)

- Office District
  - Office Zoning District (Accommodates both business and professional offices)
  - PDD, Planned Development District (Office Planned District subcategory)

- Mixed-Use Zoning Districts
  - D, Downtown Land Use Category/Zoning District (Recognizes downtown as the City's financial, commercial, governmental, cultural, recreational, and professional center and requires that infill construction be compatible with and enhance the architecture style of downtown)
  - R/O, Residential/Office Zoning District (Provides areas of mixed-use single and multi-family residential and office uses)
  - R/O/R, Residential/Office/Retail Zoning District (Provides areas of mixed-use single and multi-family residential, office, and retail uses)

- Site Plan Zoning District
  - PDD, Planned Development District (Provides an alternative method of land development not available within the framework of other zoning districts. Use of innovative design techniques must be employed)

- Industrial District
  - Light Industrial Zoning District (Reserves areas for light manufacturing and related uses)
  - PDD, Planned Development District (Industrial Planned District subcategory)

- Conservation Land Use Category (Recognizes the importance of the Pithlachascotee River and Orange Lake to the recreational and ecological health of the community and surrounding areas.)

- Government Zoning District (Provides areas for government and related uses in all land use categories)

- Public/Semi-Public Zoning District (Provides areas for public, municipal, and semi-public centers, community services, and facilities)

The methodology for calculating residential density is dividing the total number of dwelling units or residential lots, by the gross acreage expressed in square feet or acres of the development property. Nonresidential intensity is expressed in floor area ratio (FAR) which divides the gross floor area of all structures divided by the gross land area of the development parcel. Gross floor area means the sum of the area of each floor of the structure including mezzanines, penthouses, corridors, lobbies, stores, offices, etc., that are enclosed. Each zoning district also limits size and height of buildings.

2.4 Neighborhood Issues

The City instituted a neighborhood planning program to address needs in the City's 19 neighborhoods (see Map C). To date, seven neighborhood plans have been completed including North Grand (2002), North Park (2003), Le Clair (2004), West Grand (2004), Schwettman Oaks (2005), South River (2005) and North River (2006). Redevelopment efforts in the City are moving towards a more proactive approach to neighborhood redevelopment and improvement through allocation of resources to produce high quality results. The impact of future development schemes on neighborhood compatibility is a component of neighborhood plans.

A review of the seven neighborhood plans indicates that the concerns of residents are very similar from neighborhood to neighborhood. The results and the value to the neighborhoods having existing Plans, now several years old, should be confirmed; and if confirmed, neighborhood plans should be prepared for the remaining 12 neighborhoods. Common concerns that seem be present in all/most neighborhoods are listed below. These would seem to lend themselves to City-wide solutions:

- Neighborhood crime
- Speeding on neighborhood streets
- Code enforcement in neighborhoods
- Drainage problems
- Inadequate sidewalks, although some neighborhoods did not want sidewalks
- Violations of the "no wake" speed limit in the Cotee River
- Street Lights
- Buffering from commercial uses, especially on US Highway 19
- Neighborhood identification signs

Special concerns related to one or only a few neighborhoods that seem to lend themselves to specific solutions are:

- Redevelopment along US Highway 19, especially with residential and mixed uses
- Garbage collection in a few areas, especially furniture and other trash in alleys
- Pocket parks in selected neighborhoods
- The negative impacts expected with the departure of the HCA hospital and what will remain
- Dredging the canals
- Use and availability of reclaimed water

Single-family Dwelling in Downtown Neighborhood

The City's neighborhood planning strategy serves to preserve and enhance neighborhood livability and eliminate adverse characteristics that lead to neighborhood decline. The neighborhood is involved in the planning process by helping to identify the characteristics of the neighborhood that make it a desirable place to live. Likewise, community input is provided on ways the neighborhood could be improved. Typical preferences for enhancing neighborhood character include sidewalks, appropriate street lighting, bike paths, street trees, parks, safe ways to schools and natural features.

The resulting neighborhood plan includes goals and strategies for preserving or enhancing the neighborhood including City commitments to provide identified amenities and services.

The stability, the safety and the preservation of property values of the neighborhoods are critical to the prosperity of the City and its citizens. Residents must have, and feel they have, decent and safe homes which necessitate decent and safe neighborhoods. The attention from their City to this aspect of their lives is important. Without these conditions, the business community will continue to struggle to serve a constituency that has more pressing needs than supporting local business and community activities. Therefore, community redevelopment planning starts in the neighborhoods. In addition to being good places to live, neighborhoods are where customers reside.

2.5 Existing Parking Patterns

Parking is an important element of any redevelopment program because it often determines the feasibility of proposed projects. A shopping district, office building, or residential project cannot be considered unless there are adequate parking accommodations for patrons, employees, and residents.

Parking is allowed on most streets in New Port Richey and large amounts of land in commercial districts are devoted to parking. Parking issues in the City are primarily focused in the downtown business district where parking is vital to the economic life of downtown. Although there is sufficient parking to accommodate the daily needs of local businesses, the downtown experiences parking problems at peak times during the day and especially during special events. The parking problem is primarily perceptual and is generated by the lack of convenience during these times. This is not an unusual problem for downtown areas. Directional signs to City parking lots were installed to make them more accessible. The addition of a new parking structure has been discussed to address future parking needs.

In 2004, the City revised its parking requirements to assist retail businesses in the compact urban setting of downtown. The City also acquired a parking lot on Nebraska Avenue to provide additional public parking spaces.

As redevelopment takes place, property that is currently vacant will become developed providing the opportunity to create a more pedestrian environment. Through urban design techniques and landscaping improvements, parking areas that are now perceived as being remote, will be better incorporated into the urban framework with new areas of interest for the pedestrian occupying their attention and effectively reducing the perception of inconvenience when walking into the downtown.

On-Street Parking on Main Street

When successful, downtown redevelopment will increase retail opportunities and intensify existing uses, including additional office and residential uses. As new development occurs, it will

be necessary to ensure adequate convenient parking facilities.

New Port Richey has been able to retain the character of its downtown to a great extent because on-site parking has been contained to the rear of many properties. This parking configuration has enabled a better pedestrian orientation to the front of the historic structures on Main Street, Grand Boulevard, and other streets in downtown. This type of unobtrusive, on-site parking configuration should be incorporated in future development wherever possible. Additionally, the City has implemented on-street parking to increase the supply of parking in the downtown and a signage system to help visitors easily discover existing parking areas and these proposed for future development.

As for the conventionally-designed commercial areas in other areas of the City, retailers and service provider, in most cases, have provided for adequate on-site parking. Conforming to minimum parking standards is no longer the rule, as the current trend for businesses is to provide an abundance of parking spaces adequate to meet peak seasonal demand.

Parking at City Hall

3.0 Recommendations

The term "CRA" as used in this Plan includes the City as well as the CRA, except as otherwise required by law or as context indicates.

Based on the assessment of the previous Redevelopment Plans, the Comprehensive Plan and other City documents, interviews with community stakeholders, recommendations were made for the future of the CRA. The recommendations are grouped into two categories: Actions that affect the entire CRA or a large portion thereof, and recommendations for actions to be taken to enable redevelopment of the six selected properties in line with City objectives. Many of the recommendations in this report will be familiar to people who have been involved in City affairs over the years since many plans were prepared over the past decade, but few implemented. After a review of these previously prepared plans, a number of the recommendations still seem relevant; others have been modified to respond to contemporary conditions and others have been added.

Projected adopted in the CRA Redevelopment Plan are anticipated to be completed by year 2031, the final year of the CRA, and should be flexible to respond to market conditions, funding sources and community priorities. However, the Plan recommends the following projects as priorities that could help stimulate redevelopment and accelerate growth in the short term:

- Improve public safety and innovative policing,
- Support job-generating businesses,
- Prioritize the redevelopment of Hacienda Hotel, Main Street Landing, Residences at Orange Lake site and the former Gateway Church site,
- Support the adaptive reuse and/or redevelopment of the HCA Hospital site,
- Develop disposition documents for the Residences at Orange Lake and former Gateway Church site,
- Develop a crime prevention strategy with investments in recreational and park facilities to encourage more active use, and
- Support the North Bay Hospital campus expansion.

3.1 CRA-Wide Actions

- Improve Community Communication:
  Many well-intended stakeholders and organizations do not appear to effectively communicate with each other. Successful communities are characterized by a large number of people with different backgrounds and interests devoting themselves to a single idea, a vision of the City. Commitment to a unified vision does not seem to exist although many of the people interviewed have similar and compatible ideas for the future of the City.

- Revise the Financial Approach to the Use of City Resources:
  The City and the CRA appear to have a supportive approach to providing City resources and properties for private use. While this is a convenient community-building approach, it costs the City money to support private activities. The financial support policies should be reviewed. Specifically, the extra costs of policing, traffic management and trash pick-up for special events and festivals are not reimbursed by the sponsoring organizations. The City or the CRA currently incur these costs without reimbursement. Consideration should be given to charging users to reimburse the City for expenses, such as law enforcement and trash removal, as well as for park, street and public-space use during special events.

- Re-Institute the Neighborhood Planning Program:
  The City has previously prepared plans for specific neighborhoods. This is an important community-building activity that also is important in fighting crime. When financial resources permit this activity to resume, it should be re-instituted. The City should explore the use of partners to sponsor plans for specific neighborhoods.

- Coordinate Festival Planning:
  Festivals and community celebrations are an important part of the City's lifestyle. This activity should be approached from a "business planning" perspective. The benefits and costs should be determined and the infrastructure necessary to make the events safe and successful should be determined. The traffic management planning, the parking approach that accommodates visitors without undue disruption to downtown businesses, the provision of electric, trash and sanitary facilities, the allocation of costs to sponsors, event spacing and marketing can increase the benefits and reduce the costs and disruption of these special events. In place of a series of unrelated single events, consider making them a part of a unified series of festivals with proper plans, infrastructure support, preparations and marketing.

▲ Sims Park

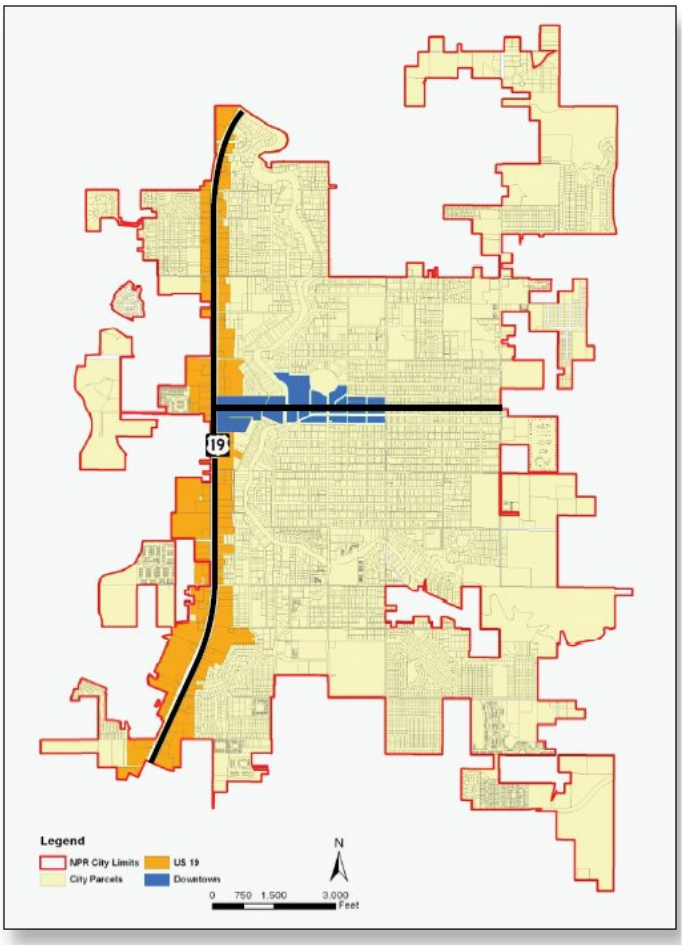
- Practice Partnering:
  Partnering is a growing part of municipal life. Few towns and cities have the resources to independently fund high quality facilities and programs. Partners provide creative support, financial support and they broaden the community base to be large enough to support significant activities. New Port Richey, Port Richey and Pasco County have many issues of mutual concern and community objectives that are common. Partnering with these and other entities, including private companies, is a practice that will serve the City well.

- Use the Cotee River as a Major Community Asset:
  The Cotee River is a major asset for the City; the river is also the "front porch" for many private residences along its course. Significant public space has been developed along the river, including a very wide and walkable bridge at Main Street. The river is already used for boating recreation. It can be an "attractor" for visitors from Tampa/St. Petersburg and Central Florida. The "Bridge District" and the Cotee "Blueway" can become regional destinations that supplement the City's identity with festivals. The Main Street "Bridge" District and the Cotee "Blueway" should be established.

- Improve the Economic Performance of US Highway 19:
  US Highway 19 is strewn with haphazard developments that are generally unsightly and poor economic performers, for themselves and the City. This does not have to be the case forever. The City can initiate, but not unilaterally sustain, programs to enrich the corridor. The owners and businesses along the corridor are the ones, if they are willing, who can sustain a progressive rejuvenation of the corridor. A program, thoroughly discussed and developed, with the following activities would be useful:

  - A commitment from the City to institute entitlement increases, infrastructure and other activities that would enable corridor businesses to expand; and
  - Facilitation of initial meetings of property owners and/or business owners to determine the private-sector commitment that exists for improvements.

- Main Street Overview:
  New Port Richey has a mix of uses downtown on Main Street including restaurants, bars, the library, City Hall and Sims Park. Several comments reflected the concern that there are too many offices on the first floor of Main Street buildings. There is a need for more retail businesses in addition to the existing restaurants and bars on Main Street and fewer professional/service tenants. In concept, this was not disputed. However, offices fill spaces that may otherwise be vacant and offices provide activity on Main Street. Downtown is the host for many important private and public assets, including the Hacienda Hotel, future Residences at Orange Lake site, Main Street Landings and the proposed Cotee "Bridge District".



▲ The City Boundaries and Significant Commercial Corridors

  Festivals are a big part of the Main Street experience. The streets and parks should continue to be developed to support these activities. The cost to the City for supporting these with police overtime, trash removal, traffic control is substantial and should be evaluated for user-funding. The US 19/Main Street "Gateway", the "Palm District"

and Main Street can present a stronger visual image if the three components are designed as a single system. Specifically:

- "Palm District", as the US 19 gateway to Main Street, needs to be improved and visually integrated with Main Street;
- A way to tie US 19 to the Palm District to Main Street is important; they have a different physical appearance;
- Several suggestions were made to remove the unattractive pink concrete seating blocks;
- Cultural activities are a part of the Main Street based on the City's history with film and railroads; and
- Richey Suncoast Theater, Progress Energy Art Gallery, Heart Gallery for Orphan Children and farmers' market are important assets of the City.

A vision that may be attractive to residents and visitors is "Small-town America". A visioning process should be initiated to develop an image of the City's future that reflects the ideas of the residents and businesses.

- <u>Design and Implement a City-Wide Wayfinding System:</u>
  Signs, naming conventions, travel directions and safety measures can all be addressed with a City-wide wayfinding system. A system is also an important community building element.

- <u>The Main Street "Bridge District":</u>
  The Cotee River is generally considered the unique and valuable asset of the City; the Cotee/Main Street bridge is the point of access and of maximum visibility. A district focused on the Cotee Bridge and Main Street has the elements of an interesting "place". The Hacienda Hotel, the City Boat ramp, Main Street Landing and the former Spoonbill site all focus on the River and are easily walkable. The proposed "Bridge District" can help unify Main Street with a US 19/Main Street entry feature, a re-conceptualization of the "Palm District's" appearance and a strong connection east of the bridge. The district could serve as the trail head for the proposed Cotee "Blueway" that is a recreation waterway on the Cotee River from Main Street to US Highway 19. Pasco County is contemplating this "blueway" and may be a partner.

▲ The Main Street "Bridge District"

Creation of a place that brings these four corners together in an intimate setting attractive to residents and visitors could:

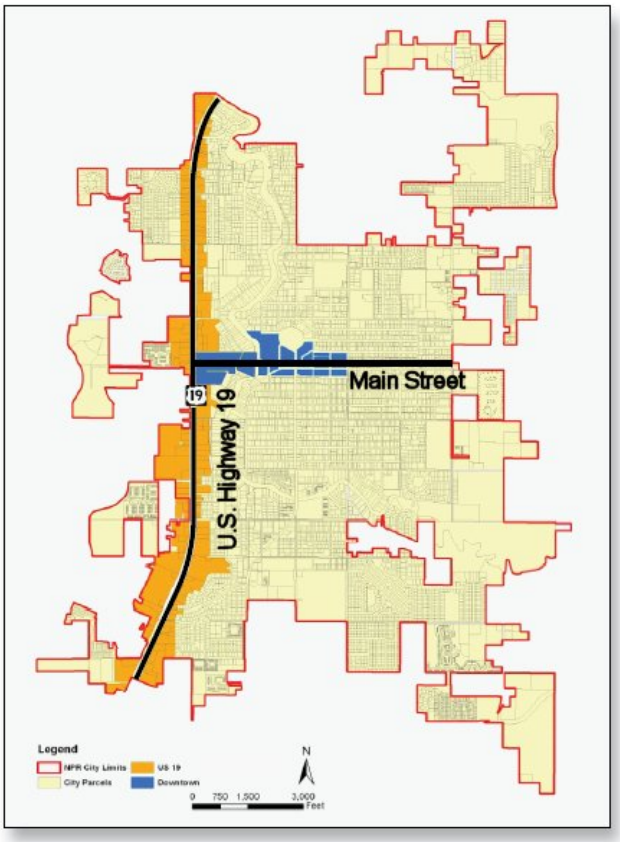
- Create a better transition to the "Palm District" and a stronger tie to Main Street including a better entrance statement at Main Street on US 19. In the long run, the "Palm District" could disappear and become part of one great "Main Street" from a gateway on US 19 to the "Bridge District" to the City Hall/library square. The attraction of a restaurant/retail district is stronger when it presents one visual image;
- Provide the Hacienda Hotel a market image as the jumping off point for a weekend stay downtown with excursions on The Cotee and, among other things, events at the Richey Suncoast Theater;
- Support an outfitter at the boat ramp;
- Give some impetus to Main Street Landing and the former Spoonbill site. The former Spoonbill's restaurant could be the location of a small hotel or other accommodation;

▲ The Main Street "Bridge District" Location

- Create momentum for a "blueway" that connects this Cotee/Main Street "Bridge District" with a destination at the harbor at the US 19 bridge to the north and the James E. Grey Preserve to the south.

The Hacienda Hotel, the boat ramp, Main Street Landing and the former Spoonbill Restaurant site all are connected to the Bridge and the Cotee River. In some sense, this is a central focal point of the City. The City-owned building occupied by the Chamber of Commerce along with the boat ramp site have greater economic potential as an expanded concession operation for river activities. The expiration of the Chamber's lease should be coordinated with the opening of the Hacienda Hotel.

- <u>US Highway 19 Corridor:</u>
  US Highway 19 corridor's redevelopment/upgrade is critical to the overall economic health of New Port Richey. Today, US Highway 19 affects the image and function of the City. US 19 establishes the aesthetic image of the City; unsightly development along the corridor reflects poorly on community. The portion of US 19 inside the City limits is indistinguishable from



▲ The US 19 Corridor and Main Street

the rest of the corridor. There is no presence upon entering the City: “there is no there, there”. The US 19/Main Street intersection should be redesigned to make an entryway statement that you have arrived in New Port Richey and that there is a special town just to the east. Crime and public safety issues are tied directly to US 19 Corridor. There is little formal engagement between the corridor tenants and property owners and the community regarding issues of common interest. The City should encourage discussion of expanding the Main Street focus to include US 19.

▲ An Example of a "Gateway" Feature

Examples of towns with unique entry features are Dunedin, Kissimmee/US 192 and Melbourne/New Haven Avenue. There are different sections of the Corridor; it is not monolithic. A Main Street gateway should be created by designing and installing a significant physical feature at the intersection of US 19/Main Street.

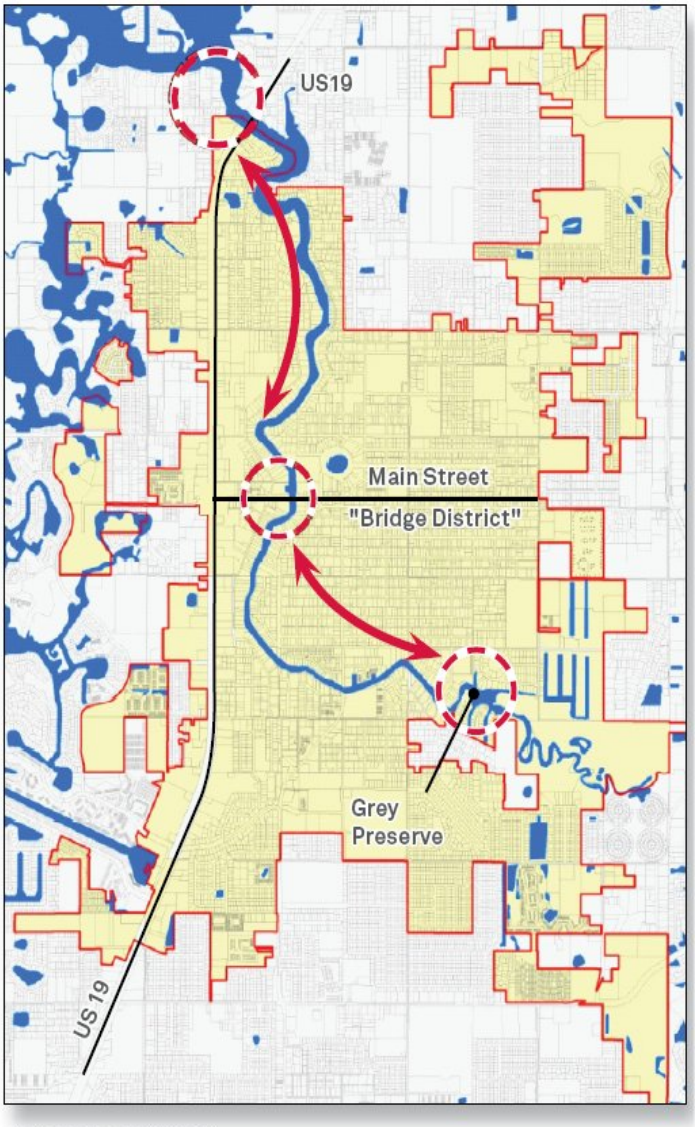
The Marine Parkway area to the south is better organized than the northern part. Residential development is restricted due to Coastal High Hazard Flood area requirements. These regulations are enacted by the State of Florida, however, efforts need to be made to enable more residential development in the Corridor. The City’s “transfer of development rights” program is a good example of creative thinking to enable more residential development in the Corridor.

The US 19 Corridor should remain a place for retail and service businesses. The potential mix of uses should be expanded to include offices, warehouses and residential development all developed consistent with appropriate standards to ensure functional, safety and aesthetic advancements. Properties fronting US 19 were about 15 percent of the City’s taxable value in 2010; a goal of 30 percent by 2020 would set the tone for a program to enhance the economic performance of this Corridor with more infill and redevelopment, more effective code enforcement and improved development standards. High performance warehouses may be a great use for properties now being marginally used. Some sites on US Highway19 may be suitable for a warehouse district serving West Pasco County with the support of the Pasco Economic Development Council.

- <u>New Port Richey as a Destination:</u>
  New Port Richey has the necessary assets to attract visitors interested in a small, “character” town. Main Street, the Richey Suncoast Theater, the Hacienda Hotel and the Cotee River with Sims Park can provide several days of entertainment and distraction for regional and international visitors. This setting, complemented with an organized program of festivals could

create the basis for a successful economy including “week-enders” and overnight travelers who stay a few days in a quality hotel, walk to dinner, see a show, enjoy a festival and experience the river. Fishing in the nearby Gulf of Mexico is also attractive to tourists. The City should also be attuned to the needs of international and business travelers.

- <u>The Cotee “Blueway”:</u>
  New Port Richey needs a new idea to enthuse residents and entice visitors. The Cotee “Blueway” anchored by the “Bridge District” could be that idea. The river is beautiful. Pasco County is



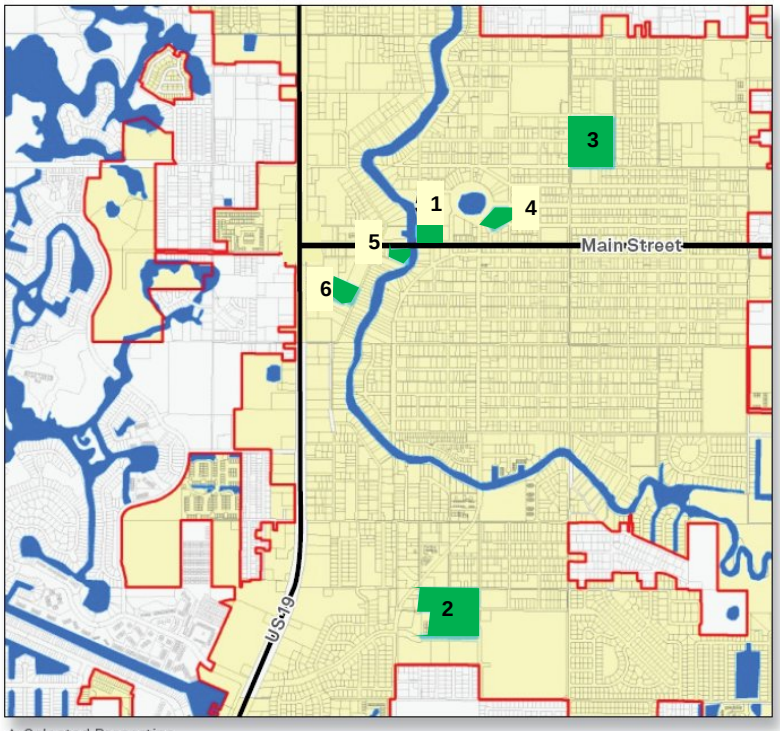
▲ The Cotee “Blueway”

discussing a proposal to establish a recreation water-trail along the Cotee River from Main Street to US 19 and on to the Gulf. A southern extension to the Grey Preserve is also possible. The time may be now. The term “blueway” is a take-off of pedestrian ways or recreation trails such as the Pinellas Trail. It is the water equivalent. The Cotee River, the City’s main feature, is the dominating asset of the City and is underutilized. The river may be the major resource for enticing people to come to New Port Richey and Main Street with a canoe/kayak ”outfitter” at the City boat ramp, restaurants, the Theater and the redeveloped Hacienda Hotel. Cooperation between New Port Richey, Port Richey and Pasco County is critical. The “harbor” where the Cotee meets the Gulf is generally controlled by three entities, the two cities and the County. US 19 is similarly controlled by the three entities. A partnership of interests seems worthy of discussion.

3.2 Select Property Actions

Six key properties were identified as being significant in the future redevelopment of the City. In addition, the US Highway19 Corridor and the Cotee River cannot be ignored as significant assets of the City. Each of these parts needs a strategy to define their contribution to the City and vice versa. The purpose of each evaluation is to identify the existing and future contribution each area can make to the economic development of the City. The properties include the Hacienda Hotel, HCA Hospital,

North Bay Hospital, future Residences at Orange Lake, Main Street Landing and former Gateway Church.



▲ Selected Properties

Six key properties:

1) Hacienda Hotel
2) HCA Hospital
3) North Bay Hospital
4) Residences at Orange Lake
5) Main Street Landing
6) Former Gateway Church

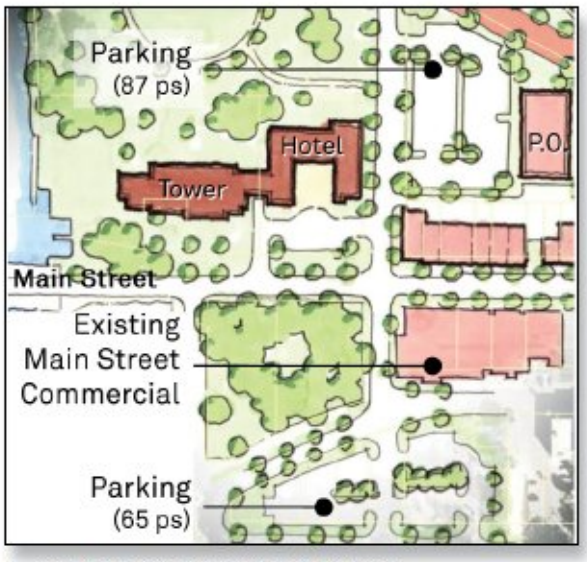
- <u>Hacienda Hotel:</u>
  Redevelopment of the Hacienda Hotel is the number one priority of this Plan. This is the most important activity currently available to the City to rejuvenate Main Street and greater downtown. A hotel will provide a place for visitors to stay in a quality accommodation. It will resurrect a place that is important in the City's history, provide activity on Main Street, create new jobs and anchor the Cotee "Bridge District" and the Cotee "Blueway".

  This 1927 historic hotel's restoration and expansion has the potential to reenergize the downtown area along with the strategic development of other nearby sites. Under a former preliminary development agreement with Community Development Partners, Inc. (CDP), the property was to be redeveloped as a 94-unit hotel, including 34 units in the existing building with an additional 60 units in a new tower. Based on a feasibility study completed in 2009, the analysis confirmed the market for a commercially viable quality hotel. To date, the tight lending environment of the financing

▲ Hacienda Hotel Location

markets has made it extremely difficult to put together a reasonable financing program. It is anticipated that this coming year may provide more options.

▲ Hacienda Hotel : Bank Street Development Scenario



▲ Hacienda Hotel : "Go West" Expansion Scenario

Siting issues for the hotel development remain to be resolved: closing streets, encroaching into park toward the river and the placement of the new "tower" (on Bank Street as originally anticipated, or to the west where the playground is currently located). The recommendation is to relocate the children's' playground to another area in Sims Park and keep Bank Street open for public travel use.

The former Post Office was considered for development as a structured parking facility with residential units above under the previous development agreement. A parking facility for the renovated hotel is not necessary and is no longer being considered under current negotiations.

The following actions for the Hacienda Hotel site are recommended:

- Review the need for a parking garage and the abandonment of Bank Street. The public does not need the additional parking spaces as contemplated in the original development agreement;
- Review the impact and ramifications of the redevelopment of major festivals in the park regarding staging, street closures, parking, noise, etc;
- Continue to work with CDP to create a development agreement to address the current financing and development environment since the former version expired in late 2010;
- Revisit the concept plan that includes the new hotel tower to be built on Main Street to the west of the existing building instead of on a "closed" Bank Street;
- Revise the layout of the Gloria Swanson parking lot; restripe the area and retain it as a "surface" parking lot;
- Review the opportunity to relocate and rebuild the children's play area in another part of Sims Park;

- Review the opportunity to modify the circulation and access road system around Sims Park to enhance use.

- <u>The HCA/Community Hospital Redevelopment District:</u>
  HCA has recently moved the bulk of its hospital operations to the unincorporated Trinity area (Medical Center of Trinity). This leaves a significant economic and physical void in the heart of the community. Through better and timelier coordination, the future re-use of the site will lessen the economic impact to the community. The remaining assets will provide a core of jobs and activities on the existing site. Much of the existing hospital property can be redeveloped for productive uses such as housing, offices, quasi-medical facilities or senior living communities. The adjacent properties and businesses may require support through land use regulations and infrastructure enhancements. The action that will tie all the issues and opportunities together is a small area plan that includes representatives from HCA, the City and the neighboring businesses and property owners.

  A majority of the site is currently zoned either government or commercial/residential classification, with the remainder zoned for office uses. Future land use classification designation includes Public/Semi-Public Category and Residential/Office Category. The latter classification incorporates a much larger portion of the site under the Public/Semi-Public classification than under the current zoning, thus minimizing its commercial use. As a result of the existing circumstances there are several options available to the City.

  HCA/Community Hospital site has recently determined that once it moves its operations to Trinity, the remaining use within the City will be for mental health use (to serve Baker Act patients). Hospital officials originally expected to continue to operate an emergency room and mental health section on the New Port Richey site once the hospital has moved. They have since decided instead to close the old emergency room after State regulators said that the extensive renovations needed would require services to be interrupted. The final answer has not been provided and use of the remaining buildings has not been determined.

  The City has initiated discussions with the CEO and Real Estate Manager at HCA. Recent conversations seem promising and a “working group” may be formed to proceed with this effort. Potential re-use could include:

  - Retained medical activities of HCA,
  - A variety of housing types,
  - Retirement or assisted living housing,
  - Medical or general offices, and
  - A business incubator such as ones in Tampa/University of South Florida and Dade City.

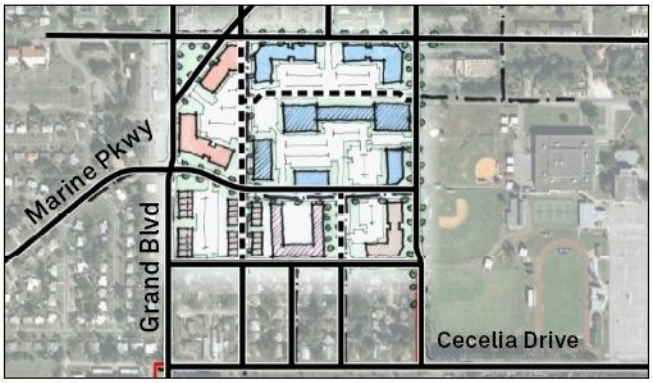
▲ HCA / Community Hospital Property Area — City Boundary — Hospital Boundary

▲ Existing Future Land Use Designation (City Boundary)

▲ Proposed Future Land Use Designation (City Boundary)

The City is in a position to be helpful to HCA as it plans the use or re-use of its facilities and properties. Since the current entitlements and infrastructure are intended only for hospital uses, these may need adjustment to facilitate re-use. The recommended course of action is:

- To continue to work with the HCA administration to come up with a viable redevelopment program through a coordinated and collaborative effort;
- To identify future adaptive re-use of existing facilities or redevelopment of the site, to accommodate other job-generating tenants;
- To assist HCA in the structuring of a disposition process that would address community needs as well as leveraging assets for HCA (e.g. an outright sale or donation of property to the Florida Community Trust);
- To immediately initiate a “small area planning process” in conjunction with HCA and neighboring property owners and businesses to prepare a plan for future redevelopment for the district followed by formally adopted future land use designations for the site, infrastructure plans and plans for adjacent impacted parcels;
- To give this district a name such as the “Grand/Marine” District.



▲ HCA Hospital Vicinity Development Scenario ‘A’

▲ HCA Hospital Vicinity Development Scenario ‘B’

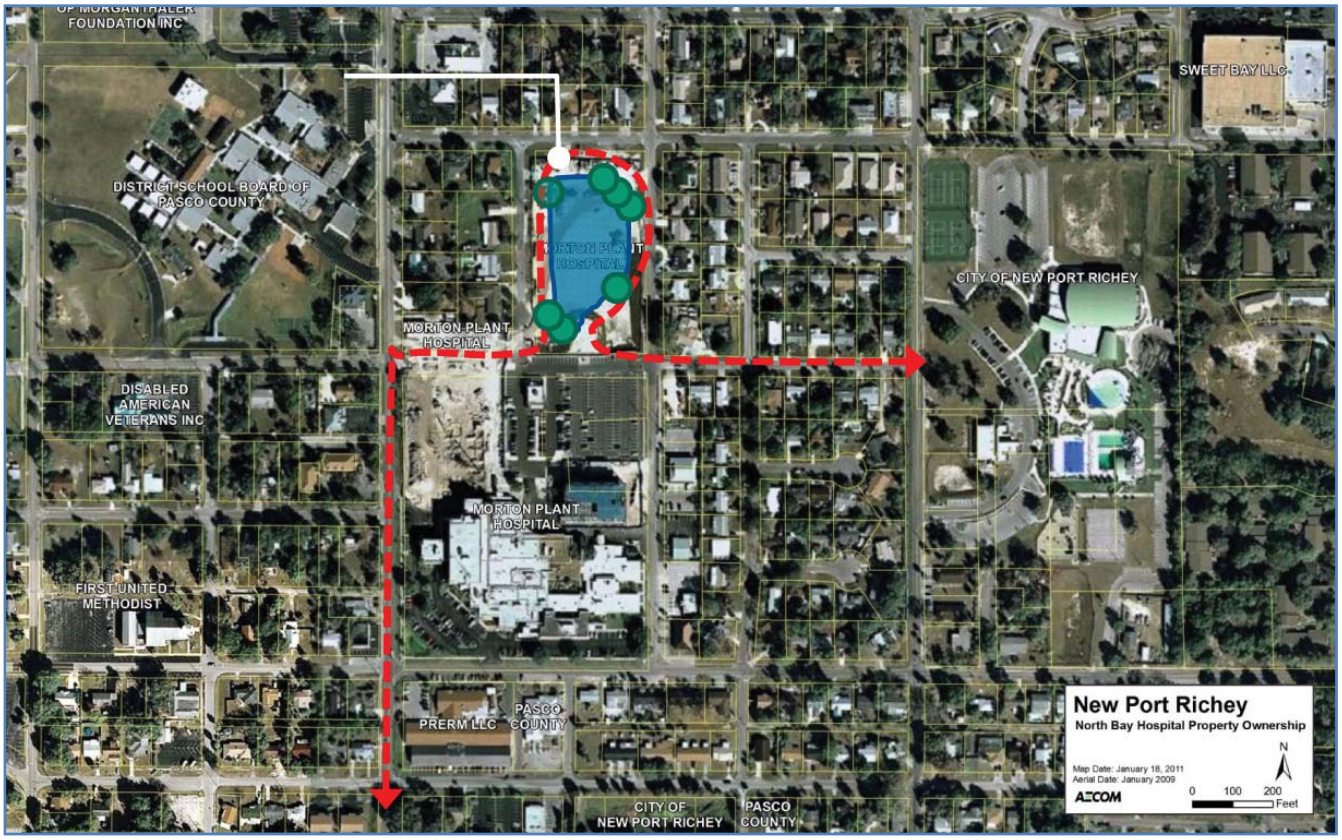
- <u>North Bay Hospital/Recreation Center Area:</u>
  North Bay Hospital continues to grow as a medical center for the City. It will soon to be the only full-service hospital in the City. The City should continue to support the expansion programs of North Bay Hospital, including a wellness trail, while protecting the adjacent residential neighborhoods. The North Bay Hospital campus has recently undergone a significant investment in excess of $60 million. This has included the development of the new 56,000 square foot Starkey Medical Tower and the 45,000 square foot Medical Arts Building. As a result, the hospital will soon be the largest employer in the City and will be providing additional health care services as well as upgrading existing ones. Future plans call for additional medical facilities which should encourage more supporting and ancillary health care investment in the area. The North Bay Hospital administration is focused in the long term to better engage with the community on a variety of levels. Demands are increasing with higher incidents of late stage diseases.

In addition to the improvements in facilities and medical services, wellness and preventive care will be significant aspects of their community involvement. A specific program already identified is the creation of a wellness trail incorporating City and neighborhood facilities throughout the central part of the community. Access to the campus and accommodation of future growth is a key element to the hospital's continued future investment in the area.

Specific recommendations to support the North Bay Hospital campus include the following:

- To continue to work with the North Bay Hospital administration in developing a "wellness trail" connecting the Recreation Center with the hospital's on-site retention area "health walk" through town to Sims Park;
- To establish a way-finding system that better directs locals and visitors alike to the hospital's campus and health care services;
- To explore the opportunities to develop connections to the east part of the city and County and improve overall access to the campus and downtown;
- To support the hospital's future master plan initiatives, working with the surrounding neighborhoods to become community partners;
- To develop workforce housing initiatives that would encourage housing opportunities for health care employees;
- To encourage other medical and health care providers who remain in New Port Richey after the relocation of Community Hospital to communicate their interests with North Bay Hospital;
- To create incentives to assist those in the health care industry to invest in New Port Richey;

- To continue to collaborate with the City Recreation Center, the public schools and Pasco Hernando Community College to support health care education and training programs to support this industry.



- <u>Residences at Orange Lake (Former First Baptist Church Site):</u>
  The City purchased this site in 2006 with CRA funds. It consists of 2.89 acres on various non-contiguous sites. The main parcel is 1.53 acres and zoned Downtown District which allows mixed-use development with a medium density residential use up to 15 dwelling units per acre (townhomes or apartments seem appropriate). Located at 6561 Circle Boulevard, the property is across the street from Orange Lake, one block off Main Street. The site has been cleared of all structures.

▲ First Baptist Church Site Location

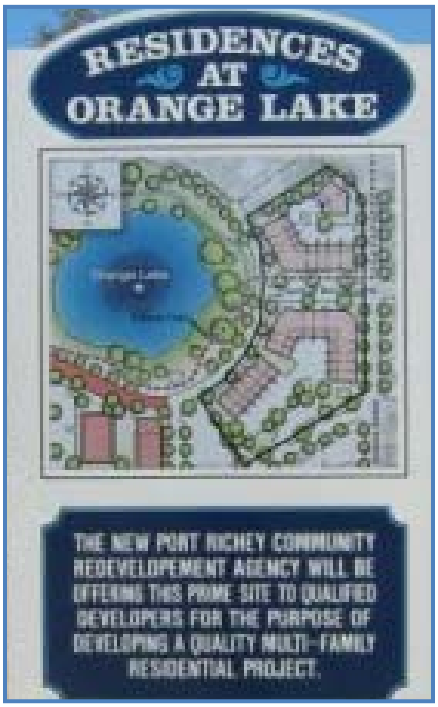
The current economic value is less than the purchase price. The City should prepare this site for sale. The important factor is to establish standards for the type of uses and design acceptable to the City. A residential development with professional office use is recommended with minimal commercial use. Commercial uses should be concentrated on Main Street. This property should be sold and returned to the tax rolls as soon as possible.

Potential uses include residential, cultural and a mix of uses such as:

- High-rent apartments,
- Limited commercial (do not try to compete with Main Street),
- Ground floor professional offices,
- Interim parking for events and festivals. The City pays the expense of preparing and repairing based on festival use. The City may not be able to afford to continue to incur this expense in support of the many festivals and events downtown, and
- Interim uses should be considered including a dog park, community garden, fee-based parking for events.

▲ First Baptist Church Site : Residential Development Scenario

The former Post Office building was owned by the former First Baptist Church and purchased as part of the overall site in 2006. It has the potential to house non-profit organizations such as the Chamber of Commerce, Greater New Port Richey Main Street, arts groups/galleries, etc., as an interim use (five years). This location on Orange Lake puts community organizations in a place that draws traffic through Main Street and places the organizations at the center of the grounds used by the many festivals. Razing the building should only be considered if absolutely required to accommodate an alternative economic use by a tax-paying owner. The site is not necessary for a parking structure for the redevelopment of the Hacienda Hotel.



Recommended action includes the following:

- Rezone with appropriate entitlements and sell for tax-producing development, preferably with a dominant residential component;
- Prepare a conceptual site plan to indicate allowable coverage, preferred setbacks, and how the site could be integrated with surrounding uses;
- Identify incentives that would encourage purchase and development of the site;
- Draft formal solicitation documents to sell property.

- <u>Main Street Landing:</u>
  As a private venture, it has not gone well. A development that showed so much promise with the announcement in 2004 has become the source of much consternation. Over several administrations of elected officials and City Managers there have appeared to be a variety of

promises, several documented agreements, misunderstandings, and a general overall cloud of uncertainty as to when, or if, the original development program would be completed. This adversely affects the investment climate in downtown New Port Richey.

▲ Main Street Landing: Development Scenario as originally proposed

The original development program included the construction and sale of 55 condominium and townhouse units, 20,000 square feet of retail/restaurant space, 12 boat slips, upgraded retaining wall, streetscape improvements, and an onsite parking facility to accommodate approximately 124 cars. Due to the dramatic demise in the economy, natural disasters that impacted both costs and availability of materials, and local permitting confusion, Main Street Landing has not been completed. The original developer's agreement is no longer in force, having been cancelled by the developer. As a result, the latest negotiations have centered on the completion of the outer "shell" for the retail building that fronts Main Street. The remainder of the residential portion would then be developed as the economic market conditions improved and allowed for financing. The completion of the building "shell" has been approved by both the City and the developer. The execution of a binding process is still in process. One of the City's objectives is to have the developer, or its successor, actively participate in the "Bridge District" and to provide access to the Cotee River.

On December 20, 2011, the City and Main Street Landing, LLP (developer) entered into an agreement for streetscaping improvements along Main Street and River Road. Under the terms of the agreement, the City will prepare the design, plans and specifications of the project while working cooperatively with the developer. The City and developer will provide each other written

▲ Example of Residential Housing at 15 du/ac

agreements as to the design. The agreement separates the streetscaping into public and private portions. The City will use Penny For Pasco funds of up to $200,000 for the public portion of the project. The agreement is set to expire on September 30, 2012.

The recommended course of action is:

- To work towards completion of the "shell" building, consistent with the City's Codes and ordinances, to present a finished look for the project on Main Street (a permit has been issued);
- To continue to work towards a development agreement to advance this action;
- To work with the owner/developer to explore options for re-investment in the proposed or a revised project.

- <u>Gateway Church on River Road:</u>
The City owns this property, now valued at less than the initial purchase price. Despite this reduced economic value, the City should provide entitlements of up to 10 units per acres for residential development, establish development standards that meet City expectations and protect adjacent residences, review the infrastructure needs of such redevelopment, prepare a solicitation for private buyers and sell the property. The City needs this property on the tax rolls.

▲ Gateway Church Property : Development Scenario at 10 du/acre.

The site at 6131 River Road consists of approximately 2.31 acres of low density residentially-zoned property. The property has 350 feet of frontage on a residential street, backs up to a commercial area, and is adjacent to a church. It currently includes a 6,959 square foot building which is now vacant. A second, 1,000 square foot structure is also on the site. The property had been leased to Gateway Church who asked to be released from its contract due to financial difficulties.

Recommended actions include the following:

- Rezone and transfer development rights (TDR) to the property to increase the maximum density from the existing five dwelling units per acre to 10 dwelling units per acre. The residential use of this site is constrained due to the Coastal High Hazard Area designation, but consideration should be given to using the City's TDR program to reallocate a few of the City's 300 units to this property if a suitable developer requires the additional units;
- Prepare a site plan that would indicate development potential;
- Identify incentives that would encourage purchase and development of the site: impact fee relief, demolition, stormwater, permitting, etc;
- Draft formal solicitation documents to dispose of the property;

- Work with the neighborhood to design this new residential community without having undue impact on the neighbors.

▲ Three Examples of Residential Housing at 10 du/ac

4.0 Redevelopment Plan Elements

4.1 Community Enhancements

The character of the community should be emphasized through recreational opportunities, higher standards of development, and public and private reinvestment in commercial and residential development.

- Recreational Opportunities

  The CRA includes a system of approximately 160 acres of existing parks and open spaces that serve the current needs of residents and visitors alike. A healthy variety of recreational experiences is critical to serve the residential population. The Redevelopment Plan recommends strengthening connections between several neighborhood parks and open spaces to the riverfront by means of enhanced streetscapes, sidewalks, bike paths and multi-use trails that can be implemented over time as funding is available. The investment in the Recreation and Aquatic Center provides a significant enhancement to the immediate neighborhood and surrounding community. Partnership with North Bay Hospital is encouraged for projects including the development of a trail to the Recreation Center.

  Sims Park

  Access to the river is important for all residents, especially those that do not own waterfront property. There is public access to water resources in all of the City's water-based parks. The City should coordinate with adjacent municipalities, county and appropriate agencies to ensure adequate sites for water-dependent uses and ensure access. Observation decks and other similar structures could be constructed at the terminus of key road rights-of-way as another means to guarantee access and enhanced scenic views.

- Higher Standards of Development

  Development regulations currently in place need to be strengthened to include greater aesthetic considerations, especially for commercial properties on US Highway 19 and other neighborhood commercial centers. The design guidelines for the downtown should be reevaluated and adopted as regulations to be enforced. Greater emphasis should be placed on integrated signage and landscaping into commercial developments. Fencing, landscaping and entry signs should be considered with multi-family developments at the time of site planning.

- Public/Private Investment

  The use of public/private partnerships is critical to the success of the CRA. Public agencies, at different levels of government, coupled with business associations and nonprofit organizations all work in agreement on objectives and strategies, mutual benefits, essential resource commitment, and variety of activities. The partnering team brings a wide variety of experiences and skill sets that can have a positive long term impact on the community. The projects to be undertaken are often large and complicated, and getting the continued support of public and private entities is essential to their success.

4.2 Neighborhood Impact

The impact of redevelopment on the residents of the redevelopment area and surrounding area is important to analyze. Neighborhood preservation, enhancement and protection is critical to the success of the City, and ultimately to the business community. The City should be a nice place to live, raise a family and do business. A "Great Neighborhoods" program that is a partnership between the neighborhoods and the City can produce results with minimal expense. Once a rhythm is established, plan updates and City commitments for improvements (to sidewalks, street lighting, etc.) can be level-loaded as a continuing and recurring expense that fits within the annual budget. A program of neighborhood partnerships can achieve a wide variety of community goals without undue expense.

- Organize – Establish qualified homeowner's organizations in every neighborhood.

- Plan - Continue to prepare and implement Neighborhood Plans
  - Solidify the format of a "City Acceptable" Neighborhood Plan using the established format,
  - Evaluate the effectiveness of the seven Neighborhood Plans previously prepared,
  - Set a process and schedule for the remaining 12 Neighborhood Plans,
  - Find a funding method to help every neighborhood prepare, maintain and implement a Neighborhood Plan even if it must be self-performed and self-funded to City acceptable standards. Funding partners may be businesses or other organizations interested in a specific neighborhood.

- Protect - Continue to refine the Comprehensive Plan and the Land Development Regulations to protect neighborhoods from intrusive uses, obnoxious neighboring uses and Code violations. Provide traffic calming when warranted to reduce the volume and speed of neighborhood traffic.

- Connect - Continue to provide sidewalks, street lights, trails and other pedestrian and bicycle connections, between neighborhoods, schools, parks and shopping areas.
  - Sidewalks with street lights are essential for community connection. Neighborhoods that want these systems should receive top priority. Special taxing districts may have to be established to fund these improvements.
  - The proposed "wellness trail" connecting the Recreation and Aquatic Center, North Bay Hospital and Downtown is an important system for connecting the three facilities, but more specifically, it provides a link to neighborhoods.

- Infill – Continue to improve processes and incentives to enable and encourage infill development, redevelopment and mixed-use development with an emphasis on the residential component.

- Educate – Through the existing Neighborhood Plans, the City has started to educate homeowners how to better plan and act to preserve and enhance their neighborhoods.

The City has spent a considerable amount of money in its original CRA district, which included the central business district. Another focus has been on neighborhood improvements since the completion of improvements in the CBD. Continued efforts should be made in the neighborhoods as funding allows. Re-instituting the Neighborhood Planning Program is an important community-building activity that also is important in fighting crime. Partnerships should be sought to sponsor plans for specific neighborhoods.

Downtown Intersection

The Redevelopment Plan is required to show the impact of redevelopment activities on residents in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population and physical and social quality of the neighborhood. The Plan should strive to integrate affordable and workforce housing within market rate housing projects. Incentives should be considered by the CRA to make provisions for affordable and workforce housing more viable. While all impacts cannot be determined without site-specific proposals, this section provides a summary of potential impacts that may occur. The CRA will work with the County Housing Authority on affordable housing issues.

- Relocation
  The Redevelopment Plan supports the preservation of existing low and moderate income housing within the Redevelopment Area. The Plan offers the opportunity for new residential units that will not displace any residents. Alternative housing opportunities, either new or existing, may be available within the same neighborhood. Should relocation of area residents be needed, a relocation plan will be prepared.

- Traffic Circulation
  A large portion of the City is served by a traditional street grid serving neighborhoods and commercial districts. In newer neighborhoods, the street grid is less well-defined and begins to break-up where large scale land uses, such as shopping centers, have been developed.

  The multi-modal transportation system in the City's downtown area is excellent. The interwoven streets, lined with pedestrian-scale development, disperse traffic efficiently. No one street is particularly overburdened. The connectivity of streets and the pedestrian orientation in Downtown is unrivaled in all of west Pasco County.

  The major transportation routes currently serving the CRA are Main Street, Grand Boulevard and US Highway 19. There are no major generators or attractors in the City that have a significant impact on the transportation system. Annual festivals present some traffic issues in the Downtown area when street closings cause traffic to be distributed on fewer streets.

  The area is well-served by an adequate circulation system which can accommodate redevelopment and new residential units.

- Environmental Quality
  The City of New Port Richey land use regulations require that stormwater management be addressed as a condition of permitting any development project. The CRA is empowered to assist with environmental cleanup of both public and private properties to carry out the Plan

while improving the quality of life for residents. Measures to protect and maintain the natural vegetation communities, native wildlife and natural processes (fires, floods, etc.) should be evaluated for environmentally-sensitive areas. The area can accommodate redevelopment and new residential units without negative impacts to the quality of the environment.

- Community Facilities and Services

As the civic, cultural and historic center of the region, the downtown has a high concentration of community facilities and services. The library also serves as an important facility in the CRA. It provides programs and services that meet the informational, recreational, cultural and research needs of the community. The CRA will consider ways to provide adequate library space to comfortably serve library patronage.

One of the largest facilities in the CRA is the Recreation and Aquatic Center which is equipped with a gymnasium, fitness center, kiddie pool, lap pool and dive and plunge pool and skate park. A senior center is also located on the grounds of the facility. Due to the increasing demand, an expansion of the fitness center is programmed in the future. Public parks are located throughout the CRA, including pocket parks, neighborhood parks, a regional park and boardwalks. The parks within the downtown along the river also create a unique focal point utilizing its most outstanding physical feature. The CRA is empowered to provide a higher level of maintenance for public spaces within the Redevelopment Area. New community facilities will be considered as need and funding is available.

The area is well-suited with community facilities to serve the existing residential population and new residential areas.

- Effect on School Population

The Pasco County School Board owns and operates four schools within the CRA including Richey Elementary, Gulf Middle, Gulf High and Harry Schwettman Education Center. Local growth has not warranted new or expanded school facilities in the City or redevelopment area. Pasco County School Board has determined that local public schools, as well as the infrastructure required to support current school facilities, are adequate to meet current and projected

New Richey Elementary School Rendering

needs, and that no plans exist for new or expanded school facilities in New Port Richey.

The Plan supports the rehabilitation of schools within the Redevelopment Area including the current replacement of Richey Elementary School. The revamped school will be open in 2013, but will not add any capacity. The CRA should work closely with the Pasco County School Board to encourage improvement of facilities within the Area and to ensure the Board's future plans for area schools are consistent with the Redevelopment Plan.

- Physical and Social Quality
  The Plan's recommendations to continue to improve the Redevelopment Area's streetscapes, public spaces and riverfront access; redevelopment of vacant and underutilized parcels; establishing urban design guidelines for new development; policy and zoning recommendations to ensure compatible land uses and character; building rehabilitation services and community policing and continued code enforcement will have a positive impact on the area's physical and visual character. Implementation of the Redevelopment Plan recommendations will improve the overall quality of life for area residents. The Plan provides increased opportunities for residents and employees to socialize in additional public spaces, at the river and at other venues within the Redevelopment Area. Streetscape improvements and the landscape maintenance program will continue to improve the quality of the neighborhoods and the connectivity between neighborhoods and activity centers within the Redevelopment Area.

4.3 Local Tax Base

The City's total tax base has been diminished over time because of decreasing property values. Converting underused infill sites, such as parking lots or vacant properties, into vibrant mixed-use developments is a way to strengthen the local tax base and concentrate growth. Redevelopment of "Brownfield" sites, where reuse is complicated by real or perceived contamination, removes environmental hazards from communities and provides new investment opportunities in areas already well served by infrastructure. New development and investment in these infill locations can re-energize lagging commercial corridors, providing stimulus to preserve traditional uses and promote recreational opportunities that strengthen the local economy. Mixed-use development that reduces automobile dependency should be encouraged as well as create incentives for pedestrian-friendly retail and restaurant development.

The local market strengths for retail, office and other uses that are compatible with the community's vision should be determined as well as implementation of marketing programs in collaboration with the Chamber of Commerce, Greater New Port Richey Main Street, and others. Business recruitment is a proactive effort to attract new and needed businesses to a community. The needs of the businesses in the CRA need to be assessed to further refine workforce issues and provide services to help resolve workforce challenges. Design and implement strategic business enhancement and development efforts to retain and expand existing business, attract new business, and create and incubate new entrepreneurial efforts.

US Highway 19 properties contribute almost 15 percent of the City's taxable property. Main Street, including the Palm District, constitutes nearly four percent of the City's property taxable value. The sum of the commercial properties is 21.3 percent of the total City taxable value (refer to Table 5: Property Tax Values by District of the City). The neighborhoods, including the neighborhood shopping areas, constitute the balance, over 78 percent of the City. Investments that increase residential property values are important. In terms of fees, consideration should be given to: 1) User fees for stormwater, boat ramp use and parking; 2) Impact fees for transportation and parks; and 3) Special

event fees for services provided by the City to non-profit event sponsors for things such as police enhancements during events, traffic management, parking and trash clean-up expenses.

Table 5: Property Tax Values by District of the City

Area	Acres	% of City	Just Value	% of City	Taxable Value	% of City
New Port Richey	2,880.2	100.0%	801,905,845	100.0%	573,378,480	100.0%
US Highway 19	228.9	7.9%	90,259,950	11.3%	85,784,083	14.8%
Palm District	17.2	0.6%	10,741,552	1.3%	10,362.932	1.8%
Main Street	31.1	1.1%	21,119,114	2.6%	10,835,556	1.9%
HCA Community Hospital	23.3	0.8%	9,653,862	1.2%	9,653,862	1.7%
North Bay Hospital	15.4	0.5%	28,976,327	3.6%	6,422,267	1.1%

Source: 2011 Strategic Redevelopment Action Plan

4.4 Land Use

The built environment is influenced by policies within the Comprehensive Plan, requirements within the Land Development Code, economic viability of specific land uses, and local and regional transportation patterns. The Future Land Use Element is the cornerstone of the Comprehensive Plan in that it establishes the geographic framework for growth in the City. By controlling the location, type, intensity, and timing of land uses through the jurisdiction, the element is central to the management of natural resources and the provision of adequate public facilities and housing. Additionally, the element promotes compatible development to preserve and enhance characteristics of the City in a manner consistent with the social, economic, physical and ecological needs, capabilities and desires of the community.

“Standard” (aka Euclidean) zoning districts (e.g. C-2 and R-1) tend to reflect suburban conditions of isolated land uses, distancing people from locations providing for daily needs. Such segmentation of land uses precludes a critical mass of activity and an urban scale that minimizes walking distances. Being able to walk to basic goods and services in appropriately scaled centers can have the effect of activating and adding vitality to an area. “Place-making” is the anticipated result. In “places”, maintenance and investment are worthwhile.

In the past, the community valued the established low to medium density character of the City, but indicated support for increased densities and intensities in suitable locations to accommodate population and foster employment growth. There is interest in developments that integrate a variety of land uses, while providing high quality pedestrian environments. It is envisioned that mixed-use development will transform the suburban, automobile-oriented character of City’s commercial districts and strips and provide convenience and housing opportunities throughout the community.

The Comprehensive Plan and Redevelopment Plan envision quality mixed-use developments on infill and redevelopment sites in suitable locations in the City. Mixed-use, or allowing residential, retail, office and civic uses within a neighborhood (horizontal mixed-use), or some combination of these uses on single parcel (vertical mixed-use), contributes to the vitality and viability of neighborhoods. Mixed-use takes many forms and includes corner stores, small, block-long commercial areas, commercial areas along major streets, office space near transit routes and a mix of uses within commercial buildings such as *shop-top* housing. Mixed-use development fulfills many “smart growth” goals by improving the balance of jobs to housing in an area and creating healthy neighborhoods where residents can take care of their daily needs without having to drive.

Non-conforming Multi-Family

In terms of residential land uses, duplexes, triplexes and several mobile homes, including rental units owned by absentee landlords, need to be replaced to promote resident-owned properties. This is especially critical in traditional single-family neighborhoods. The more ownership there is in neighborhoods, the more vitality there will be in the community. Social scientists have linked high owner-occupancy rates to everything from decreased crime rates to improved educational achievement for children.

The issues related to the Coastal High Hazard Area need to be addressed to enable mixed-use development, with residential components, to safely proceed. This is a State regulation that needs to be addressed to continue to protect residents, but also permit additional residential growth in the City. This is of particular concern along the US Highway 19 corridor where only commercial land uses are permitted.

4.5 Land Development Regulations

With the exception of a few modifications, the existing Land Development Code (LDC) has not been updated in many years and is inconsistent, outdated and irrelevant. A rewrite of the LDC is appropriate. The amendment would include formatting, streamlining, and clarifying the current documents and reorganizing and grouping like ordinances, resolutions, and procedures together. It would clarify and simplify language and eliminate redundancies. It would also correct language as necessary due to legal constraints, changes in law and interpretation of the laws.

Apartments in Le Clair Neighborhood

In most cases, land development regulations set forth basic dimensional standards but speak very little to design considerations that can have a significant impact on the look and feel of neighborhoods and commercial areas. An observation of New Port Richey's core neighborhood, those radiating from the Downtown on the street grid, is that low density multiple-family development frequently does not emulate the predominant building orientation to other buildings and to the street. Duplex, triplex and quadruple structures often violate the rhythm and scale of established residential areas by facing the side not the street, locating parking lots in the front yard, and not adopting an architectural character like that of surrounding single-family detached dwellings. Commercial areas, especially along US Highway 19, are seen as a "hodgepodge" without any regulation of building or signage design. Standards for these structures must go beyond the standard height, bulk, and yard area requirements and address integration of

design features as well as better landscape treatment. Downtown design guidelines should be reevaluated as well.

Several options should be explored including overlay districts, site controlled zoning (i.e. Planned Development Districts), and "big box" design standards. Overlay districts maintain standard zoning provisions while attaching additional use and/or development standards. Planned development districts require performance-based site plans that are approved through a zoning amendment with negotiated development standards. Form-based codes are emerging as the technique to accommodate higher intensity, mixed-use infill development while preserving the character of the area and protecting adjacent neighbors. The use of form-based codes should be explored as the City seeks amendments to its regulations.

4.6 Residential Redevelopment Strategies

Residential redevelopment policies encourage improvements to the existing housing stock, enhance the existing tax base and further the redevelopment efforts and strategies of the City. The following options reflect various ways in the City can choose to promote desirable design standards for residential properties and to encourage a mix of residential land uses in a functionally and aesthetically pleasing urban form. Previous residential strategies have been successful in the past. However, due to fiscal constraints, they may be difficult to achieve in the short term.

- Mobile Home Redevelopment
  The City should consider the acquisition and assemblage of mobile homes properties that are abandoned, underutilized or uninhabitable. These areas could be redeveloped into another form of owner-occupied housing, while maintaining similar densities.

- Multi-Family Residential Rehabilitation
  The City should consider the acquisition and assemblage of duplex, triplex and quadplex rental properties in the single-family neighborhoods. These areas could be redeveloped into new single-family detached or townhome-style housing, which would significantly increase the tax base of the immediate community, while maintaining similar densities. It would also promote resident-owned properties.

4.7 Commercial Redevelopment Strategies

Several redevelopment policies aimed at commercial properties within the City would encourage improvements to existing sites, promote the establishment of new businesses in the community, enhance the existing tax base and further the redevelopment efforts and strategies of the City. Again these strategies, while having been successful in the past, will be difficult to achieve in the short term given the CRA's fiscal constraints.

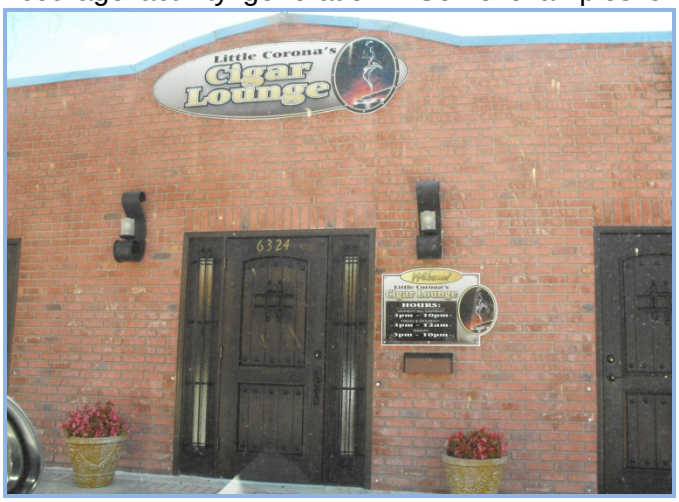
- Historical Rehabilitation Program
  The City should consider the purchase and rehabilitation of identified historical and cultural properties within the community.

- Rehabilitation Assistance Program
  The City should consider incentive programs to entice the private redevelopment and revitalization of centrally-located commercial properties that have been identified as underutilized or poorly maintained.

- Store Frontage Rehabilitation
  The City should consider the use of TIF funds for the revitalization of store frontages and rehabilitation of run-down business facades.

- Incentive-Based Recruitment of Target Businesses
  The City should consider the targeted marketing of properties, especially in the downtown, to specific types of businesses in order to encourage activity generation. Some examples of these types of business include:

  - Specialty food store (green grocer, organic foods, health foods)
  - Coffee shop, ice cream/yogurt shops and bagel shop
  - Pottery and local artist galleries
  - Restaurants (ethnic themes, especially)
  - Dance studio
  - Movies (at the Meighan Theater)
  - Bicycle "depot" (purchase, rent, repair)



Downtown Business

4.8 Enhanced Business Districts

The Plan envisions enhanced business districts that better serves the needs of the community and act as the commercial and cultural centers of the City. These areas include the central business district or downtown, the Community Hospital area, the US Highway 19 corridor and the North Bay/Massachusetts Avenue area. The City has expended several millions in the downtown, along Main Street and Grand Boulevard, on public improvements. Brick accented sidewalks, ornate lighting, extensive landscaping and decorative street furniture have also been installed in the downtown area. Improvements have been made at Sims Park. A working group is being formed to steer the direction of the Community Hospital area once it relocates the bulk of its operation to the Trinity area. Redevelopment and/or reuse of the site is critical to the success of the surrounding business district and neighborhood. The US Highway 19 corridor is in need of a new refreshed image. FDOT is currently working on significant improvements to the roadway with continuous right-turn lanes and channelized medians. Sidewalks are also programmed. Gateway features conveying a sense of arrival within New Port Richey should be considered to distinguish it from unincorporated Pasco County and Port Richey. The City is working with County planners on a market study of the west Pasco area to consider new ways to redevelop the area. Review and amendments to the Land Development Code will be important to impact the aesthetics of the corridor, especially relative to signage and "big box" development.

North Bay Hospital continues to expand its presence and services. The Madison Street and Massachusetts Avenue corridors and surrounding area should be considered for specialized attention. Physicians and allied medical professionals will be increasingly interested in options in this location.

4.9 Adaptive Reuse & Historic Preservation

Several properties occupying prime retail business locations have become made vacant by business relocation and have suffered deterioration and diminished value. Political, economic and social pressures for revitalizing our existing urban fabric continue to grow. While these developments challenge architectural and engineering knowledge as well as business practices, construction management, supply channel logistics and information technology, they are to be embraced. Adaptive

reuse, particularly in urban cores, is an important element in land conservation and reducing urban sprawl. Successful adaptive reuse has eliminated urban blight in small towns as well as the inner city of large metropolitan areas.

Table 6: Historical Structures

ID	Year Built	Name	Location	Eligible	
				NRHP	Local Register
PA00339	1925	Hacienda Hotel	5621 Main Street	Yes	Yes
PA00340	1925C	Meighan Theater	6327 Grand Boulevard	Yes	Yes
PA00341	1921C	Pasco Building	6230 - 6236 Grand Blvd	Likely	Yes
PA00342	1922	First State Bank	6321 Grand Boulevard	Likely	Yes
PA00343	1925C	Arcade Building	5805 - 5811 Main Street	Likely	Yes
PA00344	1925C	Screened Porch House	5854 Main Street	No	No
PA00345	1925C	Stucco House	5852 Main Street	No	No
PA00346	1925C	Enclosed Porch House	5834 Nebraska Avenue	No	No
PA00347	1925C	Oak Tree House	5340 Nebraska Avenue	No	No
PA00348	1925C	Ivy Chimney House	5850 Nebraska Avenue	No	No
PA00349	1925C	Flower Bed House	5940 Nebraska Avenue	No	No
PA00350	1925C	Center Chimney House	5936 Nebraska Avenue	No	No
PA00351	1925C	Metal Awning House	5926 Missouri Avenue	No	No
PA00352	1920C	Typical House	5926 Missouri Avenue	No	No
PA00353	1925C	Very Neat House	Main Street	No	No
PA00354	1925C	Hidden Bungalow	Main Street	No	No
PA01358	1919	Our Lady Queen of Peace	6431 Circle Boulevard	No	Yes
PA01358	1925	James H. Becker House	Not indicated	Yes	Yes
--	1925C	Clemmie Butler House	Not indicated	No	Yes

Notes: NRHP - National Register of Historic Places; Source: Florida Site File, Florida State Historic Preservation Office, 2006.

This Redevelopment Plan encourages property owners and developers to pursue all options available in support of preservation, restoration, rehabilitation and adaptive reuse projects. Incentives should be made available to further this option, once funds are available.

The City has one property listed on the National Register, the Hacienda Hotel. There are nomination proposals pending at the present time. The City and County have identified many structures as significant. Many structures should be designated on the National Register and be preserved or restored.

4.10 Infrastructure

The Redevelopment Plan calls for a traffic circulation system, which mitigates congestion, enhances community character and provides for efficient parking resources and bicycle and pedestrian facilities. It also addresses needed utilities.

- Transportation System

  Most City streets are bordered by residential uses. Citizen concerns reflect chronic problems like speeding, cut-through traffic, or too much traffic. Police enforcement cannot be provided consistently enough to permanently reduce speeds and cannot reduce the amount of traffic in any case. Traffic calming refers to projects that make permanent, physical changes to streets to slow traffic and/or reduce volumes, thus improving their safety and addressing resident concerns. The challenge is to calm traffic on neighborhood streets in ways that are economically feasible and that still allow for reasonably efficient traffic flow.

Landscaped Median in North River Neighborhood

  Traffic calming measures reduce speeds and deter some through-traffic from using local and residential collector streets. Traffic calming also includes education and enforcement measures that promote changes in driver behavior. Where warranted by traffic conditions and resident desires, the City's policy is to implement physical changes to local and collector streets that slow traffic to the 25 miles per hour (mph) residential speed limit. Creative approaches will need to be explored to achieve this policy. Physical changes will be safe and will take into account the needs of all road users, including bicyclists and emergency response vehicles, and appearance through design and streetscaping. Reuse of the alley system for mobility enhancement should be explored.

  To aid in circulation, expanded transit opportunities should be made available. While Pasco County is the sole provider of fixed route transit, the City can assist in providing transit access and amenities to enhance the transit user experience within the City. For instance, the City's streetscape projects that address transit corridors (i.e., Main Street, Grand Boulevard and Madison Street) should evaluate the appropriate placement of transit stops and shelters based on adjacent land uses.

  Traffic and circulation play a key role in downtown activity, especially along Main Street. The volumes and speed are not excessive for a small downtown area. The major intersections are signalized and include turn lanes where appropriate. Observation indicates that progression of the traffic is a problem at signalized intersections. Traffic backs up between signalized intersections during the day in both the eastbound and westbound directions. Inter connecting the traffic signals could be investigated to create a mini-progression system. If the interconnection is possible, then a study should be conducted to develop a progressive plan for the signalized intersections. This progression timing could be developed for specific times of

the day and for the direction needed. Progression for the east-west movements on Main Street would have no negative impact on the north-south roadways because they do not have any adjacent traffic signal that would be affected. Former traffic studies may be helpful to be re-reviewed.

Striping at the intersection of Main Street/Madison Street has been performed several times over the past 10 years. Striping of crosswalks is scheduled in 2012. With the limited right-of-way, physical improvement at this intersection would be difficult. If right-of-way could be purchased, the left-turn lanes for northbound, eastbound and southbound should be extended. This would include the taper and storage length. All the curb radii are tight and larger trucks have difficulty making right turns when cars are in the opposing left-turn lane. Parking along Main Street in this area has been added which narrowed the east and westbound lanes. Striping is scheduled for 2012.

Another signalized intersection in the City with high volumes is Massachusetts Avenue and Congress Street. During observations, the southbound vehicles on Congress appeared to back-up the most from the intersection. This portion of Congress Street is owned and maintained by Pasco County. The intersection appeared to operate well for all other approaches and movements. The right-of-way appears to be limited for Congress Street on the north and south side approaches. If the right-of-way could be acquired or purchased, exclusive right-turn lanes should be added to eliminate the shared through-right-turn lane for the northbound and southbound Congress Street approaching vehicles. With these new turn lanes, signal timings could be adjusted to give better flow to all movements. Even without the addition of new turn lanes on Congress Street, the signal timing should be analyzed to determine if they could be adjusted for better overall traffic flow. This traffic signal is owned/operated by Pasco County who will be analyzing the timing.

In past several years, the Pasco County US 19 Task Force identified the lack of streetlights along US Highway 19 as a major factor in the high number of vehicular crashes (including those involving pedestrians). The City has implemented safety projects to increase pedestrian safety and comfort. Such projects have included traffic calming, crosswalks and streetlights. In 2002, the City established a 25 miles per hour speed limit on residential streets. North Grand Boulevard received traffic calming devices (raised crosswalks and speed tables) in 2003. The Downtown has numerous pedestrian features such as pedestrian-activated signalized crosswalks, curb ramps, curb bulb-outs, benches and street trees by virtue of streetscape projects completed over the last 15 years. Additionally, the City instituted a red light camera program at several important intersections on US Highway 19 this past year as means to improve safety.

- <u>Parking Efficiency</u>
  Parking is generally determined by establishing minimum space requirements in the Land Development Code. Many commercial establishments choose to exceed parking requirements creating an abundance of unnecessary asphalt. One of the ways to control the over-supply of parking is by revising local zoning ordinances to achieve a more accurate reflection of the local conditions and parking demand. Tailoring minimum requirements and establishing maximums are the two primary means for achieving increased parking efficiency. Shared parking can also be used whereby parking facilities are utilized jointly among different buildings or businesses in an area to take advantage of different peak parking characteristics. Proximate businesses that exhibit different peak parking demands also present an opportunity for shared parking arrangements. Another strategy for limiting parking supply is to reduce the demand for parking

through a variety of measures. These strategies seek to promote alternatives to single occupancy car travel. It is possible to reduce parking demand through investments in alternative transportation, transportation demand management programs, pricing policies, and policies supportive of high-density and mixed-use development such as traditional neighborhood design or transit-oriented development. Structured parking facilities can also be developed, if there is sufficient demand, to reduce the need for many surface lots.

Downtown Parking Lot

Parking is known to be in short supply on occasion in the downtown. With almost 500 public spaces, it appears that location and visibility may be a greater influence than the number of spaces. As with any downtown area, retail center or shopping mall, the customer expects to be able to park as close to the front door of their destinations as possible. With a small downtown made up of numerous freestanding buildings and blocks of buildings, centralized parking is difficult to supply. On-street parking fronting many of the buildings creates the most visible and adjacent parking to businesses.

The City has supplied the maximum number of on-street parking spaces in the downtown area that can physically be placed from an engineering and safety standpoint. The spaces east of Adams Street are occupied and used throughout the day. This is because of more business activity at the numerous doctor and lawyer offices in the area. City Hall and the Library account for the use at the east end of downtown at Madison Street. The use of the on-street spaces west of Adams Street is minimal and intermittent during the day. There are no recommendations for additional on-street parking in the downtown area. No additional spaces could be constructed that would be any more convenient or adjacent for their users.

Adding downtown public parking structures is a strategy to meet the City's Downtown parking need. Such structures are expensive to construct and are generally avoided by drivers unless no close-by surface parking spaces are available. However, they are the only way to provide parking where open land is scarce and where compact building arrangements are desired to maintain a high-quality pedestrian environment.

While adequate parking in Downtown is essential to the success of businesses, parking lots can be a principle source of dead space in the urban environment, which can negatively affect the pedestrian experience. It is essential that the amount of parking to active uses be balanced so that the Downtown environment gives the sense of a pedestrian place rather than the domain of the automobile. To strike a parking balance, the following regulations could be included in the Land Development Code:

- Maximum, as well as minimum, parking standards;

- Credit for curbside parking;
- Decreased parking requirements for businesses with different peak patterns sharing parking lots;
- Substitute parking garages instead of surface parking lots;
- Satellite parking facilities to free pedestrian-oriented streets from heavy parking demands;
- Parking to be located behind buildings; and
- Landscaping when retrofitting parking lots.

To accommodate future, more intense redevelopment in Downtown, the City may investigate the feasibility of structured parking which allows parking to be concentrated on a relatively small footprint, freeing up land for active, pedestrian-oriented uses that would otherwise be used for surface parking. Funding for structural parking could come from multiple sources including tax increment funds, special assessment of Downtown businesses, payment in lieu of property owner provided parking lots, grants and general revenues. During project planning, the architectural design and street level uses of structural parking should be considered to minimize the potential for dead space in Downtown. Parking policies that limit parking could be an incentive to use of alternative transportation modes to access Downtown.

An aspect of privately-owned parking lots in the City that could be improved is appearance. Expanses of asphalt between the street and buildings, dotted with the occasional tree and sparse landscaping is unattractive and presents a barrier to pedestrian traffic. As new development and redevelopment occurs, landscaping of interior and perimeter parking areas should be provided.

Public parking lots locations are a main determining factor influencing their use:

- Lots at City Hall/Library – These lots have heavy usage. This is due to the same factors related to on-street parking. Both of these lots are at full capacity at various times of the day. The lot at the northeast corner of Florida Avenue and Jefferson Street was developed for the City Hall/Library complex in 2001.

- Gerber DeVries lot (Main Street/Adams Street) – This lot has heavy usage and also operates at full capacity throughout the day.

- Gloria Swanson lot (Bank Street north of Main Street) – This lot is mainly used by adjacent businesses along Main Street and their customers. It is also highly used during events at Sims Park. This location is not readily visible for motorists traveling Main Street. The lot is under consideration for use as part of the reuse of the Hacienda Hotel.

- Lot at the southwest corner of Adams Street and Florida Avenue – This has high usage, mostly from employees of the shops to the south. Although a City parking lot sign identifies the site, the location of the lot makes it appear to be for private use since it is in the rear area of a structure. Many other businesses in the downtown have private parking in the rear of their structures. This lot would appear to be the same to infrequent visitors to the downtown.

- Lot west of Grand Boulevard/south of Missouri Avenue - This lot is located behind Jimmy's Restaurant/Village Pub. Its location, in the rear of these businesses, does not make it readily apparent to motorists in the downtown.

- Thomas Meighan lot – This lot is located opposite the Pasco County Health Department and County Community Development Department. It is on the south side of Nebraska Avenue, one block south of Main Street at Bank Street.

All City-owned parking lots within the downtown have been resurfaced and striped except for one along Adams Street and another along Bank Street. All major roadways that are maintained by the City are on a seven to 10-year striping program. Landscaping and irrigation enhancements should be considered for all City lots.

The City had considering building a parking structure in the Downtown behind the Richey Theater to accommodate new and more intense development in the City's CBD. The approximate cost for structural parking is $10,000 to $12,000 per space. Should this be pursued, the Land Development Code should be modified to allow for the provision of a parking fee in lieu of on-site parking. A formula should be created with variables for required, on-site number of parking spaces off-site within 500 feet of the proposed use and a factor for determining the amount of money necessary for the developer to pay for each off-site space.

Signage to some parking areas is not as prominent as may be necessary for drivers. The City may wish to try supplementing the decorative parking lot signs and the decorative location signs on Main Street with a larger, simple and bright parking sign with arrows to designate direction to public parking. This would help newcomers to the downtown area to find parking and also to eliminate confusion as to whether the parking lot is for public or private use. A wayfinding program is recommended to accomplish this.

- Bicycle Facilities

Transportation corridors appropriate for bicycle facilities (e.g., bike lanes, multi-use trails, designated "bikes sharing street" routes, bicycle parking, etc.) in the City and will be identified in the West Pasco Trails Plan developed by the Pasco County MPO. Although a countywide planning effort is underway for the Pasco County Greenways, Trails and "Blueways" Master Plan, the City should conduct its own bicycle/trail master planning effort.

Bicyclists Downtown

Provisions for bicycle mobility on identified corridors will be addressed during all future street modifications, such as widening, narrowing ("road diets"), resurfacing, or intersection projects. Due consideration of bicycle needs should include, at minimum, a presumption that bicyclists will be accommodated in the design of transportation facilities. The City should continue to work with other local governments on connectivity of pedestrian and bicycle facilities (e.g. Starkey Trail, Elfers Trail Extension of the Pinellas Trail, bicycle route along Grand Boulevard to Brasher Park).

Bicycles are used by some as transportation in the downtown. Although signs on Central Avenue designating it as a shared roadway were removed several years ago, it is still an appropriate street for bicyclists because of width and minimal traffic. Signs have been installed on Grand Boulevard from Bank Street to the Port Richey corporate limits. Bike routes should be designated on other roads in the downtown area. All roads in the downtown are appropriate for bicyclists to share with motorists because of the low vehicle speeds. The City could to create a local map that designates appropriate bike routes to local facilities and amenities. The routes could be categorized by roads with minimal traffic and extra-wide lanes, and appropriate for all cyclists; to those roads with higher volumes and traffic speeds and narrow lanes that would only be appropriate for experienced cyclists using extra caution.

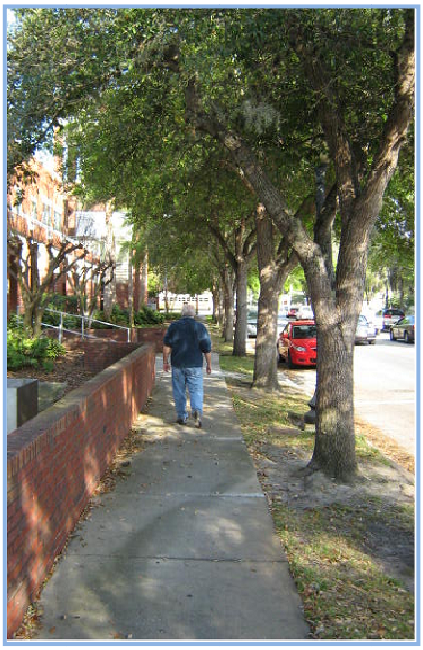
Other actions the City could consider toward its goal of being a bicycle-friendly City are the adoption of minimum and preferred standards for bicycle facilities design, promotion of Pasco County MPO safety and educational programs that target both bicyclists and motor vehicle operators in creating a safe environment for bicycling and assistance from law enforcement officers in enforcing state laws pertaining to the rights and responsibilities of vehicular use (i.e., automobiles and bicycles). A bicycle "depot" in the downtown could provide central location for bike enthusiasts and general riders from which to purchase, rent or repair bikes and venture onto adjacent trails.

Bicycling and public transit are a team with each overcoming the shortcomings of the other. PCPT buses carry bicycles. To improve this relationship, more bicycle facilities (e.g., bicycle lanes, designated bicycle shared streets and multi-use trails) are needed in the City and countywide. Bicycle parking, which is as important as bicycle routes in promoting bicycle use, can be found at many community focal points; however, more bicycle parking is needed. A bicycle rack is located at the children's playground at Sims Park and there are four at the Recreation and Aquatic Center. Additional racks should be considered for other parks, the boat ramp and at the City parking lots. These racks should be placed where they are readily visible to passers-by and integrated into the design of the site or adjacent streetscape theme. The racks should not be placed in out of the way locations. They should be easily visible and closely accessible to building entrances. Racks should be located at the edges to Sims Park where sidewalk access or parking access exist. This would promote bicycle use to the park and keep the bicycles out of the park interior to help limit conflicts with pedestrians and park users.

While bicycle racks are in place at the City Hall/Library complex, they are not highly visible to passersby and should be relocated to a more accessible area. This would promote bicycle use to the complex.

- <u>Pedestrian Facilities</u>
  The City plans to study pedestrian needs citywide when funds are secured for this effort. The pedestrian plan will identify transportation corridors appropriate for pedestrian facilities (e.g., sidewalks, crosswalks, signalized crosswalks, pedestrian bridges, multi-use trails, etc.

The City's existing sidewalk program gives priority to new sidewalk segments that would serve schools or other community focal points. New or replacement sidewalks are designed using safety standards, as well as the level and type of anticipated use.



In the City's pursuit of a pedestrian-friendly, or *livable* community, opportunities for integrating pedestrian features into every community development project, public or private, will be explored. Provisions for pedestrian mobility and comfort will be considered during future street modifications, such as widening, narrowing ("road diets"), resurfacing, or intersection projects. Due consideration of pedestrian needs would include the presumption that pedestrians will be accommodated in the design of transportation facilities. The decision not to accommodate pedestrians in the City should be the exception rather than the rule. The Land Development Code should require sidewalk construction in conjunction with new development or redevelopment.

Overall, the pedestrian amenities appear adequate throughout the downtown area. Sidewalks exist in the areas that promote foot traffic. There are some pieces of sidewalks that are missing around Orange Lake and Circle Boulevard. Four signed and marked crosswalks extend from the sidewalk on Circle Boulevard to Orange Lake Park, ending in grass. These missing pieces of sidewalk should be added to make these pedestrian facilities more continuous. The City is in the process of providing these missing links. The pedestrian features at Main Street/Madison Street should be upgraded. The southeast corner where two sidewalks meet needs to be repaired. As it is currently, a pedestrian needs to walk into the street to travel along the sidewalk on the south side of Main Street to the sidewalk on the east side of Madison Street. This is being scheduled for correction. There should also be a pedestrian signal for east to west movement on the south side of Main Street.

- <u>Public Utilities</u>

  The provision of adequate water and sewer service is important in the redevelopment of properties within the CRA. The New Port Richey potable water system consists of groundwater pumped from the Starkey Wellfield, a water treatment plant, an elevated water storage tank and water distribution lines. The Joseph Maytum Water Treatment Plant is owned and operated by the City. The plant is capable of supplying 11.1 million gallons per day (MGD) of drinking water. In 2011, the plant's average daily flow was 4.77 MGD (2.77 MGD to the City and 2.0 MGD to Tampa Bay Water), which represents approximately 43 percent of the water treatment plant's design capacity.

  The City is the sole operating entity responsible for providing sanitary sewer service within the New Port Richey sanitary sewer service area which encompasses the entire City (approximately 4.5 square miles) as well as portions of unincorporated Pasco County. In total, the City collects wastewater from an approximately 13 square mile service area. The existing collection system serves a functional population of approximately 52,241. All areas of the City are served by the wastewater collection system. There are approximately 84 miles of sewer collection lines, approximately 28

miles of force mains and 65 lift stations. All sewage is treated at the Wastewater Treatment Plant (WWTP) located on the west side of the City. Since 1986, the City has had an interlocal agreement with Pasco County for the operation and maintenance of the jointly-owned WWTP. The agreement shall continue in effect so long as the County either jointly or separately owns or is responsible for any portion of the treatment capacity at the plant or transmits sewage for treatment as the City treatment plant.

Both the water and sewer systems need to be regularly maintained to ensure adequate service levels. During fiscal years 2006/2011, the City programmed funding for sewer system improvements including lift station rehabilitations, force main improvements and new sludge handling facilities at the WWTP.

Irrigation is needed for streetscaping projects which may include potable or reclaimed water. Extensions of irrigation lines during redevelopment projects will ensure the long term survivability of plantings and create an attractive environment.

4.11 Community Policing Innovations

The City's Police Department has employed a community policing philosophy for 10 years. It has been the focus of policing activities throughout the City. The plan requires developing problem-solving teams assigned to specific beats, whose officers have the time, opportunity, continuity, training, and support to address chronic, long-term problems. The repeat calls for service for drug houses, domestic violence, and kids out of control remind us that the dynamics that allow these complex problems to persist defy easy answers. The challenge is to enlist everyone who can help, including the code enforcement, school counselors, ministers and area parents.

The intent of the community policing innovations is for police officers to be a visible deterrent of crime as well as an approachable source of assistance and information. The officers act as liaisons to downtown visitors, businesses, employees and residents and work to build partnerships through daily visibility and community involvement and organization. They also help solve neighborhood problems and work to foster a sense of safety and security in public as well as private spaces. Community policing innovations focus on a variety of issues including those that are unique to the CRA such as homelessness, prostitution, drugs and street crimes, and an immigrant population. A key component of the City's redevelopment strategy is to reduce crime in the CRA and improve the quality of life of residents, businesses and visitors. In order to achieve this goal, additional community policing presence is needed. Through the use of TIF funds an enhanced level of community policing can be achieved.

The Recreation and Aquatic Center is integral to the community policing program as it acts a haven for some children to go to play, learn and find security. It is a safe place for kids and teens and is a place for kids to have positive role models and mentors. The center also keeps kids off the street and acts a place to go during the day after school.

As part of the community policing effort, a bicycle patrol capability has been created. It too was established approximately 10 years ago to address additional demands on the Police Department as a result of redevelopment. Additionally, community police officers have supplemented the activities of the Downtown Bicycle Team by acting as ambassadors of the City by assisting visitors and businesses.

5.0 Redevelopment Programs & Activities

The CRA is empowered to provide services and programs to further carry out the themes and principles of the Plan. Close coordination, cooperation and communication with other public and semi-public agencies is critical for the CRA to be most efficient with its redevelopment efforts. The CRA will seek the aid and cooperation of other agencies and will attempt to coordinate the Plan with activities of each agency in order to achieve the purpose of the redevelopment in the highest public interests. These programs are intended to encourage and promote private enterprise within the CRA. All property to be developed or redeveloped/rehabilitated, within the CRA, is subject to the requirements of this Plan, the Comprehensive Plan, Land Development Code and other City ordinances.

The CRA may help directly stimulate and support private investment in new real estate development, property improvements, new businesses, increased business activity and as a result, create new jobs. Although the CRA may not be able to utilize some of these tools in the short-term, they are included as options to be used once fiscal conditions are again stable. Many of the options are grant-based for which the CRA may be eligible.

The CRA may assist private property owners and developers in redeveloping properties in a number of ways including recruiting businesses and/or developers to do business within the CRA urban core and connecting would-be developers with potential property owners to facilitate redevelopment. The CRA may choose to offer financial incentives in order to fill the economic gap and stimulate redevelopment. The following tools may be used alone or in partner with other options:

- Incentives for New Residential Development – In redevelopment areas, it is often the case that the financial gaps exist that makes projects financially infeasible. This is because local rents are often too low to generate adequate rates of return, given higher cost factors for land acquisition and building renovations. The CRA may provide incentives for new development including affordable housing or mixed-income housing, infill single-family development and commercial development.

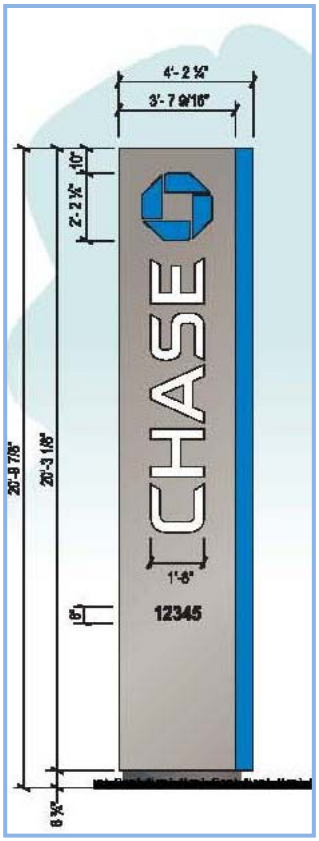
- Incentives for New Businesses - Attracting new businesses will be critical to the success of the redevelopment and revitalization of the commercial areas of the CRA. The ability to offer financial incentives increases the potential for success in attracting the numbers and types of businesses needed and desired to create a sustainable business community.

Renovated Facade

- Regulatory Incentives
  - Density Bonuses and Rezoning - The City can create value for a site by upgrading the land use or density allowed, if it meets the goals of the Comprehensive Plan. It is important to note, however, that increased density might not translate into increased value if the market cannot support the size of the project.

  - Fast Track Permitting - In addition, a major cost/obstacle to redevelopment is the time and effort involved in the planning/permitting process. A "fast track" process for development could be created to expedite certain desired projects.

- Residential Rehabilitation - The appearance and integrity of residential neighborhoods within the redevelopment area is critical to its success. Accordingly, the CRA may provide grants or loan interest subsidies, or a combination thereof, to residential property owners, for the rehabilitation of their properties. These funds can be used for a broad range of permanent (fixed) improvements including, but not limited to, roof repair, landscaping, painting, parking and driveway upgrades, and sewer hook-ups. Priority will be given to those owners of duplexes and triplexes that are willing to convert such structures to legal single-family dwellings.



- Land Banking and Site Assembly - The CRA will be empowered to purchase properties to hold for current or future opportunities or to assemble with other properties. The CRA may also pay for related costs, including but not limited to, transaction costs, site clearance, demolition, and repairs. The CRA also may pay for costs associated with the disposition of property it acquires, including but not limited to, marketing, the request for proposal process, and transaction costs. This program shall be utilized as a secondary tool after efforts have been made to encourage the private sector to take the lead in redevelopment opportunities. The City and CRA will seek to purchase real property based on negotiated voluntary sales.

- Business Relocation - The CRA may assist businesses with moving expenses to relocate to the Redevelopment Area and may also assist existing businesses within the area to relocate to make way for redevelopment activities consistent with The Plan.

- Business and Developer Recruitment - The CRA may fund recruitment efforts to attract new businesses, residents, investors and developers to the commercial/office areas of the redevelopment area.

- Environmental Improvements - As redevelopment occurs, private properties within the Redevelopment Area may be found to contain environmental contamination. The CRA is empowered to provide financial assistance to property owners/developers to cover costs associated with environmental cleanup as part of the redevelopment of such properties.

- Site Preparation For Redevelopment - The CRA may prepare or cause to be prepared as building and development sites, any property in the Redevelopment Area owned or acquired by the CRA or any other person, in order to redevelop the site in accordance with the Plan. Such

site preparation may include, but is not limited to demolition, building rehabilitation, building relocation, infrastructure, utilities, environmental cleanup and grading.

- Marketing Research - The CRA may fund market research in order to assist developers, owners and businesses with assessing the market potential and viable mix of retail, restaurant, office and residential for the Redevelopment Area or for specific projects.

- Acquisition & Disposition
  - Property Acquisition - The CRA may acquire real property by purchase, condemnation, gift, exchange or other lawful means in order to carry out the intents and purposes of the Plan. Property may be acquired for either public use or to be disposed of for private development in accordance with the Plan. Key redevelopment sites have not been identified, but may become available or identified as important parcels for the CRA for acquisition in order to carry out the objectives of the Plan.

  - Property Disposition - The CRA is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property. To the extent permitted by law, the CRA is authorized to dispose of real property by negotiated sale or lease. All real property acquired by the CRA in the Redevelopment Area shall be sold or leased for development for fair value in accordance with the Plan and as required by the Act. The leases, deeds, contracts, agreements and declarations of restrictions relative to any real property conveyed by the CRA may contain restrictions, covenants, covenants running with the land, conditions subsequent, equitable servitudes, or such other provisions necessary to carry out the Plan.

- Demolition, Rehabilitation and Relocation
  - Demolition - The CRA may demolish, clear, or move buildings, structures and other improvements from any real property in the Redevelopment Area which it has acquired and as may be necessary to carry out the purpose of the Plan.

  - Building Rehabilitation - The CRA may rehabilitate or, as a condition of sale, lease or owner participation, require a redeveloper or owner-participant to rehabilitate, remodel, alter, restore, repair or otherwise improve property that is the subject of the sale/lease. The CRA may pursue the purchase of underutilized or dilapidated structures within the area, may work with the owner through a joint venture to redevelop/rehabilitate such structures and may help building owners recruit businesses to occupy the structures so they can perform to their potential.

  - Structure Relocation - In the event that a particular structure which is in an area that is proposed for redevelopment is determined as worthy of being preserved, the CRA may, if they determine preservation is

Site Under Construction

feasible, authorize funding necessary to move the structure to another location within or outside the redevelopment area.

- Property Management and Maintenance
  - Property Management - The CRA may manage property owned by the City within the Redevelopment Area either directly or indirectly through the employment of agents, employees, independent contractors or other persons.

  - Streetscaping & Site Maintenance - Some projects within the public right-of-way and in public open spaces will require an increased level of maintenance once completed. The CRA may contract with a public agency or a private contractor to provide ongoing maintenance for these projects which may include irrigation, electrical services, trimming and mowing, gardening and hardscape upkeep.

  - Public Improvements, Beautification & Infrastructure - The CRA may undertake and fund, in cooperation with the City and in coordination with City departments and utility companies, public infrastructure improvements throughout the Redevelopment Area as deemed necessary by the Agency to carry out the Plan. These programs are designed to augment the City's funding already allocated for capital improvements in the area. Improvements may be funded in conjunction with private development activities as incentives for redevelopment. The CRA may establish specific funds to assist private property owners with infrastructure improvements. Such improvements may include, but are not limited to the following:

Portion of "The Circle of Life" Mural

    - Streetscapes (paving, striping, curb & gutter, widening, narrowing, signalization, signage, street trees, landscaping);
    - Pedestrian improvements (sidewalks, crosswalks, trails, lighting, furnishings, bike racks, etc.);
    - Landscaping & hardscaping;
    - Parking improvements (provisions for on-street parking, parking structures (public and private), parking lot improvements (landscaping, lighting, striping, paving); public parking facilities and public/private parking joint ventures);
    - Open space, parks and public space enhancements (parks, plazas, passages, trails, boardwalks and recreation facilities including accessibility improvements);
    - Transit (trolley, bus, bus rapid transit (BRT), ferry, water taxi, etc.);
    - Public art;
    - Riverfront improvements (bulkheads, docks, marina slips, boardwalks and promenades, erosion control, etc.);
    - Utility upgrades (upgrades to water, gas, sanitary sewer, phone, data, electric and other utilities);
    - Overhead utility relocation (relocation of overhead utilities to alleys and/or underground shall be coordinated with utility electric company, phone, cable and data providers);

- Storm water management (storm water treatment (bio-swales, rain gardens, BMPs), detention, retention and conveyance);
- Environmental improvements (hazardous material cleanup, water-quality improvements, erosion control, etc.);
- Signage (Downtown or neighborhood identification, gateway, wayfinding, etc.)

- Event Programming, Advertising and Promotions
  - Event Programming - Downtown events are important to bring people to the urban core. Regular weekly, monthly and annual festivals and events, along with special onetime occasions will draw local citizens who may not utilize downtown regularly as well as visitors from the region and beyond. To the extent permitted by law, the CRA may develop, coordinate, encourage and promote events designed to enliven public spaces, streets, cultural venues and businesses within the downtown. These events should be designed to stimulate business and to promote downtown.

  - Advertising and promotions - To the extent permitted by law, the CRA may assist with funding and management of promotional activities in order to raise awareness and interest in the Redevelopment Area, to provide support for area businesses and to help brand the City's urban core regionally and/or nationally. Promotional campaigns should be aimed at increasing business volume, development activity and residential interest in the Redevelopment Area. To the extent permitted by law, the CRA may fund staff, consultants, events, advertising/promotional materials, distribution, media advertising and other promotional activities. The CRA should coordinate advertising and promotional activities with other local agencies and organizations such as Greater New Port Richey Main Street, the Chamber of Commerce, the Pasco County Tourist Development Council and local arts/cultural organizations in order to leverage and optimize each organizations efforts and funds.

- Code Enforcement - The CRA may fund increased code enforcement services safety within the Redevelopment Area.

- Community Policing Innovations - Community policing innovations may be initiated to target criminal activity within the CRA. The Community Redevelopment Act describes "community policing innovations" as a "policing technique or strategy" designed to reduce crime by reducing opportunities for, and increasing the perceived risks of engaging in criminal activity through visible presence of police in the community, including, but not limited to community mobilization, neighborhood block watch, citizen patrol, foot patrol, neighborhood storefront police stations, field interrogation or intensified motorized patrol. Community policing innovations may be considered to be funded by the CRA within specific areas of the Community Redevelopment Area.

- Administration and Professional Consulting Services - The CRA is empowered to fund all operational, management and administrative activities of the Agency including, but not limited to employees' salaries and benefits, equipment, supplies, software and vehicles. The CRA is empowered to hire private consultants to carry out the Plan.

6.0 Funding Sources

Successful redevelopment efforts are naturally tied to the availability of adequate funding. There are a variety of funding sources available for communities with established CRA's including local, state and federal funds. These funds can be accessed individually or in combination with one another. The following is an analysis of the available financing mechanisms that the City could employ in order to fund redevelopment efforts in New Port Richey.

6.1 Local Funding Sources

Florida's Community Redevelopment Act, Chapter 163, Florida Statutes provides for a variety of tools to be made available to support redevelopment including:

1) Powers of eminent domain, except that the power of eminent domain may not be exercised for the purpose of preventing or eliminating a slum or blighted area (FS 163.370(1));
2) The power to utilize tax increment financing;
3) The ability to issue revenue bonds which may, but are not required to, be secured by tax increment revenues; and
4) The ability to receive grants and to own, manage, lease and sell property.

Eminent domain gives the government the right to condemn private property for a public use without the owner's consent. However, the law also has strict demands that the government prove the need for the condemned property, and that the government provide full compensation to the property's owner(s). The most common uses of property taken by eminent domain are public utilities, highways, and railroads.

The implementation of the Redevelopment Plan is primarily funded through Tax increment financing (TIF) which uses the tax revenues within a redevelopment area to pay for redevelopment. Upon adoption of a Community Redevelopment Plan, the current tax base within the CRA is established as the "base year". Additional revenues in subsequent years due to property appreciation or new investments then constitute the "increment" and are diverted to a Redevelopment Trust Fund, the revenues in which can be used to support redevelopment revenue bonds. Base year revenues continue to flow into the City's general fund. Thus, redevelopment may be paid for from additional tax revenues generated by a redevelopment area, but without placing an additional tax burden on owners of property within the redevelopment area.

6.2 Outside Funding Sources

To make the most effective use of tax increment revenues, the CRA will use other City, State and Federal funding sources as appropriate and available to carry out the provisions of the Plan. The following are some of the major funding sources that the CRA proposes to use in financing redevelopment projects. These include, but are not limited to:

- Capital Improvement Program
- Community Development Block Grant
- Economic Development Administration
- Enterprise Funds
- Federal Aid
- Gas Tax
- General Fund
- HUD, SHIP, HOME
- Revenue bonds

- State Aid
- Special Assessments
- Stormwater utility

6.3 Financial Information

New Port Richey is experiencing what many other Florida cities are experiencing: changing crime patterns, drug problems, high unemployment, changing demographics, significant foreclosures, increased service demands, federal mandates, decreasing revenues, and impacts of the 2008 Florida Save Our Homes Amendment 1 to the tax base. Along with this, the overall CRA budget decreased from a high of $17.5 million in FY2006 to $2.3 million in FY2012.

In 2001, when the CRA boundaries were expanded to include almost the entire City, this capped increases in property values and revenues, and new construction property tax revenues, while the need for General Fund services increased. Last year, over $2 million was transferred to the General Fund from the CRA. In 2005, the CRA approved two bond issues totaling $18 million, the majority of which ($14 million) went into the Recreation and Aquatic Center. Another $5.5 million was spent on CRA projects that are not producing revenue to repay the CRA. That meant that another $1.5 million had to be taken from the CRA Tax Increment Fund to pay for the rest. At the same time, there was a letter of credit for $9 million; the entire amount was not allocated. Prior to this year, primary interest, plus a small amount of principle, was paid on this letter of credit. Tables 7-9 provides revised financial projections through 2031, which is the end of the CRA time frame.

In July 2010, the City financed the 2006C Revenue Note in the amount of $7 million. In 2010, $77,000 was paid on the interest only. Starting in 2011 and through 2025, the City has payments of $700,000 annually, for a total initial CRA debt of $25 million with annual payments of approximately $2.1 million each year. Unfortunately, the CRA projects did not achieve an expansion of the tax base, which has brought about a precarious situation for both the CRA and the General Fund.

In the 2011/12 fiscal year, the Redevelopment Fund essentially becomes a debt-service fund with limited resources for capital improvements. Municipal revenues lag by a year, so the City recovery will be slower than most private-sector entities. These are projections, however, and by their nature are changeable. The CRA will need to get financial assistance from the General Fund in 2013, and possibly in 2014, to help pay its $2.1 million annual debt and this pattern will continue for at least five or six years. Current economic forecasts put the subsidy at approximately $200,000 in FY2013 and increasing to over $1,000,000 annually in the outlying years. The General Fund is a little more complex to project over the next five years, but it can only continue to support the CRA debt for a brief time if at all, due to other pending issues (i.e. pension costs, recreation/library subsidies, special assessment cost recoveries and continued erosion of the tax base). Without a doubt, there is a need for cost containment and cuts or increases in revenue for us to begin to be fiscally sustainable.

In response to the declining revenues and increased debt service, the City implemented a reduction in workforce for positions funded by the CRA. FY2011, the layoff of seven positions was difficult but necessary to enable the City to work towards long-term financial stability and sustainability of the CRA. The City also found it necessary to eliminate the residential and commercial grant program. It is anticipated that the grant program will be reinstated when it becomes financially feasible. In the current fiscal year (2012), 18 positions have been moved from the Redevelopment Fund and absorbed by the General Fund. Only a small operating budget and debt service remain.

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7.1 Resolutions

RESOLUTION #2012-15

A RESOLUTION OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF NEW PORT RICHEY RECOMMENDING TO THE CITY COUNCIL OF NEW PORT RICHEY ADOPTION OF AN AMENDED AND RESTATED COMMUNITY REDEVELOPMENT AREA PLAN, PROVIDING AN EFFECTIVE DATE

WHEREAS, in 1988 the City Council (governing body) of the City of New Port Richey, Florida, adopted a "Finding of Necessity" consistent with s. 163.355, Florida Statutes determining that blighted areas did exist within one or more areas of the City of New Port Richey. The relevant blighted areas known as the "Community Redevelopment Area, were designated by Resolution 88-25; and

WHEREAS, the City Council, as the governing body, consistent with s. 163.357, Florida Statutes, pursuant to Resolution 86-26, declared itself to be the Community Redevelopment Agency; and

WHEREAS, the City Council, pursuant to Resolution 89-7, consistent with s. 163.360 Florida Statutes, adopted a Community Redevelopment Plan; and

WHEREAS, at the request of the Community Redevelopment Agency and direction of City Council, City Staff compiled/completed a review of the City showing that blighted areas exist outside the existing Community Redevelopment Area. In 2001, City Council adopted the "2000 Assessment of Need" (Blight Study Revision); and

WHEREAS, on June 5, 2001, City Council adopted Resolution 01-05 amending and modifying the Community Redevelopment Area and Plan to, among other matters, expand the boundaries and add land; and

WHEREAS, City Council determined that the rehabilitation, conservation, redevelopment, or a combination thereof, of such areas, was necessary in the interest of the public health, safety, morals, or welfare of the residents of the City of New Port Richey, Florida, and

WHEREAS, the City Staff and consultants have prepared a revision of the existing redevelopment plan (the "Amended and Restated Community Redevelopment Area Plan") consistent with the request of City Council and the Community Redevelopment Agency; and

Resolution #2012-15 – CRA Recommendation to Council on Adoption of 2012 CRA Redevelopment Plan - Page 1 of 2

WHEREAS, on March 22, 2012, the Land Development Review Board of the City of New Port Richey, Florida as the local planning agency of the City determined that the proposed Amended and Restated Community Redevelopment Area Plan conformed to the comprehensive plan for the City as prepared by the local planning agency under the Community Planning Act and recommended the adoption of the Amended and Restated Community Redevelopment Area Plan; and

WHEREAS, the City Council proposes to hold a public hearing on May 15, 2012, consistent with Florida Statute 163.346 and 163.361 to consider the adoption of the proposed Amended and Restated Community Redevelopment Area Plan ; and

WHEREAS, the Community Redevelopment Agency has reviewed the proposed Amended and Restated Community Redevelopment Area Plan and recommends its adoption by the City Council,

NOW, THEREFORE, BE IT RESOLVED by the Community Redevelopment Agency of the City of New Port Richey, Florida that the proposed Amended and Restated Community Redevelopment Area Plan be adopted by City Council.

DONE AND RESOLVED at a regularly scheduled meeting of the Community Redevelopment Agency of the City of New Port Richey, Florida on the 15th day of May, 2012.

CITY OF NEW PORT RICHEY

Doreen Summers, City Clerk

Robert Consalvo, Mayor-Councilmember

APPROVED AS TO LEGAL FORM AND CONTENT

Mike Davis, City Attorney

Resolution #2012-15 – CRA Recommendation to Council on Adoption of 2012 CRA Redevelopment Plan - Page 2 of 2

RESOLUTION #2012-4

A RESOLUTION ADOPTING AN AMENDED AND RESTATED COMMUNITY REDEVELOPMENT AREA PLAN, TO ENCOMPASS PROPERTIES AND AREAS WITHIN THE CITY OF NEW PORT RICHEY, FLORIDA

WHEREAS, in 1988 the City Council (governing body) of the City of New Port Richey, Florida, adopted a "Finding of Necessity" consistent with Florida Statute 163.355, determining that slum and blight did exist within one or more areas of the City of New Port Richey. This condition of blight was documented by the adoption and acceptance of the "1988 Blight Study", under Resolution 88-25; and

WHEREAS, the City Council, as governing body, consistent with Florida Statute 163.357, declared itself to be a Community Redevelopment Agency, and established a Community Redevelopment Area, all consistent with Chapter 163.360 of the Florida Statute, by creating a Community Redevelopment Plan; and

WHEREAS, at the request of the Community Redevelopment Agency and direction of City Council, City Staff compiled/completed a review of the City showing that slum and blighted areas exist outside the existing Community Redevelopment Area. In 2001, City Council adopted the "2000 Assessment of Need" (Blight Study Revision); and

WHEREAS, on June 5, 2001, City Council adopted Resolution 01-05 accepting the modification of the Community Redevelopment Area and Plan to encompass all properties and areas within the City and accepting the modification of the "Finding of Necessity" adopted by Resolution 1988-25; and

WHEREAS, City Council felt that the rehabilitation, conservation, redevelopment, or a combination thereof, of such areas, is necessary in the interest of the public health, safety, morals, or welfare of the residents of the City of New Port Richey, Florida, and

WHEREAS, the City Staff and consultants prepared a revision of the existing "Redevelopment Plan" consistent with the request of City Council and the Community Redevelopment Agency; and

WHEREAS, on March 22, 2012, the Land Development Review Board of the City of New Port Richey, Florida (Local Planning Agency) determined that the revised "Redevelopment Plan" was consistent with and conforms to the Comprehensive Plan and recommended the adoption of the "Redevelopment Plan"; and

WHEREAS, City Council held a public hearing on May 15, 2012, consistent with Florida Statute 163.346 and 163.361 to address the Community Redevelopment Plan revisions throughout the City; and

WHEREAS, the Community Redevelopment Agency has reviewed the proposed amendments and recommends them to the City Council, and the amended Plan shall serve as the Community Redevelopment Plan for the Community Redevelopment Area of the City of New Port Richey; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of New Port Richey, Florida that the Council finds, based upon information presented to it in a public meeting and public hearing, that the modified "Community Redevelopment Plan" addresses all required parts of Florida Statute 163.

DONE AND RESOLVED at a regularly scheduled meeting of the City Council of the City of New Port Richey, Florida on the 15th day of May, 2012.

CITY OF NEW PORT RICHEY

Doreen Summers, City Clerk

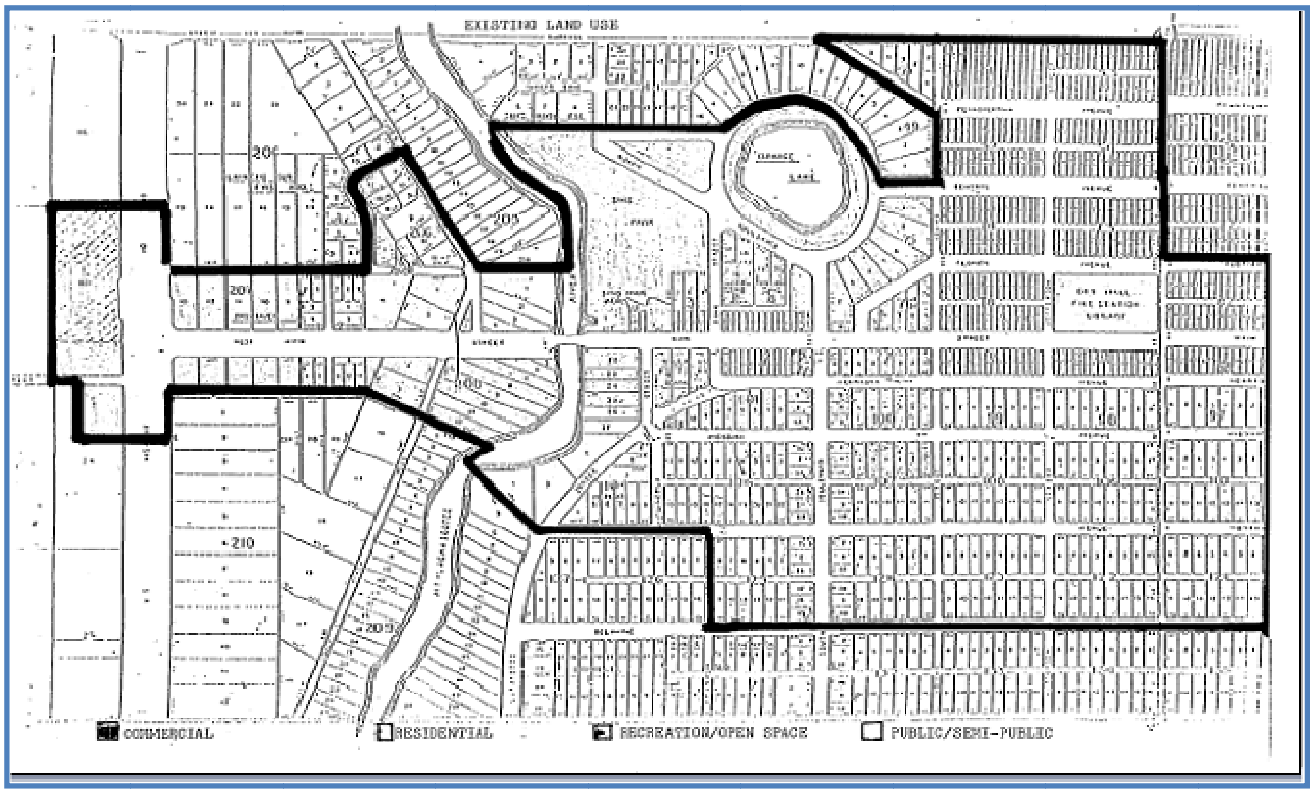
Robert Consalvo, Mayor-Councilmember

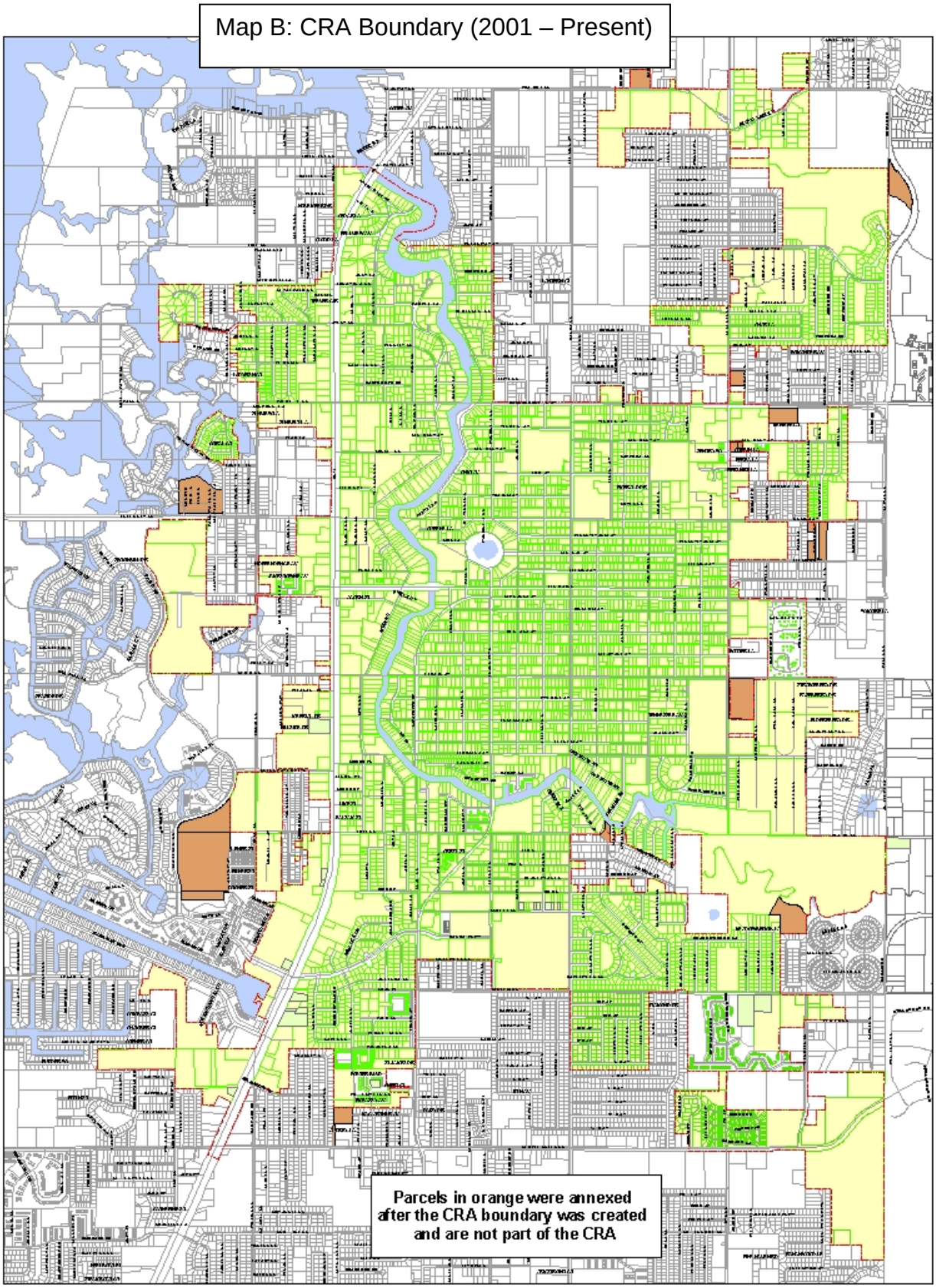
APPROVED AS TO LEGAL FORM AND CONTENT

Mike Davis, City Attorney

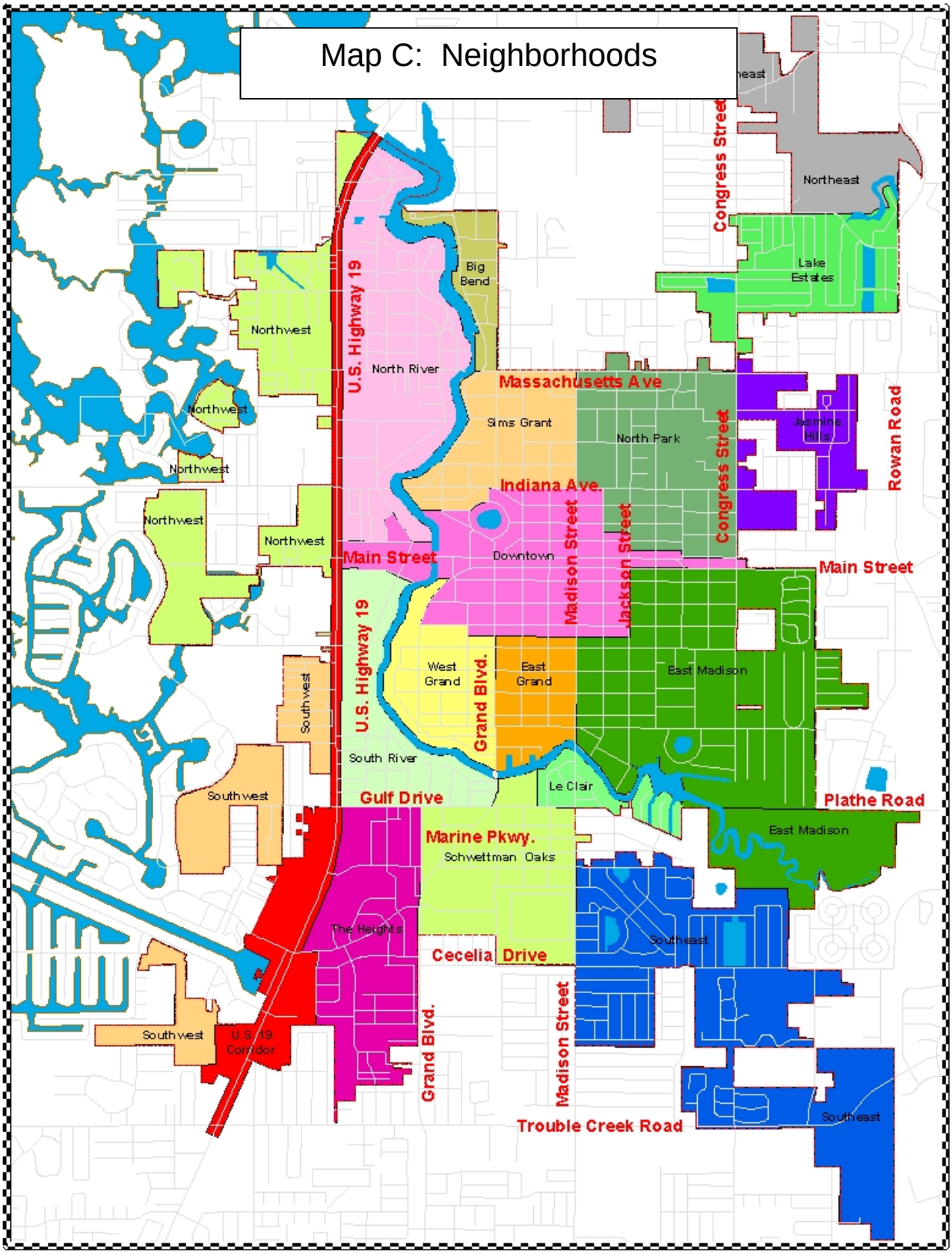
7.2 Maps

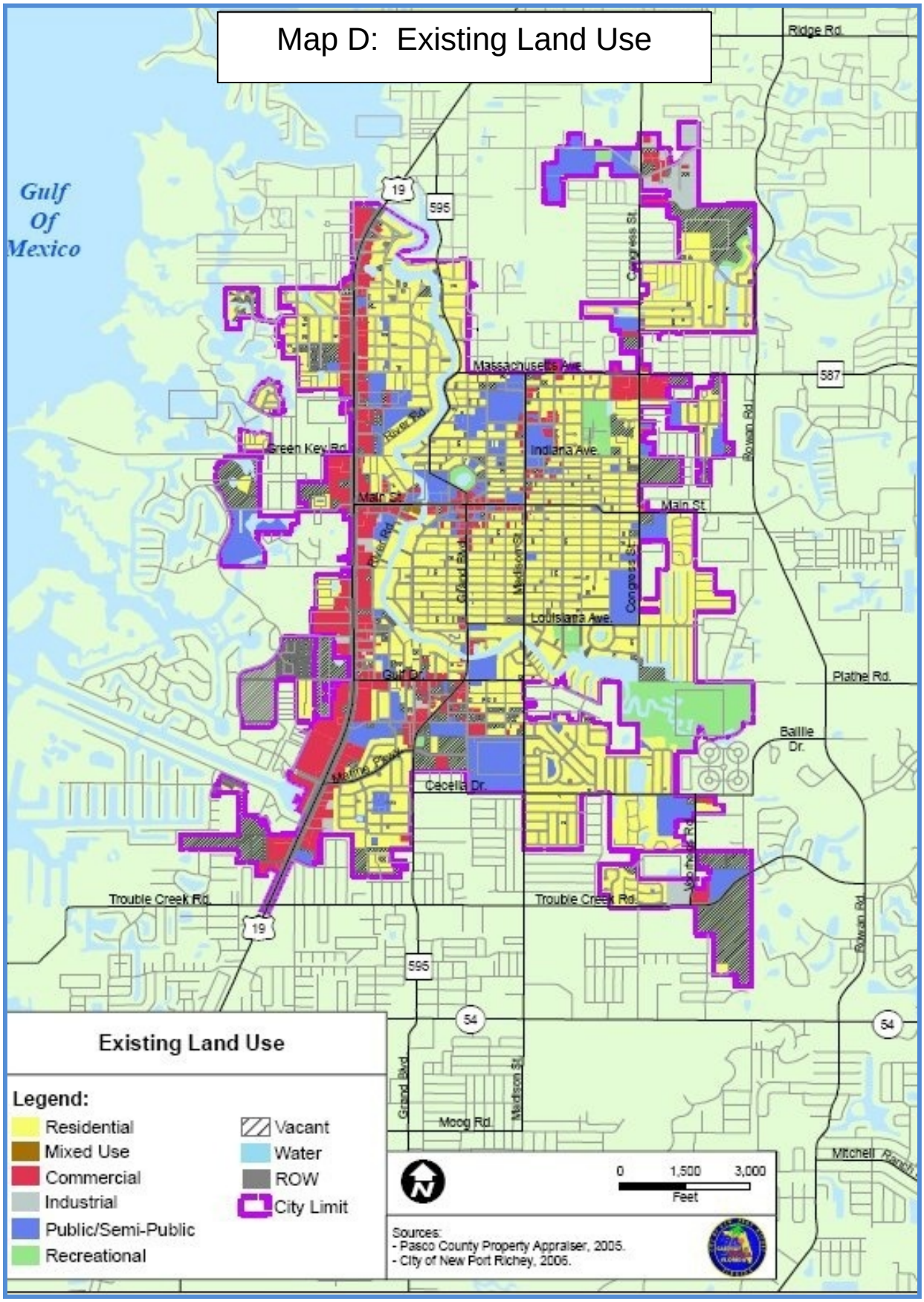
Map A: CRA Boundary (1989)

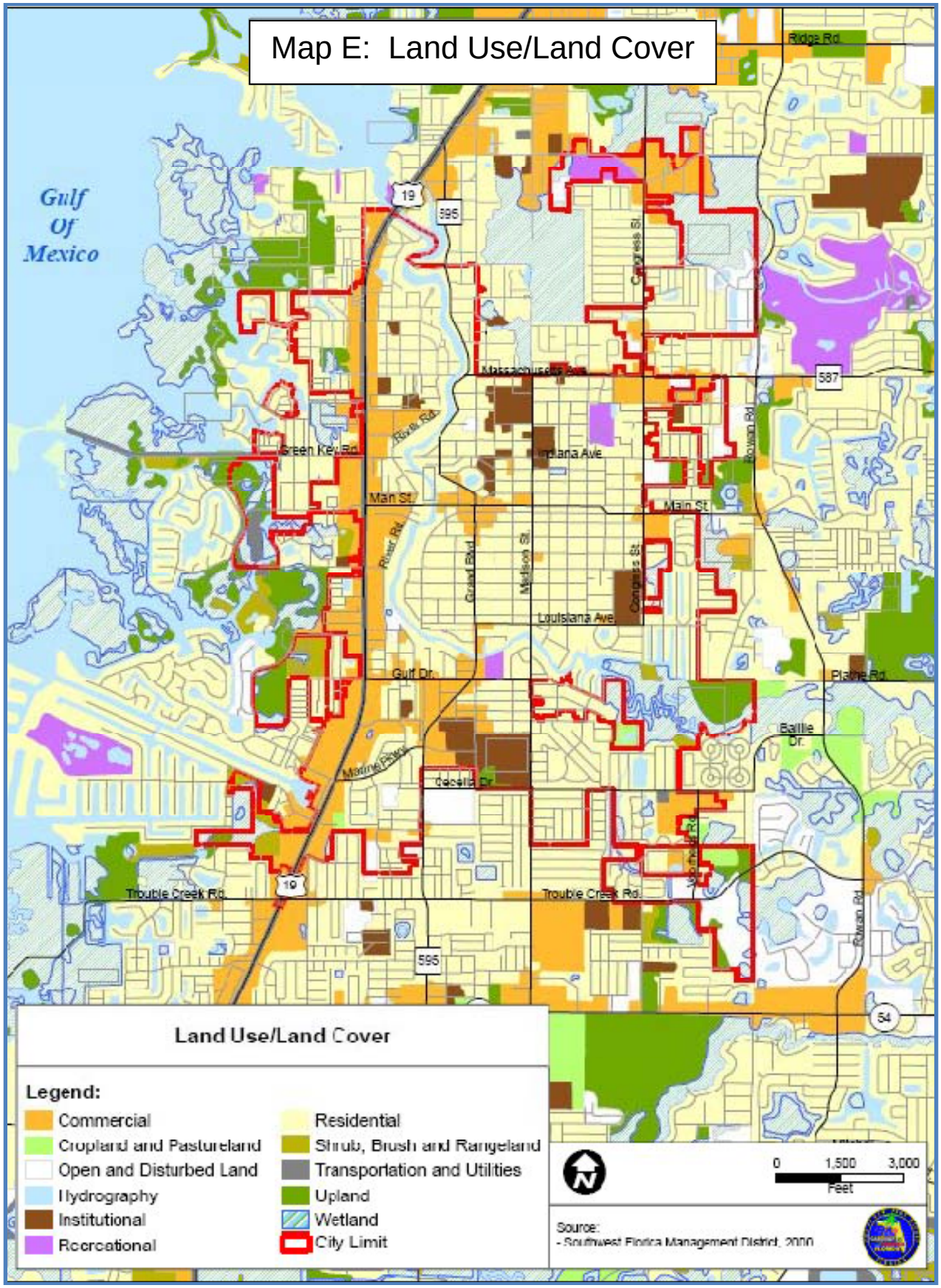


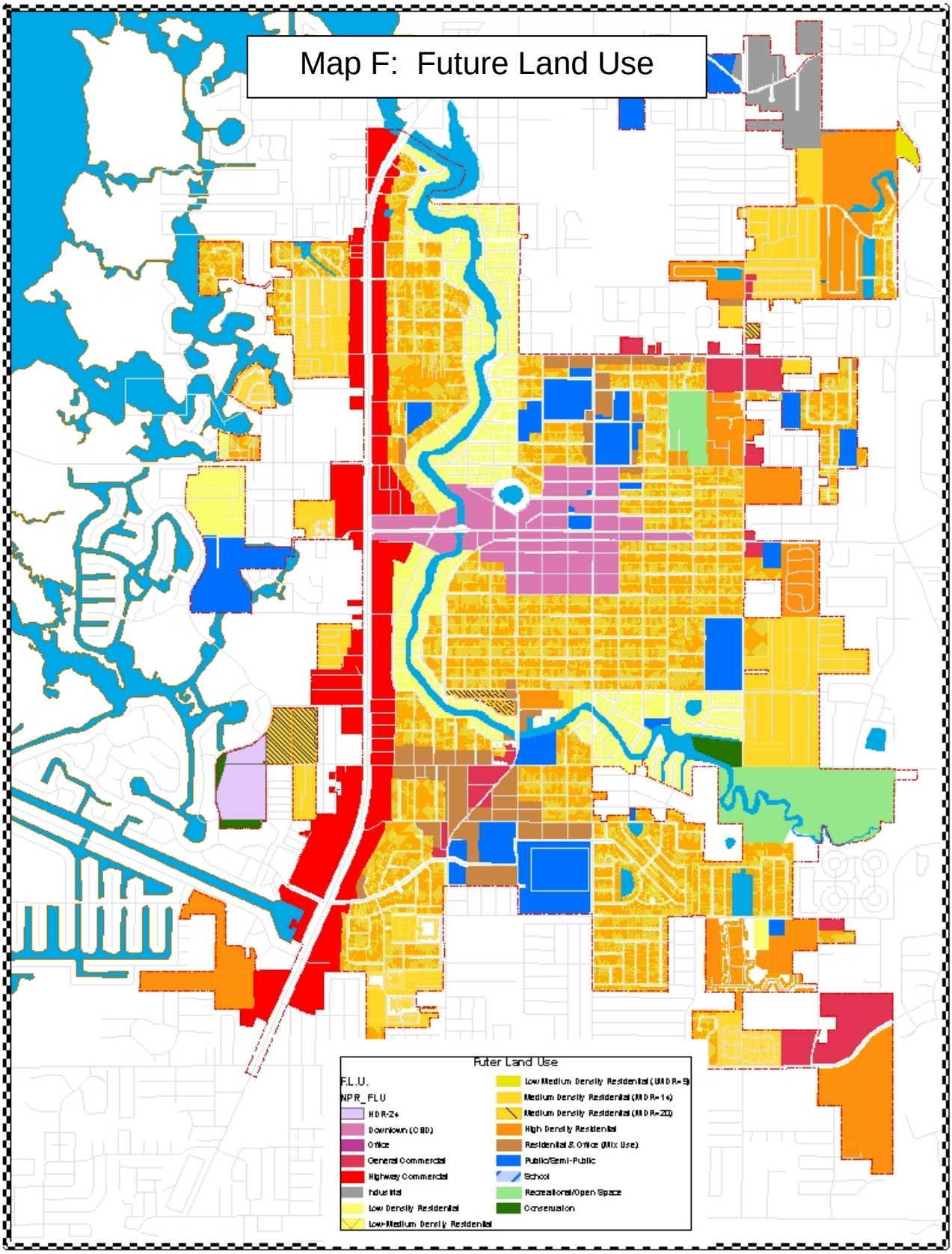


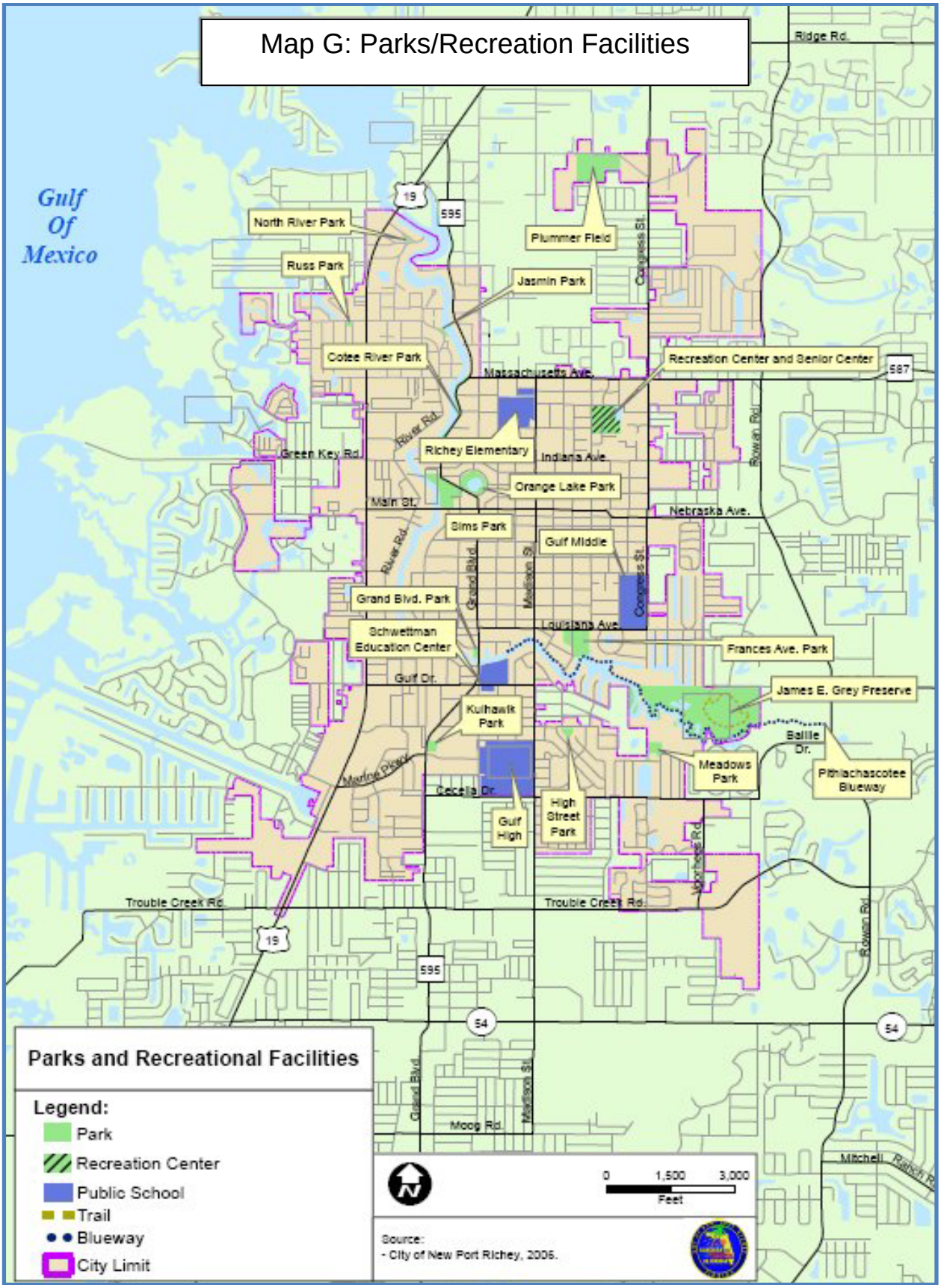
(Created under Resolution #01-05; Includes all incorporated property excluding parcels annexed since June 5, 2001. This is the current CRA boundary.)

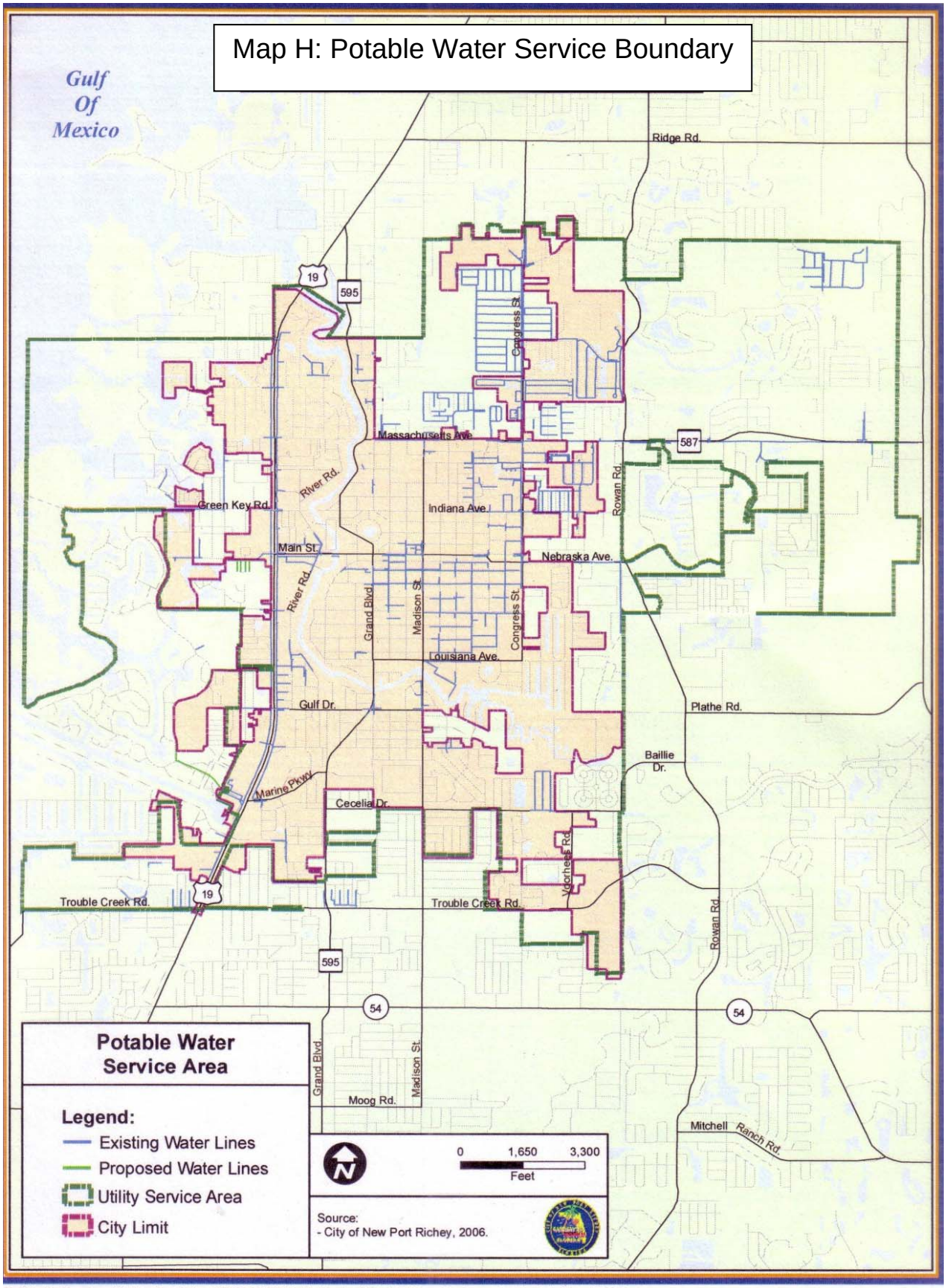

Map C: Neighborhoods
Northeast
Congress Street
Lake Estates
Big Bend
Northwest
U.S. Highway 19
North River
Massachusetts Ave
Sims Grant
North Park
Jasmine Hills
Rowan Road
Indiana Ave.
Madison Street
Jackson Street
Main Street
Downtown
West Grand
East Grand
Grand Blvd.
East Madison
Southwest
South River
Le Clair
Gulf Drive
Plathe Road
Marine Pkwy.
Schwettman Oaks
The Heights
Cecelia Drive
Southeast
U.S. 19 Corridor
Trouble Creek Road

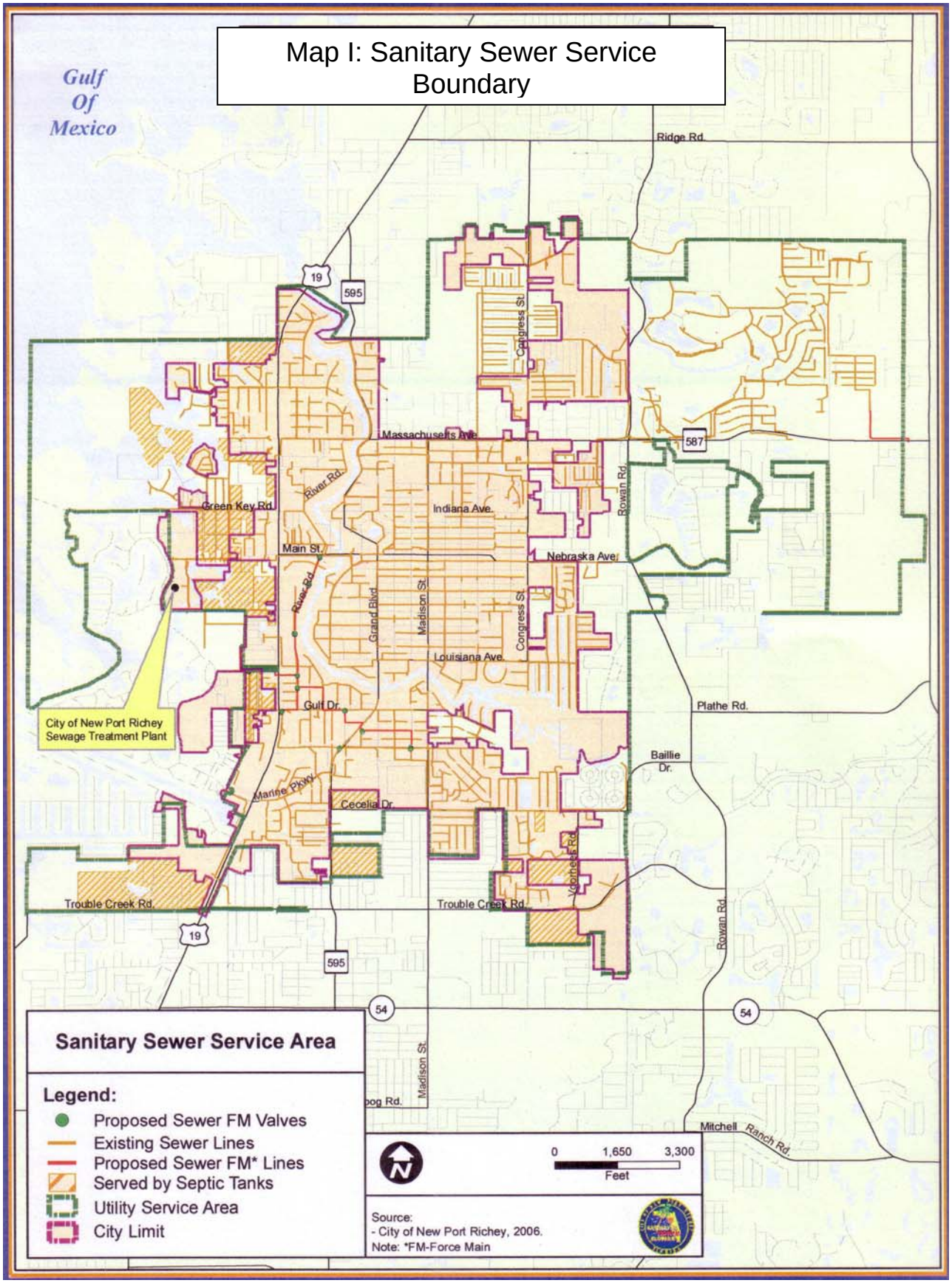

Map D: Existing Land Use
Gulf Of Mexico
Ridge Rd.
19
595
Cypress St.
Massachusetts Ave.
587
Rowan Rd.
Green Key Rd.
River Rd.
Indiana Ave.
Main St.
Main St.
Grand Blvd.
Madison St.
Congress St.
Louisiana Ave.
Gulf Dr.
Plathe Rd.
Baillie Dr.
Mobile Park
Cecelia Dr.
Trouble Creek Rd.
Trouble Creek Rd.
19
595
54
54
Grand Blvd.
Madison St.
Moog Rd.
Mitchell Ranch
Existing Land Use
Legend:
Residential
Mixed Use
Commercial
Industrial
Public/Semi-Public
Recreational
Vacant
Water
ROW
City Limit
0
1,500
3,000
Feet
Sources:
- Pasco County Property Appraiser, 2005.
- City of New Port Richey, 2006.


Map E: Land Use/Land Cover
Gulf Of Mexico
Ridge Rd.
19
595
587
54
Congress St.
Massachusetts Ave.
Green Key Rd.
Indiana Ave.
Main St.
River Rd.
Grand Blvd.
Madison St.
Louisiana Ave.
Gulf Dr.
Bowen Rd.
Plaine Rd.
Baillie Dr.
Marine Pkwy.
Cecelia Dr.
Trouble Creek Rd.
Land Use/Land Cover
Legend:
Commercial
Cropland and Pastureland
Open and Disturbed Land
Hydrography
Institutional
Recreational
Residential
Shrub, Brush and Rangeland
Transportation and Utilities
Upland
Wetland
City Limit
0
1,500
3,000
Feet
Source:
- Southwest Florida Management District, 2000


Map F: Future Land Use
Futer Land Use
F.L.U.
NPR_FLU
HDR-24
Downtown (CBD)
Office
General Commercial
Highway Commercial
Industrial
Low Density Residential
Low-Medium Density Residential
Low Medium Density Residential (LMDR-9)
Medium Density Residential (MDR-14)
Medium Density Residential (MDR-20)
High Density Residential
Residential & Office (Mix Use)
Public/Semi-Public
School
Recreational/Open Space
Conservation


Map G: Parks/Recreation Facilities
Gulf Of Mexico
North River Park
Russ Park
Cotee River Park
Jasmin Park
Plummer Field
Recreation Center and Senior Center
Richey Elementary
Orange Lake Park
Sims Park
Gulf Middle
Grand Blvd. Park
Schwettman Education Center
Frances Ave. Park
James E. Grey Preserve
Kulhawk Park
Meadows Park
Pithlachascotee Blueway
Gulf High
High Street Park
Ridge Rd.
Massachusetts Ave.
Indiana Ave.
Nebraska Ave.
Louisiana Ave.
Gulf Dr.
Cecelia Dr.
Trouble Creek Rd.
Moog Rd.
Mitchell Ranch Rd.
Parks and Recreational Facilities
Legend:
Park
Recreation Center
Public School
Trail
Blueway
City Limit
0 1,500 3,000
Feet
Source:
- City of New Port Richey, 2006.


Map H: Potable Water Service Boundary
Gulf Of Mexico
Ridge Rd.
19
595
Congress St.
Massachusetts Ave.
587
River Rd.
Green Key Rd.
Indiana Ave.
Rowan Rd.
Main St.
Nebraska Ave.
River Rd.
Grand Blvd.
Madison St.
Congress St.
Louisiana Ave.
Gulf Dr.
Plathe Rd.
Baillie Dr.
Marine Pkwy
Cecelia Dr.
Voorhees Rd.
Trouble Creek Rd.
19
Trouble Creek Rd.
Rowan Rd.
595
54
54
Grand Blvd.
Madison St.
Moog Rd.
Mitchell Ranch Rd.
Potable Water Service Area
Legend:
Existing Water Lines
Proposed Water Lines
Utility Service Area
City Limit
0 1,650 3,300
Feet
Source:
- City of New Port Richey, 2006.


Map I: Sanitary Sewer Service Boundary
Gulf Of Mexico
Ridge Rd.
19
595
Congress St.
Massachusetts Ave.
587
River Rd.
Green Key Rd.
Indiana Ave.
Rowan Rd.
Main St.
Nebraska Ave.
Grand Blvd
Madison St.
Louisiana Ave.
Gulf Dr.
Plathe Rd.
City of New Port Richey Sewage Treatment Plant
Baillie Dr.
Marine Pkwy.
Cecelia Dr.
Trouble Creek Rd.
54
Mitchell Ranch Rd.
Sanitary Sewer Service Area
Legend:
Proposed Sewer FM Valves
Existing Sewer Lines
Proposed Sewer FM* Lines
Served by Septic Tanks
Utility Service Area
City Limit
0 1,650 3,300
Feet
Source:
- City of New Port Richey, 2006.
Note: *FM-Force Main

7.3 Financial Data

Table 7: Redevelopment Fund Annual Budget FY2011-2019

Redevelopment Fund Annual Budget	FY 2011 Estimate	FY 2012 Adopted	FY 2012 Projected	FY 2014 Projected	FY 2015 Projected	FY 2016 Projected	FY 2017 Projected	FY 2018 Projected	FY 2019 Projected
Revenues									
Ad valorem taxes	1,001,012	789,372	608,893	495,793	441,505	441,505	454,806	481,540	522,042
Interest	7,000	1,960	500	500	500	500	500	500	500
Transfer - General Fund increment	1,274,094	1,039,928	802,163	653,164	581,644	581,644	599,167	634,386	687,745
Other	590,323	0	0						
Operating revenues	2,872,429	1,831,260	1,411,556	1,149,457	1,023,649	1,023,649	1,054,472	1,116,426	1,210,287
Fund balance- designated	0	0	0	0	0	0	0	0	0
Fund balance -undesignated	0	466,940	0	0	0	0	0	0	0
Total Revenues	2,872,429	2,298,200	1,411,556	1,149,457	1,023,649	1,023,649	1,054,472	1,116,426	1210,287
Expenses									
Professional services	72,000	93,000	0						
Other contractual services	32,000	3,000	0						
Utility services	21,120	15,270	0						
Operating supplies	0	0	100,000	100,500	101,003	101,508	102,523	104,060	106,142
All other operating	55,157	38,160	0						
Other	0	0	0						
Total Operating Expenses	**180,277**	**149,430**	**150,000**	**150,000**	**150,000**	**150,750**	**152,258**	**154,541**	**157,632**
Buildings	0	0	0						
Improve other than building	0	0	0						
Machinery & equipment	0	0	0						
Other	334,000	0	0						
Total Capital Outlay	**334,300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Principal	743,000	774,000	806,000	839,000	873,000	909,000	947,000	987,000	1,027,000
Interest	619,540	588,900	556,957	523,709	489,102	453,090	415,593	376,530	335,816
Total Debt Service	**1,362,540**	**1,362,900**	**1,362,957**	**1,362,709**	**1,362,102**	**1,362,090**	**1,362,593**	**1,363,530**	**1,362,816**
Reserves	0	0	0	0	0	0	0	0	0
Transfers - debt	1,286,940	696,250	696,250	696,250	696,250	696,250	696,250	696,250	696,250
Contingency	0	0	0	0	0	0	0	0	0
Other	0	89,620	0	0	0	0	0	0	0
Total Reserves, Transfers, Other	1,286,940	785,870	696,250	696,250	696,250	696,250	696,250	696,250	696,250
Total Expenses	3,544,821	2,298,200	2,159,207	2,159,459	2,159,355	2,159,848	2,161,366	2,163,840	2,165,208
Annual Surplus/Deficit	**(672,392)**	0	**(747,651)**	**(1,010,002)**	**(1,135,705)**	**(1,136,198)**	**(1,106,893)**	**(1,047,414)**	**(954,921)**
Cumulative Surplus/Deficit	986,833	519,893	**(227,758)**	**(1,237,759)**	**(2,373,465)**	**(3,509,663)**	**(4,616,556)**	**(5,663,970)**	**(6,618,892)**

Table 7 Continued: Redevelopment Fund Annual Budget FY2011-2019

Redevelopment Fund Annual Budget	FY 2011 Estimate	FY 2012 Adopted	FY 2013 Projected	FY 2014 Projected	FY 2015 Projected	FY 2016 Projected	FY 2017 Projected	FY 2018 Projected	FY 2019 Projected
Ad Valorem Property Tax Projections									
Tax day	1/1/2012	1/1/2011	1/01/2012	1/1/2013	1/1/2014	1/1/2015	1/1/2016	1/1/2017	1/1/2018
Current year taxable value	533,014,506	497,313,335	467,474,535	448,775,554	439,800,042	439,800,042	441,999,043	446,419,033	453,115,319
Less: base year property Values	(366,805,411)	(366,805,411)	(366805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)
Current year tax increment value	166,209,095	130,507,924	100,669,124	81,970,143	72,994,631	72,994,631	75,193,632	79,613,622	86,309,908
Portion on which payment is based	95%	95%	95%	95%	95%	95%	95%	95%	95%
Dedicated increment value	157,898,640	123,982,528	95,635,668	77,871,635	69,344,900	69,344,900	71,433,950	75,632,941	81,994,412
County operating millage	6.3668	6.3668	6.3668	6.3668	6.3668	6.3668	6.3668	6.3668	6.3668
Current Ad Valorem Taxes - Pasco County	**1,005,309**	**789,372**	**608,893**	**495,793**	**441,505**	**441,505**	**454,806**	**481,540**	**522,042**
Transfer From General Fund – Tax Increment									
Current year taxable value	533,014,506	497,313,335	467,474,535	448,775,554	439,800,042	439,800,042	441,999,043	446,419,033	453,115,319
Less: base year property values	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)
Current year tax increment value	166,209,095	130,507,924	100,669,124	81,970,143	72,994,631	72,994,631	75,193,632	79,613,622	86,309,908
Proportion on which payment is based	95%	95%	95%	95%	95%	95%	95%	95%	95%
Dedicated Increment value	157,898,640	123,982,528	95,635,668	77,871,635	69,344,900	69,344,900	71,433,950	75,632,941	81,994,412
City millage	8.1037	8.3877	8.3877	8.3877	8.3877	8.3877	8.3877	8.3877	8.3877
Transfer From General Fund - Tax Increment	**1,279,563**	**1,039,928**	**802,163**	**653,164**	**581,644**	**581,644**	**599,167**	**634,386**	**687,745**
Multipliers									
Change to existing			0.94	0.9600	0.9800	1.0000	1.0050	1.0100	1.0150

Key Assumptions:
Property Values: Property values are projected to continue to decline through FY 2015, stabilize in FY2016 and then start to trend upward on an incremental scale
The following are changes projected for the next five years:

FY 2013: -6%
FY 2014: -4%
FY 2015: -2%
FY 2016: No change
FY 2017: +1.05%

The above changes are based on no further write downs to the Community Hospital properties after FY 2013.

Operation Supplies: This line item is simply a catch all for expenses moving forward (security/protection and building stabilization).

Summary: This is a worst case scenario in that it is based on the City taking no action at all.

Table 8: Redevelopment Fund Annual Budget FY2020-2028 (Projected)

Redevelopment Fund Annual Budget	FY 2020 Projected	FY 2021 Projected	FY 2022 Projected	FY 2023 Projected	FY 2024 Projected	FY 2025 Projected	FY 2026 Projected	FY 2027 Projected	FY 2028 Projected
Revenues									
Ad valorem taxes	576,855	646,742	732,702	821,241	927,636	1,037,755	1,168,009	1,303,474	1,461,967
Interest	500	500	500	500	500	500	1,500	1,500	1,500
Transfer- General Fund increment	759,956	852,025	965,271	1,081,913	1,222,079	1,367,151	1,538,749	1,717,212	1,926,014
Other									
Operating revenues	1,337,311	1,499,267	1,698,473	1,903,655	2,150,215	2,405,405	2,708,259	3,022,186	3,389,481
Fund balance – designated	0	0	0	0	0	0			
Fund balance – undesignated	0	0	0	0	0	0			
Total Revenues	1,337,311	1,499,267	1,698,473	1,903,655	2,150,215	2,405,405	2,708,259	3,022,186	3,389,481
Expenses									
Professional services									
Other contractual services									
Utility services									
Operating supplies	108,795	112,059	115,421	119,461	123,642	128,587	133,731	139,749	146,037
All other operating									
Other									
Total Operating Expenses	**108,795**	**112,059**	**115,421**	**119,461**	**123,642**	**128,587**	**133,731**	**139,749**	**146,037**
Buildings									
Improve other than building									
Machinery & equipment									
Other									
Total Capital Outlay	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Principal – 2005 Series A & B	1,069,000	1,113,000	1,159,000	1,207,000	1,257,000	1,309,000	0	0	0
Interest – 205 Series A & B	293,452	249,356	203,445	155,636	105,847	53,996			
Total Debt Service	**1,362,452**	**1,362,356**	**1,362,445**	**1,362,636**	**1,362,847**	**1,362,996**	**0**	**0**	**0**
Reserves	0	0	0	0	0	0	0	0	0
Transfers – debt – series 2010	696,250	696,250	696,250	696,250	696,250	696,250	0	0	0
Contingency	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
Total Reserves, Transfers, Other	**696,250**	**696,250**	**696,250**	**696,250**	**696,250**	**696,250**	**0**	**0**	**0**
Total Expenses	**2,167,497**	**2,170,665**	**2,174,116**	**2,178,347**	**2,182,739**	**2,187,833**	**133,731**	**139,749**	**146,037**
Annual Surplus/Deficit	**(830,186)**	**(671,398)**	**(475,643)**	**(274,692)**	**(32,523)**	**217,572**	**2,574,528**	**2,882,437**	**3,243,444**
Cumulative Surplus/Deficit	**(7,449,078)**	**(8,120,476)**	**(8,596,119)**	**(8,870,811)**	**(8,903,334)**	**(8,685,762)**	**(6,111,234)**	**(3,228,797)**	**14,647**

Table 8 Continued: Redevelopment Fund Annual Budget FY2020-2028 (Projected)

Redevelopment Fund Annual Budget	FY 2020 Projected	FY 2021 Projected	FY 2022 Projected	FY 2023 Projected	FY 2024 Projected	FY 2025 Projected	FY 2026 Projected	FY 2027 Projected	FY 2028 Projected
Ad Valorem Property Tax Projections									
Tax day	1/1/2019	1/1/2020	1/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025	1/1/2026	1/1/2027
Current year taxable value	462,177,625	473,732,066	487,944,028	502,582,348	520,172,731	538,378,776	559,913,927	582,310,484	608,514,456
Less: base year property values	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)
Current year tax increment value	95,372,214	106,926,655	121,138,617	135,776,937	153,367,320	171,573,365	193,108,516	215,505,073	241,709,045
Proportion on which payment is based	95%	95%	95%	95%	95%	95%	95%	95%	95%
Dedicated increment value	90,603,603	101,580,322	115,081,686	128,988,090	145,698,954	162,994,697	183,453,090	204,729,820	229,623,593
County operating millage	6.3668	6.3668	6.3668	6.3668	6.3668	6.3668	6.3668	6.3668	6.3668
Current Ad Valorem Taxes - Pasco County	**576,855**	**646,742**	**732,702**	**821,241**	**927,636**	**1,037,755**	**1,168,009**	**1,303,474**	**1,461,967**
Transfer From General Fund – Tax Increment									
Current year taxable value	462,177,625	473,732,066	487,944,028	502,582,348	520,172,731	538,378,776	559,913,927	582,310,484	608,514,456
Less: base year property values	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)	(366,805,411)
Current year tax increment value	95,372,214	106,926,655	121,138,617	135,776,937	153,367,320	171,573,365	193,108,516	215,505,073	241,709,045
Proportion on which payment is based	95%	95%	95%	95%	95%	95%	95%	95%	95%
Dedicated increment value	90,603,603	101,580,322	115,081,686	128,988,090	145,698,954	162,994,697	183,453,090	204,729,820	229,623,593
City millage	8.3877	8.3877	8.3877	8.3877	8.3877	8.3877	8.3877	8.3877	8.3877
Transfer From General Fund – Tax Increment	**759,956**	**852,025**	**965,271**	**1,081,913**	**1,222,079**	**1,367,151**	**1,538,749**	**1,717,212**	**1,926,014**
Multipliers									
Change to existing	1.0200	1.0250	1.0300	1.0300	1.0350	1.0350	1.0400	1.0400	1.0450

Table 9: Redevelopment Fund Annual Budget FY2029-2031 (Projected)

Redevelopment Fund Annual Budget	FY 2029 Projected	FY 2030 Projected	FY 2031 Projected
Revenues			
Ad valorem taxes	1,627,593	1,819,903	2,021,829
Interest	1,500	1,500	1,500
Transfer – General Fund increment	2,144,211	2,397,563	2,663,582
Other			
Operating revenues	3,773,305	4,218,966	4,686,911
Fund Balance – designated Fund Balance - undesignated			
Total Revenues	**3,773,305**	**4,218,966**	**4,686,911**
Expenses			
Professional services			
Other contractual services			
Utility services			
Operating supplies	153,339	161,006	169,057
All other operating			
Other			
Total Operating Expenses	**153,339**	**161,006**	**169,057**
Buildings			
Improve other than building			
Machinery and equipment			
Other			
Total Capital Outlay	**0**	**0**	**0**
Principal – 2005 Series A & B	0	0	0
Interest – 2005 Series A & B	0	0	0
Total debt service	**0**	**0**	**0**
Reserves	0	0	0
Transfers – debt – Series 2010	0	0	0
Contingency	0	0	0
Other	0	0	0
Total Reserves, Transfers, Other	**0**	**0**	**0**
Total Expenses	**153,339**	**161,006**	**169,057**
Annual Surplus/Deficit	**3,619,966**	**4,057,960**	**4,517,855**
Cumulative Surplus/Deficit	**3,634,612**	**7,692,573**	**12,210,427**

Table 9 Continued: Redevelopment Fund Annual Budget FY2029-2031 (Projected)

Redevelopment Fund Annual Budget	FY 2029 Projected	FY 2030 Projected	FY 2031 Projected
Ad Valorem Property Tax Projections			
Tax Day	1/1/2028	1/1/2029	1/1/2030
Current ad valorem taxes – Pasco County			
Current year taxable value	635,897,607	667,692,487	701,077,111
Less: base year property values	(366,805,411)	(366,805,411)	(366,805,411)
Current year tax increment value	269,092,196	300,887,076	334,271,700
Proportion on which payment is based	95%	95%	95%
Dedicated increment value	255,637,586	285,842,722	317,558,115
County operating millage	6.3668	6.3668	6.3668
Current Ad Valorem Taxes – Pasco County	**1,627,593**	**1,819,903**	**2,021,829**
Transfer from General Fund – Tax Increment			
Current year taxable value	635,897,607	667,692,487	701,077,111
Less: base year property values	(366,805,411)	(366,805,411)	(366,805,411)
Current year tax increment Value	269,092,196	300,887,076	334,271,700
Proportion on which payment is based	95%	95%	95%
Dedicated increment value	255,637,586	285,842,722	317,558,115
City millage	8.3877	8.3877	8.3877
Transfer from General Fund – Tax Increment	**2,144,211**	**2,397,563**	**2,663,582**
Multipliers			
Change to existing	1.0450	1.0500	1.0500

7.4 Public Comments

On March 10, 2011, the City sponsored a public workshop to offer residents and business people the opportunity to discuss the draft Strategic Redevelopment Action Plan, which was a basis for the update of the Redevelopment Plan. Over 20 people attended, plus senior City staff and several elected officials. On May 10, 2011, the draft Plan was presented to the CRA and public comments were invited. An e-mail received by the City after the workshop supported a better City website, better County communication, reinvigorated neighborhood planning and the US19/Main Street "Gateway". Disappointment was expressed about what seemed to be a re-hashing of old ideas, support for Main Street Landing and the absence of a comprehensive housing program to address the predominance of rental properties and the need for more effective code enforcement. The writer had also expected a "holistic re-visioning of the City".

Thoughts on the presentation:

- It helped pull together the many issues regarding future commercial and recreational development.
- A good start.
- Need downtown grocery, bakery, coffee shop, boutiques.
- Get rid of convenience store by City Hall.
- Move the Chamber so other use like café can be on that spot by the river.
- No more carnivals.
- Professional offices – move off Main Street.
- Slow traffic on Main Street; put up four-way stop signs.
- Turn Grand Boulevard into business district.
- Liked idea of international flavor.

Suggestions for the City's CRA:

- The City must find resources to help residents keep their neighborhoods from deterioration.
- The worst parts of our US19 corridor are the badly kept and under occupied motel properties; inviting crime and prostitution.
- Why are City Council members also CRA Board of Directors? Get separate Board.

Other comments:

- We seldom see police patrolling commercial areas where panhandlers and bums frighten people away.
- The feelings of members of the Parks and Recreation Advisory Board are that they do not wish to have the children's playground in Sims Park relocated.

7.5 Legal Description

LEGAL DESCRIPTION: CITY OF NEW PORT RICHEY – COMMUNITY REDEVELOPMENT AGENCY BOUNDARY AS OF RESOLUTION # 2001-01

CITY OF NEW PORT RICHEY, A POLITICAL SUBDIVISION, BEING A PORTION OF SECTIONS 28, 31, 32 & 33, TOWNSHIP 25 SOUTH, RANGE 16 EAST AND SECTIONS 4, 5, 6, 7, 8, 9, 16, 17 & 18, TOWNSHIP 26, RANGE 16 EAST, PASCO COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SE CORNER, SECTION 31, TOWNSHIP 25 SOUTH, RANGE 16 EAST, PASCO COUNTY, FLORIDA; THENCE ALONG THE EAST LINE, SAID SECTION 31, N00°19'40"W, FOR 327.76 FEET TO THE EASTERLY EXTENSION OF THE SOUTH LINE, JERIVERNE PLAZA, RECORDED IN PLAT BOOK 6, PAGE 56, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EASTERLY EXTENSION AND SOUTH LINE, S89°58'41"W, FOR 326.97 FEET TO THE EAST LINE, GRAND VIEW PARK SUBDIVISION SECTION ONE, RECORDED IN PLAT BOOK 4, PAGE 77, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, N00°21'42"W, FOR 257.51 FEET TO THE SOUTH LINE, LOT 41, SAID GRAND VIEW PARK SUBDIVISION SECTION ONE; THENCE ALONG SAID SOUTH LINE, S89°39'23"W, FOR 125.03 FEET TO THE EAST RIGHT-OF-WAY, MORNINGSTAR LANE; THENCE ALONG SAID EAST RIGHT-OF-WAY, N00°23'14"W, FOR 60.13 FEET TO THE NORTH LINE AFORESAID LOT 41, GRAND VIEW PARK SUBDIVISION SECTION ONE; THENCE ALONG SAID NORTH LINE, N89°42'49"E, FOR 125.03 FEET TO THE EAST LINE, SAID GRAND VIEW PARK SUBDIVISION SECTION ONE; THENCE ALONG SAID EAST LINE GRAND VIEW PARK SUBDIVISION SECTION ONE, N00°21'27"W, FOR 180.25 FEET TO THE SOUTH LINE, LOT 45 SAID GRAND VIEW PARK SUBDIVISION SECTION ONE; THENCE ALONG SAID SOUTH LINE, LOT 45, S89°39'23"W, FOR 125.06 FEET TO THE EAST RIGHT-OF-WAY, MORNINGSTAR LANE; THENCE ALONG SAID EAST RIGHT-OF-WAY, N00°22'48"W, FOR 240.26 FEET TO THE NORTH LINE, LOT 48, AFORESAID GRAND VIEW PARK SUBDIVISION SECTION ONE; THENCE ALONG SAID NORTH LINE, N89°35'57"E, FOR 125.07 FEET TO THE EAST LINE, AFORESAID GRAND VIEW PARK SUBDIVISION SECTION ONE; THENCE ALONG SAID EAST LINE, N00°21'55"W, FOR 220.63 FEET TO THE SOUTHEASTERLY RIGHT-OF-WAY, MORNINGSTAR LANE; THENCE ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY, S43°26'14"W, FOR 160.44 FEET; THENCE LEAVING SAID SOUTHEASTERLY RIGHT-OF-WAY, S75°48'20"W, FOR 93.29 FEET TO THE SOUTH RIGHT-OF-WAY, GRANDVIEW AVENUE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, N83°04'22"W, FOR 363.78 FEET; THENCE LEAVING SAID SOUTH RIGHT-OF-WAY, N72°21'07"W, FOR 79.16 FEET TO THE SOUTH RIGHT-OF-WAY, GRANDVIEW AVENUE AND A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHWESTERLY; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, NORTHWESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S65°16'22"W, HAVING A RADIUS OF 125.06 FEET, A CENTRAL ANGLE OF 65°22'17", AN ARC LENGTH OF 142.69 FEET, AND A CHORD BEARING N57°24'46"W FOR 135.08 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, S89°52'35"W, FOR 231.53 FEET TO AN EAST LINE, OYSTER BAYOU RECORDED IN PLAT BOOK 26, PAGE 43, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, S00°28'31"E, FOR 275.01 FEET TO THE SOUTH LINE, SAID OYSTER BAYOU; THENCE ALONG SAID SOUTH LINE, N89°28'30"W, FOR 327.45 FEET TO THE WEST LINE, SAID OYSTER BAYOU; THENCE ALONG SAID WEST LINE, N00°31'52"W, FOR 954.04 FEET TO THE NORTH LINE, SAID OYSTER BAYOU; THENCE ALONG SAID NORTH LINE, S89°54'53"E, FOR 756.13 FEET TO AN EAST LINE, SAID OYSTER BAYOU; THENCE ALONG SAID EAST LINE, S00°27'20"E, FOR 656.27 FEET TO THE NORTH LINE, LOT 56, AFORESAID GRAND VIEW PARK SUBDIVISION SECTION ONE; THENCE ALONG SAID NORTH LINE, EAST, FOR 58.19 FEET TO THE EAST LINE, SAID LOT 56; THENCE ALONG SAID EAST LINE, S06°46'57"W, FOR 77.79 FEET TO THE NORTH RIGHT-OF-WAY, GRANDVIEW AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S83°04'07"E, FOR 320.06 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHERLY; THENCE CONTINUE, EASTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N07°09'21"E, HAVING A RADIUS OF 59.46 FEET, A CENTRAL ANGLE OF 53°43'53", AN ARC LENGTH OF 55.76 FEET, AND A CHORD BEARING N70°17'25"E FOR 53.74 FEET, TO THE POINT OF TANGENT AND THE NORTHWESTERLY RIGHT-OF-WAY MORNINGSTAR DRIVE; THENCE ALONG SAID NORTHWESTERLY RIGHT-OF-WAY, N43°27'01"E, FOR 134.82 FEET; THENCE LEAVING SAID NORTHWESTERLY RIGHT-OF-WAY, N36°35'07"E, FOR 27.37 FEET; THENCE N84°58'33"E, FOR 28.76 FEET TO THE NORTH RIGHT-OF-WAY, AVERY ROAD; THENCE ALONG SAID NORTH RIGHT-OF-WAY, EAST, FOR 54.56 FEET; THENCE CONTINUE, S00°21'29"E, FOR 10.00 FEET; THENCE CONTINUE, S89°58'20"E, FOR 258.00 FEET TO THE WEST RIGHT-OF-WAY, OELSNER STREET; THENCE ALONG SAID WEST RIGHT-OF-WAY, N00°19'00"W, FOR 130.00 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4413, PAGE 604, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°55'42"W, FOR 100.00 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, N00°18'23"W, FOR 70.13 FEET TO THE SOUTH LINE, JANCZLIK SUBDIVISION, RECORDED IN PLAT BOOK 10, PAGE 129, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°55'58"W, FOR 212.72 FEET; THENCE CONTINUE, S00°14'12"E, FOR 15.13 FEET; THENCE CONTINUE, WEST, FOR 51.41 FEET TO THE WEST LINE, AFORESAID JANCZLIK SUBDIVISION; THENCE ALONG SAID WEST LINE, N00°23'20"W, FOR 455.76 FEET TO THE NORTH LINE, SAID JANCZKLIK SUBDIVISION; THENCE ALONG SAID NORTH LINE, S89°54'20"E, FOR 379.59 FEET TO THE NORTH LINE, JASMIN ACRES, RECORDED IN PLAT BOOK 4, PAGE 112, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, S89°48'40"E, FOR 985.13 FEET TO THE WEST LINE, D.H. CRYMBLE'S SUBDIVISION RECORDED IN PLAT BOOK 5, PAGE 11, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°10'41"W, FOR 100.50 FEET TO THE NORTH LINE, SOUTHERLY 100 FEET, BLOCK A, SAID D.H. CRYMBLE'S SUBDIVISION; THENCE ALONG SAID NORTH LINE, S89°34'13"E, FOR 100.00 FEET TO THE WEST LINE, LOTS 9 & 8, RESPECTIVELY, SAID D.H. CRYMBLE'S SUBDIVISION THENCE ALONG SAID WEST LINE, N00°11'28"W, FOR 121.75 FEET TO THE NORTH LINE, SAID LOT 8; THENCE ALONG SAID NORTH LINE, EAST, FOR 158.69 FEET TO THE WEST RIGHT-OF-WAY, U.S. HIGHWAY 19 AND A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE EASTERLY; THENCE ALONG SAID WEST RIGHT-OF-WAY, NORTHERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S84°33'30"E, HAVING A RADIUS OF 2,928.54 FEET, A CENTRAL ANGLE OF 06°25'58", AN ARC LENGTH OF 328.79 FEET, AND A CHORD BEARING N08°39'29"E FOR 328.62 FEET, TO THE POINT OF TANGENT AND THE EAST LINE, LOTS 2 & 1, RESPECTIVELY, AFORESAID D.H. CRYMBLE'S SUBDIVISION; THENCE ALONG SAID EAST LINE, N00°14'42"W, FOR 95.00 FEET; THENCE LEAVING SAID LINE, N09°38'11"W, FOR 30.43 FEET TO THE WEST RIGHT-OF-WAY, PIER ROAD; THENCE ALONG SAID WEST RIGHT-OF-WAY, N00°00'10"W, FOR 1303.38 FEET TO THE WESTERLY EXTENSION OF THE NORTH LINE, NEW PORT RICHEY ESTATES RECORDED IN PLAT BOOK 3, PAGE 79, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID

WESTERLY EXTENSION AND NORTH LINE, S89°33'52"E, FOR 624.67 FEET TO THE PORT RICHEY CITY LIMITS; THENCE ALONG SAID PORT RICHEY CITY LIMITS, S52°57'41"E, FOR 199.43 FEET; THENCE CONTINUE, S49°57'28"E, FOR 122.99 FEET; THENCE CONTINUE, S60°11'19"E, FOR 186.82 FEET; THENCE CONTINUE, S56°03'25"E, FOR 270.88 FEET; THENCE CONTINUE, S66°27'29"E, FOR 292.30 FEET; THENCE CONTINUE, S59°59'22"E, FOR 177.19 FEET; THENCE CONTINUE, S16°09'45"E, FOR 155.26 FEET; THENCE CONTINUE, S18°40'23"W, FOR 168.76 FEET; THENCE CONTINUE, S58°19'29"W, FOR 152.35 FEET; THENCE CONTINUE, S78°49'22"W, FOR 222.47 FEET; THENCE CONTINUE, S88°11'18"W, FOR 138.38 FEET; THENCE CONTINUE, S62°16'00"W, FOR 139.14 FEET; THENCE CONTINUE, S25°00'07"W, FOR 35.86 FEET TO THE NORTHWESTERLY EXTENSION, THE SOUTH LINE, LOT 3, SUNSET POINT ADDITION NO. 2, RECORDED IN PLAT BOOK 5, PAGE 8, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, S49°35'50"E, FOR 203.71 FEET TO THE NORTH LINE, SOUTH 1/2, SECTION 32, TOWNSHIP 25 SOUTH, RANGE 16 EAST; THENCE ALONG SAID NORTH LINE, N89°43'42"E, FOR 719.69 FEET; THENCE CONTINUE, N89°48'13"E, FOR 766.04 FEET TO THE NORTHERLY EXTENSION, THE EAST RIGHT-OF-WAY, WASHINGTON STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, S00°07'30"E, FOR 544.00 FEET TO THE NORTH LINE, LOT 25, BLOCK 2, NEWPORT VILLA CORPORATION'S REVISED PLAT OF ORANGE GROVE PARK, RECORDED IN PLAT BOOK 2, PAGE 50, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, S87°59'24"E, FOR 142.56 FEET TO THE EAST LINE, SAID LOT 25; THENCE ALONG SAID EAST LINE, S00°20'38"E, FOR 62.50 FEET TO THE CENTERLINE OF AN ALLEY VACATED IN OFFICIAL RECORDS BOOK 1845, PAGE 1826, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID CENTERLINE, S88°59'49"W, FOR 142.80 FEET TO THE EAST RIGHT-OF-WAY, WASHINGTON STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, S00°05'54"E, FOR 711.00 FEET TO THE NORTH RIGHT-OF-WAY, CASSON AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, WEST, FOR 25.00 FEET TO THE FEET TO THE WEST LINE, VENSETTA PARK, RECORDED IN PLAT BOOK 4, PAGE 46, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, S00°06'23"E, FOR 538.88 FEET; THENCE CONTINUE, S00°06'51"E, FOR 31.38; THENCE CONTINUE, S00°06'23"E, FOR 739.75 FEET TO THE NORTH RIGHT-OF-WAY, MASSACHUSETTS AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S89°53'51"E, FOR 1,325.88 FEET TO THE EAST LINE, SECTION 33, TOWNSHIP 25 SOUTH, RANGE 16 EAST; THENCE N68°01'01"E, FOR 26.38 FEET TO THE INTERSECTION, THE EAST RIGHT-OF-WAY, MADISON AVENUE AND THE NORTH RIGHT-OF-WAY, MASSACHUSETTS AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S89°32'46"E, FOR 441.89 FEET TO THE EAST RIGHT-OF-WAY, MARMOSET STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, N00°05'40"W, FOR 284.38 FEET TO THE SOUTH RIGHT-OF-WAY, ANTRIM STREET; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, S89°28'29"E, FOR 381.83 FEET TO THE WEST RIGHT-OF-WAY, PILCHARD STREET; THENCE ALONG SAID WEST RIGHT-OF-WAY, S00°06'03"E, FOR 283.88 FEET TO THE NORTH RIGHT-OF-WAY, MASSACHUSETTS AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S89°36'35"E, FOR 110.10 FEET TO THE WEST LINE, LOT 18, BLOCK A, SASS SUBDIVISION, PLAT BOOK 2, PAGE 71, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°05'24"W, FOR 139.38 FEET TO THE NORTH LINE, LOTS 18 & 19 RESPECTIVELY, BLOCK A, SAID SASS SUBDIVISION; THENCE ALONG SAID NORTH LINE, S89°47'06"E, FOR 99.97 FEET TO THE EAST LINE LOT 19, BLOCK A, SAID SASS SUBDIVISION; THENCE ALONG SAID EAST LINE, S00°08'27"E, FOR 139.88 FEET TO THE NORTH RIGHT-OF-WAY, MASSACHUSETTS AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S89°35'47"E, FOR 53.25 FEET TO THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4791, PAGE 477, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°03'50"W, FOR 196.25 FEET TO THE SOUTH RIGHT-OF-WAY, VIOLA LANE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, S89°38'30"E, FOR 59.97 FEET TO THE EAST LINE, LANDS DESCRIBED IN SAID OFFICIAL RECORDS BOOK 4791, PAGE 477; THENCE ALONG SAID EAST LINE, S00°04'23"E, FOR 196.38 FEET TO THE NORTH RIGHT-OF-WAY, MASSACHUSETTS AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S89°34'50"E, FOR 119.53 FEET TO THE WEST RIGHT-OF-WAY, VAN BUREN STREET; THENCE S89°38'31"E, FOR 40.00 FEET TO THE EAST RIGHT-OF-WAY, VAN BUREN STREET; THENCE ALONG THE NORTH RIGHT-OF-WAY, MASSACHUSETTS AVENUE, S89°32'32"E, FOR 312.95 FEET; THENCE CONTINUE, NORTH, FOR 5.00 FEET; THENCE CONTINUE, S89°35'26"E, FOR 349.76 FEET TO THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 6414, PAGE 1072, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°02'38"W, FOR 204.38 FEET TO THE NORTH LINE, SAID LANDS; THENCE ALONG SAID NORTH LINE, S89°42'49"E, FOR 200.00 FEET TO THE EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE, S00°00'30"E, FOR 215.13 FEET TO THE NORTH RIGHT-OF-WAY, MASSACHUSETTS AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S89°35'43"E, FOR 123.88 FEET; THENCE CONTINUE, NORTH, FOR 5.00 FEET; THENCE CONTINUE, S89°34'12"E, FOR 99.94 FEET; THENCE CONTINUE, NORTH, FOR 5.00 FEET; THENCE CONTINUE, S89°33'25"E, FOR 177.79 FEET; THENCE CONTINUE, N35°29'15"E, FOR 20.72 FEET TO THE WEST RIGHT-OF-WAY, CONGRESS STREET; THENCE ALONG SAID WEST RIGHT-OF-WAY, N00°01'41"E, FOR 448.13 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5286, PAGE 1534, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°27'49"W, FOR 413.96 FEET TO THE EAST LINE, WOODLAND HILLS AS RECORDED IN PLAT BOOK 8, PAGE 71, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, N00°00'52"W, FOR 495.50 FEET TO THE NORTH LINE, WOODLAND HILLS; THENCE ALONG SAID NORTH LINE, N89°26'45"W, FOR 219.76 FEET TO THE EAST LINE, EAST 1/2, WEST 1/2, TRACT 57, SECTION 33, TOWNSHIP 25 SOUTH, RANGE 16 EAST, PORT RICHEY LAND COMPANY SUBDIVISION, RECORDED IN PLAT BOOK 1, PAGE 61, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, N00°00'59"E, FOR 328.38 FEET TO THE SOUTH LINE, THE PINES OF NEW PORT RICHEY RECORDED IN PLAT BOOK 22, PAGE 31, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°35'12"W, FOR 658.64 FEET TO THE WEST LINE, SAID THE PINES OF NEW PORT RICHEY; THENCE ALONG SAID WEST LINE, N00°01'57"W, FOR 331.13 FEET TO THE NORTH LINE, SAID THE PINES OF NEW PORT RICHEY; THENCE ALONG SAID NORTH LINE, S89°32'19"E, FOR 1,288.07 FEET; THENCE S89°44'23"E, FOR 55.03 FEET TO THE EAST RIGHT-OF-WAY, CONGRESS STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, N00°01'01"E, FOR 210.25 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 7112, PAGE 571, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°39'58"E, FOR 150.16 FEET TO THE EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE, N00°01'48"W, FOR 239.25 FEET TO THE NORTH LINE, SAID LANDS; THENCE ALONG SAID NORTH LINE, S89°57'08"W, FOR 149.94 FEET TO THE EAST RIGHT-OF-WAY, CONGRESS STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY. N00°01'26"E, FOR 315.40 FEET; THENCE, N88°59'01"W, FOR 55.02 FEET TO THE SOUTH LINE, LOT 43, HILLANDALE UNIT ONE, RECORDED IN PLAT BOOK 10, PAGE 127, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°24'36"W, FOR 84.97 FEET TO THE WEST LINE, LOTS 43 THROUGH 45, RESPECTIVELY, SAID HILLANDALE UNIT ONE; THENCE ALONG SAID WEST LINE, N00°01'06"E, FOR 194.00 FEET TO THE SOUTH RIGHT-OF-WAY, BANDERA AVENUE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, S89°24'37"E, FOR 85.00 FEET TO THE WEST RIGHT-OF-WAY, CONGRESS STREET; THENCE N74°59'15"E, FOR 56.94 FEET TO THE EAST RIGHT-OF-WAY, CONGRESS STREET; THENCE N00°10'16"W, FOR 14.99 FEET TO THE SOUTH LINE OF THE NORTHEAST 1/4, SECTION 33, TOWNSHIP 25 SOUTH, RANGE 16 EAST; THENCE ALONG SAID SOUTH LINE, N89°49'36"E, FOR 872.64 FEET TO THE SOUTHERLY

EXTENSION OF THE EAST LINE, GLENGARRY PARK, RECORDED IN PLAT BOOK 13, PAGE 82, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTHERLY EXTENSION AND EAST LINE, N00°01'44"W, FOR 990.50 FEET TO THE NORTH LINE SAID GLENGARRY PARK; THENCE ALONG SAID NORTH LINE, S89°48'58"W, FOR 233.56 FEET TO THE WEST LINE, WEST 1/2, TRACT 13, SECTION 33, TOWNSHIP 25 SOUTH, RANGE 16 EAST, AFORESAID PORT RICHEY LAND COMPANY SUBDIVISION; THENCE ALONG SAID WEST LINE, N00°50'07"E, FOR 330.16 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1849, PAGE 1214, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, S89°48'38"W, FOR 642.82 FEET TO THE EAST RIGHT-OF-WAY, CONGRESS STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, N00°04'44"E, FOR 181.63 FEET TO THE SOUTH LINE OF THE NORTH 148.5 FEET OF TRACT 8, SECTION 33, TOWNSHIP 25 SOUTH, RANGE 16 EAST, AFORESAID PORT RICHEY LAND COMPANY SUBDIVISION; THENCE ALONG SAID SOUTH LINE, N89°48'38"E, FOR 642.91 FEET TO THE WEST LINE, AFORESAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5127, PAGE 1019; THENCE ALONG SAID WEST LINE, N00°06'31"E, FOR 148.50 FEET TO THE SOUTH LINE, ORETO AND FRANCINE COMMERCIAL CENTER RECORDED IN PLAT BOOK 23, PAGE 73, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, S89°48'38"W, FOR 642.97 FEET TO THE EAST RIGHT-OF-WAY, CONGRESS STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, N00°18'53"W, FOR 330.26 FEET TO THE EASTERLY EXTENSION OF THE NORTH LINE, HILLENDALE UNIT FOUR, RECORDED IN PLAT BOOK 15, PAGE 66, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EASTERLY EXTENSION AND NORTH LINE, N89°45'00"W, FOR 685.60 FEET TO THE EAST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5342, PAGE 498, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, N00°01'37"E, FOR 264.63 FEET TO THE NORTH LINE, SAID LANDS; THENCE ALONG SAID NORTH LINE, N89°31'25"W, FOR 330.67 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, S00°04'27"W, FOR 265.25 FEET TO THE NORTH LINE, AFORESAID HILLENDALE UNIT FOUR; THENCE ALONG SAID NORTH LINE, N89°45'40"W, FOR 749.63 FEET TO THE WEST LINE, THE EAST 32 FEET, LOT 486, SAID HILLENDALE UNIT FOUR; THENCE ALONG SAID WEST LINE, S00°16'39"W, FOR 83.88 FEET TO THE NORTH RIGHT-OF-WAY, LANGSTON AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, N89°46'08"W, FOR 31.00 FEET TO THE WEST LINE, AFORESAID HILLENDALE UNIT FOUR; THENCE ALONG SAID WEST LINE, S00°15'02"W, FOR 50.00 FEET; THENCE CONTINUE, S89°41'24"E, FOR 23.09 FEET; THENCE CONTINUE, S00°01'14"W, FOR 523.13 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1305, PAGE 830, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°01'50"W, FOR 450.69 FEET TO THE WEST LINE, SAID LANDS AND OFFICIAL RECORDS BOOK 1730, PAGE 154, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°10'14"W, FOR 955.50 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 7851, PAGE 539 AND OFFICIAL RECORDS BOOK 4674, PAGE 692, BOTH IN THE PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, S89°27'02"E, FOR 299.73 FEET TO THE EAST LINE, SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4674, PAGE 692 ; THENCE ALONG SAID EAST LINE AND IT'S NORTHERLY EXTENSION, N00°04'00"E, FOR 385.75 FEET TO THE NORTH RIGHT-OF-WAY, PINEHILL ROAD; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S89°38'34"E, FOR 140.59 FEET; THENCE CONTINUE, S00°32'14"W, FOR 10.00 FEET; THENCE CONTINUE, S89°37'35"E, FOR 766.99 FEET TO THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4265, PAGE 503, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°38'40"E, FOR 150.01 FEET TO THE NORTH LINE, SAID LANDS; THENCE ALONG SAID NORTH LINE, S89°36'12"E, FOR 90.28 FEET TO THE EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE, S00°39'23"W, FOR 150.01 FEET TO THE NORTH RIGHT-OF-WAY, PINEHILL ROAD; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S89°38'05"E, FOR 882.39 FEET TO THE WEST RIGHT-OF-WAY, CONGRESS STREET; THENCE ALONG SAID WEST RIGHT-OF-WAY, N00°47'24"E, FOR 315.03 FEET TO THE WESTERLY EXTENSION, THE NORTH LINE, AFORESAID ORETO AND FRANCINE COMMERCIAL CENTER; THENCE ALONG SAID WESTERLY EXTENSION AND NORTH LINE, N89°41'52"E, FOR 474.07 FEET TO THE EAST LINE, SAID ORETO AND FRANCINE COMMERCIAL CENTER; THENCE ALONG SAID EAST LINE, S00°40'33"W, FOR 331.15 FEET TO THE NORTH LINE, SAID ORETO AND FRANCINE COMMERCIAL CENTER; THENCE ALONG SAID NORTH LINE, N89°49'38"E, FOR 248.84 FEET TO THE EAST LINE, SAID ORETO AND FRANCINE COMMERCIAL CENTER; THENCE ALONG SAID EAST LINE, S06°26'36"E, FOR 389.59 FEET TO THE NORTH RIGHT-OF-WAY, ORCHID LAKE ROAD; THENCE ALONG SAID NORTH RIGHT-OF-WAY, N67°38'06"E, FOR 77.86 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHWESTERLY; THENCE CONTINUE, NORTHEASTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N22°19'39"W, HAVING A RADIUS OF 323.11 FEET, A CENTRAL ANGLE OF 34°00'09", AN ARC LENGTH OF 191.75 FEET, AND A CHORD BEARING N50°40'17"E FOR 188.95 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N33°46'56"E, FOR 134.60 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHEASTERLY; THENCE CONTINUE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S56°09'08"E, HAVING A RADIUS OF 161.23 FEET, A CENTRAL ANGLE OF 42°07'51", AN ARC LENGTH OF 118.56 FEET, AND A CHORD BEARING N54°54'47"E FOR 115.91 FEET, TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHWESTERLY; THENCE CONTINUE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N19°53'10"W, HAVING A RADIUS OF 213.14 FEET, A CENTRAL ANGLE OF 23°43'49", AN ARC LENGTH OF 88.28 FEET, AND A CHORD BEARING N58°14'55"E FOR 87.65 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE N66°30'37"E, FOR 75.88 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4107, PAGE 855, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, S89°47'30"W, FOR 375.91 FEET TO THE SOUTHERLY EXTENSION OF THE EAST LINE, FRANK & CAROLE ORETO COMMERCIAL PARK, RECORDED IN PLAT BOOK 28, PAGE 110, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTHERLY EXTENSION AND EAST LINE, N00°39'17"E, FOR 585.16 FEET TO THE NORTH LINE, SAID FRANK & CAROLE ORETO COMMERCIAL PARK; THENCE ALONG SAID NORTH LINE, N89°50'25"E, FOR 448.53 FEET TO THE WEST LINE, ORCHID LAKE WEST RECORDED IN PLAT BOOK 26, PAGE 81, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, S00°32'03"W, FOR 599.90 FEET TO THE WEST LINE, TRACT 3, SECTION 33, TOWNSHIP 25 SOUTH, RANGE 16 EAST, AFORESAID PORT RICHEY LAND COMPANY SUBDIVISION; THENCE ALONG SAID WEST LINE, S00°07'10"W, FOR 990.38 FEET TO THE WEST LINE OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 971, PAGE 1308, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, S00°07'09"W, FOR 330.25 FEET TO THE SOUTH LINE OF SAID LANDS; THENCE ALONG SAID SOUTH LINE, N89°48'39"E, FOR 1,325.29 FEET TO THE EAST LINE, SECTION 33, TOWNSHIP 25 SOUTH, RANGE 16 EAST; THENCE ALONG SAID EAST LINE, S00°09'21"E, FOR 1,297.75 FEET; THENCE CONTINUE, S00°26'32"W, FOR 1,680.05 FEET TO THE SOUTH LINE, WOODBRIDGE SOUTH, RECORDED IN PLAT BOOK 35, PAGE 132, PUBLIC RECORDS, PASCO COUNTY, FLORIDA, WOODBRIDGE ESTATES, A SUBDIVISION, RECORDED IN PLAT BOOK 26, PAGE 91, PUBLIC RECORDS, PASCO COUNTY, FLORIDA, AND CONGRESS PARK, RECORDED ON PLAT BOOK 10, PAGE 140, PUBLIC RECORDS, PASCO COUNTY, FLORIDA RESPECTIVELY; THENCE ALONG SAID SOUTH LINE, S89°57'26"W, FOR 1,677.25 FEET TO THE EAST LINE, LOT 1, TEMPLE TERRACE MANOR UNIT TWO, RECORDED IN PLAT BOOK 6, PAGE 77, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE

ALONG SAID EAST LINE, S00°21'29"W, FOR 60.00 FEET TO THE SOUTH LINE, SAID LOT 1; THENCE ALONG SAID SOUTH LINE, S89°55'41"W, FOR 99.72 FEET TO THE WEST LINE, SAID LOT 1; THENCE ALONG SAID WEST LINE, N00°05'22"E, FOR 60.00 FEET TO THE SOUTH LINE, AFORESAID CONGRESS PARK; THENCE ALONG SAID SOUTH LINE, S89°58'53"W, FOR 383.28 FEET TO THE EAST LINE OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1333, PAGE 1254, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, S00°21'12"W, FOR 106.38 FEET TO THE SOUTH LINE, SAID LANDS; THENCE ALONG SAID SOUTH LINE, N89°42'47"W, FOR 49.91 FEET TO THE EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE, S00°32'11"W, FOR 100.13 FEET TO THE NORTH RIGHT-OF-WAY, COVEY TERRACE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, N89°17'02"W, FOR 10.00 FEET TO THE WEST LINE, AFORESAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1333, PAGE 1254; THENCE ALONG SAID WEST LINE, N00°03'08"E, FOR 206.00 FEET TO THE SOUTH LINE, AFORESAID CONGRESS PARK; THENCE ALONG SAID SOUTH LINE, S89°57'56"W, FOR 417.16 FEET TO THE EAST RIGHT-OF-WAY, CONGRESS STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, S00°01'31"W, FOR 775.13 FEET TO THE SOUTH LINE, LOTS 14 & 7, RESPECTIVELY, ORANOAK RECORDED IN PLAT BOOK, 3, PAGE 45, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, S89°47'34"E, FOR 241.78 FEET TO THE WEST RIGHT-OF-WAY, CHINAPA STREET; THENCE ALONG SAID WEST RIGHT-OF-WAY, S00°05'09"W, FOR 214.49 FEET TO THE SOUTH LINE, SECTION 33, TOWNSHIP 25 SOUTH, RANGE 16 EAST; THENCE ALONG SAID SOUTH LINE, N89°59'43"E, FOR 397.16 FEET TO WEST LINE, TRACT 6, SECTION 4, TOWNSHIP 26 SOUTH, RANGE 16 EAST, AFORESAID PORT RICHEY LAND COMPANY SUBDIVISION; THENCE ALONG SAID WEST LINE, S00°12'26"W, FOR 604.43 FEET TO THE NORTH RIGHT-OF-WAY, KENTUCKY AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S89°47'02"E, FOR 662.79 FEET TO THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 7862, PAGE 974, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°19'42"E, FOR 300.00 FEET TO THE NORTH LINE, SAID LANDS; THENCE ALONG SAID NORTH LINE, S89°48'20"E, FOR 331.66 FEET TO THE WEST LINE, JASMINE HILLS RECORDED IN PLAT BOOK 18, PAGE 56, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°22'47"E, FOR 273.51 FEET TO THE NORTH LINE, SAID JASMINE HILLS; THENCE ALONG SAID NORTH LINE, S89°57'25"E, FOR 331.91 FEET TO THE EAST LINE, SAID JASMINE HILLS; THENCE ALONG SAID EAST LINE, S00°25'12"W, FOR 1,249.28 FEET TO THE WEST LINE, TRACT 18, SECTION 4, TOWNSHIP 26 SOUTH, RANGE 16 EAST, AFORESAID PORT RICHEY LAND COMPANY SUBDIVISION; THENCE ALONG SAID WEST LINE, S00°25'19"W, FOR 322.51 FEET TO THE NORTH LINE OF THOSE LAND DESCRIBED IN OFFICIAL RECORDS BOOK 7155, PAGE 1205, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, S89°45'19"E, FOR 175.50 FEET TO THE EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE, S00°29'59"W, FOR 322.51 FEET TO THE NORTH RIGHT-OF-WAY, INDIANA AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, N89°47'43"W, FOR 175.03 FEET; THENCE S00°45'21"W, FOR 45.00 FEET TO THE SOUTH RIGHT-OF-WAY, INDIANA AVENUE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, N89°48'18"W, FOR 330.44 FEET; THENCE CONTINUE, N00°21'29"E, FOR 5.00 FEET; THENCE CONTINUE, N89°46'26"W, FOR 190.16 FEET TO THE WEST RIGHT-OF-WAY, TAYLOR COURT; THENCE ALONG SAID WEST RIGHT-OF-WAY, S00°28'23"W, FOR 53.00 FEET TO THE SOUTH LINE, LOT 1, TAYLOR HEIGHTS RECORDED IN PLAT 5, PAGE 164, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°44'39"W, FOR 40.00 FEET; THENCE N00°28'23"E, FOR 52.97 FEET TO THE SOUTH RIGHT-OF-WAY, INDIANA AVENUE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, N89°47'43"W, FOR 100.00 FEET TO THE SOUTHERLY EXTENSION OF THE WEST RIGHT-OF-WAY, ORANGE BLOSSOM TRAIL; THENCE ALONG SAID SOUTHERLY EXTENSION AND WEST RIGHT-OF-WAY, N00°20'12"E, FOR 600.01 FEET TO THE EAST LINE, CITRUS MOUNTAIN MOBILE ESTATES, RECORDED IN PLAT BOOK 10, PAGE 13, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, N00°20'13"E, FOR 85.00 FEET TO THE NORTH LINE, SAID CITRUS MOUNTAIN MOBILE ESTATES; THENCE ALONG SAID NORTH LINE, N89°47'40"W, FOR 661.63 FEET TO THE WEST LINE, TRACT 11, SECTION 4, TOWNSHIP 26 SOUTH, RANGE 16 EAST, AFORESAID PORT RICHEY LAND COMPANY SUBDIVISION; THENCE ALONG SAID WEST LINE, N00°13'40"E, FOR 495.00 FEET TO THE NORTH LINE OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5330, PAGE 352, OFFICIAL RECORDS BOOK 4120, PAGE 718, OFFICIAL RECORDS BOOK 8202, PAGE 1151, OFFICIAL RECORDS BOOK 8161, PAGE 1282, PUBLIC RECORDS, PASCO COUNTY, FLORIDA, RESPECTIVELY; THENCE ALONG SAID NORTH LINE, N89°48'49"W, FOR 422.85 FEET TO THE EAST LINE AND IT'S NORTHERLY EXTENSION, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 7804, PAGE 1738, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE AND NORTHERLY EXTENSION, N00°10'45"E, FOR 180.09 FEET TO THE NORTH RIGHT-OF-WAY, KENTUCKY AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, N89°47'23"W, FOR 214.85 FEET TO THE EAST RIGHT-OF-WAY, CONGRESS STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, S00°07'35"W, FOR 510.00 FEET TO THE NORTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5874, PAGE 200, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, S89°47'22"E, FOR 306.16 FEET TO THE WEST LINE, TRACT 9, SECTION 4, TOWNSHIP 26 SOUTH, RANGE 16 EAST, AFORESAID PORT RICHEY LAND COMPANY SUBDIVISION; THENCE ALONG SAID WEST LINE, S00°11'21"W, FOR 265.00 FEET TO THE SOUTH LINE OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3464, PAGE 90, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°47'26"W, FOR 170.88 FEET TO THE EAST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5744, PAGE 1731, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, S00°07'31"W, FOR 100.00 FEET TO THE SOUTH LINE, SAID LANDS; THENCE ALONG SAID SOUTH LINE, N89°47'16"W, FOR 135.00 FEET TO THE EAST RIGHT-OF-WAY, CONGRESS STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, S00°08'03"W, FOR 80.00 FEET TO THE NORTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 6294, PAGE 658, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, S89°45'41"E, FOR 150.00 FEET TO THE EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE, S00°08'36"W, FOR 50.00 FEET TO THE NORTH LINE OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 8418, PAGE 1064, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, S89°48'58"E, FOR 155.72 FEET TO THE EAST LINE OF SAID LANDS; THENCE ALONG SAID EAST LINE, S00°10'57"W, FOR 265.00 FEET TO THE SOUTH LINE OF SAID LANDS; THENCE ALONG SAID SOUTH LINE, N89°51'24"W, FOR 50.00 FEET TO THE EAST LINE OF SAID LANDS; THENCE ALONG SAID EAST LINE, S00°10'45"W, FOR 89.95 FEET TO THE SOUTH RIGHT-OF-WAY, INDIANA AVENUE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, S89°47'39"E, FOR 710.16 FEET TO THE EAST LINE OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4759, PAGE 1543, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG EAST LINE, S00°34'19"W, FOR 635.66 FEET TO THE NORTH RIGHT-OF-WAY, FLORIDA AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, N89°45'43"W, FOR 962.23 FEET TO THE EAST RIGHT-OF-WAY, CONGRESS STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, S00°15'57"W, FOR 478.01 FEET TO THE SOUTH RIGHT-OF-WAY, VALENCIA TERRACE AND A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHWESTERLY; THENCE NORTHEASTERLY ALONG THE SAID SOUTH RIGHT-OF-WAY AND THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N10°36'35"W, HAVING A RADIUS OF 160.35 FEET, A CENTRAL ANGLE OF 41°43'28", AN ARC LENGTH OF 116.77 FEET, AND A CHORD BEARING N58°31'41"E FOR 114.21 FEET, TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHEASTERLY; THENCE CONTINUE, NORTHEASTERLY ALONG

THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S55°43'31"E, HAVING A RADIUS OF 134.44 FEET, A CENTRAL ANGLE OF 32°40'55", AN ARC LENGTH OF 76.69 FEET, AND A CHORD BEARING N50°36'56"E FOR 75.65 FEET, TO THE POINT OF TANGENT AND THE WEST LINE, LOTS 14 & 9, RESPECTIVELY, VALENCIA TERRACE RECORDED IN PLAT BOOK 3, PAGE 83, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, S00°22'42"W, FOR 260.38 FEET TO THE NORTH RIGHT-OF-WAY, MAIN STREET; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S89°43'20"E, FOR 1,140.01 FEET TO THE NORTHERLY EXTENSION OF THE EAST LINE, THE WILDS A CONDOMINIUM DEVELOPMENT, RECORDED IN PLAT BOOK 20, PAGE 148, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTHERLY EXTENSION AND EAST LINE, S00°18'13"W, FOR 1,337.37 FEET TO THE NORTH RIGHT-OF-WAY, ILLINIOS AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S89°36'32"E, FOR 441.56 FEET TO THE NORTHERLY EXTENSION OF THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5242, PAGE 875, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTHERLY EXTENSION AND WEST LINE, S00°01'51"W, FOR 563.86 FEET TO THE NORTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5005, PAGE 796, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, S89°37'34"E, FOR 440.42 FEET TO THE EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE, S00°15'37"E, FOR 440.13 FEET TO THE NORTH LINE, EAST GATE ESTATES RECORDED IN PLAT BOOK 7 PAGE 92, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, N89°36'08"W, FOR 882.05 FEET TO THE WEST LINE, SAID EAST GATE ESTATES; THENCE ALONG SAID WEST LINE, S00°05'39"E, FOR 304.63 FEET TO THE EAST LINE, AFORESAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5005, PAGE 796; THENCE ALONG SAID EAST LINE, S00°05'54"E, FOR 1,343.37 FEET TO THE NORTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3735, PAGE 1894, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, S89°35'45"E, FOR 1,330.04 FEET TO THE EAST LINE, SECTION 9, TOWNSHIP 26 SOUTH, RANGE 16 EAST; THENCE ALONG SAID EAST LINE, S00°29'07"W, FOR 952.91 FEET TO THE CENTERLINE OF THE PITHLACHASCOTEE RIVER; THENCE ALONG SAID CENTERLINE, N44°41'10"W, FOR 21.45 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHERLY; THENCE CONTINUE, WESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N28°36'52"W, HAVING A RADIUS OF 170.52 FEET, A CENTRAL ANGLE OF 48°17'09", AN ARC LENGTH OF 143.71 FEET, AND A CHORD BEARING S85°31'42"W FOR 139.49 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N64°44'37"W, FOR 55.08 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHEASTERLY; THENCE CONTINUE, SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S04°48'17"W, HAVING A RADIUS OF 39.61 FEET, A CENTRAL ANGLE OF 127°44'01", AN ARC LENGTH OF 88.31 FEET, AND A CHORD BEARING S30°56'16"W FOR 71.12 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, S06°12'15"W, FOR 97.45 FEET; THENCE CONTINUE, S43°30'07"W, FOR 132.69 FEET; THENCE CONTINUE, S64°47'47"W, FOR 149.41 FEET; THENCE CONTINUE, S79°33'22"W, FOR 382.02 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHERLY; THENCE CONTINUE, WESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N36°26'11"W, HAVING A RADIUS OF 206.30 FEET, A CENTRAL ANGLE OF 70°35'23", AN ARC LENGTH OF 254.17 FEET, AND A CHORD BEARING S88°51'30"W FOR 238.39 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N14°34'27"W, FOR 6.46 FEET; THENCE CONTINUE, N19°15'16"W, FOR 303.34 FEET; THENCE CONTINUE, S70°33'36"W, FOR 1.13 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHERLY; THENCE CONTINUE, WESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S53°29'49"W, HAVING A RADIUS OF 35.79 FEET, A CENTRAL ANGLE OF 124°15'44", AN ARC LENGTH OF 77.62 FEET, AND A CHORD BEARING S81°21'57"W FOR 63.28 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, S03°23'42"W, FOR 275.98 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHERLY; THENCE CONTINUE, WESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N51°57'56"W, HAVING A RADIUS OF 43.47 FEET, A CENTRAL ANGLE OF 80°35'13", AN ARC LENGTH OF 61.14 FEET, AND A CHORD BEARING S78°19'40"W FOR 56.23 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N00°18'17"E, FOR 11.75 FEET; THENCE CONTINUE, N43°19'45"W, FOR 88.67 FEET; THENCE CONTINUE, N13°19'28"E, FOR 2.44 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHWESTERLY; THENCE CONTINUE, NORTHWESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S66°42'11"W, HAVING A RADIUS OF 152.05 FEET, A CENTRAL ANGLE OF 65°21'39", AN ARC LENGTH OF 173.45 FEET, AND A CHORD BEARING N55°58'38"W FOR 164.20 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N88°34'47"W, FOR 30.26 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHERLY; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N01°03'38"W, HAVING A RADIUS OF 155.59 FEET, A CENTRAL ANGLE OF 22°38'11", AN ARC LENGTH OF 61.47 FEET, AND A CHORD BEARING N79°44'32"W FOR 61.07 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N68°54'01"W, FOR 70.14 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY; THENCE CONTINUE, NORTHWESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N18°49'42"E, HAVING A RADIUS OF 127.21 FEET, A CENTRAL ANGLE OF 32°02'36", AN ARC LENGTH OF 71.14 FEET, AND A CHORD BEARING N55°09'00"W FOR 70.22 FEET, TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHWESTERLY; THENCE CONTINUE, NORTHWESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S58°41'55"W, HAVING A RADIUS OF 183.37 FEET, A CENTRAL ANGLE OF 26°02'56", AN ARC LENGTH OF 83.37 FEET, AND A CHORD BEARING N44°19'33"W FOR 82.65 FEET, TO THE POINT OF NON-TANGENT TO A WEST LINE OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3013, PAGE 1540, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, S28°00'23"W, FOR 330.02 FEET TO THE NORTH LINE, THE MEADOWS RECORDED IN PLAT BOOK 14, PAGE 109, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, S89°40'54"E, FOR 179.97 FEET TO THE EAST LINE, SAID THE MEADOWS; THENCE ALONG SAID EAST LINE, S00°09'19"W, FOR 1,348.88 FEET TO THE SOUTH RIGHT-OF-WAY, CECELIA DRIVE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, N89°57'05"E, FOR 881.91 FEET TO THE WEST LINE, LOT 24, PINE ACRES SUBDIVISION, RECORDED IN PLAT BOOK 5, PAGE 156, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, S00°10'17"W, FOR 209.00 FEET TO THE SOUTH LINE, SAID LOT 24; THENCE ALONG SAID SOUTH LINE, S89°43'31"E, FOR 208.47 FEET TO THE EAST LINE, LOT 25, AFORESAID PINE ACRES SUBDIVISION; THENCE ALONG SAID EAST LINE, S00°10'48"W, FOR 209.00 FEET TO THE NORTH RIGHT-OF-WAY, PORTER ROAD; THENCE ALONG SAID NORTH RIGHT-OF-WAY, N89°42'49"W, FOR 675.45 FEET TO THE WEST RIGHT-OF-WAY, VORHEES ROAD; THENCE ALONG SAID WEST RIGHT-OF-WAY, S00°10'45"W, FOR 137.13 FEET TO THE NORTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5041, PAGE 1960, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, N89°43'26"W, FOR 415.04 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, S00°11'29"W, FOR 402.50 FEET TO THE SOUTH LINE, SAID LANDS; THENCE ALONG SAID SOUTH LINE, S89°45'21"E, FOR 176.03 FEET TO THE EAST LINE, SUNNYBROOK XI, A CONDOMINIUM, RECORDED IN CONDOMINIUM PLAT BOOK 4, PAGE 116; THENCE ALONG SAID EAST LINE, S00°10'30"W, FOR 173.88 FEET; THENCE CONTINUE, S89°45'37"E, FOR 239.06 FEET TO THE WEST RIGHT-OF-WAY, VORHEES ROAD; THENCE ALONG SAID WEST RIGHT-OF-WAY, S00°10'28"W, FOR 153.88 FEET TO THE SOUTH LINE, AFORESAID SUNNYBROOK XI, A CONDOMINIUM; THENCE ALONG SAID

SOUTH LINE, N89°45'04"W, FOR 1,295.57 FEET TO THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 8540, PAGE 3465, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, S00°11'28"W, FOR 655.50 FEET TO THE SOUTH LINE, SAID LANDS; THENCE ALONG SAID SOUTH LINE AND THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3815, PAGE 522, PUBLIC RECORDS, PASCO COUNTY, FLORIDA, S89°46'35"E, FOR 1,280.42 FEET; THENCE S89°43'41"E, FOR 78.97 FEET TO THE EAST RIGHT-OF-WAY, VORHEES ROAD AND A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE WESTERLY; THENCE SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY AND THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N83°24'20"W, HAVING A RADIUS OF 755.72 FEET, A CENTRAL ANGLE OF 13°05'18", AN ARC LENGTH OF 172.63 FEET, AND A CHORD BEARING S13°08'19"W FOR 172.26 FEET, TO THE POINT OF NON-TANGENT AND THE WEST LINE OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3131, PAGE 460, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, S00°09'31"W, FOR 67.75 FEET TO THE SOUTH LINE, SAID LANDS; THENCE ALONG SAID SOUTH LINE, S89°43'44"E, FOR 184.85 FEET TO THE EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE, N00°10'01"E, FOR 235.88 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 7658, PAGE 19, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, S89°41'37"E, FOR 140.25 FEET TO THE EAST LINE SAID LANDS; THENCE ALONG SAID EAST LINE, N00°09'53"E, FOR 228.25 FEET TO THE SOUTH LINE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4393, PAGE 1280, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, S89°44'17"E, FOR 382.91 FEET TO THE EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE, N00°09'19"E, FOR 426.88 FEET TO THE SOUTH LINE, AFORESAID PINE ACRES SUBDIVISION; THENCE ALONG SAID SOUTH LINE, S89°45'16"E, FOR 612.47 FEET TO THE EAST LINE, SECTION 16, TOWNSHIP 26 SOUTH, RANGE 16 EAST; THENCE ALONG SAID EAST LINE, S00°09'45"W, FOR 1,309.13 FEET; THENCE CONTINUE, S00°15'27"W, FOR 1,856.52 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3001, PAGE 1258, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°41'35"W, FOR 373.19 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, N00°17'11"E, FOR 250.00 FEET TO THE SOUTH LINE, SAID LANDS AND THE NORTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 8230, PAGE 988, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID LINE, N89°41'11"W, FOR 525.13 FEET TO THE EAST LINE, TANGLEWOOD TERRACE UNIT THREE, RECORDED IN PLAT BOOK 15, PAGE 27, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE AND THE EAST LINE, TANGLEWOOD TERRACE UNIT FOUR, RECORDED IN PLAT BOOK 15, PAGE 145, PUBLIC RECORDS, PASCO COUNTY, FLORIDA, N00°15'33"E, FOR 940.01 FEET TO THE NORTH LINE, SAID TANGLEWOOD TERRACE UNIT FOUR; THENCE ALONG SAID NORTH LINE, N89°43'43"W, FOR 422.32 FEET TO THE WEST LINE, AFORESAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK, 3001, PAGE 1258; THENCE ALONG SAID WEST LINE, N00°15'00"E, FOR 644.76 FEET TO THE SOUTH RIGHT-OF-WAY, TROUBLE CREEK ROAD; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, N89°15'41"W, FOR 523.70 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHERLY; THENCE CONTINUE, WESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N15°02'52"W, HAVING A RADIUS OF 745.08 FEET, A CENTRAL ANGLE OF 14°23'29", AN ARC LENGTH OF 187.15 FEET, AND A CHORD BEARING S82°08'53"W FOR 186.66 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, S89°27'25"W, FOR 13.19 FEET; THENCE CONTINUE, N00°15'21"E, FOR 7.00 FEET; THENCE CONTINUE, N89°43'04"W, FOR 1,232.51 FEET TO THE SOUTHERLY EXTENSION OF THE WEST RIGHT-OF-WAY, UZZLE WAY; THENCE ALONG SAID EXTENSION AND WEST RIGHT-OF-WAY, N00°04'58"W, FOR 282.93 FEET TO THE SOUTH LINE, HAZELDON ESTATES, RECORDED IN PLAT BOOK 24, PAGE 1, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°45'40"W, FOR 239.97 FEET TO THE WEST LINE, SAID HAZELDON ESTATES; THENCE ALONG SAID WEST LINE, N00°07'27"E, FOR 735.63 FEET TO THE NORTH LINE, SAID HAZELDON ESTATES AND THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 883, PAGE 1097, PUBLIC RECORDS, PASCO COUNTY, FLORIDA, RESPECTIVELY; THENCE ALONG SAID LINES, S89°36'22"E, FOR 745.42 FEET TO THE WEST LINE OF THE EAST 130 FEET, TRACT 25, SECTION 16, TOWNSHIP 26 SOUTH, RANGE 16 EAST, TAMPA-TARPON SPRINGS LAND COMPANY SUBDIVISION, RECORDED IN PLAT BOOK 1, PAGE 68, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°12'07"E, FOR 328.13 FEET TO THE SOUTH LINE, AFORESAID SUNNYBROOK XI, A CONDOMINUM; THENCE ALONG SAID SOUTH LINE, N89°22'29"W, FOR 526.88 FEET TO THE WEST LINE, SAID SUNNYBROOK XI, A CONDOMINIUM; THENCE ALONG SAID WEST LINE AND IT'S NORTHERLY EXTENSION, N00°08'36"E, FOR 1,311.00 FEET TO THE NORTH LINE, SECTION 16, TOWNSHIP 26 SOUTH, RANGE 16 EAST; THENCE ALONG SAID NORTH LINE, N89°20'50"W, FOR 219.30 FEET; THENCE S00°36'49"W, FOR 30.04 FEET TO THE SOUTH RIGHT-OF-WAY, CECELIA DRIVE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, N89°20'30"W, FOR 438.77 FEET TO THE WEST LINE, HOLIDAY GARDENS ESTATES UNIT FOUR, RECORDED IN PLAT BOOK 12, PAGE 1, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, S00°06'01"W, FOR 1,286.00 FEET TO THE SOUTH LINE, TANGLEWOOD TERRACE UNIT TWO, RECORDED IN PLAT BOOK 11. PAGE 84, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°32'32"W, FOR 1,314.10 FEET TO THE EAST LINE, SECTION 17, TOWNSHIP 26 SOUTH, RANGE 16 EAST; THENCE ALONG SAID EAST LINE, N00°00'29"W, FOR 1,320.63 FEET TO THE NORTHEAST CORNER, SAID SECTION 17, TOWNSHIP 26 SOUTH, RANGE 16 EAST; THENCE ALONG THE NORTH LINE, SAID SECTION 17, TOWNSHIP 26 SOUTH, RANGE 16 EAST, N89°39'08"W, FOR 1,318.02 FEET TO THE SOUTHERLY EXTENSION OF THE WEST RIGHT-OF-WAY, GEORGE STREET; THENCE ALONG SAID EXTENSION, WEST RIGHT-OF-WAY AND IT'S NORTHERLY EXTENSION, N00°15'01"W, FOR 508.00 FEET TO THE CENTERLINE RIDGEWOOD DRIVE; THENCE ALONG SAID CENTERLINE, N89°43'52"W, FOR 1,285.06 FEET TO THE WEST RIGHT-OF-WAY, GRAND BOULEVARD; THENCE ALONG SAID WEST RIGHT-OF-WAY, S00°32'57"W, FOR 481.05 FEET TO THE NORTH RIGHT-OF-WAY, CECELIA DRIVE; THENCE S08°44'31"E, FOR 25.49 FEET TO THE NORTH LINE, AFORESAID SECTION 17, TOWNSHIP 26 SOUTH, RANGE 16 EAST AND THE NORTHERLY EXTENSION OF THE WEST RIGHT-OF-WAY, GRAND BOULEVARD; THENCE ALONG SAID WEST RIGHT-OF-WAY, S00°19'30"W, FOR 1,321.57 FEET TO THE NORTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4262, PAGE 999, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, N89°37'51"W, FOR 465.73 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, S00°18'06"W, FOR 290.88 FEET TO THE SOUTH LINE, SAID LANDS; THENCE ALONG SAID SOUTH LINE, S89°38'47"E, FOR 364.57 FEET TO THE EAST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 6137, PAGE 1008, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, S00°17'54"W, FOR 30.00 FEET TO THE SOUTH LINE, SAID LANDS; THENCE ALONG SAID SOUTH LINE, N89°51'54"W, FOR 318.06 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE EASTERLY; THENCE CONTINUE, SOUTHERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S00°19'52"E, HAVING A RADIUS OF 4.82 FEET, A CENTRAL ANGLE OF 175°14'49", AN ARC LENGTH OF 14.74 FEET, AND A CHORD BEARING S02°02'43"W FOR 9.63 FEET, TO THE POINT OF NON-TANGENT; THENCE CONTINUE, S89°32'03"E, FOR 15.38 FEET TO THE EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE AND IT'S SOUTHERLY EXTENSION, S00°14'13"W, FOR 52.88 FEET TO THE NORTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 8290, PAGE 404, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, S89°25'47"E, FOR 314.02 FEET TO THE

EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE, S00°22'33"W, FOR 95.25 FEET; THENCE CONTINUE, N89°36'21"W, FOR 145.38 FEET; THENCE CONTINUE, S00°16'42"W, FOR 180.13 FEET TO THE SOUTH LINE SAID LANDS; THENCE ALONG SAID SOUTH LINE AND THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 6424, PAGE 1023, PUBLIC RECORDS, PASCO COUNTY, FLORIDA, N89°39'42"W, FOR 1,121.96 FEET TO THE EAST LINE, SHAMROCK HEIGHTS UNIT TWO, RECORDED IN PLAT BOOK 8, PAGE 8, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE AND THE EAST LINE, SHAMROCK HEIGHTS UNIT FIVE, RECORDED IN PLAT BOOK 8, PAGE 87, PUBLIC RECORDS, PASCO COUNTY, FLORIDA, N00°19'35"E, FOR 992.52 FEET TO THE NORTH LINE, SAID SHAMROCK HEIGHTS UNIT FIVE; THENCE ALONG SAID NORTH LINE, N89°38'31"W, FOR 740.08 FEET TO THE EAST LINE, TRACT “A”, SAID SHAMROCK HEIGHTS UNIT FIVE; THENCE ALONG SAID EAST LINE, S00°20'08"W, FOR 667.26 FEET TO THE SOUTH LINE, SAID TRACT “A”; THENCE ALONG SAID SOUTH LINE, N89°45'41"W, FOR 150.03 FEET TO THE WEST LINE, LOT 146, SAID SHAMROCK HEIGHTS UNIT FIVE; THENCE ALONG SAID WEST LINE, S00°23'56"W, FOR 89.75 FEET TO THE NORTH RIGHT-OF-WAY, SHAMROCK DRIVE; THENCE S11°40'13"W, FOR 50.67 FEET TO THE SOUTH RIGHT-OF-WAY, SHAMROCK DRIVE AND A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHERLY; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, WESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N02°40'51"E, HAVING A RADIUS OF 561.59 FEET, A CENTRAL ANGLE OF 21°03'05", AN ARC LENGTH OF 206.34 FEET, AND A CHORD BEARING N76°47'36"W FOR 205.18 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N65°58'57"W, FOR 304.04 FEET TO THE EAST RIGHT-OF-WAY, U.S. HIGHWAY 19; THENCE ALONG SAID EAST RIGHT-OF-WAY, S24°01'58"W, FOR 1391.62 FEET; THENCE N66°59'41"W, FOR 207.01 FEET TO THE WEST RIGHT-OF-WAY, U.S. HIGHWAY 19; THENCE ALONG SAID WEST RIGHT-OF-WAY, N24°08'07"E, FOR 1015.37 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1784, PAGE 247, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N65°57'53"W, FOR 220.05 FEET; THENCE CONTINUE, S24°03'05"W, FOR 177.81 FEET; THENCE CONTINUE, N85°25'10"W, FOR 214.43 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, N00°25'28"E, FOR 286.88 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3724, PAGE 914, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, S89°27'48"W, FOR 440.43 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, N00°27'30"E, FOR 332.14 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 6652, PAGE 526, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, S89°29'06"W, FOR 1,320.83 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, N01°39'54"E, FOR 331.26 FEET TO THE NORTH LINE, SAID LANDS; THENCE ALONG SAID NORTH LINE, N89°26'19"E, FOR 1,313.84 FEET TO THE WEST LINE, GULF HARBOR VILLAS PHASE TWO, RECORDED IN PLAT BOOK 61, PAGE 20, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°27'10"E, FOR 996.28 FEET TO THE SOUTH LINE, GULF HARBOR VILLAS PHASE ONE, RECORDED IN PLAT BOOK 52, PAGE 68, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, S89°37'31"W, FOR 439.67 FEET; THENCE CONTINUE, S00°28'23"W, FOR 83.25 FEET; THENCE CONTINUE, S89°28'20"W, FOR 190.01 FEET TO THE EAST RIGHT-OF-WAY, SHELL STREAM BOULEVARD AND A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE EASTERLY; THENCE ALONG SAID EAST RIGHT-OF-WAY, NORTHERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N88°29'29"E, HAVING A RADIUS OF 238.96 FEET, A CENTRAL ANGLE OF 24°53'06", AN ARC LENGTH OF 103.79 FEET, AND A CHORD BEARING N10°56'02"E FOR 102.97 FEET, TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE WESTERLY; THENCE CONTINUE, NORTHERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N61°54'33"W, HAVING A RADIUS OF 297.50 FEET, A CENTRAL ANGLE OF 24°29'57", AN ARC LENGTH OF 127.21 FEET, AND A CHORD BEARING N15°50'29"E FOR 126.24 FEET, TO THE POINT OF NON-TANGENT AND THE SOUTH LINE, TRACT B, AFORESAID GULF HARBOR VILLAS PHASE ONE; THENCE ALONG SAID SOUTH LINE, N89°22'18"E, FOR 115.20 FEET TO THE WEST RIGHT-OF-WAY, CASSWELL DRIVE; THENCE ALONG SAID WEST RIGHT-OF-WAY, N03° 02' 58"E FOR 35.83 FEET TO THE WEST LINE AFORESAID GULF HARBOR VILLAS PHASE ONE; THENCE ALONG SAID WEST LINE, N00° 27' 34"E FOR 63.02 FEET TO THE POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE EASTERLY; THENCE CONTINUE, NORTHERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S89°35'16"E, HAVING A RADIUS OF 200.08 FEET, A CENTRAL ANGLE OF 21°59'29", AN ARC LENGTH OF 76.80 FEET, AND A CHORD BEARING N11°24'29"E FOR 76.32 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N23°56'03"E, FOR 140.06 FEET TO THE SOUTH RIGHT-OF-WAY, FLORAMAR TERRACE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, S66°05'19"E, FOR 612.63 FEET TO THE WEST RIGHT-OF-WAY, RAINBOW RACE AND A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE WESTERLY; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY AND THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S24°12'40"W, HAVING A RADIUS OF 25.20 FEET, A CENTRAL ANGLE OF 88°53'53", AN ARC LENGTH OF 39.10 FEET, AND A CHORD BEARING S21°20'23"E FOR 35.29 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, S23°52'31"W, FOR 100.06 FEET; THENCE S65°58'45"E, FOR 49.75 FEET TO THE EAST RIGHT-OF-WAY, RAINBOW RACE AND A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE EASTERLY; THENCE SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY AND THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S66°32'57"E, HAVING A RADIUS OF 194.65 FEET, A CENTRAL ANGLE OF 22°43'31", AN ARC LENGTH OF 77.20 FEET, AND A CHORD BEARING S12°05'18"W FOR 76.70 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, S00°27'04"W, FOR 520.02 FEET TO THE NORTH LINE, AFORESAID GULF HARBOR VILLAS PHASE TWO; THENCE ALONG SAID NORTH LINE, S89°33'12"E, FOR 192.38 FEET; THENCE CONTINUE, S00°30'09"W, FOR 7.13 FEET; THENCE CONTINUE, S89°30'48"E, FOR 103.00 FEET; THENCE CONTINUE, S00°28'11"W, FOR 22.88 FEET; THENCE CONTINUE, S89°34'49"E, FOR 51.19 FEET; THENCE CONTINUE, S00°34'41"W, FOR 182.76 FEET; THENCE CONTINUE, S89°23'58"E, FOR 95.41 FEET; THENCE CONTINUE, N00°35'13"E, FOR 183.01 FEET; THENCE CONTINUE, S89°30'48"E, FOR 29.44 FEET TO THE EAST LINE, AFORESAID GULF HARBORS VILLAS PHASE TWO AND A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHWESTERLY; THENCE ALONG SAID EAST LINE, SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S00°32'19"W, HAVING A RADIUS OF 20.00 FEET, A CENTRAL ANGLE OF 68°35'38", AN ARC LENGTH OF 23.94 FEET, AND A CHORD BEARING S55°09'52"E FOR 22.54 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, S20°57'41"E, FOR 167.46 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHEASTERLY; THENCE CONTINUE, SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S20°57'11"E, HAVING A RADIUS OF 45.00 FEET, A CENTRAL ANGLE OF 68°32'19", AN ARC LENGTH OF 53.83 FEET, AND A CHORD BEARING S34°46'40"W FOR 50.68 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, S00°27'38"W, FOR 155.50 FEET; THENCE CONTINUE, S89°21'29"E, FOR 22.31 FEET; THENCE CONTINUE, S24°01'31"W, FOR 43.52 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3863, PAGE 1681, PUBLIC RECORDS, PASCO COUNTY, FLORIDA AND THE SOUTH LINE, FLOR-A-MAR SECTION 1-A, RECORDED IN PLAT BOOK 6, PAGE 102, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°31'28"E, FOR 617.55 FEET TO THE WEST RIGHT-OF-WAY, U.S. HIGHWAY 19; THENCE ALONG SAID WEST RIGHT-OF-WAY, N24°19'25"E, FOR 459.54 FEET TO THE NORTH LINE, AFORESAID FLOR-A-MAR SECTION 1-A; THENCE ALONG SAID NORTH LINE, N65°59'55"W, FOR

74.98 FEET TO THE EAST LINE, SEA CASTLE CONDOMINIUM, RECORDED IN CONDOMIUM PLAT BOOK 14, PAGE 45, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, N68°47'08"E, FOR 28.33 FEET; THENCE CONTINUE, N24°03'51"E, FOR 33.95 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 8730, PAGE 73, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N66°15'20"W, FOR 140.04 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, N24°01'23"E, FOR 223.60 FEET; THENCE CONTINUE, N21°16'58"W, FOR 5.77 FEET; THENCE CONTINUE, N66°00'30"W, FOR 75.01 FEET; THENCE CONTINUE, S24°01'04"W, FOR 55.97 FEET; THENCE CONTINUE, N66°01'25"W, FOR 51.99 FEET; THENCE CONTINUE, N24°00'13"E, FOR 172.00 FEET; THENCE CONTINUE, S65°53'52"E, FOR 52.04 FEET; THENCE CONTINUE, S24°02'49"W, FOR 55.98 FEET; THENCE CONTINUE, S65°59'55"E, FOR 74.98 FEET; THENCE CONTINUE, N69°48'20"E, FOR 5.79 FEET; THENCE CONTINUE ALONG SAID WEST LINE AND THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4028, PAGE 1496, PUBLIC RECORDS, PASCO COUNTY, FLORIDA, N24°00'29"E, FOR 275.04 FEET TO THE SOUTH LINE, SAID LANDS DESCRIBED OFFICIAL RECORDS BOOK 4028, PAGE 1496; THENCE ALONG SAID SOUTH LINE, N65°59'51"W, FOR 454.18 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, N11°30'08"W, FOR 168.00 FEET; THENCE CONTINUE, N24°01'30"E, FOR 107.84 FEET TO THE SOUTH RIGHT-OF-WAY, MARINE PARKWAY AND A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N49°20'04"E, HAVING A RADIUS OF 464.95 FEET, A CENTRAL ANGLE OF 10°52'50", AN ARC LENGTH OF 88.29 FEET, AND A CHORD BEARING S46°06'21"E FOR 88.16 FEET, TO THE POINT OF NON-TANGENT; THENCE N25°43'23"E, FOR 117.94 FEET TO THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3796, PAGE 520, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N24°01'41"E, FOR 845.52 FEET TO THE NORTH LINE, NEW PORT COLONY, AN UNRECORDED PLAT; THENCE ALONG SAID NORTH LINE, N65°59'27"W, FOR 185.72 FEET TO THE NORTH LINE, FLOR-A-MAR SECTION 1-B, RECORDED IN PLAT BOOK 7, PAGE 11, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE N74°58'08"E, FOR 38.31 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHERLY; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S23°13'38"E, HAVING A RADIUS OF 372.28 FEET, A CENTRAL ANGLE OF 28°51'45", AN ARC LENGTH OF 187.53 FEET, AND A CHORD BEARING N81°12'14"E FOR 185.56 FEET, TO THE POINT OF NON-TANGENT AND THE WEST LINE, AFORESAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3796, PAGE 520; THENCE ALONG SAID WEST LINE, N00°10'54"W, FOR 187.38 FEET TO THE SOUTH LINE, SOUTHGATE SUBDIVISION, RECORDED IN PLAT BOOK 10, PAGE 101, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE AND IT'S WESTERLY EXTENSION, N89°01'35"W, FOR 353.14 FEET TO THE EAST LINE, SECTION 7, TOWNSHIP 26 SOUTH, RANGE 16 EAST; THENCE ALONG SAID EAST LINE, N00°17'41"E, FOR 984.64 FEET TO THE SOUTH LINE, SEA FOREST BEACH CLUB TOWNHOMES, RECORDED IN PLAT BOOK 48, PAGE 92, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, WEST, FOR 439.69 FEET TO THE WEST LINE, SAID SEA FOREST BEACH CLUB TOWNHOMES; THENCE ALONG SAID WEST LINE, N00°18'21"E, FOR 579.63 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE WESTERLY; THENCE CONTINUE, NORTHERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N56°51'40"W, HAVING A RADIUS OF 719.60 FEET, A CENTRAL ANGLE OF 33°30'18", AN ARC LENGTH OF 420.80 FEET, AND A CHORD BEARING N16°23'12"E FOR 414.83 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N47°34'45"E, FOR 1.69 FEET TO THE NORTH LINE, SAID SEA FOREST BEACH CLUB TOWNHOMES AND A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHEASTERLY; THENCE ALONG SAID NORTH LINE, NORTHEASTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S72°54'28"E, HAVING A RADIUS OF 24.96 FEET, A CENTRAL ANGLE OF 73°13'49", AN ARC LENGTH OF 31.90 FEET, AND A CHORD BEARING N53°42'27"E FOR 29.78 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, S89°44'18"E, FOR 739.38 FEET TO THE EAST LINE, SAID SEA FOREST BEACH CLUB TOWNHOMES; THENCE ALONG SAID EAST LINE, S00°21'08"W, FOR 971.02 FEET; THENCE S00°21'29"W, FOR 25.00 FEET; THENCE WEST, FOR 2.81 FEET; THENCE S00°28'39"W, FOR 15.00 FEET TO THE EAST LINE, AFORESAID SOUTHGATE SUBDIVISION; THENCE ALONG SAID EAST LINE, S00°28'47"W, FOR 974.03 FEET TO A NORTH LINE, AFORESAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3796, PAGE 520; THENCE ALONG SAID NORTH LINE, S89°42'49"E, FOR 25.00 FEET TO A WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, N00°28'59"E, FOR 126.00 FEET TO THE NORTH LINE, SAID LANDS; THENCE ALONG SAID NORTH LINE, S89°37'49"E, FOR 77.50 FEET TO THE WEST RIGHT-OF-WAY, VAN DOREN AVENUE; THENCE ALONG SAID WEST RIGHT-OF-WAY, S00°26'51"W, FOR 12.00 FEET TO A NORTH LINE, AFORESAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3796, PAGE 520; THENCE ALONG SAID NORTH LINE, S89°41'28"E, FOR 255.00 FEET TO THE EAST RIGHT-OF-WAY, LEISURE LANE; THENCE ALONG SAID EAST RIGHT-OF-WAY, N00°28'43"E, FOR 392.15 FEET TO THE EASTERLY EXTENSION OF THE SOUTH LINE, LOT 37, TOWN AND COUNTRY VILLAS SOUTH ADDITION, RECORDED IN PLAT BOOK 6, PAGE 119, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EASTERLY EXTENSION AND SOUTH LINE, N89°43'22"W, FOR 127.50 FEET TO THE WEST LINE, LOTS 37 & 38, RESPECTIVELY, AFORESAID TOWN AND COUNTRY VILLAS SOUTH ADDITION; THENCE ALONG SAID WEST LINE, N00°28'16"E, FOR 76.00 FEET TO THE NORTH LINE, SAID LOT 38; THENCE ALONG SAID NORTH LINE AND IT'S EASTERLY EXTENSION AND THE NORTH LINE, LOT 11, SAID TOWN AND COUNTRY VILLAS SOUTH ADDITION, RESPECTIVELY, S89°43'24"E, FOR 207.19 FEET TO THE EAST LINE, SAID TOWN AND COUNTRY VILLAS SOUTH ADDITION; THENCE ALONG SAID EAST LINE, N00°20'44"E, FOR 114.00 FEET TO THE NORTH LINE, LOT 8, SAID TOWN AND COUNTRY VILLAS SOUTH ADDITION; THENCE ALONG SAID NORTH LINE, N89°43'46"W, FOR 79.41 FEET TO THE EAST RIGHT-OF-WAY, LEISURE LANE; THENCE ALONG SAID EAST RIGHT-OF-WAY, N00°28'16"E, FOR 38.00 FEET TO THE EASTERLY EXTENSION OF THE NORTH LINE, LOT 41, AFORESAID TOWN AND COUNTRY VILLAS SOUTH ADDITION; THENCE ALONG SAID EXTENSION AND LINE, N89°43'09"W, FOR 127.50 FEET TO THE WEST LINE, LOTS 42 THROUGH 45 RESPECTIVELY, SAID TOWN AND COUNTRY VILLAS SOUTH ADDITION; THENCE ALONG SAID WEST LINE, N00°29'13"E, FOR 114.00 FEET TO THE NORTH LINE, SAID LOT 45; THENCE ALONG SAID NORTH LINE, S89°43'22"E, FOR 77.53 FEET TO THE WEST RIGHT-OF-WAY, LEISURE LANE; THENCE ALONG SAID WEST RIGHT-OF-WAY, N00°28'50"E, FOR 115.50 FEET TO THE SOUTH RIGHT-OF-WAY, GULF DRIVE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, S89°38'22"E, FOR 178.75 FEET TO THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1216, PAGE 21, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, S00°20'29"W, FOR 115.38 FEET TO THE SOUTH LINE, SAID LANDS; THENCE ALONG SAID SOUTH LINE, S89°42'49"E, FOR 50.00 FEET TO THE EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE, N00°20'30"E, FOR 115.25 FEET TO THE SOUTH RIGHT-OF-WAY, GULF DRIVE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, S89°35'54"E, FOR 267.51 FEET TO THE WEST RIGHT-OF-WAY, U.S. HIGHWAY 19; THENCE ALONG SAID WEST RIGHT-OF-WAY, N00°02'17"E, FOR 565.00 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4250, PAGE 48, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°36'02"W, FOR 358.54 FEET TO THE EAST LINE, TOWN AND COUNTRY VILLAS, RECORDED IN PLAT BOOK 6, PAGE 9, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE AND IT'S NORTHERLY EXTENSION,

N00°22'28"E, FOR 515.78 FEET TO THE NORTH RIGHT-OF-WAY, CROSS BAYOU BOULEVARD; THENCE ALONG SAID NORTH RIGHT-OF-WAY, N89°34'47"W, FOR 543.10 FEET TO THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1142, PAGE 168, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°08'18"E, FOR 595.00 FEET TO THE NORTH LINE, SAID LANDS; THENCE ALONG SAID NORTH LINE, S89°35'38"E, FOR 105.85 FEET TO THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 7943, PAGE 1838, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°21'21"E, FOR 825.52 FEET TO THE NORTH LINE, SAID LANDS; THENCE ALONG SAID NORTH LINE, S89°31'13"E, FOR 597.21 FEET TO THE EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE, S00°02'09"W, FOR 100.00 FEET TO THE NORTH RIGHT-OF-WAY, PLEASANT PLACE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S89°26'05"E, FOR 190.04 FEET TO THE WEST RIGHT-OF-WAY, U.S. HIGHWAY 19; THENCE ALONG SAID WEST RIGHT-OF-WAY, N00°02'23"E, FOR 180.00 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4502, PAGE 1209, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°26'19"W, FOR 165.85 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, N00°04'36"W, FOR 70.13 FEET TO THE SOUTH RIGHT-OF-WAY, SOUTH ROAD; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, S89°23'46"E, FOR 166.01 FEET TO THE WEST RIGHT-OF-WAY, U.S. HIGHWAY 19; THENCE ALONG SAID WEST RIGHT-OF-WAY, N00°16'41"E, FOR 173.88 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3388, PAGE 1009, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°33'48"W, FOR 245.98 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, N00°16'58"E, FOR 76.00 FEET TO THE NORTH LINE, SAID LANDS; THENCE ALONG SAID NORTH LINE, S89°35'33"E, FOR 245.97 FEET TO THE WEST RIGHT-OF-WAY, U.S. HIGHWAY 19; THENCE ALONG SAID WEST RIGHT-OF-WAY, N00°17'27"E, FOR 899.26 FEET TO THE NORTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3759, PAGE 11, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, N89°42'46"W, FOR 149.66 FEET TO THE EAST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5946, PAGE 119, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, N00°12'01"E, FOR 187.75 FEET TO THE NORTH LINE, SAID LANDS; THENCE ALONG SAID NORTH LINE, N89°32'56"W, FOR 95.28 FEET TO THE EAST RIGHT-OF-WAY, MAIN STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, S00°21'40"W, FOR 14.88 FEET TO THE SOUTH RIGHT-OF-WAY, MAIN STREET; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, N89°32'58"W, FOR 969.81 FEET TO THE EAST RIGHT-OF-WAY, OELSNER STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, S00°10'13"W, FOR 315.25 FEET TO A NORTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4453, PAGE 553, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, N89°38'21"W, FOR 138.97 FEET TO A WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, S00°12'22"W, FOR 208.38 FEET TO A NORTH LINE, SAID LANDS; THENCE ALONG SAID NORTH LINE AND THE NORTH LINE, TREASURE ISLAND, RECORDED IN PLAT BOOK 6, PAGE 136, PUBLIC RECORDS, PASCO COUNTY, FLORIDA, N89°39'01"W, FOR 819.11 FEET TO A EAST LINE, SAID TREASURE ISLAND; THENCE ALONG SAID EAST LINE, S14°39'42"E, FOR 174.95 FEET; THENCE CONTINUE, S31°25'21"E, FOR 166.70 FEET; THENCE CONTINUE, S41°28'05"E, FOR 159.98 FEET TO THE NORTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1680, PAGE 1405, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE, WEST, FOR 25.03 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, S00°11'34"W, FOR 352.89 FEET TO THE SOUTH LINE, SECTION 6, TOWNSHIP 26 SOUTH, RANGE 16 EAST; THENCE ALONG SAID SOUTH LINE, N89°43'51"W, FOR 1,040.36 FEET TO THE EAST RIGHT-OF-WAY, SEA FORREST DRIVE AND A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE EASTERLY; THENCE ALONG SAID EAST RIGHT-OF-WAY, NORTHERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N79°36'42"E, HAVING A RADIUS OF 642.46 FEET, A CENTRAL ANGLE OF 10°24'47", AN ARC LENGTH OF 116.76 FEET, AND A CHORD BEARING N05°10'55"W FOR 116.60 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N00°02'41"E, FOR 120.00 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE EASTERLY; THENCE CONTINUE, NORTHERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S89°55'35"E, HAVING A RADIUS OF 465.84 FEET, A CENTRAL ANGLE OF 29°48'35", AN ARC LENGTH OF 242.37 FEET, AND A CHORD BEARING N14°58'43"E FOR 239.64 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N29°55'19"E, FOR 263.50 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE WESTERLY; THENCE CONTINUE, NORTHERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N60°06'26"W, HAVING A RADIUS OF 680.40 FEET, A CENTRAL ANGLE OF 58°20'38", AN ARC LENGTH OF 692.85 FEET, AND A CHORD BEARING N00°43'15"E FOR 663.30 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N29°59'36"W, FOR 123.40 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE EASTERLY; THENCE CONTINUE, NORTHERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N60°51'19"E, HAVING A RADIUS OF 234.43 FEET, A CENTRAL ANGLE OF 25°18'42", AN ARC LENGTH OF 103.56 FEET, AND A CHORD BEARING N16°29'20"W FOR 102.72 FEET, TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHWESTERLY; THENCE CONTINUE, NORTHWESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S78°42'31"W, HAVING A RADIUS OF 340.42 FEET, A CENTRAL ANGLE OF 35°47'08", AN ARC LENGTH OF 212.62 FEET, AND A CHORD BEARING N29°11'03"W FOR 209.18 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N47°03'26"W, FOR 57.25 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N42°50'57"E, HAVING A RADIUS OF 209.52 FEET, A CENTRAL ANGLE OF 47°15'28", AN ARC LENGTH OF 172.81 FEET, AND A CHORD BEARING N23°31'19"W FOR 167.96 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N00°02'22"E, FOR 227.50 FEET; THENCE CONTINUE, N08°40'13"E, FOR 258.71 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1582, PAGE 1710, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°42'15"E, FOR 193.66 FEET TO THE EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE, N00°02'09"E, FOR 150.00 FEET TO THE SOUTH RIGHT-OF-WAY, GREEN KEY ROAD; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, N89°46'18"E, FOR 815.44 FEET TO THE WEST LINE, BAYOU VIEW, RECORDED IN PLAT BOOK 2, PAGE 53, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, S00°09'54"W, FOR 1,410.88 FEET TO THE SOUTH LINE, SAID BAYOU VIEW; THENCE ALONG SAID SOUTH LINE, S89°41'08"E, FOR 820.01 FEET TO THE WEST RIGHT-OF-WAY, OELSNER STREET; THENCE ALONG SAID WEST RIGHT-OF-WAY, N00°02'21"W, FOR 180.35 FEET TO THE WESTERLY EXTENSION OF THE NORTH RIGHT-OF-WAY, MAIN STREET; THENCE ALONG SAID EXTENSION AND NORTH RIGHT-OF-WAY, S89°27'48"E, FOR 237.35 FEET TO THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 8229, PAGE 1379, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°00'38"E, FOR 141.54 FEET TO THE SOUTH LINE, PALM CAY, RECORDED IN PLAT BOOK 65, PAGE 67, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°53'32"W, FOR 191.26 FEET TO THE EAST RIGHT-OF-WAY, OELSNER STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, N00°09'31"E, FOR 490.23 FEET TO THE NORTH LINE, AFORESAID PALM CAY; THENCE ALONG SAID NORTH LINE, S89°32'10"E, FOR 633.11 FEET TO THE WEST LINE, BROWN & WALKER SUBDIVISION, RECORDED IN PLAT BOOK 12, PAGE 91, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE AND IT'S NORTHERLY EXTENSION, N00°17'33"E, FOR 685.51 FEET TO THE NORTH RIGHT-OF-WAY, GREEN KEY

ROAD; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S89°31'20"E, FOR 329.82 FEET; THENCE CONTINUE, N89°30'39"E, FOR 219.63 FEET; THENCE CONTINUE, N57°40'06"E, FOR 28.51 FEET TO THE WEST RIGHT-OF-WAY, U.S. HIGHWAY 19; THENCE ALONG SAID WEST RIGHT-OF-WAY, N00°17'24"E, FOR 914.14 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1282, PAGE 1478, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°33'06"W, FOR 239.63 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, N00°10'19"W, FOR 208.38 FEET TO THE NORTH LINE, SAID LANDS; THENCE ALONG SAID NORTH LINE, S89°29'44"E, FOR 241.32 FEET TO THE WEST RIGHT-OF-WAY, U.S. HIGHWAY 19; THENCE ALONG SAID WEST RIGHT-OF-WAY, N00°16'56"E, FOR 165.00 FEET TO THE NORTH RIGHT-OF-WAY, BEAU LANE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, N89°29'53"W, FOR 242.60 FEET TO THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3489, PAGE 645, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°09'59"W, FOR 182.88 FEET TO THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 6296, PAGE 1770, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89°30'07"W, FOR 661.56 FEET; THENCE CONTINUE, S00°03'15"W, FOR 33.00 FEET; THENCE CONTINUE, N89°31'26"W, FOR 330.81 FEET TO THE WEST LINE, SECTION 5, TOWNSHIP 26 SOUTH, RANGE 16 EAST; THENCE ALONG SAID WEST LINE, N00°09'53"E, FOR 441.13 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH: A PORTION OF SECTION 6, TOWNSHIP 26 SOUTH, RANGE 16 EAST, PASCO COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER, LOT 91, EDGEWATER GARDENS UNIT-1, RECORDED IN PLAT BOOK 6, PAGE 96, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG THE NORTH RIGHT-OF-WAY, MANOR BEACH ROAD, N55°52'11"W, FOR 399.23 FEET TO THE WEST LINE, AFORESAID EDGEWATER GARDENS UNIT 1; THENCE ALONG SAID WEST LINE, N33°48'41"E, FOR 44.98 FEET; THENCE CONTINUE, N34°22'38"E, FOR 73.00 FEET; THENCE CONTINUE, N09°56'21"E, FOR 40.74 FEET; THENCE CONTINUE, N23°23'01"E, FOR 80.08 FEET; THENCE CONTINUE, N19°49'21"E, FOR 40.00 FEET; THENCE CONTINUE, N07°11'23"E, FOR 41.20 FEET; THENCE CONTINUE, N34°04'18"E, FOR 62.47 FEET; THENCE CONTINUE, N45°21'05"E, FOR 126.11 FEET; THENCE CONTINUE, N50°20'14"E, FOR 40.15 FEET; THENCE CONTINUE, N70°09'55"E, FOR 41.26 FEET; THENCE CONTINUE, N57°08'34"E, FOR 114.51 FEET; THENCE N13°48'16"E, FOR 35.07 FEET TO THE NORTH LINE, AFORESAID EDGEWATER GARDENS UNIT-1; THENCE ALONG SAID NORTH LINE, N78°10'29"E, FOR 37.52 FEET; THENCE CONTINUE, N83°33'41"E, FOR 20.06 FEET; THENCE CONTINUE, S47°00'02"E, FOR 94.94 FEET; THENCE CONTINUE, S53°14'00"E, FOR 52.00 FEET; THENCE CONTINUE, S68°30'26"E, FOR 40.94 FEET; THENCE CONTINUE, N86°01'05"E, FOR 73.80 FEET TO THE EAST LINE, AFORESAID EDGEWATER GARDENS UNIT-1; THENCE ALONG SAID EAST LINE, S36°31'44"E, FOR 50.40 FEET; THENCE CONTINUE, S21°54'21"E, FOR 25.46 FEET; THENCE CONTINUE, S25°48'29"W, FOR 71.92 FEET; THENCE CONTINUE, S11°02'41"W, FOR 33.11 FEET; THENCE CONTINUE, S02°12'04"E, FOR 88.69 FEET; THENCE CONTINUE, S27°59'58"E, FOR 59.18 FEET; THENCE CONTINUE, S54°44'43"E, FOR 46.34 FEET; THENCE CONTINUE, S22°50'50"E, FOR 58.19 FEET; THENCE CONTINUE, S22°41'06"W, FOR 33.87 FEET; THENCE CONTINUE, S04°44'55"E, FOR 39.26 FEET; THENCE CONTINUE, S07°57'02"W, FOR 40.89 FEET; THENCE CONINUE, S03°21'12"E, FOR 40.07 FEET; THENCE CONTINUE, S25°12'39"E, FOR 59.13 FEET; THENCE CONTINUE, S00°33'44"E, FOR 108.26 FEET TO THE SOUTH LINE, AFORESAID EDGEWATER GARDENS UNIT-1; THENCE ALONG SAID SOUTH LINE, N89°51'40"W, FOR 257.63 FEET TO THE EAST LINE, LOT 81, GREEN KEY ESTATES, RECORDED IN PLAT BOOK 6, PAGE 57, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, S01°39'49"W, FOR 90.41 FEET TO THE NORTH RIGHT-OF-WAY, MANOR BEACH ROAD; THENCE ALONG SAID NORTH RIGHT-OF-WAY, WEST, FOR 14.78 FEET; THENCE CONTINUE, N45°17'38"W, FOR 17.24 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHWESTERLY; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S48°04'30"W, HAVING A RADIUS OF 163.27 FEET, A CENTRAL ANGLE OF 23°43'30", AN ARC LENGTH OF 67.61 FEET, AND A CHORD BEARING N59°56'15"W FOR 67.12 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N71°15'31"W, FOR 140.45 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT ALL OF THE FOLLOWING:

THAT PORTION OF THE SOUTH 250 FEET OF TRACT 21 OF TAMPA-TARPON SPRINGS LAND COMPANY SUBDIVISION OF SECTION 8, TOWNSHIP 26 SOUTH, RANGE 16 EAST, AS SHOWN ON THE PLAT RECORDED IN PLAT BOOK 1, PAGES 68, 69 AND 70 OF THE PUBLIC RECORDS OF PASCO COUNTY, FLORIDA, LYING WEST OF U.S. 19 NORTH (SR#55) AS IS NOW CONSTRUCTED. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER, SECTION 8, TOWNSHIP 26 SOUTH, RANGE 16 EAST, PASCO COUNTY, FLORIDA; THENCE ALONG THE NORTH LINE, SAID SECTION, S89°28'50"E, FOR 1227.21 FEET TO THE WEST RIGHT-OF-WAY U.S. HIGHWAY 19; THENCE ALONG SAID WEST RIGHT-OF-WAY, S0° 02' 28"W, FOR 738.75 FEET FOR THE POINT OF BEGINNING; THENCE, CONTINUE, S00°02'35"W, FOR 250.00 FEET TO THE SOUTH LINE, TRACT 21, AFORESAID TAMPA-TARPON SPRINGS LAND COMPANY SUBDIVISION; THENCE ALONG SAID SOUTH LINE, N89°34'20"W, FOR 351.64 FEET TO THE WEST LINE, SAID TRACT 21; THENCE ALONG SAID WEST LINE, N00°23'38"E, FOR 250.01 FEET TO THE NORTH LINE OF THE SOUTH 250 FEET, SAID TRACT 21; THENCE ALONG SAID NORTH LINE, S89°34'13"E, FOR 350.10 FEET TO THE POINT OF BEGINNING.

UNITS 1, 2 AND 3, NEWPORTER MEDICAL MALL PROFESSIONAL CONDOMINIUM ASSOCIATION, AS RECORDED IN OFFICIAL RECORDS BOOK 940, PAGE 188, PUBLIC RECORDS, PASCO COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER, SECTION 8, TOWNSHIP 26 SOUTH, RANGE 16 EAST, PASCO COUNTY, FLORIDA; THENCE ALONG THE EAST LINE, SAID SECTION 8, N00°01'50"W, FOR 1149.50 FEET TO THE EASTERLY EXTENSION OF THE NORTH LINE, UNIT 1, AFORESAID NEWPORTER MEDICAL MALL PROFESSIONAL CONDOMINIUM ASSOCIATION; THENCE ALONG SAID NORTH LINE AND IT'S EXTENSION, N89°38'25"W, FOR 2090.65 FEET TO THE NORTHEAST CORNER, SAID UNIT 1 AND THE POINT OF BEGINNING; THENCE ALONG THE EAST LINE, AFORESAID UNITS 1, 2 AND 3, S00°01'12"E, FOR 90.13 FEET TO THE SOUTH LINE, SAID UNIT 3; THENCE ALONG SAID SOUTH LINE, N89°27'46"W, FOR 40.00 FEET TO THE WEST LINE, AFORESAID UNITS 1, 2 AND 3; THENCE ALONG SAID WEST LINE, N00°01'12"W, FOR 90.00 FEET TO THE NORTH LINE, SAID UNIT 1; THENCE ALONG SAID NORTH LINE, S89°38'31"E, FOR 40.00 FEET TO THE POINT OF BEGINNING.

UNITS 4, 5 AND 6, NEWPORTER MEDICAL MALL PROFESSIONAL CONDOMINIUM ASSOCIATION, AS RECORDED IN OFFICIAL RECORDS BOOK 940, PAGE 188, PUBLIC RECORDS, PASCO COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER, SECTION 8, TOWNSHIP 26 SOUTH, RANGE 16 EAST, PASCO COUNTY, FLORIDA; THENCE ALONG THE EAST LINE, SAID SECTION 8, N00°01'50"W, FOR 1149.50 FEET TO THE EASTERLY EXTENSION OF THE NORTH LINE, UNIT 4, AFORESAID NEWPORTER MEDICAL MALL PROFESSIONAL CONDOMINIUM ASSOCIATION; THENCE ALONG SAID NORTH LINE AND IT'S EXTENSION, N89°38'31"W, FOR 2040.65 FEET TO THE NORTHEAST CORNER, SAID UNIT 4 AND THE POINT OF BEGINNING; THENCE ALONG THE EAST LINE, AFORESAID UNITS 4, 5 AND 6, S00°01'12"E, FOR 90.00 FEET TO THE SOUTH LINE, SAID UNIT 6; THENCE ALONG SAID SOUTH LINE, N89°38'31"W, FOR 40.00 FEET TO THE WEST LINE, AFORESAID UNITS 4, 5 AND 6; THENCE ALONG SAID WEST LINE, N00°01'12"W, FOR 90.00 FEET TO THE NORTH LINE, SAID UNIT 4; THENCE ALONG SAID NORTH LINE, S89°38'31"E, FOR 40.00 FEET TO THE POINT OF BEGINNING.

UNITS 7, 8 AND 9, NEWPORTER MEDICAL MALL PROFESSIONAL CONDOMINIUM ASSOCIATION, AS RECORDED IN OFFICIAL RECORDS BOOK 940, PAGE 188, PUBLIC RECORDS, PASCO COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER, SECTION 8, TOWNSHIP 26 SOUTH, RANGE 16 EAST, PASCO COUNTY, FLORIDA; THENCE ALONG THE EAST LINE, SAID SECTION 8, N00°01'50"W, FOR 1051.43 FEET TO THE EASTERLY EXTENSION OF THE NORTH LINE, UNIT 7, AFORESAID NEWPORTER MEDICAL MALL PROFESSIONAL CONDOMINIUM ASSOCIATION; THENCE ALONG SAID NORTH LINE AND IT'S EXTENSION, N89°38'31"W, FOR 2090.67 FEET TO THE NORTHEAST CORNER, SAID UNIT 7 AND THE POINT OF BEGINNING; THENCE ALONG THE EAST LINE, AFORESAID UNITS 7, 8 AND 9, S00°01'12"E, FOR 90.00 FEET TO THE SOUTH LINE, SAID UNIT 9; THENCE ALONG SAID SOUTH LINE, N89°38'31"W, FOR 40.00 FEET TO THE WEST LINE, AFORESAID UNITS 7, 8 AND 9; THENCE ALONG SAID WEST LINE, N00°01'12"W, FOR 90.00 FEET TO THE NORTH LINE, SAID UNIT 7; THENCE ALONG SAID NORTH LINE, S89°38'31"E, FOR 40.00 FEET TO THE POINT OF BEGINNING.

UNITS 10, 11 AND 12, NEWPORTER MEDICAL MALL PROFESSIONAL CONDOMINIUM ASSOCIATION, AS RECORDED IN OFFICIAL RECORDS BOOK 940, PAGE 188, PUBLIC RECORDS, PASCO COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER, SECTION 8, TOWNSHIP 26 SOUTH, RANGE 16 EAST, PASCO COUNTY, FLORIDA; THENCE ALONG THE EAST LINE, SAID SECTION 8, S00°01'50"E, FOR 1051.43 FEET TO THE EASTERLY EXTENSION OF THE NORTH LINE, UNIT 10, AFORESAID NEWPORTER MEDICAL MALL PROFESSIONAL ASSOCIATION CONDOMINIUM; THENCE ALONG SAID NORTH LINE AND IT'S EXTENSION, N89°38'32"W, FOR 2040.67 FEET TO THE NORTHEAST CORNER, SAID UNIT 10 AND THE POINT OF BEGINNING; THENCE ALONG THE EAST LINE, AFORESAID UNITS 10, 11 AND 12, S00°02'23"E, FOR 90.13 FEET TO THE SOUTH LINE, SAID UNIT 12; THENCE ALONG SAID SOUTH LINE, N89°38'32"W, FOR 40.03 FEET TO THE WEST LINE, AFORESAID UNITS 10, 11 AND 12; THENCE ALONG SAID WEST LINE, N00°01'12"W, FOR 90.13 FEET TO THE NORTH LINE, SAID UNIT 10; THENCE ALONG SAID NORTH LINE, S89°38'31"E, FOR 40.00 FEET TO THE POINT OF BEGINNING.

LOT 1 TOGETHER WITH THE WEST ½ LOT 2, BLOCK 4, C.E. CRAFTS SUBDIVISION NO. 5, AS RECORDED IN PLAT BOOK 2, PAGE 62, PUBLIC RECORDS, PASCO COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER, AFORESAID LOT 1; THENCE ALONG THE EAST RIGHT-OF-WAY, MAPLE STREET, N00°02'24"W FOR 134.38 FEET TO THE NORTH LINE, AFORESAID LOTS 1 & 2; THENCE ALONG SAID NORTH LINE, S89°37'04"E FOR 74.94 FEET TO THE EAST LINE OF THE WEST ½, SAID LOT 2; THENCE ALONG SAID EAST LINE, S00°03'12"E FOR 134.38 FEET TO THE NORTH RIGHT-OF-WAY, SCHOOL ROAD; THENCE ALONG SAID NORTH RIGHT-OF-WAY,

N89°37'04"W, FOR 74.97 FEET TO THE POINT OF BEGINNING.

LOTS 6 & 7, BLOCK 4, C.E. CRAFTS SUBDIVISION NO. 5, AS RECORDED IN PLAT BOOK 2, PAGE 62, PUBLIC RECORDS, PASCO COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER, LOT 8, SAID C.E. CRAFTS SUBDIVISION NO. 5; THENCE ALONG THE NORTH RIGHT-OF-WAY, SCHOOL ROAD, N89°34'12"W FOR 49.97 FEET TO THE EAST LINE, AFORESAID LOT 7 AND THE POINT OF BEGINNING; THENCE CONTINUE, N89°38'30"W FOR 99.91 FEET TO THE WEST LINE, AFORESAID LOT 6; THENCE ALONG SAID WEST LINE, N00°0'24"E FOR 134.38 FEET TO THE NORTH LINE, AFORESAID LOTS 6 & 7; THENCE ALONG SAID NORTH LINE, S89°36'30"E FOR 99.91 FEET TO THE AFORESAID EAST LINE, LOT 7; THENCE ALONG SAID EAST LINE, S00°02'24"E FOR 134.38 FEET TO THE POINT OF BEGINNING.

LOTS 1, 2 & 3, BLOCK 5, C.E. CRAFTS SUBDIVISION NO. 5, AS RECORDED IN PLAT BOOK 2, PAGE 62, PUBLIC RECORDS, PASCO COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER, AFORESAID LOT 1; THENCE ALONG THE EAST RIGHT-OF-WAY, BEACH STREET, N00°02'24"W FOR 134.38 FEET TO THE NORTH LINE, AFORESAID LOTS 1, 2 & 3; THENCE ALONG SAID NORTH LINE, S89°39'56"E FOR 149.88 FEET TO THE EAST LINE, SAID LOT 3; THENCE ALONG SAID EAST LINE, S00°02'24"E FOR 134.38 FEET TO THE NORTH RIGHT-OF-WAY, SCHOOL ROAD; THENCE ALONG SAID NORTH RIGHT-OF-WAY, N89°39'56"W FOR 149.88 FEET TO THE POINT OF BEGINNING.

LOT 5, BLOCK 5, C.E. CRAFTS SUBDIVISION NO. 5, AS RECORDED IN PLAT BOOK 2, PAGE 62, PUBLIC RECORDS, PASCO COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER, LOT 1, SAID C.E. CRAFTS SUBDIVISION NO. 5; THENCE ALONG THE NORTH RIGHT-OF-WAY, SCHOOL ROAD, S89°38'30"W FOR 199.82 FEET TO THE WEST LINE, AFORESAID LOT 5 AND THE POINT OF BEGINNING; THENCE ALONG SAID WEST LINE, N00°01'36"W FOR 134.50 FEET TO THE NORTH LINE, SAID LOT 5; THENCE ALONG SAID NORTH LINE, S89°34'11"E FOR 49.94 FEET TO THE EAST LINE, SAID LOT 5; THENCE ALONG SAID EAST LINE, S00°02'24"E FOR 134.38 FEET TO THE NORTH RIGHT-OF-WAY, SCHOOL ROAD; THENCE ALONG SAID NORTH RIGHT-OF-WAY, N89°42'484"W FOR 49.97 FEET TO THE POINT OF BEGINNING.

A PORTION OF SECTIONS 4 & 9, TOWNSHIP 26, RANGE 16 EAST, PASCO COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTH QUARTER CORNER, SAID SECTION 9; THENCE ALONG THE NORTH LINE, SAID SECTION 9, S89°36'23"E FOR 15.00 FEET TO THE SOUTHERLY EXTENSION OF THE EAST RIGHT-OF-WAY, CONGRESS STREET AND THE POINT OF BEGINNING; THENCE ALONG SAID SOUTHERLY EXTENSION AND EAST RIGHT-OF-WAY, N01°07'44"E FOR 659.86 FEET TO SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3861, PAGE 610, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, S89°39'01"E FOR 634.89 FEET TO THE WEST LINE, THE WILDS A CONDOMINIUM DEVELOPMENT, RECORDED IN PLAT BOOK 20, PAGE 148, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, S00°18'09"W FOR 645.38 FEET TO THE NORTH LINE, AFORESAID SECTION 9; THENCE S06°26'04"E FOR 30.18 FEET TO THE SOUTH RIGHT-OF-WAY, ILLINOIS AVENUE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, N89°37'00"W FOR 223.26 FEET TO THE EAST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 8553, PAGE 544, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, S00°03'50"W FOR 673.75 FEET TO THE SOUTH LINE, SAID LANDS; THENCE ALONG SAID SOUTH LINE, N89°36'13"W FOR 415.57 FEET TO THE EAST RIGHT-OF-WAY CONGRESS STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, N00°08'37"E FOR 673.75 FEET; THENCE N33°21'01"W FOR 18.13 FEET TO THE POINT OF BEGINNING.

A PORTION OF SECTION 9, TOWNSHIP 26, RANGE 16 EAST, PASCO COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTH QUARTER CORNER, SAID SECTION 9; THENCE ALONG THE WEST LINE OF THE NORTHEAST 1/4, SAID SECTION 9, S00°05'53"W FOR 928.83 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 6495, PAGE 310, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WESTERLY EXTENSION, S89°36'14"E FOR 24.25 FEET TO THE EAST RIGHT-OF-WAY, CONGRESS STREET AND THE POINT OF BEGINNING; THENCE ALONG THE NORTH LINE, AFORESAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 6495, PAGE 310, S89°36'14"E FOR 415.92 FEET TO THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5005, PAGE 796, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, S00°03'35"W FOR 60.00 FEET TO THE SOUTH LINE, TRACT 7, SECTION 9, TOWNSHIP 26 SOUTH, RANGE 16 EAST, PORT RICHEY LAND COMPANY SUBDIVISION, RECORDED IN PLAT BOOK 1, PAGE 61, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N89° 36' 15"W FOR 416.01 FEET TO THE EAST RIGHT-OF-WAY, CONGRESS STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, N00°08'57"E FOR 60.00 FEET TO THE POINT OF BEGINNING.

A PORTION OF SECTION 16, TOWNSHIP 26, RANGE 16 EAST, PASCO COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER, SAID SECTION 16; THENCE ALONG THE NORTH LINE, SAID SECTION 16, S89°43'34"E FOR 1899.82 FEET TO THE NORTHERLY EXTENSION OF THE EAST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 606, PAGE 193, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTHERLY EXTENSION, S00°12'26"W FOR 29.96 FEET TO THE SOUTH RIGHT-OF-WAY, CECELIA DRIVE AND THE POINT OF BEGINNING; THENCE ALONG THE EAST LINE AFORESAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 606, PAGE 193, S00°12'26"W FOR 285.00 FEET TO THE SOUTH LINE, SAID LANDS; THENCE ALONG SAID SOUTH LINE, N89°44'15"W FOR 299.97 FEET TO THE EAST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 6388, PAGE 361, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, S00°12'31"W FOR 248.88 FEET TO THE SOUTH LINE, SAID LANDS; THENCE ALONG SAID SOUTH LINE, N89°45'07"W FOR 259.91 FEET TO THE WEST LINE, SAID LANDS; THENCE ALONG SAID WEST LINE, N00°12'04"E FOR 534.00 FEET TO THE SOUTH RIGHT-OF-WAY, CECELIA DRIVE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, S89°43'53"E FOR 559.94 FEET TO THE POINT OF BEGINNING.

THAT PORTION OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1896, PAGE 901, PUBLIC RECORDS, PASCO COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER, UNI-VILLE SECTION TWO, RECORDED IN PLAT BOOK 8, PAGE 47, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG THE NORTH LINE, SAID UNI-VILLE SECTION TWO, S89°37'23"E, FOR 19.00 FEET TO THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 8290, PAGE 404, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°22'43"E, FOR 89.88 FEET TO THE WEST LINE, AFORESAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1896, PAGE 901; THENCE ALONG SAID WEST LINE, N00°22'04"E, FOR 384.27 FEET; THENCE S89°40'01"E, FOR 260.85 FEET FOR THE POINT OF BEGINNING; THENCE CONTINUE, S89°40'01"E, FOR 172.00 FEET; THENCE S00°22'01"W, FOR 122.00 FEET; THENCE N89°38'31"W, FOR 120.00 FEET;

THENCE N44°41'24"W, FOR 73.50 FEET; THENCE N00°23'01"E, FOR 70.00 TO THE POINT OF BEGINNING.

THAT PORTION OF THE NORTH 198.26 FEET OF TRACT 22, TAMPA-TARPON SPRINGS LAND COMPANY SUBDIVISION, SECTION 17, TOWNSHIP 26 SOUTH, RANGE 16 EAST, RECORDED IN PLAT BOOK 1, PAGE 68, PUBLIC RECORDS, PASCO COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER, SAID TRACT 22; THENCE ALONG THE EAST LINE, SAID TRACT 22, S00°17'11"W, FOR 87.50 FEET FOR THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID EAST LINE, S00°16'29"W, FOR 110.75 FEET; THENCE N89°33'29"W, FOR 307.82 FEET TO THE EAST RIGHT-OF-WAY, U.S. HIGHWAY 19; THENCE ALONG SAID EAST RIGHT-OF-WAY, N24°03'21"E, FOR 163.45 FEET; THENCE S80°24'07"E FOR 245.15 FEET TO THE POINT OF BEGINNING.

A PORTION OF SECTION 9, TOWNSHIP 26, RANGE 16 EAST, PASCO COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE WEST 1/4 CORNER, SAID SECTION 9, TOWNSHIP 26, RANGE 16 EAST, THENCE S89°32'17"E, FOR 15.50 FEET TO THE EAST RIGHT-OF-WAY, MADISON STREET AND THE POINT OF BEGINNING; THENCE ALONG THE NORTH LINE, LOTS 44 – 37, OLD GROVE SUBDIVISION NO. 1, RECORDED IN PLAT BOOK 2, PAGE 37, PUBLIC RECORDS, PASCO COUNTY, FLORIDA, N89°56'03"E, FOR 435.22 FEET TO THE SOUTHWESTERLY RIGHT-OF-WAY, OLEANDER AVENUE; THENCE S77°46'38"E, FOR 50.78 FEET TO THE NORTHWESTERLY LINE, LOT 30, AFORESAID OLD GROVE SUBDIVISION NO. 1; THENCE ALONG SAID NORTHWESTERLY LINE, N41°33'52"E FOR 113.94 FEET TO THE NORTHEASTERLY LINE, LOTS 30 & 31, SAID OLD GROVE SUBDIVISION NO. 1; THENCE ALONG SAID NORTHEASTERLY LINE, S48°06'46"E, FOR 119.72 FEET TO THE WEST LINE, LOT 33, SAID OLD GROVE SUBDIVISION NO. 1; THENCE ALONG SAID WEST LINE, EAST, FOR 124.94 FEET TO THE NORTH RIGHT-OF-WAY, WARREN AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S89°33'09"E, FOR 80.00 FEET TO THE EAST LINE, LOTS 33 & 3, AFORESAID OLD GROVE SUBDIVISION NO. 1; THENCE ALONG SAID EAST LINE, NORTH, FOR 154.75 FEET; THENCE EAST, FOR 15.00 FEET; THENCE ALONG THE WEST LINE, LOT 2, SAID OLD GROVE SUBDIVISION NO. 1, SOUTH, FOR 29.88 FEET TO THE SOUTH LINE LOTS 2 & 1, SAID OLD GROVE SUBDIVISION NO. 1; THENCE ALONG SAID SOUTH LINE, S89°34'55"E, FOR 119.91 FEET TO THE EAST LINE, SAID LOT 1, N00°01'04"W, 100.00 FEET TO SOUTH LINE, PITHLOCHASCOTEE RIVER; THENCE ALONG SAID SOUTH LINE, N57°20'12"E, FOR 49.33 FEET TO THE EAST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3776, PAGE 494, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, S00°23'33"W, FOR 127.75 FEET; THENCE EAST, FOR 27.50 FEET TO THE EAST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3282, PAGE 1500, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, S00°41'47"W FOR 167.14 FEET TO THE NORTH RIGHT-OF-WAY, WARREN AVENUE; THENCE ALONG SAID NORTH RIGHT-OF-WAY, S65°32'52"E, FOR 896.88 FEET TO THE WEST LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4159, PAGE 504, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°29'53"W, FOR 517.77 FEET; THENCE CONTINUE, N02°08'51"E FOR 15.01 FEET TO THE NORTH LINE, SAID LANDS; THENCE ALONG SAID NORTH LINE, S89°33'33"E, FOR 438.79 FEET TO THE EAST LINE, SAID LANDS; THENCE ALONG SAID EAST LINE, S00°11'24"E, FOR 989.26 FEET TO THE NORTH LINE, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 8570, PAGE 708, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE AND IT'S EASTERLY EXTENSION, S89°28'25"E, FOR 435.30 FEET TO THE EAST LINE, SOUTHWEST 1/4, SECTION 9, TOWNSHIP 26 SOUTH, RANGE 16 EAST; THENCE ALONG SAID EAST LINE, S00°03'06"W, FOR 660.00 FEET TO THE EASTERLY EXTENSION, SOUTH LINE, SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 8570, PAGE 708 ; THENCE ALONG SAID EASTERLY EXTENSION AND SOUTH

LINE, N89°25'37"W, FOR 699.88 FEET TO THE EAST LINE, CONNIEWOOD SUBDIVISION RECORDED IN PLAT BOOK 10, PAGE 136, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID EAST LINE, N00°14'43"W, FOR 145.51 FEET TO THE EAST RIGHT-OF-WAY CONNIEWOOD SQUARE AND A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE WESTERLY; THENCE ALONG SAID EAST RIGHT-OF-WAY, NORTHERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF N30°39'08"W, HAVING A RADIUS OF 51.00 FEET, A CENTRAL ANGLE OF 59°03'50", AN ARC LENGTH OF 52.57 FEET, AND A CHORD BEARING S89°42'58"E FOR 50.28 FEET, TO THE POINT OF TANGENT; THENCE CONTINUE, N00°11'30"W, FOR 280.13 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE WESTERLY; THENCE CONTINUE, NORTHERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S89°47'18"W, HAVING A RADIUS OF 50.32 FEET, A CENTRAL ANGLE OF 44°45'31", AN ARC LENGTH OF 39.31 FEET, AND A CHORD BEARING N45°01'46"E, FOR 38.31 FEET TO THE EAST LINE, AFORESAID CONNIEWOOD SUBDIVISION; THENCE ALONG SAID EAST LINE, N45°07'24"E, FOR 20.55 FEET; THENCE CONTINUE, N0° 11' 31"W, FOR 140.00 FEET TO THE NORTH LINE, SAID CONNIEWOOD SUBDIVISION; THENCE ALONG SAID NORTH LINE, N89°28'50"W, FOR 193.01 FEET TO THE EAST RIGHT-OF-WAY, HIGH STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, N00°21'29"W, FOR 20.00 FEET TO THE NORTH RIGHT-OF-WAY, HIGH STREET; THENCE ALONG SAID NORTH RIGHT-OF-WAY, N89°29'38"W, FOR 169.82 FEET TO THE WEST LINE, LOT 7, BLOCK H, OLD GROVE SUBDIVISION NUMBER TWO, RECORDED IN PLAT BOOK 2, PAGE 69, PUBLIC RECORDS, PASCO COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE, N00°10'49"W, FOR 148.88 FEET TO THE SOUTH RIGHT-OF-WAY, ARTHUR AVENUE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, N65°37'20"W, FOR 136.58 FEET TO THE SOUTH RIGHT-OF-WAY CORSON AVENUE AND A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHERLY; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, WESSTERLY ALONG THE ARC OF SAID CURVE, FROM A RADIAL BEARING OF S26°36'04"W, HAVING A RADIUS OF 276.39 FEET, A CENTRAL ANGLE OF 24°49'48", AN ARC LENGTH OF 119.78 FEET, AND A CHORD BEARING S26°36'04"W FOR 118.84 FEET, TO THE POINT OF NON-TANGENT; THENCE CONTINUE, N89°31'21"W, FOR 60.00 FEET TO THE EAST RIGHT-OF-WAY, SHADOW LANE; THENCE ALONG SAID EAST RIGHT-OF-WAY, S0°01'23"E, FOR 232.13 FEET TO THE NORTH RIGHT-OF-WAY, HIGH STREET; THENCE ALONG SAID NORTH RIGHT-OF-WAY, N89°28'45"W, FOR 220.01 FEET TO THE WEST LINE, LOT 13, BLOCK D, AFORESAID OLD GROVE SUBDIVISION UNIT TWO; THENCE ALONG SAID WEST LINE, N00°00'57"W, FOR 112.13 FEET TO THE NORTH LINE, SAID LOT 13; THENCE ALONG SAID NORTH LINE, N89°31'21"W, FOR 60.00 FEET TO THE WEST LINE, LOT 7, BLOCK D, AFORESAID OLD GROVE SUBDIVISION UNIT TWO; THENCE ALONG SAID WEST LINE, N00°01'47"W, FOR 120.00 FEET TO THE SOUTH RIGHT-OF-WAY, CORSON AVENUE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, N89°27'46"W, FOR 359.98 FEET TO THE EAST RIGHT-OF-WAY, DEAN STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, S00°00'54"E, FOR 120.00 FEET TO THE EASTERLY EXTENSION OF THE NORTH LINE, LOTS 11-16, BLOCK C, AFORESAID OLD GROVE SUBDIVISION UNIT TWO; THE ALONG SAID EASTERLY EXTENSION AND NORTH LINE, N89°34'13"W FOR 399.98 FEET TO THE WEST LINE, SAID LOT 16; THENCE ALONG SAID WEST LINE, S00°01'55"E FOR 111.63 FEET TO THE NORTH RIGHT-OF-WAY HIGH STREET; THENCE ALONG SAID NORTH RIGHT-OF-WAY, N89°27'46"W, FOR 120.01 FEET TO THE WEST LINE, LOT 18, BLOCK C, AFORESAID OLD GROVE SUBDIVISION UNIT TWO; THENCE ALONG SAID WEST LINE, N00°01'56"W, FOR 111.38 FEET TO THE NORTH LINE, LOTS 20 & 19, BLOCK C, SAID OLD GROVE SUBDIVISION UNIT TWO; THENCE ALONG SAID NORTH LINE, N89°31'21"W, FOR 119.97 FEET TO THE EAST RIGHT-OF-WAY, MADISON STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, N00°01'32"W, FOR 280.00 FEET TO THE SOUTH LINE, LOTS 1-4, BLOCK B, AFORESAID OLD GROVE SUBDIVISION UNIT TWO; THENCE ALONG SAID SOUTH LINE, S89°33'09"E, FOR 240.01 FEET TO THE EAST LINE, SAID LOT 4; THENCE ALONG SAID EAST LINE, N00°01'47"W, FOR 120.00 FEET TO THE SOUTH RIGHT-OF-WAY, ARTHUR AVENUE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, N89°33'09"W, FOR 240.01 FEET TO THE EAST RIGHT-OF-WAY, MADISON STREET; THENCE ALONG SAID EAST RIGHT-OF-WAY, N00°02'22"E, FOR 454.88 TO THE POINT OF BEGINNING.

OR 8475 PG 801

BEING A PART OF LOT L, BLOCK 100, FLOR-A-MAR, SECTION 1-B, AS RECORDED IN SAID PASCO COUNTY RECORDS IN PLAT BOOK 7, PAGES 11 AND 11A SECTION 8, TOWNSHIP 26 SOUTH, RANGE 16 EAST', AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 8, RUN NORTH 51°11'06" EAST 550.06 FEET; THENCE NORTH 24°03'23" EAST 20 FEET TO THE POINT OF BEGINNING AT A SET IRON PIPE, BEING 20 FEET NORTH 24°03'23" EAST FROM THE NORTHERLY RIGHT OF WAY LINE OF FLOR-A-MAR TERRACE NORTH (120 FOOT RIGHT OF WAY) RUNNING THENCE (1) ALONG A LINE OF LAND NOW OR FORMERLY OF PUBLIX SUPERMARKETS, INC.; THENCE (2) ALONG SAID OTHER LINE OF LAND OF PUBLIX SUPERMARKETS, INC. SOUTH 65°57'02" EAST 150 FEET TO A CONCRETE MONUMENT SET IN THE WESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 19 (150 FOOT RIGHT OF WAY); THENCE (3) ALONG SAID LINE OF U.S. HIGHWAY NO. 19, SOUTH 24°03'23" WEST 150 FEET TO A CONCRETE MONUMENT SET AT A POINT IN STILL ANOTHER LINE OF LAND NOW OR FORMERLY OF PUBLIX SUPERMARKETS, INC., BEING NORTH 24°03'23" EAST 20 FEET FROM SAID LINE OF FLOR-A-MAR TERRACE NORTH; AND THENCE (4) ALONG THE SAID STILL OTHER LINE OF LAND OF PUBLIX SUPERMARKETS, INC. BEING PARALLEL TO THE SAID LINE OF FLOR-A-MAR TERRACE NORTH, NORTH 65°57'02" WEST 150 FEET TO THE PLACE OF BEGINNING.

OR 1779 PG 1859

A PORTION OF TRACT 22 IN SECTION 17, TOWNSHIP 26 SOUTH, RANGE 16 EAST, PASCO COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID TRACT 22; THENCE RUN SOUTH 00°22’21” WEST 299.89 FEET ALONG THE EAST LINE OF SAID TRACT 22 TO A POINT OF BEGINNING; THENCE CONTINUE SOUTH 00°22’21” WEST 113.70 FEET; THENCE NORTH 89°33’07” WEST, 200.00 FEET; THENCE NORTH 24°03’23” EAST, 124.09 FEET; THENCE SOUTH 89°33’07” EAST, 150.15 FEET TO THE POINT OF BEGINNING.

SAID PORTION OF TRACT 22 BEING DESIGNATED IN ACCORDANCE WITH THE PLAT OF TAMPA AND TARPON SPRINGS LAND COMPANY LANDS RECORDED IN PLAT BOOK 1 AT PAGES 68, 69 AND 70 OF THE PUBLIC RECORDS OF PASCO COUNTY, FLORIDA.

OR 8367 PG 1146

A PORTION OF TRACT 22, SECTION 17, TOWNSHIP 26 SOUTH, RANGE 16 EAST, PASCO COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTHEAST CORNER OF SAID TRACT 22; THENCE RUN SOUTH 00°22’21” WEST, ALONG THE EAST LINE OF SAID TRACT 22, A DISTANCE OF 299.89 FEET; THENCE NORTH 89°33’07” WEST, A DISTANCE OF 150.15 FEET; THENCE SOUTH 24°03’23” WEST, A DISTANCE OF 24.09 FEET TO A POINT OF BEGINNING; THENCE CONTINUE SOUTH 24°03’23” WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 89°33’07” WEST, A DISTANCE OF 201.85 FEET; THENCE NORTH 24°03’23” EAST, A DISTANCE OF 50.00 FEET; THENCE SOUTH 89°33’07” EAST, A DISTANCE OF 201.85 FEET TO THE POINT OF BEGINNING.

SAID PORTION OF TRACT 22 BEING DESIGNATED IN ACCORDANCE WITH PLAT OF TAMPA AND TARPON SPRINGS LAND COMPANY LANDS RECORDED IN PLAT BOOK 1 AT PAGES 68, 69 AND 70 OF THE PUBLIC RECORDS OF PASCO COUNTY, FLORIDA.

OR 4917 PG 407

COMMENCE AT THE NORTHEAST CORNER OF TRACT TWENTY-TWO (22) IN SECTION 17, TOWNSHIP 26 SOUTH, RANGE 16 EAST, PASCO COUNTY, FLORIDA, THENCE RUN SOUTH 00°22'21” WEST ALONG THE EAST LINE OF SAID TRACT 22, 367.77 FEET; THENCE NORTH 89°33'07” WEST, 179.92 FEET FOR A POINT OF BEGINNING; THENCE RUN SOUTH 24°03'23” WEST, 50.0 FEET; THENCE NORTH 89°33'07” WEST, 201.85 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19; THENCE ALONG SAID RIGHT-OF-WAY LINE, NORTH 24°03'23” EAST, 50.0 FEET; THENCE SOUTH 89°33'07” EAST, 201.85 FEET TO THE POINT OF BEGINNING, BEING A PORTION OF TRACT 22 AFORESAID; SAID TRACT BEING DESIGNATED IN ACCORDANCE WITH THE PLAT OF THE TAMPA AND TARPON SPRINGS LAND COMPANY LANDS RECORDED IN PLAT BOOK 1 AT PAGES 68, 69, AND 70 OF THE PUBLIC RECORDS OF PASCO COUNTY, FLORIDA.

AND

A PORTION OF TRACTS TWENTY-TWO (22) AND TWENTY-THREE (23) IN SECTION 17, TOWNSHIP 26 SOUTH, RANGE 16 EAST, PASCO COUNTY, FLORIDA, BEING DESCRIBED AS FOLLOWS; COMMENCE AT THE NORTHEAST CORNER OF SAID TRACT 22, THE SAME BEING ON THE NORTH LINE OF SAID SECTION 17, THENCE RUN ALONG THE EAST LINE OF SAID TRACT 22 SOUTH 00°22'21” WEST, 413.59 FEET FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 00°22'21” WEST, 215.33 FEET; THENCE RUN PARALLEL TO THE NORTH LINE OF SAID TRACT 22 NORTH 89°33'07” WEST, 496.25 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD 55; THENCE RUN ALONG SAID RIGHT-OF-WAY LINE NORTH 24°03'23” EAST, A DISTANCE OF 235.0 FEET; THENCE SOUTH 89°33'07” EAST, A DISTANCE OF 401.85 FEET TO THE POINT OF BEGINNING; SAID PORTION OF TRACTS BEING DESIGNATED IN ACCORDANCE WITH THE PLAT OF THE TAMPA AND TARPON SPRINGS LAND COMPANY LANDS RECORDED IN PLAT BOOK 1 AT PAGES 68, 69, AND 70 OF THE PUBLIC RECORDS OF PASCO COUNTY, FLORIDA.

OR 6109 PG 98

PARCEL 2

A PORTION OF TRACT 12 IN SECTION 18, TOWNSHIP 26 SOUTH, RANGE 16 EAST, PASCO COUNTY, FLORIDA, LYING WEST OF U.S. HIGHWAY 19, AS NOW CONSTRUCTED, BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID TRACT 12, NORTH 89°29'17” EAST, A DISTANCE OF 150.11 FEET TO THE EXISTING RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19; THENCE ALONG SAID RIGHT-OF-WAY LINE SOUTH 24°03'23” WEST, A DISTANCE OF 145 FEET; THENCE RUN NORTH 65°56'37” WEST, A DISTANCE OF 100.37 FEET TO THE WEST LINE OF SAID TRACT 12; THENCE ALONG THE WEST LINE OF SAID TRACT 12 NORTH 00°25'00” EAST, A DISTANCE OF 90.15 FEET TO THE POINT OF BEGINNING; SAID PORTION OF TRACT BEING DESIGNATED IN ACCORDANCE WITH THE PLAT OF THE TAMPA-TARPON SPRINGS LAND COMPANY'S SUBDIVISION AS RECORDED IN PLAT BOOK 1 AT PAGES 68, 69, AND 70 OF THE PUBLIC RECORDS OF PASCO COUNTY, FLORIDA.

OR 496 PG 135

A PORTION OF THE EAST 1/2 OF TRACT 53, OF TAMPA-TARPON SPRINGS LAND COMPANY SUBDIVISION OF SECTION 8, TOWNSHIP 26 SOUTH, RANGE 16 EAST, AS SHOWN ON PLAT RECORDED IN PLAT BOOK 1, PAGES 68, 69, AND 70, OF THE PUBLIC RECORDS OF PASCO COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS: COMMENCE AT THE SOUTHWEST CORNER OF THE EAST 1/2 OF SAID TRACT 53; THENCE RUN ALONG THE WEST LINE OF THE EAST 1/2 OF SAID TRACT 53, NORTH 0°19'38" EAST, 319.08 FEET FOR A POINT OF BEGINNING; THENCE CONTINUE ALONG THE WEST LINE OF THE EAST 1/2 OF SAID TRACT 53, NORTH 0°19'38" EAST, 73.91 FEET; THENCE PARALLEL TO THE SOUTH BOUNDARY OF SAID TRACT 53, SOUTH 89°40'52" EAST, 110.83 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19, AS IT IS NOW CONSTRUCTED; THENCE 75.00 FEET ALONG THE SAID WESTERLY RIGHT-OF-WAY LINE, ALONG THE ARC OF A CURVE TO THE RIGHT; SAID CURVE HAVING A RADIUS OF 3,543.80 FEET AND A CHORD OF 75.00 FEET, WHICH BEARS SOUTH 10°04'51" WEST; THENCE NORTH 89°40'52" WEST, 98.13 FEET TO THE POINT OF BEGINNING.

OR 501 PG 260

PARCEL "B" – A PORTION OF THE EAST 1/2 OF TRACT 53 OF TAMPA-TARPON SPRINGS LAND COMPANY SUBDIVISION OF SECTION 8, TOWNSHIP 26 SOUTH, RANGE 16 EAST, AS SHOWN ON PLAT RECORDED IN PLAT BOOK 1, PAGES 68, 69 AND 70 OF THE PUBLIC RECORDS OF PASCO COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE EAST 1/2 OF SAID TRACT 53; THENCE RUN ALONG THE WEST LINE OF THE EAST 1/2 OF SAID TRACT 53 NORTH 0° 19' 38" EAST, 196.55 FEET FOR A POINT OF BEGINNING; THENCE CONTINUE ALONG THE WEST LINE OF THE EAST 1/2 OF SAID TRACT 53 NORTH 0° 19' 38" EAST, 63.58 FEET; THENCE PARALLEL TO THE SOUTH LINE OF SAID TRACT 53 SOUTH 89° 40' 52" EAST, 36.82 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 AS IT IS NOW CONSTRUCTED; THENCE 65.0 FEET ALONG SAID WESTERLY RIGHT-OF-WAY LINE ALONG THE ARC OF A CURVE TO THE RIGHT; SAID CURVE HAVING A CHORD OF 65.0 FEET WHICH BEARS SOUTH 12° 10' 59" WEST; THENCE NORTH 89° 40' 52" WEST, 73.46 FEET TO THE POINT OF BEGINNING.

OR 504 PG 256

PARCEL "A" – A PORTION OF THE EAST 1/2 OF TRACT 53 OF TAMPA-TARPON SPRINGS LAND COMPANY SUBDIVISION OF SECTION 8, TOWNSHIP 26 SOUTH, RANGE 16 EAST, AS SHOWN ON PLAT RECORDED IN PLAT BOOK 1, PAGES 68, 69 AND 70 OF THE PUBLIC RECORDS OF PASCO COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE EAST 1/2 OF SAID TRACT 53; THENCE RUN ALONG THE WEST LINE OF THE EAST 1/2 OF SAID TRACT 53 NORTH 0° 19' 38" EAST, 260.13 FEET FOR A POINT OF BEGINNING; THENCE CONTINUE ALONG THE WEST LINE OF THE EAST 1/2 OF SAID TRACT 53 NORTH 0° 19' 38" EAST, 58.95 FEET; THENCE PARALLEL TO THE SOUTH LINE OF SAID TRACT 53 SOUTH 89° 40' 52" EAST, 98.13 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 19 AS IT IS NOW CONSTRUCTED; THENCE 60.0 FEET ALONG SAID WESTERLY RIGHT-OF-WAY LINE ALONG THE ARC OF A CURVE TO THE RIGHT; SAID CURVE HAVING A CHORD OF 60.0 FEET WHICH BEARS SOUTH 11° 10' 21" WEST; THENCE NORTH 89° 40' 52" WEST, 86.82 FEET TO THE POINT OF BEGINNING.

OR 6706 PG 1924

A PORTION OF THE EAST 1/2 OF LOT 53, TAMPA AND TARPON SPRINGS LAND COMPANY SUBDIVISION, LOCATED WITHIN SECTION 8, TOWNSHIP 26 SOUTH, RANGE 16 EAST, PASCO COUNTY, FLORIDA, BEING FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT NORTH 0 DEGREES 19' 38" EAST A DISTANCE OF 96.55 FEET FROM THE SOUTHWEST CORNER OF THE EAST 1/2 OF LOT 53, TAMPA AND TARPON SPRINGS LAND COMPANY SUBDIVISION, AS PER PLAT THEREOF RECORDED IN PLAT BOOK 1, PAGES 68-70, PUBLIC RECORDS OF PASCO COUNTY, FLORIDA; RUN THENCE NORTH 0 DEGREES 19' 38" EAST A DISTANCE OF 100 FEET; THENCE SOUTH 89 DEGREES 54' 00" EAST A DISTANCE OF 73.48 FEET TO THE WESTERLY LINE OF U.S. HIGHWAY 19; THENCE ALONG THE SAID WESTERLY LINE SOUTH 13 DEGREES 19' 13" WEST 112.74 FEET; THENCE NORTH 78 DEGREES 08' 16" WEST A DISTANCE OF 48.54 FEET TO THE POINT OF BEGINNING.

ALL OF THE ABOVE CONTAINING 121,288,203 SQUARE FEET OR 2,784.394 ACRES MORE OR LESS.

THIS IS NOT A SURVEY

THERE MAY BE ADDITIONAL RESTRICTIONS AFFECTING THIS PROPERTY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

THIS LEGAL DESCRIPTION WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT.

BEARINGS ARE BASED UPON THE EAST LINE OF SECTION 31, TOWNSHIP 25 SOUTH, RANGE 16 EAST, PASCO COUNTY, FLORIDA, BEING N00°19'40"W.

THE GEOMETRY PERTAINING TO THIS PARCEL OF LAND DESCRIBED HEREIN IS BASED SOLELY UPON INFORMATION OBTAINED FROM THE PASCO COUNTY PROPERTY APPRAISER'S OFFICE, THE CITY OF NEW PORT RICHEY AND THE RECORD DOCUMENTS NOTED HEREIN AND IS SUBJECT TO AN ACCURATE BOUNDARY SURVEY.

PREPARED BY: _____

DAVID WILLIAM MCDANIEL

PROFESSIONAL SURVEYOR AND MAPPER

LICENSE NUMBER LS 5840

STATE OF FLORIDA

FLORIDA DESIGN CONSULTANTS, INC.

3030 STARKEY BLVD.

NEW PORT RICHEY, FLORIDA 34655

(727) 849-7588

CERTIFICATE OF AUTHORIZATION LB 6707

STATE OF FLORIDA

NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

Signed and sealed copy is available in City Hall on file

7.6 Statutory Requirements

This section addresses certain specific requirements of Chapter 163, Part III, Florida Statutes, as they relate to the preparation and adoption of Community Redevelopment Plans in accordance with Sections 163.360 and 163.362. Provided below is a brief synopsis of each subsection requirement from 163.360 and 163.362, and a brief description of how the Redevelopment Plan and adoption process meet those requirements.

FS Chapter 163.360(2) - The Community Redevelopment Plan shall:

Element	Reference
(a) Conform to the Comprehensive Plan for the county or municipality as prepared by the Local Planning Agency under the Local Government Comprehensive Planning and Land Development Regulation Act.	City of New Port Richey Land Development Review Board (LPA) found the Plan to be in conformance with the Comprehensive Plan and Land Development Code.
(b) Be sufficiently complete to indicate such land acquisition, demolition, and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the CRA; zoning and planning changes, if any; and uses; maximum densities; and building requirements.	Pages 14, 38, 42, 44, 45, 57, 58
(c) Provide for the development of affordable housing in the area, or state the reasons for not addressing in the plan development of affordable housing in the area. The county, municipality, or community redevelopment agency shall coordinate with each housing authority or other affordable housing entities functioning within the geographic boundaries of the redevelopment area, concerning the development of affordable housing in the area.	Page 14, 20
(3) The Community Redevelopment Plan may provide for the development and implementation of community policing innovations	Page 55, 60

FS Chapter 163.362 - Contents of Community Redevelopment Plan. Every Community Redevelopment Plan shall:

Element	Reference
(1) Contain a legal description of the boundaries shown in the Plan.	Pages 80-96
(2) Show by diagram and in general terms:	
(a) The approximate amount of open space to be provided and the street layout.	Pages 13-15 38, 40, 48, 59, 65, 68
(b) Limitations on the type, size, height, number and proposed use of buildings.	Pages 16-17
(c) The approximate number of dwelling units.	Page 12, 16, 33, 35, 36
(d) Such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements of any nature.	Pages 11, 48-56, 71, 73-74
(3) If the redevelopment area contains low or moderate income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population, and other matters affecting the physical and social quality of the neighborhood.	Page 39
(4) Identify specifically any publicly funded capital projects to be undertaken within the Community Redevelopment Area	Pages 11, 59
(5) Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the Plan.	Page 56
(6) Provide for the retention of controls and the establishment of any restrictions or covenants running with land or sold or leased for private use for such periods of time and under such conditions as the government body deems necessary to effectuate the purposes of this part.	Page 58
(7) Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the Community Redevelopment Area.	Pages 15, 40
(8) Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the Plan or if the Plan is intended to remedy a shortage of housing affordable to residents of low/moderate income, including the elderly, or if the Plan is not intended to remedy such shortage, the reasons therefore.	Pages 14, 40, 56
(9) Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expanded on publicly funded capital projects in the Community Redevelopment Area and any indebtedness of the CRA, the County or municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.	Pages 11
(10) Provide a time certain for completing all redevelopment financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the Plan is approved, adopted or amended pursuant to 163.361(1).	Pages 9,10 (FY 2031)