

STATEMENT OF NEED

**COMMUNITY
REDEVELOPMENT
DISTRICT**

CITY COMMISSION

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PROFILE

Dunedin was incorporated in June 1899. The waterfront and Main Street were the focal points of commerce, social activity and habitat. For the next 40 years the downtown remained the core of Dunedin's economy and society.

With the close of World War II, the attraction to Florida grew. Dunedin began to experience rapid, growth to its north and east. In thirty years, the population increased ten-fold. Commercial entities naturally followed the same patterns thus decentralizing and diminishing the downtown interest. The automobile, competing shopping centers, thoroughfare development and suburbanization all proliferated the demise of downtown. In 1987 the area being proposed as a Community Redevelopment District contributes only 5.7% to the City's Tax revenue.

A solution to this decline has been of sincere interest and under study since the early part of 1973. An arm of the Greater Dunedin Chamber of Commerce was formed to build upon some basic planning research and analysis work. The members reviewed downtown improvement efforts of other communities and recognized that success must depend upon more than a cosmetic approach.

This mid-seventies effort gave way to the '76-'79 Comprehensive Plan design mandated by the State legislature in 1975. The "Local Government Comprehensive Planning Act" provided that structure necessary for a "city-wide" cooperative effort in identifying specific direction and goals.

In 1982 the Downtown Technical Advisory Committee (D-TAC) was established. D-TAC's formation marked the beginning of what may be considered the turning point to effective revitalization planning. By recognizing that organization, financial restructuring, marketing, promotion and design must all be applied comprehensively and uniformly, the

Dunedin Downtown Revitalization Plan was prepared by D-TAC in harmony with the City's Planning and Community Services Department. The City Commission formally adopted the document in August, 1985. It serves in providing the objectives, policies and targets to actively engage revitalization implementation.

The proposed Community Redevelopment District is bound by Hancock-Jackson-Bay Streets to the north, by New York Avenue to the east, Scotland and Wood Streets to the south, and by St. Joseph's Sound to the West. See Appendix 1 for legal description. These boundaries have been determined from (1) Dunedin's traditional core, (2) commercial activities along Broadway and Main Street, (3) municipal services nodes, (4) adjacent perimeter residences which comprise the original village, (5) the western City Marina anchor, and (6) the eastern Mease Hospital, Mease Clinic and Mease Manor anchor.

At present, the area provides few amenities. Commercial businesses have curtailed to primarily service institutions such as financial, real estate and insurance and to small restaurants and retail stores. Much of the residential area, particularly in the north portion, is of a conditional standard relevant to structures, streetscape and public services. The overall environment reflects, if not an atmosphere of decay, at least one of minimal maintenance and a high risk for private investment.

The Community Redevelopment Act of 1969 enacted by the Florida Legislature in 1969 provides one such avenue for redevelopment efforts. Local government has the powers to create a Community Redevelopment Agency which reviews plans and provides means of financing such as implementing tax incrementation and revenue issuing bonds.

This Report provides the findings and substantiation necessary to create a Community Redevelopment Agency. It is apparent that those conditions exist that the area "constitutes and economic and social liability imposing onerous burdens which decrease the tax base and reduce tax revenues, substantially impairs or arrests sound growth, retards

the provision of housing accommodations, aggravate traffic problems and substantially hampers the elimination of traffic hazards and the improvement of traffic facilities" (F.S. Chapter 163.335(1)).

This report intends to test those conditions necessary to designate elements "blighted" according to Florida Statutes, Chapter 163.340 (8)(A). Specifically:

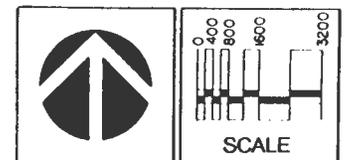
"An area in which there are a substantial number of slum, deteriorated, or deteriorating structures and conditions which endanger life or property by fire or other causes or one or more of the following factors which substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals, or welfare in its present conditions and use:

- (1) Predominance of defective or inadequate street layout;
- (2) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- (3) Unsanitary or unsafe conditions;
- (4) Deterioration of site or other improvements;
- (5) Tax or special assessment delinquency exceeding the fair value of the land; and
- (6) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area;"

**CRA DUNEDIN
DISTRICT BOUNDARIES
(SHADED)**



Figure 1



PROPOSED COMMUNITY REDEVELOPMENT DISTRICT

CRA DUNEDIN



NORTH

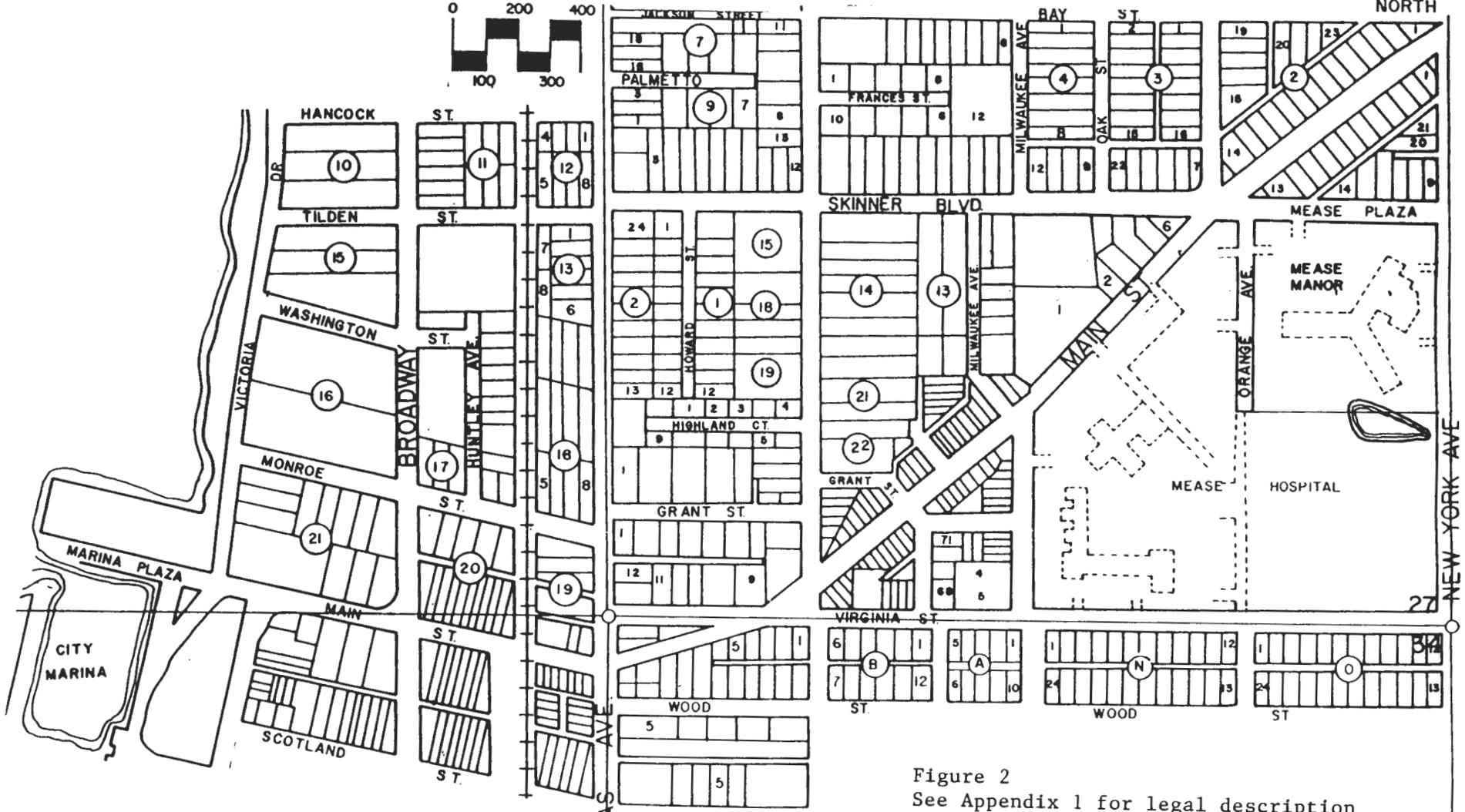
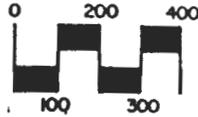


Figure 2
See Appendix 1 for legal description

SUMMARY

This Statement of Need has cited specific conditions that are indicative of a "blighted" district and calling for the need of redevelopment through the State legislated avenue of a Community Redevelopment Agency. The following summarizes those conditions for a Community Redevelopment Agency.

- (1) Traffic and pedestrian circulation is primarily impeded by (a) acute intersection angles, (b) multiple street intersections, (c) U.S. Alt. Highway 19-Main Street-S.R. 580 "bottleneck" congestion, (d) insufficient distances between intersections, (e) abandoned railroad R.O.W. bisection, (f) inadequate sidewalk network, (g) substandard intersection turning radii, and (h) roadway and sidewalk maintenance deterioration.
- (2) Insufficient public sponsored off-street parking or available public land to so provide.
- (3) A predominance of old building structures indicating substandard conditions.
- (4) A predominance of sanitary sewer/wastewater lines that have well exceeded their design life span. This has been evidenced by root intrusion, cracks and fractures, offset joints and hammer taps. Blockage is a frequent occurrence.
- (5) System corrosion and leakage is degrading the City's water quality and service. System design is insufficient to provide the volumes and pressures required by present loads. Fire hydrant availability fails to meet standards.

- (6) Downtown fails to meet professionally recognized aesthetic and functional design parameters. In fact, it exemplifies most blight facets of a visual and physical inventory.
- (7) The average parcel size is only 12,432 square feet (approximately 1/4 acre) which is too small for most types of modern commercial and office development.
- (8) The majority of properties in this area are owned by different people and many are not City of Dunedin residents.

DESIGN AND AESTHETIC PROBLEMS

A spatial structure analysis which was contained in the Dunedin Community Design Elements listed all of the proposed Community Redevelopment District as having an unstructured district character. This area exhibits an inappropriate mix of land use, poor circulation, lack of open space and poor quality building design. There is a lack of consistent design theme and character in terms of buildings, activities, landscaping and circulation.

Several community design problems were listed for the Community Redevelopment District.

1. The downtown area was classified an unsightly activity center because it is visually unorganized and lacks pleasing and consistent design in terms of building form and design, landscaping and overall site development.
2. Unsightly linear development exists along the following road segments in the downtown area: Broadway Street north of Main Street and Main Street east of Highland Avenue. These road segments have structures which have dull building design, parking area landscaping which does not meet the existing City landscaping code, unattractive signage and, a generally poor visual appearance.
3. The downtown area has insufficient neighborhood and community parks and lacks a coordinated and connected open space system along the waterfront.
4. The downtown area exhibits deteriorating development because the physical appearance of the building, streets and community facilities are in a deteriorating condition.
5. The visually blighting impact of overhead utilities is particularly a problem along Main Street. This corridor lacks street trees and landscaping elements which could soften the blighting influence of overhead utilities.

6. Visual scale or use conflict occurs in the downtown area. Mease Hospital and Mease Manor and the industrial establishments on north Douglas Avenue are not in proper scale in terms of facilities or uses with the character of the surrounding development. These activity centers conflict with the single-family residential areas which surround them.

STREET LAYOUT AND TRAFFIC CONTROL

The proposed Community Redevelopment District encompasses 8 miles of roadways. Parallelling most urban area's, Dunedin's streets are generally laid out in a grid block system. This pattern is disrupted by Main Street, designated a thoroughfare, which diagonally bisects two thirds of the areas grid. This bisection presents several peculiar intersections and adjoining street terminations which are not conducive to a comfortable, low hazard driving environment.

As Main Street bisects the grid at approximately 45 degrees, three cross street intersections are created with acute angles (Appendix 1 - No.1). Motorists are required to move partially into the intersections in order to gain sufficient visibility to determine on-coming traffic. This hazard is heightened by the close proximity of older building structures to curbs and corners. The concern is further strengthened by citing a centrally located intersection where Main Street bisects the intersection of two perpendicular collector streets. Highland Avenue running north-south intersects with Virginia Street running east-west which, in turn, is intersected by Main Street. The result is a six cornered intersection with overall dimensions of 400 feet by 100 feet. (Appendix 1, No. 2)

A one-half mile segment of U.S. Alt. Highway 19 winds through the west portion of the area carrying 20,000 vehicles per day. This roadway serves as the scenic waterfront arterial connecting southern and northern Pinellas County. Downtown Dunedin is a severe bottleneck. With intersecting traffic from Main Street and the City Marina, which generate an additional 10,000 vehicle trips, U.S. Alt. Hwy. 19 is forced through a traffic signal and two 90 degree turns within a distance of 500 feet.

As of this Statement, State Road 580 is being re-aligned along the northern perimeter section of the proposed District. Expanded to four traffic lanes, 3.2 miles of arterial highway will terminate again at U.S. Alt. Hwy. 19 with a 10,000 vehicle per day load. Therefore, within one quarter mile, U.S. Alt. Hwy. 19 will be intersected by two major roadways. The west vehicular corridor of the area represented by U.S. Alt. Hwy. 19 is currently and will become further strangulated. It is important to emphasize that U.S. Alt. Hwy. 19 is an unlimited access, two lane arterial, receiving major north, south and east traffic flows.

The proposed Community Redevelopment District represents one third of a square mile or 217 acres. Including the intersections of 1.52 miles of unimproved alleyways, there are a total of 78 intersections or one intersection for every 2.74 acres. Of this total, 24 intersections (30%) are design hazards due to acute angles or lack of distance separation based upon 30 degree angle and 150 foot separation code standard minimums.

The Downtown Business District is bisected north-south by an abandoned 60 foot wide railroad right-of-way which has been purchased by the Florida Department of Transportation. While very long range plans propose the right-of-way as a transit corridor, Dunedin faces a derelict strip of land for at least a decade. The 3.5 acre tract is not available for any meaningful purpose nor is it maintained in an aesthetically acceptable manner.

Of the 8 miles of streets, 38% (3.07 miles) afford pedestrians sidewalks on both sides. An additional 26% (2.13) of streets provide one flank sidewalks. This leaves 36% of the proposed CRA's street network with no pedestrian walkway system. The deficiency is compounded by inadequacies in the walkway pattern that does exist. Specifically:

1. 25% of the intersections have either no or partial handicapped ramps including the downtown crossing of U.S. Alt. Hwy 19 and Main Street.
2. Few business or residential curb cuts have sidewalk handicap ramps.
3. A large majority of the residential area walks are 3 feet in width. Four feet is considered a minimum with 5 feet preferable for comfortable two way traffic.
4. A great number of sidewalks are seriously cracked and grade separated.

The proposed District is dotted with a series of other deficiencies. Collectively, they present aesthetic and functional conditions contrary to acceptable standards.

1. As a carryover from outdated engineering practices and code specifications, many streets maintain private business 90 degree on-street parking. Parked vehicles abut the streets edge and are accommodated within the public right-of-way.
2. Streets supporting commercial activities and heavy commercial traffic terminate or dead end into vacant lots or building structures. (Figure 1, No. 4.)
3. Some collector street intersections do not have a straight across alignment. For example, Broadway Boulevard intersects Scotland Street, offsets 40 feet from the intersection, and continues again off Scotland.
4. The traffic signaled intersections of Main Street at Douglas Avenue and at Broadway Boulevard are cluttered with utility poles, signal support poles, street posts and signs. Disregarding the aesthetic reproach, these street fixtures have been placed so as to adversely affect clear, unobstructed cross visibility.

5. Again, carrying over from engineering practices that are not compatible by today's standards, the area is plagued with intersection curb radii that may be difficult to negotiate if not outright dangerous. It is not uncommon to find collector and thoroughfare street intersections with curb radii of five and ten feet. The Main Street-Douglas Avenue and Main Street-Broadway Blvd. intersections, which carry trucking commerce, make turning negotiations an "art". Most of the accidents that have occurred at the U.S. Alt. Hwy. 19 and Main Street intersection can be traced to the very tight intersection design and its poor turning radius. The annual accident report has typically included sideswipe accidents and vehicles hitting a traffic sign due to the restrictions in turning movements. The City needs to upgrade, wherever possible, collector intersection radii to a minimum of 20' and arterial/thoroughfare intersection radii to 30'-35'.
6. Collector and local street surfaces are exhibiting deterioration beyond the City's in-house repair capabilities. Asphalt pavement and edges are broken and cracked due to insufficient or eroded base material. A number of the residential areas have retained their original brick roadways. Uneven surfaces, tree root intrusion, rutting and broken/missing bricks are common. A comprehensive refurbishment is necessary before these trafficways become unserviceable. Several streets also are not provided with curbs which compound roadway and adjoining shoulder erosion.
7. While the reconstruction and realignment of State Road 580 will provide 14 feet outside lanes, no other arterial nor thoroughfare within the area is suitable for safe, separated bicycle travel.

PARKING

The Dunedin Community Redevelopment area represents 217 acres of land of which 32 acres or 14 percent is devoted to existing and proposed future parking. While seemingly adequate as to gross area vehicle storage capacity, a major degradation exists in distribution and functional use orientation.

Over eight acres of parking are solely dedicated to staff, patients and support facilities of the Mease Hospital/Clinic complex. The adjacent Mease Manor campus, a 420 apartment retirement facility with proposed medical supervision unit, addresses an additional 2.5 acres of vehicle use area. Together, these semi-public, privately administered developments occupy nearly one-quarter of the area and are capable of storing some 1340 automobiles, or 1/3 of the total proposed District vehicle storage capacity.

The area incorporates a variety of consumer and light industrial business operations outside general retail and tourist activities. They include light industrial and commercial operations such as concrete production, metal fabrication, construction trades and heavy automotive repair. The area, in contrast, also incorporates a combination of long term rental and condominium ownership multi-family housing which is primarily located along the area's perimeter blocks. Together, these land uses subtract 8%, for the sole use of their employees, occupants and dedicated patrons, from the total parking capacity.

The municipality sponsors 465 spaces as on and off street parking along Main Street and its side streets, a major lot anchored at the combined City Marina and Edgewater Park and off-street serving municipal service. However, of these 465 spaces, approximately 180 are assigned for specific and reserved purposes. Specifically, those assignments include marina slip holders, commercial fishing enterprises, boat trailer owners, official vehicle designations and city employees. As a result, the City of Dunedin provides for the general public only 9% (350 spaces) of the total parking inventory in the area to service 147 commercial business establishments. This figure is further diminished by excluding general parking adjacent to the waterfront which primarily serves recreational and leisure pleasures. Therefore, only 178 public sponsored spaces are made directly and conveniently available to commercial activities. This equates 1.2 vehicles per business.

MAJOR PARKING NODES



NORTH

MEASE COMPLEX
PRIVATE
MUNICIPAL (ON/OFF STREET)

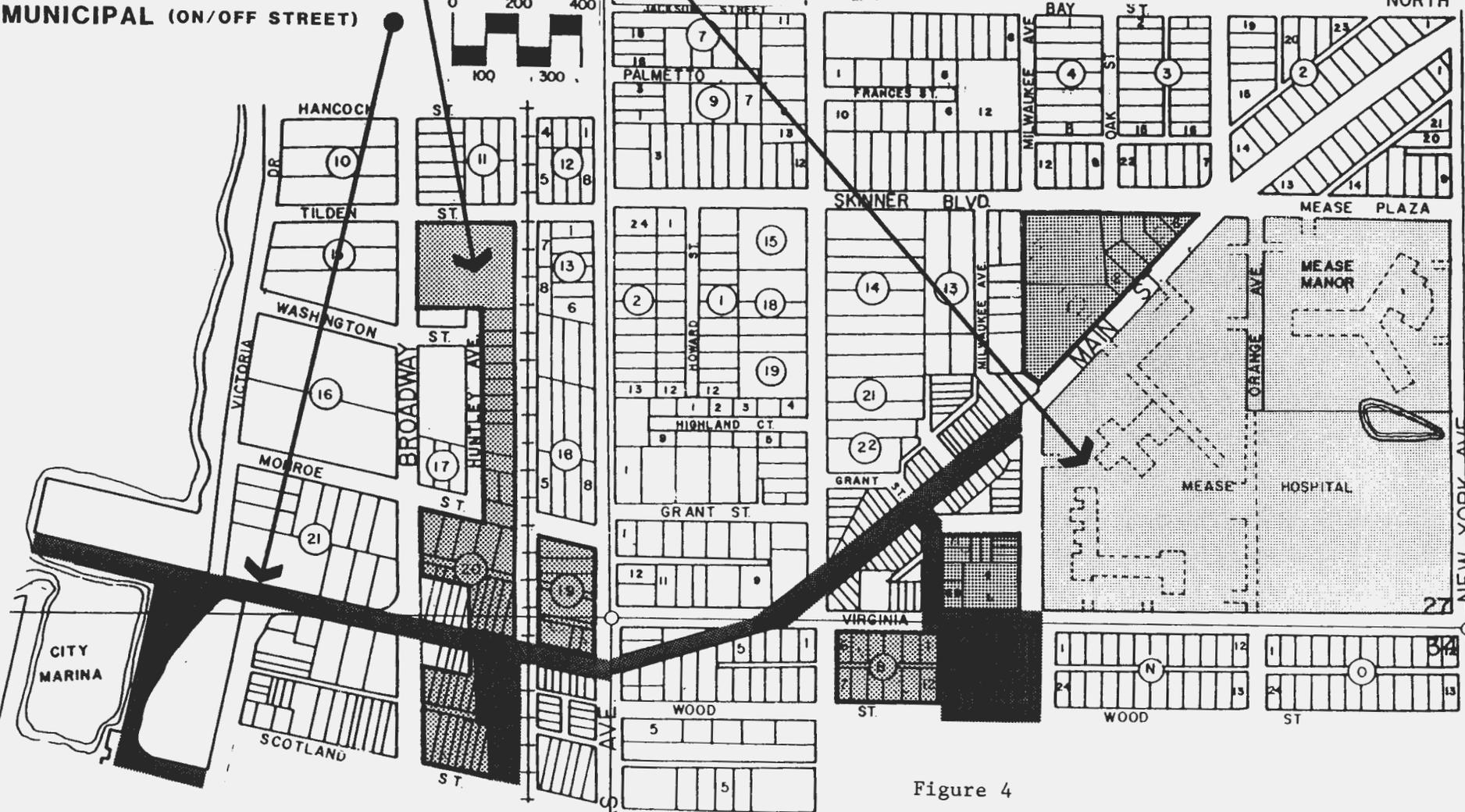


Figure 4

WASTEWATER INVENTORY AND PROBLEMS

Wastewater lines in the proposed Community Redevelopment District are in poor condition according to the following Dunedin Wastewater Division data: maps of sewer lines, summary logs of sewer line television monitoring, citizen complaint logs and wastewater staff summaries of conditions in the downtown area. The oldest sewer lines in the City are found in the downtown area. Most of these lines were built around 1949 when the Dunedin wastewater treatment plant was completed. These pipes are considered to have a life design of 20 years. Therefore, most of these lines have served double their life design. Many of these lines are now in need of relining or replacement. Wastewater lines with a diameter of 8 inches are required under the Dunedin Water and Sewer Services Ordinance. Several streets are inadequately served by 4 or 6 inch wastewater lines. When construction begins on sites that have currently received development approvals, the Milwaukee Avenue interceptor will be overcapacity.

There is not an adequate amount of manholes to serve the wastewater lines in the proposed Community Redevelopment District. The distance between manholes for most of the wastewater lines is greater than the standard of 300 feet specified in the Dunedin Water and Sewer Services Ordinance. An inadequate spacing of manholes has increased the time and cost for televising and maintaining wastewater lines in this area.

To date, 29% of the blocks with sewer lines in the downtown revitalization area have been televised (22 blocks out of 76 blocks in the area). The remaining sewer lines are scheduled to be televised by December 1987. The condition and problems with the televised lines are considered to be representative of the lines in the downtown area as a whole. Most of the televised lines are categorized as being poor to fair in terms of line condition, manhole condition and grade. Of the televised lines, 65% exhibited problems with root intrusion, 65% displayed cracks and fractures, 35% had offset joints and 20% had hammer taps. Root intrusion is the most prevalent problem. There are some lines where roots have intruded at every three foot pipe joint. Offset joints and "dog legs" have made

the televising of many lines very time consuming and costly. Although some of the joint and pipe cracks may be sealed, in the areas of unsealable joints and cracks, pipe will either need to be lined or replaced. Other problems with sewer lines in this area include pipes constructed of ductile iron and pipes having dips which hold back one inch or more of water. The sewer lines on Skinner Blvd. and Bay Street are constructed of orangeburg.

In summary, the poor condition, age and undersized condition of the wastewater lines in the proposed Community Redevelopment District represent a major blight factor in this area.

WATER LINES

The water lines in the proposed Community Redevelopment District in are in poor condition according to data provided by the Water Department. Most of the lines are 20 to 30 years old and many are corroded. In the 9 month period between October 1986 and July 1, 1987 there were 69 documented leaks in the downtown area. Leaks on Scotland Street continue to be a major problem. Due to the corrosion, water quality is a problem. In the 9 month period between October 1986 and July 1, 1987 there were 35 documented water quality complaints in the downtown area. Compared to other sections of the City, the cost of maintenance is quite high; approximately \$6,000. per year within this designated area. Most of the water lines are constructed of cast iron and galvanized.

Water pressure is low throughout the downtown area due to corroded and undersized lines. The City requires water lines to be a minimum of 6 inches wide to insure proper fire flow levels. All of the waterlines in the downtown area are undersized or just barely meet the City's standard. Only the waterlines on Main Street, Douglas Avenue and New York Avenue have 8 or more inch waterlines.

Fire hydrants are required by the City to be placed with no more than 300 vehicular travel feet between them (Sec. 9-6(B)(3)(a), Dunedin Code of Ordinances). The downtown area which consists of 213 acres has only 37 fire hydrants within its boundaries. There are only three sets of fire hydrants that meet the City's requirement for the proper spacing of fire hydrants. There are several areas where fire hydrants are spaced over 700 feet apart. The lack of fire hydrants in the downtown area poses a severe hinderance to proper fire fighting activities. Fire hydrants are required to have a minimum flow of 1000 gallons per minute (GPM) and a residual pressure of not less than 20 pounds per square inch (PSI) (Fire Suppression Rating, Insurance Services Organization, 1980, and Sec. 26-15(a) of the Dunedin Code of Ordinances respectively). The Dunedin Water Division had done testing on 33 of the 37 fire hydrants contained in proposed Community Redevelopment District. All but 4 of the tested fire hydrants failed to meet the water flow requirements. Overall, the lack of fire hydrants, low water pressure, high fire potential ranking of most downtown buildings and the high density of buildings downtown combine to produce an extremely unsafe and, therefore, blighted condition.

DETERIORATION OF SITE OR OTHER IMPROVEMENTS

One factor attributing to the deterioration of site is the condition of buildings within the proposed Community Redevelopment District. The building stock is old. Research shows that approximately 47% of the buildings were originally constructed before the year 1940. Furthermore, about 83% of the structures are at least 27 years old. This is the age of the building stock a general indicator of substandard conditions (used by U.S. Department of Housing and Urban Development) as compared with today's building codes and standards.

It is important to the downtown in terms of safety and investment to bring the structures' conditions to today's building standards or further deterioration may jeopardize the future of downtown.

FAULTY LOT LAYOUT IN RELATION TO SIZE, ADEQUACY, ACCESSIBILITY OR USEFULNESS

Lot layout problems in the proposed CRA are related to downtown Dunedin being the oldest part of the City. When this area originally developed small lots generally only 25' X 190' were common. Many lots were as small as 25' X 75'. Therefore a large number of lots within the proposed CRA now exist (550 lots and parcels within a total subdivided land area of only 157 acres). The average parcel size is only 12,432 square feet (approximately 1/4 of an acre). But even this figure is inflated because of the influence of six lots that are eight times or more larger than the average parcel size. These parcels represent Mease Manor Inc., Mease Hospital (2 parcels), Jamaica Inn and the Dunedin municipal marina (2 parcels). When these parcels and the four Gulf View parcels (which represent condominiums) are eliminated, the average parcel size drops to 9,697 square feet (approximately 1/5 of an acre).

The usefulness of these lots is further hindered by the irregular shape of many lots. Long and narrow lots are particularly a problem on Main Street. For example, many lots are only 25 feet wide but extend back 190 feet. A non-uniform grid street pattern has also created many triangular and multi-sided lots.

Considering modern commercial and office development requirements, most parcels would be inadequate for this type of development. The requirements for parking, loading areas, landscaping and water retention could not be achieved on most of the lots. The assembly of lots for commercial or office development is further aggravated by the diversity of property ownership and small lots.

DIVERSITY OF PROPERTY OWNERSHIP

There is a large number of property owners in the proposed CRA (313 people). The majority of the properties in the proposed CRA are owned by different people (56 percent). The ownership of multiple properties within this area is not common. This is especially true if the three largest multiple property owners (Florida Department of Transportation, City of Dunedin and Mease Manor) are not considered. Of the property owners, 23 percent do not reside in the City of Dunedin. The diversity of ownership of property in this area poses a severe problem for the assembly of parcels which is required for most types of commercial and office development.

APPENDIX 1
Legal Description of Parcels in Community Redevelopment District

1. Poincetta Heights. 27/28/15/72360
 - i) All of lots 1 thru 9 including part of vacated street on east Plat Book 04, page 025

2. Grace Whitter Dunckel Subdivision. 27/28/15/23009
 - i) Lots 1 thru 8
Plat Book 37, page 043

3. Section 27, Township 28 S, Range 15 E
 - i) Vacated Milwaukee Avenue, described as beginning at NW corner of Lot 3 of Grace Whitter Dunckel Subdivision, thence south 383.25 feet, thence west 20 feet, thence south 162.67 feet, thence west 20 feet, thence north 520 feet, thence east 40 feet to the Point of Beginning.
 - ii) A tract from the SW corner of NW $\frac{1}{4}$ of SE $\frac{1}{4}$ of SE $\frac{1}{4}$ running north 40.7 feet thence North 43° E along northerly line of Main Street 35 feet for the Point of Beginning, thence continuing along Main Street 135 feet, thence North $47^{\circ} 8' 16''$ West 130 feet thence West 24.5 feet to the west boundary of the NW $\frac{1}{4}$ of SE $\frac{1}{4}$ of SE $\frac{1}{4}$, thence South along the west boundary 162.67 feet, thence southeasterly 34.3 feet to the Point of Beginning.
 - iii) Beginning at the NW corner of Main Street and Victoria Drive, thence westerly 575 feet(s), thence north 180 feet, thence easterly 575 feet(s), thence southerly 180 feet to the Point of Beginning.
 - iv) Part of SW $\frac{1}{4}$, described as beginning at the NW corner of Lot 1, Block 21 of G.B. & C.P. Lewis Addition to Dunedin, thence N 80° W 552.75 feet, thence S 10° W 72 feet thence S 80° E 552.75 feet, thence north along west line of Lot 1 of said subdivision thence 72 feet to Point of Beginning, less the road right-of-way and less submerged land.
 - v) Beginning at SE corner of Section 27 running North 01° West 496.89 feet for the Point of Beginning, continuing north 832.31 feet, thence west 662.18 feet, thence south 832.30 feet, thence east 662.83 feet to the Point of Beginning, less east and west 25 feet of right-of-way and less north 35 feet right-of-way.
 - vi) That part of West $\frac{1}{2}$ of SE $\frac{1}{4}$ of SE $\frac{1}{4}$ lying south of Main Street less roads on south and west and less east 25 feet of north 800 feet(s).

- vii) West 96.42 feet of east 668.26 feet of south 167.68 feet of SE $\frac{1}{4}$ of SE $\frac{1}{4}$ less road on south.
 - viii) West 68 feet of east 573.8 feet of north 137.52 feet of south 167 feet(s) of SE $\frac{1}{4}$ of SE $\frac{1}{4}$.
 - ix) West 68 feet of east 506 feet of south 167.68 feet of SE $\frac{1}{4}$ less street.
 - x) West 138 feet of east 438 feet of north 137 feet of south 167 feet of SE $\frac{1}{4}$ of SE $\frac{1}{4}$.
 - xi) West 100 feet of east 300 feet of south 242 feet of SE $\frac{1}{4}$ of SE $\frac{1}{4}$ less road.
 - xii) Beginning at the SE corner of Section 27, running north 30 feet, thence east 25 feet for the Point of Beginning, continuing north 130 feet, thence west 167 feet, thence south 130 feet, thence east 167 feet to the Point of Beginning.
 - xiii) From the SE corner of Section 27 running north 160 feet, thence west 30 feet for the Point of Beginning, thence west 167.73 feet, thence north 82 feet, east 166.43 feet, thence south 82 feet to the Point of Beginning.
 - xiv) North 100.01 feet of south 267.69 feet of east 68 feet of west 276 feet (MOL) of east 643.14 feet (MOL) of E $\frac{1}{2}$ of SE $\frac{1}{4}$ of SE $\frac{1}{4}$.
 - xv) West 68 feet of east 502.06 feet of north 100 feet of south 267.69 feet of SE $\frac{1}{4}$ of SE $\frac{1}{4}$.
 - xvi) West 68 feet of east 570.06 feet of north 100 feet of south 267.69 feet of SE $\frac{1}{4}$ of SE $\frac{1}{4}$.
 - xvii) West 98.08 feet of east 668.14 feet of north 100 feet of south 267.68 feet of SE $\frac{1}{4}$ of SE $\frac{1}{4}$.
 - xviii) From the SE corner of Section 27 running north 242 feet, thence west 25 feet for the Point of Beginning, thence west 267 feet, thence south 75 feet, thence west 60 feet, thence north 100 feet, thence west 297.08 feet, thence north 229.89 feet, thence east 637.83 feet, thence south 254.88 feet to the Point of Beginning.
 - xix) A strip of land beginning at the NW corner of Block 13 of Dunedin - Resub of North 295 feet of Block 13, commencing southerly 1265 feet(s), thence westerly 60 feet, thence northerly 1265 feet(s), thence easterly 60 feet to Point of Beginning
4. Main Street Subdivision. 27/28/15/54/504
- i) All of lots 1 thru 77
 - ii) Part of vacated alley lying east of Lot 33
 - iii) Tract beginning at south part of Lot 31, thence northeasterly along Main Street 35 feet, thence northwesterly to northeast corner of Lot 31, thence south to Point of Beginning.
Plat Book 17, page 020
5. Sara J. Lewis Subdivision. 27/28/15/5/588
- i) Lot 7 and subdivided parcels 3, 12 thru 18
 - ii) All of lots 8, 9, 11, 12, 13, 14, 15, 18 and 19 and subdivided parcels, thereof.
 - iii) North 50 feet of Lot 20
 - iv) North 50 feet of South 100 feet of Lot 20

- v) South 50 feet of Lot 20
 - vi) That part of Lot 20 described as beginning at the SE corner of Lot 20, thence West 90 feet, thence North 55 feet, thence East 90 feet, thence South 55 feet to the Point of Beginning.
 - vi) All of Lot 21 and subdivided parcels, thereof.
 - viii) That part of Lot 22 described as commencing from the SE corner of Lot 21 of Sara J. Lewis Subdivision, West 30 feet for the Point of Beginning, thence South 63.34 feet, thence West 158 feet, thence North 63.34 feet, thence East 158 feet to the Point of Beginning.
 - ix) That part of Lots 21 and 22 described as beginning at the NW corner of Lot 22, thence East 79.69 feet, thence North 3 feet, thence East 37.15 feet, thence South 3 feet, thence East 8.16 feet thence South 63.34 feet, thence West 125 feet, thence North 63.34 feet to the Point of Beginning.
 - xi) That part of Lot 22 described as beginning at the SE corner of Lot 22 thence north 126.8 feet, thence east 145 feet, thence south 126.8 feet, thence west along the north right-of-way of Grant Street 145 feet to the Point of Beginning.
 - xi) That part of Lot 22 described as from the intersection of the east right-of-way of Highland Avenue and the north right-of-way of Grant Street, thence east 145 feet to the Point of Beginning, thence north 126.8 feet, thence east 88 feet, thence south 126.8 feet, thence west along the north right-of-way of Grant Street 88 feet to the Point of Beginning.
 - xii) Beginning at SW corner of Lot 24 running east 125 feet, thence north 100 feet, thence west 125 feet, thence south 100 feet to Point of Beginning.
 - xiii) Lot 24, that part described as commencing from SW corner of Lot 24 running east 125 feet for Point of Beginning, thence north 100 feet, thence east 76 feet, thence south 100 feet, thence west 76 feet to Point of Beginning.
 - xiv) Lot 24, that part described as commencing from SW corner of Lot 24 running east along northerly right-of-way of Virginia Avenue 505.5 feet for Point of Beginning, thence north 135 feet, thence west 3 feet, thence north 75 feet(s), thence east 100 feet(s), thence south 125 feet(s), thence southwesterly 135 feet(s) to Point of Beginning.
Plat Book H3, page 005
6. M. W. Moore's Subdivision of Lot 25 of Sara J. Lewis Subdivision. 27/28/15/58878
- i) All of Lots 4 thru 5, 9 and 10
7. Raymond Subdivision. 27/28/15/73620
- i) All of Lots 1 thru 5
Plat Book 06, page 031

8. A.J. Grant's Subdivision. 27/28/15/32922
 - i) All of Lots 1 thru 4 and subdivided parcels thereof
Plat Book H6, page 010

9. L. B. Skinner's Subdivision of Lot 24 of Sara J. Lewis Subdivision. 27/28/15/82332
 - i) All of Lots 1 thru 12
 - ii) A tract described as beginning at the SE corner of Lot 9, commencing east 3.5 feet, thence north 135 feet, thence west 3.5 feet, thence south 135 feet to the Point of Beginning. Plat Book H4, page 019

10. L.B. Skinner Subdivision. 27/28/15/82314
All of lots 1 thru 7, 11 thru 13 and 15 thru 18 and all subdivided parcels thereof.
Plat book OH6, page 033

11. Dunedin - Revised Map of Block 10 to 15. 27/28/15/23076
 - i) All of block 10, water lots 6 and 7, less land westward of the mean high water mark (submerged land)
 - ii) All of block 12
 - iii) All of Block 13
 - iv) Vacated alley to the north of Block 13
 - v) ½ vacated street to the south of Block 13
 - vi) All of block 15
 - vii) Block 15, Water Lots 7 and 8, less land westward of the mean high water mark (submerged land)
Plat book H6, page 016

12. Dunedin Resubdivision of Block 11. 27/28/15/23094
All of block 11
Plat Book 005, page 067

13. Dunedin - Blocks 7, 8, 9, 16, 17, and 18. 27/28/15/23058
 - i) All of block 16
 - ii) All of Lots 7, 8, and 9 of Block 17 and subdivided parcels thereof.
 - iii) All Block 18 and subdivided parcels thereof.
Plat Book OH1, page 023

14. G.B. & C.P. Lewis Subdivision. 27/28/15/51426.
 - i) All of Blocks 19, 20 and 21 and subdivided parcels thereof
15. George L. Jones and Wife Subdivision. 27/28/15/44298
 - i) All of Blocks 20, 21 and 23 and subdivided parcels thereof.
Plat Book H1, page 048.
16. E.J. Metzen Resub. 27/28/15/57492
 - i) All of Lots 1 thru 7
Plat Book 10, page 025
17. Dunedin Improvement Subdivision. 27/28/15/23256
 - i) All of Lots 12 thru 25
 - ii) All of Lots 41 and 42, and part of Lot 40, and part of Lot 39 of Dunedin Improvement Subdivision Partial Replat (Plat Book 35, page 044) - all described as beginning at the intersection of the north right-of-way line of Monroe Street and the east right-of-way line of Huntley Street, thence north 167.18 feet, thence east 109.38 feet, thence south along the west railroad right-of-way 193.45 feet thence northeasterly along the north right-of-way of Monroe Street 110.8 feet to Point of Beginning.
Plat Book 30, page 013
18. Dunedin Improvement Subdivision, Partial Replat. 27/28/15/23274
 - i) South 25 feet of Lot 31
 - ii) All of Lots 32 thru 37
 - iii) Lot 38, part of Lot 39, and part of Lot 40 of Dunedin Improvement Subdivision (Plat Book 30, page 013), all described as beginning at the NE corner of Lot 38, thence south 126 feet, thence west 109.38 feet, thence north 126.42 feet, thence east 110.27 feet to Point of Beginning.
 - iv) Tract 1, described as beginning at the intersection of the south right-of-way line of Tilden Street and the west railroad right-of-way, thence south 275 feet, thence west 298.5 feet, thence north 275 feet, thence east 300.6 feet to Point of Beginning. Plat Book 35, page 044.

19. Section 34, Township 28 S, Range 15 E
- i) Beginning at the most northerly corner of Lot 1, Henderson's Subdivision (Plat Book OK, page 311), thence northeasterly 209 feet to south right-of-way of Main Street, thence SE 270 feet(s), thence along curve to right 40 feet(s) to west right-of-way of Edgewater Drive, thence SW 180 feet(s) to said Lot 1, thence NW 300 feet(s) to Point of Beginning.
 - ii) A strip of land commencing from the NW corner of Block 19 of George L. Jones Subdivision - Resub of Block 19 commencing southerly 90 feet(s) for Point of Beginning continuing southerly 1350 feet(s), thence westerly 60 feet, thence northerly 1350 feet(s), thence easterly 60 to Point of Beginning.
 - iii) Commence at the NE corner of the NW $\frac{1}{4}$ of Section 34, Township 28 S, Range 15 E and running thence South 44.91 feet and West 604.80 feet to the center of Main Street and Broadway, thence running N $76^{\circ} 39' 05''$ W along the center of Main Street 390' more or less to the extension of the west right-of-way line of Edgewater Drive for a point of beginning. Continue N $76^{\circ} 39' 05''$ W along the center of Main Street for a total distance of 1386.21 feet from the center of Main Street and Broadway to a point thence running in a southerly direction parallel to the proposed City of Dunedin bulkhead line a distance of 645 feet more or less to a point thence run S $80^{\circ} E$ 1000 feet more or less to the W right-of-way of Edgewater Drive thence running north along the west right-of-way of Edgewater Drive to Main Street to the point of beginning.
 - iv) **LESS** that part of Section 34, Township 28 N, Range 15 E described as commencing from the northeast corner of the NW $\frac{1}{4}$ of said section, thence running south 44.91 feet, thence west 604.9 feet, thence N $76^{\circ} 39' 05''$ W, 506.21 feet, thence S $13^{\circ} 09' 27''$ W, 30 feet for the Point of Beginning, thence continuing S $13^{\circ} 09' 27''$ W, 615.73 feet, thence N $76^{\circ} 39' 05''$ W, 286 feet, thence N $13^{\circ} 70' 55''$ E, 180 feet, thence N $22^{\circ} 11' 09''$ E, 339.76 feet, thence N $13^{\circ} 70' 55''$ E, 100 feet, thence S $76^{\circ} 37' 05''$ W, 232 feet to the Point of Beginning, containing 3.7 acres MOL.
20. Henderson's Subdivision
- i) All of Lots 1 thru 5, and land west to seawall.
Deed Book OK, page 311
21. George L. Jones Subdivision - Resub of Block 19. 34/28/15/44316
- i) All of block
Book 05, page 045
22. George L. Jones Subdivision (W $\frac{1}{2}$ of NW $\frac{1}{4}$ of NE $\frac{1}{4}$). 34/28/15/44280
- i) Lot 5 and all subdivided lots thereof.
Plat Book OK, page 473
23. B.C. Bass Resubdivision. 34/28/15/03024
- i) All of Lots 1 thru 16
Plat Book 01, page 049

24. Dunedin. 34/28/15/23022
- i) That part of Lot 2 described as from the SE corner of Main Street and Broadway, run southeasterly along Main Street 297 feet for a Point of Beginning, thence southerly 210 feet, thence northwesterly 60 feet, thence northerly 210 feet, thence southeasterly to Point of Beginning.
 - ii) That part of Lot 4 beginning at the SE corner of Block 23 of Simpson & Wife Addition (Plat Book H1, page 024) thence north 184.5 feet, thence east 60 feet, thence south 184.5 feet, thence west 60 feet to Point of Beginning.
 - iii) That part of Lots 4 and 6 described as beginning at SW corner of Scotland Street and Edgewater Drive, thence southwesterly 184 feet thence North 76° West 690 feet, thence northeasterly 510 feet, thence 45 feet, then southeasterly 45 feet, thence southwesterly 15 feet, thence northwesterly 30 feet, thence southwesterly 500 feet, thence southeasterly 330 feet, thence northeasterly 200 feet, thence southeasterly 50 feet, thence southwesterly 40 feet, thence southeasterly 250 feet to the Point of Beginning and accreted land lying west.
Deed Book OK, page 473
25. Simpson & Wife's Addition to Dunedin. 34/28/15/82044
- i) All of Lots A thru F and all subdivided parcels thereof.
 - ii) All of Lots 9 thru 13 of Block 23
 - iii) All of Lots 8 thru 14 of Block 24
Plat Book H1, page 024
26. W.S. Whitmire's. 34/28/15/97452
- i) All of lot 1 thru 4 and all subdivided parcels thereof.
27. Wilkie's Subdivision, W.B.Y. 34/28/15/97722
- i) All of lots A thru F and all subdivided parcels thereof.
Plat Book H5, page 013
28. Gulf View Apts. Condominiums. 34/28/15/34675
- i) Units 1 thru 4
Plat Book 57, page 102
29. C.S. Andrew's Subdivision. 34/28/15/01044
- i) Lots 1 thru 11 and 13 thru 23
Plat Book 01, page 024

30. C.O. Woods Subdivision. 34/28/15/98550
i) All of lots 1 thru 5 and all subdivisions thereof.
Plat Book 01, page 024
31. Talbot's Subdivision. 34/28/15/89010
i) Lots 1 thru 10 and all subdivided parcels thereof.
32. Dunedin Heights. 34/28/15/23238
i) All of Lots 1 thru 10 of Block A
ii) All of Lots 1 thru 12 of Block B and vacated alley
Plat Book 03, page 066
33. Edenhurst Subdivision. 27/28/15/24300
i) Block 1, Lots 1 thru 12
ii) Block 2, Lots 1 thru 24
Plat Book 01, page 043
34. Highland Court Subdivision. 27/28/15/38646
i) Lots 1 thru 7
Plat Book 29, page 001
35. Highland Court, First Addition. 27/28/15/38664
i) Lots 8 thru 11
Plat Book 56, page 098
36. Dunedin - Resub of North 295 feet of Block 13. 27/28/15/23112
i) All of Block 13
Plat Book 05, page 066
37. Grove Terrace. 34/28/15/33984
i) All of Lots 1 thru 24 of Block N ii) All of Lots 1 thru 24 of Block O
Plat Book 09, page 060

38. Clarence Raymond Subdivision. 27/28/15/73638
 - i) All of lots 1 thru 8
Plat book 016, page 024
39. Briskin Subdivision. 27/28/15/11556
 - i) All of lots 1 thru 10
Plat Book 022, page 104
40. Marshall Subdivision. 27/28/15/55512
 - i) All of lots 3, 4, 7 thru 11 and 13 and subdivided parcels thereof
Plat book 008, page 007
41. Howel Subdivision. 27/28/15/41526
 - i) All of lots 1, 2, 4, 6 and 7 and subdivided parcels thereof
Plat book 04, page 006
42. Oakland Subdivision. 27/28/15/62874
 - i) All of blocks 1, 2, 3, 4
Plat book 003, page 003