

#69

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, RENDERING A DEVELOPMENT ORDER PURSUANT TO CHAPTER 380, FLORIDA STATUTES, ON AN APPLICATION FOR DEVELOPMENT APPROVAL FILED BY AMERICAN CENTENNIAL INSURANCE COMPANY FOR SEDDON ISLAND, A DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, on July 10, 1981, American Centennial Insurance Company filed an Application for Development of Regional Impact with the City of Tampa, Hillsborough County, Hillsborough County City-County Planning Commission, Hillsborough County Environmental Protection Commission, Florida Department of Veteran and Community Affairs and the Tampa Bay Regional Planning Council, pursuant to the provisions of Section 380.06, Florida Statutes (1980) and Section 43-96.2, City of Tampa Code; and

WHEREAS, the application proposes the development of Seddon Island for residential, commercial and office uses, in the City of Tampa, located on approximately 178 acres; and

WHEREAS, the City Council as the governing body of the local government having jurisdiction pursuant to Section 380.06, Florida Statutes (1980) is authorized and empowered to consider applications for development approval for developments of regional impact; and

WHEREAS, the public notice requirements of Section 380.06, Florida Statutes (1980), and Section 43-96.2, City of Tampa Code, have been satisfied; and

WHEREAS, the City Council has on February 4, 1982, held a duly noticed public hearing on the application for development approval and has heard and considered testimony and documents received thereon; and

WHEREAS, the City Council has received and considered the report and recommendations of the Tampa Bay Regional Planning Council; and

WHEREAS, all interested parties and members of the public were afforded the opportunity to participate in the application hearing on the subject development of regional impact, before the City Council, and

WHEREAS, the City Council has reviewed the above referenced documents, as well as all related testimony and evidence submitted by each party and members of the general public, now, therefore,

BE IT ORDAINED BY THE CITY COUNCIL
OF THE CITY OF TAMPA, FLORIDA:

Section 1. That this ordinance shall constitute the development order for the City Council issued in response to the application for development approval (ADA) filed by the American Centennial Insurance Company for development of Seddon Island, a development of regional impact. The scope of development to be permitted pursuant to this order includes the operations described in the ADA and the supporting documents, which by reference are made a part hereof.

Section 2. That City Council, having received the above referenced documents, and having received all related comments, testimony and evidence submitted by each party and members of the general public, finds there is substantial competent evidence to support the following findings of fact:

- A. That the real property which is the subject of the ADA is legally described as set forth in Exhibit A, attached hereto and by reference made a part hereof.

- B. That American Centennial Insurance Company (Developer) submitted to the City of Tampa (City) an ADA and sufficiency response which are attached hereto as composite Exhibit B, and by reference made a part hereof, to the extent that they are not inconsistent with the terms and conditions of this development order.
- C. That the developer proposes the development of Seddon Island, a community comprising residential, commercial and office uses with a total site area of approximately 178 acres, Seddon Island being immediately south of downtown Tampa.
- D. That the proposed development is not located in an area of critical state concern as designated pursuant to Section 380.05, Florida Statutes (1980).
- E. That the project is consistent with all local land development regulations.
- F. That the development is consistent with the report and recommendations of the Tampa Bay Regional Planning Council (TBRPC).
- G. That the development will not unreasonably interfere with the achievement or objectives of the adopted state land development plan applicable to the area.
- H. That a comprehensive review of the impact generated by the development has been conducted by the City's departments and the TBRPC.

Section 3. That the City Council having made the above findings of fact, reaches the following conclusions of law:

- A. That these proceedings have been duly conducted pursuant to applicable laws and regulations, and based upon the record in this proceeding, the developer and the various departments of the City are authorized to conduct development as described herein, subject to the conditions, restrictions and limitations set forth herein.
- B. That review by the City, the TBRPC and other participating agencies and interested citizens reveals that impacts are adequately addressed pursuant to the requirements of Section 380.06, Florida Statutes, within the terms and conditions of this Development Order and the ADA, to the extent not inconsistent with this Development Order.

Section 4. That, having made the above findings of fact and drawn the above conclusions of law, it is Ordered that the ADA is hereby approved, subject to the following conditions, restrictions, and limitations:

- A. Substantial Deviation; Retriggering of Development of Regional Impact Process.
Further review pursuant to Chapter 380, Florida Statutes may be required if a substantial deviation, as defined in Chapter 380, Florida Statutes, occurs. The developer shall be given due notice of, and an opportunity to be heard at, any hearing to determine whether or not a proposed change to the development is a substantial deviation. The following land use commitments, set forth in the ADA, shall be implemented and any significant change shall be determined by the City Council of the City of Tampa to be a substantial deviation to require further review pursuant to Section 380.06, Florida Statutes:

1. Docking facilities shall be perpendicular to the shoreline and shall be limited to the northern and western edges of the island and shall not include marina services, such as gas sales or boat repairs.
2. No active shoreline uses shall be implemented along Sparkman Channel.
3. No dredge and fill activities which would increase the land area of the island shall be proposed and new shoreline protection shall be installed in line with, and adjacent to the existing deteriorated seawalls and shall be consistent with any applicable state or federal laws or regulations.

Further, substantial deviation may occur by failure to comply with the conditions herein, failure to follow the plans and specifications submitted in the ADA and supplementary information, or by activities which are not commenced until after the expiration of the period of effectiveness of this order.

B. The developer shall submit an annual report on the development of regional impact to the City, the TBRPC, the State Land Planning Agency, and other agencies as may be appropriate, on the anniversary of the effective date of this development Order for each following year until and including such time as all terms and conditions of this Development Order are satisfied. Such report shall be submitted to the Director, Department of Housing, Inspection and Community Services, who shall, after appropriate review, submit it for review by the City Council. The City Council shall review the report for compliance with the terms and conditions of this Development Order and may issue further orders and conditions to insure compliance with the terms and conditions of this development order. Developer shall be notified of any City Council hearing wherein such report is to be reviewed, provided, however, that receipt and review by the City Council shall not be considered a substitute or a waiver of any terms or conditions of this Development Order. The report shall contain:

1. A description of all development activity conducted pursuant to this Development Order during the year immediately preceding the submission of the annual report;
2. A description of all development activities proposed to be conducted under the terms of this development Order for the year immediately subsequent to the submission of the annual report;
3. A statement listing anticipated applications for incremental review required pursuant to this Development Order or other applicable local regulations which the developer proposes to submit during the year immediately following submittal of the annual report;
4. A statement setting forth the name(s) and address of any heir, assignee or successor in interest to the developer in its capacity as developer of Seddon Island, provided however, this provision shall not apply to individual sales of residential units, office space or commercial space; and,
5. A statement that all persons have received copies of the annual report, as required under Section 380.06(16), Florida Statutes (1980).

It is the intent herein, that the foregoing requirements for submittal of the annual report shall be in addition to and not in lieu of any submittal requirements for an annual report as promulgated by the State Land Planning Agency.

C. The following transportation improvements, for which the developer has assumed responsibility in the ADA, shall be constructed/implemented, as needed, during Phase 1-A but in no event later than the completion of Phase 1-A:

1. New two-lane bridge (Franklin Street) with provisions to accommodate bicycle traffic. ✓
2. Intersection improvements, as provided in the ADA, at Ashley Drive and Franklin Street and at Franklin and Platt Streets.
3. A multi-modal transit center shall be established and the developer shall be responsible for its operations and maintenance.
4. Extension of Hillsborough Transit Authority (HTA) Fixed route service and/or "Free Bee" route or a reasonably acceptable alternative, which will adequately serve the developed and achieve the design capacity committed in the ADA. Prior to implementation of any such alternative, the developer shall notify the City of Tampa Department of Public Works, Traffic Engineering Division, of its plans. ✓
5. On-Island Shuttle system to achieve the design capacity anticipated by the developer. ✓

D. The following transportation improvements for which the developer has assumed responsibility in the ADA shall be constructed/implemented, as needed, during Phase 1-B but in no event later than the completion of Phase 1-B:

1. New four-lane bridge at the site of the existing railroad bridge. ✓
2. Intersection improvements, as provided in the ADA, at Platt Street and new bridge connection. ✓
3. Peak hour express service by HTA or a reasonably acceptable alternative, which will achieve the design capacity committed in the ADA. Prior to implementation of any such alternative, the developer shall notify the City of Tampa Department of Public Works, Traffic Engineering Division, of its plans. ✓

4. Expansion of on-island shuttle service to achieve the design capacity anticipated by the developer.

E. Roadway improvements, additional transit capacity, and/or transportation system management procedures to maintain level of service C or D (peak hours) on segment B-3 of Brorein Street shall be required prior to commencement of construction of Phase 1-B. ✓

F. Prior to commencement of Phase 2 construction, an additional transportation analysis, with review and approval pursuant to Chapter 380.06, Florida Statutes shall be required. This transportation analysis shall require the following:

1. Prior to commencement of construction of Phase 2 buildings, the developer shall provide a transportation analysis documenting the transportation

characteristics of Phase 1-A and 1-B development and will provide revised projections of Phase 2 transportation conditions. Notwithstanding anything herein to the contrary, the developer shall be free to construct, at his own risk, roads, utilities and other infrastructure requirements for Phase 2, prior to any analysis. This provision shall not be construed to authorize the construction of any buildings in Phase 2 prior to the above described analysis, review and approval.

2.

The transportation analysis, prepared in accordance with Chapter 380.06, Florida Statutes, will be based on the impact area described in the original DRI application and will address the same transportation issues addressed in the original application including trip generation, internal and external trip characteristics, modal split and level of public and private transit service. The analysis shall indicate the improvements necessary to maintain level of service C or D (peak hours) and shall provide assurance that sufficient transit and/or people mover capacity will be available to meet the ridership designated in the ADA. The transportation analysis shall be based upon generally accepted engineering practices.

3. As part of this transportation analysis, inter-section capacity and arterial level of service analyses will be conducted for the following streets as well as additional locations which may be required by the City of Tampa Department of Public Works, Traffic Engineering Division: Platt Street, Brorein Street, Ashley Street, Kennedy Boulevard, Adamo Drive, Cross-Town Expressway, Florida Avenue, Jefferson Street, I-275, Nebraska Avenue.

The transportation analysis shall include an inter-section capacity analysis for the following inter-sections as well as additional intersections which may be required by the City of Tampa Department of Public Works, Traffic Engineering Division:

Platt Street and Ashley Drive ✓

Brorein Street and Ashley Drive ✓

Tampa Street and Brorein Street ✓

Brorein Street and Franklin Street ✓

Brorein Street and Florida Avenue ✓

Brorein Street-Morgan Street- Cross-Town Expressway ✓

Franklin Street and Platt Street ✓

Franklin Street and Ashley Street N^o

Platt Street and the railroad bridge. // N^o

G. Additional transportation conditions may be imposed at the time of the Phase 2 transportation analysis should they be necessary based upon impacts projected for Phase 2.

H. As part of all subsequent reviews regarding transportation, the City, through its Department of Public Works, Traffic Engineering Division, shall coordinate reviews of other developments within the impact area described in the original DRI application, and consider

their respective transportation impacts as they relate to then existing traffic conditions.

- I. The developer should promote the use of transit. Consideration should be given to advertisements, distribution of bus route pamphlets, installation of bus shelters, coordination between the transit system provided by the developer and the service provided by HTA and possibly financial incentives, such as participation in the transit system provided for the CBD or subsidies of transit costs to patrons provided by either the developer or employers located on the island.
- J. The developer should promote the utilization of ride sharing. At the time a ride sharing program becomes available for the general CBD employment population, the developer should promote and encourage employees and residents of the island to participate in the program.
- K. The developer should promote the utilization of flex time.
- L. The developer should promote utilization of bicycles. The developer has stated that a system of bikeways would be provided on the island as well as bicycle access across the Franklin Street bridge. The developer should also promote the use of safe, convenient parking and storage facilities for bicycles at all residential, retail, and office locations to further promote the use of bicycles. The developer should promote the use of showers at retail and office buildings to further encourage bicycle commuting.
- M. The City of Tampa should closely watch the intersection of Brorein and Jefferson streets for a possible traffic hazard, particularly in Phase 1-B of the development. A signal or possible reconstruction of the intersection should be added if the intersection proves to be hazardous.
- N. A transportation analysis documenting the transportation characteristics of Phase 2-A development may be required prior to Phase 2-B if found to be necessary based upon the results of the Phase 2 analysis and existing conditions at the time of the Phase 2 analysis.
- O. Developer, its successors or assigns shall be responsible for maintenance for all private roads on Seddon Island.
- P. The bridges and roads constructed for this development must conform with design standards needed to accommodate sanitation vehicles and other City vehicles such as ambulances, fire rescue, etc.
- Q. The developer shall implement a program designed to inform all property owners on Seddon Island prior to any closing of official hurricane evacuation plans for the island in the event of a major hurricane land fall in the Tampa Bay region, and promote awareness and cooperation with local and regional authorities having jurisdiction.
- R. Activities in the Port of Tampa may have some effect on the residents of the island. Accordingly, the developer shall enter into an understanding with the Tampa Port Authority which shall recognize that the Port is an approved land use with maritime related activities, which may increase in intensity and which shall provide protective measures for those activities.

- S. The developer shall comply with the requirements of the U.S. Department of Transportation or other agencies determined to have final authority concerning the existing railroad bridge. In this respect, the developer shall follow all procedures set forth in state and federal laws and rules promulgated thereunder in development affecting the existing railroad bridge.
- T. The total daily water requirements at buildout as referenced in the ADA will be supplied by the City of Tampa at the standard charge for water service. Further, that construction of on-site improvements shall be the responsibility of the developer and that connection fees, installation charges and, if applicable, grants in aid of construction for off site improvements to the water system necessitated by this development, shall be assumed by the developer, when assessed by the City, as project plans become final, all in accordance with established city policies and regulations.
- U. That the average daily flows of waste water at buildout as referenced in the ADA will be accepted by the City of Tampa at the standard charge for waste water service. Further, that construction of on-site improvements shall be the responsibility of the developer and that connection fees, installation charges and, if applicable, grants in aid of construction for off site improvements to the waste water system necessitated by this development, shall be assumed by the developer, when assessed by the City, as project plans become final, all in accordance with established city policies and regulations.
- V. That the collection of the total daily generation of solid waste at build-out as referenced in the ADA will be provided by the City of Tampa at the standard charge for solid waste collection. Further, that the City of Tampa Sanitation Department shall have the authority not to allow disposal of any hazardous material from the subject development. The developer and City shall enter an agreement providing that the City shall not be held responsible for damage to the roads on Seddon Island as a result of vehicle use in the collection of solid waste. Such agreement shall also include arrangements for such vehicles to traverse those private roads on the island which are necessary to provide access to collection points. The agreement shall also include provisions for the solid waste program for Seddon Island in accordance with City regulations.
- W. The following construction related stipulations, as committed in the ADA, shall be implemented:
1. The coastal construction techniques referenced in the ADA, as well as all other appropriate construction requirements as mandated by the City of Tampa's participation in the National Flood Insurance Program, shall be utilized to mitigate potential flood damage.
 2. Dust control methods such as surface water chemical stabilization, sodding and seeding, referenced in the ADA, shall be implemented during construction.
 3. Clearing should be coordinated with actual project development when feasible, in order to reduce the amount of land subject to wind-blown dust at all times. When such coordination is not feasible, the dust control methods described in sub-paragraph 2, above, shall be implemented.

4. Should nesting or breeding of threatened or endangered wild life species be evidenced during construction, appropriate measures shall be taken to protect the habitat.

X. The final drainage system shall be consistent with the conceptual design presented in the ADA. Maintenance responsibility for the drainage system as well as recreational facilities shall be the responsibility of the developer, its successors or assigns. The regular street cleaning program proposed in the ADA shall be implemented and responsibility shall be with the developer, its successors or assigns.

Y. The developer shall implement the waste water reuse system proposed in the ADA at such time as developer determines it to be cost effective.

Z. The developer shall implement the energy conservation techniques proposed in the ADA at such time as the developer determines them to be cost effective. The developer shall encourage that a responsible entity be identified in each commercial building or residential complex so that energy conservation measures remain in effect.

AA. In order to assure adequate water pressure to fight fires, supplemental fire pumps shall be installed pursuant to procedures approved by the City of Tampa Water Department.

BB. In accordance with the TBRPC recommendation, noise monitoring shall be redone at a location on the island's eastern shore in accordance with parameters promulgated by the Hillsborough County Environmental Protection Commission. The results of this test shall be submitted to the City of Tampa.

CC. The 3.54 acres of tidal wetlands removed by this development shall be replaced with at least an equal amount of new wetland area in the manner proposed in the ADA, and the developer or its successors shall have the responsibility for maintenance of this new wetland area.

DD. That all development pursuant to this Order, shall be in accordance with applicable local building codes, ordinances, and other laws.

Section 5. That the definitions contained in Chapter 380, Florida Statutes, shall control the interpretation and construction of any terms of this development order.

Section 6. That the development Order shall remain in effect for a period of 10 years from the date of commencement of construction pursuant to this development order. Any development activity, wherein plans have been submitted to the City for its review and approval prior to the expiration date of this Order, may be completed, if approved. This order may be extended by City Council upon the finding of excusable delay in any proposed development activity.

Section 7. That this development Order shall be binding upon the developer, assigns, or successors in interest.

Section 8. It is understood that any reference herein to any governmental agencies shall be construed to mean any future instrumentality which may be created or designated as successor in interest to, or which otherwise possesses any of the powers and duties of any referenced governmental agency in existence on the effective date of this development order.

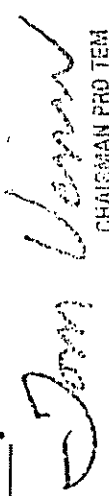
Section 9. That in the event that any portion or section of this development order is determined to be invalid, illegal, or unconstitutional by a court or agency of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Development Order which shall remain in full force and effect.

Section 10. That the City Clerk is directed to send copies of this Development Order, within five (5) days of the effective date of this ordinance, to the developer, Hillsborough County, the Florida Department of Transportation, the Florida Department of Veteran and Community Affairs and the TBRPC.

Section 11. That this Development Order shall be deemed rendered upon transmittal of copies of this Order to the recipients specified in Chapter 80, Florida Statutes.

Section 12. That this ordinance shall take effect immediately upon becoming a law, and a copy hereof shall be posted on the bulletin board in the hall of the first floor of the City Hall in the City of Tampa, Florida, for the convenience of the public.

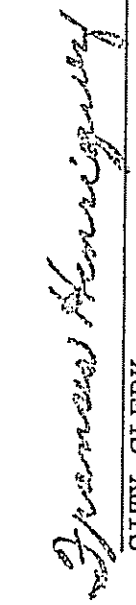
PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA, ON FEB 18 1987.

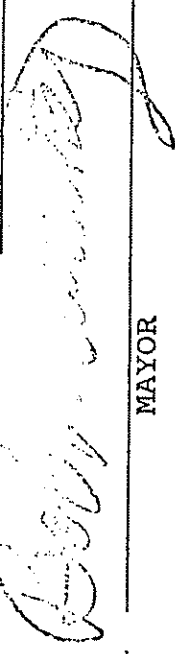

CHAIRMAN PRO TEM

CHAIRMAN, CITY COUNCIL

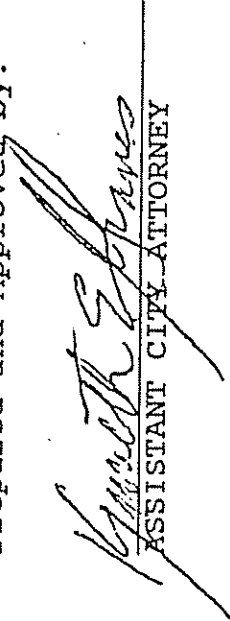
ATTEST:

APPROVED by me on FEB 19 1987


CITY CLERK


MAYOR

Prepared and Approved by:


ASSISTANT CITY ATTORNEY

Fee Owner: American Centennial Insurance Company, A Delaware Corporation

PARCEL I:

A parcel of filled-in land and submerged land lying South of Government Lots 11 and 14, Section 19, Township 29 South, Range 19 East, and South of Government Lots 9 and 10, Section 24, Township 29 South, Range 18 East, Hillsborough County, Florida, known generally as Seddon Island, said parcel being more particularly described as follows:

From the Northwest corner of said Government Lot 14, Section 19, Township 29 South, Range 19 East, run South 0°24'28" West along the West boundary of said Section 19 and said West boundary extended, a distance of 1688.61 feet to a point on the Combined Pierhead and Bulkhead Line for the Southerly side of Garrison Channel, as said Combined Pierhead and Bulkhead Line is shown on "U.S. Harbor Lines, Tampa Harbor, Florida" as prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army on January 19, 1953; continue thence South 0°24'28" West along said Southerly extension of the West boundary of Section 19 a distance of 21.29 feet to a Point-of-Beginning:

From said Point-of-Beginning, run North 77°34'51" East, a distance of 415.68 feet; run thence South 24'32"48" West a distance of 100.0 feet; run thence South 0°13'00" East a distance of 597.93 feet; run thence North 89°47'00" East a distance of 541.52 feet; run thence North 0°43'27" East a distance of 379.32 feet to a point on the Mean High Water Line lying Southerly from Garrison Channel, said point being hereby designated "Reference Point 'X'"; run thence North-easterly and Easterly along said Mean High Water Line to a point on the Combined Pierhead and Bulkhead Line for Ybor Turning Basin, said Mean High Water Line being defined by the following traverse courses: From "Reference Point 'X'", run North 26°22'44" East a distance of 28.34 feet; run thence North 13°02'07" East a distance of 62.20 feet; run thence North 29°32'24" East a distance of 58.25 feet; run thence North 12°26'02" East a distance of 57.59 feet; run thence North 35°24'12" East a distance of 77.92 feet; run thence North 45°31'38" East a distance of 63.79 feet; run thence North 65°10'32" East a distance of 67.57 feet; run thence North 88°23'00" East a distance of 71.59 feet; run thence South 55°54'25" East, a distance of 80.05 feet; run thence South 67°24'20" East a distance of 8.18 feet to said point on the Combined Pierhead and Bulkhead Line, which point lies 378.04 feet on a bearing of South 43°17'11" East from U.S. Corps o Engineers Harbor Line Point THL214; run thence South 43°17'11" East along said Combined Pierhead and Bulkhead Line a distance of 245.99 feet; run thence Southerly, North-westerly and Southerly along the Mean High Water Line lying South-westerly of the Ybor Turning Basin and Westerly of Sparkman Channel to intersection with the Westerly extension of the North boundary of Section 30, Township 29 South, Range 19 East, said Mean High Water Line being defined by the following traverse courses:

From the terminus of the last above described course (on the Combined Pierhead and Bulkhead Line), run South 20°56'12" East a distance of 1.96 feet; run thence South 16°44'37" East a distance of

of 72.56 feet; run thence North 30°50'58" West a distance of 138.34 feet; run thence North 26°02'31" West a distance of 34.23 feet to intersection with said Combined Pierhead and Bulkhead Line.) run thence North 80°19'13" East along said Combined Pierhead and Bulkhead Line (departing from said Mean High Water Line) a distance of 129.81 feet to the Point-of-beginning.

LESS the following described tract in use for drainage ditches: From that certain point previously designated as "Reference Point 'X'", run the following successive courses: North 26°11'44" East 10.93 feet; South 0°30'34" East 362.06 feet; South 1°07'07" East 127.01 feet; South 4°06'10" West 145.49 feet; South 0°13'00" East 51.0 feet; South 3°39'37" West 104.16 feet; South 5°43'40" East 62.42 feet; South 19°38'54" East 141.56 feet; South 13°09'09" East 150.21 feet; South 10°18'02" East 101.11 feet; South 58°34'02" West 116.53 feet; South 63°07'48" West 20.73 feet; North 0°48'27" East 22.61 feet; North 63°07'48" East 10.42 feet; North 57°57'15" East 99.17 feet; North 10°09'48" West 84.89 feet; North 15°03'35" West 150.02 feet; North 21°21'53" West 175.70 feet; South 87°56'24" West 143.0 feet; South 88°53'16" West 152.0 feet; North 0°44'00" West 12.0 feet; North 86°01'09" East 299.61 feet; North 8°51'09" East 14.7 feet; North 4°45'24" East 104.31 feet; North 2°13'14" East 58.04 feet; South 88°12'59" West 161.29 feet; South 86°45'32" West 203.06 feet; North 4°39'00" West 12.0 feet; North 85°32'17" East 366.72 feet; North 1°38'47" East 114.17 feet; North 2°50'58" West 87.1 feet; North 89°02'46" West 244.53 feet; North 0°13'00" West 8.0 feet; North 89°47'00" East 265.0 feet; North 0°48'27": East 379.32 feet to the Point of beginning ("Reference Point 'X'").

PARCEL II

A tract of land on Seddon Island in the City of Tampa, Hillsborough County, Florida, described as follows, with respect to the Traverse Mercator Coordinate System for Central Florida as established by the U.S. Coast & Geodetic Survey: From a monument designated "THL 215 RM 1" on Map of Tampa Harbor, prepared by the Corps of Engineers, U.S. Army, and approved by the Secretary of the Army on January 19, 1953 (co-ordinates: X=352, 997.05, Y=1, 310,608.09) run south 37°53.02' West a distance of 346.58 feet to a point designated by said Corps of Engineers as "THL 216" (co-ordinates: X=352, 784.23, Y= 1, 310,334.55), same being a point on the line designated by said Corps of Engineers as the Combined Pierhead and Bulkhead Line; from said point "THL 216", run south 25°38.8' East along said Combined Pierhead and Bulkhead Line a distance of 49.99 feet to a point of beginning (co-ordinates: X=352,805.87, Y=1,310,289.48) From said point of beginning, run South 25°38.8' East along said Combined Pierhead and Bulkhead Line a distance of 1000.00 feet; run thence, at right angles, on a bearing of North 64° 21.2' East, a distance of 468.36 feet to a point which is 100.0 feet from the centerline of a spur track of Seaboard Air Line Railroad; run thence North 24°35.2' East a distance of 281.84 feet along a line parallel to and 100.0 feet Northerly from said centerline of Seaboard Air Line Railroad spur-track; run thence North 25°38.8' West a distance of 700.0 feet

along a line parallel to and 685.0 feet from aforementioned Combined pierhead and Bulkhead Line; run thence South 84°34.5' West a distance of 346.346 feet; run thence South 64°21.2' West a distance of 360.0 feet to the point of beginning.

PARCEL III

Beginning at the intersection of the Easterly right-of-way line of the Seaboard Coast Line Railroad (Deed Book 26, Page 510, Public Records of Hillsborough County, Florida) with the Southerly boundary of Ellamae Avenue, run thence South 24°30'42" West along said Easterly right-of-way line, 388.59 feet to the Combined Pierhead and Bulkhead Line (Channel Line) of Garrison Channel; thence South 72°36'25" West along said Combined Pierhead and Bulkhead Line (Channel Line); 167.06 feet; thence North 24°24'14" East along the Easterly boundary of Water Lot 70, Hendry & Knight's Map of Chamberlain's Gov. Lot 14, Section 19, Township 29 South, Range 19 East, as per map or plat thereof recorded in Plat Book 5 on Page 10 of the Public Records of Hillsborough County, Florida, 311.85 feet to the Northeast corner of said Water Lot 70; thence North 24°38'58" East, 108.77 feet to the South boundary of Ellamae Avenue; thence South 89°49'57" East, 79.73 feet, along the South boundary of an Easterly extension of Ellamae Avenue; thence North 72°36'25" East, 69.89 feet, along the Southerly boundary of an Eastern extension of Ellamae Avenue to the Point of Beginning.

Said property having been conveyed to AMERICAN CENTENNIAL INSURANCE COMPANY, a Delaware corporation by Deed from SEABOARD COAST LINE RAILROAD COMPANY, a Virginia corporation, and LYKES BROS., INC., a Florida corporation, dated February 23, 1979 and recorded March 2, 1979 in Official Record Book 3483 on Page 659, of the Public Records of Hillsborough County, Florida.

PARCEL IV

Beginning at the intersection of the North boundary of Ellamae Avenue with the Westerly right-of-way line of the Seaboard Coast Line Railroad, run thence Northeasterly, along said Westerly right-of-way (being a curve to the left having a radius of 1102.19 feet, and a chord bearing and distance of North 17°10'27" East, 115.11 feet), for 115.16 feet to a point; thence continue Northeasterly along said Westerly right-of-way line (being a curve to the left, having a radius of 1102.19 feet, and a chord bearing and distance of North 11°31'53" East, 101.90 feet), for 101.94 feet to a point on the South boundary of Platt Street; thence South 89°43'52" East, along the South boundary of Platt Street for 127.01 feet to the intersection of the Easterly right-of-way line of the Seaboard Coast Line Railroad (Deed Book 26 Page 510, Public Records of Hillsborough County, Florida) with the South boundary of Platt Street; thence Southwesterly, along said Easterly right-of-way line (being a curve to the right having a radius of 475.00 feet, and a chord bearing and distance of South 05°31'26" West, 151.23 feet), for 151.87 feet to a

point on the Northerly boundary of Ellamae Avenue; thence South 70°36'49" West, along the Northerly boundary of Ellamae Avenue, for 176.84 feet to the point of beginning, all lying and being in Government Lot 14 of Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, LESS AND EXCEPT therefrom that part of the lands conveyed to United Paper Company by Deed recorded December 21, 1960 in Official Record Book 646 on Page 217 that lies within the above described Parcel.

Said property having been conveyed to American Centennial Insurance Company, a Delaware Corporation by Deed from Seaboard Coast Line Railroad Company, a Virginia corporation dated February 12, 1980 and recorded March 7, 1980 in Official Record Book 3633 on Page 1295 of the Public Records of Hillsborough County, Florida.

PARCEL V

Fee Owner: Tampa Port Authority

Lessee and Purchase Option Holder:

American Centennial Insurance
Company, A Delaware Corporation

Beginning at a point of the Northerly line of the property of the Tampa Terminal Company mentioned and described in that certain deed made and executed by the Seaboard Air Line Railway to the Tampa Terminal Company dated April 19th, 1906, and duly recorded in the Public Records of Hillsborough County, Florida, in Deed Book 36, Page 487 and 50.00 feet Southeasterly, measured at right angles from the center line of the main track of the said Terminal Company leading from Tampa, Florida; run thence North 77°34'51" East, (grid bearing) 525.82 feet, along said Northerly line to the North-easterly corner of said Tampa Terminal Company property; thence South 00°48'27" West, 800.00 feet, along the East boundary of said Tampa Terminal Company property; thence South 89°47'00" West, 541.2 feet; thence North 00°13'00" West, 597.93 feet to a point 50.00 feet Southeasterly from the said Main Track leading from Tampa, measured at right angles from the center line of said track; thence North 24°32'48" East, 100.00 feet, parallel with said Main Track, to the Point of beginning; together with access road right-of-way as described in Deed Book 1787, Page 554 of the Public Records of Hillsborough County, Florida.

RECEIVED

FEB 23 1982

TAMPA BAY REGIONAL
TRAINING COUNCIL