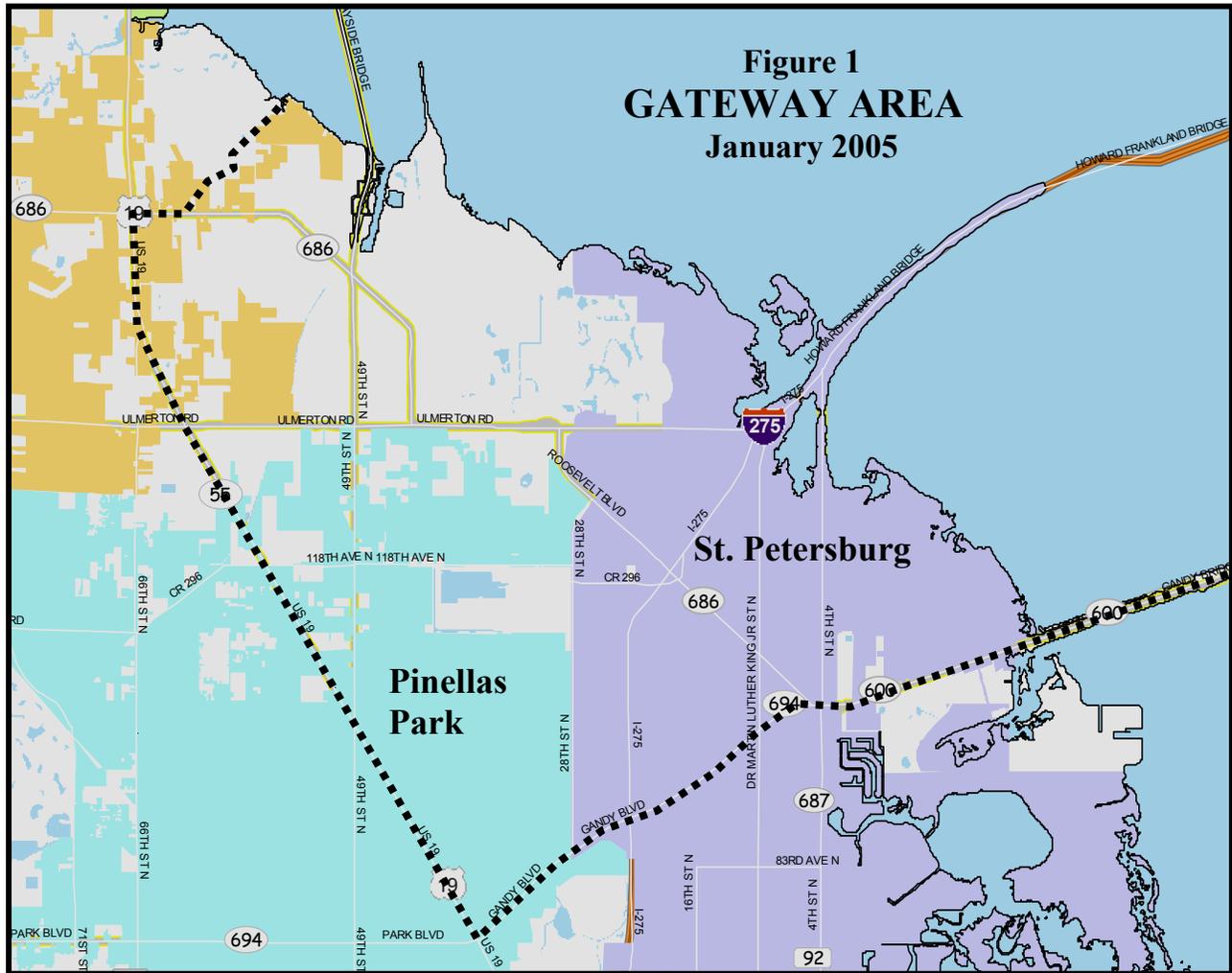


Overview of the Gateway Area

The Gateway Area is defined, for the purpose of this report, as an area of almost 12,700 acres east of U.S. Highway 19, bounded on the north by Long Branch Creek, on the east by Tampa Bay and to the south by Gandy Boulevard. Within these “triangular” boundaries today lie portions of four jurisdictions – the unincorporated County, the City of Largo, the City of Pinellas Park and the City of St. Petersburg. **Figure 1** depicts municipal and unincorporated boundaries in the Gateway Area.



Almost thirty years ago, the County’s first land use plan recognized the significance and potential of this mid-county location. That comprehensive plan identified the location as an economic and employment area, and the Board of County Commissioners applied the supporting land use designations that remain largely in effect today. Thirty years ago, most of the Gateway Area was unincorporated. The importance of residential land uses to support the employment in the Gateway Area was also recognized. In fact, the major residential areas today in the Gateway Area were either already anticipated or already under development thirty years ago, again with the support of the appropriate

land use designations. For the most part, the Gateway Area has built out over the past thirty years in a manner consistent with the original land use plan.

Today, the Area is indeed a “gateway” to the County, well positioned mid-county with regional transportation linkages via several major roadways, bridges and the St. Petersburg-Clearwater International Airport. In addition, the Area is regionally significant for its proximity to the Tampa International Airport, as well as to the employment opportunities across Tampa Bay. The Area is the site of significant new construction, including large-scale office development in the Carillon Office Park and new residential development along Gandy Boulevard in St. Petersburg. While the County is virtually built-out, the Area still contains opportunities for development of sizable tracts of vacant land as well as redevelopment of under-utilized properties. There are also properties of varying sizes and uses, which are currently in public ownership, including several in County ownership, and notably, the Area contains a significant concentration of the County’s industrial land uses.

Planning for the Area is currently being undertaken at several different levels, by several different agencies and governments, and for several different purposes. For example, master plans have been completed by the County for the St. Petersburg-Clearwater International Airport, private developers are devising plans for multi-use and mixed use projects in the Area, countywide redevelopment planning is focusing on the Area for its economic potential, the federal government is partnering with the County on a watershed revitalization pilot project in a portion of the Gateway Area, and several cities, notably the Cities of Largo, St Petersburg, and Pinellas Park, are including portions of the Area in their long range economic development planning. Clearly, conditions, relationships and planning in the Gateway Area are dynamic and complicated.