



# FREIGHT LOGISTICS ZONE

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May 12, 2016



## AGENDA

1

Summary of Summit 2

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2

Revised FLZ and Logistics Cluster Boundaries

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3

Revised Data Components Summary

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4

Strategic Plan

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5

Freight and Land Use Compatibility

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6

Schedule and Next Steps

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# AGENDA

**1** Summary of Summit 2

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2 Revised FLZ and Logistics Cluster Boundaries

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3 Revised Data Elements Summary

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4 Strategic Plan

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5 Freight and Land Use Compatibility

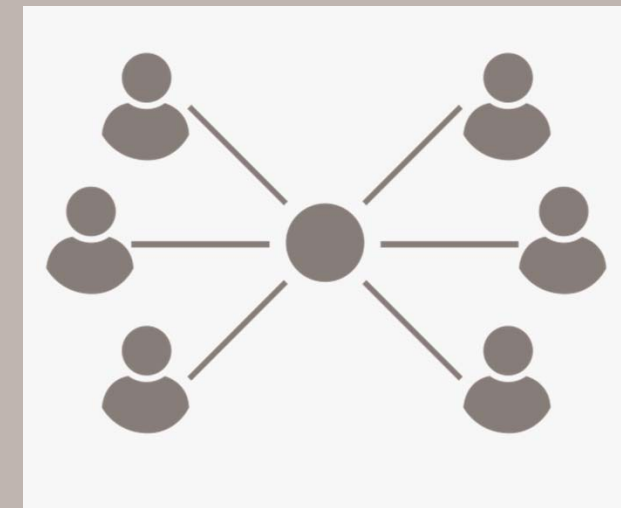
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6 Schedule and Next Steps

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# SUMMARY OF SUMMIT 2

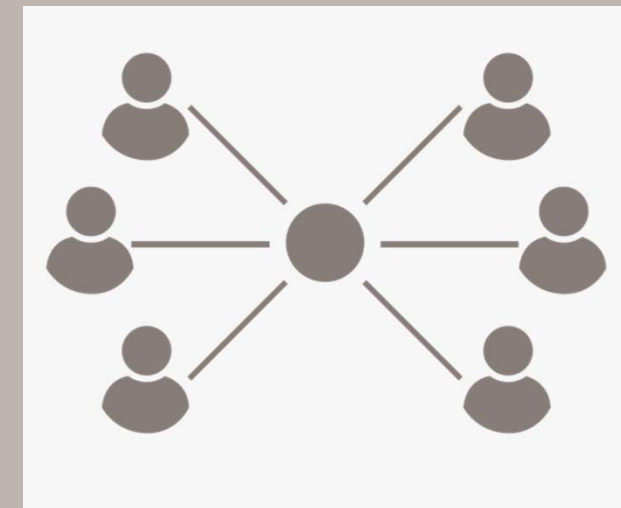
- Distinguish development ready sites
- Economic importance of logistics clusters
- Definition of proximity, as it relates to FLZ geography and infrastructure
- Data additions/presentation
  - ✓ Train counts
  - ✓ Truck counts and workforce presented in % terms
  - ✓ Highlight airports/seaport, SIS
  - ✓ Polk competitive sites?





## SUMMARY OF SUMMIT 2

- Freight network designation
  - ✓ SR 17A Scenic Highway
  - ✓ Florida Avenue near downtown Lakeland
  - ✓ Highlight SIS network
- Infrastructure needs
  - ✓ Strategize important investment needs in relation to FLZ
- Missing Longleaf business park in Lake Wales
  - ✓ Expanded Winter Haven ILC cluster
- Tighten zone/cluster boundaries
  - ✓ Contracted zone and clusters



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**2 Revised FLZ and Logistics Cluster Boundaries**

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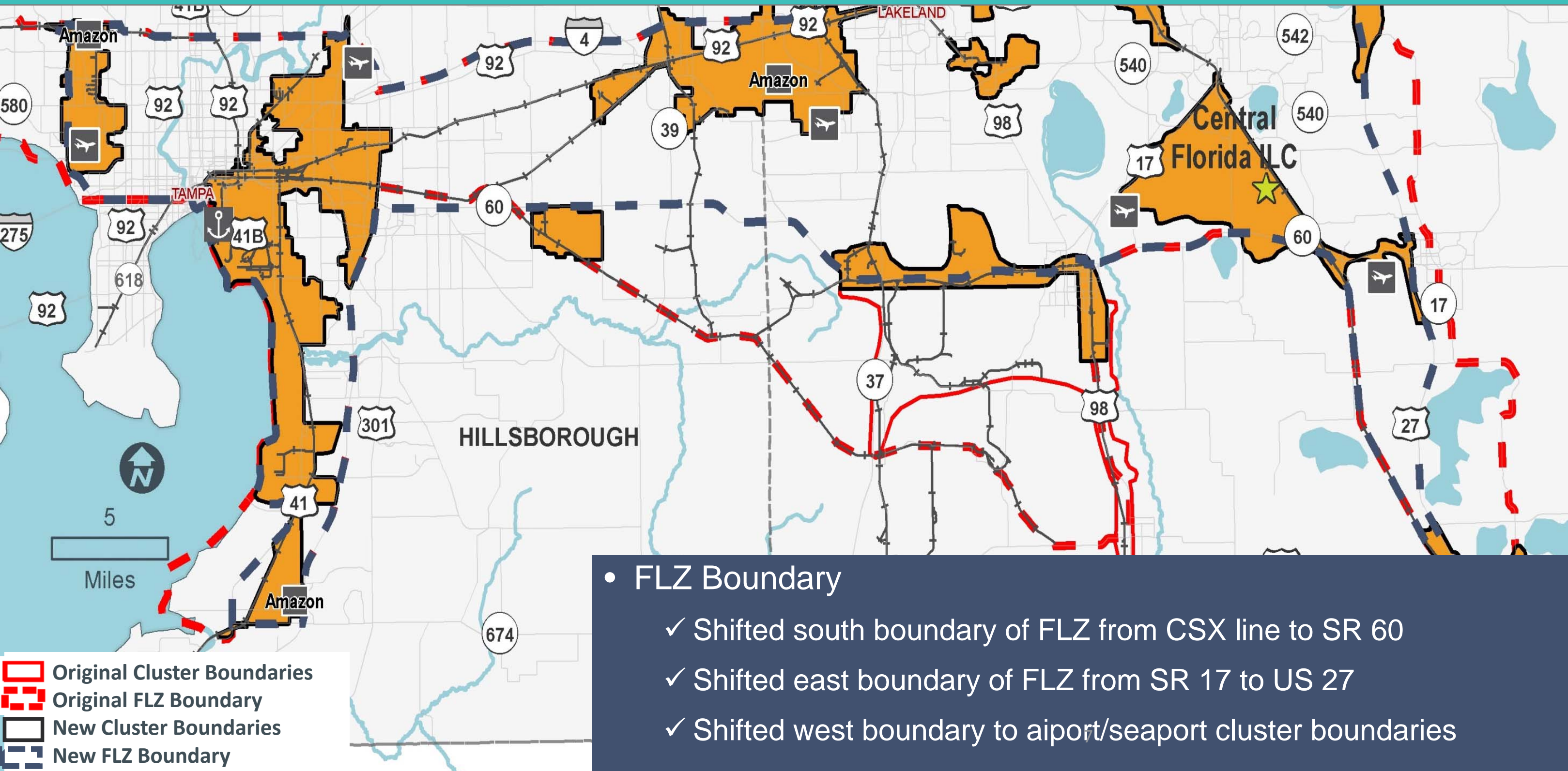
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# SUMMIT 2 – SUGGESTED BOUNDARY REVISIONS

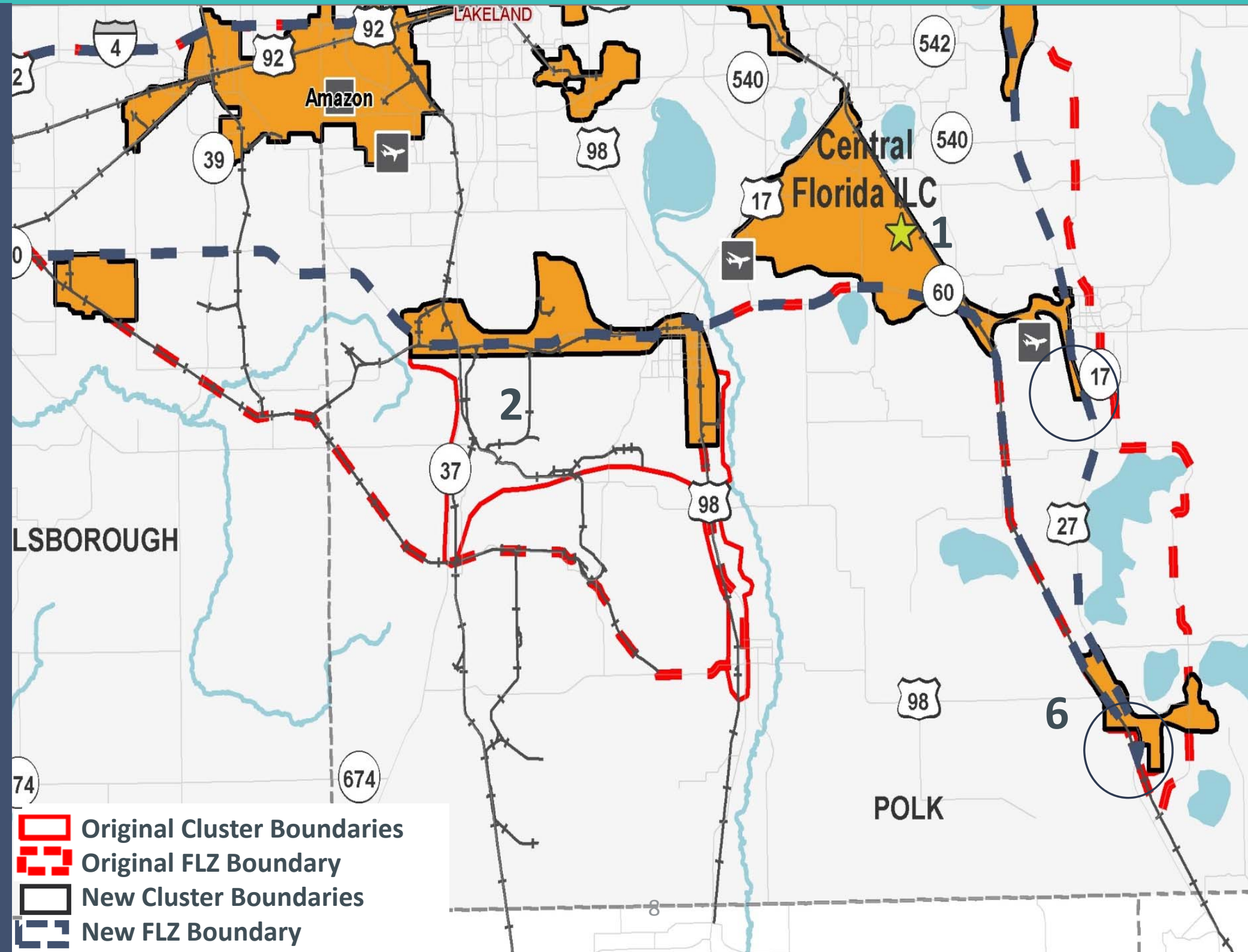




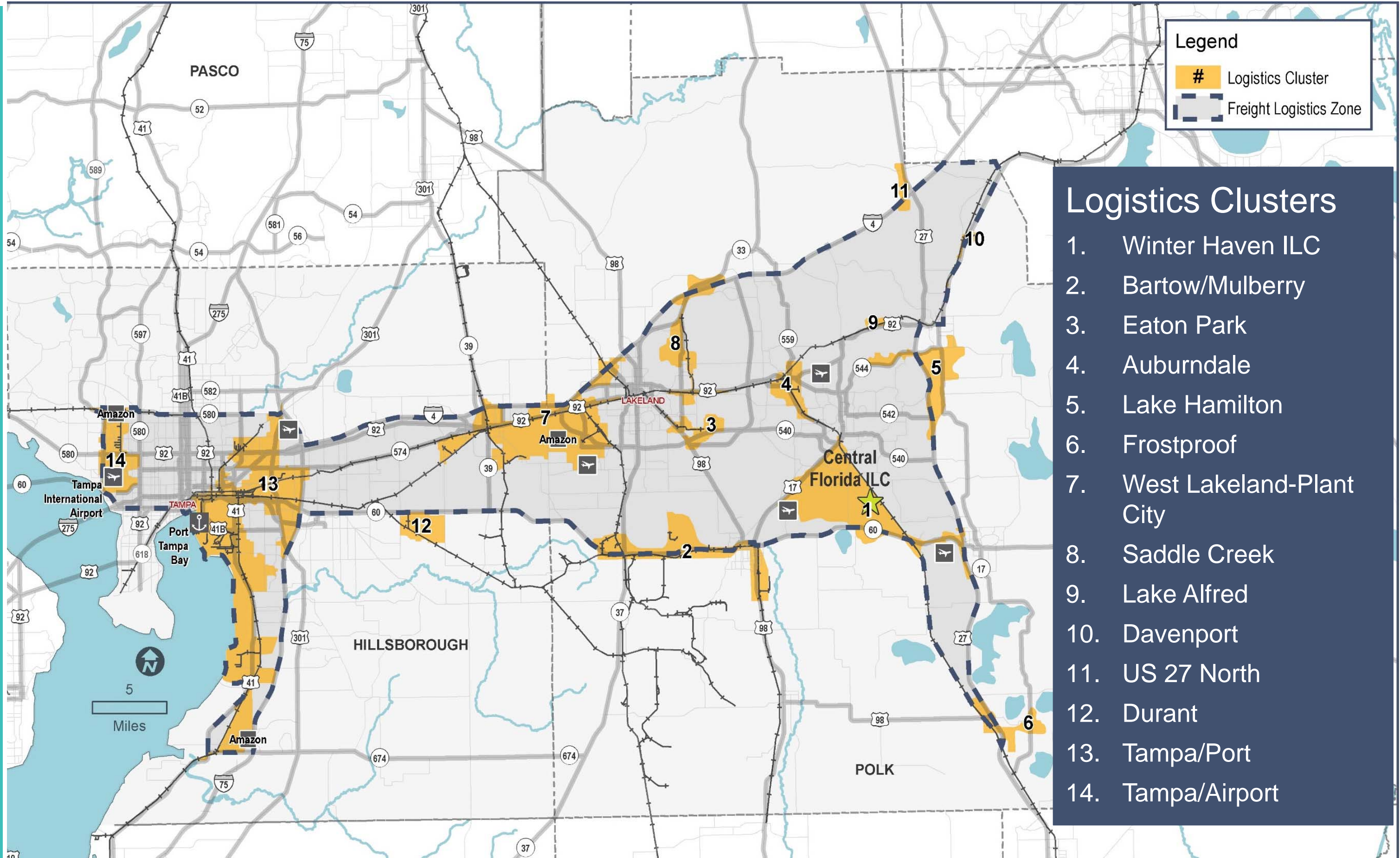
# SUMMIT 2 – SUGGESTED BOUNDARY REVISIONS

- Logistics Clusters

- ✓ Shifted southern boundary of Cluster #2 to SR 60
- ✓ Modified boundary of Cluster #6 to tighten up
- ✓ Modified boundary of Cluster #1 to include Longleaf







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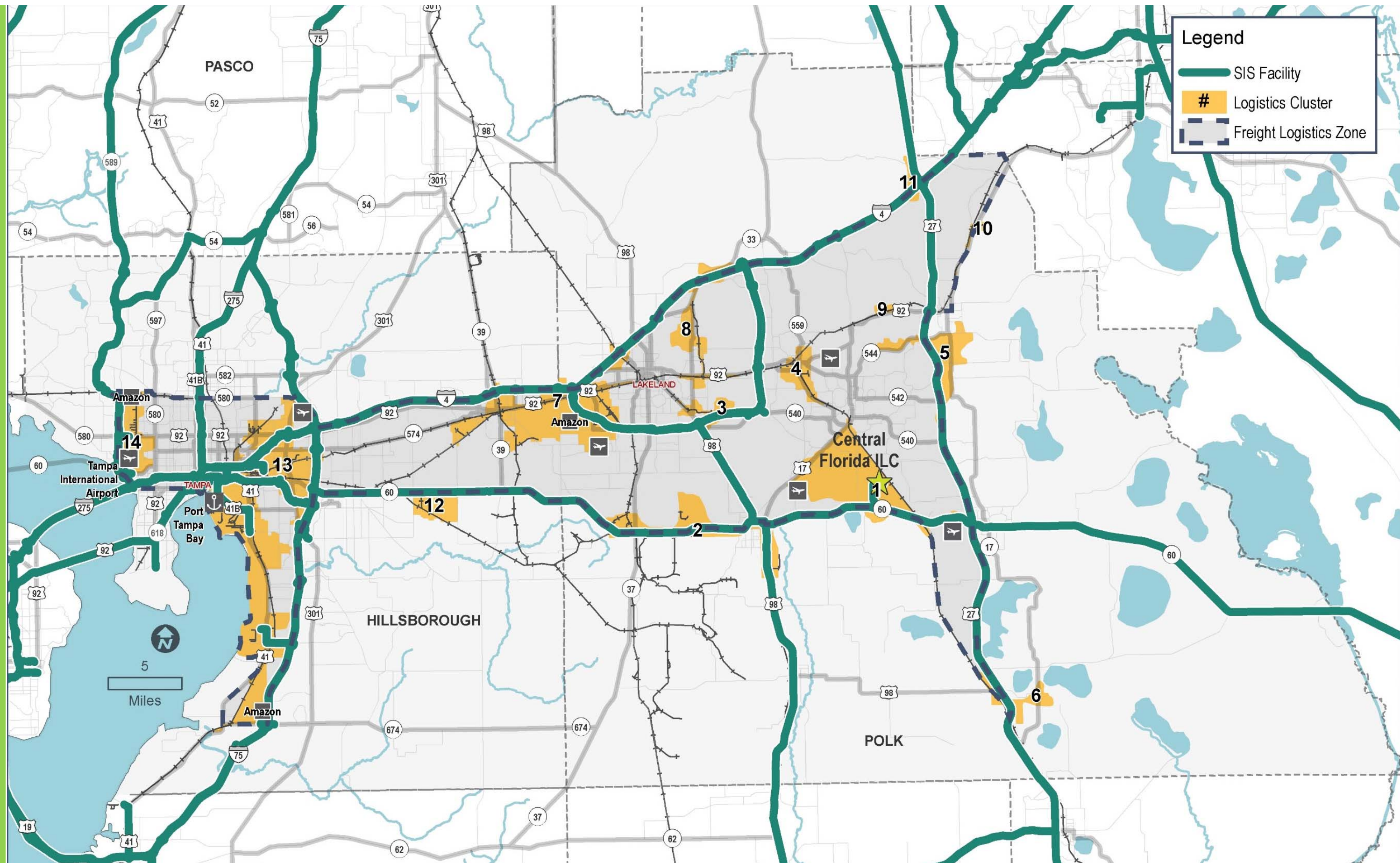
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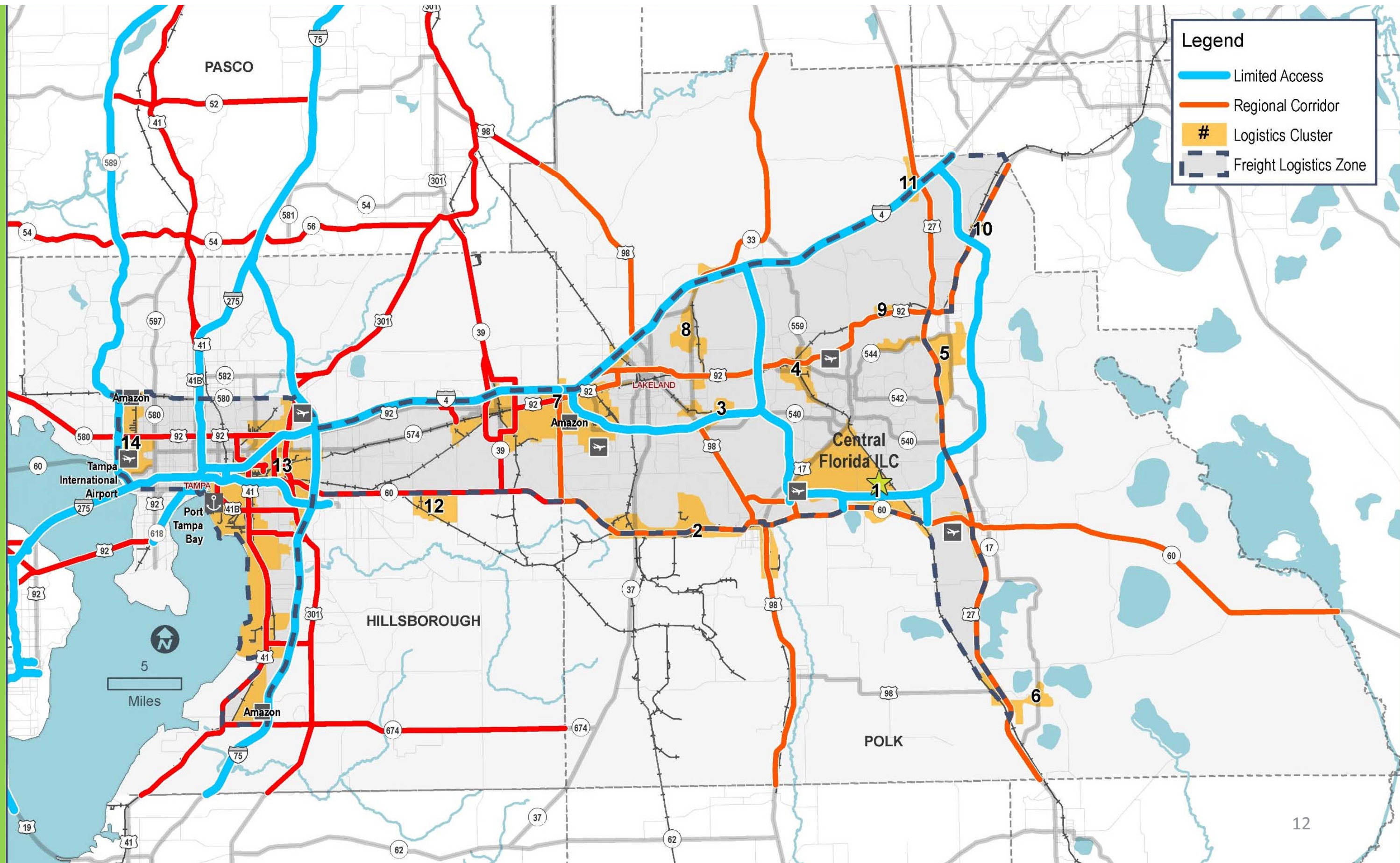


FDOT STRATEGIC INTERMODAL SYSTEM ROADWAYS



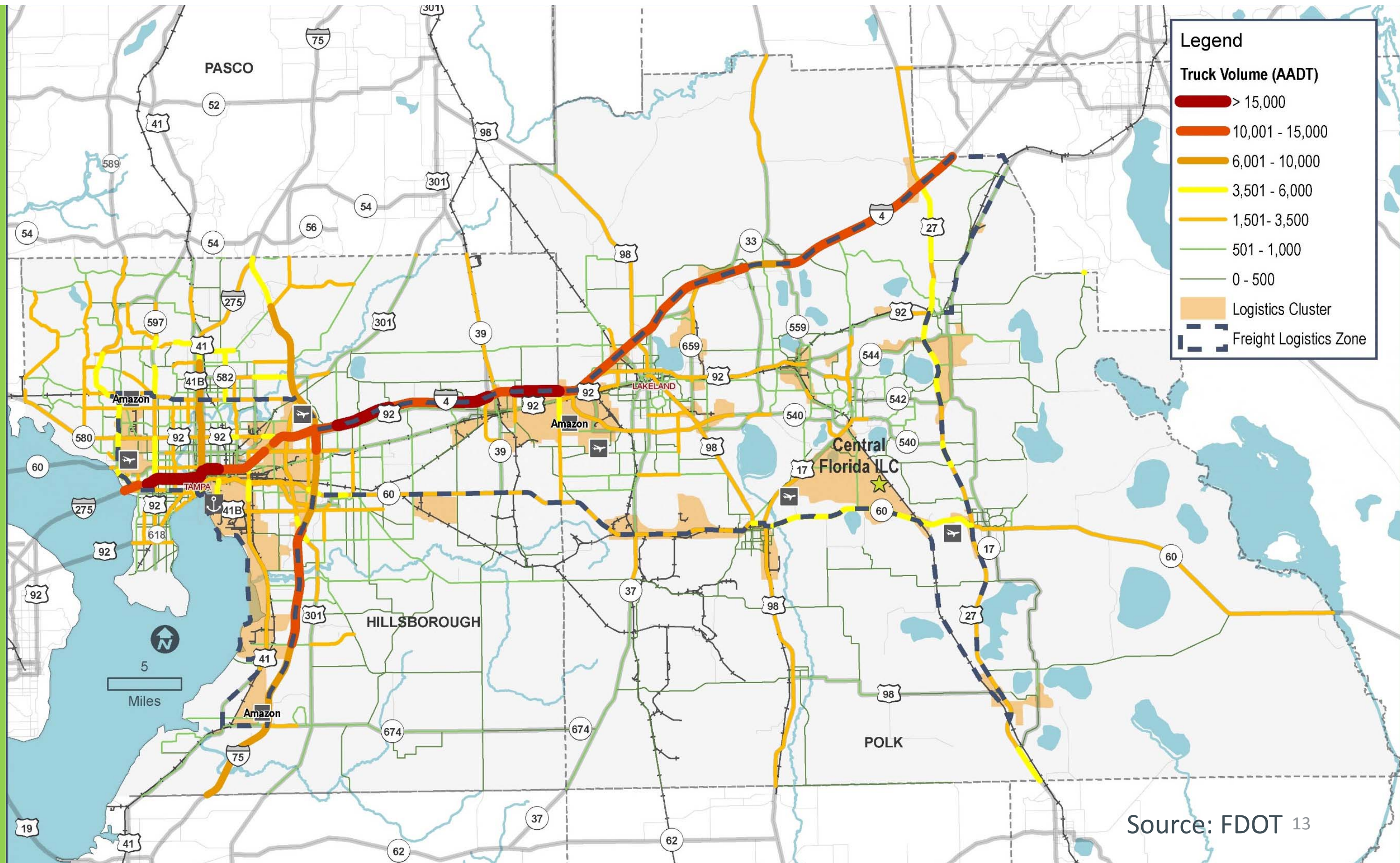


DESIGNATED FREIGHT NETWORK





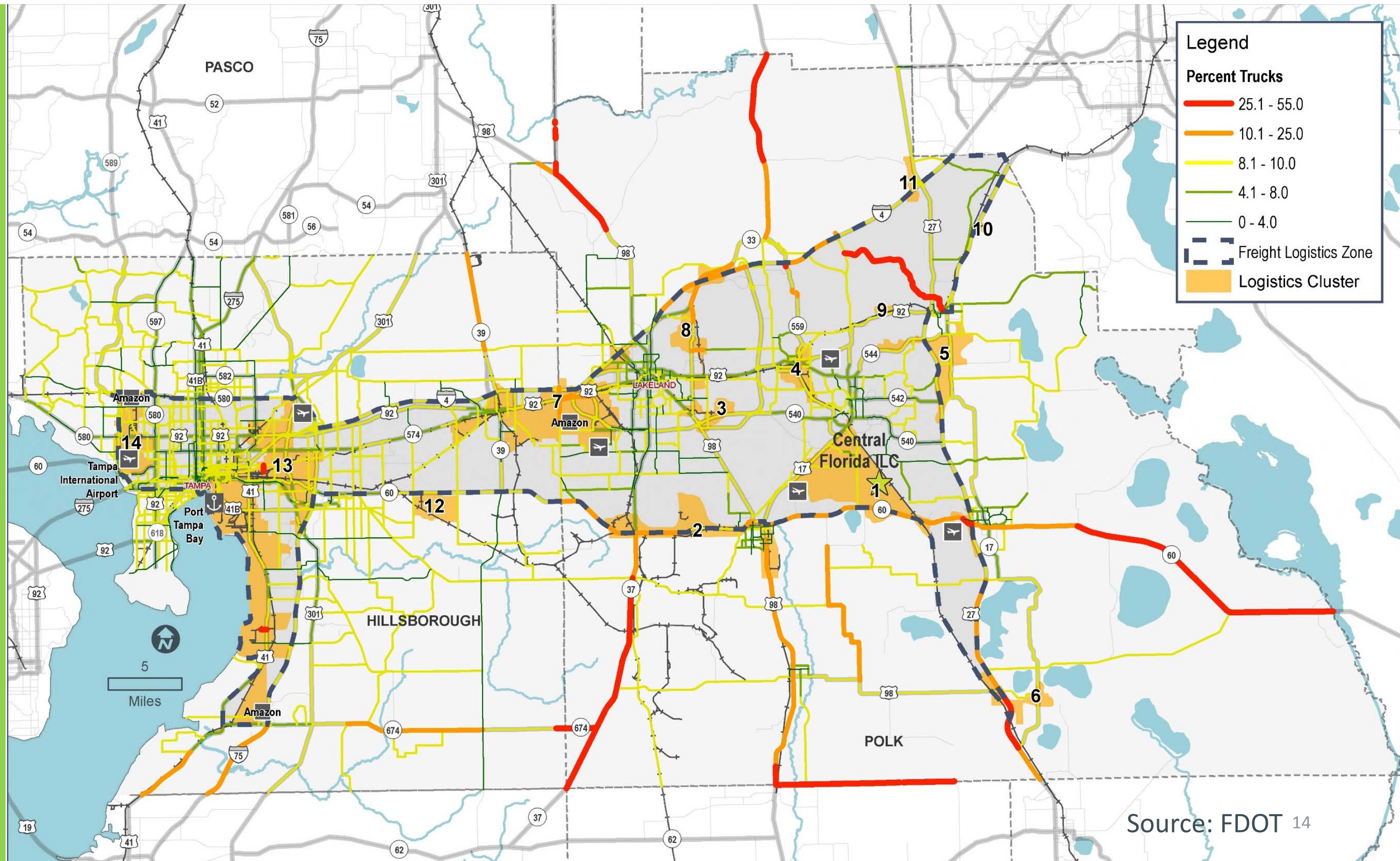
2014 HEAVY TRUCK VOLUMES



Source: FDOT 13



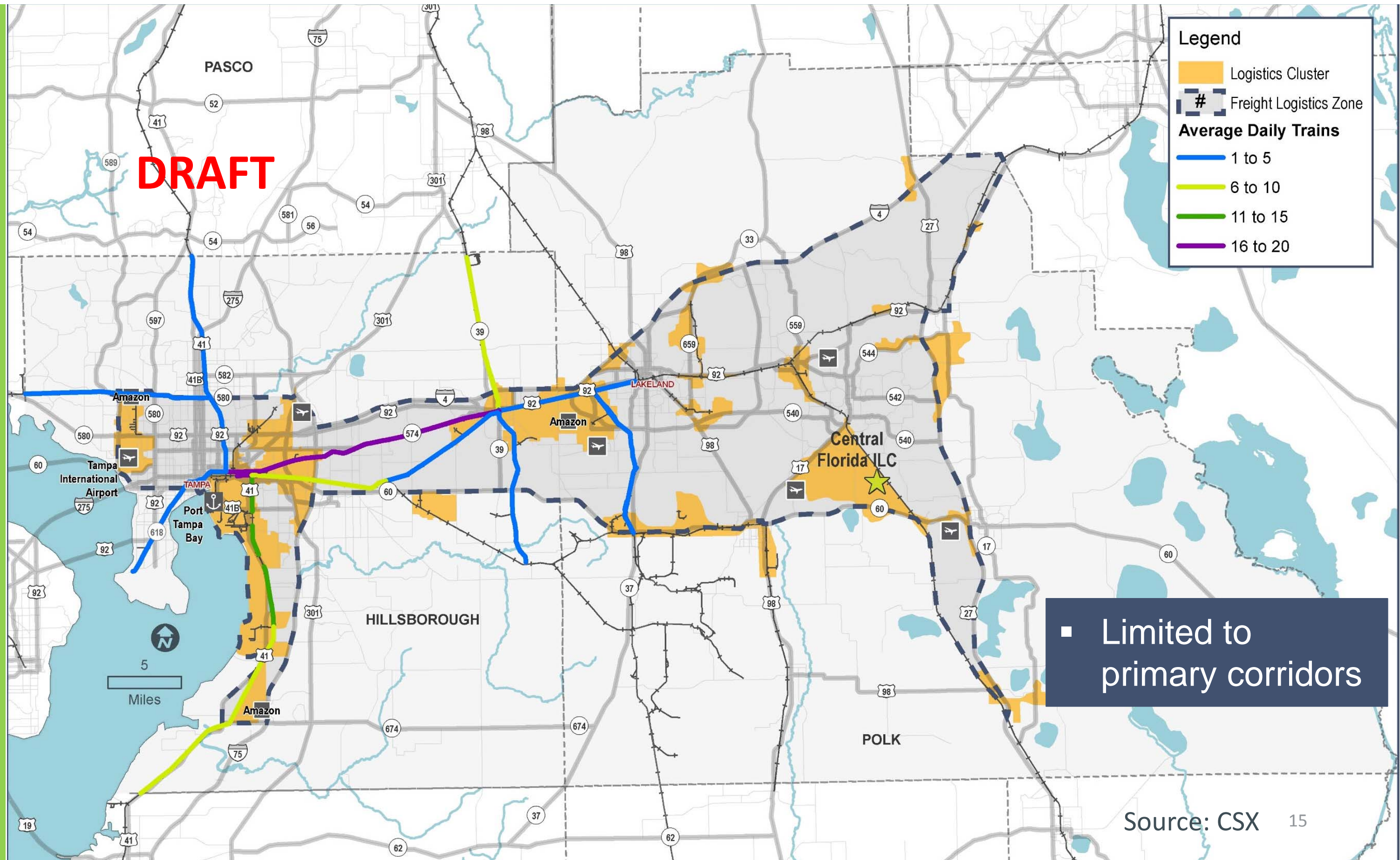
2014 HEAVY TRUCK VOLUME %



Source: FDOT 14

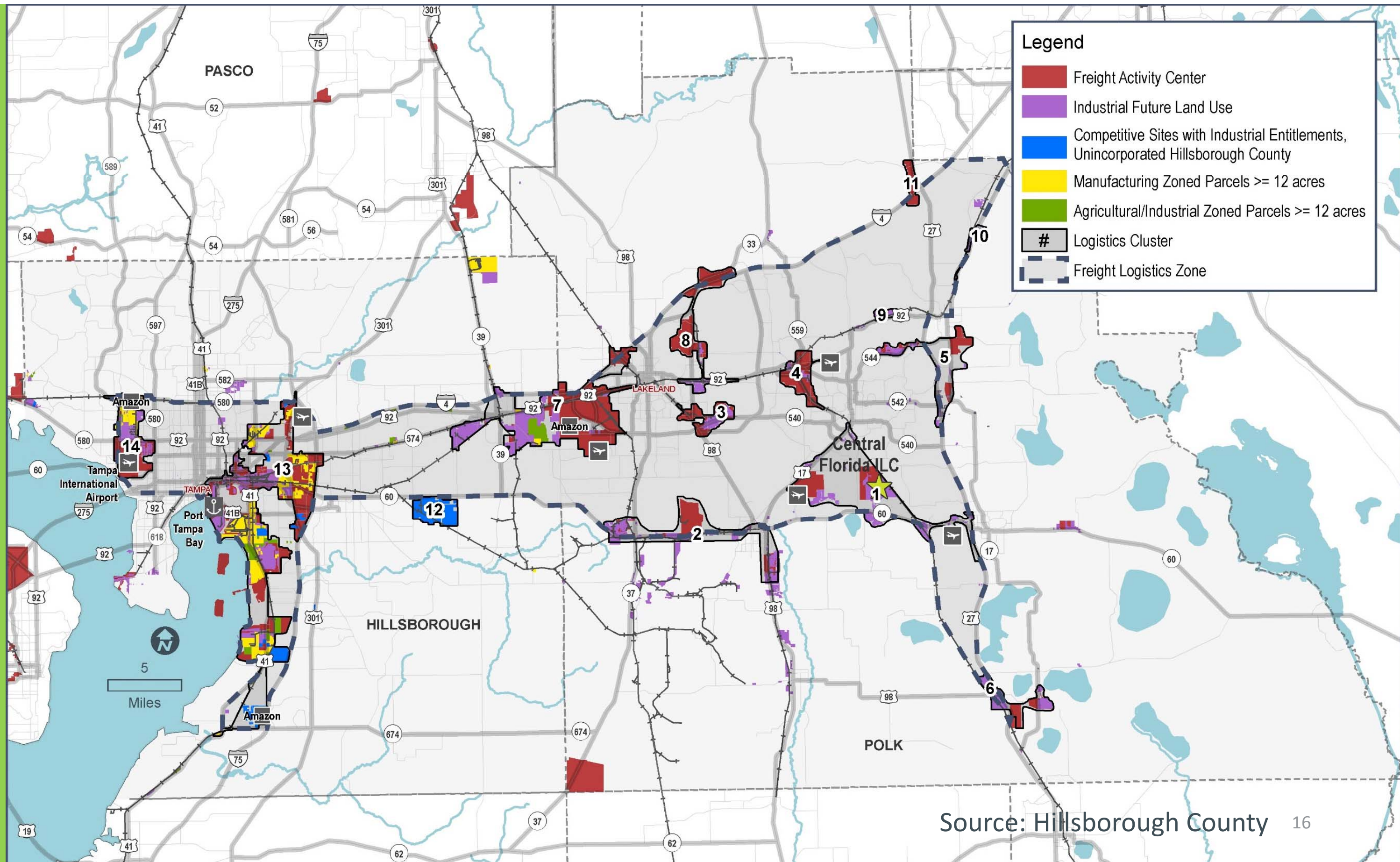


DRAFT



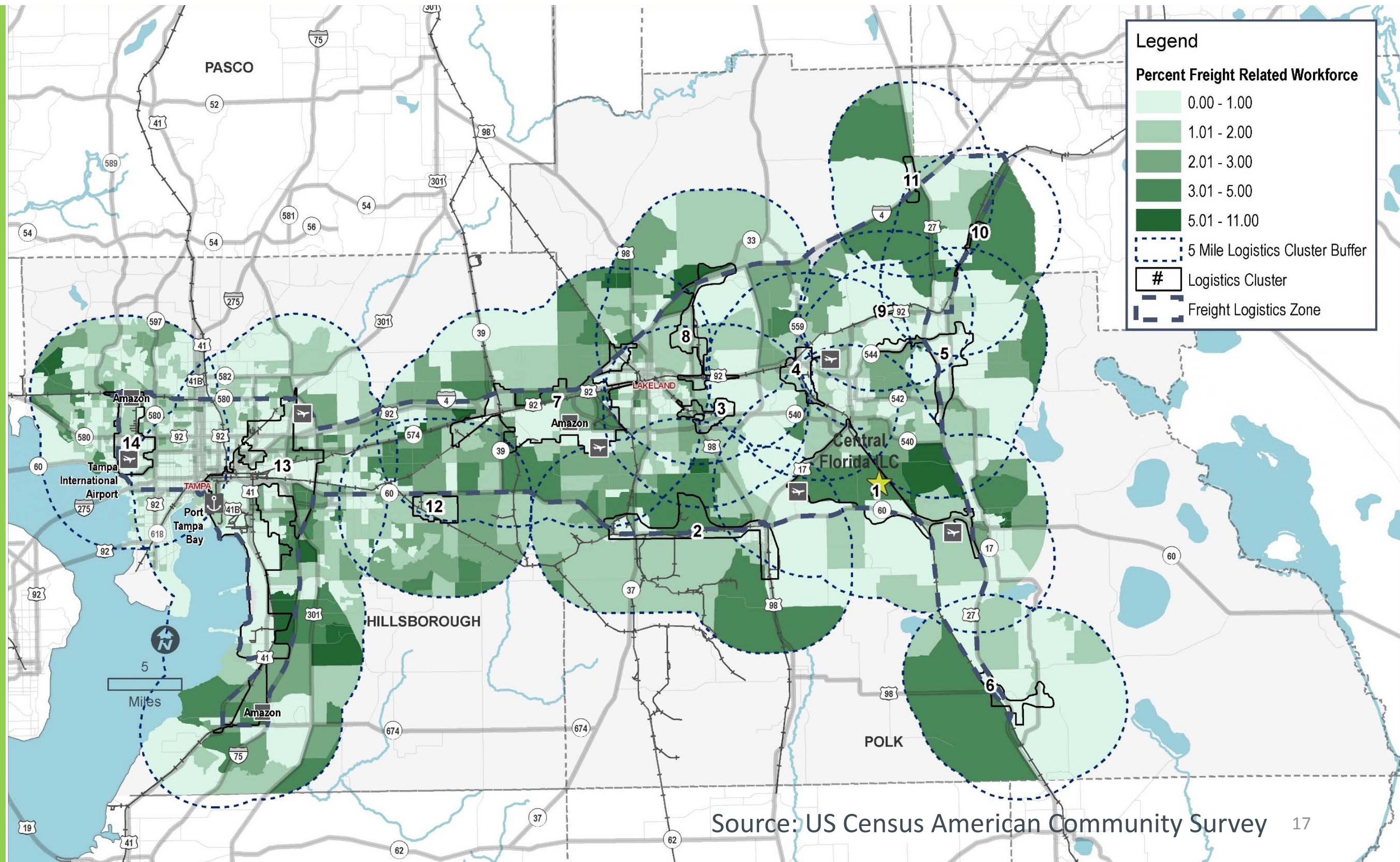


LOGISTICS CLUSTERS COMPOSITION



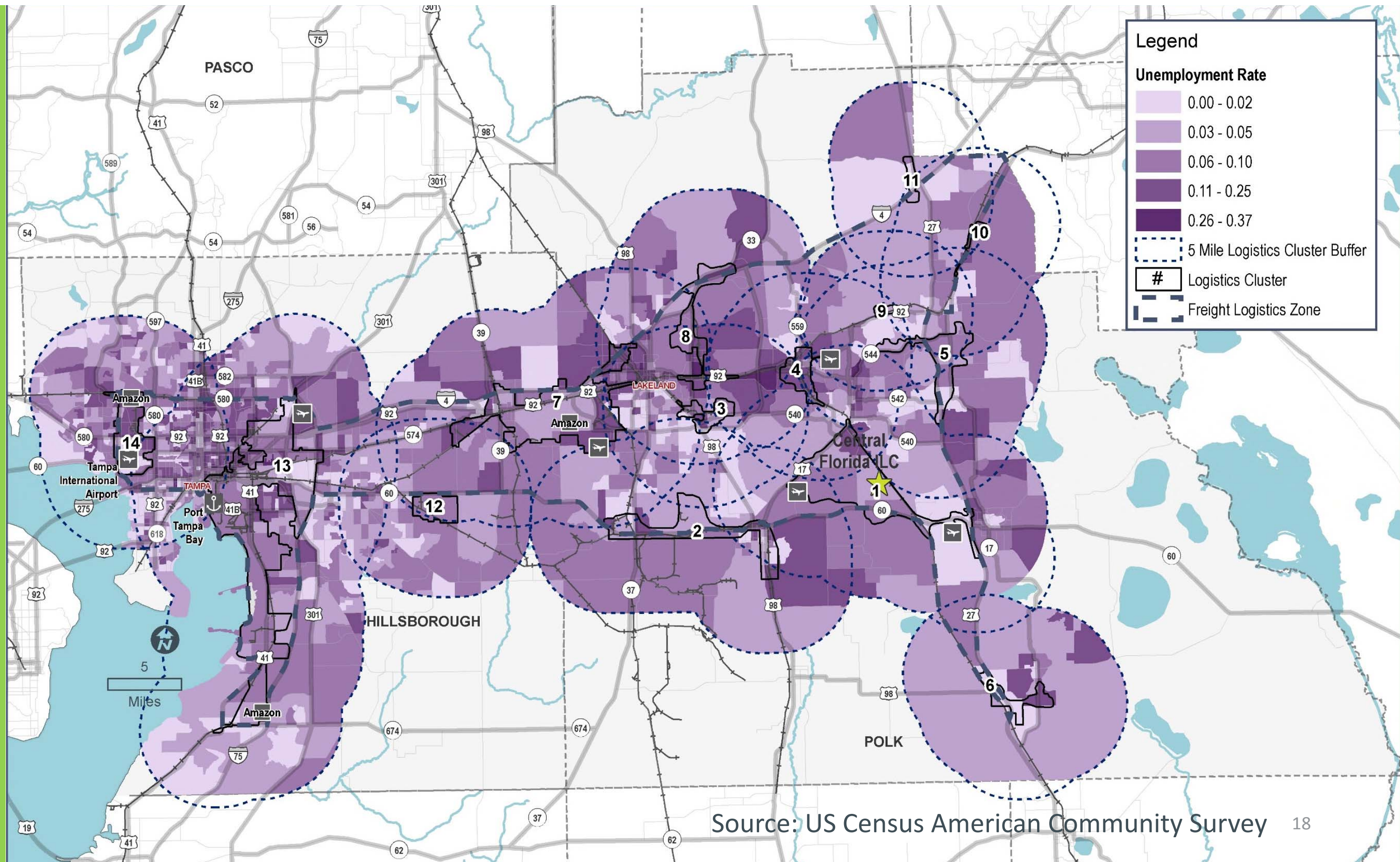


WORKFORCE AVAILABILITY (FREIGHT RELATED)



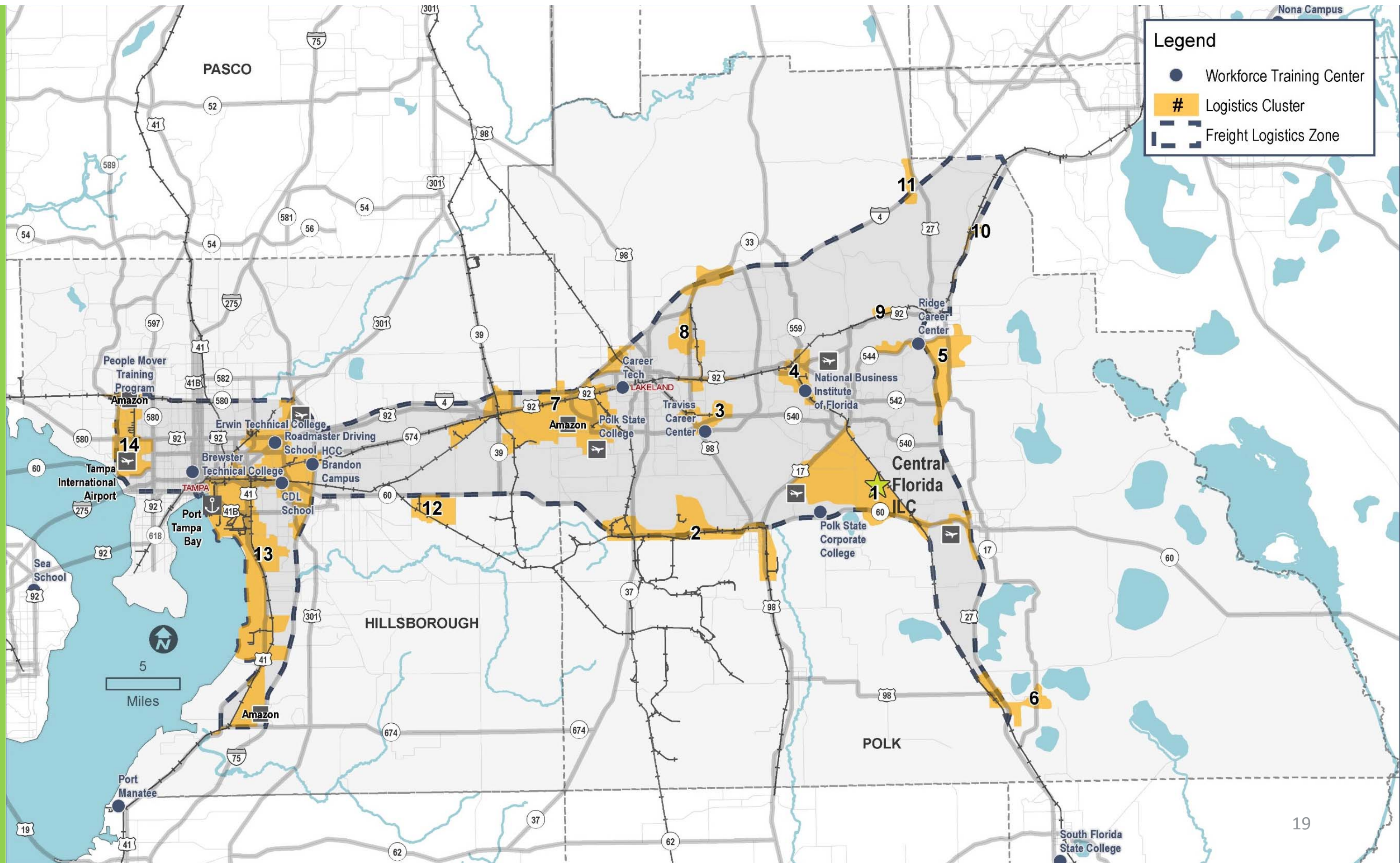


WORKFORCE AVAILABILITY (UNEMPLOYED)





WORKFORCE TRAINING PROGRAMS



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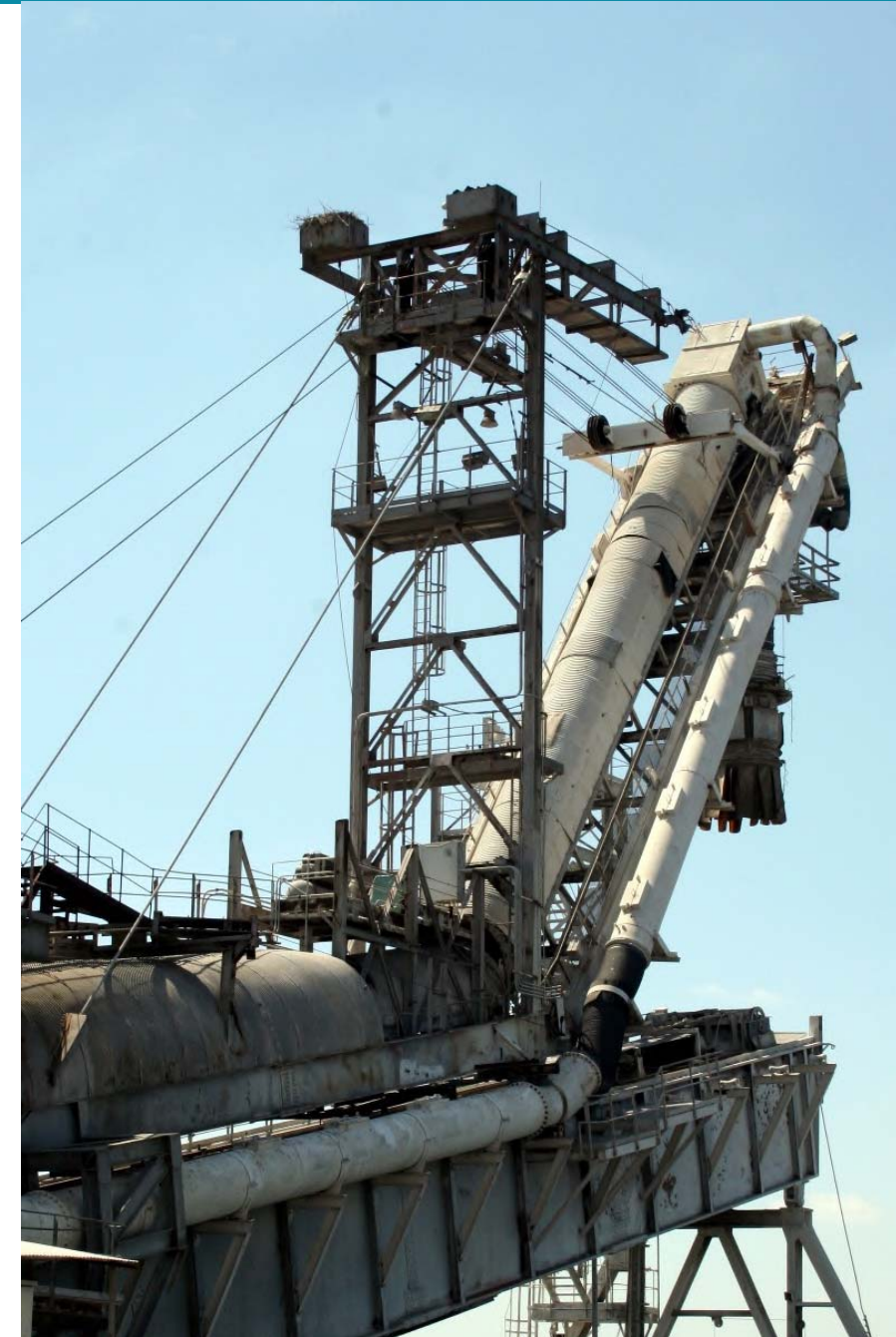


# FLZ STRATEGIC PLAN

- What it is..
  - Framework for directing potential funding to freight infrastructure
  - Coordinating document linked to freight projects identified in state and local plans
  - Economic development resource

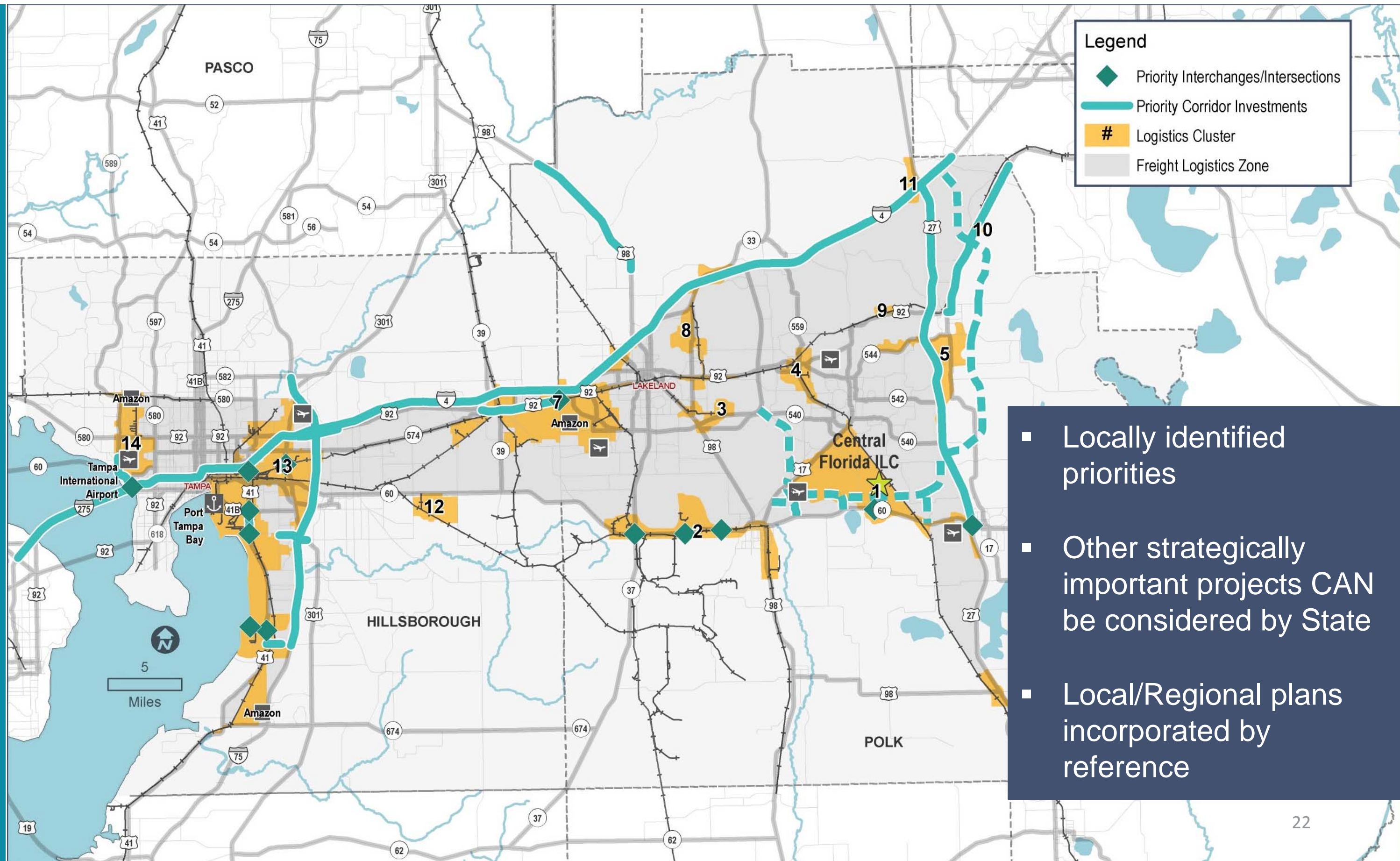
A majority of this exists...
- What it is NOT..
  - Infrastructure needs assessment
  - Land use plan
  - Re-invention of existing freight plans

A brand new plan...





# LOCAL PRIORITIES IMPROVEMENTS



- Locally identified priorities
- Other strategically important projects CAN be considered by State
- Local/Regional plans incorporated by reference

# PROJECT CRITERIA IN LEGISLATION

- ✓ Presence of ILC in the zone
- ✓ Serves strategic state interest
- ✓ Facilitates cost-efficient and cost-effective movement of goods
- ✓ Supports existing and planned network
- ✓ Contribution to job creation, increased wages, revenues
- ✓ Private investment in facility
- ✓ Private development commitments
- ✓ Local match/commitment to project





# EXECUTIVE SUMMARY OF FLZ

- ✓ Focus is on showcasing our region and its freight characteristics
- ✓ Full plan document being drafted now
- ✓ Comments on summary and/or full document welcome

## HILLSBOROUGH+POLK FREIGHT LOGISTICS ZONE STRATEGIC PLAN

**WHAT IS A FREIGHT LOGISTICS ZONE?**  
A Freight Logistics Zone (FLZ) is defined as a designated grouping of freight activity and transportation infrastructure in an area around an Intermodal Logistics Center (ILC) as defined by FDOT.



The purpose of the FLZ Strategic Plan is to identify a zone and supporting infrastructure that demonstrably serve a strategic interest in the region and the state. The Plan is a culmination of a regional collaborative effort that involves public and private stakeholders to compile, analyze and relate freight activity and needed infrastructure improvements to the FLZ. The strategic needs identified in the Plan represent the FLZ's high priority freight infrastructure improvements crucial to the future mobility and reliability of goods movement in the region. These improvements are prime candidates for consideration of prioritized state funding.

**HILLSBOROUGH+POLK FLZ.**  
The Hillsborough-Polk FLZ is located in one of the most economically productive centers of freight activity in Florida, featuring an ILC, the largest seaport in the state, a major international airport, and a Foreign Trade Zone. It includes 14 logistics clusters with a variety of manufacturing, warehousing, intermodal operations, and distribution centers. The transportation infrastructure needed to provide quality access to these freight generators is critical to the continued economic prosperity of the region and the state as a whole.

**200 SQUARE MILES OF LOGISTICS CLUSTERS**

The Hillsborough+Polk FLZ is oriented in an east/west direction, with *Port Tampa Bay* (PTB) and *Tampa International Airport* (TIA) anchoring the west side of the zone and the *Central Florida ILC* anchoring the east side. I-4 is one of the primary transportation facilities that provides freight mobility within the zone and to points east of Polk County. The I-4 corridor has evolved over the years to become a major distribution hub within the fastest growing region in the state.

**FREIGHT GENERATORS.**  
PTB is the primary generator of freight activity in the FLZ, processing over 36 million tons of freight annually. Approximately 85% of that tonnage moved over land is transported by truck, with the remainder transported by rail. The vast majority of the more than 9,000 truck movements into and out of the Port are west or east bound.

**36 MILLION TONS ANNUALLY THROUGH PORT TAMPA BAY**

TIA is another major freight generator, specializing in relatively small but high value commodities amounting to 100,000 tons annually. Other general aviation airports in the FLZ with air cargo or warehousing capacity include Tampa Executive, Lakeland Linder Regional, and Bartow Municipal airports.

**9,000 TRUCKS PER DAY AT PORT TAMPA BAY**

The opening of the *Central Florida ILC* in 2014 in Polk County provided another significant freight generator in the region. The ILC features almost two miles of rail lines and three cranes with the capacity to process 300,000 containers annually. Other freight activity centers in the FLZ include 35 mini-clusters of freight activity centers that comprise the logistics clusters identified in the FLZ.

**ECONOMIC DEVELOPMENT.**  
Growth in the Gulf-Central Florida region is facilitated by its centralized location, land availability and value, large workforce and training institutions, and business friendly development

environment. A robust program of local development incentives that include ad valorem tax and impact fee exemptions, regulatory assistance, and a variety of grant programs piques the interest of international businesses from around the world. The growth potential of the area surrounding the ILC alone will support 8 million square feet of warehouse space and 5,000 new jobs and has drawn interest from Brazilian, Chinese, Mexican and American businesses.

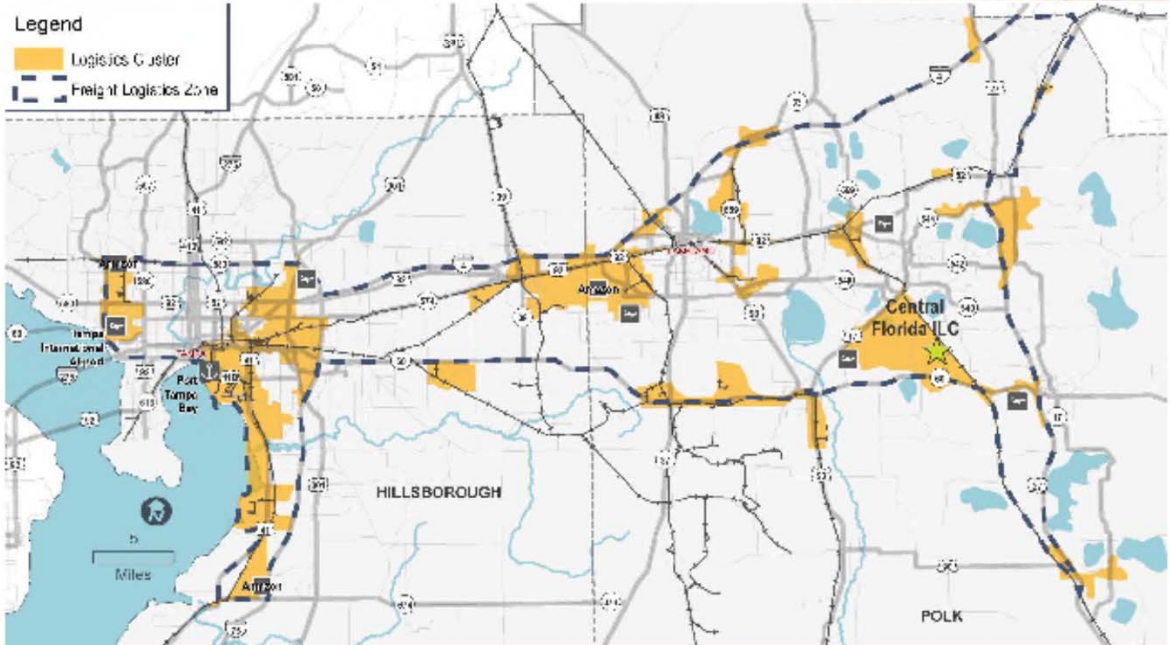
The greater Tampa metropolitan area has expanded its employment by 24 percent since 2009, and now ranks 4<sup>th</sup> in the U.S and #1 in the state of Florida for the most growth (Source: New York Times). PTB is poised for future growth with

**9 OF 12 TRAINING PROGRAMS ARE WITHIN A LOGISTICS CLUSTER**

plans to quadruple its container storage capacity and the recent delivery of two Post-Panamax gantry cranes. TIA also has expansion plans, with nearly \$1 billion worth of improvements in its Master Plan that include a new 60,000 square foot multi-tenant air cargo building.

**90% OF THE REGION'S UNEMPLOYED WORK FORCE RESIDES WITHIN 5 MILES OF LOGISTICS CLUSTERS**

There is an ample workforce in the region, with a variety of workforce training programs available within the FLZ. Training capabilities in the FLZ consist of 12 various programs including numerous heavy machinery repair, maintenance and operation programs as well as higher education supply chain logistics and command language programs.



## DRAFT EXECUTIVE SUMMARY

**INFRASTRUCTURE.**  
The Hillsborough+Polk FLZ is served by over 300 miles of Strategic Intermodal System (SIS) roadways, as designated by FDOT to represent the State's primary transportation network for freight and personal travel. The SIS roadways in the FLZ are complemented by 240 miles of railroads and 270 miles of regionally designated freight corridors.

**300,000 CONTAINER CAPACITY AT ILC**



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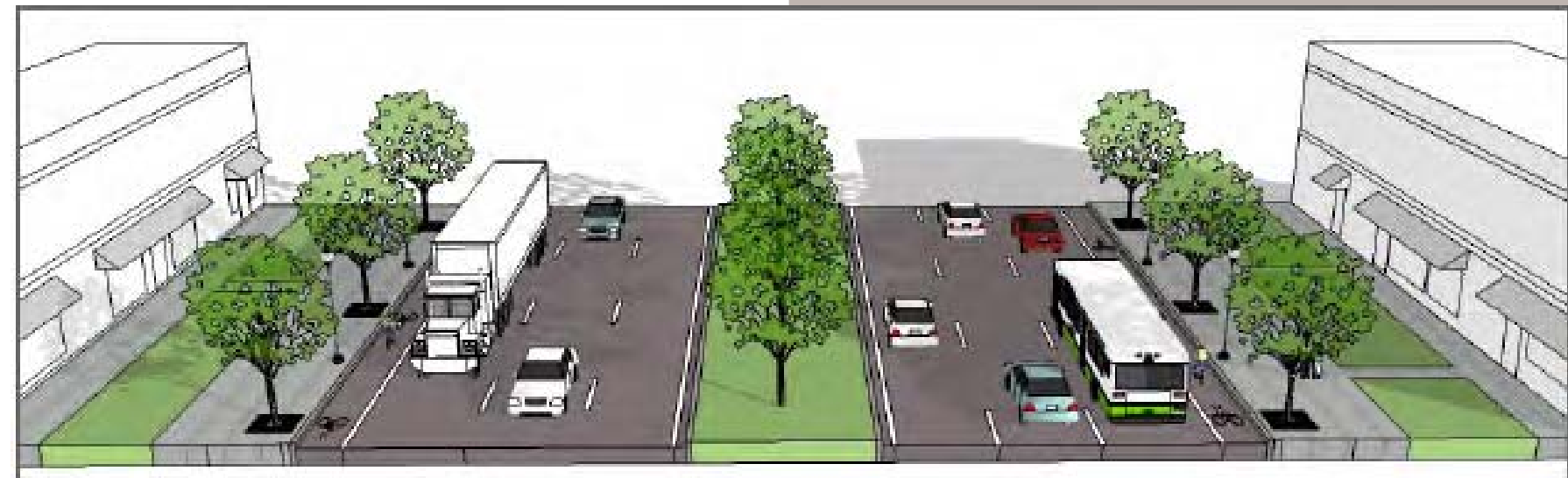
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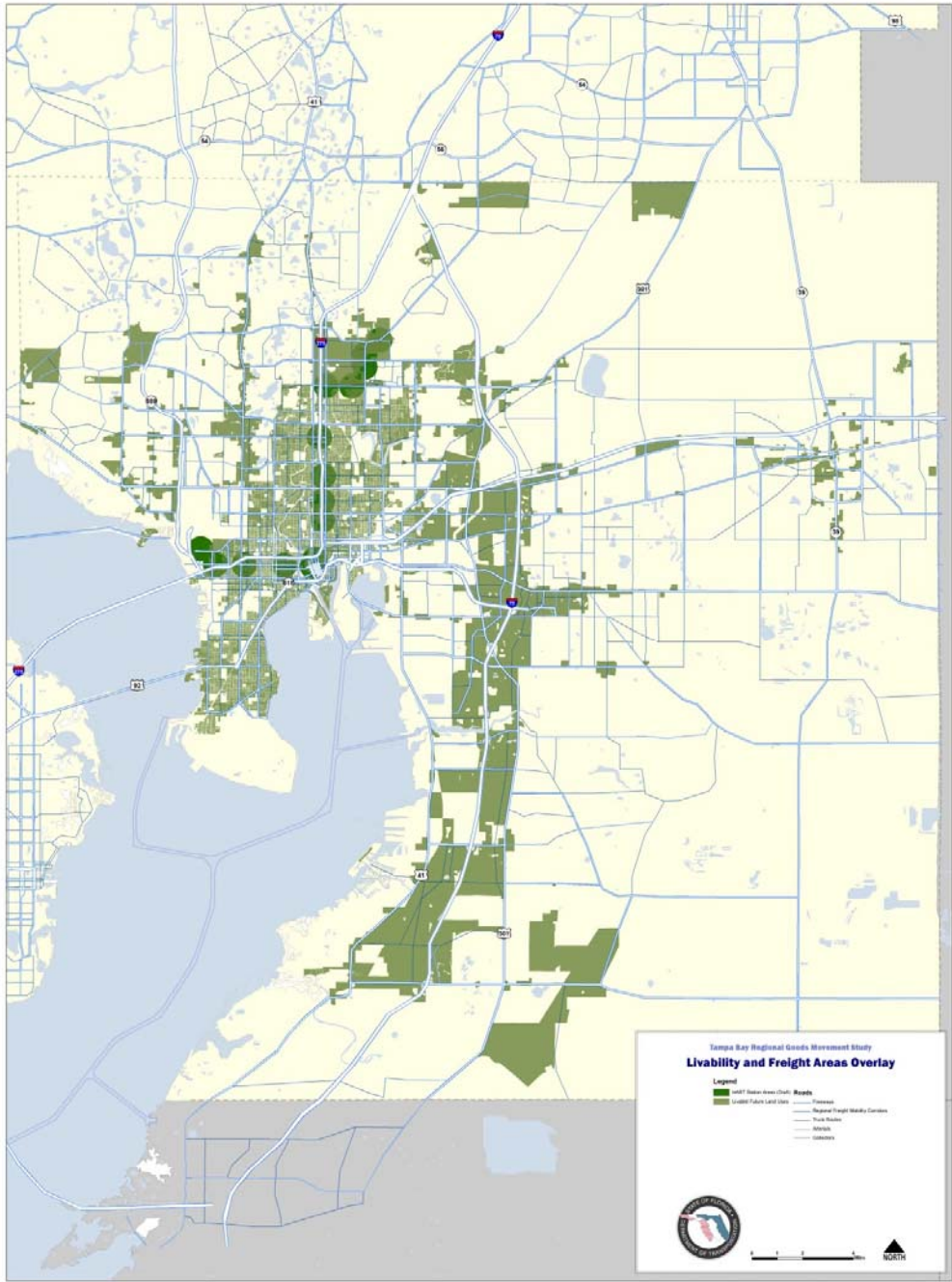
# CONSISTENCY WITH LOCAL COMPREHENSIVE PLANS

- Comp Plan “Finding of Consistency”
- Mitigation of freight and livability conflicts
  - ✓ FDOT Freight and Land Use Compatibility Analysis
  - ✓ Freight Roadway Design Considerations



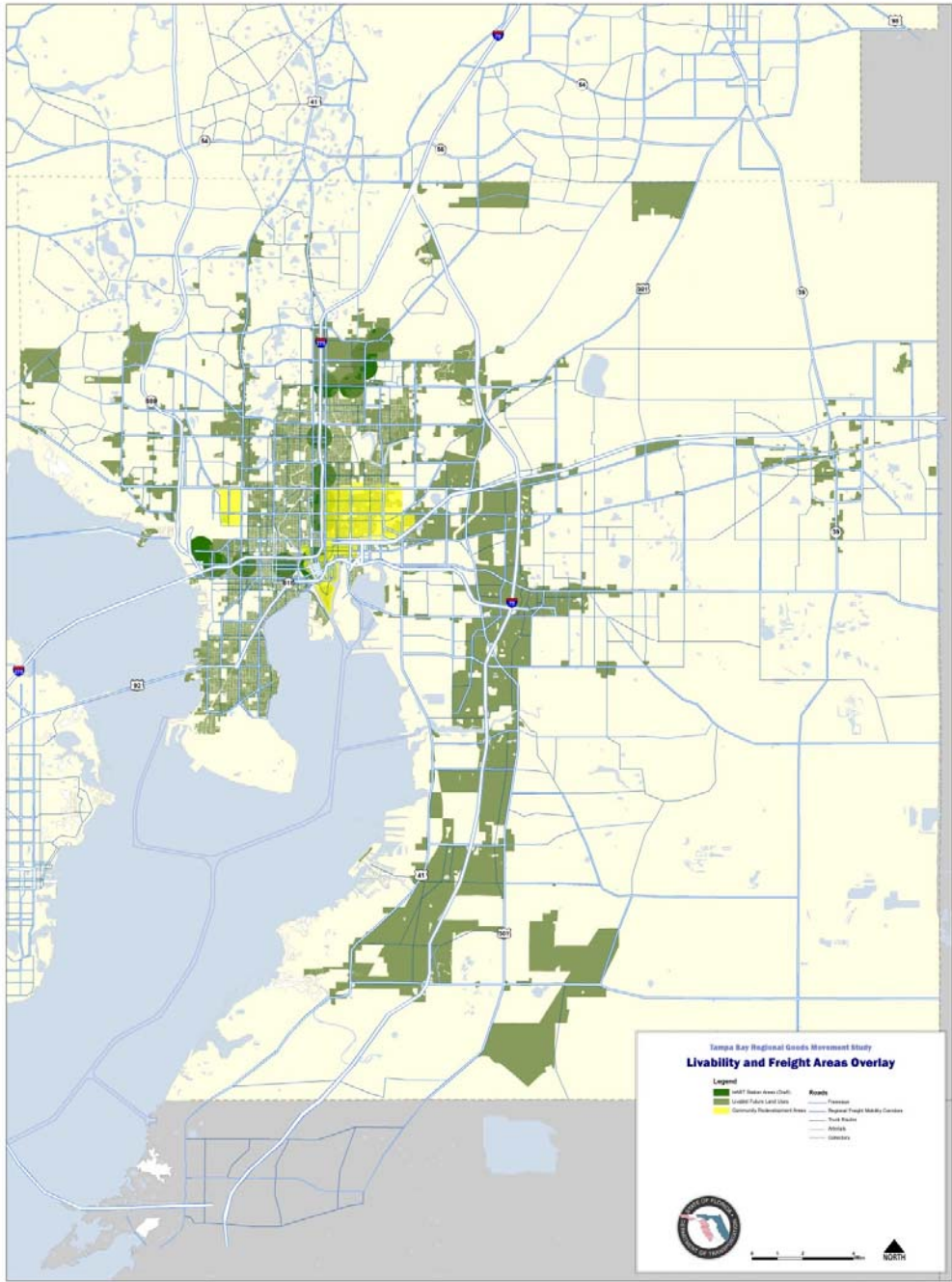
# COMMUNITY ORIENTED AREA ASSESSMENT

- Station Areas
- Livable Future Land Uses



# COMMUNITY ORIENTED AREA ASSESSMENT

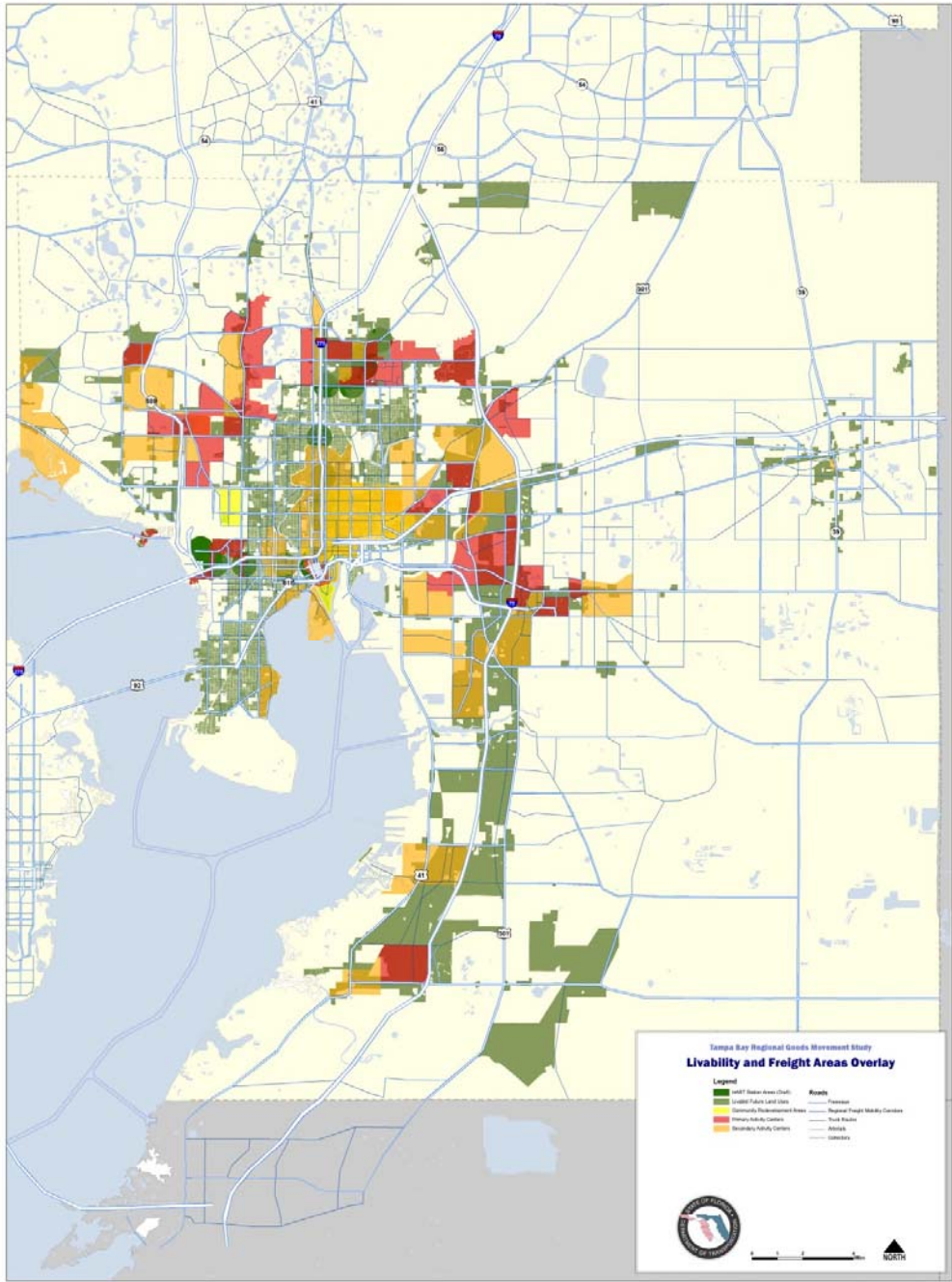
- Station Areas
- Livable Future Land Uses
- Community Redevelopment Areas





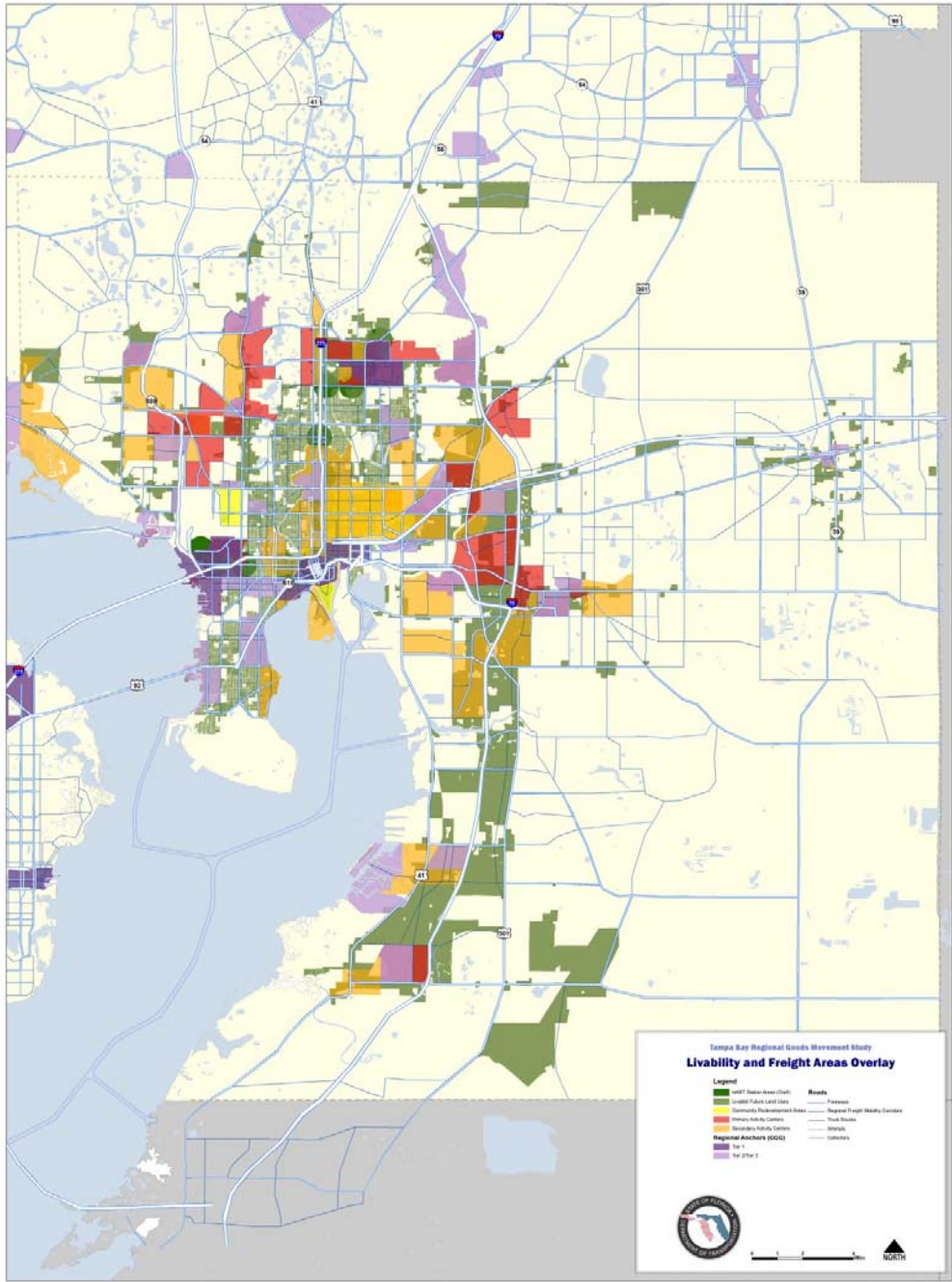
# COMMUNITY ORIENTED AREA ASSESSMENT

- Station Areas
- Livable Future Land Uses
- Community Redevelopment Areas
- Primary Activity Centers
- Secondary Activity Centers



# COMMUNITY ORIENTED AREA ASSESSMENT

-  Station Areas
-  Livable Future Land Uses
-  Community Redevelopment Areas
-  Primary Activity Centers
-  Secondary Activity Centers
-  Tier 1 Regional Anchors
-  Tier 2/3 Regional Anchors



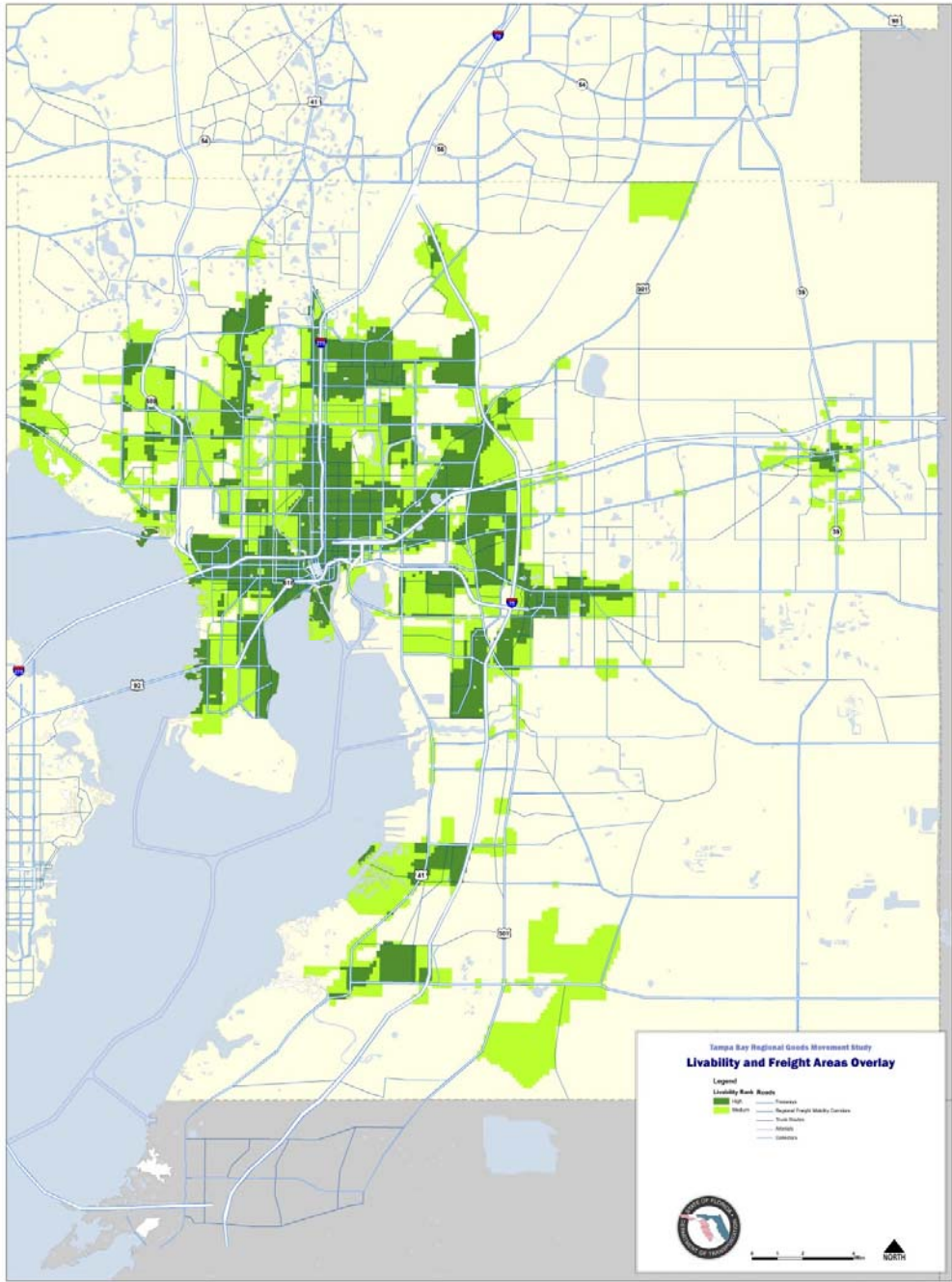


# COMMUNITY ORIENTED AREA ASSESSMENT

Livability Indicators	Score
Station areas (1/2 mi buffer)	3
Livable FLUs	2
Industrial FLUs	-1
CRA's	1
Activity Centers	
Hillsborough	
Primary	2
Secondary	1
Tampa	
Business Centers	2
Urban Villages	1
Plant City	
Midtown	1
CCC Regional Anchors	
Tier	
Low	1
High	2
Freight Activity Centers	-1

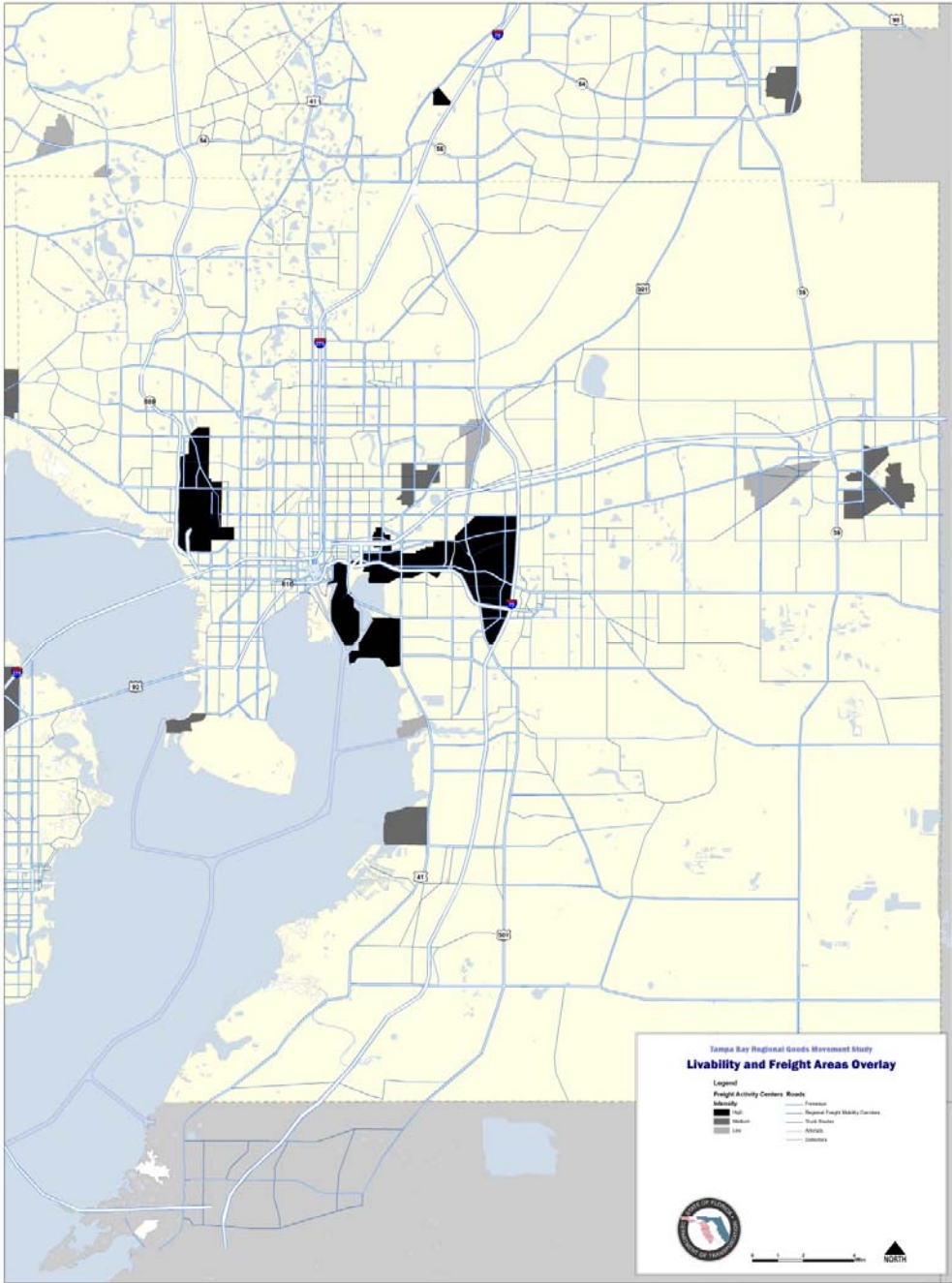
  

Hi	3 or more
Med	1 to 2
Low	-1



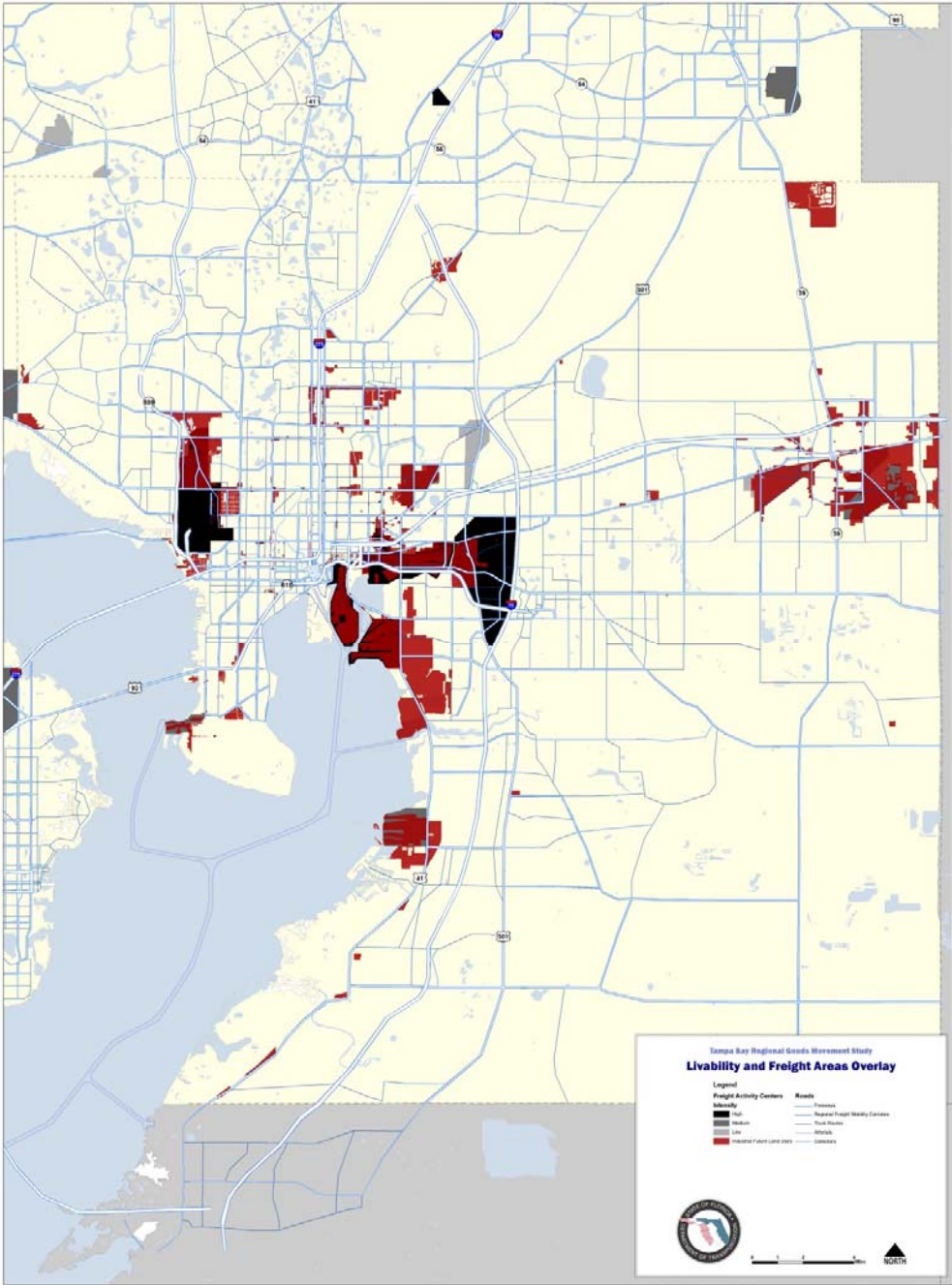
# FREIGHT INTENSITY ASSESSMENT

- High Intensity FACs
- Medium Intensity FACs
- Low Intensity FACs



# FREIGHT INTENSITY ASSESSMENT

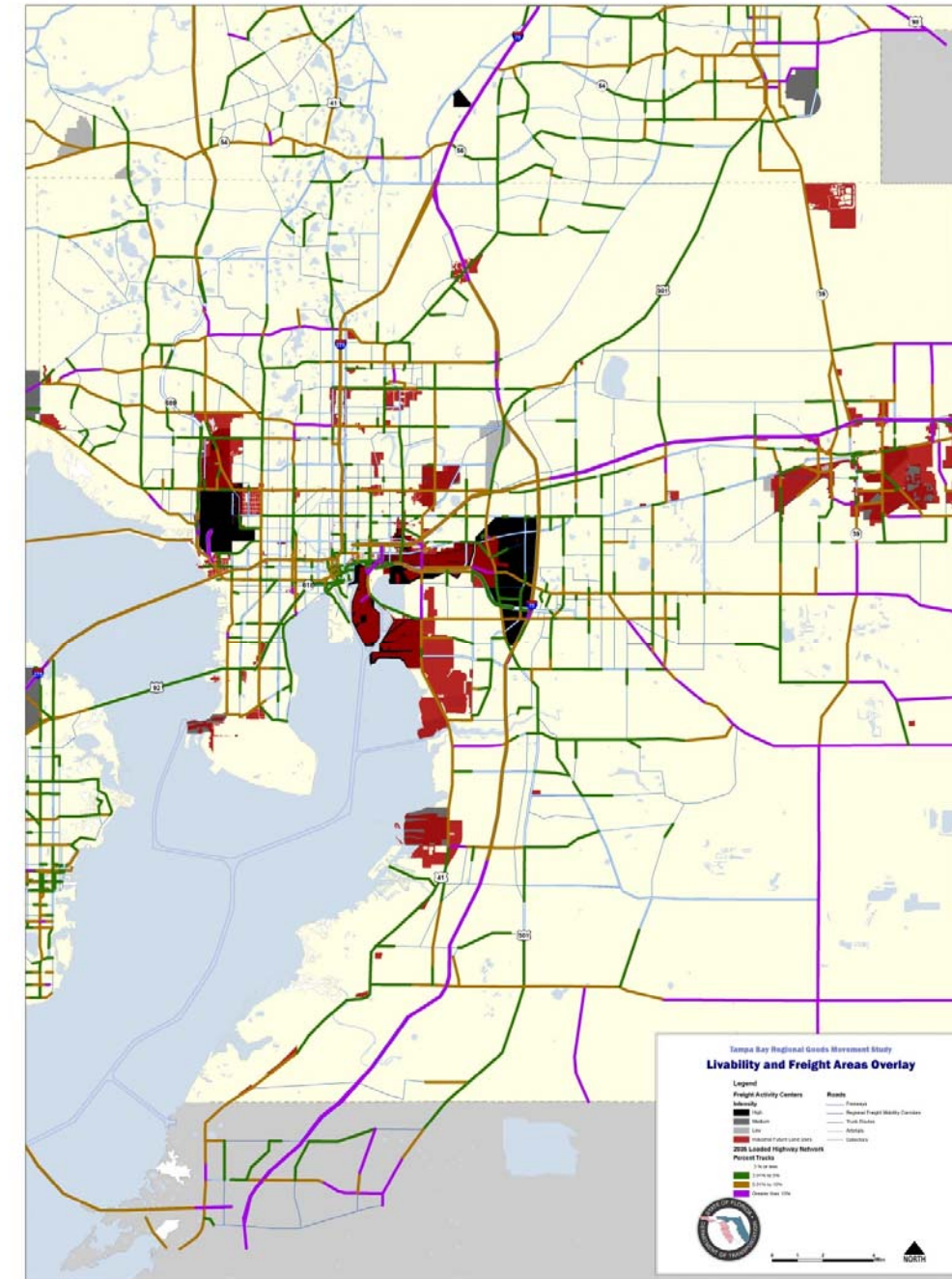
-  High Intensity FACs
-  Medium Intensity FACs
-  Low Intensity FACs
-  Industrial/Commercial Future Land Uses





# FREIGHT INTENSITY ASSESSMENT

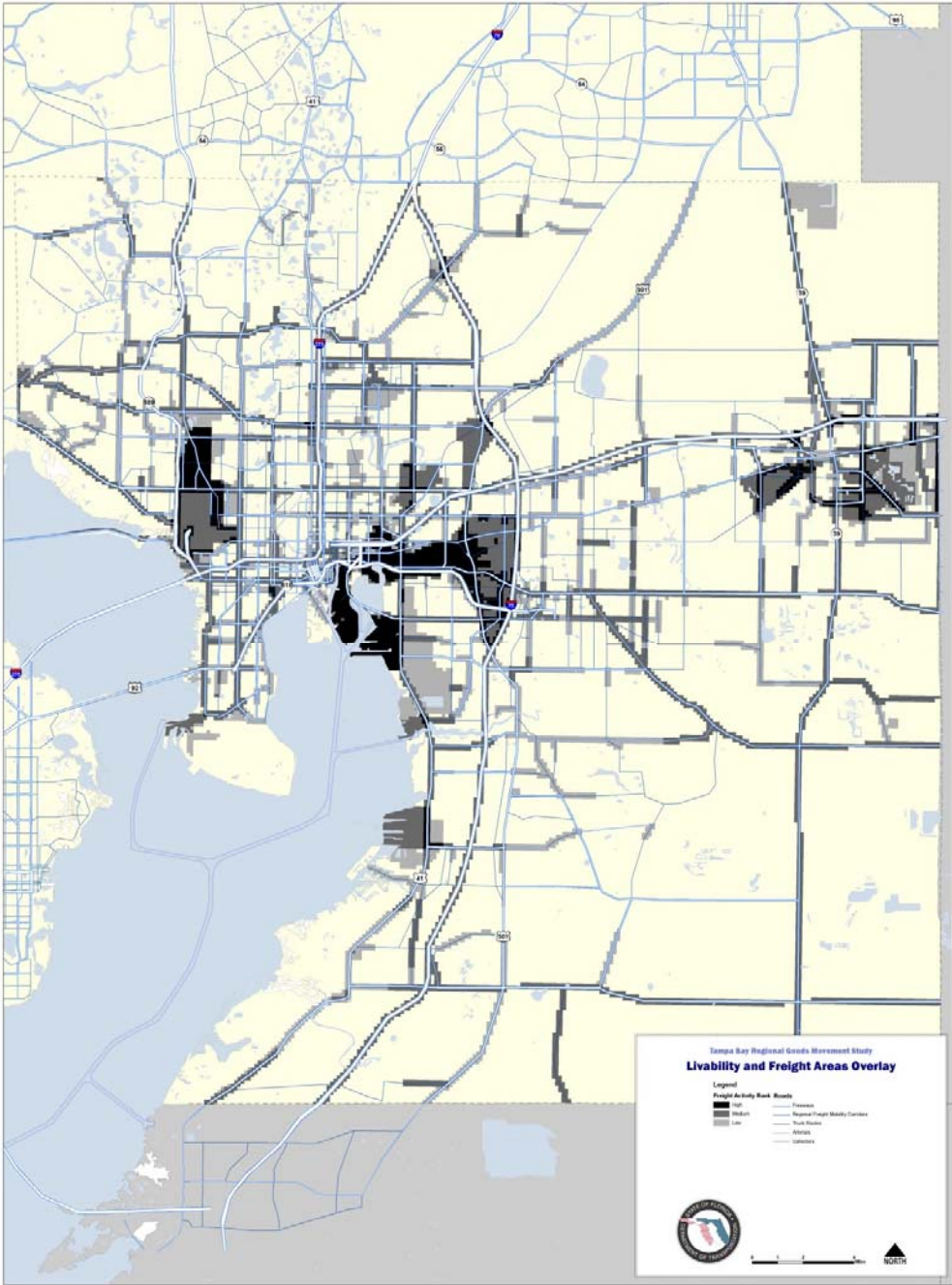
- High Intensity FACs
- Medium Intensity FACs
- Low Intensity FACs
- Industrial/Commercial Future Land Uses
- High Truck Traffic (over 10%)
- Medium Truck Traffic (5-10%)
- Low Truck Traffic (3-5)



# FREIGHT INTENSITY ASSESSMENT

Freight Indicators	
Freight Activity Centers	
Intensity	
Low	2
Medium	2
High	3
Industrial FLUs	1
Percent Truck Traffic	
< 3%	0
3-5%	1
5-10%	2
> 10%	3

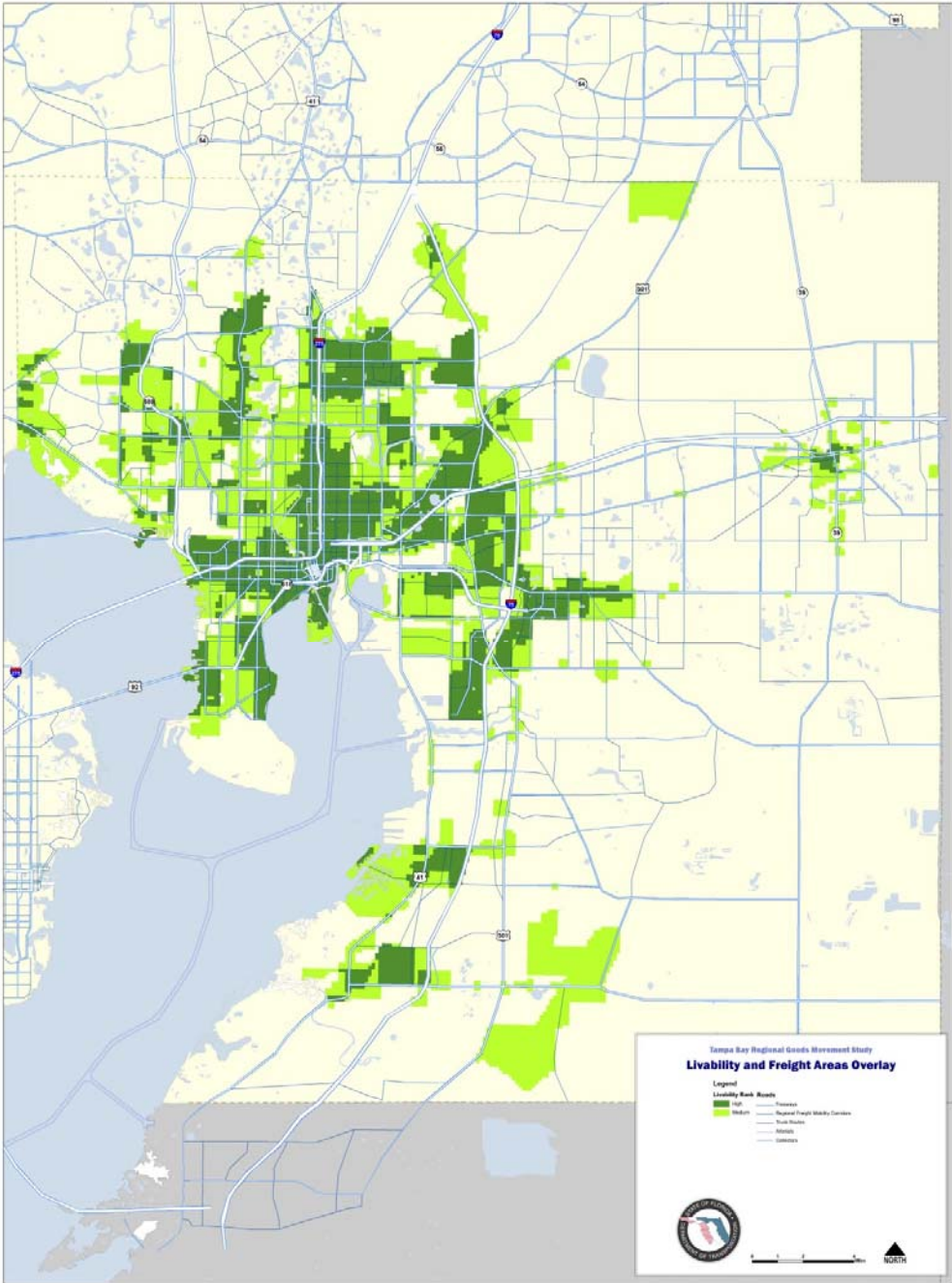
Hi	4 or more
Med	2 to 3
Low	1





# LIVABILITY AND FREIGHT OVERLAY

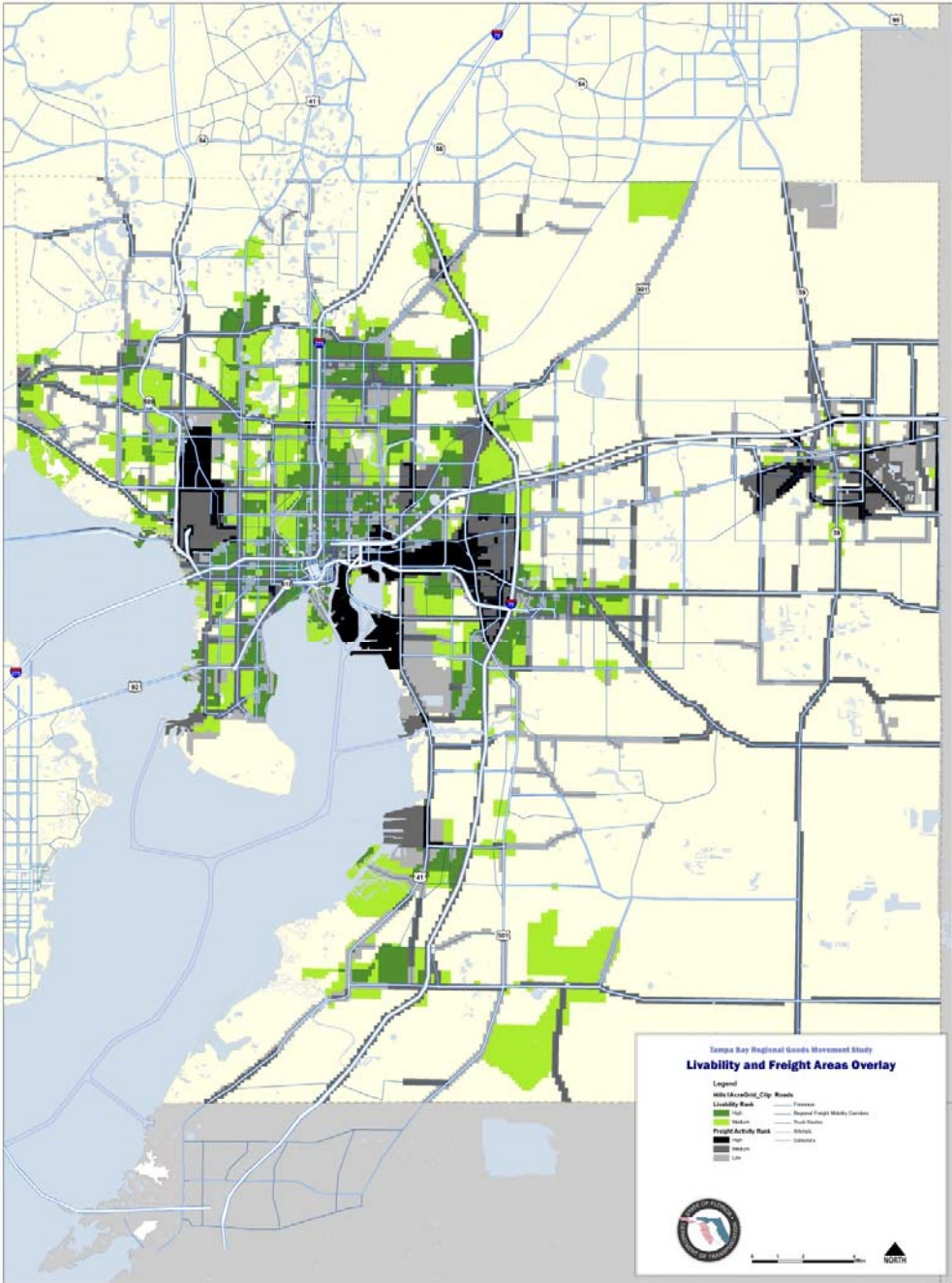
- High Livability Areas
- Medium Livability Areas



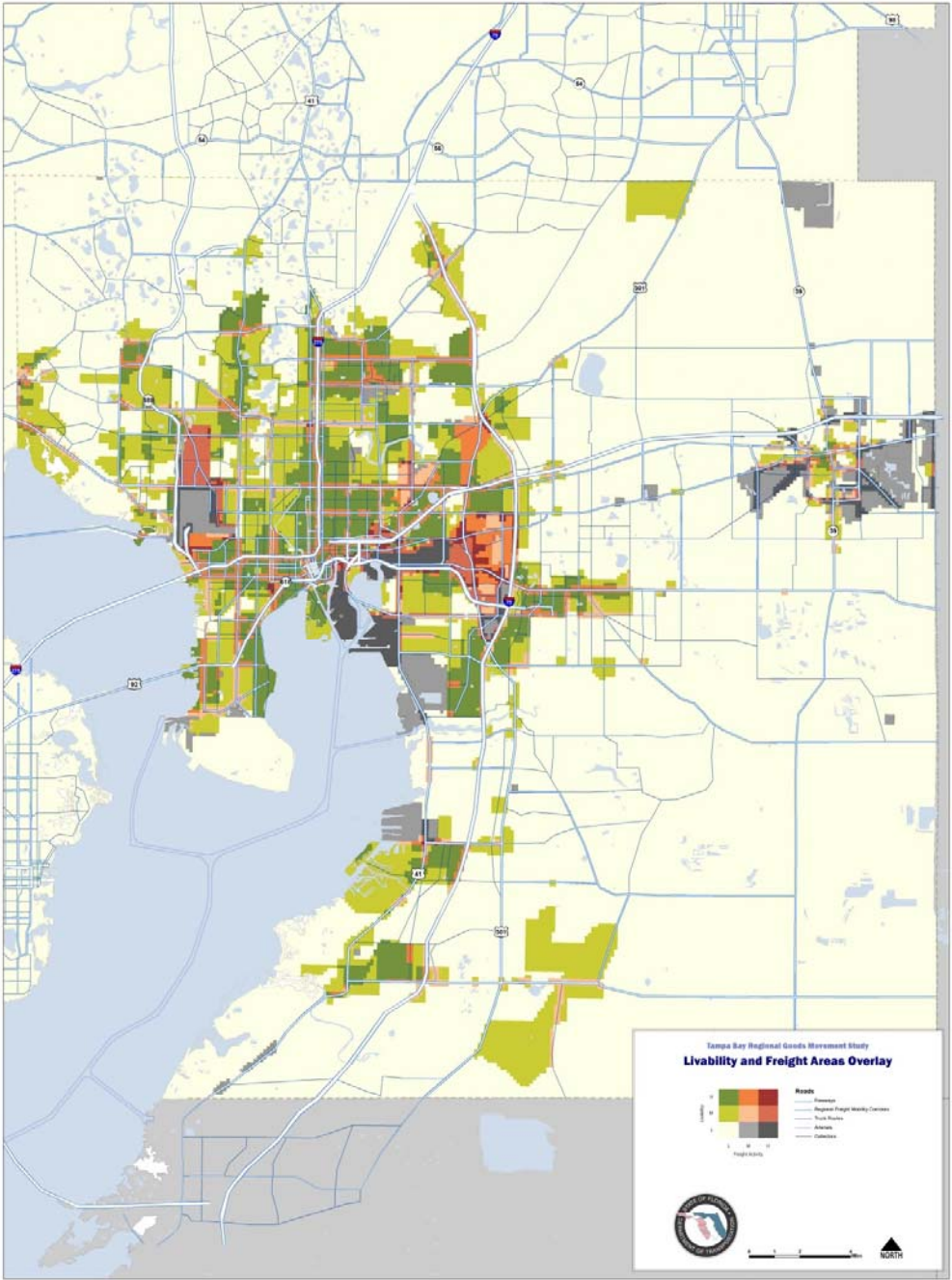


# LIVABILITY AND FREIGHT OVERLAY

- High Freight Areas
- Medium Freight Areas
- Low Freight Areas
- High Livability Areas
- Medium Livability Areas

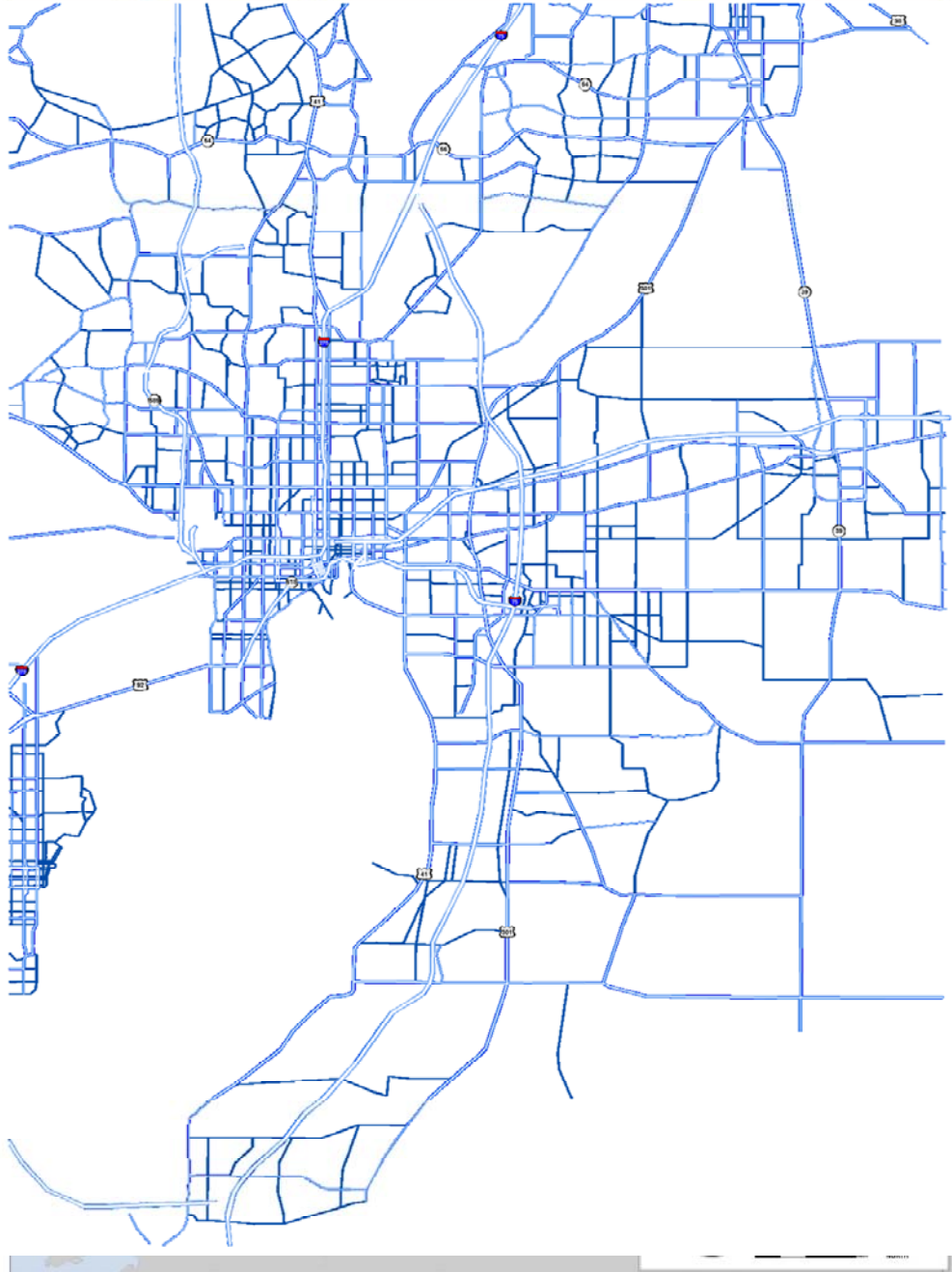


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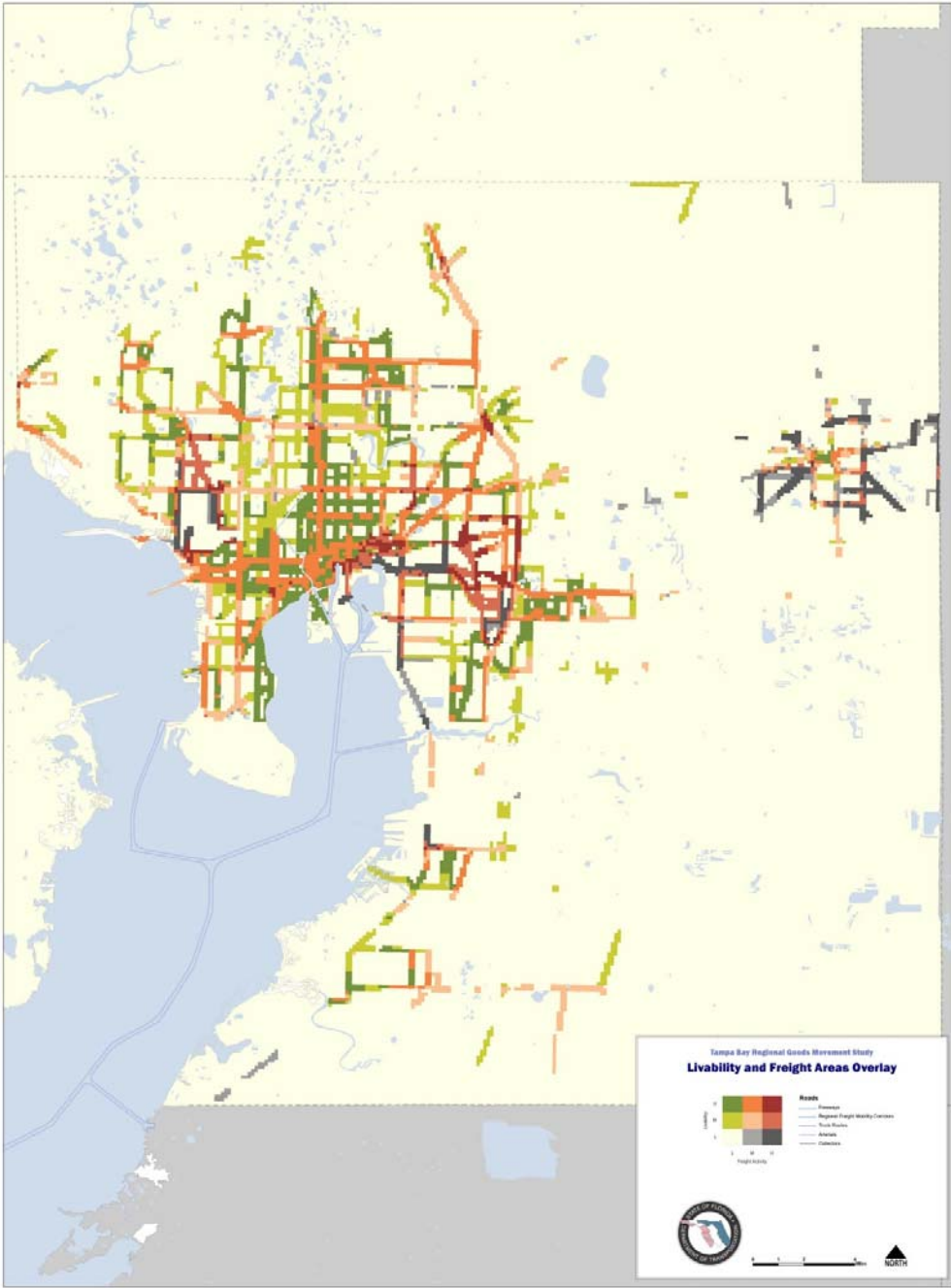




# LIVABILITY AND FREIGHT OVERLAY



# LIVABILITY AND FREIGHT OVERLAY





# DESIGN CONSIDERATION EXAMPLES

- Median nose treatments

**COMMUNITY ORIENTED**

**WHAT:** Curb median nose

**WHY:** Providing pedestrian safety, access, mobility, convenience, and comfort is the highest priority

**DIVERSE ACTIVITY**

**WHAT:** Curb median nose w/ nose shaped for largest design vehicle

**WHY:** Providing pedestrian safety, access, mobility, convenience, and comfort is a high priority, so a full pedestrian refuge must be provided. Large vehicles will be using the intersection frequently, so the median nose should be shaped to accommodate them regularly (see Design Vehicle).

**FREIGHT ORIENTED**

**WHAT:** No median nose (median ends prior to crosswalk)

**WHY:** In both freight oriented and low activity areas, pedestrian activity is infrequent. Safe accommodations must be provided, but need not exceed minimum standards. In freight oriented areas, truck quality of service is the highest priority. In low activity areas, no median nose is least expensive option for construction and maintenance.

- Right turn treatments

**COMMUNITY ORIENTED**

**WHAT:** SMALLER RADIUS, NO CHANNELIZATION

**WHY:** Providing pedestrian safety, access, mobility, convenience, and comfort is the highest priority. Land use context favors smaller scale infrastructure. Design vehicles are smaller in community oriented areas. Regular encroachment into bicycle lanes and multiple receiving lanes on destination leg, and occasional encroachment from multiple sending lanes from departure leg and into opposing traffic when lanes are clear is appropriate.

**DIVERSE ACTIVITY**

**WHAT:** MIDDLE-RANGE CURB RETURN RADIUS, NO CHANNELIZATION

**WHY:** Providing pedestrian safety, access, mobility, convenience, and comfort is a high priority. Large vehicles will be using the intersection frequently, requiring a larger turning radius.

**FREIGHT ORIENTED**

**WHAT:** LARGE CURB RETURN RADIUS, WITH CHANNELIZATION

**WHY:** Large trucks require large curb return radii. Pedestrian activity is low but occasional.

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# SCHEDULE AND NEXT STEPS

- Prepare and distribute DRAFT Strategic Plan
- Submit plan to planning agencies for review
- Present plan to MPO/TPO committees
- Present plan to MPO/TPO boards
- Draft resolution and for approval by county boards

End of May

Summer/Fall

June

Fall/Winter





## CONTACT US

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